



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 13 JULY 2020

- 1 Election of Chairperson of the South East Area Committee**
Order: Councillor Freehill proposed Cllr. Lacey as Chairperson, seconded by Cllr. Deasy
Councillor Lacey elected as Chairperson.
- 2 Election of Vice-Chairperson of the South East Area Committee**
Order: Councillor Danny Byrne proposed Cllr. Feeney as Vice-chairperson, seconded by Cllr. Freehill.
Councillor Feeney elected Vice-chairperson.
- 3 Presentation and report on proposed works Part 8 demolition of St. Andrew's Court. For information purposes only.**
Order: Noted. Councillors requested that a report be forwarded to them prior to the September City Council meeting setting out the history of the site including the de-tenanting, details of plans for housing former and current residents of St. Andrew's Court, including whether or not they had an option to return to the new development, plans for the development of the site and details of all Dublin City Council's discussions in respect of the site with the O'Callaghan Group.
- 4 Minutes of the South East Area Committee Meeting held on 8th June 2020 continued 22nd June 2020**
Order: Agreed.
- 5 Minutes of the Special Meeting of the South East Area Committee held on 22nd June 2020**
Order: Agreed.
- 6 Environment and Transportation Department Matters**
 - i. Minutes of Traffic Advisory Group Meeting held on 30th June 2020.**
Order: Noted.
- 7 Planning and Property Management Department Matters**
 - i. Report on proposed disposal: Plot at Golden Lane, Dublin 8 to Gas Networks Ireland.**

Order: Agreed to recommend to City Council.

- ii. Briefing note on sea pool complex and feasibility review.
Order: Noted.

8 South East Area Office Matters

- i. Report of the Director of Services, South City.
Order: Noted.
- ii. Report on proposed naming and numbering of a development at Ship Street, Chancery Lane, Dublin 8: 1 Cearnóg na Linne / I Le Pole Square :
Order: Agreed.
- iii. Report on proposed naming and numbering of a mixed development on Harold's Cross Road, Dublin 6W: Baile an Leamháin/ Elm Ville.
Order: Agreed.
- iv. Selection of member for nomination to the Board of Rathmines Square Management CLG.
Order: Cllr. Freehill proposed the nomination of Cllr. Geoghegan, seconded by Cllr. Flynn. Cllr. Geoghegan selected as South East Area Committee nominee to the Board of Rathmines Square Management CLG.

9 Motions

Motion 1 from Councillor Dermot Lacey

That dishing for cyclists and mobility vehicles be placed at the top of Nutley Avenue at the location submitted with this motion.



Nutley Avenue, D4, is a cul-de-sac that abuts with Nutley Road/SeaviewTerrace. Our route by bike to Merrion Centre and shopping is via Nutley Avenue (Nutley Lane is too cycling-hostile), but the absence of a dished-kerb makes it tricky with full panniers to exit onto Nutley Road on the return trip.

It is a simple job. There are two young residents living around here who use e-mobility aids to get around. The dishing would obviate them having to make a sharp L-turn once through the tubular-steel barrier. They could go straight-ahead on the road. I attach an image to show the location.

Order: Report to Councillor.

Motion 2 from Councillor Daniel Ceitinn moved by Cllr. Lacey

That this Area Committee:

1. Notes persistent anti-social behaviour, including but not limited to public urination on public and private property, along the grand canal,
2. Calls on Dublin City Council and Waterways Ireland to identify, or appoint as the case may be, an enforcement officer responsible for the section of the canal which runs through the South East Area, in particular the Portobello and St Kevin's area segment, to address the ongoing and persistent anti-social behaviour which is causing grief amongst the local community,
3. Further calls on Dublin City Council to urgently address the problems of anti-social behaviour, in particular public urination, by putting public toilets in the area,
4. Further calls on Dublin City Council to cooperate with An Garda Síochána to clamp down on anti-social behaviour possible through the installation of CCTV cameras in the relevant public places.

Order: Report to Councillor.

Motion 3 from Councillor Mary Freehill

That the residential parking scheme on Clareville Rd be completed ASAP. That the road surface between Westfield Rd and Kenilworth Park be repaired as it is very dangerous with potholes and causes cars to swerve. That the trees on Clareville Road be pruned, as the branches are now so low that they are hitting pedestrians who pass by.

- **Disc Parking Scheme:** thank you so much, Mary, for all your help over the last number of years in getting this over the line for us. The white lines are almost fully down but there are no signs or machines yet in place and, unfortunately, the parking situation is as bad as ever as people still park on our road, as it is clear that the scheme is not yet in force. I have been in touch with Martina Hayden in DCC (who has been very helpful along with Helen McGrath) and Martina tells me that she does not yet have a date for the implementation of the scheme. If there's any way that you could help this along it would be hugely appreciated on our part.

- **Road Surface:** the road surface of Clareville, particularly along the stretch between Westfield Road and Kenilworth Park, is in a shocking state. 'It looks awful and repairs are done only superficially when the potholes get really bad. Cars swerve to avoid potholes and the road itself is sunken in parts so that buses coming at speed 'bounce' when they hit the sunken part. It scares me to have Sam on the pavement outside our house in case a car or bus loses control and comes off the road. The road is in dire need of full and proper repair. Given the amount of traffic that uses the road this needs to be an ongoing schedule of repair and maintenance.

Trees: The lower branches of the trees on the road have been allowed to grow down and now hit people as they walk by. A simple trim of the lower branches is all that is needed but I know some residents have been in touch with DCC to request this but to little avail. A very scant trim of the lowest branches was undertaken some time ago but it was not enough to last very long and they are in desperate need of maintenance.

Just to clarify on the road surface-the fundamental issue is not the potholes so much as that only the most superficial repairs are carried out each time. The last pothole was fixed pre-lockdown but, because only surface repairs are carried out, the road, over time, has become worn down and sunken so buses go into the sunken parts and bounce out. We have an issue on the road with speed as you know and so vehicles hit this section of the road at speed every day and it is

dangerous. The entire section of road needs to be built back up and totally resurfaced.

Order: Report to Councillor.

Motion 4 from Councillor Paddy McCartan

That this area committee agrees to support as a priority the following proposals from the Chief executive of the Royal Victoria Eye and Ear Hospital.

This is to deal with issues the hospital faces as a result of Covid19 environment as a member of the board the Chief executive has sent me the following note on behalf of the Hospital.

“As we expand our services over the summer, the management of patient flow is central to reducing Covid risk for both patients and staff. Patient flow has two components:

1. time the patient spends at the hospital and
2. 2. way the patient moves through the hospital.

In line with best practice we are asking patients to arrive at the hospital only in time for their appointment (not beforehand), where they will be seen promptly and then discharged quickly. Secondly, we want to implement a Uni-directional flow of patients through the hospital, to address the second component of patient flow. Uni-directional flow is where patients move only in one direction, in the hospital, and not zigzag or go back on themselves within their journey. This has been shown to reduce risk.

For uni-directional flow to work we need to use the rear entrance of the hospital at Hatch Pace as the main out-patient entrance. To support this we would like to establish a drop off area beside that entrance. Currently there is a pyramid shaped area that is adjacent to the rear entrance and is double yellow lined and empty. We would like to designate a small part of this area as a designated drop off area for patients."

Order: Agreed.

Motion 5 from Councillor Deirdre Conroy

That this committee will request new Housing Minister and spokespersons on Housing, to drop the extension of Strategic Housing Development to 2021, due to the fact that the high-rise proposals in Dublin Bay South are completely unaffordable, massively over scale on historic environment and still unreliable, unaffordable long-term rental. Obviously, affordable housing has to be established in an alternative manner.

Order: Agreed.

Motion 6 from Councillor Deirdre Conroy

That this committee would reject the proposed 'remuneration' of the Moorhead Report and request more adequate consideration, factual interaction and amended recommendations, without another 2 year delay.

Order: Agreed.

Motion 7 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to take measures to reinforce the one way system on Pleasants Street, Dublin 8. Cars driving the wrong way up this street from Heytesbury Street, rat running and speeding are on-going problems here as motorists either can't see the signs or are ignoring them, causing serious safety concerns for the residents. Can the Area Manager please install more

prominent street or road signage at the Heytesbury Street entrance as an immediate measure and consider installing planters or other street furniture at the junction as a long-term measure?

Order: Report to Councillor.

Motion 8 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to please introduce traffic-calming measures on Curzon Street, Dublin 8 as a matter of urgency. Speeding and rat running is an ongoing issue here with frequent damage to cars. However just recently a car drove so quickly through the road that hit a car and spun around and crashed into another car. This is a serious safety concern for the residents and they are particularly worried about the children on the street. Can the Manager please look into this urgently?

Order: Report to Councillor.

Motion 9 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to increase the street cleaning and carry out maintenance work in the Ringsend area, in particular along Ringsend Park, Patricks Villas and Ropewalk. The area is suffering from serious illegal dumping, street litter, dog fouling, visible vermin and overgrown grass verges making it very unsightly. A public street bin recently had to be removed from Patricks Villas due to persistent illegal dumping and there is little enforcement of dog fouling and littering. Can the Manager please outline what he intends to do to address these problems as a matter of urgency?

Order: Report to Councillor.

Motion 10 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to liaise with parking enforcement and the Gardaí to address the ongoing problem of vehicles parking on the new segregated cycle path on Westland Row and Camden Street. There is a persistent and dangerous problem with delivery vans and other vehicles ignoring the orcas and wands and driving over them, causing safety issues for cyclists in what is supposed to be a protected cycle lane.

Order: Report to Councillor.

Motion 11 from Councillor Carolyn Moore

This committee accepts that the use of kissing gates limits the accessibility of our parks and public spaces; that they limit access in a manner which discriminates against disabled people, the elderly, or users of mobility aids; and that their use should be phased out in favour of an alternative that provides fair and equal access to our parks and public spaces for all citizens.

Order: Report to Councillor.

Motion 12 from Councillor Carolyn Moore

That this committee in light of Dublin City Council's Covid mobility response, asks the manager to acknowledge the importance of having safe and sustainable routes to schools in place by September, and to undertake to contact schools in relation to the 'School Streets' Beta Project to secure maximum participation in this scheme for the upcoming school year so that as many children as possible can walk, scoot and cycle to school safely, and so that the impact of school traffic on the city's Covid interventions will be minimised."

Order: Report to Councillor.

10 Questions to the Chief Executive 13th July 2020
Order: Noted.

Councillor Dermot Lacey
Chairperson
Monday 13 July 2020

Attendance:

Due to Covid restrictions some members attended remotely.

Members:

Dermot Lacey (Chairperson)
Claire Byrne
Deirdre Conroy
Kevin Donoghue
Mannix Flynn
Paddy McCartan

Members:

Danny Byrne
Daniel Céitinn
Pat Dunne
Mary Freehill
Carolyn Moore

Members:

Hazel Chu
Tara Deacy
Anne Feeney
James Geoghegan
Claire O'Connor

Officers

Brian Hanney
Gerald McEntaggart
Jennifer Wall

John Mac Evilly
Elaine Sullivan

Derek Kelly
Paul McCann

Apologies:

Non-Members:

Q.1 Councillor Mary Freehill

To ask the manager that because of the exceptional safety issues on Orwell Road caused by heavy daylong commuter parking that DYL be placed at the entrance to details supplied on Orwell Road.

Reply:

This question is new to the area engineer, given the issues raised; the area engineer will carry out a site survey and address the concerns raised by Councillor Freehill. The area engineer will notify the councillor once a decision has been reached.

Priority is currently being given to dealing with Covid-19 Mobility measures to deal with social distancing and mobility in the city. The area engineer will address the resident's concerns in the coming month and report back to the councillor.

Q.2 Councillor Daniel Ceitinn

Can the Manager arrange for a new front door and new kitchen cabinets to be installed for this (details supplied) elderly tenant?

Reply:

Housing Maintenance called out to this tenant following the raid by Gardaí. Our foreman carried out a repair to the door lock receiver so that the door could be locked. However, this door was not fitted by DCC, it was the tenant's own door and all the work we carried out was done out of goodwill following the raid by the Gardaí.

In relation to the kitchen presses, the tenant reported to us in August 2019 that the kitchen presses were in need of upgrading. Our Foreman inspected the kitchen. However, the tenant had installed her own kitchen and therefore no further action was required by DCC.

Q.3 Councillor Daniel Ceitinn

Can the Manager arrange to have children at play & speed limit signs erected on Fairview Avenue and The Square, Irishtown, Dublin 4 in an effort to deter speeding cars of the speed limit and to alert them to children at play?

Reply:

The installation of 30 Kp/h Slow Zone signage in the area has been postponed until the end of the year due to the new proposal of 30 KPH speed limit for Dublin City.

Q.4 Councillor Daniel Ceitinn

To ask the Manager in relation to Aideen Drive, Terenure, Dublin 6. are there any plans to make this road a through road, can he look at installing traffic calming measures on this road and what steps can be taken to reduce the traffic flow?

Reply:

Dublin City Council have launched a scheme investigating areas that have issues with rat running through residential areas and other dangerous issues. These schemes are known as Neighbourhood Transport Schemes.

Aideen Drive, Mount Tallant Avenue have been listed, along with Larkfield Park and Clareville Road as a neighbourhood scheme. It was assessed by an engineer and ranked number 2 for intervention in the South East Area.

The issue of making Aideen Drive a one-way system has to be carefully considered with all movements and how it may affect traffic movements on the surrounding roads. This road will be assessed as part of the overall neighbourhood scheme.

Aideen Drive is a through road from its junction with Derravaragh Road and Neagh Road to its junction with Aideen Avenue. Aideen Drive has speed ramps already located to slow vehicles.

Q.5 Councillor Daniel Ceitinn

Can the manager please arrange to have a structural report carried out on the ceiling of the balcony's outside (details supplied)?

Reply:

Housing Maintenance will arrange for a structural report to be carried out on the ceiling of the balconies outside details supplied and all necessary works will be carried out.

Q.6 Councillor Daniel Ceitinn

Can the manager arrange to have the footpath outside (details supplied) repaired as a matter of urgency as the footpath in question is not up to standard, is a major trip hazard as it is completely broken, not level and not dished for wheelchair access?

Reply:

Road Maintenance Services will assess the area in question and add any necessary restoration repairs to the direct labour list of works for completion. Road Maintenance Services cannot provide an accurate timeline for this at the moment due to a backlog of works.

Q.7 Councillor Daniel Ceitinn

Can the manager arrange to have a loading bay installed outside (details supplied) as businesses along this street had had numerous complaints from neighbours regarding noise disturbance due to them having to accept deliveries through the side gate at 6.30am when the neighbours are still asleep? They don't want to be a disturbance to their neighbours. However, due to having no loading bay they are forced to take deliveries early in the morning to avoid blocking up the roadway later in the day.

Reply:

The demand for Pay & Display and Permit parking is extremely high on Lennox Street. The area engineer is reluctant to remove any of the existing parking bays.

There is a single yellow line road marking on the north side of Lennox Street to the west of Synge Street located opposite details supplied 2. Delivery drivers can park here before 07.00 Monday to Saturday. The rule of a single yellow line is no parking on them from 07.00 to 19.00 hrs Monday to Saturday.

Q.8 Councillor Daniel Ceitinn

To ask the Manager to improve the one-way signage on and at the end of Pleasants Street (at the Heytesbury Street end), if physical infrastructure can be put in place to decrease the occurrences of unaware drivers passing down the street in the wrong direction, and if Dublin City Council could examine other measures to reduce the likelihood of such occurrences.

Reply:

On Pleasant Street at the junction with Heytesbury Street, there are two "NO ENTRY"

Signs, one on the north and one on the south side of Pleasant Street. Additionally there are "NO ENTRY" road markings on Pleasant Street at the junction with Heytesbury Street.

All the road signage and road markings are clearly visible to road users on Heytesbury Street. Warning road users that Pleasant Street is "NO ENTRY". The area engineer is unable to make the "NO ENTRY" signage and road markings any clearer to road users.

If residents observe as commonplace road users driving east on Pleasant Street against the flow of traffic from Heytesbury Street, then residents must raise this issue with the local Garda Síochána Traffic Division.

Q.9 Councillor Daniel Ceitinn

Can the city manager arrange to install a public toilet down at the last car park and the car park closest to the Poolbeg Lighthouse pier similar to the one on Strand Road, as there is a huge increase in numbers of people visiting, there particularly on bikes?

Reply:

There are no current plans to install public toilets at the location suggested. It is not considered viable to install additional public toilets at all amenity locations that are seeing a return to usual patterns of usage by the public as Covid 19 related government restrictions are relaxed.

Temporary public toilet facilities have been provided at key city centre locations to cater for the public in the context of other usually available facilities not currently being accessible.

It is worth noting that the provision of toilets such as the unit at Strand Rd referred to above requires significant ongoing financing over a long-term leasing and management arrangement with the suppliers of such units.

Q.10 Councillor Daniel Ceitinn

Can the Manager arrange for the trees on Ross Road, Dublin 8 to be cut back as they have become so overgrown that they are blocking the CCTV camera?

Reply:

The street trees on Ross Road are scheduled to be pruned over the coming weeks

Q.11 Councillor Daniel Ceitinn

Can the Manager confirm as to when Whitefriar Street Flats, Dublin 2 was last painted, when it will be painted again, and can he arrange for the surface of the complex to be properly levelled as the recently re-laid uneven surface is causing flooding?

Reply:

This complex is on the list to be painted and is due to be completed in 2021. The request to have the complex resurfaced has been handed over to the Engineer Section within Housing Maintenance to investigate. They will look at the possibility of resurfacing in the near future.

Q.12 Councillor Dermot Lacey

To ask the Manager if he can respond to the issues regarding this parking space in Ranelagh as outlined in the email submitted with this question.

I know the City Council are doing great work to improve the lot of cyclists and there is some manifestation of it in Ranelagh but the parking space at the entrance to Anthony Cronin Lane still exists which IMPEDES cyclists from proceeding out onto Ranelagh. It is an affront to any 'guff' about making the city cycle friendly. Why was this parking space installed, why is it permitted still?

Reply:

Anthony Cronin Walk is a very narrow walkway of 2.25m in width and 32m in length shared by pedestrians, some of whom are very young and elderly; it is not a cycle lane. Cyclists are required to dismount and walk with their bicycle along Anthony Cronin Walk until it is safe to remount their bicycle on Ranelagh Road.

Allowing any cyclist to cycle through Anthony Cronin Walk to access Ranelagh Road will pose an unnecessary danger to pedestrians. The potential to allow this may have serious consequences in terms of accidents to both pedestrians and cyclists.

The existing Pay and Display Parking Bays are to remain to deter any cyclist from cycling straight out onto Ranelagh Road without due care and attention to mobility impaired and other pedestrians.

Q.13 Councillor Tara Deacy

In light of the plans under way for the Ravensdale Park area in terms of the Poddle Flood Alleviation Scheme, the much sought-after traffic calming plans and the Bus Connects proposals can I ask that a meeting be arranged between DCC, the NTA and public reps. as a matter of urgency to look at a collaborative approach in terms of any changes made to this very important community space.

Reply:

The Project Steering Group which includes representatives from Dublin City Council, South Dublin County Council (where 90% of the proposed works are located) and the Office of Public Works have been in contact many times with the NTA and Bus Connects. The Bus connects project has changed a number of times over the last two years in this area. Bus Connects construction is estimated to be running 18 months to 2 years behind the Poddle Flood Alleviation Scheme construction and maybe longer if there are funding problems. In Ravensdale Park, the current proposal is to put a cycle lane in on the east side of the current footpath in the North of the Park. The Poddle Scheme proposes to replace the existing footpath in its current location beside the new flood restraint in this portion of Ravensdale Park.

We are continually liaising with Bus Connects and other projects likely to be close to the Flood Alleviation Scheme, but until they have their final planning permission, it is impossible to fully predict their requirements. Obviously, in the unlikely event, that both schemes were at construction at the same time a joint construction approach would be carried out on any overlapping portions of the two schemes.

Q.14 Councillor Tara Deacy

I would like to acknowledge the work of the Traffic Department over the last number of weeks and thank them for all their efforts to make the Kimmage/Rathmines area more pedestrian and cyclist friendly. Can I get an update on the measures proposed for the area and when the planned changes will be complete?

Reply:

"Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City", addresses the new and urgent needs which have emerged as a result of the Covid-19 Public Health Emergency. The programme initially priorities key radial

routes into the city, the city core and a number of interventions in urban villages but is very much a “live” programme and a citywide approach is being taken.

Work is underway on assessing feasible locations for interventions across the city. Please note, to date we have had almost 2,000 requests for Covid Mobility measures. Our team is working hard to assess this unprecedented volume of requests and implement appropriate measures.

If there were any specific locations, you would like us to address, please log them at <https://www.dublincity.ie/traffic-service-request-councillor>

Q.15 Councillor Tara Deacy

I have been made aware that the Crumlin area has not been designated as an area for Casual Trading. What is the process involved in this? What impact may it have on an area? Is there a role for the Local Area committee meeting in this process?

Reply:

Under the Casual Trading Bye-Laws, specific pitches can be allocated in designated Casual Trading areas for trading on specific days and for specific times. Only goods listed for the designated spot can be sold. A yearly licence fee also applies. There are currently no designated Casual Trading areas in the Crumlin area. The process to review the Bye-Laws will commence shortly with the first draft expected to be submitted to the Climate Action, Environment and Energy SPC in the coming months. As part of the process, the Bye-Laws will go to public consultation. All submissions will be considered for inclusion in the new Bye-Laws before going to Council for adoption. Casual Trading can have a positive impact on an area by bringing more business to the area.

Q.16 Councillor Paddy McCartan

To ask the manager to respond to the following issue. Members of Herbert Park Bowling Club met with Michael Noonan in February and were assured that the issue of resurfacing of the bowling green was progressing satisfactorily. As we enter the second half of the year, could the manager give an indication when this work will be completed?

Reply:

I met with members of Herbert Park Bowling Club on March 5th to discuss works on the upgrading of the Bowling Green surface. Processing of tender documents has taken more time than expected however; works have now been tendered with a return date for completed tenders of 31st July. I am not in a position to indicate when works will commence until tenders have been assessed and a preferred tender appointed.

Q.17 Councillor Paddy McCartan

To ask the manager to deal with the following issue affecting residents in the Dunluce apartments Anglesea road Ballsbridge. The development was recently completed and there have been numerous complaints from residents that exiting the development (whether turning left or right on to Anglesea Road) is very hazardous, as traffic approaching Ballsbridge from the Donnybrook direction is almost completely obscured if the car spaces located in front of 23 and 25 Anglesea Road are occupied (by vehicles of any size), or if vehicles park on the double yellow lines (as they often do, given the proximity to the RDS).

Reply:

The area engineer has looked at the area in question, the demand for Pay and Display and Permit Parking on Anglesea Road is exceptionally high. The removal of the Pay and Display and Permit Parking Bays outside properties Nos. 23 and 25 is not possible.

Directly opposite the entrance/exit to Dunluce Apartments is a “KEEP CLEAR” road marking. Vehicles on Anglesea should not be blocking this area in the event of any congestion on Anglesea Road.

The presence of any vehicle parking on the double yellow lines on either side of the entrance/exit to Dunluce Apartments is a matter of enforcement by the Traffic Division of the local An Garda Síochána.

Q.18 Councillor Paddy McCartan

To ask the manager to give an update on the planning design of the Dodder public transportation opening bridge at Ringsend.

Reply:

Planning and design work is ongoing on the Dodder Public Transport Opening Bridge. Due to the nature of the project, it is a requirement that an application be made to An Bord Pleanála with an accompanying Environmental Impact Assessment Report.

Discussions are ongoing with the NTA in relation to the possible inclusion of the Dodder Public Transport Opening Bridge in the overall Ringsend to City Centre Core Bus Corridor Scheme.

Q.19 Councillor Paddy McCartan

To ask the manager to investigate the possibility of putting a row of Dublin Bikes adjacent to St Patrick’s boathouse on York Road, Ringsend this would be a fantastic amenity for the local residents.

Reply:

Any further growth of the Just Eat dublinbikes scheme in the city is dependent on the identification of additional sustainable funding for capital and operational costs. This work is ongoing and is in addition to measures to finance the existing bike scheme in its current format.

A further factor that must be considered is the impact of stationless bike hire on the Just Eat dublinbikes business and operational model. There is therefore no definite timeline in place for the delivery of station extension outside the current catchment to Ringsend or nearby areas.

In the interim to the identification of additional funding or operational models for the scheme, the alternative bike share schemes in the area are ‘Bleeperbikes’ and ‘Moby’.

The possibility of installing cycle parking that can be used by Bleeper bikes and private bikes will be investigated and if a suitable location near St Patrick’s boat house on York Road can be identified, it will be installed as part of the Batch 15 On-Street cycle parking project which is expected to go to tender sometime in July/August 2020.

Q.20 Councillor Paddy McCartan

To ask the manager to deal with the following issue. It seems that the 3.5 tonne limit sign on the island at the Strand Road junction Sandymount has disappeared. The sign was particularly important as it was beamed towards the port side of the Strand Road traffic which is where the vast majority of trucks who breach the limit come from. Without consultation, the sign has disappeared and local residents would like it replaced.

Reply:

The weight limit sign referenced in the question is scheduled to be replaced by 12th July 2020.

Q.21 Councillor Paddy McCartan

A 30 kph speed limit applies on Sydney Parade Avenue, Sandymount. Could radar controlled speed signs be installed? The extent to which cars using the road significantly exceed the limit is alarming.

Reply:

Currently, speed limit on adjoining roads on the both ends of Sydney Parade Avenue is 50kph. This may be a contributory factor in alleged speeding behaviour on Sydney Parade Avenue by some drivers. The adjoining roads comprising of Ailesbury Road, Merrion Road Avenue and Strand Road are included in the new proposed Speed Limit Bye-Laws June 2020 (Covid-19) – currently under public consultation. If the bye-laws are passed, 30kph speed limit will apply to the surrounding areas and is likely to improve speeding behaviour on Sydney Parade Avenue.

The situation will be monitored and DCC will consider further actions as required.

Q.22 Councillor Mannix Flynn

Can the manager address the ongoing issue of anti-social behaviour, intimidation and criminal damage that is continuing to take place in and around the Glovers Court flat complex?

Further, can the manager have the fence in Bow Lane increased in height in order to stop missiles being fired from the flats at customers from the Merlin Hotel? Bow Lane itself is now becoming a dumping ground for rubbish and is littered with bottles and bricks and fireworks on a nightly basis. This state of affairs is wholly unacceptable.

These attacks on the hotel and staff and customers have been escalating over the past year. Notwithstanding the dreaded fear that many of the residents experience from these large groups of youths on a regular basis.

Reply:

Our Project Estate Officer visits Glovers Court on a weekly basis and is in regular contact with the residents. All anti-social behaviour complaints received by our project estate officer or corresponded by phone or in written format to the southeast area team. These complaints are investigated in accordance with Dublin City Council Anti- Social Behaviour policy and Procedure. Presently we are investigating a small number of complaints. The southeast area housing team work closely with the Gardaí and we have relayed the anti - social behaviour complaints mentioned to them, we are aware that the Community Gardaí are policing the area including Glovers Court on a regular basis. They removed a group of youths from the stairwell in Glovers Court over the weekend. There is also a very good CCTV system in Glovers Court. The housing team have met with the residents of Glovers Court previously to discuss ways to deal with anti-social behaviour and we will arrange to meet the residents again to discuss these issues further.

An inspection of Bow Lane earlier this week revealed that the Laneway was clean with no evidence of rubbish and Waste Management Services will ensure that everything is done to keep Bow Lane as free of litter and rubbish as possible.

Q.23 Councillor Mannix Flynn

Can the manager have the issue of the cycle path pinch point at Leeson Street Bridge made safe? This is a very narrow gap that leads onto the canal cycle path and walking path. There is no clear markings to indicate pedestrian priority and there is huge congestion on the footpath between cyclists and pedestrians who are crossing over the bridge from the various points. This is very great danger particularly now in relation

social distancing. There has also been a number of accidents here involving pedestrians and bicycles and it needs urgent attention.

Reply:

The pinch point on the shared space is due to the close proximity of boundary walls of a number of properties. The available space is not sufficiently wide to provide segregation of cyclists and pedestrians. Consideration will be given to provide share with care signage without introducing new poles as this would further diminish the available space.

Q.24 Councillor Mannix Flynn

Can the manager in the interest of public health initiate the opening of the Kevin Street public lavatory? Now more than ever there is a need for public lavatories and conveniences. Here at Kevin Street the public lavatory has been closed for a number of years. This is also a heritage structure and as such deserves to be brought back into use forthwith.

Reply:

The former toilets were below ground and as such would not be appropriate for restoration as they would not comply with universal access requirements. Alternative uses are being considered for the site. However, the project is currently awaiting confirmation of funding in order to appoint a design team to proceed with the project.

Q.25 Councillor Mannix Flynn

Can the manager give an update with regards the playground works at O Carroll Villas and indicate a completion date?

Reply:

Landscape improvement works at O'Carroll Villas had been planned for some time and work took place earlier this year which has greatly improved the frontage which faces out onto Cuffe Street. The carpark at the rear of O'Carroll Villas had also been re-surfaced recently.

There are number of items to be completed namely to tidy up around the bin storage area, paint the railings, provide some planting in the raised beds and also to have a discussion with local residents as to what play items they would like to see installed here. When we met the residents quite some time ago, they indicated that they did not want a fully operational playground at the front of O'Carroll Villas. However, the City Council is amenable to installing some items play equipment here and we can arrange to meet the residents to discuss.

Q.26 Councillor Mannix Flynn

Can the manager issue a report with regards the use of the portaloos that are now operating in the city at St. Stephen's Green Shopping Centre? This report to include planning permissions, cost, and usage and opening hours of these facilities. Also, can the manager address the issue of the queuing at these porta-loos which creates a pedestrian congestion at this point on the footpath? Can the manager contact the OPW and request that they open the public lavatories that are literally 20 metres away from these portaloos in St Stephens Green?

Reply:

The temporary public toilet facilities located at Stephen's Green and Wolfe Tone Square were installed in response to the Covid 19 pandemic as a rapid deployment project. The temporary units did not require planning permission to be granted prior to installation. The units contain 7 toilet facilities in total, including a wheelchair accessible unit at each location. The units are in operation between 10am and 8pm daily. The

costs are currently being met by Dublin City Council with the full costs being attributed to the Covid 19 response measures. The cost of deployment and installation for the two locations was €119,557. The day-to-day management of the units and their usage is being provided by a licensed professional security firm with expertise in event management security who are also providing the ongoing regular cleaning of the units. The overall usage of the temporary units is in the region of 1500 users per day. Dublin City Council will contact the OPW regarding the status of the public toilet facilities in St. Stephen's Green.

Q.27 Councillor Mannix Flynn

Can the manager issue an order of extinction the public right of way on a small section of laneway off Liberty Lane, Kevin Street? This laneway is becoming a complete nuisance for dumping of rubbish, drinking and drugging and criminality. photos included.

Reply:

Waste Management Services remove dumped rubbish from this section of laneway when necessary to do so.

To date no formal application to extinguish the public right of way over the laneway known as Pump Alley, off Liberty Lane, Dublin 8 has been received by Dublin City Council.

The extinguishment of a public right of way is a statutory procedure. In order to begin the statutory procedure a formal written application is submitted to Dublin City Council by the applicant/s requesting that the City Council consider extinguishing the public right of way at the location in question. Pump Alley Lane is "in charge" of Dublin City Council which means that a public right of way exists over it. In order that it may be closed by any means, the public right of way would have to be extinguished.

In order to extinguish the right of way public notice of the proposal is placed in one or more newspapers circulating in the city and a notice is placed at each end of the right of way for a period of not less than 14 days. Members of the public are given a month in which to view, the plans of the proposed extinguishment and objections or representations in relation to the proposal can then be made within 14 days of the end of that period. The extinguishment of a public right of way is a function reserved to the elected members of the City Council who shall consider any objections or representations made and not withdrawn. If the City Council agree to the extinguishment, a notice of this decision must be placed in a newspaper.

A fee of €2,000 is payable to cover Dublin City Council's expenses in executing the extinguishment of a public right of way process. In addition to this, the applicant is also requested to provide the following:

- A formal written application must be submitted to the Executive Manager, South City by the applicant (in the case of a group of property owners a person acting on behalf of the proposers should be nominated for correspondence purposes) requesting that the City Council consider extinguishing the public right of way at the location in question.
- The names and addresses (not business name) of all property owners (not occupiers) represented by the applicant must be listed in the application. The support of the majority of property owners abutting the laneway is required.
- The manner in which it is planned to block off access to the public in the event that the application is successful e.g. erection of gates etc. must be stated. The applicant is requested to provide a drawing/description of the design of the proposed method of closure.

- A site location map must be furnished to this office clearly illustrating where the proposed gates will be located.
- The applicant/s must clearly state the reasons for the application e.g. security reasons, anti-social behaviour in the laneway etc.
- The application must state how continued access will be provided for any Service Provider that requires it in future e.g. copies of keys/codes to be supplied to Emergency Services, Gas Networks Ireland etc.
- Should the application be successful the applicant/s will be responsible for the future maintenance, upkeep, lighting and liability of the area in question. A statement by the owners of properties adjacent to the laneway undertaking the future maintenance, upkeep and liability of the area should be supplied.
- An statement from the adjoining property owners that they have collectively agreed matters such as future access, maintenance, liability and confirmed amongst each other the private rights of way each will enjoy as a property owner abutting the laneway post the extinguishment process should it be successful must be submitted with the application. This statement must be dated and signed by the individual property owners (not a representative).
- A statement by the owners of properties adjacent to the laneway undertaking liability for any expenses involved in effecting the physical closure of the laneway must also be supplied.

On receipt of the application a service check with the various Service Providers (ESB Networks, open eir, Gas Networks Ireland etc.) will be requested within 4 weeks. Should the application be successful the applicant is required to comply with the requirements stipulated by the Service Provider.

It is likely that planning permission will be required for a gate at the entrance to Pump Alley Lane and this permission will need to be applied for if the application to extinguish the public right of way is successful.

If the public right of way is extinguished Dublin City Council cannot undertake liability for any expenses involved in effecting the physical closure of the laneway.

Q.28 Councillor Mannix Flynn

Can the manager issue a full report with regards the Time hotel hostel homeless service on Camden Street, Camden Place? This facility was recently put in place to deal with Covid 19. Many residents are now concerned that this homeless service hostel is to be made permanent. There has been a great number of anti-social issues in the area associated with this hostel. Many local residents and businesses are concerned about social distancing, and how this hostel and its clients are being managed.

Reply:

The Dublin Region Homeless Executive (DRHE) commenced using the Times Hostel, Camden Place, for the provision of private emergency accommodation for single homeless adults on 19th March 2020 as part of the DRHE's Covid 19 response. Since then the DRHE has received only one anti-social complaint about the service which was formally withdrawn by the complainant.

The Times Hostel, Camden Place is managed by a private operator in accordance with DRHE and HSE Guidelines and DRHE Good Neighbourhood Policy. Any complaints of anti-social behaviour are responded to by this private operator in line with the DRHE policy set out for such matters.

Initially this facility was open for 16 weeks but this was then extended as part of the DRHE's Covid 19 response to facilitate compliance with social distancing in existing services. The DRHE continues to work with private operators including the Times Hostel, Camden Place, across the city to ensure that any reports of anti-social behaviour are dealt with in a fast and efficient manner and that relationships with both An Garda Síochána and neighbouring properties are open and communicative.

Q.29 Councillor Mannix Flynn

Can the manager write back to EIR with regards the phone boxes on St Stephens Green and Camden Street? The reply I received from my last question regarding the removal of these eye sore phone boxes was simply appalling and showed nothing but contempt and disregard for the people who have to face the huge levels of anti-social behaviour which constantly take place in these disused phone boxes. The boxes are derelict and abandoned, filthy dirty and vandalised. I have enclosed photos and I would urgently ask that these phone boxes be removed, replaced or repaired. EIR must address the issue of the criminality, drug taking and drug selling that is going on in their property.

Reply:

The Infrastructure Management Unit will discuss and review this issue with Eir and revert back to Councillor Flynn in 3-4 weeks.

Q.30 Councillor Mannix Flynn

Can the manager set up a meeting with the residents of Portobello and Portobello Harbour as a matter of urgency to address the issues of the ongoing intimidation, bullying, criminality, drinking and drugging, graffiti, illegal wall murals and use of the area as a public lavatory that is taking place in this location and on the canal banks day and night?

Reply:

The matters of anti-social behaviour and residents being threatened should be referred to the gardaí in Kevin Street. This office has been in touch with Kevin Street gardaí to ask that this area be given priority with regards to the on-street drinking and associated behaviours. There is adequate signage in Portobello Harbour to advertise the fact that public drinking, skateboarding and public urination are prohibited. Local gardaí are authorised to enforce the legislation associated with the signage.

It is the intention of the South East Area Office to pursue a redesign of the public realm at Portobello Harbour which will aim to address the needs of local residents and businesses by creating a functioning public square. It is hoped to commence local consultation in relation to this in autumn 2020.

Q.31 Councillor Mannix Flynn

Can the manager please write to the management company at Powerscourt Town House with regards the ongoing serious issues of street drinking and anti-social behaviour that is taking place in and around their shopping centre and in particular Coppinger Row? A licensed premises here became a centre point of breaches of social distancing and has caused great alarm with local residents and the local business community and An Garda Síochána. Besides the issues that flared up around Covid 19 this licensed premises at Powerscourt Townhouse has had total disregard for people who are trying to get about the area. There is a continuous issue at this premises of anti-social behaviour, with particular issues around street furniture and also a permanent carpet that is on the walkway. DCC intend to remove some parking spaces here and this is only going to lead to more street drinking and more

anti-social behaviour. All the more reason for these issues of street drinking in this location to be addressed.

Reply:

Street drinking and anti-social behaviour in the vicinity of Coppinger Row are a matter for An Garda Síochána.

We will also write to the Management Company at Powerscourt Townhouse Centre with regard to the issues of street drinking and anti-social behaviour that are taking place in and around their shopping centre and a licensed premises on Coppinger Row.

Q.32 Councillor Mannix Flynn

Can the manager issue a full report with regards the intended removal of parking bays and spaces in and around the South William Street area? This report to include what consultation took place between residents and businesses in the area with regards the removal of these parking spaces. What is the intended plan for the area? What alternative parking has been provided for the many residents and businesses in the area?

Reply:

The parking bays have been removed as a Covid 19 measure due to the extremely narrow footpaths on the street, only 0.7m wide in some locations. The loading has been consolidated into one location at the southern end of the street.

No parking permits for residents have been issued for this street. There are four off street car parks within 200m of the street where there are over 2,000 car parking spaces available.

Q.33 Councillor Tara Deacy

In terms of the weeding programme for the Drimnagh, Crumlin and Kimmage Area, what is the programme for the coming weeks and months around this? All three areas need urgent attention and many residents have been in contact highlighting their concern.

Reply:

A tender competition for the appointment of a contractor to remove weeds from the road network is in progress. Tenderers were invited to submit proposals to remove/treat weeds, including innovative proposals that they may have. The tender assessment process is nearly complete and it is expected that this contract will be awarded in the next two weeks.

The contractor that will be appointed will be using a non-Glyphosate based weed control method.

Reference :

'The Dublin City Biodiversity Action Plan 2015-2020' was approved by the Arts, Culture and Recreation Strategic Policy Committee in January 2016. The overarching aim of the Dublin City Biodiversity Action Plan 2015-2020 is the conservation of biodiversity within the City, and it contains four Themes, which reflect the Strategic Objectives of Ireland's National Biodiversity Plan (Actions for Biodiversity 2011-2016).

'Action 9: Prepare and implement a pesticide reduction strategy within Dublin City Council

the use of herbicides and pesticides by Dublin City Council will be examined, with a view to minimizing, and where possible, eliminating their use. This will require a clear and well-thought out series of actions, which does not entail an overnight

*switch to a new regime, but rather a structured step-by-step approach.
 However, as part of the Dublin City Biodiversity Action Plan 2015-2020,
 Dublin City Council will develop a transparent strategy for minimizing pesticide
 use, which will be an exemplar for other organizations and authorities within the
 City'.*

*As part of Dublin City Council Biodiversity Action Plan, the following quantities in **Table A** below must be treated over the duration of the Framework.*

Treatment Method for the Control of Weeds	2020	2021	2022	2023
Total Weed Control using Alternative Method(s) to Glyphosate based herbicide -	289km	289km	274km	289km

Table A (based on lengths of roads)

A total of 289kms of roadways will be treated citywide in 2020. There are 75Kms assigned to the South East Area on a pro rata basis. It is intended that the weed control will be targeted at the areas most in need of attention. Drimnagh, Crumlin and Kimmage will be considered for treatment in 2020.

Q.34 Councillor Tara Deacy

Who is responsible for the up keep of lamp standards, is it the ESB or DCC, lamp-standards are in particularly bad condition in the Drimnagh area, can we address this in collaboration with the ESB, in the event that DCC are not responsible can we ask DCC make representation on behalf of local councillors to address this?

Reply:

Public Lighting are generally responsible for the maintenance of lamp standards.

There is some funding in the discretionary fund for the painting of lamp standards. The list for 2020 painting is currently being worked on by Public Lighting. This list has been referred to Public Lighting by the Public Domain Officer.

If the councillor has any particular lamp standards in the South East Area (Drimnagh) that need immediate attention, please contact the Public Domain Officer with the pole number.

Q.35 Councillor Deirdre Conroy

To ask the manager why the council has removed the Stop Sign on Aideen Drive, a narrow residential road being used as a 'rat run' with a massive increase in traffic. I am notified that two years ago, 200 residents signed a petition which they submitted to the council and they say that the council ignored them. As I was not a councillor two years ago, I need an explanation to that matter and a resolution to the danger of traffic on a narrow road full of family homes and young children.

Reply:

The Area Engineer will investigate as to why the "STOP" sign was removed at the junction with Aideen Avenue. The Area Engineer will contact Councillor Conroy with an explanation in the coming week.

Q.36 Councillor Deirdre Conroy

To ask the manager, to confirm whether the Parks Department are booked to carry out work on Kimmage Road West, where Cairn Construction was to undertake footpath repair on 22 June 2020, replacing concrete footpaths.

The enquirer says that she contacted [Mr. Cathal Fanning from Cairn Construction] and he confirmed that an ongoing project is currently delayed which has a knock-on

effect with their next job but hopes to commence on Kimmage Road West in 2 weeks' time.

The enquirer says that Mr. Fanning "confirmed that at least one tree was recommended to be removed as the roots have risen so badly and the path around this particular tree will just be re-tarmacked, there are a number of trees on the City Council side of the road which are particularly bad and had a temporary job a number of years ago carried out with tarmac to help with the broken concrete. It looks very poor; it's very dangerous and so many people comment how bad the footpaths are in particular spots that you have to navigate your way over the roots."

The enquirer says Mr. Fanning "confirmed he hasn't heard back from the Parks Department regarding excavating some trees." If there is significant danger due to the roots on the footpath, it is requested that these trees would be replaced by appropriate trees please.

Reply:

Dublin City Council Parks Department intends to carry out tree removal on Kimmage Road West in July 2020. Twelve Cherry trees have been inspected by the Dublin City Council Tree officer and found to be dead or at various stages of decline.

The trees to be removed are outside house numbers: 104, 102, 100/98, 98/96, 90, 88, 86, 76, 68 and 71, 73 and 87.

This work is to be carried out alongside footpath replacement work. The footpath contractor is to leave tree pits for replanting where in-ground conditions are found to be suitable. Parks will replant asap with a more suitable species, most likely birch. We cannot replant at 87 and 88 due to overhead services and lamp standards.

Q.37 Councillor Deirdre Conroy

To ask the manager on behalf of Drimnagh Residents' Community Group about removing the footpath weeds as some are now 4 feet high. With the recent bad weather, litter is caught up in them and I am told that in some cases they are now a trip hazard,

It is understood that spraying with weed killer is not an option but something needs to be put in place for the removing of weeds, throughout the city suburbs.

The Drimnagh Residents' Community Group also request painting of lamp standards and state that all of the lamp standards have not been painted since erected and are now in need of maintenance.

Reply:

Waste Management Services will arrange to have any litter removed from the footpaths in the Drimnagh area in the coming weeks. Since the easing of government Covid restrictions, we are continuing to work towards the resumption of full service delivery. This will lead to the return of more regular cleaning schedules for this area.

The tender competition for the appointment of a contractor to remove weeds from the road network is in progress. Tenderers were invited to submit proposals to remove/treat weeds, including innovative proposals that they may have. The Tender assessment process is nearly complete and it is expected that this contract will be awarded in the next three weeks.

If the councillor can provide specific locations of columns that require painting, we will examine those columns, and if painting is required and the columns are suitable, they will be added to the painting programme, subject to available finances.

There is some funding in the discretionary fund for the painting of lamp standards. The list for 2020 painting is currently being worked on by Public Lighting. This list has been referred to Public Lighting by the Public Domain Officer.

If the Councillor has any particular Lamp Standards in the South East Area (Drimnagh) that need immediate attention, please contact the Public Domain Officer with the pole number.

Q.38 Councillor Deirdre Conroy

To ask the manager when will Crumlin Swimming Pool re-open? And can it be made accessible to the public more than one day a week?

The enquirer states that now that many people are being urged to work from home and stay local where possible, and that it seems like an ideal time to open up local amenities to the locality, and considers that one hour in the morning and one hour in the evening for public use – please note this is the enquirers request in her local area.

Reply:

At present under the current Covid pandemic regulations, we are not in a position to open to the public, as with the nature of the pay as you go system, contact tracing would not be possible should someone contract Covid 19. However, we are catering for local groups and clubs from the area over the summer months and the public can join these groups through contacting the swimming pool. All going well, we plan to be open by mid-July.

Q.39 Councillor Deirdre Conroy

To ask the manager, if a local Terenure resident on a low weekly disability payment who has made his front garden into a driveway - despite the fact that a parking space was outside the wall boundary – has to make a payment to DCC to remove the parking space. And if so, can it be reduced or small amount paid weekly?

Reply:

Extinguishment fees for an on-street controlled parking space are set under managers order ET/1699/2019. For a case as outlined above a low demand residential application the fee is €1,600. Dublin City Council would be willing to consider a payment agreement with the resident, although the parking space will not be removed until full payment is made or a last instalment of a staged payment is received.

Q.40 Councillor Kevin Donoghue

To ask the manager to take a look at tree repairs at [details supplied]. The tree is starting to grow through the pavement. The council previously attended but it has only been patched up with tarmac. It currently presents a tripping hazard and the issue of the tree growing through the pavement has not been addressed.

Reply:

Road Maintenance Services will assess the area in question and add any necessary restoration repairs to the direct labour list of works for completion. Road Maintenance Services cannot provide an accurate timeline for this at the moment due to a backlog of works.

Q.41 Councillor Kevin Donoghue

To ask the manager what can be done to tackle the issues of rats in the area. Residents in a number of areas have reported they are concerned about rats in their area in recent weeks. Is there a strategy for dealing with such an issue?

Reply:

Management of vermin in private property is the responsibility of the owner. In the case of vermin in Dublin City Council's housing stock, tenants should contact the Housing Maintenance Section. Management of vermin in public areas is the responsibility of the HSE who may be contacted at 1850 211 774.

Q.42 Councillor Kevin Donoghue

To ask the manager if anything can be done about the trucks along Charlemont Street, Charlemont Square. There is construction in the area and it causing serious problems for residents as trucks are lining up to access the site before it opens. This causes both noise pollution and access issues for residents.

Reply:

On 18th June, Roadworks Control Unit contacted the Main Contractor, Charlemont Square Development, to remind that licenced hours for construction traffic temporary set-down area on Charlemont Street are from 10 am to 5 pm. The contractor replied on 19/06/20, and apologised for any disturbance and advised that enhanced procedures are now in place to prevent any violation. On 01/07/2020, the contractor further advised that *"traffic management staff have been instructed to ensure no vehicles arrive to site unless they are scheduled to actually come onto site – no vehicles parked along Charlemont Street prior to 10.00 permit coming into force. We also have signage erected and will continuously monitor this situation on a daily basis."* Roadworks Control Unit and Parking Enforcement will also monitor the situation.

Planning Enforcement will investigate this matter and will discuss with the developers concerned to see if there is anything that can be done to alleviate this situation.

Q.43 Councillor Kevin Donoghue

To ask the manager if more prominent "one way" signage can be put in at Pleasant Street, at the Heytesbury Street entrance. The street is one way but residents have indicated that people travelling the wrong direction is a common occurrence and poses a risk to road users.

Reply:

On Pleasant Street at the junction with Heytesbury Street there are two "NO ENTRY" Signs one on the north and one on the south side of Pleasant Street. Additionally there is "NO ENTRY" road markings on Pleasant Street at the junction with Heytesbury Street.

All the road signage and road markings are clearly visible to road users on Heytesbury Street. Warning road users that Pleasant Street is "NO ENTRY". The area engineer is unable to make the "NO ENTRY" signage and road markings any clearer to road users.

If residents observe as commonplace road users driving east on Pleasant Street from Heytesbury Street, then residents must raise this issue with

Q.44 Councillor Kevin Donoghue

To ask the manager to address a slip hazard caused by a utility manhole cover at the corner of Nassau Street and Leinster Lane. A resident reported that they slipped on the cover in the rain which appear to be on a slope. Could the utility responsible for the cover, or the council put a non-slip grip on the cover?

Reply:

Please be advised that Road Maintenance Services has notified Eir of the cover and frame and requested the repair of same at the address specified.

Q.45 Councillor Claire Byrne

To ask the Area Manager can he please resurface the man hole cover on Nassau Street at the junction of Leinster Lane as a matter of urgency. The surface here is extremely slippery and a constituent fell here recently causing serious injury.

Reply:

Please be advised that Road Maintenance Services has notified Eir of the cover and frame and requested the repair of same at the address specified.

Q.46 Councillor Claire Byrne

To ask the Area Manager can he please consider reviewing the decision not to install double yellow lines on Hagans Court, Dublin 2. One year on from my original question and enforcement of illegal parking here is not being carried out and the problem still persists on a daily basis as the current system is making ingress and egress to some properties here difficult, and is also a challenge for bin trucks on collection days.

Reply:

Under The Road Traffic Act, 2004, (Traffic & Parking) Regulations, Section 36 paragraph (2) g:

“A vehicle shall not be parked in any place, position or manner that will result in the vehicle obstructing an entrance or an exit for vehicles to or from a premises, save with the consent of the occupier of such premises.”

It is not recommended to introduce parking restrictions where restrictions are already covered under the Law. Such as placing double yellow lines across any entrance as this would lead to a proliferation of same and additional expense to Dublin City Council due to maintenance.

Dublin City Councils' parking enforcement contractor, Dublin Street Parking Services will be instructed by the area engineer to monitor the location and take enforcement action where necessary.

However, in future if residents are still experiencing vehicles parking in front of entrances on Hagans Court. Then residents will need to report directly to Dublin Street Parking Services Ph.01- 602-2500 or the local Gardaí, for enforcement under the Road Traffic Act.

Q.47 Councillor Claire Byrne

Can the Area Manager please provide an update on the delivery of the Fitzwilliam Cycle Route?

Reply:

The issuing of construction tender documents has been deferred to December 2020. This is a result of problems encountered in the detailed design of the drainage system. This means that the permanent scheme will not be completed before Q4 2021. In the meantime, DCC will implement interim measures along the route in order to improve safety for cyclists.

Q.48 Councillor Claire Byrne

To ask the Area Manager can measures be introduced to stop the speeding of motor bikes coming over Harold's Cross Bridge onto Clanbrassil Street and vice versa onto Harold's Cross Road. Perhaps the manager could consider installing a ramp here or introducing 30km per hour speed limit and asking the Gardaí to have a periodic speed camera van at the location.

Reply:

The existing 50km per hour speed limit on Harold's Cross Road, Clanbrassil Street and Grove Road is proposed to be reduced to 30km per hour under new Speed Limit Bye-Laws June 2020 (Covid-19) – currently under public consultation. If the bye-laws are passed, 30kph speed limit will apply to the surrounding areas and is likely to improve speeding behaviour on the bridge in question and in surrounding areas. The situation will be monitored and DCC will consider further actions as required.

Q.49 Councillor Claire Byrne

To ask the Area Manager can he please install more public bins on the streets surrounding Merrion Square and Fitzwilliam Square as there is a distinct lack of street bins in this area.

Reply:

All main thoroughfares leading onto and around both Merrion Square and Fitzwilliam Square have many litterbins and there are no plans to install more as these areas are amply serviced by public litterbins.

Q.50 Councillor Claire Byrne

Can the Area Manager please provide an update on the plans to redevelop the old public toilets at the junction of Kevin Street and New Street?

Reply:

The former toilets were below ground and as such would not be appropriate for restoration, as they would not comply with universal access requirements. Alternative uses are being considered for the site. However, the project is currently awaiting confirmation of funding in order to appoint a design team to proceed with the project.

Q.51 Councillor Claire Byrne

Can the Area Manager please confirm when Hanover Street East, from the corner of Lime Street to the corner of Macken Street, will re-open please?

Reply:

Hanover Street East reopened at 11.30 hrs on 24/06/2020, involving re-aligned section of road and new traffic signals at junction with Cardiff Lane.

Q.52 Lord Mayor Hazel Chu

To ask the manager what facility is available for members of the public to log complaints about odour from the Poolbeg incinerator. In certain weather conditions there is a sickening, acrid smell.

Reply:

I would note in relation to the complaints in respect of odours in the South East Area, there are a number of Industrial facilities located on the Poolbeg Peninsula, which are involved in processing, generation and treatment activities, the majority of which are licensed by the Environment Protect Agency (EPA).

All complaints in respect of odours can be reported to the EPA, please see link on how to make a complaint <http://www.epa.ie/enforcement/report/>. The associated contact numbers are: the National Environmental Complaints Line on a 24-hour basis at 1850 365 121 or the EPA Office 053-916 0600, email: info@epa.ie . The EPA will then contact all licensed facilities and request a formal response in respect in the complaint from all facilities and require the respective facilities to contact the complainant directly. Alternatively odour complaints can be raised with Dublin City Council's Environmental Office via our call centre on 01 222 2222 or email customerservices@dublincity.ie

Q.53 Lord Mayor Hazel Chu

To ask the manager of update on ongoing works at path near Anglesea Bridge entrance of Herbert Park. Previously there was a thoroughfare for pedestrians and cyclists but is now closed.

Reply:

Clarification has been sought from the councillor. The matter will be investigated on receipt of the clarification sought.

Q.54 Lord Mayor Hazel Chu

To ask the manager of the status of Belmont Avenue in the neighbourhood transport scheme. Last report was that we had phase 2 and going to phase 3.

Reply:

As part of the Neighbourhood Transport Scheme Phase 2, 2020 an assessment to provide communities with sustainable neighbourhoods focusing on transport safety issues is in progress. With the aim of friendlier walkable streets with reduced vehicular speeds with priority given to pedestrians, cyclists and public transport in line with the Dublin City Development Plan 2022.

Belmont Avenue and Marlborough Road ranked the highest as a business case based on transport, trip generators, environment, community and scheme complexity. Belmont Avenue and Marlborough Avenue will progress onto Stage 3 plan development involving a detailed study and consultation; developing the proposed solution; ongoing consultations with Councillors; implementation of selected scheme and finally evaluation and feedback assessments.

Due to COVID-19 over the past three months, DCC's area and neighbourhood engineers have been assessing and implementing social distancing measures to aid pedestrians keep a safe social distance. The measures being implemented have taken much of the engineer's time away from pre-COVID-19 projects.

As such, many of DCC's schemes/projects are on hold for the immediate future. This includes all Neighbourhood Transport Schemes.

Q.55 Lord Mayor Hazel Chu

To ask the manager with increased numbers of cyclists if we can install further bike parking in around the southeast area.

Reply:

The Sustainable Mobility and Projects section intends to install cycle parking at a number of locations in the South East area in the next Batch of cycle parking (Batch 14). It is expected that installations will start sometime in July/August 2020.

Further cycle parking is planned for the South East area in Batch 15 which is expected to go to tender sometime in August.

Batch 14 List of Location in South East Area

- Mulberry Lane, Donnybrook (High Priority Location)
- Health Products Regulatory Authority, Earlsfort Terrace
- Leinster Street South (2 Temporary bike Racks are being installed here, 5 stands on each) (High Priority Location)
- Wynnefield Road, Rathmines

- The Sugar Club, Lesson Street Lower
- Grantham Street
- Saint Mary's Road, Ballsbridge
- Percy Place
- Chancery Lane
- Eversheds Sutherland, Hatch Street Upper
- Aras an Phiarsaigh, Pearse Street
- Eblana Villas
- Hardwicke House, Hatch Street Upper
- Anglesea Road, Pembroke
- One Park Place, Hatch Street Upper
- Cullenswood Park
- Morehampton Road
- American Embassy, Pembroke Road
- Three Park Place, Hatch Street Upper
- Synge Street
- South Dock Street
- Ember, Milltown (High Priority Location)

Q.56 Lord Mayor Hazel Chu

To ask the manager with precautions for cocooners can we install a bottle bank facility in Donnybrook and Ranelagh village so older individuals do not have to venture too far to recycle.

Reply:

Waste Management Services is committed to recycling and providing the best service we can in a busy, urban environment. We are always open to the possibility of adding new bottle banks.

However, the reality is that finding sites for new bottle banks in the city is very problematic. Publicly owned land is at a premium. The majority of Bottle Banks in the city are located on privately owned land e.g. supermarket car parks. Bottle banks are incredibly difficult to maintain and despite cleaning by our own staff and by service providers, dumping is often an issue for us – which makes them unpopular.

We are restricted to where we can place them under planning regulations (SI 600 of 2001) "*no such receptacle shall be situated within 50 metres of any house, save the consent in writing of the owner or occupier*".

Furthermore, our service provider needs to be able to service all sites in a safe manner. The area must be free of overhead cables and overhanging trees, and must be directly accessible by HGV. The introduction of temporary transportation interventions in response to COVID 19 has added an additional barrier to accessibility for service providers and has actually resulted in the removal of a number of recycling facilities across the city.

Waste Management Services have attempted to find a suitable location for recycling facilities in Ranelagh and Donnybrook on a number of occasions but have been unsuccessful to date. However, we are happy to work with the Area Office to identify suitable locations and to investigate any feasible suggestions from members of the public.

Q.57 Councillor Carolyn Moore

To ask the director of services what plans are in place to deal with ongoing regular sewage overflow into Dublin Bay, and if it's possible to introduce same day water quality monitoring so that swimmers are aware of pollution incidents before they swim.

Reply:

The management and maintenance of the sewerage network, including overflows into Dublin Bay, is a matter for Irish Water. Irish Water inform the City Council of overflows from the Wastewater Treatment Works and we monitor weather forecasts to assess if conditions are likely to lead to significant overflows from the network. We can then, where appropriate, advise the public against bathing or issue a bathing prohibition.

The standard, statutorily required, bathing water tests take two days. We are examining a number of options for quicker tests but these can still take up to 12 hours and we need to assess their reliability. We are also working with Irish Water on assessing the feasibility of developing a predictive water quality model. This could potentially predict bathing water quality in advance but we need to satisfy ourselves as to the system's reliability before taking this further.

In relation to monitoring of bathing water in Dublin City Councils area, the Water Pollution Control section of Dublin City Council monitor and report on the bathing water quality at six bathing locations in our administrative area, namely; Dollymount, North Bull Wall, Half Moon, Shelly Banks, Sandymount & Merrion beaches. Only Dollymount & Sandymount are designated bathing areas and this year since the beginning of the bathing season on June 1st, our water quality sampling has returned assessments falling within the criterion for categorisation as 'excellent' water quality. This work is undertaken with powers and responsibilities designated to the local authority by the Bathing Water Regulation, S.I 79 of 2008.

The regulations require the local authority to take proactive actions should we be aware of a 'potential risk' to bather health and safety. For example, if we are notified of an incident which could affect water quality, it is incumbent on Dublin City Council to protect bathers' health and safety and issue a temporary bathing prohibition notice at designated bathing areas. This action is taken following consultation with the HSE. It is a precautionary measure and remains in place until we can prove the water quality has returned to satisfactory quality and is safe for bathing, in particular so that swimmers are aware of pollution incidents before they swim.

Q.58 Councillor Carolyn Moore

To ask the director of services to provide details of street cleaning frequency in this local area, to provide information on whether the frequency of street cleans decreased during Covid-19 restrictions, and if so, to provide information on when the full schedule will resume and comment on the matter of increased street litter over the past few months.

Reply:

The standard frequency of street cleaning throughout the city is the provision of a daily service to all areas that includes the mechanical sweeping of key routes, emptying of public litterbins and removal of illegal dumping.

Daily services have remained in place throughout the city during the Covid 19 response to remove litter and illegal dumping, service public litter bins and attend to all service requests. We are working in cooperation with the local public domain units to address illegal dumping blackspots and accumulations of litter as quickly as possible and have successfully dealt with overall increases in service requests of up to 32% in the period.

The continued servicing of the city centre, arterial routes, main thoroughfares and urban villages has been prioritised during this period.

In order to ensure continuity of service delivery, ensure that social distancing measures are adhered to and to protect staff Waste Management Services are currently operating a system of Pod working.

This system was originally implemented with reduced working hours in place. The maximum possible number of resources are being deployed within the Pod working system.

The delivery of services has been kept under constant review and there has been a gradual return to more normal levels of service delivery in all areas across the city.

It is planned to return to pre Covid 19 restriction levels of service over the coming weeks. This is dependent on the continued ability to maintain staff safety measures and business continuity requirements.

This return to full service provision will provide the ability to deal with noted increases in litter issues that have been identified in certain areas, particularly public spaces and in the vicinity of amenity area, where people have gathered since the easing of government restrictions has begun.

Q.59 Councillor Carolyn Moore

To ask the director of services in light of Covid-19 restrictions and the need for pedestrians to safely use footpaths, if measures can be taken to ensure that wheelie bins are not stored on public footpaths.

Reply:

The Litter Wardens are actively patrolling and monitoring for bins that have not being removed from the public footpaths following collection or otherwise causing an obstruction. The Litter Wardens are tagging the bins that are causing the obstruction and following up within 24hrs to inspect the location. If the offending bin/bins are still present, they will be removed by a Waste Management vehicle.

If the councillor has any particular areas where bins are causing a problem, please contact the Public Domain Officer.

Q.60 Councillor Carolyn Moore

To ask the director of services for a schedule of works for the removal of rubbish from the Poddle River; to confirm that the litter screens are being cleared twice weekly, on Mondays and Fridays, as stated in the Local Area Meeting of December 19th; and to state if there were any changes to the regular schedule of works as a result of Covid-19 restrictions?

Reply:

The trash screens on the River Poddle are inspected at least twice a week, sometimes more when rain is forecast. They are cleaned as required. There was no change to these procedures during the COVID restrictions, as this was deemed an essential service.

Q.61 Councillor Carolyn Moore

To ask the director of services for a timeline or schedule of works for weed removal; for further information on the weed removal contract which has been successfully tendered for, as announced at the local area meeting on June 22nd; and for information on where and for what purpose chemical weed-killers are still being used in this local area?

Reply:

A tender competition for the appointment of a contractor to remove weeds from the road network is in progress. Tenderers were invited to submit proposals to remove/treat weeds, including innovative proposals that they may have. Dublin City Council are seeking tenders for alternative methods for the control of weeds other than the use of glyphosate.

The tender assessment process is nearly complete and it is expected that this contract will be awarded in the next two weeks.

Glyphosate has not been used for road network weed control during or since 2019. The use of glyphosate by parks contractors ceased in 2018. We expect to have new contracts in place from January 2021 as a result of which Parks Services and their contractors will only be using mechanical means for weed removal.

Q.62 Councillor Carolyn Moore

To ask the director of services for an update on the delivery of the Fitzwilliam Cycle Route?

Reply:

The issuing of construction tender documents has been deferred to December 2020. This is a result of problems encountered in the detailed design of the drainage system. This means that the permanent scheme will not be completed before Q4 2021. In the meantime, DCC will implement interim measures along the route in order to improve safety for cyclists.