



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 9 SEPTEMBER 2024

1 Presentation on the Dublin City Council Local Economic and Community Plan 2024-2029

Order: Noted

2 Part 8 Notifications St Andrew's Court, Pearse House, Glover Court - For information purposes only

Order: Noted

3 Minutes of South East Area Committee Meeting held on 8th July 2024

Order: Agreed

4 Environment and Transportation Department Matters

Order: Noted

5 Planning and Development

- i. Disposal Fee Simple 65 Keeper Road
Order: Agreed to Recommend to City Council.
- ii. Disposal Fee Simple Eamon Ceannt Park Depot for ESB Substation
Order: Agreed to Recommend to City Council.

6 South East Area Matters

- i. Nomination of 2 Councillors from the LEA of the South East Inner South Inner City Drugs & Alcohol Task Force. (SICDATF)
Order: Deferred until October Meeting.
- ii. Nomination of 2 Councillors to the Aviva Stadium Community Con
Order: Agreed to Recommend to City Council the Nomination of Claire Byrne and Danny Byrne.
- iii. Report of the Executive Manager

Order: Noted.

- iv. Draft Chief Executives Report on Portobello Harbour Park Development VIII

Order: Agreed to recommend to City Council.

- v. Report on naming and numbering proposal for a development at Harold's Cross Road, Dublin 6W

Order: Agreed.

7 **Motions 09.09.24**

Motion 1 from Councillor Dermot Lacey

This Committee requests the Manager to examine the issues raised in the email submitted with this Motion seeking to develop a fairer and more transparent parking/no parking regime at this location on Beach Road, Sandymount.

Details

I wonder if you could take up this issue with DCC.

There is a section on the Beach Road in Sandymount, opposite the entrance to the beach and Sean Moore Park where unsuspecting visitors are being unfairly clamped. I feel very sorry for visitors with young kids having their day trip end with having to call the clampers and facing a hefty fine.

The reason they are being clamped is apparently one is not allowed to park where there is a continuous line in the centre of the road coming up to a junction. See beside the red line on the attached. I never knew this. Did you?

There is a double yellow line on the bend (Marked) but does not continue down alone where parking is not permitted. There is no sign that highlights that parking is not permitted at any time.

It seems very unfair to catch people out without warning. Most of the people who park here are people visiting.

There are a number of solutions.

- The double yellow line could continue to the area where parking is not permitted.
- A sign (s) could be installed telling people that parking is prohibited.
- The centre line could be reduced (it seems unnecessary long) which would create much needed parking and the double yellow line could continue parallel to a shorter centre line.

While these are being considered the clampers could be asked to avoid this stretch of road

Order: Report to Councillor.

Motion 2 from Councillor Dermot Lacey and James Geoghegan

Recognizing the urgent need to ensure the safety of all but particularly children this Committee requests an urgent and speedy response to the issues raised in the email submitted with this Motion relating to access/parking and related matters at the Montessori School at Dodder Walk, Milltown.

Details

I want to raise a major safety concern with the area outside the entrance to Minerva Montessori on Dodder Walk/ Milltown Road/ Dartry Road. I (and every other parent that I have spoken to) find it to be an incredibly dangerous and hostile environment to drop off and collect children each day. I have talked to the Montessori owner (Name Redacted), about our concerns. She agrees with us and is supportive of my proposal below. I am aware that there is a plan for this area as part of the Dodder Greenway scheme but I don't think we can wait any longer to make it safe.

These are my main concerns (please see photos attached):

- There are two entrances to the Montessori (door and big gate beside it). The door leads directly on to a car parking space and the gate leads on to double yellow lines (where cars regularly park). I can't think of any other school/Montessori where children can walk out the main door and straight into parked or moving cars - there is always some kind of barrier (even if it's just a metal fence). Cars are moving in and out of these spaces all morning while very small children are coming in and out of the Montessori.
- Cars can enter and exit from two points on to Dodder Walk from Milltown Road/Dartry Road. This means that there is generally a crush of cars manoeuvring around a very tight space while carers and children are trying to navigate to and from the entrance.
- There are two very narrow pavements on either side of Dodder Walk. You can barely fit a buggy on parts of them. On the side of the Montessori, the pavement abruptly ends as you walk down the hill.
- Milltown Road is a busy, fast and dangerous road. Motorists are often breaking the speed limit. The Montessori is located at the bend on this road.
- The Montessori is at the top of a very steep hill (Dodder Walk). There is a bend on this hill, so you do not always know if a car is coming. Incredibly, the speed limit on this hill is 30km/hour. Cars are up and down this hill at all hours of the day in order to access the park at the bottom. There are also construction vans and bin lorries regularly up and down the hill (often reversing) to service the row of houses near the park.

It is a matter of time before there is an accident, particularly as more and more parents are choosing to cycle and walk their kids to school. We are always on a bike (as are many other parents) and as a result, we feel much closer to these dangers.

Proposal: at an absolute minimum, the car parking space (and part of the double yellow line) outside the two entrances (big gate and main door) need to be blocked off ASAP. The space outside the large gate is already a double yellow line (although cars park here all the time) so it would only mean losing one parking space. This can be done by way of a parklet - a series of planters or barriers which not only stop cars parking but will create a safe space for kids and parents to congregate as they leave and enter the building. This will significantly improve safety outside the Montessori.

I have a lot more thoughts on how to improve safety and would love to discuss these at a later point (and I appreciate that the Dodder Greenway plans will address a lot of this). For now, a very simple measure like removing one parking space and creating a barrier will make it so much safer (and a whole lot more pleasant) for us all.

I really hope that I have your support and I look forward to hearing from you.

Order: Report to Councillor.

Motion 3 from Councillor Eoin Hayes

The South East Area Committee of Dublin City Council calls on the Minister for Defence and Cabinet to redevelop Cathal Brugha Barracks, one of the largest state-owned land banks in Dublin City Council's boundaries, for the purposes of badly-needed housing development and community amenities such as sports facilities for the surrounding community.

Order: Agreed.

Motion 4 from Councillor Punam Rane

That the Chief Executive provides for traffic wardens across all school zones in the Kimmage-Rathmines LEA, as winter is approaching and days are getting shorter and darker, so to maintain a safer environment for kids on the street, there is a requirement for traffic wardens

Order: Agreed.

Motion 5 from Councillor Danny Byrne

That this area committee explore options open to us relating to the use of Merrion square and other parks which are seeing an increased commercialisation and being less available to the public.

Order: Noted.

Motion 6 from Councillors Fiona Connelly, Pat Dunne and Carolyn Moore

Can the area committee write to the parks and roads to progress the plans and commitments previously made to facilitate wheelchair access to the Clonmacnoise Green in Crumlin? Would an onsite meeting be of value to expedite these improvements that have previously been raised and agreed at this committee?

Order: Report to Councillor.

Motion 7 from Councillor Fiona Connelly

Can this committee write to the Secretary of Department of Defence and indeed the Minister for Defence to request a meeting with the premise of asking that they give DCC the two playing fields to manage so that DCC can maximise their use and we can address somewhat the shortage of playing fields in the area.

Order: Agreed.

Motion 8 from Councillor Fiona Connelly

In order to maintain progress and understand what is happening at the development of the primary care centre at Gullistan Terrace in Rathmines I would like to propose that regular updates are delivered to the SEA committee meeting each month or if more suitable a working group be established.

Order: Noted.

8 **Questions to the Chief Executive 09.09.24**

Q.1 Councillor Dermot Lacey

To ask the Manager if he will have the road surface in the area of Seafort Avenue/ Dromard Terrace examined with a view to repair and improvement of the road surface.

Reply:

The Area Roads Engineer will carry out an inspection at the aforementioned locations. Any defects identified will be added to the work list for repairs and if deemed necessary these roads will be included on a list of projects for consideration in next year's programme of works.

Q.2 Councillor Dermot Lacey

To ask the Manager if he will give a detailed response to the issues raised in the email submitted with this question that was also subject to a direct request to DCC in July of this year.

Details

I got in touch with DCC last week. The stretch of road on Seafort Avenue that runs from Beach Road to Dromard Terrace is one-way, with entry from Beach Road. There's parking on one side, it's quite narrow as you can imagine. The signage at the point of entry on Beach Road shows all drivers that there is a 3.5 tonne vehicle limit. It's never respected, in the last 30 minutes I've seen 6 huge trucks drive by, and just now while typing, 2 cement trucks.

My ask to DCC below, was to implement a solution - whether it's a camera and fines, or reversing the current entry - so entry is from Seafort Avenue/ Dromard Terrace and making it a cul-de-sac to reduce the rat-run (there's a huge turning circle in the making, at the Beach Road end of this road). I don't know what your thoughts are on the feasibility of either of these options, whether DCC ever does any of the above, or what we can do to prevent the current issue.

The related problem is that people enter from the end with the no-entry sign, but human nature being what it is, they drive at huge speed to presumably avoid detection/ blockage and it creates a dangerous situation, it's really a matter of time before someone is seriously injured, as of course we're less inclined to look for vehicles approaching from that end.

I also separately lodged an enquiry to see when we are due resurfacing, as it's a concrete road, so all the noise and weight from the above makes getting any peace very difficult. I don't know if you have any background on the DCC approach to the above and road resurfacing, but any Intel would be super helpful.

Reply:

Tag meets with the Garda Síochána at our monthly Tag meeting, I will raise the issue with the Garda for enforcement. It is to be noted that there is a 3.5 tonne limit and 5 axle ban 24 hours travelling south from Beach Road to the two way Marine Drive.

Reply:

The Transport Advisory Group (TAG) area engineer has assessed the traffic situation on the stretch of Seafort Avenue that runs from Beach Road to Dromard Terrace. Dublin City Council (DCC) does not currently recommend the installation of a camera system to fine motorists or the implementation of a cul-de-sac on Seafort Avenue. The existing road configuration, including its one-way traffic flow and the 3.5-tonne vehicle limit, is designed to regulate traffic effectively. However, we acknowledge ongoing concerns about compliance with these restrictions, particularly regarding large vehicles using the road and drivers entering from the prohibited end.

Implementing a camera system for enforcement would require specific statutory authority and a substantial operational framework, which is not currently in place for this type of road. Moreover, converting the road into a cul-de-sac would have significant implications for traffic flow and accessibility, potentially displacing traffic to nearby streets and affecting local residents and businesses.

Enforcement of the existing 3.5-tonne vehicle limit and traffic regulations falls under the jurisdiction of An Garda Síochána and Dublin City Council's parking enforcement unit. If non-compliance persists, it is recommended that these concerns be reported to the appropriate authorities for further action.

In response to these concerns, the area engineer will coordinate with other relevant sections within DCC to explore additional measures to improve traffic management and safety on Seafort Avenue. Furthermore, the matter will be brought to the attention of the local Gardaí during the TAG monthly meeting, particularly regarding illegal entry and speeding violations. Effective enforcement of existing traffic regulations is critical in addressing these issues.

The Councillor will be informed of TAG's final recommendations in due course.

Q.3 Councillor Dermot Lacey

To ask the manager if he will arrange to have the redundant Bus Stop at

St. Johns Road to be removed officially in order to facilitate the development envisaged under Planning Application (Details Supplied) as detailed in the email submitted with this question

Details:

I wanted to give you an update on the driveway at our house at (Details Supplied) St Johns Road. I spoke with Dublin City Council and the planner was supportive of a new application if we could look to extinguish the redundant bus stop on St Johns Road and if this could become available as on street parking.

They said that this sort of decision needs to be raised at council and to get in touch with my councillor and it is in that respect I write. I do not know the procedure to raise but I thought I would get in touch to ask your opinion. I attach some pictures of the ex-bus stop to refresh you.

Reply:

The Bus Stop and Services Team has no objection to the redundant bus stop being removed.

Reply:

A planning application was submitted under Ref. No. WEB1173/24 with the proposal for the creation of the new vehicular access being refused for the following reason:

The proposed development would result in the removal of on-street parking spaces to accommodate a private vehicular entrances, which would be contrary to the policy of the planning authority, as set out in Policy SMT25, section 8.5.7 and appendix 5, Section 4.1 of the Dublin City Development Plan 2022- 2028, which aims to manage on-street parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity, and accessible parking requirements. The reduced supply of on-street parking would detract from the convenience of road users and the residential amenity of surrounding properties, would be contrary to the stated policy and would set an undesirable precedent for other similar developments on adjacent roads. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

The applicant is advised that any new pre-planning consultation advice on any proposal should be carried out via the Planning Department and Transportation Planning Division within the Environment & Transportation Department.

In addition, it should be noted that any works relating to the removal of on-street parking pay & display / permit parking bays is under the control of the Parking Enforcement Division. Other works relating to changes to the public road, including the removal of Bus Stops and Kassel kerbing is within the remit of the Bus Stop & Services Section along with the Transportation Advisory Group (TAG) Area Engineers. Consultation and agreement is required from these divisions.

Q.4 Councillor Rory Hogan

To ask the Manager to fill in the four holes on the surface of lane between the back of Elmpark Avenue and Elmwood Avenue Lower outside the rear of [details supplied], as shown in the attached photographs. These holes are accessible to and can provide shelter to rodents. They are also a

dangerous trip hazard.

(Details Supplied) Elmwood Avenue Lower, Ranelagh, Dublin 6.

Reply:

The area engineer will assess the road surface on the laneway between the back of Elmpark Avenue and Elmwood Avenue Lower.

Any existing potholes will be repaired.

The Area Engineer will bring the laneway to the attention of the Area Office for weed treatment.

Q.5 Councillor Rory Hogan

To ask the Manager to trim the trees outside both [details supplied] in circumstances where, as shown in the attached photographs, at present the trees completely conceal the street lighting on the tree side of these lights. Coming into the autumn and winter this is extremely dangerous, especially with slippery leaves on dark footpaths.

Details Supplied: Elmwood Avenue Lower, Ranelagh, Dublin 6.

Reply:

The trees at (Details Supplied) Elmwood Avenue, Ranelagh, Dublin 6 are included in our schedule for inspection. And if required, maintenance works to these trees will be based on the results of this inspection.

Q.6 Councillor Rory Hogan

To ask the Manager whether the traffic lights at (a) the top of Wellington Place at the turn onto Morehampton Road/Leeson Street Upper; and (b) the top of Serpentine Avenue at the turn onto Merrion Road are activated by sensors, as residents have reported that when a cyclist is waiting for these lights to change and there is no car waiting behind it the lights continue to remain red and do not change. It is only whenever a car approaches the lights that they change to green.

Reply:

At the two locations mentioned above a vehicle inductive loop is installed which is activated on the detection of metal from a vehicle or cyclist passing over the loop.

Our contractor has visited site and increase the sensitivity of the inductance loops at the two locations mentioned in order to better detect cyclist. Please note that cycling over the edge of the loop increases the detection rate.

Q.7 Councillor Eoin Hayes

To ask the manager for an update on the plans for Guilstan Depot and to supply any of the latest reports of the same to this committee electronically, and to residents of the surrounding area (Guilstan Cottages, Guilstan Place, Guilstan Terrace, Castlewood Terrace) by post.

Reply:

Clúid Housing have been working on detailed designs for the Gulistan

Depot development, and there has been ongoing engagement with the Planning Department throughout the summer in preparation for planning. An information event will take place where designs and other relevant information on the proposals will be presented to the local community and elected members in advance of commencing the planning process. All local residents and Councillors will be notified in advance of this event.

Q.8 Councillor Eoin Hayes

To ask the manager if the pathway at the south western corner of Beech Hill Drive as it enters UCD could be repaved.

Reply:

Beech Hill Road is not on the [2024 Pavement Programme of Works](#). The Area Engineer will carry out an inspection of the aforementioned road. Any defects identified will be added to the work list for repairs and if deemed necessary the road will be included on a list of projects for consideration for inclusion in next year's programme of works.

Q.9 Councillor Eoin Hayes

To ask the manager to remove illegal dumping of a chest of drawers from the laneway at the rear of (Details Supplied) Gordon Street.

Reply:

Waste Management Services had the chest of drawers removed from the above mentioned laneway on the 28th August 2024.

Q.10 Councillor Eoin Hayes

To ask the manager what plan has been put in place to replace the deteriorating concrete lampposts on Beechwood Avenue. It was reported to me by a local resident that this issue has been ongoing for many years, raised by other councillors in the past, and has not been resolved. Remedial action replacing the lampposts would be greatly appreciated.

Reply:

All concrete columns in the Dublin City Council administrative area are due to be replaced under our Public Lighting Upgrade Project.

An exact timeframe, however, cannot be provided at present for the replacement of concrete columns on Beechwood Avenue except to say that all concrete columns will be replaced in the next two years or thereabouts.

Q.11 Councillor Eoin Hayes

To ask the manager to implement additional speed reduction measures on Frankfort Avenue, Rathgar. There have been two major accidents since June damaging residents' cars from speeding vehicles on the road.

Reply:

Following an assessment by the Transport Advisory Group area engineer, it is

Not currently recommended to install any further traffic calming measures on

Frankfort Avenue, Rathgar for the following reasons:

- The road is already subject to a speed limit of 30kph, serving as a regulatory measure to ensure safe driving speeds.

- The road features numerous speed ramps.
- The Frankfort Avenue features numerous entrances to private premises, which naturally would reduce traffic speed due to the increased caution and awareness required in these areas.
- Any vehicle found not adhering to road regulations should be reported to the local Garda station.

Q.12 Councillor Eoin Hayes

To ask the manager to resurface the speedbumps on Hazelbrook Road as they have become worn and ineffective in slowing cars down.

Reply:

The ramp on Hazelbrook Road at the junction with Kimmage Road Lower will be resurfaced as part of this year's programme.

The Area Engineer will carry out an inspection of the remaining speed ramps along this road to determine if they also require resurfacing. If so, they will be included on a list of projects for consideration for inclusion in next year's programme of works.

Q.13 Councillor Eoin Hayes

To ask the manager what supports from the Council - financial or otherwise - might be given to a pensioner couple whose home on York Avenue has been graffitied repeatedly in the recent past with racist remarks, most recently the morning of 17 Aug.

(Details Supplied)

Reply:

The legal position under the Litter Pollution Act 1997 Section 20 is that the occupier is responsible for the removal of graffiti from their own premises. However, Dublin City Council do in circumstance offer assistance to remove graffiti by writing to residents to offer a 'waiver/permission'.

Q.14 Councillor Eoin Hayes

To ask the manager Dublin City Council's policy on how to resurface footpaths to a level condition when roots of trees have lifted the footpath, or (in some cases) even the walls of gardens of residents, for example at (Details Supplied) Bushy Park Road, and to take action on same.

Reply:

Road Maintenance Services remove the damaged section of footpath and replace it with tarmacadam (leaving a gap around the tree base for air and water ingress). This process has been recommended by our Parks Department.

We do not carry out works to private property boundary walls.

I will review the location identified and schedule repairs if deemed necessary.

Q.15 Councillor Eoin Hayes

To ask the manager to review the request of the residents of Terenure

Gate to take the estate in charge, specifically relating to its road maintenance.

Reply:

The Planning Department have no record of a request from the Residents of Terenure Gate or the Developer to take the estate in charge. I have attached the procedural document for the Taking in Charge of Estates.

If the residents have any queries relating to taking in charge they can email takingincharge@dublincity.ie.

Please be advised that this procedure is for the taking in charge of all services within an estate and any requirement to take individual services in charge will be processed by the relevant Service Department.

Q.16 Councillor Eoin Hayes

To ask the manager what the schedule is for the repaving of Oaklands Drive, Rathgar, the stretch from Highfield Road to the entrance of St Luke's Hospital, and if it's not to be completed this quarter that it is repaved as soon as possible. Local Residents had reported to me that they had been asking for some time now and heavy vehicles from the hospital was making it quite a poor surface.

Reply:

Oaklands Drive is on the [2024 Carriageway Resurfacing Programme of Works](#). The works will be completed in the coming weeks.

Q.17 Councillor Punam Rane

To ask the chief executive what plans are in place regarding the maintenance of the trees in Herzog Park. I specifically ask about the trimming/lopping of the trees which are on council land and have been cut back on the tennis court side but not on Rathgar Park side?

Reply:

Trees in Rathgar Park are due to have work on them this coming winter.

Q.18 Councillor Punam Rane

To ask the chief executive for an update on Safer Routes to School and School Zones in Dublin 6 / Dublin 6W area. And if timeline could be provided for the projects that have been proposed to start?

Reply:

The School Zone team is currently resourced to deliver front of school safety interventions to Round 2 schools on the Safe Routes to School programme, which is funded by the National Transport Authority. Gaelscoil Lios na nÓg is the only school on this list from the Dublin 6 / Dublin 6W area. The design for the Gaelscoil Lios na nÓg School Zone has been finalised and the installation works are due to commence in the coming weeks.

Q.19 Councillor Punam Rane

To ask the Chief Executive if there are plans to upgrade the footpaths on Orwell Road as they are in a very poor condition.

Reply:

Orwell Road is [not on the 2024 Pavement Reconstruction Programme of Works](#). The Area Engineer will carry out an inspection of the

aforementioned pavements on Orwell Road.

Any defects identified will be added to the work list for pavement repairs and if deemed necessary Orwell Road will be included on a list of projects for consideration for inclusion in next year's programme of works.

Q.20 Councillor Punam Rane

To ask the chief executive if consideration has been given to allocate license for a coffee shop in Bushy Park which is one of major requirements for the people using this park facilities.

Reply:

Currently in Bushy Park, the tennis court operator provides a coffee & tea service with indoor & outdoor seating in the lobby/reception area of the Tennis Courts Enclosure. There are also publically accessible toilet facilities located in the reception area of the Tennis enclosure.

The weekly market operating all day Saturday & located adjacent to the Park's Depot facility has several mobile coffee & food vans, supplying a variety of teas, coffees, hot & cold snacks & soft drinks to the general public.

Q.21 Councillor Danny Byrne

To ask the manager for an update on the housing application of details supplied.

(Details Supplied)

Reply:

The above applicant is on the Housing List, with an application date of 12/06/2015, the applicant holds the following position on this list;

Area	Bedsizes	Pos
M	2	
M	3	

I note from the applicant's housing file that she is actively engaging with the Allocations team with regard to expressing interest in various properties within her area of choice.

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

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

Q.22 Councillor Danny Byrne

To ask the manager for an update on the housing application of details

supplied.

(Details Supplied)

Reply:

The above applicant is on the Housing List, with an application date of 16/06/2016, the applicant holds the following position on this list;

Area	Bedsizes	Pos
M	2	
N	2	

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

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

Q.23 Councillor Danny Byrne

To ask the Manager if City Quay National school could be considered for a school safety zone. There have been many near misses at this very busy location.

Reply:

The School Zone team is currently resourced to deliver front of school safety interventions to Round 2 schools on the Safe Routes to School programme, which is funded by the National Transport Authority. City Quay National School is not on our current list of schools for these treatments, so the team is not currently in a position to progress School Zone works at this location. However we hope to be in a position to engage with City Quay National School subject to the availability of future resources.

The team is also keen to manage expectations in terms of the impact that School Zones can make. While they can improve the situation at schools, they are only one of many solutions to the traffic challenges that school communities face. Ultimately there is a need to reduce the number of cars causing congestion at the school gate which creates the unsafe environment for children.

Some softer measures to help reducing the number of students being driven to school, such as Park and Strides, walking busses and cycling busses, could also help to improve the situation. We encourage school communities to work with the parents and children in developing and trying out these solutions. If schools would like more information on these initiatives or support with getting them started, please email sustainablemobility@dublincity.ie.

Q.24 Councillor Danny Byrne

To ask the Manager for an update on my previous request for additional garden allotments. In addition if the unused allotments in Ringsend Park could be reallocated to people on the waiting list for them.

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Reply:

All thirty-seven allotments in Ringsend Park and the thirteen allotments in Herbert Park are currently occupied. Those who do not tend to their allotments are given due warnings, both verbal and written before their allotment plot is reclaimed. Plots have already been reclaimed this year and offered and accepted to those at the top of the waiting list.

All Allotments are currently occupied in both Herbert Park and Ringsend Park. Those who do not tend to their allotments are given due warnings, both verbal and written before their allotment plot is reclaimed. Plots have already been reclaimed this year and offered and accepted to those at the top of the waiting list.

There is no space in either Herbert or Ringsend Park to extend the allotment grounds.

Q.25 Councillor Carolyn Moore

To ask the area manager what is the current status regarding the provision of public toilet facilities in Eamon Ceannt Park? What are the current operating hours of the Tram Cafe; is the Tram Cafe still responsible for providing and maintaining standalone toilet access, and what are the plans to ensure visitors to this Green Flag park can access a public toilet during their visit?

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Reply:

Tram café was introduced to Eamonn Ceannt Park on a pilot basis to establish if a tea/coffee offering was economically viable. Unfortunately, this was not the case and Tram have ceased trading at this location. The café operator was expected to manage public access to the toilet in the pavilion. Until an alternative solution can be found for the café the toilets in the pavilion will be available on an ad-hoc arrangement when one of the tenant groups are using the pavilion and the building is open.

There are a number of café's, bars and shops at both ends of Eamonn Ceannt Park that have toilets that could be availed of if required. It is not feasible for Parks direct labour staff to provide for manning, cleaning and supervising public toilets. Ideally a tea/coffee operation is better placed to carry out this function where viable. Parks are exploring the feasibility of a social enterprise taking on the café however, discussions are at an early stage still. The councillor will be updated in due course.

Q.26 Councillor Carolyn Moore

To ask the area manager if there are plans to make the cinder athletics track situated in the velodrome at Eamonn Ceannt Park a publicly accessible facility? The green field in the velodrome is marked for field athletics but the track is not used and is in a state of disrepair. Bringing this into use could introduce a facility that isn't otherwise available in the area and encourage greater participation in sport.

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Reply:

The area mentioned above had been used up until relatively recently by

Striders Athletic Club. They have left the area unfortunately and no other athletic club has filled the void. The velodrome is primarily a space for cyclists and is heavily used by Cycling Ireland. When in use for cyclists other activities are not advisable due to the speed of bikes, however, with advance notice athletics can and are organised in the central area. There were a number of sports days held there by local schools in the run up to summer holidays. Parks are looking into improving the surface of the running lanes and will seek funding for same in estimates for 2025 budget.

Q.27 Councillor Carolyn Moore

To ask the area manager the reasons for the removal of a tree outside (Details Supplied) Leighlin Road, Crumlin, which followed the removal of another tree outside (Details Supplied) Leighlin Road last year. Can the area manager say when new trees will be replanted in these spaces, and will they be of the same maturity and offering the same amenity value as those that were removed?

Reply:

The tree at the first address was removed because it died and at the second address above appears to have been removed before last year and is not appearing in our records. At both locations, there are overhead services, public lighting columns, extended driveways and narrow footpaths which do not provide ideal conditions for replanting. The open space opposite 145 Leighlin Road is a better location for tree planting and will be included in the tree planting programme for winter 2024/25.

Q.28 Councillor Carolyn Moore

To ask the area manager what is the plan for replacing removed trees across the Drimnagh area? In recent months six empty tree pits at the roundabout on Mourne Road were cemented over, to the disappointment of residents who hoped to see replanting there. Two tree stumps on Galtymore Road have been there for 10 years, and two further trees on Keeper Road were removed in recent months.

Reply:

Parks will investigate these locations with the view to replanting where space
And conditions are favourable i.e. no underground/overhead services/conflict
with public lighting in the next planting season.

Q.29 Councillor Carolyn Moore

To ask the area manager if, at an appropriate juncture now that nesting season is over, Parks can carry out maintenance and trimming of trees and vegetation growing out into the shared bus and cycle lane that runs alongside Harold's Cross Park opposite Peggy Kelly's. Overhanging and protruding vegetation is now taking significant space from the lane. While this doesn't impact buses it is increasingly a risk to cyclists sharing that lane.

Reply:

Due to the necessity for traffic management when this work is being completed a contractor will be employed after September to carry out these works.

Q.30 Councillor Carolyn Moore

To ask the area manager if 'no dumping' signage can be added to the

triangle of green space at the intersection of Larkfield Gardens and Grove with Derravaragh Road. In recent months this has become a dumping blackspot. Residents are grateful for the quick response of our Waste teams in the removal of the waste but would appreciate a proactive intervention to deter dumpers.

Reply:

Arrangements have been made for "No dumping" signs to be put in place as requested.

Q.31 Councillor Carolyn Moore

To ask the area manager if bollards can be positioned at the junction of Rathgar Road and Rathmines Road upper to prevent drivers turning off Rathgar Road onto Rathmines Road upper from 'squeezing' cyclists on this turn. The painted cycle lane at this turn is narrow and unprotected, and motor vehicles infringe on the cycle lane while turning this corner resulting in dangerous close passes by vehicles including buses.

Reply:

This request will be examined to see if it's feasible for a temporary measure at this location.

Q.32 Councillor Carolyn Moore

To ask the area manager if the Double Yellow Lines on Leinster Square can be reinstated in full following recent resurfacing. The DYLS previous ran around the corner and up to the bicycle stands but currently stop short of the bicycle stands leading to dangerous parking in the space between the DYLS and the bicycle stands.

Reply:

Traffic will investigate why the markings were removed and who may have resurfaced. All markings removed as a result of repair or resurfacing must be reinstated by the principle contractor.

Q.33 Councillor Carolyn Moore

To ask the area manager if the kerbs at the corners of Airfield Road, where it meets Rathgar Avenue, can be dished, levelled and have tactile paving added if needed. The kerbs currently are uneven and in generally bad condition and elderly residents and those with mobility aids are struggling to safely cross this small junction.

Reply:

The Transport Advisory Group (TAG) engineer will assess the junction of Airfield Road and Rathgar Avenue to determine the feasibility of including this location in the future works program for kerb dishing, levelling, and the addition of tactile paving. Please note that the implementation of these works will be contingent upon the availability of funding and the completion of a final engineering design.

The Councillor will be informed of the findings and recommendations in due course. For any further queries regarding this site, please refer to service request reference number 7041555.

Q.34 Councillor Carolyn Moore

To ask the area manager about the maintenance schedule for planters that provide segregation on cycle lanes and / or greening on concrete islands. It would appear that many of the planters that were installed to

provide segregation of cycle lanes before the summer received no watering or maintenance and the vegetation is now completely dead. Will these be replanted ahead of winter and what will the maintenance schedule be?

Reply:

Whilst some maintenance and watering has taken place, there is currently no dedicated contract for ongoing maintenance. It is intended to issue a tender for the maintenance of all planters relating to traffic management measures such as cycle lanes to include watering and replacing where required. This will be subject to funding.

Q.35 Councillor Pat Dunne

Can the Manager arrange for the relevant environmental section to investigate and recommend a solution to the following problem (details supplied).

Details:

The Brickfield Drive apartment building development constructed by Durkan's is nearing completion. Part of this building contains an underground car park which exits onto Brickfield Drive and this exit faces several houses. In recent weeks very bright lights have been on during the night. I understand that Durkan's have been made aware of this and are trying to find a more suitable type of light.

Can DCC work with them to ensure that a solution is found that will eliminate light pollution so that residents can sleep at night.

Reply:

DCC Public Lighting Services contacted BM Durkan concerning the bright lights being on during the night. The lights were security lights and they were aware of the issue and have switched the lights off. They are currently looking at a few options to alleviate the problem and DCC will continue to work with them.

Q.36 Councillor Pat Dunne

Can the Manager ask our Street Sign section to replace the street sign on (Details Supplied) Glenealy Road Crumlin as the old sign is badly worn.

Reply:

The Area Engineer has ordered a replacement sign for the aforementioned road it will take a number of weeks for this sign to be printed and added to the schedule of works to be mounted on the side of (Details Supplied) Glenealy Road, Crumlin.

Q.37 Councillor Pat Dunne

Can the Manager ask our vacant homes section to investigate if (details supplied) is vacant.

Details: Tonguefield Road Kimmage Dublin 12

Reply:

The Vacant Property Unit has noted the address of the above property and will conduct its due diligence as regards the current status of this property. If the property is found to be long term vacant we will contact the owner and request them to return it to use in a timely manner.

Any failure by the owner to undertake same action could result in the City Council invoking its legislative powers to ensure that the owner returns the property to use.

Q.38 Councillor Pat Dunne

Can the manager ask our Street Lighting section to upgrade the street lighting on Old County Road opposite the shops? Residents report poor lighting at this location.

Reply:

The street lights on Old County Road are currently being upgraded to LED street lights under the Public Lighting Upgrade Project and most of this work has already been completed.

Q.39 Councillor Pat Dunne

Can the Manager ask our traffic engineers to undertake a full traffic and parking study to come up with a solution to the traffic and parking issues on Windmill Road, Crumlin.

Residents living on Windmill Road regularly find it impossible to access their homes due to traffic congestion and illegal parking when there are football matches and training sessions in Willie Pearse Park. The section close to the swimming pool is most effected as this serves Soccer, GAA and Boxing clubs as well as patrons of the swimming pool.

Commitments have been made in the past to deal with these issues, but no meaningful solution has been found. Given that now is the beginning of a new council term. Efforts should be made to work with residents and the sporting clubs to find a solution to this problem

Reply:

Based on the preliminary assessment conducted by the TAG engineer, Windmill Road has a width ranging from 5.5 to 6.0 meters, which would permit one-sided parking. To address the ongoing traffic and parking concerns raised by residents, TAG will conduct a comprehensive assessment of the site. This will involve collaboration with the Parking Enforcement Unit and other relevant sections within Dublin City Council (DCC). The findings and recommendations will be communicated to the Councillor in due course.

It is worth noting that in 2021, efforts were made to alleviate some of the parking issues on Windmill Road. Following a site visit by the TAG Area Engineer under service request reference number 7022474 (dated 13th September 2021 – Pat Dunne), it was recommended to install double yellow lines near the entrance of the Leisure Centre, despite these measures, it appears that issues related to traffic congestion and illegal parking persist.

In the meantime, it is advisable for the residents of Windmill Road to consider applying for a Pay & Display and Permit Parking Scheme. Given the road width, this scheme would allow for organised one-sided parking arrangements. The DCC can initiate the preparation of such a scheme, followed by a ballot of residents, provided there is demonstrable support for the initiative, with at least 35% of households in favour. This support can be shown through written requests or, preferably, a signed petition from residents.

Requests for a Parking Scheme will be referred to the Traffic Advisory

Group for further examination and reporting. A petition specific to each road or street would be required.

If residents wish to formalise parking on this road they can apply for a Pay & Display/Permit parking scheme by following the link below.

<https://www.dublincity.ie/residential/parking-dublin-city-centre/start-parking-scheme/criteria>

Q.40 Councillor Danny Byrne

To ask the Manager to arrange for the trees at the green (details supplied) to be trimmed. There have been many incidents of falling branches.

Details: Lansdowne Park.

Reply:

These trees will be added to our 2024/25 winter works schedule for attention.

Q.41 Councillor Rory Hogan

To ask the area manager if the new agreed hedging for Dartmouth Square (Sarcococca Confusa, also known as Sweet Box) will be planted in spring 2025. It was agreed with the Dartmouth Square Residents Committee that this would happen in spring 2024. However, in May of this year the Parks Department informed the Dartmouth Square Committee that Sweet Box was too expensive and that Dublin City Council would proceed with Beech hedging instead.

The Dartmouth Square Committee received independent expert advice that Beech hedging is not appropriate (very fast growing and too expensive to maintain) and wish to note and propose the following:

- The estimate for Sarcococca is between EUR13,500 and EUR17,000
- DCC set aside a budget of EUR7,000 for planting this year in Dartmouth Square none of this has been used to our knowledge
- A budget of up to EUR 17,000 could be agreed for next year (comprising the unused budget of EUR 7,000 plus an additional EUR 10, 000). Given the overall budget of the Parks Department is approximately EUR 30 million we do not feel that this is an excessive amount to spend on what has been a neglected public amenity (which DCC itself has designated as a conservation area)
- DCC has indicated previously that it was purchasing Ballylusk paving for the square. This is expensive and a cheaper paving solution should be explored and the cost savings applied to the purchase of Sweet Box; and
- Sweet Box will be a lot cheaper to maintain than Beech hedging - again we have independent expert advice confirming that Beech hedging is very fast growing, expensive to maintain and unsuitable for an urban park
- DCC no longer pays for the opening and locking of the gates on Dartmouth Square and this should be factored in to the cost of purchasing Sweet Box

Reply:

- The estimated costs for supply & delivery only of 2 *Sarcococca hookeriana* is approximately €9,000, (4-5 pots will cost €20,000 for supply & deliver). Parks are hoping to plant the replacement hedge using in-house staff if they have availability. Costs for planting by a contractor are approx. €3000.00. Costs for purchasing of mulch for the area are €2000.00.
- The budget of €5000 set aside for planting around the Public Artwork can't be used until the artwork is in place. This budget was agreed by councillors for this use, from their discretionary funds, so using it for another reason would have to have the agreement of councillors.
- Emergency Pergola repairs to date in 2024 total €4,800, this was for the contract to remove & disposal of the timber structure & wisteria. The new structure will be in the region of €14,000 which is not in the SEA Parks 2024 budget.
- Seat repairs due to storm damage are approximately €6000, which is being covered by the 2024 Parks budget.
- Ballylusk dust (which is the surface currently on the paths) has been purchased by parks in 2024 and will be used to resurface the paths and fill dips and pot holes. I am not aware of the product Ballylusk paving or of its purchase by DCC? To minimise costs the resurfacing will be carried out by in house staff when they have availability. This is a like for like surface reinstatement and the most suitable & cost effective way to upgrade the existing paths. Rope edging to replace missing sections & create new insets for seating, is in the process of being sourced, again this will be reinstated as part of the path upgrade works. Cost for this could be incorporated in to our 2025 maintenance budget.
- It is worth noting that the 1909 OS maps of the park show lawns and paths, there is no hedging separating the lawns from the paths. The laurel hedge is part of the 1987/88 revamp of the park.
- Dartmouth Square Management Plan also comments that if it were removed & the space it occupies renovated then the grassed area would be widened by three meters on all sides. 6.4.3. The management plan does not recommend replacing the laurel hedging if removed.

Actions

-
- Remove cherry laurel hedge entirely. Completed 2024
- Carry out remedial work to the cherry laurel site, raising fertility with nutrients. Completed 2024
- Design a series of new beds to replace the cherry laurel along the path route. Turf & Bulbs purchased for this option were reallocated to other parks. This Abandoned 2024
- Removal of the existing laurel hedgerow was carried out by in house staff, this involved 5 operators working over 2 weeks and the hiring of

shredding machinery & skips. Turf grass was purchased to overlay the entire area of 3 meters around the central grassed area and put down by in house staff. The original plan, as recommended by the Management Plan, was to turf the complete area left by the removed hedge, but after representations from local residents only the outer & inner strips were re-turfed, leaving the central strip mulched for new hedging. Total job cost removing hedge, laying sod and mulch €36,416

- Beech is a well-established, tried and tested hedging plant option. For an area of this size it is very suitable in scale and closer in type to the laurel hedging, introduced in the 1987/88 makeover. If hedging is to be retained in Dartmouth Square it is a good option
- The reasons the existing laurel hedge was difficult to manage were two fold, its advanced age and more environmentally friendly maintenance methods employed in recent years by Parks staff, meant that tree saplings, briars, perennial weeds etc. had become established in the hedge which became impossible to completely eradicate. Furthermore laurel is now seen as an outdated hedging option providing little in the way of biodiversity gain for public open space. It was at the end of its useful life and needed to be replaced but not by more laurel. The area is now cleared of all saplings and perennial weed growth, mulched and made ready for winter planting of a new hedge. It has been under observation for the summer months to guarantee minimum regrowth of undesirable plants. This is the best and most environmentally sound way to carry out a hedge replanting & gives it the best chance of success. Planting a hedge immediately on removal of a long established hedge leaves the ground depleted in nutrients and lacking water. Furthermore rushing to plant at the wrong time of the year is costly and inevitably leads to poor results
- *Sarcococca hookeriana* is generally not used as mass hedging, on a scale that is required in Dartmouth Square, as it is short, loose in habit and slow growing and takes many years to become hedge like. It will instead resemble a low run of loose shrubs for many years. Temporary fencing will have to be run through the hedge to prevent trampling by dogs & the public until it establishes. Maintenance for sweet box will be different but no cheaper to maintain than a larger hedging option. Due to its slow growth & untried status in a dry non irrigated park, plant replacements may be necessary, yearly mulching along with regular maintenance will be necessary to prevent its being out competed by perennial weeds & tree seedlings. It will also require an annual pruning to shape it into a hedge like structure, similar to any other hedge
- Parks preference is for no hedging as recommended in the Management Plan*, & for beech hedging, if hedging is to be installed, however we are willing to take on the risk of planting Sweet Box hedging if funds become available & to maintain it to a high standard. Nonetheless, this must be on the understanding that we are making no guarantees on its long-term outcome. Furthermore we cannot pledge that we will have the funding to replant the hedge again, in the near future, if its outcome proves unsatisfactorily. Due to the high costs associated with this plant type, this hedge will need to remain for several years to provide value for money, until it is classed as over mature and it is again necessary to replace it

- Wage costs associated with gate opening & closing do not transfer over to parks maintenance budgets

Q.42 Councillor Fiona Connelly

Could the potholes at Brighton Square be inspected and included on a list of works as they are posing a danger to cyclists and drivers. These potholes could potentially cause significant damage to vehicles.

Reply:

Brighton Square is not on the 2024 Carriageway Resurfacing Programme of Works 2024. The Area Engineer will carry out an inspection of the aforementioned road any defects identified will be added to the work list for repairs and if deemed necessary the road will be included on a list of projects for consideration for inclusion in next year's programme of works.

Q.43 Councillor Fiona Connelly

What legislation governs the use of lanes regarding parking and through access? As mews houses are developed and people are making use of existing space in our city these lanes are coming under higher usage. How can we promote safe parking to maintain access for emergency services? How can we ensure that pedestrians using these lanes are safe from passing vehicles?

Reply:

The legislation that governs all traffic and parking in Dublin City are the Road Traffic (Traffic and Parking) Regulations 1997. If the lanes referred to are in Dublin City Council's charge, they are enforced by DCC under the Parking Control Bye-Laws 2024. Our contractor DSPS will endeavour to patrol and enforce any illegal parking where needed.

Q.44 Councillor Fiona Connelly

Is there an update on the bin audit that was agreed to take place in Rathgar? What is the working timeframe for this to be completed and the findings of the audit to be implemented?

Reply:

The bin audit in Rathgar was done and the findings of the audit were implemented as follows:

- The single bin that was outside Mizzoni's pizza has now been swapped for a double capacity bin, this has twice the litter capacity.
- The single bin that was outside Supervalu has now been swapped for a pizza box Big Belly Bin (specifically for pizza boxes) and right beside it is a regular Big Belly Bin.
- A double capacity bin has been placed outside Fortes takeaway.

Q.45 Councillor Fiona Connelly

I welcome recent adjustments to the lights sequence at the junction of Kimmage Cross Road however I am still receiving complaints about how difficult it is to navigate this junction as a pedestrian. Could DCC collaborate with South Dublin County Council to ensure that this junction is as safe as possible for pedestrians and cyclists. I understand that bus connects will impact the area but in the meantime it is important that we make every measure possible to promote safety.

Reply:

The junction will be fully upgraded as part of the Bus Connects design, no further material changes can be carried out on this junction until the Bus Connects design has received planning approval.

Q.46 Councillor Fiona Connelly

How are decisions made about where exactly lampposts/ road signs installed? I have had a few different complaints about lampposts/road signs being placed directly outside a property either obstructing a driveway or a view. If the lamppost/sign was placed directly between properties it would alleviate the issue and not block a potential driveway/view/access to a property.

Reply:

Ideally the placement of lighting columns would be between properties (as suggested in the question above), at the back of the footpath and close to the garden/boundary walls of the properties. However this isn't always possible for a variety of reasons. Reasons include:

- Trees already being there so the lighting column cannot be placed there.
- Meeting the required lighting design levels isn't possible with the lights located between houses.
- Underground services congestion where it isn't possible to locate the light because there is no room below ground to install a column as it is already full with other services such as ESB ducts, Telecom ducts, gas & water pipes and so on.

Lighting columns would not be installed where they could cause obstruction to driveways.

Reply:

The positioning of road signs is usually dictated by the road markings and the statutory measures. We also have to take underground services into consideration.

We always try to place our poles where they will have the least impact on household's,

We are no longer able to put road signs on lampposts, due to health and safety concerns.

Q.47 Councillor Fiona Connelly

Could the traffic sequencing and flow of traffic be investigated at the entrance to Mount Jerome in Harold's Cross? Many residents have raised the issue of congestion and not being able to leave their roads due to ineffective traffic light sequencing in particular when the yellow box is not adhered to by visitors to Mount Jerome. Is there anything that could be done to improve traffic flow in particular during busy times.

Reply:

We have changed the operation of the traffic signals in order to increase the time for the exit from the Mount Argus Road when the traffic system detects a large number of vehicles attempting to exit at the same time. We will continue to monitor this issue.

Q.48 Councillor Fiona Connelly

Could more effective enforcement/signage in respect of the one-way system on Beechwood Avenue Lower be installed as a matter of urgency? There are regular instances of cars driving down the road towards Ranelagh against the one-way traffic. Could DCC prioritise this issue as it has a huge impact on safety.

Reply:

The Transport Advisory Group (TAG) engineer will evaluate the potential installation of additional one-directional arrows to reinforce the intended traffic flow on the road and to ensure that the one-way system is effectively communicated to road users.

The Transport Advisory Group (TAG) will bring the traffic issue of vehicles driving in the wrong direction of flow on Beechwood Avenue Lower during the monthly TAG meeting to the relevant local Garda for attention. In future instances of vehicles found to be non-compliant with the rules of the road must be reported to the Gardaí for enforcement.

Councillor Dermot Lacey

Chairperson

Monday 9 September 2024

Attendance:

Members:

Dermot Lacey (Chairperson)
Emma Blain
Hazel Chu
Cian Farrell
Eoin Hayes
Patrick Kinsella

Members:

Claire Byrne
Fiona Connelly
Mannix Flynn
Rory Hogan
Carolyn Moore

Members:

Danny Byrne
Pat Dunne
James Geoghegan
Kourtney Kenny
Punam Rane

Officers

Brid Brosnan
Brian Hanney
John MacEvilley
Neil O'Donoghue

Ross Curley
Brian Kirk
Shauna McIntyre
Sean Reid

Mark Ginnetty
Frank Lambe
Neil Nerney

Apologies:

Non-Members: