

**Q.1 Councillor Dermot Lacey**

This committee agrees that pending the implementation of a full school safety scheme on Clyde Lane that the Traffic Department would implement interim safety measures in the vicinity of St. Conleth's Junior School. These to include "School ahead" signs on both Clyde Road and Clyde Lane (as you approach the bend in the road coming from Herbert Park) and a solid white line at that same bend to confirm that it is a two-way road and to implement any other measures that the Traffic Advisory Group (TAG) believe would improve safety at this location.

**Q.2 Councillor Dermot Lacey**

To ask the Manager, pending permanently resolving action, if a sign similar to this can be erected close to the St. Alban's outlet.



Here attached is a photo of signage which DCC has just erected close to the St. Alban's site but for notification of a different set of risks.

Why can signage of this nature not be erected in the vicinity of the St. Alban's outlet?

**Q.3 Councillor Dermot Lacey**

This committee asks the Manager to respond positively to the requests made by Sandymount and Merrion Residents Association (SAMRA) in relation to Sandymount and Merrion Strands as outlined in the letter submitted with this motion prior to the meeting of this committee

**Q.4 Councillor Dermot Lacey**

In order to allow continuous pedestrian crossing, recognizing the new traffic situation on Belmont Avenue and acknowledging that there are now two school complexes in the vicinity this committee requests the Manager to plan for the installation of a pedestrian crossing across Belmont Avenue where it meets Morehampton Road.

**Q.5 Councillor Paddy McCartan**

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

"I wish to bring to your attention what Dublin City Council parking services are doing to the local residents. I live on Dodder View Cottages Ballsbridge and have a fully paid up resident's parking disc 2 years till 2025 displayed on my car. This morning I and other residents found our cars illegally clamped while parked outside our homes with fully paid and displayed parking discs.

When I phoned parking services they refused to have clamps removed until I paid 125 euro. Even when I was told they knew they made an error that told me I would have to pay the fine and if I did not pay they would tow away my car which would result in an even heavier fine.

To give into this harassment and extortion is something I find hard to take, but having phoned An Garda Síochána and they were not willing to take on DCC. I realise I had not got a leg to stand on and had to pay.

I am an old age pensioner on a very limited budget. In this time of high inflation I cannot afford to pay for parking discs and illegal clamping fines. I found the whole experience so stressful that it has affected my health.

I want to know what sort of company is DCC hiring and allowing them to extort money from local residents? I also need to know how many other residents from other estates are been treated in this manner. I need assurance that this will not happen again and that I will receive a full refund and an apology from DCC parking services."

**Q.6 Councillor Paddy McCartan**

To ask the Manager to respond to the following email from a constituent:

"I live on Chelmsford Road in Ranelagh and I am concerned about the increasing frequency of reported break ins in the area. There have been reports of late of house break ins, car break ins and recently a car was reportedly set alight on Sallymount Avenue.

A neighbour's car on Chelmsford Avenue was broken into on Tuesday night and in response to this being reported by the local Instagram page, the following was published:

"In addition, bicycles are being stolen from St. Mary's school on Belmont Avenue and we have also been alerted to this by the school suggesting to me that there has been a general increase in crime in the area. Can you confirm if this is the case, recognising that this is a small sample size?

I would like to know what, if anything is being done to address this and whether the council has this on their radar? Are there any local initiatives that you could promote to increase awareness or signage or alerts that could be given to highlight the issue?

I would like to know what the allocation of policing is to the local area and if this has increased or decreased year on year? What is the best available information on this?

I would also like to know if there is any thought being given to the installation of CCTV in the area, if there is no deterrent to crimes currently being committed.

Thank you for your time. I have 3 small kids and I have never once felt uneasy about their safety in the area. This is now an open topic of discussion amongst neighbours, friends and coaches in the local clubs and friends in the area. I would appreciate if you could let me know your thoughts on the issue and whether the council or any of your parties are engaging with the problem."

**Q.7 Councillor Paddy McCartan**

To ask the Manager to deal with the following email from a constituent:

"I wish to draw your attention to the below safety issue and I would request Dublin City Council review and action to mitigate against risk to pedestrians at this location.

Summary:

- Location - Milltown Commercial Centre, Milltown, Dublin 6.
- Issue - On a daily basis vehicular traffic mounts the public footpath at this location as an informal drop-off location for the existing commercial premises (pharmacy, spar, dry cleaners) etc. This is a major Road traffic safety Issue.
- In addition to the commercial provision at this location the Milltown village centre scheme provides for a crèche and Montessori at first floor level catering for over 60 children per day.
- On exiting this crèche onto the public footpath there is no impediment to vehicles traversing directly in front of this doorway (which is now a daily occurrence and as recently as yesterday there was a near collision between a child exiting the crèche and a car using the footpath to drop off dry cleaning in adjacent premises).
- On numerous occasions over the past months vehicles traveling at an estimated excess of 20 km/hr have had close encounters with children exiting the crèche at this location.
- Such parking and use of this location as a vehicular route is not permitted by the planning granted for the subject commercial premises and as such this action is an enforcement issue for Dublin City Council planning department.
- Separately however, in addition to this enforcement issue, access to this location is in the gift of Dublin City Council and it is respectfully suggested that appropriate bollards are located upon the public footpath in this location to ensure the safety of pedestrians upon this public thoroughfare is maintained (and preferably that no car has access to use of the area in general - noting that no planning for parking was ever permitted in this location).

In support of this view I attach copy image of illegal parking behind the existing dedicated off street parking:



I request that consideration of this issue be given priority given the child safety concerns and the likelihood that it is only a matter of time until a child may be knocked down.

Having been made aware of this issue it is incumbent on Dublin City Council to put a plan in place to rectify this situation and ensure your duty of care to pedestrians in this location is met.

**Q.8 Councillor Paddy McCartan**

To ask the Manager to respond to the following email:

"Yesterday evening (Sunday 15<sup>th</sup> October) I was nearly run over by a motorcycle on the pedestrian lane beside the Devlin Hotel, Ranelagh. The motorbike was roaring down the path onto Ashfield Avenue and down the lane to collect at the back of

Bunsen. This is happening every day especially from lunchtime on and all evening. It is a pedestrian lane that the bikes access by mounting the footpath. It is extremely dangerous and illegal.

I followed the bike down the lane and pointed out to the driver that he had nearly run me down. He shrugged and said so what. I said it was a path that he had used, not a road. Same response. I asked him if he thought it was ok to drive on a path. He said yes, roared off and gave me the finger. Lovely.

The use of this path as a road by motorcycles collecting from the private lane behind Bunsen is happening every day especially from lunchtime on and all evening. It is a pedestrian lane that the bikes access by mounting the footpath. It is extremely dangerous and illegal.

The path beside the Devlin Hotel is a pedestrian path NOT a road. The use of it as a road by the motorcycle is made more dangerous by the encroachment of the Devlin Hotel's cafe way over the hotel boundary line (Planning Enforcement ?) and the 24/7 use of the other side of the path by both The Devlin and Tesco, as a storage area for their massive commercial bins, waste and trollies. An 'accident' will happen, that is a given.

Local residents have been engaged with this issue for years now through the planning and appeals process and despite the individual and collective expense involved there seems a total unwillingness for DCC to challenge the planning issues (details supplied) which allow the operation of a takeaway from a private lane and the ensuing motorbike traffic”

**Q.9 Councillor Paddy McCartan**

To ask the Manager to consider the installation of speed bumps, or alternative traffic calming measures to slow down the cars on Beechwood Avenue Lower Ranelagh.

**Q.10 Councillor Paddy McCartan**

To ask the Manager what inspections, or enforcement measures are taken in respect of outdoor dining facilities in Ranelagh, to ensure accessibility for pedestrians of all and differing abilities traversing safely in Ranelagh village.

**Q.11 Councillor Paddy McCartan**

To ask the Manager to explore the possibility of installing electrical vehicle (EV) chargers on the green space at Ashfield Road, Ranelagh.

**Q.12 Councillor Tara Deacey**

One of the permanent black concrete bollards was hit by a truck a number of months ago at the Poodle end of Clonard Road, the bollard is totally slanted now, can this be repaired and re set.

**Q.13 Councillor Tara Deacey**

A substantial part of the exterior wall facing the road at the corner of Ravensdale Park was knocked over a number of weeks ago, is there a date in terms of when this will be repaired and re built. Some of the materials have been picked up and thrown at passing cars and cyclists so its repair is important.

**Q.14 Councillor Danny Byrne**

To ask the Manager if a cleaning schedule can be arranged for the slipway at Poolbeg, beside Stella Maris, quarterly would be ideal. Grateful for its recent cleaning which makes a big difference to users re safety.

- Q.15 Councillor Danny Byrne**  
To ask the Manager if a ramp for access can be arranged for (details supplied).
- Q.16 Councillor Danny Byrne**  
To ask the Manager to address the dampness in the home of (details supplied).
- Q.17 Councillor Danny Byrne**  
The railings are particularly weak and the lady often has grandchildren staying over at (details supplied); this obviously creates a safety hazard.
- Q.18 Councillor Danny Byrne**  
To ask the Manger If the road and footpaths at Vavasour Square, Sandymount can be resurfaced. Residents report it is 50 years since this road and footpath were repaired.
- Q.19 Councillor Danny Byrne**  
To ask the Manager If the trees at Vavasour Square, Sandymount can be assessed for safety, one residents fears one tree will fall on their property.
- Q.20 Councillor Danny Byrne**  
To ask the Manager if the footpaths at O'Connell Gardens, Sandymount can be repaired.
- Q.21 Councillor Danny Byrne**  
To ask the Manager if the path can be re-instated outside (details supplied).
- Q.22 Councillor Danny Byrne**  
To ask the Manager if yellow boxes can be placed at the entrances to Enable Ireland special school, Sandymount. Given the nature of the premises and their role within the community I would appeal for favourable response.
- Q.23 Councillor Danny Byrne**  
To ask the Manager to arrange a special autumn clean-up of residential streets of Portobello.
- Q.24 Councillor Mannix Flynn**  
Can the Manager issue a full report regards the future development and upgrade of the flats for senior citizens at Verschoyle Court, Mount Street?
- Q.25 Councillor Mannix Flynn**  
Can the Manager issue a full report regarding the future use of Avalon House on Aungier Street? This report to include whether this building is empty at present? What cost has been incurred on this building? Who owns the building and how long is the lease on the building for?
- Q.26 Councillor Mannix Flynn**  
Can the Manager issue a report detailing the intended improvements for Digges Street flat complex? Further, can the railings on the perimeter of this complex at Redmond Hill be extended outwards to take in the grass verge that has become a major problem for anti-social behavior? This would give greater ground for the children's play area and for other residential amenities and practically eliminate the ongoing issues of anti-social behaviour at this location.



**Q.27 Councillor Mannix Flynn**

Can the Manager investigate a rat infestation associated with the development of a hotel on Bride Street? The residents of John Field and Golden Lane are reporting rat infestation in the back gardens and yards. Also can Building Control conduct noise impact assessments and dirt and dust assessments relating to this development? Most recently there was a demolition here, which impacted negatively on all the residents who are close to this development, including the private apartments nearby.

**Q.28 Councillor Mannix Flynn**

Can the Manager issue a report detailing how many individuals are occupying Dublin city council housing illegally at present in the South East Area this report also to include the areas where these occupations are taking place and what steps are being taken by DCC to take possession of these properties.

**Q.29 Councillor Mannix Flynn**

Can the Manager have parking bollards placed on the footpath in and around the Peter McVerry Trust on New Street / Clanbrassil Street? This new block of apartments is inundated with illegal parking which is right up on the footpath, blocking the light to the ground floor apartments.



**Q.30 Councillor Mannix Flynn**

Can the Manager issue a full report with regards the increase of motorbike theft in the South East Area? This crime which is happening in broad daylight has been carried out in a very intimidating way by individuals, wearing balaclavas who drive motorbikes to a location to steal motorbikes most recently in South Great George's Street in broad daylight.

**Q.31 Councillor Mannix Flynn**

Can the Manager deliver a full report as to whether Dublin City Council will acquire the Ulster Bank on Dame Street for accommodation purposes? This report to include all evaluations and assessments of the building and whether Dublin City Council intends to continue with its interest in this building.

**Q.32 Councillor Mannix Flynn**

Can the Manager issue report as to how Dicies Nightclub, at the Russell Court Hotel received Fire Safety Certificates when the hotel had no planning permission for works carried out? This information regarding this issue came to light in a recent court hearing in relation to noise and planning permission for this building on Harcourt Street.

**Q.33 Councillor Mannix Flynn**

Can the Manager issue a full report as to how a lease was issued to a company for the use of the community facility at York Street apartments without going through the disposals procedures?

**Q.34 Councillor Mannix Flynn**

Can the Manager confirm that all management companies where the Peter McVerry Trust have apartments are being paid their management fees and if not what is the plan going forward.

**Q.35 Councillor Kevin Donoghue**

To ask the Manager if a meeting could be arranged with some of the residents of Poolbeg Quay to discuss the following issues: illegal dumping, traffic in the estate and other issues arising from the closing of traffic access to Sean Moore Road.

**Q.36 Councillor Deirdre Conroy**

To ask the local Area Manager if the enquirer from Rathgar Junior School, on Grosvenor Road, Rathmines can be provided with safe crossing for students, and parking options for staff. The detail from the school principal is provided:

"I am the Principal of Rathgar Junior School on Grosvenor Road, Rathmines, and over the last number of years we have consistently pleaded for 2 necessary things to help us, as we do not receive a single cent of Government help in any other way.

- 1) A safe crossing for our students
- 2) Parking options for our staff.

- 1) We have been serving the local community for 105 years and in that time we have had contact with tens of thousands of families in the local area and many are still living in proximity to us today. Currently we have capacity for up to 175 pupils and we are well known in Rathmines.

We have had countless 'near misses' from cars driving down the road and nearly knocking over children and we have begged for a safe crossing option such as a Zebra or pelican and Dublin City Council has done nothing. It is only a matter of time before a child is seriously injured or worse. We have documented warnings about this issue going back over the last 3 years and the council have either ignored or rejected our pleas. When will there be action to prevent a child's injury or death from a preventable road accident?

- 2) Also, as a local business we employ up to 20 staff and further, local contractors. We have nowhere to park and we have repeatedly asked for special permits to resolve this situation. We have been told by Parking Enforcement Section that this is written into the council bye-laws and so would have to be changed before they are allowed to act. It costs, on average, one of our staff members up to €15 a day to attend work through parking charges alone! Our staff are not in a position to pay that and it will have the knock on effect for the school as without staff, we will have to cease operation and you will be in the unenviable position of trying to find 175 primary school places in the local area.

All we are requesting is visitor permits or special dispensation so our staff can park on the street during operating hours and not pay such high prices. The majority of our staff do not have public transport as an option and so using a personal vehicle is their only option. If you were to survey the street on any given weekday between

9am - 3pm, during term time, you would see that there is plenty of space. With the risk of enforcement vans however, up to €100 a week must be paid by staff to avoid clamping. We would only require 10 of these permits to make a huge difference.

Help sought for some resolution as to not act would display short-sightedness about the negative impacts both for road safety and for local business and families.

**Q.37 Councillor Deirdre Conroy**

To ask the local Area Manager can there be an essential meet-up with Dublin City Council staff with the residents on Brighton Road in regard to the majority of residents who have brought the enquiries to the city council, to state their objection to the proposed plan to close off Brighton Road at the junction of Terenure Road East and over 100 enquiries, a copy of their submission is provided.

It is also noted that many protected structures are in Terenure Road East and Brighton Road, but the National Transport Authority (NTA) want to demolish historic boundary walls and gardens of protected structures. As there is parking on both sides of Brighton Road, it would be safer if the parking was kept on one side for the road to have its two-way system that residents have been in touch about. As there are no driveways on the houses, are the residents approved to revise their system for a driveway, such as the protected structure in Palmerston Road etc.? I include the list of RPS and the view of no driveways.



“Our submission with some of our objections”

**Brighton Road proposal for a Filtered Permeability Scheme**

This proposal is unreasonable and disproportionate. To the extent that any reasoning has been supplied the asserted facts seem contradictory e.g. speeding and congestion. The lawfulness of the mounting of this measure may also be in question.

To cut through the fudge of unsubstantiated assertions and to dispense with the emotive red herrings, it might be helpful to identify what is the priority which seems to be safety for road users.

**Speed limit – inadequate signage and enforcement**

When the “Love 30” campaign was being promoted in 2020 Dublin City Council were hailed as leaders in the EU for moving from the default 50kph speed limit.<sup>[1]</sup> However, it was also recognized by experts that merely erecting a sign could be insufficient to influence human behaviour in all instances.<sup>[2]</sup>



With the exception of the odd ‘young pup’ (probably driving a company vehicle with no concern for the potential damage caused by the chassis hitting off the speed bumps), there is very little speeding on Brighton Road. The physical reality is that, with vehicles parked on both sides, the available carriageway is so narrow that it is rare to be able to drive from one end to the other of the thoroughfare without pulling into an entrance or a vacant space to allow an oncoming vehicle to pass. Axiomatically, a one way street concept would increase the opportunities for speeding by those who are intent on breaking the law.

Obviously, traffic volumes on Brighton Road reduced during Covid-19 restrictions particularly over the period when the crèches at either end of the road were required to close. Accordingly, any data gathered during the pandemic would be irrelevant to the assessments required for this proposal.

Research in many fields of human behavior indicates that people need to be reminded to abide by the law and to comply with rules established for our collective benefit. If there is evidence of widespread non-compliance with the speed limit then the first question that needs to be addressed is how the 30kph reform was implemented.<sup>[3]</sup> If those measures are proving to be inadequate then the next question is how compliance could be improved using recognised best practice.

The signage on Brighton Road is wholly inadequate.

There is one unlit “slow zone” sign shortly after the entrance from Terenure Road East and a “ramps” warning near the junction with Brighton Square. It might be easy for persons unfamiliar with the road to miss the sole speed limit sign as they navigate the junction in question. A low cost enforcement reminder would be to write “**30 kph limit**” in white reflective paint on the carriageway itself at various intervals down the road.

Another measure that is acknowledged to have improved compliance is to employ the technology of solar powered radar controlled driver-feedback signs.<sup>[4]</sup> This real time reminder flashes out the speed being travelled compared to the limit in force and has proved effective in various studies internationally. It also has the benefit of not radically altering the pleasing aesthetics of the tree lined streetscape in an area of protected structures. A couple of photographs are enclosed to illustrate.



If trials of these relatively low cost measures do not sufficiently improve compliance, then the next logical step would seem to be to install static speed cameras. These enforcement mechanisms provide a powerful clear message that the law breaker can expect a fixed fine notice of €160 and three penalty points on their driving license, with likely adverse effect on their insurance premium.

Only after all of these options have been properly explored should the radical and damaging notion of closing off one end of this protected Victorian styled road be reconsidered.

### Diverted traffic routes are hazardous and / or not feasible

A 360 degree analysis of the adverse consequences of this Filtered Permeability intervention does not appear to have been undertaken.

If this proposal were to proceed then vehicles entering Brighton Road would have only three options upon reaching the dead end with Terenure Road East.

1. Undertaken a U-turn in the area directly outside the drop-off and collection point on Brighton Road for the crèche at 48 Terenure Road East.
2. Drive down Harrison Row to Rathgar Avenue in the direction of town.
3. Drive onto Tower Avenue and Brighton Gardens / Whitton Road towards Terenure.

The first option seems distinctly unsafe when children, who might evade the supervisory responsibilities of their parents or guardians, could readily be at risk during peak times. Such turning manoeuvres could also present a hazard for cyclists entering from Terenure Road East. There is not sufficient width on Brighton Road to build a roundabout or turning circle to support a safe turnaround from the blocked exit.

Harrison Row is quite a narrow laneway. It also houses some mechanical workshops whose livelihoods depend on a volume of vehicular traffic from clients depositing or collecting cars. Visibility at the junction with Rathgar Avenue is quite restricted. While some motorists would have the advantage of a 'yellow box' for traffic turning right towards Rathgar village, for those going left it would be necessary to remove at least two fee paying parking spaces on the west side of Rathgar Avenue to facilitate a safe turn without being forced onto the incorrect side of the main road.

Tower Avenue and Brighton Gardens / Whitton Road cannot be seriously suggested as alternate escape routes given the narrowness of those carriageways which are a little over half the width of Brighton Road. Indeed, it is questionable whether the pay parking added by DCC in more recent years to the eastern side of Tower Avenue is compliant with the requirement of 6.5 metres minimum width at certain points.<sup>[6]</sup> It seems that an unavoidable consequence of diverting traffic down Brighton Gardens / Whitton Road would have to be the removal of residents' parking on at least one side of that thoroughfare.

These are some of the disproportionate consequences from this Filtered Permeability Scheme proposal for Brighton Road. It is understood that adversely effected residents on those other roads will be making their own submissions.

### False analogy with Ringsend

To hold up the example of what has been implemented beside the recycling centre at Dublin Port as a valid comparison and justification for this Filtered Permeability Scheme proposal on Brighton Road does not withstand scrutiny and is a false analogy.

As the photographs below helpfully demonstrate, the challenges encountered on Pigeon House Road were entirely different.<sup>[6]</sup> There has never been that level of, or indeed any, congestion on Brighton Road in our 30 years of residing here.



### Defective consultation process

There is something very odd and totally unacceptable about this whole process. The documentation, such as it is, was distributed by means of 'junk mail' delivery. Many of my fellow residents say that they did not receive the offending circular at all. As a courtesy, if not also a requirement of good governance, each effected resident listed on the Register of Electors should have been contacted much earlier in the deliberations. By analogy, any proposed parking scheme requires a plebiscite of electors.

At a very minimum, a postal communication to 'The Resident at [specified address]' should have been issued. This could have usefully included all relevant reports, data and assessments that underpinned the decision to progress the proposal to this point. It seems extraordinary that none of the pertinent information is available on the DCC website.<sup>[7]</sup> Openness and transparency are required under Irish administrative law. In contrast, this process has the appearance of '*cloak and dagger*' or sleight of hand especially with originally a very short deadline of 20<sup>th</sup> October being allowed for submissions.

### Irish jurisprudence on Administrative Law

All public bodies when exercising discretion must do so with the provision of cogent reasons.

There are a number of '*cart before the horse*' flaws in this proposal. It is stated that "*Transport related surveys would be conducted in advance*" of implementation of the trial. Surely such surveys should have been undertaken prior to the decision of whether any such proposal was even warranted?

It is stated that the "*Neighbourhood Transport Team have assessed the area*". However, it is not clear who those people are. An online search does not provide any relevant information nor is a copy of their assessment available on the DCC website.

It is stated that "*DCC will continuously monitor the trial throughout*". But surely monitoring of hazards should have been undertaken as part of the first step of defining the nature and extent of the problem before rushing into a proposal that is not soundly based?

A modicum of monitoring by DCC on safety in the area might identify other hazards, such as the appalling state of the roads because of defective repair works and the trip hazards on pavements with broken concrete caused by failure to properly maintain the trees. Given the level of property taxes and commercial rates paid by owners in the area the services provided are far from adequate.

It would be a pity if this has to end up in the courts but as matters stand this proposal leaves itself wide open to judicial review.

### **Q.38 Councillor Deirdre Conroy**

To ask the local Area Manager and Roads Department about the enquiry from Kimmage Grove resident / residents in regard to Larkview Football Club parking on their roads.

The residents of Kimmage Grove are having huge issues with Larkview Football Club. Kimmage Grove residents need more support dealing with these issues relating to traffic management in Kimmage Grove. The initial issues flagged are:

- 1) Parents and Larkview team players and visitors to the 5 a-side pitches don't care where they park.
- 2) At the exit of Larkview Club there is no way of knowing who has right of way. Cars leaving Larkview or cars entering Kimmage Grove.
- 3) The absolute madness of the council building bike racks on the corner where the entrance to the club is leaving even less space on a tight corner, instead of putting them over on the grass out of the way.
- 4) The absolute refusal of Larkview Football Club to provide any help on traffic management in the estate. There is a gentleman who is in a high Vis vest most evenings, has been there years. When you try and bring it up with him he says he is responsible for inside only? The volume of traffic is a direct result of Larkview being there. If Larkview close the gate as the carpark is full at 6:15pm the estate takes the overflow. The corner at Larkview can't handle this volume.

**Q.39 Councillor Hazel de Nortúin**

Can the relevant department review the trees growing along Clonard Road that are covering the public lighting and reducing visibility?

**Q.40 Councillor Fiona Connelly**

To ask the Manager if the light bulbs on the lane of Mayfield Road East, Terenure can be replaced as the lane is in darkness and it is impacting on the accessibility of the lane for residents.



**Q.41 Councillor Fiona Connelly**

To ask if the Traffic Advisory Group (TAG) team could identify measures to increase safety of pupils attending St. Marys' College in Rathmines. The school has applied for a Traffic Warden to help young children crossing Military Road in the morning and they have also applied for Schools Mobility Programme. Could we get an update on the progress of these applications please?

**Q.42 Councillor Fiona Connelly**

Could the sign on Parnell Road at the corner of Clogher Road towards Dolphin's Barn Bridge be repaired?



**Q.43 Councillor Fiona Connelly**

Who is responsible for reinstating the double yellow lines on Kimmage Road Lower? They were recent road works and the lines have not been replaced outside Red Rice Take Away down towards Mount Argus Estate.

**Q.44 Councillor Fiona Connelly**

Could double yellow lines be painted on the corners of Larkfield Park and Larkfield Grove and Larkfield Grove and Clareville Road? There is a persistent issue of illegal parking during school drop and collection times.

**Q.45 Councillor Paddy McCartan**

To ask the Manager to deal with the following issue from a constituent, who writes:

"I am a resident of Simmonscourt Road in Ballsbridge which is scheduled for daily street sweeping as per Dublin City Councils maps.

The location has not been swept for months and with numerous events on over the bank holiday weekend in the locality it was in a horrendous condition over the weekend and today. There was no remedial action taken on Sunday or Monday and there is still a large amount of debris on the road and blocking drains.

Over the course of the weekend there was registration for the Dublin City Marathon, a Hyrox gym event in Simmonscourt Pavilion, a Leinster rugby match, Boiler Room DJ set in the RDS along with associated football for the Dublin Marathon and protest at the US embassy. There were tens of thousands of visitors accessing events along Simmonscourt and zero evidence of street sweeping.

I have highlighted the lack of street sweeping previously with the department in Dublin City Council, but I have noted no improvement in frequency or standard of street sweeping.

When I emerged from my home with my 2 year old on Sunday morning I was greeted to the sights of multiple puddles of vomit, discarded laughing gas aerosols, empty and broken glass bottles of alcohol, dirty nappies strewn in hedges, a string of half-drunk pints along the RDS, discarded vapes, various amounts of litter and bins overflowing. I have attached a number of photos to illustrate the condition the neighbourhood was left in for three plus days.

In addition, as the leaves have not been swept for the last number of weeks, they are now compacted into a wet mulch presenting a slip hazard on Simmonscourt Road.

I have noted street sweeping occurred on Anglesea Road today, but Simmonscourt road remains untouched.

I would be grateful if you could raise the issue of street sweeping on Simmonscourt Road with the appropriate department head with a view to ensuring daily sweeps of rubbish and leaves are conducted and a more comprehensive plan implemented around events in the RDS and over bank holidays.

In addition, storm drains will be at increased risk of blockages given the amount of leaves and debris on the road at the moment. These may benefit from preventive maintenance in order to mitigate our flood risk coming into winter."

See photo below:



**Q.46 Councillor Claire Byrne**

To ask the Area Manager can he please provide a timeline on when the drinking water fountain will be installed in Ringsend Park?

**Q.47 Councillor Claire Byrne**

To ask the Area Manager can he please prune the trees and fix up the flower beds at the bottom of the trees outside the houses on Ringsend Road (across from the bus station).

**Q.48 Councillor Claire Byrne**

To ask the Area Manager can he please provide an update on the provision of a mobility hub in the South East Area as part of the Pathfinders Project and can he provide details of what locations have been considered and the timelines for delivering on this.

**Q.49 Councillor Claire Byrne**

To ask the Area Manager can he please improve the street and curb cleaning of (details supplied).

**Q.50 Councillor Claire Byrne**

To ask the Area Manager can he please address the issue of dog fouling on Long Lane and if increased presence of enforcement officers in the area would be helpful.

**Q.51 Councillor Claire Byrne**

To ask the Area Manager can he please urgently fix the footpath outside (details supplied), which was left in disrepair with tarmac dumped outside it after works were carried out. It is now a serious trip hazard.

**Q.52 Councillor Claire Byrne**

To ask the Area Manager can he please provide details on when the last cleansing of Simmons Court Road took place, and can he please increase the cleansing schedule for this road.

**Q.53 Councillor Fiona Connelly**

Could the lighting department inspect the lights in Mount Argus Estate as parts of the estate are badly lit and residents have difficulty navigating the estate in the dark?

The trees in the estate also need to be inspected for pruning so that they are not impacting on the lighting of the footpaths in the dark.

**Q.54 Councillor Pat Dunne**

My Constituent reports can this issue be addressed:

“130 to 154 Clonard Road. I would like to highlight that there is a section of this road, between two speed ramps, that is a safety hazard to pedestrians and importantly

children playing. While there are speed ramps on the road, in this section which is approx. 100 metres, cars speed between the two ramps.

In the past 6 months two children have been hit by cars; I know at least the 2<sup>nd</sup> of these was reported to guards. Thankfully there were only minor injuries but I can assure you that unless there is speed mitigation action (additional ramps / signage) I have no doubt it is only a matter of time before a child is seriously injured or killed.

This road is a busy road in tight area due to commuters taking short cuts and with future plans for road traffic in the area it is only likely to get busier again. Please take this request seriously, children's safety and lives depend on corrective action."

**Q.55 Councillor Pat Dunne**

Can the Manager clarify the issue at (details supplied)?

**Q.56 Councillor Pat Dunne**

Can the Manager reply to (details supplied)?

**Q.57 Councillor Pat Dunne**

Can the Manager reply to (details supplied)?

**Q.58 Councillor Pat Dunne**

Can the Manager ensure that all streets in the Dublin 12 be swept in the coming period to ensure that fallen leaves and weed residue is lifted.

**Q.59 Councillor Pat Dunne**

Can the out of commission litter bin outside Crumlin Shopping Centre be reinstated?

**Q.60 Councillor Daniel Ceitinn**

To ask the Manager if he will install additional bike parking at Irishtown Stadium.

**Q.61 Councillor Daniel Ceitinn**

To ask the Manager if he will install public lighting along South Dock Road particularly near Camden Lock.

**Q.62 Councillor Daniel Ceitinn**

To ask the Manager if he will install an external light at a council property (details supplied).

**Q.63 Councillor Daniel Ceitinn**

To ask the Manager for an update on the container cafe for Sean Moore Park.

**Q.64 Councillor Daniel Ceitinn**

To ask the Manager if the Council will seek to acquire a derelict site which has gone up for sale (details supplied) for development of community services and public housing.

**Q.65 Councillor Daniel Ceitinn**

To ask the Manager for a breakdown of council owned land and property in the South East Inner City local electoral area by ED, excluding public housing, in tabular form.

**Q.66 Councillor Daniel Ceitinn**

To ask the Manager to install a pedestrian crossing on South Lotts Road in the vicinity of number 17 to provide a safe crossing point for residents near the shops.

**Q.67 Councillor Daniel Ceitinn**

To ask the Area Manager if he will engage with the Ringsend and District Historical Society to advance a proposal for a vintage style commemorative lamppost

**Q.68 Councillor Daniel Ceitinn**

To ask the Manager if the council has any plans for improving the public space at Bremen Road / Kyleclare Road.

**Q.69 Councillor Daniel Ceitinn**

To ask the Manager if he will have the netting on the ball court at O'Rahilly House repaired.

**Q.70 Councillor James Geoghegan**

To ask the Area Manager for an update as to the status of the drainage system on Park Avenue and Donnybrook Road, where blockages are extremely common on days of high rainfall.

**Q.71 Councillor James Geoghegan**

To ask the Area Manager if the cycleway / pathway between Beatty's Avenue and the railway bridge across the Dodder at the Aviva Stadium could be prioritised for leave cleaning and sweeping where a number of accidents have occurred recently involving pedestrians and cyclists.

**Q.72 Councillor James Geoghegan**

To ask the Area Manager to explore the installation of a pedestrian crossing at the junction of Sandford Road and Marlborough Road addressing the concerns set out in the email below:

“Specifically a pedestrian crossing which would safely take pedestrians across Marlborough Road. Unfortunately, it is extremely difficult to cross safely at that junction, as, at no point, does the traffic stop completely; there is either a flow onto and / or from Marlborough Road.

Given the number of children crossing at this road every day, it is surprising that it does not have a pedestrian lights crossing.

I have attached a photograph marked in yellow to show the junction.”



**Q.73 Councillor James Geoghegan**

To ask the Area Manager if it is possible for the lollipop lady to present at Kildare Place National School, Rathmines at 1:30pm as well as 2:30pm to assist the younger junior infant children crossing the road at that time; if it is possible to provide a timeline of



when the new school zone is likely to be installed outside Kildare Place National School, Rathmines.

**Q.74 Councillor James Geoghegan**

To ask the Area Manager if he can provide an update on the status of Terenure Library.

**Q.75 Councillor James Geoghegan**

To ask the Area Manager if there is a funding stream that could further support Terenure Growers in their endeavours at Eaton Square.

**Q.76 Councillor James Geoghegan**

To ask the Area Manager about public waste bin collections in Ballsbridge village and whether improvements can be found to avoid seagulls and vermin attacking the bins and creating significant overflows of rubbish on the streets.

**Q.77 Councillor James Geoghegan**

To ask the Area Manager what solution can be brought to bear on bins located on the footpath blocking pedestrians adjacent to Scoop Ice Cream on the Ranelagh Road; noting that these bins have caused significant obstruction to vulnerable and elderly persons living in the nearby Woodstock complex.

**Q.78 Councillor James Geoghegan**

To ask the Area Manager what is the update in respect of the tea rooms in Palmerston Park.