



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 10 DECEMBER 2018

- 1 **Presentation on Planning Application Reference 4421/18**
Order: Noted.
- 2 **Presentation and Report on Proposed Part 8 Works: Playground at Sean Moore Park.**
Order: Agreed to recommend to City Council
- 3 **Minutes of the South East Area Committee meeting held on 12th November 2018**
Order: Agreed.
- 4 **Environment and Transportation Department Matters**
 - i. Minutes of Traffic Advisory Group meeting held on 27th November 2018.
Order: Noted.
- 5 **Planning and Property Development Department Matters**
 - i. Report on proposed disposal Joshua Dawson House, site for ESB substation.
Order: Agreed to recommend to City Council.
 - ii. Report on the proposed grant of a further licence of a premises at Bushy Park, Rathdown Road, Terenure, Dublin 6W to Mr. Patrick Lynch on behalf of Sportsworld Running Club.
Order: Agreed to recommend to City Council.
 - iii. Report on the proposed grant of a temporary convenience letting of the plot of land adjoining 51 Hazelbrook Drive, Terenure, Dublin 6W to Mr. John O'Neill.
Order: Agreed to recommend to City Council.
 - iv. Report on proposed disposal of lease Rathmines Square to John Paul Construction.
Order: Agreed to recommend to City Council.

6 South East Area Matters

- i. Update on Community Development, Environmental Services Unit, Housing Projects & Local Area Improvements and Sports & Recreation Sections.
Order: Noted.
- ii. Update on the commissioning of Luke Kelly sculpture.
Order: Noted.

7 Motions

Motion 1 from Councillor Dermot Lacey taken with Motion 13

This committee agrees to write to the Buildings Manager of Baggot Street Hospital to ask for a temporary licence to be given to the Dublin City Council and the Pembroke Road Association jointly to renovate the garden spaces on either side of the entrance to the hospital and to open them up for use by the local community.

Order: Agreed.

Motion 2 from Councillor Dermot Lacey

This committee requests the manager to outline why double yellow lines were placed on Wellington Lane, Dublin 4 against the wishes of residents, when the simple fact is that cars parked along the road in front of the houses acted as a safety barrier and encouraged passing cars to slow down and if these double yellow lines will be removed. To further ask if a limited entry period sign could be erected to reduce the number of cars entering the lane as a rat run in the evenings. Further details for information purposes are submitted with this motion.

“The traffic on Wellington Lane in Ballsbridge, Dublin 4 is of huge concern for the residents. It impacts on quality of life and more importantly is a massive safety issue. Commuter traffic is bad in the morning and in the evening and is getting worse each year. Wellington Lane is a small narrow residential lane. It cannot accommodate massive flows of commuter traffic. The evenings are particularly bad. Commuter traffic should be restricted to the main roads.

I attach photos from last night. Between the hours of 4.30pm and 6.30pm the traffic is constant on the lane. The cars were backed up almost the entire length of the lane. Some cars mount the footpath to avoid each other as you can see in one photo.

There is a very small footpath in bad condition on the north side of the lane. Often pedestrians with buggies and children on bikes / scooters have to move onto the road to navigate the path as it is too narrow. This is an accident waiting to happen.

Yesterday double yellow lines were reinstated outside all houses on the lane to prevent residents parking on the lane. Previously Roy O'Connor of DCC had suggested that getting more residents to park on the lane would help slow down and reduce traffic.

The bigger picture is removing commuter traffic from the lane. We have suggested the following to the council in December 2016 with our plebiscite:

1. One way system heading east
2. No right turn from Waterloo Road heading north
3. Widen footpath
4. Remove all double yellow lines

Wellington Lane is the only lane in the area with double yellow lines on both sides of the road - why is this? The result is the lane is used as a rat run by commuters.

What do the council suggest? This is an urgent safety issue. Many children living in the area use this lane to access schools and Herbert Park.”

Order: Agreed.

Motion 3 from Councillor Dermot Lacey taken with motion 9

This committee agrees to discuss and requests a response from the manager on the idea of a Rathmines Bus gate as outlined in the documentation submitted with this motion.

“Rathmines would thrive with bus gates limiting thru car access

IMAGE: A line of people cycle down the Rathmines Road after crossing the Portobello Bridge, while only a few cars cross the bridge in the same sequence.

COMMENT & ANALYSIS: Transport authorities are looking to abandon key sections of the Greater Dublin Area Cycle Network before it gets off the ground, as this website reported in June, but there’s another way.

The plan for the route along the Rathmines Road in the infrastructure part of the BusConnects project (see the consultation document) is the key example of the bus plan having little regard for the cycle network plan when both were authored by the National Transport Authority.

The background for Rathmines is that, as far as Dublin goes, Rathmines is as close as it get to the centre of bicycleland. Portobello Bridge at the northern end of the Rathmines Road has by far the largest volume of bicycles entering the city centre. In the AM peak last year, there was 1,637 bicycles and 1,325 cars/van, even with the traffic counts happening in November.

The Census shows that more commuters who live off the Rathmines Road, Rathgar Road, Harold’s Cross Road, Ranelagh Road, and Sandyford Road routes use their bicycles than get the bus.

As well as outnumbering cars in the AM peak, 12-hour traffic counts for Portobello Bridge shows cycling here has a better chance than any other route at outnumbering cars across the day way more than any other route into the city — this will be accelerated by BusConnects, which will reduce the space for cars across the city centre.

The numbers of bicycles is already increasing but the people on them are left mixing with cars and buses.

Rather than upgrading the cycle route as outlined in the GDA Cycle Network Plan, the National Transport Authority wants to remove cycling priority by removing cycle lane, and possibly also narrowing footpaths — in effect, the street would become a busway and road for through traffic in both directions or one:

The Rathmines Road route is planned to support the (11) Tallaght to Terenure and (12) Rathfarnham to City Centre bus corridors:

One of our most popular articles last year was “What to do with a problem like cycling in Rathmines?” which was published before BusConnects. It this details a solution using continuous cycle paths and peak-time bus gates. It suggested:

“The bus gate could operate peak times and in peak directions only — this would give higher priority to buses than is currently given by broken bus lanes in one direction only and often abused.”

Here’s some examples which can fit along the Rathmines Road:

BusConnects changes things. So, adding to the above, the European Cyclists’ Federation (ECF) published an interesting article last week — “Filtered permeability on cycle highway C95 in Copenhagen“.

The ECF gives us an example of what we know as a “bus gate”. One which is in place in Nørrebrogade in Copenhagen which is much like the location of Rathmines in Dublin. The ECF article outlines the example in more detail (although this kind of bus priority is not usually referred to as filtered permeability).

Basically, the only motorised through traffic allowed is bus lane traffic in two lanes and the space left over allows for segregated cycle paths in both directions:

The above photo of the street in Copenhagen (taken from the ECF’s article) is much like the cross-section we suggested last year for Rathmines:

Here’s the locations of Nørrebrogade — with the two bus gates highlighted — north of Copenhagen’s city centre, just beyond the city’s large artificial lakes:

IMAGE: Of Nørrebrogade with two bus gate locations. Image by European Cyclists’ Federation and Open Street Maps.

In Rathmines — just south of Dublin’s Grand Canal — the locations of the bus gates would need to be placed in a way to allow cars and vans etc. to access the car parks like the ones in the Swan Shopping Centre, the Cricket Ground, the school, the church, and the private residents.

Unlike the wider bridge in Copenhagen, Portobello Bridge at the Grand Canal is not wide enough to maintain car and bus access while providing segregated space for cycling — this means it is a must that the canal bridge is a bus gate, for safety alone.

Here’s some suggestions for bus gate locations in Rathmines:

There might be better locations, but, as said above, the canal bridge one is a must. Why must? To provide for cycling safety and priority while also providing for a high frequency of buses as planned under BusConnects.

YES — all of this would be a big change. But a big change is needed in a growing city which claims it wants to be sustainable, have better public transport and be cycling friendly.

Some people will claim the bus gates would be anti-business but there’s little evidence of this in Dublin or internationally. The opposite is true — the claims are made and proven wrong.

Providing segregated cycle routes would be of huge benefit to the area and our suggestions above would be better than the suggestions by the National Transport Authority — their suggestions would be mainly about providing through traffic for buses and it seems also cars. By removing the cycle lanes, buses would be closer to pedestrians and one of their solutions is to notably narrow the footpaths.

On the other hand, if bus gates and cycle paths are provided, it's not just good for cycling but also pedestrians and street life in Rathmines. It's also good for buses — bus lanes without cycle paths will mean buses will mix with cycling and that's not good for cycling or the bus service.

Bus priority, with continuous cycle paths and local motoring access will provide the same kind of mix in Copenhagen and that's common in Dutch cities too. It would make the area more liveable, healthier, environmentally friendly, and allow local businesses to thrive more than currently and far more than BusConnects without cycle paths.”

Order: Agreed.

Motion 4 from Councillor Mary Freehill

That the need for a pedestrian crossing on Upper Rathmines Road as first proposed last May be treated as an urgent safety matter. This is a route to many schools, traffic travels at high speeds up and down this road plus the bend at Murphy's pub considerably curtails the vision of pedestrians when crossing what is quite a wide road. It is unsafe for even 12 year olds to cross this road and parents find that they have to be with their children to help get them safely to and from school. This makes life both unsustainable for many and dangerous for children. In the circumstances, I propose that this proposal be treated as an urgent health and safety issue that requires very urgent attention.

Order: Report to councillor.

Motion 5 from Councillor Dermot Lacey

This committee requests the Traffic Department to prepare a comprehensive traffic plan for the area bordered by Sandford Road / Lower Beechwood Avenue and Anna Villas to reduce traffic speeds and rat running.

Order: Report to councillor.

Motion 6 from Councillor Patrick Costello

That the council pilot an underground glass recycling facility within the Harold's Cross area, these are common in many other countries and currently there is no glass recycling facility in the area.

Order: Report to councillor.

Motion 7 from Councillor Patrick Costello

This area committee agrees to install a pedestrian crossing on the junction of Cowper Road and Palmerston Road.

Order: Report to councillor.

Motion 8 from Councillor Patrick Costello

That this area committee calls on the manager to address the lack of toilets in Terenure library as a matter of urgency.

Order: Report to councillor.

Motion 9 from Councillor Patrick Costello taken with Motion 3

This area committee agrees to examine the feasibility of a bus gate on Rathmines Road.

Order: Agreed.

Motion 10 from Councillor Patrick Costello

This area committee agrees to a site meeting at Rathgar Junior School to address the significant outstanding pedestrian safety concerns.

Order: Agreed.

Motion 11 from Councillor Mannix Flynn moved by Cllr. McGinley

That this committee of Dublin City Council agrees that any motion to delist any of Dublin City Council's public housing complexes in the south east area must come before the South East Area Committee for consideration prior to any presentation to other committees or Strategic Policy Committees.

Order: Report to councillor.

Motion 12 from Councillor Mary Freehill

That the person responsible for delivery of cleansing services attend and make a report to our December LAC meeting setting out the cleansing service in the Rathmines Rathgar Ward area. The fact that the leaf sucking machine has not been seen for a while, although we were told at the last meeting that staff were being trained to operate the machine all day, we need to know why the machine seems not to be functioning. There are more leaves on footpaths this year than in recent years, this is extremely serious as our area has a drainage system that is not fit for purpose and we cannot afford to have leaves clogging up our drainage system.

We therefore ask that the manager state the current staffing levels and compare with 6 years ago. Has the move to Davitt Road had a deleterious impact on the delivery of service? It is agreed by the meeting that the cleansing service needs to be seriously improved and that this committee receives a monthly report on the delivery of the street cleansing and gully cleaning services during the winter months.

Order: Report to councillor.

Motion 13 from Councillor Frank Kennedy taken with Motion 1.

This committee resolves that the area Manager shall write to the Buildings Manager of the Baggot Street Hospital building to request that he grant a temporary licence to Dublin City Council and the Pembroke Road Association jointly to renovate the garden spaces on either side of the entrance to the hospital and to open them up for use by the local community.

Order: Agreed.

Motion 14 from Councillor Frank Kennedy

This committee resolves that the area manager shall write to each home insurer in the Irish market advising them of the extensive flood prevention/defence works in the Pembroke South-Dock ward over the past five years and the updated scientific estimates as to flood risk (or lack thereof) in Pembroke South-Dock including but not limited to the following areas:

- Bath Avenue (and surrounds, including Havelock Square);
- Serpentine Park;
- Sydney Parade Avenue;
- St Alban's Park; and
- Richelieu Park.

Order: Report to councillor.

Motion 15 from Councillor Mary Freehill

That the Parks Department prunes the trees along Clogher Road, even in winter they are so overgrown that they seriously impact on the level of public lighting on the road. Furthermore that this road is prioritised for LED lighting, it's a long dark road which is difficult to walk at night especially for females walking alone.

Order: Agreed.

Motion 16 from Councillor Claire Byrne

That this area committee calls on the area manager to put an end the dumping of uneven tarmac as a solution to fixing roads and pathways. This is an ongoing issue in the city, but especially in the South East Area and is particularly problematic along key cycle lanes and pathways. It makes the city unsightly and poses threats to the safety of cyclists and pedestrians, in particular the more vulnerable. Can the area manager also put further measures in place to ensure that proper plans are put in place when resurfacing works are carried out to ensure that there is sufficient quality control, particularly when works are carried out by utilities companies?

Order: Report to councillor.

Motion 17 from Councillor Claire Byrne

That this area committee calls on the area manager to put protections in place for the fountain, railings and trees in Wilton Park, to ensure there is minimal impact on the park during the development of surrounding area and to avoid the commercialisation of the park. Can the manager also ensure that any development is in keeping with the local area conservation orders?

Order: Report to councillor.

Motion 18 from Councillor Claire Byrne

That this area committee calls on the area manager to increase the level and frequency of gully clearing as a preventative measure in light of the impact of recent storms and related flooding.

Order: Report to councillor.

8 Questions to the Chief Executive 10th December 2018

Order: Noted.

Councillor Ruairí McGinley
Chairperson
Monday 10 December 2018

Attendance:

Members:

Ruairi McGinley (Chairman)
Chris Andrews
Patrick Costello
Frank Kennedy
Claire O'Connor

Members:

Kieran Binchy
Anne Feeney
Dermot Lacey
Sonya Stapleton

Members:

Claire Byrne
Mary Freehill
Paddy McCartan

Officers

Rossana Camargo
Leah Johnston
Fiona O'Brien
Garrett Hughes
Michael Noonan

Mark Ginnetty
Rose Kenny
Neil O'Donoghue
Aida Baragwanath
Eithne Gibbons

Brian Hanney
Eileen Martin
Jennifer Wall
Helen McNamara

Apologies:

Mannix Flynn

Q.1 Councillor Patrick Costello

To ask the manager to find space for glass recycling bring bank in the Harold's Cross area, including linking with developers and local institutions, as there is currently a gap in provision of glass recycling in this area.

Reply:

The Waste Management Department recognises that there are areas in the city where there is a lack of bottle banks. However, the reality is that finding new sites for bottle banks in the city is very problematic.

We are committed to recycling and providing the best service we can in a busy, urban environment. We are always open to the possibility of adding new bottle banks in any area.

All possible locations are investigated as to their suitability and where at all possible we will locate new ones.

We are restricted in where we can place them under planning regulations (SI 600 of 2001) e.g. *"no such receptacle shall be situated within 50 metres of any house, save the consent in writing of the owner or occupier"*.

Bottle banks are difficult to maintain and despite cleaning by our own staff and contractors, dumping is often an issue for us – which makes them unpopular.

Furthermore our service provider needs to be able to service all sites in a safe manner. I hope this explains in greater detail the challenges we face in locating bottle banks in Dublin City. I will visit and investigate the suitability of all suggested locations.

Q.2 Councillor Ruairí McGinley

To ask the manager to report on volume of leaf removal in Rathgar / Rathmines.

Reply:

Waste Management Services operate a leaves removal programme city wide during the autumn and winter months. Main thoroughfares and arterial routes into the city are cleared on an ongoing basis. Priority is also given to tree-lined streets with heavy pedestrian use and areas particularly prone to flooding. As leaves removal is a labour intensive and time consuming task, it takes time to get around to all parts of the city. As many staff as possible are dedicated to this task, including our public domain staff in the afternoons and weekends.

In residential areas where it is not possible to provide the same frequency of service, many residents groups get involved in helping to manage their own areas by carrying out leaf clearing initiatives. We provide bags and equipment to these groups and later remove all of the collected and bagged leaves free of charge.

The Rathgar / Rathmines area is currently being cleared of leaves and will be included as often as possible during the course of our leaves removal programme. As leaves are gathered and disposed along with general litter, it is not possible to measure the actual volume of leaves removed.

Q.3 Councillor Ruairí McGinley

To ask the manager to check water valves outside 194 Upper Rathmines Road where water flowing.

Reply:

Water Services Division inspected this location on 12th November 2018 and found no leak.

Q.4 Councillor Dermot Lacey

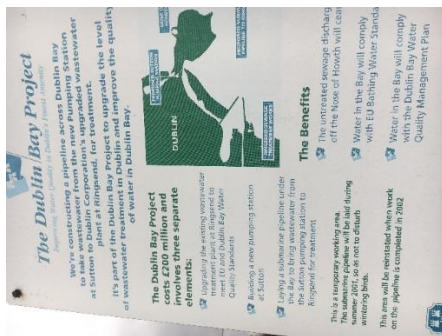
To ask the manager if she can report on when the two spaces at the entrance (the non-residential side) to Belmont Villas were deemed to be public property and pay for parking locations. What TAG Report was this included in?

Reply:

The Parking Enforcement Officer has reported that this matter is being investigated. A report will be forwarded to the councillor on completion.

Q.5 Councillor Dermot Lacey

To ask the manager if she will arrange for this obsolete sign along Sandymount Strand to be removed.



Reply:

Dublin City Council Drainage Division will remove the sign by the end of the week (9/12/2018).

Q.6 Councillor Ruairí McGinley

To ask manager to advise status of TAG item 7002950 where immediate pedestrian risks are at stake and to make a detailed statement on actions being taken to address matter.

Reply:

The area traffic engineer has reported that following a site investigation, there is a demand for a pedestrian crossing on Rathmines Road Upper outside Kildare Place School. A traffic survey took place on the 28th November 2018, from 8.30 a.m. to 9.00 a.m. A total of 122 pedestrians crossed the road in a period of 30 minutes. The above is the best location in order to achieve visibility for the crossing and for pedestrians to cross safely; also this location was the desire line where pedestrians crossed Rathmines Road Upper. A recommendation for a pedestrian crossing at this location will be submitted to the next meeting of the Traffic Advisory Group. The recommendation will provide for consideration of the measure for inclusion on a future works programme subject to available funding and resources.

Q.7 Councillor Mary Freehill

Would the manager please state why the pot hole in the middle of the road in Parkview Avenue has not been repaired despite several requests? It is dangerous and please state when the work will be carried out.

Reply:

This pothole has been logged in our Asset Management System and will be repaired as soon as possible.

Q.8 Councillor Chris Andrews

Can the manager arrange to have a contractor fix the heating at *details supplied, as the tenant was told by Dublin City Council staff that the dampness issue can only be resolved if there is good insulation, ventilation and heating in the flat and there is no heating in bedroom, as the radiators have not been working since first reported in January 2016.

Reply:

In order to repair the heating system at this property, high level re-piping, in trunking throughout the dwelling is required. The tenant is in agreement with having these works carried out and Housing Maintenance have spoken with her and will make arrangements to proceed with same in January 2019.

Q.9 Councillor Chris Andrews

Can the manager say when she expects the CCTV to be installed in and around the Cabbage Patch area and have the Gardaí committed to monitoring it?

Reply:

We have a quotation for the installation of CCTV for the Cabbage Patch. We have written to Kevin Street Gardaí and have requested that the CCTV be connected to the Garda Station and monitored as the need arises. If the Gardaí are happy to monitor the CCTV then the cost of the installation could be included in the discretionary fund for 2019.

Q.10 Councillor Dermot Lacey

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

Reply:

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

Q.11 Councillor Dermot Lacey

To ask the manager if she will prepare a comprehensive reply to the issues raised by residents of the Mornington Road area and submitted with this question.

Reply:

The road cleaning schedule of residential areas like Mornington Road is now determined following a weekly inspection which is carried out by the local cleansing supervisor in the area. Upon inspection, if this road is considered to be in an unacceptable condition litter wise , it will be scheduled for cleaning in the following few

days. This is considered the most efficient and cost effective method for the allocation of available resources.

The location has been subject to an increased level of monitoring for the past couple of months, including a period of daily visits by Dublin Street Parking Services. Up to mid November 31 vehicles were clamped on Mornington Road, Ashfield Road and Ashfield Avenue for various parking offences.

The laneway immediately to the rear of the hotel is not in charge of Dublin City Council and no parking enforcement action is possible. Dublin Street Parking Services have been instructed to continue monitoring these roads and will take enforcement action where possible.

Q.12 Councillor Paddy McCartan

To ask the manager to deal with the following issue on Church Road, Sandymount which leads from Londonbridge Road and onto Sean Moore Road.

The road is very narrow and parking is permitted on the left hand side which means traffic exiting Beach Road cannot easily turn left into Church Road and often blocks traffic coming from Tritonville Road and Londonbridge Road.

Reply:

The issue regarding Church Avenue as above has been referred to the Traffic Advisory Group for examination and report. The councillor will be informed of the recommendation in due course.

Q.13 Councillor Paddy McCartan

An audit list was submitted to Dublin City Council from Sandymount Tidy Towns last March 2018. Could the manager give an update particularly in relation to the bike racks which were to be installed at various locations? This would enable the painting of the railings to be completed on Sandymount Green.

Reply:

Following receipt of the audit in March, 2018, it was intended to install cycle parking stands on Sandymount Green as part of the on-street cycle parking programme. However, the proposals were suspended as the Traffic Advisory Group for the South East Area were separately working on proposals to improve pedestrian facilities on Sandymount Green and had included for the installation of approximately 20 new stands as part of this project.

At a recent meeting (29/11/2018) arranged by local representatives and attended by Dublin City Council officials and local representatives, the general consensus was that residents were not in favour of new stands in the vicinity of the green.

There are currently no proposals to install cycle parking that will affect the painting of the railings on the green.

Q.14 Councillor Paddy McCartan

To ask the manager to deal with this issue again from a constituent in Donnybrook re a hedge at 45 Marlborough Road.

“As discussed 3 photos attached - 2 taken in August before pruning and 1 after pruning? DCC roads section were advised of this and got owners to prune but as you can see not near enough. - Most hedges only extend up to 6 inches from railings - this hedge is 1ft 9 inches out from railings - a visual hazard to motorists & pedestrians. For

the last few years owners rarely maintain this hedge - only seem to do so after I get on to DCC and they get them to cut it.}" (Pics to follow).

Reply:

Road Maintenance Services will issue a notice to the owner / occupier of the property requiring them to cut the hedge back. Where an owner/occupier fails to comply with a notice Dublin City Council will cut back the hedge.

Q.15 Councillor Paddy McCartan

Residents have expressed concerns about the road surface on Belmont Avenue, Donnybrook. This is a very busy thoroughfare and needs remedial attention. Could the manager address this issue?

Reply:

Belmont Avenue is included in our draft 2019 Carriageway Repair & Resurfacing Programme subject to funding being ratified.

Q.16 Councillor Paddy McCartan

To ask the manager what progress has being made on Rathmines, Pembroke, and Swan Drainage Scheme?

Please see correspondence dating to February 2013 from my colleague Cllr Mary Freehill but there has seemingly been no progress since. For the record her comments were as follows:

"We on Dublin City Council made a submission to the Dept. of Environment for funding to carry out a hydraulic study and an assessment of needs of the Rathmines and Pembroke Drainage Scheme. In the application the Council also requested that the Swan River be included in this study. For those who are not aware the Swan which is underground was culverted many years ago and it's been the cause of flooding in some areas of Dublin 4 and 6. Also the Rathmines & Pembroke Drainage scheme dates back to 1846 and currently is really not fit for purpose, particularly now that the density of rainfall has increased so much.

To try and get an early decision on funding I have just had a discussion with a senior Executive in the Dept. of Environment to day and he assures me that a decision will be made on the Rathmines and Pembroke by the end of March. Furthermore, he also assured me that the Swan will be included. He was very positive and indicated that the decision will be made in favour of the application and possibly with amendments. So I feel confident that this part of the process will proceed."

Reply:

Irish Water took over responsibility for the combined Drainage Network in Dublin city and country wide on 1st January 2014. They are carrying out studies on all of the major drainage networks in the Dublin city area as presented at the recent Environmental SPC meeting. Michael Goss of Irish Water or one of his colleagues may be able to give an update with regard any studies being carried out on the old Swan River.

Q.17 Councillor Paddy McCartan

To ask the manager to deal with the following issue on Marlborough Road, Donnybrook. The tree roots are lifting the paths which is making it dangerous to walk on also the people coming from the Royal Hospital Donnybrook are trying to use these paths with wheelchairs.

Reply:

These footpaths will be logged in our Asset Management System for repairs to be carried out.

Q.18 Councillor Paddy McCartan

To ask the manager to respond to this issue from a constituent:

"Recently I've observed an increased usage of scooter use as a means of transport which I'm sure is not meant for use on the public roads, and not insured I would say. This morning while driving on Park Avenue, Sandymount I observed a man with his young son both travelling on the road on the same scooter which is an accident waiting to happen. I have written twice to the Minister Shane Ross on this and never received a reply. This is a regular occurrence in the area and one only has to go to "Google Land" to observe the so called trendies using the same means of transport to get around. These items either need to be banned or regulated by ensuring that they are insured, as they are a danger to both road users and pedestrians as they are used on the footpath."

Reply:

Clarification on the use of electric scooters on footpaths and on the public road and the need for insurance is a matter for the Department of Transport Tourism and Sport. The Environment and Transportation Department will write to the Minister to convey the councillor's question and request clarification on these issues.

Q.19 Councillor Paddy McCartan

To ask the manager to give an update on this traffic issue at Sydney Parade Avenue, Sandymount from a constituent:

"We have noticed that the council has put extra signage in place at Dodder View Cottages, Ballsbridge in relation to the Slow Zone.

As discussed with Dermot Stevenson of the Traffic Dept. earlier this week our association would be grateful if the council could put some reminder signs on the road to remind motorists that they are in the Slow Zone.

In addition we would be grateful if 'on road' markings could be put on the road to remind drivers of the Slow Zone & the 30kph limit.

Unfortunately we have not noticed any reduction in the speed that cars are travelling through the road since the Slow Zone was introduced & we believe that at least part of the reason is that many drivers are not aware of the Slow Zone or the 30 kph limit hence the request for the signage & the road markings."

Reply:

It is Dublin City Council's policy not to erect additional repeater signage as this will lead to a proliferation of signage throughout the city.

The TAG Engineers have been requested to install painted 30km/h roundels and "Slow" logos in the areas as means of complimenting the existing 30Km/h signage.

An Garda Síochána at Dublin Castle have been made aware of areas where excessive speeds are being experienced. It may also be beneficial for residents and local councillors, experiencing excessive speeding, to make representations to the local Garda station to reaffirm the need for enforcement.

The Road Markings Section will inspect these locations with a view to installing 'SLOW' where appropriate. (Weather permitting, we will install this within 30 days of the SEAC meeting of the 10/12/18).

Q.20 Councillor Paddy McCartan

To ask the manager to deal with the following issue:

Over the last number of years residents of Ramleh Park, Milltown have expressed their concerns about the future of the area known as Scully's Field. Could the manager provide an update on any plans that are pending for its future development?

Reply:

This area of land is zoned Z9 (recreational amenity, open space and green networks) in the 2016 – 2022 City Development Plan. The following policy and objective in the Development Plan refer to this parcel of land –

GI 15: To protect, maintain and enhance the natural and organic character of the watercourses in the city, including opening up to daylight where safe and feasible. The creation and/or enhancement of riparian buffer zones will be required where possible. It is the policy of Dublin City Council to maintain and enhance the safety of the public in its use and enjoyment of the many public parks, open spaces, waterways and linkages within the city, including the River Dodder between Ringsend and Orwell (Waldron's Bridge) and at the area known as Scully's field between Clonskeagh and Milltown.

GIO 16: To provide and actively pursue the development of a park in the area known as Scully's Field between Clonskeagh and Milltown.

The lands are within a flood risk area associated with the adjacent River Dodder.

The area has local biodiversity value for the River Dodder and forms a riparian buffer zone for the river bank. It is the intent of the Council to acquire these lands to provide for a park area that addresses and incorporates the risk of these lands.

Q.21 Councillor Paddy McCartan

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

To have the trees cut down at the back of 26, 27 Ramleh Park Milltown she writes the following:

"The trees overhang our garden and in summer drip black sticky residue - from aphids on the branches - onto trees, flowers and plants in our garden. The residue also builds up on the lid of our compost bin and on our worm bin.

I attach two photographs below, which I took in July showing healthy leaves on trees in our garden and ones affected by sticky residue from these neighbouring trees.

We have asked through the residents' association for the work to be undertaken and I know you have made representations on behalf of the Residents' Association to DCC; they circulated us with the relevant report from the Council - so thank you very much for that.

Unfortunately the council did undertake the pruning work at Prospect Lane in June of this year but they did not do the trees at the Green at Ramleh Close.

We queried this and were visited in July by Joseph O'Reilly, the District Parks Officer for our area.

He had two suggestions in regard to the trees: one was to have a contractor prune the trees in the autumn or in January. He thought that the DCC crew could come in the meantime to do some remedial work thinning the trees. Neither pruning nor remedial thinning has happened. We have been asking for three years now for the work to be done.”

Reply:

The timeline verbally communicated to the residents’ association in July was that tree works would be undertaken at these locations in the ‘autumn or in January’.

In the meantime, emergency tree works resulting from recent storms had to be prioritised which has resulted in a back log to other commitments which were given prior to the storms.

However, in this case, some of the commitments have been completed, i.e. works to trees on Prospect Lane, and we are still within the timeline communicated to the residents in July to complete the work ‘in the autumn or in January’ and we will endeavour to adhere to this timeline.

Q.22 Councillor Paddy McCartan

To ask the manager to deal with the following issue regarding dogs off the leash in Dartmouth Square, Ranelagh. Parents with young children have expressed concerns about large dogs roaming the park at all times of the day.

Reply:

Dublin Corporation Bye – Laws make provisions for the control of dogs in certain places. The Bye Laws set out the times during which a dog may be unleashed in a public place. A copy of these Bye laws is available on our website www.dublincity.ie

A person in charge of a dog in an area specified in the First Schedule to these Bye-Laws [except (a) American Pitbull Terrier, (b) Bull Mastiff , (c) Doberman Pinscher, (d) English Bull Terrier, (e) German Shepherd(Alsatian), (f) Japanese Akita, (g) Japanese Tosa, (h) Rhodesian Ridgeback, (i) Rottweiler, (J) Staffordshire Bull Terrier, and to every dog of the type commonly known as a Ban Dog (or Bandog) and to every other strain or cross of every breed of every type of dog described above] shall keep the dog on sufficiently strong chain or leash, not exceeding two metres in length if a fixed leash, or ten metres if retractable, while in that area, except during the following times when the dog may be unleashed in such areas (but excluding the North Bull Island and any other such area for which a Special Amenity Area Order is made) provided that such dog must still be under the effectual control of the person-in-charge of the dog in accordance with the Control of Dogs Acts, 1986 and 1992:

January & December:	8.00 a.m. - 11.00 a.m. 4.00 p.m. - 5.00 p.m.
February & November:	8.00 a.m. - 11.00 a.m. 4.30 p.m. - 5.30 p.m.
March & October:	8.00 a.m. - 11.00 a.m. 5.30 p.m. - 6.30 p.m. (wintertime) 6.30 p.m. - 7.30 p.m. (summertime)
April & September:	8.00 a.m. - 11.00 a.m. 7.30 p.m. - 8.30 p.m.
May & June:	8.00 a.m. - 11.00 a.m.
July & August:	8.30 p.m. - 9.30 p.m.

FIRST SCHEDULE

Any -

- (a) park,
- (b) garden,
- (c) open space,
- (d) field,
- (e) stadium,
- (f) seashore,
- (g) other place used for outdoor recreational or sporting activities, which is under the control of the Corporation.

I have asked the wardens to inspect the park outside these permitted times.

Q.23 Councillor Paddy Smyth

To ask the manager to initiate the process of installing traffic calming measures on Harold's Cross Road adjacent to St. Clare's National School. The current road design is not conducive to a safe environment for children walking or cycling to and from the school.

Reply:

The area traffic engineer has reported that Harold's Cross Road which passes St. Clare's National School is an arterial route for Dublin City with a 50 km/h speed limit.

The following traffic calming measures are already in place:

- There are pedestrian crossing facilities 100 metres to the north and south of the school.
- There are School Keep Clear road markings at the entrance to the school. These markings should be kept free from vehicles. The enforcement of the markings is a matter for the Gardaí.
- There are pedestrian barriers on each side of the entrance into the school.
- There are two School Wardens provided outside the school on Harold's Cross Road who are in place from 8:10 a.m. to 9:00 a.m. and from 2:25 p.m. to 2:45 p.m.

The Road Safety Unit of the City Council would recommend that parents consider a 'Walking Bus'. It comprises two volunteer parents, one to "drive" and one to "conduct" a group of school children. It follows a set route to school, collecting pupils at "bus stops" on the way. The Road Safety Unit can provide assistance and support in this regard.

Q.24 Councillor Patrick Costello

To ask the manager to install extra lighting in and around the Milltown Luas stop to provide extra security.

Reply:

Upgrading of the lighting on Richmond Avenue South to LED lighting will be considered as part of a future upgrade project, subject to available finances. The installation of additional lighting here is not required. The lighting at the Milltown LUAS platform is not maintained by Public Lighting Services.

Q.25 Councillor Patrick Costello

To ask the manager to repair the footpath at Corrib Road joining Mount Tallant which is in a state of disrepair due to tree roots.

Reply:

This footpath will be logged in our Asset Management System for repairs to be carried out.

Q.26 Councillor Patrick Costello

To ask the manager to install traffic lights at the junction of Mount Tallant Avenue and Harold's Cross Road, this is a dangerous and difficult junction and will only get worse when the St. Pancras site is finished.

Reply:

The request for traffic lights at the junction of Mount Tallant Avenue and Harold's Cross Road is still listed for examination on the Traffic Advisory Group Agenda. The Councillor will be informed of the recommendation in due course.

Q.27 Councillor Mannix Flynn

Can the manager issue a full report with regards Dublin City Council's refurbishment and alterations of its Palace Street building, formerly International Affairs DCC?

This report to include all drawings and plans for the upgrade. All tendering processing documents for the upgrading works. Overall budget for these works. Start times and completion dates and all documentations relating to the planning of these works.

Also, what sections of Dublin City Council were informed about these works taking place? When will the works be completed and who will occupy the building?

Reply:

The works currently being carried out in Palace Street are quite substantial as numerous building defects have been discovered. The roof and part of the façade requires complete recladding and all existing roof membranes and cladding have to be removed and replaced. The estimated cost associated with this element of the project is €400,000. A recent Health & Safety report was carried out on the building which highlighted a number of structural and Fire Safety issues. This has necessitated a complete strip down of the interior to remedy these defects which when completed will require a new fit out of walls, ceilings, carpets etc.

The building also did not have air conditioning which has become quite an issue for those working there particularly during the summer months where staff experienced very high temperatures. As a result, air conditioning is also being installed as part of the refurbishment. The costs of the internal works have not been fully estimated yet but a budget of €500k has been set aside for this. A full account of expenditure will be available when the project has been concluded.

A number of departments within the council were consulted as part of the process. Assistance has been provided by Quantity Surveyors, Architects, HVAC and Health & safety Sections and also the Planning Department. The sections who occupied the building at the time of its closure were also consulted, namely Sports Partnership, International Relations the CORE Project. These sections will be returning to Palace Street in mid to late January and a number of other sections will also partially occupy the building, namely, Smart Cities, Dublin.ie and a National Building Control Project team.

The floorplans of Palace Street will be provided directly to the councillor.

Q.28 Councillor Mannix Flynn

Can the manager give a report with regards the usage of scooters / skateboards on the footpaths and also the usage of electric scooters on the road way?

Reply:

Clarification on the use of electric scooters on footpaths and on the public road is a matter for the Department of Transport, Tourism and Sport. The Environment and Transportation Department will write to the minister to convey the councillor's question and request clarification on these issues.

Q.29 Councillor Mannix Flynn

Can the manager issue a full report with regards to the works that are to take place on Pearse Station roof? This roof is a historical structure, it's unique and one of its kind in this state. Sometime back this area committee agreed to have it listed on the record of protected structures. This report to include: where it is on that process and whether Irish Rail have been informed that this process is in train and to desist from interfering with the roof in any way without planning permission.

Reply:

Please refer to the response to Motion 15 of the South East Area Committee Meeting on the 12th February 2018, as follows:

The front façade (only) of Pearse Station and the Railway Bridge at Westland Row, Dublin 2, are Protected Structures (RPS Ref. No: 8520 and No: 890 respectively).

The Planning Authority granted a Section 5 Declaration on the 30th June 2014 per Reg. Ref: 0150/14 in respect of exempted development to Pearse Station (Protected Structure), Westland Row, Dublin 2 comprising the following works: "Proposed renovation of the railway station roof over the main platform area & adjacent car park roof & associated works as described in the attached application report & appendices A, B, C, D, E, F, G, H, J, K". The works proposed may be summarised as follows (as per Planning Officer's Report) *"The internal works will comprise for the greater part alteration, repair and renewal works to the trusses and associated supports. The external works comprise works to the glazing and other external finishes of the roof (replacing Perspex inserted in the 1970's with glazing as was originally the case) and to the gable ends of the station roof."*

Having regard to the Section 5 Declaration above, which provided for the replacement of the seriously corroded trusses, it is not considered necessary at this stage to initiate the process of adding (or otherwise) the structures to the RPS.

It is noted that Motion 15 was not agreed by South East Area Committee at its meeting on the 12th February 2018.

Accordingly, the Planning & Property Development Department has decided not to initiate the process of assessment and proposed addition of the roof structure at Pearse Street Railway Station to the RPS. The works to the roof of the station are a matter for Irish Rail.

Q.30 Councillor Mannix Flynn

Can the area manager issue a full report with regards the proposed works of reconstructing footpaths in Creighton Street, Dublin 2? This report to include who will carry out these works, when these works will start and be completed? Have all residents been notified of these works? Have the residents been informed of their rights and due process in relation to these works and the impact they will have on the enjoyment of their homes.

Reply:

An Emergency Motion was passed at the November South East Area Committee meeting (copy attached for ease of reference). No application has been made by the developer to Road Maintenance Services Division for a Road Opening Licence to reconstruct the footpath on the western side of Creighton Street to date.

**DUBLIN CITY COUNCIL
SOUTH EAST AREA COMMITTEE
12th NOVEMBER 2018**

Emergency Motion from Councillor Chris Andrews

That this area committee supports the offer by Hibernia Reit to upgrade the pavement on the west side of Creighton Street as a matter of urgency before the end of the year in accordance with Dublin City Council requirements, as the company will be moving off site at the end of 2018 and the upgrading works may cost more to be carried out or may be significantly delayed.

Report:

Environment & Transportation Department has no objection to the reconstruction of the western footpath on Creighton Street with the same materials as have been installed on the east side by Hibernia Reit. This is provided the works are carried out under a Road Opening Licence Agreement with Road Maintenance Services, as with the eastern footpath.

Q.31 Councillor Mannix Flynn

Can the area manager issue a full report with regards the Rates Office and the relocation of staff? Further, can the manager confirm whether there was a case or cases of Legionnaires' disease found within the building basement area?

Reply:

Water quality testing is carried out on an annual basis in the Rates Office. Tests carried out in September identified traces of legionella in one water system in the gent's toilets in the basement. This area was then closed to all staff. Additional testing carried out in October identified further traces of legionella in a number of water outlets in the Rates Office.

The day after the test results were received 1st November a decision was taken to vacate the Rates Office and relocate staff. Thirty staff were relocated to the Civic Offices (Block 1, Floor 8 (23 staff) and the Customer Service Centre (7 staff)). A number of Rate Collectors are working from home and have access to the Rates Office to view files.

We are currently exploring options to facilitate the transfer of all staff to a permanent location. The business function and IT elements of our systems have transferred to the Civic Offices. No staff contracted legionella.

Work is currently underway to determine the source of the legionella and remedial work will be carried out on the building in due course.

Q.32 Councillor Mannix Flynn

Can the manager issue a full report with regards the cancellation of the Christmas lighting events within the city? This report to include when the decision was taken and when the public were informed. What is the future for the Christmas lighting events in Dublin city centre?

Reply:

For the last number of years, Christmas light switch-on events on Henry Street and Grafton Street have been organised by Dublin Town, supported by Dublin City Council. In 2016, the crowds that attended the Grafton Street event were at unsafe levels and the event had to be cut short. Following a statutory agency de-brief meeting, there was general consensus that static events could no longer be managed on Grafton Street and Henry Street and an alternative format would have to be used.

Based on the 2016 findings, it was agreed that a procession event (similar to the successful Macnas parade) would replace the traditional, static Henry Street and Grafton Street events and also incorporate the usual Lord Mayor's O'Connell Street switch on.

Despite considerable event planning taking place, which included all of the main statutory agencies, the event saw unprecedented attendance numbers, particularly on O'Connell Street. While the event did not result in any injuries, there was widespread concern among all of the statutory agencies regarding the significant crowd control problems which had occurred. In the interest of public safety, the event also required the invoking of a number of emergency contingency measures and the curtailment of major elements of the event.

Following the event, a high level statutory agency de-brief meeting was convened on 23rd November 2017 in Pearse Street Garda Station. A number of recommendations were made at the meeting regarding the organising of future Christmas events of this nature in the City Centre. The main findings were that the same level of resources and infrastructure that are required to run the St. Patrick's Day parade would need to be allocated to running this event again, and if they weren't available, it would be unlikely that the event would be allowed to proceed. The significant restrictions to all public transport services in the City Centre, including Luas Cross City that this event causes were also a major consideration.

In light of the above, a decision was made by the Assistant Chief Executive not to allocate the considerable funding that would be required to run another one off lighting ceremony, but to divert it to the delivery of a new, stand alone, Dublin City Council organised, month long Christmas project. A considerable amount of international research and concept development was then carried out by the DCC Events team in order to formulate an alternative Christmas experience. This was to be developed to provide all citizens with an opportunity to come in and enjoy the City, at a time of their choice, with none of the previous public safety or crowd management implications. This is where the idea for "Winter Lights Dublin City" originated, which proposed to illuminate and animate the City for the month of December. This concept was mainly developed around the installation of festive projections on nine of our most iconic buildings, ambitious lighting installations on two City bridges and the significantly upscale tree dressing of two of our most impressive tree lined streets – O'Connell Street and Parliament Street. It is planned that this initiative will encourage families and visitors to come in to the City across the month of December and, not only enjoy

the festive atmosphere, but also reengage with some of the institutions that we are proudest of, such as the GPO, Trinity College, the Hugh Lane Gallery, etc. This proposal was subsequently approved by the Assistant Chief Executive and Chief Executive.

Based on the project concept and design, a request for tenders for the services required to deliver the project was issued by Dublin City Council, via e-tenders on 12th July 2018. The contract was awarded to Eventco Management Limited on 18th September 2018, based on theirs being the most economically advantageous tender received.

As in previous years, several Community based lighting ceremonies are being organised across the City, in addition to Winter Lights, this year.

Q.33 Councillor Mannix Flynn

Can the manager inform the building contractors and developers working in close proximity to McDonagh House on Whitefriar Street on sites that are to build hotels and student accommodation at Stephen Street Lower, Ship Street and Chancery Street - not to park their trucks from early morning outside of the flats with their engines running. There are also huge issues of noise and dust and also great confusion about the road layout and road traffic management. These three sites are in close proximity to each other in a very very busy area with local residents and school going children. Can the manager issue a full report to me also as to how Dublin City Council intends to manage this complicated situation?

Reply:

The Air Quality Monitoring and Noise Control Unit are investigating complaints received concerning environmental noise/air nuisance caused by the development works at Ship Street and Chancery Street, Dublin 8.

Following meetings with the developers a series of measures have been implemented or are in the process of being put in place:

1. Liaison programme with neighbours and Dublin City Council
2. Live noise and vibration monitoring with a notification system on agreed limits
3. Noise control audits at regular intervals
4. An additional dust monitor giving a total of four dust monitors on site
5. Potential noisy activities scheduled according to its noise level and proximity to sensitive locations
6. White noise beacons and quiet plant options for new plant
7. Noise control at source
8. Screening
9. Vibration and piling control measures
10. Water bowser, road sweeper and other dust suppression systems

This unit continues to keep this case open and is in ongoing dialogue with the developers.

This unit has not received any complaints regarding noise from Stephen Street Lower.

Q.34 Councillor Mannix Flynn

Can the area manager write to the Health Services Executive (HSE) and ascertain what kind of management plan they are operating with regards the methadone clinic on Castle Street? Most days this area is saturated with various addicts who attend the

clinic for their medication. The area is awash with drug dealing and many of the addicts are in a very bad comatose state.

This activity can take place throughout the day. On some days it can be most chaotic on Castle Street, Lord Edward Street and Werburgh Street. Nobody from the HSE methadone clinic seems to control or manage their clients away from the area once they have received their treatment.

Many of the residents, neighbours and businesses are now reaching boiling point. This has been going on for years and nobody has done anything about it. Regularly An Garda Síochána and the ambulance services have to attend here to deal with overdoses and fights. This is not acceptable that the HSE or anybody in the drug treatment services can abdicate their responsibility and their duty of care. You cannot simply abandon your clients and patients in this manner and you have a responsibility to the public.

Reply:

The South East Area Office wrote to the Health Service Executive on 27th November 2018.

Q.35 Councillor Mannix Flynn

Can the area manager issue a report with regards the vacant apartments at Townsend Street? These apartments are above shops on the corner just before Tara Street. These flats were formerly in the ownership of Dublin City Council and now appear to be vacant and idle for a number of years.

Reply:

Dublin City Council owns Nos 180 to 187 Townsend Street which comprises 18 apartments and 2 commercial units. The Peter McVerry Trust received planning permission (application no 3991/17) for the redevelopment of the 18 apartments. On 26th October 2018, the Department of Housing, Planning and Local Government issued Stage 3 funding approval under the Capital Assistance Scheme for the project. The Trust is in the process of finalising the tender documentation with a view to going to tender in early January, 2018. It is expected that the tender period including assessment, completion of the tender report and issue of approval from the Department should be concluded by end of April, 2019. A Section 183 is currently being prepared to lease the units to the Peter McVerry Trust for a period of 31 years.

Q.36 Councillor Mannix Flynn

Can the manager issue a report as to how many motor cars and vans are now being parked in Dublin City Council's flat complexes in the south east area. To include: registered vehicles and non-registered vehicles. Further, how many vehicles have been clamped in these flat complexes for illegal parking in the last two years?

Reply:

The information requested has been sought from the contractors and will be forwarded to the councillor on receipt.

Q.37 Councillor Patrick Costello

To ask the manager to have the lamp posts on Fortfield Terrace painted.

Reply:

We will examine the public lighting standards on Fortfield Terrace, and if painting is required we will add them to a list for inclusion on a future painting programme, subject to finances made available.

Q.38 Councillor Patrick Costello

To ask the manager to arrange for cleaning of illegal dumping on the lane behind houses on Upper Rathmines Road and Villiers Road.

Reply:

Arrangements have been made to have the above mentioned lane cleaned in early December 2018.

Q.39 Councillor Patrick Costello

Can the manager agree to tree planting in Rutland Grove to accompany the redevelopment of the park facilities?

Reply:

Planting of trees at appropriate locations within Rutland Grove will be discussed with residents when Park Services meet with them before Christmas to discuss improvements to the park depot.

Q.40 Councillor Chris Andrews

Can the manager arrange to have the severe and chronic dampness at *details supplied repaired as it is causing the tenant health issues.

Reply:

This matter will be attended to in the next 7/10 working days.

Q.41 Councillor Chris Andrews

Can the manager arrange to have the work carried out to make the boiler safe in *details supplied, as in April new boilers were put in, condenser ones, only in and it started to overflow from its trap and the water was backing up. Apparently a council official said they wouldn't do the work as an inspector said it needs be six inches higher so the old Dublin City Council pipes could flow however they are exactly the same height as everyone else's kitchen. The heating man had to disconnect the pipe now since April and the residents have to let the pipe run into a bucket and keep emptying out the water as it fills from the overflow!

Reply:

Our Heating Section is aware of the issue at this address and has made arrangements to have the matter investigated and repaired in the next 2/4 working days.

Q.42 Councillor Chris Andrews

The residents in Conway Court have contacted me in relation to the hoarder in the ground floor flats. They claim he is dumping urine in bags around the forecourt. They said he has taken over two one beds.

Would you be able to let me know what measures are being taken to address the difficulties this resident has and is creating in the flat complex?

Reply:

The city council has no record of a hoarder in Conway Court. If the councillor is referring to a tenant of Macken Villas, the city council is currently involved in legal proceedings regarding same.

Q.43 Councillor Chris Andrews

Residents in Markievicz House have asked the following in relation to planned improvements:

1. Can a second gate be put in the play area facing D block?
2. Is the water connection in the pram shed facing D block going to be moved?
3. Is the drainage fixed, as it seems that it still floods badly particularly close to both the car entrances and one of the drains at car entrance was covered up a few years ago and has not been restored? There is pooling around the drains when there is heavy rain. This means that when the new surface is complete it will still flood?

Reply:

1. It was agreed with the residents that a review of the current playground layout be undertaken.
2. The water connection in pram shed facing D block is not going to be moved.
3. The drains have been surveyed and some of the damaged lines repaired. It is anticipated that the tarmac which will be laid as part of the improvement works will remove the ponding issue on-site.

Q.44 Councillor Claire O'Connor

Can the manager give an update on the consideration of measures to avoid speeding on Northbrook Avenue in Ranelagh?

Reply:

Northbrook Avenue is part of a new 30 km/h speed limit zone which came into effect recently from 26th November, 2018. Signage has been put in place at the entrances to the zones, indicating the 30 km/h speed limit and that the area is a Home Zone / Slow Zone, which warns motorists that it is a residential area and to expect children.

The road will be monitored for compliance with the new lower speed limit.

Q.45 Councillor Claire O'Connor

Can an update be given in respect of previous motions stemming from 2016 in respect of a pedestrian crossing at Cowper Road / Palmerston Road?

Reply:

The Traffic Advisory Group at its meeting of 28th August, 2018, recommended pedestrian crossings on all four arms of the above junction. This measure will be considered for inclusion on a future works programme subject to the availability of funding and resources.

Q.46 Councillor Claire O'Connor

Can an extra parking meter be put on Nutley Avenue as there is only one meter in existence?

Reply:

On longer sections of road it would be normal practice to consider the placement of a machine at the midway point in the scheme to supplement one already located at the entrance to a road such as has been done at the only vehicular entrance to Nutley Avenue at Nutley Lane. However, the presence of driveways at the majority of dwellings on Nutley Avenue prevent the placement of Pay and Display ticket machines on the road other than at the entrance from Nutley Lane and the cul-de-sac at the Nutley Road end.

The policy of Dublin City Council is to minimise on-street furniture associated with Pay and Display and Permit Parking Schemes wherever possible, e.g. pay and Display ticket machines. This policy is aided by the fact that on average 52% of parking is paid via Parking Tag rather than at the ticket machine. Placing a ticket machine at the cul-

de-sac area of Nutley Avenue would be of little benefit when the existing machine is already located at the entrance to the avenue.

Q.47 Councillor Claire O'Connor

Can consideration be given to putting ramps on Claremont Road in Sandymount in circumstances where trucks travel at speed in the early hours of the morning?

Reply:

Claremont Road is part of a 30 km/h speed limit zone which came into effect in May 2017. The request for traffic calming measures has been referred to the Traffic Advisory Group for examination and report. The Councillor will be informed of the recommendation in due course.

Q.48 Councillor Claire O'Connor

Can Claremont Road in Sandymount be swept?

Reply:

Waste Management Services has arranged to have Claremont Road cleaned in the near future.

Q.49 Councillor Claire O'Connor

Can Merton Drive be attended to given the following circumstances? Late last year, a group of workers turned up on Merton Drive. They cut the concrete and dug a trench along the cul de sac outside houses at 12 to 38 Merton Drive. The trench was then backfilled, topped with tar and remains unfinished after many months. In the meantime, the road has begun to subside leaving large cracks and raised levels up to 50mm in one spot. There are 20 children under the age of 10 living on the cul de sac and it is a less safe place for them as a result of the poor standard of work. The street is dangerous and unsightly and should be reinstated to a safe, clean and tidy condition.

Reply:

Please be advised that the permanent reinstatement is the responsibility of Irish Water. Road Maintenance Services has highlighted this issue to Irish Water at the address above.

Q.50 Councillor Claire O'Connor

There is an Air B and B beside details supplied. The booking website indicates that the house is available to rent 3 weekends in Nov and 6 days over the Christmas holidays. Jan / Feb / Mar and April all have weekends available to rent. This is not a casual once off and is a constant. People in the nude are seen in the windows and does not reflect the character of this street which has a lot of young children. Can this be investigated?

Reply:

The use of a **house** for the purposes of short term holiday lets is currently deemed to be exempted development under Article 10(4) of the Planning and Development regulations 2001(as amended).

This may change in the future should the regulations be updated next year as was announced by the Minister in October of this year.

Q.51 Councillor Claire O'Connor

Can the manager consider the installation of a pedestrian crossing at the junction of Chelmsford Road / Ranelagh Road? This is a very dangerous crossing for pedestrians as you need to judge when there may be a long enough break in traffic to allow you to

cross. This is very difficult to judge as cars are coming from different directions at different times.

Reply:

The Executive Engineer, Transportation Planning Division, has confirmed as at November, 2018, that a consultant has been briefed to proceed with a preliminary design for the Dodder to Grand Canal phase of the Sandford (Clonskeagh) to City Centre Cycle Route. This phase includes the provision of a pedestrian crossing at the junction of Chelmsford Road / Ranelagh Road. It is expected that the public consultation on this phase of the route will follow in Quarter 3 of 2019. On completion of the public consultation, it is intended to proceed to detailed design and subsequent construction.

Q.52 Councillor Claire O'Connor

Can speeding measures be considered for Beechwood Avenue Lower? Beechwood Avenue Lower is a narrow single lane residential road with parked cars on both sides of the road and is lined with family homes, many with small children. However, it also takes the evening rush hour traffic from Ranelagh village / the city centre with hundreds of cars using the route daily. Many other roads in the area have already had traffic calming measures implemented. Ashfield Road, for example, which runs parallel to Beechwood Avenue Lower has several speed bumps to deal with the morning rush hour as it feeds into Ranelagh village. These traffic calming measures would point to precedent as the two roads are nearly identical in nature. Additionally, many cars perform illegal U-turns on the various alleyways along Beechwood Avenue Lower and drive off at speed in the wrong direction. Can additional signage be erected at the Dunville Avenue / Beechwood Avenue junction and at another point on Beechwood Avenue Lower alerting motorists to the one way system?

Reply:

The area traffic engineer has reported that there are two No Entry signs and a No Entry road marking on Beechwood Avenue Lower at the junction with Beachwood Road. There are No Left Turn and No Right Turn signs also on Beechwood Road before the junction. No Further signage is considered necessary at the junction and, therefore, is not recommended.

The area traffic engineer has confirmed that Beechwood Avenue Lower is not a one-way system. Two-way traffic still operates on the road.

Q.53 Councillor Claire O'Connor

Can the trees on Seafort Gardens be pruned moving forward as they cover the street lights on Seafort Gardens, Sandymount Avenue? Can a seat facing away from Sandymount Green be erected and face down Sandymount Avenue?

Reply:

There are no street trees located on Seafort Gardens and Sandymount Avenue. Parks Services does not install seats on public paths.

Q.54 Councillor Claire O'Connor

Can the manager confirm the leaf collection schedule for next autumn in Sandymount, Ballsbridge and Donnybrook?

Reply:

Waste Management Services are currently operating our leaves removal programme in the South East area and this will continue until all the leaves have fallen. As leaves removal is a labour intensive and time consuming task, it takes time to get around to

all parts of the area. As many staff as possible are dedicated to this task, including our public domain staff in the afternoons and weekends. Also some residential associations get bags and equipment from us to enable them to help clear the leaves in their area. The above mentioned areas are currently being cleared of leaves and will be included as often as possible during the course of our leaves removal programme.

Q.55 Councillor Frank Kennedy

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

“Motion 11 from Councillor Frank Kennedy

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

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

Reply:

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

Q.56 Councillor Anne Feeney

To ask the manager to provide a list of streets in the area with dates for street cleaning.

Reply:

Individual streets are not allocated or cleaned on specific dates so there is no set schedule which applies to any one street. Instead the City Council now operates an Area Based Cleaning schedule.

Area-based cleaning was introduced into waste management to improve the frequency of street cleaning to all areas and recognises the fact that there are different cleaning requirements in different areas which cannot be met by applying a standard schedule to street cleaning city wide.

Locations which consists of urban villages, shop fronts and main thoroughfares are serviced every day, bins are emptied, streets are swept, litter removed and recycling facilities cleaned.

In residential areas litter bins are serviced Monday to Friday daily and streets are monitored by local management teams on a daily basis who deploy resources to where they are most needed at any given time to ensure a high standard of cleanliness is maintained.

All areas are assessed on an ongoing basis and cleaning is carried out as required and at a minimum of every 12 weeks.

Q.57 Councillor Frank Kennedy

To ask the manager to repair the full stretch of footpath on Ailesbury Gardens, Dublin 4 which are in appalling condition and extremely dangerous.

Reply:

Ailesbury Gardens is not part of our draft 2019 Footpath Reconstruction Works Programme but we will log it in our Asset Management System for repairs to be carried out here.

Q.58 Councillor Frank Kennedy

To ask the manager to provide a response to this e-mail from a resident in the vicinity of Mountpleasant Avenue Upper:

I live locally and am affected by trial traffic proposals at Mountpleasant Avenue Upper. I also lecture in transportation at DIT and take a strong interest in sustainable mobility and healthy streets.

Reasons why the status quo is unacceptable:

It is without argument that the current situation is undesirable. There is considerable traffic conflict between north and southbound traffic on the Avenue, exacerbated by the narrow road width, inadequate footpath standards and on-street car parking. Footpaths are excessively narrow and very dangerous at the northern end of the upper avenue where speeds are very high. Northbound traffic, in particular, tends to accelerate at this point, with a sharp downward gradient and a squirting-out effect after the on-street parking. For these reasons it is a very dangerous and threatening pedestrian environment, particularly for vulnerable users.

Issues with the proposed trial:

Notwithstanding the above, the proposed Mountpleasant Avenue Trial has some critical issues, which need to be examined:

- The trial is likely to increase traffic volumes and traffic speeds locally
- The trial is likely to reduce pedestrian safety and amenity locally
- The trial is likely to contribute to an increasingly congested city centre

The trial proposes a southbound straight ahead ban. This will inevitably promote northbound traffic volumes. Simply, the Avenue will become an easier route to drive making it an increasingly attractive rat-run, especially for morning commuter traffic.

This in turn will increase traffic into the city. This contravenes City Council Policy, whose overall aim is to reduce car access to the city centre in favour of sustainable alternatives, especially walking and cycling.

The northbound traffic will also have greater priority and freedom. This will inevitably increase speeds on the Avenue as the threat of oncoming traffic is apparently eliminated or much reduced.

This also contravenes City Council policy, whose aim is to create safer streets for people, through a commendable programme of legal traffic speed reductions. Unfortunately, there is much evidence that road design has a higher influence than legal measures in controlling traffic speeds.

Overall, pedestrian safety and amenity in the Mountpleasant area will be diminished by the trial, as a result of increased volumes and speeds, which are nearly always the consequences of the introduction of one-way traffic systems. Even though this is not a one-way system, most car drivers are likely to read it as one.

Proposed alternative solution:

A better proposal would be to implement a northbound traffic ban (except for cyclists) at the southernmost point of Mountpleasant Avenue, i.e. no access from Castlewood Avenue and Belgrave Square.

This would complete a car-reduced environmental cell for the entire Mountpleasant area. A similar ban at Oxford Road is very successful (though this should also be exempted for cyclists).

In turn this would help to regenerate the derelict parade of shops at the corner of Richmond Hill and Mountpleasant Avenue, which had been blighted by the already egregious local traffic conditions.

For the above reasons, it is strongly recommended that (a) traffic volumes and (b) traffic speeds be recorded as part of the before / after monitoring which the Council has committed to.

With the results likely to demonstrate increased speeds and traffic volumes, the Council should proceed and work to create an effective traffic-reduced environmental cell for the entire Mountpleasant area.

Reply:

The trial is in place until the 12/04/2019, the area engineer will review the trial before and after implementation, based on the review of the trial decision will be made if the trial will stay in place or not. For any further detail please check <http://www.dublincity.ie/mountpleasantavenueuppertrial>.

Q.59 Councillor Frank Kennedy

To ask the manager to respond to the contents of the e-mail below and the very serious incident recounted therein:

I was wondering if you could ascertain for me from the manager of Dublin City Council's housing section if they now have a new policy that applicants must be on the housing list for 14 years before being considered for housing.

Reply:

The applicant (details supplied) is currently on the housing waiting list in Band 3 for two bedroom accommodation with the following positions:

- 167 for two bedroom accommodation in Area K (Crumlin, Kimmage)
- 95 for two bedroom accommodation in Area M (Pearse St., Ringsend)
- 181 for two bedroom accommodation in Area N (Ranelagh, Rathmines)

Dublin City Council are allocating properties based on time on the list and currently there are applicants on the Waiting List of longer standing who have to be considered as suitable vacancies arise. The applicant's mother rang on 2nd November regarding the applicant's status. The applicant's mother was advised that Housing Allocations are unable to give any information to the mother and advised that applicant can ring in person. Applicant rang 6th November to discuss their status on the housing list. The

applicant (details supplied) was advised on their number on the list for social housing support.

It is not possible to indicate accurately the prospect of an offer for any applicant. The number of vacancies arising is a determining factor in the length of time applicants could expect to be on the waiting list. However, applicants who request information on average waiting times for an offer of social housing are given an approximation based on the longest waiting times for their area of choice, their bedroom requirements and their banding on the waiting list.

The applicant is eligible for HAP (Housing Assistance Payment) in order to be assessed for this scheme applicants are advised to call to Housing Allocations between 9.30am to 4pm Monday to Friday with current income details.

Q.60 Councillor Frank Kennedy

To ask the manager to allocate *details supplied a housing place in one of the available one bedroom units in either Cathedral Court or New Court, New Street, Dublin 8.

Reply:

The applicant (details supplied) is currently on the housing waiting list in Band 3 for one bedroom accommodation with the following positions:

- 83 for one bedroom accommodation in Area K (Crumlin, Kimmage)
- 140 for one bedroom accommodation in Area L (James St., Oliver Bond)
- 138 for one bedroom accommodation in Area N (Ranelagh, Rathmines)

Dublin City Council are allocating properties based on time on the list and currently there are applicants on the Waiting List of longer standing who have to be considered as suitable vacancies arise. It is not possible to indicate accurately the prospect of an offer for any applicant. The number of vacancies arising will be a determining factor in the length of time applicants could expect to be on the waiting list. The applicants' interest in Cathedral Court/New Court has been noted.

Q.61 Councillor Frank Kennedy

To ask the manager to respond to this issue raised by a resident in the Wilton Park neighbourhood:

As residents in the neighbourhood of 'Wilton Park', we are writing to you as our local representative out of concern for IPUT's plans for the redevelopment of the park. IPUT, who are currently demolishing Fitzwilton House at Leeson Street Bridge, will shortly be seeking to demolish the buildings currently occupied by the IDA on the north side of Wilton Place, and to make changes to the Park. As it has been communicated to us in various meetings with IPUT, the park will no longer be a place for residents—children, families, the elderly—as well as workers to enjoy nature among the mature trees of this historic and unique city centre park. According to the plans, it will serve the office development, becoming an extension of the 'campus' buildings for weekday employees. It is also to provide paths that act as short cuts from the canal area for the office workers and for the customers of the various planned dining amenities.

IPUT's development plans have ignored the neighbourhood ethos which is one that currently combines residential with commercial usage and is home to a growing number of families whose children frequent nearby schools. It seems that the policy of encouraging people to return to living in the city is not served well by this plan for a public space that prioritises the development of a business campus in a historic park; in fact, creating facilities that privilege office workers who go home each evening as

opposed to residents who live in, and care for, the neighbourhood seems to conflict with Dublin City Council's plan for city living.

To facilitate IPUT's development— the thoroughfares and a large glass pavilion for selling refreshments — many of the mature trees that are characteristic of the area and act as an important part of the eco system are to be cut down. The historic fountain which showcases nineteenth century engineering ingenuity (by working on water drawn from the canal) is to be relocated from its prime position along with part demolition of the rare, handmade original Georgian railings. These form an integral part of what remains of the Georgian streetscape and provide an historical visual amenity enjoyed by visitors and residents.

Our concern for the park is both historical in the sense of the destruction of a unique Georgian square as well as in terms of the threat to the very fabric of an area of Dublin that has a long heritage of family life. Turning this small corner of the city into a business campus of 5,000 office workers without any consideration of the diverse nature of an area with an important cultural and literary legacy as well as being home to many generations of Dubliners threatens to impact in an irreversible way the future of a city of sustainable communities and neighbourhoods.

Reply:

The concerns raised relate to a current planning application Reg. Ref. 4421/18. The appropriate and most effective way to ensure that issues in relation to a proposed development are considered is to make a written observation. All third party observations or submissions made to the Planning Authority in relation to the planning application during the period of 5 weeks from the date of receipt of the application (16th November 2018) will be taken into account by the authority in making its decision on the application.

Q.62 Councillor Frank Kennedy

To ask the manager to respond to the planning issues raised in this e-mail by a Donnybrook resident:

I am concerned that the council, through its planning arm, is enabling the hollowing out of Donnybrook village by replacing shops, restaurants, pubs and services that comprise the village with buildings and uses that are of no relevance to the residents or visitors to the village. It is about planning for the right type of development.

There is an ongoing planning application for a hotel. The local butcher is being changed to an estate agent. Kiely's is almost sold – will that just become another residential development? Is there a similar plan for McCloskey's? Today I see the petrol station is now up for sale too. Therefore now is the time to act to ensure the village remains sustainable.

I think that the council and planners should be aware of the longer term effect of these changes to the village centre. There should be some consideration for future use and being of use to residents. While Donnybrook is a main thoroughfare to the city centre, there is also a village at the heart of it running from Donnybrook Fair to the garage. We should make sure that a cohesive centre should hold along that stretch, or a substantial part of it, that has the critical mass necessary to sustain the local businesses. This means ensuring sufficient footfall for those businesses to survive and thrive. People staying at a hotel don't go to the hardware shop. A thriving village needs a butcher over an estate agent.

Reply:

Donnybrook is recognised as an urban village and is zoned Z4 with an objective to provide for and improve mixed- services facilities. It is zoned to ensure that the village can provide services of a higher order than neighbourhood services and with a catchment area that can extend spatially to a greater area. Permissible Uses include residential, community facilities, cultural/recreational uses, a full range of retail uses, education uses, hotels/guesthouses, medical uses, public houses, restaurants and offices subject to a floor space cap. The Planning Authority cannot control changes in the property market but is seeking to maintain the village ethos and character of Donnybrook. The Planning Authority therefore supports well designed commercial uses that add vitality to the main thoroughfare and appropriately scaled mixed use schemes which include the residential element needed to support local businesses.

Q.63 Councillor Anne Feeney

To ask the manager to install more speed control/child safety signage on Brighton Square South and Garville Avenue i.e. route from Garville to Terenure Road North. This link road, with a lot of children now living on it, experiences cars speeding through it particularly at peak morning and evening hours.

Reply:

The area traffic engineer has reported that there are speed ramps on Garville Avenue, Garville Avenue Upper and Brighton Square South. There is parking on both sides of each road which acts as a traffic calming measure. It is not recommended, therefore, to introduce additional speed ramps on these roads.

The request for Children Crossing signage will be referred to the Traffic Advisory Group for examination and report. The councillor will be informed of the recommendation in due course.

Q.64 Councillor Anne Feeney

To ask the manager to repair footpaths on Cowper Road, where trees have uprooted paving and poses a risk to pedestrians coming and going to the Luas from Upper Rathmines Road and Palmerston Road.

Reply:

These footpaths will be logged in our Asset Management System for repairs to be carried out.

Q.65 Councillor Anne Feeney

To ask the manager to consider securing the wall between the playground on Upper Rathmines Road and Cowper Downs and to relocate the seat in the playground park to stop small children using it as a platform for climbing the wall and possibly suffering injury when they fall down on the Cowper Downs side of the wall.

Reply:

The park bench will be moved to another location within Tranquilla Park. It is considered that wall is in good condition and does not require security measures.

Q.66 Councillor Anne Feeney

To ask the manager to ensure that details supplied is properly cleaned as it was only partially cleaned recently when a team was sent out.

Reply:

Waste Management Services have arranged to have details supplied cleaned in the near future.

Q.67 Councillor Anne Feeney

To ask the manager to review the 'no right hand turn' from Terenure Road East to Greenmount Road to peak hours only, instead of all day.

Reply:

The Traffic Advisory Group at its meeting of 22nd July, 2014, did not recommend the rescinding of the No Right Turn restriction. It reported at the time that there are approximately 3,000 vehicles traversing Terenure village junction between the hours of 7 a.m. – 9 a.m. each weekday. This does not include cyclists or pedestrians. In order to provide a degree of efficiency to public transport going through the village, it is essential that the right hand turn from Terenure Place onto Rathfarnham Road (southbound) is maintained exclusively for public transport. To include general traffic with this turning movement would effectively seize the flow of eastbound traffic and in particular incur a substantial negative impact on bus journey times.

There are two prominent reasons for retaining the right hand turn ban onto Greenmount Road. From the local residents' perspective, Greenmount Road was previously a popular rat-run, with large volumes of commuter traffic reducing the community area to a strategic vehicular roadway. Secondly, there are substantial volumes of traffic on Terenure Road East travelling in both directions during the morning peak hours. If a car travelling east were to turn right onto Greenmount Road, it would have to wait for a time to make this turning manoeuvre, which would incur a prompt repercussion for traffic tailbacks on Terenure Road East from Greenmount Road as far as the Terenure Village junction (165 metres away). With circa 1,500 vehicles per hour travelling through the Village junction, the consequences of impacting traffic flow exiting the Village centre onto Terenure Road East, would be detrimental to the optimal flow of traffic.

The Intelligent Transportation Systems Section has an electronic S.C.A.T. System in place on the ground at each arm of the junction. SCATS is an adaptive traffic system responding to real time traffic demand and adjusting signal times where appropriate using predefined plans. This dynamic operating system is interactive and continually measures traffic flows, calculating signal phasing times and adjusting the traffic light sequencing accordingly, to provide the optimal traffic flow for the prevailing traffic conditions.

Q.68 Councillor Anne Feeney

To ask the manager to liaise with the Library Services to provide toilet facilities in Terenure library, particularly for young children.

Reply:

Officials investigated the provision of a toilet at Terenure some years ago as part of proposed accessibility works. It's not a simple job (as it was in Raheny or Dolphin's Barn for example) as the two buildings are not connected to each other except via the staff corridor. So, the corridor would need to be reconfigured to allow library users from either building to access it.

Libraries' management will revisit the issue but the current view is that the toilet could only be provided as part of the larger works which are under consideration.

Q.69 Councillor Anne Feeney

To ask the manager to arrange for rubbish bags to be removed from the lane behind Ormond Road. These bags are filled with rubbish left behind from an abandoned car

which was removed recently i.e. the rubbish does not belong to the residents who bagged the rubbish to tidy up the laneway.

Reply:

Arrangements have been made to have this rubbish removed from the above mentioned lane immediately.

Q.70 Councillor Anne Feeney

To ask the manager to remove the residual rubbish in the lane behind the SuperValu in Rathgar. Some cleaning did take place, but some rubbish was left behind

Reply:

Arrangements have been made to have any remaining rubbish removed from the above mentioned lane immediately.

Q.71 Councillor Anne Feeney

To ask the manager to arrange for child safety signage to be placed in the car park at Herzog Park as children jump out of cars to get to the new playground as quickly as possible, without them or their parents being aware of the care needed in relation to cars entering and leaving the car park. Also, review the need for safety signage on the driveway up to the tennis club, as it passes the playground.

Reply:

In discussion with Environment & Transportation Department they have agreed to place a 'Children Crossing' sign at the entrance to the park from Orwell Road.

Parks Services will place an additional two signs in Herzog Park at the entrance and exit from the slip road leading to the Rathgar Tennis Club.

Q.72 Councillor Anne Feeney

To ask the manager to consider putting in bicycle stands at the entrance to Mount Argus Church and Park.

Reply:

The location will be examined as part of the next Batch (Batch 9) of the On-Street Cycle Parking Project, anticipated to go to tender Q1 2019.

Q.73 Councillor Anne Feeney

To ask the manager to have Leinster Road and Garville Avenue cleaned up from a build-up of leaves and dirt which is a safety hazard for many older pedestrians on these roads.

Reply:

Leinster Road was cleaned during weekending the 25th November 2018. Arrangements have been made to have Garville Avenue cleaned as a matter of priority.

Q.74 Councillor Claire Byrne

To ask the area manager can she please provide a full list of council owned houses and apartment blocks in the South East Area who have received assessments this year as part of the overall housing stock assessment scheme that is currently taking place.

Reply:

As of November 28th 16175 units, or 65% of our Housing Stock, has been assessed citywide.

All of Dublin City Council's flat complexes have been assessed at this stage, and we are working through the remainder of our housing stock. It is currently not feasible to give a comprehensive area breakdown of all units which have assessed but we will provide this information at a future date and forward same to the councillor.

Q.75 Councillor Claire Byrne

To ask the area manager what efforts have been made to find alternative accommodation or homes for the number of people now living in tents along the Grand Canal.

Reply:

Dublin's Housing First Intake team, which is funded by the DRHE, works with our Central Placement Service and the HSE-funded Safety Net service to provide outreach services, street level healthcare and accommodation options to people rough sleeping in the Dublin region. Our Outreach Team has been targeting the Grand Canal Area, from Portobello Bridge to Grand Canal Bridge on a consistent basis.

There are approximately 5 – 10 tents observed in this area on a regular basis. Not all tents are occupied, some are used to store belongings. The Housing First team have established contact with the rough sleepers and have offered them supports. The intake team offered beds. However, sometimes people don't wish to take up the offer of a bed.

The Housing First team are monitoring the rough sleeping situation in the Grand Canal area and the wider Dublin Southside area in general. The team is continuing to target this area and will be there most evenings this week again to monitor and seek to engage with any person sleeping rough in the area.

We have a facility for the public to report rough sleeping. If you see anyone sleeping rough in the Dublin Region please report it to: www.homelessdublin.ie/report-rough-sleeper.

Q.76 Councillor Claire Byrne

Can the area manager please outline whether speakers playing music outside commercial buildings are permitted, if not what action can be taken to address this, and can she investigate the following buildings?

Reply:

The placement of speakers outside premises is dealt with in the first instance by the Planning Department who have developed criteria for this situation.

The Air Quality Monitoring and Noise Control can investigate noise complaints regarding a specific premises, and in order to do so it is necessary to have contact details for the persons making the complaint

The placing of speakers outside a development can only be considered development if there is a condition in a planning permission for the property precluding them or they are of a physical size or scale that would materially affect the physical character of the building. With modern speakers this is rarely the case. If a specific complaint is made relating to visual related aspects of speakers on a premises the planning enforcement section can investigate the matter from a planning point of view which would focus on the aesthetics of the speakers having regard to the external appearance of the building concerned or any pre-existing conditions attached to recent planning permissions for the building.

Complaints relating to this can be sent to planningenforcement@dublincity.ie

Q.77 Councillor Claire Byrne

Can the Area Manager please look into the following traffic issue as a matter of urgency?

“I am concerned about the safety of a particular road junction and have contact DCC on numerous occasions to have it assessed. Unfortunately, this does not appear to be a priority and I was hoping that perhaps you could look into this for me. I wish to have the Transportation Department assess the sight lines exiting Tritonville Crescent onto Sandymount Road to determine if it complies with regulations under the Design Manual for Urban Roads and Streets (DMURS) published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government which sets out access/exit sight lines in urban areas.

I have concerns regards the safety of this junction, you have to edge out, almost to the centre of the road before you get a clear view of any oncoming traffic and cyclists. This is often the case when a high vehicle such as a jeep or van is parked on Sandymount Road (right hand side on exit) which is quite frequent (see photos below). The view exiting this junction is often obscured by parked cars and would in my opinion be a potential public danger and I'm unsure if it meet standards. I would appreciate if you could expedite the assessment of this junction. I first contacted DCC, 25th September 2017 and as of yet no traffic engineer has undertaken an assessment. As this particular junction is within you constituency I hope you can have someone to look at it.”

Reply:

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

Q.78 Councillor Sonya Stapleton

To ask the manager to have bath resurfaced at details supplied. The bath was resurfaced about a year ago. However, it is starting to bubble up again and the lady cannot use the bath. Unfortunately she cannot use the shower due to health condition.

Reply:

Arrangements are in place to have the bath resurfaced in the next 7/10 working days

Q.79 Councillor Sonya Stapleton

To ask the manager to have bin outside the Maldron Hotel on Kevin Street moved up to the wider side of the footpath.

Reply:

Arrangements have been made to have the above mentioned litter bin relocated as requested.