



**NOTIFICATION TO ATTEND MEETING OF THE SOUTH EAST AREA COMMITTEE
TO BE HELD REMOTELY ON ZOOM
ON MONDAY 9 NOVEMBER 2020 AT 2.30 PM**

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AGENDA

MONDAY 9 NOVEMBER 2020

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1	Presentation and Report on Pigeon House Road Interim Traffic Measures	7 - 46
2	Presentation on Gulistan Depot Site (Starting at 3.30pm approx.)	
3	Minutes of the South East Area Committee Meeting held on 12th October 2020	47 - 80
4	Environment and Transportation Department Matters	81 - 84
	i. Minutes of the Traffic Advisory Group Meeting held on 27 th October 2020.	
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7	South East Area Office Matters	99 - 114

- i. Report of the Director of Services, South City.
- ii. Report on Discretionary Fund 2020.

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Motions

Motion 1 from Councillor Tara Deacy

That this committee agrees to the establishment of a working group to begin to look at the possibilities of creating a sensory garden for the Dublin 12 community. This could involve other local area committees and should include community groups also.

Motion 2 from Councillor Tara Deacy

That this committee agrees to address the ongoing issues associated with the junction of Kimmage Road Lower and Aideen Avenue. Drivers are ignoring the 'no turn right sign' with little or no enforcement by the Gardaí. There have been several serious incidents at this junction, with a resident last week being knocked off her bike and the driver then absconded. Can we look at some type of additional measure? What is there is not sufficient.

Motion 3 from Councillor Deirdre Conroy

That this committee agrees to support the need for school signage to reduce traffic speed and prevent illegal parking on footpaths outside Harold's Cross Educate Together School. A substantial information document has been submitted by school principal, Cian Gleeson and I have forwarded to our local area manager and Traffic Department.

The following issues are some they have identified which are currently causing potential danger to children as they travel to and from the school:

A) Lack of 'School' Traffic Signage:

There is currently nothing to indicate to through traffic that there is a school at this location. A School Zone speed limit sign is urgently needed. Possible Suggestions: Urgent installation of 'school' signage and a flashing School Zone speed limit sign. A reduced speed limit outside our school should be implemented.

B) Vehicles in the entrance to the school:

The entrance of the school is periodically blocked by cars and/or heavy vehicles working at the construction site adjacent to the school. Cars and vans are constantly parked on the footpath on the school side of the road both on the left and right side of the entrance gate.

Efforts to reduce parking in the entrance have displaced some school parking to Parkview Avenue where cars parking on the pavement are creating a danger for children who need to use the footpath. There may be other nearby streets experiencing this problem. Residential streets which may have previously had some on-street parking spaces available now do not, due to increases in working from home due to Covid 19.

As shown in the document images, there are several cars parked on the side of the road even at traffic peak times. This restricts passage for cyclists as the limited space in the occluded bus lane is shared also with buses and taxis. It has also to be noted that this road link is currently experiencing an increased volume of cyclists due to the changes in commuting mobility related to COVID. Despite the increased volumes of cyclists, the cycling infrastructure is completely inadequate as cyclists have to contend for space with buses, vans and cars.

Motion 4 from Councillor Tara Deacy

That this committee agree that the D12 area now be prioritised in the roll out of Covid Mobility Measures in particular cycling infrastructure in the coming weeks.

There is an obvious lack of progress in this area for D12 and has been noted by many residents.

Motion 5 from Councillor Mannix Flynn

That this area committee wishes to acknowledge the very dedicated work that the street furniture section of Dublin City Council is doing at the present time during this dangerous pandemic and wish to thank Kevin Meade and his team for their dedication and courage in keeping sections of our city open and our businesses open through their administration of the street furniture policy.

Motion 6 from Councillor Mary Freehill

That with regard to the attached series of recommendations received from Educate Together Harold's Cross that an onsite meeting is arranged among the School, Traffic Dept. and local Councillors to find solutions to the more immediate safety and access issues for the school. On a more long term basis any recommend changes should include consultation with local residents and Community Village Council.

Motion 7 from Councillor Danny Byrne

That this area committee requests the waste section to re-double their efforts in terms of street cleaning etc., in light of the Irish Business Against Litter findings and the importance of presenting Dublin in its best light.

Motion 8 from Councillor Carolyn Moore

That this committee acknowledges that Kimmage is currently under-serviced with bike stands and calls on the area manager to increase the amount of bicycle parking available to cyclists in Kimmage. At present there is only one set of 8 Sheffield stands located at the Ashleaf Centre and users report they are frequently full.

Motion 9 from Councillor Carolyn Moore

That this committee acknowledges the specific danger to children and animals of the dumping of household food waste in public spaces and calls on the area manager to add signage alerting the public to this danger at areas where the dumping of household food waste is now commonplace: Lorcan O'Toole Park, William Pearse Park, Clonmacnoise Greens, Lismore/Durrow, Cashel Road greens, Sundrive Semicircle Green, Rutland Grove Green Spaces and Derry Drive.

Motion 10 from Councillor Mary Freehill

There have been a number of complaints regarding the poor quality of pruning of hedges that is leading to destructive practises, when stems are split they are vulnerable to disease and rot. The deterioration in standards of this work has been noticeable since the Parks started to subcontract work. This applies to the maintenance standards of Parks in general and need for greater regard for biodiversity as well as respecting the standards needed to maintain historic gardens i.e. Palmerston Park. There have also been poor progress in implementing the Howley Hayes Conservation Management Plan of 2013 for Palmerston Park

The *Dublin City Strategy 2016-2020* has specific objectives which are stated as: Protect, Care, Plant more and Communicate

1 PROTECT

Palmerston Park is a historic landscape designed by William Sheppard.

The Howley Hayes Report refers to the following article which is contained within the ICOMOS Florence Charter (published 21 May 1981) and it addresses the conservation of gardens:

*Art 1: An historic garden is an architectural and **horticultural composition** of interest to the public from the historical or artistic point of view. As such, it is to be considered as **a monument**.*

2 CARE

*Art 11: **Continuous maintenance** of historic gardens is of paramount importance. Since the principal material is vegetal, the preservation of the garden in an unchanged condition requires **both prompt replacements when required and a long-term programme of periodic renewal**.*

Art 21: The work of maintenance and conservation, the timing of which is determined by season, and brief operations which serve to restore the garden's authenticity, must always take precedence over the requirements of public use.

It is therefore agreed that the Parks Dept. ensure that only Contractors that employ people who have appropriate training in horticultural practise and respect biodiversity principles work on behalf of the Council

With regard to Palmerston Park that we receive a report on the following points and it is also agreed that necessary funding to carry out this work is included in 2020

1 The Arborists Report and Map from 2013. This highlighted works in order of priority IE Priority 1, 1A, 2 & 3.

We are not aware that any of the priority works have been carried out in the last 7 years.

We need a specific updated Arborists Report which refers to the 2013 Report & accompanying Map and confirms whether any of the works proposed in 2013 have been carried out.

There are other long term planting issues noted in the Howley Hayes Conservation Management Plan of 2013 which should be planned for.

It is agreed that the Parks Dept. ensure that only contractors that employ people who have appropriate training in horticultural practice and respect biodiversity principles work on behalf of the council. That the recommendations in the Howley Hayes Conservation Management Plan of 2013 be implemented. Therefore it is also agreed that the necessary funding required for the foregoing is included in the estimates for next year.

Motion 11 from Councillor Tara Deacy

That this committee support the idea for the Crumlin/Kimmage area to be considered for a Neighbourhood Transport Scheme. The area is used highly for rat-running and speeding and was not considered in the first round of changes (see

<https://docs.google.com/presentation/d/18shdEcEOxB2sRN8qzKwbs1W69U6OU M1rE3FQtABqOyU/edit#slide=id.p2>

Motion 12 from Councillor Pat Dunne

In recognition of the historical importance of the late politician, doctor and author, Dr Noel Brown and his connection with Dublin South East this area committee seeks to have him remembered with a statute or memorial in the area.

Motion 13 from Councillor Claire Byrne

That this Area Committee reconfirms its commitment to deliver the 900 social and

affordable homes in Poolbeg West SDZ and calls on the Area Manager to provide a full report on where things stand in relation to this, including discussions Dept. of Housing, Nama the appointed developer, and to outline what needs to happen next to ensure that we can deliver on this commitment.

Motion 14 from Councillor Claire Byrne

That this Area Committee calls on the area Manager to install better lighting at St Kevin's Parade, Portobello. This street suffers from regular incidents such as car vandalism, bike theft and drug dealing, and better lighting might help address this issue.

Motion 15 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to consider the pedestrianisation of Merrion Row, or at the very least consider extending the footpaths here which are too narrow to allow the hospitality businesses facilitate outdoor seating.

Motion 16 from Councillor James Geoghegan

That the Belmont Avenue Neighbourhood Transport Scheme, which is ranked number one, continue its development as a Covid Mobility measure considering the continued and ongoing danger to schoolchildren, pedestrians and cyclists from the two-way traffic.

Motion 17 from Councillor James Geoghegan

That the urban villages of Rathmines, Terenure, Rathgar, Ranelagh, Donnybrook, Ballsbridge and Sandymount along with others in the South East Area be supported through a major combined effort of DCC's community, enterprise, traffic and parks section, working together, to enable outdoor winter eating and shopping over the Christmas period and help support businesses that can re-open as well as providing safe platforms for artists and musicians to perform.



COVID-19 INTERIM MOBILITY INTERVENTION



Pigeon House Road November 2020

Andrew Duff

Neighbourhood Transport Engineer

Dublin City Council

What are the aims of the Covid-19 Interim Mobility Intervention Team?

- To ensure safe access to and movement within Dublin City for all users.
- To provide sufficient movement capacity to cater for the changed travel patterns.
- To support the economic recovery of the city and the region.
- To improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas.
- To enable more people to cycle by providing safer cycling facilities.



Pigeon House Road – Transport Issues

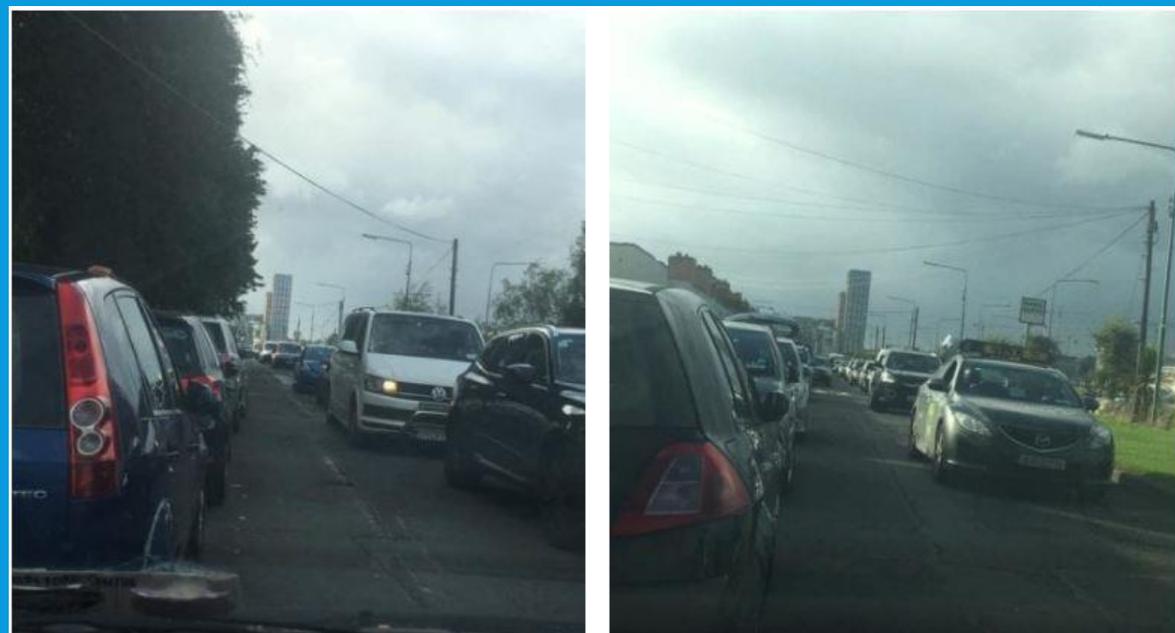


Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

The Transport issues on Pigeon House Road was highlighted by large volumes of service requests from Councillors and Members of the public.

Page 9 The issues outlined included the following:

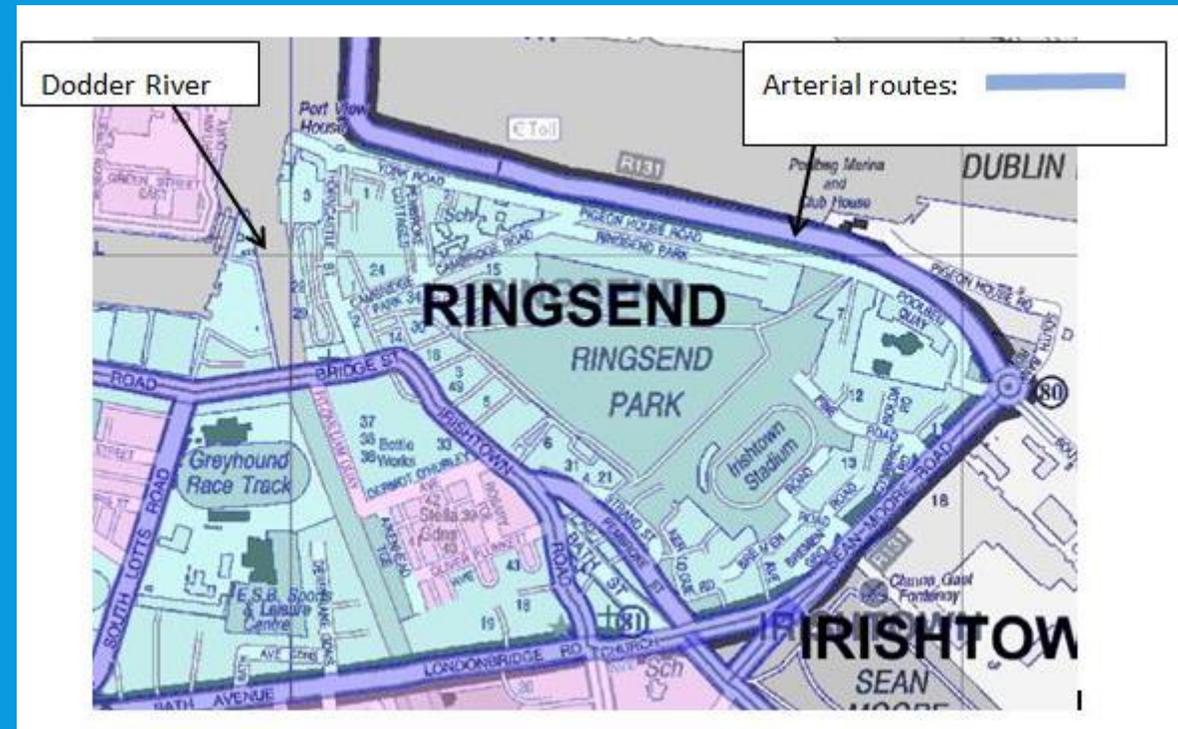
- Heavy traffic volumes
- Congestion
- Rat Running
- Speeding
- Other Dangerous Driver behaviour



Pigeon House Road heavy congestion

Analysis of the cause of the issues on Pigeon House Road

- Pigeon House Road and surrounding residential streets bounded by Dodder River and Arterial Routes.
- Rat Run from Sean Moore Roundabout to Ringsend village and Vice/Versa.
- Results are Speeding, Heavy vehicle volumes, Congestion and other dangerous transport related issues



Public Consultation Feedback

- All elected Councillors in the South East Area were contacted by way of email on the 19th of June 2020. This correspondence included details of a proposed Covid Mobility Measure for Pigeon House Road.
- Feedback was received from Councillors in relation to the positioning of the filtered permeability location on Pigeon House Road with a recommendation of re-location.
- This feedback was taken on board and the design drawings were updated and amended to facilitate this request.

Intervention and measures intalled on Pigeon House Road



Filtered Permeability measures east of Poolbeg Quay apartments

- Installation of Filtered Permeability measures which include the following:
- Installation of 2 sets of Planters and Bollards located East of Poolbeg Quay apartments and North of Ringsend Recycle Centre.
- Installation of Mini-Roundabout turning point at Ringsend Pump Station.
- Regulatory Road Signage and Markings
- Advanced Information warning signage and Variable Message Signs (VMS) to alert all Transport users of the trial.
- Access remains for Pedestrians, Cyclists and Emergency Services.

Intervention and measures installed on Pigeon House Road



Mini-Roundabout turning point at Pump Station



Filtered Permeability measures north of Ringsend Recycle Centre

Pigeon House Road Trial Evaluation

- The Pigeon House Road trial has been monitored since its implementation to the present day.
- *Rat Running has been completely eliminated.*
- *Dangerous driver behaviour has been reduced significantly.*
- *There has been a large decrease in traffic volumes with a visible increase in Pedestrians and Cyclists using the area.*
- *A reduction of noise and air pollution (less traffic volumes and resurfacing of the R131).*



Pigeon House Road Feedback

- Feedback has been welcomed from stakeholders at all times during the trial to the dedicated email address.
- Local Schools have been contacted and the feedback is positive with reports of less traffic volumes and congestion on the streets in the area. An increase in children walking and cycling to school has also been reported.
- Positive feedback has been received outlining a safer area, less congestion, less noise/air pollution, increased Cycling and Pedestrian volumes with a greater sense of community in the area.

Conclusion

The current Interim Mobility Trial this far is deemed a success by the Covid Interim Mobility Team and therefore it is recommended by Dublin City Council to extend this trial for a period of 12 months.

The trial will be monitored throughout the 12month extension of the trial.

THE END

Thank you for your time.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Interim Mobility Intervention



Programme 2020 Pigeon House Road (October 2020 Report)

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Interim Mobility Intervention for Pigeon House Road

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INTRODUCTION

COVID-19 AND MOBILITY IN THE CITY

The Covid-19 pandemic has affected all our lives and the way in which we work, socialise and communicate. It also has had enormous impacts on our transport system, radically reducing travel levels and is likely to alter our patterns of movement for some time to come.

During the period of maximum restrictions, when all but essential workers were required to stay at home, there were, not unexpectedly, dramatic declines in the numbers of people travelling each day. Car traffic fell to about 30% of pre-Covid levels, bus usage on city services dropped by 90% and rail usage reduced by about 97%.

As the restrictions are eased with workplaces, schools and shops re-opening, the numbers of people travelling and moving around the city will start to increase again. More space is required to allow for social distancing and to support shops and businesses operate in this new environment.

In addition, during the period that 2-metre spacing between passengers is required, there will continue to be a dramatic reduction in the capacity of the public transport system, down to about 20% of its normal levels. As these, or some updated form of social distancing requirements are likely to remain in place for some time, the overall patterns of travel, in the short-term at least, will be significantly different from those that existed just a few months ago.

In our most recent analysis, from November of last year, 116,287 people travelled into the city centre by public transport during the 7am to 10am peak period, representing just over half of the total numbers travelling to the city centre during this period. With a reduced public transport capacity, only about a fifth of this number will be able to use buses, trams and rail for these journeys in the coming months.

What this means is that fewer people will be travelling on public transport and more people will need to be accommodated on other modes. Consequently, there will be many more people cycling each day, there will be an increase in the number of people walking and more people will wish to travel by car.

To facilitate these new patterns of travel, some reallocation of road space will need to be introduced on many streets. These changes will also have to be considered in conjunction with social distancing requirements, which means that changes are needed to various footpaths and public areas to meet these requirements and optimise the use of the space available. In addition, there is a need to consider the needs of businesses, many of which may require additional external space to operate successfully. There is a need to implement these changes in an integrated, co-ordinated way.

DUBLIN CITY COVID MOBILITY PROGRAMME

Dublin City Council recently published the paper “Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City” which sets out a framework of proposals to address the new and urgent needs which have emerged as a result of the Covid-19 Public Health Emergency in Ireland.

The overall aim of the programme is enabling the city to return to work, to enable retail and leisure activities to restart and allow people to visit family and friends and, in time, schools and colleges to reopen all in line with government guidelines and timescales.

The programme initially looks at the links from the nearer urban villages to the city centre and within the city centre it looks at how a more pedestrian, cycling and public transport friendly centre can be set out. This is very much a “live” programme and over the next number of weeks, additional areas of the city and proposals will be added. The gradual reopening of the economy and society as set out by the Government strategy will present new challenges as it unfolds, so this must, of necessity, be a live programme, the implementation of which will be clearly evident on the ground across Dublin City over the coming months.

The goal of this programme, in essence, is to allow the city to function under the new arrangements arising from the Covid-19 Public Health Emergency, both in terms of providing space for safe movement plus business activities, and in accommodating the changed transport patterns.

At the heart of this plan are the following high-level aims:

- To ensure safe access to and movement within Dublin City for all users;
- To provide sufficient movement capacity to cater for the changed travel patterns; and
- To support the economic recovery of the city and the region.

These high-level aims have been translated into transport-specific objectives as follows:

- To improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas;
- To enable more people to cycle by providing safer cycling facilities;
- To provide additional space at many bus stops in order to facilitate social distancing while waiting;
- To accommodate a certain level of car use, calibrated with other transport needs, including possible additional parking provision on the periphery of the city core area; and
- To implement various bus route changes required to enable the roll-out of cycling and walking measures while still maintaining a strong public transport network.

Interim Mobility Intervention for Pigeon House Road

The measures developed in response to these objectives are being introduced to respond to a new and unprecedented emergency caused by the Covid-19 pandemic. They are being implemented on a temporary basis to respond to the urgent and immediate needs of the city. They will be reviewed periodically to assess their effectiveness and, because of their nature and type of implementation, can be modified as needed to respond to changing needs and requirements.

BACKGROUND

PIGEON HOUSE ROAD AREA

Pigeon House Road is located in the Ringsend area of Dublin. It comprises of both residential and commercial buildings. Originally Pigeon house road extended from its junction with York Road/Cambridge Road to approximately where the Pigeon House power station now stands. However, the road has been split in different locations over the years.

The section of road which is mainly made up of residential dwellings is split by R131 road which leads onto the Tom Clarke Bridge or the East link toll bridge as it is also known as (see Figure 1 below). The majority of residential dwellings are on the west side of the R131 which is where the Interim Mobility intervention has been installed on a trial basis.



Figure 1: Map showing residential area of Pigeon house road.

The section of Pigeon House Road which is located west of the R131 is bounded by Arterial routes to the north, east and south. To the west it is bounded by the river Dodder where it enters into the river Liffey. This is shown in Figure 2 below with the Arterial routes outlined. The Arterial routes are designed to carry larger quantity of vehicles. This section of road

Pigeon House Road is narrow and provides single sided parking to residents on one side. It is unable to facilitate two vehicles passing and because of the large volumes and sometimes heavy vehicles it has led to dangerous situations. Over the years and with increased volumes of traffic this section of Pigeon House Road has become a much used 'Rat Run'. Motorized vehicles have started to use Pigeon House road to avoid traffic on the Arterial routes.

Interim Mobility Intervention for Pigeon House Road

This has been brought to the attention of Dublin City Councils Transport Advisory Group on many occasions by members of the public, including concerned local residents by way of logged Service requests. These issues on Pigeon House Road which as outlined include heavy Traffic congestion, Rat Running and other dangerous driving behaviour has been raised by elected Councillors both past and present. These issues have on occasions prevented local residents accessing their own dwellings (see Figure 3). **Rat running** is a tactic used to avoid heavy traffic and long delays at traffic signals or other obstacles, even where there are traffic calming measures to discourage its use or laws against taking certain routes.

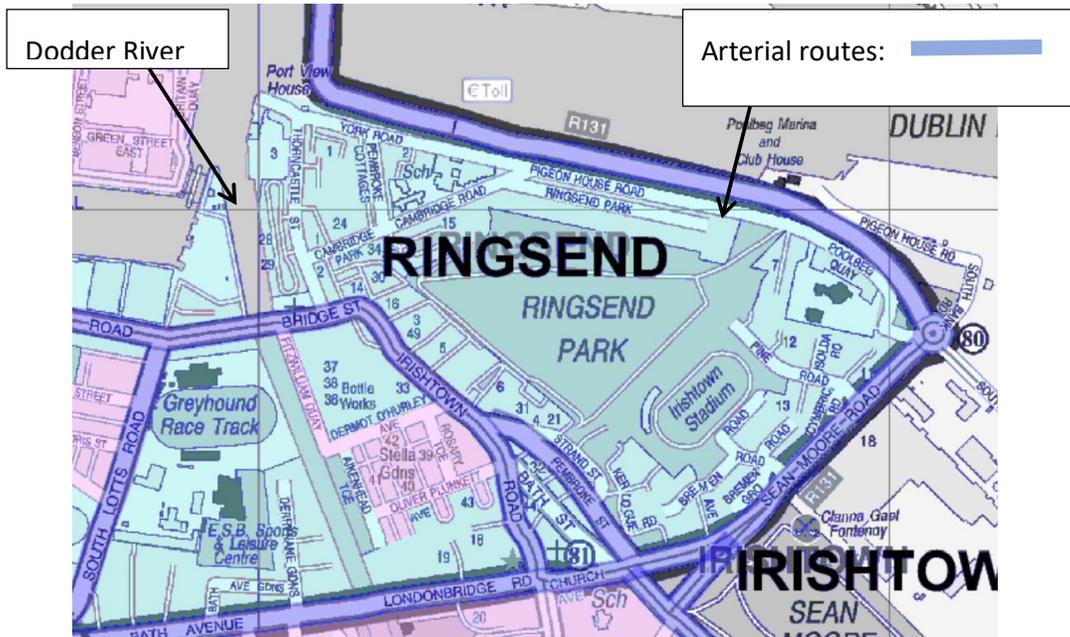


Figure 2: Map showing residential area of Pigeon house road bounded by Arterial roads and River Dodder.



Figure 3: Heavy Traffic Congestion on Pigeon House Road

BACKGROUND DOCUMENTS

DUBLIN CITY DEVELOPMENT PLAN 2016-2022

- The core strategy will guide development in both policy and spatial terms. Delivered together, these priorities represent an integrated and holistic approach to the delivery of essential infrastructure and services within an over-arching sustainable framework.
- In order to create a more sustainable city, the development plan, in accordance with national policy, places emphasis on the need for a modal shift from motorised private modes of transport towards public transport, cycling and walking
- Support the continued development of a quality, affordable and accessible movement system within the city prioritising walking, cycling and quality public transport which serves both the needs of local neighbourhoods and the economy of the city and the health and well-being of all.
- The creation and nurturing of sustainable neighbourhoods, which are designed to facilitate walking and cycling, close to public transport insofar as possible, and a range of community infrastructure, in quality, more intensive mixed-use environments

DUBLIN CITY COUNCIL CORPORATE PLAN 2015-2019

- The place to live (GOAL 4): To deliver improved quality of life and social inclusion throughout the city by providing sustainable neighbourhoods, supported by a range of services and connected by good public transport and green infrastructure.
- The place to live (GOAL 6): To promote healthy living and the recreational use of Dublin's unique natural amenities while protecting the environment and building resilience to cope with climate change.

TECHNICAL DOCUMENTS

- Design Manual for Urban Roads and Streets (DMURS)
- National Cycling Manual
- Traffic Management Guidelines
- Traffic Signs Manual
- Greater Dublin Area (GDA) cycle network plan.

*Note this is not an exhaustive list

INTERIM MOBILITY INTERVENTION FOR PIGEON HOUSE ROAD

GENESIS OF TRIAL

It was agreed at a Strategic Policy Committee (SPC) meeting by elected Councillors in late 2018 to proceed with Neighbourhood Transport Schemes in order to tackle the issues of Rat Running, Speeding, Congestion and other transport related issues in residential areas.

Two Engineers were assigned to the role of Neighbourhood Engineer to deal with these issues. One assigned to the North side of Dublin and the other to the South side.

These Neighbourhood Engineers compiled a list of suitable areas for consideration in this scheme by assessing Service Requests and Councillor Feedback/requests.

A presentation was given to all elected Councillors during the Area Committee meeting on the 9th of September 2019 on these Neighbourhood schemes which outlined the list of areas for consideration at that point. The opportunity was afforded to Councillors to add any areas not on the list that they felt should be included. This formed the finalised list of areas for consideration. These areas were then to be assessed and ranked by the Neighbourhood Engineer. Elected Councillors were in support of interventions on Pigeon House Road at that time.

The areas were assessed and ranked. Pigeon House Road was Ranked 4th overall in the South side of Dublin.

Unfortunately work was halted on the Neighbourhood Transport Schemes due to the current Covid 19 Pandemic. The current focus at this time is the implementation of Covid Mobility Measures. The aim of these measures is to assist Pedestrians and Cyclists and create safer spaces for local residents.

The areas from the Neighbourhood Transport Schemes were analysed to see which areas would be suitable for intervention under the Covid Mobility Measures. Pigeon House Road was selected through this process.

All elected Councillors in the South East Area were contacted by way of email on the 19th of June 2020. This correspondence included details of a proposed Covid Mobility Measure on Pigeon House Road.

Feedback was received from elected representatives that the proposed Covid Mobility Measure would receive more support if the bollards were repositioned from the location west of Cambridge Ave on the initial drawing to a position east of the Poolbeg Quay apartments.

This feedback was taken onboard by the designer and a new design layout was created. This layout included the moving of bollards east of the Poolbeg Quay apartments. In this new layout it was deemed necessary to include two sets of bollards. The first set just east of the Poolbeg Quay apartments and the other set, north of the Ringsend Recycle centre. It was

Interim Mobility Intervention for Pigeon House Road

agreed to implement the measure with required road markings and signage after all feedback was taken into account.

A letter drop was carried out to all residents and businesses in the local area on July 28th 2020 to notify them of the scheme being implemented.

The purpose of the scheme is to create a safer space for Cyclist and Pedestrians which will benefit the local residents and businesses. This will be done by eliminating Rat Running, speeding and congestion on Pigeon House Road.

TRIAL DESIGN DETAILS

Temporary traffic calming measures were implemented to create a pedestrian and cycling friendly zone on Pigeon House Road.

The trial includes the following three measures:

- Road Closure to Motor Vehicles.
- Access Restrictions.
- Filtered Permeability Street

The above measures are discussed in further detail below.

ROAD CLOSURE TO MOTOR VEHICLES

The Road Closure to Motor Vehicles was installed on Pigeon house Road by placing Bollards and Planters to the east of the Poolbeg Quay apartments and also bollards and planters just north of the Ringsend Recycle Centre (Figure 5).

These temporary Bollards and Planters along with the appropriate traffic road markings and signage were installed across the roadway. A mini-roundabout was installed outside the Ringsend Pump Station to facilitate turning movements (Figure 4).



Figure 4: Mini roundabout turning point

Interim Mobility Intervention for Pigeon House Road

Implementation of this measure results in the elimination of motorised cut-through traffic through Pigeon House Road and drivers are no longer able to use this route as a short-cut from the North side of the city across the East Link Toll bridge to the city centre and vice versa. Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. Access through the bollards is also permitted for emergency vehicles.



Figure 5: Road Closure to Motor Vehicles

ACCESS RESTRICTIONS

Access Restrictions by way of No Straight ahead (Except Cyclists and Access) were introduced leading onto Pigeon House road at the junction with Cambridge Road and York road. They were also introduced leading onto Pigeon House Road from the Sean Moore roundabout.

Motor vehicle access to any premises such as a house, business, service, school or college in the area is permitted, although some journeys are required to take a more circuitous route (via Thorncastle street or from Sean Moore roundabout) depending on which side of the bollards the premises is located.

FILTERED PERMEABILITY STREET

Filtered Permeability measures were installed on Pigeon House Road by putting in traffic restrictions. This prevents motor vehicles through access while maintaining access for Pedestrians and Cyclists. This has led to a more active, sustainable, filtered permeability street. Pigeon House road has become a safer environment to its residents due to the complete elimination of motorised vehicles 'Rat Running' through this area.



Figure 6: Increased active sustainable mobility street

IMPLEMENTATION AND DURATION OF TRIAL

The trial commenced on the morning of 16th August 2020 with the introduction of the above measures on Pigeon House Road (Fig 7).



Figure 7: Implementation of trial by DCC Covid Mobility Team

The duration of the trial was initially for a four week period (16th Aug – 13th Sept 2020).

ANTICIPATED IMPACTS OF TRIAL

The anticipated impacts of the trial are based on observational surveys of the Pigeon House Road Area and research into the impacts of filtered permeability measures.

The Covid Mobility team acknowledges that there was no traffic count surveys conducted in advance of the implementation of this trial. It was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure it was not considered feasible to conduct traffic surveys. Furthermore, it would not have been beneficial to carry out traffic surveys prior to implementation at a time when Covid-19 travel restrictions were in effect, and during the summer months when local schools were closed.

The transport-specific objectives from the Dublin City Covid Mobility Programme are aligned to the needs of Pigeon House Road to improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas, and to enable more people to cycle by providing safer cycling.

POSITIVE IMPACTS

During the design stage of the trial, some of the recognised likely positive impacts of these measures include:

- Motorised cut-through traffic will be eliminated on Pigeon House Road so that drivers will no longer be able to use this local route as a short-cut from Sean Moore Roundabout to Ringsend via Pigeon House Road, and vice versa. This aim is in line with [Dublin City Council Development Plan 2016-2022](#) paragraph MT044 which refers to the implementation of traffic calming measures including the restriction of rat-runs.
 - Less traffic will create a safer space for local residents, pedestrians, cyclists which include children attending local schools in Cambridge Road and surrounding areas.
 - Permeable neighbourhoods can have benefits for public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion.
 - Reduction in motorised traffic is likely to improve local air quality and reduce noise pollution.
 - Safer cycling routes to the local Ringsend Park and the local amenities it offers.
 - These measures are likely to create a safer and more liveable area for residents of Pigeon House Road, Poolbeg Quay Apartments, Cambridge Avenue, Ringsend Park, Cambridge Road, York Road, Thorncastle Street, and other local streets.
 - Local vehicular access to Pigeon House Road will be retained.
 - Access through the bollards will be maintained for emergency vehicles.
 - Positive health benefits
-

NEGATIVE IMPACTS

During the design stage of the trial, some of the recognised likely negative impacts of these measures include:

- Local residents who travel by car will be required to take a more circuitous route. For example, a small number of residents on Pigeon House Road (East of the R131) driving to Cambridge Road will be required to access Cambridge Road via Thorncastle Street.
- Drivers who used to travel down Pigeon House Road to access to the Sean Moore roundabout (and vice-versa) may be inconvenienced and will have to take a longer more circuitous route on the Arterial roads.

CONSULTATION

PRE-IMPLEMENTATION

The Covid Mobility team acknowledges that there was limited opportunity to consult to the same levels as would have been the norm pre-Covid-19. The trial was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure, it was not considered feasible to attempt to conduct pre-Covid-19 levels of consultation.

Nevertheless, significant effort was made to ensure that the Pigeon House Road Filtered Permeability Trial was communicated as broadly as possible. The concept was initially outlined in a document sent to all elected Councillors in the South East Area via email on the 19th June 2020. This correspondence included details of a proposed Covid Mobility Measure for Pigeon House Road. Feedback was taken from Councillors and the original proposed design was amended taking this feedback into consideration.

The proposed measures were also highlighted via the Covid Mobility update issued by the Chief Executive on July 23th 2020.

Consultation with local residents and stakeholders was initiated with notification leaflets informing them of the upcoming trial due for commencement and the temporary changes to traffic movements on Pigeon House Road. This information leaflet was delivered on the 28th July 2020 to all households on Pigeon House Road, Poolbeg Quay Apartments, Cambridge Avenue, Ringsend Park, Cambridge Road, York Road, Thorncastle Street, and other local streets. Key stakeholders groups in the area such as schools and the Bring Centre were also informed of the trial.

In the information leaflet, residents and stakeholders were invited to provide feedback on the trial to our dedicated email address: covidmobility@dublincity.ie. A copy of the letter is shown along with the catchment area to which the leaflets were delivered in Appendix A.

Information on the trial was publicised via the Dublin City Council Twitter and Facebook accounts. Copies of these posts are shown in Appendix B.

POST-IMPLEMENTATION

After the implementation of the trial, further correspondence was made with the local residents, businesses and stakeholders by way of a letter drop to outline a brief extension of the trial. This extension is to allow for this report to be distributed to all elected Councillors in the South East Area.

Interim Mobility Intervention for Pigeon House Road

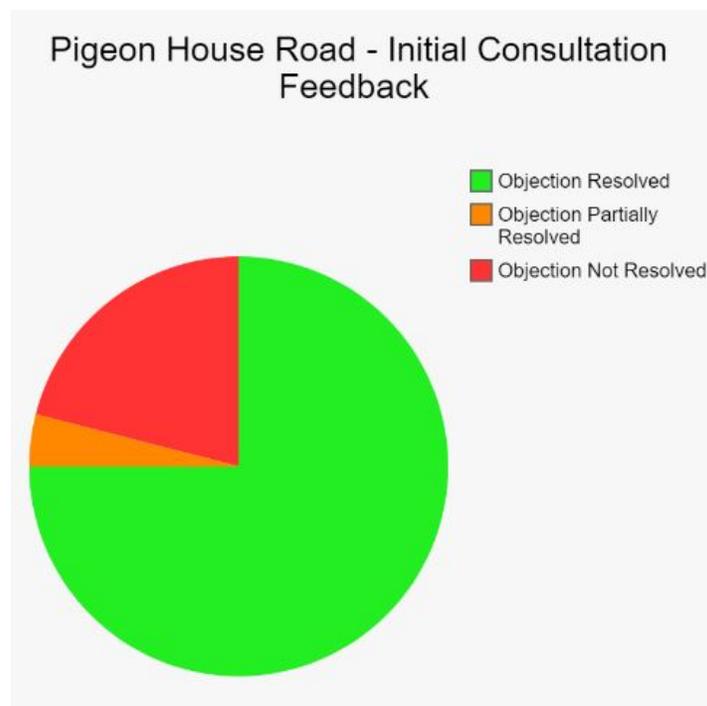
The decision to extend the existing trial on Pigeon House Road will be voted on by elected Councillors at the South East Area Committee meeting. The option will be to extend and monitor the continued trial for a period of 12 months to gauge and evaluate more accurately the effectiveness of this trial. The other option would be to cease the current trial and withdraw the current interventions which were installed for this Interim Mobility Intervention.

CONSULTATION FEEDBACK

OVERVIEW OF FEEDBACK

On the 19th of June all elected Councillors were sent notification of a proposed Covid 19 Interim mobility Intervention trial on Pigeon House Road. This document outlined the proposed interventions that were to be installed. From this correspondence, Dublin City Council received 24 responses.

This feedback was taken into consideration and the proposed design was reconsidered to take this feedback into consideration. The chart below outlines how the amendments of the original design resolved these issues.



The feedback received on Dublin City Council's social media posts with regard to Pigeon House Road has been very positive. From 143 reactions to its Facebook post, 133 of these reactions were positive. This information can be seen in Appendix B of this document.

Interim Mobility Intervention for Pigeon House Road

Since its implementation, the effectiveness of the trial on Pigeon House Road has been monitored on a regular basis. Over 60 emails have been received to the covidmobility@dublincity.ie email address from members of the public, elected Councillors and other stakeholders. This Covid Mobility team continues to receive mails regarding Pigeon House Road and these mails will be monitored closely for the duration of the trial.

The feedback from the correspondence has mainly been positive with reports that 'Rat Running' has been eliminated, and that there is now a greater sense of community within the area.

Feedback has also outlined that Pigeon House Road and surrounding areas are safer for local residents, Cyclists and Pedestrians. There have also been reports from members of the public of both a reduction in noise and air pollution.

It was noted by the Area Engineer that the traffic volumes have been reduced to a fraction of what was previously observed.

Some of the feedback mainly from residents in the Poolbeg Quay apartments expressed concerns about vehicles turning in the entrance to the complex. This feedback has been taken on board by Dublin City Council and extra VMS signage installed at the junction of York/Cambridge Rd and Pigeon House Road has been installed. This has helped resolve the issue.

Naturally, as drivers have become aware that there is no through access through Pigeon House road for motorised vehicles, this issue has decreased dramatically and should cease completely in the near future.

It is important to note that this trialled intervention at Pigeon House Road has not removed any legal street parking from Pigeon House Road and surrounding areas.

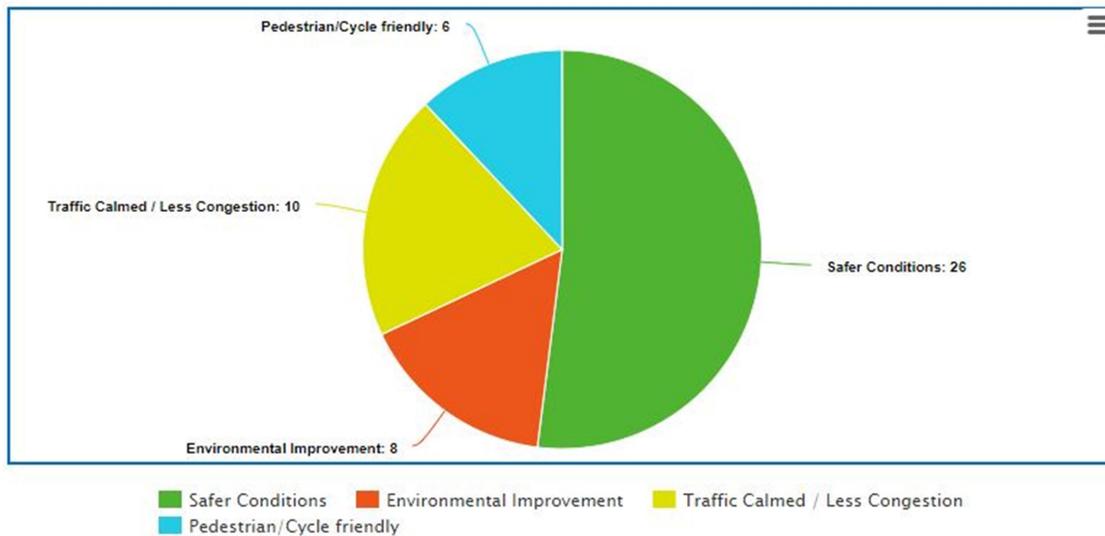
STAKEHOLDER FEEDBACK

Throughout the trial feedback was welcomed at the dedicated email address:

Covidmobility@Dublincity.ie

This feedback was continually reviewed throughout and the trial was monitored closely to evaluate its effectiveness. The trial to date has received a high volume of support from members of the public for varying reasons. The graph below highlights the categories which were found to be most beneficial as a result of the intervention and measures put in place on Pigeon House road.

Interim Mobility Intervention for Pigeon House Road



SCHOOL FEEDBACK

During the trial we communicated with the local schools in the area. Reports have come back from the local schools that there is now less cars and congestion on the roads in the local area during schools hours. It is also reported that there is an increase in children both walking and cycling to school.

MEMBERS OF THE PUBLIC FEEDBACK

It is clear from constant monitoring of the trial that traffic throughput, congestion and dangerous driver behavior has been reduced significantly. Feedback to the dedicated email address has indicated safer conditions for all road users in the area. Less noise and air pollution has been seen by local residents with the green verge at the roadside now recovering from where cars had previously been driven. Feedback has indicated that Pedestrian and Cyclist safety has improved for residents in the area. This is most welcome due to the mixed diversity of young and old people living in the area.

This dedicated email address has received negative feedback from members of the public. This feedback covers the following areas: Transport Inconvenience, Parking, Emergency Services access and concern for vehicles turning at the Poolbeg Quay Apartments.

This feedback has been looked at and monitored. Initially it was noted that some vehicles were turning at the entrance to the Poolbeg Quay Apartments. As a result of this further Variable Message Signage (VMS) was put in place to warn cars of the new layout and the measures which had been put in place. The area was then monitored and this issue eliminated as motorized vehicle drivers became aware of the new traffic measures.

It is important to note that Emergency services continue to have access through the filtered permeability measures in cases of emergency and this was one of the critical design briefs

Interim Mobility Intervention for Pigeon House Road

taken into consideration at initial design stages. Dublin City Council has not removed any parking spaces during any stage of the Interim Mobility Trial on Pigeon House Road.

NEXT STEPS

Councillors will be given time to digest the above report and to discuss it with local residents and businesses. Feedback is welcome at all time at covidmobility@dublincity.ie.

Dublin City Councils Covid Mobility team have continued to monitor the progress of this trial since its initial implementation on the 16th August 2020. Feedback has been taken from Councillors and Members of the Public throughout.

After this continued monitoring and taking this feedback into consideration, it is Dublin City Councils recommendation to extend this trial for a period of 12 months.

CONCLUSION

It is Dublin City Councils recommendation that this trial should remain in place and be extended for a period of 12 Months while being continually monitored.

The Interim Mobility Scheme on Pigeon House Road has eliminated 'Rat Running' completely which has led to a safer environment and allows for greater sustainable mobility in the area by way of filtered permeability. This includes both Cyclists and Pedestrians who use this area. As feedback suggests a greater sense of community now exists with the high volumes of cut through traffic no longer present.

Interventions on Pigeon House Road has been requested by past and present elected Councillors over the last number of years. The current solution being trialled resolves the countless issues that existed on Pigeon House Road and surrounding streets.

APPENDIX A

PRE-IMPLEMENTATION CONSULTATION LETTER

Interim Mobility Intervention for Pigeon House Road



Interim Mobility Intervention for Pidgeon House Road.

Dear Resident / Business,

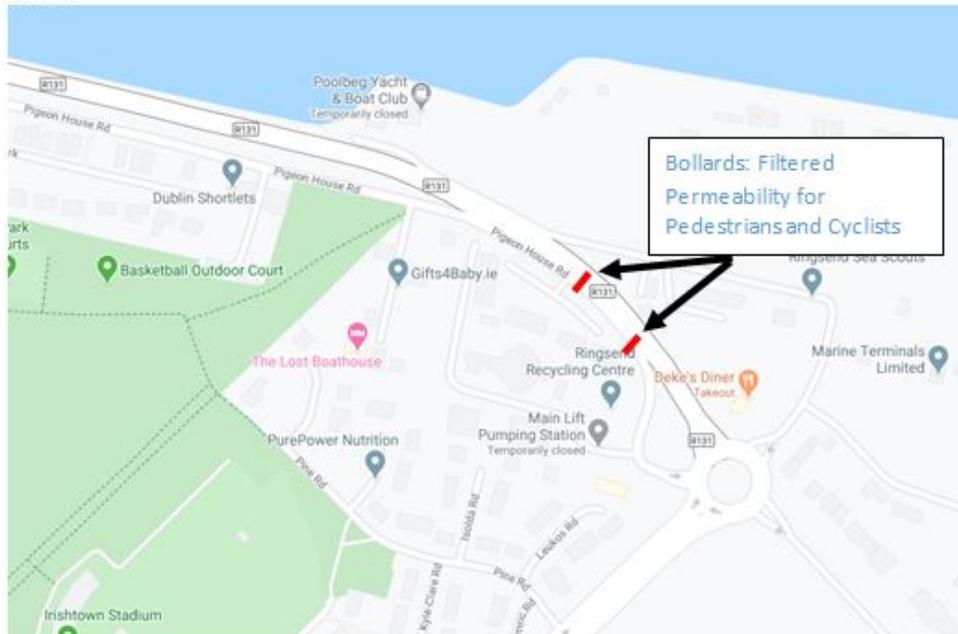
In response to the current Covid-19 pandemic, Dublin City Council have recently published the paper: "Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City" and as part of this the public and elected representatives were invited to make submissions for interventions to assist with mobility and social distancing.

One of the proposals received was to implement a filtered permeability pilot on Pigeon House road and the DCC Covid Mobility team worked up a proposed scheme which was presented to all Councillors in the South East Area and all feedback was taken into consideration with the design of this scheme.

The work will include the provision of a series of bollards across Pigeon House Road, East of the Entrance of the Poolbeg Quay Apartments, with appropriate signage and road markings. Access to residential properties west of the proposed bollards can gain access from Ringsend Village.

Following this consultation Dublin City Council now proposes to implement measures to eliminate cut through traffic on Pigeon House Road for a four week trial period commencing early August 2020.

The impact of this measure would be that motorised cut-through traffic will no longer be able to use Pigeon House Road as a short-cut from Sean Moore Roundabout to the Ringsend Village, and vice versa.



Interim Mobility Intervention for Pigeon House Road



Filtered permeability through the bollards will enable pedestrians and cyclists to continue to take this route. This will create a safer space for local residents and allow for pedestrians and cyclists to safely use this route. Local vehicular access will be retained although some journeys will be required to take a more circuitous route. Vehicular access through the bollards will be maintained for emergency vehicles.

We welcome your feedback on the above trial at covidmobility@dublincity.ie
Thank you for your time and your interest on this subject.

Covid Mobility Team,
Dublin City Council

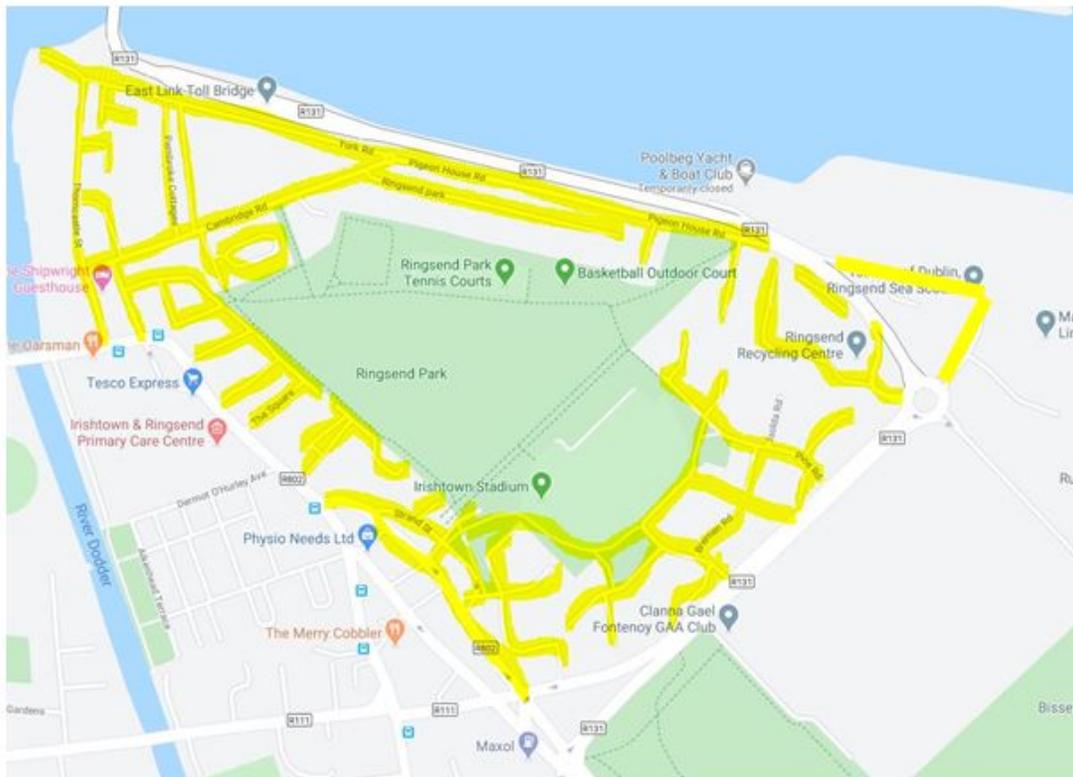


Figure: Map showing residential area for letter drop.

Interim Mobility Intervention for Pigeon House Road

APPENDIX B

POST-IMPLEMENTATION TWITTER POST AND STATISTICS



Dublin City Council @DubCityCouncil · Aug 17

New filtered permeability trial implemented on **Pigeon House Road**. It aims to create a safer space for local residents & all pedestrians/cyclists using the route. Trial will run until 27 Sept. Send feedback to covidmobility@dublincity.ie with **Pigeon House Road** in the subject line



17 20 153

Tweet Analytics

Impressions times people saw this Tweet on Twitter	25,165
Total engagements times people interacted with this Tweet	3,808
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	2,291
Detail expands times people viewed the details about this Tweet	1,248
Likes times people liked this Tweet	153
Profile clicks number of clicks on your name, @handle, or profile photo	67
Retweets times people retweeted this Tweet	20
Replies replies to this Tweet	17
Link clicks clicks on a URL or Card in this Tweet	12

POST-IMPLEMENTATION FACEBOOK POST AND STATISTICS

Interim Mobility Intervention for Pigeon House Road



Dublin City Council

August 17 · 🌐



New filtered permeability trial implemented on Pigeon House Road. The aim of this intervention is to create a safer space for local residents and for the large volumes of pedestrians and cyclists using this route. This trial will run until September 27. All feedback on this trial should be submitted to covidmobility@dublincity.ie with Pigeon House Road in the subject line.



👍❤️👎 143

90 Comments 22 Shares

All 143 👍 121 ❤️ 10 🙄 9 🤔 2 😱 1



Facebook

Post Details



Dublin City Council
August 17 · 🌐

New filtered permeability trial implemented on Pigeon House Road. The aim of this intervention is to create a safer space for local residents and for the large volumes of pedestrians and cyclists using this route. This trial will run until September 27. All feedback on this trial should be submitted to covidmobility@dublincity.ie with Pigeon House Road in the subject line.

Performance for Your Post

18105 People Reached

410 Likes, Comments & Shares

5623 Post Clicks

1974	0	3649
Photo Views	Link Clicks	Other Clicks

NEGATIVE FEEDBACK

0 Hide All Posts	1 Hide Post
0 Report as Spam	0 Unlike Page

410 Likes, Comments & Shares

BRANDED CONTENT DISTRIBUTION

View Breakdown

18105	18105	0
Total Reach	Organic Reach	Paid Reach
20477	20477	0
Total Impressions	Organic Impressions	Paid Impressions

<https://www.facebook.com/DublinCityCouncil/posts/10159395347484625> |

APPENDIX C

POST-IMPLEMENTATION CONSULTATION LETTER



Interim Mobility Intervention for Pigeon House Road [22nd September 2020 Update]

Dear Resident / Business,

As you may be aware, filtered permeability measures were installed on Pigeon House Road and the scheme commenced on the morning of 16th August 2020. The trial includes the provision of a series of bollards and temporary planters placed on Pigeon House Road, with appropriate signage and road markings. Dublin City Council carried out these measures in response to the recently published paper: [“Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City”](#). For more information on this programme please visit: <http://www.dublincity.ie/covidmobilityprogramme>.



Implementation of this trial results in the elimination of motorised cut-through traffic from Pigeon House Road and drivers are no longer able to use this route as a short-cut from York / Cambridge Roads to the Sean Moore roundabout, and vice versa. Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. This creates a safer space for local residents and for the pedestrians. Access through the bollards is also permitted for emergency vehicles.

No Straight ahead restrictions (Except Cyclists and Access) were introduced from York / Cambridge Roads onto Pigeon House Road, and from the Seam Moore roundabout onto Pigeon House Road to minimise the amount of motorised traffic entering the wider area. Motor vehicle access to any premises such as a house, business, service, school or college in the area is permitted, although some journeys are required to take a more circuitous route (via Ringsend village) depending on which side of the bollards the premises are located.

Dublin City Council introduced this scheme on Pigeon House Road to respond to a new and unprecedented emergency caused by the Covid-19 pandemic. This trial is being reviewed periodically to assess its effectiveness and, because of the nature and type of implementation, can be modified as needed to respond to changing needs and requirements.

A report on this scheme will be presented to Councillors before the October 2020 South East Area Committee meeting. The elected members will assess the filtered permeability scheme at this meeting.

We would love to hear your feedback on the above scheme at covidmobility@dublincity.ie. We would like to assure you that any correspondence received via the covidmobility@dublincity.ie email are directed to the appropriate team for consideration. However, due to the unprecedented level of emails, it is not possible to respond individually to all correspondences. If you have any further questions or concerns, please let us know at covidmobility@dublincity.ie.

Thank you for your time and your interest on this subject.
Covid Mobility Team,
Dublin City Council



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 12 OCTOBER 2020

- 1 **Presentation and Reports on Strand Road Trial Traffic and Modelling Taken with Emergency Motions 1 and 2 Order: Noted.**
- 2 **Presentation on Grand Canal Storm Sewer Diversion to River Liffey Order: Noted.**
- 3 **Proposals for the Regeneration of Pearse House Taken with Motion 15. Order: Noted.**
- 4 **Minutes of the South East Area Committee Meeting held on 14th September 2020 Order: Agreed.**
- 5 **Environment and Transportation Department Matters**
 - i. Minutes from the Transport Advisory Group Meeting of 29/09/2020 **Order: Noted.**
- 6 **Culture, Recreation and Economic Services Department Matters**
 - i. Summary Report on Historic Street Lamps Collection. **Order: Noted.**
- 7 **Planning and Property Development Matters**
 - i. Report on proposed disposal: Licence 7 Car park spaces, Rathmines Square, Rathmines Road, Dublin 6 to Aldi Stores Ireland Limited. **Taken with Motion 13. Order: Deferred to November 2020 South East Area Committee Meeting.**
 - ii. Report on proposed disposal of a plot at 604 Clonard Road, Crumlin, Dublin 12. **Order: Agreed to recommend to City Council subject to further information regarding query on adverse possession.**
 - iii. Report on proposed disposal of a plot at 606 Clonard Road, Crumlin, Dublin 12.

Order: Agreed to recommend to City Council subject to further information regarding query on adverse possession.

- iv. Report on proposed disposal 31 year Lease and building licence 180 – 187 Townsend Street, Dublin 2 to Peter McVerry Trust.
Order: Agreed to recommend to City Council.

8 **South East Area Office Matters**

- i. Report of the Director of Services, South City.
Order: Noted.
- ii. Nomination of one South East Inner City Ward councillor to each of two Community Safety Fora: Pearse Street and Ringsend / Irishtown.
Order: Cllr. Ceitinn nominated to Pearse Street Community Safety Forum and Cllr. Kevin Donoghue to Ringsend Irishtown Community Safety Forum.

9 **Motions**

Emergency Motion 1 from Councillors James Geoghegan and Paddy McCartan

That the South East Area Committee direct the Chief Executive of Dublin City Council, in consultation with the National Transport Agency, to give full consideration to the attached 'STRAND ROAD TRIAL RAPID DEPLOYMENT CYCLE ROUTE – AN ALTERNATIVE PROPOSAL 5 October 2020' and deliver a full feasibility report on the alternative proposal prior to the commencement of the trial of the current one.'

Taken with Item 1 and Emergency Motion 2. Order: Report to Councillor.

Emergency Motion 2 from Councillors Dermot Lacey and Claire O'Connor

This committee notes the serious and constructive work engaged in by the STC Community Group (Serpentine Avenue/Tritonville Road, Claremont and other adjoining roads) in preparing the Strand Road Trial Rapid Deployment Cycle Route - An Alternative Proposal and requests the Chief Executive to assess the contents of same prior to any commencement of any cycleway proposal for the Strand Road. The committee also acknowledges with gratitude the input to the process to date from many others including the long standing Sandymount and Merrion Residents' Association.

The committee further agrees that it will meet as required over the coming months either in full plenary session or alternative area or workshop type meetings with officials and other interested parties to discuss these and alternative proposals.

Taken with Item 1 and Emergency Motion 1. Order: Report to Councillor.

Motion 1 from Councillors Tara Deacy and Pat Dunne

That this committee support the relocation of the recycling site on Sundrive Road to a more suitable alternative site. The existing site is unsuitable in terms of proximity to the residential area surrounding it and is causing problems locally in terms of illegal dumping. The site is an eye sore on a busy main road and needs to be considered for re location as soon as possible.

Order: Report to Councillor.

Motion 2 from Councillor Mary Freehill

That a variation process commences to Dublin City Council Development Plan 2016-2022, regarding the established football playing fields in Cathal Brugha Barracks, Rathmines which are on the southern side of the barracks and bounded by rear of Grosvenor Square and Grosvenor Lodge to rezone from Z15 to Z9 to preserve, provide and improve recreational amenity and open space and green networks. This portion of barracks land has been established as playing fields for many decades. Reason, there are no other publicly owned playing fields in the Rathmines area, so it is essential that these established football pitches are protected for the local population.

Order: Agreed. Matter to be referred to Assistant Chief Executive.

Motion 3 from Councillor Mary Freehill

That the Planning Enforcement Department gives us an update on the request to take enforcement action against the developers of Mount Argus Mill who are erecting gates which would close off the public area of the grounds, furthermore that the planning enforcement officer for the area attend the meeting to take us up to date on what action has been taken.

Order: Report to Councillor.

Motion 4 from Councillor Deirdre Conroy

To ask if this committee would agree to a playground in Terenure village, where there are surrounding narrow residential roads where children cannot play on the roads, due to the heavy traffic nearby. I am advised that the images attached in Terenure Village, in particular Evergreen, had playgrounds planned by Dublin City Council in the past, but did not go ahead. In that regard, it is a more urgent necessity now for children and parents to walk to a safe play area.



Order: Report to Councillor.

Motion 5 from Councillor Mary Freehill

That this Area Committee contacts the ESB to get an update on the refurbishment of Georgian houses in the South Georgian Core into residential units as committed to in 2014.

Order: Agreed.

Motion 6 from Councillor Mary Freehill

That the South East Office pursues the addition of a WEE electrical waste facility in one of the Bring Centres in the Rathmines Kimmage area. Currently there are only 3 centres in the city and none of these are on the west side of the city.

Order: Report to Councillor.

Motion 7 from Councillor Tara Deacy

That this committee agree that Dublin City Council (DCC) offers technical and financial support to community-led greening projects like "Bloomin' Crumlin". All of the greening projects in DCC to date are based within the canal and it is important that areas outside of the canal can develop and benefit from greening strategies.

Order: Report to Councillor.

Motion 8 from Councillor Tara Deacy

That this committee supports the re-introduction of last year's successful South Central Area Drimnagh trial where residents were provided with a communal skip for a 5 hour period prior to Halloween to allow residents to discard household objects. This had a significant reduction of hazardous waste being burnt on bonfires.

Taken with Motion 9. Order: Report to Councillor.

Motion 9 from Councillor Tara Deacy

Following up from last month's meeting that this committee agree that a thorough clean-up of all bonfire sites are completed within a short period after Halloween, that burnt soil is removed and grass is reseeded, possibly using the funding we would have ordinarily used for Halloween activities.

Taken with Motion 8. Order: Report to Councillor.

Motion 10 from Councillor Tara Deacy

That this committee supports the funding of a Local Environment Improvement Plan for the Crumlin/Kimmage area.

Order: Report to Councillor.

Motion 11 from Councillor Mannix Flynn

That this meeting of SEA call on Dublin City Council and the board of the BID company - We are Dublin Town, to ensure that the traditional signage associated with Christmas festivities in and around the city centre is reinstated this year and that there is no attempt at rebranding these neighbourhoods in the city for commercial gain. E.g. the signage put up last year announcing a welcome to the "Grafton Quarter" or indeed the other advertising display that was strung across Henry Street welcoming shoppers to Dublin 1.

Last year there was a massive public outcry in relation to this blatant commercialisation. With the vast amount of public wanting their traditional signage, 'Nollag Shona Dhuit' reinstated in both areas.

Order: Report to Councillor.

Motion 12 from Councillor Mannix Flynn

That this committee of DCC call on the CEO Owen Keegan and Mr. Leslie Moore of Parks Dept. to reinstate as a matter of urgency the park gate keeper for the Cabbage Patch park. There has been many issues here of vandalism and anti-social behaviour as well as criminal activity at this location. Many residents and councillors have fought hard to bring this particular location under proper management. Recently, the Parks Gate Keeper was removed. This action has led to a lot of fear in the area that the gangs are coming back and that the hard work and the achievements that were won here regarding health and safety will be quickly eroded particularly now coming up to the Halloween period.

It is unacceptable that public and residential safety would be undermined yet again at this location. It is important to note that this staff member was removed without

any consultation with local councillors or local resident groups or the community at large.

Order: Report to Councillor.

Motion 13 from Councillor Mary Freehill

That this committee receives a report in relation to the income received from hiring parking spaces in Swan Leisure Centre apartment block, how this money is used, access for residents to parking and sustainability in relation to storage for residents of this block.

Taken with Item 7.1. Order: Report to Councillor.

Motion 14 from Councillor Pat Dunne

Given the success of tea rooms in some of our parks we ask the Parks Section to consider extending this type of facility to other parks in the area and in particular Eamonn Ceannt and Willie Pearse Parks. The possibility of local sports clubs and not for profit community groups to be involved in providing this type of service should also be considered.

Order: Report to Councillor.

Motion 15 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to seek funding from the relevant Government Departments for the redevelopment and the deep retrofit of Pearse House.

Taken with Item 3. Order: Report to Councillor.

Motion 16 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to plant trees on Synge Street Lower (the canal end) as part of the 2021 tree-planting programme for the area. This is one of the few streets in the Portobello area without trees.

Order: Agreed.

Motion 17 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to replace the surface of the public space and play area in Powers Court, Dublin 2, as it is currently very slippery and dangerous, Can the Area Manager work with the local community to improve this space and enhance it as a community resource for all the residents to enjoy?

Order: Report to Councillor.

Motion 18 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to help protect The Icon Factory and other cultural institutions in Temple Bar that are under threat from commercial activity.

Order: Report to Councillor.

Motion 19 from Councillor James Geoghegan

That this South East Area Committee agrees to write to the Board of Management of Dominican College, Muckross Park requesting they reverse their recent decision to remove girls who are pupils of Donnybrook parish national school, St Mary's as a selection criteria to the priority categories of applicants for the school.

Order: Agreed.

Motion 20 from Councillor James Geoghegan WITHDRAWN

That this South East Area committee agrees that the Parks Department in Dublin City Council should make available playing pitches to Ranelagh Gaels on a

Saturday and Sunday in light of the decision to unilaterally withdraw their allocation from Bushy Park because of clerical error.

Motion 21 from Councillor James Geoghegan

That this South East Area Committee directs the chief executive of Dublin City Council to ask the Joint Task Force established at the end of December 2019 for our bathing waters to report to this area committee about how it intends to address the varied causes of contamination of our bathing waters and contributing factors to no-bathing notices, recognising the 13,000 people who have signed the petition to save our sea in Dublin Bay and the huge increase in sea swimmers during the Covid-19 pandemic.

Order: Report to Councillor.

Motion 22 from Councillor James Geoghegan

That this South East Area Committee supports Ranelagh Multi-Denominational School's application for a School Zone intervention to be designed and implemented and asks that funding to support safety high vis vests similar to the picture attached.



Order: Report to Councillor.

10 **Questions to the Chief Executive 12th October 2020**
Order: Noted.

Councillor Dermot Lacey
Chairperson
Monday 12 October 2020

Due to Covid restrictions some staff and members attended remotely on Zoom.

Attendance:

Members:

Dermot Lacey (Chairperson)
Claire Byrne
Deirdre Conroy
Kevin Donoghue
Mannix Flynn
Paddy McCartan

Members:

Danny Byrne
Daniel Céitinn
Pat Dunne
Mary Freehill
Carolyn Moore

Members:

Hazel Chu
Tara Deacy
Anne Feeney
James Geoghegan
Claire O'Connor

Officers

Brian Hanney
Eileen Martin
Darach O'Connor
Donncha O'Dulaing
Seamus Coyle

Brian Kirk
Mary Taylor
Cecilia Naughton
Claire French
Brendan O'Brien

John MacEivilly
Jennifer Wall
Padraig Doyle
Niall Armstrong
Patricia Reidy

Apologies:

Non-Members:

Q.1 Councillor Daniel Ceitinn

To ask the Manager for an update on measures taken since July in the Portobello area and Portobello Harbour to tackle anti-social behaviour; if cameras are to be installed around the plaza; for an update on relevant persons to enforce bye-laws; the number of people fined in relation to public urination in the area; if the hoarding around the building site can be cleaned by DCC staff as the smell is horrendous; if the residents of Portobello Harbour have been consulted on measures to be taken to tackle public urination on their doors; and if he will make a statement on the matter.

Reply:

Waste Management Services will ensure that the area around the building site hoarding is cleaned on a regular basis.

The Area Office has been liaising proactively with An Garda Síochána regarding anti-social behaviour in the Portobello Area and we will be shortly launching an awareness campaign in conjunction with An Garda Síochána, Waterways Ireland and the Portobello Tidy Towns Group regarding the impact of outdoor drinking, anti-social behaviour including public urination on the local community beside Portobello Plaza. Figures on fines on public urination will be sought from An Garda Síochána.

An Garda Síochána have confirmed that they are prioritising the Portobello area at this time. We will also contact the owner of the site beside the Plaza in relation to the condition of the hoarding and request that the hoarding be cleaned on a regular basis. There are no plans for CCTV in Portobello at this time.

We are planning a public consultation for local residents and businesses to come up with a new vision for the future of Portobello Plaza and this consultation is earmarked for January 2021.

Q.2 Councillor Daniel Ceitinn

To ask the Manager for an update on the public consultation on the future of Portobello; when this begin; how it will be conducted; what efforts will be made to ensure that every household has the opportunity to contribute; and if he will make a statement on the matter.

Reply:

We propose to work with the developer of the new hotel at Portobello Harbour to achieve a much needed enhanced public realm space in Portobello Harbour Square. The overall aim is to improve public safety and security and to achieve a coordinated landscaped public realm scheme for the locality that will benefit both local residents and businesses and also take advantage of the special waterways location to create an artistic, interesting and functional space. The newly designed square will reflect the needs of the local community, both residents and businesses, and to that end there will be a comprehensive local consultation process coordinated by the South East Area Office in order to achieve consensus on the design.

It is our aim to appoint an experienced facilitator to oversee the public consultation phase, working with City Architects Department, Waterways Ireland, the hotel developer's architects and all other stakeholders. We have been in contact with the person who very successfully undertook the consultation around the Cabbage Patch last year and she has indicated her availability to commence the process in January 2021. We are committed to hearing all voices during the design consultation period and to that end, we will engage particularly with St. Kevin's and Portobello Residents' Association and Portobello Tidy Towns. The aim is to complete the consultations

around the new design in the first half of 2021 with a view to delivering a redesigned public square to coincide with the completion of the hotel development. We feel this is a rare opportunity to secure huge community gain and to successfully redesign this public space for the benefit of the wider community.

It recently emerged that commencement of the works to the hotel will be delayed for up to six months. In the meantime, our Public Domain Team continues to liaise with local residents, the Gardaí and Waste Management Section to ensure the square is kept in good order. We are pursuing the creation of a mural on the hoarding around the hotel site and we will provide more detail on this when it becomes available.

We have also been working pro-actively with An Garda Síochána and Waterways Ireland in relation to complaints regarding outdoor drinking and anti-social behaviour in Portobello and we will be launching an awareness campaign on social media in the next few weeks, which will focus on this problem.

Q.3 Councillor Daniel Ceitinn

To ask the Manager for an update regarding the development on Portobello Harbour; if this is going to go ahead; if there has been any development on public toilets or large bins for the harbour/canal area; if DCC will ensure that the hoarding and site are cleaned up as the smell from public urination in the area is horrendous and the site hoarding is not being cleaned regularly; and if he will make a statement on the matter.

Reply:

The South East Area Office has been informed by the hotel developer at Portobello Harbour that there will be a five to six month delay to the commencement of works here. There are no plans to install public toilets at or near Portobello Harbour. There are solar compactor bins provided along the Grand Canal up to and including at Portobello Harbour. These provide significantly greater capacity than standard public litterbins. Additional bins are occasionally provided on a temporary basis at the location also. Waste Management Services will ensure that the area around the building site hoarding is cleaned on a regular basis. We will contact the owner of the site beside the Plaza in relation to the condition of the hoarding and request that the hoarding be cleaned on a regular basis. We are also pursuing the creation of a mural on the hoarding around the hotel site and we will provide more detail on this when it becomes available.

We are planning a public consultation for local residents and businesses to come up with a new vision for the future of Portobello Plaza and this consultation is earmarked for January 2021.

Q.4 Councillor Daniel Ceitinn

To ask the Manager if a business (details supplied) requires planning permission. Since Covid19 pandemic started the above has had to make changes to their work practices, layout of desks and staff in order to comply with Health Advice. As a result they have staff in a room which has no natural light or air and they are wondering do they need to seek planning permission to put a new window into this room or does DCC need to give permission or in fact do they need permission at all.

Reply:

The details provided are insufficient to provide the response requested. If the owner of this building requires a formal opinion on whether or not planning permission is required to carry out works to the building there is a Section 5 procedure <http://www.dublincity.ie/main-menu-services-planning-heritage-and-conservation-conservation/section-5-declaration>

Alternatively, the owner can make direct contact with the development management planners in South Central who can offer informal advice (based on the provision of some further details) on the planning requirements.

Q.5 Councillor Daniel Ceitinn

To ask the Manager for an update on the plans to make the Cabbage Patch a safe and welcoming space for residents; and if he will make a statement on the matter.

Reply:

The South East Area Office has been working with a wide range of stakeholders over the last few years for the betterment of the Cabbage Patch in Dublin 8. This culminated last year in a public consultation where local residents were asked their views on key priorities for the future of the Cabbage Patch and among the items suggested were the refurbishment of the football pitch, play facilities for children and improved security. Last year we held a number of family friendly events during the summer, which were very successful and we also organised a movie show and activities for last Halloween, which were very well received. Unfortunately, the impact of Covid-19 has seriously impacted our progress, as we have been unable to arrange events within the Cabbage Patch this year, as we would have liked. Tenders have issued for the refurbishment of the football pitch in the Cabbage Patch. However, the pitch refurbishment can only go ahead if the anti-social behaviour is under control and we are working proactively with An Garda Síochána in this regard. Any plans for play facilities in the Cabbage Patch will depend on funding being available for next year.

Q.6 Councillor Daniel Ceitinn

To ask the Manager for an update on what Dublin City Council is doing to tackle the ongoing the ongoing issue of rats in the Inner City, in both the flat complexes, public sewers, and, consequently, non-council estates and homes which they are accessing from public sewers and lands, following the Housing Manager's commitment to tackle this serious public health issue; and if he will make a statement on the matter.

Reply:

Irish Water are the statutory body responsible for the foul and combined public drainage system. Dublin City Council Drainage Division maintains this system on Irish Water's behalf under a service level agreement. Irish Water insists on all complaints/requests and so on being reported directly to it in the first instance so that proper recording, assignment and tracking of issues can be carried out. Irish Water's Customer Care Team can be contacted by phone on 1850 278 278. Further contact options are available at <https://www.water.ie/contact-us/>.

As you are aware the drainage network is made up of a public system (of predominantly sewers and manholes located mainly in the public realm/road) to which are attached connections from private drainage systems serving properties/premises. These private connections occasionally serve just one property but it is more usual for the connection to be shared amongst a number of properties. Such a shared connection is referred to as a [private] combined drain. The legal responsibility for the private drain extends out into the public road/realm right up to the point of connection with the public sewer or manhole.

It has been a long-established practice to require connections to public sewers to have an 'Outfall Manhole' installed on the drain within the last private property served - before the drain enters the public realm to connect to the public sewer. The purpose of installing a trap with a water seal is two-fold: to prevent the migration of smells and of rodents between the two drainage systems. It would be very unusual for rodents to swim a trapped outlet without knowing what is on the other side. Rat-Flaps are

occasionally installed in Outfall Manholes as an additional measure by the owners of a drain. However, they are not maintenance-free and if not regularly maintained can quickly become ineffective at rodent prevention and, worse, can cause blockages upstream. Rat-flaps are not installed on the public system due to this blockage concern and but are also simply impracticable at the sizes necessary for sewers on the public system.

The main legislation dealing with rat infestations remains the Rats and Mice (Destruction) Act 1919. As rodents/rats are highly mobile, infestations are generally deemed by the HSE (who enforce the Act) to be the locations of their nests or burrows, i.e. where young are born and raised. It is acknowledged that the sewer system is a convenient source of water and food for rodents and normally a safer place to travel than above ground. However, rats do not bear/raise their young within 'wet' pipes but in 'dry' burrows/nests. If infestations are found on the public sewer system they are invariably located 'off-line' and accessed via defects in the pipework or manhole walls. In our experience, most such defects occur on the private drainage network. Defects can and do occur on the public network but are less frequent. It should be noted that rats are as likely to nest in poorly maintained buildings (basements and roof spaces especially) or in waste ground/parks (similar to rats in rural areas where there is no sewerage system). Accordingly, the best approach to preventing rats from entering and using the drainage network is to ensure that all drainage (both public and private) is in good condition and repair with no defects, and that all covers, rodding eyes, and openings are properly sealed. Good hygiene, housekeeping and waste control are equally important to eliminate potential food sources. Food waste is not permitted to be disposed of to the public sewer system and 'in-sink' grinders/macerators (known in the US as 'garbage disposal units') are prohibited under current Bye-Laws. See attached pamphlet prepared by DCC Drainage prior to the advent of Irish Water.

Currently when a rodent problem is reported to Irish Water, it is passed on to DCC Drainage. Drainage Staff investigate the upstream and downstream manholes for evidence of rodent droppings in the manhole especially on the benching. If there is evidence of rodents, a specialist Pest Control Contractor, approved by Irish Water, is requested to bait the sewers. This involves baiting every two weeks for a six-week period, with inspections every two weeks. There is often a follow up CCTV survey of the sewer to see if there are any breaks in the public sewer where rodents may be escaping from. If there are any defects, these would be repaired by a DCC Drainage Crew on behalf of Irish Water.

In reality, baiting of sewers will not solve the problem. If there is a fully functioning and sealed drainage network on both the public and private side, then the rodents will not leave the sewer via this route. Rodents use the sewers for travel as well as food and water, but they do not raise their young in damp conditions. The key here is to find the nest and eliminate it. Rats are attracted out of the sewer network by food. If there are poor waste practices, then this attracts the rats to leave the sewers.

Please see attached "Dublin City Council Report on Pest Control" which was circulated to all councillors in July 2020.

Q.7 Councillor Daniel Ceitinn

To ask the manager to replace the plastic waist-high illuminated flecta traffic bollards in the central island on the road in Irishtown opposite the bookies as they are untidy and worn looking and take away from the ongoing fantastic work carried out by Ringsend and Irishtown Tidy Towns; and similarly if he will arrange for a repaint of the Sean Moore Road Roundabout near Deke's Diner as it is taking away from the fantastic work of the Tidy Towns committee.

Reply:

The plastic waist-high illuminated flecta traffic bollards in the central island on the road in Irishtown have now been replaced as requested.

Q.8 Councillor Daniel Ceitinn

To ask the Manager when the R131 approach road to the East Link and Sean Moore Road will be resurfaced as they are in serious need of repair due to the potholes which cause the large number of trucks to shake and make significant noise which is constantly disturbing the residents; and if he will make a statement on the matter.

Reply:

The Tom Clarke Bridge (East Link Bridge) Approach Road is currently being resurfaced as part of our 2020 Carriageway Resurfacing Programme. The Sean Moore Road will be put forward for consideration for inclusion in next year's programme.

Q.9 Councillor Daniel Ceitinn

Can the manager arrange to have the overgrown fenced- in planter at the entrance to Kerlogue Road cleared out as it will allow the Tidy Towns and residents install a small slow growing tree to commemorate those in the community who have passed away?

Reply:

This is being investigated with a report due back shortly.

Q.10 Councillor Daniel Ceitinn

Can the manager put in place a school green zone or a drop off zone at the entrance to Scoil Caithriona on James Place East, Dublin 2, as the entrance is chaotic in the mornings with cars and children and building work taking place as children arrive and leave school and cars are regularly cutting clamps off their illegally parked cars?

Reply:

Following the successful implementation of two pilot School Zones at Francis Street School, D8 and Central Model School, D1, we contacted all schools inviting them to express their interest in a School Zone being implemented at their school. Scoil Caithriona have not expressed interest as yet. For further information on School Zones and for a link to the application, please visit:

<https://consultation.dublincity.ie/traffic-and-transport/1cf2bdad/>. Please note, this must be requested by the school itself.

Q.11 Councillor Daniel Ceitinn

To ask the Manager, given the concerning and increasing level of violence and anti-social behaviour in Eamonn Ceannt Park and given that it is open 24/7 it is more important now than ever that this park is lit up in the evenings and CCTV is installed to combat the increasing criminality in the park.

Reply:

There are currently no plans to install lighting in Eamonn Ceannt Park. There is CCTV on the bring centre and the sports pavilion currently which covers the entrance from Rutland Grove. Parks staff have been reporting all occurrences of anti-social behaviour in the park to the local Gardaí.

Q.12 Councillor Dermot Lacey

To ask the Manager if he will outline how it is intended to sweep the streets and roadside of Ranelagh in the locations where the new white bollards are now in place and if he will arrange for a clean sweep of the area.

Reply:

Waste Management Services sweep the streets and roadside of Ranelagh with one of our regular compact sweepers. We currently litter pick the new protected cycle lane there as our current compact sweeper is too big for these new cycle lanes.

We recently trialled two sub compact road sweeper to assist with the cleaning of the new protected cycle lanes such as the one in Ranelagh. Both sweepers are smaller than the current compact sweeper. We are in discussions with fleet management services as to how these can be procured so that we can sweep these new protected cycle lanes.

Q.13 Councillor Dermot Lacey

To ask the Manager if white line markings can be painted in the car park at The Crescent, Donnybrook.

Reply:

The site has been inspected by our Traffic Officer and will be listed for lining in the next 30 days

Q.14 Councillor Dermot Lacey

To ask the manager if he will arrange for a thorough sweep of the Pembroke Cottages, /St. Brocs Cottages and Home Villas area of Donnybrook.

Reply:

Waste Management Services had the above mentioned area thoroughly swept on the 25th September 2020.

Q.15 Councillor Dermot Lacey

Got ask the Manager if he could respond positively to the issues raised below:
Parking at Milltown Shopping Centre (i.e. Spar shop, Daisychain crèche etc. opposite the old Glenmalure Park): In recent times, the council has taken away some of the parking spaces and the Spar shop has also enforced parking requirements in its private car park. This, aligned with increased business levels at the pharmacy, has led to a large number of vehicles driving/ parking on the pedestrianised area in front of the Daisychain crèche and the shops on either side and or parking illegally on the footpath in front of the Spar shop. This is a really busy pedestrian area, particularly with very young children walking or travelling on scooters and bikes to the Daisychain crèche. Some cars unfortunately pay little regard or attention to pedestrians and some in fact seem to assume that this area is in fact a car park. From a council perspective, allowing people to park here, when the designated area in front is metered, doesn't seem to make sense. More importantly, I fear that is only a matter of time before there is an accident involving a child and a car. Before that happens, proper parking arrangements should be put in place (e.g. perpendicular to the road, with metering) and/ or (as has happened elsewhere in the city over recent months) temporary bollards should be placed at appropriate points stopping cars using the pedestrian area as a car park.

Reply:

The Parking Enforcement Inspector went on site and on 3rd to 5th October cars parked on the pedestrian area have been issued with warning notices by the Dublin Street Clamping Services. From 6th October, clamping of illegally parked vehicles has taken place and will continue to be enforced. The staff in the shops have been advised of the situation and have also been asked not to park there. Renewed road markings are to be provided in this area also.

Q.16 Councillor Deirdre Conroy

To ask the Manager if Rathfarnham Road and Crumlin Road speed limit will be reduced to 40kmh as it is currently 50kmh and was not included in the 30kmh map proposal.

Reply:

Dublin City Council's proposal for Stage 5 Speed Limit Bye-Laws 2020 (COVID19) was not passed by the council. In that proposal, Crumlin Road was to be retained at 50km/h speed limit. However, Rathfarnham Road within DCC administrative area was proposed to be reduced to 30km/h.

We are currently assessing the further plan of action in relation to reducing speed limits within Dublin City; therefore, at this stage the details of the new proposal are not available.

Q.17 Councillor Deirdre Conroy

To ask the Manager [again] if some safety signage, posters can be posted on Rathmines Road due to the pairs of joggers on narrow footpaths. As I have been notified about elderly people being jeopardised, endangered by the movement, breath, coughing, spitting.

Reply:

Posters were erected on Rathmines Road at the request of the Cllr on 29th May 2020. The posters in question feature the character "Mrs Brown" and urge the public to keep their distance and give each other space. The posters are still in place as of 30th September 2020.

The Covid-19 pandemic has affected all our lives and the way in which we work, socialise and communicate. As the restrictions are eased with workplaces, schools and shops will re-open, the numbers of people travelling and moving around the city will start to increase again. More space is going to need to be allocated to social distancing and to supporting shops and businesses operating in this new environment. Dublin City Council (DCC) ensures safe access within Dublin City for all our citizens young and old. Outdoor recreation plays an important role in supporting the physical wellbeing of society. People are encouraged to enjoy the outdoors while adhering to Government protocols and public health guidelines.

Dublin City Council support the HSE's two metre social distancing measures which is available on Dublincity.ie website at <https://youtu.be/1jZoWIWsEU8>

Dublin City Council considered signage but this would lead to a proliferation of signs on the streets of Dublin. As a result, Dublin City Council reviewed the Councillor's question and found that the best way to promote more positive social distancing is by using social media. Post will be made via DCC main social media platforms and will encourage social distancing by all. Dublin City Sport & Wellbeing Partnership will also post with specific reference to joggers (to be shared by DCC main platform).

The links are as follows:

Dublin City Council

<https://www.facebook.com/DublinCityCouncil/>

<https://twitter.com/DubCityCouncil>

<https://www.instagram.com/dublincitycouncil/>

Dublin City Sport & Wellbeing Partnership

<https://www.facebook.com/DublinCitySportandWellbeingPartnership/>

<https://twitter.com/dccsportsrec>

<https://www.instagram.com/dublincitysportandwellbeing/>

Q.18 Councillor Deirdre Conroy

To ask the Manager if Mount Argus Mill Apartment is in tandem with its planning permission to have put electric keypads on all the gates and bike locking of 'harris fencing' along the length of Mount Argus car park. The enquirer requests that the German property company should not be allowed construct 'a prison' in the heart of Harold's Cross.

Reply:

All issues raised by concerned locals in this case have been acted upon by the Planning Enforcement Section. Some of the issues have been rectified including the removal of unauthorised fencing. Any outstanding structures that are not part of the approved permission in this case will be the subject of further enforcement action by way of Enforcement Notice in the coming weeks.

Q.19 Councillor Deirdre Conroy

To ask the Manager that City Council visits to advise the construction workers at 280-288 Harold's Cross Road [Rosie O'Grady's] to stop parking on the laneways of a residential suburb, which is causing obstruction and damage to local residents.

From c. 6am. trucks and cars are parking illegally, due to the extensive developments on this road, including the convent site, the cinema site and the pub site. The development site must have its own parking space and must avoid the detrimental negative impact on the local area.

Reply:

Dublin City Council issues a Hoarding Licence in connection with premises at 280 - 288 Harold's Cross Road to Anthony Neville Homes Ltd valid between 18th November 2019 and 17th July 2021. The licence does not authorise the use of construction worker vehicles in the vicinity but the Inspector responsible for authorising the licence will ensure that legal parking is enforced in the area.

Any illegally parked vehicles will be clamped by the Dublin Street Parking Services. The Planning Enforcement Section is investigating recent issues relating to working hours on site. The developer has been reminded of his obligations in this regard.

Q.20 Councillor Deirdre Conroy

To ask the Manager to arrange an online consultation meeting with Rathdown residents about the tree felling and parking issues on the road outside Bushy Park.

Reply:

It would be very helpful, in the first instance, if Cllr. Conroy could submit an outline of the issues of concern for residents. Then we would be in a position to identify who would best deal with those matters of concern.

A representative from Parks will make him/herself available to discuss issues related to tree felling with local residents.

Q.21 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent living on Estate Avenue, Ballsbridge, Dublin 4:

"As with the growing number of bikes and cars on the road, I'm finding it a hazard to turn right, a yellow box is badly needed at the end of the road, and not many people are courteous to let you out, so it is a case of driving out and hopefully the cars coming will stop, I would appreciate something can be sorted to overcome this problem."

Reply:

This request is listed with the Area Engineer for examination and report to the Transport Advisory Group, the Councillor will be informed of the outcome. Enquiry No. 7016545 / Customer ref: 6017944.

Q.22 Councillor Paddy McCartan

There is road subsidence at Castle Drive, Sandymount in four locations. To ask the manager to deal with this issue as a matter of urgency.

See pic



Reply:

A site inspection of Sandymount Castle Drive will be carried out and defects found will be logged for repair.

Q.23 Councillor Paddy McCartan

To ask the manager to have bins installed at the two entrances to Herbert Park at Clyde Lane, Ballsbridge.

Reply:

Parks, Biodiversity & Landscape Services have placed a Big Belly Bin at the playground opposite the HIVE, which is approximately 40m away from the Clyde Lane entrance at the Ballsbridge end.

We will investigate the possibility of relocating a bin within the park to the top end of the park and close to the Clyde Lane park entrance.

Q.24 Councillor Paddy McCartan

There is a narrow pathway that runs between Oaklands Park and Sandymount DART station, which is frequently used by pedestrians. Could extra lighting be installed and CCTV camera positioned along the lane way as it is potentially dangerous when darkness falls?

Reply:

It is the policy of Public Lighting Services not to provide lighting in laneways.

Q.25 Councillor Paddy McCartan

Would it be possible to get a children's playing sign on Wilfield Road, Sandymount positioned approximately halfway down the road? There is a pole adjacent to number 66 which is a suitable location.

Reply:

Warning Sign W 142, Children Crossing, used to alert drivers to the danger of children crossing roads in residential areas is in place on Wilfield Road at the junction with Sandymount Avenue and also at its junction with Wilfield Park.

Therefore, it is not recommended to introduce any further signage to Wilfield Road.

Q.26 Councillor Tara Deacy

To ask the area manager to make available a small/suitable type tree specimen to householders living in areas where roadside planting is unsuitable (due to narrowness of road/footpath) to plant on their own property which planting residents would contribute positively to the lack of greenery in such localities.

Reply:

Trees planted during the dormant season are ordered well in advance of planting. However, there is no provision in this budget to provide trees for planting in private gardens although we do occasionally provide trees for school grounds and other communal areas.

Q.27 Councillor Tara Deacy

To ask the area manager to add the laneway between Windmill Park and Crumlin Village and also the public area outside the post office to be cleaned on a weekly basis as it is a destination for illegal dumping.

Reply:

Waste Management Services clean Crumlin Village twice a day on a daily basis, both morning and afternoon. We remove dumped rubbish from the above-mentioned locations there when necessary to do so.

Q.28 Councillor Tara Deacy

That broken railings on the green space on Cashel Road are replaced as people are using it as a way to illegally dump food on the green space and the hedge around the green on Cashel Road is cut back now that the nesting season is completed.

Reply:

Parks have programmed the cutting of the hedge above for the next few weeks. The dumping happens primarily behind the hedge. Parks had plans to remove both the railing and the hedge some years ago but were met with resistance from some local residents, which prevented the work commencing.

Q.29 Councillor Tara Deacy

To ask that ramps and other traffic calming measures are installed on the section of Lismore Road between Ferns Road and Bangor Road. During the summer a young kid was knocked over by a car. The road is quite narrow, bends and has many cars parked on paths reducing visibility for children playing in the evening and weekends. The other section of Lismore Road and all surrounding roads (Stannaway, Bangor, Clonmacnoise, Durrow, Ferns) have ramps. This leads to the road being used as a shortcut by drivers trying to avoid ramps on other streets. Leighlin Road, which is designed with a similar shape and length, contains ramps too, so there is a precedence in the area.

Reply:

The criteria used by Dublin City Council in assessing requests for the installation of ramps are;

- The road should have a straight run of at least 200m
- The 85th percentile speed should be greater than 50 km/h
- Traffic volumes should exceed 60 vehicles per hour
- There should be genuine road safety concerns based either on actual accident statistics or on observed road safety patterns **or** written report from an Inspector of the Garda Traffic Division, Dublin Castle relating to an issues of safety.

During site inspection in December 2018, the area engineer did not notice any speeding in the area at that time. A 24hr speed survey was subsequently carried out for Lismore Road. The results of the speed survey came back with readings of 10.88% speed violation and after studying the 85th percentile reading its only 29km/h during the 24hr period. With this information it is not be recommended to have ramps installed.

This area is within the new speed limits set by Dublin City Council for residential areas. As part of the new limits, "Speed Limit" signs are erected at all points where there is a change of speed limit. Incorporated into these new signs there is a "Home Zone" and "Slow Zone" sign along with the speed limit. This is to warn motorists that it is a residential area and to expect children.

Q.30 Councillor Carolyn Moore

To ask the area manager to support the work being undertaken by the organisers of the D12 Bike Bus, and to urgently implement measures that will make it safe for children to cycle from this local area to Riverview Educate Together National School in Dublin 12. These measures include:

- Providing segregated cycling on the existing bike lane on Cork Street, Dolphin's Barn and the Crumlin Road.
- Continuation and physical protection of the bike lane through Crumlin Village, along St. Agnes' Road and through Crumlin Cross.
- Priority lighting sequences at junctions - Crumlin Children's Hospital and Crumlin Cross in particular - for cyclists and pedestrians (eg flashing amber bike lights to show during pedestrian crossing)
- Removal of 'kissing gates from parks so children can cycle through.

Reply:

The Sustainable Mobility & Projects Division is looking at the scope of the work and the measures that can be taken to provide safe walking and cycling facilities in the area and vicinity of the School. We will then submit a report of our findings in time for the December SEAC Meeting.

The following paragraph below explains the signalling infrastructure in currently in place. .

Please note the following signalised controlled junctions operated by DCC and connected to our SCATS Adaptive Traffic Management System are on the Riverview ETNS Bike Bus Route:

- Site 325: Crumlin Road @ Iveagh Gardens
- Site 629: Crumlin Road @ Rafter's Road
- Site 395: Crumlin Road @ Cooley Road
- Site 390: Crumlin Road @ Kildare Road
- Site 945: Crumlin Village @ Windmill Road/St. Agnes Road

Also on the route but not on SCATS is:

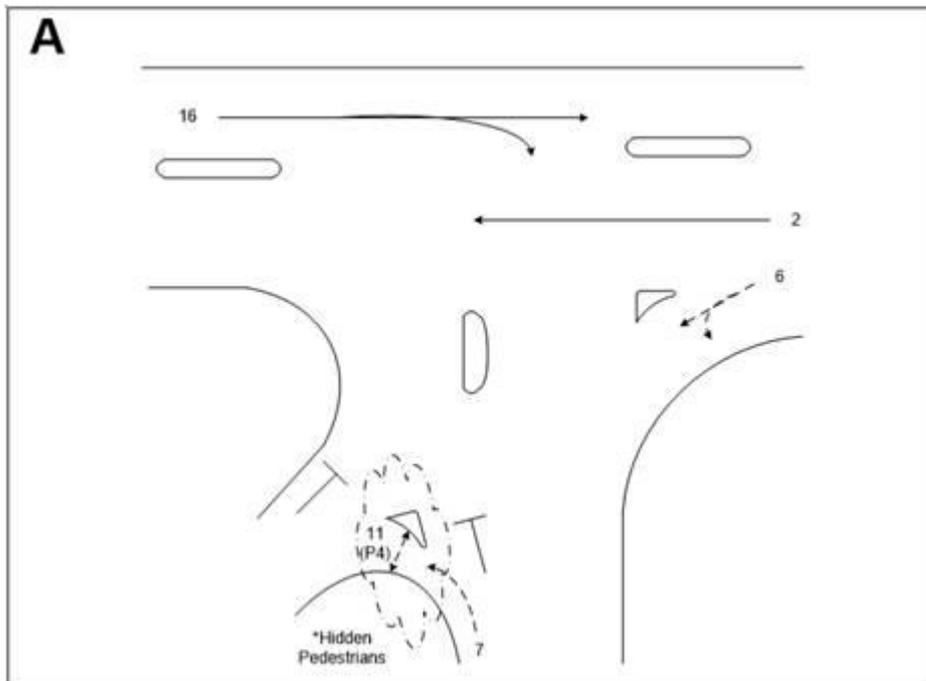
Site 520: St. Agnes Road @ the Church

We have varied the normal operation of SCATS at these sites to assist the Riverview Bike Bus in the morning and afternoon as follows:

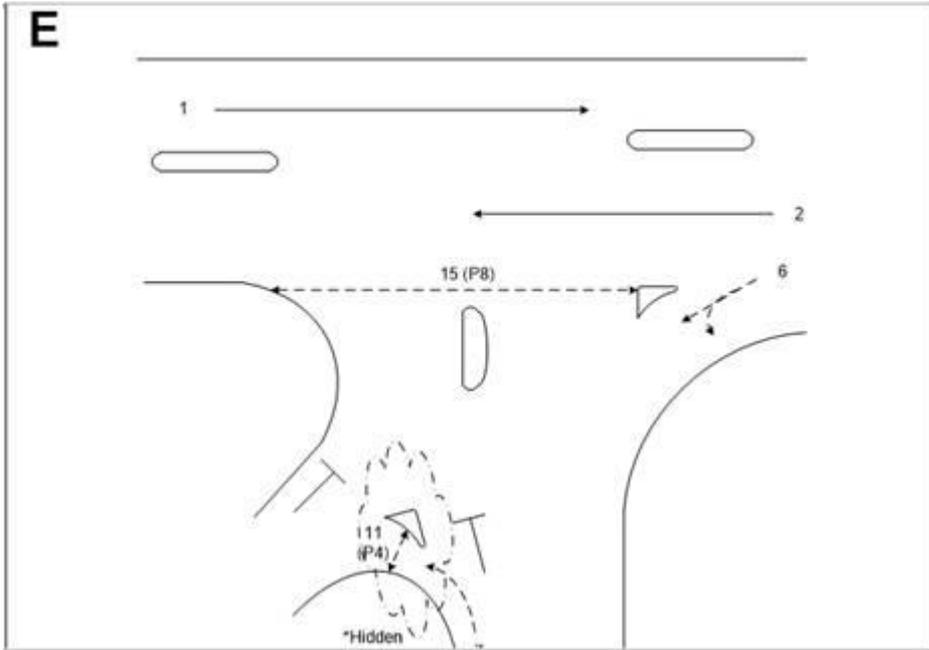
Pedestrian crossings at Sites 325, 629, 395 and 945 have been put on permanent demand in the AM and PM meaning they run each cycle without the need for the

pedestrian push button to be demanded. Additional green time has also been allocated to these crossings during these periods. These measures are to assist school children and adults wishing to join the Bike Bus en route and also to slow down vehicular traffic. These changes currently operate from 7.30 to 8.15 and from 12.40 -13.00 and from 13.30 to 13.50.

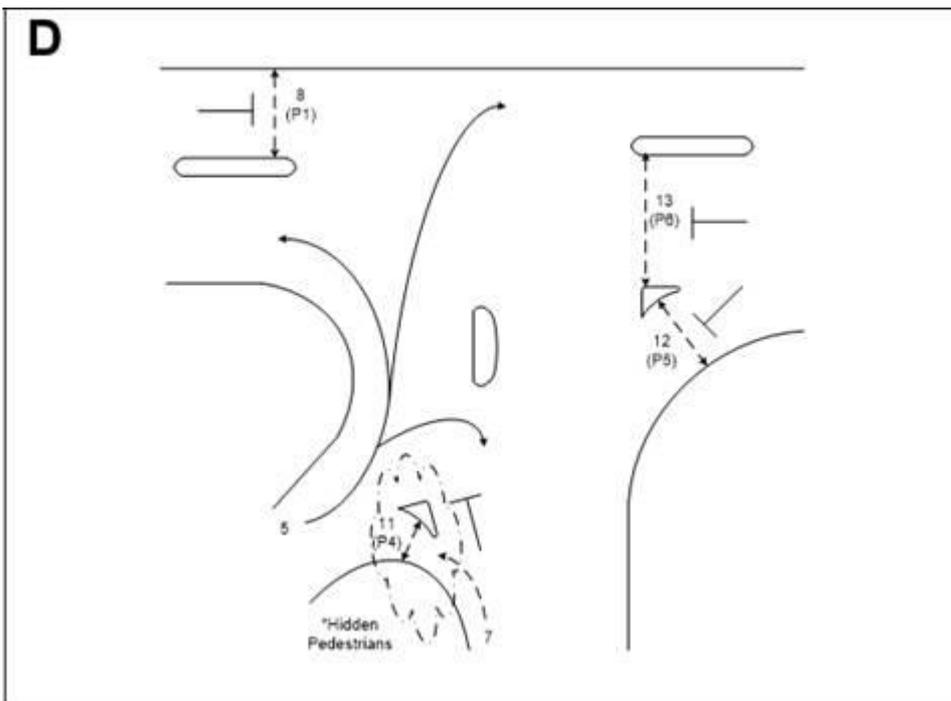
Site 390: Crumlin Road @ Kildare Road AM (to school) operation: Please note there are two opportunities or traffic phases in which the Bike Bus cyclists can travel from Crumlin Road to St. Mary's Road. In A Phase (shown below) cyclists can proceed with caution through the junction using the flashing amber, however, there is opposed right turning traffic from Drimnagh Road.



The second opportunity occurs in E Phase as shown below. In this phase, cyclists can proceed with caution through the junction to St. Mary's Road with no opposed traffic as the pedestrian crossing (P8) runs in this phase. Since this phase is guaranteed to run for at least 26 seconds and, since there is no opposing traffic turning from Drimnagh Road, we propose to place this pedestrian crossing on permanent demand to ensure that it runs each cycle thereby providing a better opportunity for cyclists from Crumlin Road to cross this junction in the morning. We have also varied the normal operation of this phase to allow for a longer All Red after E phase to give cyclists more time to safely clear the junction before subsequent traffic phases commence.



Site 390: Crumlin Road @ Kildare Road PM (from school) operation – please note that traffic/cyclist movements from St. Mary’s Road to Crumlin Road occur in D Phase (see below). We propose to modify the usual operation of D Phase, at specific times in the afternoon, to ensure that the traffic signal controlling movements from St. Mary’s Road to Crumlin Road runs for a minimum green time of 15 seconds as opposed to the standard minimum green time of 6 seconds. We will modify this arrangement as appropriate. It would be particularly helpful if the Bike Bus/Area Engineer could provide us with a specific time interval when they expect to arrive at this junction to allow us to provide more targeted measures. We have also added a longer All Red following phase D to provide the cyclists with greater time to clear the junction before subsequent traffic phases commence.



In relation to the request for removal of kissing gates from Parks, if there are particular parks that the D12 Bike Bus are referring to Parks can examine the request on a case by case basis, however, kissing gates are an essential means of deterring scramblers and horses from gaining entry to some of our parks so their removal would have to be given careful consideration. The route the D12 bike bus travel, as advertised online, is past Bunting Road Park, which does not have kissing gates along Bunting Road side.

Q.31 Councillor Carolyn Moore

To ask the area manager if litterbins can be provided in Mount Pleasant Park, which is now frequented by people eating and drinking outdoors, with no bins available for rubbish.

Reply:

There is currently one bin just outside the park entrance at the Ranelagh end of the park, which is considered sufficient for a park of this size.

It is also visited by park staff to undertake regular maintenance including litter removal.

Q.32 Councillor Carolyn Moore

To ask the area manager to ensure that the following improvements to mowing practices are implemented in the local area, in keeping with the terms of the mowing contracts laid out below:

- Prevent the shredding of rubbish and litter by council mowing operations by ensuring that rubbish is collected before the grass is cut. When rubbish is shredded by the mowers, it worsens the appearance of litter and means that instead of collecting one object, people have to pick up 20 smaller pieces of the object. The council's grass cutting contract requires that grass should be cut once every two weeks, weather permitting, all year around. The contract requires the removal of incidental litter during each site visit and prior to mowing to prevent shredding. This is not happening in this local area. (see photo attached)
- Prevent the spreading of grass along adjoining streets and paths after it has been cut. The contract states: "In the event of grass mowing being deposited on footpaths, roadways, the contractor shall collect the mowings and leave the area in a neat and tidy condition." This is not happening consistently in this local area.

Reply:

Having spoken to the contractors, their procedure for removing litter prior to cutting is, as they arrive with their mowers they first walk and litter pick the grass that is due to be cut. Then they start cutting the grass with mowers. On occasion, they may have missed a piece of litter in deeper grass, or it can blow in from the street just as the mower passes over and it will be shredded. I have instructed the contractor that when this occurs, stop the mower and remove the shredded litter.

All the contractors bring blowers with them, after they return mowers to the trailers or vans they are instructed to blow the footpaths clean where necessary. However, blowing excess grass off busy roads can prove to be difficult and dangerous at times, but where it is safe to do so, the contractors will do so.

Q.33 Councillor Carolyn Moore

To ask the area manager if the following provisions can be made to ensure prompt and effectual cleaning of greens and public areas after Halloween:

- That the council should arrange to place skips on greens or in estates in advance of Halloween to allow residents to legally get rid of household rubbish that might otherwise be burned.
- That the council would liaise with companies situated in industrial units, which are known to be a source of waste in an effort to help reduce the possibility of large quantities of industrial waste being collected here, such as those on Stannaway Road and Clonard Road, where much of the material for the Lismore Road bonfire is collected.
- That the council would liaise with local clean up groups and RAs to coordinate the removal of bonfire material
- That the council would undertake to ensure that when the green areas are cleaned, that they are cleared of all nails, sharp glass, and metal left after the bonfire. In the past, the larger material was removed, leaving behind smaller debris, dangerous to children.
- That the council would undertake to dig the soil up where grass has been scorched and replant grass seed immediately after Halloween.

Reply:

A clean-up crew will be arranged to clean up bonfire material on open spaces, however grass seed will not germinate in winter so re-seeding will not take place until spring.

There are no plans to provide free skips prior to Halloween in the South East Area.

Dublin City Council provide a bulky waste removal service. The initial cost of the service will be €40.00 per collection. A maximum of five (5) individual items can be presented at any one collection. (A three-piece suite of furniture would be classed as three items and not one item) If you wish to have more than five (5) items collected then an additional €40.00 charge will apply per additional five (5) items

Waste Enforcement Officers and Litter Wardens are visiting premises, which could be considered to be potential sources of bonfire materials. They are advising the businesses on the issues and storage of their waste/stock and associated items such as pallet trucks and trollies etc.

We would appreciate any information that the Community Groups and Residents Associations can give regarding the storage of bonfire materials. All information is treated in the strictest confidence.

Q.34 Councillor Carolyn Moore

To ask the Area Manager can he please assist the following individual with sourcing alternative accommodation. This lady is a single mum who lives with her daughter currently in this rented accommodation through HAP; however, the apartment is very sub-standard. There is just one bed, no kitchen, it is very cold and damp with a lot of mould, and the mother suffers with many respiratory health problems as a result, which has been confirmed by medical professionals. Can the Manager please investigate this property and try to find a solution for this family.

Reply:

The above property was inspected in February 2020 under the Housing (Standards for Rented Houses) Regulations 2019. A number of issues were identified which were rectified by the landlord by early September.

However, the tenant has recently submitted further complaints regarding this property to the section, which have been brought to the attention of the landlord by the Environmental Health Officer. A further inspection of the property will be undertaken.

Q.35 Councillor Carolyn Moore

To ask the area manager for a full report on what is being done/has been done about serious and on-going breaches of health and safety guidelines at Monarch Steelworks, Clogher Road, putting nearby residents and their properties in danger, including:

- Long, heavy lengths of steel being transported on a forklift, overhanging property boundaries, adjacent to where children play.
- Failure to secure heavy loads or install an adequate safety screen to prevent them falling into or on adjoining properties.
- Welding taking place on the grounds of the premises with resultant fumes, sparks and debris travelling into adjacent gardens.
- Irregular hours of operation causing disruption to nearby residents.

Reply:

The issues raised by the Councillor are not planning enforcement matters they are issues for the consideration of the Health and Safety Authority who may be contacted at 1890 289 389 (between 9:00am and 3:00pm, Monday to Friday) or written to at: **Head Office:** The Metropolitan Building, James Joyce Street, Dublin 1, D01 K0Y8.

There are no hours of operating restrictions in respect of these premises, as the use has been ongoing at this location for in excess of 30 years.

The complainant in this case has been made aware of these facts many times in the past.

Q.36 Councillor Danny Byrne

To ask the manager for an update re serious overcrowding in the home of details supplied and if alternative accommodation can be found.

Reply:

The above applicant is on the Housing List with a Medical Priority with an application date of 14/02/2017, and the applicant holds the following positions on this list:

Area	Bedsize	Position
Area M	3	5

The applicant was recently awarded a medical priority effective from 13/09/2020. It may benefit the applicant to increase her areas of choice as it may increase her chance of being housed in a shorter timeframe. Housing Advisors are available (Monday to Friday via phone 9am – 1pm) to discuss options with the applicant should she wish to amend her application to include additional areas of choice.

The applicant will be considered for offer when accommodation to meet her household need becomes available and according to her position on the list.

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

Q.37 Councillor Danny Byrne

To ask the manager if the depot serving the Dublin 2 area has been changed recently. Residents report a deterioration in the street cleaning / maintaining, service.

Reply:

In June 2019, a new area structure was introduced for Dublin City Council that increased the number of Local Electoral Areas from nine to eleven. The Northside have five LEA's, the Southside have six LEA's. This had a direct impact on the structure of our street cleaning service. Historically, Waste Management Services have sectioned the DCC administrative area into six smaller, more manageable waste management areas and local management teams in each area work closely with our colleagues in the Area Offices.

When boundary changes were introduced as part of the new area structure, changes to waste management areas were also introduced to align our areas with the new Local Electoral Areas.

Our Bow Lane Depot used to look after the whole Dublin 2 area. A direct result of these changes is that part of the Dublin 2 area is now serviced from the WMS Central Area's Aldborough Parade Depot. A dedicated team is servicing the Dublin 2 area from 6am – 1pm Monday to Friday and a supplementary service is also in operation in this area from 2pm – 9pm Monday to Friday and 10am – 6pm Saturday and Sunday.

It is disappointing to hear that a deterioration in the standards of street cleaning to this area has been reported by some residents. We have very high standards across all of our waste management areas and will closely monitor the Dublin 2 area to ensure it meets these high standards.

Q.38 Councillor Mannix Flynn

Can the manager have the footpaths at 56 Kells Road, Crumlin, Dublin 12 immediately repaired and reinstated as a matter of urgency?

There has been many trips and falls here as the path is completely broken and crumbling. This footpath needs to be repaired/replaced and a proper dish put at this location. It was reported to me that a child had tumbled out of a pram here. See photos attached.

Reply:

Repair works will be scheduled for this location as soon as possible.

Q.39 Councillor Mannix Flynn

Can the manager address the issue of the anti-social behaviour and fireworks attacks that are happening in and around Glovers Court and the York Street Area? This report to include all correspondence with an Garda Síochána and DCC estate management. Also, a full break down of what CCTV footage has been captured in and around York Street and the Glovers Court flat complex. Also, who monitors this CCTV footage? And what reporting mechanisms and responses are in place to deal with such incidents like fireworks being deliberately thrown into peoples' homes, passing vehicles and passers-by from Dublin City Council's housing estate?

Reply:

The South East Area Office received a complaint of fireworks being discharged from the courtyard in Glovers Court a couple of weeks ago. Our Estate Management team investigated this incident and followed up this complaint with An Garda Síochána. There was also an incident over the weekend where some fire damage was caused to the surface of the play area. A recent meeting took place with An Garda Síochána in relation to reports of anti-social behaviour in Glovers Court. As a result, Garda patrols have now been increased in Glovers Court and its environs. If the Councillor receives

any further complaints, please forward them to this office? Our estate management team will investigate these complaints. Whilst the CCTV is unmonitored, there is a recording facility, which enables designated persons to review footage within a 30-day period. Reporting mechanisms/ responses in relation to the anti-social behaviour mentioned in the councillor's question are that they should be reported in the first instance to the Gardaí for immediate response. At the same time, it is important that complaints are also reported to our Estate Management Section. A combined effort from the Gardaí and the Estate Management team, particularly where CCTV is available, can assist the Gardaí with their investigation. Person or persons identified as tenants of Dublin City Council involved in anti-social behaviour will be investigated thoroughly under Dublin City Council's Estate Management Strategy. Housing Maintenance are currently examining a proposal to put new entrance gate(s) at Glovers Court to improve security and which essentially will allow access only for tenants residing at Glovers Court.

Q.40 Councillor Mannix Flynn

Can the manager have regular checks conducted in the Camden Street/Wexford Street/Grantham Street area regarding illegal street furniture? Also, where there is legal street furniture licences that these premises are now putting out extra tables and chairs that are simply taking over the footpath. See photos attached.

Reply:

Regular checks are taking place and will continue in this area. An Enforcement Notice has been issued to a premises on Camden Street. There was no unlicensed furniture on Wexford St when it was last inspected on 30th September 2020 and Grantham Street will be inspected in the coming week.

We will continue to monitor these and other streets in the area going forward.

Q.41 Councillor Mannix Flynn

Can the manager issue a report about the removal of litter bins from Camden Row and also Heytesbury Street and also what provisions are to be made for the reinstatement of litter bins in this area? Can this report also include the list of locations where bins have been removed and where there have been replacements in the SEA in the past number of years?

Reply:

The litter bin on Camden Row was removed as it was damaged beyond repair and a replacement bin will be installed there in the near future. The knocked-over litter bin on Heytesbury Street was refitted straight away and not removed. We see the removal of litter bins due to either being used for the illegal dumping of domestic waste or being constantly vandalised, as a last resort. In line with this policy, we have not been removing litter bins from the South East area in recent years. However, in recent months we had to remove a litter bin from St Patrick's Villas, Ringsend as the amount of dumping in and around the bin was causing great distress to the nearby residents.

Q.42 Councillor Mannix Flynn

Can the manager give an update on the report that I called for regarding the number of vehicles, motor cars vans parked in flat complexes and DCC housing estates in the SEA?

Reply:

It is not possible to submit a comprehensive report on the number of motor cars/vans and other vehicles that park within our complexes/housing estates on any given day, month or on an annual basis. For example, tenants going to and from work, tenant's

visitors, City Council staff attending to maintenance work. We also have older tenants and those tenants with certain medical needs. These tenants would depend on frequent visits by HSE staff and in some cases may need overnight visits. There is also unauthorised parking in some complexes. We do have parking permits for tenants and their visitors within our housing complexes, and housing estates. However, these permits can increase or decrease depending on demand. Permit parking acts as a preventative measure to discourage unauthorised vehicles parking within our housing complexes and housing estates.

Q.43 Councillor Mannix Flynn

Can the manager give a full report with regards the intended demolition and regeneration of the Glovers Court flat complex? This report to include a full statement of intent from DCC as to the future of this block of dilapidated and unfit housing at this location.

Reply:

A feasibility study is near completion. It would appear at this initial stage that the most viable option is to demolish the block of flats and to build more and better homes on site.

The Housing and Community Services Department is endeavouring to expedite the regeneration of Glovers Court. Notwithstanding, the City Council applies for funding from the Department of Housing, Planning and Local Government under its Social Housing Capital Investment Programme. This involves a four-stage approval process.

A stage 1 application will be submitted to the Department of Housing, Planning and Local Government by the end of 2020.

Q.44 Councillor Mannix Flynn

Can the manager conduct a feasibility study with regards improvements for Elizabeth O Farrell Park at City Quay?

Reply:

There are currently no plans for a redesign of Elizabeth O Farrell Park. However, a bench has been requested and this will be considered for 2021. The park is currently maintained on an ongoing basis to a good standard and is in frequent use by the local community.

Q.45 Councillor Mannix Flynn

Can the manager please address the issue of illegal dumping on a plot of derelict land at the west side of Lombard Street East? This site has had furniture and bags of rubbish dumped on it on a regular basis.

Can the manager confirm whether this land is owned by DCC?

Reply:

This area will be monitored by the Litter Warden. He will liaise with Property Development with regard to the ownership of the site and take appropriate action.

The land referred to above is not in the ownership of Dublin City Council.

Q.46 Councillor Mannix Flynn

Can the manager issue a full report with regards the makeup of the membership of the SEA Drug Task Force, the south central area drug task force and the central area drug task force?

Reply:

The Drug Task Forces listed above operate under the auspices of the HSE and we will write to the HSE regarding the membership of same.

Q.47 Councillor Kevin Donoghue

To ask the manager how many permits have been granted to construction companies to derogate from the regularly permitted construction hours in the South East Inner City.

Reply:

The Planning Authority has granted 174 requests from January 2020 to the end of September for an extension to the permitted working hours from 22 development sites in the South East Inner City.

Q.48 Councillor Kevin Donoghue

To ask the manager is there have been reports of drainage issues at (details supplied) and if the council has plans to do anything about it.

Reply:

Housing Maintenance Choke Car Service attended to a blocked shore at 34 details supplied and cleared this blockage on 1st October. We have no other reports of drainage issues here.

Q.49 Councillor Kevin Donoghue

To ask the manager for an update regarding the Cabbage Patch.

Reply:

The South East Area Office has been working with a wide range of stakeholders over the last few years for the betterment of the Cabbage Patch in Dublin 8. This culminated last year in a public consultation where local residents were asked their views on key priorities for the future of the Cabbage Patch and among the items suggested were the refurbishment of the football pitch, play facilities for children and improved security. Last year we held a number of family friendly events during the summer, which were very successful, and we also organised a movie show and activities for last Halloween, which were very well received. Unfortunately, the impact of Covid-19 has seriously impacted our progress, as we have been unable to arrange events within the Cabbage Patch this year, as we would have liked. Tenders have issued for the refurbishment of the football pitch in the Cabbage Patch. However, the pitch refurbishment can only go ahead if the anti-social behaviour is under control and we are working proactively with An Garda Síochána in this regard.

Any plans for play facilities in the Cabbage Patch will depend on funding being available for next year.

Q.50 Councillor Kevin Donoghue

To ask the manager to fix the broken railing along (details supplied)

Reply:

Housing Maintenance have logged this job for inspection and if deemed in need of repair, all necessary works will be carried out.

Q.51 Councillor Kevin Donoghue

To ask the manager if it would be possible to provide planters or additional planting boxes for Whelan & O'Rahilly House in Ringsend.

Reply:

Planter boxes can be provided to community spaces as part of the Community Section's Friends of Green Spaces initiative, which involves local groups and volunteers working in partnership with Dublin City Council. Under this initiative, planter boxes and flowers/shrubs can be provided by Dublin City Council with a commitment from local groups/volunteers to maintain the boxes going forward. Whelan & O'Rahilly House will be examined as a suitable space in the next roll out of planter projects.

Q.52 Councillor Kevin Donoghue

To ask the manager if we could look to improve facilities at Elizabeth O Farrell Park including the introduction of benches and the dog waste facilities.

Reply:

Parks Services will arrange to install a new park bench in Elizabeth O Farrell Park on a trial basis and if successful will install additional benches as required. It is not policy to install dog waste facilities in public parks: dog owners are encouraged instead, to dispose of their dog waste in a responsible fashion. There is a bin located outside the park.

Q.53 Councillor Kevin Donoghue

To ask the manager if there is an update on the use of grafstop in the area and if there have been more trials approved.

Reply:

There have been issues identifying suitable locations for the trial of the Grafstop. 2 locations, although deemed suitable for the application of the sealant have not ultimately had sealants applied because the required waivers were not signed by all parties.

A new candidate site in the Portobello Area has been identified and is very keen to participate in the trial. The contractor has been asked to assess the suitability of the wall and if deemed appropriate a waiver will be issued immediately to allow the Grafstop to be applied. (Assuming the required waiver is signed.)

Q.54 Councillor Kevin Donoghue

To ask the manager if there is an update on the application for the development of the old DIT Kevin Street site.

Reply:

The Planning Authority sought additional information from the applicant (GA Development Dublin ICAV) on 17th July 2020. The applicant has six months to respond to this request. However, it is anticipated that the applicant will submit the information before that date. On receipt of the information, the Planning Authority will have 8 weeks (application was supported by Environmental Impact Assessment Report) to assess the submitted information before making a final decision.

Q.55 Councillor Pat Dunne

Can I have a report please regarding the upgrading/refurbishment of our Older Persons' accommodation at Ravensdale Close?

Reply:

The City Architects Section is currently finalising a feasibility study for the complex. Once this has been completed, a decision will be made on any future regeneration of the complex.

Q.56 Councillor Pat Dunne

Can the Kells Road, Leighlin Road Green be considered for improvements including planting and footpath upgrade as part of the discretionary fund?

Reply:

Any spend from the Discretionary Fund in 2021, should there be one, will be agreed following the adoption of the 2021 budget.

Q.57 Councillor Pat Dunne

Can a welcome to Crumlin stone sign be installed on the triangular pocket park on the Crumlin/Old County Road?

Reply:

This matter can be considered in the context of next year's Discretionary Budget should there be one. In the interim, it is proposed to prioritise signage to Kimmage, as there are already a number of 'Welcoming' signs for Crumlin.

Q.58 Councillor Pat Dunne

Can I have a report please on the plans by the Crumlin Area Office to ensure that bonfires are kept to a minimum and that where there have been bonfires that a full clean-up be carried out in the immediate aftermath?

Reply:

As part of the Halloween Response Group, Waste Management Services will ensure that bonfire sites in public places in this area, which comes under our remit, will be cleaned up within a short period of time.

The Halloween response group has begun to coordinate the resources available from the various departments involved tackling the issues of bonfire stockpiling. Waste Management Services will provide normal day-to-day removal of materials in cooperation with the Area Depts. Additional resources including an on call response service will be provided in the 10-day period leading up to Halloween night with the availability of removal services provided up to 9pm each night.

The group comprises of the Waste Management Division, Waste Enforcement Unit, Area Departments, Parks and Landscape Services and the Housing Department who will all contribute a variety of resources dedicated to addressing stockpiling in their respective areas in the lead up to the Halloween period. Further support and input into the group will be provided by the customer services centre, media relations team and Dublin Fire Brigade

Waste Enforcement Officers and Litter Wardens are visiting premises that could be considered to be potential sources of bonfire materials. They are advising the businesses on the issues and storage of their waste/stock and associated items such as pallet trucks and trollies etc.

Q.59 Councillor Claire Byrne

To ask the Area Manager can he please provide an update on the delivery of the Fitzwilliam Cycle Route.

Reply:

The design of the drainage network is causing some delay to the project and now requires the input of a cellar survey to finalise the design.

Dublin City Council expects to implement an interim cycle route informed by the Fitzwilliam Cycle Route by the end of October.

Q.60 Councillor Claire Byrne

To ask the CEO when can we expect a report on the following trial Covid Mobility measures and can the CEO confirm whether these were successful and whether they will be made permanent:

- Grafton Street Quarter Pedestrianisation Trial
- Pigeon House Road mobility measures

Reply:

A report detailing the Grafton Street Quarter Pedestrianisation Trial including recommendations is being finalised.

A report on the Pigeon House Road Filtered Permeability Trial will be presented at the November South East Area Council Meeting.

Q.61 Councillor Claire Byrne

To ask the Area Manager can he please assist the following: The family are living in a very overcrowded situation in the two bedroom flat, and the youngest has epilepsy and behavioural issues, which are compounded by the living situation. Can the Area Manager please work to find more suitable accommodation in the area or close by for this family?

Reply:

The above applicant is on the Housing List with a Medical Priority with an application date of 14/02/2017, and the applicant holds the following positions on this list:

Area	Bedsizes	Position
Area M	3	5

The applicant was recently awarded a medical priority effective from 13/09/2020. It may benefit the applicant to increase their areas of choice as it may increase their chance of being housed in a shorter timeframe. Housing Advisors are available (Monday to Friday via phone 9am – 4pm) to discuss options with the applicant should they wish to amend her application to include additional areas of choice.

The applicant will be considered for offer when accommodation to meet their household need becomes available and according to their position on the list.

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

Q.62 Councillor Claire Byrne

To ask the Area Manager can he please respond to the following constituent questions in relation to the current works being carried out on the upper lawn on St Patrick's Park:

- 1: Who came up with concept?
- 2: When did this person come up with the concept?
- 3: Who established there was a need for this design instead of keeping the existing lawn?

- 4: What were the details of the need/requirement?
- 5: When was the tender advertised?
- 6: How long was the tender process?
- 7: How many companies were involved in the tender process?
- 8: Who won the tender process?
- 9: What was the budget?
- 10: When was the design signed off?
- 11: Who signed it off?
- 12: Was a consultation programme carried out with the local community?
- 13: Was notice of work advertised within the park or elsewhere?
- 14: Was notice of work advertised on the internet or social networks associated to Dublin City Council?
- 15: Was any local impact assessment carried out?
- 16: Was any consideration given to the timing of the work being carried out due to Covid19 restrictions?
- 17: Who is responsible for delivering the work?
- 18: Are there costs involved in the upkeep of the sculpture garden? If so, what are they?

Reply:

There has been only one complaint registered in relation to the landscaping works on the upper terrace at St Patricks Park and it was responded to. It concerned the loss of green space. Other than that, the works have been well received and it is not accepted that there has been any loss of greenspace. In fact, the Parks Service has done a lot of work in recent years to increase the tree canopy cover and greening of the area, which is evident along Nicholas Street and High Street. We have also opened the Peace Garden, which was closed to the public for over 10 years.

In relation to St Patrick's Park, there has always been ornamental planting on this space and the new scheme of planting is in keeping with that, albeit of a different style. I think the new trees and planting will bring a lot of joy to the local community and visitors alike and the majority of the space in the park still remains as amenity grassland.

City parks have never been busier than during the Covid pandemic and there is a real appreciation now of the health and well-being value of parks, trees and being close to nature. In this regard, the planting will be pollinator friendly and so will enhance biodiversity in this part of the city.

The works were conceived and designed in-house by our team of landscape architects and the works were tendered in accordance with procurement procedures. The scheme will be maintained by DCC staff who do an excellent job which was acknowledged recently with the award of a Green Flag which is an international standard administered by An Taisce.

Q.63 Councillor Claire Byrne

To ask the Area Manager can he please provide an update on the development of the Poolbeg West SDZ, in particular in relation to the competitive process for the Irish Glass Bottle Site, and can the Area Manager confirm whether the commercial agreement has been agreed between DCC and the Department given we have a new Minister for Housing.

Reply:

The update is that following an Oral Hearing, An Bord Pleanála's decision on the Poolbeg SDZ Planning Scheme, issued in April 2019, contained the following modification (No. 3):

“10% of new residential units provided on the lands included in this Planning Scheme shall be delivered as social housing in accordance with an agreement made with the planning authority pursuant to section 96 of the Planning and Development Act 2000, as amended.

- Prior to commencement of development, subject to confirmed funding and value for money considerations, a commercial agreement shall be entered into between Dublin City Council, the Department of Housing, Planning and Local Government and the owners/developers of the residential element of the Planning Scheme for the delivery of 15% of the residential units approved on the lands included in this Planning Scheme for social and affordable housing purposes. These units shall be additional to the housing provided for social housing purposes as required above.”

The City Council will then commence negotiations in relation to the requirement to enter a tri-partite commercial agreement for the delivery of 15% of the residential units for social and affordable purposes, as soon as the new owners are confirmed.

Q.64 Councillor Claire Byrne

To ask the Area Manager can he please review the kissing gate on Sean Moore Park as it is causing accessibility issues for many people.

Reply:

Both kissing gates, from which you can access Sean Moore Park via Sean Moore Road were inspected recently and considered to be operating satisfactorily.

However, the kerb closest to the access gate at Clan na nGael, Fontenoy GAA club is not dished and may be causing accessibility problems to many park users.

We will discuss this with our colleagues in Roads & Traffic and see if dishing the footpath can be undertaken as a matter of priority to improve accessibility.

Q.65 Councillor Claire Byrne

To ask the Area Manager could he please examine the following regarding the segregated cycle route on Wexford Street / Camden Row:

'They've installed wands on the east side of Wexford Street (which is great)... but they've extended them, beyond the right turn (west) down Camden Row. So basically if you're trying to turn right on a bike, you can't, as it only becomes clear in front of Fresh. Photo attached is it makes it any clearer.'

Reply:

This is being examined by the engineer to determine if a gap is required to facilitate a cyclist making a right turn into Camden Row.

Q.66 Councillor James Geoghegan

To ask the South East Area manager to consider the following submission from the Ailesbury Road Residents' Association and consider what works can be done.

“Ailesbury Road is used by a constant flow of pedestrians, joggers, cyclists, schoolchildren and traffic. As winter approaches the lighting along the road is greatly reduced thereby affecting the safety of all of these people. This has been an issue constantly raised by residents, which we have tried to address from time to time over decades. We have been told the lights are being replaced by LED as the need arises but it really is totally inadequate and we ask that it be reviewed by an expert before the darkness sets in.

In tandem with this we find that traffic functions much better when the road lines and junctions are freshly painted - in particular the yellow boxes at the notorious Donnybrook junction. We also believe that a clear positioning arrow at the bottom of the road to turn right onto Merrion Road would ease the blocking of those cars wanting to drive straight ahead - likewise from the Sydney Parade or the Ballsbridge direction at that same crossroads.

From the residents point of view it would also be a safety improvement if the ends of designated parking on the road were not so close to the gates of the affected homes. There is considerable construction related traffic constantly parked on the road and it is very difficult to see past these vehicles if they are right up against the entrance/exit. It is a huge worry that a cyclist or vehicle is coming that cannot be seen and often we have to guess if the way is clear. A small amount of extra space at the outer limits would enhance visibility. We ask that an engineer or appropriate expert review this as it is very evident upon visiting the road during work hours."

Reply:

The submission from the Ailesbury Road Residents' Association is noted and is listed with the Area Engineer for examination and report to the Transport Advisory Group, the Councillor will be informed of the outcome. Enquiry No. 7017242 refers.

The light fittings on Ailesbury Road between Anglesea Road and Seaview Terrace were replaced with LED lanterns in 2015. The remaining low-pressure sodium (orange colour) lights will also be replaced with LED lanterns as part of a future lighting upgrade project.

We consider the installation of additional lighting on Ailesbury Road is not required. However, we will contact the Parks Division to request that the trees be pruned where necessary.

Q.67 Councillor Anne Feeney

To ask the Manager to repair the pothole outside (details supplied) and to advise the Councillor as to when Mayfield Road East and Hannaville Park roads will be resurfaced.

Reply:

A temporary repair to the pothole at details supplied will be carried out. Mayfield Road East and Hannaville Park will be examined for consideration for inclusion in Road Maintenance Services' 2021 Carriageway Resurfacing Programme.

Q.68 Councillor James Geoghegan

To ask the manager if he will investigate Leeson Street Bridge where the shores are sinking causing a very dangerous situation for motorists and cyclists.

Reply:

On inspection, no sinking gullies were noted on Leeson Street Bridge. Could confirmation of location please be provided to madeline.mcnamara@dublincity.ie for further investigation?

South East Area - TAG Meeting Minutes for Noting

(Area Committee Date: 09/11/2020)

Item	Enquiry	SP Ref	Topic	Road	Post	Request Description	Tag Result	Tag Comments	Request By	Received	Sec
1	7016775		Disab Park Bay General	DUNVILLE AVENUE (SE)	Dublin 6	Disabled bay at the shops.	Not Recommended	With regards to the shops on the north side of Dunville Avenue (nos. 32 – 42) requiring a disabled persons' parking bay, it is confirmed that one already exists in front of 42 Dunville Avenue. An additional disabled persons' parking bay is not recommended. The current disabled persons' parking bay however, is not prominent in appearance and therefore it is recommended that it be repainted (Disabled Person's Parking RRM 015). The road marking should also be accompanied with the Sign F 204: Disabled Person's Parking.	Member of the Public	09/09/2020	0
2	7016776		Double Yellow Lines (Extend)	ORWELL ROAD (SE)	Dublin 6	to have the double yellow lines repainted and extended away from the bend	Recommended	<p>Following a site inspection of the Orwell Road / Rostrevor Terrace junction, it is recommended to repaint double yellow lines on the west side of Orwell Road, starting from the junction and extending 10metres in the north westward direction (Site Asset 200,023.00 STAT: Double Yellow Lines 19853).</p> <p>It was also confirmed there exists an 8metre long gap in the double yellow line stretch on the east side of Orwell Road in front of Lamp Standard 23. It is recommended to repaint these double yellow lines to prevent vehicles from parking in the location.</p> <p>Further, it is recommended to install double yellow lines on the east side of Orwell Road at the southernmost entrance to Marianella Apartments; specifically on the north side of the aforementioned entrance (as double yellow lines already exist on the south side of this entrance).</p> <p>STAT: Install double yellow lines on the east side of Orwell Road starting at the Orwell Road / The Avenue junction and extending in the northward direction for 8metres.</p>	TD	10/09/2020	0
3	7017060		Children Crossing Sign	DUNVILLE AVENUE (SE)	Dublin 6	signs on Dunville Avenue.	Recommended	<p>Following the Area Engineer's site inspection, it is recommended to repair and manoeuvre the W141: School Ahead sign on the south side of Dunville Avenue back into its original position. The sign is currently bent, and turned inwards to the footpath. The sign is to be fixed and turned to face east (i.e. facing traffic that is driving in the westward direction). For clarity of the sign's location, the W141: School Ahead sign is located on the south side of Dunville Avenue, 8metres west of the Dunville Avenue / Annesley Park T-junction.</p> <p>Additionally, it is recommended to manoeuvre the Ramps sign on the north side of Dunville Avenue back into its original position. The sign is currently turned inward to the footpath. The sign is to be turned to face west (i.e. facing traffic that is driving in the eastward direction). For clarity of the sign's location, the Ramps sign is located on the north side of Dunville Avenue, 8metres west of the Dunville Avenue / Annesley Park T-junction. The signs have been attended to as of 16/10/2020.</p>	Member of the Public	25/09/2020	0



South East Area - TAG Meeting Minutes for Noting

(Area Committee Date: 09/11/2020)

27/10/2020

7 Items

Page 2 of 3

Item	Enquiry	SP Ref	Topic	Road	Post	Request Description	Tag Result	Tag Comments	Request By	Received	Sec
4	7017096		Disab Park Bay Resid (Rescind)	CHERRYFIELD AVENUE LOWER (SE)	Dublin 6	at 35 Cherryfield Avenue Lower in Ranelagh.	Recommended	Rescind current disabled parking bay outside 35 Cherryfield Avenue Lower provide white lines to join existing residential permit parking bays.	Member of the Public	28/09/2020	1
5	7017474		P&D/Permit Parking (Rescind)	WATERLOO ROAD (SE)	Dublin 4	outside 85.	Recommended	It is recommended to rescind the Pay & Display and Permit Parking bay outside 85 Waterloo Road, Dublin 4. Rescind the Pay & Display and Permit Parking bay on the west side of Waterloo Road, starting at a point 1.3metres south of Lamp Standard 26, and extending in the northward direction for 6.3metres (to the common boundary of 83/85 Waterloo Road).	Member of the Public	20/10/2020	0
6	90047766	SP_36622	Double Yellow Lines (Extend)	RATHDOWN PARK (SE)	Dublin 6W	outside No. 52.	Not Recommended	<p>It is not recommended to extend double yellow lines outside 52 Rathdown Park, Dublin 6W as it is illegal for a vehicle to park across or obstruct an entrance. Under The Road Traffic Act (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;"</p> <p>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.</p> <p>Infringements of the Act should be reported to Dublin Street Parking Services Ph.01 6022500 for enforcement under the law.</p>	Member of the Public	21/02/2017	0



South East Area - TAG Meeting Minutes for Noting

(Area Committee Date: 09/11/2020)

Item	Enquiry	SP Ref	Topic	Road	Post	Request Description	Tag Result	Tag Comments	Request By	Received	Sec
7	90050011	SP_3889€	P&D/Permit Parking	FITZWILLIAM SQUARE NORTH (SE)	Dublin 2	Change from Pay and Display Parking to Pay and Display and Permit Parking.	Recommended	<p>It is recommended to change Pay & Display Parking to Pay & Display and Permit Parking on both sides of Fitzwilliam Square North. Currently, Fitzwilliam Square North has a combination of Pay & Display and Pay & Display and Permit Parking. The aforementioned conversion will not require parking layout changes. The purpose to fully have Pay & Display and Permit Parking (both sides of road) is for following reasons: 1) to give resident permit holders a larger area to park as they were being clamped when parking in the Pay & Display bays when Pay & Display and Permit bays were full. 2) the new cycle track route with impact their parking, therefore alternative parking options should be provided.</p> <p>STATS:</p> <ol style="list-style-type: none"> 1. Rescind Pay & Display Parking on the north side of Fitzwilliam Square North starting at a point 10metres east of Pembroke Street, extending in the eastward direction for 19metres. 2. Rescind Pay & Display Parking on the north side of Fitzwilliam Square North starting at a point 34metres east of Pembroke Street, extending in the eastward direction for 105metres. 3. Rescind Pay & Display Parking on the south side of Fitzwilliam Square North starting at a point 10metres west of Fitzwilliam Square East, extending in the westward direction for 62metres. 4. Install Pay & Display and Permit Parking on the north side of Fitzwilliam Square North starting at a point 10metres east of Pembroke Street, extending in the eastward direction for 19metres. 5. Install Pay & Display and Permit Parking on the north side of Fitzwilliam Square North starting at a point 34metres east of Pembroke Street, extending in the eastward direction for 105metres. 6. Install Pay & Display and Permit Parking on the south side of Fitzwilliam Square North starting at a point 10metres west of Fitzwilliam Square East, extending in the westward direction for 62metres. 	Member of the Public	26/06/2017	0



To the Chairperson and Members
of the South East Area Committee

- (a) Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)
(b) Local Government Act 2001 (as amended)
-

In compliance with the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) and in compliance with the provisions of the Local Government Act 2001 and pursuant to the requirements of the above, notice is hereby given of Dublin City Council's intention to carry out the following works:

Application No: 3037/20

Proposal: LAW: Planning and Development Act 2000 (as amended)

Planning and Development Regulations 2001 (as amended) - Part VIII

Applicant: Dublin City Council

Location: DCC Crèche, Ground Floor, West Facade, Block 2, Dublin City Council, Civic Offices, Wood Quay, Dublin 8

Proposal: The proposed construction by Dublin City Council of:

- a single storey extension to the existing crèche at ground floor level circa 45 sq.m on the West facade of DCC Block 2 (NIAH Reg.No.: 50080528);
- internal refurbishment of existing crèche;
- removal of existing curtain wall glazing and replacement where required;
- sedum roof to single storey extension with covered canopy;
- ceramic tile finish to proposed external walls and new aluminium glazing and screens;
- demolition of existing low level retaining wall and security fence to existing playground perimeter;
- the extension of crèche playground towards Winetavern Street;
- construction of new low level retaining wall and security fence to extended playground perimeter;
- access via existing pedestrian gate which is to be retained;
- all associated landscaping and ancillary site works.

Site Notice: Site notice in order on the 31st July 2020

Pre Planning Meeting(s): Agent advised that no objection in principle to the proposed development.

Zoning & Policy:

The site is zoned Z5 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.

Site Description:

The site is located on the west façade at the ground floor level of Block 2 within the grounds of Dublin City Council's Civic Offices at Wood Quay. Blocks 1 and 2 were designed by Sam Stephenson and constructed in 1980 and are both listed on the NIAH as of regional Importance.

Proposed Development:

Planning permission is sought for the

- internal refurbishment of existing DCC Crèche;
- removal of existing curtain wall glazing and replacement where required;
- sedum roof to single storey extension with covered canopy;
- ceramic tile finish to proposed external walls and new aluminium glazing and screens;

Planning History:

No recent planning history for the site.

Observations/Submissions: No third party observations received.

Interdepartmental Report(s):

Drainage: No objection to the proposal, subject to conditions.

Archaeology: No objection to the proposal, subject to conditions.

Consultee's/Interested Parties: Comments from Irish Water

Planning Assessment:

This is an application for the extension and refurbishment of the existing Dublin City Council crèche building at Wood Quay. The site is located on the west façade at the ground floor level of Block 2 within the grounds of Dublin City Council's Civic Offices at Wood Quay. Blocks 1 and 2 were designed by Sam Stephenson and constructed in 1980 and are both listed on the NIAH as of regional Importance.

The development proposes a refurbishment of the existing crèche while also providing for an extension which will project out from the west façade of Block 2 at ground floor into the existing playground area. The new single storey structure is of a contemporary design and is 3.375m in height and shall have a sedum roof. The existing floor area of the crèche is approximately 183sqm while the proposed crèche extension will have a floor area of approximately 45sqm. The proposed works also include for an overhang of the roof by approx.2m over the playground and the crèche entrance walkway. The submission notes that this is a requirement in order to provide a sheltered area for both parents and children.

It is also proposed to remove part of the existing 2.4m high security fence and low level retaining wall adjacent to the crèche and introduce a new line of low level retaining wall and 2.4m high security fence to the south and west of the proposed extension. The proposed new fence directly to the south of the proposed extension will be 3.0m in height with anti climbing features.

It is considered that the proposed new extension/structure and associated works would have an acceptable impact on the character of the existing building.

The planning authority has no objection to the proposed development and the proposal is in accordance with the proper planning and development of the area having regard to the Dublin City Development Plan 2016-2022.

Recommendation

Accordingly, it is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development, subject to the following requirements:

1. Insofar as the Planning & Development Act 2000 (as amended) and the Regulations made thereunder are concerned, the development shall be carried out in accordance with the plans, particulars and specifications lodged with the application, save as may be required by the conditions attached hereto. For the avoidance of doubt, this permission shall not be construed as approving any development shown on the plans, particulars and specifications, the nature and extent of which has not been adequately stated in the statutory public notices.

Reason: To comply with permission regulations.

2. The following requirements of the Engineering Department – Drainage Division shall be strictly adhered to:

There is no objection to this development, subject to the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).

The drainage for the proposed development shall be designed on a completely separate foul and surface water system with separate connections to on campus foul and surface water network.

The development shall incorporate Sustainable Drainage Systems in the management of surface water as outlined in the Engineering Report by Garland Consultancy.

All private drainage such as, downpipes, gullies, manholes, armstrong junctions, etc. are to be located within the final site boundary. Private drains should not pass through property they do not serve.

Reason: In the interest of the proper planning and development of the area.

3. The following requirements of the City Archaeologist shall be strictly adhered to

a. The developer shall retain a suitably qualified licensed-archaeologist to advise regarding the archaeological implications of site clearance, demolition and/or construction methodology and to make appropriate recommendations for mitigation including detailed survey as necessary. The archaeologist shall provide an Archaeological Impact Assessment of the proposed development (including temporary and enabling works) to the Planning Authority prior to monitoring.

b. The developer shall allow for the resolution of archaeology (both on site and necessary post excavation) in the project budget and timetable.

c. The developer's archaeologist shall undertake licensed archaeological monitoring of all demolition and sub-surface works associated with the development including the breaking and removal of any floor slabs, levelling of ground etc.

d. The archaeologist shall consult with and forward their Method Statement in advance of commencement to the Planning Authority.

e. In the event of archaeological features being located in the course of the monitoring, the developer shall facilitate the archaeologist in fully recording such features, including if necessary the archaeological excavation of such features. In the event of significant archaeological features on site, the archaeologist retained by the developer shall immediately contact the Planning Authority. The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service, Department of Culture, Heritage and the Gaeltacht) shall determine the further archaeological resolution of the site.

f. Two copies of a written report and a digital report (on compact disc) containing the results of the archaeological monitoring shall be forwarded on completion to the Planning Authority and National Monuments Service, Department Arts Heritage and Gaeltacht.

g. Following submission of the final report to the Planning Authority, where archaeological material is shown to be present, the archaeological paper archive shall be compiled in accordance with the procedures detailed in the Dublin City Archaeological Archive Guidelines (2008 Dublin City Council) and lodged with the Dublin City Library and Archive, 138-44 Pearse Street, Dublin 2.

Reason: In the interest of preserving or preserving by record archaeological material likely to be damaged or destroyed in the course of development.

4. Irish Water requests that any grant of permission be conditioned as follows:

1. Where the applicant proposes to connect to a public water/wastewater network operated by Irish Water, the applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.

2. All development shall be carried out in compliance with Irish Water Standards codes and practices.

3. Any proposals by the applicant to build over or divert existing water or wastewater services shall be submitted to Irish Water for written approval prior to works commencing.

4. Separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details.

Reason: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision

The Area Committee was informed of the intention to initiate the Part 8 planning process for the proposed development at its special meeting on 22nd June, 2020. It is intended to present

the Part 8 works proposal to the City Council for approval at its meeting on 16th November 2020.

The approval or non-approval of a Part 8 planning application is a reserved function of the City Council.

The project is being funded by Dublin City Council.

Tom Hogan
Acting Senior Executive Officer

Appendix A

List of Consultees & Third Parties

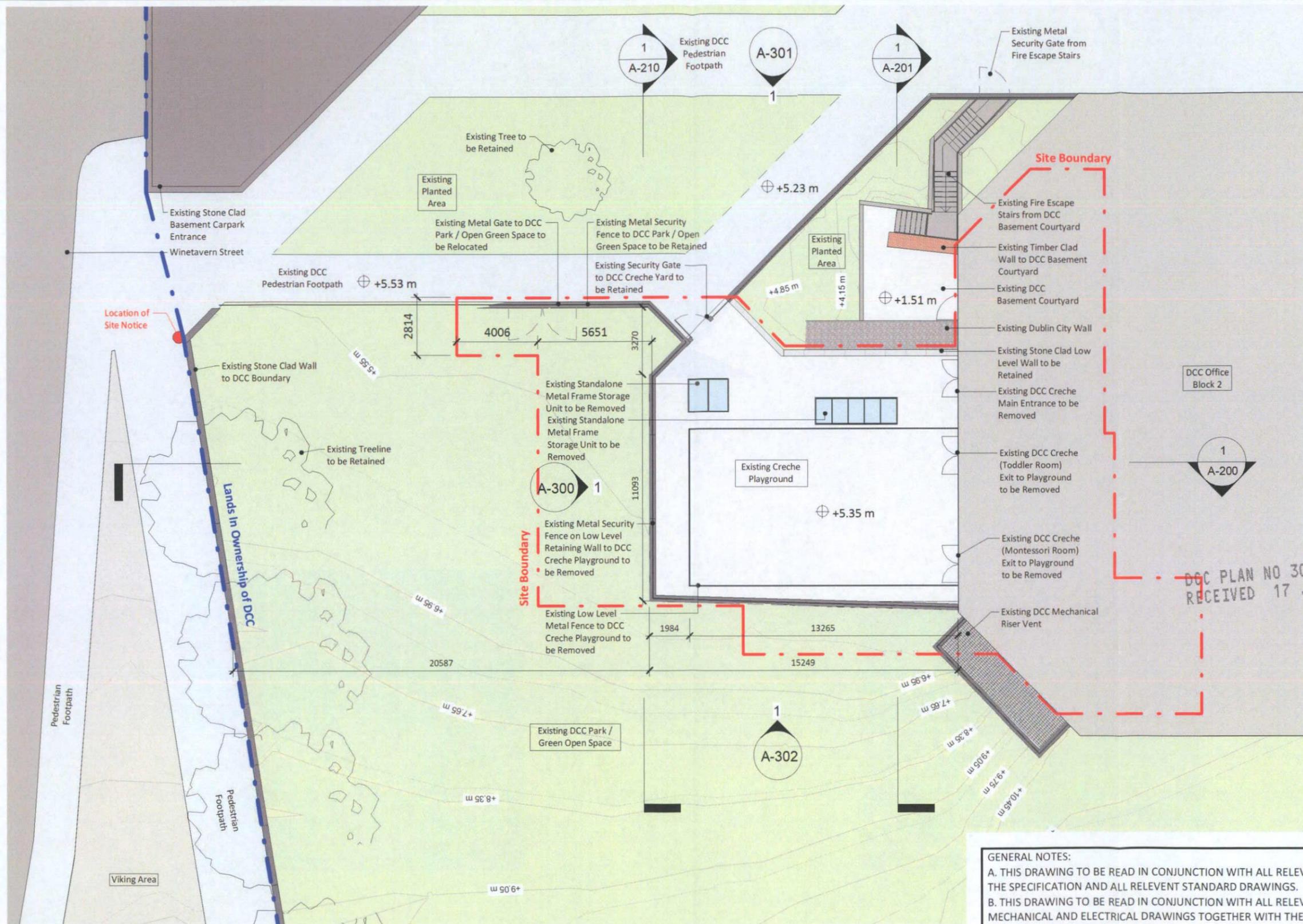
Irish Water Colvill House, 24 - 26, Talbot Street, Dublin 1

National Transport Authority (NTA) Head of Planning and Data Analysis, Harcourt Lane, Dublin, D02 WT20

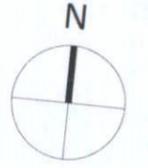
Transport Infrastructure Ireland (TII) Parkgate Business Centre, Parkgate Street, Dublin 8, D08YFF1

City Archeologist Block 3, Floor 3, Civic Offices, Wood Quay, Dublin 8

Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs Development Applications Unit Newtown Road, Wexford



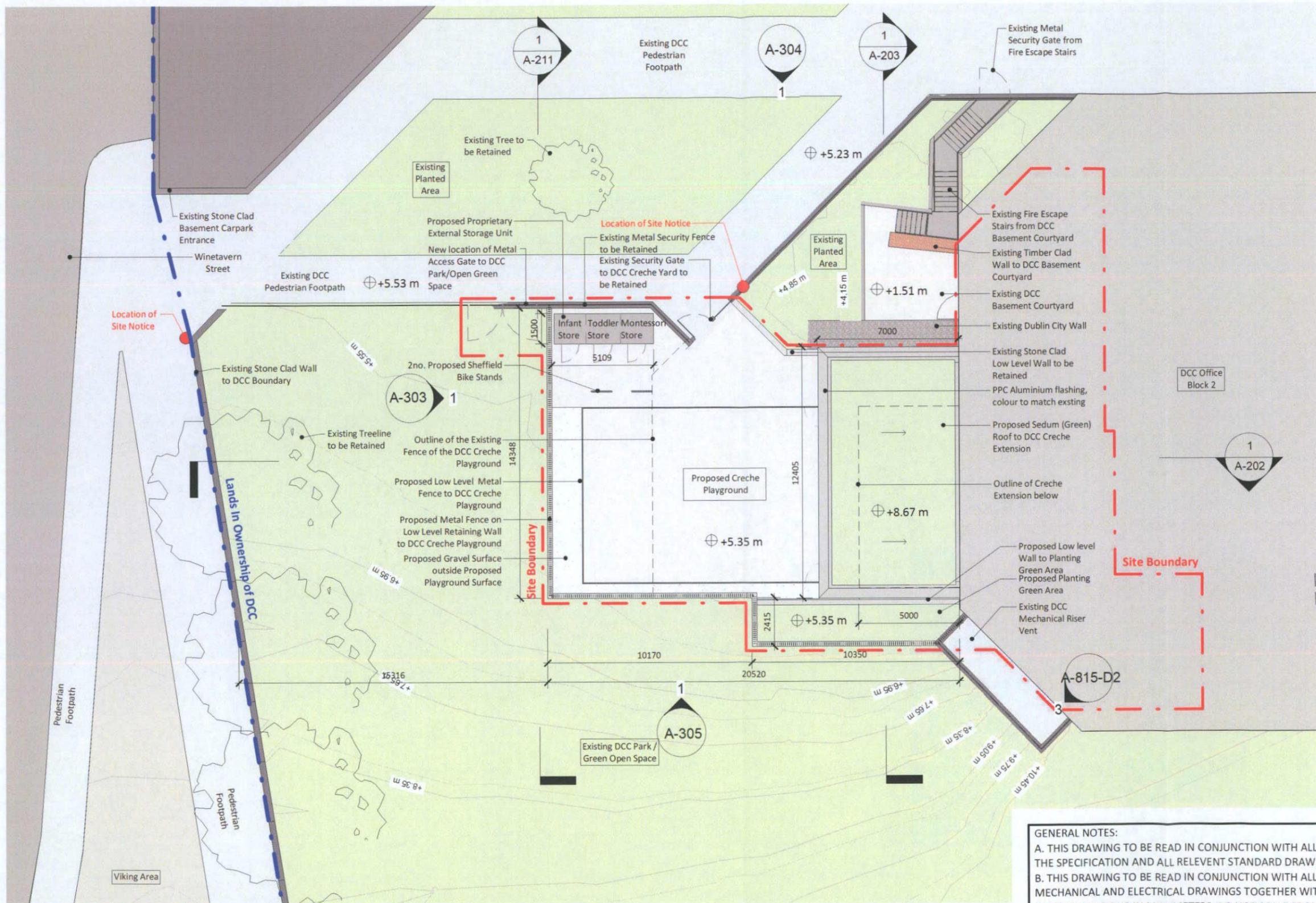
DCC PLAN NO 3037/20
RECEIVED 17 JUL 20



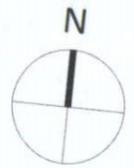
1 Existing Site Layout
1 : 200

GENERAL NOTES:
 A. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL DRAWINGS THE SPECIFICATION AND ALL RELEVANT STANDARD DRAWINGS.
 B. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT CIVIL, STRUCTURAL MECHANICAL AND ELECTRICAL DRAWINGS TOGETHER WITH THE SPECIFICATIONS AND SCHEDULES.
 C. ALL DIMENSIONS IN MILLIMETERS. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
 D. CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE SETTING OUT COMMENCING WORK OR PRODUCING ANY SHOP DRAWINGS.

Revisions	Date	Job	Client	Date
		Dublin City Council Creche Part 8 Planning Application	DCC	29/06/2020
			Title	Scale @ A3
			Existing Site Layout	1 : 200
			20 Cruises Street, Limerick, V94 R6P9, Ireland (061) 312249 limerick@eml.ie	63 Fitzwilliam Sq., Dublin 2, D02 N938, Ireland (01) 6707677 dublin@eml.ie
			Drawing No. 3491-EML-00-00-A-001 Rev.	



DCC PLAN NO 3037/20
RECEIVED 17 JUL 20



GENERAL NOTES:
 A. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL DRAWINGS THE SPECIFICATION AND ALL RELEVANT STANDARD DRAWINGS.
 B. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT CIVIL, STRUCTURAL MECHANICAL AND ELECTRICAL DRAWINGS TOGETHER WITH THE SPECIFICATIONS AND SCHEDULES.
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1 Proposed Site Layout
1 : 200

Revisions	Date	Job Dublin City Council Creche Part 8 Planning Application	Client	DCC	Date	29/06/2020
			Title	Proposed Site Plan	Scale @ A3	1 : 200
			20 Cruises Street, 63 Fitzwilliam Sq., Limerick, Dublin 2 V94 R6P9, Ireland D02 N938, Ireland		Drawn	JW
			(061) 312249 (01) 6707677 limerick@eml.ie dublin@eml.ie		Checked	ME
			www.eml.ie			Drawing No. 3491-EML-00-00-A-002

Planning Pack Map

CENTRE COORDINATES:
ITM 715128,734063

PUBLISHED: 10/12/2019
ORDER NO.: 50098548_1

MAP SERIES: 1:1,000
1:1,000
MAP SHEETS: 3263-09
3263-10

DCC PLAN NO 3037/20
RECEIVED 17 JUL 20

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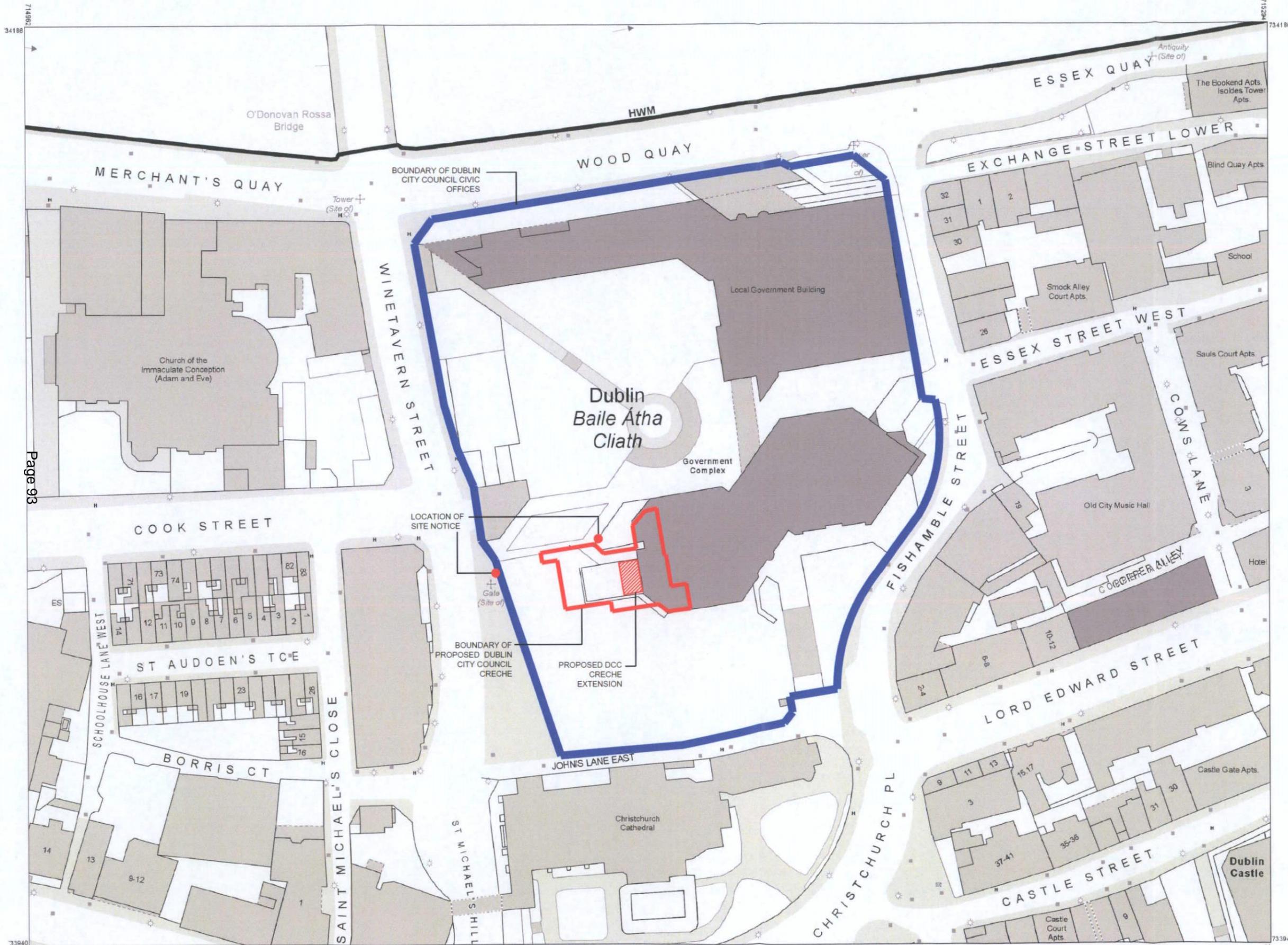
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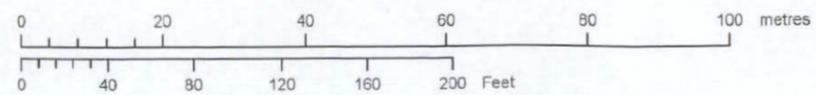
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search 'Large Scale Legend'



Page 93



OUTPUT SCALE: 1:1,000

CAPTURE RESOLUTION:
The map objects are only accurate to the resolution at which they were captured. Output scale is not indicative of data capture scale. Further information is available at: <http://www.osi.ie>, search 'Capture Resolution'



To the Chairperson and Members of
The South East Area Committee

**With reference to the proposed disposal of 7 car park spaces in Rathmines Square,
Rathmines Road, Dublin 6 to Aldi Stores Ireland Limited**

By way of successive agreements with HWBC on behalf of Dublin City Council, Aldi were granted the use of 5 car park spaces, i.e. nos 68, 69, 70, 71 & 72 respectively, in the Rathmines Square car park, for successive periods of 12 months at a time, subject to a fee of €1,000 per space per annum plus V.A.T.

These agreements expired on 31st March 2020 and it is proposed to grant a longer term licence of 5 years for 7 spaces, nos 68, 69, 70, 71, 72, 82 & 87, to Aldi Stores Ireland Ltd, subject to the following conditions:

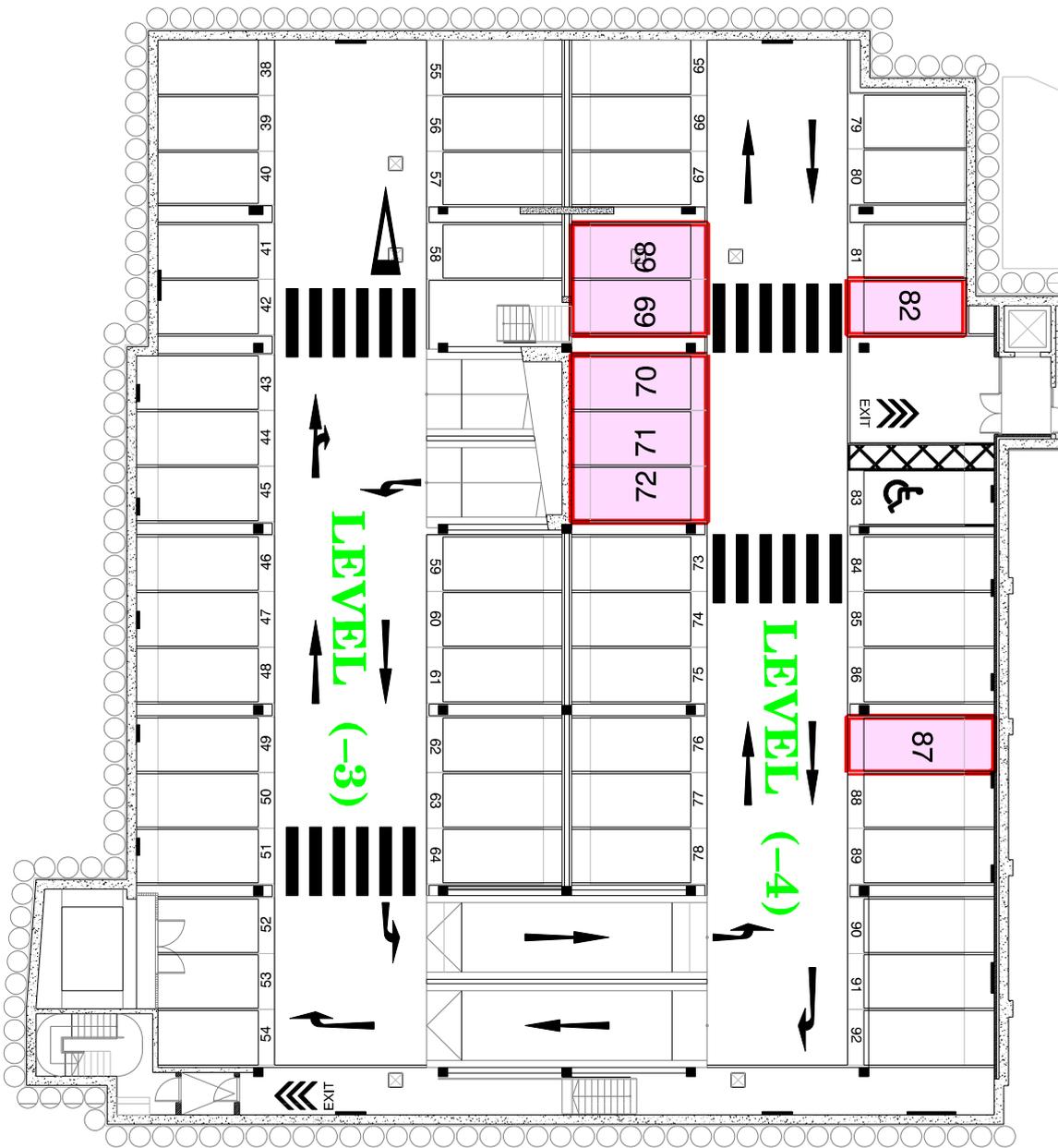
1. That the licence shall be for a period of five years, commencing on 1st April 2020.
2. That the annual licence fee shall be €1,000 per space per annum and may be subject to review before 31st March 2021.
3. The licensed areas shall be used by the licensee as car parking spaces only.
4. The licensee shall have reasonable access over the common areas for access and egress purpose only.
5. The license can be terminated by either party on giving the other one month's notice in writing. The Council reserves the right to change the location of the space to any other space within the car park as the need arises.
6. The Council is not responsible for any damage to or loss of vehicles parked in the car park or their contents.
7. The licence shall be personal to the licensee and they shall not be permitted to sub-let, sub-divide, alienate or part with possession of the subject property.
8. The licensee shall be required to complete a Deed of Renunciation renouncing all rights which may accrue under Landlord & Tenant legislation.
9. The licensee shall keep their licensed area tidy during the term of their licence and shall not be permitted to make any material changes to it.
10. On termination of the licence the licensee shall leave the premises clear and tidy and return the access key/fob to the Council.

11. The license will be subject to any other terms and conditions deemed appropriate by the Council's Law Agent in agreements of this type.

No agreement enforceable at law is created or is intended to be created until exchange of contracts has taken place.

Helen McNamara
Senior Executive Officer

Date 13th August 2020



RATHMINES SQUARE CARPARK, DUBLIN 6

UNDERGROUND CAR PARKING SPACES - Nos. 68,69,70,71,72,82,87 (Level -4)

Dublin City Council to Aldi Stores Ireland Ltd.

GRANT OF FIVE YEAR LICENCE



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

N/A

SCALE

1-300

DATE

21-07-2020

SURVEYED /
PRODUCED BY

PMcGinn

INDEX No

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No

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FILE NO

F:\SM-2020-0333 - 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
ACTING MANAGER LAND SURVEYING & MAPPING
DUBLIN CITY COUNCIL

INDEX No.

SM-2020-0333

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

Report of the Director of Services, South City

Grand Canal Sub Group

A meeting was held on 16th January with Waterways Ireland representatives and councillors to discuss ongoing management and maintenance of the canals in the city and to agree a new structure for interaction between Waterways Ireland and DCC. A further meeting was held on 20th February 2020 with Waterways Ireland Management to agree the structure of meetings going forward. The first quarterly meeting was delayed due to the current crisis but was held on 14th October 2020 via Microsoft Teams. Minutes have now been issued and next meeting is due to be held in January 2021.

Portobello Harbour Square

An initial meeting was held with City Architects Department on 17th October 2019 to examine an outline brief for the proposed redesign of Portobello Harbour Square, bearing in mind the proposed hotel development on the site. A meeting was held on site with hotel developer's architects, John Fleming and Associates, on 12th March 2020 and a further meeting took place with the developer in July 2020 to discuss site area and future plans for the redesign of the public square. The developer has notified us of delays to the project with commencement of works likely to be delayed until early 2021 at least. In the meantime, we are engaging with City Architects Department to make a plan for public engagement in relation to the redesign of the square. Consultation is planned to commence in January 2021. We are investigating the creation of an appropriate mural on the site hoarding there.

Rathgar Village Improvement Plan (VIP)

Herzog Park, Rathgar – Final Phase

The Rathgar Village Improvement Plan (VIP) was approved by the South East Area Committee in January 2015. One of the main objectives that emerged during the formation of the plan was the redevelopment of Herzog Park. The South East Area Office undertook local consultation and worked with Redscape and Park Services to create a plan which was brought to Part 8 and approved at the January 2017 meeting of the City Council. The final phase of the works planned for 2020 include the re-alignment of the front boundary of the park and the revised car park layout, as set out in the Part 8 permission. It is proposed that the tender for the car park works will issue in early 2021. Boundary treatment and further landscaping inside the park will be required as part of the works to finish the project in 2021.

Ranelagh Gardens Park

Works to light / enhance the main entrance archway will be carried out in 2020. A contractor has been appointed and the specification is being agreed with Public Lighting Section. Renewal of display boards at entrances to the park may be considered for 2021, subject to finance.

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. Following that, it was 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 preliminary draft design was brought to a public meeting for all stakeholders on Thursday 21st March 2019 in the Ringsend Irishtown Community Centre (RICC). Following a period of consultation up to 19th April 2019, submissions were received and were reviewed by the project team. A revised design was brought before the Public Realm Working Group on 22nd October 2019. A meeting of all internal stakeholders was held on 28th November 2019 and further meetings were required with key departments before design could be finalised. We have decided not to circulate a Pre Part 8 report to internal departments at this time as it has become apparent that we are still some way short of satisfying internal departments, e.g. Roads and Traffic has highlighted the need for a Road Safety Audit to be carried out. We are currently engaging with Roads Design and Construction Section to see if they will oversee completion of project to Part 8 stage. When all issues have been resolved satisfactorily, Councillors will be briefed before commencing formal Part 8 process.

Cambridge Road: An initial public workshop in relation to Cambridge Road was held on Thursday 30th August 2018 in the RICC. Meetings with Redscape Architects and 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. Pre Part 8 report and drawings issued in December 2018 did not meet the requirements of E & T Department, however. Further information was required in relation to road design and drainage requirements for the proposal in particular. In 2019 Road Design & Construction Section, E & T Department, agreed to take on the completion of the project.

Detailed meetings are ongoing with between Roads Design & Construction and other internal departments with a view to agreeing an overall design before commencing Part 8 planning process. Parks Services Department has requested that a Ground Penetrating Radar (GPR) survey be carried out prior to Part 8 to identify location of underground services and any impact on tree planting. Drainage Department welcomes the provision of additional greening providing a SuDS benefit and a proposed new surface water main is being considered in conjunction with Irish Water. Agreement of the final design for the road has been delayed as we wait for the NTA to finalise the route for the East Coast Trail (ECT) which will either traverse Cambridge Road or run along part of Cambridge Road from Canon Mooney Gardens to Thorncastle Street. Work on GPR survey and preliminary design of new surface water main will continue as we await final decision on ECT route from NTA. This will inevitably delay lodgement of Part 8 planning application. It will be necessary also to bring new design back to local consultation prior to lodgement of Part 8 application. Full Part 8 Planning Application likely to be lodged during Q1 2021.

Cabbage Patch

Parks have resumed locking the gates in the Cabbage Patch each evening about an hour before it gets dark. The Cabbage Patch was also closed from the Thursday evening before Halloween until the following Monday morning to deter any bonfire activity.

An Garda Síochána were closely monitoring the area and there were no issues. Parks are to evaluate tenders received regarding the pitch refurbishment and we are awaiting an update on this.

Rosary Hall

It is necessary to carry out remedial works for the acquired premises at Rosary Hall. Consultant Architects and Quantity Surveyors have been engaged to determine and coordinate the full extent of works required on site. A drone & topographical survey have been concluded.

Onsite meetings have taken place between the consultant architects, DCC's Architect and Area Manager and an itinerary of potential costs has been prepared by consultant architect with the assistance of a consultant quantity surveyor.

It is now anticipated that works could cost in the region of €300,000 including mechanical & electrical works, fire safety works, some remedial works and lift replacement. Therefore, a priority list of works has been prepared. No definitive funding has been identified for this project as yet. Due to the fact that the Covid-19 pandemic is financially impacting on the income base of the City Council, a review of all projects is underway. The financial impact will primarily be determined by the length of time the current restrictions are in place which ultimately could impact on the scope of this project.

A brief meeting took place on site with the main lessors in mid-June whilst practicing social distancing to bring the committee up to speed. Legionella Testing took place on June 18th and the results were negative.

An initiative with our Age Friendly Committee involved the utilisation of some of the land at Rosary Hall for a Community Grow Hub. A revised proposal was forwarded to the Football Club in August for consideration. The football club has indicated that after 'comprehensive and careful consideration that this proposal is not compatible with the present use of the site' and the members of the Grow Hub have been informed accordingly.

As outlined to the members previously an approach was made by the adjoining developer to rebuild the community facilities and upgrade the pitch to an all-weather facility if they could add to their co living scheme on the Kenilworth site. However, due to procurement legislation Dublin City Council is not in a position to deal exclusively with this developer.

Age Friendly Initiative Harold's Cross

The inaugural meeting of the Age Friendly Committee took place on January 28th and was well attended. A draft report was submitted by the Harold's Cross Village Community Council (HCVCC) in conjunction with Rob Chester, Area Community Officer and it was agreed to progress a number of these proposals, funding permitting. In tandem, it is proposed to hold a workshop to further engage with the residents and ensure particularly any elderly resident who was not consulted has an opportunity to contribute to the process and be included. A further meeting took place March 10th and was well attended and the plan to date was reviewed.

Key points from the meeting included that the Community Growing Hub initiative is accelerating at pace and will require assistance from DCC & football club for use of Rosary Hall.

A new location will need to be sourced for the defibrillator, as it will not be possible to locate it in Harold's Cross Park per Les Moore. A proposed date of Thursday the 30th of April had been set for the facilitation and independent facilitator, Deirdre Massey had been contacted to assist with the consultation. Concerns about Covid – 19 meant the workshop was deferred. A subgroup under the Housing SPC has been convened to look at the citywide Age Friendly Strategy. Under this structure, submissions for funding may be advanced, including the Harold's Cross project.

Due to the current government guidelines and restrictions all meetings are currently postponed until further guidelines allow for larger meetings.

As stated, an initiative for consideration by the Age Friendly Committee was for the utilisation of some of the land at Rosary Hall for a Grow Hub and a revised proposal was forwarded to the board in August for consideration who are not in a position to facilitate.

Options in relation to an alternative site will be discussed at the next Age Friendly meeting.

The next meeting has been organised for the 4th November.

Pearse Memorial Park Crèche

The crèche extension was to be financed by the Crumlin Childcare Crèche and with DCC agreeing to project manage the construction works in conjunction with consultant architects. The build element after tendering was to cost in the region of €305k. The crèche has reserve funding themselves, a 50k grant from Pobal and, €25k from discretionary funding and had sought a loan from Clan Credo of €125k. The works had been tendered by our Parks &

Landscape Services Division and was to be project managed by this section. A separate hurling wall project has been tendered by Parks and will be paid for by DCC.

A further licence extension of another five years (10 in total) was agreed at the December Area Committee meeting and was agreed at the January council meeting. However, due to the Covid-19 Pandemic the crèche has been closed since Thursday 12th March 2020.

The crèche management has indicated, that due to the uncertainty around the reopening of the crèche, which will impact significantly on their ability to repay a loan, they are not in a position to continue with the project at this juncture. A €45,000 grant had also been issued by Pobal but unfortunately, the extension on the government grant ran out and they have been unsuccessful in getting this extended. The result is that the funding has been rescinded and they have been asked to return the €45,000 as 90% fulfilment of the Pobal capital.

The Area Manager has met with the crèche manager and architect to see how the project might be 'future proofed' in the event that the extension can proceed in the coming years. The Area Manager will continue to meet with the crèche management to see how the new licensed area can be best utilised to assist with social distancing as the children have returned.

Discretionary Funding of €25,000 was granted to the group in 2017 towards the cost of the crèche and as the 'future proofing work' and 'boundary works' have now been costed at €44,900 it is the board's intention to utilise these monies for these works which fall within the spirit of the funding.

A meeting took place on 24th Sept on site to facilitate the group. The works in relation to the hurling wall are ongoing and the enabling works for the crèche will be included in this contract.

A further meeting took place with the crèche manager and Area Manager in October and it is anticipated that the works in relation to the outdoor area for the crèche will be completed by the end of October.

Rutland Grove

Meeting took place on 30th January with traffic engineers, Les Moore from Parks, Area Manager and staff and Cllr. Pat Dunne. It was agreed at the meeting that Traffic Section would look again at the feasibility of putting dedicated parking as per Part 8. Should it be possible to implement, the design would need to be progressed and costed. Parks are also prepared to look at enhancements at the entrance with additional trees etc.

Traffic have indicated that staff are currently seconded to be involved in DCC's Covid Mobility Interventions and are working on very fast rapid interventions throughout the city.

Therefore, they have very little spare resources at present to be involved with any possible Rutland Grove parking changes, as other Covid Mobility projects are taking priority.

The Area Manager has been in touch with the group in relation to the erection of further signage, but this is not an option that the committee wishes to progress at this juncture.

The Area Manager is currently in touch with the residents' association regarding other solutions.

Armagh Road Senior Citizens' complex (FOLD VHA)

1 block remains to be finished and handed over but selections and interviews have been completed for this block. All units in the other blocks have been allocated and most tenants have moved in. A small number of Financial Contribution cases are finalising legal work to complete the sale of their dwellings to DCC and will be moving in once this is completed.

Raleigh Square Senior Citizens' Complex (Tuath VHA)

Due to a dispute that arose between the Tuath and the building contractor, completion of the complex has been delayed. The builder is currently back on site to complete snagging works.

It is expected that the handover will be mid to late November. Nominations for the units have been forwarded to Tuath and they have commenced interviews.

St. Pancras, Mount Tallant

3 x 1 bed units and 4 x 2 bed units will be acquired in this new development and handover was expected by the end of Q1, 2020. However, due to Covid 19 restrictions work was halted on the site and only recommenced on May 18th. Snagging works will commence shortly and it is expected that the units will be handed before the end of the year. These units will be managed directly by DCC rather than an Approved Housing Body.

Vacant Senior Citizens units

Following the transfer of multiple existing tenants to the new units on Armagh Road, a large number of units are vacant in our older Senior Citizen complexes. As most of these units are bedsits we may have some difficulty in letting them under the normal Allocations Scheme. Accordingly, in order to speed up the re-letting of these we will give consideration to allocating some of these units under a Choice Based Letting Scheme. We will advise Councillors further if we decide to go down this route.

Kimmage – Crumlin LEA

Kimmage Rathmines LEA Community Team

Halloween 2020

Although we are severely restricted under Level 5 Guidelines for dealing with Covid 18, the following will take place:-

- Holy Trinity Church, Rathmines – Rathmines Children’s Art Exhibition with Kildare Place School (Picture attached)
- Walkinstown/Dolphin’s Barn Library – Wanda the Witch Scary Storytelling Online
- CLAY Youth Project – Tuesday 27 – Saturday 31 October, comprehensive programme for Youth at Risk and those deemed hard to reach including Movies, Talkaways, Bus Trips (outside area), Go Karting and other outdoor activities. We will also support the Garda Youth Diversionary Project based in CLAY that works with targeted young people.
- Small package of sweets, spot prizes etc. have been offered to local community groups arranging small-scale socially distanced events in their area, groups support so far include Cashel Avenue Residents, LOKRA, Church Park/Mount Argus, Ashfield, Westbourne, various estates in Crumlin.
- We are supporting a number of groups to have competitions for the best decorated house and garden front across the area, small prizes will be given to winners
- Support for Older Isolated Residents with care packages in conjunction with Terenure Community Gardaí

Defibrillators (DFBs)

We are supporting three potential installations, all will be accessible by the public as follows:-

- Harold’s Cross Credit Union, in conjunction with the HCVCC, funded through the Age Friendly initiative.

- Terenure Village, two units at opposite ends of the village, large fundraising drive is ongoing.

Environmental Projects

The installation of new and the upgrade and new planters continues across the area. The Planters at the rear of Grove Road Flats will have some bench seating added to further enhance the space for social usage. The planters in Rathgar Village have been reconfigured within the Church Grounds to assist the design of the multiuse open area. New Planters will be added to Blarney Park and several planters are being refurbished in Terenure Village. We are investigating a line of new planters along Rathmines Road towards the canal bridge on both sides of the road, subject to suitable locations being verified.

The painting of Service Boxes around the Crumlin Area will continue on request by our local artist.

A number of groups are being given winter bedding for communal/public planted area; while the weather remains mild, we will support these requests.

Community Music

One on One Garden Gigs will continue to individual households, especially our older residents who are isolated in their homes. The music act performs in the driveway/garden and has no contact with the client.

HX Grow Project

The Poly Tunnels are being purchased for the space identified for communal growing area. There will be a Plant Exchange Event on Saturday the 6th of November. All current Level 5 restrictions will be observed.

Community Grants 2020

Reduced Community Grants will be sent to groups that applied late in 2019 for 2020, they will need to supply a new EFT Form and sign a form that they are Covid 19 compliant before receiving the funding. This can all be done remotely.

Many thanks to all volunteers and those involved in the above for their commitment and efforts.

All Information correct as time of publication but are subject to change South East Area Joint Policing Committee/Community Safety Fora (CSF)

The Steering Group have agreed to seek out further new member applications via the CSF.

The SEA JPC October meeting took place online **Friday 16th October at 11.00 via Zoom.**

3 Councillors agreed for the 3 Community Safety Fora - Cllr. Mannix Flynn continues for CSF Charlemont/ Whitefriars, Cllr. Daniel Ceitinn will attend for Pearse Street and Cllr. Kevin Donoghue will attend Ringsend /Irishtown meetings.

The Agenda for the October meeting concentrated on Halloween and the crime Stats for the year to date.

Waste Management / Environmental Services

- Pigeon House Road (Beside Deke's Diner) Cleared & along roadway to Yacht Club

- Anti-Sticker paint to be applied on trial basis in Temple Bar W/C 2nd November
- **Grafstop Trial:** Kingsland Park Avenue: To be completed W/C 2nd November.
- Ongoing Graffiti removal using contractor and DCC crews
- Anti-Sticker paint to be applied on trial basis in Temple Bar W/C 2nd November

Halloween

- The Public Domain Team worked with Housing Department / Waste Management, local Community groups and Gardaí to identify and remove identified materials.
- Waste Enforcement Officers along with our Litter Wardens were calling into business premises throughout September/October to minimize the availability of material to the children.
- Material was collected sporadically from mid-September, but from weekend of 24th October, our main resources were applied to identify and recover as much material as possible in the run up to Halloween.
- In the lead up to Halloween, the South East and South Central Area Offices supplied a truck and helper to individual Garda Stations (Kevin Street/Crumlin/Irishtown) on a trial basis from 5pm-9pm each evening from Tuesday 27th October to Friday 30th October. These trucks were at the disposal of the Sergeant on Duty and were used by the Gardaí on duty to intercept the children collecting & moving the bonfire material in the early evenings. Reports from the Gardaí have indicated that the trucks were very busy each evening up to 8.30 and each truck filled up 2/3 times a night with pallets, tyres and other combustibles.
- The final weight/volume of the materials recovered is not available as of 2nd November.
- DCC recovery operations continued until 4pm on 31st October 2020.
- A small amount of fireworks was recovered in Crumlin.
- Local resident to be prosecuted having been identified as dumping material from their back garden on a fire on the green to the front of where they live.
- 130 CRM reports of Bonfire Material were processed through the South East Area Office from 1st October to 31st October.

Halloween 2020 would appear to have been very successful in the South East & the city in general. A lot of work went into the preparation for Halloween and it would appear that any fires that did happen were relatively small. The Gardaí provided great support throughout the Halloween period and were very proactive in their efforts to identify and enable safe collection of material.

South East Area City Neighborhoods competition:

Mid November awards

Community Clean up Support

- 246 Community clean up requests from 1st October to 27th October
- 131 were for requests for the delivery of blue DCC bags and other equipment
- 115 were for requests for the collection of blue DCC bags

Abandoned Bike Removal

17 Abandoned bikes removed in October

386 bikes have been removed to date this year.

Tagging of abandoned bikes has been suspended for the duration of the Level 5 Covid 19 restrictions.

Weed Control

Weed Control Contractor (Greentown Environmental Ltd) commenced operations in July 2020. As of 27th October, they are 95% complete.

Waste Management crews are also working to manually removed weeds from a separate list provided by the Public Domain Officers. These crews commenced operations on 15th August and are working at weekends to manually remove weeds from the public realm. This operation is ongoing for the foreseeable future.

Proposal for spending additional funding allocated for locally based waste management initiatives in South East Area

Dog Wardens, in collaboration with DCC Authorised Officers have been actively patrolling the parks and open spaces.

SOUTH EAST AREA COMMITTEE

DUBLIN CITY SPORT & WELLBEING PARTNERSHIP REPORT

NOVEMBER 2020



Following the introduction of COVID 19 Level 5 restrictions on Wednesday 21st October, the delivery of a number of Dublin City Sport & Wellbeing Partnership's programmes have been temporarily affected.

However, despite these restrictions DCSWP services continue to adapt and evolve in order to provide opportunities for people in our communities to remain active and healthy regardless of age or ability.

Online, outdoor, community and school programmes will be delivered by our dedicated DCC and Co-funded Sport officers over the next few weeks in line with Central Government/ HSE guidelines and recommendations.

In addition, grant supports are being progressed by DCSWP to support local sports clubs to continue the very important work they carry out in the community (more details below).

Online/Social Media Supports:

- Twitter: [@dccsportsrec](https://twitter.com/dccsportsrec)
- Facebook: [DublinCitySportandWellbeing](https://www.facebook.com/DublinCitySportandWellbeing)
- Instagram: [@dublincitysportandwellbeing](https://www.instagram.com/dublincitysportandwellbeing)

Details on how to either access links or contact area Sport Officers on online programmes can be provided via the DCSWP office at dee.oboyle@dublincity.ie.

Advisory Booklets:

These booklets provide critical advice for Older Adults in our communities on how to maintain physical activity and exercise if at home (Stay Home, Stay Healthy, Stay Active) and/or advice on how to return safely to exercise outside the home (Let's Get Moving Again). The booklets are produced by DCSWP in partnership with Age Friendly Ireland, HSE, Irish Society for Chartered Physiotherapists and Local Sports Partnerships.

- Stay Home, Stay Healthy, Stay Active: <https://www.dublincity.ie/sites/default/files/content/Housing/Documents/OlderAdultsBooklet.pdf>
- Let's Get Moving Again: <https://www.iscp.ie/news/Lets-Get-Moving-Again-Booklet-Launch>

DCSWP GENERAL NEWS NOVEMBER/DECEMBER 2020

Marathon Kids 2020

This is the second year of DCSWP's collaboration with Marathon Kids, South Dublin County Council and Fingal County Council. Last year over 1500 students at 5th and 6th class level participated in the 8-week initiative with children running their final mile in Morton Stadium at the conclusion of the programme in November. A similar number of schools have signed up this year across the city including schools based in the South East Area.

Approximately 3000 schoolchildren in the Dublin city area will be taking up the challenge this year.

This year the programme has also encouraged students at 3rd and 4th year level to get involved. Each school will run their own final mile event due to COVID 19 restrictions. T-shirts, medals and booklets will be supplied to all schools to ensure the incredible achievement of our young participants is acknowledged.

An on-line version of the information booklet and a weekly link to the Marathon Kids interactive page/site is available to support delivery of the programme.

Orienteering For Young People Programme

DCSWP is collaborating with Orienteering Ireland to facilitate orienteering programmes aimed at children & teenagers. Orienteering provides great opportunities for young people to develop skills such as problem solving and teamwork while enjoying themselves as they navigate courses in the great outdoors.

In October, training workshops delivered by Orienteering Ireland provided DCSWP Sport Officers with the knowledge and practical understanding of teaching the basic skills of orienteering to young people across all areas. Programmes led by Sport Officers are in the planning process following this training and will be delivered in Dublin City Council's parks.

- In the South East Area, the programme will be delivered from mid-November in Ringsend Park every Wednesday and Thursday for young people age 10-16 years.

Sport for Young People Small Grant Scheme

The Sport for Young People Small Grant Scheme is available annually to sports clubs operating within the administrative area of Dublin City Council affiliated to a National Governing Body of Sport. The purpose of the scheme is to provide opportunities for young people aged 4 – 21 years to participate in sport and physical activity. The grant scheme is funded by Sport Ireland and administered by Dublin City Sport & Wellbeing Partnership.

Applications for the grant opened at the end of June 2020 via the DCSWP social media channels as above. 151 sports clubs across the city have been approved for funding under the grant scheme for 2020. DCSWP is currently in the process of informing clubs and processing payments.

Sport Ireland COVID 19 Club Small Grant Scheme

The COVID-19 club small grant scheme is part of an overall programme from the Government of Ireland, implemented through Sport Ireland and the Local Sports Partnerships to support the sports sector during the COVID-19 pandemic.

This scheme is designed to support clubs that do not have the finances to implement COVID-19 related hygiene and social distancing protocols. Once approved the grant will cover costs associated with the reopening of clubs. The club grant scheme is designed and intended to support the return to sporting activities only.

Under the scheme Local Sports Partnerships have responsibility for advertising the scheme, collating club information via the Sport Ireland template and making recommendations on funding to Sport Ireland based on the information submitted. 115 applications were received,

assessed and recommendations were issued by DCSWP on 14th September. These recommendations are due to be discussed at a Sport Ireland board meeting in November where a final decision on all applications will be made.

Get Physically Active' Sport Inclusion Programme

DCSWP Sport Inclusion and Integration Officers continue to host weekly zoom exercise sessions for individuals aged between 19 and 65 years with intellectual, physical and sensory disabilities. As part of the programme, each session has a different fitness theme covering topics such as the benefits of exercising every day, strength training, making healthy food choices, getting fresh air etc.

The participants are also set weekly individual and group challenges, which encourage them to interact with their families at home and with each other in between sessions. The programme began as a partnership with one group and for a duration of 5 weeks. However due to its success, 'Get Physically Active' is currently being delivered on an ongoing basis, to groups with between 10 and 40 participants, in conjunction with the following service providers:

Day	Time	Service
Monday	2pm	National Learning Network (Ballyfermot)
Tuesday	12:30pm	St. John of Gods Liffey Services (Dublin 6, 8,10,12 & 24)
Wednesday	11am	Central Remedial Clinic (Raheny, Killester, Clontarf)

Participants in the Central Remedial Clinic and National Learning Network programmes include those residing in the South East area of the city.

Disability & Inclusion Training

DCC/DCSWP is proud to have signed the National Sport Inclusion and Disability CARA charter, which sets out five key areas people with disabilities are seeking on order to lead a healthy and active lifestyle.

DCSWP has two Sport Inclusion & Integration Officers dedicated to deliver on this goal as well as focussing on integrating minority groups in the community via our programmes.

In partnership with CARA, the online Disability & Inclusion Training programme was recently launched. This is part of a series of online Disability in Sport training programmes already in operation. Training commenced from 6th October.

DCSWP SOUTH EAST AREA HIGHLIGHTS NOVEMBER/DECEMBER 2020

Zumba/Fitstep Keep Active Classes

Online Zumba and Fitstep classes are being provided in the area every Tuesday and Thursday morning from 9am during November/December as part of the area online wellness programme.

Friday Football

Pending restrictions Friday Football will resume in the area in Irishtown Stadium from 4-5pm in partnership from December 1st in partnership with Riccy's Youth Services. This programme is targeted at males age 14-17 years.

Girls Rugby Programme

Tag Rugby for girls age 13-17 years continues in CBS, Westland Row every Wednesday from 3-4pm.

School Walking Programme

This adult's social walking group programme is delivered every Tuesday in Ringsend Park from 9.30 – 10.30am in partnership with St. Patrick's School and the local Home School Completion Liaison Officer.

GAGA – Get All Girls Active

GAGA is DCSWP's core programme aimed at increasing female participation in sport and physical activity. While GAGA initiatives are delivered throughout the year, the programme takes on a strategic focus from September – December each year. Plans are in place to deliver a series of GAGA activities in the area after the lifting of restrictions on December 1st.

DCSWP CO-FUNDED TEAM HIGHLIGHTS NOVEMBER/DECEMBER 2020

Athletics in the Community

- DCSWP Athletics Officers continue to liaise with athletics clubs across the city on a weekly basis weekly providing event specific support and advice regarding protocols in areas such as coaching documents, videos tutorials and sample sessions.
- DCSWP Officers continue to re-engage with schools in the South East area to provide support in relation to athletics initiatives including the Marathon Kids. Programme.

Boxing in the Community

DCSWP Co-funded officers continue to re-engage safely with schools in the South East area in relation to the delivery of non-contact boxing programmes.

- The Startbox non-contact programme will continue under current restrictions in schools in the South East area.

Cricket in the Community

- Cricket sessions aimed at players across the city at U11 level continue every Friday from 5.30 -9pm.
- Primary school cricket sessions continue in Star of the Sea every Wednesday from 10.30am -12.30, Tuesday from 10.30am – 12.30pm in Sancta Maria, Syngue Street and St. Matthew's national school every Wednesday from 1pm – 2.30pm

Football in the Community

- FAI Officers will continue to promote and encourage people to keep active and healthy during Level 5 via social media, providing football skill challenges and tutorials.
- Sprog Soccer for 4-8 years (mixed) continues in Irishtown Stadium every Friday with 40 children participating (in Covid permitted group sizes).
- The Show Racism the Red Card online programmes is being rolled out in schools in the area (St. Christopher's, Haddington Road & St. Patrick's, Ringsend) with Sean Gannon, football professional assisting in the delivery.
- Funding has been sourced to deliver a Youth Mentoring programme in the coming weeks through local clubs in the area targeted at young people age 16-19 years

Health Promotion in the Community

The DCSWP HSE Health Promotion and Improvement Officer delivers and promotes health and physical activity programmes across the City with actions that are consistent with those outlined in the National Physical Activity Plan & Healthy Ireland.

Plans are in place is to have the programmes back up and running in the South East area once the current Covid-19 restrictions on indoor gatherings are relaxed on December 1st but are subject to change or postponement at short notice due to the pandemic.

- Men on the Move

Men on the Move is a free physical activity programme aimed at male adults who have been inactive for a period of time and are looking to get back to exercising and improving their fitness levels. It involves twice-weekly exercise sessions made up of a combination of aerobic, strength & flexibility components.

Current Men on the Move programmes in the South East area (Terenure) have been postponed due to current restrictions.

Rowing in the community -Get Going Get Rowing

The Get Going Get Rowing programme delivers rowing classes and coaching courses to secondary school students. Under Level 5 restrictions, school age children are able to continue participating in non-contact rowing programmes with slight adjustments for distancing and sanitising processes.

Approximately 600 students will take part in classes across the city:

- Presentation College, Terenure, and the Teresian School, Donnybrook and two of six schools in the South East area taking part in the citywide programme

Rowing Ireland is also working on establishing a virtual All-Ireland inter-schools rowing league. This will begin on a regional basis and progress to national level. The aim is to include all programme participants across Ireland including our rowing students in the South East area.

Rugby in the Community

- Leinster Rugby Officers are supporting clubs and schools to return to play safely by liaising with club safety officers and preparing guideline documents. These documents are available to download on the updated Leinster |rugby website shortly. This work was undertaken to ensure the website is fully accessible and visible to all relevant stakeholders.
- Tag and non-contact rugby school programmes continue for boys and girls at primary and secondary school level in the South East during the next period. Rugby school blitzes remain in the planning stages due to restrictions.

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REPORT BY:

Dee

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O'Boyle

Mary Taylor

Director of Services, South City

Dated: 9th September 2020

	02/11/2020				
Discretionary Fund South East Area -Y2020					
Budget €750,000					
Item					
Public Domain	Allocated	Spent	Balance	Updates	
Village Cleaning: Rathmines, Donnybrook, Sandymount, Irishtown , Terenure,Rathmines,Rathgar, Harold's Cross, Ballsbridge and and Baggot Street.	€60,000.00	€59,553.45	€446.55	Completed.	
Pearse Square-paint railings	€18,000.00	€13,661.89	€4,338.11	Sandymount Strand & Pearse Square railings completed.	
Bremen Road-raised flower beds	€10,000.00	€10,215.00	-€215.00	Works completed.	
Tree Pruning throughout SEA	€21,000.00	€21,000.00	€0.00	Transferred to CRA Department.	
Paint railings at Neagh Road	€12,000.00	€11,673.00	€327.00	Works completed.	
Traffic boxes	€12,000.00	€7,661.00	€4,339.00	Nearing completion.	
Litter blackspots	€18,000.00		€18,000.00	To be used Halloween clean up costs.	
Paint lamp posts	€18,000.00		€18,000.00	Lampposts painted. To be invoiced.	
Planters & miscellaneous furniture	€30,000.00	€2,383.50	€27,616.50	Proposal for planting in Baggot Street being examined.	
Local Improvements-hedge pruning etc.	€9,069.00	€4,540.00	€4,529.00	Sites at Milltown-Clonskeagh, Irishtown completed	
Iveagh Trust Greening Strategy	€20,000.00		€20,000.00	Under examination by CRA Department.	
Kimmage-Village Improvements	€30,000.00		€30,000.00	Signage scheme for village being progressed.	
Crumlin Swimming Pool	€17,000.00	€17,000.00	€0.00	Paid to CRA Department on 29/10/2020	
Clonmacnoise -Green Areas	€14,000.00		€14,000.00	Planting scheme agreed by CRA.	
Good Counsel-goal areas	€4,000.00	€5,075.00	-€1,075.00	Completed.	
Age Friendly Initiatives (Harold's Cross)	€10,000.00		€10,000.00	Defibrillator to be installed.	
Vibrant villages					
Age Friendly Initiatives and Older Persons' Events	€42,800.00	€31,494.00	€11,306.00	In progress.	
Ringsend & Herbert Park Allotments	€5,000.00	€3,754.00	€1,246.00	In progress.	
Festivals	€30,800.00	€10,833.00	€19,967.00	In progress.	
Plant Sales	€13,000.00	€10,913.00	€2,087.00	In progress.	
Friends of Green Spaces	€10,000.00	€875.00	€9,125.00	In progress.	
Dog Shows	€17,500.00	€8,608.60	€8,891.40	In progress.	
Family Fun Days & Fiestas	€26,600.00	€6,565.96	€20,034.04	In progress.	
Cultural Events	€46,300.00	€41,496.00	€4,804.00	In progress.	
Village Enhancements	€35,500.00	€48,425.00	-€12,925.00	In progress.	
Youth Initiatives & Social inclusion	€27,500.00	€19,270.00	€8,230.00	In progress.	
Ringsend Halloween Festival	€60,000.00	€51,805.00	€8,195.00	In progress.	
				<i>(Income of €10,000 received from CRA Department).</i>	
Housing Projects					

Markievicz House-provision of CCTV	€15,000.00	€13,172.00	€1,828.00	Completed.
Glovers Court-security gates	€15,000.00		€15,000.00	Being examined at present.
Village Plans				
Cabbage Patch CCTV and pitch improvement	€90,000.00	€14,798.00	€75,202.00	Ongoing
Ranelagh Gardens Park-lighting at entrance	€11,931.00		€11,931.00	Waiting for Public Lighting Section to give the go-ahead.
Total	€750,000.00	€414,772.40	€335,227.60	

Q.1 Councillor Kevin Donoghue

To ask the manager to fix the broken path at (details supplied) and also if they could fix the hole that has been created along the shore on Bremen Avenue.

Q.2 Councillor Kevin Donoghue

To ask the manager to fix a hollow that has developed in the road at details supplied.

Q.3 Councillor Deirdre Conroy

To ask the manager what are DCC plans for the provision of electric car charging points throughout Rathmines.

In Rathmines Park resident's permit parking is all on-street and unassigned. Residents could install a charger in their driveway, if they were permitted to bring their electric car on to the driveway but in many areas the council won't grant permission to remove cars from the parking space outside the houses. Though many historic houses do have parking spaces on their front garden entrance.

1. Can council support installation of an EV charge point in Rathmines?
2. Can council support planning applications to adapt gates and part of garden to a driveway?
3. [As stated by the enquirer] If someone was to run a long cable from their home to a car parked on the street, that could cause serious injury or worse for pedestrians on the footpaths.

Q.4 Councillor Deirdre Conroy

To ask the manager if the Parks Department can address the external workers on pruning of trees and plants in parks, as we are notified about very poor and destructive pruning of hedges in Palmerston Park and Fairfield Park. I am advised that the remaining stems are split and are very vulnerable to disease and rot. According to the enquirer, "it seems obvious that the people who did the jobs do not have any horticultural knowledge or any understanding of the appropriate care necessary for hedges/ trees. In a climate and biodiversity crisis and emergency it is vital we care for our parks expertly and not damage the hedges.

Q.5 Councillor Deirdre Conroy

To ask the manager if the Council Covid Mobility Team can make consultation with resident community groups in the South Georgian Core in terms of substantial environmental impact on Dublin's historic regions of Merrion Square, Fitzwilliam Street, etc. and that the 'Fitzwilliam Cycle Route Team' participate in communication with residents on Fitzwilliam Street, where there are elderly residents, crèche and Montessori pedestrian children impacted by the unnotified works of street paint and bollards. I note that some of the blocked access to residents parking has been removed c 24 October and city council local residents are appreciative.

Q.6 Councillor Deirdre Conroy

To ask the manager to request information from assistant chief executive Mr. Shakespeare on what is being undertaken so far by the council planning department and conservation department on the historic 40 Herbert Park demolition issue.

Q.7 Councillor Kevin Donoghue

To ask the manager to repaint the road markings at the intersection at the corner of Church Avenue and Tritonville Road.

Q.8 Councillor Kevin Donoghue

To ask the manager if a report has been carried out on the redevelopment of St. Andrew's Court and if the councillors could have a copy of same.

Q.9 Councillor Tara Deacy

St Clare's Primary School and parents are doing their best to maintain social distancing and active travel to and from the school. However the infrastructure around the school makes this difficult as there are cars parking on the pavement, no segregated or protected cycle lanes, narrow footpaths and encroachment on the pavements due to building works in the area. Parents are also conscious that they are taking over the area around school pick-up time and this is probably a nuisance for other residents and users of the post office, hospice and other local services.

Are there are plans or a budget in place to upgrade the street infrastructure in that area?

Q.10 Councillor Tara Deacy

A. Could you let me know when the Sandford Motors garage entrance (and beyond - see circled on Fig 1 of attachments) became part of Sandford Road? Fig 1 is a Dublin City Council map. To my knowledge there was never a road here. All the DCC maps like Fig 1 have been updated so I can't find one without this marking - however there are plenty of old Planning maps where this road is not indicated see Fig 4. It has been a garage site for over 100 years - see Irish Times article Nov. 5 2003 - <https://www.irishtimes.com/business/commercial-property/vintage-garage-still-motoring-on-1.389563>

B. If this road is part of Sandford Road then surely it is a public road. In this case how can the owner of this land close it off and sell it? I have attached Fig 2 and Agar's 'sandford-road-77-79-1.pdf' in relation to this. Fig 2 shows the site boarded off (with Private - No Parking signs and a for sale sign). The Agar's pdf shows the details for this site - the site is being sold right down to the footpath. If it is part of Sandford Road (as on DCC map) how can this road be sold. It either is public or private - could you please let me know which it is? If it is private it surely cannot be part of Sandford Road.

Q.11 Councillor Tara Deacy

What is the School Mobility Program, its purpose, strategies and goals? What are school zones, is it a legal term? The memo sent from DCC mentions the mobility programme is an intervention, what is being intervened and what is the goal/purpose of the intervention? Was there any community consultation carried out in the areas where the School Zone initiative has been implemented?

Q.12 Councillor Tara Deacy

The persistent illegal parking on Harold's Cross Road in Harold's Cross continues to cause issues for residents, cyclists etc. The main problem area is outside the Centra Harold's Cross. Every day there are constantly cars, vans and trucks illegally parked in the cycle and bus lanes on both sides of the road. Cars are parked up on the footpath in the cycle and bus lane or just directly on the road in the cycle and bus lane. This illegal parking is causing an obstruction to bus traffic and private traffic as well as cyclists and pedestrians. What action is planned or what actions have been implemented to address this issue, several residents have been in touch with me about it?

Q.13 Councillor Dermot Lacey

To ask the Manager if he could the trees referenced in the email submitted with this question to be pruned and representations made to the Management Company for those trees on their property for same.

As a long-time resident of Northbrook Avenue, Ranelagh, Dublin 6, I am writing to you both in my own personal capacity and on behalf of a number of adjacent and similarly-concerned neighbours. As one of our local public representatives in the Pembroke Electoral Area we are seeking your assistance and representations via the Dublin City Council ("DCC") in relation to issues of concern associated with a number of trees immediately opposite our properties which constitute part of a terrace of houses on the Westerly end of Northbrook Avenue, Ranelagh.

Specifically, there is a cluster of very tall, mature trees directly opposite our properties as we look South down towards Ranelagh Park. A number (3) of the trees are located within the grounds of the Crosbie House apartment complex and the remaining one is on the public footpath outside that boundary wall. The height/length/density/depth of this cluster of trees gives cause for increasing concern on a number of fronts;

1. Sunlight deprivation to our properties from the South-Westerly aspect.
2. Obstruction of views towards Ranelagh Park aspect.
3. The uncontrolled growth of these trees constitutes increasing potential property AND public safety hazards, both to our properties/properties within the Crosbie House apartment complex and to residents of Northbrook Avenue generally. This has been borne out during storms of recent years when a number of sizeable branches have been dislodged on a repeated basis. Fortunately no direct property/personal injury has ensued thus far but we harbour growing concerns in this regard.

We hasten to add that we DO NOT have a problem with the trees per se (they constitute an attractive landscape feature) but rather with the uncontrolled growth of the trees and the issues/hazards associated with such growth, as outlined above. We do not profess to be an authority in this regard but we strongly feel that the towering and overarching presence and growth of these trees should be scaled back to a better, and safer, degree that will provide an acceptable balance between Nature and public health& safety? Previous efforts in this regard have proved insufficient and issues of concern remain. We strongly feel that a fresh assessment of the structural integrity/security and safety of these trees needs to be undertaken as soon as feasible and corrective action be taken as deemed appropriate.

We would appreciate your interest and input and look forward to hearing from you.

Q.14 Councillor Mannix Flynn

Can the manager issue a full update with regards Dublin City Council's involvement with golf courses as a sporting activity? This report to include what golf courses if any that Dublin City Council has arrangements with for communities to play golf in and how many of these are located in the South East Area and also the wider area of Dublin.

Q.15 Councillor Mannix Flynn

Can the area manager issue a full update with regards the quality of the bathing water in Dublin Bay on their monthly report to the South East Area Committee?

Q.16 Councillor Mannix Flynn

Can the manager ascertain from Dublin City Council's building control and road works control what qualifications or training, if any, do employees of construction companies have who are working on building sites within the SEA in traffic management in and around construction sites? What protocols are in place and what guidelines are in place, if any? And who oversees this?

Q.17 Councillor Mannix Flynn

Can the manager find a better way of managing the bring centre and bottle bank at Milltown Car park and St Vincent's flats? I have been constantly raising these issues on behalf of residents. It is now unacceptable that these bring centres are a serious nuisance to residents and also to users. There are serious management failures here

and whoever is responsible needs to step up to the mark. It is no longer appropriate that these bring centres be placed right in on top of residents' homes.

Q.18 Councillor Mannix Flynn

Can the manager call on DCC's public lighting section to relight St Kevin's Parade with the new LED lighting system? This is a very small street and area that has been inundated with attacks on property, thefts from motor vehicles, thefts of push bikes and break ins at residents' homes. The street is very badly lit and now is a health and safety hazard for the many people who reside here, including elderly people.

Q.19 Councillor Mannix Flynn

Can the manager call on the Parks Dept. to immediately prune the pear tree in St Kevin's Parade? This tree is massively overgrown, is interfering with telephone wires and notwithstanding the massive amount of fruit that is falling on cars, the footpath and road; creating a road hazard and a pedestrian hazard.

Q.20 Councillor Mannix Flynn

Can the manager call on the Dublin Regional Homeless Executive and the Simon Community Organisation to address the serious issues of anti-social behaviour that are now a constant occurrence day and night at their premises in Camden Place and Harcourt Street? The situation here is absolutely unacceptable. Many residents are complaining of being intimidated by individuals and of having to face drug dealers and drug takers and people in a state of intoxication lying in and around the Camden Street area on footpaths on a daily and nightly basis. Many of these are clients of the two nearby hostels. While these are unfortunate individuals that are deserving of our compassion it is not acceptable that the management of these two premises would simply wash their hands of their vulnerable clients. You simply cannot dump individuals, human beings who have a myriad of problems into this street without proper management and proper state of the art services. The problems now are greater than they ever were and more and more residents in the area are becoming fearful and are suffering from anxiety and uncertainty as to what they face on a daily basis.

This is not good for anybody and it is important to note that this kind of scenario is being played out on the streets of Dublin for the past 20 odd years with no attention what so ever being given to resolving this issue. Can something be done as a matter of urgency?

Q.21 Councillor Mannix Flynn

Can the manager address the issue of cars parking illegally under the stairway at Bernardo Square? This parking seriously impedes the residents who live in the adjoining apartments and the house at Palace Street it also gives cover to those selling and taking drugs intravenously at this location.

Q.22 Councillor Mannix Flynn

Can the manager issue a report as to who was appointed to run the Bram Stoker festival? Was this contract advertised publicly? What was the value of the contract? How much of this contract has already been paid? What is the balance left to be paid on this contract, if any? What were the KPI's for the event?

Q.23 Councillor Mannix Flynn

Can the manager issue a full statement with regards a Garda Investigation into alleged fraud, involving DCC property in and around Montague Court/O Carroll Villas? This incident was mentioned in the media recently.

Q.24 Councillor Danny Byrne

To ask the Manager if a spotlight could be put in place at the new grotto at the “new houses in Ringsend. Please note there was one there previously it just needs to be repaired / upgraded.

Q.25 Councillor Danny Byrne

To ask the Manager to fix, e.g. (paint the post) the traffic island street furniture at details supplied as it has become very unsightly.

Q.26 Councillor Danny Byrne

To ask the manager if the rubbish bins at the Irishtown nature park could be emptied more regularly given that these walks are currently being used much more regularly than in the past and are getting over filled. The installation of some big belly bins would also be very welcome.

Sample bin below;



Q.27 Councillor Danny Byrne

To ask the manager to expedite the housing need of details attached as there is serious overcrowding in her present living situation and that of her children.

Q.28 Councillor Danny Byrne

To ask the manager to repair a small section of road which is badly damaged at details supplied,



Q.29 Councillor Danny Byrne

To ask the manager to fix / make good a section of road at Merrion Square East / Fitzwilliam Street Lower where there is a large dip in the road surface.

Photo attached;



Q.30 Councillor Danny Byrne

To ask the Manager to fix a street tile outside of 15 South Anne Street which is broken and presenting a trip hazard, photo attached,
Photo;



Q.31 Councillor Carolyn Moore

To ask the area manager, in light of the incentivisation of sustainable transport options, including electric vehicles, in Budget 2021, to provide a schedule of delivery for electric vehicle charging points for the Kimmage Rathmines area, noting that currently there is just a single charge point in Crumlin Village and a single charge point in Rathmines.

Q.32 Councillor Carolyn Moore

To ask the area manager to ensure that branches that were cut several months ago from trees behind the 83 bus terminus at Stannaway Avenue in Kimmage are removed, as residents report the dumping of these branches has led to increased dumping at this spot. Can the area manager also report on whether or not these trees were cut back by employees or contractors of the council, and if so, why were the branches left behind?

Q.33 Councillor Carolyn Moore

To ask the area manager what is the current status of the Part 8 project and proposed start date for the Eamonn Ceannt depot expansion project at the entrance to Rutland Grove?

Q.34 Councillor Carolyn Moore

To ask the area manager if the continuous litter, fly tipping and rubbish-burning in the laneway leading from St Mary's Road to William Pearse Park, alongside The Star, can be urgently dealt with?

Q.35 Councillor Carolyn Moore

To ask the area manager to paint the lamp standards at Cloyne Road, Blarney Park, Tonguefield Road, Clonfert, Kilfenora.

Q.36 Councillor Carolyn Moore

To ask the area manager if the parks department can be instructed to develop a planting or greening strategy for plants and trees for the green on Windmill Road.

Q.37 Councillor Carolyn Moore

To ask the area manager to paint yellow lines on the following junctions:

- Ferns /Clonmacnoise Road
- Clonmacnoise/Clonard Road
- Lismore/Bangor Road
- Rathdrum/Aughavanagh Road
- Glenealy/Rutland Avenue.

Q.38 Councillor Carolyn Moore

To ask the area manager if the roads and paths on Lismore Road, Crumlin, can be added to schedule of works for resurfacing.

Q.39 Councillor Tara Deacy

To ask the manager to explain the purpose of the steel porta cabin at the junction of Armagh/Captain's Road, which company owns it and how long it is due to stay in place. There is no obvious work happening locally and this should be removed as it is attracting illegal dumping.

Q.40 Councillor Tara Deacy

To ask the manager to repaint and the repair the lampposts on the following streets: Lismore Road, Ferns, Durrow Road, Aughavanagh Road, Glenealy Road, Rathdrum Road.

Q.41 Councillor Tara Deacy

To ask the manager to list in tabular format the location and number of bins removed from the Kimmage/Crumlin area for each year since 2008.

Q.42 Councillor Anne Feeney

To ask the Manager to have the hedges cut back around the Rathdown Avenue side of Bushy Park. Due to the hedge extending out over the original pathway, there is only sufficient width for one person and no space for social distancing or stepping to one side, due to the cars parked all along the road. I have asked for this on a number of occasions in the past.

Q.43 Councillor Anne Feeney

To ask the Manager to carry out a review of traffic and parking around Rathdown Avenue and Rathdown Park and adjoining roads due to the heavy traffic now using these roads to park while visiting the park. With heavy parking on both sides of Rathdown Avenue most evenings and every weekend, the road is regularly log-jammed. The problem is not only due to illegal parking but also legal parking. Should there be an emergency on the road, it would be extremely difficult to get an ambulance or fire brigade through. Consideration needs to be given to one-way flows of traffic or alternative solution.

Q.44 Councillor Anne Feeney

To ask the Manager to carry out a traffic and cycling safety review in the vicinity of the Harold's Cross Educate Together School which exits onto a very busy Harold's Cross Road. I attach details of the issues from the school and their proposals.

Q.45 Councillor Anne Feeney

To ask the Manager to install a pedestrian traffic lights between the KCR shops and Kimmage Road West (south side of the junction). This is a very busy junction on the boundary of Dublin City Council and South Dublin County Council and I witness adults and children trying to get across to the shops with traffic approaching from all sides, but no pedestrian lights or opportunity for safe crossing by pedestrians.

Q.46 Councillor Anne Feeney

To ask the Manager to consider a 'safe cycling' solution for cyclists travelling from Dartry Road to Milltown Road. This stretch of road, which is generally used heavily by cyclists on their way to UCD and also for recreational cyclists is extremely dangerous. It is again on the boundary of Dublin City Council's area and Dun Laoghaire/Rathdown and for this reason may not get the priority it should given the volume of traffic on it and the danger to cyclists.

Q.47 Councillor Anne Feeney

To ask the Manager for an update in relation to the re-cycling containers in the car park in Terenure. It was originally planned to camouflage these, but this was then deemed not possible. Would it be possible to re-locate these into the car park at the Evergreen Centre or further back in the existing car park? They are unsightly and also regularly overflowing with broken glass around them.

Q.48 Councillor Paddy McCartan

To ask the manager to respond to the following issues raised by a constituent in the following email.

He writes:

"As a long-time resident of Northbrook Avenue, Ranelagh, Dublin 6, I am writing to you both in my own personal capacity and on behalf of a number of adjacent and similarly-concerned neighbours. As one of our local public representatives in the Pembroke Electoral Area we are seeking your assistance and representations via the Dublin City Council ("DCC") in relation to issues of concern associated with a number of trees immediately opposite our properties which constitute part of a terrace of houses on the Westerly end of Northbrook Avenue, Ranelagh.

Specifically, there is a cluster of very tall, mature trees directly opposite our properties as we look South down towards Ranelagh Park. A number (3) of the trees are located within the grounds of the Crosbie House apartment complex and the remaining one is on the public footpath outside that boundary wall. The height/length/density/depth of this cluster of trees gives cause for increasing concern on a number of fronts;

1. Sunlight deprivation to our properties from the South-Westerly aspect.

2. Obstruction of views towards Ranelagh Park aspect.

3. The uncontrolled growth of these trees constitutes increasing potential property AND public safety hazards, both to our properties/properties within the Crosbie House apartment complex and to residents of Northbrook Avenue generally. This has been borne out during storms of recent years when a number of sizeable branches have been dislodged on a repeated basis. Fortunately no direct property/personal injury has ensued thus far but we harbour growing concerns in this regard.

We hasten to add that we DO NOT have a problem with the trees per se (they constitute an attractive landscape feature) but rather with the uncontrolled growth of the trees and the issues/hazards associated with such growth, as outlined above. We do not profess to be an authority in this regard but we strongly feel that the towering and overarching presence and growth of these trees should be scaled back to a better, and safer, degree that will provide an acceptable balance between Nature and public health & safety? Previous efforts in this regard have proved insufficient and issues of concern remain. We strongly feel that a fresh assessment of the structural integrity/security and safety of these trees needs to be undertaken as soon as feasible and corrective action be taken as deemed appropriate.

While we are aware that Dublin City Council has a public role in matters of this nature, we are not clear as to whether this comes under the brief of the Environment & Transport Division and/or Parks & Landscape Services and as a Councillor within the DCC we respectfully seek your interest, assistance and active representation in this regard on our behalf.

Q.49 Councillor Paddy McCartan

To ask the manager to respond to the following issue raised by a constituent concerning The Sandford Road Motor garage.

He writes

"1. Could you let me know when the Sandford Motors garage entrance (and beyond - see circled on Fig 1 of attachments) became part of Sandford Road? Fig 1 is a Dublin City Council map. To my knowledge there was never a road here. All the DCC maps like Fig 1 have been updated so I can't find one without this marking - however there are plenty of old Planning maps where this road is not indicated see Fig 4. It has been a garage site for over 100 years - see Irish Times article Nov. 5 2003

2. If this road is part of Sandford Road then surely it is a public road. In this case how can the owner of this land close it off and sell it? I have attached Fig 2 and Agar's 'sandford-road-77-79-1.pdf' in relation to this. Fig 2 shows the site boarded off (with Private - No Parking signs and a for sale sign). The Agar's pdf shows the details for this site - the site is being sold right down to the footpath. If it is part of Sandford Road (as on DCC map) how can this road be sold. It either is public or private - could you please let me know which it is? If it is private it surely cannot be part of Sandford Road.

My interest in this is that there is a planning application for the whole of this site (3593/20 - see Fig 4). I would like to know whether it is officially part of Sandford Road and what the implication of this is regarding planning."

See pics below.

Q.50 Councillor Kevin Donoghue

To ask the manager to provide cleansing along the walk way from Ringsend Bridge to Grand Canal Street upper as the area is heavily littered.

Q.51 Councillor Pat Dunne

Can the area Manager arrange to have the following issue resolved? There is no way for a wheelchair to access the footpaths through the middle of Bangor Circle Green if coming from Sundrive Road, as there is no ramp in the footpaths opposite numbers 41 and 42 Clonmacnoise Road.

Q.52 Councillor Pat Dunne

Can the area Manager arrange to have the following issue resolved? The footpath around Bangor Circle field, opposite 92 Clonmacnoise Road through to opposite 134 Clonmacnoise Road were never included in the upgrading of this footpath and are in a very bad state of repair, making it impossible for a wheelchair user or those on scooters and with buggies to use.

Q.53 Councillor Pat Dunne

Can the Area Manager arrange to have the following issue resolved? Road markings at both junctions of Clonmacnoise Road and Clonard Road (at both ends of the green triangle) are needed to show right of way. Yield signs and road markings are also needed at all the junctions around Clonmacnoise Field.

Q.54 Councillor Pat Dunne

Can the area Manager arrange to have the following issue resolved? There is a road repair needed just outside 336 & 338 Captain's Road. There is a pothole where people get caught with bikes, scooters and buggy wheels. Not sure but certainly not safe in terms of barrier free movement. When water is covering it...it's outright dangerous.

Q.55 Councillor Daniel Ceitinn

Can the Manager arrange for the tall trees around and along Rosary Terrace in Ringsend to be topped to match or come near in size with the other trees on the Terrace and arrange for repair works for the public pathway which is cracking from the roots of these trees?

Q.56 Councillor Daniel Ceitinn

Can the Manager arrange for a person (details supplied) to be allocated a pram shed?

Q.57 Councillor Daniel Ceitinn

Can the Manager arrange for the outstanding maintenance issues at (details supplied) be carried out as a matter of urgency? Can the council repair the bad leak that is coming in through the sky light and install new windows as the current ones are old, cold and single pane glass. The heating is also broken in this property as well as the shower.

Q.58 Councillor Daniel Ceitinn

Can the Manager arrange for a person (details supplied) to have new windows installed?

Her windows were falling out and the council screwed them shut as a temporary measure until they replaced them. The windows are still screwed shut and she is unable to open them to let air in. This is extremely bad for ventilation. Can the council please provide me with a time frame as to when these windows will be replaced?

Q.59 Councillor Daniel Ceitinn

Can the Manager arrange to have a person (details supplied) application to have her bath replaced with a shower under the Disability Adaptations Scheme processed as soon as possible and can you provide an update as to when these works will take place?

Q.60 Councillor Daniel Ceitinn

Can the Manager arrange for a person (details supplied) to be issued with a residents parking permit?

Q.61 Councillor Daniel Ceitinn

Can the Manager arrange to have a person (details supplied) application to have her bath replaced with a shower under the Disability Adaptations Scheme processed as

soon as possible and can you provide an update as to when these works will take place?

Q.62 Councillor Daniel Ceitinn

To ask the Manager can he confirm that the two dead seals that were washed up recently on Sandymount Strand were tested to establish what was their cause of death and if not, why?

Q.63 Councillor Daniel Ceitinn

Can the Manager arrange for new rope lines be installed in the washing lines in George Reynolds House? The lines that are up at present are no good. They are sagging and end up trailing residents' laundry on the ground.

Q.64 Councillor Daniel Ceitinn

To ask the Manager to arrange the resurfacing and filling of potholes from the junction of Harcourt Road and Charlemont Street to and along Richmond Street South.

Q.65 Councillor Daniel Ceitinn

To ask the Manager can he consider installing outdoor seating areas such as the one shown in the attached outside (details supplied) and other businesses in Portobello?

Q.66 Councillor Claire Byrne

To ask the Area Manager can he please confirm that all Community grants agreed for 2020 were issued in full to successful applicants in the South East Inner City.

Q.67 Councillor Claire Byrne

To ask the Area Manager can he please provide an overview of the public realm and greening projects in the South East Inner City, including their current status, whether they have funding assigned and a timeline for delivery.

Q.68 Councillor Claire Byrne

To ask the Area Manager if there is any mechanism by which the ratio of community, residential and commercial set out in the current zoning on Block 19 / The Graving Docks in the Docklands SDZ can be amended, and if so can he please provide details of that process.

Q.69 Councillor Claire Byrne

To ask the Area Manager can he please address the issue of ongoing illegal dumping outside the Girls' Scouts Hall on Synge Street, Portobello, Dublin 8. If this is not within the remit of Dublin City Council can we please agree to write to the owners to address the issue?

Q.70 Councillor Claire Byrne

To ask the Area Manager can he please address the ongoing issue of graffiti on Millennium Bridge.

Q.71 Councillor Claire Byrne

To ask the Area Manager when will the bin be installed outside the Meath Street Hospital / Camden Clinic as per my previous question below in May 2020. There are currently no bins on this side of Heytesbury St / New Bride Street and people need a bin to dispose of their rubbish, especially face masks, without having to cross the road.

Q.41 Councillor Claire Byrne

Can the Manager please install a public bin outside the Meath Street Hospital / Camden Clinic on Heytesbury Street / Long Lane? I have requested this

before as this street has a high volume of litter, but it is even more needed now as many people going into and out of the clinic are using gloves and need somewhere to dispose of them as they exit.

Reply:

Waste Management Services will make arrangements to have a litter bin installed at the above mentioned location.

Contact:

Mick Boyle, Senior Staff Officer, Waste Management Services, tel.: 2224240, email: mick.boyle@dublincity.ie

Q.72 Councillor Claire Byrne

To ask the Area Manager why the left turn green feeder arrow has been removed on approach to Cardiff Lane from Misery hill (side of Bord Gais theatre) since new configuration of Hanover Street East. This is greatly reducing amount of cars that can leave at a time. There is a feeder onto Misery hill from Cardiff lane as before, so why has other one been removed and are there plans to reinstate this?

Q.73 Councillor Dermot Lacey

To ask the Manager if he could provide a response to this question raised with me regarding parking on cycle lane in Ranelagh:

“Missing Bollards - Ranelagh Bike Lane (Southbound)

I understand from the street signage and markings, i.e. a 24 hour, 7 days a week cycle track sign and a continuous white line, that this is a mandatory cycle lane in which it is illegal to park at all times. It is curious that Council services would facilitate a local business in committing a crime on a daily basis and a crime which puts vulnerable road users at risk.

Would the loading bay directly opposite SuperValu not be more suitable for accepting deliveries? Perhaps it would be a fair compromise to ensure the loading bay is kept clear for local businesses and not abused for parking of private vehicles.

In any event, I would be much obliged if you could let me know how this develops and when the cycle lane protections are likely to be reinstated.”

Q.74 Councillor Anne Feeney

To ask the Manager to carry out a review of hedge maintenance (i.e. pruning) in Palmerston Park. The remaining stems are split and are very vulnerable to disease and rot. Is Palmerston Park maintenance carried out by DCC horticultural staff or is this now outsourced? Also, can I be advised of which parks if any in the SEA are maintained by an outsourced provider of these services?

Q.75 Councillor Anne Feeney

To ask the Manager to provide an update in relation to leaf collection in the Kimmage Rathmines LEA i.e. bagged leaves and those building up along the main roads and pathways.

Q.76 Councillor Kevin Donoghue

To ask the manager about the prospect of an internal transfer at (details supplied).

Q.77 Councillor Kevin Donoghue

To ask the manager about the prospect of an internal transfer at (details supplied)

- Q.78 Councillor Kevin Donoghue**
To ask the manager about the prospect of an internal transfer at (details supplied).
- Q.79 Councillor Kevin Donoghue**
To ask the manager if they could liaise with Tuath regarding facilities for children at the Shelbourne Park apartments.
- Q.80 Councillor Kevin Donoghue**
To ask the manager to outline how residents can drop down places in the housing list specifically in reference to (details supplied).
- Q.81 Councillor James Geoghegan**
To ask the manager if an additional bin could be placed somewhere along any one of the following roads in Dublin 6, Cowper Drive, Tudor Road, Cowper Gardens, Park Drive, Albany Road, Mountain View Road, Edenvale Road, Beechwood Avenue Upper owing to a proliferation of dog poo on the rood adjacent to a playschool which is hosted at the Beechwood Community centre and rubbish related to pedestrians using these roads having got off at the Cowper Luas stop.
- Q.82 Councillor James Geoghegan**
To ask the manager if the tree outside details supplied could be inspected as there is a 93 year old woman living in the house and it is a concern to her as it has all the electrical and telephone wires going through it.
- Q.83 Councillor James Geoghegan**
To ask the manager if he can explain the rationale for removing the section of cycle lane protections between Nick's Coffee and Temple Place/Supervalu and whether consideration has been given to their re-installation.
- Q.84 Councillor James Geoghegan**
To ask the manager if the below query from this constituent could be considered and replied to:

“As a long-time resident of Northbrook Avenue, Ranelagh, Dublin 6, I am writing to you both in my own personal capacity and on behalf of a number of adjacent and similarly-concerned neighbours. As one of our local public representatives in the Pembroke Electoral Area we are seeking your assistance and representations via the Dublin City Council (“DCC”) in relation to issues of concern associated with a number of trees immediately opposite our properties which constitute part of a terrace of houses on the Westerly end of Northbrook Avenue, Ranelagh.

Specifically, there is a cluster of very tall, mature trees directly opposite our properties as we look South down towards Ranelagh Park. A number (3) of the trees are located within the grounds of the Crosbie House apartment complex and the remaining one is on the public footpath outside that boundary wall. The height/length/density/depth of this cluster of trees gives cause for increasing concern on a number of fronts;

1. Sunlight deprivation to our properties from the South-Westerly aspect.
2. Obstruction of views towards Ranelagh Park aspect.
3. The uncontrolled growth of these trees constitutes increasing potential property AND public safety hazards, both to our properties/properties within the Crosbie House apartment complex and to residents of Northbrook Avenue generally. This has been borne out during storms of recent years when a number of sizeable branches have been dislodged on a repeated basis. Fortunately no direct property/personal injury has ensued thus far but we harbour growing concerns in this regard.

We hasten to add that we DO NOT have a problem with the trees per se (they constitute an attractive landscape feature) but rather with the uncontrolled growth of the trees and the issues/hazards associated with such growth, as outlined above. We do not profess to be an authority in this regard but we strongly feel that the towering and overarching presence and growth of these trees should be scaled back to a better, and safer, degree that will provide an acceptable balance between Nature and public health & safety? Previous efforts in this regard have proved insufficient and issues of concern remain. We strongly feel that a fresh assessment of the structural integrity/security and safety of these trees needs to be undertaken as soon as feasible and corrective action be taken as deemed appropriate.

While we are aware that Dublin City Council has a public role in matters of this nature, we are not clear as to whether this comes under the brief of the Environment & Transport Division and/or Parks & Landscape Services and as a Councillor within the DCC we respectfully seek your interest, assistance and active representation in this regard on our behalf.”

Q.85 Councillor James Geoghegan

To ask the manager if the below query from this constituent and attached images marked fig 1, fig 2, fig 3, fig 4, could be considered and replied to.

1. Could you let me know when the Sandford Motors garage entrance (and beyond - see circled on Fig 1 of attachments) became part of Sandford Road?

Fig 1 is a Dublin City Council map. To my knowledge there was never a road here. All the DCC maps like Fig 1 have been updated so I can't find one without this marking - however there are plenty of old Planning maps where this road is not indicated see Fig 4. It has been a garage site for over 100 years - see Irish Times article Nov. 5 2003 - <https://www.irishtimes.com/business/commercial-property/vintage-garage-still-motoring-on-1.389563>

2. If this road is part of Sandford Road then surely it is a public road. In this case how can the owner of this land close it off and sell it? I have attached Fig 2 and Agar's 'sandford-road-77-79-1.pdf' in relation to this. Fig 2 shows the site boarded off (with Private - No Parking signs and a for sale sign). The Agar's pdf shows the details for this site - the site is being sold right down to the footpath. If it is part of Sandford Road (as on DCC map) how can this road be sold. It either is public or private - could you please let me know which it is? If it is private it surely cannot be part of Sandford Road.

My interest in this is that there is a planning application for the whole of this site (3593/20 - see Fig 4). I would like to know whether it is officially part of Sandford Road and what the implication of this is regarding planning.

Q.86 Councillor James Geoghegan

To ask the manager if the Dublin City Childcare Committee can consider the below email chain from me and a constituent who wants her national childcare scheme payment paid retrospectively because of delays in her obtaining her public services card as a consequence of Covid-19.

Q.87 Councillor James Geoghegan

To ask the manager if he can inquire from planning enforcement concerning the below issue addressed in an email from a constituent.

Q.88 Councillor James Geoghegan

To ask the manager if more grace over a few months can be given to clamping enforcement in locations in the South East Area villages close to retail and restaurant businesses insofar as parking in designated spaces is not causing undue traffic

blockages and their focus more towards illegal parking on footpaths to ensure that retail customers can be encouraged to support their local business.

Q.89 Councillor James Geoghegan

To ask the manager whether Ranelagh Gardens might be a suitable location for an outdoor farmers' market similar to Herbert Park.

