



**NOTIFICATION TO ATTEND MEETING OF THE SOUTH EAST AREA COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON MONDAY 11 MARCH 2019 AT 3.00 PM**

AGENDA

MONDAY 11 MARCH 2019

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Irish Water

Ringsend Wastewater Treatment Plant

Investigation into a Darkened Plume Formation at Discharge Point of the WWTP

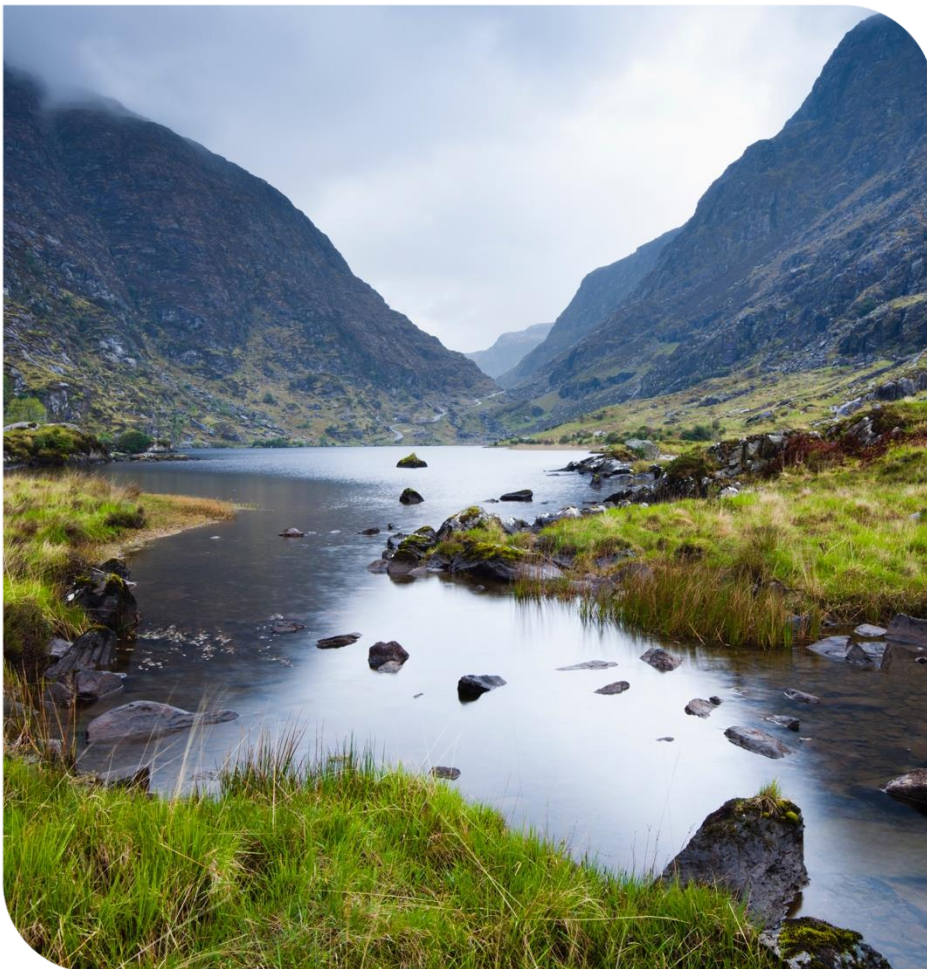


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1 Introduction

Summary

Following receipt of a Category 1¹ incident notification from Celtic Anglian Water in relation to a failure of the aeration system in one of the 24 Sequential Batch Reactor (“SBR”) cells at the Ringsend Wastewater Treatment Plant (“WWTP”), and following receipt of drone footage of a visible plume at the discharge point of the WWTP into Dublin Bay, Irish Water, and the Environmental Protection Agency (“EPA”), have carried out investigations into the matter. The Irish Water investigation has concluded that while the aeration system failure in SBR Cell 3B on 23rd of February 2019 was a contributory factor, the underlying cause of the plume formation was persistent solids loading at the plant in the weeks and days leading up to the plume formation and the inability of the already overloaded plant to deal with that solids loading.

Overview

This document has been prepared to provide an overview of the circumstances giving rise to the formation of a visible darkened plume at the discharge point of the WWTP. The purpose of this report is to provide:

- an overview of the operation of the Ringsend WWTP, including its design and current operating capacity, and plans for upgrade;
- a chronology of events giving rise to the identification of the discharge plume at the discharge point of the WWTP;
- an overview of the communications and stakeholder engagement that took place following the discovery of the discharge plume; and
- an overview of, and conclusion to, the subsequent investigation that took place during 25th-29th of February 2019.

¹ The EPA classification of incidents are carried out by reference to a scale of 1-5, with 1 being “Minor” and 5 being “Catastrophic”. A Category 1 incident is described as “No contamination, localised effects, Simple once off ELV breaches that do not have an impact on water quality”

2 Ringsend WWTP

The current Ringsend WWTP was constructed during the period 2003 to 2005 at the Poolbeg site which has long been the location of the treatment plant for Dublin City's wastewater. The plant was constructed under a Design, Build and Operate model, by the ABA Consortium, and post commissioning, was to be operated by the consortium for a term of 20 years. The operator of the plant, Celtic Anglian Water, is the operating element of the ABA consortium.

Shortly after the plant was commissioned, it was apparent that the plant was overloaded, in that the load arriving at the plant was in excess of the design capacity. It is not the purpose of this report to address the issues around the capacity of the plant in any detail, other than to note that the plant is, and has been for some time, receiving a load of in excess of 2.2m PE², where the design capacity is 1.64m PE.

Prior to the establishment of Irish Water, Dublin City Council had advanced plans to upgrade the plant and to install a long sea outfall tunnel. Upon the establishment of Irish Water, and due to advances in technology in that period, Irish Water proposed an alternative method of upgrading the plant and providing additional capacity. Irish Water, are in the process of spending €400m in providing additional capacity at the WWTP, and increasing the capacity to 2.4m PE. Capacity upgrades of 400,000 PE are forecast to be complete by 2020, with a total increase in capacity to 2.4m PE due to be complete by 2023. In the absence of the upgrade and due to ongoing overloading of the wastewater treatment plant, the discharge from the treatment plant does not comply with the Urban Wastewater Treatment requirements, nor does it comply with the conditions of its wastewater discharge licence. The inability of the plant, in its current guise, to adequately treat the load arriving at the plant, is common knowledge and Irish Water, Celtic Anglian Water and Dublin City Council are consistently working daily to minimise the extent of the exceedances.

The formation of the plume during February must be considered in the above context in order to properly and wholly consider the events that gave rise to the formation of the discharge plume.

² PE = Population Equivalent – In waste-water monitoring and treatment, Population Equivalent refers to the amount of oxygen demanding substances whose oxygen consumption during biodegradation equals the average oxygen demand of the waste water produced by one person.

3 Events of 23rd to 25th February

3.1 Aeration Pipework Failure

At 9am on the morning of the 23rd of February, the WWTP operator from Celtic Anglian Water carried out their daily routine walk around the site. At that point the plant was operating normally and there were no concerns. At approximately 9.30am, a spillage was observed from SBR Cell 3B which was reported to the plant operator. This spillage appeared to be due to a mechanical failure of some aeration pipework.

SBR Cell 3B is part of the system of aeration tanks of which there are 24 cells. The aeration process is classified as a secondary treatment stage in wastewater treatment, and as indicated below, at this stage of treatment, the raw effluent will already have been through a number of treatment stages including screening, grit removal and primary settlement:

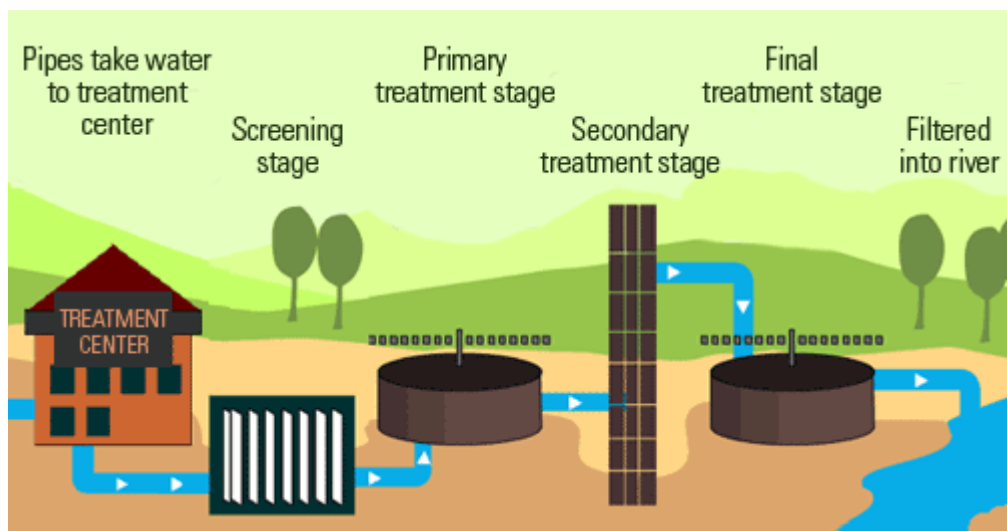


Fig 3.1 Typical Wastewater Treatment Stages

Following notification of this spillage, the plant operator isolated the SBR Cell and prevented it from receiving any more liquids. This isolation prevented any further emissions. As a result of the overflow, it has since been estimated that approximately 80-100m³ of inadequately treated effluent entered the discharge pipeline and entered Dublin Bay, with the discharge lasting for approximately 20 minutes. Irish Water staff on site, monitoring the upgrade works, were informed of the spillage, with staff agreeing at that stage that the incident was a low level incident. The plant operator then followed incident management procedures, noting that the incident was a low level incident, which would not necessitate immediate notification to the EPA. On Monday 25th February, the operator submitted the required incident notification form to Irish Water Operations staff, who in conjunction with Irish Water Compliance staff, noted

that the incident was a Category 1³ incident. It was decided however that, as breakdowns of critical plant and equipment are reportable incidents having regard to the EPA's guidance on incident reporting, an incident notification to the EPA would be advisable in this instance and Environmental Regulation contacted the EPA by phone on Monday morning (11:42) advising them of the incident on Saturday, classifying it as minor and advising that ambient monitoring would be carried out and further information was being collated from the plant operator. A preliminary written notification on the incident was uploaded to the EPA on Monday afternoon (4pm). Irish Water Operations also liaised with Dublin City Council's Environmental Section in order to arrange the carrying out of ambient monitoring in Dublin Bay.



Fig 3.2 Overflow Incident – 9.30am - 23rd February

The affected SBR Cell 3B remains shut down as repairs are carried out. It is envisaged that these repairs will take approximately one month, and while shut down; the plant will be operating with a 5%-8% reduction in treatment capacity. This has been notified to the EPA.

³ The EPA classification of incidents are carried out by reference to a scale of 1-5, with 1 being "Minor" and 5 being "Catastrophic". A Category 1 incident is described as "No contamination, localised effects, Simple once off ELV breaches that do not have an impact on water quality"

3.2 Loading in Prior Week

As noted, pending completion of upgrade works at Ringsend WWTP, the plant is operating under continuous conditions of organic overloading. Operators have advised that solids loading received to the plant in Q4 2018 & Q1 2019 have exceeded 'typical' expectations.

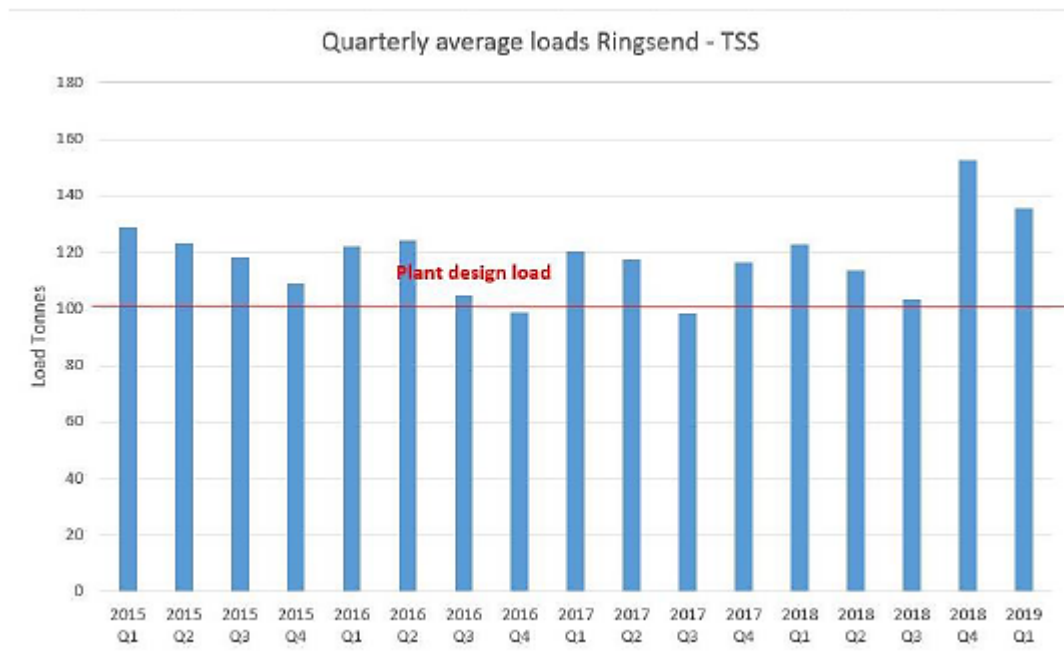


Fig 3.2 Quarterly Average Loads – TSS (Suspended Solids)

The plant is designed to treat 101 tonnes of suspended solids per day. Expectations of typical elevated levels, or normal overloading, would be for the WWTP to be operating at c.120 tonnes per day. However, during February 2019, c. 150 tonnes of solids per day was noted at the WWTP, while on 22nd of February 2019, c. 300 tonnes of solids was received at the inlet works. The consistently 'elevated' overloading conditions are now impacting on effluent quality and clarity of the effluent. In essence, this means that the on the day before the plume was observed, the loading of solids that arrived at the WWTP in the network was three times that which the plant was designed for, or twice the typical amount received at the plant.

3.3 Plume Formation

On Monday morning, Irish Water received a media query from the Irish Times, attaching a photograph taken by a drone photographer, which captured the formation of a visible darkened plume in Dublin Bay at the site of the discharge point from the WWTP into Dublin Bay. The subsequent communications and investigations into that query are addressed in the following sections of this report.



Fig 3.3 Drone Footage Received from Irish Times on 25 February 2019

4 Investigations

Upon receipt of the notification from Celtic Anglian Water to Irish Water Asset Operations, followed shortly by the media query received from the Irish Times, Irish Water commenced investigations into the matter. A chronology of these investigations is outlined below:

25/2/19 10:25: Celtic Anglian Water issued formal notification to Irish Water Operations of an incident at the WWTP on 23rd of February 2019. A diffuser head from the aeration system became detached during normal operations. This notification indicated that the incident was a low level incident, that a minor amount of MLSS (Mixed Liquor Suspended Solids) had overflowed a tank and made its way to the effluent discharge trough, but that there was no additional risk to the environment following said discharge, and that the impacted tank had been taken off line for repairs. Irish Water Operations provided this notification to Irish Water's Environmental Regulation, who are responsible for liaising with and notifying the EPA.

25/2/19 11:10 Drone footage is received and distributed to IW Operations and Compliance staff.

25/2/19 11:27 Irish Water Operations staff commenced investigations with Celtic Anglian Water into the incident, Celtic Anglian Water were requested to provide further information on the incident which occurred on the 23rd of February 2019, and to confirm volumes of discharge etc. Irish Water requested the Environment Section of Dublin City Council to undertake ambient water quality sampling.

25/2/19 15:00 A teleconference call took place with Celtic Anglian Water and Irish Water staff from Operations, Asset Planning and Compliance. On this call the Operators could not confirm if the photo was as a result of the aeration pipe failure or the volumes received at the WWTP in the preceding week. Photos of the discharge that was occurring on the evening of the 25th of February 2019 were requested from Celtic Anglian Water. These photographs indicated that there was an ongoing element of solids laden discharge, but that it was, at that time, impossible to conclude as to whether or not it was residual from the aeration failure or due to overloading at the plant in the prior days.

25/2/19: Media and Stakeholder updates are issued based on the available information, as detailed in Section 5.

26/2/19 13:00 EPA Audit at the WWTP, attended by Irish Water and Celtic Anglian Water staff. The volume of discharge due to aeration failure was determined to be low (less than 1% of total flow, and 3% of daily effluent solid load), based on the estimated volumes discharged. It was determined that the formation of the plume was most likely to have been as a result of the loading at plant in the immediate days prior to the 23rd-24th February 2019, rather than being significantly attributable to the aeration failure. Effluent quality varies significantly from day to day, so discolouration of the discharged effluent is also variable from day to day. In addition, a number of external factors are likely to have contributed to the apparent colour differential in the drone photograph

such as low tidal levels, sunlight, refraction, wind direction, receiving water temperatures and the absence of the dilution effect caused by rainfall. It is further noted that sampling results from Celtic Anlian Water on effluent quality are not real time and are not available for a number of days following the taking of the sample. The high solids content in the effluent would have been identified in the effluent sampling and would have likely indicated the potential for plume formation, had the sampling been available in real time.

27/2/19: Incident update issued to EPA and Stakeholders

28/2/19: EPA Statement issued:

<http://www.epa.ie/newsandevents/incidents/recent/name,65438,en.html>



Fig 4.1 Discharge Point – 25 February 2019

In addition to the above investigations, analysis of the influent being received at the plant would seem to indicate that the influent is laden with solids that are not from wastewater, but appear to be inert solids that are possibly entering the combined sewer network as a result of the increase in construction activity across the city. The peaks being experienced in sampling for Total Suspended Solids are not being replicated in typical sewage indicators such as Ammonia or BOD loading, which would suggest that the solids are not from wastewater discharges.

5 Communications

Following receipt of the media query, and in order to inform stakeholders of the incident, there were two statements prepared relating to the incident. These statements are reproduced below and were prepared as knowledge of the incident evolved. The statements were placed on the Irish Water website and communicated via social media.

Statement 1

“Irish Water can confirm that there was a failure at one of the tanks at Ringsend wastewater treatment plant at approximately 9am on Saturday 23 February, 2019. This caused a discharge of sludge into the Lower Liffey estuary via an outfall located approximately 1km from the plant. The tank was isolated and repairs are now progressing. An investigation into the cause of the incident is ongoing. Irish Water can confirm that there are currently no planned discharges of untreated effluent into Dublin Bay. However, due to ongoing overloading of the wastewater treatment plant, the discharge from the treatment plant does not comply with the Urban Wastewater Treatment requirements. In order to treat the increasing volumes of wastewater arriving at the plant to the required standard and capacity, Irish Water is investing over €400 million in the staged upgrading of Ringsend Wastewater Treatment Plant to allow the wastewater of an additional 400,000 population equivalent.

Work started in February 2018 works are progressing well. In June 2018, Irish Water submitted an application for strategic infrastructure development to An Bord Pleanála to further progress the upgrade of the Ringsend Wastewater Treatment Plant. This proposed further upgrade utilising Aerobic Granular Sludge (AGS) technology will enable future population growth and ensure the plant operates to the highest possible environmental standards. Irish Water is committed to safeguarding the environment and ensuring all wastewater is correctly treated and is safely returned to rivers, lakes and sea.”

Statement 2

“Irish Water can confirm that there was a failure at one of the tanks at Ringsend wastewater treatment plant on the morning of Saturday 23 February, 2019 which caused a discharge of activated sludge into the Lower Liffey estuary via an outfall located approximately 1km from the plant. The discharge occurred for approximately 20 minutes and it is estimated that 100 cubic metres of activated sludge was discharged. It should be noted that this discharge was not raw sewage and does not pose the same risk to public health or the environment as a raw sewage discharge would. The tank was isolated and repairs are now progressing. Irish Water would like to apologise for the discharge which we acknowledge was unsightly and which is not to the standards we set ourselves.

Irish Water has standard protocols in place when incidents of this nature occur and incidents are escalated on the basis of the potential impact to human health and the environment. Statutory stakeholders are notified in line with protocols and we can confirm that the EPA carried out an audit of the site today.

Currently the Ringsend wastewater treatment plant treats approximately 40% of the country's wastewater load. Due to ongoing overloading of the wastewater treatment plant, the discharge from the treatment plant does not comply with the Urban Wastewater Treatment requirements as the treated effluent discharging from the plant has higher amount of solids than is optimal and this could give rise to a coloured plume in the water. In order to treat the increasing volumes of wastewater arriving at the plant to the required standard and capacity, Irish Water is investing over €400 million in the staged upgrading of Ringsend Wastewater Treatment Plant to increase wastewater treatment capacity to cater for an additional 400,000 population equivalent.

Work on the upgrade started in February 2018 and in June 2018, Irish Water submitted an application for strategic infrastructure development to An Bord Pleanála to further progress the upgrade of the Plant utilising Aerobic Granular Sludge (AGS) technology to enable future population growth and ensure that the plant operates to the highest possible environmental standards. Irish Water is committed to safeguarding the environment and ensuring all wastewater is correctly treated and is safely returned to rivers, lakes and sea.

Irish Water can confirm that there are currently no planned discharges of untreated effluent into Dublin Bay from Ringsend Wastewater treatment Plant. Investigations into this matter are ongoing and a further update on request will be provided once available.”

6 Conclusions

Arising out of the investigations into this incident, Irish Water has reached the following conclusions about the formation of a darkened plume at the discharge point of the WWTP into Dublin Bay:

- That while a contributing factor, the failure of the aeration system in SBR Cell 3B was not the primary cause of the plume formation witnessed on the 23rd of February 2019. It is estimated that the amount discharged as a consequence of this failure was 80-100m³ or less than 1% of total daily flows;
- That the failure of the aeration system was in itself a Category 1 incident, which did not necessitate immediate EPA notification;
- That in the days immediately prior to the formation of the plume, the total suspended solids received at the plant was significantly higher than the design capacity of the plant, being three times higher than design capacity on the day immediately before the photographing of the plume, and twice the overloading;
- That repairs to SBR Cell 3B will take 2-4 weeks to complete, during which period the WWTP will be operating at a reduced capacity of 5%-8%;
- That it is likely that the formation of the plume was largely caused by the inability of the plant to deal with the excessive solids loading at the plant; and
- That what was discharged into the Dublin Bay and formed the plume was not raw sewage, having gone through a number of treatment stages, but was rather a partially treated discharge with a large amount of fine solids which would not pose the same risks to health as untreated effluent.

¹ The EPA classification of incidents are carried out by reference to a scale of 1-5, with 1 being "Minor" and 5 being "Catastrophic". A Category 1 incident is described as "No contamination, localised effects, Simple once off ELV breaches that do not have an impact on water quality"

7 Recommendations

Over 40% of the entire wastewater produced in Ireland is treated at the Ringsend facility. The management of the operation of this facility is a responsibility which Irish Water takes very seriously. Irish Water are committed to the upgrading of this plant over the next five years and until that upgrade is complete, we must ensure that all efforts are taken to minimise the impact of the inability of the current plant to treat the load that is arriving at the plant.

On this occasion however, the manner in which the plume formation was managed and communicated to stakeholders and the general public did not meet the standard that Irish Water consider acceptable. While all incident management processes, both internal and external, were correctly followed, it is accepted and acknowledged that more could have been done to identify the potential for plume formation and to notify stakeholders and the public of same.

Arising out of the above investigations, a number of recommendations are being explored by Irish Water and Celtic Anglian Water, including:

- The provision of real time photographic recording of the discharge point, in order to have an indication of the plume formation potential at the discharge point;
- A review of the Incident Notification protocol to ensure better communications to stakeholders, including Dublin City Council and the public in the event that a plume is identified;
- Modification of the process control to investigate optimum settlement times based on the outcome of recent upgrade works;
- Investigate options to increase sludge removal from the process during periods of high solids loading received at the plant, thereby allowing speedier through flow of solids through the plant; and
- Analysis to identify and minimise the extent and impact of solids in the network on the treatment plant.

Irish Water recognises that with the impending bathing season, it is incumbent on Irish Water as an organisation to minimise the impact of discharge from the overloaded WWTP into Dublin Bay.

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Public Consultation Submissions Summary Report

Report on the Non-Statutory Public Consultation for the proposed
Fitzwilliam Cycle Route

February 2019



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

1 Introduction

Cycle Dublin is a programme for the development of a high quality strategic cycle network in Dublin City. As part of Cycle Dublin, Dublin City Council proposes to develop a high quality cycle route along NTA Route C7, with a quality of service of A or A+ (in accordance with the National Cycle Manual). The proposed Scheme area is located along Fitzwilliam Place, Fitzwilliam Square East, Fitzwilliam Street Upper, Fitzwilliam Street Lower, and Merrion Square East. The route commences at the junction of Fitzwilliam Place and Leeson Street and terminates at the junction of Merrion Square East / Mount Street / Merrion Square North. The proposed Scheme will incorporate the upgrade and redesign of a number of signalised junctions.

The overriding purpose of the Scheme is to provide a high quality, continuous and consistent cycle facility between the junctions of Fitzwilliam Place / Leeson Street and Merrion Square East / Mount Street / Merrion Square North. The proposed route will provide a safe and attractive premium cycle route that caters for commuter and recreational cycling.

A period of non-statutory public consultation was conducted from 13th September 2018 to 12th October 2018 with the intention of obtaining the views of the public and interested parties on all design aspects of the Scheme.

This report summarises the feedback received from the consultation process by looking at the submissions as they relate to the following user groups: Commuters, Residents, Businesses, Other Organisations / Associations, and Public Representatives.

1,763 submissions were received as part of the public consultation process. Of the 1,763 submissions, one petition was received from the South Georgian Core Residents Association which included an additional 83 signatures. Table 1.1 shows the breakdown of how the submissions from the public consultation process were received.

Table 1.1: Summary of how submissions were received

Category	Number
Emails and online submissions	1,750
Petitions (submitted online)	1
Written submissions	12
Total submissions	1,763
Petition signatures (as part of the South Georgian Core Residents Association petition)	83
Total submissions including petition representations	1,846

The submissions included a variety of response themes including:

1. Strong support for the proposals, particularly: The provision of a segregated parking protected cycle track; the creation of a more active, pedestrian friendly space; the reduction in motorised traffic in Dublin and the associated environmental benefits; and the traffic calming and parking improvement elements, with many submissions being very enthused by the proposed Scheme.
2. Support for the Scheme, but with suggestions of how the Scheme design may be improved including: ensuring that the cycle lane is consistently segregated throughout, including at the Dublin Bike Stands; traffic calming improvements at Lad Lane and other areas; and the provision of raised tables to indicate that vehicles must yield to cyclists at junctions.
3. Submissions from the South Georgian Residents Group opposing the Scheme in its current form.
4. Concerns regarding the proposed cycle Scheme from disability groups, with suggestions on improved design.

A breakdown of submissions that were supportive of or concerned with the proposed scheme is shown below in Figure 1.1.

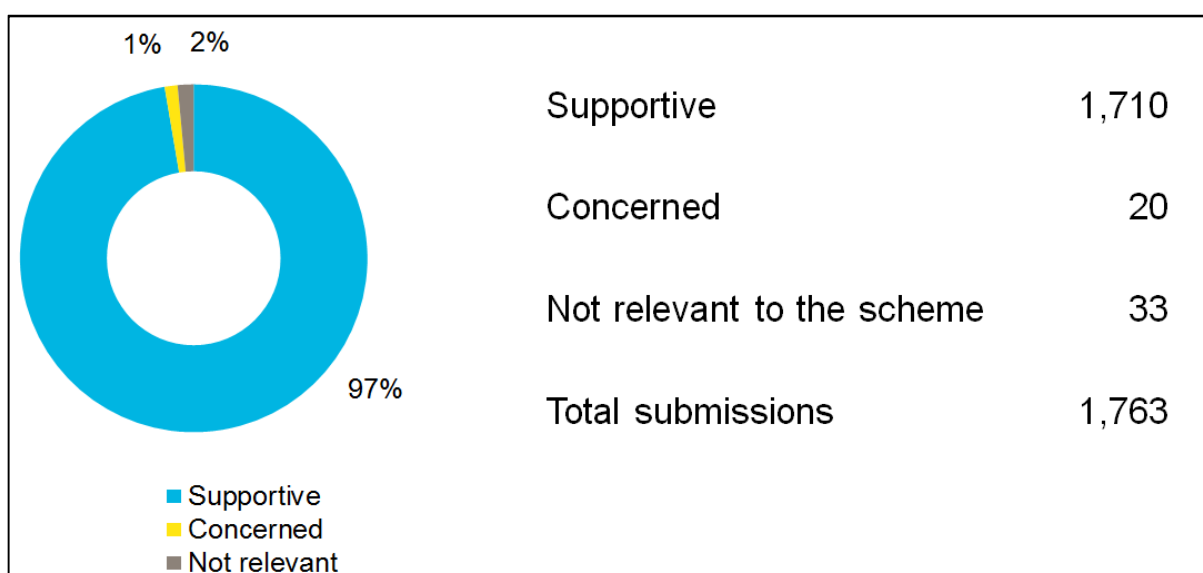


Figure 1.1: Breakdown of numbers of submissions that were supportive/concerned

A summary of the content of the submissions is set out below followed by responses to the main issues raised.

2 Summary of Submissions

This section summarises all of the issues raised from the consultation submissions. These have been subdivided between the various user groups: Residents, Businesses, Other Organisations / Associations, and Public Representatives, based on the contents of their respective submissions. A breakdown of the number of submissions of each category is shown below in Figure 2.1.

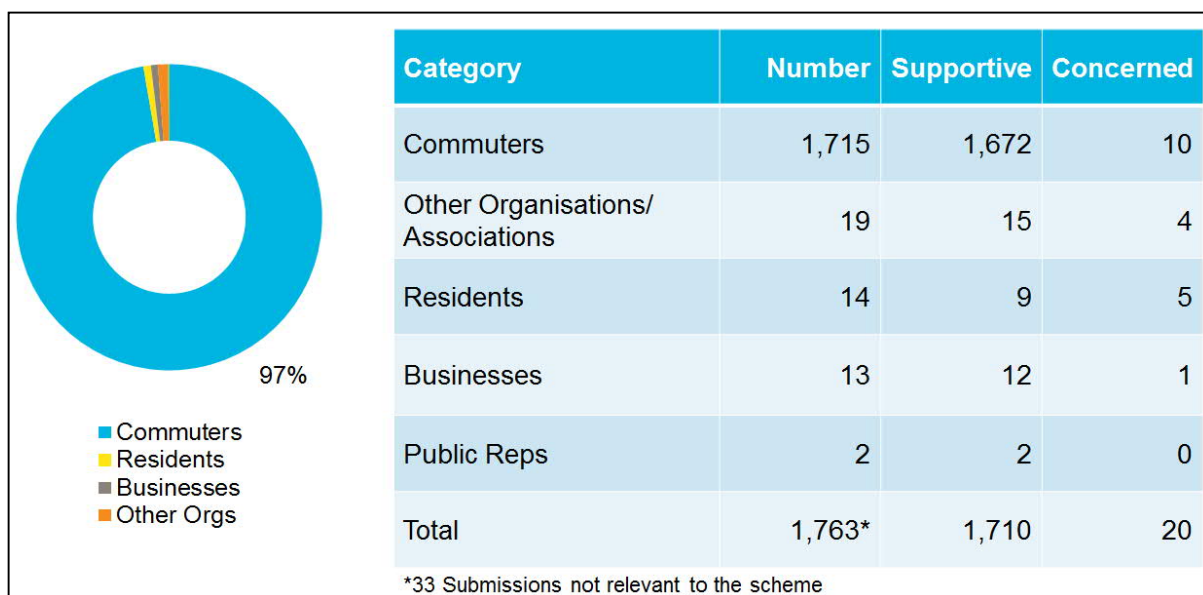


Figure 2.1: Breakdown of submission categories

2.1 Residents

2.1.1 South Georgian Core Residents Association

The South Georgian Core Residents Association presented a submission objecting to the proposed Scheme in its entirety. The submission included a petition of 83 signatures objecting to the Scheme.

The South Georgian Core Residents Association submission included the following issues:

- Safety of pedestrians, vulnerable pedestrians and people with disabilities
- The design was considered unfriendly to people with mobility / visual impairments due to the narrow width of buffer zones and lack of crossing points;
- Flawed Process: the need for the development has never been quantified or qualified particularly in the context of an adjacent near parallel route 50m away; there is a Lack of rationale for the project;
- Flawed Report: the feasibility study is deeply flawed.
- The proposal disincentivises residential development in the area.
- Pre-determined Timeline: With Dublin hosting Velo-city 2019, the completion of the project in advance of same seems to be a far greater priority than real open engagement with the residents about the problem and possible solutions (other than the pre-determined one).
- BusConnects: to proceed in the absence of the updated plans for BusConnects would be premature.
- Shared Spaces/Shared Surfaces: The planners are under the misapprehension that this is a segregated Cycleway. For a visually impaired person or a vulnerable pedestrian, the cycle path and carriageway is a shared surface.
- The Scheme design will make emergency vehicle access difficult due to the location of parked vehicles and the cycle lane;
- The loss of existing vehicle parking capacity;
- Belief that rather than a cycle Scheme, the area needs increased traffic calming; and
- Increase in traffic congestion along the route.

2.1.2 Submissions from individual residents

In addition to the South Georgian Core Residents Association submission, 13 submissions were also identified as from individual Residents. 65% of these submissions were supportive of the Scheme, highlighting the following observations:

- The parking protected cycle lane will provide improved protection to cyclists and pedestrians along the route, therefore increasing residents and other users of the road's quality of life;
- The proposed Scheme will improve comfort and confidence for residential cyclists commuting to work or areas of socialisation;
- It was observed that the existing level of parking in the area is usually at 50% occupancy and therefore the opportunity to improve the safety of active travel by adjusting the parking configuration was welcomed;
- The proposal was considered to return the area to its Georgian roots of active travel;
- Changing the parking configuration will reduce collision risk by removing the hazard of motorists reversing onto the road from their parking space;
- The Scheme will contribute to a reduction in air pollution and the area's carbon footprint; and
- The existing speed of traffic and the wide traffic lanes make the area hazardous for cyclists.

35% of individual resident responses objected to the Scheme due to the following issues:

- The redesign of the street layout by the Scheme was considered to hinder the area's historical nature; and
- Unaware of a need / demand for cycle improvements in the area.

2.2 Commuters

The proposed Fitzwilliam Cycle Scheme received 1,715 responses from those submissions identified as Commuters¹. Of the 1,715 Commuter responses, the Scheme received very strong support, with the following identified as important reasons for the Scheme to be implemented:

- The improvement of safety for both cyclists and pedestrians along the route;
- Previous experience of accidents cycling in Dublin due to a lack of proper infrastructure;
- The proposed Scheme will encourage children to cycle and provide a safe place for parents to teach children to cycle in the City;
- The proposed Scheme will provide a connection and extension of the Grand Canal Route, reducing cycle congestion on that route;
- The Scheme will encourage improvements to the health of the City by facilitating active lifestyles;
- The Scheme will remove the safety risk associated with the existing parking arrangements along the route where cars reverse out of spaces onto the road as a potential unsighted conflict point;
- The proposed Scheme will encourage active lifestyles and therefore return the Georgian Street back to its pedestrian roots;
- The proposal will reduce climate change impact by encouraging a modal shift to active transport;
- The proposed Scheme will create an important connection to the local hospitals in close proximity for staff, visitors and patients;

¹ The Commuter user group included blank and no comment submissions

- The proposed Scheme will improve active transport routes to work and places of social activity;
- The Scheme will act as a precedent for safe cycling and segregated Schemes in Dublin;
- Provide a test location to understand the strengths and weaknesses of the Scheme;
- Bring Dublin up to standard with other modern travel cities, with Copenhagen, Valencia, and Barcelona cited as examples;
- The proposed Scheme will reduce City Centre car parking spaces, improving the pedestrian facilities on the street;
- The provision of protected cycle lanes in both directions along the route was considered important to safety;
- The buffer zone between parked cars and cyclists was deemed good design;
- New bike parking along the length of the Scheme;
- Improved pedestrian facilities and improved traffic calming; and
- Improved junction design along the route, giving greater priority to, and safer designs for, pedestrians and cyclists.

Within the supportive Commuter responses, a number of queries regarding the Scheme's proposed design were also raised, and suggestions provided, on how the Scheme could be improved. The suggestions are summarised as follows:

- Near Dublin Bikes stand on Merrion Square East the cycle lane is not protected. It was suggested that this could be improved by moving the Dublin Bikes stand in-line with the parked vehicles;
- Lad lane requires some level of traffic calming. It was suggested that this will make it safer for cyclists and motorists to share the same space;
- It was suggested that Fitzwilliam Lane should have a raised table so that motorists know they must yield to cyclists when crossing the cycle lane;
- It was identified that there is a lack of design clarity at Leeson Street / Fitzwilliam Street Junction and that this should be rectified;
- The number of raised crossings of cycle lanes needs to be rationalised across the Scheme;
- It was suggested that the Scheme could be improved by extending traffic calming ramps across the full carriageway, particularly at the South East corner of Fitzwilliam Square;
- It was suggested that at certain areas stop signs are missing for cyclists;
- Advanced stop lines were suggested as an improvement for cyclists; and
- It was suggested that traffic light phasing could be separated between cyclists and pedestrians.

Additionally, a small minority, 3% of those submissions identified as Commuters, either provided blank / no comment responses or objected to the proposed Scheme, with the following items identified:

- Uncertainty for the rationale of the Scheme;
- Disagreement on the design standard for the safety of cyclists and the benefits of a segregated cycle Scheme where parking bays are used as a buffer zone;
- Concern regarding an increase in collisions between cyclists and pedestrians trying to access or depart their vehicles;
- Potential problems with 'dooring' of cyclists from parked vehicles; and
- Perceived inadequacy of design for those with mobility impairment and disability.

A 97% majority of Commuter responses provided support for the Scheme, or provided suggestions on how the Scheme could be improved to ensure its implementation.

2.3 Businesses

2.3.1 ESB

ESB is currently in the process of constructing a new Head Office building on Fitzwilliam Street. ESB provided a supportive submission regarding the Scheme related to the following themes:

- The proposed Scheme will benefit ESB's new Head Office building by improving the possibility of sustainable access by cyclists;
- Consistent with ESB's plans for employee cycle to work Schemes; and
- Enhance the safety of the area by removing reversing motorist parking spaces.

Additionally it was recognised that the Scheme should be co-ordinated with the construction of ESB's public realm works to enable the delivery of the best possible Scheme.

2.3.2 Indeed.com

Indeed.com provided supportive submissions for the proposed Scheme. Indeed.com indicated the following:

- Indeed.com is opening a new office in Grand Canal Docks, in close vicinity to the proposed Scheme, and identified that one in five employees from their workforce of approximately 1,000 cycle to work. With Indeed.com currently undertaking a recruitment drive for the new Office, they feel that the Scheme is necessary in order to ensure that the safe infrastructure is in place to connect staff to work; and
- Indeed.com acknowledged that the Fitzwilliam Cycle Scheme should serve as the start to new cycle Schemes in Dublin providing enhanced cycle infrastructure.

2.3.3 WorkGroup

WorkGroup is a graphic design studio based on Holles Place. WorkGroup provided a supportive submission to the Fitzwilliam proposal based on the following:

- WorkGroup favoured the implementation of the cycle Scheme as most of their staff, including the Executive Manager, travel to work using bicycles and they feel that the existing infrastructure is unfriendly and dangerous; and
- WorkGroup support the parking protected cycle lane as a means to safe, segregated, cycling that will allow staff and visitors to access their office easily.

2.3.4 Future Analytics

Future Analytics, a business based on Fitzwilliam Square South, also provided a supportive submission on the Fitzwilliam Cycle Scheme. Their support was based on the following themes:

- Future Analytics identified that 45% of their employees cycle to work daily and enter and exit the area via Merrion Square / Baggot Street or Grand Canal / Leeson Street routes;
- The increased bicycle parking will improve the visual appeal of the area by reducing cyclists need to chain bicycles to private rails; and

- The Scheme will rectify the existing lack of pedestrian crossings on the wide streets where experience has indicated that motorists travel at excessive speeds.

2.3.5 Ding

Ding is a small support services organisation based in Ballsbridge. Ding provided support for the Fitzwilliam proposals as a number of their staff commute to work from the Fitzwilliam Street area. Ding therefore recognised the benefits of safe cycling infrastructure connecting to their offices.

2.3.6 Irish Green Building Council

The Irish Green Building Council provided support for the proposed development of cycling infrastructure along the Scheme route based on the following:

- The Scheme was considered essential to create a healthy, low carbon, City;
- The creation of high quality cycling and walking infrastructure was considered important to encourage more people to feel safer cycling; and
- This in turn was recognised to reduce the number of motorists entering Dublin and instigate a transition to a people focused City as opposed to a motor dominated City; reducing pollution and increasing the health of citizens.

2.3.7 LK Shields

LK Shields is an Irish Corporate and Commercial Law practice based on Mount Street who provided support for the Fitzwilliam Scheme on the following basis:

- It was considered that to coincide with the increasing numbers of cyclists in Dublin a system is needed which segregates cyclists from motorised traffic, in particular lorries with limited visibilities, so that staff can safely commute to work by active transport; and
- Additionally, it was considered that the Scheme should be a pilot to assess further cycling solutions throughout Dublin.

2.3.8 Havas

Havas is a creative marketing, advertising, and PR agency located on Leeson Street. Havas provided a supportive response to the Scheme based on the following:

- Havas have 45 employees, 50% of which cycle to work;
- The Managing Director, who provided the submission, commented that three cycle accidents have affected Havas staff over the past three years, directly impacting their confidence in commuting and cycling;
- Havas staff use cycling as a means to getting to meetings, events, and dropping off packages;
- The company have a policy whereby they pay staff Dublin Bikes annual subscriptions upon request;
- Havas considered that Fitzwilliam Street, in its existing form, is dangerous for cyclists, however their staff must use it for approximately 30 bike journeys per day;
- Havas staff have indicated dangerous experiences of motorists reversing out of perpendicular spots along the route with no sight for cyclists; and
- Havas is therefore adamant that this Scheme is necessary in the area to give all choices of transport the same security and regard.

2.3.9 Crème Global

Crème Global is an analytics organisation based on Grand Canal Quay and provided support for the Fitzwilliam proposal based on the following observations:

- 90% of Crème Global staff were identified as commuting to work using cycling, walking or public transport means;
- As an organisation, Crème Global aim to encourage active travel as a means to responsible commuting;
- Crème Global support the Scheme's parking protected design for the safety of cyclists and pedestrians; and
- Better cycle routes were considered important to encourage a transition to less motor vehicle use, improving air quality and public health.

2.3.10 Translation.ie

Translation.ie is a translation service provider based adjacent the proposed Fitzwilliam Cycle Route. Translation.ie provided support for the Scheme based on the following:

- The Scheme design was considered to improve pedestrian and cycle access and improve the visual amenity of the neighbourhood;
- As the road is very wide with chaotic driving conditions, the traffic calming measures were welcomed for the safety of the area.

Translation.ie however had a number of suggestions regarding the Scheme design. These were identified as follows:

- It was considered that the Dublin Bikes stand on Merrion Square should be moved across the road and incorporated into the new ESB office works;
- The Scheme should be extended throughout Dublin; and
- A suggestion was made regarding traffic light phasing.

2.3.11 Obazine Research and Marketing Ltd

- Obazine Research and Marketing Ltd expressed support for the Scheme in order to enhance protection for employee and client cycle commutes to and from the office. It was considered that the parking protected nature of the Scheme would increase safety.

2.3.12 Moyee Coffee

Moyee Coffee supported the proposals based on the following:

- Staff from the business regularly have to drive through the City Centre for deliveries and meetings and it was commented that Moyee Coffee staff feel that the parking protected cycle lane would improve cyclists safety and consequently also make the roads safer for their motor vehicle drivers; and
- Moyee Coffee staff also commented that they use Dublin Bikes to travel to meetings quickly in Dublin Centre and that they have observed that there is a shortage of safe, protected, cycling infrastructure in Dublin. Therefore the Scheme would be a welcomed start.

Moyee Coffee however suggested the following:

- Near Dublin Bikes stand on Merrion Square East the cycle lane is not protected. It was suggested that this could be improved by moving the Dublin Bikes stand in-line with the parked vehicles;
- Lad lane requires a level of traffic calming. It was suggested that this will make it safer for cyclists and motorists to share the same space;
- It was suggested that Fitzwilliam Lane should have a raised table so that motorists know they must yield to cyclists when crossing the cycle lane.

2.4 Other Organisations and Associations

2.4.1 Trinity College Dublin

Trinity College Dublin provided a supportive submission on the proposed Fitzwilliam Cycle Scheme. Trinity's submission was supportive based on the following observations:

- Trinity has a community of approximately 20,000 people who travel daily to and between campuses throughout Dublin including: College Green, St. James's, and Tallaght Hospitals;
- Trinity also identified that the student population at their Trinity Hall building, in Dartry, is expected to increase from 1,200 students to 1,600 students in the near future;
- Trinity's private motor vehicle use was recorded at less than 2% and, despite the absence of existing segregated cycle lanes, bicycle use in Trinity was recorded as 14%. This was noted to be 4% above the national cycling target;
- As part of Trinity's submission the results from a College survey conducted in 2018 were provided. It was identified that of 3,912 respondents within the Trinity Community, 87% questioned the safety of existing cycling conditions in Dublin, while 91% felt segregated cycle lanes and 'quiet ways' would increase cycle safety;
- It was also identified that the Healthy Trinity Smarter Travel Committee recommended a 'Safe Route' and a 'Fast Route' from Trinity Hall to Trinity's College Green Campus. The recommended 'Safe Route' aligns through the Fitzwilliam Cycle Scheme's proposed route and therefore Trinity very much welcomed the segregation of cyclists in this area for the safety of their cycling commuters;
- Trinity urged the complete segregation of cycling along the proposed route.
- Trinity also wished to reaffirm their commitment to the following statement made in 2017:
 - "Trinity has embraced Smarter Travel and in particular, cycling. Trinity regards cycling as an important tool in achieving its strategic aim of demonstrating institutional leadership by being a sustainable campus;
 - Cycling is environmentally friendly, quick, cost-effective, healthy and flexible. Trinity would like to see improved cycling infrastructure in Dublin City between its main campuses and the residences it provides for students and staff. Both Trinity and Dublin would benefit."

Though positive, Trinity's submission also acknowledged the following design suggestions:

- Trinity would like segregation of cycling to continue near the Dublin Bikes stand on Merrion Square East;

- A level of traffic calming measures should be installed on Lad Lane; and
- Fitzwilliam Lane should have a raised table on the road so that motorists understand they must yield to cyclists.

2.4.2 DIT

The Dublin Institute of Technology (DIT) submitted a supportive response to the proposed Fitzwilliam Cycle Scheme. DIT's support was based on the following:

- Many of DIT's 20,000 student community, and 500 staff community, cycle to and from DIT's Campuses around Dublin City;
- Parking protected cycle lanes were considered to make their commute much safer.

However, DIT provided a number of design suggestions to improve the Scheme:

- Near Dublin Bikes stand on Merrion Square East the cycle lane is not protected. It was suggested that this could be improved by moving the Dublin Bikes stand in-line with the parked vehicles;
- Lad lane requires a level of traffic calming. It was suggested that this will make it safer for cyclists and motorists to share the same space;
- It was suggested that Fitzwilliam Lane should have a raised table so that motorists know they must yield to cyclists when crossing the cycle lane; and
- Two speed ramps either side of the pedestrian junctions were considered excessive to slow down cyclists approaching. It was suggested that a raised platform would provide better cycle calming infrastructure.

2.4.3 Dublin Institute for Advanced Studies

As a leading independent research institution, with three central office locations including: an office on Fitzwilliam Place and an office on Merrion Square, the Dublin Institute for Advanced Studies (DIAS) also provided a supportive submission on the Fitzwilliam Cycle Scheme, commenting that:

- DIAS conducted a recent internal survey and identified that more than 25% of their employees and visitors choose cycling as their main mode of transport;
- The survey identified that a larger proportion would cycle to DIAS if they felt comfortable with the cycling infrastructure;
- DIAS welcomed the Fitzwilliam Cycle Scheme as they considered segregated cycle lanes as integral to: improving safety for those commuting to DIAS offices; promoting active lifestyles; promoting freedom to choose how their staff get to work; reducing City congestion; reducing air pollution; and improving the general health of Dublin;
- DIAS also recognised the importance of the proposed Fitzwilliam protected cycle lanes in helping the Institute attract world class researchers and increase the ease to exchange and connect with people from Trinity College Dublin and University College Dublin;
- DIAS believed the Scheme will have a direct beneficial effect on the everyday life of the Institute and, on the balance, benefit their research and that of Dublin; and
- DIAS would also like to see a protected cycle lane connect to their Dunsink Observatory.

2.4.4 Dublin Chamber

The Dublin Chamber highlighted that they are a representative body for over 1,300 businesses in the Greater Dublin Area and wished to submit a supportive response to the proposed Fitzwilliam Cycle Scheme based on the following:

- It was considered that the proposed Scheme would improve cycle facilities and enhance considerably the experience of the public realm for all users of the streets;
- The protected nature of the cycle lanes utilizing parked cars as a buffer was considered to benefit businesses, and the people working within the Scheme area, by reducing the need for cyclists to share space with buses and private vehicles, therefore enabling them to get to their commuting areas in a safe and active way;
- The proposed Scheme would be a strong step towards the Chamber's vision of a City with a much safer cycle system;
- The Chamber believed that the proposed parking protected cycle Scheme will help Dublin work towards best in class examples, such as Amsterdam and Copenhagen.
- The Chamber considered private motor vehicle reliance in Dublin to be excessive and that failing to implement the Fitzwilliam Scheme would send a hugely negative message regarding Dublin's aims of becoming cycle-friendly;
- The Chamber indicated that a survey of their members in 2018 found that 63% of members noticed an increase in the number of staff cycling to work, and that 88% felt improved cycle ways would make a positive difference to their staff and business.
- A survey of the Chamber's members in 2017 was also used to show support for the Scheme in that it identified that making Dublin a world-class network of safe cycling facilities was a key desire of the 20,000 people surveyed at the time; and
- Dublin Chamber commented that they believe that a 20% cycling share is possible in Dublin within 10 years, but only if Dublin starts investing properly in the cycling network, such as with the Fitzwilliam Scheme.

2.4.5 An Taisce

An Taisce is a charity working to protect and preserve Ireland's natural and built heritage. They provided a supportive submission on the Scheme for the following reasons:

- An Taisce considered that the Scheme will provide critical, dedicated, safe space for cyclists along the Fitzwilliam corridor in order to attract people of all ages and abilities to enjoy every day cycling;
- They commented that the demographic profile of cyclists in Dublin is middle-aged male dominated and believed that the Fitzwilliam Scheme would provide a safe place that will encourage more women and children to get involved in cycling;
- An Taisce considered that the Scheme will provide a connection to the Grand Canal Cycle route and take pressure and congestion away from busy sections;
- The Scheme was considered important to create a network of high quality cycle routes that will help stimulate a shift away from private motorised transport to cycling; therefore reducing congestion and aligning with the Dublin City Development Plan, the National Transport Authority's Transport Strategy, and, most crucially, reduce traffic emissions;

- An Taisce noted that the Scheme will benefit the area by reconfiguring motor vehicle parking layouts in a way that will reduce the visual domination of parked vehicles along the corridor and eliminate the danger of motorists reversing into mainstream traffic;
- An Taisce welcomed the proposals for improved pedestrian facilities, including: safer crossing points, toucan crossings, traffic calming, and pedestrian build-outs at junctions;
- Very supportive of the provision of the buffer zone between the cycle track and parked vehicles and would like to see parked vehicles alongside all cycle facilities in future for the safety of cyclists and pedestrians; and
- An Taisce supported the addition of cycle parking capacity in the area, the increased number of disability parking bays, and the addition of electric vehicle charge points.

An Taisce also provided suggestions on how to improve the Scheme design:

- Improved design at the Leeson Street / Fitzwilliam Street junction required;
- Lad Lane was considered to need traffic calming in order to allow cyclists and motorists to co-exist in the same space;
- Provision of a raised table at Fitzwilliam Lane; and
- The details of junction design need to be given additional thought so that the designs can safely accommodate large and growing numbers of cyclists and reduce the possibility of 'left hook' collisions.

2.4.6 The National Council for the Blind Ireland

The National Council for the Blind Ireland (NCBI) is a non-profit national sight loss agency who offer support services for those of all ages who are experiencing difficulties with their sight. The NCBI provided a supportive submission on the Fitzwilliam Scheme based on the following:

- NCBI acknowledged that they have always been in favour of providing safe facilities for cyclists on the road, so as to encourage them to use the roads, instead of cycling on the footpaths. The Scheme design to provide a row of parked vehicles between cyclists and traffic was supported in that it was considered to give a feeling of safety for cyclists, and make them more likely to stay off the footpath. NCBI is therefore in favour of this element of the design;
- NCBI was also glad to learn that the side kerb between the footpath and the cycle track will be maintained. This was considered good design for the safety of pedestrians, especially pedestrians with impaired vision;
- NCBI also supported the provision of the buffer zone to allow vehicle doors to open fully and passengers to step out of vehicles without being on the cycle track;
- Provision of pedestrian build outs to narrow the existing wide, uncontrolled, crossings along the proposed Scheme route was also supported as a method to assisting people with impaired vision; and
- NCBI noted that, at wide crossings, a person with impaired vision is in a vulnerable position for longer, and will often feel stressed and anxious because it takes a longer than usual time for them to get from one footpath to the other. It also often happens that someone crossing a side road can veer out onto the main road accidentally. The wider the crossing, the more likely this was considered to happen. NCBI therefore welcomed the idea of making crossings shorter / narrower.

The NCBI also commented on aspects of the Scheme that other bodies were opposed to, mainly the likelihood of cyclists cycling dangerously on the buffer zone and potentially conflicting with pedestrians and those with mobility impairment crossing to and from their parked cars. NCBI commented the following:

- Cyclists overtaking other cyclists might cycle on the buffer zone. This is a behavioural problem, rather than a design problem; like cyclists who cycle on footpaths or who go through red lights. Education and training for cyclists is badly needed, as is enforcement of the rules of the road;
- A person with impaired vision who needs to get into or out of a car has at least one sighted person with them: the driver. It is up to the driver to assist the passenger with impaired vision to get into / out of the car, and to / from the footpath, safely. A buffer zone will help drivers to do this; and
- NCBI therefore supported the buffer zone design and its adequacy for those with visual impairments, acknowledging that the behaviour of cyclists is a matter for enforcement and therefore outside the scope of the proposed Fitzwilliam Scheme design.

NCBI however wanted the following assurances to be maintained in the Scheme design:

- During pre-consultation meetings, the NCBI were assured that sufficient space was allocated in the plans for emergency vehicles to access and use the area, and the adjoining areas, even if build-outs were provided at crossing points. If this is not the case, then NCBI ask that the plans be re-drawn to ensure that emergency vehicles will not have any difficulties; and
- NCBI acknowledged that it is likely to be difficult for wheelchair users who are drivers to manage if accessible parking bays are provided along the cycle track. NCBI requests that DCC seeks expert advice from the Irish Wheelchair Association about this matter.

2.4.7 Dublin Cycling Campaign

The Dublin Cycling Campaign is an advocacy group for cycling in Dublin. Dublin Cycling Campaign is the leading member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN). Dublin Cycling Campaign wants to make Dublin a safe and friendly place for everyone of all ages to cycle and therefore welcomed the proposed Fitzwilliam Cycle Scheme for the following reasons:

- The high-quality protected cycle lanes in both directions;
- The large buffer between parked vehicles and cyclists was considered adequate to keep cyclists safe from 'dooring' accidents and provide a safe space for vehicle users waiting to cross the cycle track;
- Increased cycle parking along the length of the Scheme;
- Improved pedestrian facilities such as: new toucan crossings, narrower and safer pedestrian crossing points, pedestrian build outs at junctions, and the improved traffic calming aspects of the Scheme;
- Improved junction designs along the route, giving greater priority to, and safer designs for, pedestrians and cyclists;
- Increased number of disabled parking bays;
- New electric vehicle charging points, which will enable the shift towards zero emissions vehicles; and

- Dublin Cycling Campaign noted that they encourage Dublin City Council to advance the Scheme as soon as possible as it was considered to provide major benefits to both pedestrians and cyclists.

However, Dublin Cycling Campaign provided a number of observations and recommendations to improve the Scheme which they feel are vital to developing the best possible safe cycling route. These observations are identified as follows, however it should be noted that Dublin Cycling Campaign wanted to make clear that the following points are not be construed as objections to the Scheme, rather a means to improving its design where possible:

- Lack of Segregated Cycle Lane at Merrion Square East
- Lack of Design Clarity at Leeson St/Fitzwilliam St Junction
- No Raised Table at Fitzwilliam Lane
- Rationalise the number of raised crossings of cycle lane
- Extend traffic calming ramps across carriageway
- Traffic Calming on Lad Lane Upper and Cumberland Road
- Details of the protected corner junction designs

Despite the recommendations, Dublin Cycling Campaign provided a supportive response for the proposed Scheme, and added that the above observations and recommendations should be read as methods to improve the Scheme design where feasible, not prevent its implementation.

2.4.8 Cork Cycling Campaign

The Cork Cycling Campaign wished to express their support for the Scheme due to the following:

- Cork has experience of successful parking protected cycle lanes;
- Although they are a Cork based organisation, many of their members travel to Dublin and cycle in the City, therefore this Scheme is beneficial to the cycling community; and
- The Cork Cycling Campaign also wished to reiterate the points raised by the Dublin Cycling Campaign.

2.4.9 National Gallery of Ireland

The National Gallery of Ireland is Ireland's most popular free visitor attraction. The National Gallery of Ireland provided their support for the proposed Fitzwilliam Cycle Scheme based on the following:

- Over 20% of the National Gallery of Ireland's workforce (National Gallery of Ireland employs over 190 staff) were recorded as cycling to work on a daily basis;
- The National Gallery of Ireland encourage staff to cycle to work due to the health benefits associated and provide access to a closed bicycle station within the Gallery's grounds;
- The Gallery identified that a number of staff do not feel comfortable cycling due to the busy and unsafe nature of cycling in Dublin;
- The National Gallery of Ireland supported the proposed Scheme design as it considered that the parking protected cycle lane would provide staff with a safe cycle route almost right to the door of the National Gallery building on Merrion Square. It was considered that this would help to encourage more staff and visitors to cycle and walk to the Gallery, improving access and promoting active lifestyles in turn; and

- It was also acknowledged that the pedestrian facilities, including toucan crossings, would benefit the area and its safety for pedestrians.

2.4.10 Green Schools

Green School's Ireland is a leading environmental management and award programme working with primary and secondary schools across the county. Green Schools provided their support for the Fitzwilliam proposal on the following basis:

- It was considered that the cycle protected nature of the cycle route is a much needed piece of infrastructure that will also connect from Grand Canal's cycle route;
- Green Schools supported the Scheme because they considered that using vehicle protected cycle lanes is important for the safety of cycling conditions for all users including: commuters, students, and novice cyclists; and
- Green Schools supported the Scheme as they considered segregated cycling the safest method of cycling.

2.4.11 Dublin City PPN DLG

Dublin City's Public Participation Network Disability Linkage Group (PPN DLG) expressed concerns regarding the proposed Fitzwilliam Cycle Scheme based on the following:

- PPN DLG was concerned that drivers with disabilities and other frailties will not be able to open their driver door safely in order to get out of their vehicle because there is no buffer zone between the proposed vehicle parking space and the actual carriageway. This was deemed particularly hazardous if the driver is a wheelchair user as the amount of the carriageway that they will be unavoidably occupying as they navigate around their own vehicle will be 1.2m;
- PPN DLG was also concerned that both vulnerable drivers and passengers alike would be endangered crossing the proposed cycle lane as they try to get from their vehicle to the footpath. This was considered particularly hazardous for young children who may not be able to react quickly enough to unexpected oncoming cyclists;
- PPN DLG has reservations that the inside buffer zone is on the same level as the cycle lane and therefore they are of the belief that cyclists are likely to cycle on the buffer zone too when overtaking other cyclists, therefore endangering passengers and drivers in the buffer zone;
- It was also observed that the buffer zone is potentially not wide enough for a wheelchair to travel along safely. This was identified by PPN DLG as requiring 1.2m minimum;
- PPN DLG also has reservations that there is insufficient colour contrast between the cycle lane and all other spaces, making it difficult for people with visibility impairment to navigate; and
- PPN DLG also commented that The Department of Transport recommends that the minimum width of a traffic lane should be 3.5m in order to facilitate safe passage of emergency vehicles. At a minimum, PPN DLG notes that the Department of Transport allows 3.1m only where there is room for overhang on footways. PPN DLG observed that the width of each lane as part of the Fitzwilliam proposals will only be 3m, and since there is no buffer zone between the parked vehicles and the traffic lanes, there will not be any room for overhang. The PPN DLG is concerned that this is potentially dangerous for the general public.

2.4.12 Blind Legal Alliance

The Blind Legal Alliance had concerns regarding the proposed Fitzwilliam Cycle Scheme. These concerns were very similar to that of the Dublin City PPN DLG and included the following:

- The Blind Legal Alliance wanted to emphasise that it feels that planners need to recognise that pedestrians and cyclists cannot safely mix;
- The Blind Legal Alliance was concerned that drivers with disabilities and other frailties will not be able to open their driver door safely in order to get out of their vehicles since there is no buffer zone between the proposed vehicle parking space and the actual carriageway. This was deemed particularly hazardous if the driver is a wheelchair users as the amount of the carriageway the Blind Legal Alliance identified that they will be unavoidably occupying as they navigate around their own vehicle will be 1.2m;
- The Blind Legal Alliance was also concerned that both vulnerable drivers and passengers alike would be endangered crossing the proposed cycle lane as they try to get from their vehicle to the footpath. This was considered particularly hazardous for young children who may not be able to react quickly enough to unexpected oncoming cyclists;
- The Blind Legal Alliance had reservations that the inside buffer zone is on the same level as the cycle lane and therefore they are of the belief that cyclists are likely to cycle on the buffer zone too when overtaking other cyclists, therefore endangering passengers and drivers in the buffer zone;
- It was also observed that the buffer zone is potentially not wide enough for a wheelchair to travel along safely. This was identified by the Blind Legal Alliance as requiring 1.2m minimum.
- The Blind Legal Alliance also had reservations that there is insufficient colour contrast between the cycle lane and all other spaces, making it difficult for people with visibility impairment to navigate; and
- The Blind Legal Alliance also commented that The Department of Transport recommends the minimum width of a traffic lane should be 3.5m in order to facilitate safe passage of emergency vehicles. At a minimum, the Blind Legal Alliance notes that the Department of Transport allows 3.1m only where there is room for overhang on footways. The Blind Legal Alliance observed that the width of each lane as part of the Fitzwilliam proposals will only be 3m, and since there is no buffer zone between the parked vehicles and the traffic lanes, there will not be any room for overhang. The Blind Legal Alliance are concerned that this is potentially dangerous for the general public.

2.4.13 Headway Brain Injury Services and Support

Headway Brain and Injury Services and Support (Headway) is a non-governmental organisation and service provider for people affected by: strokes, head injuries, and other acquired brain injuries. Headway provided a submission which identified a number of concerns for vulnerable road and pavement users regarding the Fitzwilliam proposal. These concerns were as follows:

- Headway were concerned that a Scheme which places a cycle lane between parked drivers and passengers and the relative safety of the pavement does not properly prioritise drivers or passengers as pedestrians when crossing to the pavement;

- This becomes a more serious concern for Headway when related to pedestrians who cannot move, see, hear, judge or balance as well as others as Headway feel that their risk of being knocked down or injured by a fast moving cyclist is increased;
- Headway are also concerned that there is not enough width to protect people disembarking their parked vehicles from people cycling in the buffer zone; and
- Headway does not consider that the buffer zone width of 0.75m is adequate for wheelchair users.

2.4.14 Irishcycle.com

IrishCycle.com provided a supportive submission on the Fitzwilliam proposal. In particular they welcomed the use of parking and kerb protection along the Scheme route.

However, within the IrishCycle.com submission, a number of recommendations to the Scheme design were provided. The recommendations are as follows:

- IrishCycle.com recommended that Dublin City Council do not trial conflicting green light phases between vehicle traffic and bicycle traffic;
- Protected junctions along the Scheme should incorporate: stopping lines / bicycle traffic light locations where the cycle path intersects with the roadway; pedestrian / cycling interaction should be removed so that it is outside the traffic lights sequence; need to incorporate waiting space for pedestrians between the cycle path and roadway;
- Irishcycle.com wanted more design clarity over the following junctions: Mount Street Lower and Holles Street Junction, and Leeson Street Junction; and
- IrishCycle.com were concerned about the lack of segregation at Merrion Square East's Dublin Bikes Station and recommended moving the Dublin Bikes stand in line with parked vehicles so that segregation can continue.

Irishcycle.com emphasised that these recommendations should not prevent the Scheme's implementation as soon as possible.

2.4.15 An Óige

An Óige is an Irish Youth Hostel Association. They provided support for the Fitzwilliam Cycle Scheme based on the following:

- An Óige aims to encourage young people to explore Ireland on foot and by bicycle and therefore strongly support any measures that will encourage cycling in the urban or rural setting; and
- The Scheme design provides much needed safe cycling facilities.

2.4.16 Patrick White and Company Solicitors

Patrick White and Company Solicitors provided a submission, in conjunction with that of the South Georgian Core Residents Association, indicating their objections to the Fitzwilliam Cycle Scheme. The objections raised are as follows:

- Fully agreed with the reasons for objecting to the Scheme as outlined by the South Georgian Core Residents Association;

- Considered that the cycle lane proposal is wholly unnecessary and lacking in user demand, particularly as the Scheme will eliminate a number of car parking spaces which Patrick White and Company Solicitors indicate are key to sustaining residential and business life in the area;
- Considered that the proposal provides unjustifiable, disproportionate, priority for cyclists who already have facilities on Grand Canal;
- Commented that the Scheme is superfluous to requirements;
- Does not feel that the impact assessment has been presented properly;
- Contended that the adverse impact on the area's parking, character, and amenities for businesses and residents outweigh the benefits;
- Concerned by the level of parking reduction;
- Commented that the proposal lacks proportionality; and
- Believed that the proposal is contrary to Dublin City Council's Development Plan and the proper development of the area.

2.5 Public Representative / Councillors

2.5.1 Councillor Ciaran Cuffe – Green Party

Councillor Ciaran Cuffe of the Green Party provided supportive observations regarding the Fitzwilliam Scheme. Councillor Cuffe's support was based on the following:

- It was felt that segregated cycle facilities have worked well in other cities including Copenhagen and the Councillor considered that implementing the Scheme will improve the safety of cyclists in the area and attract more people to cycle; and
- The Councillor also considered that the Scheme presented good opportunities to improve the pedestrian facilities in the area and provide traffic calming on the busy road network.

Councillor Cuffe also noted the following:

- As the route passes through a very attractive Georgian Area, Architectural Conservation Area constraints must be considered throughout the Scheme design; and
- Consultation should continue with all affected businesses and residents.

2.5.2 Councillor Claire Byrne – Green Party

Councillor Claire Byrne of the Green Party welcomed the proposed Scheme on the following basis:

- Councillor Byrne welcomed the significant improvements that the Scheme will bring in terms of safe infrastructure for cyclists and pedestrians along a busy route to the City;
- It was identified that this type of segregated cycle lane works very well in other cities with a proven track record in cycle standards; and
- The addition of pedestrian crossings was deemed vital to the area due to wide traffic lanes.

Councillor Byrne also highlighted the importance, as a local representative, to recognise the needs of residents and those with disabilities who need to be able to safely access their vehicles across the cycle lane. Councillor Byrne trusts that the Council and associated consultants will continue to consult with those who oppose the Scheme, however wishes to express her utmost support for the Scheme and hopes that this will be the first of many cycle protected Schemes in Dublin.

3 Conclusions

It is clear from this non-statutory public consultation exercise that there is predominately support for the proposals; however, there are still elements of the scheme which will need to be considered when progressing the detailed design phase of the project, as even those in support of the scheme have raised items to be clarified and potential design improvements. A number of recurring themes emerge from the queries and suggested improvements raised in the submissions. These have been summarised in the table below along with the Design Team's response.

Table 3.1: Summary of issues that were raised in submissions

Issue	Response
Safety	
Risks for people with disabilities; and potential pedestrian and cyclist conflict	<p>In response to this issue DCC has commissioned an independent Road Safety Audit of the proposed scheme. The Audit did not raise any issues in relation to the proposed parking protected cycle lane layout.</p> <p>A Risk Assessment was carried out by AECOM as part of the development of the scheme design. The Risk Assessment has identified the potential hazards on the route and risks to each road user group. The assessment has compared the existing layout with the proposed scheme and the alternatives. The proposed option represents a low risk to road users and provides improved safety when compared with the existing layout and the feasible alternatives.</p>
Uncontrolled Pedestrian Crossings will lead to cyclists mounting the footpath	The clear wide dedicated cycle route will encourage cyclists away from the footpaths; it is unlikely to result in in cyclists using the footway.
Concern regarding width of buffer zone between the cycle lane and parking spaces.	A 0.75m wide buffer zone is provided throughout. The buffer is widened to 1.2m at accessible parking bays. The buffer zone will provide sufficient space to allow people to safely enter and exit vehicles. It will also guide cyclists away from the 'door zone'.
Concerns regarding the speed of cyclists on the proposed cycle lanes.	The average speed of cyclists is far below that of motor traffic (c. 15km/h). It is not envisaged that people will cycle at high speeds along the route; however, the concerns have been addressed by the provision of ramped crossings on the cycle track. These will act as speed calming measure for cyclists.
Concerns regarding cyclists encroaching into buffer zone.	The buffer zone provides a visual cue for cyclists to alert them to the potential opening of vehicle doors and the presence of people alighting vehicles. It is not envisaged that cyclists would intentionally cycle into the buffer zone.

Issue	Response
Concerns regarding shared spaces/shared surfaces.	<p>The suggestion that this scheme includes a shared space design similar to that considered in The Holmes Report and Trinity Haus Report is factually incorrect. The reports refer to shared streets where no kerb is provided to segregate vehicles from road traffic. Shared space schemes remove a number of regulations and features such as kerbs, road surface markings, traffic signs and controlled crossings.</p> <p>In the case of the proposed scheme, the existing footpath and kerb along the carriageway is retained; pedestrians will be segregated from cyclists and vehicles. People getting to and from parked vehicles will cross the cycle track as they would a traffic lane, with a large buffer area between the cycle lane and the parking bay to allow them to enter and leave their vehicle safely. A similar arrangement is in common use in many locations in Ireland (e.g. Cork City) and internationally (e.g. The Netherlands, Denmark, USA).</p> <p>Dublin City Council will work with the National Transport Authority, Road Safety Authority, An Garda Síochána and Dublin Cycling Campaign to promote appropriate behaviour and use of facilities by all categories of road users.</p>
Concerns regarding emergency vehicle access. The width of the proposed traffic lane is too narrow and should be 3.5m in order to facilitate safe passage of emergency vehicles.	<p>The proposed carriageway will have a 6.5m wide carriageway (3.25m wide traffic lane in each direction), in accordance with DMURS guidelines, which will allow sufficient space for emergency vehicle access.</p> <p>The proposed scheme Dublin City Council Fire Prevention Officer has indicated that the Fire Brigade has no issues with proposals.</p>
Issues with speeding on Lad Lane	Lad Lane is outside the scope of this scheme; however, the issue has been raised with Dublin City Council's Traffic Advisory Group for review and response.
Traffic calming ramp required at entrance to Fitzwilliam Lane	The principle of providing raised entry treatments at side road junctions forms part of the scheme. The detailed design at the entrance to Fitzwilliam Lane is currently being considered in the context of drainage requirements. A raised entry treatment will be provided subject to the necessary drainage being available.

Issue	Response
<p>In the United States, several parking protected cycle paths have been developed. Many have been a failure.</p>	<p>In the United States, the implementation of parking protected cycle route designs has continued apace since they were first implemented in 2007. These schemes have a demonstrable positive impact on road user safety.</p> <p>For example, a New York City Department of Transportation study, carried out in 2014, of 12 schemes with over three years post-implementation safety data demonstrated significant safety improvements for all road users on routes that have installed these facilities.</p>
<p>Concerns with the lack of segregation between cyclists and motor traffic at the Dublinbikes Station at Merrion Square East.</p>	<p>This section of the route has been reviewed and discussed with DCC Planning Department in relation to the existing Dublinbikes Station. It is proposed to amend the design to relocate the Station away from the kerb in line with the proposed parking bays and continue the protected cycle up to the junction.</p>
<p>Raised crossings of the road carriageway should be provided to slow motor traffic.</p>	<p>The Design Team is currently reviewing with DCC the feasibility of providing raised crossing across the carriageway.</p>
<p>The speed limit on the route should be lowered to 30km/h</p>	<p>The proposed scheme aims to provide a self-regulating street layout rather than relying on regulatory measures to control speeds. The proposed narrowed carriageway and tightened junction geometry will calm traffic and encourage reduced speeds. The provision or amendment of speed limits is carried out under a separate procedure and is outside the scope of this scheme. A review of vehicle speeds post-implementation is recommended.</p>
<p>Operation</p>	
<p>Clarify the operation of the traffic signal staging, particularly the staging for cyclists.</p>	<p>The detailed design and operation of the traffic signal staging is progressing with DCC ITS Section and will be finalised following completion of the traffic modelling work which is nearing completion.</p>
<p>Clarify the design for the protected junction designs.</p>	<p>The detailed design of the protected junction design and traffic signals are contingent on each other. The design is progressing with DCC ITS Section and will be finalised following completion of the traffic modelling work which is nearing completion.</p>
<p>Advanced stop lines required for cyclists</p>	<p>It is intended to provide advanced stop lines for cyclists at the signalised junctions</p>

Issue	Response
Heritage	
Impacts on historic streetscape	<p>The scheme design is being informed by an Independent Grade 1 Conservation Architect working with Design Team on items of historic merit and new sympathetic materials.</p> <p>There is on-going engagement with DCC Conservation Office in relation to protections of existing historic items, new materials and construction methodologies and specifications. The historic fabric of the street will remain unchanged, with all historic items along the route to be retained in their current location. There are some modifications required to kerb lines on Leeson Street.</p> <p>This will involve repositioning kerbs in order to maintain the existing number of traffic lanes.</p> <p>The reorientation of the parking spaces and the use of the newly available space for a cycle lane along the route will have no detrimental impact on the historic streetscape.</p>
Parking and Deliveries	
Clarification required regarding deliveries, particularly oil deliveries.	<p>It is the responsibility of any company making deliveries to ensure that the safety of the public is not adversely impacted by the delivery operation. This is also the case in the current situation.</p>
Parking – Potential impacts on parking availability	<p>Updated parking surveys were carried out on the route and side streets in October 2018. A loading survey was also undertaken along the route corridor.</p> <p>The parking survey confirmed the previous (2016) survey results that indicated the proposed scheme would have adequate reserve capacity to cater for parking demand.</p> <p>The loading survey identified Fitzwilliam Place as having the highest loading activity. A loading bay is to be provided on Fitzwilliam Place as part of the scheme.</p> <p>In response to concerns from local residents in relation to parking availability for permit holders, the existing permit parking zones will be extended to ensure that residents of the impacted streets are catered for.</p>

Issue	Response
Additional e-car charging points should be provided along the route.	There is on-going liaison with ESB to identify additional e-car charging locations to supplement the existing charging locations. There are 6no. locations identified under the proposed scheme. It is intended that the civil engineering works for the charging locations (ducting, traffic islands etc.) will be implemented as part of the scheme.
Traffic Impacts	
Clarify the traffic impacts at the proposed junctions.	<p>The redistribution of existing carriageway space to a more equitable arrangement is not significantly impacting on traffic capacity. Similarly, a redistribution of the traffic cycle time currently given to vehicles will be required to provide all-pedestrian stages and right-turn movements for cyclists at Leeson Street and Holles Street junctions.</p> <p>A detailed micro-simulation model and junction capacity assessments are being prepared and will be issued to Dublin City Council ITS Section in the coming weeks. On completion of these assessments, the Design Team in consultation with DCC ITS Section will progress the detailed design of the traffic signal layouts and staging arrangements.</p>
Scheme Rationale	
Questioning the rationale for the scheme	Dublin City Council is developing a network of safer cycling routes suitable for cyclists of all ages and abilities. The overall network is over 470km with just over 100 km designated as primary. The remainder are designated as secondary, greenway feeders and cross city links. The Fitzwilliam Street Cycle Route forms part of the secondary network.
Queries regarding the status of NTA cycle route C7	<p>NTA Route C7 (South Circular Road to Mount St. Lower) is a key secondary route within Dublin City as it provides an alternative to the busy canal routes and intersects with a number of the radial Primary Cycle Routes into the city.</p> <p>This scheme will provide the section of Route C7 between Leeson Street and Holles Street. The highest predicted future demand along Route C7 (see NTA GDA Cycle Network Plan) is on this section of the route.</p>

Issue	Response
Questioning the appropriateness of the parking protected cycle lane design	The parking protected design was identified in a previous Feasibility Study as the most suitable arrangement for the street to rebalance the current car dominated layout by regularising the parking layout, reducing the carriageway width and providing a segregated cycle route without impacting on the historic fabric of the street.
The proposed development did not consider the impacts of the redesign of the Bus Network in the Dublin area. To proceed in the absence of the updated plans for BusConnects would be premature.	<p>Bus Connects was taken into account in the redesign and modifications to the design were made as a result (e.g. the road carriageway along the route was widened to 6.5m to accommodate buses in two directions).</p> <p>It is noted that this route is not identified as a spine road on the current plans and therefore the impacts of changes on the route as a result of Bus Connects are minor.</p>
Consultation	
The scheme should be coordinated with the ESB works to ensure delivery of best possible scheme.	DCC and the Design Team have had a number of meetings with ESB regarding coordination of both schemes. There will be ongoing liaison with ESB during the detailed design and implementation stages of the cycle route scheme.
Consultation should continue with all affected businesses and residents.	A further round of stakeholder engagement was undertaken in February 2019. This included a public information evening on the 25th of February. This latest round of engagement has brought the total number of stakeholder and public engagement sessions to 20 between June 2018 and February 2019.

As stated above, the submissions received during the non-statutory public consultation were broadly supportive of the proposed scheme. Support is based on a general consensus on the following merits of the scheme:

- The scheme will promote and improve active travel infrastructure which will provide safe and attractive alternatives to motorised modes of transport for all age groups;
- The scheme will encourage active travel by the provision of a safe route and significantly increased bicycle parking capacity; therefore improve the health and wellbeing of the City's users;
- The scheme will form a part of the planned overall network of cycle infrastructure throughout Dublin and connects well with the existing Grand Canal route, also reducing congestion on that route;
- The scheme's reconfiguration of vehicle parking spaces along the route will improve safety for cyclists through the parking protected design;

- Additionally, the reconfiguration of vehicle parking spaces will enhance safety for all road users by removing perpendicular parking spaces which required unsighted reversing out into the carriageway;
- The scheme will provide additional accessible parking bays along the route;
- The scheme will be on a par with schemes in other modern cycling cities;
- The scheme will provide a safe environment where parents and guardians can feel safe cycling with children;
- The scheme will improve active transport routes to work and places of social activity;
- The scheme will act as a precedent for safe cycling and segregated schemes in Dublin;
- The scheme will improve pedestrian facilities at a busy area of the City through improved traffic calming facilities and additional pedestrian crossing locations;
- The scheme will help to meet an identified demand for connecting staff safely to their places of work and facilitate business activity including: attending meetings and providing deliveries in an environmentally responsible manner;
- The scheme will meet an identified demand to access educational areas including Trinity College, through active travel;
- The scheme will address existing trip hazards along the route and provide accessible crossing locations in a manner that is sympathetic to the existing materials, enhancing the experience of this historic route for pedestrians and improving the quality of the public realm;
- The scheme will include build-outs at existing wide junctions is beneficial to those with visual and mobility impairment as it reduces the crossing distance which was deemed in its existing state to be very wide; and
- Pedestrian improvements will be provided at priority controlled junctions at Fitzwilliam Square, and the other side streets along the route by means of reduced corner radii, shortened pedestrian crossing widths and dropped kerbs at crossing locations.
- The scheme will improve safety at junctions for all road users and implement necessary traffic calming measures along the wide existing carriageway at Fitzwilliam.
- The scheme will retain all existing historic kerbs, paving and street furniture along the route. Sympathetic materials will be used to reflect the scheme's location within the South Georgian Core and the Fitzwilliam Square and Environs Architectural Conservation Area (ACA).

MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 11 FEBRUARY 2019

- 1 Presentation from Waterways Ireland regarding Block 19.
Order: Noted.**
- 2 Presentation and report on part 8 works: Flood Alleviation at RDS, Ballsbridge.
Order: Agreed to recommend to City Council.**
- 3 Minutes of South East Area Committee meeting held on 14th January 2019.
Order: Agreed.**
- 4 Environment & Transportation Department Matters.**
 - i. Minutes of Traffic Advisory Group meeting held on 29th January 2019.
Order: Noted.
- 5 Housing, Community and Emergency Services Department Matters.**
 - i. Community Grants Scheme 2019.
Order: Agreed to recommend to City Council.
- 6 Planning and Property Development Department Matters.**
 - i. Proposed disposal of a plot of land at Longford Street Great, Dublin 8 to Kesteven Ltd.
Order: Deferred to March South East Area Committee meeting.
 - ii. Proposed grant of a lease of the car park adjoining the Dropping Well Public House, Milltown Road, Milltown, Dublin 6 to Milltown Inns Ltd.
Order: Agreed to recommend to City Council.
- 7 South East Area Matters.**
 - i. Update on Community Development, Environmental Services Unit, Housing Projects & Local Area Improvements and Sports & Recreation Sections.
Order: Noted.
 - ii. Report on a proposed naming and numbering of a development on a site at the rear of 10 Ely Place.
Order: Agreed.

- iii. South East Area Age Friendly Alliance Report on Activities 2018.
Order: Noted.
- iv. Nomination of vice-chairperson of South East Area Joint Policing Committee to replace Cllr. Claire O'Connor who has taken over the role of Chairperson following from the resignation of Cllr. Mannix Flynn.
Order: Cllr. O'Connor's nomination as Chairperson of the South East Area Joint Policing Committee was confirmed by the committee. The nomination of Cllr. Stapleton as Vice Chairperson of the South East Area Joint Policing Committee was proposed by Cllr. Flynn, seconded by Cllr. Byrne, and agreed by the committee.

8 Motions

Motion 1 from Councillor Dermot Lacey

This committee requests the manager to arrange for a serious pruning of the Dublin City Council trees on the grass section of Beech Hill Avenue alongside the David Lloyd Centre to be carried out as they block light and sun for the residents.

Order: Report to Councillor.

Motion 2 from Councillor Mary Freehill

Because of the high child traffic walking to schools in Clareville Road to St. Louis, Rathmines and schools in Harold's Cross, a pedestrian crossing is needed at the Kenilworth Park crossing from Clareville Road.

Order: Report to Councillor.

Motion 3 from Councillor Dermot Lacey

To ask the manager if he will report on what steps have been taken and will be taken to implement a previously agreed motion to protect the heritage lighting on the bridge at Ballsbridge as detailed in the email submitted with this motion:

"With the help of your colleague Dermot we made some progress with the broken light base on the bridge... nearest to the bridge pub. It seems to have stopped there however. Not only has the light not been replaced none of the lights on that side of the bridge are working.

This is just 'a thing' I have viz. Ballsbridge has very little to offer historically speaking but the bridge is nice and would look so much better if finished. Hopefully you help advance this."

Order: Report to Councillor.

Motion 4 from Councillors Paddy Smyth and Dermot Lacey

This committee requests that the Traffic Department carries out traffic modelling to assess the impact on traffic flows in the surrounding streets should vehicular traffic be filtered from Marlborough Road and/or Belmont Avenue as part of a scheme to prohibit rat-running on these streets.

Order: Report to Councillor.

Motion 5 from Councillor Paddy Smyth

Given the huge popularity with both residents and adjacent businesses of restricting vehicular through traffic on the north side of Sandymount Green (Sandymount Road to Newgrove Avenue) during recent events such as the Christmas Tree Lighting Ceremony, this committee requests that this filtering of traffic be trialled as regular installation on Friday and Saturday evenings 6pm to 10pm over the coming summer months.

Order: Report to Councillor.

Motion 6 from Councillor Frank Kennedy

On 7 January 2019, I sent the following e-mail to Waterways Ireland at dublincanals@waterwaysireland.org:

Dear Rory,

I hope this finds you well and Happy New Year.

*An issue has been raised with my by local residents in the Portobello area. With regard to the Grand Canal, would it be possible to make a new sign (as per the mock up in the attached picture) with the names of both Portobello **and** Cuan Aoibhinn, the Irish translation, which has not been present to date? Secondly, would it be possible to move the sign **to** Portobello, i.e. on the western side of Portobello Bridge? The location of the sign at present appears in fact not to be in Portobello.*

I look forward to hearing from you.

Kind regards,

Frank.

*Cllr. Frank Kennedy
Fianna Fáil (Pembroke-South Dock)*

On the same date, I received the following automated reply:

We will address the issue raised as soon as possible, or advise if your query should be directed elsewhere. Please note that some matters may require further investigation on the ground before responding, however we will respond as soon as practicable.

Notwithstanding that more than three weeks has now passed since I sent that e-mail and received the automated reply, I have received no substantive reply whatsoever from Waterways Ireland. Accordingly, this committee resolves to write to Waterways Ireland in which letter (a) it shall express its deep disappointment at the fact that it has been necessary to table a motion before the Committee to seek to elicit a response from Waterways Ireland to a query from a public representative, and (b) to voice support for the request contained in my e-mail above of 7 January 2019.

Order: Agreed.

Motion 7 from Councillor Mary Freehill

That the process of listing the last remaining bollard from the Swan River Rathmines on the list of protected structures urgently commence. This is situated on Rathmines Road at junction of Rathgar Road. Currently construction work is being carried out on building beside the bollard and the council needs to ensure that this bollard is protected photos attached"



Order: Report to Councillor.

Motion 8 from Councillor Mary Freehill

Proposed by Mary Freehill and agreed at April 2017 LAC

“That a traffic calming study be carried out in Corrib, Derravaragh, Neagh and Melvin Roads, Aideen, Mount Tallant, Clareville, Shanid and Aideen in the Harold’s cross area. These areas were the subject of motions from me in December and January but so far residents have seen no response to rat running, breaking of no right turn from Kimmage to Aideen, traffic movement at T junction, and parking problems due to school runs on Clareville.

- Residents on Clareville are concerned that the current traffic problem is causing major problems for residents and the proposed extension to Clareville School planning ref 4106/16 will further exacerbate it. A condition of the planning permission is that a traffic plan must be agreed prior to construction. Residents want to be involved in the drawing up of this plan. One suggestion made is that school times could be staggered as is the case in Terenure, Templeogue and Our Lady’s Colleges.
- Mount Tallant Ave is already a pinch point, currently there is planning permission for the construction of a number of blocks of flats on this road so a traffic plan is essential.
- Rat running mainly caused by school runs has made many of these narrow residential roads dangerous especially for children and older people because of volume and speed. It is essential that any examination of these areas must be done during school term to properly research the issues.

The residents’ associations of both of these areas have come together as they feel that the district must be looked as a whole, to make sure that a solution for one area doesn’t have a knock on effect on the other.

Order: Report to Councillor.

Motion 9 from Councillor Mannix Flynn

That this South East Area Committee of Dublin City Council supports the call and initiative from many residents in the Charlemont Street area and indeed the city of Dublin to rename Charlemont Street Bridge, Dr. Kathleen Lynn Bridge.

Order: Agreed.

Motion 10 from Councillor Mary Freehill

Now that all our city car parks are electronically managed, in the interest of safety, especially for women, this committee agrees that CCTV will be installed on all floors of our car parks.

Order: Report to Councillor.

Motion 11 from Councillor Mary Freehill

Street signs have disappeared from a considerable number of road and streets, which is a major problem when trying to locate an address and it must be very frustrating for visitors to our city. It is agreed that this area committee prepare a report on how best to update these signs i.e. whether it requires co-operation among departments i.e. community, cleansing, traffic etc. to identify where the signs have disappeared and list them for replacement.

Order: Report to Councillor.

Motion 12 from Councillor Patrick Costello

This committee agrees to trial closing Richmond Hill and Mountpleasant Avenue Lower to through traffic with filtered permeability to continue allowing pedestrian and cycling traffic through. The current trial of no entry to Mountpleasant Avenue Upper has been successful in protecting pedestrians using that road, but has caused problems on the roads beside it. There has also been many cases of cars ignoring the signs and driving through the no entry point. Trialling filtered permeability will ensure that all the roads can have the same benefit of reduced traffic and protection for vulnerable road users and pedestrians.

Order: Deferred to March meeting.

Motion 13 from Councillor Patrick Costello

This committee requests double yellow lines on the junction of Parkmore Road and Terenure Road West.

Order: Report to Councillor.

Motion 14 from Councillor Patrick Costello

This committee requests that the local area rehabilitate the public water fountain on the side of the Rates Office on Lord Edward Street and get it back working as a public water fountain to help reduce plastic waste.

Order: Report to Councillor.

Motion 15 from Councillor Patrick Costello

This committee calls on the manager, following the example of Co. Clare and the international "3 for the Sea" initiative, to install on Sandymount Strand signs not made of plastic asking beachgoers to take away three pieces of plastic each time they visit the beach as a simple cost-effective way of raising awareness of the problem of plastic pollution on our beaches.

Order: Report to Councillor.

Motion 16 from Councillor Claire Byrne

That this area committee calls on the area manager to take immediate action to address the on-going and serious problem with dog and human litter on Bath Avenue and the Dodder Walkway.

Order: Report to Councillor.

Motion 17 from Councillor Claire Byrne

To ask the area manager if he will please write to the Office of Public Works (OPW) to ask if they could consider providing an off the leash period in between 8am and 11am in the Iveagh Gardens. This park is frequently used by local responsible dog walkers. However, the rules recently changed and dogs now have to be on a leash

at all times in times. We should be supporting responsible dog owners by introducing some flexibility in our city parks.

Order: Agreed.

Motion 18 from Councillor Claire Byrne

To ask the area manager can he please take immediate action to address the ongoing serious problem of graffiti in the Portobello area, in particular on Longwood Avenue. Can the manager please clean the current graffiti at Longwood Avenue and look at putting in place long term measures to ensure this doesn't occur again?

Order: Report to Councillor.

Motion 19 from Councillor Claire Byrne

That this area committee calls on the area manager to take immediate action to address the on-going problem of damp and mould in Glovers Court. We simply can't keep painting over the issue here and something needs to be done to make living conditions here better and safer for the residents.

Order: Report to Councillor.

9 Questions to the Chief Executive 11th February 2019.

Order: Noted.

Chairperson
Monday 11 February 2019

Attendance:

Members:

Ruairi McGinley (Chairman)
Chris Andrews
Patrick Costello
Mary Freehill
Paddy McCartan
Sonya Stapleton

Members:

Kieran Binchy
Anne Feeney
Frank Kennedy
Claire O'Connor

Members:

Claire Byrne
Mannix Flynn
Dermot Lacey
Paddy Smyth

Officers

Mark Ginnetty
Leah Johnston
Neil O'Donoghue
Andrew Duff

Brian Hanney
Eileen Martin
Jennifer Wall
Declan Hayden

Declan Hayden
Fiona O'Brien
Dave Weston

Non-Members:

John Boyle,
Waterways Ireland.
Sinead Mallon,
Waterways Ireland.

Q.1 Councillor Dermot Lacey

To ask the manager if he will arrange to have the railings along Beech Hill Park painted. No one in the estate can recall them ever having been painted. In the meantime if the railings close to the junction with Beech Hill Drive where a car crashed into them last year could be repaired.

Reply:

There is no specific funding allocated to paint the railings here at the present time, however the location can be considered in the context of future budget allocations. The damaged section can be repaired over the next four weeks.

Q.2 Councillor Ruairí McGinley

To ask the manager to arrange for roads to be swept *details supplied.

Reply:

Waste Management Services had the above mentioned roads swept on the 16th January 2019. We will monitor the future cleanliness of this area.

Q.3 Councillor Ruairí McGinley

To ask the manager to have hole in park hedge closed *detail supplied.

Reply:

This gap will be temporarily fenced off over the next four weeks to allow new planting to take place and to encourage the hedge to fill in naturally.

Q.4 Councillor Ruairí McGinley

To ask that road sign at 20 Rathdown Crescent be replaced - sign is badly worn.

Reply:

Arrangements will be made to have this nameplate replaced.

Q.5 Councillor Ruairí McGinley

To ask the manager to research the ownership and report on the outcome of the boundary wall between Cormac Terrace and Fergus Road in Terenure.

Reply:

The Dublin City Council Property Register is a record of property and lands in the ownership of the Council only. The property in question is not in Council ownership and is not registered with the Property Registration Authority of Ireland (PRAI). It is not possible therefore for Dublin City Council to provide any information as to its ownership.

Q.6 Councillor Paddy Smyth

Following the recent resurfacing of Terenure Road West, I request that cycle lanes be painted along its length in order to encourage motorist to leave adequate space for cyclists and prevent parking / ideally at the curbs adjacent to Presentation College.

Terenure Road West forms part of the secondary route S03 in the National Transport Authority's Greater Dublin Cycle Plan (link below, p10) and therefore has being designated as having sufficient cycle demand to warrant this upgrade.

https://www.nationaltransport.ie/wp-content/uploads/2014/04/Proposed_Network_Dublin11.pdf

Reply:

Terenure Road West will be inspected and cycle lanes will be installed if the space permits.

Q.7 Councillor Dermot Lacey

To ask the Manager if he could answer the obvious dissatisfaction of this constituent with the reply issued by Dublin City Council to this series of questions submitted on their behalf:

“Yes, it is more than unsatisfactory, it does not even answer the question. In fact, looking back on your previous emails, is this the same answer that was given before Christmas?

Surely our elected representatives have it within their gift to be able to challenge nonsense answers like this? No disrespect to anybody concerned, but this is pure daft.

I think the least that we can expect from DCC is a timeframe - in fact, I'm sure that work of this type would have to be scheduled well in advance. So either it's on a schedule, or it's not. How can we challenge this hard with DCC?

Q.15 Councillor Dermot Lacey

To ask the manager if he can clarify when the repairs to the footpaths referred to in Question 10 of the December 2018 meeting will be carried out.

Q.10 Councillor Dermot Lacey

To ask the manager if she will request the relevant council staff to undertake a review as to what, if any damage was done to the footpaths in the vicinity of Mornington Road, Ranelagh and the new hotel and any other building projects in that area and to ensure that all necessary repairs are carried out and paid for by any developer who has been responsible for same.

Reply:

Road Maintenance Services do not sanction the release of the Planning & Development bond to any developer unless we are satisfied that any damage caused to roads or footpaths as the result of the development have been repaired at the developer's cost.

Contact:

Madeline McNamara, Executive Engineer, Road Maintenance Services Division, tel.: 222 2722, email: madeline.mcnamara@dublincity.ie

Reply:

Road Maintenance Services will examine this footpath to ascertain what repairs are required and refer them to the developer where appropriate and will report back to the councillor on this issue in the coming weeks.

Q.8 Councillor Dermot Lacey

To ask the manager if he could report on planned developments in Herbert Park for 2019 including the issue of the Chinese Gardens.

Reply:

The Chinese garden is planned to go into Herbert Park later this year. More detail on the design and the proposed location of the garden will be reported to councillors over the next couple of months. At least 40 new trees will be planted in the park to replace

some mature trees that had to be removed previously. There is also a plan to continue the painting of the railings along Herbert Park and to redesign the entrance gate beside the playground to improve safety.

Q.9 Councillor Dermot Lacey

To ask the manager if he will have the pavement in the vicinity of the Sandymount Dart Station examined and repaired and upgraded where necessary given the high volume of, in particular, wheelchair users, at this station.

Reply:

Defects in the footpaths adjacent to the DART station will be logged in our Asset Management System for inspection and repairs will be carried out as soon as possible.

Q.10 Councillor Ruairí McGinley

To ask manager to improve public lighting and road signage at *details supplied.

Reply:

The public lights here are mounted on ESB Network poles which are positioned at the back of the footpaths. Consequently, the trees adjacent to the light fittings are affecting the light distribution onto the road and footpaths. We will request Parks division to prune back the trees where possible, and will also include upgrading the existing lighting to LEDs, as part of a future project.

Under the Road Traffic Act, traffic on a road ending at a T junction must give way to traffic from either direction on the other road. A stop / yield sign is not necessary where normal rules of the road apply, moreover such signs are only provided on approaches to major junctions, otherwise this would lead to a proliferation of signs throughout residential estates. Therefore, this request is not recommended.

Arrangements will be made to erect additional nameplates at either end of details supplied.

Q.11 Councillor Chris Andrews

Can the manager provide an update regarding the question below? A high volume of traffic in both the morning and evenings is coming daily from Aideen Avenue via Neagh Road onto Mount Tallant Avenue. The cars are travelling at high speeds through a highly residential area and pass beside the Neagh Road playground which poses a significant danger of collision. Unfortunately the 'No right turn 07:00-10:00' signs at the junction of Kimmage Road Lower and Aideen Avenue have not had a significant impact in reducing both the congestion and associated risks in this area.

"Question to the Chief Executive

Council Meeting 11th June 2018

Q.47 COUNCILLOR CHRIS ANDREWS

To ask the Chief Executive to arrange for a traffic management plan to be carried out in Mount Tallant Avenue and the surrounding streets? These roads experience a high volume of traffic especially in the morning where cars are illegally turning right onto Aideen Avenue in order to cut through Mount Tallant to Harold's Cross. Also there is a high level of congestion at the junction of Mount Tallant Avenue and Harold's Cross Road.

CHIEF EXECUTIVE'S REPLY:

At present the Traffic Advisory Group is preparing a set of criteria for the Neighbourhood Traffic Schemes.

Safety concerns in relation to Mount Tallant Avenue and the surrounding streets, highlighted by the councillor indicate that this location may be a potential scheme to study when criteria for schemes are agreed.

The Councillor will be informed later in the year if the above area qualifies as a scheme for the study. If not, the Traffic Advisory Group will endeavour to address traffic issues independently.

During a site inspection made on Tuesday 05-06-18, no congestion problems were observed at the junction of Mount Tallant Avenue and Harold's Cross Road. There is a yellow box to aid egress at the junction of Mount Tallant to Harold's Cross.

Contact: Rossana Camargo, Area Engineer, Traffic Management Section
Tel: 222 6453
Email: rossana.camargo@dublincity.ie"

Reply:

New discerning and objective procedures on assessing how Neighbourhood Traffic Schemes would be considered and ranked were successfully brought through the Transportation SPC in late 2018.

This approach followed much discussions with Members in 2018 including two workshops.

It was also agreed by senior management in Traffic that one additional Engineer would be assigned to each of the North City and South City. The necessary paperwork has been submitted to HR and a panel is being formed.

The feedback given on the outlined areas would suggest that these locations in the Mount Tallant area would meet the criteria for this Scheme. An update on the Neighbourhood traffic scheme will be given in due course.

Q.12 Councillor Chris Andrews

Can the manager arrange for the door at *details supplied to be replaced. The resident had been informed that a new door had been made and was available to be installed some months ago but has not heard back since.

Reply:

A new door and side panel is ordered for this dwelling and is scheduled for installation in the next six weeks.

Q.13 Councillor Chris Andrews

Can the manager arrange for appropriate signage to be erected at the junction of Corrib Road and Melvin Road? This junction receives a high amount of traffic for its size and without any signage cars are turning from Corrib to Melvin Road very fast and pose a serious risk for residents in the vicinity.

Reply:

There are currently traffic calming measures in place on the Melvin and Corrib Roads. These traffic calming measures are in the form of speed ramps. There is currently a speed ramp circa 20 metres from the junction of Melvin / Corrib Roads for traffic turning from Corrib to Melvin Road. There is also on street parking on these roads which further acts as a traffic calming measure. Therefore it is deemed that no further traffic calming measures or signage is required at present.

Q.14 Councillor Chris Andrews

Can the manager arrange for the railings around Neagh Road Playground to be replaced / repaired? The railings are in poor condition and take away from what is a great local amenity. Also, the gates on either side don't have latches which could pose a safety risk for children.

Reply:

A plan was created a few years ago for Neagh Road Park and some elements of this plan were realised, including the new lawn area and the playground. While the boundary surrounding the park was also to be addressed as part of this plan, current resources do not permit this. Should additional funding become available this work can be carried out.

Q.15 Councillor Ruairí McGinley

To ask the manager to prune the tree at 14 Mount Drummond Avenue.

Reply:

This tree is included on our 2019 works schedule and will be pruned over the next couple of months.

Q.16 Councillor Ruairí McGinley

To ask the manager to respond in detail to the attached note in connection with Palmerston Road cycle route originally submitted in September 2018.

Reply:

The contents of this report have been noted and it is agreed that this carriageway needs to be resurfaced. This will be recommended for inclusion in our 2020 Resurfacing Programme.

Q.17 Councillor Ruairí McGinley

To ask the manager to indicate if a plebiscite has taken place in Palmerston Gardens on disc parking and whether there are plans for this to take place.

Reply:

A request for a Parking Scheme has been referred to the Traffic Advisory Group for examination and report. The request will be examined in accordance with a number of guidelines, including the following.

- The road is mainly residential where in excess of 80% of available on-street parking is normally occupied on inspection during business hours.

Inspection of the road will be arranged shortly and if a scheme is proposed it will then be referred to the Parking Enforcement Section for a ballot of residents.

Q.18 Councillor Ruairí McGinley

To ask the manager to attend to urgent electrical repairs to heating and shower switch at details supplied:

Reply:

This work has been completed by Housing Maintenance Electrical Services Section.

Q.19 Councillor Frank Kennedy

Details supplied is 94 years of age and capable of independent living should she be provided with the necessary care. She had recently returned home from rehabilitation in Leopardstown Park Hospital and there was no home care package in place for her due to an apparent freeze on funding. Furthermore, she also had no access to a

phone, having recently moved unit in her sheltered accommodation. As she had no access to a phone, she had no panic alarm. Therefore, understandably, both she and her family were extremely anxious about her return home given the acute health and safety risks arising from this. Then, on 23/01/2019, she had (another) fall, and was left most of a night waiting to be seen because she had no panic alarm. She has now been readmitted to hospital. In anticipation of her return home, to ask the manager to do all within the powers of Dublin City Council (a) to procure a home care package and (b) to procure a working phone line and phone for details supplied.

Reply:

Applications for Homecare Packages are made to the Health Service Executive. Housing Maintenance do not provide such services. Our Housing Liaison Officer for these units reports that the HSE has reported there is no funding available currently. A phone line is installed. Our Housing Liaison Officer has confirmed that the alarm is being installed this week.

Q.20 Councillor Frank Kennedy

In May 2018 I asked the following question at the SEAC and received the response which follows:

Q.94 Councillor Frank Kennedy

There are several and one in particular enormous potholes on Nutley Road at the point where it merges onto Seaview Terrace. To ask the manager to ensure that these are repaired immediately? One pothole is so large that it is now very dangerous.

Reply:

This has been logged in our Asset Management System for repair to be carried out.

Contact:

Madeline McNamara, Executive Engineer, Road Maintenance Services Division, tel.: 222 2722, email: madeline.mcnamara@dublincity.ie

Last weekend on the road surface of Seaview Terrace I saw one pothole, reasonably near to the junction with Ailesbury Road, which has been there for some time and is colossal. It is quite enormous and an astonishing health and safety risk. To ask the manager to repair it without further delay.

Reply:

This is a different location to the original question. This pothole will be repaired as soon as possible.

Q.21 Councillor Frank Kennedy

To ask the manager to install pedestrian traffic lights or a zebra crossing on Thorncastle Street, Ringsend, to facilitate the safe crossing from one side of Thorncastle Street to the other, in particular for residents of Whelan House and O'Rahilly House. The traffic has become extremely heavy recently and children and senior citizens cannot safely cross the road. There is a real risk that someone will be knocked down at present.

Reply:

The above request will be listed on the Traffic Advisory Group Agenda for examination and report. The councillor will be informed of the recommendation in due course.

Q.22 Councillor Frank Kennedy

At present, there are six trees on Long Lane, Dublin 8 blocking the light at the home of details supplied. Furthermore, it is not possible to see oncoming traffic, and anti-social behaviour is taking place in the vicinity of the trees which are blocking light. The trees are approximately 50 feet in height. To ask the manager to cut back the trees very substantially, or to remove them, as appropriate.

Reply:

The trees at this location will be inspected in relation to any required pruning. However, it is not normal practice for Housing Maintenance to cut down / remove healthy trees unless they are causing damage to a wall, structure or dwelling.

Q.23 Councillor Frank Kennedy

At the SEAC in February 2015 I asked the following question and received the response which follows:

Q.15 Councillor Frank Kennedy

To ask the Area Manager to clean and sweep the footpath and road surface of Richelieu Park, Dublin 4, and in particular to remove the detritus of winter leaves which has built up, congealed and formed into slippery and extremely dangerous patches on portions of both the footpath and road surface in particular outside numbers 1, 3 and 5 on one side, and numbers 8 and 10 on the opposite side.

Reply:

Waste Management Services had the footpaths and road surface of Richelieu Park swept and cleaned up on the 28th January 2015.

Contact:

Mick Boyle, Senior Staff Officer, Waste Management Services Division, tel.: 222 4240.

Then, at the SEAC in February 2016 I asked the following question and received the response which follows:

Q20. Councillor Frank Kennedy

To ask the Area Manager to arrange for the removal of the moss on both sides of the footpath on Richelieu Park, Dublin 4. This is now very severe and in the cold weather the footpaths become slippery and dangerous.

Reply:

Waste Management Services removed the moss from the footpaths at the above location on the 2nd February 2016.

Contact:

Mick Boyle, Senior Staff Officer, Waste Management Services Division, tel.: 222 4240, email: mick.boyle@dublincity.ie

An excellent job was done on this in both 2015 and 2016. However, this work has not been done since then and the build-up of moss and other detritus on both sides of the footpath and on the road surface of Richelieu Park, Dublin 4 has reached an extremely dangerous level. Accordingly, to ask the manager to effect a full and comprehensive sweep and clean, to include the removal of all moss and other detritus, of the footpaths and road surface of Richelieu Park, Dublin 4.

Reply:

Waste Management Services had the footpaths and road surface of Richelieu Park swept and cleaned up on the 30th January 2019.

Q.24 Councillor Frank Kennedy

To ask the manager to remove the abandoned bicycle, which has buckled wheels and a damaged chain, outside Toasted Café on Kevin Street, which is a scourge to pedestrians, especially vulnerable ones such as senior citizens and those with limited mobility or who are visually impaired.

Reply:

This bike on Kevin Street outside Toasted Café is being monitored by the South East Area Office and will be included on the next list for tagging and removal, if deemed abandoned.

Q.25 Councillor Frank Kennedy

To ask the manager to address the persistent problem of all day illegal parking on both sides of Pleasants Street, from Camden Street to Synge Street, which is a major obstruction to road users. There is a maximum 20 minute parking limit on loading bays, but this is constantly being ignored.

Reply:

Dublin Street Parking Services have been requested to monitor this area for illegal parking and to take enforcement action if necessary.

Q.26 Councillor Frank Kennedy

To ask the manager to remedy (a) the poor and dangerous quality of the footpaths, and (b) the poor quality of the street lighting outside details supplied. There are many senior citizens living in the vicinity of this property and the broken footpaths and lack of lighting is extremely dangerous to them at present.

Reply:

We will investigate the lighting on *details supplied 1 and will consider replacing the existing lighting on *details supplied 2 and the orange coloured lights with LED white lights as part of a future lighting project subject to available financing.

Defects on this footpath will be logged in our Asset Management System and repairs will be carried out as soon as possible.

Q.27 Councillor Frank Kennedy

At the SEAC in October 2018 I asked the following question and received the response which follows:

Q.53 Councillor Frank Kennedy

At the July meeting of the South East Area Committee (SEAC) I asked the following question and received the response which follows:

“Q.13 Councillor Frank Kennedy

I asked the following question, and received the response which follows it, at the June 2017 SEAC:

Q.80 Councillor Frank Kennedy

To ask the manager to repair, as a matter of urgency, the footpaths outside Margaretholme Sheltered Housing, Claremont Road, Dublin 4. The footpaths are in a dreadful state and the residents of Margaretholme are elderly, vulnerable and in many cases are of limited mobility.

Reply:

Arrangements will be made to carry out repairs at this location.

Contact:

Madeline McNamara, Executive Engineer, Road Maintenance Services Division, tel.: 222 2722, email: madeline.mcnamara@dublincity.ie

The residents of Margaretholme advise that the footpaths on Claremont Road, Tritonville Road, Herbert Road, and Sandymount Road remain in poor condition. To ask the manager the following:

- a) To state what repairs have been carried out outside Margaretholme Sheltered Housing, Claremont Road, Dublin 4 in the period since June 2017;
- b) To identify the total number of repairs which are currently logged as required to be carried out to the footpaths on Claremont Road, Tritonville Road, Herbert Road, and Sandymount Road on Road Maintenance's records;
- c) To state what repairs have been carried on Claremont Road, Tritonville Road, Herbert Road, and Sandymount Road since June 2017; and
- d) To carry out repairs to the footpaths on these roads, and especially outside Margaretholme, as a matter of urgency.

Reply:

Road Maintenance Services' Asset Management System was interrogated to provide the following data:

- a) Number of repairs recorded outside Margaretholme Sheltered Housing, Claremont Road in time period June 2017- June 2018: 0
- b) Number of service requests currently outstanding on:
Claremont Road: 6
Tritonville Road: 6
Herbert Road: 4
Sandymount Road: 6
- c) Repairs carried out in time period June 2017- June 2018:
Claremont Road: 0
Tritonville Road: 1
Herbert Road: 5
Sandymount Road: 2
- d) These service requests will be inspected and repairs scheduled when a crew is available."

These repairs have still not taken place. To ask the manager to effect these repairs immediately.

Reply:

These footpath repairs will be carried out as soon as possible.

Contact:

Madeline McNamara, Executive Engineer, Road Maintenance Services, tel.: 222 2722, email: madeline.mcnamara@dublincity.ie

Notwithstanding that I have raised this issue on many occasions, and that a further four months has passed since the most recent reply to me from the council, these works have still not taken place. To ask the manager to ensure that this work is carried out immediately.

Reply:

These repairs are scheduled for week beginning 11-02-2019.

Q.28 Councillor Frank Kennedy

To ask the manager to ensure comprehensive and regular street cleaning of Clarence Place, Dublin 2.

Reply:

Waste Management Services had Clarence Place cleaned on the 30th January 2019 and we will ensure that it is cleaned on a more regular basis.

Q.29 Councillor Paddy McCartan

To ask the manager to deal with the following issues from a resident on Albany Road Ranelagh. She writes:

- a) The appalling state of the local pavements in my neighbourhood and in particular outside 34 / 35 / 36 Albany Road, Ranelagh. Trees were felled two years ago but the damage they caused to the pavements has not been rectified. They are a serious threat to safety and a trip and fall hazard.
- b) To have the roads and pavements on Albany Road swept on a regular basis as the leaves make the pavements very dangerous and slippery.

Reply:

- a) These footpath repairs are scheduled to take place in the coming weeks.
- b) Waste Management Services had the roads and footpaths on Albany Road swept on the 30th January 2019 and will ensure that this location is cleaned on a more regular basis.

Q.30 Councillor Paddy McCartan

To ask the manager to deal with the following issue at the junction of Merton Drive and Sandford Road in Ranelagh, as it is very dangerous despite the traffic lights.

Regularly drivers are unsure what lights to obey and cross the junction causing high risk of accident. Cyclists regularly and deliberately break the lights here. Perhaps CCTV cameras would stop this and a re-configuration of the controls at this junction could resolve the problem for motorists.

Reply:

The ITS Section will arrange a safety review of this junction and report back in due course. The query will be added to the TAMS query system and dealt with through that application. TAMS reference number 7007148 refers.

Q.31 Councillor Paddy McCartan

To ask the manager to deal with the following issue of the lack of bins in the Cowper and Dartry area. See attached photos of Cowper Road rubbish bin near Luas stop, overflowing with dog deposit bags and similar bins and lack thereof in the Dodder dog walking area in Dartry. While dog owners are complying, their efforts are in vain due to lack of bins. There should be more frequent collections or additional bins or both. These are well known heavily trafficked dog walking zones and resources need to be increased in order to prevent this ugly build up.



Reply:

Waste Management Services will monitor litter levels in the Cowper and Dartry area over the coming weeks to see if it is necessary to have more bins installed there. We have litter bins at the entrances to the parks in this area but issue of bins within the parks there is a matter for the Parks Division.

Q.32 Councillor Paddy McCartan

The response to the question below is not acceptable to residents from Beechwood Avenue. This response was given last month and is not acceptable because it only gives consideration to replacement of the lamp standards.

To ask the manager to deal with the following issue on Lower Beechwood Avenue Ranelagh. The lampposts are in a terrible condition and some have plastic wrapping on them. There are 7 or 8 of them all in the same state. Can the manager give a time frame for replacing these old lamp standards with new ones as clearly these pole have come to the end of their natural life span?

Here is the response from the residents:

"Thank you for your response to my inquiry regarding the concrete lamp posts on Lower Beechwood Avenue (LBA). Unfortunately the response is completely unacceptable to me and many other residents on the road.

When the lamp posts started to crumble about 4 years ago the issue of replacement was raised with Dublin City Council and we were told that they would be considered for replacement the following year. As a temporary measure to protect cars and pedestrians from the lumps of concrete that regularly fall off the lampposts, the City Council wrapped them in very unsightly black plastic. The situation remains the same to this day and is an absolute insult to the residents of the area who have to campaign tirelessly to protect the character of the road and the Ranelagh area. It reflects very badly on DCC that this situation has been left as it is for so long.

Dublin City Council now need to commit to replacing these lampposts this year - not consider them for replacement next year. On another point Dublin City Council must replace them with lamp posts appropriate to the character of the area - replacement concrete or motorway / modern urban space style lamp posts are simply not acceptable."

Reply:

A contract has been awarded for the replacement of 200 columns this year. The concrete columns on Beechwood Avenue Lower are not included in this contract. However, should additional funding become available, they will be considered for replacement sooner. As access to the columns is restricted due to parking, it is likely that when the column replacements are programmed, the works will have to be scheduled at weekends.

Q.33 Councillor Paddy McCartan

To ask the manager to deal with the following in relation to question 25 in December. The constituent requests further information as outlined below.

He writes:

"Cullenswood Park is a terrace of 12 houses (built c1938) in a cul-de-sac off the main road through Ranelagh village and faces the back of the Royal Hospital Donnybrook. The sewerage system for the houses is under a lane at the rear of the houses. The concrete surface of the lane must be at least 50 years old and is disintegrating, probably due to the volume and weight of traffic (cars on a daily basis, vans frequently and trucks occasionally) for which it was neither designed nor constructed. In the last few years there have been several blockages in the sewerage system, where gravel is the main culprit probably due to cracked pipes.

When we've tried to discuss the problem with DCC, they say the lane is private. There is no folio for the lane area as it's not registered, so we cannot find out who the owner is. We believe the problem is that, while the council have provided the sewerage system under the lane (and manholes and lighting on the lane), the lane has never legally been 'taken in charge' by the council. We would be interested in finding out if the houses on Sandford Road which back onto the same lane use the same sewerage system. Hence the request for the plan."

The constituent further writes: "I have read the reply to question 25 in greater detail and it refers only to 1 to 9 Cullenswood Park. There are 12 houses in the park and the gravel problems referred to in my initial query occurred at numbers 10 to 12 of the Park. I had presumed that all houses in the park were attached to the same sewer pipe and had not mentioned this in my query but it is not clear if this is the case. I had a look at the sewer plan map and the pipe seems to end at No. 9 with no indication how Nos. 10 to 12 are serviced. In any event, it raises the question whether Nos. 10 to 12 Cullenswood Park are connected to a different sewer pipe or perhaps these houses have a different connection to the pipe in the lane which would confine the gravel issue to these houses only."

Reply:

It is standard practice for a private drain to collect the sewage from several houses before connecting them at single point to the public sewer. Known as 'combined drains', these normally (but not always) run along the back gardens of houses from property to property before turning out into the road (or rear laneway) to discharge to the public sewer. Combined drains are not in the charge of the Water Services Authority (i.e. Irish Water) and legal responsibility for maintaining them rests with the properties served by them. This responsibility extends in law all the way up to the point of connection with the public sewer. Because Irish Water (previously Dublin City Council (DCC) Drainage) is responsible only for the public sewers, no records of the locations or routes of combined drains, nor the properties served by them, are shown on record maps.

Before replying to Q25 last year the public sewer here was surveyed and six (6) connections were observed along the sewer to the rear of Nos 1-9 Cullenswood Park. Most likely the public sewer only extends to the rear of No 9 because beyond this point a combined drain continues to serve the remaining properties (up to No.12). Responsibility for determining the route of a combined drain rests with the properties served by it. DCC Drainage does not enter private property to survey internal drainage assets.

It should be noted that Irish Water introduced a discretionary repair scheme in 2017 to address situations where a private combined drain has broken down and requires

repair out in the public road. This scheme was introduced as such repairs can be disproportionately expensive and can result in undue hardship to residents of limited means. As this is a discretionary scheme applications for it must be made directly to Irish Water. DCC Drainage has no role in this scheme but understands that Irish Water places the onus on householders to demonstrate that the breakdown is in the public realm and that all other conditions of the scheme are met.

Q.34 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent. He writes:

"Along with other dog owners, I think it would be a welcome facility to have an enclosed "dog run" in Herbert Park - these are in quite a number of parks and enable dog owners to give their dogs a run out without bothering other park users. There are runs in Marlay Park, Deerpark, Cabinteely Park, St. Ann's and more.

There are two prospective areas which I think would be suitable:

1. Area from first gate (on the right coming from Morehampton Road direction) down to football pitches - beside where old archway was - this area is rarely used and could be fairly easily fenced in - see pictures 1 & 2.
2. Area behind Apartments (old Johnston Mooney site) and football pitches - section down to corner is rarely used by public - see picture 3.

As well as being a welcome facility for many dog owners who use the Park I think it would benefit other park users - as it should mean rest of park dogs would be on leads. "



Reply:

The idea of adding a specific dog run in Herbert Park has been investigated before following previous requests. The locations in Herbert would not be deemed large enough to accommodate a successful dog run. A substantial area needs to be dedicated to this type of facility for it to work effectively, as can be seen in the large regional parks listed above.

Q.35 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent, who writes:

"We, the citizens of Dublin, receive less and less services from Dublin City Council every year.

This year, leaves have not been cleaned from the public roads.

The leaves have stayed on the roads blocking gullies and clogging-up underground pipes.

Those that go down the pipes probably end up damaging the eco-system of some river.

Leaves on footpaths still remain – a danger for pedestrians and causing damp areas and moss.

In former years the leaves were collected for compost making.

Can you get DCC to restore this very valuable service?

Litter cleaning and road maintenance on side roads have also been cut back over the years.

Litter cleaning is now once a month on our estate – by suction sweeper – if the litter is not in the channel, it is not cleaned. One manual worker would thoroughly clean the litter from our estate in a few hours.

Road maintenance on the side-roads has been virtually non-existent for many years. Many surfaces are starting to break up. If freezing icy weather comes, the bill will be enormous."

Reply:

Waste Management Services operate a leaves removal programme citywide during the autumn and winter months. Main thoroughfares and arterial routes into the city are cleared on an ongoing basis. Priority is also given to tree-lined streets with heavy pedestrian use and areas particularly prone to flooding. As leaves removal is a labour intensive and time consuming task, it takes time to get around to all parts of the city. As many staff as possible are dedicated to this task, including our public domain staff in the afternoons and weekends. Some residents associations get bags and equipment from us to enable them to help clear the leaves in their area. If the councillor has any specific location in mind, he can email me at the address below and I will arrange to have any remaining leaves removed.

The road cleaning schedule of residential areas and side roads is now determined following a weekly inspection which is carried out by the local cleansing supervisors in the area. Upon inspection, if these streets are considered to be in an unacceptable condition, they will be scheduled for cleaning in the following few days. This is considered the most efficient and cost effective method for the allocation of available resources. Again if the councillor has any specific location in mind, he can email me at the address below and I will have the matter addressed.

Dublin City Council cleans 55,500 gullies in the city once every 12-18 months. If there is a specific location that the resident has an issue with then we can address that in a targeted way but we will need an address.

Road Maintenance Services aim to carry out repairs to any locations reported as soon as resources permit.

Q.36 Councillor Paddy McCartan

To ask the manager to deal with the following issue about in the parking in the clearway in Ranelagh outside the Devlin Hotel and up towards Xpert Hardware during clearway hours 7am to 10am and 3pm to 7pm.

Are Dublin Street Parking Services (DSPS) clamping there at all? People say that the clampers are unable to clamp because the signage is not clear.

Reply:

Dublin Street Parking Services have been monitoring this location regularly for illegal parking and since August 2018 to date they have clamped 40 vehicles for parking on the clearway in Ranelagh.

Q.37 Councillor Paddy McCartan

To ask the manager to have the Joe Doyle bench in Herbert Park repainted. The bench was installed in honour of former Lord Mayor Joe Doyle five years ago.

Reply:

This bench will be repainted once the weather improves in the spring.

Q.38 Councillor Mannix Flynn

Can the manager install more secure post boxes at Smock Alley Apartments? A number of residents have informed me that their mail has been tampered with on a number of occasions and that the letter boxes are easily accessed.

Reply:

There is a bank of mailboxes for the 49 apartments inside the gate of Smock Alley Court. Each resident has a key to their own mailbox.

If a mailbox has become insecure through wear and tear or age the tenant should report same to our Maintenance Section for repair at 1800 200 668.

Q.39 Councillor Mannix Flynn

Can the manager issue a full report and update on the progress and status of the Chocolate Park?

Reply:

There is ongoing communication in relation to the delivery of the park in line with the completion of the development at 76 Sir John Rogerson's Quay scheduled for completion next year. Most recently, a meeting was held with the developers, Bennett Construction in November 2018. Staff of the Planning Department, Docklands Office, and the Parks Department attended.

The current position is that extensive survey work has recently been completed by the developers. The structure to the car park roof needs to be considered in some detail however, as a section of the underground car park extends under the park – i.e. extending to approx. one third of the park area. In this regard, considerable attention to detail is needed in relation to structure and materials. This discussion is ongoing, and the project management and construction of the park will be controlled by Dublin City Council Parks Department.

Q.40 Councillor Mannix Flynn

Can the manager clarify whether clear channel phone boxes are to be installed in the South East area?

Reply:

EIR has the responsibility for the provision, maintenance and removal of pay phones throughout the city. An assessment is underway to examine possible alternative options to remove and reduce the number of obsolete telephone kiosks in the city area, having regard to the operator's statutory responsibilities as the designated Universal Service Provider for the provision of public payphones.

Q.41 Councillor Mannix Flynn

Can the manager have double yellow lines placed back on the roadway beside the short stay apartments in Chancery Lane just off Werburgh Street? Cars are now beginning to park in this location while the immediate area is choc-o-block with articulated lorries moving in and out of this restricted area to nearby development sites.

Reply:

The location will be inspected in the coming days to establish who removed the lines. There is a large development at this location.

Any renewals of the lines will be carried out within 30 working days of the South East Area Committee meeting of the 11/02/19.

Q.42 Councillor Mannix Flynn

Can the manager examine the possibility of developing a dedicated children's park at the Cabbage Patch location? It is a principle of the Dublin City Council Development Plan that the city council develops such a dedicated children's park. This location is an ideal location for such an initiative and given the amount of young people and children that are in the area I'm sure that it would be most welcome.

Reply:

The city council is keen to develop a new vision for the Cabbage Patch and a public consultation will take place on Tuesday February 19th 2019 from 6.30pm in St. Francis CBS Community Room, John Dillon Street, Dublin 8. An independent facilitator will assist on the evening, and the objective is to hear from local residents and businesses and to come up with a roadmap for the medium term in relation to the Cabbage Patch. Information on the consultation will be circulated as widely as possible, and there will also be an online consultation for those who may not be able to attend on the 19th. The possibility of developing a dedicated Children's Park at the Cabbage Patch could be one of the options considered. However, we will await the outcome of the public consultation to see what the local community would like to see included as part of the rejuvenation of this important public space.

Q.43 Councillor Mannix Flynn

Can the manager issue a report regarding the ongoing anti-social behaviour and criminal activity in the Glovers Court Flat complex off York Street? Residents here are basically besieged in their homes on a nightly basis with anti-social behaviour. They are simply terrified to even look out their windows. Their children are fearful of what they might find on the stairways be it drug paraphernalia, human waste, or gangs of drug dealing aggressive youths.

Reply:

There have been two reports of ongoing anti-social behaviour issues in Glovers Court from residents. The only other reports of anti-social behaviour have been investigated and An Garda Síochána has been contacted on the matter. The debris and human excrement was removed as a matter of urgency by the caretaking service as soon as it was received on the next morning.

It is imperative that all incidents of anti-social behaviour are reported by the residents of the complex to the estate manager to allow each incident to be fully investigated to allow for Dublin City Council to take whatever actions that needs to be taken to have this behaviour stopped. Within this or any other complex.

Q.44 Councillor Mannix Flynn

Can the manager initiate a process whereby proper security gates and access doors are installed in Glovers Court flat complex? This is an urgent issue and needs to be addressed immediately?

Reply:

The area housing manager has contacted a specialist contractor to quote for the installation of lockable access doors in this complex. When this quote has been received funding will be sourced to carry out these works.

Q.45 Councillor Mannix Flynn

Can the manager initiate the removal of illegal street furniture that is dominating Dame Lane outside the Berlin Bar? This laneway has become almost impassable in the evening with the amount of street furniture. Pedestrians and cyclists are having to deal with large crowds of drinkers. Many residents in this area are now complaining of wholesale noise and anti-social behaviour that is now taking place beside this

premises. There has already been a number of complaints to Dublin City Council street furniture section. Nothing has happened as a result.

This situation is making the residents' lives a misery and the issue needs to be addressed.

Reply:

Dublin City Council recently removed unlicensed furniture from outside this premises on Dame Lane, however, this premises normally has furniture outside in the evenings, outside office hours.

The amount of furniture is small, consisting of a number of benches.

Enforcement at night presents a particular problem, as this activity takes place outside a licensed premises, Dublin City Council is not authorised to move people in order to access and remove unauthorised street furniture. Therefore, the assistance of An Garda Síochána is required in conjunction with additional Dublin City Council out of hours staff and vehicles. Enforcement notices have been issued by The Street Furniture Unit to The Berlin Bar and the legal avenue will be pursued if this premises continues to place unauthorised furniture on the public road.

It is an offence under The Prohibition of Consumption of Intoxicating Liquor on Roads and in Public Places Bye-Laws 2008 for customers to drink alcohol outside the pub's licensed area.

The enforcement of these bye-laws is a matter for An Garda Síochána as Dublin City Council employees do not have the authority pursuant to the Local Government Act 2001 to direct members of the public to desist from such activity, or leave immediately the vicinity of the place concerned in a peaceable and orderly manner. Dublin City Council employees do not have the authority to demand the names and addresses of those concerned, confiscate alcohol, to arrest individuals or to issue fines under these bye-laws. The issue will be referred to An Garda Síochána for enforcement.

Q.46 Councillor Mannix Flynn

Can the manager issue an update on any progress that has been made with regards the regulation of the numbers of people who can partake in free walking tours throughout the city? This is an issue that really needs to be addressed before the full tourist season is upon us. The situation out there now is becoming intolerable particularly around Bernardo Square, Temple Bar and city centre area south side.

Reply:

The council has carried out a desktop study into walking tours and their possible regulation.

Very few locations have regulated this sector. Gettysburg in the U.S. and the City of Bruges have attempted regulation. The regulations are very basic involving the issue of a licence; limiting the numbers on the walking tours (around 26 max would appear to be the average); stating that tours should not obstruct the footpath or block access; tour guide to wear identification and fines for non-compliance. However, walking tours are operated nationwide so it would not be appropriate for the council to regulate by way of byelaws. Also under the Irish Constitution, there is a right to assemble or meet peacefully and without weapons (Article 40.6.1.ii).

In Q.4 2018 Fáilte Ireland hosted a tour guide steering group comprising of industry representatives such as the Irish Tour Operators' Association and the Association of Approved Tour Guides of Ireland. Following on from this a redesigned code of practice for tour guiding was drawn up. Attached is a copy of the "Guidelines for Professional

Practice – Tourist Guides in Ireland 19/10/2018.” These guidelines are to be reviewed on an annual basis by industry representatives.

The council has written to Fáilte Ireland requesting that its concerns in relation to walking tours be taken into account in the next review of the guidelines, and has made specific representations requesting that a maximum of 26 participants be allowed take part in each tour and also that assembly points and operations be carried out in a manner which does not affect pedestrian flows.

Q.47 Councillor Mannix Flynn

Can the manager give an update as to what efforts have been made to resolve the many issues that have been raised by the Crampton Buildings residents?

Reply:

Housing Maintenance have a contractor assigned to work on the outstanding issues in Crampton Buildings. The contractor is on site carrying out works and due to report back to the Senior Engineer in Housing Maintenance.

Q.48 Councillor Chris Andrews

Can the manager address the severe case of dampness in *details supplied, as the tenant has existing health problems and this needs to be treated and dry lined as a matter of urgency.

Reply:

Housing Maintenance has commenced a pilot programme under our Sub-Condensation Group, consisting of painting and ventilation of flat units to assist with mould issues being experienced by tenants. This complex will be included in this programme. The estimated timeframe for commencement of works is towards the end of quarter 2 of this year.

Housing Maintenance Engineering Unit will carry out an inspection of this dwelling to identify if works are required to address mould / condensation or damp issues.

Q.49 Councillor Chris Andrews

Can the manager arrange to have the lane to the rear of Margaret Place / South Lotts Road cleared of the debris?

Reply:

Waste Management Services had the above mentioned lane cleaned on the 4th February 2019.

Q.50 Councillor Chris Andrews

Can the manager say why the trees on Beechill Avenue were cut down as residents requested, while the tree between *details supplied were not cut down as requested by the residents or why the pavement at base of this tree has not been repaired.

Reply:

The trees on Beechill Avenue were removed following an inspection which found them to be unsuitable for the location.

The trees at *details supplied are of a different species, Corylus Colurna (Turkish Hazel) and are relatively young. They have been recently inspected, have been found to be in good condition, and there are no plans to remove them.

Q.51 Councillor Chris Andrews

Because the pub at entrance to Margaret Place gets deliveries regularly and the entrance gets blocked meaning sometimes residents can't get in, can the manager

arrange for residents on Margaret Place to have parking permits on Bath Avenue and can the manager say how many residents on Margaret Place have permits on Bath Avenue?

Reply:

Residents can make requests for additional streets on their residents parking permits to the Parking Policy & Enforcement Section and these requests will be examined on a case by case basis. Currently four residents on Margaret Place have Bath Avenue specified on their residents' parking permits.

Q.52 Councillor Chris Andrews

Can the tenant at *details supplied have a survey done on her flat doors, as the existing doors were there when they moved in and the tenant has been told by Dublin City Council staff that the door is not health and fire safety compliant?

Reply:

Housing Maintenance have carried out surveys under Standards for Rented Houses Regulations. An upgrade of the domestic fire detection and alarm system will be carried out on foot of this survey for this dwelling.

At a later stage, a fire safety risk assessment of the building will be carried out which will include the doors.

Q.53 Councillor Chris Andrews

Can the manager arrange to have a sign the same as the one in the photo erected at the entrance to *details supplied, which is also a no through road similar to the road in the photo.

Reply:

Dublin City Council does not provide 'Children Crossing' signs on main roads, traffic calmed roads or cul-de-sacs. As the location referred to is a cul-de-sac 'Children Crossing' sign is therefore not recommended.

Please note Dublin City Council does not install 'Children Playing' signs.

Q.54 Councillor Anne Feeney

To ask the manager to arrange for the unreasonable noise, blocking of the road by commercial vans loading and unloading and large rubbish storage bins on *details supplied to be addressed as it is untenable for residents of this narrow road.

Reply:

Dublin City Council's Parking Enforcement Section was recently made aware of issues relating to use of the location (details supplied) for deliveries and the manager of the company concerned was contacted to highlight the concerns and complaints of residents. The manager has given an undertaking to contact suppliers and instruct them to make use of more appropriate delivery facilities located close to the premises. The manager has also indicated that residents are welcome to contact her should they have any further issues and that she will address these.

Waste Management have also been in contact with both the company concerned and their waste operators to remind them of the designated waste collection times outside the central commercial district, which are restricted before 10pm.

Q.55 Councillor Anne Feeney

To ask the manager to arrange for the following on Rutland Grove:

A. Replacement shore lid outside *details supplied 1, as it is very dangerous and waiting for an accident to happen.

- B. Replacement light on first lamppost as you enter Rutland Grove.
- C. Attend to lamppost outside *details supplied 2, which is on 24 hours a day.

Reply:

Please be advised that Road Maintenance Services has notified Irish Water about the defective cover and frame and requested a repair to be carried out as soon as possible.

The existing lighting was inspected on the night of 06/02/19 and all lights were found to be operating. The light on all day (pole no.30) will be repaired in the coming week. The lamp in pole no.2 at the entrance to the estate will also be replaced.

Q.56 Councillor Anne Feeney

To ask the manager to review the poor lighting on Winton Avenue and also arrange for tree pruning on the road.

Reply:

There is no Public Lighting Improvement Programme for 2019. However, we will investigate the existing lighting here, and any improvements considered necessary will be added to a list for consideration for inclusion in a future public lighting improvements programme, subject to available finances. We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required.

Pruning Work will take place at this location during the first three months of 2019.

Q.57 Councillor Anne Feeney

To ask the manager to see what can be done on the lanes surrounding Grosvenor Square and at the rear of Leinster Road as they are regularly used for free parking by commuters and potentially could present a safety risk for emergency vehicles which need access on these lanes. Also, to arrange for a clean-up of the lanes as there is a build-up of rubbish on them.

Reply:

Dublin Street Parking Services have been requested to monitor this area for illegal parking and to take enforcement action if necessary.

Waste Management Services are currently cleaning the above mentioned lanes and will continue to so until they are all done.

Q.58 Councillor Patrick Costello

To ask the manager to provide a clear date of when the neighbourhood traffic scheme will be completed.

Reply:

How Neighbourhood Schemes are assessed, ranked, designed and implemented were established through workshops with members in 2018. The procedures were approved at the Transportation Strategic Policy Group in Nov 2018.

Each electoral area will have their candidate schemes assessed (starting February / March 2019) and Traffic Advisory Group officials will work closely with members throughout the process and inform them of particular progress including through the area committees.

Q.59 Councillor Patrick Costello

To ask the manager to provide an update on the extension of the Grand Canal Cycle Way, including stating where the project is at, if the Environmental Impact Assessment

has been completed, if not what is preventing that and to describe any other issues that have prevented work commencing.

Reply:

The Grand Canal Cycle route is currently at preliminary design stage. At the request of the National Transport Authority (NTA), the proposed route from Blackhorse to Portobello is currently on hold to facilitate the carrying out of a feasibility study to review the options surrounding Harold's Cross Bridge. To progress the scheme, improvements are needed at the bridge to facilitate cyclists, pedestrians and vulnerable road users and to improve general safety. It is anticipated that a consultant will be commissioned in Q2 2019 subject to NTA approval.

The Environmental Impact Assessment of the route will form part of the planning process and will be advanced once the preliminary design for the route has been finalised.

Q.60 Councillor Patrick Costello

To ask the manager what priority level has been given on the asset management system to the footpath repairs on Greenlea Road and to give an indication of when these roads will be repaired.

Reply:

These footpaths are currently awaiting inspection. Inspection should take place within the coming weeks subject to resources. When inspection takes place defects will be logged and categorised to produce a priority rating.

Q.61 Councillor Patrick Costello

To ask the manager to install anti-dog fouling signs on lampposts on Mountpleasant Avenue Upper.

Reply:

Arrangements have been made to have anti-dog fouling signs installed at the above mentioned location.

Q.62 Councillor Patrick Costello

To ask the manager to install bins on Temple Road, there is a litter problem caused by a large number of people passing down this road between the Luas stop and Trinity Halls, the students in Trinity Halls have written to request extra bins to help address this issue for residents.

Reply:

Waste Management Services currently have five litter bins on Temple Road. We will certainly monitor litter levels on this road to see if there is a requirement for any more litter bins there.

Q.63 Councillor Patrick Costello

To ask the manager to repair as a matter of urgency the bicycle lane from No. 61 Terenure Road East down as far as the Aldi, there are 3 large potholes in the cycle lanes, caused by trenches having been dug in the lane and not repaired properly, which have now subsided.

Reply:

These potholes will be repaired as soon as possible.

Q.64 Councillor Patrick Costello

To ask the manager to take steps to improve the lighting on Hazelbrook Road, including pruning trees on the road.

Reply:

We will investigate the existing lighting here, and any improvements considered necessary will be added to a list for consideration for inclusion in a future public lighting improvements programme, subject to available finances. We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required. A request has been made to our Parks Department regarding pruning the trees along Hazelbrook Road.

Q.65 Councillor Claire Byrne

Can the area manager please take action to prune the trees on St. Mary's Road once more? These trees are very tall and were a hazard in the high winds last year, with branches falling down and one tree almost falling onto a house. Can the manager please come up with a plan to address this issue, without removing the trees?

Reply:

The trees on this street were pruned three years ago and would not be considered a priority for general pruning at the present time. Park staff will continue to monitor the trees and will carry out any work, if deemed necessary.

Q.66 Councillor Claire Byrne

To ask the area manager can he please confirm that the patch of land at the entrance to Peter Place is owned by Dublin City Council, and can he please arrange to have the patch pruned and the hedges cut back as soon as possible? The site is overgrown and is full of rubbish and rats. A local resident used to look after the site but is no longer physically in a position to continue to do this, so can the council step in and carry out the necessary maintenance work.

Reply:

We have referred this request to the Parks Department and asked can they clean and maintain this area. The Project Estate Officer will continue to monitor the area.

Q.67 Councillor Claire Byrne

That this area committee calls on the area manager to take immediate action to address the on-going problem of damp and mould in Glovers Court, but in particular *details supplied. We simply can't keep painting over the issue here and something needs to be done to make living conditions here better and safer for the residents.

Reply:

Housing Maintenance has commenced a pilot programme under our Sub-Condensation Group, consisting of painting and ventilation of flat units to assist with mould issues being experienced by tenants. This complex will be included in this programme. The estimated timeframe for commencement of works is towards the end of quarter 2 of this year.

Q.68 Councillor Claire Byrne

To ask the area manager can he please consider working with restaurant and shop operators in Temple Bar, and the Temple Bar company, to look at providing some sort of bin storage solution for Adair Lane. The bins here are frequently strewn around the lane, overflowing with rubbish and causing litter. This is such an eye sore and makes for an unpleasant experience for people viewing the Icon Walk and other installations in the neighbourhood.

Reply:

The South East Area (SEA) Litter Wardens have visited the premises outlined and informed them of their obligations with regard to the presentation and collection times of commercial waste as per the Bye Laws. The Litter Wardens have also informed the

premises of their obligations with regard to the presentation of waste containers which should not be overloaded and the lid shall be securely closed.

The SEA Litter Wardens have also informed the premises of their obligation with regard to waste containers, which shall be stored within the curtilage of their building.

Q.69 Councillor Claire Byrne

To ask the area manager if he will please consider providing an off street parking permit for *details supplied. It has been proven that the footpath outside the house is wider than the other footpaths along this road, and the residents' cars are frequently damaged because the road is too narrow here for passing and parked cars. The house has sufficient space for off street parking and would also allow the residents to install a charging point for their electric vehicle.

Reply:

The resident can make a request to the Parking Policy & Enforcement Section of the Environment & Transportation Department at parkingenforcement@dublincity.ie which will be examined.

Q.70 Councillor Claire Byrne

To ask the area manager can he please fix the footpath outside *details supplied. The footpath is dangerous and broken here, and one of the residents has MS and it is very difficult for them to access the house from the car safely. I would appreciate it if the manager could prioritise fixing this.

Reply:

This defect will be logged in our Asset Management System and a repair will be carried out as soon as possible.

Q.71 Councillor Claire Byrne

Can the area manager please assess and repair the road surface damage outside *details supplied 1 and can he also please repair the uneven road surface and sinking manhole at details supplied 2.

Reply:

These defects will be logged in our Asset Management System and repairs will be carried out as soon as possible.

Q.72 Councillor Claire O'Connor

Can the following footpaths be repaired at *details supplied?

Reply:

This defect will be logged in our Asset Management System and a repair will be carried out as soon as possible.

Q.73 Councillor Claire O'Connor

Can the following streets be swept *details supplied?

Reply:

Waste Management Services had the above mentioned streets swept during the last days of January 2019.

Q.74 Councillor Claire O'Connor

Can an update be given in respect of next steps to be taken with regard to trial traffic system at Mountpleasant including how adjacent streets including Richmond Hill will have their voice heard?

Reply:

This trial commenced on the 29/10/2018 and is not due for completion until the 12/04/2019. The information and data recorded during this trial will be assessed and tabulated before any decisions or actions are taken. An update on this should be available upon completion of the trial. A feedback email had been in place up until 01/02/19 where comments on the trial were welcomed.

Q.75 Councillor Claire O'Connor

Can a yellow box be considered for Annesley Park?

Reply:

The request for a yellow box at the junction of Annesley Park and Dunville Avenue is listed with the Traffic Advisory Group for examination and report. The councillor will be informed of the recommendation in due course.

Q.76 Councillor Claire O'Connor

Can street lighting be improved on Annesley Park?

Reply:

There is no public lighting improvement programme intended for Annesley Park at the moment. However, we will investigate the existing lighting, and any necessary improvements will be added to a list for inclusion in a future public lighting programme of improvements, subject to finances made available. We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required.

Q.77 Councillor Claire O'Connor

Can a budget breakdown be given of how much was spent on each park in the south east area last year?

Reply:

It is not possible to breakdown the budget for parks maintenance for each park. If there is a particular problem the councillor wishes to be addressed we will endeavour to do so.

Q.78 Councillor Claire O'Connor

Can a plebiscite for disc parking be assisted for residents at *details supplied?

Reply:

Residents of this street can request that a plebiscite be carried out on their road to the Environment & Transportation Department at traffic@dublincity.ie. Please note that the City Council require that 25% of residents of the road are in favour of a residents' parking permit scheme in order for the request to be examined.

Q.79 Councillor Kieran Binchy

To ask the manager to implement additional cleaning at *details supplied to recognise the fact that there is construction going on there and it is somewhat more prone to dumping and littering, and when these works might be carried out.

Reply:

Waste Management Services had *details supplied cleaned on the 4th February 2019. Also our litter warden spoke with the site manager of the construction site there and reminded him of their responsibility to keep this road as clean as possible while they are working there. He will monitor this location to ensure that this happens.

Q.80 Councillor Kieran Binchy

To ask the manager for road works at details supplied to remedy the poor road surface there and in particular to deal with the damaged pavement outside number 6 which is dangerous, and when these works might be carried out.

Reply:

Details supplied will be considered for our 2020 Resurfacing Programme. Footpath outside no. 6 has been repaired.

Q.81 Councillor Kieran Binchy

To ask the manager to implement leaf removal at details supplied 1 where leaves are congealed in gutters (the residents should be able to arrange for parked cars to be cleared on an appointed day) and whether the litter which accumulates at paved area in front of details supplied 2 might be cleaned more frequently and when these works might be carried out.

Reply:

1. Waste Management Services had the congealed leaves along the gutters in details supplied 1 removed on the 4th February 2019.
2. Waste Management Services had the paved area in front of details supplied 2 cleaned on the 4th February 2019 and we will ensure that this location will be monitored and cleaned on a regular basis.

Q.82 Councillor Kieran Binchy

To ask the manager to investigate a front door in very bad condition and if possible to replace it at details supplied.

Reply:

The door of this dwelling will be inspected by Housing Maintenance this week and any necessary repairs / replacement will be carried out.

Q.83 Councillor Kieran Binchy

To ask the manager to investigate sink taps which are unsuitable and need to be replaced at details supplied

Reply:

Arrangements have been made by Housing Maintenance to inspect the taps in this dwelling. Repairs / replacement will be carried out if deemed necessary.

Q.84 Councillor Kieran Binchy

To ask the manager to investigate graffiti on the side of the following property at details supplied.

Reply:

The responsibility for the removal of graffiti from private property rests with the owner / occupier.

This graffiti at this location has been inspected. The South East Area office has written to the owner / occupier of the property notifying them of their responsibility, and has requested that they make arrangements to have the graffiti removed as soon as possible.

Q.85 Councillor Kieran Binchy

To ask the manager to investigate blocked drains at the following location details supplied.

Reply:

Four of the four gullies outside details supplied were cleaned by a member of the Gully Cleaning Crew on 01/02/2019. One of the gullies requires further high pressure jetting and this will be done in the coming weeks.

Q.86 Councillor Kieran Binchy

To ask the manager about the placing of a yellow box at the following junction details supplied.

Reply:

The above request is currently listed on the Traffic Advisory Group Agenda for examination and report. The councillor will be informed of the recommendation in due course.

Q.87 Councillor Kieran Binchy

To ask the manager to investigate potholes at the following location details supplied.

Reply:

These potholes will be repaired as soon as possible.

Q.88 Councillor Kieran Binchy

To ask the manager to investigate the tree at the following location details supplied as its roots are rising through the pavement and are a trip-hazard.

Reply:

Could the councillor please clarify location as there doesn't appear to be a tree at this location?



South East Area - TAG Meeting Minutes for Noting

(Area Committee Date: 11/03/2019)

Item	Enquiry	SP Ref	Topic	Road	Post	Request Description	Tag Result	Tag Comments	Request By	Received	Sec
1	7000027		Double Yellow Lines (Extend)	RAMLEH PARK (SE)	Dublin 6	from 57 - 74	Not Recommended	SR: Not recommended to extend double yellow lines Under The Road Traffic (Traffic & Parking) Regulations, Section 36 paragraph (2) g; "A vehicle shall not be parked in any place, position or manner that will result in the vehicle obstructing an entrance or an exit for vehicles to or from a premises, save with the consent of the occupier of such premises;" In addition, under Section 36 paragraph (2) (k) of the Road Traffic (Traffic & Parking) Regulations; "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." It is not recommended to introduce parking restrictions where restrictions are already covered under the law, as this would lead to a proliferation of same and additional expense due to maintenance etc. Infringements of the act should be reported to Dublin Street Parking Services tel. no. 01 6022500 or the Gardaí as they occur. Note: The road markings that were removed due to road works have now been reinstated returning the road to its previous state.	Member of the Public	25/10/2017	0
2	7005075		P&D Parking (Rescind)	SANDYMOUNT GREEN (SE)	Dublin 4	Car park space shortened	Recommended	Service Request recommended: Sandymount Green (SE): Rescind Pay & Display and permit parking. At a point commencing where the P&D and permit parking commences at the Eastern Pillar of the rear vehicular entrance to 13 Sandymount Green, D04 N156, rescind 1 metre of Pay & Display and permit parking in an Easterly direction and move associated signage if required.	Member of the Public	25/09/2018	0
3	7006466		Yield Sign	PETER ROW (SE)	Dublin 2	Signage to clarify right-of-way at this junction.	Recommended	Service Request recommended: Peters Row: Installation of yield signage. Install yield signage at Peters Row on approach to Junction with Peter/Whitefriar Streets. This is to accompany the road marking and reinforce the Yield to conflicting traffic as per traffic signs manual (Road Markings) Note 7.2.19 The No Entry Line, RRM 019, indicates to drivers the point beyond which entry is prohibited. It also indicates the position at which a driver emerging from a one-way street must yield to conflicting traffic.	Member of the Public	07/12/2018	0
4	7006847		Loading Bay	RATHMINES ROAD UPPER (SE)	Dublin 6	Parking spaces outside on Rathmines Rd Upper be converted into a Loading bay	Insomnia Recommended	Service request recommended: Rathmines Road Upper: Loading bay Install loading bay outside number 310 and 312 Rathmines Road lower on the East side of the carriageway. Hours of Operation Mon – Friday 07.00 - 19.00	Internal	15/01/2019	0



South East Area - TAG Meeting Minutes for Noting

(Area Committee Date: 11/03/2019)

Item	Enquiry	SP Ref	Topic	Road	Post	Request Description	Tag Result	Tag Comments	Request By	Received	Sec
5	7006850		No Parking	BISHOP STREET (SE)	Dublin 8		Not Recommended	SR: not recommended for no parking signage or road markings It is not recommended to introduce parking restrictions where restrictions are already covered under the law, as this would lead to a proliferation of same and additional expense due to maintenance etc. 36 Prohibitions on Parking (2) A vehicle shall not be parked (k) in a manner in which it will interfere with the normal flow of traffic or which obstructs or endangers other traffic.	Internal	15/01/2019	0
6	7007088		Double Yellow Lines	ALBERT TERRACE (SE)	Dublin 2	Double yellow lines Albert Terrace	Recommended	SR recommended: Double Yellow Lines on Albert Terrace: STAT: From a point commencing at the junction of Albert Terrace and Albert Place West on the North east side of the carriage way for a distance of 15.7 metres in a North West direction hugging the kerb line. From a point commencing at the junction of Albert Terrace and Albert Place West on the South West side of the carriage way for a distance of 15.5 metres in a North West direction.	Internal	25/01/2019	0
7	7007232		Double Yellow Lines	ARDEE ROAD (SE)	Dublin 6	DYs to facilitate access to car park.	Not Recommended	Under The Road Traffic (Traffic & Parking) Regulations, Section 36 paragraph(2) g: "A vehicle shall not be parked in any place, position or manner that will result in the vehicle obstructing an entrance or an exit for vehicles to or from a premises, save with the consent of the occupier of such premises;" In addition, under Section 36 paragraph (2) (k) of the Road Traffic (Traffic & Parking) Regulations; "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." It is not recommended to introduce parking restrictions where restrictions are already covered under the law, such as placing Double Yellow Lines across entrances, as this would lead to a proliferation of same and additional expense due to maintenance etc. Infringements of the act should be reported to Dublin Street Parking Services tel. no. 01 6022500 or the Gardaí as they occur.	Member of the Public	04/02/2019	0
8	7007250		No Right Turn	MERRION ROAD (SE)	Dublin 4	No Right Turn into Fibionacci Square for into town traffic and No Right Turn from Fibionacci Square onto Merrion Road.	Recommended	No Right Turns recommended on Merrion Road at Fibionacci Square. The signs will be reviewed upon completion of construction work estimated to be about 3 years. Stats: No Right Turn into Fibionacci Square for into town traffic and No Right Turn from Fibionacci Square onto Merrion Road. At All Times.	Member of the Public	06/02/2019	0
9	7007410		Pedestrian Crossing (Rescind)	SUFFOLK STREET (SE)	Dublin 2	Remove pedestrian lights at this location.	Not Recommended	Service Request not recommended. Traffic is still using this carriage way between the hours of 06.00 and 11.00 hours and therefore the requirement for this Pedestrian crossing is of utmost importance for pedestrians to traverse this carriage way safely.	Councillor	13/02/2019	0



South East Area - TAG Meeting Minutes for Noting

(Area Committee Date: 11/03/2019)

Item	Enquiry	SP Ref	Topic	Road	Post	Request Description	Tag Result	Tag Comments	Request By	Received	Sec
10	7007436		Yellow Box	STILLORGAN ROAD (SE)	Dublin 4	Request for Yellow box outside the entrance to Donnybrook church on the Stillorgan road.	Not Recommended	The traffic flow from Donnybrook church is not significant and the road does not meet the minimum criteria of serving fifty parking bays. A yellow box is therefore not recommended. The warrant is not met for a yellow box. Yellow boxes are intended to prevent blocking of junctions. Side road traffic flows should be significant and the side road should serve a minimum of fifty parking bays or a major traffic generating facility. This guideline is in place to avoid a proliferation of yellow boxes in the city. Queueing on this North East carriage way traveling in a South East direction was also not observed to back up to the church entrance (West side of church) at peak hours when observed by and engineer.	Councillor	14/02/2019	0
11	7007614		Parking Restrictions	TRAMWAY LANE	Dublin 6	"No Parking" signs on Tramway Lane.	Recommended	Traffic engineer investigated that there is not enough road width on Tramway Lane to allow for Fire brigade / Emergency Vehicles to attend incidents if a vehicle is parked on the lane. Due to the difficulties for enforcement and cars are illegally parking on Tramway Lane the following traffic measure is recommended: STAT: No Parking from the boundary between property Nos. 11/13 and 9 for 29.8m westwards. Install 2 No Parking signs (RUS 019) with the supplementary plates P051 time of operation 24h, starting point from the common boundary of the houses number 11-13 Clonskeagh Road with 9 Clonskeagh Road. From this point on the south side of the carriageway extending westwards 29.80m install the second No Parking signs (RUS 019) with the plate operation time 24h pointing arrow eastward.	Internal	25/02/2019	0
12	90046913	SP_35763	Disab Park Bay General	HIGHFIELD ROAD (SE)	Dublin 6	relocate to the village centre in Rathgar.	Not Recommended	Service request not recommended: relocation of disabled bay from current position in Highfield road to Rathgar village centre. Existing Stat: Highfield Road, Rathgar, Dublin 6, north side, from the end of the 30 metre parking indent outside the church to the west of the phone box, extending westwards for 5 metres. (to the Pay & Display Parking) The disabled bay on Highfield road is located in close proximity to Rathgar village and is situated beside a Pedestrian crossing which allows access to the other side of the road. There is also a disabled bay located in the centre of Rathgar village on the Terenure Road East at the south carriage way near the junction of Orwell Road. It is deemed there is sufficient disabled bays in the centre of Rathgar. No Further action is required at this time.	Councillor	06/01/2017	0



South East Area - TAG Meeting Minutes for Noting

(Area Committee Date: 11/03/2019)

Item	Enquiry	SP Ref	Topic	Road	Post	Request Description	Tag Result	Tag Comments	Request By	Received	Sec
13	90048087	SP_36946	Parking Restrictions	STRAND ROAD (SE)	Dublin 4	between St Albans Park and the Martello tower.	Recommended	Service recommended: Strand Road: Clearway (Times: all times) Double yellow lines are not recommended on this stretch of carriage way to stop vehicles being allowed to load/unload for a period of 30 minutes and therefore a clearway has been deemed to be more appropriate. Stat: Recommend the installation of a clearway with associated signage and road markings for all times on the East side of Strand Road starting at the common boundary of 135/137 Strand Road and continuing to a point on the East side of the carriage way of Strand Road across from Southern vehicular entrance pillar of 169 Strand Road. Clearway to be implemented at all times of day.	TD	10/03/2017	0
14	90052031	SP_40945	Double Yellow Lines (Extend)	STEPHEN'S LANE (SE)	Dublin 2	near carpark no. 32-36	Not Recommended	Dublin City Council's policy is to not introduce parking restrictions where restrictions are already covered under the law, such as placing Double Yellow Lines (RRM008) across an entrance to a premise, as this would lead to a proliferation of same and additional expense due to maintenance, etc. Under Section 36 paragraph (2) (g) of the Road Traffic (Traffic & Parking) Regulations; "A vehicle shall not be parked in any place, position or manner that will result in the vehicle obstructing an entrance or an exit for vehicles to or from a premises, save with the consent of the occupier of such premises" Infringements of the act should be reported to Dublin Street Parking Services tel. no. 01 6022500 or the Gardaí as they occur.	Member of the Public	23/10/2017	0

To the Chairperson and Members of the
South East Area Committee

With further reference to the proposed disposal of a plot at Longford Street Great, Nos. 17 & 18, Dublin 8 to Kesteven Limited (The Developer).

At its meeting held on 11th February 2019 the elected Members requested a further report on the above proposed disposal of property.

Background:

Kesteven Limited is the owner of the adjoining property comprising an area of 3250 sq.m at Longford Street / Aungier Street / Stephen Street Upper, Dublin 8 and has received planning permission from An Bord Pleanála in November 2015 for a mixed use development comprising retail development with frontages to Longford Street / Aungier Street with student accommodation overhead. The retail element will consist of 5 retail units at the ground floor level of Aungier Street and Longford Street with one being a foodstore with a gross floor area of 1976 sq.m. The overall development will cost circa €60 million and the proposed retail element will revitalise and rejuvenate Longford Street, Aungier Street and Stephen Street Upper.

The overall site lies within the Archaeological Zone of Potential for Dublin and contains the sites of three Recorded Monuments; St Peter's church, the medieval graveyard attached to the church, and the 18th century Aungier Street theatre. Three features (Viking House / Medieval Church / 18th Century Theatre Pit) have been preserved in situ in the new development and will be partly or wholly visible within the new building and many of the archaeological artefacts found will be displayed for permanent public viewing at various points within the completed development.

This location is also significant as the curving northern boundary of the property possibly reflects the earliest origins of Dublin, the site of the monastic foundation of *Dubh-linn*. This area has been known as a site of archaeological significance for many years and the Developer has spent approximately €550,000 on excavating the site. The site in its entirety has been archaeologically resolved to the satisfaction of the City Archaeologist.

Current Proposal:

In July 2017 it came to light that a strip of land on the Longford Street boundary of the site was in the ownership of Dublin City Council. JSA Architects Ireland, on behalf of the Developer, applied to Dublin City Council to purchase said strip of land, which measures 13 sq.m, as shown on map index no. SM-2019-0060, with a view to incorporating it into the overall development.

The strip with an area of 13sq. m. is an irregular shape with a maximum depth of 1.2 metres at its widest point and on its own is not considered to have any meaningful development potential for Dublin City Council. It comprises 0.4% of the overall development site and only five or six square metres of the site will be built on by the Developer, with the rest being incorporated into the public footpath.

The Chief Valuer was instructed to open negotiations with Kesteven Ltd. for the disposal of the site at commercial market value. Following these negotiations terms and conditions were agreed, including consideration for the disposal of the fee simple in this small site to Kesteven Limited in the sum of €60,000 plus VAT.

I recommend that this proposed disposal be assented to in accordance with the terms and conditions agreed by the Chief Valuer and set out in the report to this Committee at its meeting on 11th February 2019.

Paul Clegg
Executive Manager

Date: 28/02/2019

N: 733731.390

E: 715495.277



N: 733659.406

LONGFORD STREET GREAT - Nos. 17 & 18 Lands at

Dublin City Council to Kesteven Limited

Disposal of Fee Simple

Area: 13m²



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

An Roinn Comhshaoil agus Iompair
Rannán Suirbhéireachta agus Léarscáilithe

Environment and Transportation Department
Survey and Mapping Division

O.S REF 3263-15	SCALE 1:500
DATE 28-01-2019	SURVEYED / PRODUCED BY T. Curran

INDEX No	FOLDER No	CODE	DWG No	REV
FILE NO	SM-2019-0060-0204-C3-001-A.dgn			

Dr JOHN W. FLANAGAN
CEng FIEI FICE
CITY ENGINEER

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SURVEY, MAPPING AND RELATED RESEARCH APPROVED

APPROVED *Thomas Curran 28/01/2019*
THOMAS CURRAN
ACTING MANAGER LAND SURVEYING & MAPPING
DUBLIN CITY COUNCIL

INDEX No.
SM-2019-0060

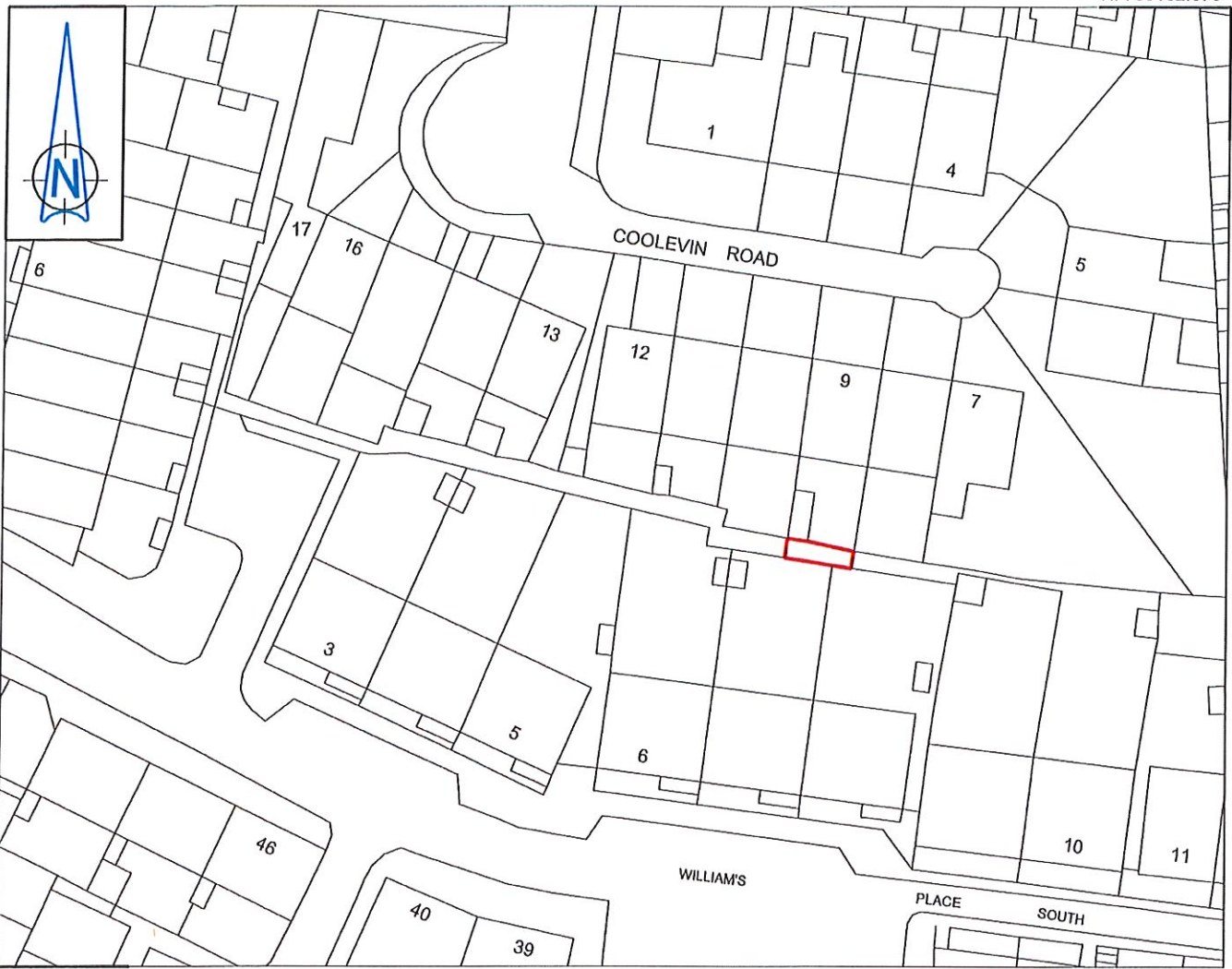
To the Chairperson and Members of the
South East Area Committee

With reference to the proposed disposal of a plot of a land to the rear of 9 Coolevin Road, Dublin 8 to Lucy Kelly.

An application has been received from Lucy Kelly the owner of no. 9 Coolevin Road to purchase a land locked plot of ground measuring 7.3 sqm at the rear of her property to incorporate into her garden. The owners of nos. 8 and 10 Coolevin Road have previously purchased the plots to the rear of their gardens and incorporated same into their gardens. The subject plot is shown outlined red on attached map index no. SM-2018-0261.

The Chief Valuer reports that agreement has been reached with the applicant subject to the following terms and conditions which he considers to be fair and reasonable:

1. The subject plot is valued at €175.00, however it is landlocked and full of debris that is a potential health risk due to vermin ingress. Access to the site for clearance by Dublin City Council is not possible without the use of a crane. Therefore it is proposed that Dublin City Council dispose of the Council's interest in subject plot for the consideration of €1.00 (one euro) plus all of the Council's fees.
2. That the subject plot is shown outlined in red on the attached map Index No. SM-2018-0261.
3. That Dublin City Council shall transfer the unencumbered freehold title or equivalent in the subject plot.
4. That the applicant holds the freehold title or equivalent interest in no. 9 Coolevin Road, Dublin 8.
5. That the applicant shall be responsible for any costs involved in incorporating the plot into her garden.
6. That the applicant shall be responsible for clearing the area to be incorporated into her garden.
7. That the applicant shall pay Dublin City Council's Valuer fee of €800 (eight hundred euro) plus VAT.
8. That the applicant shall pay Dublin City Council's legal fees of €1,500 (one thousand and five hundred euro) plus VAT.
9. That the applicant shall also be responsible for her own fees in the matter.
10. That the applicant shall be responsible for any VAT liability associated with this disposal and indemnify Dublin City Council against same.



COOLEVIN ROAD - No. 9
Lands at rear
Dublin City Council to Lucy Kelly
Disposal of Fee Simple
 Area: 7.3m²



Comhairle Cathrach
 Bhaile Átha Cliath
 Dublin City Council

An Roinn Comhshaoil agus Iompair
Rannán Suirbhéireachta agus Léarscáilithe
 Environment and Transportation Department
 Survey and Mapping Division

O.S REF 3263-19	SCALE 1:500
DATE 28-05-2018	SURVEYED / PRODUCED BY T. Curran

FILE NO	INDEX No	FOLDER No	CODE	DWG No	REV
SM-2018-0261-0204-C3-001-A.dgn					

Dr JOHN W. FLANAGAN
 CEng FIEI FICE
CITY ENGINEER

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SURVEY, MAPPING AND RELATED RESEARCH APPROVED

APPROVED *Tom Curran 06/06/2018*
THOMAS CURRAN
 ACTING MANAGER LAND SURVEYING & MAPPING
 DUBLIN CITY COUNCIL

INDEX No.
SM-2018-0261

To the Chairperson and Members of the
South East Area Committee

Community Development Section Report

March 2019

- **6 March at 2pm** – Visit to St. Agnes Musical Society / Primary School with Spanish language Let's Walk & Talk / Walking Group. Meet at Kildare Place.
- **7 March at 8pm** – “Trees – Our Natural Heritage” talk with RTÉ / TV3's Éanna Ní Lamhna as part of **National Tree Week** at Milltown Parish Centre, Milltown Road (for Milltown ICA).
- **8 March at 10.30am** – “Constance & her Friends / Grace & Joe” Historical Plays at Greenore Community Room for **International Women's Day**.
- **8 March at 11am** – “**International Women's Day Tour**” (as Gaeilge) with Eoin Bairead for **Seachtain na Gaeilge / Let's Walk & Talk**. Meet at Meeting House Square, Temple Bar.
- **8 March at 2pm** – Visit to Marsh's Library with French language Let's Walk & Talk / Walking group. Meet at Kildare Place.
- **11 March at 11am** – “Going Wild in Ranelagh Gardens” nature tour with RTÉ / TV3's Éanna Ní Lamhna as part of **Let's Walk & Talk** initiative. Meet at park entrance / arch on Ranelagh Road.
- **11 March at 9.35pm** - Broadcast of 'Ageing in Ireland' documentary on RTÉ 1 (feat. The Evergreen Club Terenure Tea Dance).
- **13 March at 2pm** – “St. Patrick's Footsteps” tour with Pat Liddy as part of **Let's Walk & Talk** initiative. Meet at Palace Street.
- **13 - 22 March** – Ringsend mid-term Young Person's Programme of activities (Ringsend & Irishtown Community Centre and trips beyond)
- **14 March at 10am** – Breakfast Tea with the Lord Mayor for Let's Walk & Talk Walk Leaders at the Mansion House
- **14 March from 10 - 12pm** - Parent and Toddler Group **St. Patrick's Festival** Party at The Evergreen Club / Hall, Terenure.
- **14 March at 7pm** – “Breaking the Anonymity of Ageing” social inclusion focused arts event at Wood Quay Venue.

- **15 March at 11.30am** – “Ar Iorg Anne Devlin” Tour (as Gaeilge) with Mícheál Ó Doibhilín for **Seachtain na Gaeilge / Let’s Walk & Talk**. Meet at St. Catherine’s Church, Thomas Street.
- **16 March at Time TBC** – Theatre performance and back stage tour of the Abbey Theatre for Verschoyle Court Drama Group.
- **20 March at 3pm** – Terenure Men’s Shed AGM at the Evergreen Club, Terenure.
- **22 March at 2pm** – River Dodder Walk with French language Let’s Walk & Talk / Walking group. Meet at Kildare Place.
- **23 March from 10 - 12pm** - Parent and Toddler Group Biodiversity Event at The Evergreen Club, Terenure featuring the Petting Farm.
- **25 March at 11am** – “Suffragette Walking Tour” with Justine Murphy as part of **Let’s Walk & Talk** initiative. Meet outside the Mansion House.
- **27 March at 2pm** – Tour of the Print Museum with Spanish language Let’s Walk & Talk/Walking group. Meet at Kildare Place.
- **27 March at 3.15pm** - “A Galway Girl” Play at Beechwood Community Centre, Ranelagh (for Ranelagh Active Retirement Association).
- **28 March at 8pm:** - Sandymount Tidy Towns Community Association AGM Sandymount Hotel Dublin 4.
- **29 March at 2pm** – Visit to the Seamus Heaney Exhibition with French language Let’s Walk & Talk / Walking group. Meet at Kildare Place.
- **End March TBC** – On Street Photography Exhibition in Rathmines from local colleges / schools TBC.

Community Grants

All CD completed for 2019; grants have been signed off with South East Area Committee and are awaiting approval at the main council meeting in March.

Community Development Plan 2019

Full plan of activities for the year being developed and planned.

Vibrant Villages Greening projects & Tidy Towns

Identifying and confirming projects for 2019. Plans for spring connections.

Tidy Towns: - meetings continuing through spring and applications being developed.

Vibrant Villages Walking Trails and Maps

Ongoing weekly walks ongoing in March.

Age Friendly Cities

Plan of activities and development for Older Persons is being developed for 2019. Older Persons’ Council (OPC) meeting was held late February for an update and main new Strategic Alliance and OPC full meeting will take place in March / April. Reviewing activities in Older Persons’ complexes and connection with Liaison officers.

Allotments

All allotments currently being renewed and lapsed leases allocated to new people on list. Improvement of infrastructure for allotments.

Weekly Activities

- Every Monday from 11am - 1.30pm – **Verschoyle Pottery Club** at Verschoyle Court Community Room.
- Every Monday from 2 - 4.30pm – **Verschoyle Art Group** at Verschoyle Court Community Room.
- Every Monday from 7 - 9pm – **Verschoyle Drama Group** at Verschoyle Court Community Room.
- Every Tuesday at 11am – **Dance for Life** dance classes for older people at the Evergreen Centre, Terenure.
- Every Tuesday at 2pm – **Let's Walk & Talk** walking group, meeting outside the Barge Pub, Charlemont Street.
- Every Wednesday from 11.30am - 12.30pm – **Chair Yoga** at Beech Hill Court, Donnybrook.
- Every Wednesday at 2pm – **Let's Walk & Talk in Spanish** walking group, meeting at Kildare Place, Kildare Street.
- Every Wednesday at 2.30pm – **Knitting Circle** at Verschoyle Court Community Room.
- Every Thursday at 10am – **Parent & Toddlers Group** at the Evergreen Centre, Terenure.
- Every Thursday at 2pm - **Let's Walk & Talk** walking group, meeting at Sandymount Green.
- Every Thursday from 3 - 5pm – **Knitting Circle** at Beech Hill Court, Donnybrook.
- Every Friday at 10am – **Healthy Living Classes** at Verschoyle Court Community Room.
- Every Friday at 11am - **Let's Walk & Talk as Gaeilge** walking group, meeting at Meeting House Square, Temple Bar.
- Every Friday at 2pm - **Let's Walk & Talk in French** walking group, meeting at Kildare Place, Kildare Street.
- Every Saturday from 11 - 4pm – Relaunch of **Bushy Park Market** after the winter break with a Petting Farm for children. Relaunch date TBC pending tender process.
- Every Saturday at 2pm - **Let's Walk & Talk** walking group, meeting at the car park of the Dropping Well Pub, Milltown.

All Information correct as time of publication but are subject to change.

**Housing, Community & Emergency Services Department
South East Area Office**

**To the Chairperson and Members of the
South East Area Committee**

Environmental Services Unit Report

Public Realm Enhancements

Tenders have been received for citywide weed spraying contract and they are under consideration by an assessment panel.

Events

St. Patrick's Festival, 14th -18th March 2019.

Housing Waste Recycling Project

The Housing Waste Recycling Project will see the introduction of green (mixed dry recyclables) and brown (food waste) recycle bins at all Dublin City Council (DCC) owned complexes. The project team are focusing on the South East Area which consists of 20 flats, 25 Senior Citizen complexes; totalling 3,015 units (see table below). To date, all groundwork is complete with every complex assessed for bin requirements and bin area suitability.

Area	Complexes	Flats	Sen. Citizen	Units
Central	54	43	9	2,386
North Central	20	2	18	869
North West	24	0	23	888
South East	45	20	25	3,015
South Central	50	38	12	2,533
Totals	192	103	87	9,724

Designs for wall signs, bin stickers and household leaflets are complete. Samples of wall signs which will be made in-house have been made and approved. Wall signs will be in English, bin stickers in Irish and leaflets will be in both languages. There will be a total of 10 workshops for the South East Area where a Recycling Ambassador will deliver a recycling presentation and a question and answer session to follow.

We are in the process of arranging a brown bin collection schedule with Greyhound and are also in the process of removing surplus general waste bins and painting them green using in-house resources.

It is anticipated that we will hold the first workshop at the end of March when the residents at the following complexes will be invited:

York Street Flats / Mercer House Blocks A, B, C / Digges Street / Cuffe Street / O'Carroll Villas / Lord Edward Street / Glovers Court. The compost machine will be removed from York Street Flats in the coming days, with this area then becoming the new bin area for this complex.

**To the Chairperson and Members of the
South East Area Committee**

Housing Projects and Local Area Improvements

Grand Canal Sub Group

The latest meeting of the Grand Canal Sub-committee was held on 26th February 2019. The Canal Ambassador Scheme pilot is running well. Waterways Ireland, with support from Fáilte Ireland, is developing a Dublin Canals brand including new website to be launched in spring 2019. Plans are being prepared for Canals Action Day on 27th April 2019 in conjunction with 4 Dublin Local Authorities and Waste Management Section DCC. Discussions re the potential restructuring of the Sub Groups for both Dublin Canals. John Boyle of Waterways Ireland to prepare a proposal for circulation. The next meeting of the Grand Canal Sub-committee will be held on 26th March 2019.

Rathgar Village Improvement Plan (VIP)

The redesign of Herzog Park is the final element of the Rathgar VIP to be undertaken. The Nature Play Area was officially opened by the Lord Mayor on 13th September 2018. Works to construct the Multi Use Games Area (MUGA) on the site of the bowling green have commenced on 19th November 2018 and will run for approximately 12 weeks. This will constitute phase 2 of the works. Works to re-align the bring centre are ongoing and should be completed soon. Internal landscaping, boundary treatment and the car park area will be addressed in phase 3 during 2019.

Ranelagh Gardens Park

A contractor was appointed by Parks Services to upgrade the paths in the park and to address the drainage issues at the Chelmsford end. These works are now complete. Replacement of park benches will be considered, subject to funding, for 2019.

Ringsend Irishtown Local Environment Improvement Plan (LEIP)

The Ringsend Irishtown Local Environment Improvement Plan (LEIP) was adopted at the June 2017 South East Area Committee meeting. It is now proposed to prepare planning applications under Part 8 of the Planning and Development Regulations, 2001, for the redesign of (1) Library Square and (2) Cambridge Road.

Library Square: (Mitchell & Associates) Meetings with internal stakeholders were held during September and October 2018. A meeting was held with local businesses to discuss parking / loading arrangements on 5th December 2018. A presentation was made to area councillors on 13th February 2019 and a draft design will be brought to a public meeting for all stakeholders on Thursday 21st March 2019 at 7pm in the Ringsend Irishtown Community Centre (RICC).

Cambridge Road: (Redscape Architects) An initial public workshop in relation to Cambridge Road was held on Thursday 30th August 2018 in the RICC on Thorncastle Street. Meetings with internal stakeholders took place in September and October and designs were drafted based on consultations which were brought to a second public workshop/meeting on 28th November 2018. Some refinements are currently being made to the proposal and it is expected to proceed with the Part 8 process early in 2019.

Terenure Village

Proposal to screen recycling bins in car park on Terenure Road North was examined in partnership with Terenure 2030 / Tidy Towns and Waste Management Services and will be carried out in 2019.

New Playground at Sean Moore Park

Community gain funding has been approved to provide a new playground at Sean Moore Park. Consultations took place with local schools and a tender has been prepared to appoint consultants to design a new playground for Sandymount at Sean Moore Park. Pre Part 8 report was brought before the July 2018 South East Area Committee. The Part 8 Planning Application was lodged on 17th September 2018 and one third party submission was received during the appropriate period. The proposal was approved at the meeting of Dublin City Council in January 2019.

O'Carroll Villas

Landscape drawings are awaited from Housing Maintenance.

Mercer Street Play Area

Update requested from Housing Maintenance.

Cabbage Patch

A public consultation on the Cabbage Patch took place in Francis Street CBS on Tuesday 19th February. An online consultation was also in place with a view to hearing from as many local residents, businesses etc. in relation to creating a new vision for the Cabbage Patch.

To the Chairperson and Members of the
South East Area Committee

Dublin City Sport and Wellbeing Partnership (DCSWP) Report

DCSWP HIGHLIGHT EVENTS & PROGRAMMES MARCH – APRIL 2019

THE LORD MAYOR'S 5 ALIVE CHALLENGE 2019

The Lord Mayor's 5 Alive concludes on 30th March with the BHAA Dublin City Council four mile race on Saturday 30th March. The 5 Alive Challenge is a partnership programme between Dublin City Sport & Wellbeing Partnership (DCSWP) and the Lord Mayor's Office. The challenge is now in its 7th year and has encouraged hundreds of people to take up regular exercise over the past six years.

Last year the initiative went back to its roots and targeted people who were interested in taking up jogging or novice joggers who required some encouragement to sustain progress. The focus on encouraging new and novice joggers to sign up to the challenge continued in 2019. In 2018 the challenge also introduced mentors to accompany slower joggers and walkers and encourage them along each route. The mentoring aspect of the challenge also continues with 30 mentors appointed to support participants in the 2019 challenge. Each mentor has completed the 5 Alive Challenge in previous years. Over 400 people registered to participate in this year's challenge which commenced in the Phoenix Park on New Year's Day.

In the event that a participant is unable to complete the five races they have the opportunity to substitute a race for one of the city's Parkruns. Dublin hosts free 5k Parkrun in 5 locations across the city every Saturday morning. Details on times and locations can be found at www.parkrun.ie. Details of the final 2019 5 Alive races are outlined below;

- MSB St. Patrick's Day Festival 5k Race and Family Fun Run. This race commences at Stephen's Green at 12 noon on Monday 18th March.
- BHAA Dublin City Council 4 mile race. This race takes place in St. Anne's Park, Raheny at 11am on Saturday 30th March.

CHANGE FOR LIFE 2019 - REVIEW

Change for Life is an eight week programme running annually since 2013. The programme aims to improve the health of local communities by supporting people to become more physically active on a regular basis and adopt a healthier diet. The programme was rolled out in conjunction with RTE's Operation Transformation in 15 locations across the city with over 1000 participants. Change for Life concluded in March, culminating with an awards and showcase event in the Round Room, Mansion House to celebrate the participants' successes on Friday 15th March 2019.

DCSWP CORE PROGRAMMES MARCH - APRIL 2019

FOREVER FIT (CORE) Older Adults

The Forever Fit Programme is aimed at older adults and focuses on activities to improve balance, increase mobility, strength, co-ordination and prevent falls.

Details of Forever Fit programmes running in the South East Area during the next six week period are outlined below.

- **Programme:** Chair Fit, Mount Drummond.
Dates / Times: Mondays 7pm – 8pm.
Location: Mount Drummond Sheltered Housing Complex, Harold's Cross.
Participants: Older Adults – 55+ years.
- **Programme:** Chair Yoga, Ranelagh.
Dates / Times: Tuesdays 3pm – 4pm.
Location: Woodstock Sheltered Housing Complex, Dublin 6.
Participants: Older Adults – 55+ years.
- **Programme:** Beech Hill Yoga, Donnybrook.
Dates / Times: Wednesdays 12.30pm – 1.30pm.
Location: Beech Hill Court, Donnybrook.
Participants: Older Adults – 55+ years.

GAGA (CORE) Older Adults

The GAGA (Get All Girls Active) Programme is aimed at teenage girls and is run in conjunction with local youth services and schools. A wide variety of activities are delivered as part of the programme including dance-fit, fencing, yoga, boot-camp and adventure activities. Activities take place at various venues.

The following GAGA programme is being delivered in local secondary schools from March to May in partnership with the local Rugby Development Officer. The programme will culminate in a rugby blitz in May (details TBC).

- **Programme:** GAGA Rugby.
Dates / Times: Mondays 4pm - 5pm.
Location: CBS, Ringsend.
Participants: Female 13 - 16 years
Partners: Leinster Rugby / Local secondary schools.

GO FOR LIFE GAMES Older Adults

The aim of the Go for Life Games is to involve older adults in recreational sport. The emphasis of the games is on participation and fun. The games can be played in singles, pairs and teams and are played in a non-competitive way (as much as possible!) with participants encouraged to umpire their own game.

The programme involves the following three sports:

- **Lobbers** - adaption of Petanque and Boules
- **Flisk** - adaption of Frisbee and Horseshoe Pitching
- **Scidil** - adaption of Ten-Pin Bowling and Skittles

Details of Current Go for Life Programmes currently being delivered in the area are outlined below:

- **Programme:** Go For Life.
Dates / Times: Wednesdays 3pm - 4pm.
Location: Beechwood Centre, Ranelagh.
Participants: Female 55+ years.

THRIVE (CORE) Adults with Mental Health Difficulties

Thrive is a referral programme geared towards engaging people with mental health difficulties. This can range from people who suffer with anxiety or depression right through to people who may have suffered an acquired brain injury and need assistance in re-integrating into their communities from a personal independence, social and general wellbeing viewpoint.

The following ongoing Zumba class focuses on stretching exercises and relaxation techniques:

- **Programme:** Zumba Classes.
Dates/Times: Wednesdays 1.30pm – 2pm.
Location: Turas, Grosvenor Road, Rathmines.
Participants: Mixed 18 - 24 years.
Partners: Turas

YOUTH FIT (CORE) Youth at Risk (10 - 21 Years)

Youth Fit Programmes are multi-sport and fitness initiatives aimed at young people in the area aged 10 years and over.

Teen Gym and Yoga classes will be delivered in the area from March to May as a partnership programme with Ringsend College:

- **Programme:** Teen Gym.
Dates / Times: Tuesdays 10am - 11am and Thursdays 4 - 5pm.
Location: Irishtown Stadium.
Participants: Mixed 13 - 18 years.
- **Programme:** Teen Yoga.
Dates / Times: Thursdays 4.30pm – 5.30pm.
Location: Irishtown Stadium.
Participants: Mixed 13 - 17 years.

In partnership with Ballyfermot Adventure Centre and Riccy's Youth Service, Irishtown / Ringsend, the following outdoor adventure group meets every Monday (concluding end of March). The programme consists of multiple outdoor activities including hill and canal walks:

- **Programme:** Youth Fit.
Dates / Times: Tuesdays 5pm - 9pm.
Location: Ballyfermot Youth Service Adventure Centre.
Participants: Mixed 14 - 17 years.
Partners: Ballyfermot Adventure Centre / Riccy's Youth Service.

CO-FUNDED PROGRAMMES MARCH – APRIL 2019

BOXING DEVELOPMENT OFFICER

The **Startbox** Initiative, a partnership between the Irish Athletic Boxing Association (IABA) and Dublin City Sport & Wellbeing Partnership (DCSWP), represents an ideal way for young people (10 – 17 years) to first engage with amateur boxing, Ireland's most successful Olympic sport. It is delivered by our five dedicated IABA / DCSWP Development Officers via local schools (primary and transition year (TY) level) in communities across the Dublin city area. Approximately 2,000 young people participate each year in the StartBox Programme.

The programme is structured into Bronze (non-contact), Silver and Gold phases. The first phase focuses on general strength & fitness, method and technique. The Silver Programme consists of higher intensity sessions & limited contact and the Gold phase takes it on to another level again.

Details of ongoing Startbox Programmes in the South East Area are outlined below;

Bronze Programme

Following completion of the Bronze Programme in February, participants from the following schools have now progressed to the Silver Programme which takes place over a four week period:

- St. Patrick's Girls' National School
- St. Patrick's Boys' National School
- Scoil Cathronia National School
- Presentation College Secondary School (transition year)
- Marian College (transition year)
- Roslyn College (transition year)

CRICKET DEVELOPMENT OFFICER

The Cricket Development Officer continues to liaise with Sport Development Officers in the area to organise the delivery of cricket programmes. School coaching visits continue in the following schools during the period;

- Star of the Sea (Wednesdays 1.00pm - 2.30pm)
- St. Matthew's (Wednesdays 11.00am - 12.30pm)
- Santa Maria Synge Street (Tuesdays 1.00pm - 2.30pm)
- Ranelagh MDS (Time and date TBC)

Provincial cricket sessions continue on Friday nights from 5.00pm - 9.30pm in North County Cricket Club; a number of players from the south east area are involved in these sessions in particular players from the Sandymount / Ringsend area. Players are between 10 and 18 years of age.

FOOTBALL DEVELOPMENT OFFICER

The **Sprog Soccer Programme** which is aimed at 4 - 8 year olds continues in Sports and Fitness Irishtown every Friday at 9.30am with 60 children participating and the YMCA, Sandymount on Wednesdays at 9.30am with 80 children participating.

The football **Men's League** is ongoing on Mondays and Wednesdays in Sports and Fitness Irishtown from 6pm to 8pm.

The **Football for all Programme** continues in the area over the period. The initiative is aimed at children with learning difficulties and physical disabilities. The programme is delivered in Irishtown stadium on Saturdays at 10am with 10 to 15 children attending each week.

ROWING DEVELOPMENT OFFICER

Get Going... Get Rowing

Following the February mid-term break the Get Going Get Rowing programme commenced in a new set of schools across the city. On-the-water taster sessions will be provided to demonstrate the pathway from the rowing machine to the water and encourage students to participate in the '*Splash and Dash*' event on May 9th in Grand Canal Dock, Dublin.

Rowing students continue to 'virtually' row around the world. Team members participating in the initiative are from all corners of the globe; the team is currently making its way through Sudan. Students are encouraged to clock up the metres to get the team all the way around the world.

RUGBY DEVELOPMENT OFFICER

The following rugby programmes will take place in the South East Area over the period;

Rugby programmes will be delivered in St. Brigid's Girls' Primary School, Ballsbridge for students 9 - 12 years on Wednesday afternoons. The programme will conclude with an inter-school blitz. Details TBC.

Rugby programmes will be included in a multi-sport Easter camp from 23rd – 26th April in Irishtown stadium. The camp is aimed at 7 - 12 year olds (mixed). Activities will be delivered by the local Rugby Development Officer in the area.

In partnership with rugby clubs in the area, the Rugby Development Officer will deliver an Easter Girls' Rugby camp on Friday 26th April from 9.30am – 2.30pm. The camp is aimed at females aged 10 - 16 years and will take place in Donnybrook Rugby Club.

FURTHER DETAILS

For details or queries on any of the programmes / initiatives outlined above please contact Dee O'Boyle, DCSWP, tel.: (01) 222 5433 or email: dee.oboyle@dublincity.ie

CONTACT DETAILS

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- Football: jonathan.tormey@fai.ie
- Rowing: mary.moloney@rowingireland.ie
- Rugby: ken.knaggs@leinsterrugby.ie
- Women's Rugby: larissa.muldoon@leinsterrugby.ie
- Boxing: Michael_carruth@ymail.com
- Cricket: fintan.mcallister@cricketleinster.ie

Report by Dee O'Boyle, DCSWP. dee.oboyle@dublincity.ie

Motions

Motion 1 from Councillor Patrick Costello (deferred from February meeting)

This committee agrees to trial closing Richmond Hill and Mountpleasant Avenue Lower to through traffic with filtered permeability to continue allowing pedestrian and cycling traffic through. The current trial of no entry to Mountpleasant Avenue Upper has been successful in protecting pedestrians using that road, but has caused problems on the roads beside it. There has also been many cases of cars ignoring the signs and driving through the no entry point. Trialling filtered permeability will ensure that all the roads can have the same benefit of reduced traffic and protection for vulnerable road users and pedestrians.

Motion 2 from Councillor Ruairí McGinley

That this committee agrees to support MetroLink South West proposal that would deliver sustainable public transport to Rathmines, Terenure and Rathfarnham.

Motion 3 from Councillor Dermot Lacey

This committee requests the manager to investigate the possibility of installing self-locking gates at Sandymount Green as suggested in the email submitted with this motion.

“To all on the Parks Department team,

Following on from a very positive proposal by Dublin City Council Traffic Management Team in November on introducing pedestrian safety features around Sandymount Green, headed by Neil O' Donohue and his engineering team, the issue of self-locking gates came up repeatedly from local feedback as another safety issue solution. It was agreed this could complement and benefit the plan, and I was informed this comes under the Parks Department.

I am one of the many parents who use the green and have seen so many near accidents with children running, cycling or scooting out on to the open road, I believe we are literally on borrowed time before an accident occurs. Due to the arrangement of the paths leading out through the open gates, it is near impossible for a young child to stop in time before realising they are on a road outside.

The Traffic Department are now implementing a fantastic plan to improve pedestrian crossings, which locals are very grateful for, and we would like to ask for self-locking gates to be implemented also. This would make a huge difference to safety. I know they have been implemented with a lot of success in Mount Pleasant Square Park, and I would like to request the same set up please.

I know in the past there were conservation issues related to the gates of the green, however I understand now with the amount of local community and political support for safety on the green, combined with the council's clever installation techniques which respect conservation design, that this is hopefully no longer an issue. Particularly when it comes to preventing the death of a child. Just last week I saw a parent running after a girl on her first bike, just following the path which led her onto the open road. There were no cars coming. If it had been a bus, which often speed, she would have been dead. This is a frequent occurrence and any local parent will confirm this.”

Motion 4 from Councillors Dermot Lacey and Paddy McCartan

In view of the presence of the RDS, the Aviva Stadium and the huge increase in office accommodation in Ballsbridge and the consequential very large sums paid in Development Levies for developments in the area this committee requests a report from the Chief Executive on definite proposals to extend the Dublin Bike scheme to Ballsbridge.

Motion 5 from Councillor Dermot Lacey

This committee requests the installation of bollards at the location indicated in the email submitted with this motion at Oakley Road.

Motion 6 from Councillor Chris Andrews

That this area committee writes to the Office of Public Works (OPW) to request that dog walkers be allowed let their dogs off the lead in the Iveagh Gardens In the field area between the hours of 8am and 11am as a great sense of community has developed and responsible dog owners should not have to pay the price for two irresponsible dog owners.

Motion 7 from Councillor Mary Freehill

That Dublin City Council (DCC) enter into negotiations with City of Dublin Education and Training Board (CDETb) to consider what conservation grants would be available to upgrade / refurbish the workings of Rathmines Town Hall Clock. This clock tower is an iconic building in the Rathmines area, but the maintenance of this old clock is challenging. It's out of order for long periods when new parts are being made and the number of craftspeople to do the work are becoming fewer. Therefore in the interest of conserving this clock, it may need to be internally reconstructed and it's important that DCC and CDETb work together to this end.

Motion 8 from Councillor Mary Freehill

In order that we can work together to progress the development of the Gulistan site it is agreed that we set up a working group comprised of councillors and officials from the appropriate departments.

Motion 9 from Councillor Mary Freehill

That the South East Local Area Committee (SE LAC) of Dublin City Council calls on the National Transport Authority (NTA) to urgently carry out a feasibility study of the development of a Metro extension from St. Stephen's Green to Terenure - Rathfarnham.

Population statistics indicate that this route has a high population density which is a fundamental for determining demand and provision of a mass transit route. Furthermore this feasibility study must examine the provision of an underground line, as the inner suburbs are already developed and the RPA Feasibility Study (Possible Luas Line Rathfarnham to City Centre "Line E" 2008) indicated a considerable number of pinch points along the route, if it were to run as a surface rail

Motion 10 from Councillor Dermot Lacey

This committee requests an intervention by the Traffic Advisory Group as requested in the email submitted with this motion:

"I am writing to complain regarding the traffic lights at a crossing near Donnybrook church and crossing between Spar and Donna Florists on Donnybrook road which if not rectified will cause a serious if not fatal injury.

Please see attached video evidence highlighting my complaint which makes the issue self-explanatory.

https://scanmail.trustwave.com/?c=6600&d=84L03J32qi9RfclrxjEIQ2Kh4ITvDdcflbsw_NwZYg&s=342&u=https%3a%2f%2fphotos%2eapp%2egoo%2egl%2fCkmTXUGRqE3AdkmQ9

These videos were taken at the mid-section of Donnybrook junction walking towards Donnybrook village, with traffic crossing from Dublin bus garage side towards Ballsbridge, every school morning in January between 8.45 and 8.55am, while walking my son to St. Mary's NS Donnybrook. As you can see from the videos this crossing is extremely dangerous for anyone but especially for the vulnerable (elderly, especially at mass times and young) and

anyone crossing for the first time. It is due to another 'near miss' that I have decided to take action.

New commuters who are walking towards Ballsbridge/Grand Canal area etc. and UCD students going to their exams in the RDS in December and May are at high risk at this crossing, as they are concentrating on their phones or notes and usually with headphones, step out immediately when lights go pedestrian green unaware of the danger. On three occasions I have pulled someone back by the 'scruff of the neck' so as to prevent a car hitting them. The traffic light sequence needs to be reviewed and altered.

In addition, cyclists coming from Donnybrook turning left into this crossing continuously break red lights and speed around this blind corner. My son and I have had a few 'near misses' which could have caused serious injury to my son, myself and the cyclist.

At the crossing on Donnybrook road our 'near miss' involved a car travelling at approx. 50-60 km per hour breaking a red light while we were mid crossing, even though 3 lanes of traffic had stopped at the crossing. I made a complaint to Donnybrook Garda who made enquiries. Subsequently the lights were upgraded with double traffic lights which has significantly improved visibility. However, I have still witnessed cars breaking red lights at high speed coming from city centre towards Stillorgan. In my opinion, as a motorist, when you travel towards these lights from city centre you are travelling downhill so that, as well as increasing speed, your eyeline can make it difficult to see these lights due to background colours, shop lights and stadium lights. I believe lights on the road e.g. at Oaklands on the dual carriageway, signage, zebra crossing or speed ramp should be considered.

Unfortunately due to these near fatal accidents, when walking my son 15 mins to and from his school, I am considering taking the safer option of travelling by car which would be very disappointing for both of us. I am a resident of Donnybrook for the past 14 years and plan to be for a very long time so I hope my complaint is addressed in order to make Donnybrook village a safer environment for our current and future residents."

Motion 11 from Councillor Frank Kennedy

In July 2015 I requested a pedestrian crossing from one side of the top of Sandymount Avenue to the other (at the T-junction where Sandymount Avenue meets Gilford Road), recorded in TAG requests 19241 and 35762. By e-mail dated 13 July 2017, I received the following reply from the Council:

Our Ref: 19241/SH/PD

13th July, 2017

Re: Reps for Pedestrian Crossing at the junction of Sandymount Avenue and Gilford Road, Sandymount, Dublin 4.

Dear Councillor,

I refer to your e-mails of 13th July and 22nd July, 2015, on behalf of local residents in Sandymount, Dublin 4, regarding the above.

I wish to inform you that the Traffic Advisory Group, at its meeting of 23rd May, 2017, reported that during a site visit no adverse problems regarding speed on Sandymount Avenue were observed. There is already a pedestrian crossing on Gilford Road less than 60 metres from the junction with Sandymount Avenue. No reported accidents have occurred at this junction.

The Traffic Advisory Group, therefore, did not recommend a pedestrian crossing at the above location.

Yours sincerely,

**Senior Staff Officer,
Administration / Traffic Advisory Group,**

This response misunderstood the nature of my initial request. It was not for a parallel crossing to that “on Gilford Road less than 60 metres from the junction with Sandymount Avenue”. Rather, it was for a request for a crossing *from one side of Sandymount Avenue to the other* at the junction with Gilford Road (i.e. perpendicular to the crossing some 60 metres away and thus serving an entirely different purpose). This is evidence from my e-mail of 13 July 2015, which stated as follows:

Dear Traffic Advisory Group,

*I would like to request on behalf of many local residents in Sandymount a pedestrian crossing **from one side of the top of Sandymount Avenue to the other** (at the T-junction where Sandymount Avenue meets Gilford Road.*

This is a dangerous junction where cars fly by which currently has no protection for residents. There are many school children, especially of national school age, and the elderly, who walk along Gilford Road into the Village. A pedestrian crossing from one side of the Avenue to the other (thus connecting both sides of Gilford Road) would greatly assist in promoting safety, the protection of pedestrians, and encouraging sensible driving in this built up, residential area.

*Kind regards,
Frank (emphasis added).*

As (a) almost two years have passed since my request was refused, and (b) crucially, as my original request was **manifestly misunderstood**, this Committee calls on this decision to be revisited, and for the much needed pedestrian crossing to be implemented.

Motion 12 from Councillor Patrick Costello

That the area manager reinstate the online cleaning schedule that was formerly in place for the south east area.

Motion 13 from Councillor Frank Kennedy

In light of many problems, especially anti-social behaviour, caused by unregulated Airbnb usage of properties, this area committee resolves that when the relevant regulations take effect on 1st June 2019 the council shall be ready to enforce them immediately and will proceed to do so.

Motion 14 from Councillor Ruairí McGinley

That this committee agrees that the National Transport Authority (NTA) should develop a MetroLink proposal to connect Rathmines, Terenure and Rathfarnham.

Motion 15 from Councillor Claire Byrne

That this area committee calls on the area manager to review the ‘Parking Review Report’ submitted by the Vavasour Square Residents and in response can he please arrange for a plebiscite of the residents of Vavasour Square to review the repainting and installation of the double yellow lines in the estate?

Motion 16 from Councillor Claire Byrne

That this area committee calls on the area manager to ensure that the new tea rooms in Merrion Square will not use or sell any single use plastics, and will only serve reusable kitchenware and fully compostable or recyclable kitchenware for take away items.

Motion 17 from Councillor Claire Byrne

That this area committee calls on the area manager to provide further bike parking on Barrow Street as the current facilities are at capacity.

Motion 18 from Councillor Claire Byrne

That this area committee calls on the area manager to please remove the blank steel poles on Dawson Street that are left over from the Luas construction. In particular there are two outside Café en Seine, the new Ivy restaurant, and at the end of the street near Trinity. We should be reducing street clutter and removing unused poles as agreed in the City Development Plan.

Motion 19 from Councillor Sonya Stapleton

This committee calls on the manager to issue a statement to councillors addressing the following questions in relation to the MetroLink and the possible demolition of the Markievicz leisure centre.

1. For how long have DCC been aware of this planned demolition given that they invested significantly in the Leisure centre in 2016?
2. Why has an alternative site not been selected for the construction of the MetroLink station at Tara Street? There are many suitable derelict sites in direct proximity to the station and in the surrounding area.
3. What is the justification for selling the Apollo house site and prioritising the building of commercial property rather than provisioning it for MetroLink?
4. Why are residents and public amenities preferential locations for destruction rather than offices?
5. Why has Dublin City Council not proposed the construction of alternative sporting facilities and accommodation in the area?
6. Is it the agenda of the NTA and Dublin City Council to reduce the vitality of communities in Dublin city centre and to profit from a policy of favouring commercial property investment instead?

Motion 20 from Councillor Sonya Stapleton

This committee calls on the manager to have a playground installed at Cuffe Street flats. Talking to residents a suitable location would be at the back of the flats on the green area.

Motion 21 from Councillor Sonya Stapleton

This committee calls on the manager to have bins at Digges Street and Cuffe Street flats relocated to court yard between the three blocks of flats. Ensure lids are on bins, possible shelter and a cage around them. The bins at present are located outside residents' front doors. Residents report there are rats running into their homes and the bins are squashed into a small section of the court yard and are not always accessible.

Motion 22 from Councillor Sonya Stapleton

This committee calls on the manager to have drainage works on the courtyard of Cuffe Street flats and also the tarmacadam levelled. Residents report that the area is flooded in bad spells of rain.

Motion 23 from Councillor Sonya Stapleton

This committee calls on the manager to re-evaluate the reflector non-slip rails that have been placed on flat complex stairs and also to explain the purpose of installing the reflector non-slip rails on our city flat complexes?

Residents report that they are more of a hindrance than protecting them from falling on the stairs. One resident sent me a picture of a very bad injury they had since the rails got installed. Foot got caught on the rail as the resident walked up the stairs and fell over causing face to smash against the stairs. Other residents report they can no longer pull their buggies, prams or shopping trolleys up the stairs as they catch in the rail. Other residents report the rails have gaps in them. Maybe this did seem like a good idea in hindsight but it appears it proves to be not working from what I'm hearing from constituents.

Motion 24 from Councillor Mary Freehill

That the Dublin South East Office in conjunction with the Litter Prevention Office establish connections with community groups on request to discuss how to combat dog fouling in areas.

Q.1 Councillor Ruairí McGinley

To ask the manager to arrange street cleansing *details supplied.

Q.2 Councillor Dermot Lacey

To ask the manager if some or all of the following works could be undertaken in the Wilson's Place (off Grand Canal Street) area:

Wilson's Place area – namely that square: weeding and painting of lampposts etc. I understand it is a public area under Dublin City Council remit and it has gone a bit derelict-looking, with weeds overtaking the footpaths and kerbs and paint stripped from the lamp posts. It could look a lot better. This is entirely separate to the litter situation, which is fine once it is cleaned up after collection day.

If some maintenance action plan could be carried out this side of spring that would really be great. I think it would really improve the square. It probably wouldn't even take half a day to do.

The drainage in the area has improved immensely on the public road by the way following the works.

Q.3 Councillor Paddy Smyth

To ask the manager to have the trees pruned which are currently obstructing view of the pedestrian crossing traffic lights on Merrion Road (Merrion Shopping Centre to Sydney Parade Avenue) for outbound traffic.

Q.4 Councillor Dermot Lacey

To ask the manager if he will give approval to dry line one wall in *details supplied's sitting room and also walls in one of her bedrooms, as it is riddled with dampness. The tenant never had a problem with dampness before until the council carried out work on the exterior walls a few years ago.

Q.5 Councillor Ruairí McGinley

To ask manager to fix pothole on Hannaville Park.

Q.6 Councillor Ruairí McGinley

To ask manager to urgently repair footpath (details supplied).

Q.7 Councillor Ruairí McGinley

To ask the manager to see sinkhole on Ashdale Gardens, Terenure.

Q.8 Councillor Chris Andrews

Will the manager arrange to have a filter light on Ringsend Road coming out of city road to facilitate right turning cars onto South Lotts Road?

Q.9 Councillor Chris Andrews

Can the manager arrange to have some form of clarity for cars turning right from Bath Avenue onto South Lotts Road?

Q.10 Councillor Chris Andrews

Can the manager arrange to have the pavement along South Lotts Road from outside 19 South Lotts Road to Sportsco entrance resurfaced and the pavements damaged by trees repaired as a matter of urgency?

Q.11 Councillor Chris Andrews

Can the manager arrange to have parking spaces marked out in New Street Gardens in order to ensure more responsible parking and also to start the process of residents parking as a number of residents have requested.

Q.12 Councillor Chris Andrews

Can the manager arrange to have the pavements from #3 to #15 Verschoyle from tree damage repaired as the paths are severely cracked and a trip hazard for the elderly residents? The pavements are also severely uneven with different surfaces and one elderly resident had a bad fall recently.

Q.13 Councillor Chris Andrews

Can the manager give an update on the measures being taken by planning enforcement against the ongoing encroachment onto the public realm by the owner of Devitts Pub on Camden Street?

Q.14 Councillor Chris Andrews

Can the manager place a solar big belly bin on Camden Row where it meets New Bride Street and also clear the gullies on this road, particularly the ones close to Camden Street?

Q.15 Councillor Mannix Flynn

Can the manager supply a full report with regards the fire and health and safety procedures at the York Street apartment complex? There has been a number of incidents here regarding electricity failures in various apartments, and sometimes the entire block. This has greatly alarmed the residents here and it's time that a full appraisal and overhaul of this apartment complex took place.

Q.16 Councillor Mannix Flynn

Can the manager issue a full progress report and update on the proposed refurbishment and resurfacing of the Digges Street sports pitch. This report to also include how Dublin City Council intend to manage this sports pitch into the future.

Q.17 Councillor Mannix Flynn

Can the manager issue a full report on what efforts have been made to keep Leinster Square neat and tidy and free from dirt and debris? There have been many complaints from residents here on the issues concerning dumping littering, and the lack of cleaning services. There is also the ongoing issue of parking and traffic congestion that I would ask would be addressed in this report.

Q.18 Councillor Mannix Flynn

Can the manager issue a full report regarding the ongoing works at Pearse Street Dart Station? These works which can go on into the night and over weekends have completely disrupted the neighbourhood, community and the residents' lives. Many residents are now concerned about the health implications of such noise pollution and disturbance. The site issues such as lack of sleep and a complete disregard by Irish Rail for residents' concerns.

Q.19 Councillor Mannix Flynn

Can the manager liaise with the Chief Superintendent Lorraine Wheatley and Inspector Chris Grogan with regards presenting the Garda Youth Awards 2019 at City Hall in and around December?

Q.20 Councillor Mannix Flynn

Can the manager issue a progress report with regards Dublin City Council's intention to enhance the waste management facilities in and around the York Street / Mercer Street, Digges Street, O'Carroll Villas flat complexes? As the summer approaches many residents are very concerned that Dublin City Council (DCC) will simply continue to abandon their obligations for proper waste storage.

It was agreed recently that DCC would initiate state of the art and best practice waste storage facilities within these flat complexes. There is a continuous infestation of vermin in and around the DCC waste area of these flats that is simply not being addressed. And as summer fast approaches this situation is only going to get worse.

Q.21 Councillor Mannix Flynn

Can the manager once and for all instruct Dublin City Council Noise Pollution Unit, Dublin City Council's Street Furniture Section and Dublin City Council's Planning Department to deal with the ongoing issues that are emerging in and around the Berlin Bar, Dame Street / Dame Lane. Residents and businesses in the area, as well as pedestrians are constantly complaining to me about the noise coming from this bar, the amount of street furniture in Dame Lane and the crowds of drinkers that have made it impossible for people and cyclists to go up this lane. This is not only taking place in the evening time but it is taking place in broad daylight and there is simply no excuses for DCC not to address this issue.

Q.22 Councillor Mannix Flynn

Can the area manager look at the possibility of separate coloured markings for bus lanes and bus stops. This could be easily achieved by a different colour coding with regards markings.

Q.23 Councillor Mannix Flynn

Can the manager ascertain the status around the old church in Victoria Street, Portobello? This church would make an ideal community art centre for this area and all efforts must be made to try and achieve same.

Q.24 Councillor Mannix Flynn

Can the manager initiate a programme where every week the love locks are removed from the Ha'penny Bridge. This historical bridge continues to be impacted and damaged by this activity. The paint is peeling off and rust is emerging. This bridge is a national monument and a grade A protected structure. People have got to be made aware that it is not appropriate to place ugly locks on these structures. These are acts of mindless vandalism with no thought given to the damage that is being done. And also they pose a health and safety risk to the many pedestrians that walk this bridge and the edges of these locks are sharp and rusting and protruding into the path of pedestrians.

Q.25 Councillor Mannix Flynn

Can the manager contact the owners of Nos. 18 - 20 Aungier Street and request them to deal with the rat infestation and the bird infestation (seagulls etc.) on their property. This property has not been in use for some time and the back of the premises is exposed and open. Rats and other vermin are not rampant in and around the back area and are impacting on the immediate area, business, residents and premises. Many of the workers not he adjoining building sites are reporting large quantities of rats running about the area. This is a health and safety issue that needs to be addressed immediately.

Q.26 Councillor Chris Andrews

Can the manager state what improvements has funding been secured over the next year in terms cycle infrastructure in:

- a) Dublin 8
- b) Dublin 6
- c) Dublin 4
- d) Dublin 2

And can this report list what these works consist of, where they are located and also list what projects are being planned for and how much are they projected to cost?

Q.27 Councillor Ruairi McGinley

To ask manager to repair footpath at 32 Victoria Road, Rathgar. Path has lifted and is a trip hazard.

Q.28 Councillor Patrick Costello

To ask the manager to provide an update on the extension of the Grand Canal cycle way, including stating where the project is at, if the Environmental Impact Assessment has been completed, if not what is preventing that and to describe any other issues that have prevented work commencing.

Q.29 Councillor Patrick Costello

To ask the manager in relation to the trees in Kimmage Grove, if the trees recently cut will be replaced.

Q.30 Councillor Patrick Costello

To ask the manager to repair the footpaths on Frankfort Avenue.

Q.31 Councillor Patrick Costello

To ask the manager to improve the lighting on Castlewood Park, including pruning trees and cleaning or replacing lights.

Q.32 Councillor Patrick Costello

To ask the manager to prune the tree on Winton Avenue.

Q.33 Councillor Patrick Costello

To ask the manger if she can extend the crossing times at the pedestrian crossing on Herbert Park next to the park playground. Both older people and people crossing with small children from the playground would benefit from this extension.

Q.34 Councillor Paddy McCartan

To ask the manager to have a new name plate installed at St. Alban's Park, Sandymount at the entrance from Strand Road.

Q.35 Councillor Paddy McCartan

To ask the manager to have the ornate lampposts on St. Alban's Park, Sandymount repainted and restored to their former glory.

Q.36 Councillor Paddy McCartan

To have the footpaths on Nutley Avenue, Donnybrook adjacent to St. Michael College resurfaced as they are currently in a very dangerous condition.

Q.37 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent:

Could the manager notify the Gardaí of the persistent illegal left turns by motorists from Nutley Lane, Donnybrook onto Nutley Road during the morning rush hour where the restriction applies.

Q.38 Councillor Paddy McCartan

To ask the manager to deal with the following issue in South Hill, Dartry:

The border wall around the green is broken by lorries reversing into it. The blocks have been removed. Could the repairs be initiated?

Q.39 Councillor Paddy McCartan

To ask the manager to respond to a potentially dangerous issue as outlined in the following email. He writes:

"The cycle lane at the corner of Leeson Street and Earlsfort Terrace is extremely dangerous; basically 2 lanes suddenly become 1.5 lanes with no warning and I very nearly was in a collision with a Bus Éireann bus except I braked suddenly as he was going to take me off the road as the traffic 'merged'. This cycle lane is very dangerous as there is simply no room for it given the amount of large buses and trucks that use that junction. I have heard from a businessman on the corner that other members of the public are extremely concerned. Please reconsider this cycle lane as in my opinion it is a death trap."

Q.40 Councillor Paddy McCartan

To ask the manager to have a broken footpath repaired at Marlborough Road Donnybrook. It is located mid-way up the road on the Ranelagh side (see enclosed picture).

Q.41 Councillor Paddy McCartan

To ask the manager to have the broken pavement outside no. 9 Greenfield Park, Donnybrook repaired as an elderly man recently took a bad fall after stumbling on the pavement and dislocating his shoulder (see enclosed picture).

Q.42 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent. He writes:

"For over a year work was ongoing with a mews at back and associated with 36 Morehampton Terrace, Donnybrook including digging up road on several occasions to connect various utilities - sewage pipe, electrics etc., leaving the road in bad state including ingress into footpath - see John's photos - this presents a hazard for pedestrians especially elderly residents and also a resident with impaired vision who needs guide dog. There is another section of path down at parking meter which needs proper reinstatement (see photo also).

We were told the area dug up would be properly reinstated but nothing done other than liquid tar seal applied - the surface on the terrace as whole needs resurfacing but no firm indication from DCC when this can be done."

Q.43 Councillor Paddy McCartan

To ask the manager to provide a full report on gully cleaning for 2018 at Home Villas, Donnybrook there are approximately 14 gullies in Home Villas and at least 3 of them seem to be permanently blocked outside No. 41, outside No. 66 and outside No 77.

Q.44 Councillor Frank Kennedy

At the December 2018 SEAC, I submitted the following question, and received the response which follows:

“Q.55 Councillor Frank Kennedy

At the June 2018 SEAC I proposed the following motion, which was unanimously passed:

“Motion 11 from Councillor Frank Kennedy

Last month the council painted yellow lines in Vavasour Square from No. 15 - 19 (photos attached). The effect of this is that it prevents families from parking outside their homes in a square where parking is already in exceptionally short supply. In light of the major difficulties that this creates, as illustrated in the attached letter sent by the Residents’ Association, which carries with it unanimous support from residents, (and the Residents’ Association further advise that the resident who requested this change has now written to the council to request that the yellow lines be removed) this committee calls on the council to reverse its decision and to revert to the pre-existing position.”

While the report which I received stated that “This will be the final decision on this matter” the officials subsequently agreed at the meeting, in light of the overwhelming view of local councillors, to look at this issue again. To ask the manager what is the update on this re-examination?

Reply:

The area traffic engineer has reported that the matter of the double yellow lines installed on Vavasour Square, as above, was re-examined by the Engineering Technical Group. However, the decision to retain the double yellow lines was upheld on health and safety grounds and, also, in order to maintain the flow of traffic, access for emergency vehicles, and to avoid vehicles reversing the full length of Vavasour Square onto the main road, Bath Avenue.”

The response provided is most unsatisfactory and the residents of Vavasour Square arranged for an assessment of the changes to the road markings and permitted parking arrangements in relation to both the previous, uncontrolled operation, and a revised proposal which would involve the provision of additional controlled on-street parking spaces. This assessment, which is **attached**, has focused on the safety of the respective options with regard the vulnerable road users and the potential for conflict.

In summary, the assessment has highlighted that the difference between the existing and proposed designs is immaterial in terms of safety, operational safety and operational ability. Furthermore, the proposed design would significantly mitigate the impact on local residents in terms of parking provisions while providing a more controlled parking layout for this area. The proposed design would also fully address the initial observations lodged by one of the local residents requesting a change to control vehicle turning.

On this basis, the proposed design put forward as part of this assessment is considered to be the preferred design option and its implementation is recommended. Therefore, to ask the Manager to implement the recommendations of the attached document.

Q.45 Councillor Frank Kennedy

To ask the manager to repair as a matter of urgency the badly damaged footpath on Claremont Road, Sandymount, outside the four townhouses on the Claremont Park side of Claremont Road, between Claremont Park and Sandymount Village. Seventeen years ago a resident of Claremont Park fell and broke her shoulder due to this broken footpath which, scandalously, remains unfixed to this day.

Q.46 Councillor Frank Kennedy

At the January 2018 SEAC, I submitted the following question, and received the response which follows:

“Q34. Councillor Frank Kennedy

Question 56 of the SEAC meeting November 2017 was as follows:

Q56. Councillor Frank Kennedy

In light of the wholly unsatisfactory state of traffic arrangements and flow on Belmont Avenue, Dublin 4, as well as the severe risk of injury to pedestrians and cyclists arising from the status quo, to ask the manager to conduct a full survey of this road and to implement a solution as a matter of urgency.

Reply:

The area engineer will assess Belmont Avenue on Tuesday 21st of November at school drop off time 8:00am to 9:00 am, and recommendations will be made in order to protect pedestrians and cyclists.

To ask the manager for (a) a report on the assessment which took place on Belmont Avenue on Tuesday 21st of November at school drop off time 8:00am to 9:00 am, and (b) to state what recommendations have been made on foot the inspection in order to protect pedestrians and cyclists.

Reply:

The survey took place on Belmont Avenue on Tuesday 21st of November at school drop off time 8:00am to 9:00 am. The report has yet to be completed. The councillor will be notified when the report has been submitted to the Traffic Advisory Group and they agree a recommendation.”

Unfortunately, in the intervening fourteen months the traffic gridlock on Belmont Avenue has become significantly worse and is compounded by some instances of driver aggression and unsafe driving practices. To ask the manager to provide the response promised in the answer above and to implement a solution to this problem without further delay.

Q.47 Councillor Frank Kennedy

To ask the manager to repair the footpaths on Sandymount Road between Tesco and Star of the Sea Church, on both sides of Sandymount Road, but, in particular on the same side as Tesco and the Church. The footpaths are especially poor at the top of Marine Drive. This path is walked on a daily basis by many vulnerable pedestrians who are at risk of serious injury if these footpaths are not adequately and promptly repaired.

Q.48 Councillor Frank Kennedy

The cycle lane at the corner of Leeson Street and Earlsfort Terrace is extremely dangerous. In effect two lanes suddenly become 1.5 lanes with no warning. This gives rise to the constant risk of collision, especially between cyclists and buses. To ask the manager to remedy this grave health and safety risk immediately by the introduction of an effective solution.

Q.49 Councillor Frank Kennedy

On the premises of the business which operates at *details supplied there is an old Dublin City Council (embossed logo) black wheelie bin with a red built-in lock on top (photo attached). Waste bins are now collected by Panda Recycling, so the bin has been decommissioned for many years. To ask the manager to advise whom in Dublin City Council the business should contact to arrange for the removal of the bin, and to remove the bin.

Q.50 Councillor Frank Kennedy

To ask the manager to provide a complete list of (a) the names of all separate housing lists (e.g. Transfer, Medical Priority etc.), and (b) the specific areas which fall within each individual housing band on the city council.

Q.51 Councillor Frank Kennedy

To ask the manager to arrange a comprehensive clean-up to ensure the removal of the rotting leaves which have accumulated since October / November last in the roadside gullies on Bloomfield Avenue (photo attached)?

Q.52 Councillor Frank Kennedy

In light of the proposed destruction of the Markievicz Pool & Gym on Luke Street, Dublin 2 as part of the MetroLink project, to ask the manager to provide comprehensive answers to the following questions which have been raised by the Save Markievicz Pool & Gym Campaign:

- A. *For how long have DCC been aware of this planned demolition given that they invested significantly in this leisure centre in 2016?*
- B. *Why has an alternative site not been selected for the construction of the MetroLink station at Tara Street? There are many suitable derelict sites in direct proximity to the station and in the surrounding area.*
- C. *What is the justification for selling the Apollo House site and prioritising the building of commercial property rather than provisioning it for MetroLink?*
- D. *Why are residents and public amenities preferential locations for destruction rather than offices?*
- E. *Why has Dublin City Council not proposed the construction of alternative sporting facilities and accommodation in the area?*
- F. *Is it the agenda of the NTA and Dublin City Council to reduce the vitality of communities in Dublin City Centre and to profit from a policy of favouring commercial property investment instead?*

Q.53 Councillor Ruairí McGinley

To ask the manager to prune trees ASAP on Lavarna estate in Terenure where public lighting is blacked out by trees.

Q.54 Councillor Patrick Costello

To ask the manager if he will consider pruning or removing the tree at *details supplied.

- Q.55 Councillor Patrick Costello**
To ask the manager when the trees on Neville Road were last pruned and to request that they are pruned as soon as possible.
- Q.56 Councillor Patrick Costello**
To ask the manager to repair the ramps on Neville Road and to increase the height as they currently do not provide any traffic calming.
- Q.57 Councillor Patrick Costello**
To ask the manager to resurface Templemore Avenue which is in a poor state, and to provide details of if it has already been assessed for resurfacing, and if so what priority it has on the asset management system.
- Q.58 Councillor Claire Byrne**
To ask the area manager if he would consider widening the footpath at Merrion Row and Lower Baggot Street. It is extremely narrow here and difficult for pedestrians, especially for those with buggies and disabilities.
- Q.59 Councillor Claire Byrne**
To ask the area manager if when fixing the footpaths on Pearse Square, if he would consider providing for electric charging point cables.
- Q.60 Councillor Claire Byrne**
To ask the area manager can a council representative please visit *details supplied to assess damp in her house and to make her bathroom more accessible. This lady has health problems and needs immediate assistance. Someone from the council was supposed to visit her after Christmas to assess the works needed but this has not yet happened. Can the area manager please arrange this as a matter of urgency?
- Q.61 Councillor Claire Byrne**
To ask the area manager if he will please liaise with the Aviva Stadium and other local businesses to work on an improved cleansing plan for the local during and after the matches and events. Many residents have complained about the increase in litter of late.
- Q.62 Councillor Claire Byrne**
To ask the area manager if he will please consider dry lining the inside of the outside wall of *details supplied: the council recently painted the walls with anti-damp paint, but the resident has done this work herself in previous years and it hasn't made any difference. The resident needs just four panels of dry lining to cover the external wall.
- Q.63 Councillor Claire Byrne**
To ask the area manager if he can please fix the footpath outside *details supplied. This path was left like this after a water meter installation some years ago. Can the manager arrange to have it mended please?
- Q.64 Councillor Claire Byrne**
To ask the area manager if he will please install an exit safety ladder from the river along the Dodder Walkway. There is only one located between the Dodder Sea Scouts and not another for quite a stretch. This would greatly improve safety for walkers and river users.

- Q.65 Councillor Sonya Stapleton**
To ask the manager to have the tree removed from *details supplied. The tree is located behind railings in the complex and in summer grows into *details supplied's balcony and is blocking all light going into the back of the residents of the flats.
- Q.66 Councillor Chris Andrews**
Bearing in mind the huge problem with plastics polluting our rivers and seas can the manager arrange to have a sea bin installed in the Grand Canal Dock area and at entrance to Dodder. Similar to the sea bins <https://www.seabinproject.com/>
- Q.67 Councillor Chris Andrews**
Can the manager investigate and contact the cement companies in the Poolbeg area as residents have reported to me the ongoing problem of the cement trucks spilling concrete on the Sean Moore Road and Chapel Avenue and when this concrete dries it's a hazard for cyclists and also is challenge for all the good work the Ringsend and Irishtown Tidy Towns are doing.
- Q.68 Councillor Kieran Binchy**
To ask the manager if consideration can be given to prioritising the housing of *details supplied.
- Q.69 Councillor Kieran Binchy**
To ask the manager to remove portions of double yellow lines and to facilitate extra residential parking at *details supplied, as requested by residents.
- Q.70 Councillor Kieran Binchy**
To ask the manager if "children at play" signs can be erected at *details supplied, as there have been a number of near misses in the estate, also if a yellow box can be placed at the junction of details supplied.
- Q.71 Councillor Kieran Binchy**
To ask the manager to urgently investigate the property *details supplied in relation to defective windows and doors, also absence of fire alarms.
- Q.72 Councillor Kieran Binchy**
To ask the manager the frequency of cleaning at details supplied - and if this is being supervised / monitored.
- Q.73 Councillor Kieran Binchy**
To ask the manager if the transfer to a more suitable accommodation can be found for details supplied as details supplied has a disability and cannot manage three flights of stairs to their current flat.
- Q.74 Councillor Kieran Binchy**
To ask the manager if the dampness in details supplied can be sorted out as matter of urgency - a bath is also requested as there is a chance to get a bath in the flat as the tenant's son has a disability, a bath may help.
- Q.75 Councillor Kieran Binchy**
To ask the manager if the dampness in *details supplied can be rectified as soon as possible.
- Q.76 Councillor Kieran Binchy**
To ask the manager if the dampness affecting details supplied can be inspected and eradicated as soon as possible.

Q.77 Councillor Kieran Binchy

To ask the manager if consideration can be given to re-surfacing the roads of *details supplied 1 considering all the heavy construction traffic the area has endured in the building of the apartments at details supplied 2.

Q.78 Councillor Kieran Binchy

To ask the manager if “Children at Play” signs can be erected at details supplied. Can this area also be assessed for speed ramps?

Q.79 Councillor Anne Feeney

Could the Traffic Department consider putting double yellow lines on the lanes behind Grosvenor Square and Leinster Road to ensure that oil deliveries, fire brigade, etc. can access the lanes when needed? Currently cars from outside the area are parking on the lanes and using public transport to go into the city.

Q.80 Councillor Anne Feeney

To ask the manager to arrange for the bus stop on Terenure Road West (outside Horton No. 46) to be moved a few feet left or right as it is currently at the opening of a residential drive and given the number of school children waiting at the bus stop at certain times of day, it can be dangerous with cars coming out or going into the drive with restricted vision. By moving it a few feet in either direction it would still be in front of the garden wall of No. 46, but much safer for school children congregated at the bus stop.

Q.81 Councillor Anne Feeney

To ask the manager for more speed control signs on Fortfield Road.

Q.82 Councillor Anne Feeney

To ask the manager to address the following issues on Lavarna Road and Lavarna Grove, Terenure.

- a) Lighting is very poor on the road at the junction with Terenure Road West and also at the junction with Fortfield Road. These dark sections of the road are dangerous for pedestrians.
- b) Lavarna is a ‘rat run’, particularly at peak hours. It is also a residential area with young children using the green area in the Centre for play. There is a need to have more speed control/children playing signage to alert speeding cars using this route to shortcut from Fortfield to Terenure Road West.
- c) Arrange for the shore at 2 Lavarna Grove to be unblocked as it floods.
- d) To consider extending the double yellow lines on the east side of Lavarna Grove where it meets Terenure Road West, as this area is frequently congested at peak hours, where two way traffic cannot pass because of parked cars.

Q.83 Councillor Anne Feeney

To ask the manager to consider installing bollards on the footpath on Corrib Road (junction with Lower Kimmage Road) to prevent illegal parking. Cars park on the double yellow lines and on the footpath (to use the shops) and even with this, the two way flow of cars on this road is regularly held up as they can’t pass each other. This sometimes causes back-up problems on busy Lower Kimmage Road.

Q.84 Councillor Anne Feeney

To ask the manager to consider installing paid parking on all remaining parking spaces in Rathgar village. This would ensure that cars are not parked in these spaces all day, but are available to shoppers to the village. Parking around Rathgar is a major issue and making the village unattractive for shoppers.

- Q.85 Councillor Anne Feeney**
To ask the manager to install a waste bin on Williams Park, Rathmines as the build-up in rubbish in the area (adjacent to DIT) is unacceptable for local residents.
- Q.86 Councillor Anne Feeney**
To ask the manager to review the double yellow lines and white line at the entrance to Mayfield (off Zion Road). It is currently very difficult and unsafe for residents to drive out of Mayfield with parking at the entrance blocking their vision.
- Q.87 Councillor Anne Feeney**
To ask the manager to arrange for dog fouling warning signs to be erected on Terenure Road West, Hazelbrook, Parkmore and Lavarna, Terenure. There is a growing problem in the area with people walking their dogs early in the morning and late at night and allowing the dogs defecate the pavements.
- Q.88 Councillor Anne Feeney**
To ask the manager to arrange for the small green space in the traffic island at the junction between Fortfield Road and Wainsfort Road to be properly maintained and nicely landscaped (as used to be the case by Dublin City Council). It has for some time looked very neglected.
- Q.89 Councillor Anne Feeney**
To ask the manager to arrange for the broken pavement at the traffic lights at Rathmines Close (opposite Tranquility Park) to be repaired as it is very difficult for people with mobility issues to independently get onto the pavement to reach the shops on Upper Rathmines Road.
- Q.90 Councillor Claire O'Connor**
Can Morehampton Terrace be resurfaced?
- Q.91 Councillor Claire O'Connor**
Brent Geese migrate every year to Sandymount Strand. They are a protected species. Can more signs be erected indicating to walkers not to allow their dogs to chase the geese?
- Q.92 Councillor Claire O'Connor**
Can the potholes on *details supplied be repaired? Can it be swept? Can more bins be made available?
- Q.93 Councillor Claire O'Connor**
Can the bandstand in Herbert Park be maintained and preserved?
- Q.94 Councillor Claire O'Connor**
Can the footpath outside *details supplied be repaired and can the tree at same location be cut down?
- Q.95 Councillor Claire O'Connor**
Can *details supplied be resurfaced?
- Q.96 Councillor Claire O'Connor**
Can the footpaths outside *details supplied be repaired?
- Q.97 Councillor Claire O'Connor**
Can *details supplied be cleaned and sprayed with weed killer?

Q.98 Councillor Claire O'Connor

Can Herbert Park be maintained; in particular the smaller playground needs attention. The grass area near here is being used as a public toilet.

Q.99 Councillor Claire O'Connor

Can *details supplied be swept?

Q.100 Councillor Claire O'Connor

Can the tree outside *details supplied be attended to as it is about break?

Q.101 Councillor Chris Andrews

Can the manager carry out a survey on the main drains in Markievicz House and identify any issues and do follow up repairs as the residents have reported there is an ongoing problem causing the shores to overflow and could a complete power washing of the areas involved as the smell is quite bad.

