



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 13 MARCH 2023

- 1 **Presentation on Housing Development at Keeper Road**
Order: Noted.
- 2 **Presentation and Briefing Note on Duke Street / Anne Street South Public Realm Part 8**
Order: Noted.
- 3 **Presentation on Mansion House Universal Access Works**
Order: Noted.
- 4 **Minutes of South East Area Committee meeting held on 13/02/2023**
Order: Agreed.
- 5 **Environment and Transportation Department Matters**
 - i. Minutes of Traffic Advisory Group meeting held on 28th February 2023.
Order: Noted.
 - ii. Verbal update on temporary tarmac repairs / reinstatement works.
Order: Noted.
 - iii. Road Maintenance South East Area Annual Works Programme 2023.
Order: Noted.
- 6 **Finance Department Matters**
 - i. Report on the Application and Use of Development Contributions.
Order: Noted.
- 7 **Housing and Community Services Matters**
 - i. Housing Report January 2023
Order: Noted.
- 8 **South East Area Matters**
 - i. Report of Director of Services.
Order: Noted.

- ii. Nomination of one Councillor to replace Cllr. Tara Deacy on South City Partnership.
Order: Councillor Mary Freehill nominated to the South City Partnership.
- iii. South East Area Discretionary Fund 2023.
Order: Agreed to recommend to City Council.

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Motions 13/03/2023

Motion 1 from Councillors Kevin Donoghue, Danny Byrne, Mannix Flynn, Claire Byrne and Daniel Ceitinn

This area committee agrees that an oversight and consultative committee for the development of the Irish Glass Bottle site and Poolbeg West SDZ shall be established, as previously committed to.

The composition of the oversight and consultative committee should include:

1. An independent chairperson
2. Councillors from the SEIC
3. Local residents,
4. Members of the IGB housing action group,
5. Other appropriate members,

as determined and finalised at a meeting of local area councillors and relevant management to be held within 3 weeks of the passage of this motion, with a view to establishing the committee within 6 weeks.

Order: Deferred to April SEAC Meeting.

Motion 2 from Councillor Daniel Ceitinn

That Dublin City Council shall install opening hour's signage at Elizabeth O'Farrell Park which sets out off- and on-lead times for dogs in line with the City Council's policies.

Order: Report to Councillor.

Motion 3 from Councillor Daniel Ceitinn

That Dublin City Council shall engage with the Irish Cancer Society and Raytown Men's Shed to install a daffodil bench in Ringsend Park.

Order: Report to Councillor.

Motion 4 from Councillor Tara Deacy

In recent months several residents have been in touch regarding the state of our cities footpaths. These photos were taken by a constituent walking home from work through Harold's Cross, but these sights are familiar to us all in almost every part of the South East Area. How is this an acceptable way to leave a footpath, not only is it dangerous, but it also makes the footpath more tricky to navigate for some and it looks horrendous. I ask that this committee agrees to take action on this poor workmanship, to ensure this type of practice is discontinued and if footpaths need to be repaired that they are repaired fully and permanently rather than this piece meal effort.



Order: Report to Councillor.

Motion 5 from Councillors Anne Feeney, Tara Deacy, Pat Dunne, Carolyn Moore, Mary Freehill and Deirdre Conroy

That this Committee requests an urgent meeting with the CEO and Assistant CEO Environment and Transportation regarding the failure to ensure that resources are available to deliver on the final phase of the Herzog Park works, which form part of the Rathgar Village Improvement Plan as set out in the Part 8 permission.

The outstanding works in Herzog Park and adjoining car park were committed to four years ago. Funding was made available and a Part 8 approved by the South East Area Committee. The final phase of this long overdue project, includes realignment of the front boundary of the park and a revised plan for the car park layout.

The SEAC has been advised by the Director of Services (latest February 2023) that “once the design process has been completed it is proposed to prepare a tender for work to the car park area in 2023 and complete the work in 2023. When these works are carried out, further landscaping inside the park wall, will be agreed as part of the works to complete this project”.

However, following the topo and GPR surveys being completed after four years of waiting, we have now been advised that resources, that were working on this project, have been reassigned with immediate effect to other projects in DCC, with no replacements or plan for completion of the Herzog project. This is completely unacceptable. This funded, planned for and much anticipated project must be completed in 2023 as committed to by DCC.

Order: Agreed.

Motion 6 from Councillors Kevin Donoghue, Danny Byrne, Mannix Flynn, Claire Byrne and Daniel Ceitinn

This area committee calls on the Chief Executive to engage with the National Asset Management Agency (NAMA) and the Minister for Finance to seek the transfer of NAMA's interest in the Irish Glass Bottle Site to Dublin City Council as part of NAMA's wind up and as soon as practicable.

Order: Agreed.

Motion 7 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to please consider installing a 'welcome' sign at the junction of Clanwilliam, Grand Canal Street Upper and Grand Canal Street Lower. The wording proposed by local residents is 'Welcome to the Grand Canal Quarter'. It would be north-south inclusive and would also be the gateway to the Grand Canal Dock, via east facing Barrow Street and Macken Street. Proposed locations are just before the traffic lights at Clanwilliam where it would be visible to motorists turning left or right or could also go across the road at the bridge but then it would mainly be seen by pedestrians rather than motorists.

Order: Report to Councillor.

Motion 8 from Councillor Claire Byrne

That this Area Committee calls on the Area Manager to write to the ESB for a full update on the plans for the reopening of the Georgian House Museum, number 29 Fitzwilliam Street.

Order: Agreed.

Motion 9 from Councillor Mary Freehill

To reiterate that the motion agreed in September 2020 to resurface Oaklands Drive, Rathgar be acted upon. Furthermore that we receive a report on why this work was not carried out to date.

Order: Report to Councillor.

Motion 10 from Councillor Mary Freehill

To reiterate the proposal already agreed by council to do a pilot scheme on repair of footpaths in Harold's Cross village from Kenilworth Cross to the canal. It was agreed through several conversations and motions at Age Friendly meetings that this pilot would try out ways of working more effectively with utility companies to get repairs done more effectively in the interest of safety of pedestrians.

When this was agreed, the National Transport Authority (NTA) showed an interest and said they were prepared to part fund the pilot scheme. It was agreed that the scheme will investigate ways of reinstating openings permanently in the first instance and highlight where powers of the council need to be strengthened to ensure greater co-operation from utility companies. All of this is in the interest of footpath safety which is an issue for pedestrians, especially older people with mobility difficulties. The number of litigation cases in the courts in this regard highlights the urgency of this initiative.

Order: Report to Councillor.

Motion 11 from Councillor Mary Freehill

That the Parks department investigates the possibility of implementing a speed limit in our Public Parks. There have been a number of incidents where children have been knocked down by scooters and cyclists especially in Bushy Park. While I am aware this is an area that requires legislation, in the interim we agree to investigate how co-operation with the Gardaí could make our Parks a safer place.

Furthermore that the council considers a poster / Information campaign reminding people of all ages of their responsibilities to protect the rights of others.

Order: Report to Councillor.

Motion 12 from Councillor Pat Dunne

This area committee notes with grave concern the continued increase in homelessness in the Dublin City Council area and also nationwide. We believe that the increases would have been even greater but for the Government's temporary eviction ban which expires on 31st March 2023.

We call on the Government to now extend this eviction ban for another period of at least 12 months.

Order: Agreed.

Motion 13 from Councillor Mary Freehill

That this committee agrees to allocate sufficient funding for road cleansing especially next autumn to remove leaves from footpaths. Furthermore that the council makes contact with institutions to get them to take responsibility for sweeping footpaths adjacent to their premises and this includes DCC blocks of flats.

Order: Report to Councillor.

Motion 14 from Councillor James Geoghegan

That the South East Area Committee agrees that the relevant department in Dublin City Council would explore supporting the construction of a small box which would facilitate a community library, similar to the one already in place for adults in Dunville Avenue, designed for children on Dunville Avenue and would engage with relevant parties interested in this proposal.

Order: Report to Councillor.

Motion 15 from Councillor Danny Byrne

That this area committee would seek to set up a number of repair cafés in the South East Area.

Order: Report to Councillor.

10 **Questions to the Chief Executive 13/03/2023**

Order: Noted.

Councillor Dermot Lacey

Chairperson

Monday 13 March 2023

Attendance:

Members:

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

Members:

Carolyn Moore
Danny Byrne
Daniel Céitinn
Pat Dunne
Mary Freehill

Members:

Paddy McCartan
Hazel Chu
Tara Deacy
Anne Feeney
James Geoghegan

Officers

Mark Ginnetty
John MacEvilly
Sean Reid
Michelle Robinson
Marie Gavin
Ruth Dowling
Madeline McNamara
Tim Linehan

Brian Hanney
Fiona O'Brien
Aisling Browne
Margaret Glupker
Jill McGovern
Fintan Moran
Brid Brosnan

Brian Kirk
Neil O'Donoghue
Eleanor McGarry
Liam Morrissey
Paul McCann
Deri Flood
Iva Geci

Non-Members:

Paul Keogh, Paul Keogh
Architects

Cian O'Flaherty,
Paul Keogh Architects

Frances Power, Respond

Q.1 Councillor Dermot Lacey

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

Reply:

Vehicle detection loops are installed at the junctions which allow for the collection of the vehicle count on an hourly basis, these detection loops are also used as part of the DCC SCATS traffic management system which adapts the signal time for each traffic phase based on demand.

Q.2 Councillor Dermot Lacey

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

Reply

Colliers Avenue road surface will be inspected and put forward for consideration for inclusion in future resurfacing programmes as appropriate.

Q.3 Councillor Dermot Lacey

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

Reply:

The Transport Advisory Group has investigated the location and height of the Sign F350 Cul de sac sign and it is deemed at appropriate height and location at the entrance to Colliers Avenue.

Q.4 Councillor Dermot Lacey

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

Reply:

Currently a scheme review of the Bike Bunker Project is underway by ARUP Consultants. The scheme review will produce a comprehensive report on the Bike Bunker Scheme from its initial trial, including the existing scheme, providing strategic recommendations and possible future proposals. The expansion of the scheme is a consideration and will be aligned with the strategic recommendations of the report.

Q.5 Councillor Dermot Lacey

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

Reply:

The appropriate No Entry road markings are on Upper Beechwood Avenue at junction with Dunville Avenue. However there is an issue that the Rus 050 No Entry Road sign needs to be re-aligned. This will be repaired by the road signage team.

Q.6 Councillor Dermot Lacey

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

Reply:

Dublin Street Parking Services have been requested to attend Beechwood Avenue Upper and to take enforcement action for non-payment of Pay and Display or failure to have a residents or visitor parking permit.

Q.7 Councillor Dermot Lacey

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

Reply:

Ramleh Close is included in our Draft 2023 South East Area Footpath Reconstruction Works Programme.

Q.8 Councillor Dermot Lacey

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

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

Reply:

Refer to DCC Parks Dept. in respect of tree pruning.

Road Maintenance Services uses bituminous materials when carrying out repairs to footpaths where there are existing tree roots. Bituminous materials are more flexible than concrete or paving slabs and can therefore adjust to provide a smoother transition between level differences in the footpath caused by protruding tree roots.

Q.9 Councillor Dermot Lacey

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

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

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

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



A raised intersection at the Morehampton / Herbert Park junction.

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

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

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

Reply:

Based on TAG assessment, the solution proposed for a Garda signage is not under the remit of Dublin City Council to provide such a sign, perhaps, the local Garda station can assist.

Regarding the speed ramp question, this junction falls under BusConnects routes hence the upgrade of this junction is the responsibility of BusConnects team, who are currently looking at the design of the junction.

Q.10 Councillor Dermot Lacey

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

Reply:

The road and footpaths surfaces on Beechwood Avenue Lower will be inspected and put forward for consideration for inclusion in future works programme as appropriate.

Q.11 Councillor Kevin Donoghue

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

Reply:

The Poolbeg West SDZ area falls within a Strategic Development & Regeneration Area (SDRA 6) for Docklands, and as such is covered by the Docklands Oversight and Consultative Forum, which has been set up under the auspices of the City Council as the Government designated Development Agency. City Councillors currently on the Forum are Councillor's Claire Byrne, Kevin Donoghue, Ray McAdam and Joe Costello.

The current Docklands Oversight and Consultative Forum (DOCF) is kept up to date on developments within Poolbeg West Planning Scheme at its regular meetings. Matters discussed include the status of infrastructure and planning projects in relation to the rollout of the planning scheme.

Bearing in mind that the North Lotts and Grand Canal Scheme is now substantially complete, it is considered more appropriate that the existing DOCF, or a Sub Committee of the DOCF, should engage on matters related to the Poolbeg West SDZ Planning Scheme. The composition of the Sub-Committee could also be agreed with the Docklands Oversight and Consultative Forum.

Q.12 Councillor Tara Deacy

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



Reply:

The Animal Welfare Section proposes to increase the Social Media presence over the coming months as the park opening hours increase. The priority is to deliver a strong message that dogs must be under control at all times whether during non-leash hours or in specified areas within the parks. On-lead walking and muzzling for certain breeds is a legal requirement and will be enforced. DCC will also engage with our Parks colleagues to improve signage relating to dog behaviour in our public spaces.

Q.13 Councillor Daniel Ceitinn

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

Reply:

The road and footpaths surfaces in Riversdale Grove will be inspected and put forward for consideration for inclusion in future works programme as appropriate.

Q.14 Councillor Daniel Ceitinn

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

Reply:

Dublin City Council does not manage Crumlin Swimming Pool. Swan Leisure have taken over the running, operations and management of the pool since August 2022. For further information please contact: Clodagh Kilmurray (Manager of Swan Leisure Crumlin), tel.: 014967908, email: clodagh@swanleisure.ie

Q.15 Councillor Daniel Ceitinn

To ask the Manager, further to question 34 answered at the Council Meeting on 13th February 2023, Mount Tallant Boxing Gym have reportedly had a key waiting for the paint squad since

last summer but are unsure how to make contact with the paint squad. Could it be ensured that the Paint Squad makes contact to make necessary arrangements (details supplied).

Reply:

Our Painting Squad have made contact with the Boxing Club regarding the keys, and they have access to the keys now. The weather is not ideal at the moment for painting the outside, however they will get in touch with the Boxing Club in April with a view to commencing these works.

Q.16 Councillor Daniel Ceitinn

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

Reply:

Dublin Street Parking Services will be asked to patrol the area and enforce illegal parking on the corners of this junction.

Q.17 Councillor Daniel Ceitinn

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

Reply:

The Transport Advisory Group Engineer will assess the entrance to Seagull House on Crumlin Road and will issue a report when site investigations are completed. TAMS enquiry ref: 7031853.

Q.18 Councillor Daniel Ceitinn

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

Reply:

Electrical Services will install a spotlight to illuminate the National Flag at above complex as per the guidelines below.

The National Flag is normally displayed in the open only from sunrise to sunset, except on the occasion of public meetings, processions or funerals, when it may be displayed for the duration of such function. However, the National Flag may be flown by night as well as by day as long as it is properly illuminated at all times, preferably by spotlight.

Q.19 Councillor Daniel Ceitinn

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

Reply:

The Poolbeg West SDZ area falls within a Strategic Development & Regeneration Area (SDRA 6) for Docklands, and as such is covered by the Docklands Oversight and Consultative Forum, which has been set up under the auspices of the City Council as the Government designated Development Agency. City Councillors currently on the Forum are Councillor's Claire Byrne, Kevin Donohue, Ray McAdam and Joe Costello.

The current Docklands Oversight and Consultative Forum (DOCF) is kept up to date on developments within Poolbeg West Planning Scheme at its regular meetings. Matters discussed include the status of infrastructure and planning projects in relation to the rollout of the planning scheme.

Bearing in mind that the North Lotts and Grand Canal Scheme is now substantially complete, it is considered more appropriate that the existing DOCF, or a Sub Committee of the DOCF, should engage on matters related to the Poolbeg West SDZ Planning Scheme. The composition of the Sub-Committee could also be agreed with the Docklands Oversight and Consultative Forum.

Q.20 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent (details supplied):

Reply:

The Derelict Sites Unit will arrange to have the site inspected and will take action as appropriate following the assessment of its condition. A full report on the findings of the inspection will issue to the Councillor.

Q.21 Councillor Paddy McCartan

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

She writes,

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

Reply:

The Transport Advisory Area engineer will visit the site and will contact the Traffic Warden to see if there was an enforcement issue caused by the truck. The site will be monitored over a period of time. Extension of double yellow lines will not prevent the truck parking, as the regulations on double yellow line allows active loading / unloading for up to 30 minutes.

The Transport Advisory Area Engineer will liaise with the Parking Enforcement Team.

Ranelagh Multi Denominational School has been assessed for a school zone. The front of school treatment takes into account the current location of the school warden.

A final design was approved by the school in early 2021 as part of the school zone application the school was required to inform both the wider school community and their neighbours of the proposed school zone. This occurred in February 2022. A number of residents on old Mount Pleasant Place objected to the proposed design mainly on aesthetic grounds and in the proposed changes to the parking. The school community raised concerns that the junctions between Mountpleasant Place at its junction with Mountpleasant Square and old Mountpleasant needed more consideration.

To address these concerns it was decided to align the school zone designs with the proposed Sandyford to Clonskeagh to Charlemont interim / and long-term active travel scheme.

The school community and all of its neighbours who made submissions on the school zone were contacted and encouraged to participate in the non-statutory consultation on the active travel scheme.

The school zone design will be reassessed in line with the design for the active travel scheme. The observations submitted in Q21 will be noted.

Q.22 Councillor Paddy McCartan

To ask the manager to respond to the following email.

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

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

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

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

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

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

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

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

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

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

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

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

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

insignificant local property tax and these are the people who vote for proper representation in their local area.

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

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

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

Reply:

Thank you for your query which we received via Dublin City Council, regarding the Uisce Éireann works currently in progress at Beach Road and Strand Road, Sandymount.

The water-main replacement project along Beach Road and Strand Road is an essential infrastructure upgrade that is long overdue and will benefit 80,000 people in East Dublin, creating a more sustainable and secure water supply by reducing leakage, and ensuring a safer, more reliable supply for homes and businesses in the area.

Traffic management is required to ensure the safety of the workforce, road users and pedestrians. The construction works necessitate extensive, and on occasions complicated, Temporary Traffic Management Schemes. For these reasons special care is taken to ensure Traffic Management is constantly monitored and adjusted where necessary and safe to do so. To this end all Traffic Management Schemes are coordinated with input from consultees including An Garda Síochána and Dublin City Council and are accessed regularly.

We appreciate your constituent's feedback and will discuss with our partners Dublin City Council as we continue to access the new traffic management measures introduced to complete the remaining phases of the project.

We can confirm that Merrion Gates are expected to reopen between mid to late May 2023. The overall works are expected to be completed in summer 2023 and as with all complex civil engineering contracts of this scale, delivery and completion of certain elements of work are dependent on a variety of factors project wide and future Traffic Management plans and their sequencing may be subject to change as the project progresses.

Further information on the project is available at the dedicated project webpage www.water.ie/ECAMproject. We also have a stakeholder distribution list and upon your constituent's request we can add their e-mail address to receive future project updates. Should **you** have any further queries please contact Uisce Éireann's dedicated Local Representative Support Desk by e-mail localrepsupport@water.ie or call us at 0818 178 178.

Should **your** constituent have any queries they can contact the project team by phone on 0818 462 200 during office hours or e-mail us at ecam@water.ie. Out of hours queries can be directed to the Uisce Éireann helpline on 1800 278 278

We understand that delivery of a project such as the ECAM Project can be disruptive within the local community but based on previous experiences, we know that the short-term inconvenience will be overshadowed by the long-term benefits when the improvement project is complete.

The Local Representative Support Desk at Irish Water operates from 9.00am – 5.30pm, Monday to Friday.

The following are the contact details for Irish Water:

Telephone: 0818 178 178 / 0818 578 578
Web: www.water.ie
Twitter: @IrishWater
Postal Address: Irish Water, PO Box 860, South City Delivery Office, Cork City.

An Garda Síochána are the enforcing body of the HGV management strategy. An Garda Síochána have again been requested to enforce the 24 hr cordon around Sandymount

Q.23 Councillor Paddy McCartan

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

He writes

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

Reply:

DCC Parks Section is of opinion that the ivy growing on the subject trees along the riverbank should be left in place.

Ivy (*Hedera helix*) is an important plant in supporting biodiversity by providing habitat and food for wildlife, thus removing the ivy could have negative consequences for the valuable riverbank ecosystem, furthermore, it could potentially increase the risk of erosion along the riverbank where the soil may be vulnerable to erosion.

Contrary to popular belief, ivy generally does not harm trees, however, DCC Parks Section will remove ivy where it is necessary to further aid tree health that might be compromised and potentially hazardous to the public safety which is not the case in this situation.

Q.24 Councillor Paddy McCartan

To ask the manager to deal with the following issue.

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

Reply:

St. Matthew's National school has been accepted as a candidate for front of school treatment including a School Zone. It is one of 52 schools across the city awaiting treatment. This waiting list will be progressed once the Safe Routes to School (SRTS) applicants have received their treatment. We have prioritised the SRTS for 2023.

Site visits were conducted in 2021 by the neighbourhood engineer and school mobility office. A concept design was developed.

Any front of school treatment is likely to include improved signage and colourful road markings and yellow pencil bollards which would highlight the presence of the School.

On 02/03/21 the Head of Technical Services advised to put the School Zone on hold pending the legal and technical decisions about the nearby Strand Road trial cycleway.

We are awaiting outcome from Stand Road before conducting any further assessment for the School Zone at St. Matthew's.

After a review by the TAG area engineer, it has been observed that there are various traffic treatments in place upon entry to Cranfield Place from Beach Road. These include a "SLOW ZONE" road sign with a speed limit of 30 kph, a "PROHIBITED NUMBER OF AXLES" (RUS 046) road sign, and three speed ramps.

One of the speed ramps requires attention from Road Maintenance Section of DCC. The current location of speed ramps is deemed suitable for Cranfield Place and no further ramp will be installed.

However, it has been noted that there are no "School Ahead" (W 141) sign or "Children Crossing" (W 142) sign in place. These signs are particularly suitable for residential areas where children are likely to cross roads.

TAG will arrange to install the appropriate signage to improve the safety of the area. Thank you for bringing this matter to our attention.

Q.25 Councillor James Geoghegan

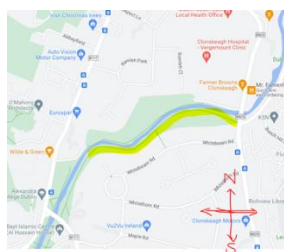
To ask the Area Manager if he will furnish a reply to the follow on email sent below:

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

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

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

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



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

The provision of additional public lighting is not currently included in the scope of the interim scheme as the addition of lighting would require detailed environmental assessment of the

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



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

Question to Chief Executive

South East Area Committee
Meeting 13th February 2023

Q.87 Councillor James Geoghegan

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

Reply:

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

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

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

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

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

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

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

Reply

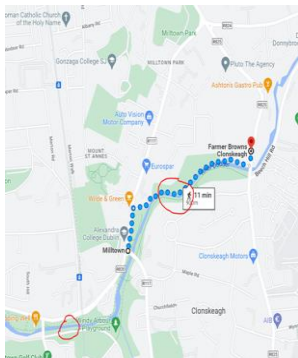
Please see below responses to individual questions:

Q. Is this the timeline for the full completion of the project?

The permanent Dodder Greenway scheme is programmed for completion Post 2027 in the Active Travel Network programme. The interim proposals referred to are envisaged to be completed in 2024.

Q. Is this correct? The area I am referring to is on the South side of the river. The north side is only a thin strip of land with no cycle lane. Inserted snip below with crudely hand draw compass

The map below which was included in the question from February 2023, shows the route on the north side of the Dodder, which is within the administrative area of Dublin City Council.



Map from Feb Question on Lighting

The section referred on the recent map above is on the south side of the Dodder which is within the administrative area of Dún Laoghaire-Rathdown County Council.

The section along the Dodder Trail on the south side is earmarked for improvements as part of the Dodder Greenway interim proposals, however the provision of additional public lighting is not currently included in the scope of the interim scheme as the addition of lighting would require detailed environmental assessment of the impacts, in particular the sensitivity of the native bat populations to the proposed lighting.

Q. So is the lighting issue completely outside the remit of the county council? I imagine this has been an issue for years, before I moved into the area.

Dublin City Council Public Lighting Department operates and maintains street lighting within the Dublin City Council area. Public lighting within Dublin City Council parks is under the remit of the Parks Department.

The section referred to on the south side of the Dodder is within the administrative area of Dún Laoghaire-Rathdown County Council.

Q. This is the type of nonsense that annoys people about local government. The needs of some bats are not equivalent to the needs of the public, from the original photos it's obvious that the area is far too dark. Spending money on a ridiculous environmental impact survey is pointless and a waste of resources. I've attached a photo of a simple light that is in the area that would solve the problem. I'd install it myself only I have no skills as an engineer.

Under European and Irish law, bats are a protected species, as such they need to be considered during the design stage, planning stage and construction stages of projects where bats are located.

Q.26 Councillor Paddy McCartan

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

Reply:

Waste Management Services will have the above mentioned roadway monitored and swept when necessary.

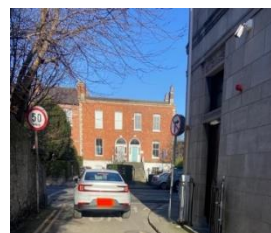
Q.27 Councillor Deirdre Conroy

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

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

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

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



Reply:

The Transport Advisory Group (TAG) Engineer will assess the lane beside AIB's Rathgar branch off Terenure Road East.

The TAG Engineer will issue a report when site investigations are complete. TAMS enquiry ref: 7031857.

Q.28 Councillor Deirdre Conroy

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

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

St. Louis Parents' Association:

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

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

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

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

We are in constant contact with the School and the guards."

An Garda Síochána:

"To whom it may concern,

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

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

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

Reply:

At the design stage of the School Zone for St. Louise School Rathmines, there was an issue with the granite kerbstone on Williams Park and the narrow width of the path. This provided technical challenges for the installation of bollards on both sides of the cul de sac.

Continuing on from this, the St. Louis Infant and Senior Primary School, Rathmines received a School Zone on 27 /11 /2020.

Post installation, the Parents Teacher Association PTA became involved in a voluntary capacity guiding the children into and through the Zone.

In response to concerns submitted in 08/11/22, the School Mobility Officer visited the site and met with the PTA and Principals. At this meeting, the School Mobility Officer advised that any illegal parking or dangerous driving issues should be reported to the Gardaí.

The School Mobility Officer did an internal referral to the Traffic Advisory Group TAG requesting:-

- Improved signage to alert drivers that Williams Park is a cul de sac and will explore with them the process for restricted access to Williams Park at school arrivals and departure times.
- Options for preventing illegal parking on the path outside the laneway to the Safari Crèche with the engineers in the Traffic Advisory Group.
- The feasibility of bollards was discussed. All types of barrier / bollards or planters all require to be locked down on the pavement or kerbstone so there is no option for a physical barrier.
- Ramps that could be put in place to reduce the speeding towards and around what you perceive to be a blind corner at the back the Safari Crèche. TAG Engineer assessed and noted Williams Park did not meet the criteria for ramps as the lane is not long enough.
- There was a referral made by the School Mobility Officer to the Parking Enforcement Section of Dublin City Council on the misuse of the disability parking place outside no. 1 Williams Park and the pattern of parking behaviour fully mounting the path at the 24 hr keep clear access outside the back of Safari Crèche.
- The TAG Engineer submitted the following report to install clearway on the east side of Williams Park for statutory approval.

The Reps for Parking Restrictions, Williams Park, Dublin 6. 7030436 at the Transport Advisory Group meeting of 29/11/2022.

From the Road Traffic Act, this was deemed as the appropriate measure by the TAG Engineer as it would put an appropriate enforceable no parking measure.

This was based on the observation by the School Mobility Officer, it is required to replace the double yellow lines with clearway on Williams Park to restrict parking / waiting on this sections of the road, causing obstruction for other road users.

The issue relating to the PTA being filmed and aggressively spoken to as they stood at the roundabout outside the school is not a traffic issue and this is a matter for the Gardaí and not a traffic related issue.

- The School Zone Project have agreed to investigate the feasibility of School Streets initiative for a number of School Zones who either have continuing problems or for whom there is restrictions to installing bollards at front of school to address illegal parking and driving. St. Louis has been identified as a possible site for a trial. There is no current timeline for when we might definitely advance this for St. Louis due to staffing resources.
- There is a School Mobility Officer for the entire city dealing with 119 School Zone Projects, 67 of which have been completed and 52 awaiting. The technical staff working on the project are doing so as part of a wider portfolio of city transport projects.

As part of our contractual commitments under National Transport Authority funding allocation City Transport Project Team's priority is to progress any front of school treatment for Safe Routes To School Round 1 applicants who have received no treatment to date.

The School Mobility office will do further site visits when the current Safe Routes to School are completed.

The Parking Enforcement Inspector will visit the school during school drop off and pick up times and will liaise with Community Policing in Rathmines Garda Station about the illegal parking.

Q.29 Councillor Deirdre Conroy

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

The enquiry emailed to me, states:

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



The enquirer asks:

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

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

Reply:

Dublin City Council's Roadworks Control Unit issued a licence to Cronin Financial Limited to erect a Scaffold at Terenure Place/Terenure Road North for the period 19/09/2022 to 18/02/2023. The applicant was invoiced for the use of the public space for the period in question and same was paid in full. Hoardings/Scaffoldings are dealt with under "Directions for the Control & Management of Roadworks in Dublin city" which requires that a minimum width of 1.2m of footpath space is provided to pedestrians in connection with hoarding/scaffolding installations. This provision was upheld and confirmed by the Inspector who authorised the scaffold in question and he also reported that there was additional space provided for pedestrians to walk under the scaffold in this particular instance. I can also confirm that the scaffold has been removed from the location.

Q.30 Councillor Tara Deacy

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

Reply:

Parks Section is planning on installing communication boards into the following parks: Eamonn Ceannt, Willie Pearse and Stannaway over the next couple of weeks. As part of our playground upgrades Parks Section include provision of communication boards as a standard request. In this way each playground will receive one as upgrades are carried out.

The Area Office will support and supplement this initiative and will link in with the Councillor and Parks in the coming week regarding other locations

Q.31 Councillor Tara Deacy

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

Reply:

Road Maintenance Services recently carried out significant repair works In Prince Arthur Terrace. There are no plan to resurface Prince Arthur Terrace at present.

Q.32 Councillor Tara Deacy

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

Reply:

The School Mobility Officer visited the site and spoke to members of the PTA and Principals on 16 11 22 in response to concerns from PTA. She made a referral to the Traffic Advisory Group including observations at the site and the testimonies from PTA and School Principal. She also made a referral to Parking Enforcement. She advised that the PTA and schools continue to alert the local Gardaí of any instances of illegal parking or dangerous driving.

Reps Ref 7030436: For Parking Restrictions were prepared for the Statutory Process but were put on hold for agreement by the Gardaí on 12/01/23. This was due to a response by the PTA in correspondence via Cllr Deirdre Conroy on 05/01/23 which requires further TAG consideration.

“The School and the Parents Association feel that a Clearway will not deter illegal parking of cars on Williams Park or stop cars driving at speed up to the school at drop off and collection times. This means that the School Staff and Parents Association representatives will have to continue standing on the road to ensure children and families can safely enter and leave the school.”

From the Road Traffic Act, this was deemed as the most appropriate measure by the TAG Engineer as it would put an appropriate enforceable no parking measure in place.

The School Zone Project have agreed to investigate the feasibility of School Streets initiative for a number of School Zones who either have continuing problems or for whom there is restrictions to installing bollards at front of school to address illegal parking and driving. St. Louise has been identified as a possible site for a trial. There is no current timeline for when we might definitely advance this for St. Louise due to staffing resources.

There is a School Mobility Officer for the entire City dealing with 119 School Zone Projects, 67 of which have been completed and 52 awaiting. The technical I staff working on the project

are doing so as part of a wider portfolio of City Transport Projects. As part of our contractual commitments under NTA funding allocation City Transport Project Team's priority is to progress any Front of School Treatment for Safe Routes to School Round 1 applicants who have received no treatment to date.

The School Mobility office will do further site visits when the current Safe Routes to School are completed.

Q.33 Councillor Claire Byrne

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

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

Reply:

• **What are the regulations around section 4.1.f exemptions?**

Section 4.1. (f) is as follows

(development carried out on behalf of, or jointly or in partnership with, a local authority that is a planning authority, pursuant to a contract entered into by the local authority concerned, whether in its capacity as a planning authority or in any other capacity;

In this case, the project was initially brought forward during lockdown when all activities including participation in arts and culture were limited to outdoor settings. The installation of the screens was to coincide with the use of the privately owned park as site compound for construction work at Wilton Terrace, minimising the impact of same and screening the cabins from sight. Dublin City Council were seeking to animate the public realm to provide opportunities for engagement and to support innovative proposals for public art in the city which had been severely impacted during the pandemic. The proposal provided a unique and exciting opportunity for a new and innovative digital art form while simultaneously providing for engagement with nationally recognised art institutions.

The applicant was required to demonstrate that

1. The structure would be free standing and have no permanent impact on the park.
2. Undertake an ecological assessment and undertake ongoing monitoring.
3. Provide a proposal regarding the curation of artistic content.
4. Provide evidence of lux levels and how they would be managed day to night.

The application was reviewed by Traffic Department, Parks, Landscape and Biodiversity, City Arts Office, Public Lighting, Conservation and Planning and input taken. The Arts Office appointed a member of staff to the project and an independent Committee to curate content and make the medium as accessible as possible to all who wish to propose content. There is absolutely no advertising element to this installation.

• **How and when was the licence extended for a further 2 years and can he please outline how this was granted under 4.1.f exemptions?**

The Licence was not extended for two years, there was application in October 2022 for two years and a grant of one year to coincide with the planning permission and reinstatement works to Wilton Park. There will be no further extension granted.

See attached

1. Application outlining the benefits to date and safeguards in place.
2. 4.1.(f) Copy of agreement Terms and Conditions.

- **What communication took place with the local community prior to the initial and subsequent exemptions being granted and what records are there of such community engagement?**

On the original application there was consultation via the mechanism set up for construction communications with the residents in proximity to the park.

On the renewal we were contacted by residents of College Court Apartments who indicated they had not been consulted. However we subsequently received submissions from other residents who indicated they had been communicated with.

Further submissions were received from the following between December and January and decision issued 20th January 2023.

Renewal of 4.1.f Agreement for Living Canvas at Wilton Park - Public Submissions		
Name	Organisation	
Elizabeth Mohen	Poetry Ireland (Programme Manager)	
Aideen Barry	Visual Artist	
A. Pool	Local Resident	
Matt Ryan	Local Resident	
Niamh Ryan	Local Resident	
Doireann Ní Ghríofra	Writer	
Patrick T Murphy (Director)	Royal Hibernian Academy of Arts	
Christopher Kelly	Local Resident	
Mary Moloney	Local Resident	
Denise Meade	Local Resident	
Manuel and Angela Ryan	Owners	

Name	Organisation	
Katrina Goldstone	Herzog Centre for Jewish and Near Eastern Religion and Culture	
Janine Ryan	Local Resident	
Zuleika Rodgers	Local Resident	
Fergus Fahy	Local Resident	
Brendan Quinlan	Local Resident	
Anna Devlin	South Georgian Core Residents Association	
Aidan Gillen	Local Resident	

- **Under what planning regulations was the viewing platform installed on the canal and was this planning exempt?**

The installation of a temporary structure viewing platform and seating on the canal was a collaboration with Waterways Ireland, and included information panels and benches providing respite and explanation of the Art Works opposite. The provision of seating in open space/green space does not require planning permission and the ramped area was a requirement to protect the ground underneath and prevent any slip and trip hazards.

Q.34 Councillor Claire Byrne

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

Reply:

I can confirm that a Section 5 application (Ref. No. 0054/23) was submitted on 14th February 2023 to seek clarification on the use of the properties (excluding the mews style structures to the rear of the site) to provide short term lettings. A decision on this Section 5 is due on or by 13th March 2023. No planning application for any works to the building or for any change of use has been submitted.

A full planning application for supported temporary accommodation is due to be submitted to the planning department.

Q.35 Councillor Claire Byrne

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

Reply:

Opening hours for enclosed parks are standard and respond to available daylight through the seasons as listed below, with shorter opening hours in the winter months and longer in the summer months. The complaint about the park closing earlier has been resolved and will not occur again.

January	10:00am to 17:00pm
February	10:00am to 17:30pm
March	10:00am to 18:30pm (19:30pm time change at the start of daylight savings).
April	10:00am to 20:30pm
May	10:00am to 21:30pm
June	10:00am to 22:00pm
July	10:00am to 22:00pm
August	10:00am to 21:30pm
September	10:00am to 20:30pm
October	10:00am to 19:30pm (18:30pm time change at the end of daylight savings).
November	10:00am to 17:30pm
December	10:00am to 17:00pm

Q.36 Councillor Claire Byrne

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

Reply:

A number of planning permissions have been granted for the redevelopment of lands in the Poolbeg SDZ. The parent permission was granted under Plan No. PWSDZ 3270/19 to provide critical infrastructure on site including utilities, central boulevard, local streets, coastal path, part of coastal park etc. Following the grant of this planning permission, enabling works have commenced on site.

The 'meanwhile uses' were included in the grant of planning permission for the residential blocks identified as Blocks O, M and K (Plan Ref No. PWSDZ3207/21). This permission

includes Condition 25 which requires: (c) Prior to commencement of development, a commercial agreement shall be entered into between Dublin City Council, the Department of Housing, Planning and Local Government, and the owners/developers of the site, for the delivery of 15% of the approved residential units for social and affordable housing purposes. These units shall be additional to the 10% required for social housing purposes. No work has commenced on the construction/installation of the 'meanwhile uses' on site.

Q.37 Councillor Claire Byrne

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

Reply:

Enforcement is a matter for the Gardaí and the writing to them would be supported. All the required statutory signage prohibiting the turn is in place.

The practicability of pedestrianising or making Parliament Street Traffic Free in the short term is currently being explored as it would require changes to public transport. It is still an aim to progress this. However it may be more suitable for this summer to hold a number of Traffic Free weekends so people can experience what it could be like whilst the more permanent measure is being worked on.

The Transport Advisory Group (TAG) Engineer will assess and visit Wellington Quay & Parliament St Corner to see if further traffic measures are required and assess the condition of the road marking's to see if repainting is required. TAMS Enquiry ref: 7031858.

Currently there is a RUS 013 No left turn road sign on Wellington Quay. The two traffic signals consist of a green straight ahead arrow.

The TAG engineer will contact the Gardaí over illegal left turns movements from Wellington Quay onto Parliament Street.

Q.38 Councillor Claire Byrne

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

Housing Allocations Reply:

The above applicant is on the Transfer List with an application date of 12/09/2012, and the applicant holds the following positions on this list:

Area	Bed size	Position
Area K	2	328

Dublin City Council allocates properties based on time on the list and currently there are applicants 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 applicants should check the Dublin City Council website for any Choice Based Lettings that may become available in their area of choice. They are advertised every Friday and remain advertised for a period of 3 weeks.

Applicants are able to check their position on the Housing List by logging onto www.dublincity.ie/housingonline with their reference number and Date of Birth.

Housing Maintenance Reply:

The Local Area Depot have been carrying out investigation works at this property to ascertain where the leak is coming from. Works are ongoing and it will take a week or so before they know what the issue is with the leak/cause of dampness.

Q.39 Councillor Claire Byrne

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

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

Reply:

Please see below SEA Footpath Reconstruction Works Programme for 2022 which are all now complete:

- Annesley Park (Between Dunville Avenue and Ormond Road South)
- Canal Road (Between Ranelagh Road and Mount Pleasant Avenue Lower)
- Dartmouth Square (Dartmouth Square North and South)
- Gilford Road (Between Brabazon House to Strand Road)
- Lavarna Grove (Various Locations in Estate)
- Orwell Road (Between Marianella and Zion Road)
- Ramleh Park (Various Sections within the Estate)
- St. Martins Park (Between No. 35 and Kimmage Road Lower)
- Willow Field (Various Sections within Estate)

The proposed footpath reconstruction works for the South East Area in 2023 are named in the Draft 2023 SEA Footpath Reconstruction Works Programme presented at this meeting. Timelines for the works will be available after the procurement, tender and award processes have been completed.

Q.40 Councillor Carolyn Moore

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

Reply:

The subject trees have grown supported by the tarmac surface potentially leading to underdevelopment of their root system, therefore, removing the tarmac surface could result in the trees falling. That being said, costings will be sought for the removal of tarmac, introduction of topsoil and planting. Subject to the permission of Environment and Transportation Department and available funding the project could commence in 2024, however, the investigation work would need to show that the trees will not be compromised if surface removed.

Q.41 Councillor Carolyn Moore

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

Reply:

The Transport Advisory Group (TAG) Engineer will assess and visit Greenlea Grove to monitor traffic conditions on the road. After the investigation a report will be issued. TAMS Enquiry ref: 7031860.

Q.42 Councillor Carolyn Moore

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

Reply:

The Transport Advisory Group (TAG) Engineer will assess and visit the roundabout at the junction of Grosvenor Road and Grosvenor Place with a view to making it safer for people to cross. After the investigation a report will be issued. TAMS Enquiry ref: 7031861.

Q.43 Councillor Carolyn Moore

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

Reply:

This will be further examined and proposals brought to the area meeting.

Q.44 Councillor Carolyn Moore

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

Reply:

Our traffic signals maintenance contractor has attended site and verified that the detector on site is demanding the side road correctly. Please note that this junction is not currently connected to our SCATS Adaptive Traffic Management System. We will add this junction to our list of sites to be connected to SCATS to facilitate improved monitoring of the operation of this junction and the automatic reporting of faults as they arise.

Q.45 Councillor Carolyn Moore

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

at this location, was there any consideration given to how pedestrians would navigate this already hostile junction?

Reply:

Dublin City Council's Roadworks Control Unit issued a licence to Cronin Financial Limited to erect a Scaffold at Terenure Place / Terenure Road North for the period 19/09/2022 to 18/02/2023. The applicant was invoiced for the use of the public space for the period in question and same was paid in full. Hoardings/Scaffoldings are dealt with under "Directions for the Control & Management of Roadworks in Dublin city" which requires that a minimum width of 1.2m of footpath space is provided to pedestrians in connection with hoarding/scaffolding installations. This provision was upheld and confirmed by the Inspector who authorised the scaffold in question and he also reported that there was additional space provided for pedestrians to walk under the scaffold in this particular instance. I can also confirm that the scaffold has been removed from the location.

Q.46 Councillor Carolyn Moore

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

Reply:

The Council's Roadworks Control Unit do not have any direct involvement with the Ganson site at 86 Parnell Road as the Hoarding used in connection with the site development works is situated on its own building line. However, this unit has contacted Ganson to make them aware of the problem.

Dublin Street parking services will be asked to patrol this location and carry out enforcement action where necessary on vehicles parked on the footpath and cycle track.

Q.47 Councillor Carolyn Moore

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

Reply:

As this issue is a matter for Irish Water it should be referred directly to Irish Water.

Please call the telephone number on 0818 178 178 / 0818 578 578 and identify yourself as an Elected Representative. You will be put through to the Local Representative Support Desk in Irish Water's Customer Contact Centre who will deal with you directly. Alternatively, there is a specific e-mail address at Irish Water for Councillors: LocalRepSupport@water.ie.

The Local Representative Support Desk at Irish Water operates from 9.00am – 5.30pm, Monday to Friday.

The following are the contact details for Irish Water:

Telephone:	<u>0818 178 178 / 0818 578 578</u>
Web:	<u>www.water.ie</u>
Twitter:	@IrishWater
Postal Address:	Irish Water, PO Box 860, South City Delivery Office, Cork City.

Q.48 Councillor Carolyn Moore

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

Reply:

The location has been inspected and the tree pit here has been found to be unsuitable for replanting due to the proximity of services which would interfere with tree support.

Q.49 Councillor Carolyn Moore

Can the matter in details supplied be investigated and resolved?

Reply:

Road Maintenance Services will make arrangements to have permanent concrete repairs to the footpath carried out at this location.

Q.50 Councillor Anne Feeney

To ask the Manager when will resurfacing of Oaklands Drive be done? This road is badly in need of resurfacing and is heavily used by cars, bikes and ambulances as it is the road leading to the gates of St. Luke's Hospital. Road maintenance advised that it would be considered for 2023 works.

Reply:

Oaklands Drive is included in our Draft 2023 South East Area Carriageway Resurfacing Programme.

Q.51 Councillor Anne Feeney

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

Reply:

There are two (2) no. public lights in Ashdale Gardens. One light is mounted on an ESB Networks Pole. The painting of ESB poles is a matter for ESB Networks. The other light is mounted on a DCC public lighting pole.

Pole 2 Ashdale Gardens will be added to the pole painting programme. We envision it will be painted this year, subject to available finances.

The Public Domain Officer will contact the ESB in relation to ESB pole.

Q.52 Councillor Anne Feeney

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

Reply:

If the South East Area Office organise a meeting, a representative from the Transport Advisory Group will be made available to attend. It has been observed that there is illegal parking on the footpath outside the shops and this has been passed to Parking Enforcement and Control to monitor.

Q.53 Councillor Anne Feeney

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

Reply:

This ramp will be included in our next ramp resurfacing contract.

Q.54 Councillor Pat Dunne

Can the matter in details supplied be investigated and resolved?

Reply:

Road Maintenance Services will make arrangements to have permanent concrete repairs to the footpath carried out at this location.

Q.55 Councillor Pat Dunne

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

Reply:

Footpath reconstruction on Kells Road, including this location, is incorporated in our Draft 2023 SEA Footpath Reconstruction Works Programme.

Q.56 Councillor Pat Dunne

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

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

Reply:

Our Abandoned Vehicles Officer will inspect vehicles at the above mentioned location and will arrange removal of any vehicles there if they are deemed to be abandoned.

The parking enforcement inspector will visit the location and assess the situation. If the vehicles are abandoned, they will be reported to the abandoned vehicles section. If vehicles are found to be illegally parked, the inspector will take appropriate action.

Q.57 Councillor Pat Dunne

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

Reply:

The Area Manager has visited the location and discussed this proposal with the Resident Engineer. Please note there are a number of dishings that have been placed at this location which would greatly impact certain forms of greening as access for cars is the primary concern. The Area Manager will also contact Dynamic Drimnagh to get their thoughts on both matters and revert back to the Councillor.

Q.58 Councillor James Geoghegan

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

Reply:

A letter has issued to the City of Dublin Education & Training Board (CDETB) to request that a meeting take place regarding this matter.

Q.59 Councillor James Geoghegan

To ask the Area Manager further to the online meeting on the 16th of February 2023 where a commitment was given from the environment and transport department to furnish you with draft terms of reference which would identify which departments would sit on the taskforce to be established following the unanimous approval of Motion 5 by elected members on the 9th of January 2023.

Reply:

The Environment and Transportation Department are in the process of finalising the terms of reference for issue to the South East Area Manager and distribution to the South East Area Committee in advance of the April meeting. I can confirm that the task force will have representatives from the Active Travel Programme, the Transportation Planning Office and the Flood Projects Office.

Q.60 Councillor James Geoghegan

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



Reply:

There have been a number of planning applications relating to this development. The relevant planning permissions are:

4848/22

Permission granted to amend the residential development permitted under reg. ref. 3743/19 (ABP-307424-20). The proposed amendments comprise:

- Increase from 73 no. to 77 no. residential units with revised unit mix.
- Internal revisions to permitted units.
- Additional storey to secondary block (resulting in 5 no. storeys over basement).
- Elevational revisions and consequential revisions to scheme.
- Provision of single storey multi-use amenity pavilion within the open space.
- Increase in car parking provision from 73 no. to 77 no. spaces within existing basement footprint.
- All associated site development works.

3743/19

Planning permission granted by Dublin City Council and An Bord Pleanála on appeal (ABP ref. 307424-20) for a residential building ranging from 3 to 9 storeys in height immediately to the south of 'The Links' building and to the west of the overall Elmpark Green campus.

There are 2 no. planning decisions to amend the approved scheme which are currently on appeal (3389/21 and 4879/22).

The recent amendments permission 4848/22 included landscaping proposals. It is noted in the Planner's report that *the submitted 'Soft Landscape Plan' drawing includes 70 no. new trees of mixed species to be planted along the site boundaries and within the site of Residential Block 3. These would be of select and heavy standard to provide a reasonable degree of instant maturity.*

The link below shows the Tree Removal- Retention Plan
<https://webapps.dublincity.ie/AnitePublicDocs/01057785.pdf>

and below, the link to the Soft Landscape Plan
<https://webapps.dublincity.ie/AnitePublicDocs/01057781.pdf>

Q.61 Councillor James Geoghegan

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

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

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

Reply:

Oaklands Drive is included in our Draft 2023 South East Area Carriageway Resurfacing Programme.

Q.62 Councillor James Geoghegan

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

"Question to the Chief Executive

South East Area Committee
Meeting 10th October 2022

Q.11 Councillor James Geoghegan

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

Reply:

The request for bollards at the above location was recommended by the Area Engineer under (details supplied) and drawings were sent to the Traffic Officer on 7th July, 2022 for installation.

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

Reply:

Environment and Transportation Department are going to install collapsible flat top bollards on Shelbourne Road.

Q.63 Councillor James Geoghegan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reply:

Thank you for your query which we received via Dublin City Council, regarding the Uisce Éireann works currently in progress at Beach Road and Strand Road, Sandymount.

The water-main replacement project along Beach Road and Strand Road is an essential infrastructure upgrade that is long overdue and will benefit 80,000 people in East Dublin, creating a more sustainable and secure water supply by reducing leakage, and ensuring a safer, more reliable supply for homes and businesses in the area.

Traffic management is required to ensure the safety of the workforce, road users and pedestrians. The construction works necessitate extensive, and on occasions complicated, Temporary Traffic Management Schemes. For these reasons special care is taken to ensure Traffic Management is constantly monitored and adjusted where necessary and safe to do so. To this end all Traffic Management Schemes are coordinated with input from consultees including An Garda Síochána and Dublin City Council and are accessed regularly.

We appreciate your constituent's feedback and will discuss with our partners Dublin City Council as we continue to access the new traffic management measures introduced to complete the remaining phases of the project.

We can confirm that Merrion Gates are expected to reopen between mid to late May 2023. The overall works are expected to be completed in summer 2023 and as with all complex civil engineering contracts of this scale, delivery and completion of certain elements of work are dependent on a variety of factors project wide and future Traffic Management plans and their sequencing may be subject to change as the project progresses.

Further information on the project is available at the dedicated project webpage www.water.ie/ECAMproject. We also have a stakeholder distribution list and upon your constituent's request we can add their e-mail address to receive future project updates. Should you have any further queries please contact Uisce Éireann's dedicated Local Representative Support Desk by e-mail localrepsupport@water.ie or call us at 0818 178 178.

Should your constituent have any queries they can contact the project team by phone on 0818 462 200 during office hours or e-mail us at ecam@water.ie. Out of hours queries can be directed to the Uisce Éireann helpline on 1800 278 278.

We understand that delivery of a project such as the ECAM Project can be disruptive within the local community but based on previous experiences, we know that the short-term

inconvenience will be overshadowed by the long-term benefits when the improvement project is complete.

The Local Representative Support Desk at Irish Water operates from 9.00am – 5.30pm, Monday to Friday.

The following are the contact details for Irish Water:

Telephone: 0818 178 178 / 0818 578 578
Web: www.water.ie
Twitter: @IrishWater
Postal Address: Irish Water, PO Box 860, South City Delivery Office, Cork City.

An Garda Síochána are the enforcing body of the HGV management strategy. An Garda Síochána have again been requested to enforce the 24 hr cordon around Sandymount

Q.64 Councillor James Geoghegan

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

Reply:

Beechwood Avenue Lower road surface will be inspected and put forward for consideration for inclusion in future resurfacing programmes as appropriate.

Q.65 Councillor James Geoghegan

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



Reply:

Road Maintenance Services will make arrangements to have repair works carried out at this location.