

Motions

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

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

Motion 2 from Councillor Ruairí McGinley

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

Motion 3 from Councillor Dermot Lacey

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

“To all on the Parks Department team,

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

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

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

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

Motion 4 from Councillors Dermot Lacey and Paddy McCartan

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

Motion 5 from Councillor Dermot Lacey

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

Motion 6 from Councillor Chris Andrews

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

Motion 7 from Councillor Mary Freehill

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

Motion 8 from Councillor Mary Freehill

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

Motion 9 from Councillor Mary Freehill

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

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

Motion 10 from Councillor Dermot Lacey

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

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

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

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

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

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

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

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

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

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

Motion 11 from Councillor Frank Kennedy

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

Our Ref: 19241/SH/PD

13th July, 2017

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

Dear Councillor,

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

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

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

Yours sincerely,

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

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

Dear Traffic Advisory Group,

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

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

*Kind regards,
Frank (emphasis added).*

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

Motion 12 from Councillor Patrick Costello

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

Motion 13 from Councillor Frank Kennedy

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

Motion 14 from Councillor Ruairí McGinley

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

Motion 15 from Councillor Claire Byrne

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

Motion 16 from Councillor Claire Byrne

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

Motion 17 from Councillor Claire Byrne

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

Motion 18 from Councillor Claire Byrne

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

Motion 19 from Councillor Sonya Stapleton

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

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

Motion 20 from Councillor Sonya Stapleton

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

Motion 21 from Councillor Sonya Stapleton

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

Motion 22 from Councillor Sonya Stapleton

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

Motion 23 from Councillor Sonya Stapleton

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

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

Motion 24 from Councillor Mary Freehill

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