

**QUESTIONS LODGED PURSUANT TO STANDING ORDER NO.18 FOR REPLY AT THE MONTHLY MEETING OF DUBLIN CITY COUNCIL TO BE HELD ON MONDAY, 07<sup>TH</sup> FEBRUARY 2022**

**Q.1 COUNCILLOR JOHN LYONS**

To ask the Chief Executive for a report on the playground programme for 2022-2024, the roll out of new playgrounds and the upgrading of existing ones.

**CHIEF EXECUTIVE'S REPLY:**

The current Parks playground programme involves five playgrounds listed below and will involve additional play units, increased accessible and inclusive play opportunities and improved access to nature play experiences.

- St Michans: Central Area
- Grattan Crescent: South Central Area
- Belgrave Square: South East Area
- Griffith Park: North West Area
- Darndale Park: North Central Area

A new playground will also be opened when the new Bridgefoot Street Park opens in May of this year and the playground in Diamond Park will be completely up-graded as part of the park re-development later this year.

An additional programme of improvements and up-grades for parks playgrounds in 2022 is currently being compiled and will be available shortly.

The Play Development Officer is also carrying out local engagements with children and young people to inform design briefs for the following social housing play facilities:

- Dolphin House Regeneration Play Area and Play Proposal – process ongoing
- York St Upper Play Area – process ongoing
- Leo FitzGerald Play Area – process ongoing

**Q.2 COUNCILLOR DECLAN MEENAGH**

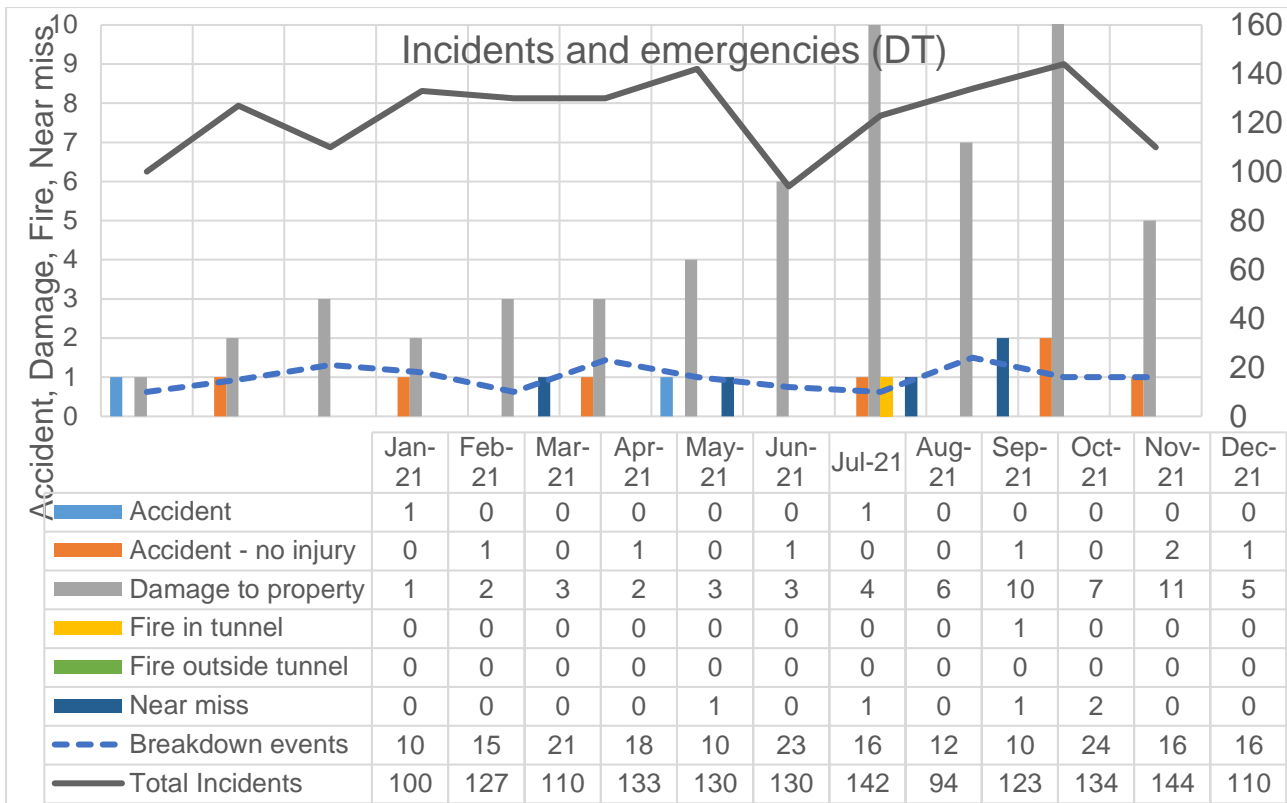
To ask the Chief Executive for a detailed breakdown of all closures of the port tunnel and any other major incidents in the tunnel.

**CHIEF EXECUTIVE'S REPLY:**

**The following is a breakdown of incidents in the port tunnel.**

**2021**

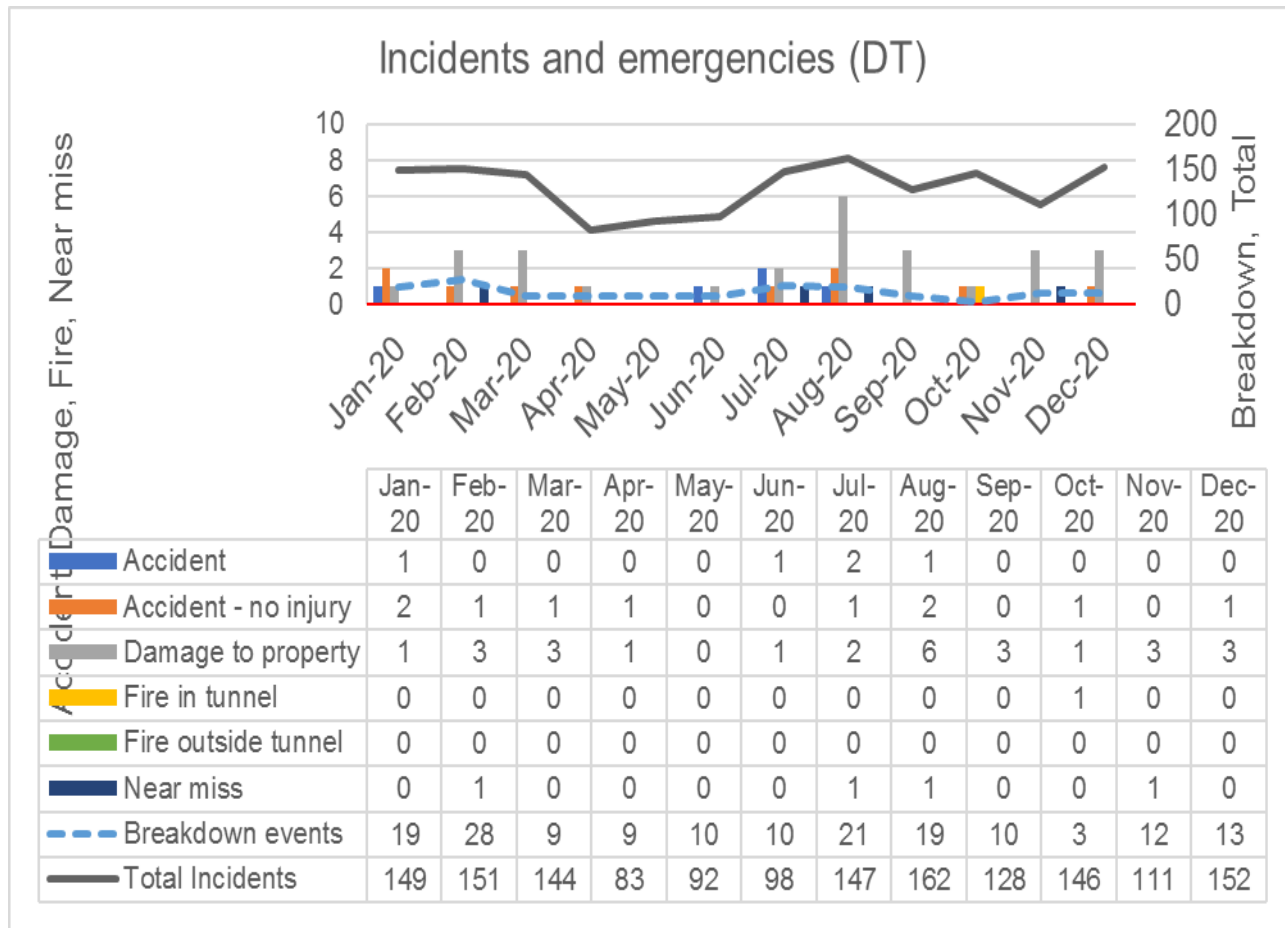
In 2021 the operations team managed a total of 1477 incidents, this included 9 minor collisions which did not cause injury. During the year there were 57 incidents which caused damage to property. We had a minor fire in September which was dealt with by the team very quickly and effectively. The total number of breakdowns for the year was 191 which were in the tunnel and on the affected property. All breakdowns which included HGV's, DGV's and light vehicles were managed by the team and our on-site recovery crew. Overheight vehicles are a continual task with the team dealing with a total of 5,608 such vehicles over the year. In general, the number of incidents in 2021 and 2020 were down on previous years because of the pandemic. In conjunction with outside agencies the team also managed the impact on the tunnel and the wider network of two protests by HGV drivers.



Note: Accident in the table refers to Collisions.

## 2020

In 2020 there were 1563 total incidents including 15 collisions/road accidents in the Dublin Tunnel, 5 of these did not result in injury. 27 incidents resulted in damage to property. The tunnel control team dealt with 1 fire in October of 2020. 4 near miss incidents which could have resulted in a more serious incident. The team handled 163 broken down vehicles both inside the tunnel and on the affected property. These breakdowns are made up of light vehicles, HGV's and DGV's.



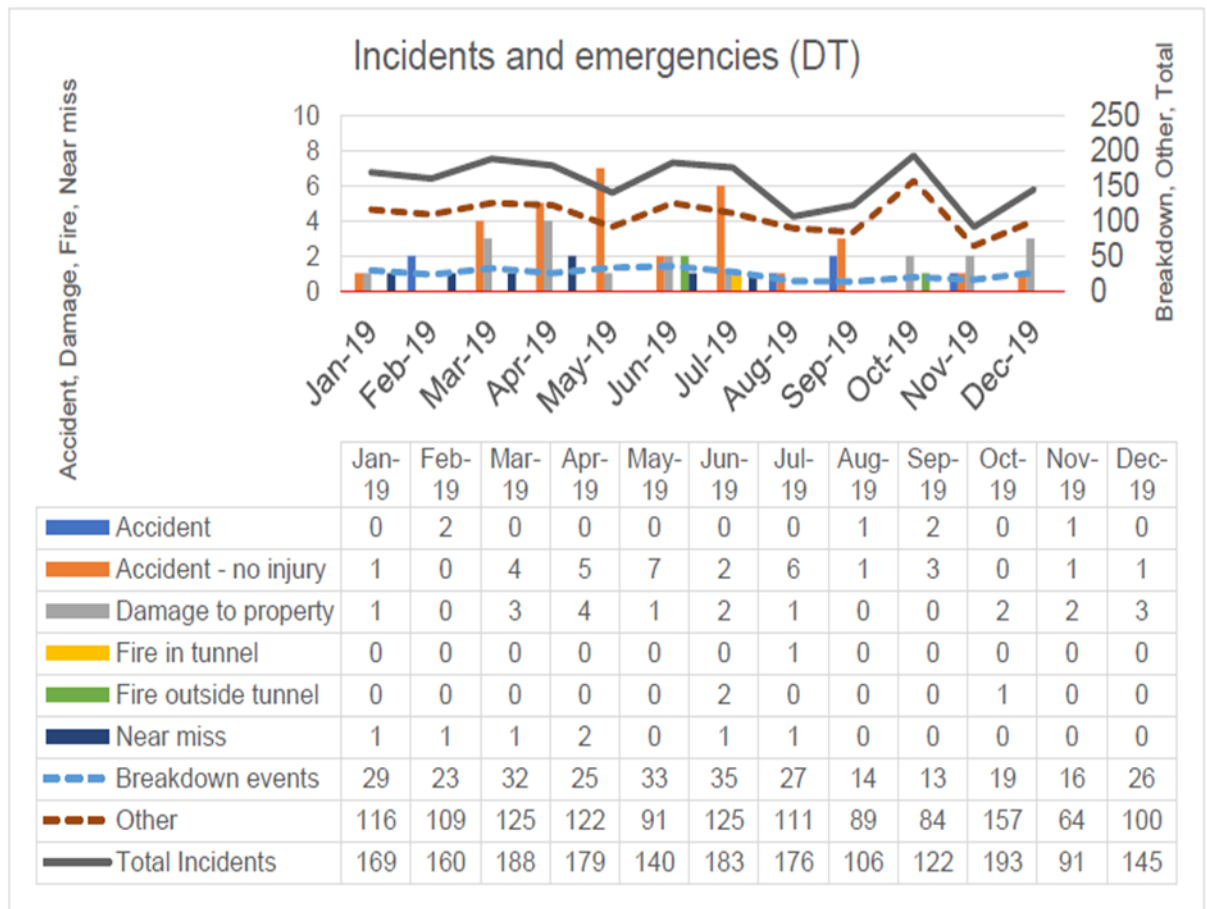
Note: Accident in the table refers to Collisions.

## 2019

In 2019 there were 1852 total incidents including 36 collisions/accidents in the Dublin Tunnel. Ensuring maximum tunnel availability remained the greatest challenge in 2019 with over height vehicles, abnormal loads and breakdowns being an ongoing source of disruption requiring constant vigilance from the control room. During the year 292 breakdowns with an average recovery time of 49 minutes.

In 2019 with traffic volumes increased, so too has the volume of over height vehicles approaching the tunnel. In 2019, 5,816 over height activations were recorded, an increase from the 2018 total of 5,404 (7.6%). Over height vehicles still pose a significant risk to the tunnel if not diligently and professionally managed. 447 abnormal loads, increasing from 430 in 2018, required intervention by the Operations Staff to

provide safe transit through the tunnel whilst ensuring the safety of all other tunnel users.



Note: Accident in the table refers to Collisions.

### How frequently does the tunnel close for these reasons?

The operations team managed a total of 191 breakdowns in 2021 which caused a minimum of one lane to be closed. Incidents like breakdown can escalate requiring the tunnel to be closed, for example if a bus breaks down and passengers require safe transfer to a replacement vehicle or if a challenging recovery is involved. The tunnel is also closed for the safe passage of abnormal loads. The team escorted 483 such loads in 2021.

Events such as the HGV driver protests in 2021 caused the tunnel to close, this is done to avoid having stationary or slow-moving vehicles in the tunnel as this causes a very unsafe tunnel environment.

Maintenance works are essential to the preservation of the tunnel and its equipment within. Closures for such works usually occur 3 nights per month. These closures provide access for our maintenance team and contractors to carry out essential works.

### What type of incidents can cause the tunnel to close?

The operations team work diligently to ensure the tunnel remains open and available to the public. However, situations arise from time to time which require the tunnel to

close and generally this occurs for the safety of all concerned. There was occasion in 2021 when a tunnel system malfunction caused the tunnel to close. When a system malfunction occurs, procedure is followed, and the tunnel may be closed for safety until full control of the system and associated equipment is restored. Any incident involving smoke, or a potential fire will cause the tunnel to be closed until such time it is deemed safe to reopen. Single lane closures are common when a breakdown occurs however a full closure may be necessary depending on the situation or location. Debris can cause a closure if a vehicle sheds a partial load across both lanes, the operations team can safely clear the area under a closure.

**Q.3 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive if DCC has put in place legal action to have the €20 million outstanding for derelict site levies that's due to DCC. If DCC have not put in place legal action will the CEO outline why not.

**CHIEF EXECUTIVE'S REPLY:**

The Council through the effective exercise of the legislative provisions in the Derelict Sites Act 1990, proactively strives to achieve the eradication of dereliction in the City and the return of derelict sites to active use.

The €20m amount relates to both outstanding derelict sites levies and vacant sites levies, of which the amount attributable to derelict sites levies is €3.5m.

Derelict sites legislation provides for the recovery of unpaid levies by way of a simple contract debt in court. In the past however, debt collection proceedings for recovery of derelict sites levies have been ineffective and costly and the Law Agent advised that the best course of action was to formally register outstanding levies as a charge on the land. Derelict sites legislation provides that unpaid levies, including interest, automatically become a charge on the land and will remain a charge until the full amount is discharged. The Council has prepared a formal procedure for registering the charge in Land Registry / the Registry of Deeds. If and when a derelict site with a charge is subject to a sale, purchasers will require vendors to have the charge removed as part of the conveyance process. The Vacant Sites Unit also adopts this strategy as vacant sites legislation likewise provides for outstanding vacant sites levies becoming a charge on the land. The Council has experienced that in the current economic climate an increase in the number of vacant and derelict sites being brought to the market and has received a number of levy payments as a result of sales in recent years.

The Derelict Sites Unit has also implemented an ongoing acquisition strategy since 2017 so any site entered on the derelict sites register can be considered for possible acquisition. To date the Council has acquired twenty five derelict sites and served acquisition notices on a further eleven derelict sites; any outstanding levies on acquired derelict sites will be deducted from any compensation claim. The Council has experienced that in the face of compulsory acquisition some derelict sites have been placed on the market and are at varying stages in the sales process which offers the prospect that outstanding levies will be discharged.

**Q.4 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive when will the windows at **(details supplied)** that have been agreed to be replaced by DCC take place.

**CHIEF EXECUTIVE'S REPLY:**

The tenant was contacted again on Tuesday, 24th January 2022, and reassured the windows would be installed within 16 weeks.

**Q.5 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive given the high numbers of personal out sick at DFB what plans are in place by the CEO to make sure the service will serve the city given the high numbers out sick.

**CHIEF EXECUTIVE'S REPLY:**

The number of staff on sick leave with Covid-19 has significantly reduced since the peak over Christmas 2021 and the New Year.

Below is an up-to-date position regarding the on-boarding of recruits for 2022:

- Recruit class 01/2021 consisting of 35 recruits, passed out on 12th January 2022 and are now operational
- A further 45 recruits, class 01/2022 are due to commence training in the OBI on 7th February 2022
- The remaining candidates from the 2019 Fire Fighter campaign will be offered the position with a commence date for training in June 2022. This class will consist of 45 recruits (Class 02/2022)

Due to the fact that this panel will be exhausted this year, we have secured agreement that a new recruitment campaign for Fire Fighters will be launched shortly and a new panel formed to fill future vacancies during the lifetime of the panel.

**Q.6 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive if DCC will put in place apprenticeship panels to be in place this year 2022.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council advertised Stonecutter/Stonemasonry Apprenticeship Positions in December 2021. We hope to form a panel of suitably qualified candidates shortly.

Although we have no plans for further recruitment at present, the City Council remains committed to the Apprentice Programme. The Human Resources Department will continue to work with departments across the organisation to develop and expand the programme where possible. It will remain under constant review.

**Q.7 COUNCILLOR TINA MACVEIGH**

To ask the Chief Executive whether he could confirm whether the opening hours for the Crumlin swimming pool as displayed currently on the website are accurate:

**Current opening hours Winter 2021 Swim Timetable**

Monday to Friday Clubs & Schools only, closed to public swim

Public swim on Saturday and Sunday

Saturday - 10.00 - 10.30am (OAP Swim) 11.00 -11.45am 12.30 - 1.15pm 3.30 - 4.15pm  
5.00 - 5.45pm

Sunday - 10.00 -10.45am Public Swim

Could he explain the rationale behind these hours and whether he would consider extending these hours to provide for evening time swims so as to accommodate those who are working or otherwise occupied during the daytime hours. Could the manager also outline any plans to replace any services lost as a result of private operators moving to a different pool.

**CHIEF EXECUTIVE'S REPLY:**

The Culture Recreation & Economic Services Department is in on-going discussions with local councillors in relation to extending public swimming hours for all at Crumlin

Swimming Pool. It is envisaged that proposals will be brought forward for discussion and agreement in the coming weeks. It should be noted that DCC recently extended the opening hours of the pool to include a full day of public swimming on Sundays (the times indicated on the website are an error and has been corrected).

Swimming lessons are not provided by DCC directly in Crumlin. DCC provide the Swimming Pool as a facility for hire to all groups or individuals that meet our booking criteria. The people that hire our facility provide the swimming lessons, life-saving lessons, masters swimming lessons etc. While it is true that operator mentioned below has moved away from Crumlin Pool this is beyond our control. In relation to operator who has moved to a different pool, we have subsequently approached another swimming lesson provider who has indicated that they accommodate more swimmers. A notice has been placed in the Swimming Pool hall at Crumlin with all the relevant information.

DCC has always recognised the importance of Crumlin swimming pool as an essential resource for recreation and sport to the community and general public. To this end we have invested significantly in the upgrading of the pool and associated facilities and as mentioned have increased opening hours to ensure the pool is available for use seven days a week. It is our intention to bring forward further improvement proposals to the Area in the coming weeks to allow the requested expansion of service.

**Q.8 COUNCILLOR JOHN LYONS**

To ask the Chief Executive to provide a report on the monies demanded, paid and outstanding for the hoarding and scaffolding licenses issued for each of the years 2017, 2018, 2019 and 2020; provide also information on those permit holders who have failed to pay the council the money they owe in each of these years and detail what mechanisms are available to the council to ensure all monies are eventually collected.

**CHIEF EXECUTIVE'S REPLY:**

The hoarding applications and income received in the Roadworks Control section for the four years in question are as follows:

	2017	2018	2019	2020
<b>Hoardings</b>	231	254	257	177
<b>Income</b>	€1,503,405.88	€2,377,092.00	€2,959,042.00	€3,986,658.00

The current outstanding arrears are shown in the listing below. This extract was taken from a report that was compiled by the Accounts section on the 18<sup>th</sup> November 2021 and is the most recent report available at present. It shows that 19 companies have outstanding arrears in connection with hoarding invoices (consisting of 46 invoices in total, with all but 5 issued in 2021).

Customer Name	Transaction Type Name	Amount Due Remaining
J.V. LEDWITH LIMITED	RWH HOARDINGS - INV	€12,262.00
BAM BUILDING LTD	RWH HOARDINGS - INV	€80,705.00
SHEAHAN & COLLINS CONSTRUCTION	RWH HOARDINGS - INV	€707.00

JOHN SISK & SONS (HOLDINGS) LIMITED	RWH HOARDINGS - INV	€81,673.00
WALLS CONSTRUCTION LTD	RWH HOARDINGS - INV	€82,656.00
M & P CONSTRUCTION	RWH HOARDINGS - INV	€2,484.00
COLDRIDGE SCAFFOLDING LTD	RWH HOARDINGS - INV	€828.00
FLYNN MANAGEMENT & CONTRACTORS LTD	RWH HOARDINGS - INV	€44,086.00
TONY KEALY LIMITED	RWH HOARDINGS - INV	€24,272.00
MAC INTERIORS	RWH HOARDINGS - INV	€69,060.00
MB MCNAMARA CONSTRUCTION LTD	RWH HOARDINGS - INV	€7,584.00
OXLEY DOCKLANDS QUAY THREE LTD C/O TOMMY HOLDEN	RWH HOARDINGS - INV	€7,242.00
CUNNINGHAM CONTRACTS LTD	RWH HOARDINGS - INV	€2,500.00
MIDLAND CONTRACTING LTD. T/A KERCON CONSTRUCTION	RWH HOARDINGS - INV	€60,824.00
SECRET SEASONINGS LTD	RWH HOARDINGS - INV	€4,260.00
AINSCAFF SCAFFOLDING	RWH HOARDINGS - INV	€207.00
OS CONSTRUCTION LTD	RWH HOARDINGS - INV	€11,949.00
COLLEN CONSTRUCTION LTD.	RWH HOARDINGS - INV	€63,558.00
DUGGAN BROTHERS CONTRACTORS LTD	RWH HOARDINGS - INV	€1,121.00

The Finance Department send out monthly statements to any company (or individual) who have an account balance above zero. In addition to this Roadworks Control continue to notify all developers of their outstanding invoices in connection with Hoarding Licences.

**Q.9 COUNCILLOR MÁIRE DEVINE**

To ask the Chief Executive that the International Day of the Boy on May 16th have as its theme “Stop violence against women and girls” and to hold events to discuss, educate and promote the eradication of this global pandemic?

**CHIEF EXECUTIVE’S REPLY:**

Dublin City Council does not propose to run any events in connection with International Day of the Boy this year.

**Q.10 COUNCILLOR MÁIRE DEVINE**

To ask the Chief Executive that my repeated request for public lighting along the Grand Canal at Suir Bridge to Blackhorse be installed ASAP. That a safety audit be carried out the length of the canal and necessary works agreed. This is to be achieved with the cooperation of Waterways Ireland.

**CHIEF EXECUTIVE’S REPLY:**

We have been advised that Waterway Irelands are willing to facilitate a request for the installation of public lighting on their lands in the area in question, although it should be noted that there is no funding mechanism or provision identified.

Where public lighting has been previously installed in similar areas, it has been part of a larger construction project.

The installation of a standalone public lighting scheme in the area under examination would not represent an efficient use of public money.



It is estimated that the standalone public lighting scheme could cost in excess of €500,000.

The delivery of such a project would present significant buildability issues owing to the proximity of the Luas overhead electric power lines, and the presence of several ESB High Voltage cabling networks directly in this area.

There are also potential legal challenges, including way leave and access permission required from Waterways Ireland and Transport Infrastructure Ireland.

It should also be noted that there are 3no. Footpaths present in this area that run parallel to each other. Two of these footpaths currently have full public lighting systems in place and are operational.

As such there are readily lit alternative currently available. There are a number of canal crossing points in this area, with all but one being mobility accessible.

**Q.11 COUNCILLOR MÁIRE DEVINE**

To ask the Chief Executive that the agreed essential works be immediately carried out at **(details supplied)** so that the home is functional and liveable?

**CHIEF EXECUTIVE'S REPLY:**

All the necessary housing maintenance works have been carried out.

**Q.12 COUNCILLOR MICHAEL WATTERS**

To ask the Chief Executive to confirm who is responsible for maintaining the trees on the footpaths of Reuben Street, Rialto, Dublin 8.

**CHIEF EXECUTIVE'S REPLY:**

The tree build-outs on Reuben Street (at the junction of Haroldville Avenue) are the responsibility of Parks Service.

The concrete planters on Reuben Street in front of the community garden at the junction with Cork Street are the responsibility of the area office.

**Q.13 COUNCILLOR MICHAEL WATTERS**

To ask the Chief Executive when the remaining streets of Rialto Cottages, Rialto, Dublin 8 to be resurfaced will be resurfaced, particularly the street with house numbers 80 to 91 and 140 to 148.

**CHIEF EXECUTIVE'S REPLY:**

For the third year running additional works in Rialto Cottages has been included in our upcoming Resurfacing program for 2022. Attached drawing of the areas that we have selected and this includes the locations that you have enquired about.

**Q.14 COUNCILLOR MÁIRE DEVINE**

To ask the Chief Executive that the agreed door replacement at **(details supplied)** be carried out as elderly residents at this complex are fearful for their safety?

**CHIEF EXECUTIVE'S REPLY:**

The door will be installed within the next four weeks.

**Q.15 COUNCILLOR DECLAN MEENAGH**

To ask the Chief Executive for a list of all wheelchair swings and locations in the city.

**CHIEF EXECUTIVE'S REPLY:**

The recently adopted Dublin City Play Strategy includes policy statements and actions to ensure that universal design and accessible and inclusive play opportunities are provided as much as is reasonably practicable in all play facilities provided by Dublin City Council. Based on a recent audit fifty three of the sixty seven playgrounds in Parks throughout the city are considered to be inclusive of children with disabilities.

In relation to 'wheelchair swings' the manufacturers recommend that this particular equipment must only be located in supervised settings due to safety issues. Public playgrounds are not supervised settings so there are no wheelchair swings installed in any City Council playgrounds.

The wheelchair swings are being promoted by the manufacturers, however these items of equipment are often railed off from the wider playground and locked so that the users have to request a key to access. This can be isolating for children with disabilities and it excludes them from playing with other children so it is not inclusive like a swing net or other equipment where children can engage in collaborative play.

Swings are located in a number of city playgrounds which are accessible to wheelchair users who have the ability or who have support to get out of their wheelchair. There are also a variety of inclusive play units located in city parks that provide sensory experiences, movement etc. that can still be experienced by those with visual, sight and motor and intellectual impairments.

The Parks, Biodiversity and Landscape Services playground upgrade programme is overseen by the Play Development Officer and includes the provision of accessible and inclusive play opportunities. Accessible and inclusive play is also raised in public engagement with children and young people and included in all tenders and design briefs associated with new build and upgrading of play facilities.

We will continue to explore any new play units that come on the market including wheelchair accessible swings that may allow them to be used in unsupervised play settings such as public playgrounds.

**Q.16 COUNCILLOR TARA DEACY**

To ask the Chief Executive the following: the pitches in Marrowbone Lane Flats need to have remedial works completed due to slippery surfaces, holes in the pitch, slippery surfaces, shadowing causing moss on the surfaces. This is a health and safety issue. The local young people have been working with Solas Project over the last number of years and have established a new Football Team, Marrowbone Lane football club, they have gotten their own kit and are part of a league. They however, find the training on the current pitch dangerous and hazardous. Other pitches in the Dublin City area have been refurbished and they include St Catherine's Foyer and the Greek Street pitch. Could the council please allocate funding to have the pitch upgraded?

**CHIEF EXECUTIVE'S REPLY:**

The Area Housing Manager along with the Project Estate Officer carried out an inspection of the above pitch on 26/1/2021. The overall appearance and surface of the pitch appeared to be in good order but we did note moss at the perimeter of the pitch. The Project Estate Officer has requested that the moss be removed along with the pitch being power hosed. A request has also been submitted for our painting section to re-instate the white lines on the pitch.

**Q.17 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive how many applications for Medical Transfer applications have been received in 2019, 2020 and 2021, on the grounds that a child has ASD and the accommodation is deemed unsuitable for their needs by medical professionals, and how many of those were granted a priority in those years?

**CHIEF EXECUTIVE'S REPLY:**

Housing Allocations does not record the underlying medical condition associated with applicants who submit applications for Housing Priority under Exceptional Medical Grounds. As such, we are unable to report the data that was requested. However we do record the disability for all applicants that advise us of having a disability. Please be advised that not all applicants recorded as having a disability or housed with a disability will have had a Housing Priority on Exceptional Medical Grounds.

Tables below:

- 1) Number of applicants housed on the basis of their Medical Priority where their disability has been recorded (Physical / Sensory / Intellectual / Mental Health)

<b>Disability Recorded</b>	<b>Total</b>
<b>Intellectual</b>	<b>72</b>
<b>Mental Health</b>	<b>161</b>
<b>Physical</b>	<b>176</b>
<b>Sensory</b>	<b>45</b>
<b>Grand Total</b>	<b>454</b>

- 2) Breakdown of applicants housed on the basis of their Medical Priority who were recorded as having a disability:

<b>Medical Priority Cases Housed in Jan - Dec 2021</b>			
<b>Row Labels</b>	<b>Housing List</b>	<b>Transfer list</b>	<b>Grand Total</b>
<b>Intellectual</b>	<b>6</b>	<b>4</b>	<b>10</b>
<b>Mental Health</b>	<b>20</b>	<b>8</b>	<b>28</b>
<b>Physical</b>	<b>56</b>	<b>81</b>	<b>137</b>
<b>Sensory</b>	<b>12</b>	<b>11</b>	<b>23</b>
<b>Grand Total</b>	<b>94</b>	<b>104</b>	<b>198</b>

**Other Cases Housed with disabilities Jan - Dec 2021**

Row Labels	Housing List	Transfer list	Grand Total
Intellectual	3	2	5
Mental Health	27	5	32
Physical	22	13	35
Sensory	5	1	6
<b>Grand Total</b>	<b>57</b>	<b>21</b>	<b>78</b>

Total Cases Housed with disability attached Jan - Dec 2021			
Row Labels	Housing List	Transfer list	Grand Total
Intellectual	9	6	15
Mental Health	47	13	60
Physical	78	94	172
Sensory	17	12	29
<b>Grand Total</b>	<b>151</b>	<b>125</b>	<b>276</b>

**Q.18 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive what are the current waiting times for decisions to applications for the following: (a) Housing List, (b) Medical Priority for housing, (c) ESG priority, (d) Adaptations for tenants with a medical need.

**CHIEF EXECUTIVE'S REPLY:**

Type of application:	Current wait time for a decision:
Housing Application	10 – 12 weeks
Priority under Exceptional Medical Grounds	12 weeks
Priority under Exceptional Social Grounds	12 weeks, approximately
Adaption for tenant with a medical condition	Up to 12 months

Housing Allocations is currently taking 10 – 12 weeks to assess a new housing applicant's eligibility for social housing support, and to advise them of the outcome of their assessment. Applications can take longer than 10 – 12 weeks to be active on the housing list if the applicant has not supplied the necessary supporting documents with their housing application.

Applicants who apply for priority under Exceptional Medical Grounds are advised that they will receive written confirmation of the outcome of the Medical Examiner's assessment within 12 weeks of the receipt of their application. In practice, they are generally notified of the outcome of the application before that 12 week time-frame.

Applicants who apply for priority under Exceptional Social Grounds are advised by the Social Work team that they will endeavour to notify the applicant within a 12 week time-

frame, however it can sometimes take longer due to the complex nature of some cases.

The Maintenance Section reports that the waiting time for a decision in the case of adaptations for tenants with a medical need as follows:

1. Application received, tenant is informed that their application has been put on wait list for surveying (6 months).
2. Once surveyed, and works are deemed feasible, file is sent for medical assessment and contractor engagement (6 months)

**Q.19 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive for an update on the proposed construction of housing units at **(details supplied)** where we are having constant reports of anti-social activity.

**CHIEF EXECUTIVE'S REPLY:**

Novas Housing have received Stage 2 approval from the Department for this project and are to lodge a planning application for ten units on this site in the coming weeks. Once Planning has been achieved Novas will tender the project and engage a contractor. Construction is expected to commence in quarter four of this year.

**Q.20 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive for an update on the proposed construction of a senior citizen complex at **(details supplied)**. Have we a start date on construction.

**CHIEF EXECUTIVE'S REPLY:**

The Church of the Annunciation site is located on land bordered by Cappagh Road, Cardiffsbridge Road, Wellmount Avenue and Fergal's Lane. Dublin City Council's working closely with its statutory partners and landowners including the Dublin Archdiocese, the Health Service Executive, and the City of Dublin Education and Training Board to develop plans for the site. These plans consist primarily of social housing, a new church and parish centre, a HSE Primary Care Centre and better recreational facilities for the local schools, as set out in the Finglas Strategy document prepared by the Planning and Property Development Department in consultation with Elected Members (dated Sept 2021).

With the exception of the new church and parish centre (which were granted planning permission in 2020, as per Register Reference 3023/19) all other proposed aspects of the development are subject to planning permission. Dublin City Council and its partners will engage in a community consultation as a full site strategy emerges.

There have been a number of developments in relation to this site recently. The demolition of the old Church of the Annunciation is now substantially complete. The City Council and Dublin Archdiocese are engaging on the transfer of a portion of the church lands to the Council (i.e. lands not required for their new church/pastoral centre).

The Council has submitted these lands to the Department of Housing, Local Government and Heritage for consideration in the social housing PPP Bundle 4. A decision on this submission is expected in Quarter 1 2022. While no start date can be given for the construction phase, Housing and Community Services will notify Councillors of updates as the project progresses.

**Q.21 COUNCILLOR JOHN LYONS**

To ask the Chief Executive for a report on all council-owned land in the city, with the following included: each parcel of land's location, size, current zoning and status.

**CHIEF EXECUTIVE'S REPLY:**

Due to the large amount of land owned by and under the control of Dublin City Council this request will require a manual exercise which will take a period of time to carry out.

A report will be provided to the Councillor once the exercise has been completed.

**Q.22 COUNCILLOR NOELEEN REILLY**

To ask the Chief Executive for the total cost of illegal dumping from 2019-2021 and to give a breakdown per area committee.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Services have collected and responded to the below illegal dumping reports over the last 3 years. A breakdown per area committee is not possible due to nature of routes and sharing of depots across areas.

<b>Performance Standard</b>	<b>2021 Total</b>
Total no. of reports of illegal dumping received in the period	12096
No. of tonnes of illegally dumped household waste removed by the City Council in the period	3298.37
Cost of removal for the period, including labour, fleet and disposal	€904,620.22

<b>Performance Standard</b>	<b>2020 Total</b>
Total no. of reports of illegal dumping received in the period	13289
No. of tonnes of illegally dumped household waste removed by the City Council in the period	3215.52
Cost of removal for the period, including labour, fleet and disposal	€984,939.41

<b>Performance Standard</b>	<b>2019 Total</b>
Total no. of reports of illegal dumping received in the period	10863
No. of tonnes of illegally dumped household waste removed by the City Council in the period	4430.19
Cost of removal for the period, including labour, fleet and disposal	€1,158,636.23

**Q.23 COUNCILLOR NOELEEN REILLY**

To ask the Chief Executive for details of people presenting for Domestic Violence for Accommodation from 2015-2021.

**CHIEF EXECUTIVE'S REPLY:**

We are unable to provide any statistical data relating to applicants citing instances of domestic violence. It is recorded on an individual basis only.

**Q.24 COUNCILLOR NOELEEN REILLY**

To ask the Chief Executive for an update on the Church of Annunciation Site in Finglas.

**CHIEF EXECUTIVE'S REPLY:**

The Church of the Annunciation site is located on land bordered by Cappagh Road, Cardiffsbridge Road, Wellmount Avenue and Fergal's Lane. Dublin City Council's working closely with its statutory partners and landowners including the Dublin Archdiocese, the Health Service Executive, and the City of Dublin Education and Training Board to develop plans for the site. These plans consist primarily of social housing, a new church and parish centre, a HSE Primary Care Centre and better recreational facilities for the local schools, as set out in the 'Finglas Strategy' document prepared by the Planning and Property Development Department in consultation with Elected Members (dated Sept 2021).

With the exception of the new church and parish centre (which were granted planning permission in 2020, as per Register Reference 3023/19) all other proposed aspects of the development are subject to planning permission. Dublin City Council and its partners will engage in a community consultation as a full site strategy emerges.

There have been a number of developments in relation to this site recently. The demolition of the old Church of the Annunciation is now substantially complete. The City Council and Dublin Archdiocese are engaging on the transfer of a portion of the church lands to the Council (i.e. lands not required for their new church/pastoral centre).

The Council has submitted these lands to the Department of Housing, Local Government and Heritage for consideration in the social housing PPP Bundle 4. A decision on this submission is expected in Quarter 1 2022.

**Q.25 COUNCILLOR NOELEEN REILLY**

To ask the Chief Executive if some of the vacant commercial units in Ballymun can be used for community use.

**CHIEF EXECUTIVE'S REPLY:**

There are currently three available vacant commercial units in Ballymun. These are currently designated for retail use. The Council considers applications for licences/leases in the commercial units on a case by case basis. Any licence/lease is subject to agreed terms and conditions and statutory approval where necessary. The use of any such unit is subject to compliance with all statutory regulations including planning permission.

**Q.26 COUNCILLOR JAMES GEORGHEGAN**

To ask the Chief Executive if he could provide an update on the tearooms in Palmerston Park, Sean Moore Park and Merrion Square Park and if he can confirm the suggested names that were submitted for the Tea Rooms in Palmerston Park and when they will be built and in operation.

**CHIEF EXECUTIVE'S REPLY:**

It is intended to lodge a Part 8 Planning Application for the tearooms and public toilets in Palmerston Park on 11th February 2022.

The Sean Moore Park tearooms & public toilets are being implemented as part of a tender by the City Recovery Team and they are awaiting a timeline from the successful tenderer for when works will commence.

We are currently undertaking a review of costs in relation to the construction tender for Merrion Square Park tearooms and an update on this will be issued in due course.

**Q.27 COUNCILLOR JAMES GEOGHEGAN**

To ask the Chief Executive he can confirm that the Belmont Avenue Traffic Calming initiative proposal will be on the South East Area Committee agenda on the 14<sup>th</sup> of February 2022 after long delays in getting it back on the agenda and finalised.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council has engaged with an external consultant to identify potential traffic calming solutions for Belmont Avenue. These solutions have been brought forward to Stakeholders by way of a public consultation period which offered an online survey to receive comment and feedback. The data obtained in being tabulated and compiled into a report. It is aimed to discuss this report with elected Councillors in the South East Electoral Area for further comment before presentation at the South East Area Committee meeting. It is aimed to have these discussions with elected Councillors in the first quarter of 2022.

**Q.28 COUNCILLOR JAMES GEOGHEGAN**

To ask the Chief Executive, further to question 26 on the 10<sup>th</sup> of January 2022 if he can detail what the decision is and what solution has been arrived at.

**CHIEF EXECUTIVE'S REPLY:**

The Transport Advisory Group (TAG) Engineers met with Elected Members, the Principal of St Mary's School and the School Warden Inspector to discuss the most suitable location for the temporary School Warden Crossing on Mount Eden Road. The options considered were as follows:

Option 1 - Leave the temporary School Warden Crossing box in its current location on the north-side of the school entrance, with the Traffic Warden facing south to view vehicles / pedestrians approaching from Belmont Avenue and the sharp right turn on Mount Eden Road.

Option 2 - Relocate the temporary School Warden Crossing box in front of the school vehicle & pedestrian gate, with the Traffic Warden facing south to view vehicles / pedestrians approaching from Belmont Avenue and the sharp right turn on Mount Eden Road.

Option 3 - Relocate the temporary School Warden Crossing box to the south-side of school entrance, with the Traffic Warden facing north to view vehicles / pedestrians approaching from Donnybrook Road.

The Transport Advisory Group considered all options and have made the recommendation for Option 1. The existing location of the temporary School Warden Crossing box is the solution that best supports safety of the school children and provides clear sightlines of the Traffic Warden.



Option 2 is not suitable, as there is a Health & Safety risk in locating a School Warden Crossing box at a vehicular entrance shared by pedestrians.

Option 3 is not suitable, as visibility is restricted for the school warden and school children crossing as their sightlines are blocked by a tree on the west side of the carriageway at the school exit.

Dublin City Council Traffic Engineers will continue to monitor the location of the school warden crossing.

**Q.29 COUNCILLOR JAMES GEORGHEGAN**

To ask the Chief Executive if he could furnish me with some graphic either using Google Maps or some imagery which indicates where precisely the Rathmines to Milltown cycle investment will be and if he could also detail what form it will take.

**CHIEF EXECUTIVE'S REPLY:**

The extents of the topographical survey for the Rathmines to Milltown Cycle Route are shown overleaf. The project intends to provide enhanced cycling and walking facilities on Rathmines Road Upper and Dartry Road, from the junction with Rathmines Road Lower to the junction with Milltown Road. This route will ultimately tie into the BusConnects Rathfarnham to City Centre Core Bus Corridor and the Dodder Greenway at each end. An extension of the route to link up with Palmerston Park is also under consideration.

Work is currently underway in order to determine the cycling options that are feasible along the route.

**Q.30 COUNCILLOR TINA MACVEIGH**

To ask the Chief Executive whether the Neighbourhood Traffic Scheme is being reactivated by the section and if so, when that will commence and what are the mechanisms for having an area included for consideration.

**CHIEF EXECUTIVE'S REPLY:**

Neighbourhood Transport Schemes projects are currently ongoing. If Councillors have any area which they feel should be considered in these schemes, they can let the Neighbourhood Transport Engineer know the location and the situation outlining the issues which deem the area suitable for such a scheme. The South Dublin Neighbourhood Transport Engineer contact details can be found below.

**Q.31 COUNCILLOR LARRY O'TOOLE**

To ask the Chief Executive to respond to this housing application (**details supplied**).

**CHIEF EXECUTIVE'S REPLY:**

The above applicant is on Band 2 the Transfer List (as a HAP tenant in receipt of mainstream HAP) with an application date of 08/11/2019. The applicant holds the following positions on the list:

Area	Bedsizes	Position
Area B	2	111
Area E	2	137
Area H	2	136

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

The applicant has been in receipt of mainstream HAP since November 2020 and is listed on the over-crowded Band as her household composition requires a 2 bedroom unit but she is currently residing in a 1 bedroom unit. The applicant was granted permission to move (to seek an alternative HAP tenancy) in September '21 and was issued a HAP pack in October '21.

**Q.32 COUNCILLOR LARRY O'TOOLE**

To ask the Chief Executive to contact JC Decaux requesting provision of more bus shelters on Priorswood Road, Dublin 17 – in particular the recently demolished shelter at Bus Stop #1260.

**CHIEF EXECUTIVE'S REPLY:**

The North Central Area Office will get in contact with Dublin Bus in the first instant about the recently demolished bus shelter (Bus Stop #1260) and also about the possibility of the provision of extra shelters on Priorswood Road.

**Q.33 COUNCILLOR TINA MACVEIGH**

To ask the Chief Executive to provide an outline of the process, including those who participated within and outside of the Council, from the initiation to the completion of the first Dublin City Age Friendly City Strategy, how often the strategy is reviewed and by whom.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Age Friendly Strategy 2014-2019 is available on Dublin City Council's website, link as follows for your convenience:

<https://www.dublincity.ie/sites/default/files/media/file-uploads/2018-07/DCCAgeFriendlyFAweb.pdf>

Information on those who participated in the Strategy is located on pages 7-11 of the DCC Age Friendly Strategy 2014-2019.

**Page 47** outlines the locations of the On Street Conversations/survey.

**Pages 49-51** details the survey questions asked.

**Page 48** outlines the locations of Round The Table Consultations.

Comprehensive Mid-Term review of the Strategy took place in 2017, involving all 5 Area Alliance and the members of the 5 Area OPC's facilitated by Dublin City Council staff.

**Q.34 COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive to issue a full report as to how much finance DCC has taken in over the past 5 years with regard direct development levies. Also, can the manager give a breakdown as to where these developments took place and how much of the levies monies that DCC received were spent locally on community projects? Bearing in mind the vast amount of noise nuisance and environmental impact that these large developments have on many residents lives, particularly communities within the inner city it is now time that DCC make direct investment as a result of these levies into the local areas by way of redress and consideration of the years of disruption as a result of these granted developments. Further, bearing in mind that DCC is the

landlord to many of these residents and community there is an obligation in principal and ethics to ensure that these communities and residents get some measure of benefit from these massive developments in their communities and neighbourhoods.

**CHIEF EXECUTIVE'S REPLY:**

Due to the volume of records that have to be checked on the APAS planning system, we are not be in a position to provide the information to the Council Meeting. The Councillor will be contacted directly with the information within the next fortnight.

Finance Department is not in a position to prepare a response in time for the February Council Meeting. A reply to Cllr. Flynn will issue directly to him in approximately 2 weeks' time.

**Q.35 COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive to issue a report as to how much of the BIDs levy for 2021 was collected? Also, how much are city centre businesses in arrears to the BID levy for 2021/22? Also, during the vote count for the last BID renewal it would appear that voting does were opened and bundles of votes were placed in the boxes. This appeared to be very confusing for the many businesses who were opposing the BID and its renewal. So can the CEO ensure at the outset that there is full transparency, accountability and no interference with the vote? That all voting papers and ballots are made available in plain sight so as to be scrutinised for signatures by those who the vote is made out to. That the BID Company itself (We are Dublin Town) is held accountable to the highest standards. And that DCC who are charged with carrying out the voting process are independently scrutinised in the conduct of this particular duty so as to give rise to due process and transparent democracy. It is important to note that over 700 plus businesses voted NO to the BID renewal at the last election. It is also important that information relating to the BID renewal i.e. that you vote this inequitable levy out of existence needs to be made public so as that many business people can understand their choices, particularly in the present atmosphere of trading.

**CHIEF EXECUTIVE'S REPLY:**

An amount of €1.1M was collected during 2021 in respect of the BID levy for 2021. The arrears at 31/12/21 are €3.9M. Dublin Town, after having considered the submissions received, is required to notify Dublin City Council in writing whether the company wishes to proceed with or withdraw the renewal proposal. This written confirmation cannot be made until 19<sup>th</sup> February 2022 at the earliest. If Dublin Town wishes to proceed then a Returning Officer will be appointed to oversee the plebiscite which must take place within 60 days of that date.

All aspects of the Plebiscite Process and count will be carried out in accordance with **SI No 166/2007 – Local Government (Business Improvement Districts Ratepayer Plebiscite)**.

If a majority of the ratepayers who vote are in favour of the implementation of the proposed BID scheme, a further report will be presented to the City Council. A decision as to whether or not to approve implementation of a BID Scheme is a Reserved Function.

**Q.36 COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive to issue a full report with regards the ongoing use of the former Avalon House Hostel as emergency housing accommodation? This report to include how many are families are occupying the building. Is the building being used by single individuals or being used as a family hub? What facilities are in the building for the occupants? What company or organisation are in charge of the building and the

individuals in it? What professional services if any are being offered to those who occupy the building? Is the building a wet house or a dry house? What involvement, if any, does the organisation that is managing this building have with local community organisations etc.?

**CHIEF EXECUTIVE'S REPLY:**

The lease of this property was formally re-assigned to DCC in June 2021. The DRHE facilities team then began working on developing a design brief, to refurbish this property and create a family hub to accommodate approximately 20 families.

A costed feasibility study, is required to prepare tender documents to procure an integrated design team, for the proposed development. These briefing documents, required the DRHE to engage a number of consultants to undertake a range of surveys to prepare these briefing documents.

The DRHE senior management team, formally submitted an initial capital funding application to the DHLGH in December 2021, for the funding to undertake the necessary surveys and engage the relevant design team consultants, to assist with the preparation of a costed feasibility study.

Discussions are on-going with the DHLGH officials and the DRHE senior management team are awaiting formal approval from the DHLGH, to proceed with the necessary building surveys and engage the relevant design team consultants to complete the necessary pre-tender documents.

**Q.37 COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive to issue a full report as to how many contracts or franchises have been issued out to a company known as the Tram Company for coffee and food outlets in Dublin City Council parks and other amenities?

Also, can the CEO include a full update as to the ongoing issue regarding a similar coffee facility/restaurant that was being proposed for Merrion Square park.

Can the manager furnish me with the policy document with regards the commercialisation of these parks and other amenities that are now being saturated with commercial cafe outlets.

**CHIEF EXECUTIVE'S REPLY:**

The Tram Café is operating in the following locations:- Wolfe Tone Park, St. Patrick's Park and Eamonn Ceannt Park. All of these locations are subject to concession tenders and the café in St. Patrick's Park is due to go out to tender later this year.

As part of a tender for the provision of a retail unit with public convenience at key locations in the City run by the City Recovery Office. The Tram Café were successful in the tender to provide units at Albert College Park, Griffith Park, Wilton Terrace and Clonmel Street. The Café at Albert College Park is operational with the other locations due to open in 2022.

The policy in relation to tearooms/cafes/public toilets in parks is set out in the City Parks Strategy 2019-2022.

**Q.38 COUNCILLOR LARRY O'TOOLE**

To ask the Chief Executive in relation to the installation of proposed new all-weather pitch at **(details supplied)**. Can I have a progress update on this?

**CHIEF EXECUTIVE'S REPLY:**

The commitment given was that the proposal for an all-weather pitch in Belcamp Park would be brought to part 8 planning permission in 2022 so that the project would be best placed to take advantage of future funding schemes. A Brent Geese study has been initiated and will feed into the planning report. It is anticipated that the part 8 process will be initiated later this year once a master-planning process has been completed on the park to ascertain the best fit of such a facility in the park and to ensure the construction of same does not compromise future aspirations.

**Q.39 COUNCILLOR LARRY O'TOOLE**

To ask the Chief Executive can consideration be given to provide limited allocation of time on the five a side facility in **(details supplied)** to local residents who are not connected to the groups who currently use the pitch? I am available to meet with the Parks/Sports section with a small number of local residents to discuss this.

**CHIEF EXECUTIVE'S REPLY:**

This small facility is not considered suitable for 5-a-side football due to the atypical design surrounded by concrete walls topped with non-standard fencing which could be hazardous to players running or playing at speed. The facility is used by a local football club by the youngest cohort of members for training and drills only according to a risk assessment carried out by the club. The Parks Service would have concerns about the facility being used for any activities other than those covered by the risk assessment and agreed protocol.

**Q.40 COUNCILLOR ANNE FEENEY**

To ask the Chief Executive what is the policy of Dublin City Council in relation to provision of Public Toilets and Drinking Water fountains in the city centre. As we emerge from Covid we should not be relying solely on private businesses to provide the public with toilet facilities. Every capital city in Europe provides municipal maintained public toilets in city centre locations.

**CHIEF EXECUTIVE'S REPLY:**

The provision of retail units with integrated toilet facilities is a solution that has been communicated, discussed and agreed with Councillors for over a year.

The advantages of this model over the simple provision of public toilets are as follows:

- The provision in association with retail units allows for passive supervision of users from a safety perspective.
- The provision managed this way also allows for immediate intervention if cleanliness or vandalism issues arise.
- The provision using this model provides for a much higher standard of toilet provision. One of the key lessons learned during the pandemic was that people were significantly more likely to use public toilets when the quality was higher.
- The economic model also removes all revenue and capital cost of provision from Dublin City Council.
- The model provides additional benefits in that it also services the refreshment needs of users of the public realm.

It is accepted that there are objections to this model from a small number of people, including other businesses who feel that this is competition, but on balance Dublin City Council feels that this model is correct for us.

5 more units of this solution will come on stream in 2022.

In relation to water filling stations:

We are proceeding to install 7 units at the following locations:

Phase.1. (Early 2022)

1. External wall mounted water bottle refill stations at the following 3 libraries: Walkinstown, Ballyfermot, and Raheny and at Wood Quay.
2. An external unit is being provided to Parks for pilot installation – I am awaiting confirmation of the location of this unit.

Phase. 2. (Early to mid-2022)

3. Internal wall mounted stations will be provided in all 6 main libraries.
4. Additional units (possibly alternate types) will be installed in Parks.
5. Pilot at Public Realm and will monitor their successful implementation, operation and maintenance.

Our primary concerns relate to ensuring:

- Universal Design – Easy to understand and operate.
- Environmental Impact – Water saving and overall design life.
- Robustness and Security – Materials, fittings and anti-social behaviour.
- Covered spout and pedal operation - Preventing direct drinking and minimises infection.
- Cleaning and Maintenance - Cost and effectiveness.

**Q.41 COUNCILLOR VINCENT JACKSON**

To ask the Chief Executive that consideration be given to the housing application of **(details supplied)**.

**CHIEF EXECUTIVE'S REPLY:**

The applicant above cannot be located on the housing list or the PASS system due to a lack of information. Multiple attempts have been made to contact the applicant via the contact number listed above with no success. If possible, please re-submit the question with the applicant's PPS number / date of birth / address prior to Phoenix Lodge.

**Q.42 COUNCILLOR VINCENT JACKSON**

To ask the Chief Executive to please look at the following: the provision of a full Yellow Box outside the service lane between **(details supplied 1)**, the current situation is constant parking in front of the lane that is needed for access to the Family who own the Fast-Food Restaurant. The family are left in a very difficult situation often have to wait up to 30 min to leave there home or take deliveries. The old exit gates of the Cinema next to the lane could act as a set down area if the full yellow box was installed. I regret without the yellow box Garda etc. say they are powerless to do anything. The family pay substantial rates on their premises they deserve to be able to enter / exit their home and business. I would welcome an onsite meeting here with the Road engineer to see the current state of play. The stretch of parking between **(details supplied 2)** premises is the worse excuse for parking in Dublin it's just mental here and would not be tolerated anywhere else in Dublin.

**CHIEF EXECUTIVE'S REPLY:**

The Traffic Advisory Group Area Engineer noted that the Yellow Box was installed as a feature within the Pay & Display Scheme which was installed during the **(details supplied)** in 2002.

Currently, the Area Engineer would not recommend the extension of the Yellow Box on a number of grounds including –

- The area in which the Yellow Box would be extended is part of the footpath. Dublin City Council Environment and Transportation Department do not install Yellow Boxes on footpaths. The Area Engineer also advised that this footpath is not in charge of the Environment and Transportation Department.
- This Yellow Box does not meet Dublin City Councils criteria for the installation of a Yellow Box. Dublin City Council use Yellow Boxes to prevent the blocking of junctions. The criteria for the provision of a yellow box are that the side road traffic flows should be significant and that the side road should serve a major traffic generating facility or a minimum of 50 residential units. As this exit from a private lane would not meet any of the criteria it would not be recommended to extend the yellow box.
- It is not Dublin City Council policy to introduce parking restrictions where restrictions are already covered under the law. Under The Road Traffic (Traffic & Parking) Regulations, Section 36 paragraph(2) A vehicle shall not be parked— ( g ) in any place, position or manner that will result in the vehicle obstructing an entrance or an exit for vehicles to or from a premises, save with the consent of the occupier of such premises. Or ( i ) on a footway, a grass margin or a median strip;

Infringements of the Act should be reported to the An Garda Síochána or Dublin Street Parking Services Ph.6022500 for enforcement under the law.

**Q.43 COUNCILLOR VINCENT JACKSON**

To ask the Chief Executive please look at the following: residents all around **(details supplied 1)** have for many years complained about the poor water pressure in their homes due to the scaling of pipework, the original badly fitted system of fitting one ½ inch feed between two houses and splitting the supply at the front door resulting in even less pressure over. One Particular resident at **(details supplied 2)** has basically not got enough to use her washing machine and bathroom we are in the process of refurbishing the adjoining house at No 17 for re-allocation. Can DCC indicate if that pipe-work was replaced, what is our or Irish Waters plans to replace pipe-work where the supply stops and was lead pipe-work used in the **(details supplied 3)** and if so, will it be replaced.

**CHIEF EXECUTIVE'S REPLY:**

1. Issues with overall water pressure in Ballyfermot would need to be taken up with Irish Water. But if you have specific cases like below with **'(details supplied)'**, we will look into those.
2. The water supply into number 17 was not replaced and it is not a shared supply with number 19.
3. All lead pipe supplies should be replaced, when we are notified by Irish Water of a lead supply we arrange for its replacement.

**Q.44 COUNCILLOR VINCENT JACKSON**

To ask the Chief Executive to give me some guidance on the following: I had a family onto me from Drimnagh in relation to need to provide suitable safe accommodation for their elderly mother who needs constant supervision they live in a corner house and propose to put in a 5 x 7 metre log cabin which would meet there mother's needs, I am seeing these all over the place as families try and provide accommodation for their children / loved ones due to housing crisis what is our view on these developments.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council does not allow separate living accommodation in the back gardens of their properties. This can lead to many Health and Safety issues, not least suitable fire protection and fire escape routes in a log cabin. The Council does not have any objections to the building of an extension onto the existing property as long as it meets all relevant requirements, especially planning requirements, and that the tenant applies in writing to the Housing Maintenance section seeking approval prior to carrying out any works.

**Q.45 COUNCILLOR CATHERINE STOCKER**

To ask the Chief Executive how many notices under Section 11 of the Derelict Sites Act have been issued by the Council to owners of derelict properties in the last two years?

<https://www.irishstatutebook.ie/eli/1990/act/14/section/11/enacted/en/html#sec11>

**CHIEF EXECUTIVE'S REPLY:**

Section 11 of the Derelict Sites Act 1990 provides for a local authority to specify required works to render a property non-derelict but this provision has not been used in recent years as we have not found it to be effective as active engagement with owners which is the approach adopted by the Council. If a site needs attention the Council will always actively engage with owners with a view to agreeing with them what works are required to prevent the property becoming or remaining derelict and will work with owners and afford every opportunity to them to resolve matters. Engagement with owners will often produce the required outcomes without the need for the property to go on the register but if the engagement does not yield the desired results the formal procedures under the Derelict Sites Act are invoked which can culminate in the site being entered on the Derelict Sites Register. The Council has implemented an ongoing acquisition strategy since 2017 so any site entered on the Register can be considered for possible acquisition. Since 2017 the Council has acquired twenty five derelict sites compulsorily and commenced the process to acquire a further twelve sites in 2021.

**Q.46 COUNCILLOR CATHERINE STOCKER**

To ask the Chief Executive if the council has a written or otherwise agreed policy on the inclusion of wheelchair swings in playgrounds and to supply a list of all locations in DCC where wheelchair swings have been installed.

**CHIEF EXECUTIVE'S REPLY:**

The recently adopted Dublin City Play Strategy includes policy statements and actions to ensure that universal design and accessible and inclusive play opportunities are provided as much as is reasonably practicable in all play facilities provided by Dublin City Council. Based on a recent audit fifty three of the sixty seven playgrounds in Parks throughout the city are considered to be inclusive of children with disabilities.

In relation to 'wheelchair swings' the manufacturers recommend that this particular equipment must only be located in supervised settings due to safety issues. Public



playgrounds are not supervised settings so there are no wheelchair swings installed in any City Council playgrounds.

The wheelchair swings are being promoted by the manufacturers, however these items of equipment are often railed off from the wider playground and locked so that the users have to request a key to access. This can be isolating for children with disabilities and it excludes them from playing with other children so it is not inclusive like a swing net or other equipment where children can engage in collaborative play.

Swings are located in a number of city playgrounds which are accessible to wheelchair users who have the ability or who have support to get out of their wheelchair. There are also a variety of inclusive play units located in city parks that provide sensory experiences, movement etc. that can still be experienced by those with visual, sight and motor and intellectual impairments.

The Parks, Biodiversity and Landscape Services playground upgrade programme is overseen by the Play Development Officer and includes the provision of accessible and inclusive play opportunities. Accessible and inclusive play is also raised in public engagement with children and young people and included in all tenders and design briefs associated with new build and upgrading of play facilities.

We will continue to explore any new play units that come on the market including wheelchair accessible swings that may allow them to be used in unsupervised play settings such as public playgrounds.

**Q.47 COUNCILLOR CATHERINE STOCKER**

To ask the Chief Executive how many enforcements have taken place under the remit of the DSPS in each year over the past five years, what resources in terms of staffing the DSPS has had in each year over the past five years, how many of the enforcement actions taken have taken place outside the canals, how many enforcement actions have taken place on foot of a complaint lodged by phone or through the online form and finally, how many enforcement actions have been in the North Central area?

**CHIEF EXECUTIVE'S REPLY:**

The parking policy and enforcement section will request a report from Dublin Street Parking Services on the questions above, however the report may take some time to complete and therefore will be sent directly to Councillor Catherine Stocker as soon as it is available.

**Q.48 COUNCILLOR CATHERINE STOCKER**

To ask the Chief Executive to detail the staffing numbers for the past ten years and comment on whether posts created by retirements or resignation have been filled.

**CHIEF EXECUTIVE'S REPLY:**

Decisions around staff numbers and recruitment are complex and are influenced by several factors including:

- Government policy and National Public Service Agreements;
- Changing business priorities and the evolution of services;
- Our operating environment and customer demand;
- Modernisation programmes and transformation agenda.

These factors are borne out in the table below which sets out the end-of-year employee numbers across the organisation (core staff):

<b>Year</b>	<b>Number</b>
2011	6,294
2012	5,999
2013	5,804
2014	5,671
2015	5,624
2016	5,491
2017	5,692
2018	5,646
2019	5,770
2020	5,718
2021	5,652

There was a significant decline in employee numbers between 2011 and 2016, due to the Moratorium on Public Sector Recruitment.

The change in numbers also reflects our changing operating environment over the last decade, such as moving away from provision of waste collection, driving licences and higher education grants and the provision of new services such as local economic development. The increase in numbers since 2016 reflects the changes in our workforce to respond to this operating environment.

The City Council also modernised many of its services during this period and has critically reviewed many of its key business areas to streamline operating methods and take advantage of technology.

Employee numbers and workforce requirements are continually monitored by the City Council.

**Q.49 COUNCILLOR NIAL RING**

To ask the Chief Executive to detail the sites on the vacant sites register and to detail the amount owing to DCC in respect of each site. Also, to break down and provide the foregoing information by year to further detail the length of time each levy is outstanding.

**CHIEF EXECUTIVE'S REPLY:**

***Vacant Sites Levies unpaid per year***

<b>Vacant Site Reference</b>	<b>Balance Due</b>
<b>2018 Levy demanded in February 2019</b>	
VS-0006: O'Devaney Gardens North , 10 Ashford Place, Arbour Hill	€ 262,500.00
VS-0040: Former Boys Brigade Football Pitches (off South Circular Road) D 8	€ 387,000.00
VS-0400: Site bounded by Coultry Road (west of Woodhazel Terrace) Ballymun D9	€ 36,000.00
VS-0070: Vicar Street (to rear of Vicar Steet music venue) Dublin 8	€ 30,000.00
VS-0031: Corner of Newport Street and Pim Street including 19 Newport St D8	€ 9,600.00
VS-0124: Aldborough House Portland Row Dublin 1	€ 90,000.00
VS-0751: Site to side of River Park House Poddle Park Kimmage Dublin 12	€ 9,600.00
VS-0051: 1-5 Grangegorman Villas Grangegorman Lower	€ 19,500.00
VS-0131: Site to the rear of 29-35 Erne Street Upper Dublin 2 (accessed from Boyne Street)	€ 48,000.00
<b>Annual Total</b>	<b>€ 892,200.00</b>
<b>2019 Levy demanded in February 2020</b>	
VS-0006: O'Devaney Gardens North, 10 Ashford Place, Arbour Hill	€ 612,500.00
VS-0011: Site at corner of Infirmary Road & Montpelier Hill, Dublin 7	€ 560,000.00
VS-0028: Grand Canal Place, Long's Place, Bond Street, Dublin 8	€ 332,500.00
VS-0040: Former Boys Brigade Football Pitches (off South Circular Road), Dublin 8	€ 903,000.00
VS-0043: 1-4 Brandon Terrace, Dublin 8	€ 31,500.00
VS-0101: Corner of Russell Street and North Circular Road	€ 105,000.00
VS-0117: (Readymix site) 5-23 East Wall Road, Dublin 3	€ 416,500.00
VS-0118: 23-24 Rutland Place North	€ 10,150.00
VS-0124: Aldborough House, Portland Row, Dublin 1	€ 210,000.00
VS-0131: Site to the rear of 29-35 Erne Street Upper, Dublin 2 (accessed from Boyne Street)	€ 112,000.00
VS-0400: Site bounded by Coultry Road (west of Woodhazel Close & Woodhazel Terrace), Ballymun, Dublin 9	€ 84,000.00
VS-0402: Shangan Road (site opposite Virgin Mary School and Church), Ballymun, Dublin 9	€ 213,500.00
VS-0403: Coultry Road (site east of Coultry Gardens), Ballymun, Dublin 9	€ 41,650.00
VS-0407: 187-279 Silloge Road, Ballymun, Dublin 9	€ 51,450.00
VS-0449: Rear of 134-139 Phibsborough Road, Devery's Lane, Phibsborough, Dublin 7	€ 28,000.00
VS-0455: Marlborough Court (bounded by Marlborough Mews), Dublin 7	€ 68,600.00
VS-0501: 61-65 Fairview Strand, Esmond Avenue, Fairview, Dublin 3	€ 91,000.00
VS-0724: Liffey Street South, Kilmainham, Dublin 10	€ 22,750.00
VS-0737: St. Michael's Estate (between Goldenbridge Cemetery and rear of 25-39 Connolly Avenue), Inchicore, Dublin 8	€ 150,500.00
VS-1077: 40-48 Back Lane (former Mother Redcaps Market), Dublin 8	€ 322,000.00
<b>Annual Total</b>	<b>€ 4,366,600.00</b>

<b>2020 Levy demanded in February 2021</b>	
VS-0002: 1-15 Brookfield Road	€ 112,000.00
VS-0003: 51A Old Kilmainham Road	€ 77,000.00
VS-0005: 6 Kilmainham Lane, Dublin 8	€ 66,500.00
VS-0006: O' Devaney Gardens North, 10 Ashford Place, Arbour Hill	€ 612,500.00
VS-0011: Site at corner of Infirmary Road & Montpelier Hill, Dublin 7	€ 560,000.00
VS-0028: Grand Canal Place, Long's Place, Bond Street, Dublin 8	€ 332,500.00
VS-0040: Former Boys Brigade Football Pitches (off South Circular Road), Dublin 8	€ 903,000.00
VS-0055: 297 North Circular Road, Dublin 7	€ 84,000.00
VS-0080: Site bounded by 62 Pimlico, 5 St. Margaret's Avenue and 8 St. John's Avenue	€ 122,500.00
VS-0092: Site on Cork Street and Chamber Street, adjacent to Weaver Park, Dublin 8	€ 140,000.00
VS-0101: Corner of Russell Street and North Circular Road	€ 112,000.00
VS-0117: (Readymix site) 5-23 East Wall Road, D3	€ 416,500.00
VS-0118: 23-24 Rutland Place North	€ 12,950.00
VS-0124: Aldborough House, Portland Row, Dublin 1	€ 210,000.00
VS-0131: Site to rear of 29-35 Erne Street Upper, Dublin 2 (accessed from Boyne Street)	€ 112,000.00
VS-0334: Site bounded generally by the River Road & Tolka Valley Park to the north, Crescent Park & Royal Canal Avenue, Royal Canal Park, Pelletstown House site & Rathborne, Ashtown, Dublin 15	€ 354,200.00
VS-0400: Site bounded by Coutry Road (west of Woodhazel Close & Woodhazel Terrace), Ballymun, Dublin 9	€ 84,000.00
VS-0402: Shangan Road (site opposite Virgin Mary School and Church), Ballymun, Dublin 9	€ 213,500.00
VS-0403: Coutry Road (site east of Coutry Gardens), Ballymun, Dublin 9	€ 41,650.00
VS-0407: 187-279 Sillogue Road, Ballymun, Dublin 9	€ 51,450.00
VS-0449: Rear of 134-139 Phibsborough Road, Devery's Lane, Phibsborough, Dublin 7.	€ 28,000.00
VS-0455: Marlborough Court (bounded by Marlborough Mews), Dublin 7	€ 68,600.00
VS-0501: 61-65 Fairview Strand, Esmond Avenue, Fairview, Dublin 3	€ 91,000.00
VS-0542: Former factory site, Finglas Business Centre, Jamestown Road, Finglas, Dublin 11	€ 239,400.00
VS-0596: Site at Oscar Traynor Road, Dublin 5	€ 3,080,000.00
VS-0623: Site fronting Clonshaugh Road, Dublin 17	€ 16,800.00
VS-0654: Site on corner of Swords Road & Collins Avenue, Whitehall, Dublin 9	€ 980,000.00
VS-0693: Site on Davitt Road (former Heidelberg site), Dublin 12	€ 280,000.00
VS-0724: Liffey Street South, Kilmainham, Dublin 10	€ 22,750.00
VS-0737: St. Michael's Estate (between Goldenbridge Cemetery and rear of 25-39 Connolly Avenue), Inchicore, Dublin 8	€ 150,500.00
VS-0748: Site at the rear of 44 Parnell Road, Harold's Cross, Dublin 6	€ 42,000.00
VS-0797: Site at the junction of Appian Way, Dublin 6 and Leeson Street Upper, Dublin 4 (adjacent to no. 1 Leeson Village and the Mitchel House Apartments)	€ 315,000.00
VS-0976: Drake Inn, 59-60 Main Street, Finglas, Dublin 11	€ 28,000.00
VS-1080: 51-52 Charles Street Great, Dublin 1	€ 189,000.00
VS-0453: 2A Faussagh Avenue and site to rear, Dublin 7	€ 364,000.00
<b>Annual Total</b>	<b>€ 10,513,300.00</b>
<b>Total Balance</b>	<b>€ 15,772,100.00</b>

*Vacant Sites entered on the DCC Vacant Sites Register as at 01/02/2022*

Vacant Site Reference
VS-0002: 1-15 Brookfield Road
VS-0003: 51A Old Kilmainham Road
VS-0005: 6 Kilmainham Lane, Dublin 8
VS-0006: O' Devaney Gardens North, 10 Ashford Place, Arbour Hill
VS-0011: Site at corner of Infirmary Road & Montpelier Hill, Dublin 7
VS-0019: Corner of Watling Street and Bonham Street
VS-0028: Grand Canal Place, Long's Place, Bond Street, Dublin 8
VS-0040: Former Boys Brigade football pitches (off South Circular Road), Dublin 8
VS-0043: 1-4 Brandon Terrace, Dublin 8
VS-0048: 113 Phibsborough Road, Dublin 7
VS-0055: 297 North Circular Road, Dublin 7
VS-0075: Corner of Werburgh Street and Ship Street Little, Dublin 8
VS-0080: Site bounded by 62 Pimlico, 5 St. Margaret's Avenue and 8 St. John's Avenue
VS-0092: Site on Cork Street and Chamber Street, adjacent to Weaver Park, Dublin 8
VS-0101: Corner of Russell Street and North Circular Road
VS-0117: (Readymix site) 5-23 East Wall Road, D3
VS-0118: 23-24 Rutland Place North
VS-0124: Aldborough House, Portland Row, Dublin 1
VS-0131: Site to the rear of 29-35 Erne Street Upper, Dublin 2 (accessed from Boyne Street)
VS-0400: Site bounded by Coulnry Road (west of Woodhazel Close & Woodhazel Terrace), Ballymun, Dublin 9
VS-0402: Shangan Road (site opposite Virgin Mary School and Church), Ballymun, Dublin 9
VS-0403: Coulnry Road (site east of Coulnry Gardens), Ballymun, Dublin 9
VS-0407: 187-279 Silloge Road, Ballymun, Dublin 9
VS-0449: Rear of 134-139 Phibsborough Road, Devery's Lane, Phibsborough, Dublin 7
VS-0453: 2A Faussagh Avenue and site to rear, Dublin 7
VS-0455: Marlborough Court (bounded by Marlborough Mews), Dublin 7
VS-0457: Site to the rear of Unit 14, Block 2, Tolka Valley Industrial Estate, Ballyboggan Road, Dublin 11
VS-0461: Site opposite 91-119 Bannow Road, Cabra, Dublin 7 (formerly Premier Chickens Ltd. factory and adjacent site)

VS-0501: 61-65 Fairview Strand, Esmond Avenue, Fairview, Dublin 3
VS-0542: Former factory site, Finglas Business Centre, Jamestown Road, Finglas, Dublin 11
VS-0559: Site adjacent to former Ardmore Hotel, Finglas Road, Dublin 11
VS-0596: Site at Oscar Traynor Road, Dublin 5
VS-0623: Site fronting Clonshaugh Road, Dublin 17
VS-0654: Site on corner of Swords Road & Collins Avenue, Whitehall, Dublin 9
VS-0693: Site on Davitt Road (former Heidelberg site), Dublin 12
VS-0724: Liffey Street South, Kilmainham, Dublin 10
VS-0737: St. Michael's Estate (between Goldenbridge Cemetery and rear of 25-39 Connolly Avenue), Inchicore, D8
VS-0748: Site at the rear of 44 Parnell Road, Harold's Cross, Dublin 6
VS-0797: Site at the junction of Appian Way, Dublin 6 and Leeson Street Upper, Dublin 4 (adjacent to no. 1 Leeson Village and the Mitchel House Apartments)
VS-0976: Drake Inn, 59-60 Main Street, Finglas, Dublin 11
VS-0979: Site adjacent to the Tunnel Control Building, East Wall Road, Dublin 3
VS-1077: 40-48 Back Lane (former Mother Redcaps Market), Dublin 8
VS-1080: 51-52 Charles Street Great, Dublin 1

***\* The vacant site levies applicable to 2021, will issue by the end February 2022***

**Q.50 COUNCILLOR NIAL RING**

To ask the Chief Executive to give an indication of the annual cost to DCC of removal of dumped residential waste throughout the city and to further give an indication of the amount of dumped bags collected and the tonnage attaching thereto.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Services have collected and responded to the below illegal dumping reports over the last year. A breakdown of the amount of bags is not measured.

Performance Standard	2021 Total
Total no. of reports of illegal dumping received in the period	12096
No. of tonnes of illegally dumped household waste removed by the City Council in the period	3298.37
Cost of removal for the period, including labour, fleet and disposal	€904,620.22

**Q.51 COUNCILLOR NIAL RING**

To ask the Chief Executive to provide details of the Estate Management Housing Statistics for each area for the years 2019, 2020 and 2021.

**CHIEF EXECUTIVE'S REPLY:**

Please see attached statistics for years 2019, 2020, 2021.

**Q.52 COUNCILLOR NIAL RING**

To ask the Chief Executive to confirm when we will be given access to the street by street air pollution maps being produced under the Air View Dublin initiative and to further ask if these maps/pollution details will be made available to the public.

**CHIEF EXECUTIVE'S REPLY:**

The Air View project is ongoing and work to validate the data collected to date is progressing. A scientific stakeholder meeting between the Dublin City Council /Google project team with third level institutes in Ireland was held in December 2021 to gain their insight on this data validation process. Dublin City Council are working with the Google project team to have an initial data release and report during Quarter 2 of 2022.

**Q.53 COUNCILLOR JOE COSTELLO**

To ask the Chief Executive if he has figures on the number of Council tenants who were in receipt of PUP payments during the pandemic and if it is intended to adjust the rental payments accordingly.

**CHIEF EXECUTIVE'S REPLY:**

There are currently 976 tenants who are assessed on the Pandemic Unemployment Payment. Approximately 2,000 tenants were in receipt of PUP for one or more periods over the course of the pandemic.

Most tenants who experienced a reduction in household income due to being in receipt of PUP notified Dublin City Council and their rent was adjusted accordingly. Any tenant who has a rent review outstanding should contact us at their earliest convenience on [rents@dublincity.ie](mailto:rents@dublincity.ie) and a rent assessment will be conducted.

As Differential Rent is based on the highest earner in a household, a PUP payment may not always impact on the rent charge.

**Q.54 COUNCILLOR JOE COSTELLO**

To ask the Chief Executive to ensure that the cycle lanes are cleaned regularly as many of them are constantly littered making them dangerous for cyclists and visually unattractive.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Services clean and monitor the cycle lanes on a regular basis to ensure that they are kept as hazard free as possible for cyclists. We will certainly keep their cleaning under review to see if any improvements can be made.

**Q.55 COUNCILLOR JOE COSTELLO**

To ask the Chief Executive if he will ensure that the City Council develops a policy on green hydrogen as part of its strategy to decarbonise the City and provide a supply of secure renewable energy.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council is aware of the opportunities that a spectrum of renewable energy sources can play in helping us achieve our climate action targets. Green Hydrogen, produced using renewable wind for example, is one such potential decarbonisation tool. We are aware of recent calls to Government to develop a robust hydrogen strategy and whilst awaiting guidance on same from Government, we will engage with

Codema, the SEAI and others, as we seek to identify the potential of this nascent market.

**Q.56 COUNCILLOR JOE COSTELLO**

To ask the Chief Executive to state the number of apprenticeships Dublin City Council has provided in each of the last three years; the areas in which the apprenticeships operate; and if he has plans to increase the range and number of apprenticeships in the future.

**CHIEF EXECUTIVE'S REPLY:**

There are currently 28 Apprentices employed by Dublin City Council, as set out below:

Craft	Number
Carpentry	10
Plumbing	10
Brick and Stonelaying	5
Electrical	3

In December, the City Council advertised a Stonecutter/Stonemasonry Apprenticeship Programme. Following the conclusion of this competition, we expect to recruit a number of additional apprentices.

At this time, no additional recruitment is planned in 2022. However, the situation is under continuous review. The Human Resources Department, together with business partners across the organisation, will continue to support and enhance the Apprenticeship Programme where possible.

**Q.57 COUNCILLOR COLM O'ROURKE**

To ask the Chief Executive if the trees at **(details supplied)** will be on the 2022 Tree Programme for pruning and if an indication of when they will be pruned could please be given.

**CHIEF EXECUTIVE'S REPLY:**

Park Service have previously inspected trees at **(details supplied)** and have a record of two trees for some light pruning around street lights. All other trees were found in a healthy condition with no further works required at this time. All tree works are carried out on a priority basis subject to available budget.

**Q.58 COUNCILLOR COLM O'ROURKE**

To ask the Chief Executive if further resources could be secured and other initiatives to improve the condition of **(details supplied)**. Since the beginning of the COVID-19 pandemic, more people from the wider area have discovered the park, and there is more footfall to it. However, many residents have reported in recent weeks that the condition of the park has deteriorated, including the daily upkeep. In particular, overflowing bins is an issue that has been reported.

**CHIEF EXECUTIVE'S REPLY:**

Park services carry out daily checks of **(details supplied)** including emptying of bins and litter picking. We have experienced resourcing difficulties due to the ongoing Covid situation. To ensure our Parks remain operational resources may have to be pulled to



different areas and may directly impact on the level of service at **(details supplied)** on any given day. We endeavour as always to keep our Parks clean and safe for users.

**Q.59 COUNCILLOR COLM O'ROURKE**

To ask the Chief Executive for an update regarding the trees at **(details supplied)** and an indication when the works will be carried out.

**CHIEF EXECUTIVE'S REPLY:**

Park services previously listed 2no. trees at the above location, for removal as they were planted too close together. Please note all tree works are carried out on a priority basis, subject to available budget. Parks services will endeavour to carry out these works as part of our 2022 Tree care programme.

**Q.60 COUNCILLOR COLM O'ROURKE**

To ask the Chief Executive to get Dublin City Council to prioritise protected cycle lanes for Phibsborough and not wait until the Bus Connects project is implemented. It is treacherous to cycle through the area.

**CHIEF EXECUTIVE'S REPLY:**

The Phibsborough Road was one of the first roads examined by the Covid Mobility Team back in 2020 and protected cycle lanes were installed using rapidly deployed light segregation where possible. Proper protection to cycle lanes along the North Circular Road in Phibsborough would require the re-allocation of road space involving significant civil engineering works as proposed under the Bus Connects project. In the meantime we will re-examine to determine if any further light implementation measures could be put in place.

**Q.61 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive in relation to the changes in traffic flow and works on Griffith Avenue extension, Mobhi Road and Ballymun Road:

- A) Why Councillor's from the Finglas-Ballymun LEA were not briefed on the plans?
- B) How much the changes cost
- C) What traffic impact study was carried out in advance of the works?
- D) Can a traffic light review take place to check sequencing
- E) If a report can be issued to Councillor's
- F) How long the works took in total

**CHIEF EXECUTIVE'S REPLY:**

A) The proposals for the upgrading of the Griffith Avenue/St Mobhi Road/Ballymun junction were uploaded on the DCC Consultation Hub as they were developed. All Councillors were kept updated on the project's development by regular reports from the Chief Executive on Covid Mobility Interventions during 2020/21.

B) The works are only now being completed and a final account for the civil engineering works has yet to be agreed. The project is being fully funded by the NTA and has been future proofed to include changes to the junction to accommodate Bus Connects.

C) None.

D) ITS have checked sequencing.(see below)

E) ITS Report:

This project forms part of the Griffith Ave protected cycle scheme from Glasnevin to Marino.

A signalised contra flow cycle lane has been provided, between junction of Griffith Ave/Ballymun Rd and junction of Griffith Ave / St Mobhi Rd, to enable protected unbroken cycle access along the one way road way system.

An extra traffic signal phase has been added to the junction of Griffith Ave Ext/Ballymun Rd to ensure cycles can safely utilise the contra flow cycle lane unopposed by vehicular traffic - this signal phase is demand activated.

Cycle specific traffic signals and cycle detectors have been added to most approaches to each junction.

Additionally, 'all Stop' pedestrian crossings have been installed at both junctions to halt all traffic when pedestrians are crossing to ensure pedestrian safety, especially for schoolchildren attending the many local schools.

As a result of this focus on active travel modes, available green time for vehicles at these junctions may, at times, be reduced.

In addition to the above, and in keeping with Dublin City Council's policy to prioritise sustainable travel, public transport routes approaching eastbound from Griffith Ave and northbound / southbound to/ from St Mobhi Rd receive priority traffic signal timings which can also reduce traffic signal green time available to other approaches whilst buses travel through the junctions.

The operation of the traffic signals at both junctions is controlled by Dublin City Council's SCATS traffic management system which alters signals timings to match vehicle, cycle and pedestrian demand from detectors at both junctions. The ITS section continues to monitor traffic and pedestrian movements through both junctions and will make amendments to optimise traffic signals operation and timings and reduce journey times.

F) The works started on the 24<sup>th</sup> of July 2021. However in order to keep the junction operational the contractor's works were limited initially to weekend road crossings. The works were suspended in early December to allow for Operation Open City. The contractor resumed work on January 9<sup>th</sup> and is expected to have completed all works, week beginning January 31<sup>st</sup>.

**Q.62 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive to arrange for a repair of the brickwork on the roundabout (details supplied).

**CHIEF EXECUTIVE'S REPLY:**

An inspection has been arranged for this location. Defects will be logged onto our asset management system and addressed in order of priority and crew availability.

**Q.63 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive to arrange for the repair of the wall at (details supplied).

**CHIEF EXECUTIVE'S REPLY:**

Park services have listed this wall for repair, as soon as schedule allows.

**Q.64 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive to provide in tabular form, a break of the fines issued for littering and dog fouling in each LEA for the past first years.

**CHIEF EXECUTIVE'S REPLY:**

Please see below details of fines issued re dog fouling per area as we do not hold such records for each LEA.

	Central	North Central	North West	South Central	South East	Total
2017	2	0	0	19	0	21
2018	4	0	0	0	0	4
2019	0	0	0	0	0	0
2020	1	0	0	1	0	2
2021	0	0	0	0	0	0
<b>TOTAL</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>27</b>

**Q.65 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive if a Yellow Box could be painted on Grove Road, at the entrance to Grove Road flats, to improve access for resident of the flats particularly at times of heavy traffic.

**CHIEF EXECUTIVE'S REPLY:**

Yellow Box Markings are provided to aid traffic flow. They may be used at road junctions (including roundabouts), at junctions with tram tracks, at railway level crossings, the exits to bus lanes, or other locations as deemed appropriate by the road authority, where blocking back affecting a cross flow is a significant problem.

Not all locations are suitable for treatment and it is necessary to apply certain criteria before deciding whether a particular site should be marked. This criteria does not extend to include provision of a yellow box at entrances residential dwellings or apartment blocks/flats. This guideline is in place to avoid a proliferation of yellow boxes in the city.

The area engineer assessed the Councillor's request for a yellow box. Grove Road Flats are not in the immediate proximity of a road traffic junction. Therefore the area engineer is unable to recommend the provision of a Yellow Box on Grove Road.

**Q.66 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive if he can arrange for three outdoor exercise equipment machines (with two pieces of equipment on each machine) plus one park bench, geared towards adults/senior citizens at Neagh Road Park.

**CHIEF EXECUTIVE'S REPLY:**

Following the request for the outdoor exercise equipment submitted last year, Parks Staff have met with a group of residents. It was agreed during the meeting that three stations with two pieces of equipment at each station and one bench could be installed in the Neagh Road Park.

The proposed works have been included in the Parks Improvements Programme 2022 subject to available funding.

**Q.67 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive the precise terms of agreement with the developer regarding the closure of Portobello square and when the public consultation will begin.

**CHIEF EXECUTIVE'S REPLY:**

It was decided to licence a portion of Portobello Harbour Square to the developer for a number of reasons. The narrow streets around the hotel development does not lend itself to a construction site and the lack of a compound would have cause significant traffic management issues in the area for the duration of the development and also significantly extending the duration of the works and the ongoing inconvenience to local residents. The South East Area Office and Parks Department have been planning an upgrade of the plaza for some time and the hotel development presented an opportunity to collaborate with them to redevelop and upgrade the plaza to meet the needs of the local community going forward. To this end, the developer has agreed to make a significant contribution to the cost of the redevelopment. This is in addition to the Hoarding Licence and the Bond paid to Road Maintenance for the Road Opening Licence (ROL). The exact amount of the developer's contribution has yet to be agreed, pending the agreement and costing of the new design for the square.

The South East Area Office is currently working with Parks Department to initiate a public consultation on the future design of the plaza and a briefing meeting with Councillors has been arranged. Parks Department are currently procuring a consultant to carry out the public consultation and bring the project to Part VIII and construction. It is important to note that Councillors were briefed well in advance of this happening and local residents in the immediate vicinity were made aware of this prospect as it was discussed during meetings regarding ongoing anti-social behaviour during early summer 2021.

The intention is to have the upgraded plaza delivered in line with the opening of the new hotel in circa 18-24 months. While the closure of part of the plaza is not ideal, it is considered that the disruption that would be caused by the hotel development if they did not have use of the plaza would be significant and the temporary loss of some of the public space is outweighed by the future delivery of a high quality piece of public realm which will be a positive addition to the area and the local community.

**Q.68 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive for an update regarding the Irish Glass Bottle site development; the occasions on which the developer/representatives of met with the council/representatives of in the last 6 months and matters discussed; and if he will make a statement on the matter.

**CHIEF EXECUTIVE'S REPLY:**

In relation to the planning application for phase 1, the request for further information from the Planning Department has been recently submitted from the developer. We are still working on the details and structure of the funding package and the development options to achieve the objective in the SDZ for social and affordable housing. With this in mind, meetings with the Department are continuing and another is scheduled soon to progress matters. We will revert to the elected members as soon as possible.

The Poolbeg West Planning Scheme, on foot of the SDZ designation by Government, was approved by City Council in 2018, and by An Bord Pleanála on 9<sup>th</sup> April 2019. The An Bord Pleanála approval was subject to a number of modifications, including No. 3, that prior to commencement, subject to confirmed funding and value for money considerations, a commercial agreement shall be entered into between DCC, the DHLGH, and the owners for the delivery of 15%, of the approved residential units for social and affordable, in addition to the 10% social housing under Part V.

The Planning history since the An Bord Pleanála Approval is:

PW SDZ 3270/20: Planning Permission granted for Street and Utilities infrastructure to support future development.

PW SDZ 3207/21: Planning application submitted for Phase 1 (2.4Ha of 14.7 Ha overall site) for 600 Residential units in 4 blocks, ranging from 3-16 storeys, with childcare facility, restaurant and 2 shops. The 600 units comprised 304 private apartments 144 BTR, 90 affordable and 62 social units.

Further information was requested by the Planning Authority in September last on a number of matters including shortfall in larger units. The Further information has now been received and is currently under consideration. The assessment of this Planning Application has not involved discussion of the financial aspects of the affordability proposed. This will be a matter between the Housing Authority, the Owner and the DHLGH.

**Q.69 COUNCILLOR DARRAGH MORIARTY**

To ask the Chief Executive for Dublin City Council to detail its annual targets under the Housing for All Plan to “eradicate homelessness by 2030” within its local authority, as set out in the Lisbon Declaration on Combatting Homelessness.

**CHIEF EXECUTIVE’S REPLY:**

The DRHE will set out targets under the Housing for All Plan to ‘eradicate homelessness by 2030’ in the new Statutory Homeless Action Plan 2022-2024. This Action Plan is currently in development and will be presented to Councillors for adoption later this year.

**Q.70 COUNCILLOR DARRAGH MORIARTY**

To ask the Chief Executive for an update on Dublin City Council’s audit of usage and condition of public swimming pools, committed to in 2021 at the Arts, Culture and Recreation SPC. What is the scope of the report, are there any preliminary findings and when will the full report be shared with Councillors?

**CHIEF EXECUTIVE’S REPLY:**

As part of a Strategic Review of the Council’s leisure facilities that will be conducted in 2022, there will be an audit of usage and condition of our pools.

**Q.71 COUNCILLOR DARRAGH MORIARTY**

To ask the Chief Executive to provide a detailed timeline for the roll out of green and brown bins for Dublin City Council housing complexes across all wards within its local authority.

**CHIEF EXECUTIVE’S REPLY:**

**Housing waste recycling project**

Dublin City Council is committed to ensuring all waste is disposed of in the correct manner at all Council owned complexes. At the beginning of 2019, a project team was established to introduce both green (mixed dry recyclables) and brown (organic and food waste) bins at all complexes. Given the scale of the project (192 complexes with almost 10,000 units), it was agreed that the introduction of segregated bins would be completed on an area by area basis and that the project would commence in the South East Area.

A priority focus for this project is ensuring that residents understand how to recycle and to easily identify what items can be recycled. To this end unique signage for recycling was created for this project. At each complex, this signage is installed on wall signs in the bin area and on stickers placed on green and brown bins. While the designs are mainly visual, the text on wall signs is in English and the text on the stickers are in Irish.



Figure 1 : Wall signs for green and brown bins

When the bins arrive at each complex, residents are invited to a recycling workshop held at a convenient nearby location. Workshops are delivered by a recycling ambassador from the environmental charity Voice Ireland. At these workshops, best practice recycling is explained and residents have an opportunity to ask questions. Reusable recycling bags, a 10 Litre food caddy and a roll of compostable bags are given to each resident at the workshop and available on request thereafter for residents unable to attend a workshop.

The introduction of segregated bins in the South East Area is now complete. The project required the introduction of additional bins to all complexes - 47 (1,100 Litre) green bins have been introduced to date and 59 (240 Litre) brown bins. While all brown bins were purchased, only 11 green bins needed to be purchased. This is due to increased usage of the green bins, which meant that there was less waste going to general waste bins. 32 (1,100 Litre) general waste bins were removed from complexes, cleaned & sprayed and re-introduced as green recycle bins.

Location surveys were carried out at each complex initially to identify the number of bins required. Surveys continued after workshops to assess any increased usage with recycle bins, reduction in usage of general waste bins and whether additional recycle bins were required. Minor adjustments were required at some complexes to facilitate recycle bins.

Mixed dry recyclables tonnage figures for 2019 were compared with 2018 and indicate an increase of two tonne per week. As green bins were introduced on a phased basis, this figure is expected to rise.

Due to the impact of COVID-19, works in the South Central Area (which followed the South East Area) were delayed. However, they are now up and running and when this project is complete here, it will then be rolled out to the three remaining Council areas across the city. Dublin City Council anticipates that the recycling programme should have commenced in all administrative areas by the end of 2022 and we will work towards having it available at all individual locations as soon as possible after that.

**Q.72 COUNCILLOR MARY CALLAGHAN**

To ask the Chief Executive how many houses and apartments have been bought by the Council using Compulsory Purchase Orders in the last two years?

**CHIEF EXECUTIVE'S REPLY:**

The Council through the effective exercise of the legislative provisions in the Derelict Sites Act 1990, proactively strives to achieve the eradication of dereliction in the City and the return of derelict sites to active use. The implementation of an ongoing acquisition strategy since 2017 is a key part of the Council's Active Land Management Initiative which aims to eradicate underutilised, vacant and derelict lands and buildings in the city. In determining what sites to acquire the Council prioritises those properties which can be most readily reinstated to active residential use. The Council will only acquire compulsorily as a last resort in circumstances where all efforts to secure the carrying out of improvement works by property owners have been exhausted.

Twenty five derelict sites have been acquired compulsorily since March 2017. The acquisitions did not include any apartments. Two sites were acquired compulsorily since 2020 one of which was an unfinished development which the Council is interested in developing and has carried out a capacity study which could see the delivery of 33 new dwellings providing 113 bed spaces. The compulsory acquisition process commenced on a further twelve derelict sites in 2021 and is ongoing. Almost all the properties acquired compulsorily were retained by the Council under the control of Housing and Community Services for social housing purposes. Housing & Community Services pursue an ongoing strategy to acquire properties by agreement, which is always the preferred option. The retention of acquired derelict sites for social housing purposes provides an extra opportunity to bolster the ongoing housing acquisitions strategy.

**Q.73 COUNCILLOR NAOISE Ó MUIRÍ**

To ask the Chief Executive to please address the following 2 matters in relation to public litter bins in Whitehall:

- There are 2 public litter bins at the entrance to Collinswood - how often are they emptied each week? Local residents tell me that they are typically full by mid-week. Can the appropriate emptying regime be put in place?
- were there public litter bins removed from outside the shops in Whitehall (across from the GAA clubhouse) in recent years? It is a location with high footfall - can it be assessed for the installation of big-belly bins.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Services have the above mentioned litter bins at the entrance to Collinswood emptied daily, Monday to Friday and we will ensure that this schedule is strictly adhered to.

A damaged bin which was outside the pharmacy there was removed and will be replaced. We will monitor litter levels here regarding suitability for a big belly bin.

**Q.74 COUNCILLOR NAOISE Ó MUIRÍ**

To ask the Chief Executive the following: The Residents Association in Collinswood take an active role in managing the open spaces in their Estate; however they inform me that DCC will no longer accept the green waste that they generate as part of this work and that they have to bring the material to e.g. Swords themselves. Can the CEO confirm that this is the policy of Dublin City Council and if so, explain why?

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Services provide blue bags to community groups to assist them in their clean ups and remove the filled bags for them from agreed locations when requested to do so. As green spaces and weeds are part of these clean ups, we don't exclude green waste from being placed in these bags.

Waste management services in conjunction with the public domain unit allocate clean-up equipment to residents associations to enable them to remove litter only with the exception of leaf fall in autumn when bio bags are allocated to residents associations. Unfortunately some groups in the past removed hedging and bushes without permission from the parks dept. and this led to problems regarding nesting seasons and bio ecology.

If residents groups wish to carry out work in green open spaces they should contact parks dept firstly to make them aware of the type of work that they are looking to carry out and so an arrangement and times can be made with parks to remove whatever materials needed to be removed after a clean-up. All park areas in Collinswood are maintained by parks department and can be contacted at [parks@dublincity.ie](mailto:parks@dublincity.ie)

**Q.75 COUNCILLOR NAOISE Ó MUIRÍ**

To ask the Chief Executive to please organise for the low-hanging branches on the following trees in Collinswood to be pruned as they cause issues for pedestrians:

- tree outside No. 159/No. 160
- tree outside No. 161/No. 162
- tree outside No. 163/No. 164

**CHIEF EXECUTIVE'S REPLY:**

The trees will be examined in the coming weeks and any works crown lifting works above the public footpath deemed necessary will be carried out as soon as local schedules allow.

**Q.76 COUNCILLOR NAOISE Ó MUIRÍ**

To ask the Chief Executive, in relation to dog-fouling can the CEO please provide the following information for 2020 & 2021:

- how many dog-fouling fines have been issued
- of those issued, how many have been paid
- how many have been actively pursued for non-payment
- how many have been taken to court
- details of any successful court prosecutions.

**CHIEF EXECUTIVE'S REPLY:**

- 2 fines were issued in relation to dog fouling in 2020 and 2021.
- 1 fine was paid.



- Legal proceedings were initiated for the unpaid fine. The case was due to be heard on the 06/04/2021 but the summons was returned by An Post marked “undelivered”.

**Q.77 COUNCILLOR DARCY LONERGAN**

To ask the Chief Executive for an update on the Royal Canal Cycle route.

**CHIEF EXECUTIVE’S REPLY:**

**Phase 2: Sheriff Street to North Strand**

A security fence will be fitted to a short section of the underside of the Viaduct Bridge and Newcommen Bridge to prevent anti-social behaviour in future. There are minor works scheduled to be carried out due to issues raised in the Road Safety Audit and Access Audit. These works are expected to be carried out later this year.

**Phase 3: North Strand to Phibsborough**

Due to the inflationary environment and in line with the guidance issued from the Office of Government Procurement it is now considered prudent to no longer proceed with the award of the tender based on the current submissions. New tenders will be sought immediately to enable contract award in April 2022.

**Phase 4: Phibsborough to Ashtown**

Based on feedback from Dublin Bus, the National Transport Authority have requested some minor alterations to the road layout on Broombridge Road at the entrance to the Luas station, in order to make it easier for buses to exit the station and turn right onto Broombridge Road. Design and construction of these alterations are scheduled to take place throughout 2022.

The amending Part 8 application for modifications to the canal towpath submitted on 16<sup>th</sup> September 2021 was withdrawn. An otter survey is underway and additional bat surveys are being commissioned. The archaeological impact assessment report is also being updated. It is planned to resubmit the amending Part 8 application in the coming months, with construction expected to commence in Q3 2022, pending approval.

**Q.78 COUNCILLOR DARCY LONERGAN**

To ask the Chief Executive are there currently any plans for some cycle free days in 2022?

**CHIEF EXECUTIVE’S REPLY:**

Dublin City Council will be promoting active travel throughout the year. In particular we will be organising a number of guided cycles and cycling promotional events as part of Bike Week 2022 which takes place from the 14<sup>th</sup> to the 22<sup>nd</sup> of May. European Mobility Week takes place from the 16<sup>th</sup> to the 22<sup>nd</sup> September 2022, which includes a car-free day. DCC will promote car-free day and deliver initiatives to encourage people to switch their trip to sustainable modes.

**Q.79 COUNCILLOR DARCY LONERGAN**

To ask the Chief Executive are there plans to resurface the cycle lane on Finglas Road, Glasnevin, in particular, between St Vincent’s Secondary School and Bally Boggan Road, Link:

<https://www.google.com/maps/@53.3688557,6.2755758,3a,75y,185.56h,65.65t/data=!3m6!1e1!3m4!1sF0AJFoVcHn-WwevFzD4FxA!2e0!7i16384!8i8192>

**CHIEF EXECUTIVE'S REPLY:**

Road Maintenance Services has not included this location for resurfacing on the 2022 Major Works Program in the Central Area.

**Q.80 COUNCILLOR MICHAEL PIDGEON**

To ask the Chief Executive for an update on when the following properties under refurbishment as social housing, are expected to be available for occupation:

- Connaught street (No. 109), c
- Connaught street (Nos. 19 & 21)
- Ferguson Road (Nos 8 &10),
- Nelson Street (No.6),
- North Circular Road (No. 414 & 471)

**CHIEF EXECUTIVE'S REPLY:**

The City Council is currently undertaking the refurbishment of the above properties and due to the condition of each property these refurbishment works are at varying stages of the refurbishment process.

The following is the current status of each property:

No 109 Connaught Street is completed.

Nos.19 & 21 Connaught Street are currently undergoing dilapidation and condition surveys to determine the nature and extent of the refurbishment works to bring the properties back to use. Due to the extent of work required, it is anticipated that these properties will be refurbished and returned to use in the middle half of 2023.

Nos. 8 & 10 Ferguson Road. The City Council is currently reviewing proposals for these properties on how best to return the properties to use. Due to the extent of work required, it is anticipated that these properties will be returned to use in early 2024.

The refurbishment works to No 6 Nelson Street are nearing completion and it is intended that the property will be returned to use in early 2022.

No 414 North Circular Road is currently undergoing a dilapidation & condition survey to determine the nature and extent of the refurbishment works to bring the property back to use. It is anticipated that this property will be refurbished and returned to use in early 2023.

No.471 North Circular Road is completed and returned to use.

**Q.81 COUNCILLOR MICHAEL PIDGEON**

To ask the Chief Executive to write to Irish Rail asking if there are plans for working real-time information signs at the Pelletstown Station. The display boards are installed but no real time information is showing.

**CHIEF EXECUTIVE'S REPLY:**

This matter was referred to Irish Rail for comment and the Councillor will be advised of the outcome in due course.

**Q.82 COUNCILLOR PATRICIA ROE**

To ask the Chief Executive to extend the surface type (Photo B) which is on the footbridge from North Strand Road to the Royal Canal footpath, down the slope (photo A) to the canal walkway as the current surface on the slope is extremely slippery in frost

weather. Several people have slipped and fallen, both pedestrians and cyclists, at this location. (see photos attached of bridge & slope)

**CHIEF EXECUTIVE'S REPLY:**

The anti-slip surfaces will be added to the section between the viaduct and the Great Northern railway line before the next winter.

**Q.83 COUNCILLOR PATRICIA ROE**

To ask the Chief Executive if the Council has hired a full-time vacant homes officer and if so, what duties have they been assigned?

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council has one vacant homes officer who was appointed in 2017 as part of the Pillar V of the Rebuilding Ireland Initiative.

The primary function of the vacant homes officer is the reduction in the level of long term residential vacancy rates in the City.

As part of this process the City Council has to date recorded 783 potential long term vacant properties in the City. It is currently working through these records to correctly identify the number of long term vacant properties and confirm their respective owners. Once the owner of the property has been identified the City Council will engage with them to have these properties returned to use in a timely manner either by them or alternatively by the City Council acquiring same.

The City Council has to date acquired 68 long term vacant properties under the Buy and Renew Scheme. A total of 41 properties have been refurbished and returned to housing stock and the remaining 27 properties are currently undergoing refurbishment works to return them to use in the near future. It has undertaken a total of 427 site visits and is currently engaged with the owners of an additional 8 properties to acquire same under the Buy and Renew Scheme.

The Council continues to record and identify properties that are long term vacant and engage with their owners to return them to use in a timely manner.

**Q.84 COUNCILLOR RAY MCADAM**

To ask the Chief Executive to explain the rationale behind the volume of electric boxes cluttering the public realm of our city centre; why is it they are necessary; in particular, why are so many required in the Docklands area; instead of using plastic bollards, can planters not be used to segregate and protect cycle lanes, for example at the junction of **(details supplied 1)**, thereby enhancing the look of our city's public realm; why is it that so much street signage poles are required on our city streets, for example; can multiple signs not be installed on one pole as opposed to multiple poles highlighting the same issue along the same street, as evidenced on **(details supplied 2)** and the same point is made when it comes to the volume of new 30km speed limit signage poles erected across the city centre; and if he will make a statement detailing how it is he intends to begin the process of decluttering our city streets and public realm; and if he will make a statement on the matter?

**CHIEF EXECUTIVE'S REPLY:**

Within the Docklands area there are a mixture of locations which are not in charge of DCC and so any electrical boxes in those locations are the matter for the owners rather than DCC. Elsewhere in the public areas of docklands there are equipment installations for the LUAS light rail system for their overhead power cables, these all have planning permission and are necessary for the operation of the Luas. DCC will

also have traffic signal controllers which are necessary for the provision of traffic signals and to both regulate traffic and provide safety to all road users.

Plastic bollards are used to protect cycle lanes as they have are relatively cheap to purchase, are easy to install and maintain, and have a small footprint making it possible to protect cycle lanes while minimising the impact on other traffic lanes. Bollards are also much more versatile and come in different types- some allowing kerbside access for vehicles where required. We have used planters to protect cycle lanes, for example **(details supplied 1)** and will continue to explore how these essential cycle protection can be changed to more permanent protection.

The existing layout at the entrance to **(details supplied 2)** is not suitable for our standard planters. However we will explore with our Parks Department the possibility of installing bespoke planters or planting in this area.

DCC seeks to minimise the amount of street signage For instance it's common practise to upgrade single sign poles (3.4M) when an additional sign is requested (to a 4.0M sign pole), to accommodate the additional signage. However DCC, as the Roads Authority, is obliged to meet statutory requirements when it comes to installing signage including

Statutory Signage      Speed Limits, Stop, Yield, 3.5t Ban, Clearway, Bus Lanes, Pedestrian Zones, No Entry, No Left, No Right, Paid Parking

Warning Signage      Children Crossing, Junction Ahead, Low Bridge, Traffic Lights Ahead, Railway Crossing, Traffic Wardens

Information Signs      Ramps, Orbital Route Signs, Directional (Area) Signs, Fingerposts, National Road Signs, Cul de Sac

The volume of 30Km/h Signage was approved by the City Council in 2016 and was incrementally installed from 2018-2021, despite Covid-19.

The Slow Zone Sign (F 403) is a sign to be used in housing estates where a 30 km/h speed limit is being applied and a slow zone is being created. The Slow Zones aim to reduce the speed limit to 30 km/h and to change driver behaviour. The ultimate goal of a 'Slow Zone' is to lower the incidence and severity of crashes and to enhance quality of life.

This sign has been installed at the entry points to self-contained (cul-de-sac) housing estates where a 30 km/h speed limit is being implemented and a 'Slow Zone' is being created in the city. Please note that it is Dublin City Councils policy not to erect repeater signs, as this will lead to a proliferation of signage throughout the city.

The awarding of a new maintenance contract in 2019, has enabled an ongoing programme of de-cluttering works that led to the removal of 600 vacant sign poles last year (2021), and another 250 vacant poles this year (2022).

There is also an ongoing programme for the removal of illegal Fingerpost signage in the City.

**Q.85      COUNCILLOR RAY MCADAM**

To ask the Chief Executive to provide a report into issues relating to whether building work at **(details supplied)** is exempt development; whether a full inspection of the site in question has taken place; in replying, detail what planning permissions have approved for the building; and if he will make a statement on the matter?

**CHIEF EXECUTIVE'S REPLY:**

Following receipt of a complaint late last year relating to alleged unauthorised works being carried out at the above property, the site has been inspected by the Planning Enforcement Officer for the area. As part of DCC's investigations into this case the Planning Enforcement Section is currently collating information from both the owners and architect, as well as any historical information available to ascertain whether the works concerned and the proposed use and level of same constitutes exempted development or requires planning permission. The works on the separate structures to the rear have ceased and it is the understanding of the Planning Enforcement Section that a planning application may be made shortly in respect of the renovation and use of these structures. If the Councillor has any further queries on this matter he should feel free to phone John Downey A/Planning Enforcement Manager directly to discuss them.

**Q.86 COUNCILLOR RAY MCADAM**

To ask the Chief Executive when he expects 3.5T Limit on **(details supplied)** to be implemented given its recent approval by the Traffic Advisory Group; and if he will make a statement on the matter?

**CHIEF EXECUTIVE'S REPLY:**

The Traffic Officer has reported that this sign was erected on 25 January 2022.

**Q.87 COUNCILLOR RAY MCADAM**

To ask the Chief Executive to provide a progress report on the steps being taken to implement and deliver the **(details supplied)**; and if he will make a statement on the matter?

**CHIEF EXECUTIVE'S REPLY:**

Parking Enforcement Division have received the detailed scheme design on the 21st of January 2022. This will be included on the list for schemes to be balloted. It is envisaged that the ballot will take place this year.

**Q.88 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive to organise regular clean ups in the area of the footbridge over the Chapelizod bypass. This is the safest way and the only way to Memorial Garden and the Liffey fully dedicated to pedestrian, it is important we use all our resources in promoting and protecting pedestrians as it is the most sustainable way of transportation. Cleanliness there is important to ensure future quantitative and qualitative use of this public amenity prior to redesign of the park and after.

**CHIEF EXECUTIVE'S REPLY:**

The area in question is litter picked twice per week. The footbridge originates and terminates in two different parks. The bridge itself is maintained by Road Maintenance.

**Q.89 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive what are the plans to include provisions for upgrading, securing and maintaining the footbridge over the Chapelizod Bypass between Liffey Gael GAA and Memorial Garden within the redesigning of the Liffey Gael and East Timor park? will the footbridge be included at it is the only dedicated pedestrian only way linking the Memorial Garden and Inchicore, Lower Ballyfermot and beyond.

**CHIEF EXECUTIVE'S REPLY:**

The Council is currently preparing a draft masterplan for the amenity and recreational area at Liffey Gael's GAA Club. The pedestrian bridge which provides important local linkages is being retained and will continue to be an important part of the park

infrastructure. Improving safety and security for park users is a key ambition of the draft masterplan. The future plans are likely to include upgrades to the footpaths in the vicinity of the footbridge.

**Q.90 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive if there are sign posts available to prevent the public to feed birds? Are there any restrictions on where they could be erected on public land? What department looks after them?

**CHIEF EXECUTIVE'S REPLY:**

Parks, Biodiversity and Landscape Services erect signage requesting that people do not feed birds on parks lands where this has been highlighted as a problem. There is also signage recommending which foods are better to feed to waterfowl, such as ducks, in parks that have ponds or wetlands. This is to prevent members of the public feeding waterfowl bread, which can cause digestive problems and water pollution.

**Q.91 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive when will the South Central Area be presented with the traffic report on Chapelizod that includes recent changes and future changes. SCAC had agreed to this report last summer.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council have engaged with an external consultant to compile a Transport assessment report for the Chapelizod area. A draft copy of this report has been circulated within the relevant sections of Dublin City Council's Environment and Transport department for comment. The report will now be finalised and presented to elected Councillors and Stakeholders. This report will be presented in the first quarter of 2022.

**Q.92 COUNCILLOR DECLAN FLANAGAN**

To ask the Chief Executive for an update regarding the flagship projects contained in the capital budget report 304/2021 and advise whether there still are difficulties in recruiting and retaining professional staff required to manage all aspects of capital projects.

**CHIEF EXECUTIVE'S REPLY:**

The current labour market is providing challenges in some areas of recruitment, particularly in relation to professional grades and grades requiring specialist qualifications. This is a common occurrence across the public sector at this time.

The City Council continues to address these challenges through sustained recruitment drives across a broad range of professional grades to meet the business needs of the organisation.

The flagship projects in the capital budget report 304/2021, which have commenced, have each been assigned a Project Manager.

**Q.93 COUNCILLOR DECLAN FLANAGAN**

To ask the Chief Executive to provide a detailed breakdown of how much has been spent to date to remediate priory hall, Dublin 13.

**CHIEF EXECUTIVE'S REPLY:**

At January 2022 the City Council has spent €56m (incl vat) on all aspects of the remediation of Priory Hall. This includes construction, legal costs, Design Team fees, security, residents' relocation etc.).

Concluding works are being undertaken on-site at the moment, following which the final account will be agreed with the main contractor.

Dublin City Council is carrying out the refurbishment works in Priory Hall in line with the Priory Hall Resolution Framework Agreement agreed by all parties and approved by Government. All expenditure on the refurbishment is being recouped from the Department of Housing, Local Government and Heritage.

**Q.94 COUNCILLOR DECLAN FLANAGAN**

To ask the Chief Executive to provide an update re: social housing public private partnership model which was adopted to provide housing at Ayrfield and to advise whether it is an effective model; whether any lessons have been learnt from its introduction and whether there are plans in the pipeline for further PPP's.

**CHIEF EXECUTIVE'S REPLY:**

The Government's Social Housing Strategy 2020 included a programme for delivery of approximately 1,500 new social housing units nationally via three bundles through an 'availability based' Public Private Partnership (PPP) model. A total of 999 social housing units have been delivered to date via Bundle 1 (534 units) & Bundle 2 (465 units) of the Programme. Bundle 1 of the Programme, which was led by Dublin City Council, delivered 220 new social housing units within Dublin City Council's functional area, including 150 units at the Ayrfield site (now Churchwell Gardens) referenced above and 70 units at the Scribblestown Rise development. Bundle 2 of the programme is being led by Cork County Council.

Dublin City Council is again the lead local authority for Bundle 3 of the Social Housing PPP Programme which comprises a further six sites nationally. Bundle 3 will deliver approximately 487 additional social housing units, including 244 units across 3 sites within Dublin City Council's functional area, located at Eastwall Road (68 units), Shangan Road, Ballymun (93 units) and the junction of Collins Avenue and Swords Road (83 units).

This PPP model will continue to play a key role in meeting the Government's housing delivery targets set out in their policy document '*Housing For All*', with work ongoing to identify sites within the Dublin City Council's administrative area that can be proposed for inclusion in Bundles 4 & 5 of the Social Housing PPP Programme, following a call from the Department of Housing Local Government and Heritage to identify further sites for delivery under the PPP Programme.

Dublin City Council, the National Development Finance Agency and other key stakeholders are currently undertaking a review of Bundle 1 and 2 of the Programme to ensure that lessons learnt are captured and integrated into future bundles under the PPP Programme. This process will ultimately result in the development and publication of the Ex-Post Evaluation Report as set out in the Public Spending Code.

**Q.95 COUNCILLOR DECLAN FLANAGAN**

To ask the Chief Executive to provide an up to date report re: DCC mortgage to rent scheme, tenant rent arrears & advise what repossessions are and projected to be for the coming years.

**CHIEF EXECUTIVE'S REPLY:**

The Mortgage to Rent Scheme is a Government initiative to help homeowners who are at risk of losing their homes due to unsustainability of their mortgage. The Scheme is

an option for people who have been involved in the Mortgage Arrears Resolution Process (MARP) with Dublin City Council.

Under the Mortgage to Rent Scheme, the borrower transfers ownership of their property to Dublin City Council, and the borrower will become a tenant of Dublin City Council.

To date, 305 unsustainable mortgages have gone through the Mortgage to Rent process and are now Tenants of Dublin City Council.

The Mortgage Support Unit continuously work with borrowers who are experiencing difficulties in the paying their mortgage and endeavour to reach agreement through Mortgage Arrears Resolution Process (MARP), and Repossession of a property would be a last resort.

**Q.96 COUNCILLOR CAROLINE CONROY**

To ask the Chief Executive can I get a detail report on what the recent Active Travel funding will be spent on for the DNW area.

**CHIEF EXECUTIVE'S REPLY:**

The NTA has allocated a total of €52,810,000 to Dublin City Council in Active Travel Investment Grants for 2022. A more detailed report on how this funding is to be spent will be provided for the City Council meeting in March 2022.

**Q.97 COUNCILLOR CAROLINE CONROY**

To ask the Chief Executive when will the new bike lane on Griffith Ave Ext heading to Ballygall Rd East will be fully operational and will it be segregated? Also will the existing bike lane on the pedestrian path outside the school be removed?

**CHIEF EXECUTIVE'S REPLY:**

It is intended that the new cycle lane on the southern side of the Griffith Avenue Ext will be segregated as far as the toucan crossing at the Glasnevin Educate Together School by the end of the first week in February 2022. We are currently exploring our options with regards to protecting the cycle lane as it travels further west towards Ballygall Road East. It would be intended to remove the bike lane that runs parallel to the existing footpath once the new cycle lane is fully protected.

**Q.98 COUNCILLOR CAROLINE CONROY**

To ask the Chief Executive can he organise a working group between the two councils DCC (Ballymun/Finglas) and Fingal, there are a lot of issues for residents living or working at the boundary which get ignored.

**CHIEF EXECUTIVE'S REPLY:**

The initiation of such a forum would be a good for local public representatives and officials to debate the key boundary issues concerning both Councils, and develop an action plan for delivery in the years ahead. I understand in previous years a Cross Boundary Forum was in place between Dublin City Council and Fingal County Council. The Director of Services will write to the Chief Executive of Fingal County Council requesting the return of the Cross Boundary Forum.

**Q.99 COUNCILLOR CAROLINE CONROY**

To ask the Chief Executive can a social enterprise be developed to deal with bulky furniture that goes into the bulky house collections and furniture that is taken out by housing maintenance. An unused warehouse could be located on the Northside and Southside for this Social enterprise which would create jobs which would lead to up



skilling a workforce in up cycling furniture. This would be a win win for DCC and the environment by reducing landfill and associated costs.

**CHIEF EXECUTIVE'S REPLY:**

DCC's bulky household waste service provides an avenue for the public to dispose of bulky items for a competitive price. Much of what is collected is soiled, broken and not for reuse.

The service provided by DCC is at minimal charge to the customer as items are collected using a freighter used for other tasks and all collected items are disposed of together.

Collecting bulky waste items and storing them in a warehouse would require additional vehicles and staff that would lead to an increase in payment for the bulky waste collection service. It would also result in double handling of bulky items as not all items stored would be suitable for re-use and would eventually have to be brought to disposal facilities.

To support circular economy principles, DCC would recommend the use of existing charities and online forums that support re use and free trade of unwanted items.

Dublin City Council is very committed to recycling programmes and improving the environment we live in and recognises the benefits of the circular economy, which involves, amongst other things, as much reusing, repairing, refurbishing and recycling as possible.

While the idea of developing a new social enterprise with supporting warehouses on both sides of the city is a suggestion that Dublin City Council could examine in the future, we feel that a more immediate first step would be to enquire whether an arrangement could be found with any existing local charity shops that would replicate the above suggestion. We will then liaise with our colleagues in other relevant Council departments as how best to approach these next steps.

**Q.100 COUNCILLOR MÍCHEÁL MAC DONNCHA**

To ask the Chief Executive if and when the inspection reports on foot of the City Council motion to add Numbers 10-25 Moore Street to the Record of Protected Structures were completed, who carried them out and when they will come before the City Council; and if he will make a statement on the matter.

**CHIEF EXECUTIVE'S REPLY:**

Inspections of 5 buildings on Moore Street and Henry Place (enabled by the owner) were undertaken by the Conservation Section on the 5<sup>th</sup> August last year. The buildings include Nos. 10 and 20/21 Moore Street. Due to the agreed prioritisation of the Draft Development Plan and its associated draft RPS, and other key work, the draft reports on the 5 buildings were commenced during December. The reports are being finalised at the moment, with the intention of bringing them to the March meeting of the Central Area Committee.

The other buildings on Moore Street (excluding the National Monument, 14-17 Moore Street), i.e. Nos. 11, 12, 13, 18, 19, 22, 23, 24 & 25 were inspected by Architectural Conservation Officers as part of the assessment and consideration of the proposed developments per Planning Application Refs: 2861/21, 2862/21 and 2863/21 (lodged on the 1<sup>st</sup> June 2021). These reports are included in the Planners Reports on the applications and are on the Dublin City Council website. As you know, if appeals are lodged the decision on the applications lies within the jurisdiction of An Bord Pleanála.

Furthermore, Conservation assessments in relation to Nos. 11, 12, 13, 18, 19, 22, 23, 24 & 25 Moore Street are being prepared in house, in accordance with the provisions of Part IV of the Planning and Development Act, 2000 (as amended) and the Architectural Heritage Protection Guidelines for Planning Authorities (2011).

**Q.101 COUNCILLOR MÍCHEÁL MAC DONNCHA**

To ask the Chief Executive the position regarding a reported offer of compensation to street traders on Moore Street in relation to planning applications still in the planning process; the amount of City Council funds committed to this purpose; if he considers it appropriate that a planning authority adjudicating on planning applications should offer such compensation; and if he will make a statement on the matter.

**CHIEF EXECUTIVE'S REPLY:**

The matter of compensation for Moore St. Traders in the event of development has been discussed for many years.

The second cross party Ministerial Moore Street Advisory Group which published its final report "The Moore St. Report 2" in July 2019 recommended "In the exceptional circumstances of Moore St, Dublin City Council should establish an ex gratia compensation fund for current licence holders who wish to exit the Market."

Throughout Dublin City Council's, Moore St. Market Expert Group process, during 2020, the matter of what would happen to the traders in the event of development was constantly raised.

The third cross party Ministerial Moore Street Advisory Group began meeting in early 2021. During these meetings there were again calls for a compensation fund for traders to be established, from both 1916 relatives and public representatives.

In the spring of 2021, prior to a planning application, and in the context of everything above, Dublin City Council's Housing & Community Services Department, Casual Trading Section began to engage in a commercially sensitive process to try and put a framework in place to compensate traders in the event of development.

This was a tripartite framework with DCC, Department of Housing, Local Government & Heritage and Dublin Central GP Ltd. (Hammerson) partaking to compensate traders as all three DCC, DCGP and the Dept. brought forward proposals that may have an impact on traders over the coming years: DCC on the upgrading of Moore Street, the Dept. on the restoration of the National Monument as a commemorative centre and DCGP on the delivery of the Dublin Central site and Enabling Works for Metrolink.

The third cross party Ministerial Moore St. Advisory Group subsequently recommended a compensation fund for traders to be established in its final report in May 2021.

Engagement on this matter has been ongoing but no agreement has been reached to date.

It should be noted that the above process is entirely separate from that of the Planning Authority and that the Planning Authority has no role in matters of compensation. The 3 planning applications relating to the site on the east side of Moore Street do not include any of Moore Street Casual Trading Areas. Nevertheless, the recent Planning Permission (2861/21 and 2862/21) are subject to a condition that:

"During construction works the developer/owner is requested to ensure the protection of the Moore Street Casual Trading Area as far as is practicable and provide support

and liaise with the Casual Traders and/or representatives where ongoing trading is no longer possible or construction works necessitate relocation of the Casual Trading Area.”

(The third application (2863/21) is the subject of a Request for Clarification of Further Information.)

**Q.102 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive, in noting the very poor living conditions in the Lissadell Maisonettes, if the tenants with the support of the local area office compile a list of essential work, will the CE please agree to prioritise these maintenance works for the tenants?

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council has no objection to reviewing a list of maintenance requests works that the residents deem necessary to be carried out.

**Q.103 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive to please outline the budget for public domain officers in each of the local areas and how much is allocated from the annual budget towards removal of illegal dumping for each of the local areas?

**CHIEF EXECUTIVE'S REPLY:**

The Public Domain Officers are assigned to the 5 administrative areas. They access budgets through Waste Management in the form of €20k per annum, per area for Litter Initiatives, They work alongside Waste Management Services and Park Services and any other relevant departments to arrange for the removal of Illegal Dumping. A further budget is made available each year to the PDOs through the Anti-Dumping Initiative funded through Dept. of Environment. This budget is dependent on the Anti-Dumping Project which is decided upon by each local area.

As incidents of illegal dumping occur in locations that are covered by different departments within the City Council it is not possible to determine the cost per area for removal due to the different demands of each of the administrative areas and boundaries of WMS and Parks Services.

The Public Domain Officer in each of the 5 administrative areas do not have a budget for the removal of illegal dumping. Reports of illegal dumping are referred to Waste Management Services and Parks Services for removal.

The Waste Management and Parks operational areas do not correspond to the administrative boundaries of the Local Area Offices, so a direct comparison of the costs for the removal of illegally dumped material from the each of the Local Areas is unavailable.

**Q.104 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive, in welcoming the recent Government announcement of €134m for cycle ways and pedestrian enhancement in Dublin, can the CE outline how much will be allocated for cycle lane enhancement in D10 & D12, what is the timeframe for its expenditure and how will DCC oversee the spending?

**CHIEF EXECUTIVE'S REPLY:**

The funding from the NTA is welcome and preparation is underway to determine how when and where this money will be spent. A more detailed plan and breakdown will be available for the next city council meeting. The funding from the NTA is welcome and

preparation is underway to determine how when and where this money will be spent. A more detailed plan and breakdown will be available for the next City Council meeting.

**Q.105 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive to outline how much funding was raised through development levies for each year since 2019, how much was raised in each of the respective local areas (South Central, North West, Central, North Central, Dublin South East), how much remains unpaid in development levies and how much is expected to raise with recent SHD planning applications in D12?

**CHIEF EXECUTIVE'S REPLY:**

Due to the volume of records that have to be checked on the APAS planning system, we are not be in a position to provide the information to the Council Meeting. The Councillor will be contacted directly with the information within the next fortnight.

**Q.106 COUNCILLOR JANET HORNER**

To ask the Chief Executive to accelerate the delivery of the Road Safety Strategy for Dublin. A national strategy has been delivered and it is important that the currently out of date city strategy is updated to reflect new priorities and ambitions.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council welcome the new Road Safety Strategy 2021-2030 as the primary aim of the government's new road safety strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% over the next 10 years. The strategy is the first step in achieving the 2020 Programme for Government commitment of bringing Ireland to 'Vision Zero'. This is to eliminate all road deaths and serious injuries on Irish roads by the year 2050.

As the launch of the RSA strategy took place on 14<sup>th</sup> December 2021, the RSA couldn't organize a meeting early with the Road Safety Officers.

Our first meeting with The Road Safety Authority took place on 1<sup>st</sup> February 2022 and the following directions were received:

1. There is a delay in the delivery of the Local Road Safety 2021-2024 as the RSA requires to have a meeting with the Chief Executive Representative from the CCMA, where they aim to review what the best approach for the Local Authority delivery of their action within the strategy.
2. The RSA is developing the template of the Local Road Safety Plan (LRSP), which will run from 2021 to 2024.
3. Once the (LRSP) is completed and approved by the CCMA, a further meeting will take place with the Road Safety Officer to finalise the direction on how the local authority will develop their strategy.

The Road Safety Section will update the Councillor on the progress of the Dublin City Council Road Safety Strategy 2021-2024 once the RSA finalized the delivery of the LRSP.

**Q.107 COUNCILLOR JANET HORNER**

To ask the Chief Executive whether an updated tree strategy will be forthcoming, given the current one is out of date?

**CHIEF EXECUTIVE'S REPLY:**

The new Tree Strategy is being reviewed and a report will be brought to the Strategic Policy Committee in Q2 2022.

**Q.108 COUNCILLOR JANET HORNER**

To ask the Chief Executive for an updated report on the activities of Barka, financed by Dublin City Council, including progress towards the organisation becoming an NGO, and the engagement with Tusla and other appropriate agencies given Barka and Dublin City Council's involvement in the repatriation of 43 children in 2021?

**CHIEF EXECUTIVE'S REPLY:**

KPI and Annual report received show BARKA engaged 453 unique service users in 2021. This included 242 referrals from Local Authorities and other funded services. There were 131 voluntary repatriations in 2021, and no Child Protection concerns or referrals were raised with Tusla. Families and individuals from Eastern Europe engage with Barka, a peer led organisation, to facilitate individuals and families to return to their country of origin and to be assisted with accessing such services and supports as they may require locally on their return.

Similar services operate for Irish emigrants in the UK to support their return and advocate for housing and social assistance.

The DRHE has sought confirmation of charitable status. Correspondence was received from BARKA's solicitor in December 2021 stating that an application had been made to register with the Charities Regulator but there are delays in processing applications.

Under Service Level Agreement terms and conditions signed annually, BARKA is subject to legislation in the Children First Act 2015, as well as, all other legislation relevant to service delivery. In December 2021, DRHE, as a provider of relevant service under the 2015 Act, began an annual Children First Implementation and Compliance Self-audit checklist. This document is mandatory to complete and return for all services funded through DRHE, and provides a robust guide to help ensure compliance to all relevant Children First legislation. The DRHE has made an agreement with Tusla to review a sample of 10-20% of submissions annually to ensure consistency and best practice throughout the sector.

Prior to the signing of Service Level Agreements for 2022, funding applications are currently being assessed and there are meetings with service providers. 2022 funding will not be agreed unless SLA requirements are met.

**Q.109 COUNCILLOR JANET HORNER**

To ask the Chief Executive for an updated timeline and detailed plans for the delivery of phase 3 of the Royal Canal Greenway and to confirm that budget is in place for this project to go ahead this year. I received an answer to a previous council question in October stating that construction would begin in December 2021 but this hasn't happened and Councillors have yet to receive a briefing with the updates regarding the plans.

**CHIEF EXECUTIVE'S REPLY:**

Due to the inflationary environment and in line with the guidance issued from the Office of Government Procurement in November 2021, it is now considered prudent to no longer proceed with the award of the tender based on the current submissions. New tenders will be sought immediately to enable contract award in April 2022.

The scheme is funded by the National Transportation Department. NTA funding is in place.

**Q.110 COUNCILLOR BRIEGE MACOSCAR**

To ask the Chief Executive to investigate the running water at **(details supplied)**. This has been reported to Irish Water several times but they have investigated and reiterated that there is no leak. They also tested the water and stated that it is not mains water but rather surface water. Can the Council investigate where the surface water is coming from and if it is a Road Maintenance issue?

**CHIEF EXECUTIVE'S REPLY:**

DCC Water Services repaired a leak outside **(details supplied)** on Wednesday 26th January 2022. Water Services were unable to make contact with the residents at **(details supplied)**. Water Services report that the leak at this location is now repaired and there is no longer water visible on the road/footpath.

**Q.111 COUNCILLOR BRIEGE MACOSCAR**

To ask the Chief Executive can the traffic light sequence at the junction of **(details supplied 1)** be reviewed as the new cycle lane and subsequent removal of the left turning lane for traffic has led to lengthy tailbacks on **(details supplied 2)** extension. Can the green light time for east bound traffic at this junction be increased?

**CHIEF EXECUTIVE'S REPLY:**

An extra traffic signal phase has been added to the junction of **(details supplied 1)** to ensure cycles can safely utilise the contra flow cycle lane un-opposed by vehicular traffic - this signal phase is demand activated.

Additionally, 'all Stop' pedestrian crossings have been installed at junctions of **(details supplied 2)** to halt all traffic when pedestrians are crossing to ensure pedestrian safety, especially for schoolchildren attending the many local schools.

As a result of this focus on active travel modes, available green time for vehicles at these junctions may, at times, be reduced.

The operation of the traffic signals at both junctions is controlled by Dublin City Council's SCATS traffic management system which alters signals timings to match vehicle, cycle and pedestrian demand from detectors at both junctions.

However, amendments have been made recently to traffic signal timings at junction of **(details supplied 1)** and observation of the junction indicates that journey times through this junction have considerably improved.

The ITS section continues to monitor traffic and pedestrian movements through both junctions and will make amendments to optimise traffic signals operation and timings and reduce journey times.

**Q.112 COUNCILLOR BRIEGE MACOSCAR**

To ask the Chief Executive can the manager review safety on **(details supplied)** as it is a long and straight stretch of road which frequently experiences speeding cars as well as scrambler bikes. Can traffic calming or speed reduction measures be examined?

**CHIEF EXECUTIVE'S REPLY:**

The Transport Advisory group have assessed the requirement for traffic calming on **(details supplied)**.

This is a regional link road with significant traffic volumes and a standard speed limit of 50km/h. It facilitates numerous bus services and is an emergency route. 16no. speed ramps have been installed at appropriate locations and distances apart to facilitate optimum traffic calming. Therefore, it is not recommended to provide additional physical traffic calming measures. Enforcement of speed limits is a matter for An Garda Síochána, and TAG will raise the Councillor's concern with them at the February TAG Meeting.

**Q.113 COUNCILLOR BRIEGE MACOSCAR**

To ask the Chief Executive can the manager review the traffic light sequence at **(details supplied 1)** as there are significant queues on **(details supplied 2)** now that the pedestrian crossing is operational.

**CHIEF EXECUTIVE'S REPLY:**

The ITS section has reviewed the operation of the traffic signals at **(details supplied)**.

Amendments have been made to traffic signal timings and sequences to assist pedestrians, public transport and general traffic.

Observation of the junction operation now indicates less delays for all road users. The ITS section will continue to monitor the traffic signals and make further amendments as required where there is scope to do so.

**Q.114 COUNCILLOR TERENCE FLANAGAN**

To ask the Chief Executive for an up to date report re; boiler replacement programme and energy retrofitting programme.

**CHIEF EXECUTIVE'S REPLY:**

To date 3,464 domestic gas boilers have been replaced under our boiler replacement programme. Our boiler replacement programme will continue throughout 2022.

To date, 8,974 houses have been upgraded under our Energy Efficiency Retrofitting programme. Our Energy Efficiency Retrofitting Programme will continue throughout 2022 subject to the continuation of departmental funding.

**Q.115 COUNCILLOR TERENCE FLANAGAN**

To ask the Chief Executive to have the following **(details supplied)** footpath repaired. This is my 3rd time to raise this so I would appreciate it to be resolved.

**CHIEF EXECUTIVE'S REPLY:**

This defect shall be permanently repaired within a 4-6 weeks period. Please note that RMS has on three occasions attempted to repair this but there were cars parked at this locus.

**Q.116 COUNCILLOR TERENCE FLANAGAN**

To ask the Chief Executive to provide further details regarding the time frame, work to be completed and cost of the following Cycling Infrastructure Projects:

- Coolock to Clontarf cycle scheme
- Santry River greenway cycle scheme
- Raheny to Kilbarrack cycle scheme
- Bayside to Donaghmede cycle scheme
- Clontarf to city centre cycle scheme

## **CHIEF EXECUTIVE'S REPLY:**

### **Coolock to Clontarf Cycle Scheme**

This project has not commenced yet, as our existing project teams are currently operating at full capacity. An Active Travel Programme Office is being set up with effect from 14<sup>th</sup> February 2022. Staff will be assigned to the Programme Office with a focus to deliver the portfolio of projects to include this scheme.

The timeframe, works required and costs for the implementation of this project are dependent upon the outcome of the option selection process. An update will be provided to members at the March 2021 North Central Area Committee.

### **Santry River Greenway**

A tender competition is currently underway for the appointment of a multi-disciplinary design team for the Santry River Restoration and Greenway Project. DCC expect to award the contract to the successful candidate in the second quarter of 2022.

The Santry River Greenway Project is intended to provide approximately 6.4km of high quality pedestrian and cycle facilities from Bull Island Special Area of Conservation to Santry, through Raheny and Coolock. The scheme will be developed with Fingal County Council to provide an onward connection to Santry Demesne.

The greenway will be delivered in parallel with the river restoration work to provide enhanced biodiversity, water quality and flood alleviation benefits along the Santry River.

The route option selection and design work is expected to be completed within 24 months of the design team's appointment. During this period there will be public consultations with the local communities and elected representatives.

The cost and timeline for the implementation of this scheme will depend on the outcome of the option selection process.

### **Raheny to Kilbarrack & Bayside to Donaghmede Cycle Schemes**

We have recently received allocations from the NTA for review. The NTA is currently working on producing a first draft of corridor assessment/concept drawings.

### **Clontarf to City Centre Cycle Scheme**

On 28<sup>th</sup> January 2022, Dublin City Council awarded the contract for the construction of the Clontarf to City Centre Project to Clonmel Enterprises Ltd. for the sum of €36,447,645.30 excluding VAT.

The contract will involve significant reconstruction of the streetscape of Amiens Street, North Strand Road, Annesley Bridge Road, Fairview and Clontarf Road (between Talbot Street and Alfie Byrne Road), resulting in the provision of new footpaths, bus lanes, traffic lanes and segregated cycle tracks. New and upgraded pedestrian and toucan crossings will be provided, as well as public lighting, street furniture, trees and rain gardens. The project will also take the opportunity to replace all cast iron water mains along the route on behalf of Irish Water, who are contributing €3,000,000 in funding to the project for this purpose.



The contractor is currently preparing a detailed construction programme and traffic management plans for the works, as well as notifying utilities and statutory bodies. Construction is expected to start in late February 2022. The scheme is scheduled for completion in Q1 2024.

**Q.117 COUNCILLOR TERENCE FLANAGAN**

To ask the Chief Executive to provide a detailed report re: measures being taken to improve security on DCC servers ; to protect the confidentiality of data in light of the hacking and compromising of the HSE network last year.

**CHIEF EXECUTIVE'S REPLY:**

Following the incident in the HSE a presentation was prepared by the IS Department for the Audit Committee. This was also presented to the Finance SPC where it was presented and discussed. This presentation included information on the recent cyber-attacks, DCC response to the attacks, current security profile in DCC, NIST framework and future impact of Cyber Security.

I enclose below the current security profile section

- DCC has a dedicated security team
- DCC has a dedicated security budget
- Staff awareness is a key part of security profile
- Utilising external security companies for evaluation of new systems and existing systems
- DCC has an external managed SOC / SIEM (security operational and logging system)
- Enterprise grade backup
- Regular internal vulnerability scans
- Strong Patching policy
- LAN segmentation
- Security in depth by design
- Strong end point protection
- Upgrading of older software and hardware that cannot be secured

**Q.118 COUNCILLOR DONNA COONEY**

To ask the Chief Executive for details and timelines for over 52 million funding to Dublin City Council in active transport projects announced by the Minister Eamon Ryan department and NTA this week.

**CHIEF EXECUTIVE'S REPLY:**

The funding from the NTA is welcome and preparation is underway to determine how when and where this money will be spent. A more detailed plan and breakdown will be available for the next City Council meeting.

**Q.119 COUNCILLOR DONNA COONEY**

To ask the Chief Executive when the operator for the Moore Street Market will be appointed and when the revitalised market interim measures will commence.

**CHIEF EXECUTIVE'S REPLY:**

The tender for an operator to bring additional elements to the Moore St. Market in accordance with the vision of the Moore St. Market Expert Group is now closed. One tender has been received and is being evaluated. It is hoped, subject to contractor mobilisation, to have the operator in place by end Q1 2022. It should be noted that Dublin City Council will continue to manage the existing traders.

**Q.120 Question Withdrawn**

**Q.121 COUNCILLOR DONNA COONEY**

To ask the Chief Executive for information on the felling of trees in Fairview park all along the railway line.

**CHIEF EXECUTIVE'S REPLY:**

A request has been made to Irish Water for the repairs of the water pipes. The Councillor will be advised of the outcome in due course.

**Q.122 COUNCILLOR EIMER MCCORMACK**

To ask the Chief Executive to report on the cleaning and maintenance of the Broadstone Plaza area. On a recent visit with residents we found the littering to be particularly bad. This is an area with high footfall and has potential to be a local hub for other activities beneficial to the local population.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Services have the above mentioned plaza area litter picked every morning, Monday to Friday. It also gets power washed once a week.

Arrangements have been made for the public domain to include this plaza in their afternoon and weekend schedules which should greatly improve the situation there litter wise.

**Q.123 COUNCILLOR EIMER MCCORMACK**

To ask the Chief Executive to report on DCC policy for the provision of on street electric charging points for those who own such vehicles but do not have a driveway or garage available to them. Is there a policy in place to provide on street charging points?

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council is aware of the transition to electric vehicles as set out in the Climate Action Plan as we prepare to respond to the needs of the citizens of the City by providing a sustainable urban mobility strategy. The Council is also aware that technology is changing rapidly and that a range of different solutions will be required to successfully address current and future mobility demand, not only in the City, but also across the wider Dublin Metropolitan Area.

This requires careful consideration and planning to ensure that the Council can play their part to facilitate the provision of a comprehensive, reliable and interoperable electric vehicle-charging infrastructure. This is so that members of the public and business community can be confident in making decisions to purchase electric vehicles and to use electric vehicles for personal, leisure and business use, for use on both short and long journeys.

In order to inform the four local authorities of the type and number of chargers required, the four Dublin Local Authorities, together with SMART Dublin and CARO, have commissioned a strategic study. This will allow us examine how the four Councils can best facilitate the provision of electric vehicle-charging infrastructure across the Dublin region and the scale of investment required.

The study sets out modelled EV uptake and consequent grid capacity requirements (ESBN are looking to pilot a number of new technical innovations). It also details numbers and recommended types of chargers required together with suitable business models, capital costs (including anticipated leveraged private sector capital), and areas more suited to Charge Points.

The Dublin Local Authority Electric Vehicle Charging Strategy is now practically complete and the working group are now moving forward with the next steps of the project, which will include a procurement plan required for the roll out of the strategy in balance with the Council's wider sustainable mobility policies. However this will be subject to resources & availability of funding from the Department of Transport.

In addition, variations to the City Development Plan 2016-2022 introduced new objectives such that all new parking for new (or extensions to) housing, apartments and places of employment that provide car parking shall be electric charge enabled.

Dublin City Council shall work closely with the ESB and other stakeholders to increase the number of EV charge points across the city. All new (or upgraded) commercially operated car parking developments shall be required to provide a minimum of 50% of spaces with EV charging facilities.

Dublin City Council has also been in close dialogue with the Department and the SEAI regarding a proposed new scheme of grant aid for Multiple Dwelling Units designed to facilitate EV charging infrastructure.

The preparation of the new City Development Plan 2022-2028 will provide an opportunity to review the implementation of the revised objectives from the previous plan and also incorporate the relevant outcomes of the above mentioned study.

This is a pressing matter for us in the Council and indeed with our colleagues in the Dublin Metropolitan area that we may enable and facilitate the transition to more sustainable mobility.

**Q.124 COUNCILLOR EIMER MCCORMACK**

To ask the Chief Executive to report on developments at Bannow Road, Cabra, please? In particular, how much DCC purchased the site for? As the need for affordable homes is great in the area can reasons be provided as to why Cabra is being asked to take a second tram yard when Broombridge already exists? Will any monies returned to DCC for TII be ring-fenced for affordable housing in the Cabra area?

**CHIEF EXECUTIVE'S REPLY:**

The purchase price for the site when acquired was €5.5 million.

In relation to Bannow Road, there is a need for additional depot stabling (parking) on the Luas Green Line Network to cater for both Luas Finglas and future requirements.

There are two depots on the Luas Green Line, at Sandyford and Broombridge. To meet the growing demands for public transport in Dublin city, more trams and an extension to the Green Line to Finglas is needed. There isn't enough space to accommodate the additional trams needed to meet demand at Sandyford and Broombridge. Sandyford was recently expanded and has no additional stabling (parking) capacity. TII states that it would be economically and operationally highly inefficient to build a third depot. The only solution left is to provide more stabling at Broombridge for an additional 6-10 trams. Since the publication of the Emerging Preferred Route, Dublin City Council has acquired the land for residential purposes. TII are working with DCC to see if the design of the stabling depot can be optimised to reduce the footprint of the expanded depot. It is the intention of the Housing Department to seek expressions of interest from Approved Housing Bodies to develop housing on this site.

**Q.125 COUNCILLOR DEIRDRE HENEY**

To ask the Chief Executive in relation to the broken footpath at **(details supplied)**, please say how soon he can arrange repair of same which was destroyed over two years ago now when the contractor employed by the City Council to remove a public lighting column, failed to properly reinstate same.

**CHIEF EXECUTIVE'S REPLY:**

Road Maintenance Services checked our system for any details in relation to the footpath outside **(details supplied)**. It was found that this repair is pending schedule as part of a footpath contract which is currently out for tender. The return deadline for this tender is the 01st February 2022.

It would be anticipated after a successful tender process that this repair would be completed in the first half of 2022 however an exact timeframe for this repair cannot be provided at this time.

**Q.126 COUNCILLOR DEIRDRE HENEY**

To ask the Chief Executive, in relation to trees removed from **(details supplied)**, please now state:

1. what arrangements are now in place to re-instate these trees
2. when, what month, is it planned to re-instate these trees
3. if an inspection, as promised to residents, was in fact carried out by the Parks Department and when same took place and what detailed information was obtained by his officials following said inspection
4. if the trees are to be replaced in the/close to the location/grass verges from which the trees were removed
5. what specimen of tree will be replanted
6. who will pay for the trees and reinstatement of same and make a clear statement on the matter as residents are really concerned that promises made last year be fulfilled;

The City Council Park Dept. said that "Once the trees have been removed and the stumps ground out a follow up inspection will assess the suitability of each planting location for replacement this coming planting season. As the majority of these trees are growing in generous verges it is not foreseen that there should be any delay in scheduling replanting. Replacements will predominately London Plane trees to preserve the integrity of the boulevard.

**CHIEF EXECUTIVE'S REPLY:**

It was intended that the replacement tree planting would place in late 2021 however with the ongoing water works associated with new developments in the area it was decided to postpone this until trenching works were completed and carry out the planting later in the planting season. It is envisaged that the trees will be planted in late February or early March depending on weather and ground conditions. The potential planting sites will be inspected in the next week or two and appropriate specimens ordered for replanting. It is intended to plant as close to the original planting sites as possible but trees may be positioned small distances away to avoid future conflict with walls and pavements as some of the removed specimens were a bit close to these. As outlined previously the replacement planting will be primarily London Plan along the road side unless there is a strong rationale to specify another species. However on the inner line of trees near resident's properties there is an opportunity to plant different varieties in keeping with the original planting but that might introduce a small level of diversity and visual interest when viewed from the properties. A small number of residents have already expressed a preference as to what trees they would like to see planted outside their homes but the Parks Service is of course more than

happy to hear the opinions of other residents in this regard. Similarly if residents are aware of other gaps in the boulevard or verges with missing trees not removed as part of last year's works that they feel should be inspected and possibly included in these planting works this information should be forwarded to [parks@dublincity.ie](mailto:parks@dublincity.ie). The works will be charged to the local tree care budget.

**Q.127 COUNCILLOR DEIRDRE HENEY**

To ask the Chief Executive to clarify the allocation of €69,000 to DCC/Dublin City Sport & Wellbeing Partnership from Government's recent Covid-19 allocation of €80 million to sporting bodies and say;-

- A. how this funding is being spent
- B. if applications were not sought from Clubs/ Sporting groups as was done with similar Covid-19 fund allocations last year (2020)
- C. if any excuse was given to DCC for the low level of funding granted which is smaller than that allocated to many counties with a population of only a fraction of that of our City Council area
- D. if the City Council has queried the amount granted or if the low amount of €69,000 is a reflection of a poor application being made
- E. if statement can be made on the matter

**CHIEF EXECUTIVE'S REPLY:**

- A. The funding will be spent in the form of a Restart grant to support the return of sport and physical activity post pandemic. Most clubs can apply through their NGB however if their NGB is not administering a scheme then they can apply through the Sports Partnership. Clubs whose NGBs are not recognised by Sport Ireland can also apply and smaller community groups who participate in sport and physical activity may also apply.
- B. Applications will be sought, the grant is due to be advertised in Q1 late Feb/March 2022 (as this grant now includes "Non Affiliated "groups, clubs. DCSWP need time to ensure that there is still a governance mechanism around this. The advertising of the grant in terms of timeframe will be decided by the Sports Partnership, once all processes are ready the grant will be advertised.
- C. In 2021 DCSWP received €80,000 for our regular DCSWP Young Peoples Small Grant Scheme and again in 2022 €80,000 received for the DCSWP Young people's Small grant scheme along with the €69,000 Covid Grant (mentioned above). In Previous years 2016-2019 €50,000 was the amount received for all Grants.
- D. A strong application was made and a request for €75,000 was applied for under the LSP Small Grant Scheme (Covid), €69,000 was awarded by Sport Ireland. It is important to highlight that there was a very high volume of applications made in 2021 by the Sports Partnership to Sport Ireland and the table below highlights funding awarded, there were also only certain strands that the Sports Partnerships could apply for under the €80million Covid Fund.

Core Funding 2022	449,315.00
Core Funding 2021	437,228.00
Dormant Accounts Funding 2020	241,300.00
Dormant Accounts Funding 2021	172,444.00

Sport Ireland LSP Covid Grant 2021/2022	69,000.00
Sport Ireland Research Grant 2021	13,500.00
Active Cities 2021	250,000.00
Keep Well Programme 2021	9,500.00
Total	1,642,287.00

**Q.128 COUNCILLOR DEIRDRE HENEY**

To ask the Chief Executive, in relation to trees at **(details supplied)**, please say when same will be removed/replaced, explain why dates for same are continuously being changed, as many residents (particularly our elders) living at **(details supplied)** are experiencing great trouble with same.

**CHIEF EXECUTIVE'S REPLY:**

The Parks Service is very much aware of the issues caused by these trees locally which is why a prioritised multi-annual phased replacement programme of the problematic trees in the area has been agreed with the Resident's Association. The priority for the Resident's Association in agreeing this plan was that the most problematic trees would be removed earlier in the programme and replacement planting carried out on a phased basis in tandem with removals to ensure that no individual street would be left completely denuded of trees. The tree at this resident's property is listed in the agreed plan for removal next winter 2022/23. Dates for the removal and replacement of trees according to the plan agreed with the Residents Association are not continuously being changed. The Resident's Association specifically requested that a tree across the road which was to be removed previously would be swapped in the programme with a nearby tree where its removal was considered to be much more urgent by the Residents Association. The locus has been examined on foot of a number of requests from the complainant and the trees are not considered dangerous and are at some distance from the property in question and the overhead services.