

MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 12 MARCH 2018

1 Presentation on Community Development Work

Order: Noted.

2 Minutes of South East Area Committee meeting held on 12th February 2018

Order: Motion 16 amended to read "Order: Agreed". Agreed.

3 Environment and Transportation Department Matters

- i. Minutes of Traffic Advisory Group meeting held on 27/02/2018.
Order: Noted.

4 Culture, Recreation and Emergency Services Department Matters

- i. Street Tree Works Programme for South East Area 2018.
Order: Noted.

5 Planning and Property Management Department Matters

- i. Report on proposed disposal: lease renewal of the public rooms at the Mansion House, Dawson Street, Dublin 2 to MHL Event Management Limited.
Order: Agreed to recommend to City Council.
- ii. Proposed disposal of licence of Harold's Cross Park Tea Rooms to Noshington Park Ltd.
Order: Agreed to recommend to City Council.

6 South East Area Office Matters

- i. Update on Community Development, Environmental Services Unit, Housing Projects & Local Area Improvements and Sports & Recreation Sections.
Order: Noted.
- ii. Naming proposal for new section of development at Marianella, 75 Orwell Road, Dublin 6.
Order: Agreed.
- iii. Naming proposal for development at Greenfield Park, Donnybrook, Dublin 4.
Order: Agreed.

7 Motions

Motion 1 from Councillor Dermot Lacey

This committee requests an update on the Dodder Flood Relief works and cycleway.

Order: Report to councillor.

Motion 2 from Councillor Anne Feeney

That this area committee calls on the area manager to pilot a more effective way of cleaning roads and gullies, by giving notice to residents of roads scheduled for cleaning, that they need to remove cars/vehicles parked on the street, on a particular day/part of day as road cleaning will be undertaken.

This approach would facilitate council maintenance teams being able to do their jobs more quickly, more effectively (given that currently they are unable to clean streets properly because of parked vehicles). The build up of mud, litter and leaves is a problem in many areas, particularly side roads and quieter residential roads and this approach of giving notice (as used by road works contractors on behalf of the council), would literally allow for a clean sweep. It is an approach used in other cities in other countries.

Order: Agreed.

Motion 3 from Councillor Anne Feeney

That this area committee calls on the area manager to pilot the 'Love the Lanes' Enhancement Project (as piloted in the North Central Area).

This project chose a number of lanes, where there is significant footfall and size and carried out weeding, cleaning and painting to enhance these lanes as pedestrian/cycling thoroughfares rather than have them used as dumping grounds. In addition, there may be benefit in using a collaborative approach with local community groups in the chosen neighbourhoods to suggest other enhancements which they could undertake to maintain the lanes.

Order: Agreed.

Motion 4 from Councillor Dermot Lacey

This committee requests that the manager would request the Traffic Section to review how the impact of speeding and heavy traffic on Strand Road could be reduced.

Order: Report to councillor.

Motion 5 from Councillor Dermot Lacey

This committee requests that the manager would seek the agreement of Dun Laoghaire Rathdown County Council to have a 3 tonne limit imposed on entering Beech Hill Road / Beaver Row.

Order: Report to councillor.

Motion 6 from Councillor Mannix Flynn

That this meeting of the South East Area calls on the Director General of RTE to refrain from showing images of the Artane Band due to the traumatic impact of that imagery and uniform on survivors of residential institutional abuse. It is unacceptable that the present Artane Band are paraded out on our national television wearing the same uniform and insignia that children were abused in and that is directly connected to the Artane Industrial School and the horrendous legacy of abuse by the Christian Brothers.

It is no longer appropriate to show such images on the national network without having regard to the impact that such imagery has on present day survivors of child rape and abuse.

These crimes that took place in the Artane Band are well documented in the Irish state's investigative report, the Ryan Report.

Such imagery needs to be discontinued or come with a very public warning that can guide those affected to service providers such as the Rape Crisis Centre and other counselling services that deal with crimes of sexual abuse.

Order: Defeated.

Motion 7 from Councillor Mannix Flynn

That this committee of Dublin City Council instructs the CEO to issue a Compulsory Purchase Order on no. 25 Aungier Street, a grade 1 listed building.

Order: Agreed.

Motion 8 from Councillor Mannix Flynn

That this committee of Dublin City Council calls on the CEO and the head of the Housing Department to initiate a process of regeneration for Glovers Court flat complex.

This flat complex is seriously dilapidated with mould and damp throughout the entire complex. It is a serious health and safety hazard particularly for children and the elderly. All the residents here suffer on a daily basis as do their children. It is unacceptable that our residents, tenants and customers are treated in this way and it is now time that Dublin City Council initiate a regeneration process. They also need to issue a statement to the residents and the community to that effect.

Order: Agreed.

Motion 9 from Councillor Mannix Flynn

That this area committee of Dublin City Council makes the ongoing traffic chaos and disruption at College Green a priority item for our agenda. Also, that a full report on all aspects of the Plaza for College Green, the Luas Cross City at College Green, the rerouting of buses, cars and other modes of transport from College Green are made a priority item for the South East Area meeting. Also, that local councillors within the area are given regular updates on the situation as it evolves or disintegrates on College Green. For some strange reason the most serious issue to face traffic in the city at College Green has been removed from our traffic updates and our traffic agenda. This is unacceptable. We are the ones who need to be firstly informed as the chaos and traffic confusion is in our electoral area.

Order: Agreed.

Motion 10 from Councillor Sonya Stapleton

This committee calls on the manager to have more cycle stands put in place in the Ballsbridge area. Due to the lack of stands people are locking bikes to railing etc. this in turn is also having a negative effect on people in wheelchairs trying to navigate around obstructions.

Order: Report to councillor.

Motion 11 from Councillor Sonya Stapleton

This committee calls on the manager to write to the Minister for Housing to come up with a realistic proposal for affordable housing on the Irish Glass Bottles (IGB) site. The latest information announced that there is to be a cap on the value of the home you can buy is not realistic. In Dublin the maximum market value is to be €320,000. This will not work where the IGB site is concerned, as housing in that area is well over €400,000.

Order: Agreed.

Motion 12 from Councillor Sonya Stapleton

This committee calls on the manager to arrange a meeting with the residents of O'Carroll Villas, Cuffe Street and residents in Montague Court to discuss the many issues they have: lack of parking, the fact that the flats have not been painted in 8 years, Stephen's Green Hotel leaving bins in an unsafe location beside the flats, and noise pollution from Stephen's Green Hotel to name a few.

Order: Agreed.

Motion 13 from Councillor Sonya Stapleton

This committee calls on the manager to contact contractors to implement a plan for the new playground for Mercer Street flats (money ring fenced for this project).

Order: Report to councillor.

Motion 14 from Councillor Sonya Stapleton

This committee calls on the manager to contact the contractors to see what is the delay in resurfacing the court yard at O'Carroll Villas (money ring fenced for this project).

Order: Report to councillor.

Motion 15 from Councillor Dermot Lacey

This committee agrees to ask the Manager if she will examine the public lighting facilities on Ailesbury Road with a view to upgrading the present unsatisfactory situation and in particular responding to the issues highlighted in the email submitted with this motion.

As a frequent walker on the road especially during the evenings, I have noticed that the lighting on the road seems to be deteriorating. I have also noticed this whilst driving at night.

Whilst I appreciate that the trees do play a part in the lighting (or lack thereof) in the summer months, during the winter period with no leaves this should not be the case.

There seem to be four to five areas along the road where the lighting is less visible both to drivers and to pedestrians.

The lighting is so poor in some parts of the road that I do fear that it could pose a potential danger to pedestrians who do not know the road and its intricacies.

I am at a loss as to how we as residents can solve this situation without some help from our councillors and hence my email to you.

I would be grateful if you could let me know if there are any plans to look at the lighting situation on the road and if not how we would ensure that this is an issue that could be addressed in the near future.

Order: Report to councillor.

Motion 16 from Councillor Mary Freehill

That the manager gives a report on the following issues that need to be attended to in the Rathmines area:

Cleanliness

- The footpaths on Leinster Road are seldom cleaned, and are regularly dirty and dangerous.
- This is clear as the leaves from last autumn / winter are still evident there, along with general rubbish.

Signage

- Numbers 11 and 14 Leinster Road still have auctioneers signs on display almost one year after the sale / rent was completed (two photos attached).
- Number 130 has a permanent "To Let" sign for office space for over 5 years (one photo attached).
- Many of the footpaths in Rathmines are reduced to "single file" as shops block the footpaths with billboard signs standing on the footpath.

Order: Report to councillor.

Motion 17 from Councillor Mary Freehill

That the footpath on Rathmines Road from Parker Hill to Castlewood Avenue be reinstated and bike stands be erected on Rathmines Road especially outside Aldi and Lidl. The listed houses on Rathmines Road find that their railings are being used to secure bikes because of the absence of bike stands. I have written on a number of occasions in regard to both of these issues in the past 6 weeks.

Order: Report to councillor.

Motion 18 from Councillor Mary Freehill

The disappearance of public toilets in Dublin is a source of great distress for many Dubliners and a very serious problem for people with medical conditions and very often young mothers. It is therefore proposed that DSE area be used as a pilot area to offer pubs, hotels, cafes and restaurants a discount off their rates if they agree that the public can have use of their toilets.

Order: Agreed.

Motion 19 from Councillor Mary Freehill

Following resurfacing of the curtilage at Grove Road Flats the yellow box at the entrance to a blind man's flat has not been reinstated. This means that he has great difficulty in making his way from his hall door and his route is seriously impeded. This committee agrees that the matter be sorted urgently.

Order: Report to councillor.

Motion 20 from Councillor Mary Freehill

That we receive a report on progress on motions first proposed in May 2016 and Motion 7 and to state why no action has been taken on this motion despite it being agreed unanimously. Furthermore that the Traffic Department explains why no action has been taken on this motion, especially as this area has major traffic problems and because of further construction will require future traffic management planning.

Motion 11 from Councillor Mary Freehill

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

- Residents on Clareville are concerned that the current traffic problem is causing major problems for residents and the proposed extension to Clareville School; planning ref 4106/16 will further exacerbate it. A condition of the planning permission is that a traffic plan must be agreed prior to construction. Residents want to be involved in the drawing up of this plan. One suggestion made is that school times could be staggered as is the case in Terenure, Templeogue and Our Lady's Colleges.

- Mount Tallant Ave is already a pinch point. Currently there is planning permission for the construction of a number of blocks of flats on this road, so a traffic plan is essential.
- Rat running, mainly caused by school runs, has made many of these narrow residential roads dangerous especially for children and older people because of volume and speed. It is essential that any examination of these areas must be done during school term to properly research the issues.

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

Report:

This subject was discussed at the Bi Monthly TAG Meeting South East Area on the 29th March 2017, where Vincent Norton, Executive Manager, explained that at the moment the Traffic Advisory Group does not have the necessary resources or allocated funding to undertake traffic studies of large areas that incorporate multiple roads. It would also lead to delays in closing tag /non tag service requests which, at the moment is our priority in order to provide an efficient service to the community.

That the Traffic Engineer report on progress on the following motions that I proposed

Motion for January LAC FROM Mary Freehill

A new residents association called Corrib Rd Mount Tallant has been formed and this takes in all the houses from Kimmage Rd Aideen Drive to Mount Tallant Harold's Cross Rd. Over 20 years ago to deal with very serious rat running a number of bollards were placed on some roads. Because rat runners are now able to negotiate their way around this maize, the bollards are no longer effective.

1. There is a problem at right turn into Aideen Drive from Kimmage Rd, which has a no right turn there from [8.0.am.](#) to 10.00. There is no compliance and this needs to be policed. This is not the only entry into this area and a traffic study needs to be carried out for the area.
2. This is a route to six schools, St Josephs NS &, Presentation Secondary Terenure, Rathgar NS Rathgar Ave, Clareville Rd., 2 schools and St Clare's Harold's Cross. Traffic is very considerably lighter during school holidays. These roads are like a static car park from 8 to 10.00a.m, moving east, and moving west from 12.30 to 4p.m. and 5.p.m. to 6.30.
3. The central bollard was removed on Corrib and Melvin Rd, the result of this is that cyclists and motor bikes move to middle of road to pass through the bollard and stay in the middle road passing a three road junction. This is extremely dangerous and apparently there is a plan to remove a bollard from Derravarragh, Neagh roads and Mount Tallant Ave. Recently an Engineer's report stated that these roads don't need yield or stop signs. I witnessed just how dangerous this junction and it needs to be inspected.
4. Residents from Aideen Place park on the footpath on Aideen Drive, because of heavy morning traffic they cannot exit their lane, and

this is causing problems on Aideen Drive

5. At Harold's Cross end of Mount Tallant Ave Woodworkers Builders suppliers attract a lot of heavy delivery trucks which causes a lot of traffic chaos. Also there is a planning for 72 apartments so this road urgently needs to be assessed.

Therefore it is agreed that an onsite meeting takes place with the residents association please, preferably after 2.0p.m. but during school term. I really think this area has to be seen to understand the difficulties. I am therefore formally proposing that an Area Traffic Study be carried out. As this problem is also very much connected with Clareville Rd as per my December motion and I think the whole area may need to be examined. Ms Murphy Chair of the Association first wrote to you in October 2015 and got no reply she wrote again 3 weeks ago and no reply. I make this point as they should be well up the queue by now."

Order: Report to councillor.

Motion 21 from Councillor Clare Byrne

That this area committee calls on the area manager to include the artistic painting of the 3 traffic boxes on the Merrion Road (between Serpentine Avenue and Simmonscourt Road on the RDS side) as part of the Dublin Canvass project in 2018.

Order: Report to councillor.

Motion 22 from Councillor Clare Byrne

That this Area Committee calls on the Area Manager to take immediate action to address the issue of the increase in large heavy trucks travelling along Strand Road in Sandymount.

- These vehicles are not adhering to the ban on on 5 axle trucks from 7 a.m to 7 p.m and enforcement measures need to be put in place here.
- The majority of these trucks appear to be over 3 ton.
- There have been complaints from local residents about noise and vibrations, the health and safety aspect of these vehicles travelling down a narrow road
- These large vehicles pose a threat to vulnerable road users in the area such as cyclists, children and elderly pedestrians.

Can the manager please consider the following solutions:

- Carrying out a traffic assessment of the road as a matter of urgency to assess the number of trucks using the road
- Enforcement of the existing ban on the 5 axle trucks from 7 a.m to 7 p.m
- Introducing a 3 tonne vehicle ban on Sandymount Strand and surrounding roads.

Order: Agreed.

Motion 23 from Councillor Clare Byrne

That this area committee calls on the area manager to provide an update on the progress of the provision of secure bike parking at Dart Stations in the Pembroke South Dock area as per the joint motion agreed in September 2017:

Motion 19 from Councillors Claire Byrne and Dermot Lacey

That this area committee calls on the area manager to actively explore the possibility of installing safe, secure bike parking facilities in the Dart

Stations within Dublin Bay South, in particular Sandymount Avenue and Sydney Parade Dart Stations, where there is a shortage of bike parking facilities close to the stations. This would greatly help commuters, visitors and local residents who wish to cycle.

The image attached from Sydney Parade Dart Station shows the possibility for Sydney Parade Dart Station if we were to prioritise cyclists over motor vehicles as per the Dublin City Council transport hierarchy. Can the area manager explore the possibility of providing bike parking in the station as a start?

Order: Report to councillor.

Emergency Motion from Councillors Freehill, McGinley and Lacey.

Following a very successful well attended meeting in Rathmines it was unanimously agreed at that meeting that the Rathmines Gulistan Depot should not be put for sale.

This DSE LAC challenges the intention in the Planning Framework report of January 2018 to dispose of this site under Section 183 of the Local Government Act (2001). The section gives powers to the manager to prepare for the disposal of this land following 10 day's notice to councillors.

It further agrees that this land will not be disposed of as this area of Rathmines is zoned a Key District Centre as stated in Dublin City Development Plan 2016-2022 section 2.2.3, page 26, and quote *'these key district centres, close to public transport perform an important regeneration role for local communities. This development plan will reinforce the KDCs as sustainable anchors for the suburbs'* This committee therefore considers that the site should be developed in the interest of the community and for community services

Order: Agreed.

8 Questions to Chief Executive 12th March 2018

Order: Noted.

**Chairperson
Monday 12 March 2018**

Attendance:

Members:

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

Members:

Kieran Binchy
Anne Feeney
Frank Kennedy
Claire O'Connor

Members:

Claire Byrne
Mannix Flynn
Dermot Lacey
Paddy Smyth

Officers

Rossana Camargo
Declan Hayden
Eileen Martin
Michael Noonan

Mark Ginnetty
Brian Kavanagh
Fiona O'Brien
Paul McCann

Brian Hanney
Rose Kenny
Helen Smirnova
Helen McNamara

Apologies:

Non-Members:

Question to the Chief Executive

**South East Area Committee
Meeting 12th March 2018**

Q.1 Councillor Paddy Smyth

To ask the manager to include the necessary repairs to the playground on Rathmines Road Upper and paving in Palmerston Park in the next round of funding for works.

Reply:

Repairs to the playground in Tranquilla Park, Rathmines Road Upper will be prioritised and undertaken as soon as possible over the coming weeks.

There is no provision in the current budget estimates to undertake footpath repairs in Palmerston Park.

Q.2 Councillor Dermot Lacey

To ask the manager if she will arrange for all the external down pipes at Cambridge Court to be cleared as several are now blocked or broken and causing intense damage to the houses and also to ensure that the footpaths within the complex are made wheelchair accessible.

Reply:

The downpipes at this location will be inspected and cleared or repaired where necessary.

Wheelchair / ramped access is carried out under our Scheme for Persons with Disabilities for individual tenants where required. If the councillor wishes to identify a specific dwelling where this is required this will be examined for feasibility.

Q.3 Councillor Dermot Lacey

To ask the manager if she will arrange for damaged ceiling at *details supplied to be repaired as it has been repeatedly reported to no avail.

Reply:

An inspection of the ceiling in this dwelling will be carried out and any necessary repairs will be carried out.

Q.4 Councillor Dermot Lacey

To ask the manager if she could have the following matter dealt with "major pothole on Durham Road off Gilford Road, Sandymount, Dublin 4, as its dangerous for cyclists".

Reply:

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

Q.5 Councillor Anne Feeney

To ask the manager to have the electricity box on Terenure Road East (opposite church) painted with some street art. It currently is a regular target for mindless graffiti.

Reply:

Dublin City Council has no remit over ESB or other utility boxes, except those owned by the council. The responsibility for removing graffiti rests with the individual service providers.

The traffic light box on Terenure Road East (opposite the church) is currently painted with street art and a recent inspection found that it has not been defaced with graffiti. The boxes opposite the church that are defaced with graffiti have been forwarded to the relevant service providers for their attention.

Q.6 Councillor Anne Feeney

To ask the manager to have the road/drive (into Eir) beside Terenure Garda Station repaired as it is in a very bad state and hazardous for some local wheel chair users. It was hoped this would have been repaired as part of the replacement path works on Terenure Road West.

Reply:

The area of this road that is in charge to Road Maintenance Services has been logged in our Asset Management System for repair. Please note that the area inside the double yellow lines is private i.e. not in charge to Road Maintenance Services.

Q.7 Councillor Anne Feeney

To ask the manager to repair the broken street lamp on Belgrave Square North (outside 57 Belgrave Square North).

Reply:

The broken street lamp on pole no. 22 outside house 57 Belgrave Square North is currently not working due to an ESB service fault, a report has been sent to ESB Networks requesting to have the cable repaired as soon as possible. We will advise if we receive an update in relation to scheduled works.

Q.8 Councillor Anne Feeney

To ask the manager to remove parking signs from the ornate lamp post at Palmerston Villas. These signs should be on a separate pole for road signage.

Reply:

The Pay & Display and Permit Parking Sign in Palmerston Villas was re-located onto a new sign pole on 23/02/18.

Q.9 Councillor Anne Feeney

To ask the manager to arrange for some bike parking stands on Harold's Cross Road (on the side of 5 Points Café / Home Street Home).

Reply:

The area will be examined to determine if suitable for the installation of heffield Stands as part of the next batch of On-Street Cycle Parking.

Q.10 Councillor Anne Feeney

To ask the manager:

- a) To investigate and repair the bad state of the roads on Vernon Grove and Belleville Avenue (very dangerous for cyclists) and to reassess the poor lighting on these roads
- b) To clean the lanes
 - linking Templemore and Highfield
 - linking Ashdale Road and Eaton Square

Reply:

- a) Vernon Grove and Belleville Avenue have been logged in our Asset Management System for local carriageway repairs to be carried out.
- b) Waste Management Services had the above mentioned lanes cleaned on the 21st February 2018.

Q.11 Councillor Anne Feeney

To ask the manager to resolve an issue of tree roots lifting pavements outside 121 Greenlea Road, Terenure.

Reply:

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

Q.12 Councillor Ruairí McGinley

To ask manager to replace manhole cover at details supplied.

Reply:

A missing stopcock cover was identified at this location which has been referred to Irish Water for replacement, in response to this question.

Q.13 Councillor Anne Feeney

To ask the manager to conduct a comprehensive traffic and parking study in relation to the following roads which in reality form a parking zone and should have a traffic and parking system that works for all - Vernon Grove, Neville Road, Villiers Road, Templemore Avenue.

Currently some of these roads have free parking, often resulting in little or no parking for residents of the road, while other roads have permit parking for the residents of that particular road only. In addition, the current permitted two-way traffic (given the narrowness of the roads and the use of these roads as a short cut between Highfield Road and Upper Rathmines Road) should be reviewed.

Reply:

There is Pay & Display and Permit Parking (Hours of Operation Mon – Fri. 07.00 to 19.00) on Vernon Grove, Neville Road, and Villiers Road.

Dublin City Council will proceed with the preparation of a Pay and Display and Residents' Permit Parking Scheme for Templemore Avenue where it is first established that there is a demonstrable and clear desire for a scheme. On receipt initially of written supporting evidence from 25% of households of the road, the request for a Parking Scheme will be referred to the Traffic Advisory Group for examination and report. The supporting evidence may take the form of a number of written requests or a signed petition, indicating names and addresses. Apply to parkingenforcement@dublincity.ie. On referral to the Traffic Advisory Group the request will be examined in accordance with the following guidelines:

- The road is mainly residential where in excess of 80% of available on-street parking is normally occupied on inspection during business hours.
- A proposed Parking Scheme would be subject to a plebiscite of the residents.
- The road must have a minimum width of 6.5 metres for two side parking and a minimum width of 4.6 metres for one-sided parking to allow access for emergency services and refuse collection. These are minimum dimensions which only provide for one lane of traffic and are only suitable for roads with low traffic volumes.

It is important to note that a Parking Scheme cannot be recommended on a road where the minimum width is less than 4.6 metres. Where a road is wide enough for a Scheme with one-sided parking only, double yellow lines will be required on the opposite side of the road. As a result, there may be a reduction in the number of parking spaces currently available to residents.

If making a request, residents should also confirm that they have notified the adjoining roads of their request to allow them the opportunity to apply at the same time if they wish, rather than suffer the issues that arise from displacement of parking if a new scheme is introduced.

It is not recommended to introduce one way systems on Vernon Grove, Neville Road, Villiers Road, and Templemore Avenue for the following reasons:

- It is considered that a one way system will promote faster speeds as drivers are likely to drive faster when no risk is perceived from oncoming traffic and would impact adversely on the safety of pedestrians.
- A one way system would cause inconvenience to residents on and increase traffic on adjoining roads.
- A one-way system would also hinder emergency services access, Garda operations and other service vehicles

Q.14 Councillor Anne Feeney

To ask the manager to address the issue of ongoing litter and black bag dumping on Leinster Square, Rathmines. This area has had considerable problems in the past with dumping of litter and this has now got bad again with the additional problem of black bags of waste regularly being left around the square. Part of the problem is the proximity of McDonald's restaurant and other fast food outlets in Rathmines, with customers dumping their litter in Leinster Square and surrounding roads having eaten while walking.

Reply:

This area is regularly inspected by our litter wardens and will continue to be monitored. Bins out on the wrong bin day have recently been tagged and will be removed if this problem persists. The fast food outlets in this area were also spoken to about their obligations in this matter. Illegal dumping is followed up and fines issued where evidence is obtained.

Q.15 Councillor Dermot Lacey

To ask the manager if she will include the repainting of the lampposts on Cherryfield Avenue on the works programme for this year.

Reply:

Eight poles on Cherryfield Avenue have been added to the 2018 painting programme and it is expected that they will be painted later on in the year.

Q.16 Councillor Mannix Flynn

Can the manager issue a report with regard to the severe pruning of the trees on Parliament Street? This report to include whether these trees are being removed from the street in relation to the CEO's banning of buses at College Green.

Also, why were we not informed at the last South East Area (SEA) meeting about this pruning so as residents could be informed? It was agreed some time back that when pruning took place in the SEA there would be prior notice for residents, businesses and councillors.

Reply:

The pruning of the trees on Parliament Street was part of Parks Services ongoing tree maintenance, and allowed for the removal of branches that were blocking residential windows and the reshaping of the tree crowns. Additional work to the trees over the coming weeks will allow for a new tree pit surface (resin bound aggregate similar to that recently installed in O Connell Street) and the placement of a protective cover (willow canes) around the tree trunks to protect them from damage as a result of Bicycle Chains.

Q.17 Councillor Mannix Flynn

Can the manager supply information with regards Dublin City Council's fleet of vehicles and the banning of such vehicles in and around the College Green area? Was this restriction ordered by the CEO?

Reply:

The Chief Executive issued a reminder to Dublin City Council (DCC) drivers that DCC vehicles are not legally entitled to use the College Green bus corridor unless they are engaged in maintenance activities which require them to be along this section of roadway.

Q.18 Councillor Mannix Flynn

Can the manager issue a report with regards the number of nail bars in the South East Area and whether these nail bars are subject to any assessment in relation to the chemicals used on these premises and also the disposal of such chemicals? Recently I observed chemicals from one of these premises being poured into a public shore and on visiting the premises there was a very strong odour of chemicals in the air. While staff were wearing masks, the customers were not.

Reply:

The Drainage Division's Pollution Control Section has no role in the assessment of chemicals used in premises such as nail bars, or in their disposal.

Regarding the observed disposal of chemicals, in this instance, into a public shore, if we could be advised of the location where this occurred, we will investigate it.

Q.19 Councillor Mannix Flynn

Can the manager issue a report as to how many of Dublin City Council's (DCC) commercial premises and other premises belonging to DCC are unoccupied or vacant, in the South East Area?

Reply:

Dublin City Council's Development Department has a total of 39 premises in the South East Area let to commercial, community educational and sporting groups. Twenty two of these are commercial premises and of this number two are vacant at present.

Q.20 Councillor Mannix Flynn

Can the area manager issue a report as to whether the Peter McVerry Trust is paying any monies to the owners of the staircase in Aungier Street? Dublin City Council and the state supply the McVerry Trust with substantial financial assistance and it is appropriate that we account for this money and make sure it is being spent appropriately.

Reply:

The Director of the Dublin Region Homeless Executive Eileen Gleeson will make direct contact with Cllr. Flynn in relation to this.

Q.21 Councillor Mannix Flynn

Can the area manager initiate a full report on the declining footfall, the collapsing of businesses within the South East Area? Also, given the collapse of retail and Dublin City Council's retail policy within the development plan for retail zones, is it now time to reconsider these areas for other usage bearing in mind the recent demise of Walton's music store in George's Street?

Reply:

Surveys indicate that footfall in the city centre has decreased slightly (0.3% in the last year), and the total number of visitors for the year to date is down 2.7% on the previous year. This is a challenge to be addressed to ensure that the city centre remains the preferred destination for shopping, leisure and cultural activities. However, this drop in footfall and the planned closure of Waltons do not suggest a collapse of the retail sector in this south east city area.

It is understood that the closure of the Waltons Music Store on Georges Street is part of business restructuring involving the moving of business to the Blanchardstown store. Music shops which remain operating nearby include 'Musicmaker', 'X-Music', and 'Perfect Pitch'; all located a short walk away on Exchequer Street.

In regard to the future of retailing in the south east area, there are signs for optimism. New developments such as the refurbishment of the former Central Bank and adjoining buildings will result in the provision of new retail units as well as cafés / restaurants, which will help expand the retail quarter towards Temple Bar, and complement the shopping offer on College Green. Similarly, the redevelopment of buildings on the corner of Nassau Street and Dawson Street will also provide new and improved retail units. The development of a number of new / expanded hotels in the area will lead to increased tourist numbers which will also help boost the retail sector and night time economy, as studies suggest that shopping is an important activity for tourists. Likewise, a planned increase in student numbers in the area (e.g. student accommodation on Aungier Street) will also help support retail and non-retail outlets. These developments in conjunction with Luas Cross City will all contribute to the revitalisation of the south east city centre.

It is, however, important to recognise that the nature of retailing is changing significantly. This is in line with changes to the retail sector across the globe, and with more consumers choosing to shop online. This trend is predicted to grow and will have an influence on the character of our city centre shopping streets.

Policy RD21 of the Development Plan (p114) aims "to promote and facilitate competition and innovation in the retail sector and other service sectors to the benefit of competitiveness and the consumer." This will help Dublin City Council to work with emerging trends rather than ignoring them.

People now visiting the city are seeking a more diverse leisure experience which frequently includes eating out, hence the growing demand for the change of use of retail units to cafés, restaurants and bars. This is a demand which the city council is endeavouring to manage, seeking to maintain an appropriate balance between retail outlets and non-retail outlets, especially on our category 1 and 2 shopping streets, and also ensuring a good mix between day and evening time uses, including the key corridor of South Great George's Street, Aungier Street, Wexford Street, and Camden Street, which is attracting increased footfall. As with other Category 2 streets, the approach in the Development Plan is to protect the primary retail function with an emphasis on high order comparison retail and a rich mix of uses.

In relation to the current policy basis, it is considered that Development Plan policies, in conjunction with the Retail Strategy (Appendix 3) remain appropriate pending a review of all Development Plan policies & objectives which will commence later this year. It should also be noted that the Retail Strategy will be reviewed upon the adoption of the forthcoming Regional Spatial and Economic Strategy (to be prepared by Eastern & Midlands Regional Authority) in accordance with Development Plan Objective RDO2.

The Local Enterprise Office (LEO) Dublin City provides support to businesses across Dublin city. The key supports availed of from LEO Dublin City by the retail sector are subsidised training, mentoring and trading on line. The trading on line vouchers supports businesses through information and financial support to establish or enhance an e-commerce platform for their business. The retail sector has seen a sharp increase in the number of customers who are purchasing products on line. A series of workshops are held each year to assist businesses to create their e-commerce strategy and to apply for a grant through the LEO Dublin City Office. The target set for 2017 was exceeded with 140 businesses availing of the voucher which provided up to €2,500 in funding for each business.

Q.22 Councillor Mannix Flynn

Can the area manager reinstate the coach parking facility at Harcourt Street / Hatch Street area? This coach parking area is to offload tourists into the now many hotels that operate within this area. The most recent hotel opened this week with 150 bedrooms. There was always a coach parking area in Harcourt Street which was taken over by private staff vehicles from Garda Harcourt Square Unit. It is now an urgent issue to have this facility reinstated. It is important to note that it was never rescinded. The reply that I received to this issue in last month's questions was unsatisfactory and ill informed. Can I have a proper response with the full history of coach parking in this area please? Also, can you supply me with the amount of hotels currently operating in this area which are dependent on an appropriate parking facility for their customers?

This is the norm in any other city and this is a set down stop only.

Reply:

Dublin City Council carried out an assessment of Harcourt Street and it is not feasible to install a bus parking bay along Harcourt Street due to the LUAS line and Health and Safety Issues. Upon assessment of Harcourt Street Dublin City Council understands that there is a high volume of hoteliers in the area but Health and Safety takes priority.

While completing the assessment of Harcourt Street it is understood that the Garda Station on Harcourt Street will be moving premises in the future. Once this happens it is proposed that Dublin City Council will reclaim all parking which is occupied by An Garda Síochána. When this occurs Dublin City Council will survey the area again with the view to install a set down / pick up only area on Harcourt Street.

While these issues are being addressed coaches can use various other locations in the close proximity to Harcourt Street. Dublin City Council is currently assessing all coach parking facilities within the city with the introduction of the new coach park in Sherriff Street Upper.

Q.23 Councillor Ruairí McGinley

To ask the manager to re-do road markings & parking signage at *details supplied.

Reply:

The signage in question was repositioned recently.

The location will be Inspected and tasked for renewal within 30 working days of the South East Area Committee meeting.

Q.24 Councillor Frank Kennedy

To ask the manager to remove the bikes illegally locked to poles on Wexford Street, causing a major impediment to pedestrians, especially those who are visually impaired, with limited mobility or are senior citizens.

Reply:

Wexford Street was inspected and on the date of inspection, there were no abandoned or dangerously parked bicycles there. However, this street will continue to be monitored.

Q.25 Councillor Frank Kennedy

The residents of Strand Road and Beach Road have been adversely affected for many years by both the high volume of heavy trucks on this stretch of road from the Merrion Gates and by speeding motor vehicles generally. To ask the area manager:

(a) To install speed cameras on Strand Road;

- (b) To clarify the precise hours of operation of the ban on five axle trucks on Strand Road and Beach Road;
- (c) To explain what measures are taken to ensure that this ban is complied with; and
- (d) To produce a report on the steps that would be required to bring about an outright ban on all trucks in excess of 3 tons on Strand Road.

Reply:

- a) Dublin City Council installed 2 no. speed radar signs on both approaches to Strand Road on the 16/12/2015 and 17/12/2015. When cars pass with a more than 50 km/h, these signs flash with a red light in order to indicate that the car is causing a speed violation.

The Traffic Area Engineer reviewed the data from the month of February 2018, the initial data showed that the 85 percentile speed has been reduced to 50kph and speed violations are down to below 12%.

In addition, as part of the works program 2018, the Area Engineer has recommended the installation of an extra radar signal inbound at Strand Road at Martello View.

- b) The Dublin Tunnel opened on 20 December 2006 providing direct access between Dublin Port and the national road network for Heavy Goods Vehicles (HGVs). Dublin City Council introduced the HGV Management Strategy to encourage maximum use of the Port Tunnel by port-related traffic and to enhance the City Centre environment.

The Dublin City Council HGV Management Strategy was introduced on the 19 February 2007. The HGV Strategy provides for a ban on 5+ axle vehicles during the hours of 07.00-19.00 seven days a week from a designated cordon area and provides a limited permit scheme for 5+ axle vehicles that need to load/unload within the city centre area.

- c) Enforcement of the existing cordon restriction of 5+ axle vehicles is a matter for An Garda Síochána. Dublin City Council plans to launch an app in 2018 that allows members of the public to check if a HGV has a valid permit or not. The public can then report offending vehicles to DCC. This will allow DCC to identify areas that need targeted Garda enforcement.
- d) It is not possible to consider a 3.5 weight restriction on Strand Road, as it is a main arterial route and there is no other suitable alternative route for HGV traffic.

Q.26 Councillor Frank Kennedy

To ask the manager to address the problem of ongoing illegal dumping taking place at the back of *details supplied and in particular to monitor the area regularly and ensure the expeditious removal of illegally dumped waste.

Reply:

This area was inspected by our litter warden and by Waste Management and the waste was removed. It will continue to be monitored. Any further incidences of illegal dumping can be reported to southeast@dublincity.ie

Q.27 Councillor Frank Kennedy

Speed Radar Signs were installed on Sandford Road in 2016. While the sign which monitors traffic coming in to Ranelagh from the Clonskeagh area is well located, there is a serious problem with the sign coming out of Ranelagh. It is not well located – it is obscured by a Cycle Track Sign and then by some poles and trees. It is not obvious enough to drivers to prompt them to react. For the signs to be effective, they must be clearly visible, well in advance, to oncoming drivers. Accordingly, to ask the manager to reposition the sign

monitoring the traffic speeds travelling away from Ranelagh village where the Cycle Track Sign mentioned previously is located, which is opposite Hollybank Avenue. There are already six cycle signs on this side of Sandford Road: losing one of these should not be a problem.

Reply:

The area engineer will assess the matters raised and the councillor will be informed of the outcome in due course.

Q.28 Councillor Frank Kennedy

The property at *details supplied has been the subject of many questions, which I have raised at both the South East Area Committee and the city council, most recently No. 86 at the February council meeting (attached – **note, attachment should not be printed with answer as it includes the address**). This reply stated “As outlined in reply to Q81 to the City Council on 8th January 2018 the councillor was informed that the owner is liaising with the Derelict Sites Section and that work is to commence in January. We have received an email from the owner confirming that a Building Contractor has been engaged and that work is due to commence on 31st January, 2018. This site will be inspected in the first week in February and if work has not commenced, then formal action will be taken under the Derelict Sites Act 1990.”

To ask the manager for a report on the inspection which took place in the first week in February to include the date and time of the report and to ask what subsequent follow up inspections are intended to ensure compliance.

Reply:

The property was inspected in February as per the previous reply to the councillor. The inspection carried out on 8th February revealed that the remediation works had commenced as indicated by the owner. The situation will be kept under review.

Q.29 Councillor Frank Kennedy

In the very early hours of Sunday 25th February a process was commenced to remove the old lampposts on Grantham Street and replace them with far less attractive and modern lamp standards. To ask the manager:

- (a) To explain when the decision was taken to conduct these works;
- (b) Is a licence required to remove or replace these lampposts?
- (c) Was any such licence obtained?
- (d) What explanation or warning was provided to local residents; and
- (e) To provide an assurance that the process will be halted and reversed in circumstances where it is wholly unacceptable both to residents and for the conservation and visual amenity of the city.

Reply:

Public Lighting Services are not removing the existing heritage lighting on Grantham Street.

Due to building works at a site on Grantham Street, the electrical supply was lost to the existing lights on the heritage lampposts here. The new columns were installed to carry and maintain a temporary supply to these existing heritage lights. They are temporary columns that will be removed when a new permanent supply to the affected existing heritage lights has been obtained and installed by ESB Networks. There are no plans to remove the existing heritage lights here.

We do not require a licence to remove or replace our public lighting columns and poles.

The required road opening licence was obtained from Roadworks Control.

We do not notify residents when we are carrying out routine works.

Q.30 Councillor Frank Kennedy

With regard to the response provided to my question (no. 74) at the South East Area Committee meeting on 12th February 2018 concerning the van *details supplied which has parked illegally and continuously for approximately three months, to request the following information:

1. Is it correct that although DSPS are contracted by Dublin City Council to manage the Parking, Dublin City Council is in direct receipt of all the payments for the car parking charges?
2. The precise number of times with dates that this van was clamped.
3. The precise number of times with dates that this van was impounded.
4. The fines paid to Dublin City Council for the clamping
5. The fines paid to Dublin City Council for the impounding
6. The parking fees received by Dublin City Council for the parking of the vehicle since 14th November 2017.

This van continues to park illegally and does not appear to be deterred by clamping or even being removed to the pound.

Reply:

1. Dublin Street Parking Services are contracted to Dublin City Council to carry out the parking enforcement service. All parking revenue is received by the Environment and Transportation Department.

2-6.

The information sought by the councillor is classified as personal data relating to the individual identifiable motorist concerned. Dublin City Council is bound by the Data Protection Acts and in this instance Section 2(1) (c) (ii) in particular which prevents the council from disclosing or transmitting the data sought.

Q.31 Councillor Frank Kennedy

To ask the area manager to address the following problems regarding traffic issues in the Pearse Street area:

- a) the cycle lane at Westland Row:
There are almost always cars pulled into this cycle lane in the morning, requiring cyclists to pull onto the road when traffic is busy. These are mostly delivery vans and on some occasions Garda cars. This is an unbroken white line cycle path and so it is illegal to park there. Is there any way of providing more monitoring and enforcement here?
- b) the corner crossing of Lincoln Place (opposite Davenport Hotel):
This is extremely dangerous in the mornings / evenings. So many pedestrians who have come from Pearse Station try to cross here but the pedestrian lights are so infrequent that a) people try to run across between traffic and b) there are far too many people standing on that island, waiting. Also, when one light goes to green man, the one on the opposite island goes green for cars, and so you can never get across both in one go, unless the traffic slows down enough for you to run.

An effective solution may be that during rush hour those lights should be green more frequently in favour of pedestrians. Traffic flow could be maintained as they don't need to be green for long, just more frequently.

Reply:

- a) The hours of operation of the cycle lane along Pearse Street are Monday to Saturday from 07.00 hrs to 19.00 hrs. Vehicles are precluded from parking, loading and unloading during these times. Dublin Street Parking Services will be instructed to monitor this area and

taken enforcement action wherever possible. No enforcement action may be taken with regard to Garda vehicles.

- b) A review of this junction will be undertaken by ITS and a report issued in due course.

Q.32 Councillor Frank Kennedy

To ask the area manager to address the following problems regarding Baggot Street Lower:

- a) There is no crossing on Baggot Street between Ely Place and Fitzwilliam Street (unless one goes around by Merrion Street crossroads), which should be remedied.
- b) The way the lights are timed at Merrion Street / Ely Place cross roads, there's rarely a break in traffic to get across.
- c) The pot holes both on the path and on the road all along Baggot Street and Ely Place are a disgrace. Also, the path is very narrow. There is an organisation focussed on the visually impaired on Ely Place but between the potholes, narrow pathways, bin bags on the paths and bikes locked to poles, it is impossible to walk safely on this stretch if one is visually impaired.
- d) There are constantly cars / vans illegally pulled in along the right hand side of Baggot Street Lower, all the way along to Fitzwilliam Street (on double yellow lines). This just adds to the difficulties of walking this path during busy times.
- e) The paths / roads are often filthy with rubbish, open containers and sometimes vomit, particularly in the mornings.

Reply:

- a) The request for a pedestrian crossing on Baggot Street Lower between its junctions with Ely Place and Fitzwilliam Street will be added to the Traffic Advisory Group Agenda for examination and report. The councillor will be informed of the recommendation in due course.
- b) Additional pedestrian timings have now been added to both pedestrian crossings at junction Merrion Street / Ely Place. These changes will afford extra time for pedestrians to cross.
- c) Baggot Street Lower - Both sides (between Pembroke Street Lower and Merrion Street Upper) are on our 2018 Footpath Reconstruction Works Programme. Baggot Street Lower carriageway and Ely Place footpath & carriageway have been logged in our Asset Management System for inspections to be carried out to identify defects and schedule local repairs as necessary.

It will also continue to be monitored as regards abandoned or dangerously parked bicycles.

- d) Parking restrictions are in operation at this location with Pay & Display Parking in operation from Monday to Saturday from 07.00 – 19.00 and double yellow lines in places. It should be noted that it is permissible to load / unload on double yellow lines for up to 30 minutes.

Dublin Street Parking Services will be instructed to monitor this area and taken enforcement action wherever possible

- e) Waste Management Services have Baggot Street Lower cleaned twice a day on a daily basis. Every effort is made to ensure that incidences of vomit are cleaned up and washed at the nearest available opportunity. We will certainly monitor the cleaning of this street to see if any improvements can be made. Baggot Street Lower was inspected as regards the presentation of waste for collection by local traders in the area and it was found that presentation was as per the required bye-laws. This area will continue to be monitored.

Q.33 Councillor Frank Kennedy

To ask the area manager to request from the Chief Executive of Dublin City Council the "more detailed response" referred to in his answer to my question (no. 84) (attached) at the November meeting of Dublin City Council which was to issue "*most likely in January 2018*" concerning the gross under-provision of cycling paths in the coastal parts of the south of the city (notably on Strand Road / Beach Road and on Ringsend Bridge) when compared with the north of the city and the need to make provision for adequate cycling tracks and cycling paths in the south inner city area from Sandymount to the city centre as a matter of urgency.

Reply:

Dublin City Council is awaiting a recommendation from the NTA on the feasibility of the East Coast Trail and Blackrock to City Centre Cycle Route. Funding has not been made available for development of this route in 2018. Dublin City Council is also aware that the NTA is working on the Busconnects Project. This may further inform the cycling infrastructure provision along the corridor.

The improvement for pedestrian and cycling facilities at Ringsend Bridge have been under consideration as part of the Dodder Greenway. This project has been on hold since 2016. We have received funding for the scheme. The project is now scheduled to resume in May 2018. The first task will be to finalise the Route Selection and Option Selection Report.

Q.34 Councillor Frank Kennedy

To ask the area manager if she is aware of this article with regard to allegations of a cartel in the waste collection industry and to ask what procedure operates to ensure that no cartel can operate in the South East Area.

<https://www.independent.ie/irish-news/crime/whistleblowers-add-to-bin-cartel-claims-36538081.html>

Reply:

The area office is not aware of this article with regard to allegations of a cartel in the waste collection industry and it is noted that Dublin City Council exited the domestic waste collection business in January 2012. There is no waste regulator in place in this jurisdiction and the question of a cartel operating in the waste collection industry is a matter for the Competition and Consumer Protection Commission.

Q.35 Councillor Sonya Stapleton

To ask the manager to investigate the lack of lighting at the back of new York Street flats (adjacent to Royal College of Surgeons).

Reply:

The wall lights in this complex will be checked and repaired where required. All lights were checked and repaired in this complex in December 2017 and all left in working order. Regrettably all the decorative lights in the flowerbeds have been vandalised beyond repair and all the decorative up-lighters in the central courtyard area have been vandalised beyond repair. As these were decorative lights there are no plans to replace same.

It is unclear where exactly the councillor is referring to. When further information is received, the area will then be examined by the Public Lighting Section.

Q.36 Councillor Sonya Stapleton

To ask the manager to fix lighting on mercer street, lamppost either not working or very dull. (Possibly brighter lights need to be installed as it is very dark all along the street).

Reply:

We have investigated the existing lighting levels here, and whilst there is no requirement for additional lighting, we will consider upgrading the existing lighting on Mercer Street as part of future programme of improvements, subject to finances available. The light on pole no. 5 Mercer Street Upper is currently not working due to an ESB service fault, a report has been sent to ESB Networks requesting to have the cable repaired as soon as possible.

Q.37 Councillor Patrick Costello

To ask the manager to provide a response to the email below and to ask for a report on the issues therein.

Just wanted to draw your attention to the below issue, most of you will know that speed and parking are an ongoing problem in our estate.

Any support you can give here is greatly appreciated.

If you wish to discuss the matter further please don't hesitate to get in touch

On Behalf of the Mount Argus and Church Park Residents Association

To whom it may concern,

I would like to bring to your attention the need for double yellow lines in Mount Argus Harold's Cross. For the past year I have been campaigning for double yellow lines with all our local councillors. The situation has worsened and it is only a matter of time until there will be an accident. Please read the following sent from a resident to me regarding this.

For the attention of Mount Argus & Church Park Residents Association Committee:

I live in a corner house in Mount Argus Court. Today, in the space of one hour, three different people called at our door asking if I knew who owned cars parked on the road at the side of the house. These people were trying to drive to houses on Mount Argus Close to carry out work. They were having a lot of difficulty to squeeze their vans through the gap left on the road by cars parked on both sides of the road, where Mount Argus Close meets Mount Argus View. In the same time-frame, a resident of Mount Argus Close returning home found it very difficult to drive his car through the space remaining. It would have been impossible for an ambulance or fire engine to have gained access.

This stretch of road (which is the only access road to both Mount Argus Court and Mount Argus Close) is often blocked as a result of cars parked on both sides of the road. The situation is not just inconvenient but is also hazardous. People driving into the estate and rounding the bend at the end of Mount Argus View, do not expect to encounter these parked cars and an accident is likely to occur.

As chairperson of the residents' association of Mount Argus and Church Park I would appreciate it if you could send one of your colleagues out to our estate and carry out a survey.

As a result of the increase in traffic in to the city centre and traffic congestion our estate is being used as a park and ride option for at least 25 cars as the bus stop is just outside our estate. There are no cars parked in the said area above over the weekend which confirms my suspicions that our estate is being used as a car park on weekdays.

This issue needs to be resolved ASAP before an accident occurs.

Reply:

A request for double yellow lines on Mount Argus View is listed for examination and report by the Traffic Advisory Group. The councillor will be informed of the recommendation in due course.

Q.38 Councillor Paddy McCartan

To ask the manager to deal with the following issue: A sewage manhole adjacent to 67 Derrynane Gardens, Bath Avenue has become elevated and the surrounding road is dipping. I have raised this issue on another occasion and it has not been dealt with.

Reply:

Road Maintenance Services will examine this issue.

Q.39 Councillor Paddy McCartan

To ask the manager to deal with the following issue from the Milltown Residents' Association:

Residents have requested that the paths on Milltown Road be cleared of rubbish on a regular basis but this is not being done. There are frequently bottles / cans left around especially after the weekend. They pick up rubbish on a regular basis. The area outside Glenmalure Square has not been cleaned in weeks. Milltown has a large population and Milltown Road is a very busy road for traffic and pedestrians. Residents would like to see it kept clear of rubbish.

Reply:

Waste Management Services had the above mentioned location cleaned on the 6th March 2018. We will ensure that this area is inspected and cleaned on a more regular basis.

Q.40 Councillor Paddy McCartan

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

a) Westland Row cycle lane:

There are almost always cars pulled into this cycle lane in the morning, requiring cyclists to pull onto the road when traffic is busy. These are mostly delivery vans and on some occasions garda cars. This is an unbroken white line cycle path and so it is illegal to park there. Is there any way of providing more monitoring here?

b) The corner crossing of Lincoln Place (opposite Davenport Hotel):

This is extremely dangerous in the mornings/evenings. So many pedestrians who have come from Pearse Station try to cross here but the pedestrian lights are so infrequent that a) people try to run across between traffic and b) there are far too many people standing on that island, waiting. Also, when one light goes to green man, the one on the opposite island goes green for cars, and so you can never get across both in one go, unless the traffic slows down enough for you to run.

Proposed solution - during rush hour, those lights should be more frequent in favour of pedestrians. Traffic needs to flow, but they don't need to be green for long, just more frequently.

c) Baggot Street Lower:

There is no crossing on Baggot Street between Ely Place and Merrion Row, unless you go around by Merrion Street crossroads, which let's face it, no one has time for.

The way the lights are timed at Merrion Street / Ely Place cross roads, there's rarely a break in traffic to get across.

The pot holes both on the path and on the road all along Baggot Street and Ely Place are an absolute disgrace. There is a centre for fighting blindness on Ely Place and between the potholes, bin bags on the paths and bikes locked to poles, it can be impossible to walk that way with perfect vision, let alone if one is visually impaired.

There are constantly cars/vans illegally pulled in along the right hand side of Baggot Street Lower, all the way along to Fitzwilliam Street (on double yellow lines). This just adds to the impossible task of walking this path during busy times.

The paths / roads are often filthy with rubbish, open containers and sometimes vomit, particularly in the mornings.

This is a lovely and busy part of the city and it's a shame that these few things are letting it down.

Reply:

- a) The hours of operation of the cycle lane along Pearse Street are Monday to Saturday from 07.00 hrs to 10.00 hrs and 12.30 hrs – 19.00. Vehicles are precluded from parking, loading and unloading during these times. Dublin Street Parking Services will be instructed to monitor this area and taken enforcement action wherever possible. No enforcement action may be taken with regard to Garda vehicles.
- b) A review of this junction will be undertaken by ITS and a report issued in due course.
- c) Additional pedestrian timings have now been added to both pedestrian crossings at junction Merrion Street / Ely Place. These changes will afford extra time for pedestrians to cross.

Re: 'The potholes both on the path and on the road all along Baggot Street and Ely Place' Baggot Street Lower - Both sides (between Pembroke Street Lower and Merrion Street Upper) are on our 2018 Footpath Reconstruction Works Programme.

Baggot Street Lower carriageway and Ely Place footpath & carriageway have been logged in our Asset Management System for inspections to be carried out to identify defects and schedule local repairs as necessary.

Baggot Street Lower was inspected as regards the presentation of waste for collection by local traders in the area and it was found that presentation was as per the required bye-laws. This area will continue to be monitored.

It will also continue to be monitored as regards abandoned or dangerously parked bicycles.

Q.41 Councillor Paddy McCartan

To ask the manager to arrange to have graffiti removed from the walls on Eastmoreland Lane at its junction with Pembroke Road and opposite AIB.

Reply:

The graffiti mentioned above is on private property. The South East Area Office will contact the owners requesting them to remove it.

Q.42 Councillor Paddy McCartan

To ask the manager to deal with the following issue on the accumulation of rubbish in St Brendan's Cottages Irishtown. A constituent has written the following:

There is litter scattered on the open spaces, roads and footpaths. Every day I go out I feel ashamed that this could happen to the area I love to live in. Recently I had a relation visit my home from Montreal, Canada and she could not believe the amount of rubbish scattered around. The disgusting sight of bottles, plastic, cartons and paper discarded everywhere.

I accept it's the responsibility of each and every citizen to make sure that any rubbish we or our children have is put in a bin. However I feel that my area in particular is being sorely neglected by Dublin City Council (DCC) when it comes to management of street cleaning. It also should be of importance to our refuse collectors to make certain when they pick up the

rubbish, that it all goes in the back of the truck and any that may fall, they take it upon themselves to pick it up and put it where it belongs. This morning I saw an employee of refuse collection company ignore a bag of rubbish that had been torn by seagulls, this bag has now been scattered around the road (Photo attached). This would prevent it being laid outside our doors or caught by the wind and blown all over. We had a similar situation in week leading up to Christmas that led to the arrival of rats to the scene. Who is now expected to pick this up or shall we wait for the arrival of rats again? When the Local Property Tax was introduced we were led to believe that it would go towards the upkeep of local environment. Can you please explain to me besides cutting the grass in the common area outside my house, what DCC does to upkeep St Brendan's Cottages?"

Reply:

This area was inspected by Waste Management staff on 26th February when the issue in relation to the burst bag was brought to our attention and the area was cleaned up. Any further incidences of litter etc. can be immediately reported to southeast@dublincity.ie

Q.43 Councillor Paddy McCartan

To ask the manager to deal with the following concerns from the 1st Port Sea Scouts Ringsend. A number of cars coming from Sean Moore Road heading down to Pigeon House Road towards Poolbeg Yacht Club travel too fast.

Can Dublin City Council do something about the speed at which cars come around the corner? There is a sizeable depression in the road there (where a patch of tarmac has sunk) which means cars drive on to the other side of the road to avoid it. This has caused two near misses for their young members who cycle down that route. They have used the fix my street website to try getting something done about that over a year ago but unfortunately to no avail.

Reply:

The request to introduce traffic calming measure to reduce speed at this location will be assessed and the councillor will be informed of the outcome in a due course.

The depression on Pigeon House Road has been logged in our Asset Management System for repair to be carried out.

Q.44 Councillor Paddy McCartan

To ask the manager to respond to a request from a resident concerning street lighting on Ailesbury Road. She is a frequent walker on the road especially during the evenings and has noticed that the lighting on the road seems to be deteriorating. Whilst she appreciates that the trees do play a part in the lighting (or lack thereof) in the summer months, during the winter period with no leaves this should not be the case. The lighting is so poor in some parts of the road she fears that it could pose a potential danger to pedestrians.

Can the manager confirm that Ailesbury Road is on the list for replacement LED lighting and when this will take place?

Reply:

We have examined the lighting on Ailesbury Road and we will consider replacing the existing orange coloured low pressure sodium lights with LED white lights as part of our future LED replacement programme subject to available finances. Lighting Poles 1 - 10 have already been upgraded to LED, However, we will aim to add the rest of the existing poles to our LED Replacement Programme for 2018. We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required.

Q.45 Councillor Ruairí McGinley

To ask the manager to remove road signage at *details supplied.

Reply:

Multiple Chevrons, Signs W 062 and W 063 are available to indicate sharp changes of direction. These are rectangular signs consisting of yellow chevrons on a black background.

The signs shall indicate whether the change of direction is to the left or right. Unlike other warning signs, chevrons are 'sight boards', which are intended to be placed at the hazard so that drivers can see the change of direction clearly. These are particularly useful at night time to help all road users.

The South East Area engineer has taken note of the issues and has sent this query to the Traffic Officer to have graffiti removed from the chevrons and signs at details supplied. If new chevrons are required they will replace the old signs.

Q.46 Councillor Patrick Costello

To ask the manager for an update on the canal cycle way and the Environmental Impact Assessment in relation to the Harold's Cross Bridge.

Reply:

The Environment and Transportation Department has prepared a project outline brief for the improvements to Harold's Cross Bridge. The NTA has recently made funding available to facilitate the appointment of a consultant to carry out a feasibility study for the widening of Harold's Cross Bridge. Subject to NTA approval, it is anticipated that a consultant will be commissioned in May / June to prepare a feasibility report.

Q.47 Councillor Patrick Costello

To ask the manager for an update on the Ranelagh cycle way and to provide a timeline for the project.

Reply:

Ranelagh cycle way is part of the Clonskeagh to City Centre Cycle Route. The design development was at Route Selection and Options Development Stage when it was put on hold in 2016. It is anticipated that the scheme development will recommence in May 2018 subject to resource availability.

Q.48 Councillor Patrick Costello

To ask the manager, given complaints to this councillor about the high cost, to explain the fee structure of the new tennis courts in Bushy Park and how the price was set and if there is scope to reduce it.

Reply:

There has been a considerable investment in the facilities in Bushy Park which included the refurbishment of the pavilion, the installation of four new padel courts, the upgrade of the tennis courts (three artificial clay courts and six synthetic green courts) and the installation of floodlights.

Following a tender process the facilities are being managed by the Padel Federation of Ireland on behalf of Dublin City Council.

They manage the opening, closing and staffing of the facility, taking bookings and payments for the courts, day to day maintenance of the pavilion, its environs and courts area, cleaning of toilet facilities (which are available for all park users) and the promotion of padel and tennis.

The fees for the synthetic green courts are €6 per person per hour and a higher fee of €9 per person per hour for the clay courts, as they are more suited to competitive players and

this also requires more maintenance. The cost of floodlighting is €2 per hour. Discounts are available for students and senior citizens.

In addition, there are memberships (if desired) and other discounts available, details of which can be found on their website www.bushytennispadel.ie

Given the high quality of the facility we feel that the fees are reasonable and are comparable to other community tennis facilities.

Q.49 Councillor Patrick Costello

To ask the manager to state how many CCTV cameras covering this area are monitored by our staff or agents; how many staff hours are assigned to this task, and how many convictions were obtained using evidence obtained from CCTV footage.

Reply:

Waste Management Services do not currently have CCTV cameras in place in the South East area to monitor illegal dumping.

The cameras in the housing schemes are for recording and are not monitored by staff or agents. The number of convictions on foot of CCTV evidence would have to be sourced from An Garda Síochána.

The Environment and Transportation Department has approximately 80 CCTV cameras in the Dublin South East Area. There are 12 dedicated Control Room Staff that work 24/7 over three shifts to monitor live traffic in the Greater Dublin Area. The department does not record any of these CCTV images. Any relevant traffic issues that arise during the live monitoring process are passed on to the Gardaí. I am unaware of how many convictions were obtained from this CCTV Footage.

Q.50 Councillor Patrick Costello

To ask the manager the number of properties in the area where complaints have been made in relation to short term lettings without appropriate planning permission.

Reply

The information will be sent directly to the councillor within the next 7/10 days.

Q.51 Councillor Patrick Costello

To ask the manager to when the resurfacing of Morehampton Terrace will take place, given it was agreed late last year.

Reply:

Morehampton Terrace is not on our 2018 Road Resurfacing Works Programme. It will be put forward for consideration for 2019 Works programme.

Q.52 Councillor Patrick Costello

To ask the manager to have Ashfield Park resurfaced as the surface of the road is in a poor state.

Reply:

Ashfield Park is not on our 2018 Road Resurfacing Works Programme. It will be put forward for consideration for 2019 Works programme.

Q.53 Councillor Chris Andrews

Can the manager arrange to have the footpaths on Bath Avenue repaired as the footpaths are in a particularly bad state of repair and are dangerous for residents particularly around the larger trees on the east side of the street.

Reply:

Bath Avenue footpaths have been logged in our Asset Management System for inspection to be carried out to identify defects and schedule local repairs as necessary.

Q.54 Councillor Chris Andrews

Will the manager arrange to have the huge trees at 159 & 160 Rosary cut down or topped as this tree is huge next to small terrace of houses and also has broken the footpath and made it a trip hazard?

Reply:

When the tree is removed by Parks Division Road Maintenance Services will repair the footpath here.

As per the tree works programme for 2018 there are 4 trees located at Stella Gardens / Rosary Terrace which are scheduled for removal and replacement with more suitable species.

It is anticipated that this work will be undertaken over the calendar year.

Q.55 Councillor Chris Andrews

In light of recent attacks on cars in Cambridge Avenue, Dublin 4, this Area Committee asks Gardaí to put extra patrols in that area and will contact Gardaí requesting increased resources to address the ongoing problem.

Reply:

The South East Area Office has contacted Gardaí in this case and requested extra resources to be provided as appropriate in this area.

Q.56 Councillor Chris Andrews

Can the manager have the carriage way in Gulistan Cottages and Gulistan Place restored as residents have said it is dangerous and are expressing concern and annoyance with the fact that the roads were dug up in 2014 filled in with a temporary surface which needs replacing and Irish Water have consistently said the matter has previously been referred to the Roads and Maintenance Department within Dublin City Council and it is their responsibility.

Reply:

This carriageway is on our reinstatements contractor's works programme.

Q.57 Councillor Chris Andrews

To ask the manager details supplied.

Reply:

This dwelling has wheelchair access to the front of the dwelling. All rooms in this dwelling lead onto level access to the front of the dwelling for day to day and emergency access / exit. The area to the back of the dwelling is a veranda type space installed by the city council to give access to this outdoor space for the tenant in warm weather. This complex is enclosed to the rear with railings and gates for security reasons for the residents. There are no plans to remove the railings or gates.

Q.58 Councillor Chris Andrews

Can the manager arrange to have the bushes in the planters close to details supplied cut back as they are overgrown and gathering dirt and rubbish?

Reply:

This location will be examined and a reply provided shortly.

Q.59 Councillor Chris Andrews

Can the manager arrange to have Ashfield Road in Ranelagh resurfaced as it is in a very poor condition with a patchwork quilt of temporary fillings which disintegrate with the extra HGV traffic on the road as part of delivering supplies to the nearby hotel development and that the development levies for this site will be used to pay for the repairs on this and Mornington Road.

Reply:

Ashfield Road and Mornington Road are not part of our 2018 Road Resurfacing Works Programme. They will be put forward for consideration for the 2019 Works programme.

Q.60 Councillor Chris Andrews

Can the manager say why the green area to the rear of details supplied is still allowing vehicular parking even though it is unsafe as it is used by children to play and previously was an area that restricted vehicle access as children used this green area until someone knocked down the bollard preventing vehicles entering this area

Reply:

This matter will be reviewed by the Area Engineer and a reply will issue to the councillor when this is complete.

Q.61 Councillor Chris Andrews

Can the manager have the area to the rear of details supplied cleaned and maintained as it has not been cleaned by Dublin City Council in many years?

Reply:

The space was inspected this week. It is cleaned on a regular basis and is currently in a satisfactory condition.

Waste Management Services had the above mentioned location cleaned on the 8th March 2018. We will ensure that this location is cleaned on a more regular basis.

Q.62 Councillor Chris Andrews

Can the manager say when the new windows will be installed in details supplied as they have been waiting a long time for installation?

Reply:

The windows in this dwelling were assessed in 2014 and deemed not in need of replacement. A Category C was applied to their need for replacement. A request has been logged for a further assessment of the windows in the next few weeks.

Q.63 Councillor Ruairi McGinley

To ask manager to have the traffic query on swapping of yield signs examined. Where Clareville Road meets Kenilworth Park there is a yield sign. Clareville is by far the more important - a critical link between Kimmage, Crumlin and other suburbs, and the city centre. Yet the yield sign is on Clareville. This has a number of bad effects. Firstly, the queue along Clareville can stretch back to Sundrive, and include buses as well as cars. Secondly, a number of roads, Kenilworth Park in particular, are used as rat runs, because they have priority and are, as a result, faster. Question, please. How can we get the yield sign swapped - and put on Kenilworth Park? It would be to everyone's advantage, especially the buses.

Reply:

The South East Area traffic engineer is currently reviewing the T junction at Clareville Road and Kenilworth Park as part of an overall review of traffic issues on Clareville Road. The councillor will be informed of the recommendation in due course.

Q.64 Councillor Claire Byrne

To ask the area manager if she can please arrange for the graffiti along the DART line near Sandymount station, and on the walls of Marian College to be removed.

Reply:

The graffiti referred to appears to be on private property and the South East Area Office will contact the owners / occupiers requesting that they arrange removal as soon as possible.

Q.65 Councillor Claire Byrne

To ask the area manager for an update on the progress of the Sutton to Sandycove Cycle Route, including an update on the proposed plans for Merrion Gates.

Reply

The National Transport Authority commissioned a Feasibility Study Report for the Coastal Cycle Route. This was followed by a non-statutory public consultation process. The NTA advised that over 600 submissions were received. It is the NTA's intention to engage with Dublin City Council and Dun Laoghaire Rathdown County Council to agree on the next steps when they have completed reviewing the submissions. No timelines have been set for this process.

Q.66 Councillor Claire Byrne

To ask the area manager to please provide full details of the proposed 'South Port Access Route' and the proposed 'Alternative South Port Access Route' as outlined in the Poolbeg SDZ, including a route map, timelines for delivery, funding, and who is proposing these routes.

Reply:

The Poolbeg West SDZ Planning scheme contains full details of the proposed South Port Access Route (SPAR); in particular, chapters 6 and 9 are relevant. See <http://www.dublincity.ie/poolbeg-west-sdz>

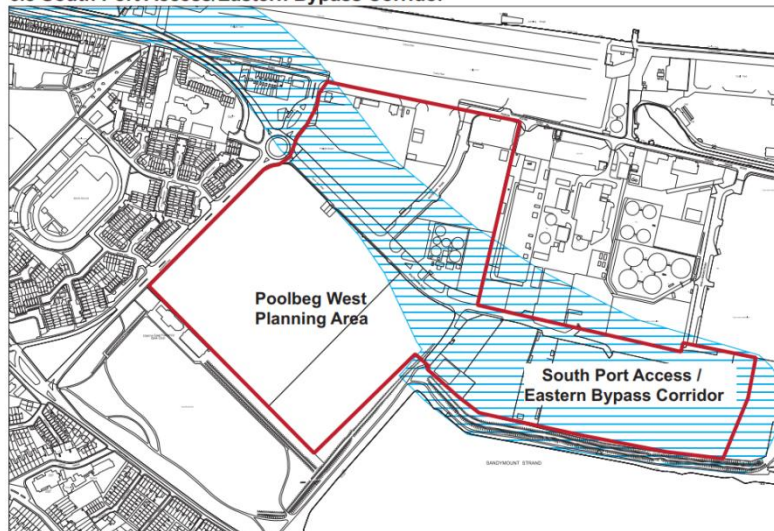
Section 6.5 (p27) states

Planned strategic route investment for the area includes the Eastern bypass (alignment preservation) and associated South Port Access route, and the Dodder Bridge. Important for the long-term development of this area is the protection of an alignment for the South Port Access Route protected within the Eastern by-Pass corridor and is similarly protected for the future in accordance with the National Transport Authority Transport Strategy for the Greater Dublin Area. The SPAR scheme would either terminate at Sean Moore Road roundabout or at a new junction further east. Because the South Port Access route will not be delivered for some time, the matter of heavy traffic on South Bank Road needs to be addressed. In this regard it is intended to provide in the short term a new access as an 'Alternative (South) Port Access Route' to the south port area north of the proposed new junction of Sean Moore Road/South bank Road.

In addition Objective MV4 states;

Figure 6.3 illustrates the corridor for the Port Access/Eastern Bypass corridor

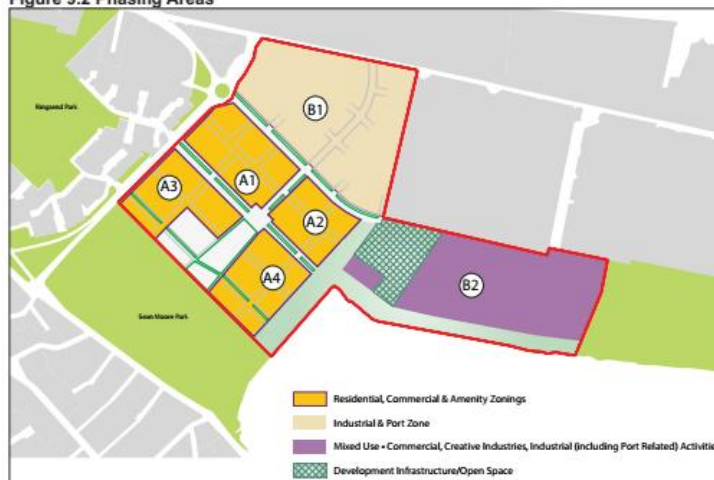
6.3 South Port Access/Eastern Bypass Corridor



Phasing requirements are set out in Chapter 9, and Phasing 'Area B', in particular, relates to the industrial and port zone. Relevant elements of this phasing are based on short/medium/long term targets and include;

- *Short term*; opening of HGV route to Block B1 via Pigeon House Road (DCC /Dublin Port), and opening of new route to port by extending Pigeon House road directly in to the Port as an 'alternative Port Access Route' (Dublin Port). Design of Southern Port Access Routes also to be carried out (National Transport Authority / Dublin Port / DCC)

Figure 9.2 Phasing Areas



- *Medium Term* ; Upgrading dualing of East Link / Tom Clarke Bridge as part of SPAR (National Transport Authority / Dublin Port / Dublin City Council / TII)
- *Long Term* ; completion of Eastern By Pass (Transport Infrastructure Ireland)

It should be noted that the above information and extracts from the planning scheme should be considered in conjunction with other plan content/objectives in regard to land uses, other infrastructure delivery etc . It is also important to note that the Planning Scheme has been appealed to An Bord Pleanála and an Oral Hearing will be held in due course.

Q.67 Councillor Claire Byrne

To ask the area manager for an update on the progress of the below motion that was agreed in November 2017 in relation to traffic calming measures for Emorville Avenue, St. Kevin's Parade and Lombard Street West, Portobello, Dublin 8. Residents have noted an increase in rat running and speeding on these streets of late.

Motion 17 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to introduce traffic calming measures for Emorville Avenue, St. Kevin's Parade and Lombard Street West, Portobello, Dublin 8. These streets are regularly used as a rat run during peak hours with cars travelling at high speed through the area. Measures could include the use of planters as a traffic calming measure, which have worked well in other parts of Portobello and increasing the number of 30km/ph signs in the area.

Reply:

The request for traffic calming measures for Emorville Avenue, St. Kevin's Parade and Lombard Street West, Portobello, Dublin 8 is still listed on the Traffic Advisory Group agenda for examination and report. The councillor will be informed of the recommendation in due course.

Q.68 Councillor Claire Byrne

To ask the area manager if she can please provide an updated list of streets within the South East area where 30km per hour speed signs have been erected or are due to be erected and the timelines for the delivery of outstanding signage.

Reply:

All required signage from Phases 1 & 2 of the 30Km / h have been erected in the south east area. Signs are only placed at the point of change from one speed limit to another. In the south east area, the arterial routes are the main points of speed limit change. A map indicating the arterial routes and 30 Km / h zones is available at <http://www.dublincity.ie/main-menu-services-roads-and-traffic-general-traffic-measures/speed-limits-your-area>

If phase 3 gets approval to commence, the south east area will get additional signage in the new zones and the map (link above) will be updated to reflect this change.

Q.69 Councillor Claire Byrne

To ask the area manager if she can please address the issue of unofficial clamp removal in the Hanover Quay / Benson Street. Many of these vehicles seem to be connected to the adjacent construction projects and clamps are being left like litter on the footpaths.

Reply:

The most recent clamps on Hanover Quay and Benson Street occurred on the 23rd February. There were no discarded clamps on either road when inspected recently.

Q.70 Councillor Claire Byrne

To ask the area manager if she can please confirm whether it is appropriate for private companies to erect additional parking signage in the Grand Canal Dock area (see attached photo) and what is the process by which parking signage is generally erected in the city.

Reply:

APCOA were appointed by the Dublin Docklands Development Authority (DDDA) to carry out parking control activities in the Grand Canal Harbour area. This contract was later novated to Dublin City Council as a result of the enactment of the Dublin Docklands Development Authority Dissolution Act.

A process is currently underway to take in-charge certain roads within the Grand Canal Harbour area and once this project is complete Dublin Street Parking Services (DSPS) who are Dublin City Council's parking enforcement agents will take over responsibility for the

control of parking on the roads that have been taken into the charge of the city. All street signs will be replaced by the standard city council signage as part of this process.

In the meantime and as there will be some streets that will remain within the responsibility of the management company I have asked APCOA to try and rationalise the number of signs they have erected in the Grand Canal Harbour area. This should reduce signage clutter on most public lighting poles in the area.

It should be noted that the Grand Canal Harbour Management Company has in the past received requests for more signage to be erected in order to avoid confusion for people unfamiliar with the area as all the streets directly outside the management company area (Cardiff Lane, Sir John Rogerson's Quay, Pearse Street, Benson Street and a section of Hanover Quay) are public roads which are controlled by Dublin City Council's agents: DSPS.

Q.71 Councillor Claire Byrne

To ask the area manager if she can please investigate why a sufficient mix of bins are not being provided in the complex with a view to rectifying this. Residents are complaining that there are no mixed dry recyclables or food waste facilities in the block.

Reply:

Waste Management Services will investigate this matter under the Bye-Laws for the Storage, Presentation and Collection of Household and Commercial Waste. An update will be provided to the councillor once the investigation has been completed.

Q.72 Councillor Mary Freehill

The turn right filter for traffic turning from Harold's Cross Road on to Grove Road very often doesn't work. The yellow box has not been reinstated and although I can vaguely see the outline of the original box, I have often found while waiting in this box that the filter light doesn't come on. This is causing tail backs on Harold's Cross Road. Would the manager please state why this light has not been repaired and when it will be functioning properly?

Reply:

We have requested that the line box be repainted around the right turn roadway detector at this location. This painted box indicates to motorists where to halt to trigger demand for right turn traffic signal phase. (Displaying the right turn filter signal.)

Q.73 Councillor Claire O'Connor

Can the lighting be improved on Castlewood Park and Purser Gardens, Rathmines?

Reply:

There is no Public Lighting improvement programme for 2018. However we will investigate the existing lighting here, and any improvements considered necessary will be added to a list for consideration for inclusion in a future public lighting improvements programme, subject to available finances. We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required.

Q.74 Councillor Claire O'Connor

Can the ornate lights on Church Gardens be painted?

Reply:

Poles for painting on Church Gardens have been surveyed and added to the painting programme.

Q.75 Councillor Claire O'Connor

Can the Manager consider making the right hand lane of Belgrave Square East (going into town) a compulsory right hand turn. Since most of the traffic in this lane turns right to go to Ranelagh, it can lead to a potentially dangerous situation when traffic from both lanes

unexpectedly goes straight ahead to the rather narrow single lane in Mountpleasant Avenue. This would only require suitable road marking (right arrow) on the surface of the road in the right hand lane.

Reply:

The request for a right turn only lane at the above location has been referred to the Traffic Advisory Group for examination and report. The councillor will be informed of the recommendation in due course.

Q.76 Councillor Claire O'Connor

Can the footpaths outside the nursing home, namely Orwell Healthcare at 112 Orwell Road, Rathgar home, in circumstances where they are broken and cracked and need to be repaired.

Can the yellow box directly outside the same nursing home be repainted?

Can double yellow lines be considered where Mount Argus Close meets Mount Argus View? This stretch of road (which is the only access road to both Mount Argus Court and Mount Argus Close) is often blocked as a result of cars parked on both sides of the road. The situation is not just inconvenient but is also hazardous. People driving into the estate and rounding the bend at the end of Mount Argus View, do not expect to encounter these parked cars and an accident is likely to occur.

Reply:

- a) The footpath at Orwell Healthcare at 112 Orwell Road - Road Maintenance will examine this matter.
- b) A request for double yellow lines on Mount Argus Close / Mount Argus View is listed for examination and report by the Traffic Advisory Group. The councillor will be informed of the recommendation in due course.
- c) The location will be Inspected and tasked for renewal within 30 working days of the South East Area Committee meeting

Q.77 Councillor Claire O'Connor

Can the cracked footpaths be repaired in Bushy Park Gardens?

Reply:

These footpaths have been logged in our Asset Management System for inspection to be carried out to identify defects and schedule local repairs as necessary.

Q.78 Councillor Claire O'Connor

That this Committee agrees that a meeting should be held with Templemore Avenue residents and the Traffic Division in circumstances where Templemore Avenue Parking Group have conducted a survey amongst residents which has achieved a consensus of 95% of residents. Given that there is consensus it is an opportune time to meet residents given that vehicle parking in Templemore Avenue has become untenable in recent years.

This parking problem is exacerbated due to the fact that the road is the only one with free parking without any restrictions in the entire area, allowing non residents to park and resulting in the occupants of the houses being denied parking on their own road. The problem exists 24 hours a day. There is available parking on Vernon Grove (as houses have off-street parking), Neville Road and Villiers Road, yet Templemore Avenue residents are unable to make use of those empty spaces as it is Pay and Display 7am-7pm

A door to door survey was recently undertaken asking for a response from each household to the following questions:

1. Pay and display 7am-7pm.
2. To incorporate pay and display with the adjoining roads as an integrated zone.
3. Creation of a one way system.

The results were 95% in support of Pay and Display on Templemore Avenue along with inclusion with other local roads as being part of a single parking zone, providing parking permits for the Residents as well as providing for a one way traffic system.

A further solution is to reduce the footpaths on either side to 150cm, making the road 647 - 650cm, leaving the 3 lamp posts on either side in situ. This is comparable to other roads.

Reply:

The reduction of the footpaths in order to facilitate parking is not recommended, as in accordance with the National Transport Authority strategy, a hierarchy of transport users is supported, with pedestrians, cyclists and public transport users at the top of this hierarchy, having their needs considered first. Promoting modal change also encourages active travel (i.e. walking and cycling) in general and as a means to access public transport routes (Dublin City Development Plan 2016-2022). The council's policy promotes and prioritises pedestrian movement, cycling and public transport over car users. It is therefore not City Council policy to widen roads by impacting on and reducing footpath width. Therefore, it is not recommended to reduce the footpath widths at this location.

Q.79 Councillor Claire O'Connor

Can remedial measures be taken to prevent speeding for South Hill in Dartry in circumstances where there is an increase in young families recently in the estate?

Reply:

The request to introduce traffic calming measure to reduce speed at this location will be assessed and the councillor will be informed of the outcome in due course

Q.80 Councillor Claire O'Connor

Can stop signs be erected from Harold's Cross Cottages into Mount Drummond?

Reply:

The Traffic Advisory Group, at its meeting of 26th January, 2016, reported that under the Road Traffic Regulations, traffic on a road ending at a T junction must give way to traffic from either direction on the other road. A stop sign is not necessary where normal rules of the road apply; moreover such signs are only provided on approaches to major junctions, as otherwise this would lead to a proliferation of signs throughout residential estates.

The Traffic Advisory Group, therefore, did not recommend 'Stop' signs on Mount Drummond Avenue at the junctions concerned.

Q.81 Councillor Claire O'Connor

Can directly outside 22 Darley Street be resurfaced and the kerb at the top of Darley Street leading into Mount Drummond?

Reply:

These two locations have been logged in our Asset Management System for repair.

