

**QUESTIONS LODGED PURSUANT TO STANDING ORDER NO.18 FOR REPLY AT THE MONTHLY MEETING OF DUBLIN CITY COUNCIL TO BE HELD ON MONDAY, 6<sup>th</sup> OF NOVEMBER 2023**

**Q.1 COUNCILLOR JANICE BOYLAN**

To ask the Chief Executive to have the grass cut at the back of James Larkin house Dublin 1. Can he also arrange to have the trees trimmed back and investigate the presence of either bee hives or wasp hives as the tenants cannot open their windows because of this. And finally to have the shores blasted regularly as to avoid the build-up of waste.

**CHIEF EXECUTIVE'S REPLY:**

The Team Leader of the Housing Maintenance Mobile Crew will call to the complex, assess any works required and add them to the works programme for the North side Mobile Crew. A request has been logged for the Choke Car to call to the complex and inspect and blast the shores.

**Q.2 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive for a briefing note and update on the ongoing planning and building control enforcement action in relation to the apartment development by Cavvies Ltd, at the Sheldon Park Hotel, off the Nass Road?

**CHIEF EXECUTIVE'S REPLY:**

It is understood that this development is by Arcourt Limited and not Cavvies Limited. This development consists of the construction of approximately 107 apartments across two blocks, up to eight storeys high over a basement carpark.

In November 2022 Arcourt Limited and Mr Vincent Cosgrave, in relation to this development, were each summarily convicted of the offences of providing false and misleading information to the Building Control Authority and for failing to give the necessary commencement notice or 7 day notice required under Part II of the Building Control Regulations.

Two enforcement notices have been served on the building for failure to build in accordance with the building regulations. The first commencement notice, relating to the lower six levels of the building, was not appealed but compliance remains outstanding.

The second commencement notice, relating to the levels above level 6, is currently under appeal to the District Court and this matter is ongoing.

**Q.3 COUNCILLOR CATHERINE STOCKER**

To ask the Chief executive to provide the following detail regarding staffing in tabular form including census figures on population levels in each LEA for each year/category Number of staff/roles in each of the following sections in the years 2008, 2013, 2018 and 2023 broken down into staff level so CO/EO/SEO etc :

Area Offices for each LEA  
Housing Department  
Parks Department  
Community Department  
Finance Department  
Traffic and Transport Department  
Active Travel Department  
Public realm  
Total number of council staff

**CHIEF EXECUTIVE'S REPLY:**

The table below sets out the number of people employed in Dublin City Council (Full Time Equivalents) for the years 2016 – 2022:

Department	2016	2017	2018	2019	2020	2021	2022	2023
Area Offices	224	228	231	225	224	231	226	254
Chief Executives	47	39	41	47	46	36	26	26
Corporate Serv.+ Transformation	136	138	137	145	148	181	189	210
Culture Rec. + Economic Services	828	844	836	871	857	834	854	884
Dublin Fire Brigade	1,034	1,055	1,054	1,055	1,064	1,053	1,088	1,105
Environment + Transportation	1,487	1,523	1,575	1,632	1,620	1,585	1,604	1,596
Finance	241	235	227	215	203	197	207	211
Housing + Community Services	977	998	1,045	1,041	1,040	1,005	971	968
Human Resources	63	74	74	85	89	95	89	104
Information Systems	59	64	73	71	72	73	69	68
Law	63	66	57	60	60	56	62	65
Planning + Prop. Development	202	203	224	234	227	234	254	244
<b>Total</b>	<b>5,359</b>	<b>5,467</b>	<b>5,574</b>	<b>5,680</b>	<b>5,650</b>	<b>5,579</b>	<b>5,638</b>	<b>5,735</b>

In line with agreed procedures, the figures have been provided from 2016 onwards. It is not possible to provide the data requested in full, for a number of reasons:

1. Following the financial crisis in 2008, the City Council undertook a significant restructuring programme, and it is not practical to supply the above figures from 2008 onwards.
2. There are over 300 grades within the City Council. Breaking down the information to the level of each grade would be a significant task. The outcome would be a large and complex data file.
3. Generally services are not provided on the basis of Local Electoral Areas (LEAs) and employees often work across electoral boundaries.
4. The Human Resource Department does not maintain census figures on population levels for each LEA.

The Human Resources Department works closely with all departments to ensure that staff resources are deployed suitably across the city.

**Q.4 COUNCILLOR CATHERINE STOKER**

To ask the Chief Executive for details of all staff roles currently funded/agreed but unfilled within the council and the stage of recruitment they are at and nature of the recruitment process.

**CHIEF EXECUTIVE'S REPLY:**

The current budget process requires each City Council department to identify posts that require filling in 2024. When this process has concluded, the Human Resources Department will determine the recruitment schedule for 2024, aligning with the organisation's requirements over this period.

**Q.5 COUNCILLOR CATHERINE STOKER**

To ask the Chief Executive to refer to the question previously submitted by my colleague Cllr Karl Stanley to the North Central Area Committee meeting in June of this year for follow up as no further reply was received to my knowledge.

"To ask the Area Manager for the amounts of the contributions by developers through the developer contribution fee as a result of development in Belmayne over the past

20 years, presented in tabular form, broken down by year of payment and with the name of the relevant developer provided?"

**CHIEF EXECUTIVE'S REPLY:**

Following a review of our records. It was found that the amount of development contributions paid in relations to developments in the Belmayne area amounted to €13,691, 879.62

**Q.6 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive what dates do the extra winter beds be put in place this year 2023 and what date the beds are left in place in 2024.

**CHIEF EXECUTIVE'S REPLY:**

The DRHE is on track to open approximately 330 additional single adult beds - 172 beds from the 1<sup>st</sup> of October, 140 beds from Friday 27<sup>th</sup> of October and 20 beds from the 1<sup>st</sup> of December.

These are permanent beds, with no end date in 2024. In addition to these, there will be 40 extreme weather beds in NGO services, which will be made available as needed, depending on the demand for homeless services on any given night.

**Q.7 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive if apprentices will be recruited to DCC in 2024

**CHIEF EXECUTIVE'S REPLY:**

The City Council advertised positions for the following trade apprenticeships on Tuesday 31<sup>st</sup> October.

Brick Layer  
Carpentry  
Electrician  
HGV Mechanic  
Metal Fabricator  
Painter  
Plumber  
Stonemason

**Q.8 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive for update on voids in the North inner city.

**CHIEF EXECUTIVE'S REPLY:**

The voids listed below are currently been refurbished by framework contractors or via direct labour. There are a number of voids whereby we are still awaiting vacant possession, once this has been secured they will be issued to contractors. It is envisaged that the units with Contractors and Direct Labour will be ready for re-letting in between 2-12 weeks.

**Current Refurbishment of Voids underway**

<b>Status</b>	<b>Central</b>
<b>Awaiting vacant possession</b>	38

<b>With Contractors</b>	72
<b>Direct Labour</b>	31
<b>Total</b>	144

**Vacant (Void) Property Refurbishments completed in 2023 (year to date)**

<b>Central Area</b>	
House	24
Apartment	121
Senior Citizens	45
<b>Total</b>	<b>190</b>

**Q.9 COUNCILLOR CHRISTY BURKE**

To ask the Chief Executive when refurbishment will start at (**details supplied**)

**CHIEF EXECUTIVE'S REPLY:**

Extensive surveys and options are currently underway on the vacant flats on (**Details supplied**)

Dublin City Council are currently preparing a Stage 1 application for the refurbishment/Regeneration of (**details supplied**) and these building and site surveys will shape the vision and direction of the project.

Current works on site will include securing the carpark to the rear (**details supplied**), erection of permanent hoarding to the front of the flats and a greening project in the vacant carpark.

As the project is currently going through the feasibility stage, it is difficult to give a start date for the works to start, it is expected to have a contractor on site by Q4 2025 or Q1 2026.

As the project moves through the stages of the Capitol Works Management Framework an update will be issued to the area committee and the Housing SPC.

**Q.10 COUNCILLOR DERMOT LACEY**

To ask the Chief Executive to give an update on the roll out of the Collapsible Bin initiative and if consideration can be given to including the Gullistan area in the early roll out phase.

**CHIEF EXECUTIVE'S REPLY:**

Private waste operators in conjunction with Bagbin are setting up commercial premises in South William Street with collapsible containers to improve the presentation of waste while reducing unprotected bags displayed. Dublin City Council supports this first roll out of the Bagbin initiative from waste operators in the City Commercial District.

It will improve the effectiveness of the waste collector working with their customers in the delivery of a cleaner process regarding waste presentation. As this new system establishes itself Dublin City Council will support further expansion of this scheme to other streets in the City Centre.

**Q.11 COUNCILLOR JANE HORGAN JONES**

To ask the Chief Executive for a comprehensive update on the proposed CPO process in relation to 18 Cadogan Road, and for an estimated timeline in relation to the completion of same. There are fires being lit within the property which are causing a health hazard to adjoining properties.

**CHIEF EXECUTIVE'S REPLY:**

The site is one of a number of sites on the Derelict Sites Register that have been identified for acquisition as part of the Council's ongoing acquisitions strategy to tackle dereliction. The Derelict Sites Unit has initiated the statutory compulsory acquisition process as provided for in the Derelict Sites Act 1990. A Public Notice of Intention to acquire the site compulsorily was published on 2<sup>nd</sup> October, 2023 and a formal notice served on the owner and affixed to the property on the same date. The last day for objections to the compulsory acquisition is 3<sup>rd</sup> November, 2023. The next steps in the acquisition process can be determined after that date.

**Q.12 COUNCILLOR ALISON GILLILAND**

This question has been withdrawn.

**Q.13 COUNCILLOR DERMOT LACEY**

To ask the Chief Executive his response to a Planning Application being deemed "invalid" because the Eircode was not displayed on the Site Notice that already clearly had the exact address on the sign and was placed in the front garden of the house. All documents submitted clearly had the Eircode on relevant documents. To further ask the Chief Executive what is the legal basis for requiring the Eircode to be included on such Site Notices and the cost to the City Council of rejecting such applications.

**CHIEF EXECUTIVE'S REPLY:**

The Planning Authority does not invalidate planning applications where an eircode is not provided either on the statutory notices or planning application form. However if an incorrect eircode is provided the planning application could be deemed invalid as it would most likely be referenced to an incorrect address where planning permission is being sought.

There is no legal basis for requiring the eircode on the statutory notices or planning application form. The Planning & Development Regulations 2000 (as amended) under Article 18(1)(b) and 19(1)(a) states "the location, townland or postal address of the land or structure to which the application relates (as may be appropriate)".

The cost to the Planning Authority for invalidating a planning application is the time for staff to process the planning application. A full refund of fee paid is returned to the applicant / agent. The onus is on the applicant / agent to ensure they have provided sufficient information and technical drawings to achieve a valid planning application. Please find link to Guide to Lodging a Planning Application which sets out the requirements of Dublin City Council Planning Authority.

[About the Planning Application Form Download | Dublin City Council](#)

**Q.14 COUNCILLOR DERMOT LACEY**

To ask the Chief Executive if a new planning application was necessary and if not why not and if one was required was one submitted for the new large electronic ( of some

sort) advertising sign on the gable wall adjoining the buildings beside the old Kielys Pub in Donnybrook at the entrance to Pembroke Cottages. To further ask the Chief Executive what, if any, consideration was given to protecting the Archway design that was revealed on the removal of the old sign.

**CHIEF EXECUTIVE'S REPLY:**

Due to the submission date of Q.14, it will not be possible to have the reply for the meeting on 6<sup>th</sup> November. When the information is collated, a reply will issue to Cllr Lacey in the next two weeks.

**Q.15 COUNCILLOR DERMOT LACEY**

To ask the Chief Executive if he could respond to the issues raised in the correspondence submitted with this Question relating to the impact of traffic changes and impact on health and safety.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council does not have permanent Air Quality Monitoring Stations in the immediate locations referred to in the correspondence.

Nitrogen dioxide is the predominant pollutant associated with traffic pollution.

Indicative Nitrogen Dioxide monitoring can be carried out using diffusion tubes. The tubes can be placed in the location for one month and the results obtained by laboratory analysis. More information about this can be found by accessing the below link. <https://www.epa.ie/environment-and-you/air/diffusion-tube-results/>

The Air Quality Monitoring and Noise Control Unit will carry out this survey in the locations referenced in the correspondence and the results can be made available. Updates can be provided by Paul Rutherford, Acting Principal Environmental Health Officer.

Please note that traffic signals in Dublin city are controlled by the City Council's Urban Traffic Management System, SCATS. SCATS is an adaptive traffic control system that alters signal timings based on traffic flows taken from vehicle detectors. In addition, traffic in the city is monitored 24 hours a day, 365 days a year by the City Council's Traffic Control Centre, and amendments are made via SCATS in response to incidents and problems /congestion as they arise. Every effort is made to keep traffic moving on all routes in so far as possible, however increasing volume of traffic, coupled with the need to service priority demands from pedestrians, cyclists and public transport means that a balance needs to be struck between these multiple modes, on multiple approaches to junctions. It is therefore not always possible to prioritise one route over others.

In relation to the specific junctions referenced in your query - please note that the traffic signals at these junctions have been adjusted to facilitate improvements to pedestrian and cycling facilities in line with national and Dublin City Council policy in relation to sustainable and active travel. For example, at the junction of Grace Park Road and Collins Avenue additional pedestrian crossings have been installed so that all approaches now facilitate signalised pedestrian crossing. To ensure the highest levels of pedestrian safety, all pedestrian crossings run concurrently with no vehicular traffic movements to avoid any possible pedestrian / vehicle conflicts. In relation to Collins Ave / Swords Rd (N1) junction, the Swords Road receives priority in terms of traffic signal green time, as it is a main city artery and major public transportation route in the city. The N1 serves as the main route to the airport and Northern Ireland as well as north Dublin Commuter towns, to mention but a few locations. Previous efforts to allocate further green vehicle time to Collins Ave approaches have resulted in negative impacts to public transport journey times along the Swords Road due to reduced available green vehicle time on that route. Traffic signals at junctions in mentioned locations such as Phibsboro and Ballymun also prioritise active and sustainable travel

modes with increased pedestrian crossing safety times and traffic signal priority for public transport.

In relation to other points raised as they relate to the management of traffic please note the following:

- Emergency services are regularly consulted on new schemes and, where space is an issue, protected cycle lanes are provided via flexible bollards allowing for emergency vehicle access.
- The role of traffic management is to provide for all users of the transport network – pedestrians, cyclists, public transport, commercial and private vehicle use while striking a balance in favour of sustainable and active travel modes in line with City Council and national policy. Measures such as bus priority or improved cycling and walking facilities assist in building a sustainable travel network with the objective of facilitating a modal shift away from private vehicle use as has been progressively the case in Dublin over the past two decades. Providing for all users of the transport network in this way reduces unsustainable private car dependency and provides citizens with more sustainable journey options in terms of lower transport emissions.

The Dublin City Active Travel Network when complete, will ensure that 95% of Dublin City residents are within 400 metres of a connected and safer active travel network. This will encourage more people to walk and cycle thereby reducing the number of people using cars. This will in turn contribute to less congestion and less pollution, effectively reducing our carbon footprint. This is consistent with national and regional policy as well as Dublin City Council's National Development Plan 2022 – 2028, with an increase in cycling mode share from 6% to 13% between 2019 and 2028 being a key objective of the development plan. This can only be achieved by ensuring that there is a connected and safer active travel network that will encourage a large and diverse range of people to leave the car at home in favour of the bike, including the elderly and families.

**Q.16 COUNCILLOR JANET HORNER**

To ask the Chief Executive how the Council is preparing for cold snaps over the winter period to ensure that those who use active and public transport (in line with the city's climate, transport and development plan ambitions) are facilitated to safely continue to move in the city during any times of slippiness, ice or snow?

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council's Road Maintenance Services Division has prepared its '*Winter Maintenance Plan*' for the forthcoming winter season. In accordance with this '*Plan*', Road Maintenance Services' primary focus will be on the treatment of 300km of the City's main roads when freezing conditions and/or snow has been forecast. This equates to approximately twenty-five percent of the overall road network in the City Council's administrative area. It includes the main public transport corridors and bus routes, the main routes to the City's principal hospitals, access to Dublin Port, the main route from the City to the airport, access to the main bus, Luas and train stations, access to the City Council's depots and salt storage facilities and access to the fire stations.

These routes are prioritised in order to ensure that public transport services are maintained across the City to the greatest extent possible, that there is continued access to the City's main hospitals, that emergency services can safely traverse the City's main roads, that the delivery of essential supplies, such as food and medicines,

can continue, insofar as possible, to supermarkets, shops, pharmacies and businesses.

Key elements of the 'Plan' include:

Rosters are in place for Duty Engineers to monitor forecasted weather conditions and predicted road surface conditions on a daily basis utilising Vaisala Manager, Transport Infrastructure Ireland's weather system.

Rosters are in place for the Division's Engineers, Inspectors, Drivers, Fitters and General Operatives that may be called upon to manage and deliver the Winter Maintenance Plan.

Ten gritters and five snow ploughs are available to the Division for the purpose of gritting and snow clearance. Additional fleet and machinery that may be utilised by the Division include lorries, JCBs and 4 wheeled drive vehicles.

Twenty-five salt bins will soon be placed at strategic locations across the city and these will be used by operational staff to spread salt locally should the need arise.

Approximately 2,100 tonnes of salt is in storage in three depots across the city. Furthermore arrangements are in place with Transport Infrastructure Ireland to secure additional salt at short notice in the event that it is required.

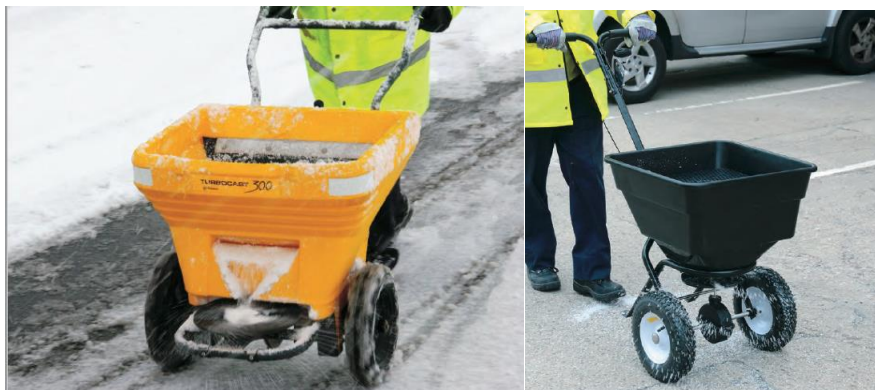
Dublin City Council's Severe Weather Assessment Team will convene upon issue of a weather warning from Met Éireann. As severe weather events are dynamic in their nature, and this team will adapt the City Council's response based on the prevailing weather conditions, the condition of the roads and footpaths, ensuring the health and safety of staff, availability of resources, the critical needs of the City and other priority functions that the City Council will need to continue to deliver.

During periods where there is severe ice on the footpaths and/or snow, staff from Dublin City Council's other operational Divisions, such as Waste Management Services, Parks and Drainage Divisions, will requested to provide support to Road Maintenance Services. In this regard they will be responsible for spreading salt on footpaths and/or removing snow from footpaths at priority locations. This includes footpaths adjacent to public transport hubs, footpaths with high pedestrian footfall and footpaths adjacent the main hospitals.

Additional plant has been procured since the 2022/2023 winter season, to allow operational staff spread salt swiftly, efficiently and safely on footpaths at priority locations. Please see images below:







Additional points:

Whilst the treatment of our main roads and footpaths improves their condition and safety during periods of severe snow and ice, it does not guarantee that they will be completely clear of ice. There is an increased risk of slips and falls and therefore injury during these periods. It is therefore important that Dublin City Council continues to communicate and convey the message that people should exercise caution during these periods, that they should consider the risks before making a decision on whether or not they should make a journey and by what means they make that journey.

Spreading salt on footpaths is a relatively slow and labour intensive activity. In the interest of pedestrian safety and in the interest of protecting footpaths, Road Maintenance Services is not in favour of vehicles, such as 'quads' driving on footpaths to spread salt.

When the City Council's resources are directed to assist in the response to snow and ice events, it means the staff, plant and machinery assigned to this response are no longer available to deliver their core duties. Consequently normal core duties either cannot be performed or must be deferred to be performed at another time. For example, Waste Management Services staff reassigned to winter maintenance duties will not be available to empty bins or collect litter from the City's streets for the period they are assisting with snow and ice clearance. Similarly, Road Maintenance Services' staff, lorries, plant and machinery will not be available to repair defects on the road and footpath network. The delay or non-performance of these tasks can lead to other concerns and issues for the City Council.

Any proposals to increase the scope of the 'Winter Maintenance Plan' will require an additional budget to be made available to Road Maintenance Services, to allow for the procurement of additional plant and machinery and the appointment of additional staff. Dublin City generally has mild conditions during with winter season. Periods of severe snow and ice are generally infrequent and when they do arrive they generally only last for a relatively short period of time. Dublin City Council's Winter Maintenance Plan and Severe Weather Plans have, in the main, served the City Council very well during periods of severe weather.

Q.17 **COUNCILLOR JANET HORNER**

To ask the Chief Executive to make a statement regarding the future of Aldborough House, whether the Council will consider purchasing it and to immediately advance plans to bring it back into community use?

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council recognises the historical importance of the building, Aldborough House and are keen to see it used in a meaningful way. The Council are willing to engage in further discussions regarding its future use and ownership.

Any such discussions would have to take account of the complexity of such a project, planning regulations and how Aldborough House could be used in the future. There were some discussions with the OPW on this pre-Covid19. The OPW were considering an intervention to use the building ultimately for offices and whether Aldborough House could be brought into public ownership.

The scale of expenditure to purchase and fully refurbish was daunting and the owners were keen to retain the building at that time. Aldborough House is on the Vacant Sites Register.

**Q.18 COUNCILLOR JANET HORNER**

To ask the Chief Executive for an update on SMO28 to increase pedestrian and cycling linking between East Wall and the Docklands?

**CHIEF EXECUTIVE'S REPLY:**

In line with SMT024, a concept design has been completed for the East Road section of the Active Travel Programme Office's East Wall to North Wall project. This has been developed to improve connectivity with the existing construction works being undertaken by the Active Travel Programme Office on East Wall Road and on the Clontarf to City Centre project.

At present, resources have not been allocated to the completion of a concept design for the Sherriff Street section of the East Wall to North Wall project; however, the scheme extents have been identified to extend from the junction of Sherriff Street Upper and East Wall Road to Seville Place with the aim of improving connectivity between East Wall and Docklands Station and the Royal Canal Greenway. Should additional resources become available, further work will be carried out to accelerate delivery.

**Q.19 COUNCILLOR JANET HORNER**

To ask the Chief Executive whether a flood risk assessment of the river Tolka from Griffith Park to the sea has been conducted and what regular maintenance is scheduled for this stretch. Some concerns expressed locally that tree growth in the river channel might be an issue for example there's a tree that was growing in the riverbed fallen across the river just east of Frank Flood bridge.

**CHIEF EXECUTIVE'S REPLY:**

A flood risk assessment of the river Tolka from Griffith Park is being carried out following the recent high water levels in the river. A computer model run of the design 100 year flood including current siltation levels in the river is also being carried out to ensure the level of flood defence to surrounding buildings has not fallen below national recommended standards.

The Water Pollution Control (WPC) section of the Protection of Water Bodies Office is responsible for the protection of waters within Dublin City Councils administrative area. The section is also responsible for removing debris, objects or bulky waste from rivers, which has or can cause an obstruction to flow.

Flooding obstructions in the City's waterways are identified during routine inspections, river sampling or pollution investigations. Maintenance of the River Tolka is an ongoing

activity, however any specific concern should be reported via our dedicated email ([waterpollution@dublincity.ie](mailto:waterpollution@dublincity.ie)) for prompt investigation.

Work to remove impediments to flow is actioned as soon as practicably possible following identification. Please note, due to the number of storms experienced recently, a backlog of fallen trees is being managed by the section on a flood risk basis. A number of fallen trees were removed from the River Tolka between Griffith Park and Distillery Road Bridge on the week ending 22/09/23, 22/10/23 and 29/10/23. Prior to that, a significant quantity of bulky waste was removed from the channel including pallets, shopping trollies, and tyres.

Please note, the section shall only remove a tree where it has fallen into the river and is or is likely to obstruct flow. Flora and Fauna is extremely important to rivers under the EU Water Framework Directive and thus their removal within the riparian zone is not conducted unless absolutely necessary. WPC have not observed alluvial deposits causing an obstruction to flow at this location.

**Q.20 COUNCILLOR LARRY O'TOOLE**

To ask the Chief Executive to respond to this housing maintenance issue. When will window and door replacement be carried out at this property (**Details Supplied**)

**CHIEF EXECUTIVE'S REPLY:**

This tenant has had double glazed windows fitted. A white double glazed door [white wooden] has been ordered with the Joinery workshop and will be installed as soon as possible.

**Q.21 COUNCILLOR LARRY O'TOOLE**

To ask the Chief Executive to have the back (box room) and front (2<sup>nd</sup> room) windows replaced at (**Details Supplied**) the front window is in a particularly bad state – ready to fall out.

**CHIEF EXECUTIVE'S REPLY:**

Housing Maintenance has offered to replace the requested windows at this property with new double-glazed windows from our Joinery Workshop. Please note the tenant has declined this offer.

**Q.22 COUNCILLOR LARRY O'TOOLE**

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

**CHIEF EXECUTIVE'S REPLY:**

The above applicant is on the Housing Transfer List, with an application date of 16/01/2018, the applicant holds the following position on this list;

Area	Bedsizes	Position
B	1	350
E	1	370

It is noted on the applicant's file that he has recently registered his interest in a choice based letting at Burnell Place.

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.

**Q.23 COUNCILLOR LARRY O'TOOLE**

To ask the Chief Executive to respond (**Details supplied**)

**CHIEF EXECUTIVE'S REPLY:**

We will be able to provide a response to this question once the Cllr. Provides the PPS number and date of birth.

**Q.24 COUNCILLOR HAZEL DE NORTÚIN**

To ask the Chief Executive to look at the public lighting that's along the Park West and Cedarbrook area. There's been complaints of reduced lighting. Can there also be a report on whether there's enough public lighting in the area?

**CHIEF EXECUTIVE'S REPLY:**

Parkwest and Cedarbrook cover a large geographic area. Could the Councillor provide a list of locations of particular concern and lighting assessments can then be carried out at those locations.

**Q.25 COUNCILLOR DARRAGH MORIARTY**

To ask the Chief Executive to provide a list of all the names and locations of Dublin City Council public playing pitches, grass and all-weather, and the corresponding cost for use of these pitches for matches by local clubs, including underage and adult matches.

**CHIEF EXECUTIVE'S REPLY:**

There are 214 playing fields/pitches in City Council public parks. These are of varying dimensions and cater for soccer (155), GAA (58), cricket and rugby (1). They are allocated on the basis of an annual application by clubs. The charge is €280 per senior team and there is also a €50 administration charge per calendar year. There is no charge for teams under 18 years of age. All-weather facilities in parks are licenced to local clubs to be managed for the benefit of the local community.

Details on Spreadsheet.

**Q.26 COUNCILLOR DARRAGH MORIARTY**

To ask the Chief Executive to confirm who members of the public should contact to report animal welfare issues outside of the working hours of 9am-5pm. With reference to a recent distressing incident involving a pony which took place in Sundrive (Eamon Ceannt) Park, a member of the public contacted DCC's emergency out of hours number, only to be told contact the Gardai, to then be told by the Gardai to contact DCC. Can DCC confirm: 1) who is responsible for responding to these reports; 2) what organization, if any, is contracted to respond to these reports and can detail be provided as regard to the nature of this contract – cost, duration of contract, process for selection etc.; and 3) who members of the public should contact and share the up to date contact information?

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council's statutory obligations for Animal Welfare & Control Services are set out primarily in the [Control of Dogs Act 1986](#) and the [Control of Horses Act 1986](#). We also have a secondary role as authorised officers under the [Animal Health & Welfare Act 2013](#). Members of An Garda Síochána are authorised officers under all statutes and DSPCA personnel are authorised officers under the Animal Health & Welfare Act. Dublin City Council provides statutory Animal Welfare & Control Services

during normal working hours Monday – Friday 9:00 a.m. – 5:00 p.m. supplemented by a limited out of hours service 12:00 – 4:00 p.m. on Saturday, Sunday and Bank Holidays. Dublin City Council Animal Welfare & Control is not an emergency service and will normally respond to reports received outside normal working hours on the next working day. A life threatening emergency involving an animal should be reported to An Garda Síochána via 999.

In response to the specific questions raised:

In practice DCC Animal Welfare & Control Services; An Garda Síochána, DSPCA and other animal welfare organisations work collaboratively to respond to all reported animal welfare issues in accordance with agreed protocols depending on the circumstances of the case, e.g. public safety concern, alleviation of suffering/distress of an animal; ineffectual control or other non-urgent breach of legislation.

Dublin City Council is currently in contract with Henry Mangement & Maintenance Services Ltd. under a nationwide “*Multi Supplier Framework for the Provision of Services for the Control of Stray, Abandoned & Unidentified Horses*”. The Framework was established in 2018 by an external entity on behalf of the Office of Government Procurement to provide these services to Local Authorities, Department of Agriculture, Food & the Marine (DAFM) and Coillte. Work is underway on drawing up specification for a new national Multi Supplier Framework for these services and it is anticipated that the new tender will be advertised in the coming months. When the new Framework is established Dublin City Council will proceed to engage a supplier from the Framework. The selection and award criteria will be published in due course as part of the public procurement process. Dublin City Council's budgetary provision for these services is €170,000 for 2023. This includes horse seizures, pound provision, overnight charges and veterinary costs.

The contact details for members of the public to report animal welfare issues are as follows:

**Dublin City Council Animal Welfare & Control Services**

Monday – Friday 09:00 a.m. – 5:00 p.m.

Saturday, Sunday and Bank Holiday 12:00 noon – 4:00 p.m.

All other hours are voicemail only and will be responded to on the next working day.

A life threatening emergency situation involving an animal should be report to **An Garda Síochána** via 999.

Animal Welfare concerns can also be reported to the **Department of Agriculture, Food and the Marine** via the Animal Welfare Helpline

Call Save (076) 1064408 Tel. 01 607 2379; [animalwelfare@agriculture.gov.ie](mailto:animalwelfare@agriculture.gov.ie)

OR **DSPCA** at Tel. 01 499 4700 or online via <https://www.dspca.ie/report-animal-cruelty-form>

Q.27 **COUNCILLOR DARRAGH MORIARTY**

To ask the Chief Executive to confirm the total number of 'uncommenced' active planning permissions for residential development in the Dublin City Council I area – number of planning permissions and total number of housing units. Can the CE confirm how many of these sites, if any, are currently under negotiation, either by DCC itself, an AHB or the LDA for purchase to deliver public housing?

**CHIEF EXECUTIVE'S REPLY:**

Due to the volume of records that need to be analysed from the APAS planning system, the Planning Department will require further time to provide the information requested. Councillor Moriarty will be contacted directly with the information within the next fortnight.

Q.28 **COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive to give an update regarding unlawful development at Taylor Hall. Also can the Chief Executive, explain how a public house was apparently given a sublease on a Dublin city council property without full consent of the proper procedures of subleasing a council heritage protected property, further that all documentation regarding the leases of this building and conditions of that lease including liquor licensing act as applied to the premises be made available.

**CHIEF EXECUTIVE'S REPLY:**

There is ongoing planning enforcement action taking place in respect of the above premises. An Enforcement Notice under Section 154 of the Planning and Development Act 2000 was served on the relevant interested parties relating to multiple breaches of planning through the carrying out of physical unauthorised works at this premises which is a protected structure. The required compliance date associated with all aspects of this notice expired at the end of October 2023.

Furthermore a warning letter pursuant to Section 152 of the Planning and Development Act 2000 was issued to the relevant interested parties regarding allegations that the use of the premises has changed from approved use of the lower ground floor for dancing at private events and permission to use the basement and ground floors for small theatrical events and concerts to use as a public bar/public bar food/restaurant use and that there has been an alleged change of use of the rear yard and front garden for commercial purposes in terms of the provision of a seating area /beer/restaurant garden without the benefit of planning permission.

As there is statutory enforcement action ongoing relating to this premises it would be inappropriate to comment any further on the matters raised by the Councillor at this time, as to do so may prejudice any further action required, including possible future legal action if required.

The Council consented to a sub-lease by An Taisce to Liberties Renaissance Ltd of part of Taylor's Hall for café/restaurant use in 2021. The consent does not imply approval for change of use or development for which permission under the Planning Acts or Building Regulations would be required.

As outlined above, this matter is currently the subject of an active planning enforcement investigation and has also been referred to the Conservation Section for their comments in respect of the works carried out to this protected structure.

The outcome of these investigations will inform any subsequent action to be taken by Dublin City Council as Landlord of the premises and a full report on the matter will issue to the councillor in due course.

Q.29 **COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive issue to update a report regarding the recent malfunction of the application process for the recruitment of fire officers. This report to include what investigations and examinations regarding this flawed process has taken place, what contact has been made to those who are impacted by the flawed application process and what are the outcomes of any such investigations.

**CHIEF EXECUTIVE'S REPLY:**

The information requested relates to the position of Firefighter with Dublin Fire Brigade, which is an on-going recruitment process. The information is confidential to the applicants.

Q.30 **COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive give a report as to how many staff at DCC have taken medical leave as a result of contracting COVID-19 in the past six months. Further what procedures, protocols and plans does Dublin city council have in place over the winter for the potential impact of COVID-19 on the staff / counsellors and public bearing in mind the increase within the population of infections of COVID-19 and it impacts public health

**CHIEF EXECUTIVE'S REPLY:**

The Human Resources Department has processed a total of 210 Special Leave with Pay requests for DCC employees having contracted Covid-19 over the past six months from the period 1/4/2023 to 31/10/2023.

When dealing with the effects of Covid 19, Dublin City Council has always been led by the general medical advice supplied by the Health Services Executive (HSE) and by the more specific advice given by the HSE Health Protection Surveillance Centre (HPSC). Based on that advice DCC has taken steps to lessen the impact of all winter viruses, including Covid 19.

DCC continue to encourage staff to avail of Covid 19 vaccines and boosters as advised by their medical professionals. DCC are currently running a Flu vaccination that is free to staff. The vaccinations are happening in City Centre pharmacies and in workplaces where there are enough staff to allow us to organise a visit by a pharmacist. Employees are encouraged to avail of this.

Poster campaigns by the Health and Safety Officers to raise awareness of preventative measures in relation to Covid-19 and winter viruses. All Council meetings, SPC's, Areas Committee meetings etc. have a hybrid option which allows for virtual participation and collaboration.

**Q.31 COUNCILLOR MANNIX FLYNN**

To ask the Chief Executive and the DRHE to issue a full report regarding the acquisition due diligence/ governance regarding Avalon house on Aungier Street. This report to include full disclosure of the cost of this building. Who owns the building, who manages the building, and where did the money come from that acquired this building and what were the procedures? Regarding financial oversight. Further what planning processes such part five exemptions certificates are required to acquisition such buildings with regard to the drawdown of funds from state agencies, to acquire such infrastructure as Avalon house. Also how much is this building costing at the moment? A breakdown of such costs, Is the building entirely empty? What plans if any have been drawn up in the past four years since this building was acquisitioned, what was the outcome of the court case judicial review regarding the change of use for this building? And what cost were incurred in this process by DCC and DRHE. What is the intended future for this building, bearing in mind the recent revelations and ongoing investigations into the Peter McVerry Trust? Regarding its finances. Etc.

**CHIEF EXECUTIVE'S REPLY:**

The Peter McVerry Trust entered a 20 year lease for Avalon House in 2019 for use as emergency accommodation. This was funded through Section 10 funding. Local stakeholders began legal proceedings in December 2019 and an application for an injunction was lodged with the High Court to prevent the use of the facility as emergency accommodation for single adults.

Following intensive negotiations, senior management agreed to a re-assignment of the lease from PMVT to Dublin City Council (DCC) on the basis the hostel would be used to accommodate families. In December 2020 it was agreed that the lease would be re-assigned to DCC for the residue of the term and this completed in May 2021.



The DRHE considered alternatives and a family hub was considered to be the only viable use. The DRHE commenced the capital works application process, conditional approval was granted in February 2023 and full Stage 1 approval given by the Department in June 2023, following compliance with the conditions set out. In August 2023 a contractor was appointed to prepare the tender to procure an integrated design team. It is anticipated this tender will go live in late November 2023/early December 2023.

The building currently costs €2m per annum plus utilities and security costs. The outcome of the judicial review was a settlement agreed by all parties and the costs incurred during this process were legal costs and ongoing rent on the building.

**Q.32 COUNCILLOR SEAMAS MCGRATTAN**

To ask the Chief Executive is **(Details supplied)** included in a school safety zone programme, and can no parking markings be installed out the neighbouring houses

**CHIEF EXECUTIVE'S REPLY:**

The operation hours of the bus lanes **(details supplied)** are to be extended as part of Ballymun to City Centre core bus corridor scheme. This item was included on the October's TAG Agenda for the North West area. Measures should be in place in due course. Following the extension of operational hours, it will be illegal to park on the bus/cycle lanes. Under Road Traffic (Traffic and Parking) Regulations 1997 section 39:2 "A person shall not park a vehicle in a bus lane during the period of operation of the bus lane." Instances of illegal or obstructive parking should be referred to Dublin Street Parking Services, DSPS (email info@dpsps.ie or tel. no. 01 602 2500) or an Garda Síochána for enforcement.

The School Mobility Team is currently working through a list of schools identified by the Department of Transport as priority schools to receive School Zones as part of the Safe Routes to School (SRTS) programme. Works on Round 1 schools will take place over the coming months and it is envisaged that works on Round 2 schools will start in 2024. We are unable to progress schools outside of the SRTS priority list at this time. **(Details supplied)** have applied for a School Zone and are on the waiting list. Once the priority list has been cleared the team will be in a position to re-engage with School Zone applicants, including **(details supplied)**

**Q.33 COUNCILLOR SEAMAS MCGRATTAN**

To ask the Chief Executive to arrange to have the trees pruned on **(a. Details supplied)** and **(b. Details supplied)**

**CHIEF EXECUTIVE'S REPLY:**

Parks services have inspected the trees on these streets with no works recommended at this time. All pruning works are carried out on a prioritised basis subject to available budget.

**Q.34 COUNCILLOR SEAMAS MCGRATTAN**

To ask the Chief Executive to improve the quality of the street lights on **(details supplied)**

**CHIEF EXECUTIVE'S REPLY:**

The street lighting on **(details supplied)** was upgraded to LED streetlights back in 2016/2017 and is considered to be satisfactory. There are no plans for further improvements to the street lights at this location at present. In relation to **(details supplied)** a lighting assessment will be carried out to see what improvements may be required.



Note that all street lights in Dublin City will be upgraded to LED street lights under the current Lighting Upgrade project. An exact timeframe, however, cannot be provided at this time for the upgrade of street lights to LED on **(details supplied)** other than to say that they will be upgraded over the next five years or so. In the meantime the existing lights will continue to be maintained.

**Q.35 COUNCILLOR SEAMAS MCGRATTAN**

To ask the Chief Executive to install a traffic camera on **(Details supplied)** due to the high number of motorists breaking traffic lights at the junction

**CHIEF EXECUTIVE'S REPLY:**

Please note that Dublin City Council's Traffic CCTV cameras are for the management and monitoring of traffic and public transport at our signalised junctions throughout the city. These cameras do not record any footage and are not used for any other purpose. At present the use of cameras for the enforcement of road traffic violations does not fall under the remit of the City Council and enforcement of red light running is a matter for An Garda Síochána.

**Q.36 COUNCILLOR DARRAGH MORIARTY**

To ask the Chief Executive for DCC to engage directly with the Robert Emmet CDP in the Liberties regarding a dramatic increase in their rent at 3, Usher Street, Dublin 8 which jeopardises the array of community services provided at this location. The services provided include adult education classes, after school programmes, integration programmes with local community living in Direct Provision, housing clinic support for DCC tenants, to name a few. These services are provided in a part of city where such community activities are sorely lacking and in need of expansion, not closing down. The Robert Emmet CDP has made a proposal to the Council to support them cover the increased rent over the 2024-2026 period - can the Chief Executive confirm if the Council is in a position to support and make a statement on the matter?

**CHIEF EXECUTIVE'S REPLY:**

A Reply will be issued to the Councillor within two weeks of the Council Meeting.

**Q.37 COUNCILLOR ALISON GILLILAND**

To ask the Chief Executive to outline the rationale/decision making/legislative background for the standing down of cycle lanes between 10am and 12 mid-day and between 7pm and 7am on roads that do not have a bus lane with similar traffic management for example Beaumont Rd. as per the signage recently erected?

**CHIEF EXECUTIVE'S REPLY:**

During the initial roll out of bus and cycle lanes a loading window from 10.00 to 12.00 was incorporated in a lot of the schemes. This was to assist businesses along a route to still have access to legal loading times. The rationale for the stopping of bus lanes at 19.00 in the evening was that traffic was lighter and the bus service was decreasing in frequency and finishing at 23.30.

A program of changing these times to reflect the new reality of 24 hour bus services and the desire to have more safe and segregated cycle routes is underway with a number of locations now 24 hours and this analysis is continuing.

**Q.38 COUNCILLOR DECLAN MEENAGH**

To ask the Chief Executive for an update on the open ditch drain near Martin Savage Park and Glendhu.

A) For a detailed description of where the water goes when it flows into this drain from the park.

- b) When was the last time DCC inspected this drain and when was maintenance last carried out.
- c) For an explanation for who is involved/responsible for the drain: Irish Water, DCC, Irish Rail and for an explanation of who is in overall charge of drainage in the city,

Does the manager agree that it is very important that a regular inspection and maintenance schedule is established for this drain and will he make a statement on the matter. In this statement will he reassure residents that when the nearby trees are pruned, the debris from the trees won't be let clog the drain.

**CHIEF EXECUTIVE'S REPLY:**

a) Before the Royal Canal was constructed land drainage in the Ashington/Glendhu area generally flowed north/north-east towards the River Tolka. When the Canal was constructed a 'toe' (or 'back') drain was constructed along the southern edge of its towpath to intercept the natural land drainage and to bring it to points where it was culverted under the Canal to continue its journey. In the mid-19<sup>th</sup> Century the Royal Canal was purchased by the Midland Great Western Railway who constructed their Railway along the canal's southern towpath.

Historic 25" Ordnance Survey maps show a 'toe' drain along the southern side of the railway commencing at Glendhu Park heading east down to Reillys Bridge (at the 8<sup>th</sup> Lock). However, this drain now appears to pass under the canal just downstream of the 9<sup>th</sup> Lock.

As the 'toe' drains and culverts were built on land owned by the Canal (now Rail) company and were required solely because of the Canal's construction, it is the Drainage Division's understanding that responsibility for maintaining them rests with the current landowner, presumed to be Iarnod Éireann (Railway). As this drain does not form part of the piped surface water sewer network in DCC charge, this part of the question has been referred by Drainage Division to the aforementioned party (as well as Waterways Ireland) for a response.

b) As advised above this drain is not the responsibility of the DCC Drainage Division and consequently is not routinely inspected by it.

c) As maintenance responsibility arises primarily from land ownership, this question has been referred to the Property & Title Research Section of the Law Department to determine if any responsibility rests with Dublin City Council by virtue of land ownership, e.g. Parks.

The question of the overall drainage of the City requires a somewhat lengthier response. Most of the rainfall that occurs in the city now discharges first into a piped public sewer network (rather than to the field ditches and streams of the past). Generally speaking the only piped sewer network between the canals belongs to Irish Water and it takes both foul sewage, rainwater and road run-off (and are known as 'combined' sewers). Outside the canals most rainwater is collected by separate surface water sewers (in the charge of the City Council's Drainage Division). However, in many areas (particularly those built between 1930-1970) a portion of the surface water (largely from the back of the houses) is still collected and discharged to the foul sewer. This drainage system is known as the 'partially-separate' system. Any sewer containing foul sewage (including 'combined' sewers and 'partially-separate' foul sewers) ultimately discharges to the Ringsend Wastewater Treatment Plant. Surface water (only) sewers typically discharge directly to rivers or to the coast. Most of the smaller streams and rivers in Dublin (e.g. the Wad/Naniken/Nutley/Elm Park stream etc.) have been culverted and are largely invisible until flooding incidents occur. Because they are culverted these smaller underground streams are largely looked after by DCC. In contrast, responsibility for the larger open rivers in the City (e.g. the Liffey, Tolka, Dodder) arises from land ownership. The owners of lands on which a stream or river is located are known as 'riparian' owners. Riparian owners have various

rights and responsibilities that derive primarily from common (and some statute) law. Where DCC does not own any land forming part of the river, it only has powers of intervention (to act for the public benefit) in the event that a riparian owner fails to act. Separately, the ESB has certain responsibilities in relation to the River Liffey on account of its power generation activities. Also the OPW implements arterial drainage and flood protection schemes along river sections and coasts under various statutes. Accordingly, the overall drainage (and flood protection) landscape is complex. The foregoing is a very brief summary and does not attempt to address all of the nuances of this topic which are extensive.

Regular inspection and maintenance of the above drain is very important but it is the responsibility primarily of Iarnród Éireann/CIE.

With regard to the open ditch drain which runs adjacent to Martin Savage Park, our Drainage section would be best placed to answer any queries regards the condition, inspection or maintenance of drainage infrastructure in the area. With regard to pruning of nearby trees, it is not the Councils policy to prune trees for the reduction of leaf, fruit, debris etc. from trees. Parks services have not received any specific recommendations regards this drain.

**Q.39 COUNCILLOR DECLAN MEENAGH**

To ask the Chief Executive what planning regulations/ guidelines exist with regard to locating bus shelters and bins on public paths next to privately owned boundary walls/ fencing etc. in terms of distance, proximity and any other relevant issues

**CHIEF EXECUTIVE'S REPLY:**

S.15.17.4 of the Dublin City Development Plan 2022-2028 contains a development standard for Outdoor Seating and Street Furniture. The standards states:

“Certain uses in the public realm, including elements of street furniture, can lead to problems of visual clutter and to obstruction of public footpaths for pedestrians, in particular people with disabilities. These elements include newspaper stands, telephone kiosks, traffic and bus signs etc. It is an objective of Dublin City Council to control the location and quality of these structures in the interests of creating a high-quality public domain.

All street furniture provided by private operators including retailers, publicans and restaurateurs, etc., and utility companies should be to the highest quality, preferably of good contemporary design avoiding poor historic imitation and respect the overall character of the area and quality of the public realm and be so located to prevent any obstruction or clutter of all footpaths and paved areas including landings.

In this regard, street furniture requires either a licence under Section 254 of the Planning and Development Act, 2000 (as amended) or planning permission (including street furniture erected on private lands). In both instances, the applicant is required to submit details of the location, design, specification and quality of the proposed elements of street furniture. Details of maintenance and cleansing schedules, together with a certificate of structural stability, may also be required. Street furniture should be designed to be accessible to disabled persons where possible.

In considering applications for outdoor furniture, the planning authority shall have regard to the following:

- Size and location of the facility.
- Concentration of existing street furniture in the area.
- The visual impact of the structure, particularly in relation to the colour, nature and extent of advertising on all ancillary screens.
- Impact on the character of the streetscape.

- The effects on the amenities of adjoining premises, particularly in relation to hours of operation, noise and general disturbance.
- Impact on access and visibility”.

**Q.40 COUNCILLOR NOELLEN REILLY**

To ask the Chief Executive for an update on Site 12/14 Ballymun which Cllrs first got a presentation on in Dec 2021, when will it be advertised for the Public to apply?

**CHIEF EXECUTIVE’S REPLY:**

Under the Affordable Housing Act 2021, local authorities need to publicly advertise when an Affordable Housing Scheme becomes available. In advance of the date when the particular dwellings are scheduled to be completed, the Council will advertise the availability of the dwellings in at least one newspaper circulating within the administrative area and on Dublin City Council’s website.

The advertisement will include details regarding the location, number and type of dwellings to be sold, their price, the income limits for eligibility, as well as how and when to apply.

Planning permission has not yet been secured for affordable housing on Sites 12/14 but the homes are expected to be delivered in 2025. Dublin City Council is developing our Affordable Housing website and will advertise all affordable homes on this site in due course.

**Q.41 COUNCILLOR NOELLEN REILLY**

To ask the Chief Executive for details of the Traffic Study which took place after the new Junction opened at Hampton Woods

**CHIEF EXECUTIVE’S REPLY:**

The main issue with Hampton Wood Drive is whether DCC have agreed to take this road in charge. As it currently stands the Area Engineer has not been notified whether this road is now in charge with DCC. Therefore until this matter is completely resolved in terms of ownership the Area Engineer is unable to complete a traffic study/speed survey.

**Q.42 COUNCILLOR NOELLEN REILLY**

To ask the Chief Executive to arrange for anti-sitting devices which were recently installed at Pop in Beauty to be installed at the (**Details supplied**)

**CHIEF EXECUTIVE’S REPLY:**

The (**Details supplied**) is held under Lease Indenture from Oct 2006 for 25 Years. The lease covenants that the responsibility for the shop frontage rests with the Lessee. Dublin City Council gave consent for (**Details supplied**) to apply for planning permission to install External Roller Shutters at the premises in Dec 2016. Similarly if (**Details supplied**) wish to carry out further works to the premises consent to alteration would be required accordingly.

**Q.43 COUNCILLOR NOELEEN REILLY**

To ask the Chief Executive for an update on the Caravan replacement scheme in St Margarets and plans for providing additional homes for people in this area.

**CHIEF EXECUTIVE’S REPLY:**

Dublin City Council’s Traveller Accommodation Unit can only provide replacement mobile homes via the Dept. of Housing’s pilot Caravan Loan Scheme or the Emergency Replacement Mobile Home Grant. Both schemes are subject to strict qualifying criteria set out by the Dept. and are allowable to a maximum funding amount of €40,000 per mobile home.

Under the pilot Caravan Loan Scheme 2023, Dublin City Council's Traveller Accommodation Unit provided funding to facilitate 8 loans. These loans have now been allocated to families on the Unit's Caravan Loan waiting list. There were 28 families on the waiting list dating back from 2022 – none of these families were from St Margaret's Park.

Any of the families from St Margaret's Park who may wish to be considered for either of the above mentioned schemes must contact the Traveller Accommodation Unit on 01 222 5290 to request that their name's to be added to the waiting list.

It is hoped that the Dept. will continue the Loan Scheme in 2024. Subject to its continuation and allocation of associated funding, the Traveller Accommodation Unit will review the waiting list and will offer loans to families who meet the qualifying criteria.

**Q.44 COUNCILLOR MAIRE DEVINE**

To ask the Chief Executive that the Community Centre planned for the Emmet Rd Development at Inchicore D8 be established as a Social Enterprise that will maximise improvements in Social, financial and environmental well-being for the local community?"

**CHIEF EXECUTIVE'S REPLY:**

Inchicore Regeneration Consultative Forum (IRCF) have set up a sub-committee to consider the involvement of the local community in the future operation of the Community Centre. To assist the local community with this task the Project Manager and the Area Office have recently provided an expert and independent resource. This resource is currently working with the sub-committee to identify all the practical options that are available to the local community to become involved in the future operation of the community centre.

**Q.45 COUNCILLOR MAIRE DEVINE**

To ask the Chief Executive for an update on the request for a plaque dedicated to Ms Josie McGowan to be erected at a suitable site in Cork St D8?"

**CHIEF EXECUTIVE'S REPLY:**

Officials are looking for a suitable location and will refer the proposal to the Commemorations & Naming Committee.

**Q.46 COUNCILLOR MAIRE DEVINE**

To ask the Chief Executive that Parks liaise with Craobh Inse Chór, Grattan Crescent, D8 and plan the removal of significant overgrowth that is impinging upon their property with much accumulation of litter and pests.

**CHIEF EXECUTIVE'S REPLY:**

The trees at this location have been inspected and have been found to be currently in a safe condition. The arborist has recommended crown reduction on these trees to take place in the 2024/2025 pruning season.

**Q.47 COUNCILLOR MAIRE DEVINE**

To ask the Chief Executive for an update on the required Masterplan for the Goldenbridge Industrial Estate at Inchicore D8.

**CHIEF EXECUTIVE'S REPLY:**

The Goldenbridge Industrial Estate is zoned Z10, "Inner Suburban and Inner City mixed uses" under the City Development Plan, with the objective to "consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses."

The Goldenbridge Industrial Estate are private lands.

There will be a requirement that for any significant scheme (on Z10 zoned lands greater than 0.5ha in size) seeking to increase densities and/or height, a masterplan is prepared (see also Appendix 3: Achieving Sustainable Compact Growth).

The Planning Department holds pre-planning meetings with owners of sites throughout the city. These meetings remain confidential until and if a planning application is lodged. As such, the department cannot comment on questions relating to such engagement, but can confirm that there is no current application or masterplan lodged for the lands.

**Q.48 COUNCILLOR NIAL RING**

To ask the Chief Executive to confirm that, when the Vacant Sites Levy will be replaced with a Residential Zone Tax which will be collected by the Revenue, the amount collected will be credited to DCC and that any arrears collected by revenue will also be refunded to DCC. Can the Chief Executive also detail the current amount outstanding.

**CHIEF EXECUTIVE'S REPLY:**

Over the coming years the Residential Zoned Land Tax (RZLT) will replace the Vacant Site Levy. The legislative provisions for the Vacant Sites Levy will be repealed but the levy will continue to apply and accrue until the charge on land associated with the RZLT is levied in accordance with *Section 653Q Charge to residential zoned land tax* of the Finance Act 2021. Any outstanding charges in respect of the vacant site levy will remain against the land in question to be collected by the local authority. The total amount of Vacant Sites Levies owing is €26,605,300.

Budget 2024 has deferred the liability date of the RZLT until 1st February 2025 to allow for a review of RZLT maps to take place in 2024 and give affected landowners further opportunities to engage with the mapping process. The Vacant Site Levy will apply until legislation is brought forward to repeal the vacant site levy arrangements.

Local Authorities have been advised that there is no particular allocation for the tax that will be collected through the RZLT and that funds will go into the Exchequer along with other forms of taxation collected by the Revenue

The final map which will reflect the outcome of the submission and appeal processes in respect of the draft and supplemental maps, will be published on 1<sup>st</sup> December 2023 and will indicate the land that is within the scope of the tax. The administration of the RZLT is a matter for the Revenue Commissioners. The owner of a relevant site will be the liable person for RZLT and is responsible for ensuring their obligations in relation to RZLT, such as filing returns and payment of tax are met.

**Q.49 COUNCILLOR NIAL RING**

To ask the Chief Executive for an update on the progress of the Task and Finishing Group established by Ministers O'Brien and Donnelly whose scope of work included coming up with a mechanism whereby DCC would recoup the costs it incurs on behalf of the HSE in the provision of Ambulance services by DFB. Given that the current deficit being is over €17m per annum, can the Chief Executive further confirm that it is the intention of DCC and the Task and Finish Group to also get agreement with the HSE for refunding the accumulated deficit to date and to confirm the figure involved which I understand to be in excess of €100m.

**CHIEF EXECUTIVE'S REPLY:**

The Task and Finish Group have reported to both Ministers and presented a National Ambulance Service / Dublin Fire Brigade (NAS/DFB) collaboration proposal with an associated operational plan and cost estimate. This report provided a proposed operational model to achieve the goal of improved inter agency collaboration and to ensure the nearest appropriate resource/resources are dispatched from either agency in response to emergency ambulance calls in the Dublin region. The Task and Finish group endorsed the collaboration proposal and associated operational plan and recommended that it be implemented.

The Group recommended that a 'Joint NAS/DFB Emergency Ambulance Collaboration Group' should be established to be chaired jointly by the Director of NAS or an appropriate nominee and the Chief Fire Officer, DFB or an appropriate nominee, to ensure the required degree of collaboration/engagement between the two services. The Group was satisfied that its recommendations, if implemented, will address its terms of reference and in particular strengthen the emergency ambulance service delivery model in Dublin and address patient safety concerns associated with the current delivery model.

DCC / DFB have indicated that they are very happy to have its estimate of the cost of the DFB emergency ambulance service independently verified and discussion on cost recovery are expected to conclude as part of the implementation phase.

The Group recommended that the Department of Health and the Department of Housing, Local Government and Heritage should bring a joint Memo to Government seeking approval to implement the Group's recommendations and the necessary funding.

**Q.50 COUNCILLOR NIAL RING**

To ask the Chief Executive to confirm that it is the intention of DCC to transfer ownership of the Temple Bar Cultural Trust DAC to its ownership and to further detail when this is scheduled to happen and what assets, liabilities and accumulated surplus or deficits are due to be transferred.

**CHIEF EXECUTIVE'S REPLY:**

The intention is still to transfer all operations of the company to the direct ownership of DCC. The timing of this has not yet been scheduled and will be subject to the approval of the Planning & Development (No.2) Bill and a commencement order. A full report to Council will be made in advance of any formal decision being made by the board of Temple Bar Cultural Trust.

In the meantime, the DCC transition team in the CRES Department continue to carry out the company's day-to-day operations and legal requirements.

**Q.51 COUNCILLOR NIAL RING**

To ask the Chief Executive will no doubt recall the intensive campaign undertaken by me, and supported by my fellow central area councillors, to ensure that the Shamrock Terrace Recycling Centre would not be downgraded and that employees would be protected (Emergency Motion - March 2022 CAC, Motions May 2022 and July 2022 CAC, CAC and Council Questions April 2022, September 2022, October 2022, November 2022 and February 2023, Motion to Development Plan - Mot 01495 etc). The question of the employment status of the workers at the facility was raised by me and in an answer to my question to the CAC in February this year it was stated that

Waste Management Services have been liaising with Human Resources about the potential to insource the operation and management of civic amenity sites. Specifically, can the Chief Executive provide an update on this exercise and confirm that the workers at the North Strand Recycling Facility will be considered for employment by DCC as part of the insourcing process.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Services have commissioned a feasibility study and cost benefit analysis regarding the potential insourcing of the operation of Civic Amenity sites by direct labour. We anticipate the finalised report will be delivered in mid-November. Waste Management Services will discuss the findings of the report with Human Resources before any decision is made on the future operation of Civic Amenity sites.

The employment status of staff at all Civic Amenity Sites is protected under EU Transfer of Undertakings legislation.

Q.52 **COUNCILLOR DEIRDRE HENEY**

To ask the Chief Executive to please refer to road as per (**details attached**) which residents (particularly vulnerable residents) feel is too dark and say if he can  
(a) Provide additional public lighting or  
(b) Install a brighter light bulb in each of the public lighting columns along this road  
In order to assist residents feel safer in their community

**CHIEF EXECUTIVE'S REPLY:**

The public lighting on (**details attached**) was upgraded to LED in 2016 and is to an acceptable standard. There are no plans for changes to the lighting here.

Q.53 **COUNCILLOR DEIRDRE HENEY**

To ask the Chief Executive to please refer to road as per (**details supplied**) and say if he can provide traffic calming ramps on same as residents fear for the safety of their children and other vulnerable pedestrians due to the high speed of traffic using their road as a rat-run to avoid traffic calming ramps on adjacent road.

**CHIEF EXECUTIVE'S REPLY:**

Recently a speed survey was conducted on (**Details supplied**). The resultant 85% percentile speed was found to be 32.5 km/h and have not indicated the presence of speeding vehicles which suggests that the road is compliant with the speed limit. Therefore, the provision of any traffic calming measures is not recommended at this time.

Q.54 **COUNCILLOR DEIRDRE HENEY**

To ask the Chief Executive to refer to road/footpath at location as per (details supplied) and say if he will agree to install/cut-out a lay-by to accommodate staff working in the community and clients of details attached as they are currently experiencing awful difficulties parking at this location.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council's policy is to promote and prioritise sustainable transport including walking, cycling and the use of public transport. Transport Advisory Group have no plans to increase parking spaces at this location. This would be contradictory to our current policies and Climate Change Action Plan to reduce footpath widths at the detriment of pedestrians in order to increase availability of parking spaces.

Q.55 **COUNCILLOR DEIRDRE HENEY**



To ask the Chief Executive in relation to tenant as per (**details supplied**), say if he can have his officials contact her in relation to her wish to purchase out her dwelling.

**CHIEF EXECUTIVE'S REPLY:**

The Tenant Incremental Purchase Scheme allows eligible tenants to purchase their homes from Dublin City Council at a discounted cost of either 40%, 50% or 60% of the market value of the property. The discount awarded is based on the tenant's income at time of application. As part of the Tenant Incremental Purchase Scheme criteria, the period of time a tenant is required to be in receipt of social housing support to be considered eligible under the Scheme is 10 years.

I wish to confirm that a member of staff from the Loans, Sales and Grants Section will contact (**details supplied**).

Further information on the Tenant Incremental Purchase Scheme can be obtained from the Tenant Purchase Section at Phone Number 01 222 5449 or by emailing [tenant.purchase@dublincity.ie](mailto:tenant.purchase@dublincity.ie)

Full details of the Tenant Incremental Purchase Scheme can be found via the following link <https://www.gov.ie/en/service/12558-incremental-tenant-purchase-scheme-for-existing-local-authority-houses/>

Q.56 **COUNCILLOR DEIRDRE CONROY**

To ask the Chief Executive 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.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council Parking Control Bye-Laws 2020 govern eligibility of residents parking permits or visitor parking permits and under these bye laws. There is no facility available to provide visitor permits outside of residential permit schemes. Unfortunately, the council is unable to facilitate the request to assist with the parking provision for staff.

An assessment of the location will be carried out with regard to safe crossing for students. The location may also be subject to improvement works by the DCC Active Travel Office through the "Kilmainham to Ballsbridge South City Loop S 5" cycling route, and similarly, by BusConnects through the "S2 - Heuston Station - Sean Moore Road" bus route. TAG will liaise with the Active Travel Team and BusConnects liaison office for additional input on the matter.

Q.57 **COUNCILLOR DEIRDRE CONROY**

To ask the Chief Executive can an essential meet-up be made by City Council staff with the residents on Brighton Road in regard to the majority of residents who have brought the enquiries to City Council, to state their objection to the proposed plan to close off Brighton Road at the junction of Terenure Road East and one of 50 enquiries, information is provided. It is noted that DCC has changed the date for responses to 3<sup>rd</sup> November.

It is also noted that many protected structures are in Terenure Road East and Brighton Road, but NTA want to demolish historic boundary walls and gardens of RPS. 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 RPS in Marlborough Road, etc? I include the list of RPS and the view of no driveways.

**Please see additional attachment**

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council (DCC) have asked residents of Brighton Road and the surrounding area for feedback and input on a proposal of a Filtered Permeability Scheme on Brighton Road. The closing date for submissions on this is November 3rd 2023. Submissions can be sent to [NTSSouth@dublincity.ie](mailto:NTSSouth@dublincity.ie). DCC will need to review the submissions from the relevant Stakeholders and assess the transport related surveys to determine the next steps for this project. Once this work is completed elected Councillors and relevant Stakeholders will be notified of the results and next steps.

**Q.58 COUNCILLOR DEBORAH BYRNE**

To ask the Chief Executive if he will establish a One Stop Shop in Dublin City to provide advice and information on Climate Action and Sustainability for community groups and individuals in the City to help promote our climate action plans and goals.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council in preparing the revised climate action plan recognised the importance of engagement with communities and individuals to achieve our shared ambitions. The Climate Action Team with the support of the Communications team is actively developing a communication campaign to promote our plan.

Beyond this to engage communities directly the Climate Action Team is involved in an EU Funded project – CAMPAIGNERS – which provides individual with information on climate action and encourages citizens to undertake challenges via the Climate Campaigners App.

Our libraries and area offices also promote climate action and sustainability through workshops and events.

Additionally DCC has recently, appointed a Community Climate Action Officer to administer the community climate action fund. The community climate action officer will be reaching out to communities to support their submissions to the fund.

**Q.59 COUNCILLOR DEBORAH BYRNE**

To ask the Chief Executive if he will identify the locations of all electric vehicle chargers in Dublin Central and if he will have an electric vehicle charger installed at the bottom of Grangegorman Road LWR or in the vicinity of the Bring Centre in Grangegorman.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council do not maintain a register of public Electric Vehicle Charging Stations. Public EV charging stations can be developed by private or public enterprise and made available to for public access. Locations can include rail stations, supermarkets, hotels etc. A number of public portals provide information on the location and availability of EV charging stations across the City. These portals provide the most up to date information.

Currently the following EV charging points are listed within or close to Dublin Central Area;

Circle K, Finglas Road, Dublin 11  
ESB, Hollybank Road, Drumcondra  
Croke Park Hotel, Jones's Road, Drumcondra  
DCU Alpha, 2 Claremont Avenue, Glasnevin  
Bon Secours Hospital, Glasnevin Hill

DCU St. Pat's, Drumcondra Rd. Upper  
Lidl, Drumcondra  
Clontarf Railway Station, Clontarf Road  
ESB East Wall Rd.  
Lidl, East Wall  
Nelson Street, Dublin 7  
Tesco Cabra, Navan Road  
Lidl, Old Cabra Road  
St. Joseph's Road, Stoneybatter  
Dublin International Hostel, Mountjoy Street  
Parnell Square West  
Cassidy's Hotel, Cavendish Row  
The Spire Car Park, Sean McDermott Street  
St. John's Road West  
Liffey Street West  
Q-Park, Four Courts  
Greek Street & Chancery Street Parking  
Jervis Street Car Park  
Convention Centre, Spencer Dock  
1 Mayor Street Upper  
North Wall Quay  
Point Village, Dublin 1  
Irish Ferry Port  
Circle K, Dublin Port

Dublin City Council are currently working with the other DLAs to set up a framework of EV charging Point Operators. The framework has identified locations on DCC property suitable of fast charging as part of a pilot project. Once the pilot project has been implemented, a review of the operation will be carried out and additional locations will be given consideration.

**Q.60 COUNCILLOR DEBORAH BYRNE**

To ask the Chief Executive for a public domain programme for Smithfield Square to enhance the area including with greening, public seating and refurbishment of the playground, and address litter management issues.

**CHIEF EXECUTIVE'S REPLY:**

Parks Services have no proposals for additional greening or playground refurbishment in Smithfield at this time.

Waste Management Service have Smithfield Square cleaned on a daily basis. This consists of being swept first thing every morning by a large road sweeping machine. The bins there are emptied regularly during the day by a dyna van driver. Also a hand cart man cleans there throughout the day. Every effort will continue to be made to keep the square as clean as possible.

**Q.61 COUNCILLOR DEBORAH BYRNE**

To ask the Chief Executive what is the number of staff working on waste management in the North Inner City LEA for each of the following years 2018, 2019, 2020, 2021, 2022 and 2023 and to identify each the roles.

**CHIEF EXECUTIVE'S REPLY:**

It is not possible to provide details of Waste Management staff working in any electoral areas for this or previous years as waste management staff are not assigned duties

based on any one electoral area. Instead waste management staff based in our depots routinely provide services across a number of electoral areas based on existing schedules or needs. The north Inner city are provided with services from a number of cleansing depots at different times of the day and night. E.g. Staff from the new North City Operations Depot provide services at night but these same staff also service the whole of the City Centre North and Southside. Our Aldborough Parade, O'Rahilly Parade and Dominick Street depots also service this area to one degree or another on different shifts or at different times of the day and evening. This has been the practice for many years now and no accurate figures could be given on numbers dealing specifically with North Inner City LEA over any of these years.

At present, there is a total of 509 operational staff working in waste management operations at all levels and an additional 35 staff working on the administrative side of the provision of waste management services.

**Q.62 COUNCILLOR ALISON GILLILAND**

To ask the Chief Executive to indicate when the tenants at (**details supplied**) will have their replacement windows installed as per the maintenance visit in 2020.

**CHIEF EXECUTIVE'S REPLY:**

The Housing Maintenance Joinery Workshop is currently manufacturing this order for windows. The order will be ready for installation in the first quarter of 2024.

**Q.63 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive to arrange for repairs to the footpath at (**Details supplied**). The path is raised here due to the tree on the footpath which has also affected the pillar of number 8. This is a serious trip hazard. There are lots of elderly residents living locally.

**CHIEF EXECUTIVE'S REPLY:**

In regard to the defect at (**Details supplied**) Road Maintenance Services has inspected this location. Job number 41171168 has been scheduled when a works crew is available in the area. At present there is a large backlog of repairs outstanding which we are working through.

**Q.64 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive to investigate the traffic situation on Shanowen Park. A resident has reported to me that cars are parking both sides and an ambulance could not get down the road recently. Can this be looked at and maybe double yellow lines installed at certain points to prevent this happening again.

**CHIEF EXECUTIVE'S REPLY:**

The area engineer has assessed the service requests lodged with Dublin City Council (DCC) at the aforementioned road. DCC must try to strike a balance between provision of parking for residents while keeping traffic flowing.

The presence of on street parking has a passive traffic calming effect within a residential area, in accordance with Design Manual for Urban Roads and Streets guidelines. The removal of some of the available on street parking can exacerbate issues of speeding in addition moving the parking issues to neighbouring residential areas.

The appropriate measure to deal with the issues raised in the service requests received by the area engineer is the introduction of a Residents' Permit Parking Scheme. The purpose of a Pay and Display and Permit Parking Scheme is to eliminate long term commuter parking in residential areas such Shanowen Park. If the residents would like to apply for a Residential Parking Scheme details of the criteria can be found on the DCC website by clicking the following link:

<https://www.dublincity.ie/residential/parking-dublin-city-centre/start-parking-scheme>

**Q.65 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive to arrange for the laneway to the rear of the shops at Cardiffsbridge Road/Cappagh Drive to be placed on a daily cleaning schedule. There is a childcare facility entrance in the laneway and unfortunately there is constant litter, dumping and broken glass here which isn't a great look for parents bringing their kids into the premises.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Service have laneways on a ten week cleaning schedule. We will endeavour to arrange extra cleaning in the above mentioned laneway when possible between scheduled cleanings.

**Q.66 COUNCILLOR ANTHONY CONNAGHAN**

To ask the Chief Executive to arrange for a housing maintenance inspection at (**Details supplied**) where the tenant has reported leaks in 2 doors coming into the sitting room.

**CHIEF EXECUTIVE'S REPLY:**

The Housing Maintenance local area depot will ensure that all necessary works are undertaken at this property.

**Q.67 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive to improve the public lighting on Ring Street Dublin 8 and surrounding streets.

**CHIEF EXECUTIVE'S REPLY:**

The existing public lighting on Ring Street and Ring Terrace is planned to be upgraded to LED, and these works are expected to be completed by the end of 2023.

**Q.68 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive to outline the programme and timeframe for road improvement works in Dublin South Central for 2023 and 2024.

**CHIEF EXECUTIVE'S REPLY:**

Please find attached a copy of the Road Maintenance planned works for footpath and carriageway reconstruction 2023. The footpath works have been completed and are currently being snagged and the GPR surveys for the carriageways will be carried out this side of Christmas. As the carriageway surface material is bituminous in nature, it can be affected by temperatures, so I would predict that the resurfacing works would commence around late February-early March 2024.

Over the coming months, when available funding has been confirmed, Road Maintenance will prepare procurement documentation for tender for the footpath and carriageway works in 2024.

**Q.69 COUNCILLOR DAITHÍ DOOLAN**

To ask the Chief Executive to outline the programme and timeframe for works to be carried out to encourage and improve cycling safety in Dublin South Central for 2023 and 2024.

**CHIEF EXECUTIVE'S REPLY:**

Dublin City Council's Active Travel Programme Office has two projects currently under construction stage in Dublin City's South Central Area: Kilmainham to Thomas Street and Grand Canal Cycle and Pedestrians Safety Improvements.

The Kilmainham to Thomas Street project is being delivered on a phased basis, with Suir Road to Thomas Street (interim scheme) having commenced construction in August 2023.

Progression of the interim scheme is as follows:

Works at James's Walk, Marrowbone Lane, Forbes Lane and Rialto Bridge are expected to be substantially complete by Dec 2023.

Suir Road Junction Upgrade is expected to be implemented in Q1/Q2 2024.

The link between Marrowbone Lane and Thomas Street is expected to be implemented in Q1/Q2 2024.

Furthermore, progression of the design of the Kilmainham to Thomas Street permanent scheme is progressing in tandem with the ongoing construction works.

The Grand Canal Cycle & Pedestrian Safety Improvements project is currently on hold following the unexpected liquidation of the project contractor, the. A process of retendering for the remaining works has commenced. Further updates on a completion program will be issued once a new contractor has been appointed.

Further to projects at construction, the Active Travel Programme Office are continuing to work on the design of projects that comprise Dublin City's Active Travel Network. This includes a section of the South City Loop (Kilmainham to Ballsbridge) between Rialto Bridge and the New Children's Hospital site which has been developed to concept stage.

This 310km network of high quality cycling infrastructure will promote sustainable mobility through improved safety and connectivity. Within the South Central Area there are also a number of Bus Connects Core Bus Corridor schemes.

All the schemes have been submitted to An Board Pleanála for their consideration. As the schemes are subject to an ongoing statutory application process and have not yet been confirmed by An Board Pleanála, we are unable at this time to specify a works commencement of completion date. On completion of the statutory process, we will be in a position to confirm the construction commencement date.

**Q.70 COUNCILLOR EIMER MCCORMACK**

To ask the Chief Executive to report on when the double yellow lines will be installed at Rathlin Road, Dublin 9

**CHIEF EXECUTIVE'S REPLY:**

Home farm Road is at one end of Rathlin Road and Griffith Ave is to the other end. The DYLS at Home Farm Road are new and were done in the last 2 weeks but at the other end towards Griffith Ave all DYLS and disabled bays are faded . I have passed on this to the crew to renew all road markings at this end of the road and hope to have them done by Tuesday 7<sup>th</sup> November.

**Q.71 COUNCILLOR EIMER MCCORMACK**

To ask the Chief Executive to report on when the windows and electrical box door at (details supplied) be replaced?

**CHIEF EXECUTIVE'S REPLY:**

Housing Maintenance local area depot will carry out an inspection of the windows at this property, if they are deemed in need of replacement, new wooden windows will be put on order with the Joinery Workshop. We have no report of any issues with the electrical box, but we will log this now for Electrical Services to inspect.

**Q.72 COUNCILLOR EIMER MCCORMACK**

To ask the Chief Executive to report on the when the windows and electrical box door at (**details supplied**) will be replaced?

**CHIEF EXECUTIVE'S REPLY:**

The Housing Maintenance local area depot carried out an inspection of these windows and will be putting in an order to replace six windows for this tenant. We have no report of any issues with the electrical box, but we will log this now for Electrical Services to inspect.

**Q.73 COUNCILLOR EIMER MCCORMACK**

To ask the Chief Executive report on when (**Details supplied**) will have the myriad problems at this address will be attended to? Issues include flooding and damp, mould and general disrepair in this and other addresses in the same Council owned and managed property. A full report and timeline for repairs is required please

**CHIEF EXECUTIVE'S REPLY:**

(**Details supplied**) is owned by Dublin City Council and managed by Tuath Housing It has been agreed that the following works are to be carried out (**Details supplied**) a timeline for when the works are to be completed is to be agreed.

Paint external brick works with clear weather seal paint to prevent any moisture soaking into the bricks.

Install wall vent cover x10 to prevent water ingress.

Tuath have installed 2 environmental sensors in this property on the 20th of October 2023, this will help diagnose any future issues with mould, if any, after the remedial works are complete. Tuath will have a contractor attend and treat/clean any current mould in the unit at a time that is suitable for the tenant.

DCC's Maintenance Division is actively investigating ongoing structural issues in the complex and works are ongoing on the roof, while further remediation works have been identified and are being addressed.

**Q.74 COUNCILLOR VINCENT JACKSON**

To ask the Chief Executive that I be given an update on the following Housing matter. (**Details supplied**)

**CHIEF EXECUTIVE'S REPLY:**

We will be able to provide a response to this question once the Cllr. Provides the PPS number and date of birth.

**Q.75 COUNCILLOR VINCENT JACKSON**

To ask the Chief for a full list of all the numbers of litter fines issued in 2022 and the numbers of fines paid and what sanction do we have for non-payment.

**CHIEF EXECUTIVE'S REPLY:**

Please see below details of fines issued, fines paid, prosecutions initiated for non-payment of fines, convictions obtained in court and out of court settlements reached.

Where fines are not paid, legal proceedings are issued in order to issue summons to the alleged offender, court dates are listed where a judge hears the case and issues a verdict.

Litter Fines issued 1 Jan to 31 Dec 2022	Total Litter fines issued	Appeals Received re Litter Fines	Litter Fines Successfully Appealed	Litter Fines Paid	Prosecutions initiated for non - payment of fines	Convictions secured for non - payment of fines	Out of Court Settlements
<b>Total</b>	806	224	87	468	170	51	4

**Q.76 COUNCILLOR VINCENT JACKSON**

To ask the Chief Executive that Pencil Bollards be provided as a matter of urgency outside St Michaels, and St Raphael's Schools Kylemore Road Ballyfermot as the level of illegal parking has reached unsustainable levels and a serious risk to life is imminent.

**CHIEF EXECUTIVE'S REPLY:**

The School Mobility Team is installing School Zones in Dublin city as part of the Safe Routes to School Programme, funded by the National Transport Authority. Applications for the School Zone project are currently closed as the team works through a priority list of schools for this programme, as identified by the Department of Transport. Once this list has been cleared, the team will be in a position to re-engage with School Zone applicants, and in time with new schools, including St Michael's and St Raphael's.

The team is also keen to manage expectations in terms of the impact that School Zones can make. While they can improve the situation at schools, they are only one of many solutions to the traffic challenges that school communities face. Ultimately there is a need to reduce the number of cars causing congestion at the school gate which creates the unsafe environment for children. Some softer measures to help reducing the number of students being driven to school, such as Park and Strides, walking busses and cycling busses, could also help to improve the situation. We encourage school communities to work with the parents and children in developing and trying out these solutions. For schools who are part of the Green Schools programme they can also provide support on these types of initiatives.

**Q.77 COUNCILLOR VINCENT JACKSON**

To ask the Chief Executive to provide me with a full report on why it appears that we as a local Authority have not learned from the past and allow time after time the subdivision of retail units and permissions for the same types of businesses in areas like Ballyfermot. We urgently need leadership from Dublin City Council to look at the retail mix and ensure a good experience for the shopper. Having shutters down all day is destroying the area. Why do we not learn from past experience?

**CHIEF EXECUTIVE'S REPLY:**

Ballyfermot urban village is governed by the landuse zoning objective Z4: *To provide for and improve mixed-services facilities*. Key Urban Villages and Urban Villages (formerly District Centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport; in line with the concept of the 15-minute city. Key Urban Villages form the top tier of centre outside the city centre. Urban Villages zoned Z4 are typically smaller in scale and provide a more localised role for the daily shopping needs and local services of a residential community.



All planning applications including subdivision of retail units in areas such as Ballyfermot are assessed against the policies and objectives of the Development Plan, including the Retail Strategy and Development Management Standards for retail, food and beverage and leisure uses.

In assessing any planning applications for retail proposals including take-aways in such areas, the planning authority will have regard to the detailed list of issues in Section 15.14.7, which includes the effect on amenities, the need to safeguard the vitality and viability of the shopping area and to maintain a suitable mix of uses. In particular for take away proposals, the number/frequency of such outlets within 1km of school sites is examined, as is the context and character of the existing street, where the aim is to maintain and improve its vitality by encouraging a range of convenience and/or comparison retail shops.

**Q.78 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive regarding 30,32,34,36 Northumberland Road, what the intentions of the council are regarding the properties: if there are any vacant units; if the council intends to regenerate or redevelop the site; if the council intends to retain or dispose of the site; and if he will make a statement on the matter.

**CHIEF EXECUTIVE'S REPLY:**

A reply will be issued to the Councillor within two weeks of the Council Meeting.

**Q.79 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive for an update regarding the St Andrews Court redevelopment and updated stage completion timeline estimates; and if he will make a statement on the matter.

**CHIEF EXECUTIVE'S REPLY:**

The regeneration of St Andrews Court received Stage 2 approval from the Department of Housing, Local Government and Heritage in August 2023. This gives consent to Dublin City Council to proceed to the planning stage of this redevelopment project.

The proposal is for the demolition of the existing housing block and for the construction of a new social housing scheme. The 33 new homes will be a mix of one, two and three bedroom homes. It is anticipated that we will commence the pre - Part 8 planning process by the end of this year and achieve planning approval in Q2 2024.

The indicative programme shows for a Stage 3 submission to the DHLGH in Q4 2024 – this is for approval to go out to tender for the main contract. A Stage 4 application for approval to appoint the main contractor is targeted for Q2 2025.

**Q.80 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive for an update regarding a parking permit scheme for City Quay and district; and if he will make a statement on the matter.

**CHIEF EXECUTIVE'S REPLY:**

There is a current residential permit parking pay and display scheme on City Quay. There are also schemes at Dowling's Court, Lombard Street East and Lombard Court. Schemes are introduced per road or street on an individual basis and not as a district. The introduction of a Pay and Display and Permit Parking Scheme on a road which would place restrictions and limits on non-residential parking during the hours of operation can be considered.

Dublin City Council can proceed with the preparation of a Pay and Display and Permit Parking Scheme on the road and subsequent ballot of residents where there is a demonstrable and clear desire in favour of a Scheme, i.e. 35% of households in favour of the request. This may take the form of a number of written requests or ideally a

signed petition from the residents of the road (details supplied). A request for a Parking Scheme will be referred to the Traffic Advisory Group for examination and report. A petition per road or street would be required.

**Q.81 COUNCILLOR DANIEL CÉITINN**

To ask the Chief Executive the regularity with which the housing lanes in South Lotts which are City Council property are cleaned; the last occasion on which they were cleaned; the next occasion on which they will be cleaned; and if he will make a statement on the matter.

**CHIEF EXECUTIVE'S REPLY:**

Historically the houses in South Lotts were City Council properties with the upkeep of the properties maintained by either the Council or the Tenant depending on the lease agreement. However these properties were sold over the years and are now privately owned. As the City Council no longer own the properties we have no vested interest in the laneways here and at present the City Council is not in a position to maintain these lanes.

**Q.82 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive for the list of all apartment complex that have been built in the last 3 years in the D8, D10 and D12 area. To list for each complex the number of apartments and list the share of 1, 2, 3 and 4 beds for each complex. Also to do the same with sites with live planning application in Dublin 8, Dublin 10 and Dublin 12.

**CHIEF EXECUTIVE'S REPLY:**

Due to the volume of records that need to be analysed from the APAS planning system and the information that will also need to be collated from other sections within the Planning Department, it is not possible to reply for the council meeting on 6<sup>th</sup> November. Councillor Nicoullaud will be contacted directly with information within the next fortnight.

**Q.83 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive to push forward for the Davitt House to get the attic insulation and the wrap around done in 2024 under the enhance work program scheme.

**CHIEF EXECUTIVE'S REPLY:**

The Enhanced Works Programme is a new trial programme focused on making key improvements to the Council's housing complexes. The programme entails a suite of measures and can include, external wall insulation, new windows and doors, new heating systems, various maintenance works, upgrading internal property features, painting of the complex, repairs to boundaries, roof and balcony works, and improving shared common areas, through for instance new seating facilities and landscaping of surrounding areas.

This programme will be delivered by Housing Maintenance and housing complexes will be chosen from across the city. Our first project was Lissadel Road and Rafter's Lane in the South Central Area. We are currently developing plans for Canon Burke Senior Citizen's complex in the Central Area and subject to the satisfactory completion of this, we will proceed to on site works. Thereafter, we intend to commence a further project in the North Central Area.

The Enhanced Works Programme is being undertaken within existing resources and while it's difficult to gauge the time and budget required for each project, it is our intention, where possible, to proceed with projects across the city. Given this, it is unlikely that we would be in a position to come back to the South Central Area and

Davitt House in 2024, however, we will keep Davitt House on the list of housing complexes for assessment of suitability.

Finally, the Enhanced Works Programme will undertake key improvements inside, outside, and in the immediate area surrounding housing complexes where the project proceeds. These works are intended to make important enhancements for our housing stock, for the general area and especially for our tenants.

**Q.84 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive to explain what it would entail for the Emmet Road Project, or any other project of the like for that matter, to change the mix of apartment sizes after planning application was granted. To give all planning explanations and reasons. Would it necessary require to go back to planning or not?

**CHIEF EXECUTIVE'S REPLY:**

A change in "mix of apartment sizes" would require DCC as applicant to obtain planning permission.

**Q.85 COUNCILLOR SOPHIE NICOULLAUD**

To ask the Chief Executive to work with the LDA to set up as a matter of urgency a permanent information desk/office in Cherryorchard where the display of the plans would be accessible to the public. To have a display of the plans at the Civic Office in Ballyfermot and have them displayed on the windows using an empty unit in Parkwest as well. This project is as much DCC's as the LDA, the planning application will be going any days and only very little exhibition of the projects has been on display. That this permanent office will be in use until the project is finished.

**CHIEF EXECUTIVE'S REPLY:**

DCC and the LDA will commit to setting up a permanent public display of information in strategic centres, including the Civic Office at Ballyfermot and the Cherry Orchard Community Centre. Further options for the distribution of up-to-date information to the public will also be considered.

**Q.86 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive the amount of Housing Aid for older persons grants applied for and completed in 2022 and 2023 to date and the average wait time for payment and follow up inspection. Does the manager have any plans to prioritise emergencies i.e. boiler stopped working/leaking roof.

**CHIEF EXECUTIVE'S REPLY:**

The Housing Grant Section administers three Housing Grants Schemes designed to provide assistance to people making adaptations to their privately owned homes to meet their medical needs and to older people in poor housing conditions carrying out essential repairs to their owner occupied homes. These measures enable people to stay in their own communities and prevent or delay their placement in residential care thereby reducing social segregation, assisting their carer's and strengthening families.

The three Housing Grants are as follows: -

- 1) Housing Adaptation Scheme.
- 2) Mobility Aids Scheme.
- 3) Housing Aid for Older People.

The Housing Aid for Older People Grants that were approved and paid for in 2022 and 2023 are tabled below:

<b>Number of applications completed 2022</b>	<b>Amount expended on these grants</b>
248	€1,158,158

<b>Number of applications completed to end of October 2023</b>	<b>Amount expended on these grants</b>
380	€1,615,412

When the Housing Adaptation works are completed, the Inspector inspects the works, and currently, the waiting list for final inspection is 2 - 3 weeks. Payment is issued to the Applicant on average 3 weeks after final inspection.

More than fifty percent of the Applications we receive for the Housing Aid for Older People Grant Scheme are Applications for the replacement of a boiler. If an Applicant includes a Doctors Certificate with their Housing Aid for Older People Application Form indicating that they are a priority one patient, their Application will be prioritised.

Applicants awaiting hospital release to their home, and Applicants in need of stair lifts are treated as highest priority in the Home Grants Section.

I have attached the hyperlink to the Housing Adaptation Grants for People with a Disability.

<https://www.dublincity.ie/residential/housing/i-own-my-home/grants-homeowners/housing-adaption-grant-people-disability>

**Q.87 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive the amount of vacancies in each area office, and his plans to fill all vacant posts.

**CHIEF EXECUTIVE'S REPLY:**

The current budget process requires each City Council department to identify posts that require filling in 2024. When this process has concluded, the Human Resources Department will determine the recruitment schedule for 2024, aligning with the organisation's requirements over this period.

**Q.88 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive to arrange for an inspection of the carriageway at (**details supplied**) with a view to repair and being added to next year's work programme.

**CHIEF EXECUTIVE'S REPLY:**

An inspection will be carried out by the local Engineer and any defects identified during the inspection will be scheduled for repair when a works crew is available in the area (Enquiry Ref 11146250). Depending on the severity and number of the defects found at (**details supplied**) these works will be considered for the 2024 Civil Works or 2024 Resurfacing Programmes.

**Q.89 COUNCILLOR KEITH CONNOLLY**

To ask the Chief Executive the average wait time for a public light to be repaired from when first reported.

**CHIEF EXECUTIVE'S REPLY:**

Over the past 3 months (July, August and September 2023) nearly 2500 lights were recorded as being out of order.

The faulty lights recorded come, typically, from the following sources:

Reports by members of the public, residents groups or public representatives or  
Faults detected out following nights patrolling of routes by our night scouts.

In relation to reports of faulty lights by members of the public in item 1 above repairs were carried out on 64% of the faulty lights within five working days.

With regard to faults detected out in item 2 above 59% of the faulty lights were repaired within 10 working days.

Faults that take longer than this timeframe to repair are, generally, non-routine faults such as

Underground cable faults.

Attending to cable faults can take time as the fault location under the ground needs to be identified and often requires footpath excavations.

Electronic control unit faults that power lights.

Parts on older 'high intensity discharge' light sources are also becoming more difficult to obtain as these are being phased out by some manufacturers and this can lead to delays in repairs.

Some faulty lights are out of order for longer than we would like because they are outside of our control and we are at the mercy of third parties. These include lights out due to ESB supply faults, lights out on Luas Routes that require permits to work, inaccessible lights due to parked cars etc.

**Q.90 COUNCILLOR ALISON GILLILAND**

To ask the Chief Executive to organise for the removal of shrubs inhibiting use and other materials requiring machine removal in the public laneway behind (**details supplied**). The local residents recently undertook a 9 bag clean-up of this laneway but could not remove all manually.

**CHIEF EXECUTIVE'S REPLY:**

Waste Management Service had the above mentioned laneway cleaned on the 26<sup>th</sup> October 2023.

**Q.91 COUNCILLOR ALISON GILLILAND**

To ask the Chief Executive to organise for road widening works at the junction between the Clonsaugh Industrial Estate and the Oscar Traynor Rd to accommodate a full time right filter turn into the estate given that currently, according to TAG 'the right turn filter signal at this location is programmed to run each cycle of the traffic signals between 7am and 10am, Monday to Friday, to cater for workers entering the Industrial Estate at start of standard working hours.' If this filter light were in operation during all working hours it would help alleviate congestion on this road.

**CHIEF EXECUTIVE'S REPLY:**

This request (Enquiry Ref: 7035869) will be referred to the Area Engineer for assessment and report to the Transport Advisory Group for their consideration.

The Councillor will then be informed of the final recommendations of the Transport Advisory Group.

**Q.92 COUNCILLOR NAOISE O'MUIRÍ**

To ask the Chief Executive to CEO provide a detailed update in relation to the recent road surface collapse outside 46 St. Lawrence Road to include:

1. Root cause analysis
2. Extent of remediation works
3. Risk analysis of a similar collapse happening at other locations on this Road.

**CHIEF EXECUTIVE'S REPLY:**

1. The cause of the extensive void below the road appears to have been the loss of soil/material into a broken surface water sewer from where it was progressively washed away. Immediate initial investigations revealed a gas main within/crossing the sewer when record drawings actually show it over 3m away. At this stage this appears to be the most likely cause of the damage to the sewer here. However, this can only be confirmed once excavation has taken place and exposed the location/circumstances fully. Gas Networks Ireland were immediately informed and have been assisting DCC Drainage Division throughout with the matter.
2. The extent of the remediation works will only become apparent upon excavation to establish the current extent of the void. At this stage the void appears to be approximately seven meters long by three wide with a depth down as far as the sewer. Based on the preliminary investigations detailed above it has been agreed that GNI will carry out excavation of the roadway and establishing a safe working area to repair the sewer. Both parties will then investigate the full circumstances and confirm/apportion responsibilities. At this stage it is proposed that DCC Surface Water staff will undertake laying of new sewer main once the area has been prepared by GNI. GNI will then backfill the excavation and reinstate the roadway once DCC Drainage works have been completed.
3. Following completion of the repair works the sewer main will be fully cleaned and a full CCTV survey for the extent of St Lawrence Road will be undertaken. Obviously where further issues arise Councillors will be informed.

**Q.93 COUNCILLOR NAOISE O'MUIRÍ**

To ask the Chief Executive to organise for the trees on Croydon Green to be pruned, for the shrubbery around the base of the trees to be removed as it is dangerous for children playing on the Green and for re-seeding of the grassed areas under those trees where required

**CHIEF EXECUTIVE'S REPLY:**

An inspection will be arranged in the coming weeks as local schedules allow and any works deemed necessary will be listed for inclusion in the prioritised tree care programme for the area 2023/24. It should be noted however that the recent storm event has precipitated a considerable volume of requests from understandably concerned residents to inspect and assess publicly owned trees.

**Q.94 COUNCILLOR NAOISE O'MUIRÍ**

To ask the Chief Executive to organise for the repair of the break in the inner footpath at Croydon Green across from No. 54 beside the telegraph pole and the P&T manhole

**CHIEF EXECUTIVE'S REPLY:**

An enquiry (ref.11146257) has been created & forwarded to the Area Inspector, who will assess the defect & assign to a crew for repair when they are next working in the locus.

**Q.95 COUNCILLOR NAOISE O’MUIRÍ**

To ask the Chief Executive to organise for the repair of the footpath outside No. 9/11 Blackheath Park.

**CHIEF EXECUTIVE’S REPLY:**

An enquiry (ref.11146259) has been created and forwarded to the Area Inspector for inspection. A job will be created and assigned to a crew for repair when they are working in the locus.

**Q.96 COUNCILLOR BRIEGE MACOSCAR**

To ask the Chief Executive to outline the current expected processing times for the home grants i.e. time from initial application to final payment of grant and completion of work and how many applications have been processed this year?

**CHIEF EXECUTIVE’S REPLY:**

The Housing Grant Section administers three Housing Grants Schemes designed to provide assistance to people making adaptations to their privately owned homes to meet their medical needs and to older people in poor housing conditions carrying out essential repairs to their owner occupied homes. These measures enable people to stay in their own communities and prevent or delay their placement in residential care thereby reducing social segregation, assisting their carer’s and strengthening families.

The three Housing Grants are as follows: -

- 1) Housing Adaptation Scheme.**
- 2) Mobility Aids Scheme.**
- 3) Housing Aid for Older People.**

The average completion times can vary across the grant types depending on the different factors on both the DCC side and the applicant side, volume, complexity, match funding, availability of contractor etc. however the indicative standard completion timeframes are as outlined in the table below:

<b>Grant Scheme</b>	<b>Types of work</b>	<b>Average Completion Time from Receipt of Application to Payment</b>
Housing Adaptation Grant	Extensions, Bathrooms Conversions, Stairlifts, Toilets, Handrails, Ramps	21 weeks
Mobility Aids Grant	Straight Stairlifts, Handrails	16 weeks
Housing Aid for Older People Grant	Boilers, Roofing, Windows/Doors	18 weeks

The Annual Service Delivery Performance Indicators for processing times for Home Grants is determined by the number of applications inspected within 4 weeks of initial application and are tabled below:

<b>Grant Scheme</b>	<b>Percentage of applications inspected within 4 weeks of receipt of application</b>
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Housing Adaptation Grant for People with a Disability	58%
Mobility Aids Grant	78%
Housing Aid for Older People Grant	58%

The number of application processed to date are summarised in the table below:

Grant Scheme	Number of applications completed to end of October 2023
Housing Adaptation Grant	688
Mobility Aids Grant	107
Housing Aid for Older People Grant	380

I have attached the hyperlink for Grants for Homeowners, if further information is required [Grants for Homeowners | Dublin City Council](#)

**Q.97 COUNCILLOR BRIEGE MCOSCAR**

To ask the Chief Executive outline if the cost of collection and disposal of discarded single use electronic vapes has been determined by the Council and if data on the occurrence of this litter has been collated.

**CHIEF EXECUTIVE'S REPLY:**

No data exists on the cost of removal and disposal of discarded single use vapes in Dublin City Council Street cleaning operations. Removal and disposal of discarded litter both on streets and in bins are included in normal street sweeping activities. Dublin City Council provide WEEE recycling facilities at our bring centres and we would call on the public to dispose of vapes appropriately, through either retailers, WEEE facilities or bring centres.

**Q.98 COUNCILLOR BRIEGE MAC OSCAR**

To ask the Chief Executive to outline what traffic calming measures are available on a residential road which also serves as a bus route.

**CHIEF EXECUTIVE'S REPLY:**

Traffic calming measures that maybe considered predominately depend on funding available to the Area Engineer. This is due to the rising costs Dublin City Council are quoted for minor civil works by contractors.

The traffic calming measures available to the Area Engineer to curb vehicular speed depend on the nature of the road (30km/h residential; 30km/h/50km/h road used as bus routes).

Dublin City Council receives a large number of representations each year from elected members and residents groups for traffic calming to be installed on existing roads and streets. The provision of traffic calming is often a contentious issue achieving the objectives of traffic calming schemes on existing roads requires consideration of a wide variety of measures. In the majority of cases the demand is for the construction of speed ramps in existing estates where excessive speed is considered to be a problem.



The Area Engineer must balance objectives of the traffic calming policy to ensure road safety is kept to the forefront when requests for future traffic calming for submitted to the Traffic Section for consideration.

What might be a community popular scheme should not be progressed if it does not achieve the stated objectives. The procedure for dealing with traffic calming on existing roads will be as follows:

The Area Engineer will carry out a speed survey on a road where traffic calming has been requested. Based on the results of a given speed survey the Area Engineer will consider the following interventions:

The decision to adopt any traffic calming measures on a residential road depend on the following criteria:

- The road in question should have a straight run of at least **200m long**
- The 85th percentile speed should be greater than **30km/h** residential speed limit.
- Traffic volumes should exceed 60 vehicles per hour
- There should be genuine road safety concerns based either on actual accident statistics or on observed road safety patterns or written report from the Garda Traffic Division, relating to an issue of road safety.

The traffic calming measures available on a residential road which also serves as a bus route.

The measures available to the area engineer are limited as any traffic calming measures must allow for buses to navigate over or around a proposed traffic calming measure. (Full speed ramps are not an option where full speed ramps would damage the underside/cause a “grounding” to underside of a bus; cause discomfort to passengers and lead to increases in bus journey times).

**Suitable measures for consideration include:**

- Build outs and/or increased on-street parking
- Pinch points
- Chicanes (must allow for buses to navigate through a chicane this may curb bus speed but not curb car/van speeds)
- Speed cushions (used on bus routes or designated routes used by emergency services)
- Closure of a through road to traffic by way of a road closure at a particular point with continued through access for pedestrians and cyclists. A network level analysis should be considered to ensure that problems do not arise elsewhere. This measure will be adopted by the Neighbourhood Transport Engineer. If The Area engineer has introduced measures where road speeds are still too high. This may lead to an objection by Dublin Bus.

**Q.99 COUNCILLOR BRIEGE MAC OSCAR**

To ask the Chief Executive arrange for inspection of the road surface and pathways on (**details supplied**) for inclusion on the works list.

**CHIEF EXECUTIVE'S REPLY:**

An inspection will be carried out by the local Engineer and any defects identified during the inspection will be scheduled for repair when a works crew is available in the area (Enquiry Ref 11146330).

Depending on the severity and number of the defects found at the location, these works will be considered for the 2024 Civil Works or 2024 Resurfacing Programmes.

**Q.100 COUNCILLOR DEARBHAIL BUTLER**

To ask the Chief Executive to add a public bin to the bus stop on Barryscourt Road, Coolock as there is a high volume of litter around this area

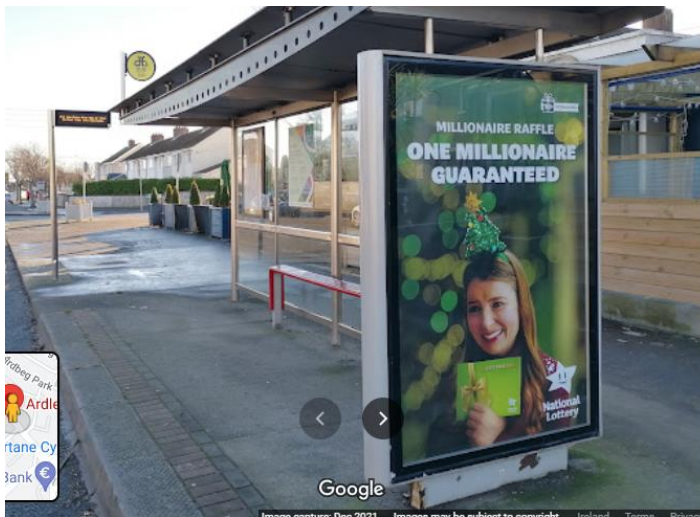


**CHIEF EXECUTIVE'S REPLY:**

Waste Management Service will have a litter bin installed at the above mentioned bus stop before the end of November 2023.

**Q.101 COUNCILLOR DEARBHAIL BUTLER**

To ask the Chief Executive to ask the area manager to add a bin to the bus stop on the Ardlea Road

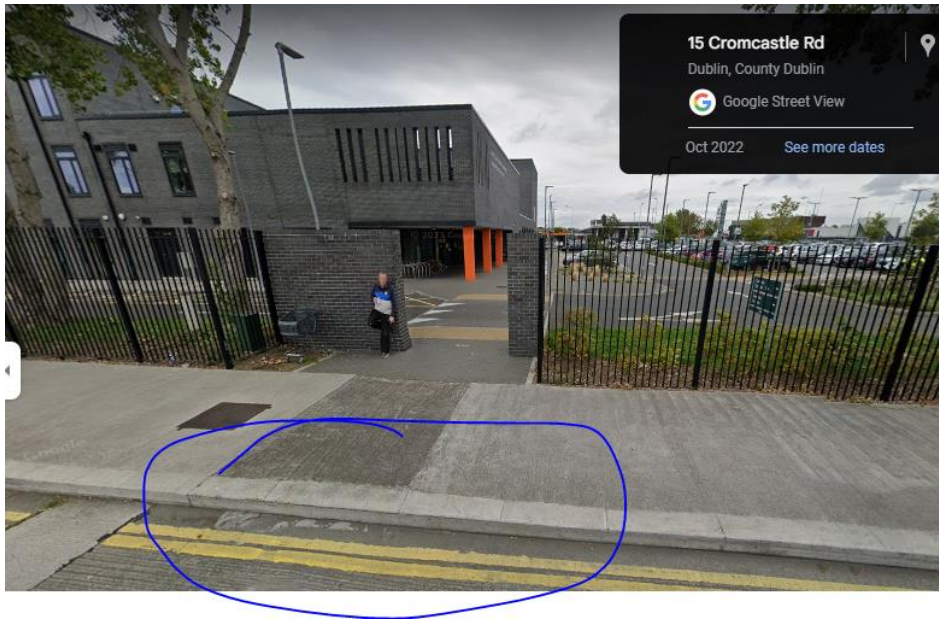


**CHIEF EXECUTIVE'S REPLY:**

Waste Management Service will have a litter bin installed at the above mentioned bus stop before the end of November 2023.

**Q.102 COUNCILLOR DEARBHAIL BUTLER**

To ask the Chief Executive to add a dip in the pavement outside the pedestrian entrance to make it user friendly and accessible to buggies and wheelchairs, see image below:



**CHIEF EXECUTIVE'S REPLY:**

Road Maintenance Services would not provide an accessibility dishing at this location as the same service cannot be provided on the opposite side of the road due to the existing private vehicular dishing in place. This is common practice within the division to provide a “mirrored” layout or refuge on both sides of the road and dictates the placement of accessibility dishing's throughout the city.

On inspection, there is sufficient linear crossing in place upstream and downstream of the proposed location for pedestrian access to this entrance.

Vehicles performing drop-offs should use the existing one-way system within the grounds of the facility. The concern here is that if a dishing was added at the proposed location above, this would encourage motorists to stop on a live carriageway to complete a drop-off instead of using the designed throughway within the facility.

**Q.103 COUNCILLOR DONNA COONEY**

To ask the Chief Executive to inform me as to the amount of funding Dublin City Council is applying for under the budget for nature restoration.

**CHIEF EXECUTIVE'S REPLY:**

We are awaiting further information from the Department of Housing, Local Government and Heritage in relation to funding calls under the new Climate and Nature Fund which was announced in the budget earlier this month. Press releases in relation to the funding stream suggest that the fund will be for projects between 2026 and 2030. The Biodiversity Officer currently applies for funding through the Local Biodiversity Action Fund (LBAF) from the Department and NPWS and we will receive €98,244 in 2023, which is close to the €100,000 maximum that can be applied for under this scheme.

**Q.104 COUNCILLOR DONNA COONEY**

To ask the Chief Executive to inform me when bike parking maybe available for Carlton Hall Marino and at the boat slip on Clontarf promenade.

**CHIEF EXECUTIVE'S REPLY:**

The location at Carlton Hall Marino is not suitable for the installation of Sheffield Stands as the footpaths and carriageway are very narrow. Vehicles are parking illegally on the footpaths due to the road width restrictions.

There are already 36no. Cycle parking spaces less than 400m from the Clontarf Boat Slipway along Clontarf Promenade located in the Clontarf East carpark which is operated by Dublin city Council. The car park directly adjacent to the Clontarf Boat Slipway is privately owned, stands can only be installed in public spaces.

Q.105 **COUNCILLOR DONNA COONEY**

To ask the Chief Executive to outline solutions as to how we might be able to process with safe routes to school and school zones to make it safer for our children outside their school gates with only ten school zone front of school treatments per year possible due to lack of staffing resources and a waiting list now closed of 50 schools it will take five years to complete, with many hundred more schools in Dublin City unable to apply due to closed applications, can we inform the NTA of the difficulties in implementing active school transport and request that the school mobility team get the resources, more cycling/walking officers and engineers and that the active travel office integrate school zones into their active travel routes in proximity to schools

**CHIEF EXECUTIVE'S REPLY:**

The School Mobility Team is implementing School Zones to improve safety for students on their journey to school. The team is currently working through a priority list of Safe Routes to School applicants, as advised by the Department of Transport. Once this list is cleared the team will be in a position to re-engage with schools on the School Zone waiting list. The pace at which the team can progress this project is subject to the availability of funding and staff resources. The Traffic Department have requested a sanction for an additional Walking & Cycling Officer to support this work, as well as applying to the National Transport Authority for funding to implement the programme of works.

