



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 9 NOVEMBER 2020

The members expressed their condolences to Leah Johnston and her family on the death of her father Des Johnston and to Michael O'Neill, former Area Manager and family on the death of his wife Mary.

- 1 Presentation and Report on Pigeon House Road Interim Traffic Measures**
Order: Noted.
- 2 Presentation on Gulistan Depot Site (Starting at 3.30pm approx.)**
Order: Noted.
- 3 Minutes of the South East Area Committee Meeting held on 12th October 2020**
Order: Agreed.
- 4 Environment and Transportation Department Matters**
 - i. Minutes of the Traffic Advisory Group Meeting held on 27th October 2020.
Order: Members did not wish to note the report and requested that the Chair write again to the Chief Executive expressing dissatisfaction with progress on non-Covid traffic matters.
- 5 Corporate Services and Transformation Department**
 - i. Report on Proposed Works: Part 8 Dublin City Council Crèche.
Order: Agreed to recommend to City Council.
- 6 Planning and Property Development Department Matters**
 - i. Report on proposed disposal: Rathmines Square lease of 7 car parking spaces to Aldi Stores Ireland Ltd.
Order: Agreed to recommend to City Council.
- 7 South East Area Office Matters**
 - i. Report of the Director of Services, South City.
Order: Noted.
 - ii. Report on Discretionary Fund 2020.

Order: Noted.

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Motions

Motion 1 from Councillor Tara Deacy

That this committee agrees to the establishment of a working group to begin to look at the possibilities of creating a sensory garden for the Dublin 12 community. This could involve other local area committees and should include community groups also.

Order: Agreed.

Motion 2 from Councillor Tara Deacy

That this committee agrees to address the ongoing issues associated with the junction of Kimmage Road Lower and Aideen Avenue. Drivers are ignoring the 'no turn right sign' with little or no enforcement by the Gardaí. There have been several serious incidents at this junction, with a resident last week being knocked off her bike and the driver then absconded. Can we look at some type of additional measure? What is there is not sufficient.

Order: Agreed.

Motion 3 from Councillor Deirdre Conroy taken with Motion 6

That this committee agrees to support the need for school signage to reduce traffic speed and prevent illegal parking on footpaths outside Harold's Cross Educate Together School. A substantial information document has been submitted by school principal, Cian Gleeson and I have forwarded to our local area manager and Traffic Department.

The following issues are some they have identified which are currently causing potential danger to children as they travel to and from the school:

A) Lack of 'School' Traffic Signage:

There is currently nothing to indicate to through traffic that there is a school at this location. A School Zone speed limit sign is urgently needed. Possible Suggestions: Urgent installation of 'school' signage and a flashing School Zone speed limit sign. A reduced speed limit outside our school should be implemented.

B) Vehicles in the entrance to the school:

The entrance of the school is periodically blocked by cars and/or heavy vehicles working at the construction site adjacent to the school. Cars and vans are constantly parked on the footpath on the school side of the road both on the left and right side of the entrance gate.

Efforts to reduce parking in the entrance have displaced some school parking to Parkview Avenue where cars parking on the pavement are creating a danger for children who need to use the footpath. There may be other nearby streets experiencing this problem. Residential streets which may have previously had some on-street parking spaces available now do not, due to increases in working from home due to Covid 19.

As shown in the document images, there are several cars parked on the side of the road even at traffic peak times. This restricts passage for cyclists as the limited space in the occluded bus lane is shared also with buses and taxis. It has also to be noted that this road link is currently experiencing an increased volume of cyclists due to the changes in commuting mobility related to COVID. Despite the increased volumes of cyclists, the cycling infrastructure is completely inadequate as cyclists have to contend for space with buses, vans and cars.

Order: Agreed.

Motion 4 from Councillor Tara Deacy

That this committee agree that the D12 area now be prioritised in the roll out of Covid Mobility Measures in particular cycling infrastructure in the coming weeks. There is an obvious lack of progress in this area for D12 and has been noted by many residents.

Order: Report to Councillor

Motion 5 from Councillor Mannix Flynn

That this area committee wishes to acknowledge the very dedicated work that the street furniture section of Dublin City Council is doing at the present time during this dangerous pandemic and wish to thank Kevin Meade and his team for their dedication and courage in keeping sections of our city open and our businesses open through their administration of the street furniture policy.

Order: Falls.

Motion 6 from Councillor Mary Freehill taken with Motion 3.

That with regard to the attached series of recommendations received from Educate Together Harold's Cross that an onsite meeting is arranged among the School, Traffic Dept. and local Councillors to find solutions to the more immediate safety and access issues for the school. On a more long term basis any recommend changes should include consultation with local residents and Community Village Council.

Order: Agreed.

Motion 7 from Councillor Danny Byrne

That this area committee requests the waste section to re-double their efforts in terms of street cleaning etc., in light of the Irish Business Against Litter findings and the importance of presenting Dublin in its best light.

Order: Report to Councillor

Motion 8 from Councillor Carolyn Moore

That this committee acknowledges that Kimmage is currently under-serviced with bike stands and calls on the area manager to increase the amount of bicycle parking available to cyclists in Kimmage. At present there is only one set of 8 Sheffield stands located at the Ashleaf Centre and users report they are frequently full.

Order: Report to Councillor

Motion 9 from Councillor Carolyn Moore

That this committee acknowledges the specific danger to children and animals of the dumping of household food waste in public spaces and calls on the area manager to add signage alerting the public to this danger at areas where the dumping of household food waste is now commonplace: Lorcan O'Toole Park, William Pearse Park, Clonmacnoise Greens, Lismore/Durrow, Cashel Road greens, Sundrive Semicircle Green, Rutland Grove Green Spaces and Derry Drive.

Order: Report to Councillor

Motion 10 from Councillor Mary Freehill

There have been a number of complaints regarding the poor quality of pruning of hedges that is leading to destructive practises, when stems are split they are vulnerable to disease and rot. The deterioration in standards of this work has been noticeable since the Parks started to subcontract work. This applies to the maintenance standards of Parks in general and need for greater regard for biodiversity as well as respecting the standards needed to maintain historic gardens i.e. Palmerston Park. There have also been poor progress in implementing the Howley Hayes Conservation Management Plan of 2013 for Palmerston Park

The Dublin City Strategy 2016-2020 has specific objectives which are stated as: Protect, Care, Plant more and Communicate

1 PROTECT

Palmerston Park is a historic landscape designed by William Sheppard.

The Howley Hayes Report refers to the following article which is contained within the ICOMOS Florence Charter (published 21 May 1981) and it addresses the conservation of gardens:

*Art 1: An historic garden is an architectural and **horticultural composition** of interest to the public from the historical or artistic point of view. As such, it is to be considered as **a monument**.*

2 CARE

*Art 11: **Continuous maintenance** of historic gardens is of paramount importance. Since the principal material is vegetal, the preservation of the garden in an unchanged condition requires **both prompt replacements when required and a long-term programme of periodic renewal**.*

Art 21: The work of maintenance and conservation, the timing of which is determined by season, and brief operations which serve to restore the garden's authenticity, must always take precedence over the requirements of public use.

It is therefore agreed that the Parks Dept. ensure that only Contractors that employ people who have appropriate training in horticultural practise and respect biodiversity principles work on behalf of the Council

With regard to Palmerston Park that we receive a report on the following points and it is also agreed that necessary funding to carry out this work is included in 2020

1 The Arborists Report and Map from 2013. This highlighted works in order of priority IE Priority 1, 1A, 2 & 3.

We are not aware that any of the priority works have been carried out in the last 7 years.

We need a specific updated Arborists Report which refers to the 2013 Report & accompanying Map and confirms whether any of the works proposed in 2013 have been carried out.

There are other long term planting issues noted in the Howley Hayes Conservation Management Plan of 2013 which should be planned for.

It is agreed that the Parks Dept. ensure that only contractors that employ people who have appropriate training in horticultural practice and respect biodiversity principles work on behalf of the council. That the recommendations in the Howley Hayes Conservation Management Plan of 2013 be implemented. Therefore it is also agreed that the necessary funding required for the foregoing is included in the estimates for next year.

Order: Report to Councillor

Motion 11 from Councillor Tara Deacy

That this committee support the idea for the Crumlin/Kimmage area to be considered for a Neighbourhood Transport Scheme. The area is used highly for rat-running and speeding and was not considered in the first round of changes (see

<https://docs.google.com/presentation/d/18shdEcEOxB2sRN8gzKwbs1W69U6OUM1rE3FQtABqOyU/edit#slide=id.p2>

Order: Report to Councillor

Motion 12 from Councillor Pat Dunne

In recognition of the historical importance of the late politician, doctor and author, Dr Noel Brown and his connection with Dublin South East this area committee seeks to have him remembered with a statute or memorial in the area.

Order: Report to Councillor

Motion 13 from Councillor Claire Byrne

That this Area Committee reconfirms its commitment to deliver the 900 social and affordable homes in Poolbeg West SDZ and calls on the Area Manager to provide a full report on where things stand in relation to this, including discussions Dept. of Housing, Nama the appointed developer, and to outline what needs to happen next to ensure that we can deliver on this commitment.

Order: Report to Councillor

Motion 14 from Councillor Claire Byrne

That this Area Committee calls on the area Manager to install better lighting at St Kevin's Parade, Portobello. This street suffers from regular incidents such as car vandalism, bike theft and drug dealing, and better lighting might help address this issue.

Order: Report to Councillor

Motion 15 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to consider the pedestrianisation of Merrion Row, or at the very least consider extending the footpaths here which are too narrow to allow the hospitality businesses facilitate outdoor seating.

Order: Report to Councillor

Motion 16 from Councillor James Geoghegan

That the Belmont Avenue Neighbourhood Transport Scheme, which is ranked number one, continue its development as a Covid Mobility measure considering the continued and ongoing danger to schoolchildren, pedestrians and cyclists from the two-way traffic.

Order: Report to Councillor

Motion 17 from Councillor James Geoghegan

That the urban villages of Rathmines, Terenure, Rathgar, Ranelagh, Donnybrook, Ballsbridge and Sandymount along with others in the South East Area be supported through a major combined effort of DCC's community, enterprise, traffic and parks section, working together, to enable outdoor winter eating and shopping over the Christmas period and help support businesses that can re-open as well as providing safe platforms for artists and musicians to perform.

Order: Report to Councillor

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Questions to the Chief Executive 9th November 2020

Order: Noted.

Councillor Dermot Lacey

Chairperson

Monday 9th November 2020

Due to Covid restrictions some staff and members attended remotely on Zoom.

Attendance:

Members:

Dermot Lacey (Chairperson)
Claire Byrne
Deirdre Conroy
Kevin Donoghue
Carolyn Moore
Mannix Flynn

Members:

Danny Byrne
Daniel Céitinn
Pat Dunne
Mary Freehill
Claire O'Connor

Members:

Hazel Chu
Tara Deacy
Anne Feeney
James Geoghegan
Paddy McCartan

Officers

Brian Hanney
Andrew Duff
William Mangan
Neil O'Donoghue

Brian Kirk
Mary Taylor
Michael Noonan
Brian Keaney

John MacEvilly
Jennifer Wall
John O'Hara

Apologies:

Non-Members:

Helge Koester EML

Q.1 Councillor Kevin Donoghue

To ask the manager to fix the broken path at (details supplied) and also if they could fix the hole that has been created along the shore on Bremen Avenue.

Reply:

The roadway at these locations will be inspected and a reply issued directly to the Councillor.

Q.2 Councillor Kevin Donoghue

To ask the manager to fix a hollow that has developed in the road at details supplied.

Reply:

The roadway at this location will be inspected and a reply issued directly to the Councillor.

Q.3 Councillor Deirdre Conroy

To ask the manager what are DCC plans for the provision of electric car charging points throughout Rathmines.

In Rathmines Park, resident's permit parking is all on street and unassigned. Residents could install a charger in their driveway, if they were permitted to bring their electric car on to the driveway but in many areas the council won't grant permission to remove cars from the parking space outside the houses. However, many historic houses do have parking spaces on their front garden entrance.

1. Can council support installation of an EV charge point in Rathmines?
2. Can council support planning applications to adapt gates and part of garden to a driveway?
3. [As stated by the enquirer] If someone was to run a long cable from their home to a car parked on the street, that could cause serious injury or worse for pedestrians on the footpaths.

Reply:

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

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

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

The study is due for completion in Q4 2020, at which stage a presentation can be made to council.

With regard to the removal of on street Pay and Display and Permit Parking spaces to facilitate the provision of a private driveway, it is policy to preserve on street car parking insofar as possible as a resource for the city. This policy derives from the understanding that on street communal parking performs a variety of roles for residents, visitors and businesses etc. The removal of public on street parking to facilitate a single private driveway effectively reduces the public communal parking available in favour of privatising the use of part of the public road. (Only the owner of the property can park across the entrance to the driveway). In this instance, the private gain would be prioritised over the interests of the wider community. It is considered that other charging options are preferable for private residents who have no driveway, in particular off street fast charging facilities, such as are currently being considered.

Notwithstanding the above, it should be noted that it is the policy of Dublin City Council to promote active travel and public transport above private car use. The retention of on street parking will be increasingly important as car clubs grow and communal car share replaces private car ownership.

Q.4 Councillor Deirdre Conroy

To ask the manager if the Parks Department can address the external workers on pruning of trees and plants in parks, as we are notified about very poor and destructive pruning of hedges in Palmerston Park and Fairfield Park. I am advised that the remaining stems are split and are very vulnerable to disease and rot. According to the enquirer, "it seems obvious that the people who did the jobs do not have any horticultural knowledge or any understanding of the appropriate care necessary for hedges/ trees. In a climate and biodiversity crisis and emergency it is vital we care for our parks expertly and not damage the hedges.

Reply:

Pruning of trees, hedging and other vegetation located within public parks and open spaces are undertaken by both direct labour staff and contract workers depending on the scale and type of pruning work required.

The maintenance undertaken in the above-mentioned parks involved the pruning of a perimeter, mixed species hedge, in Fairfield Park and a boundary planting of Laurel (*Prunus laurocerasus*) in the case of Palmerston Park. The plants species concerned are considered vigorous and robust species and while the work may seem unsightly after the initial pruning, the plants grow back within a short period and have done so after similar pruning in the past.

The pruning is supervised by trained horticultural staff and undertaken within the timelines allowed for under the *Wildlife (Amendment) Act 2000*, which provides for the protection of wildlife and in particular restricts when hedges can be pruned in order to protect nesting birds.

Management of Public Parks and open spaces are informed by the various strategic and policy documents including *The Dublin City Parks Strategy 2019–2022*, *The Dublin City Biodiversity Action Plan 2015-2020*, *The Dublin City Tree Strategy 2016-2020* which can be viewed on the Dublin City Council's website www.dublincity.ie.

Q.5 Councillor Deirdre Conroy

To ask the manager if the Council Covid Mobility Team can make consultation with resident community groups in the South Georgian Core in terms of substantial

environmental impact on Dublin's historic regions of Merrion Square, Fitzwilliam Street, etc. and that the 'Fitzwilliam Cycle Route Team' participate in communication with residents on Fitzwilliam Street, where there are elderly residents, crèche and Montessori pedestrian children impacted by the unnotified works of street paint and bollards. I note that some of the blocked access to residents parking has been removed c 24 October and city council local residents are appreciative.

Reply:

Dublin City Council does not consider that 'substantial environmental impact' has occurred in the implementation of the Interim Fitzwilliam Cycle Route scheme.

Residents were notified of the implementation of the interim Fitzwilliam Cycle Route via email on Friday 10th October. This email notification informed the residents that the interim Fitzwilliam Cycle Route broadly follows the alignment of the Fitzwilliam Cycle Route and is temporary in nature until the permanent scheme commences construction in Q2 2021 and that the works comprise of minor resurfacing works, relining and the provision of bollards.

The interim scheme does not provide the more permanent type of infrastructure such as kerb upstand segregation on junction approaches and exits as provided within the permanent cycle route scheme. Therefore the implementation of cycle lane protection in the form of 'shergan bollards' is required. Shergan bollards provide low-level segregation and protect vehicles encroaching on the cycle lane thus providing security to cyclists travelling in the cycle lane ensuring that the cycle route is suitable for cyclists of all ages and abilities. This type of bollard is widely used across Dublin city and Dublin City Council does not have any safety concerns regarding its use.

The bollards on Merrion Square East and Fitzwilliam St Lower that are the subject of Question No. 5 were removed weekend of 24th and 25th October 2020 and shergan bollards were implemented where necessary to ensure the safety of cyclists. At no stage did bollards block access to car parking. Access to some parking was prevented during the implementation of the notified lining works on a rolling basis. However, sufficient parking was maintained for residents and local businesses during this time.

Dublin City Council has not received any communications from any crèches and/or Montessori businesses along this route. If Councillor Conroy has received any correspondence from the businesses outlined in Question 5 or indeed any businesses along this route then these should be forwarded to Dublin City Council for response.

Q.6 Councillor Deirdre Conroy

To ask the manager to request information from assistant chief executive Mr. Shakespeare on what is being undertaken so far by the council planning department and conservation department on the historic 40 Herbert Park demolition issue.

Reply:

No 40 Herbert Park was demolished as part of the Planning Permission granted under SHD legislation by An Bord Pleanála. The building was not on the Record of Protected Structures (RPS) at the time of the board's decision.

On foot of a motion agreed by the City Council on 5th October, the Assistant Chief Executive has written to An Bord Pleanála with the City Council's request that the decision to grant Planning Permission for 40 Herbert Park be formally revoked by An Bord Pleanála. A response is awaited.

In addition, an Enforcement Notice has been issued under Section 154 of the Planning Act in relation to the commencement of development prior to compliance with the

conditions of the Planning Permission. A number of compliance conditions have since been submitted, which are currently under assessment.

Q.7 Councillor Kevin Donoghue

To ask the manager to repaint the road markings at the intersection at the corner of Church Avenue and Tritonville Road.

Reply:

The location will be inspected in the coming days to determine the condition of the surface.

(Road markings will be renewed where required, within 30 working days of the SEAC meeting of the 09th November 2020)

Q.8 Councillor Kevin Donoghue

To ask the manager if a report has been carried out on the redevelopment of St. Andrew's Court and if the councillors could have a copy of same.

Reply:

Dublin City Council applies for social housing capital funding from the Department of Housing, Planning and Local Government (DHPLG) in accordance with the 4-stage approval process.

A stage 1 application is currently being prepared and is due to be submitted to the DHPLG in the coming weeks. Once approval has been secured, a design team will be appointed.

Consultation with the local residents and elected representatives will commence upon receipt of stage 1 approval.

Q.9 Councillor Tara Deacy

St Clare's Primary School and parents are doing their best to maintain social distancing and active travel to and from the school. However, the infrastructure around the school makes this difficult as there are cars parking on the pavement, no segregated or protected cycle lanes, narrow footpaths and encroachment on the pavements due to building works in the area. Parents are also conscious that they are taking over the area around school pick-up time and this is probably a nuisance for other residents and users of the post office, hospice and other local services.

Are there are plans or a budget in place to upgrade the street infrastructure in that area?

Reply:

The area engineer will carry out an assessment to determine the most appropriate measure/s to implement at this location.

Q.10 Councillor Tara Deacy

A. Could you let me know when the Sandford Motors garage entrance (and beyond - see circled on Fig 1 of attachments) became part of Sandford Road? Fig 1 is a Dublin City Council map. To my knowledge, there was never a road here. All the DCC maps like Fig 1 have been updated so I can't find one without this marking - however there are plenty of old Planning maps where this road is not indicated see Fig 4. It has been a garage site for over 100 years - see Irish Times article Nov. 5 2003 - <https://www.irishtimes.com/business/commercial-property/vintage-garage-still-motoring-on-1.389563>

- B. If this road is part of Sandford Road then surely it is a public road. In this case, how can the owner of this land close it off and sell it? I have attached Fig 2 and Agar's 'sandford-road-77-79-1.pdf' in relation to this. Fig 2 shows the site boarded off (with Private - No Parking signs and a for sale sign). The Agar's pdf shows the details for this site - the site is being sold right down to the footpath. If it is part of Sandford Road (as on DCC map), how can this road be sold. It either is public or private - could you please let me know which it is? If it is private, it surely cannot be part of Sandford Road.

Reply:

The Dublin City Council Road Schedule is the statutory listing of roads in-charge of DCC. Below is an extract of the area in question. Sandford Road is not part of the site for sale, it is identified as a private laneway (coloured green) and not in-charge of DCC. The background mapping referred to in Figs. 1 & 3 provided belong to Google and is indicative only. Corrections to Google mapping can be made by any user by right clicking the map and selecting "report a data problem". DCC do not update Google mapping.

Q.11 Councillor Tara Deacy

What is the School Mobility Program, its purpose, strategies and goals? What are school zones, is it a legal term? The memo sent from DCC mentions the mobility programme is an intervention, what is being intervened and what is the goal/purpose of the intervention? Was there any community consultation carried out in the areas where the School Zone initiative has been implemented?

Reply:

On 1st July 2020, the Health Service Executive (HSE) released 'Interim Recommendations' for the reopening of schools including promoting of active travel to school and encouraging parents to park further away from the school and then walk with their children to avoid congestion. High volumes of vehicles at school gates mean small children have no safe access to school, often having to maneuver around parked and turning vehicles to get into the school grounds.

The purpose of the Dublin City Council School Mobility Programme is to reduce the number of drop offs and pickups by private vehicle at the school gate will free up space at school gates to allow for safe physical distancing while reducing hazards for children walking, cycling and scooting to school. The programme includes the following:

- Schools Zones
- School Bike Parking
- Support for school Cycle Buses
- Support for school Walk & Stride initiatives
- Online signposting to school Active Travel resources

The School Zones initiative, created by the NTA in collaboration with Green-Schools, aims to create a safer, calmer and more attractive environment outside of schools. The School Zone design gives priority to students at the school gate by freeing up footpaths and reducing vehicle drop-offs, pick-ups and idling. The aim is to reduce congestion and increase safety at the front of school, and prioritise active travel (walking and cycling) to and from school. In addition, reducing traffic at school gates significantly improves air quality further improving quality of life for children and all others in the vicinity. In addition, reducing traffic at school gates significantly improves air quality further improving quality of life for children and all others in the vicinity.

Eye-catching traffic calming measures, such as colourful circles, encourage traffic to slow down. Pencil-shaped bollards discourage parking on pavements and stopping, or

even dropping pupils off in/near the School Zone. Overall visibility at the approach to school entrances is improved and public space is reallocated to pedestrians and those choosing active travel. The playful appearance of these features was not overlooked – the colourful dots are purposefully designed at 2.0m distances to discourage children from jumping between them. Consistency in the colour scheme and the proposed elements are considered key, since the long-term vision is to establish a recognisable national School Zone template. However, the proposals are carefully considered by designers on a case-by-case basis. In general, a School Zone must cover the main pedestrian and cycle entrances, so that drivers understand the treatment relates to a school. As further School Zones are implemented in Dublin City and other Local Authorities, the consistent style will make it obvious to drivers that they are in a school vicinity.

We initially piloted two School Zones in the Dublin City Council administrative area; one in Francis Street School, D8 and one at Central Model School, D1. Following extremely positive feedback for the schools and parents, we contacted all primary schools in DCC inviting all interested schools to complete an application form for a School Zone. To date, 79 schools have applied for a School Zone and measures will be inputted at all schools deemed appropriate. Dublin City Council does not ordinarily carry out consultation when installing bollards nor is it mandatory to do so. The implementation of School Zones places priority on the safety of children on route to school.

Q.12 Councillor Tara Deacy

The persistent illegal parking on Harold's Cross Road in Harold's Cross continues to cause issues for residents, cyclists etc. The main problem area is outside the Centra Harold's Cross. Every day there are constantly cars, vans and trucks illegally parked in the cycle and bus lanes on both sides of the road. Cars are parked up on the footpath in the cycle and bus lane or just directly on the road in the cycle and bus lane. This illegal parking is causing an obstruction to bus traffic and private traffic as well as cyclists and pedestrians. What action is planned or what actions have been implemented to address this issue, several residents have been in touch with me about it?

Reply:

The Parking Enforcement contractor has been made aware of this issue and has been instructed to attend the area at various times over the day to address any illegal parking.

The Covid Mobility Team has also been contacted to investigate if any further interventions may be introduced to curb this activity.

Q.13 Councillor Dermot Lacey

To ask the Manager if he could the trees referenced in the email submitted with this question to be pruned and representations made to the Management Company for those trees on their property for same.

As a long-time resident of Northbrook Avenue, Ranelagh, Dublin 6, I am writing to you both in my own personal capacity and on behalf of a number of adjacent and similarly concerned neighbours. As one of our local public representatives in the Pembroke Electoral Area, we are seeking your assistance and representations via the Dublin City Council ("DCC") in relation to issues of concern associated with a number of trees immediately opposite our properties, which constitute part of a terrace of houses on the Westerly end of Northbrook Avenue, Ranelagh.

Specifically, there is a cluster of very tall, mature trees directly opposite our properties as we look South down towards Ranelagh Park. A number (3) of the trees are located within the grounds of the Crosbie House apartment complex and the remaining one is

on the public footpath outside that boundary wall. The height/length/density/depth of this cluster of trees gives cause for increasing concern on a number of fronts;

1. Sunlight deprivation to our properties from the South-westerly aspect.
2. Obstruction of views towards Ranelagh Park aspect.
3. The uncontrolled growth of these trees constitutes increasing potential property AND public safety hazards, both to our properties/properties within the Crosbie House apartment complex and to residents of Northbrook Avenue generally. This has been borne out during storms of recent years when a number of sizeable branches have been dislodged on a repeated basis. Fortunately, no direct property/personal injury has ensued thus far but we harbour growing concerns in this regard.

We hasten to add that we DO NOT have a problem with the trees per se (they constitute an attractive landscape feature) but rather with the uncontrolled growth of the trees and the issues/hazards associated with such growth, as outlined above. We do not profess to be an authority in this regard but we strongly feel that the towering and overarching presence and growth of these trees should be scaled back to a better, and safer, degree that will provide an acceptable balance between Nature and public health& safety? Previous efforts in this regard have proved insufficient and issues of concern remain. We strongly feel that a fresh assessment of the structural integrity/security and safety of these trees needs to be undertaken as soon as feasible and corrective action be taken as deemed appropriate.

We would appreciate your interest and input and look forward to hearing from you.

Reply:

The trees on private property at this location will be inspected by Road Maintenance Services and a reply issued directly to the Councillor.

Q.14 Councillor Mannix Flynn

Can the manager issue a full update with regards Dublin City Council's involvement with golf courses as a sporting activity? This report to include what golf courses if any that Dublin City Council has arrangements with for communities to play golf in and how many of these are located in the South East Area and also the wider area of Dublin.

Reply:

DCC Parks Service operates an 18 hole Golf Course at Sillogue, Ballymun (opened 1984), a Par3/Pitch and Putt course in St Anne's Park, Raheny and Pitch and Putt Courses at Longmeadows, Ballyfermot and Tolka Valley, Finglas. There is also a 9 hole community pitch and putt facility in Edenmore park which is under-going renovation.

These courses are closed due to Government Covid-19 restrictions. However, in normal times they are open to the public, groups and societies at very reasonable and affordable rates.

Q.15 Councillor Mannix Flynn

Can the area manager issue a full update with regards the quality of the bathing water in Dublin Bay on their monthly report to the South East Area Committee?

Reply:

Due to resource issues a present, it will not be possible to issue a monthly report on bathing waters in Dublin Bay.

Current and historical bathing water quality information can be found on the Dublin City Council website:

<https://www.dublincity.ie/residential/environment/water-and-wastewater/water-pollution-control/beaches-and-bathing-dublin-city>

Should the Councillor have any specific queries concerning the beaches or the designated or non-designated bathing waters, he can contact waterpollution@dublincity.ie or myself directly.

I attach the 2020 Bathing Waters report for the attention of Cllr. Flynn and the other Councillors.

Q.16 Councillor Mannix Flynn

Can the manager ascertain from Dublin City Council's building control and road works control what qualifications or training, if any, do employees of construction companies have who are working on building sites within the SEA in traffic management in and around construction sites? What protocols are in place and what guidelines are in place, if any? And who oversees this?

Reply:

All road works undertaken by utility companies or their contractors in Dublin City Council's administrative area are carried out in accordance with the council's *Directions for the Control and Management of Roadworks in Dublin City*.

Before applying for permits from Dublin City Council to carry out roadwork in the public domain, all utility companies must comply with the requirements of the **Health & Safety Authority**. In particular, they must confirm that competent supervisors for the design and construction phases of the project have been appointed.

In addition to the above all roadworks must signed and protected and all signs must comply with Chapter 8 of the current version of the **Department of Transport's Traffic Signs Manual**.

Q.17 Councillor Mannix Flynn

Can the manager find a better way of managing the bring centre and bottle bank at Milltown Car park and St Vincent's flats? I have been constantly raising these issues on behalf of residents. It is now unacceptable that these bring centres are a serious nuisance to residents and also to users. There are serious management failures here and whoever is responsible needs to step up to the mark. It is no longer appropriate that these bring centres be placed right in on top of residents' homes.

Reply:

Waste Management Services is committed to recycling and providing the best infrastructure possible to enable citizens to recycle responsibly. Illegal dumping continues to be problematic at recycling facilities citywide, and has increased dramatically during the pandemic.

All DCC recycling facilities are regularly attended by service providers, and illegal dumping at these sites is addressed daily by DCC Street Cleaning teams.

While we recognise that bottle banks can be unpopular and can be prone to dumping they play an important role in the city's recycling infrastructure. 225 tonnes of glass has been removed from the facility at Milltown Car Park in 2020 to date, up from 211 tonnes in 2019. Similarly, 182 tonnes of glass has been removed from Vincent Street in 2020 to date compared to 150 tonnes in 2019. As such, I am not in a position to remove glass-recycling facilities from either location at this time.

Textile banks at locations citywide are causing problems with illegal dumping, the removal and discarding of items from the banks and other anti-social behaviour exacerbating the issue. Waste Management Services are currently reviewing our textile recycling service.

Q.18 Councillor Mannix Flynn

Can the manager call on DCC's public lighting section to relight St Kevin's Parade with the new LED lighting system? This is a very small street and area that has been inundated with attacks on property, thefts from motor vehicles, thefts of push bikes and break ins at residents' homes. The street is very badly lit and now is a health and safety hazard for the many people who reside here, including elderly people.

Reply:

The lighting on St Kevin's Parade was assessed and is considered to be lit to an acceptable standard. We have no plans at present for any improvements here. We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required.

However, Public Lighting Services is currently involved in developing tender documentation to replace most of its existing non-LED lights with LED lights over a five to six-year timescale. We cannot give a timeframe for upgrading St Kevin's Parade at present.

Q.19 Councillor Mannix Flynn

Can the manager call on the Parks Dept. to immediately prune the pear tree in St Kevin's Parade? This tree is massively overgrown, is interfering with telephone wires and notwithstanding the massive amount of fruit that is falling on cars, the footpath and road; creating a road hazard and a pedestrian hazard.

Reply:

The tree in question has been inspected and was pruned on the 16th of October. The fruit was cleared up at that stage.

Q.20 Councillor Mannix Flynn

Can the manager call on the Dublin Regional Homeless Executive and the Simon Community Organisation to address the serious issues of anti-social behaviour that are now a constant occurrence day and night at their premises in Camden Place and Harcourt Street? The situation here is absolutely unacceptable. Many residents are complaining of being intimidated by individuals and of having to face drug dealers and drug takers and people in a state of intoxication lying in and around the Camden Street area on footpaths on a daily and nightly basis. Many of these are clients of the two nearby hostels. While these are unfortunate individuals that are deserving of our compassion it is not acceptable that the management of these two premises would simply wash their hands of their vulnerable clients. You simply cannot dump individuals, human beings who have a myriad of problems into this street without proper management and proper state of the art services. The problems now are greater than they ever were and more and more residents in the area are becoming fearful and are suffering from anxiety and uncertainty as to what they face on a daily basis.

This is not good for anybody and it is important to note that this kind of scenario is being played out on the streets of Dublin for the past 20 odd years with no attention what so ever being given to resolving this issue. Can something be done as a matter of urgency?

Reply:

Dublin Simon Community manage a 30 bed supported temporary accommodation facility on Harcourt Street commissioned and funded by Dublin Region Homeless Executive (DRHE). The current capacity is at 22, in compliance with Covid-19 guidelines. The reduction in clients has resulted in less traffic to and from the service and with Covid-19, clients are remaining in their rooms for longer periods of time.

Dublin Simon have reported incidents of anti-social behaviour to the Gardaí and have stated that this is unrelated to the clients in Harcourt Street. They strongly encourage local residents and businesses to contact Dublin Simon directly whenever there is anti-social behaviour and if Dublin Simon clients are involved this gives them the opportunity to address it at the time it occurs. The service is available 24/7 on 01-4759357.

They are committed to cultivating and maintaining positive relationships, and where the need arises, to taking active steps to prevent and resolve any issues related to the activities of the organisation and/or its clients. Dublin Simon conduct four street neighbourhood checks on foot every day to monitor the surrounding area for anti-social behaviour, litter, or any other concerns in order to maintain a peaceful and clean neighbourhood.

In addition Dublin Simon Community have a Good Neighbour Policy in place which outlines the proactive steps taken at Harcourt Street to foster positive relationships with individuals, businesses, community and voluntary groups and any other stakeholders in our community.

Dublin Simon Community do not manage any service on Camden Place. The 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.

The Times Hostel is managed by a private operator in accordance with the DRHE and HSE Guidelines and the 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.

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. Local residents and stakeholders are linking in with the management agent in the Times Hostel and this local engagement is working well.

If Councillor Flynn is aware of any specific incidents that relate to these facilities please forward the details to the DRHE and we can investigate them as a matter of urgency.

Q.21 Councillor Mannix Flynn

Can the manager address the issue of cars parking illegally under the stairway at Bernardo Square? This parking seriously impedes the residents who live in the adjoining apartments and the house at Palace Street it also gives cover to those selling and taking drugs intravenously at this location.

Reply:

This area will be monitored and any illegally parked vehicles will face enforcement.

Q.22 Councillor Mannix Flynn

Can the manager issue a report as to who was appointed to run the Bram Stoker festival? Was this contract advertised publicly? What was the value of the contract? How much of this contract has already been paid? What is the balance left to be paid on this contract, if any? What were the KPI's for the event?

Reply:

Schweppe Curtis Nunn were appointed as organiser of The Bram Stoker Festival from 2017.

The contract was publicly advertised via E Tenders on 20/3/2017, I.D Number 141914
The value of the contract per year is €280,000.00 (Excluding Vat)

Approximately €104,000.00 (Excluding Vat) remains to be paid to Schweppe Curtis Nunn.

Example of KPI's for The Bram Stoker Festival

Animation of the public domain and use of the streetscape in innovative ways to engage the people of Dublin who might not otherwise attend city festivals.

Programme to demonstrate potential for measurable economic and social benefits to the City by supporting employment in the retail and hospitality sectors and encouraging local community initiatives.

Programme to contain variety and opportunities for everyone to enjoy the entertainment in a safe and socially inclusive environment.

Q.23 Councillor Mannix Flynn

Can the manager issue a full statement with regards a Garda Investigation into alleged fraud, involving DCC property in and around Montague Court/O Carroll Villas? This incident was mentioned in the media recently.

Reply:

This is a matter for An Garda Síochána.

Q.24 Councillor Danny Byrne

To ask the Manager if a spotlight could be put in place at the new grotto at the "new houses in Ringsend. Please note there was one there previously it just needs to be repaired / upgraded.

Reply:

Public Lighting Services has never maintained a light at a grotto at this location.

The provision of a spot light for the new grotto is not a public lighting matter.

Q.25 Councillor Danny Byrne

To ask the Manager to fix, e.g. (paint the post) the traffic island street furniture at details supplied as it has become very unsightly.

Reply:

The pole in question has been painted recently.

Q.26 Councillor Danny Byrne

To ask the manager if the rubbish bins at the Irishtown nature park could be emptied more regularly given that these walks are currently being used much more regularly than in the past and are getting over filled. The installation of some big belly bins would also be very welcome.

Sample bin below;



Reply:

Waste Management Services will ensure that the above-mentioned litterbins are emptied on a more regular basis. There are no plans at this time to install a big belly bin at this location.

Q.27 Councillor Danny Byrne

To ask the manager to expedite the housing need of details attached as there is serious overcrowding in her present living situation and that of her children.

Reply:

The above applicant is on the Housing List with an application date of 08/03/2010, and the applicant holds the following positions on this list:

Area	Bedsizes	Position
Area K	2	26
Area K	3	75
Area M	2	11
Area M	3	30
Area N	2	18
Area N	3	54

The applicant will be considered for offer when accommodation to meet her household need becomes available and according to her position on the list.

It is noted on the applicant's file that she applied for a Welfare Priority in September 2019, which was unsuccessful.

Dublin City Council are aware of the current overcrowding living situation being experienced by the applicant. Dublin City Council allocate 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.28 Councillor Danny Byrne

To ask the manager to repair a small section of road which is badly damaged at details supplied.

Reply:

The roadway at this location will be inspected and a reply issued directly to the Councillor.

Q.29 Councillor Danny Byrne

To ask the manager to fix / make good a section of road at Merrion Square East / Fitzwilliam Street Lower where there is a large dip in the road surface.

Photo attached;



Reply:

The roadway at this location will be inspected and a reply issued directly to the Councillor.

Q.30 Councillor Danny Byrne

To ask the Manager to fix a street tile outside of 15 South Anne Street which is broken and presenting a trip hazard, photo attached,
Photo;



Reply:

Arrangements will be made to carry out a repair at this location.

Q.31 Councillor Carolyn Moore

To ask the area manager, in light of the incentivisation of sustainable transport options, including electric vehicles, in Budget 2021, to provide a schedule of delivery for electric vehicle charging points for the Kimmage Rathmines area, noting that currently there is just a single charge point in Crumlin Village and a single charge point in Rathmines.

Reply:

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

This requires careful consideration and planning to ensure that the council can play their part to facilitate the provision of a comprehensive, reliable and inter-operable electric vehicle-charging infrastructure. This is so that members of the public and business community can be confident in making decisions to purchase electric

vehicles and to use electric vehicles for personal, leisure and business use, for use on both short and long journeys.

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

The study is due for completion in Q4 2020, at which stage a presentation can be made to council.

Q.32 Councillor Carolyn Moore

To ask the area manager to ensure that branches that were cut several months ago from trees behind the 83 bus terminus at Stannaway Avenue in Kimmage are removed, as residents report the dumping of these branches has led to increased dumping at this spot. Can the area manager also report on whether or not these trees were cut back by employees or contractors of the council, and if so, why were the branches left behind?

Reply:

These branches have been dumped here and are not as a result of pruning by Parks or contractors acting on their behalf. Parks will arrange for the dumped material to be removed this week.

Q.33 Councillor Carolyn Moore

To ask the area manager what is the current status of the Part 8 project and proposed start date for the Eamonn Ceannt depot expansion project at the entrance to Rutland Grove.

Reply:

Parks are in the process of procuring a design team for this project and anticipate that works will commence Summer/Autumn 2021.

Q.34 Councillor Carolyn Moore

To ask the area manager if the continuous litter, fly tipping and rubbish burning in the laneway leading from St Mary's Road to William Pearse Park, alongside The Star, can be urgently dealt with.

Reply:

Waste Management Services had the above-mentioned laneway cleaned on the 29th October 2020 and will ensure that any dumped rubbish is cleared from there when necessary.

Q.35 Councillor Carolyn Moore

To ask the area manager to paint the lamp standards at Cloyne Road, Blarney Park, Tonguefield Road, Clonfert, Kilfenora.

Reply:

We will examine the poles on Cloyne Road, Blarney Park, Tonguefield Road, Clonfert, Kilfenora and if the poles on these roads are suitable and painting is required, they will be added to the list for future painting programmes subject to available finances.

Q.36 Councillor Carolyn Moore

To ask the area manager if the parks department can be instructed to develop a planting or greening strategy for plants and trees for the green on Windmill Road.

Reply:

Parks will continue to plant trees on the green at Windmill Road. Previous attempts to get trees established here have had limited success but parks will continue to plant trees. During 2020 Parks have trialled planting larger sized trees with the support of the Area Office, on Bangor and Clonmacnoisse Triangle with better success. If this proves a continued success then it may be worth using this approach on other greens around Crumlin, including Windmill Road.

Q.37 Councillor Carolyn Moore

To ask the area manager to paint yellow lines on the following junctions:

- Ferns /Clonmacnoisse Road
- Clonmacnoisse/Clonard Road
- Lismore/Bangor Road
- Rathdrum/Aughavanagh Road
- Glenealy/Rutland Avenue.

Reply:

Due to the coronavirus pandemic, all Dublin City Council's Area Engineers have been directed to concentrate on management's Covid-19 Mobility Measures and recommendations to promote a range of measures for Safe School Zones throughout the city. To ensure as far as possible social distancing is maintained and schoolchildren are able to access their schools as safely as possible. These measures are to mitigate against the continued disruption caused by parents using their vehicles outside schools.

The Area Engineer will carry out site visits at the locations listed by Councillor Moore when it is feasible to do so. Where appropriate, double yellow lines will be installed.

Q.38 Councillor Carolyn Moore

To ask the area manager if the roads and paths on Lismore Road, Crumlin, can be added to schedule of works for resurfacing?

Reply:

The roadway and footpaths at this location will be inspected and a reply issued directly to the Councillor.

Q.39 Councillor Tara Deacy

To ask the manager to explain the purpose of the steel porta cabin at the junction of Armagh/Captain's Road, which company owns it and how long it is due to stay in place. There is no obvious work happening locally and this should be removed as it is attracting illegal dumping.

Reply:

This portacabin belongs to a Road Maintenance Services crew who are carrying out footpath repairs in the area. These works are scheduled to be complete in circa one month's time at which time it will be removed from this location.

Q.40 Councillor Tara Deacy

To ask the manager to repaint and the repair the lampposts on the following streets: Lismore Road, Ferns, Durrow Road, Aughavanagh Road, Glenealy Road, Rathdrum Road.

Reply:

We will examine the poles on Lismore Road, Ferns, Durrow Road, Aughavanagh Road, Glenealy Road, Rathdrum Road and if the poles on these roads are suitable and painting is required, they will be added to the list for future painting programmes subject to available finances.

Q.41 Councillor Tara Deacy

To ask the manager to list in tabular format the location and number of bins removed from the Kimmage/Crumlin area for each year since 2008.

Reply:

There are no figures available for the number of bins removed from specific different areas of the city since 2008. Waste Management Services carried out a review of the usage of our litterbins citywide in 2011. As a result of this review, we removed some litter bins, mainly from residential estates, as they were being used to dispose of domestic waste and had in fact become focal points for dumping and were adding to the litter problem in these estates. The bins which were most abused were removed at that time. During this review, we would have removed some litterbins from residential areas in the Kimmage/Crumlin area. During 2017, we upgraded our computer records systems and electronically tagged all our litterbins so such information would be available. Since this computer upgrade of our litterbin records, which came into play in 2018, no bins were removed from the Kimmage/Crumlin area. There were 117 bins in the Crumlin/Kimmage area in 2018 and 2019. There are presently 119 bins in the Crumlin/Kimmage area.

Q.42 Councillor Anne Feeney

To ask the Manager to have the hedges cut back around the Rathdown Avenue side of Bushy Park. Due to the hedge extending out over the original pathway, there is only sufficient width for one person and no space for social distancing or stepping to one side, due to the cars parked all along the road. I have asked for this on a number of occasions in the past.

Reply:

The hedge at this location was pruned back in September after the bird-nesting season. However, there is some low growing vegetation which is growing out over the footpath from the base of the hedge and which may inhibit pedestrian access on the footpath. This material will be cut back over the coming weeks.

Q.43 Councillor Anne Feeney

To ask the Manager to carry out a review of traffic and parking around Rathdown Avenue and Rathdown Park and adjoining roads due to the heavy traffic now using these roads to park while visiting the park. With heavy parking on both sides of Rathdown Avenue most evenings and every weekend, the road is regularly log-jammed. The problem is not only due to illegal parking but also legal parking. Should there be an emergency on the road, it would be extremely difficult to get an ambulance or fire brigade through. Consideration needs to be given to one-way flows of traffic or alternative solution.

Reply:

The area engineer is aware of the concerns raised by Councillor Feeney, due to the major issues posed by the coronavirus pandemic. All Dublin City Council's area engineers have been directed to concentrate on management's Covid-19 Mobility Measures and the promotion of Safe School Zones throughout the City. To ensure as

far as possible social distancing is maintained and schoolchildren are able to access their schools as safely as possible.

As soon as the area engineer is in a position, he will carry out the necessary site visits to ascertain the appropriate measures for Rathdown Avenue and Rathdown Park.

The Parking Enforcement Officer will review the area with respect to reporting on and arranging enforcement for illegally parked vehicles. For legally parked vehicles there is very little enforcement can do.

Q.44 Councillor Anne Feeney

To ask the Manager to carry out a traffic and cycling safety review in the vicinity of the Harold's Cross Educate Together School which exits onto a very busy Harold's Cross Road. I attach details of the issues from the school and their proposals.

Reply:

As part of DCC's Safe School Zones Programme, the area engineer is addressing the concerns and recommendations stated in the COVID Mobility Report from Harold's Cross Educate Together National School.

A schematic representation of the measures the area engineer deems appropriate for the school will be sent for consideration and consultation. Once agreement has been reached the appropriate measures will be implemented, it is anticipated that the measures recommended by the area engineer will be in place in the coming weeks.

Q.45 Councillor Anne Feeney

To ask the Manager to install a pedestrian traffic lights between the KCR shops and Kimmage Road West (south side of the junction). This is a very busy junction on the boundary of Dublin City Council and South Dublin County Council and I witness adults and children trying to get across to the shops with traffic approaching from all sides, but no pedestrian lights or opportunity for safe crossing by pedestrians.

Reply:

The Sustainable Mobility & Project Section will add the request to the list of Pedestrian Crossings Project. All requests are ranked based on a certain criteria. The design work and construction will be carried out based on the ranking.

Q.46 Councillor Anne Feeney

To ask the Manager to consider a 'safe cycling' solution for cyclists travelling from Dartry Road to Milltown Road. This stretch of road, which is generally used heavily by cyclists on their way to UCD and also for recreational cyclists, is extremely dangerous. It is again on the boundary of Dublin City Council's area and Dun Laoghaire/Rathdown and for this reason may not get the priority it should given the volume of traffic on it and the danger to cyclists.

Reply:

It is anticipated that the cycling facilities will be implemented during the construction of the BusConnect Project route S4.

Q.47 Councillor Anne Feeney

To ask the Manager for an update in relation to the re-cycling containers in the car park in Terenure. It was originally planned to camouflage these, but this was then deemed not possible. Would it be possible to re-locate these into the car park at the Evergreen Centre or further back in the existing car park? They are unsightly and also regularly overflowing with broken glass around them.

Reply:

Unfortunately, the height restriction barriers at both entrances to this car park prevent HGV access. As such, it is not possible to move the banks further into the car park as they would be unserviceable.

An attempt was made a number of years ago to animate the bottle banks in Terenure through the Dublin Canvas project. Unfortunately at that time Dublin Canvas were unable to deliver this service. Earlier this year, Waste Management Services undertook a trial bottle-bank animation project in Ballymun and Cherry Orchard that proved widely popular with local residents. This project stalled due to Covid restrictions but is now being rolled out to other areas.

Brian Kirk and I recently met with Creative Connections onsite in Terenure to discuss artistic concepts. It is anticipated that work will begin on the animation of bottle-banks in Terenure once the current Level 5 restrictions have been lifted.

Q.48 Councillor Paddy McCartan

To ask the manager to respond to the following issues raised by a constituent in the following email.

He writes:

"As a long-time resident of Northbrook Avenue, Ranelagh, Dublin 6, I am writing to you both in my own personal capacity and on behalf of a number of adjacent and similarly-concerned neighbours. As one of our local public representatives in the Pembroke Electoral Area we are seeking your assistance and representations via the Dublin City Council ("DCC") in relation to issues of concern associated with a number of trees immediately opposite our properties which constitute part of a terrace of houses on the Westerly end of Northbrook Avenue, Ranelagh.

Specifically, there is a cluster of very tall, mature trees directly opposite our properties as we look South down towards Ranelagh Park. A number (3) of the trees are located within the grounds of the Crosbie House apartment complex and the remaining one is on the public footpath outside that boundary wall. The height/length/density/depth of this cluster of trees gives cause for increasing concern on a number of fronts;

1. Sunlight deprivation to our properties from the South-Westerly aspect.
2. Obstruction of views towards Ranelagh Park aspect.
3. The uncontrolled growth of these trees constitutes increasing potential property AND public safety hazards, both to our properties/properties within the Crosbie House apartment complex and to residents of Northbrook Avenue generally. This has been borne out during storms of recent years when a number of sizeable branches have been dislodged on a repeated basis. Fortunately no direct property/personal injury has ensued thus far but we harbour growing concerns in this regard.

We hasten to add that we DO NOT have a problem with the trees per se (they constitute an attractive landscape feature) but rather with the uncontrolled growth of the trees and the issues/hazards associated with such growth, as outlined above. We do not profess to be an authority in this regard but we strongly feel that the towering and overarching presence and growth of these trees should be scaled back to a better, and safer, degree that will provide an acceptable balance between Nature and public health& safety? Previous efforts in this regard have proved insufficient and issues of concern remain. We strongly feel that a fresh assessment of the structural

integrity/security and safety of these trees needs to be undertaken as soon as feasible and corrective action be taken as deemed appropriate.

While we are aware that Dublin City Council has a public role in matters of this nature, we are not clear as to whether this comes under the brief of the Environment & Transport Division and/or Parks & Landscape Services and as a Councillor within the DCC we respectfully seek your interest, assistance and active representation in this regard on our behalf.

Reply:

The trees on private property at this location will be inspected by Road Maintenance Services and a reply issued directly to the Councillor.

Q.49 Councillor Paddy McCartan

To ask the manager to respond to the following issue raised by a constituent concerning The Sandford Road Motor garage.

He writes

"1. Could you let me know when the Sandford Motors garage entrance (and beyond - see circled on Fig 1 of attachments) became part of Sandford Road? Fig 1 is a Dublin City Council map. To my knowledge there was never a road here. All the DCC maps like Fig 1 have been updated so I can't find one without this marking - however there are plenty of old Planning maps where this road is not indicated see Fig 4. It has been a garage site for over 100 years - see Irish Times article Nov. 5 2003

2. If this road is part of Sandford Road then surely it is a public road. In this case how can the owner of this land close it off and sell it? I have attached Fig 2 and Agar's 'sandford-road-77-79-1.pdf' in relation to this. Fig 2 shows the site boarded off (with Private - No Parking signs and a for sale sign). The Agar's pdf shows the details for this site - the site is being sold right down to the footpath. If it is part of Sandford Road (as on DCC map) how can this road be sold. It either is public or private - could you please let me know which it is? If it is private it surely cannot be part of Sandford Road.

My interest in this is that there is a planning application for the whole of this site (3593/20 - see Fig 4). I would like to know whether it is officially part of Sandford Road and what the implication of this is regarding planning."

See pics below.

Reply:

The Dublin City Council Road Schedule is the statutory listing of roads in-charge of DCC. Below is an extract of the area in question. Sandford Road is not part of the site for sale; it is identified as a private laneway (coloured green) and not in-charge of DCC. The background mapping referred to in Figs. 1 & 3 provided belong to Google and is indicative only. Corrections to Google mapping can be made by any user by right clicking the map and selecting "report a data problem". DCC do not update Google mapping.

Q.50 Councillor Kevin Donoghue

To ask the manager to provide cleansing along the walkway from Ringsend Bridge to Grand Canal Street upper as the area is heavily littered.

Reply:

Waste Management Services had the above mentioned walkway cleaned on the 30th October 2020.

Q.51 Councillor Pat Dunne

Can the area Manager arrange to have the following issue resolved? There is no way for a wheelchair to access the footpaths through the middle of Bangor Circle Green if coming from Sundrive Road, as there is no ramp in the footpaths opposite numbers 41 and 42 Clonmacnoise Road.

Reply:

The area engineer is currently engaged with the recommendations and implementations of Safe School Zones in the southeast area of Dublin City. The area engineer has received a list of schools requesting measures to improve the area in the vicinity of each school surveyed. These recommendations and implementations are a priority for the area engineer.

The area engineer fully understands the issues raised by Councillor Dunne and will endeavour to carry a site visit at the above location in the coming weeks.

Q.52 Councillor Pat Dunne

Can the area Manager arrange to have the following issue resolved? The footpath around Bangor Circle field, opposite 92 Clonmacnoise Road through to opposite 134 Clonmacnoise Road were never included in the upgrading of this footpath and are in a very bad state of repair, making it impossible for a wheelchair user or those on scooters and with buggies to use.

Reply:

This footpath will be inspected and a reply issued directly to the Councillor.

Q.53 Councillor Pat Dunne

Can the Area Manager arrange to have the following issue resolved? Road markings at both junctions of Clonmacnoise Road and Clonard Road (at both ends of the green triangle) are needed to show right of way. Yield signs and road markings are also needed at all the junctions around Clonmacnoise Field.

Reply:

Currently the area engineer has been directed to recommend and implement a range of measures for the promotion of Safe School Zones for the South East of Dublin City.

There are a number of schools requiring safe School Zones to ensure the safety of pupils, which DCC are committed to providing.

The area engineer has been made aware of the necessity to assist residents with mobility issues. The area engineer fully intends to address these mobility issues once the Safe School Zones have been completed.

Q.54 Councillor Pat Dunne

Can the area Manager arrange to have the following issue resolved? There is a road repair needed just outside 336 & 338 Captain's Road. There is a pothole where people get caught with bikes, scooters and buggy wheels. Not sure but certainly not safe in terms of barrier free movement. When water is covering it...it's outright dangerous.

Reply:

The roadway will be inspected at this location and a reply issued directly to the Councillor.

Q.55 Councillor Daniel Ceitinn

Can the Manager arrange for the tall trees around and along Rosary Terrace in Ringsend to be topped to match or come near in size with the other trees on the Terrace and arrange for repair works for the public pathway which is cracking from the roots of these trees?

Reply:

This footpath will be inspected and a reply issued directly to the Councillor.

The trees in question are tall growing Limes (Tilia sps) and contrast to the other trees on the road which are much smaller growing Cherry trees (Prunus sps).

If the Lime trees are pruned as requested, it will result in a high risk of disease and a reduction in the long-term vigour of the trees. Therefore, it is proposed to reduce the height of the trees by 10-15% in keeping with best arboricultural practice.

This work is been added to our tree works programme for 2020/'21.

Q.56 Councillor Daniel Ceitinn

Can the Manager arrange for a person (details supplied) to be allocated a pram shed?

Reply:

The allocation of pram-sheds do not form part of our tenancy agreement. As such, Dublin City Council does not get involved in the allocation of pram-sheds.

Q.57 Councillor Daniel Ceitinn

Can the Manager arrange for the outstanding maintenance issues at (details supplied) be carried out as a matter of urgency? Can the council repair the bad leak that is coming in through the sky light and install new windows as the current ones are old, cold and single pane glass. The heating is also broken in this property as well as the shower.

Reply:

Housing Maintenance has arranged for a contractor to inspect the sky light and this should be done by the end of the week. The windows have been given a category B rating which means they have partially deteriorated and not in urgent need of replacement. They will be measured this week and put on the list for the Joinery Workshop. The heating has been allocated to a contractor and they will contact the tenant directly. The shower issue will be addressed by the plumber and all necessary works will be carried out.

Q.58 Councillor Daniel Ceitinn

Can the Manager arrange for a person (details supplied) to have new windows installed?

Her windows were falling out and the council screwed them shut as a temporary measure until they replaced them. The windows are still screwed shut and she is unable to open them to let air in. This is extremely bad for ventilation. Can the council please provide me with a time frame as to when these windows will be replaced?

Reply:

Housing Maintenance are hoping to fit these new windows before Christmas and at the latest by January 2021.

Q.59 Councillor Daniel Ceitinn

Can the Manager arrange to have a person (details supplied) application to have her bath replaced with a shower under the Disability Adaptations Scheme processed as

soon as possible and can you provide an update as to when these works will take place?

Reply:

The property has just been surveyed and the file will be sent for medical assessment, which will take approx. 4 weeks. Once assessed, the tenant will be notified in writing of the decision.

Q.60 Councillor Daniel Ceitinn

Can the Manager arrange for a person (details supplied) to be issued with a residents parking permit?

Reply:

A review will take place in respect of a parking permit in relation to details supplied and Cllr. Daniel Ceitinn will be informed of the outcome of this review.

Q.61 Councillor Daniel Ceitinn

Can the Manager arrange to have a person (details supplied) application to have her bath replaced with a shower under the Disability Adaptations Scheme processed as soon as possible and can you provide an update as to when these works will take place?

Reply:

Housing Maintenance Adaptations Section will confirm before the end of the week if the application has been received and will then be able to give a better timeframe. If we have not received the application, we will send out another application form to the tenant.

Q.62 Councillor Daniel Ceitinn

To ask the Manager can he confirm that the two dead seals that were washed up recently on Sandymount Strand were tested to establish what was their cause of death and if not, why?

Reply:

Following recent high tide events, the remains of one dead seal and the partial remains of another were washed up on Sandymount Strand. The first was a large bull (male) seal with no signs of injury or circumstances indicating any suspicious or unusual activity. The second was badly-decomposed and appeared to have been dead for some time. The National Parks and Wildlife Service and the Irish Seal Sanctuary were both contacted to inform them. The NPWS has stated that they only conduct testing in circumstances where there are no signs of suspicious injury. Therefore, DCC Parks, Biodiversity and Landscape Services staff have photographed the seals for the ISS records on seal mortality prior to removing them.

Q.63 Councillor Daniel Ceitinn

Can the Manager arrange for new rope lines be installed in the washing lines in George Reynolds House? The lines that are up at present are no good. They are sagging and end up trailing residents' laundry on the ground.

Reply:

Housing Maintenance does not install washing lines; this would fall under the tenants' responsibility.

Q.64 Councillor Daniel Ceitinn

To ask the Manager to arrange the resurfacing and filling of potholes from the junction of Harcourt Road and Charlemont Street to and along Richmond Street South.

Reply:

The roadway will be inspected at these locations and a reply issued directly to the Councillor.

Q.65 Councillor Daniel Ceitinn

To ask the Manager can he consider installing outdoor seating areas such as the one shown in the attached outside (details supplied) and other businesses in Portobello?

Reply:

The business in question has received permission already to use the parking space at the front and the laneway to the side of the premises. The attached image is a Parklet which was installed by a business in Phibsboro. The City Council is generally very supportive of similar initiatives, which are usually delivered by the business themselves in consultation with the local Area Office. The South East Area Office will contact the business in question to progress the idea.

Q.66 Councillor Claire Byrne

To ask the Area Manager can he please confirm that all Community grants agreed for 2020 were issued in full to successful applicants in the South East Inner City.

Reply:

COVID 19 restrictions and compliance with public health requirements necessitated Dublin City Council's (DCC) undertaking a full review of the activities, services and actions proposed by applicants to DCC Community Grants Scheme 2020. This review is now complete and DCC Community and Social Development Section is now in the process of finalising the administration and payment of grants to all successful applicants and expect to conclude this process in full during November 2020.

Q.67 Councillor Claire Byrne

To ask the Area Manager can he please provide an overview of the public realm and greening projects in the South East Inner City, including their current status, whether they have funding assigned and a timeline for delivery.

Reply:

Projects	Status	
<p>Grafton Street Quarter Public Realm Plan Chatham Street, Harry Street and Balfe Street area</p> <p>Clarendon Street:- Phase 4</p> <p>Clarendon Row: Phase 4 A</p> <p>South Anne Street / Duke Street Area Phase 5</p> <p>Suffolk Street Phase 6</p>	<p>This Project is complete</p> <p>This project is complete with only some minor works remaining.</p> <p>Detailed design works are nearing completion and a tender process should commence before the end of the year. It is planned to be in a position to commence works after completion of the major private development currently under construction and affecting Clarendon Row. This was expected in Q1 2021 but was delayed by Covid-19 and is now expected in Q2 2021.</p> <p>Preliminary design works are continuing. Following internal and external consultations, a Part 8 Planning Application will be submitted as soon as possible.</p> <p>Preliminary design works are continuing. Following internal and external consultations, a Part 8 Planning Application will be submitted as soon as possible.</p>	
<p>Dublin Docklands SDZ Public Realm Plan</p>	<p>Ongoing liaison with Developers, the Port, Waterways Ireland in delivering spaces/animation in the public realm. Shertzer Pedestrian and Cycle Bridges officially opened in January 2020. Blood Stoney Bridge refused by ABP. Detailed appraisal for South Campshire is being prepared with the appointment of a Design Team to follow. Project will include cycleway and flood defence project to be led by Docklands Office with Public Realm multidisciplinary team. Sequencing of projects is a high priority.</p>	<p>Ongoing engagement in Community Forum and with developers for delivery of objectives including trials and enhancements</p>

Project	Status	
College Green	<p>The review of this project is ongoing and discussions are continuing with the NTA regarding relevant transport issues, including Bus Connects and the recently published Bus Network Redesign. This will inform the preparation of a new College Green proposal and the intended re-submission of an appropriate planning application as soon as possible. As part of the preparation of a revised proposal, it is intended to bring a report to the upcoming Transportation SPC meeting and to commence a short public consultation process thereafter.</p>	Work ongoing
Castle Street/ Cork Hill	<p>Part 8 in place. Two phases to project</p> <ol style="list-style-type: none"> 1. Accessibility of City Hall /Rates Office by City Architects at design detail to go to tender for construction with support from Fáilte Ireland. The two projects are intrinsically linked and ideally should be progressed together with an amalgamated budget to achieve a solution. . Works currently underway in Dublin Castle by OPW are nearly complete. Logistically issue to be agreed. 2. Castle St/ Cork Hill managed by Roads Construction includes cobbles and Road Carriage Significant design work undertaken to include input of OPW Conservation, SUDS measures and pilot for city street location. There is now an agreed design approach and design detail complete. However, the project is subject to funding. 	Construction tender review and procurement.
Temple Bar Public Realm Plan	<p>Upgrade to water network complete, cobbles removed and temporary surface applied. Detailed design review underway in order to inform final project details/ tender documentation. Project attracts EU funding which is time sensitive.</p>	Project work continuing for next stage.

Greening strategy and Spaces		
Grafton Street Quarter Greening Strategy	This is a phased implementation being rolled out through the public realm improvement project delivery programme. It identifies opportunities for greening and tree planting and incorporates these elements into the design as detailed above.	Included in multidisciplinary public realm projects.
Peace Garden Christchurch	Park reopened early 2019 with upgrades and clean up to make the Park more accessible and safe for users now complete. New fabric and reuse of art works as well as Flanders Memorial	Project complete.
St. Patrick's Park Bride Street	St. Patrick's Park, topiary garden is currently being installed at St. Patrick's Park.	Ongoing.
Baggot Street Triangle	Greening initiative being implemented in Q1 2021.	

Q.68 Councillor Claire Byrne

To ask the Area Manager if there is any mechanism by which the ratio of community, residential and commercial set out in the current zoning on Block 19 / The Graving Docks in the Docklands SDZ can be amended, and if so can he please provide details of that process.

Reply:

The only means of amending the material content of a Planning Scheme is through a formal procedure to amend the SDZ under Section 170A of the Planning and Development Acts 2000 to 2015.

This would involve preparing a planning-related rationale for the changes sought and submitting to An Bord Pleanála for their consideration. SEA and AA screening documents are also required. It is a lengthy process and can take over a year because there is no formal timeframe within which An Bord Pleanála must consider such cases. The process would most likely involve a public consultation phase where requested by the Board, to be carried out by the City Council. This would give the public and all stakeholders an opportunity to comment, prior to the final decision.

Important considerations in examining this matter include:

- (a) The fact that the majority of the lands within the SDZ are already developed in accordance with the given land-use ratios.
- (b) Preparation of the original planning scheme involved extensive public consultation and also evaluation by An Bord Pleanála, and
- (c) An amendment sought to building heights throughout the SDZ on foot of Ministerial guidance, prepared in early 2019, is still under consideration by the Board at this time.

Q.69 Councillor Claire Byrne

To ask the Area Manager can he please address the issue of ongoing illegal dumping outside the Girls' Scouts Hall on Synge Street, Portobello, Dublin 8. If this is not within the remit of Dublin City Council can we please agree to write to the owners to address the issue?

Reply:

The Litter Warden has visited the location on several occasions in an attempt to engage with the occupants of the premises. From speaking with a local resident, the Litter Warden was advised that there has been no activity in this hall since the outbreak of the Covid 19 virus.

A letter will be written to the Girls Guides' Association to ask them to attend to the material.

Q.70 Councillor Claire Byrne

To ask the Area Manager can he please address the ongoing issue of graffiti on Millennium Bridge.

Reply:

This bridge is within the Central Area and the matter has been brought to the attention of the Central Area Office.

Q.71 Councillor Claire Byrne

To ask the Area Manager when will the bin be installed outside the Meath Street Hospital / Camden Clinic as per my previous question below in May 2020. There are

currently no bins on this side of Heytesbury St / New Bride Street and people need a bin to dispose of their rubbish, especially face masks, without having to cross the road.

Q.41 Councillor Claire Byrne

Can the Manager please install a public bin outside the Meath Street Hospital / Camden Clinic on Heytesbury Street / Long Lane? I have requested this before as this street has a high volume of litter, but it is even more needed now as many people going into and out of the clinic are using gloves and need somewhere to dispose of them as they exit.

Reply:

Waste Management Services will make arrangements to have a litterbin installed at the above-mentioned location.

Contact:

Mick Boyle, Senior Staff Officer, Waste Management Services, tel.: 2224240, email: mick.boyle@dublincity.ie .

Reply:

Waste Management Services had a litterbin installed at the above-mentioned location on the 29th October 2020.

Q.72 Councillor Claire Byrne

To ask the Area Manager why the left turn green feeder arrow has been removed on approach to Cardiff Lane from Misery hill (side of Bord Gais theatre) since new configuration of Hanover Street East. This is greatly reducing amount of cars that can leave at a time. There is a feeder onto Misery hill from Cardiff lane as before, so why has other one been removed and are there plans to reinstate this?

Reply:

The layout of this junction was revised to accommodate the new development site where the former An Post sorting office was located. The old junction was a three arm signalised junction. The new junction is now a four arm signalised junction. Previously there was a number of complaints regarding the older configuration and due to the number of apartments, employment and amenities in the area a full wrap around pedestrian phase was included in the phasing of the revised junction. The dedicated pedestrian phase provides improved conditions for pedestrians. The phasing summary is detailed below:

- A Phase – Northbound and Southbound movements permitted
- B Phase – Northbound and dedicated right turn filter for traffic turning onto Misery Hill
- B Phase Alternate – Two pedestrian movements permitted and the dedicated right turn filter for traffic turning onto Misery Hill
- C Phase – Eastbound (new road) and Westbound (Misery Hill) movements permitted
- D Phase – Full wrap around pedestrian movement

The efficiency of the junction had to be considered when determining an appropriate phasing plan. Adding additional phases and dedicated filters would result in less time available for other phases and increase the pedestrian wait time for people waiting to cross the road.

This junction operates under our Traffic Management System SCATS. SCATS is an Adaptive Traffic Management System responding to real time traffic demand and adjusting signals where appropriate using predefined plans. When SCATS determines that the traffic is heavy from the minor arms, including Misery Hill the proportion of time allocated to the C Phase is increased and it can be apportioned up to 25% of the cycle time for this movement. This junction will be monitored and the percentage will be increased if the traffic volumes are excessive from the Misery Hill approach. This junction will be monitored and changes made where appropriate.

Q.73 Councillor Dermot Lacey

To ask the Manager if he could provide a response to this question raised with me regarding parking on cycle lane in Ranelagh:

“Missing Bollards - Ranelagh Bike Lane (Southbound)

I understand from the street signage and markings, i.e. a 24 hour, 7 days a week cycle track sign and a continuous white line, that this is a mandatory cycle lane in which it is illegal to park at all times. It is curious that Council services would facilitate a local business in committing a crime on a daily basis and a crime which puts vulnerable road users at risk.

Would the loading bay directly opposite SuperValu not be more suitable for accepting deliveries? Perhaps it would be a fair compromise to ensure the loading bay is kept clear for local businesses and not abused for parking of private vehicles.

In any event, I would be much obliged if you could let me know how this develops and when the cycle lane protections are likely to be reinstated.”

Reply:

The Covid Mobility Team will review this location and establish what further measures may be required.

Q.74 Councillor Anne Feeney

To ask the Manager to carry out a review of hedge maintenance (i.e. pruning) in Palmerston Park. The remaining stems are split and are very vulnerable to disease and rot. Is Palmerston Park maintenance carried out by DCC horticultural staff or is this now outsourced? Also, can I be advised of which parks if any in the SEA are maintained by an outsourced provider of these services?

Reply:

Pruning of hedging and other vegetation located within public parks and open spaces are undertaken by both direct labour staff and contract workers depending on the scale and type of pruning work required. However, because of the restricted timelines and robust nature of the hedging most hedge pruning in the South East Area is undertaken by contract. There has been no evidence of ‘die-back’ or disease on the plants resulting from this type of hedge cutting which is a common method of hedge pruning in the industry.

The pruning work undertaken in Palmerston Park involved the cutting back of a Laurel (*Prunus laurocerasus*) hedge growing around the perimeter of the park. This pruning is undertaken annually after the bird-nesting season and in compliance with the timelines allowed for under the *Wildlife (Amendment) Act 2000*, which provides for the protection of wildlife and in particular restricts when hedges can be pruned in order to protect nesting birds.

As you are aware the management of Public Parks and open spaces are informed by the various strategic and policy documents including [The Dublin City Parks Strategy 2019–2022](#), [The Dublin City Biodiversity Action Plan 2015-2020](#), [The Dublin City Tree Strategy 2016-2020](#) which can be viewed on the Dublin City Council's website www.dublincity.ie.

Q.75 Councillor Anne Feeney

To ask the Manager to provide an update in relation to leaf collection in the Kimmage Rathmines LEA i.e. bagged leaves and those building up along the main roads and pathways.

Reply:

Waste Management Services operate a leaves removal programme throughout the city over the autumn and winter months. Priority is given to tree-lined streets with heavy pedestrian use and areas particularly prone to flooding. As leaves removal is labour intensive and time consuming, it takes time to get around to all parts of the city. Also, some resident groups get bags and equipment from us to enable them to help clear the leaves from their area and we remove the bagged leaves for them. We will ensure that the Kimmage/Rathmines area is included as often as possible during the course of this programme.

Q.76 Councillor Kevin Donoghue

To ask the manager about the prospect of an internal transfer at (details supplied).

Reply:

Having made contact with Councillor Donoghue, the applicant referred to above was identified and is on the Housing Transfer list with an application date of 2/11/2018.

The applicant's housing application is currently deferred as a result of having rent arrears. Upon the applicant clearing his rent arrears, the deferral will be removed. The applicant should be advised to speak with the Rents Section in this regard.

It is noted on the applicant's file that he has previously applied for a Welfare Priority on two occasions, however both were unsuccessful (26/06/2019 and 9/03/2020 respectively).

Q.77 Councillor Kevin Donoghue

To ask the manager about the prospect of an internal transfer at (details supplied)

Reply:

The applicant referred to is on the Housing List with an application date of 30/11/2017, and the applicant holds the following positions on this list:

Area	Bedsizes	Position
Area M	2	154

The applicant's interest in the complex is noted on her file, however, based on the applicant's position it may be considerable time before the applicant is reached for an offer of housing. The applicant will be considered for offer when accommodation to meet her household need becomes available and according to her position on the list.

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

The applicant may be eligible for HAP, which will provide her with financial assistance towards the cost of renting another property. Should the applicant wish to apply for the HAP scheme, she should make contact with the Allocations Section with current income details where a Housing Advisor can provide information and advice on the scheme.

It may also benefit the applicant to increase her areas of choice as it may increase her chance of being housed in a shorter timeframe. Housing Advisors are available via phone (Monday – Friday 2pm – 5pm) to discuss options with the applicant should she wish to amend her application to include additional areas of choice.

Q.78 Councillor Kevin Donoghue

To ask the manager about the prospect of an internal transfer at (details supplied).

Reply:

Based on the additional information supplied by Councillor Donoghue, there are no records held in respect of the applicant he refers to in respect of an inter transfer application or a transfer application.

Q.79 Councillor Kevin Donoghue

To ask the manager if they could liaise with Tuath regarding facilities for children at the Shelbourne Park apartments.

Reply:

Dublin City Council will make contact directly with staff in Tuath Housing to discuss access to children's play and recreation facilities within the complex and wider local area.

Q.80 Councillor Kevin Donoghue

To ask the manager to outline how residents can drop down places in the housing list specifically in reference to (details supplied).

Reply:

Having made contact with Councillor Donoghue, the applicant referred to above was identified and is on the Transfer HAP list with an application date of 30/03/2016, and the applicant holds the following positions on this list:

Area	Bedsizes	Position
Area H	2	167
Area M	2	95
Area N	2	140

An applicant's position on the Housing List can fluctuate as applicants are allowed change their areas of preference once a year. If someone chooses one of your areas but has been on the Housing List longer, they will slot into that list further up the list than you. Likewise, if people decide to move from one of your areas of preference and have longer time on the Housing List, you will move up that list quicker. HAP recipients who wish to seek a transfer will be able to access other Social Housing Supports such as Local Authority Housing or housing provided by an AHB (Approved Housing Body), not through the current waiting list system, but through the transfer system operated by Dublin City Council. The HAP recipient will automatically move onto the Transfer List when the HAP tenancy begins. The Transfer List will reflect the time that the recipient previously spent on the waiting list. The effective date for the recipient's

position on the Transfer List will be their date of qualification for Social Housing Support.

Based on the applicant's position for her area of choice, it may be a considerable time before the applicant is reached for an offer of housing. Dublin City Council allocate 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.81 Councillor James Geoghegan

To ask the manager if an additional bin could be placed somewhere along any one of the following roads in Dublin 6, Cowper Drive, Tudor Road, Cowper Gardens, Park Drive, Albany Road, Mountain View Road, Edenvale Road, Beechwood Avenue Upper owing to a proliferation of dog poo on the road adjacent to a playschool which is hosted at the Beechwood Community centre and rubbish related to pedestrians using these roads having got off at the Cowper Luas stop.

Reply:

Waste Management Services will examine the above-mentioned area to see if a suitable location can be found for an additional litterbin.

Q.82 Councillor James Geoghegan

To ask the manager if the tree outside details supplied could be inspected as there is a 93-year-old woman living in the house and it is a concern to her as it has all the electrical and telephone wires going through it.

Reply:

This tree is a Hornbeam (*Carpinus sp.*) and is in good health based on a ground level inspection. The species also has a compact dense tree crown, which makes pruning difficult without severely compromising the tree crown.

In such instances, it is recommended that the householder make contact with the utility company and request that they 'bundle' the wires so that they and the tree branches are protected from any damage.

Q.83 Councillor James Geoghegan

To ask the manager if he can explain the rationale for removing the section of cycle lane protections between Nick's Coffee and Temple Place/Supervalu and whether consideration has been given to their re-installation.

Reply:

Since the outbreak of the Covid pandemic, the Covid Mobility Team aims to strike a balance between enhancing and protecting cycle facilities whilst facilitating the needs of retailers in carrying out their deliveries. For this reason, a minor modification was undertaken at this particular location.

A review of this intervention at this location can be carried out in order to establish what further measures may be required.

Q.84 Councillor James Geoghegan

To ask the manager if the below query from this constituent could be considered and replied to:

"As a long-time resident of Northbrook Avenue, Ranelagh, Dublin 6, I am writing to you both in my own personal capacity and on behalf of a number of adjacent and similarly-concerned neighbours. As one of our local public representatives in the Pembroke Electoral Area we are seeking your assistance and representations via the Dublin City Council ("DCC") in relation to issues of concern associated with a number of trees immediately opposite our properties which constitute part of a terrace of houses on the Westerly end of Northbrook Avenue, Ranelagh.

Specifically, there is a cluster of very tall, mature trees directly opposite our properties as we look South down towards Ranelagh Park. A number (3) of the trees are located within the grounds of the Crosbie House apartment complex and the remaining one is on the public footpath outside that boundary wall. The height/length/density/depth of this cluster of trees gives cause for increasing concern on a number of fronts;

1. Sunlight deprivation to our properties from the South-Westerly aspect.
2. Obstruction of views towards Ranelagh Park aspect.
3. The uncontrolled growth of these trees constitutes increasing potential property AND public safety hazards, both to our properties/properties within the Crosbie House apartment complex and to residents of Northbrook Avenue generally. This has been borne out during storms of recent years when a number of sizeable branches have been dislodged on a repeated basis. Fortunately no direct property/personal injury has ensued thus far but we harbour growing concerns in this regard.

We hasten to add that we DO NOT have a problem with the trees per se (they constitute an attractive landscape feature) but rather with the uncontrolled growth of the trees and the issues/hazards associated with such growth, as outlined above. We do not profess to be an authority in this regard but we strongly feel that the towering and overarching presence and growth of these trees should be scaled back to a better, and safer, degree that will provide an acceptable balance between Nature and public health& safety? Previous efforts in this regard have proved insufficient and issues of concern remain. We strongly feel that a fresh assessment of the structural integrity/security and safety of these trees needs to be undertaken as soon as feasible and corrective action be taken as deemed appropriate.

While we are aware that Dublin City Council has a public role in matters of this nature, we are not clear as to whether this comes under the brief of the Environment & Transport Division and/or Parks & Landscape Services and as a Councillor within the DCC we respectfully seek your interest, assistance and active representation in this regard on our behalf."

Reply:

The trees on private property at this location will be inspected by Road Maintenance Services and a reply issued directly to the Councillor.

Q.85 Councillor James Geoghegan

To ask the manager if the below query from this constituent and attached images marked fig 1, fig 2, fig 3, fig 4, could be considered and replied to.

1. Could you let me know when the Sandford Motors garage entrance (and beyond - see circled on Fig 1 of attachments) became part of Sandford Road?

Fig 1 is a Dublin City Council map. To my knowledge there was never a road here. All the DCC maps like Fig 1 have been updated so I can't find one without this marking - however there are plenty of old Planning maps where this road is not indicated see Fig 4. It has been a garage site for over 100 years - see Irish Times article Nov. 5 2003 - <https://www.irishtimes.com/business/commercial-property/vintage-garage-still-motoring-on-1.389563>

2. If this road is part of Sandford Road then surely it is a public road. In this case how can the owner of this land close it off and sell it? I have attached Fig 2 and

Agar's 'sandford-road-77-79-1.pdf' in relation to this. Fig 2 shows the site boarded off (with Private - No Parking signs and a for sale sign). The Agar's pdf shows the details for this site - the site is being sold right down to the footpath. If it is part of Sandford Road (as on DCC map) how can this road be sold. It either is public or private - could you please let me know which it is? If it is private it surely cannot be part of Sandford Road.

My interest in this is that there is a planning application for the whole of this site (3593/20 - see Fig 4). I would like to know whether it is officially part of Sandford Road and what the implication of this is regarding planning

Reply:

The Dublin City Council Road Schedule is the statutory listing of roads in-charge of DCC. Below is an extract of the area in question. Sandford Road is not part of the site for sale, it is identified as a private laneway (coloured green) and not in-charge of DCC. The background mapping referred to in Figs. 1 & 3 provided belong to Google and is indicative only. Corrections to Google mapping can be made by any user by right clicking the map and selecting "report a data problem". DCC do not update Google mapping.

Q.86 Councillor James Geoghegan

To ask the manager if the Dublin City Childcare Committee can consider the below email chain from me and a constituent who wants her national childcare scheme payment paid retrospectively because of delays in her obtaining her public services card as a consequence of Covid-19.

Reply:

This is not within the remit of the Dublin Childcare Committee. It is dealt with by the NCS Team in Pobal who may be contacted directly at 01 9068530.

Q.87 Councillor James Geoghegan

To ask the manager if he can inquire from planning enforcement concerning the below issue addressed in an email from a constituent.

Reply:

The Planning Enforcement Section will remind the developer and main contractor of their requirements in respect of dust and noise associated with any demolition on site and follow up with inspections. Any issues relating to debris falling from a site should be reported first hand to the Health and Safety Authority for investigation by any effected person.

Q.88 Councillor James Geoghegan

To ask the manager if more grace over a few months can be given to clamping enforcement in locations in the South East Area villages close to retail and restaurant businesses insofar as parking in designated spaces is not causing undue traffic blockages and their focus more towards illegal parking on footpaths to ensure that retail customers can be encouraged to support their local business.

Reply:

The focus for the Parking Enforcement Service is always first and foremost to tackle illegal parking. Currently there is a 10-minute grace period observed for all P&D parked cars to allow customers pay for parking when they first park or on expiration of a valid Ticket or Parking Tag. The parking rate in some suburban villages is €0.60 per hour. In many suburban villages the amount of P&D Parking can be very low especially around the commercial outlets, and it is therefore vital to keep a turnover in the P&D

spaces to allow as many people access the commercial outlets as possible. A change in grace periods would not be recommended.

Q.89 Councillor James Geoghegan

To ask the manager whether Ranelagh Gardens might be a suitable location for an outdoor farmers' market similar to Herbert Park.

Reply:

Ranelagh Gardens Park is not considered suitable as a location for an outdoor farmers' market due to constraints related to site, especially at this time of year.