

Q.1 Councillor Dermot Lacey

To ask the Manager further to Question Number 9 at the South East Area Committee meeting of 13th February if the answers to the questions on the traffic counter data be responded to, as the answer supplied only referred to the air quality and sound monitors. This is critical for any future analysis of traffic proposals.

Q.2 Councillor Dermot Lacey

To ask the Manager to examine the road surface of Colliers Avenue, Ranelagh and to include it in the works programme for resurfacing.

Q.3 Councillor Dermot Lacey

To ask the Manager to examine the location of the cul de sac sign at the entrance to Colliers Avenue, Ranelagh with a view to placing it in a lower and more prominent position to reduce the number of cars entering that road unintentionally.

Q.4 Councillor Dermot Lacey

To ask the Manager to enter into discussions with the residents of Colliers Avenue, Ranelagh with a view to placing a Bike Bunker at the existing bike rack location. This is especially important given that none of the houses on this road have back gardens or yards.

Q.5 Councillor Dermot Lacey

Upper Beechwood Avenue is a one-way avenue in the direction of Ranelagh village. Many times each day cars are observed either driving or parked in the opposite direction to traffic flow. I can only assume the road signs are either obstructed or insufficient to inform oncoming traffic, there are no "no turn" signs on Beechwood Road. Either that or drivers are simply ignoring them. This needs to be rectified before there is an accident.

Q.6 Councillor Dermot Lacey

Parking at the Luas end of the avenue can be difficult for residents due to car owners parking their cars outside resident's homes while they go shop, etc. This is totally legal provided they have either a parking permit or pay the appropriate parking fee. However, on many occasions, cars are parked for not only several hours but for several days illegally. While I have observed this many times I have yet to see a parking enforcement officer or vehicle on Upper Beechwood Avenue or a car clamped. Are they simply ignoring Upper or just couldn't be bothered to drive the long way around?

Q.7 Councillor Dermot Lacey

We have corresponded frequently on this topic with little response from the DCC. As has been outlined to the DCC Executive through your agency, the footpaths are in a hazardous condition with uneven and broken surfaces. Fitful and minimal efforts have been made to ameliorate the more egregious shortcomings - but unfortunately by pouring soft black tarmac with unsightly results. In her email to you of early November, Madelaine wrote that the footpaths in Ramleh Close "would be repaired". There was no time line or description of the planned works. The existing paths have been in place for over 50 years (possibly before the contractors handed over the development to the then Dublin Corporation) and need to be replaced - not patched up further with tarmac. I am sorry to trouble you again but please could you and the residents be given the courtesy of a time-line for the commencement and conclusion of the appropriate works.

Q.8 Councillor Dermot Lacey

Some of the trees in Ramleh Close have become dangerous due to lack of attention, care and pruning. Recently, a gardening contractor doing work in the area noted that the tree outside number 8 had grown too large and was in such poor condition that some larger branches were in danger of falling and injuring passer-by's - perhaps seriously. In his view this tree and others need to be URGENTLY and carefully pruned.

In planning the upgrading of the footpaths careful attention needs to be given to the trees to ensure that their root systems are not constituting a hazard.

Q.9 Councillor Dermot Lacey

To ask the Manager if he will request the traffic team to examine the ideas submitted with this question in relation to Morehampton Road / Marlborough Road junction.

Here are a few suggestions that could improve things for everyone:

Correspondence and maybe signage from Gardaí to alert of explicit policing (I don't even think that there are limit signs on Morehampton). I don't really advocate for more signs, but something over nothing.

Proper raised ramps at all pedestrian crossings, preferably with clear "sharks teeth" markings. <https://twitter.com/tinybeaches/status/1548522134544142341?s=61&t=8a9XWuZfGcO4edd3gOspnA>



A raised intersection at the Morehampton / Herbert Park junction.

Safer, segregated bus lanes (currently along much of Morehampton, bike lanes are shared with busses).

Final point: Dermot was mentioning that it's hard to get funding for these kinds of improvements. I would have absolutely no issue if my fine payment was contributing to improvements like these, and it would certainly help if there was any indication of where the fine is going to.

I appreciate that all the above is sensitive, and that speeding is an offence and as such I am in breach of the law, but this isn't going to be effective in actual improving things in the local area, and that's a real shame.

Q.10 Councillor Dermot Lacey

To ask the Manager if road and footpath improvement works are included on the works programme for Beechwood Avenue Lower and if not will the manager seek to have them so included in the next programme.

Q.11 Councillor Kevin Donoghue

To ask the Manager for an update on the establishment of the oversight committee for the Irish Glass Bottle site.

Q.12 Councillor Tara Deacy

In light of my recent motion regarding dogs being let off the lead in local parks, could we replicate this social media campaign on DCC's Channels if possible; it might help raise awareness around this issue.



Q.13 Councillor Daniel Ceitinn

To ask the Manager to arrange for the inspection and repair of footpath and road surfaces at Riversdale Grove, Terenure, Dublin 6W.

Q.14 Councillor Daniel Ceitinn

To ask the Manager to clarify whether Crumlin Swimming Pool will continue to accept cash payments and will continue to issue full and appropriate change for such payments following complaints that the pool now 'prefers card payments' and that there may not be exact change given for cash payments.

Q.15 Councillor Daniel Ceitinn

To ask the Manager, further to question 34 answered at the Council Meeting on 13th February 2023, Mount Tallant Boxing Gym have reportedly had a key waiting for the paint squad since last summer but are unsure how to make contact with the paint squad. Could it be ensured that the paint squad makes contact to make necessary arrangements (details supplied).

Q.16 Councillor Daniel Ceitinn

To ask the Manager if Parking Enforcement could patrol the junction of Glenealy Road and Rathdrum Road in Crumlin, Dublin 12 for illegal parking more frequently as complaints of illegal parking on the corners have increased and there are significant concerns regarding the safety implications for children at the nearby local primary school.

Q.17 Councillor Daniel Ceitinn

To ask the Manager to install a yellow box on the Crumlin Road at the entrance to Seagull House as residents are having difficulty entering and exiting the complex due to heavy traffic build up on the road.

Q.18 Councillor Daniel Ceitinn

To ask the Manager if he could install a light for the tricolour flying at George Reynolds House.

Q.19 Councillor Daniel Ceitinn

To ask the Manager the progress made to date on establishing an oversight and consultative forum for the Poolbeg West SDZ following commitments sought in October and November 2022.

Q.20 Councillor Paddy McCartan

To ask the Manager to deal with the following issue from a constituent (details supplied).

Q.21 Councillor Paddy McCartan

Could the Manager deal with the following issue from a concerned constituent.

She writes,

"While I waited with my child outside Ranelagh Multi-Denominational School this morning I saw the lollipop lady having to have a chat with a man about where he had parked his very wide truck and unpacked his building equipment. While his truck may have been in the box, it was wider than the space and made the crossing more dangerous than normal. He did move the stuff he had unloaded which was on the double yellow lines. His parking there made the junction a lot more dangerous. Even the lollipop lady had to creep out and peep around his huge vehicle. The double yellow lines need to extend a bit further from the junction. The location is Mountpleasant Place at its junction with Mountpleasant Square and old Mountpleasant."

Q.22 Councillor Paddy McCartan

To ask the Manager to respond to the following email.

"I'm emailing you in relation to the current waterworks on Strand Road. While I understand that these works are necessary and temporary there is significant concern amongst the local community that the traffic restrictions will become permanent.

I live on Tritonville Road and have been affected by the recent water works. Having spent a number of years dealing with traffic monitoring, control and congestion and having lived in various parts of the city I feel I'm in a good position to give an opinion on the effect of these works on the residential area of Sandymount Village and surrounds.

When the water works started we the community noticed a significant increase of vehicular traffic along the Serpentine and Tritonville Road.

I have seen articles in the paper and social media from Strand Road residents who maintain that the reduction in traffic has been of a benefit to them. While that is obvious it may not be clear that it is to the detriment of many other roads in the Sandymount area.

As you know Merrion Gates are now closed to northbound traffic and there is no right turn at Ailesbury Road and Sandymount Avenue. The next available turn for diverted traffic is Serpentine Avenue.

I have frequently witnessed 5-axle vehicles traveling via Tritonville Road and while there is a 24-hour ban on this, some hauliers ignore it. I'd go so far as to say it's a bit of a farce of a system. There are no Gardaí available to enforce this

Even as I write this I see fully laden 4 axle tipper trucks driving up and down Serpentine Avenue and Tritonville Road. While they are not banned, a 32 tonne vehicle does significant damage to residential roads. This is noticeable on the deteriorating condition of the speed ramps. There is also an increased danger for cyclists and pedestrians. I now tell my son to cycle to school on the footpath as I fear for his safety on the road now. This then has a knock on effect for pedestrians.

On weekdays, entering and exiting my driveway is no longer a simple task as I wait for the long lines of traffic in both directions to clear long enough so that I may manoeuvre in and out.

The volume of traffic going through Sandymount Village has put the local residents and village users at a greater risk of harm.

Sandymount Green is a popular place for children, post school on a Friday afternoon. Their lives are at risk with the increased volume of traffic and heavy goods vehicles traveling through the village as they try to cross over and back.

I have also noticed that cycling through the village has become far more hazardous (certainly for me) as these large vehicles try to squeeze down narrow roads with little concern for pedestrians cyclists and oncoming traffic.

Even now the simple act of going to the Merrion Shopping Centre to do a weekly shop in Tesco is a chore and at 11 a.m. in the morning one could be stuck in tailback traffic on the return trip towards Serpentine.

Any decisions made as regards traffic routes should be done with the consultation of the people that live in the entire area, not just those for whom the restrictions have benefitted or those keyboard social media warriors who take a snapshot photo and expect us to believe that it accurately reflects the entire situation. These people are the people who pay the not insignificant local property tax and these are the people who vote for proper representation in their local area.

I beg you to listen to all sides of the story before making any decisions as regards traffic routes and consider how smaller residential roads will be affected with the permanent closure of the main road that is Strand Road.

While we desperately need to improve our environment for the longevity of our planet, it should not be done at the cost of a feeling of oppression in the houses we live in.

Improving the air quality and cycling facilities on Strand Road should not be to the detriment of the residents in the rest of the Sandymount, Irishtown and Ringsend communities."

Q.23 Councillor Paddy McCartan

To ask the Manager to respond to the following issue from a constituent.

He writes

"I notice there seems to be some work ongoing on the Dodder which I assume is for a walkway from Donnybrook Bridge down to Ballsbridge and on to Sandymount. I think this is an excellent idea and will be a wonderful amenity for the area. In conjunction with this, I wanted to draw your attention to the trees, particularly at the Donnybrook end, which have been fully covered with Ivy for some years now. This Ivy needs to be stripped from the base of the trees before they kill the trees and destroy the lovely greenery of this proposed walkway".

Q.24 Councillor Paddy McCartan

To ask the Manager to deal with the following issue:

St. Matthews's national school is located down a laneway on Cranfield Place, Sandymount and over 200 pupils attend the school. There are two ramps in place; however, neither are close to the school entrance and vehicles move rapidly between these, right at the point of our entrance. There is also limited signage that a school is present. School authorities are requesting either an additional ramp or a zebra crossing to address this hazardous safety issue.

Q.25 Councillor James Geoghegan

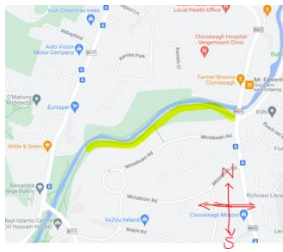
To ask the Area Manager if he will furnish a reply to the follow-on email sent below:

"Thanks for your correspondence. I'm appreciative of you taking the time to listen to a local residents issue and raise them with the county council. I actually emailed all 5 LEA councillors (and a minister!) and only yourself and one other responded satisfactorily, two didn't bother responding at all.

I have a few queries relating to the response. I have listed the replies in italics and my questions in **bold**.

The delivery period for this project is in phase 3 of the Active Travel Network programme (i.e. post 2027). Is this the timeline for the full completion of the project?

The section referred to by Mr. Quinn in his correspondence is on the north side of the river Dodder and therefore outside the scope of the interim and permanent schemes outlined above. Is this correct? The area I am referring to is on the South side of the river. The north side is only a thin strip of land with no cycle lane. Inserted snip below with crudely hand draw compass.



The provision of lighting along paths in park areas within the Dublin City Council boundary, is a matter for the Parks Department. So is the lighting issue completely outside the remit of the county council? I imagine this has been an issue for years, before I moved into the area.

The provision of additional public lighting is not currently included in the scope of the interim scheme as the addition of lighting would require detailed environmental assessment of the impacts, in particular the sensitivity of the native bat populations to the proposed lighting. This is the type of nonsense that annoys people about local government. The needs of some bats are not equivalent to the needs of the public, from the original photos it's obvious that the area is far too dark. Spending money on a ridiculous environmental impact survey is pointless and a waste of resources. I've attached a photo of a simple light that is in the area that would solve the problem. I'd install it myself only I have no skills as an engineer.



Again, thanks for engaging with me on this issue, and raising it with the committee, and please do not mistake this for me criticizing your work here, it just frustrates me when I see an issue that looks like it could be fixed easily have to go through so many committees/proposals before it gets solved.

Question to Chief Executive

South East Area Committee
Meeting 13th February 2023

Q.87 Councillor James Geoghegan

To ask the Area Manager if the issues raised in the email and photo attached below could be addressed (details supplied).

Reply:

Lighting improvements are being considered as part of the Dodder Greenway (permanent scheme) between Clonskeagh Road and Dundrum Road on the south side of the River Dodder along the existing Dodder Trail. The delivery period for this project is in phase 3 of the Active Travel Network programme (i.e. post 2027).

Currently Dublin City Council are working in conjunction with Dun Laoghaire Rathdown Co. Co. and South Dublin Co. Co. on 5 sections of the route where interim interventions are achievable; these locations are Fitzwilliam Quay to Londonbridge Road, Beatty's Avenue to Herbert Park, Donnybrook Road to Clonskeagh Road, Clonskeagh Bridge to Patrick Doyle Road and Orwell Road to Dodder Road Lower.

Public consultation on the interim proposals for the Dodder Greenway is expected to commence in Q1 2023. The provision of additional public lighting is not currently included in the scope of the interim scheme as the addition of lighting would require detailed environmental assessment of the impacts, in particular the sensitivity of the native bat populations to the proposed lighting.

The section referred to by Mr. Quinn in his correspondence is on the north side of the river Dodder and therefore outside the scope of the interim and permanent schemes outlined above.

Dublin City Council Public Lighting Services have no plans to install lighting along the north side of the Dodder (i.e. the section within the Dublin City Council boundary) that is outside of the proposed Dodder Greenway scheme.

The provision of lighting along paths in park areas within the Dublin City Council boundary, is a matter for the Parks Department.

Dublin City Council Parks, Biodiversity and Landscape Services will investigate this and a report will issue directly to the Councillor.

Q.26 Councillor Paddy McCartan

Could the Manager ensure that the roadway at the entrance to Clyde Lane Ballsbridge is swept and maintained on a regular bases?

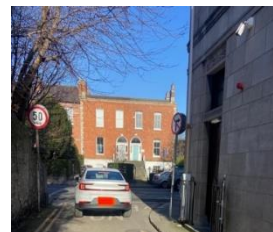
Q.27 Councillor Deirdre Conroy

To ask the Local Area Manager, what the Traffic and Transportation Department plan to do about the lane beside AIB's Rathgar branch, off Terenure Road East near Rathgar Village junction?

Residents have observed incidents of right hand turns onto Terenure Road East from the lane towards Rathgar junction, which are not allowed as per the signage on the lane, see images attached.

Rathgar junction is a busy junction. Residents have seen cars taking the right hand turn, which is not allowed, and blocking the lane to oncoming traffic coming through the junction in order to inch their way into the far lane to turn right. Cars are observed darting out into traffic. An accident can happen at an already busy junction for pedestrians, cyclists, cars and buses.

These incidents of right hand turns by various vehicles may be due in part to the signage. The signage has been moved (see image) and needs to be turned back into position and it would possibly make sense to reconsider the signage entirely to ensure motorists have better, earlier and clearer warning of the no right hand turn.



Q.28 Councillor Deirdre Conroy

To ask the local Area Manager to seek support from Traffic Department again in relation to St. Louis Infant and Senior Primary School, Rathmines and ongoing traffic concerns outside the school.

The enquiry from the St. Louis Parents' Association is included and the letter from Garda.

St. Louis Parents' Association:

"This issue has not been resolved and we are still waiting on any decision from DCC in relation to restricted traffic on Williams Park cul de sac during drop off and collection times for the school, during term time.

Over the last three weeks [inquiry from 23rd February] we have had a number of traffic related incidents, where our parents' association (PA) stewards have been shouted at, filmed and aggressively spoken to as they stood at the roundabout outside the school. Their role (a request from the school) is to slow traffic onto Williams Park Cul de sac while children and families are entering the school. Illegal parking continues to take place on Williams Park cul de sac and cars regularly reverse and do three-point turns in this restricted space as children enter and leave school. The school lollipop man has also witnessed and been on the receiving end of this activity. The school and the PA have had to, once more, request Garda support outside the school.

The schools' principals of St. Louis School, Rathmines, Ms. Dolores Hanrahan and Ms. Patricia Carthy had a meeting on 10th February 2023 with management in Safari Crèche, Rathmines in order to agree how they could come together in addressing this joint problem. It was agreed that a letter from Robert Reid (attached), The Rathmines Community Guard, would be sent to all parents in St. Louis School and Safari Crèche.

This was a letter of support for the St. Louis PA stewards and it highlighted the safety concerns the guards and the local community have for children and their families at drop off and collection times outside the school.

We are in constant contact with the school and the guards.”

An Garda Síochána:

“To whom it may concern,

Community Policing in Rathmines Garda Station wishes to acknowledge the great work being done by the parents' association of St. Louis School in the mornings when children are going to school. Parents are volunteering to highlight the dangers of driving onto Williams Park as it is a cul de sac. The efforts made by the parents make a huge difference for the safety of the pupils when entering the school.

Community Policing Rathmines will continue to support this initiative but it will only work with the co-operation from everyone. I ask for patience and support with the volunteers who turn up every morning to create a safe environment when entering the school.

Community policing members in Rathmines will continue to attend the school in the mornings and will liaise with the school and parents' association with initiatives which will make the area safer.”

Q.29 Councillor Deirdre Conroy

To ask the Local Manager and Traffic and Roads Department what can be done to amend the pedestrian space in Terenure, as requested by local residents.

The enquiry emailed to me, states:

The pedestrian space in Terenure, specifically about the scaffolding erected by Nolan Group contractors on the northwest corner of the junction (see picture attached), which has reduced the already inadequate footpath by half. It was erected in mid-October 2022.



The enquirer asks:

Does the contractor require a license from DCC to do this, and if so is there a fee paid? Is it per day? Enquirer requires information about any requirement to provide for pedestrians as part of granting permission?

The enquirer, in his view states the contractor should have been obliged to remove the pedestrian barriers and extend the footpath at their cost. The single northbound vehicle lane is over 4.5m wide here.

Q.30 Councillor Tara Deacy

I had raised a motion last year to have communication boards installed in the playgrounds and parks of the South East Area. Can this initiative be implemented; can we include Eamonn Ceannt, Ravensdale, and Brickfield in this list?

Q.31 Councillor Tara Deacy

Can I get an update in terms of the resurfacing of Prince Arthur Terrace, have we any indication of when this much needed work will be carried out?

Q.32 Councillor Tara Deacy

The ongoing traffic issues continue at St. Louis Infant School and Senior Primary School, the Parents' Association have been in touch again and are frustrated with the lack of progress or real solutions. Where are we in terms of addressing this issue more meaningfully, the lack of action on our part continues to create issues for all involved.

Q.33 Councillor Claire Byrne

To ask the Area Manager can he please clarify the following in relation to the Electronic Screen at Wilton Place Park erected by IPUT:

- What are the regulations around section 4.1.f exemptions?
- How and when was the licence extended for a further 2 years and can he please outline how this was granted under 4.1.f exemptions?
- What communication took place with the local community prior to the initial and subsequent exemptions being granted and what records are there of such community engagement?
- Under what planning regulations was the viewing platform installed on the canal and was this planning exempt?

Q.34 Councillor Claire Byrne

To ask the Area Manager can he please provide details on the plans for 99 - 100 Baggot Street Lower by Dublin City Council and Peter McVerry Trust?

Q.35 Councillor Claire Byrne

To ask the Area Manager can he please provide details on the opening and closing times of Merrion Square, and can he please address the concerns raised by local residents that the times are not being adhered to and the park is regularly closing earlier than it should.

Q.36 Councillor Claire Byrne

To ask the Area Manager can he please confirm whether the 'meanwhile use' plans on the Poolbeg West SDZ site close to beach road are bound by the condition within the planning permission that no work can take place until the agreement on the social and affordable housing is reached. Can he clarify what works are currently taking place on that section of the site?

Q.37 Councillor Claire Byrne

To ask the Area Manager can please examine and address the very serious ongoing issue of cars and cyclists illegally turning off the quays and driving through green pedestrian lights on the corner of Wellington Quay & Parliament Street. Despite two signs in the left lane, drivers consistently ignore this and drive through the Green Pedestrian lights turning off the quay causing real danger to pedestrians. Can the Area Manager examine what traffic signage or interventions could be put in place to stop motorists from illegally turning left, and can we write to the Gardaí on this issue also. Finally, can the manager provide an update on plans to pedestrianise Parliament Street?

Q.38 Councillor Claire Byrne

To ask the Area Manager can he please urgently assist with the chronic damp problems in the flat? Can he also assist the tenant in their request for a transfer as the chronic damp is causing serious health issues for the family?

Q.39 Councillor Claire Byrne

To ask the Area Manager can he please provide a full list of the following?

- Footpath fixing works in the South East Inner City for 2022, the number completed, the exact locations of those completed and how many are still outstanding
- The proposed footpath works for the South East Inner City for 2023 and the relevant timelines for each location

Q.40 Councillor Carolyn Moore

To ask the Area Manager if Parks can carry out an initial assessment on the five linear tree pits that form the median on Mount Drummond Avenue with a view to removing the tarmac between the trees and facilitating a community planting initiative or greening strategy and the formation of a linear community garden?

Q.41 Councillor Carolyn Moore

To ask the Area Manager if Greenlea Grove could be assessed for the installation of speed ramps? Volumes of traffic entering and exiting the rugby club grounds have increased significantly since the last traffic survey was carried out here, and residents report the 'slow' signage is not having the desired effect and the speed and volume of traffic is dangerous. Could the manager also request a traffic management plan from Terenure Rugby Club addressing residents' concerns about Greenlea Grove being used as an extension to the car park, including as a set down and rest stop for coaches.

Q.42 Councillor Carolyn Moore

To ask the Area Manager if traffic engineers can assess the roundabout design at the junction of Grosvenor Road and Grosvenor Place with a view to making it safer for people to cross here. The existing design encourages drivers to take the roundabout at speed, and the lack of any safe crossing infrastructure makes it difficult to cross the road, where there are several facilities, including a school, a crèche, and a unit of St. Michael's House that would benefit from access to safe crossing and better traffic management.

Q.43 Councillor Carolyn Moore

To ask the Area Manager if the operational hours of the cycle lanes on the Kimmage Road Lower can be altered to accommodate commuters and become operational from 7am to 10am in addition to the currently operational hours of 4pm to 7pm.

Q.44 Councillor Carolyn Moore

To ask the Area Manager if traffic engineers can look at the traffic light sequencing at the junction of Mount Argus housing estate and the Lower Kimmage Road. It's reported that there are persistent issues with the lights not working correctly, despite the fault being logged and repaired by contractors multiple times. A local road user reports 'the lights come on regularly with no traffic coming out. It slows everybody unnecessarily and leads to excess carbon emissions and pollution.'

Q.45 Councillor Carolyn Moore

To ask the Area Manager if the contractor carrying out restoration and cleaning work on the building at 1 Terenure Place on the northwest corner of the Terenure Road junction received permission from Dublin City Council to erect scaffolding that makes the footpath significantly less accessible at a junction where street clutter, service boxes, a planter, a lamppost and a pedestrian barrier are combining to severely restrict the movement of pedestrians at this location. If permission was granted for the contractors to impede the passage of pedestrians at this location, was there any consideration given to how pedestrians would navigate this already hostile junction?

Q.46 Councillor Carolyn Moore

To ask the Area Manager if traffic enforcement can be employed to enforce the traffic management plan and prevent construction vehicles from parking on and blocking the pavement and the cycle lane at the Ganson construction site at 86 Parnell Road. The site is adjacent to a primary school and this busy cycle track must be kept clear.

Q.47 Councillor Carolyn Moore

To ask the Area Manager why the resident at details supplied is having issues getting the lead pipe feeding her mains water replaced outside her boundary wall. The resident has been told by Irish Water that the council has deferred the work, with no contact details and no planned date supplied.

Q.48 Councillor Carolyn Moore

To ask the Area Manager if Parks can arrange for the replanting of a tree outside of number 64 Blarney Park. The tree at this location died and was removed in 2021. Residents would like to see it replaced.

Q.49 Councillor Carolyn Moore

Can the matter in details supplied be investigated and resolved?

Q.50 Councillor Anne Feeney

To ask the Manager when will resurfacing of Oaklands Drive be done? This road is badly in need of resurfacing and is heavily used by cars, bikes and ambulances as it

is the road leading to the gates of St. Luke's Hospital. Road maintenance advised that it would be considered for 2023 works.

Q.51 Councillor Anne Feeney

To ask the Manager to have the pole outside painted / repaired as it is completely rusted and needs maintenance (details supplied).

Q.52 Councillor Anne Feeney

To ask the Director of Services to arrange a site visit with the Area Manager and traffic engineers to Greenlea Road to ascertain with various stakeholders how best to enhance safety and the public realm area outside the shops. This is an area of high footfall on a busy road for cyclists and traffic linking Fortfield to Terenure Road West. The shop cluster includes a busy post office, shop, pharmacy, medical clinic, school of music and professional services, together with some Sheffield cycle stands. The road is regularly congested and the public realm in front of the shops would benefit greatly from a redesign / modification in terms of pedestrian safety, better parking and aesthetic enhancements.

Q.53 Councillor Anne Feeney

To ask the Manager to have the traffic ramp at the junction of Hazelbrook Road and Lower Kimmage Road repaired. This ramp is in very poor condition and a safety hazard for cyclists.

Q.54 Councillor Pat Dunne

Can the matter in details supplied be investigated and resolved?

Q.55 Councillor Pat Dunne

Can the roadway and paths in the cul de sac on Kells Road, Crumlin be resurfaced and replaced, these are in a very bad state of repair and are a potential trip hazard. The footpath outside no. 46 is very bad.

Q.56 Councillor Pat Dunne

Can the Manager deal with the following issue as reported by a constituent in relation to the corner of Derry Drive at the Green?

"There are a number of vehicles both commercial and seemingly abandoned vehicles parked around the on the road. All of these vehicles block the pathway and corners but also make it impossible for emergency services or large truck deliveries that are attending the cul de sac to gain access."

Q.57 Councillor Pat Dunne

The installation of the new pedestrian traffic lights at the junction of Herberton Road and Dolphin Road on the Grand Canal have been welcomed by residents. Given the extent of the footpath build outs, can these be greened with planters and other green options to enhance the junction? In addition, can a welcome to Drimnagh sign be placed in or around the junction?

Q.58 Councillor James Geoghegan

To ask the Area Manager if further to the commitment given at the area meeting on the 13th of February 2023 if he can set out what engagement the parks department has made with the CDET in respect of its sportsgrounds at Terenure since the meeting.

Q.59 Councillor James Geoghegan

To ask the Area Manager further to the online meeting on the 16th of February 2023 where a commitment was given from the environment and transport department to

furnish you with draft terms of reference which would identify which departments would sit on the taskforce to be established following the unanimous approval of Motion 5 by elected members on the 9th of January 2023.

Q.60 Councillor James Geoghegan

To ask the Area Manager if the mature trees which are to be removed as part of the Elmpark Green development (as per photo) be replanted to offer some level of screening of residents on Bellvue Park Avenue.



Q.61 Councillor James Geoghegan

To ask the Area Manager if an update can be furnished in respect of the content in this email below:

Following your recent correspondence requesting an update on any proposals by Road Maintenance Services to carry out road resurfacing at Oaklands Drive, I note there was a motion agreed on this back in September 2020, but Oaklands Drive was not subsequently included in the annual works programme for 2021.

We have inspected this road again and found there are a number of localised areas including repairs that are deteriorating. Oaklands Drive will be considered for inclusion in next year's annual works programme, however our final assessment of all potential locations will not be made until later in the year and at that stage we will also have received confirmation of our budget allocation for 2023.

Q.62 Councillor James Geoghegan

To ask the Area Manager for an update in respect of the matters addressed in the question and reply below.

“Question to the Chief Executive

South East Area Committee
Meeting 10th October 2022

Q.11 Councillor James Geoghegan

To ask the Area Manager if an update could be given in respect of the below query details supplied.

Reply:

The request for bollards at the above location was recommended by the Area Engineer under Enquiry No. 7023574 and drawings were sent to the Traffic Officer on 7th July, 2022 for installation.

The Traffic Officer has raised an issue with the above recommendation and further discussion with the Area Engineer is required.”

Q.63 Councillor James Geoghegan

To ask the Area Manager if a reply could be furnished to the issues raised in this email:

“I'm emailing you in relation to the current waterworks on Strand Road. While I understand that these works are necessary and temporary there is significant concern amongst the local community that the traffic restrictions will become permanent.

I live on Tritonville Road and have been affected by the recent water works.

Having spent a number of years dealing with traffic monitoring, control and congestion and having lived in various parts of the city I feel I'm in a good position to give an opinion on the effect of these works on the residential area of Sandymount Village and surrounds.

When the water works started we the community noticed a significant increase of vehicular traffic along the Serpentine and Tritonville Road.

I have seen articles in the paper and social media from Strand Road residents who maintain that the reduction in traffic has been of a benefit to them. While that is obvious it may not be clear that it is to the detriment of many other roads in the Sandymount area.

As you know Merrion Gates are now closed to northbound traffic and there is no right turn at Ailesbury Road and Sandymount Avenue. The next available turn for diverted traffic is Serpentine Avenue.

I have frequently witnessed 5-axle vehicles traveling via Tritonville Road and while there is a 24-hour ban on this, some hauliers ignore it. I'd go so far as to say it's a bit of a farce of a system. There are no Gardaí available to enforce this.

Even as I write this I see fully laden 4 axle tipper trucks driving up and down Serpentine Avenue and Tritonville Road. While they are not banned, a 32 tonne vehicle does significant damage to residential roads. This is noticeable on the deteriorating condition of the speed ramps. There is also an increased danger for cyclists and pedestrians. I now tell my son to cycle to school on the footpath as I fear for his safety on the road now. This then has a knock on effect for pedestrians.

On weekdays, entering and exiting my driveway is no longer a simple task as I wait for the long lines of traffic in both directions to clear long enough so that I may manoeuvre in and out.

The volume of traffic going through Sandymount Village has put the local residents and village users at a greater risk of harm.

Sandymount Green is a popular place for children, post school on a Friday afternoon. Their lives are at risk with the increased volume of traffic and heavy goods vehicles traveling through the village as they try to cross over and back.

I have also noticed that cycling through the village has become far more hazardous (certainly for me) as these large vehicles try to squeeze down narrow roads with little concern for pedestrians cyclists and oncoming traffic.

Even now the simple act of going to the Merrion Shopping Centre to do a weekly shop in Tesco is a chore and at 11 a.m. in the morning one could be stuck in tailback traffic on the return trip towards Serpentine.

Any decisions made as regards traffic routes should be done with the consultation of the people that live in the entire area, not just those for whom the restrictions have benefitted or those keyboard social media warriors who take a snapshot photo and expect us to believe that it accurately reflects the entire situation. These people are

the people who pay the not insignificant local property tax and these are the people who vote for proper representation in their local area.

I beg you to listen to all sides of the story before making any decisions as regards traffic routes and consider how smaller residential roads will be affected with the permanent closure of the main road that is Strand Road.

While we desperately need to improve our environment for the longevity of our planet, it should not be done at the cost of a feeling of oppression in the houses we live in.

Improving the air quality and cycling facilities on Strand Road should not be to the detriment to the residents in the rest of the Sandymount, Irishtown and Ringsend communities.”

Q.64 Councillor James Geoghegan

To ask the Area Manager if Beechwood Avenue Lower could be added to the road resurfacing programme.

Q.65 Councillor James Geoghegan

To ask the Area Manager if the pavement outside 2 Chelmsford Road could be repaired as was done for the neighbour to this premises, please see photo below.

