

MINUTES OF ORDINARY MEETING OF CORK CITY COUNCIL
HELD ON MONDAY 9th DECEMBER 2019

PRESENT	ArdMhéara Comhairleoir J. Sheehan.
NORTH EAST	Comhairleoirí K. O’Flynn, J. Maher, T. Tynan, J. Kavanagh, O. Moran, G. Keohane.
NORTH WEST	Comhairleoirí T. Fitzgerald, T. Gould, K. Collins, F. Ryan, D. Boylan.
SOUTH EAST	Comhairleoirí D. Cahill, L. Bogue, M. R. Desmond, K. McCarthy, T. Shannon, D. Forde.
SOUTH CENTRAL	Comhairleoirí M. Finn, D. Boyle, S. Martin, S. O’Callaghan, P. Dineen, F. Kerins.
SOUTH WEST	Comhairleoirí F. Dennehy, D. Canty, C. Finn, C. Kelleher, G. Kelleher, T. Moloney, H. Cremin.
ALSO PRESENT	Ms. A. Doherty, Chief Executive. Ms. C. Kelly, Meetings Administrator. Mr. N. Carroll, Administrative Officer, Corporate Affairs & International Relations. Mr. P. Moynihan, Director of Services, Corporate Affairs & International Relations. Mr. F. Reidy, Director of Services, Strategic & Economic Development. Mr. B. Geaney, Director of Services, Housing. Ms. V. O’Sullivan, Director of Services, Operations. Ms. A. Rodgers, Director of Services, Community, Culture & Placemaking. Mr. T. Duggan, City Architect. Mr. J. Hallihan, Head of Finance.

An tArdMhéara recited the opening prayer.

1. **VOTES OF SYMPATHY**

- The O’Donnell family on the death of Ann O’Donnell.
- The Whelan family on the death of Tony Whelan.
- The Kelly family on the death of Terry Kelly.
- The Power family on the death of Billy Power.
- The Cummins family on the death of Marion Cummins.
- The Hyde family on the death of Dan Hyde.
- The Marshall family on the death of Tom Marshall.
- The Crowley family on the death of Jack Crowley.

2. **VOTES OF CONGRATULATIONS/BEST WISHES**

- Litter Management Section of Cork City Council for their ongoing support for the local Tidy Towns groups in Mayfield and St. Luke's.
- Ballincollig Business Association on winning the Bank of Ireland Enterprise Award.
- The Victorian Quarter on winning runner up in the City Category in the Bank of Ireland National Enterprise Town Awards.

3. **LORD MAYOR'S ITEMS**

3.1 **DRAFT TRAVELLER ACCOMMODATION PLAN (TAP) 2019-2024**

An tArd-Mhéara advised members of a Special Meeting of An Chomhairle to be held on Monday 16th December 2019, to consider the adoption of the Draft Traveller Accommodation Plan (TAP) 2019-2024.

3.2 **CORPORATE PLAN WORKSHOP**

An tArd-Mhéara advised members that a Corporate Plan Workshop for elected members will be held on Monday 16th January, 2019 at 1.30pm in the Multi Media Room, Floor 3, City Hall.

3.3 **CENTENARY COMMEMORATION 2019 - 2023 STEERING COMMITTEE**

An tArd-Mhéara thanked members who attended the recent meeting of the Centenary Commemoration 2019-2023 Steering Committee. He advised members of a Special Meeting of An Chomhairle to be held on the 30th January 2020 to commemorate the Election of Former Lord Mayor, Tomás Mac Curtain.

SUSPENSION OF STANDING ORDERS

On the proposal of Comhairleoir K. Collins, seconded by Comhairleoir T. Gould, An Chomhairle agreed to discuss the following motion at the end of the meeting.

‘This Council believes that the cost of renting has spiralled out of control and high rents are having a negative impact on individual families and the wider local economy further and that this Council agrees to write to the Minister for Housing, Planning and Local Government to call on him to introduce an immediate rent freeze and a refundable Tax Credit that would put one months rent back in every renter's pocket.’

(Proposer Cllr. K. Collins)

4. **CHIEF EXECUTIVE'S ITEMS**

No items raised.

5. **MINUTES**

On the proposal of Comhairleoir S. Martin, seconded by Comhairleoir M. Finn, An Chomhairle considered and approved the minutes of:-

- Ordinary Meeting of An Chomhairle held 11th November 2019.

On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir T. Shannon, An Chomhairle considered and approved the minutes of:-

- 2020 Budget Meeting held on the 14th November 2019.

6. **QUESTION TIME**

6.1 **BUS EIREANN – BUS STOP SIGNS**

Can Council invite a Bus Eireann official to explain how the signs at bus stops indicate buses are coming at a particular time but in reality no buses arrive. Indicate how this situation can be approved?

(Cllr. D. Forde)

REPLY

Bus Eireann were contacted in relation to the above question and their response is outlined below;
Realtime RTPI Display units as installed by the NTA and the Local Authority provide information to customers on the expected arrival time of buses at a Bus Stop.

The Bus Éireann fleet is fitted with Automatic Vehicle Location (AVL) which tracks the bus location using GPS, distances and length of travel time. The On-board AVL equipment calculates the predicted arrival time of the bus at the next bus stop and this information is sent to back office servers located in CIE which is then given to the technology partners of the NTA to be displayed on the RTPI sign at the Bus Stop and on the TFI App.

The RTPI system is predictive and the communication of these telegrams is done over GPRS so there can be a time lapse between on-street delays and changes in the message the sign shows. The punctual operation of bus services can be impacted by several factors including severe traffic congestion in the City and Suburbs – the severe shortage of Bus Priority measures creates a very difficult operating environment for Bus Services in the Cork Area with approximately 630 Kilometres of Bus Routes but only 14kms of Bus Lane => only 2% of the Bus Network is Bus Lane.

Traffic speeds vary significantly across the whole traffic network and whereas a bus may be making good progress for part of its journey it can then experience severe delays which will be difficult to predict accurately for RTPI information. There can be multiple delays / pinch points on any given bus trip. While some Bus Gates have been introduced and are working very well further investment is required in overall Bus Priority to further improve bus services and RTPI information for customers. Traffic congestion is very challenging with expected bus journey times of half an hour at times taking almost two hours to complete. September / October / November / December are by far the most difficult operating months of the year as the return of schools and colleges brings with it severe traffic congestion across the traffic network. This is particularly difficult for Bus Services which must operate to route and cannot divert to avoid traffic congestion in particular areas.

In the event of disruption to bus services the Bus Éireann Cork AVL Control Centre Supervisors will intervene to ensure that the most balanced service possible is provided to our customers. In such situations manual intervention is often required to update the RTPI system to accurately reflect the situation.

An efficient public transport network is an essential component of modern urban living and customer demand in Cork continues to grow. We have seen 14% customer growth in Cork year-to-date 2019 versus the same period last year and to meet this demand we have taken delivery of 19 new NTA funded fully accessible Double Deck buses. We have also hired more than 150 drivers in Cork since the start of last year to improve reliability and increase the service offering to customers in the Cork Area.

In January 2019, in conjunction with the NTA, Route 220 Ballincollig / City Centre / Carrigaline was doubled in frequency to every 15 minutes and now also operates on a 24 hour basis – passengers numbers have increased by 70% on this route since these service improvements were introduced.

Route 216 was extended on 3rd November to serve Passage & Monkstown - giving this area 3 buses per hour to/from Cork City Centre. New Route 225 was also introduced on 3rd November connecting Cork Airport directly to Ballygarvan, Carrigaline and Haulbowline and also offers connectivity to the City Centre via connections to Route 226 at Cork Airport and Route 220 at Carrigaline.

We have during 2019 analysed Cork City Bus Routes and adjusted trip times to improve punctuality and further Punctuality Improvement Plans will be implemented in the coming months.

Valerie O’Sullivan
Director of Operations

JOHN BURKE SCULPTURE

Can Cork City Council work with Bishopstown Tidy Towns to restore the John Burke Sculpture on the Wilton Roundabout?

(Cllr. C. Finn)

REPLY

Cork City Council has 3 of John Burke Sculptures, all of which need renovation and repair.

We have received at least two public calls for renovation – one in 2018 and one in 2019.

We have on a previous occasion sought quotations for repair of the 3 John Burke pieces but unfortunately there was no budget in place.

John Burke is an important artist for the city, and his work should be maintained.

The piece on Wilton Roundabout has needed repair for a long time, and, should a budget be available, then I would recommend getting it repaired.

John Burke 1946–2006

John Burke was instrumental in defining sculptural practice in Ireland during the 1970s. He studied sculpture at the Crawford School of Art in Cork and the Royal Academy, London. He went on to travel for a year in North Africa and Europe before returning to Ireland where he set up a studio and workshop in Blarney, near Cork city. Burke supported himself by teaching two days a week at the Crawford School of Art and counted among his pupils Eilis O’Connell, Vivienne Roche, Maud Cotter and Jim Buckley. Working in welded steel, Burke juxtaposed simple geometric shapes to form abstract compositions, and employed colour to soften and disguise unwanted elements of the metal. Though best known for his large hard-edged thin plates of steel, Burke also made box constructions and smaller intimate pieces. A member of Aosdána since 1981, his work is included in numerous public and private collections.

As with a number of other works and installations across the city there is currently no process or budget identified for the maintenance of our public art assets.

We will explore other options such as the percent for art scheme.

Adrienne Rodgers
Community, Culture & Placemaking

BUS PRIORITY MEASURES

Can the manager give an update on the Patrick Street Car Ban progress to date? What businesses have been engaged with since the introduction of the Bus Priority Measures?

Can a breakdown of bus times and punctuality on each individual service be provided?

Can we see if footfall had increased? what has been the impact on businesses? and how many fines have been issued for lack of compliance by drivers?

What work to inform people of the measures has been done since the leaflet to homes was issued?

(Cllr. J. Maher)

REPLY

The St Patrick St bus corridor was introduced in summer 2018 and operates for 3.5 hrs a day. It forms part of the City Centre Movement Strategy which is being implemented against a backdrop of significant jobs and population growth. The Strategy addresses unsustainable car based congestion and adapts the road network to better facilitate more sustainable options (including bus transport, cycling, walking). In doing so the City will be able to accommodate the transport needs of a larger number of workers, visitors and residents.

The elements of the Strategy that have been completed to date include –

- Parnell Place Renewal (cycle, pedestrian and bus facilities, public realm improvements)
- Popes Quay Upgrade (cycle and pedestrian facilities, public realm improvements)
- Kent Station to City Centre ie Lower Glanmire Rd /Brian Boru St/Penrose Quay etc (pedestrian, cycle, and bus facilities, public realm improvements)
- Ph 1 ie Dyke Parade to Bachelors Quay, Grattan St and surrounding areas (route amendments, pedestrian and cycle, public realm improvements)
- Ph 2 ie St Patrick Street /Drawbridge St /Emmet Plc etc (bus priority and public realm works)
- Mary Elmes Bridge (pedestrian and cycle facilities)

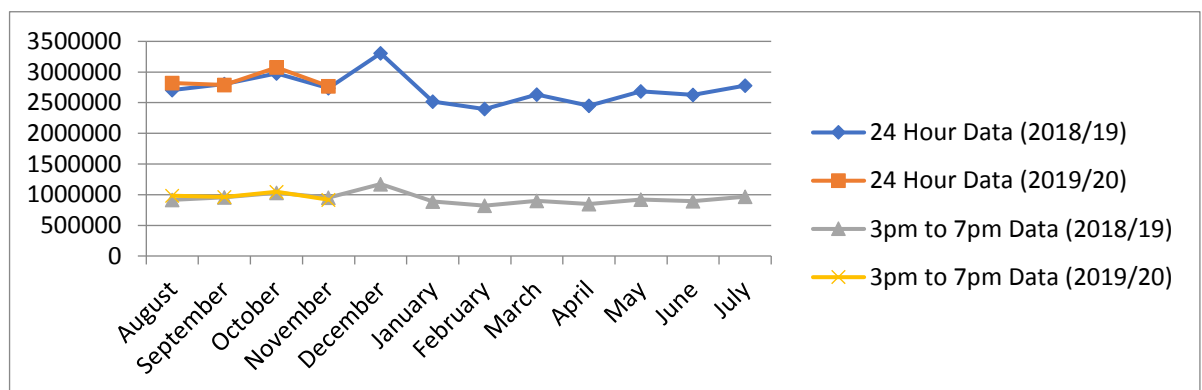
In progressing the City centre traffic changes, the Council also completed public realm upgrades (including road surfacing, footpaths, street crossings, public lighting, road signage, street furniture and planting) and introduced revised parking arrangements in Middle Parish and North Main St car parks, an expanded 213 Park and Ride service, new free parking set down spaces, VMS signs, bus and parking promotions, marketing campaigns, rerouting of 203 and 215 bus services etc

Members will be aware from previous Bus Eireann reports that the extension of bus priority measures on St Patrick St was associated with immediate improvements in bus journey time reliability and better average bus speeds for the services using the street (incl 208, 205 etc).

St Patrick St is a very important part of the bus network as it accommodates over 1,000 bus movements each day. It is also important to note that many other complimentary public transport measures have been introduced as well. These include the modernisation and expansion of the bus fleet (incl 19 low floor fully accessible buses added in 2019), recruitment of drivers and other staff (150 since the start of 2018), reduced fares (for areas such as Ballincollig, Blarney, Glanmire etc), improved services/frequencies (incl first 24 hour service in Ireland, connecting the City centre with Carragaline and Ballincollig). The combination of service and route improvements has supported the significant growth in passenger numbers reported in recent months. (14% increase in passenger trips in 2018). It is anticipated that circa 16 million passenger trips will be recorded on Cork City services for year end 2019 as compared to 10 million in 2013.

In relation to general traffic it will be noted that movement along the City quays have been as anticipated over the past year and four months. Over this time the network has successfully responded to the usual peaks and troughs in volumes. The revised traffic regime has also responded well to the added pressures from necessary restrictions associated with a range of private and public construction projects (incl the construction of offices and hotel off South Mall and Parnell Place, the construction of the Mary Elmes Bridge between Merchants Quay and St Patricks Quay and refurbishment of St Patricks St Bridge). Members will also be aware from the ongoing monthly activity reports that the level of on street and off street parking activity in the City centre has not diminished over the period since the bus priority measures were introduced.

In relation to pedestrian activity Members will recall that pedestrian counters were installed to record movement on the street since start of August 2018 and that since then pedestrian activity has been maintained within a consistent range. The year on year data (for the period Aug /Sept/ Oct/ Nov of 2018 versus 2019) shows that pedestrian movement has increased by circa 2%.



Bus lane usage is restricted to public transport, taxis, cyclists and emergency vehicles during the hours of application. As with all other bus lanes across the City enforcement is undertaken by An Garda Siochana. Extensive engagement took place with the representatives of business and other stakeholders in the introduction of the bus corridor. The engagement with the business community and others continues through the CORE (the Cork City Centre Partnership) whose members include nominated Elected Members and officials along with representatives from Cork

Business Association, Cork Chamber, representatives of the retail and hospitality sectors, the Garda Siochana and Bus Eireann. As Members will be aware CORE continues in its work to promote the City centre and engage in related joint actions.

The period since Council adopted the City Centre Movement Strategy has been characterised by significant economic growth with major developments at Albert Quay, Navigation Square, Grand Parade, South Mall, Penrose Dock, Horgans Quay etc The scale and pace of development in the City centre is continuing and there are further major residential and commercial developments progressing through the planning process. It is important that Council continues to modernise the road network so that the City can continue to attract investment in jobs and housing. Preliminary design proposals will shortly be published for MacCurtain St area incl St Patrick's Quay, Merchant's Quay, Anderson's Quay and surrounding areas. It is also envisaged that the level of funding available to the City will expand significantly in the coming period under the Cork Bus Connects programme as provided for in the NDP and the draft Cork Metropolitan Area Transport Strategy.

G O' Beirne
Director of Services

6.4 **ROAD PARALLEL TO TESCO SITE IN DOUGLAS**

What is the status of the road running parallel to the Tesco Site in Douglas and who has been responsible for its upkeep since its inception?

(Cllr. S. Martin)

REPLY

The road next to Douglas Shopping centre between the shopping centre and N40 is not taken in charge by Cork City Council and was not taken in charge by the County Council previously. The owners of the shopping centre are responsible for its upkeep.

Valerie O'Sullivan
Director of Operations

6.5 **FAIRHILL YOUTH AND COMMUNITY BUILDING**

Can the CE commit to providing the Old McSweeney Farm Site on Fairhill as the location for the proposed Fairhill Youth & Community Building?

(Cllr. K. Collins)

REPLY

Cork City Council is open to exploring options in relation to the site; however consideration of the use or reassignment of the site requires in depth exploration as to its suitability and sustainability.

This exploration is under way. Cork City Council officials from the Community Section in conjunction with other agencies working in the area and Local Community Representatives and Volunteers are part of an active Working Group which has been solidly working towards an application to have the site earmarked for a Youth and Community Centre.

Representatives from The Community, Culture and Placemaking Directorate, including the Director of Services, and her team met directly as recently as the 20th November 2019, with representatives of the Fairhill Community Working Group, who are very pro-active in pursuit of this site for the purpose you outlined.

The Director committed to supporting the voluntary group by offering them a mentor from the LEO office to assist them in producing a business case plan which will assist Cork City Council in its deliberations on this site upon its completion.

Much positive work has been completed by the working group who are to be commended for their time and effort. A research piece involving the young people from the area has been completed in cooperation with the UCC Carl Project. Cork City Council's Social Inclusion analyst has compiled and completed a more in depth analysis of that specific area, extracted from both Cork City Profile Reports from 2014 and 2018. These findings were presented at a Public Meeting held in the area on the 18th September 2019.

The Fairhill Community Working group supported by three Cork City Council Community Staff meet regularly and has four sub-groups who are focused on specific headings to address the potential of the Site, Building, Funding, Management and Running of such a Youth and Community Space. A recent initiative has seen the formation of a youth group looking at how best to make the process as inclusive as possible and locally informed with an input from the young people from the area.

Adrienne Rodgers
Community, Culture & Placemaking

6.6 **ST. STEPHEN'S HOSPITAL**

Did Cork City Council receive a response to my motions asking for an update on the Strategic Plan carried out on the St. Stephen's Hospital (Sarsfield Court) Glanmire?

(Cllr. G. Keohane)

REPLY

The HSE has responded to a query for an update on the Strategic Plan for St Stephen's Hospital as follows:

'The range of public health services proposed to be delivered from the campus, which is an essential component in formulating the strategic plan, is still being finalised by the Health Service. On finalisation of the public health services proposed to be delivered from this campus, the strategic plan can then be confirmed and issued'.

Fearghal Reidy
Director of Strategic & Economic Development

6.7 **SHANDON CRAFT CENTRE**

Please relate the plans for the reopening of the Shandon Craft Centre which has been derelict for a number of years now?

(Cllr. K. O'Flynn)

REPLY

Property Services are reviewing the plans for the former Shandon Craft Centre, as well as the adjacent Weighmasters House, in conjunction with the Architects Department, and engaging with parties showing interest in the property. Refurbishment and the bringing back into use of Shandon Craft Centre is complicated by the presence of asbestos in the roof structure which unfortunately makes the task much greater.

Nonetheless the Property Team intend to bring forward a plan for the buildings in 2020 for consideration.

Paul Moynihan
Director of Corporate Affairs & International Relations

6.8 **PLANNING APPLICATION AT MATTHEW HILL, COOLKELLURE AND MANOR FARM**

Can the planning department officials compare what was in the original planning applications for the following developments:

Matthew Hill
Coolkellure

Manor Farm

And what works were left uncompleted by the developers i.e. play areas for children / lack of speed ramps / lights not working / proper footpaths.

As all this work will be the responsibility of City Council when we take them in charge so would it not be in our interest and particularly in the interest of the residents of these estates that this work be completed now?

(Cllr. H. Cremin)

REPLY

In order to be in a position to respond to this question, the following activities were carried out to ascertain what infrastructure elements, specifically Play Areas, Traffic Management Measures and Footpaths, form part of the grant of permission

1. Review conditions that are part of the grant of planning specifically addressing Play Areas, Traffic Management and Footpath Provision;
2. Review of the drawings that were submitted as part of the grant of planning which detail these infrastructure elements
3. A site visit was carried out on the 19th September 2019
4. A comparison exercise was undertaken, detailed below, to determine what infrastructure elements, i.e. Play Area, Traffic Management Measures and Footpath Provision were: Granted, Constructed or currently in an area under Construction
5. A meeting has been arranged with the Developer on 12th December 2019 to discuss

Please note that the question relating to ‘Lights not working’ is a matter for the developer as maintenance of the estate remains with the original developer until such time as the estate is taken in charge.

Table 1 Manor Farm and Matthew Hill Review of Conditions relating to Play Area, Traffic Management Measures & Footpaths

Manor Farm TP 04/7674	Conditions	Location	Reality
Play Areas	2.The design of the development shall be amended in the following respects:- <i>(a) House nos 17-31, Brook Glen, and 11-12, Laharran East shall be omitted, together with the roads serving those</i>	Dwg. 2199-02-04 details House nos. 17-31 Brook Glen as per condition 2 (a, b) will now be open space	Area under construction

	<p><i>houses</i></p> <p>(b) The site of the houses omitted under (a) shall be used as open space, and shall include a neighbourhood play area. This open space shall be landscaped planted with trees in conjunction with the valley of the stream which extends east and north east of the site of these house so as to facilitate pedestrian movement into the valley, and to allow generous screen planning designed to reduce intervisibility with the industrial area on Forge Hill</p> <p>(c) a local play area shall be provided on the trinabular open spaces at Coolkellure Lawn</p> <p>(d) a multi use games area and a local area shall be provided on the open space between Coolkellure</p>	<p>Dwg. 2199-02- 02 details House Nos 11-12 Laharan East as per condition 2 (a, b) will now be open space</p> <p>Dwg. 2199-02-03 details triangular open space</p> <p>Dwg. 2199-02-03 details 5 a side grass pitch and a tennis court located between Coolkellure Green and Coolkellure Avenue</p> <p>Dwg. 2199-02-01 details open space (no play area)</p> <p>Dwg. 2199-02-02 details open space</p> <p>Dwg. 2199-02-02 details multi games area</p>	<p>House Nos 11-12 Laharan East are now built - no open space/neighbourhood play area</p> <p>Area under construction</p> <p>Area under construction</p> <p>Open space only (no local play area)</p> <p>Open space only (no neighbourhood play area)</p> <p>Area under construction</p>
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	<p>Green and Coolkellure Avenue</p> <p>(e) a local play area shall be provided on the open space between Ardcahan Close and Ardcahan Way</p> <p>(f) a neighbourhood play area shall be provided in the area south of Laharran Green</p> <p>(g) a multi games area shall be provided on Farm Green and, before development commences, revised drawings making provision for the above requirements shall be permitted to and agreed with the Planning Authority. The recreational facilities to be provided shall conform to the Council's standards and requirements for such facilities.</p>		
Traffic Management Measures	<p>Condition 52.</p> <p>The developer shall be responsible for the design and construction of all works relating to</p>	<p>Propose Matthew Hill Junction Upgrade Dwg No C007 PL1 details:</p> <ul style="list-style-type: none"> - Table top crossing detailed at 	<p>No table top crossing</p>

	<p>the public roads set out in the “further information” received by the planning authority on 14/03/04.</p> <p>The design and construction shall be carried out with the department of environment and local Government and NRA design and construction guidelines and to the satisfaction of the Cork County Council Road Design Department. All Design and construction details shall be agreed with Cork County Road’s Design office prior to commencing construction work on site.</p> <p><i>Further information pack submitted on the 14/03/14 includes Drawing No. C007 PL1</i></p>	<p>Ardcahon Drive/Coolkellure Avenue</p> <ul style="list-style-type: none"> - Hatching/Ramp (?) detailed east of Roundabout on Ardcahon Drive 	No hatching/ramp
Footpath Provision			All footpaths constructed as per site layout drawings except the areas currently under construction
Mathew Hill TP99/1260	Conditions	Location	Reality
Play areas	No condition relating to play areas	DWG 9756-03B	Not applicable
Traffic Management Measures	No condition relating to traffic management measures	DWG 9756-03B	Not applicable
Footpaths	<p><i>Condition 18</i></p> <p>The proposed development shall be carried out in accordance with plans and particulars lodged with the planning authority on</p>	DWG 9756-03B	Section of footpath not constructed on the northern side of carriageway (c/w) between North Avenue and The Lawn

	06/09/99 save where amended by the conditions herein.		<p>Inclusion of car park not detailed under permitted site layout drawing</p> <p>Section of footpath not constructed on the western side of c/w on North Avenue</p> <p>Section of footpath not constructed on the southern side of South Avenue</p>
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Adrienne Rodgers
 Director of Services

6.9

PUBLIC BINS

To ask the Chief Executive:

- how many public bins, dog waste bins and dog litter bag dispensers there were in Cork City in 2014;
- how many public bins, dog waste bins and dog litter bag dispensers there were in Cork City in 2015; and
- how many public bins, dog waste bins and dog litter bag dispensers there were in Cork City in 2016.

(Cllr. S. O’Callaghan)

REPLY

As advised in reply to a similar question on the 11th November 2019 complete* data in relation to litter bins is only available from 2017 onwards. Year on year there is not a significant change in the number of bins and the table below sets out the details of the number, location and type of bins within Cork City Council’s functional area for 2014, 2015, and 2016.

2014	Cleansing	Parks
Bins	213	163
Dog Litter Bins	0	11
Bins with bag dispensers	0	0

2015	Cleansing	Parks
Bins	213	163
Dog Litter Bins	0	11
Bins with bag dispensers	0	0

2016	Cleansing	Parks
Bins	213	163
Dog Litter Bins	0	11
Bins with bag dispensers	0	0

*accurate information in relation to the number of bins within the Cleansing is only available from 2017 onwards.

Valerie O'Sullivan
Director of Operations

6.10

MARINA PARK

To ask the CE about progress on Marina Park?

(Cllr. K. McCarthy)

REPLY

Closing date for the receipt of tenders for Marina Park Phase 1 was 15th November 2019. Tender assessment is ongoing at present.

Valerie O' Sullivan
Director of Operations.

6.11

PUBLIC LIABILITY CLAIMS

To ask the Chief Executive the number of public liability claims that have been made against this City Council, over the past five years, that have involved alleged injurious contact with trees?

(Cllr. D. Boyle)

REPLY

Four Such Claims were received by the City Council in the five years to 04/12/2019. One claim was received in 2014 and three claims were received in 2015.

John Hallahan
Chief Financial Officer

6.12

DATA.GOV.IE

"To ask the Chief Executive the policy of Cork City Council with regards to the publication of machine-readable data sets of city council services on the data.gov.ie portal.

"There are currently seven data sets provided by Cork City Council: planning applications, River Lee water levels, car park opening hours, location of electric car charging points, library opening hours, top 100 library books borrowed, and key statistics of the library service. Of these, only the data set on car park opening hours appears to be maintained. The other data sets are out of date.

"For comparison Dublin City Council has 89 published data sets on data.gov.ie. These include data on services such as waste bin locations, water and air quality monitoring, FOI requests, disabled car parking locations, pedestrian footfall counts, litter and dog fouling fines with locations of incidents, fire brigade call outs, street sweeping schedule, names and locations of polling places, traffic volumes, status of works on roads maintenance programme, and more."

(Cllr. O. Moran)

REPLY

Cork City Council has completed a new Digital strategy for the City, due for publication in Quarter 1 of 2020. This contains some key deliverables governing the development and

accessibility of open data and future opportunities for additional open data sets due to

the development of sensor technology combined with new public infrastructure programs.

The learning from past open data projects such as the Cork Digital Dashboard initiative points towards the benefits of real time open data streaming and automated feeds over manual publication at intervals, as per the examples referenced.

The Cork City Council public GIS mapping portal is a good example of geo coded data which is updated automatically and regularly as the underlying data is captured at source and changes automatically propagated throughout the data set.

The architecture of future open data platforms will be predicated on the principle of automation and real time delivery to ensure accuracy and timely access to the most up to date information. This does require ongoing software development at several stages of the data life cycle to facilitate.

Ruth Buckley
Chief Information Officer

6.13 **JOINT POLICING COMMITTEE**

“To ask the Chief Executive to supply the full dataset informing page 12 of their report to this month’s Joint Policing Committee. Specifically, the full offence breakdown of on street parking fixed charge penalties YTD January-October 2019, rather than just the top 5 offence types.”

(Cllr. L. Bogue)

REPLY

Below is the complete list of FCNPs issues per offence from 1st Jan to 31st Oct 2019:

Offence	No of FCNPs: 1 Jan to 31 Oct 2019	%
Failing to display a Current Vehicle Licence Disc	4310	12.294
Failure to display a valid disc or register a valid Cork City Park by Phone parking event (of which 749 advanced time discs)	18156	51.791
Failure to register a valid Cork City Park by Phone parking event	43	0.123
Parking a vehicle at a time prohibited	148	0.422
Parking a vehicle illegally in a casual trading area	457	1.304
Parking a vehicle illegally on double yellow lines	1577	4.498
Parking a vehicle in a disabled persons parking bay without displaying a valid disabled persons parking permit	288	0.822

Parking a vehicle in a disc parking area without displaying a valid parking disc	1678	4.785
Parking a vehicle in a manner in which it will interfere with the normal flow of traffic or which obstructs or endangers other traffic	110	0.314
Parking a vehicle in a place prohibited at a pedestrian crossing	5	0.014
Parking a vehicle in a street subject to a prohibition on parking	852	2.430
Parking a vehicle obstructing vehicular entrance to premises	19	0.054
Parking a vehicle on a cycle track	241	0.687
Parking a vehicle on a roadway to which a no parking sign applies	2215	6.318
Parking a vehicle other than a vehicle of a specified class	366	1.044
Parking a vehicle wholly or partly on a footway/ Grass Margin/ Median Strip	1175	3.352
Parking a vehicle wholly or partly within omnibus stand	14	0.040
Parking a vehicle wholly or partly within omnibus stopping place	105	0.299
Parking a vehicle within 5 meters of a junction	41	0.117
Parking in an Electronically Powered Vehicle Recharging Bay beyond Permitted Time	9	0.026
Parking in an Electronically Powered Vehicle Recharging Bay but Vehicle is not being Recharged	12	0.034
Parking in an Electronically Powered Vehicle Recharging Bay	16	0.045
Stopping or parking a vehicle on a clearway	1	0.003
Unlawful parking in a bus lane	33	0.094
Unlawful parking of a vehicle in a loading bay	3185	9.090

	35,056	100
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Valerie O’Sullivan
Director of Operations

7. **PROPOSED RESIDENTIAL DEVELOPMENT AT FOYLE AVENUE, KNOCKNAHEENY, CORK**

On the proposal of Comhairleoir T. Fitzgerald, seconded by Comhairleoir T. Gould, An Chomhairle considered and approved the proposed residential development at Foyle Avenue, Knocknaheeny, in the City of Cork and the report of the Director of Housing thereon as required under Section 179(3) of the Planning and Development Act, 2000 (as amended) dated 5th December 2019.

8. **PROPOSED RESIDENTIAL DEVELOPMENT AT GLEN RYAN ROAD, CORK**

On the proposal of Comhairleoir S. Martin, seconded by Comhairleoir K. McCarthy, An Chomhairle considered and approved the proposed residential development at Glen Ryan Road, in the City of Cork and the report of the Director of Housing thereon as required under Section 179(3) of the Planning and Development Act, 2000 (as amended) dated 5th December 2019.

9. **PROPOSED RESIDENTIAL DEVELOPMENT AT THE JUNCTION OF SHANAKIEL ROAD WITH BLARNEY ROAD, CORK**

On the proposal of Comhairleoir T. Fitzgerald, seconded by Comhairleoir P. Dineen, An Chomhairle considered and approved the proposed residential development at the Junction of Shanakiel Road with Blarney Road, in the City of Cork and the report of the Director of Housing thereon as required under Section 179(3) of the Planning and Development Act, 2000 (as amended) dated 5th December 2019.

10. **PROPOSED RESIDENTIAL DEVELOPMENT AT 71 SPRING LANE AND ADJOINING SITE TO THE WEST, BLACKPOOL, CORK**

On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir O. Moran, An Chomhairle considered and approved the proposed residential development at the site situated at 71 Spring Lane and adjoining site to the west, Blackpool, Cork, in the City of Cork and the report of the Director of Housing thereon as required under Section 179(3) of the Planning and Development Act, 2000 (as amended) dated 5th December 2019.

11. **CAPITAL ASSISTANCE SCHEME ACQUISITION: BALLYVOLANE, CORK– GALTAN CLG**

An Chomhairle considered and approved the report of the Director of Housing dated 21st November 2019, in relation to a loan facility for Galtan CLG in respect of the provision of one three bed unit at 42, Pynes Valley, Ballyvolane, Cork.

On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir T. Gould, An Chomhairle further agreed to adopt the following Resolution:-

“Resolved that, pursuant to the provision of Section 6 of the Housing (Miscellaneous Provisions) Act, 1992, a loan facility not exceeding €287,000 be granted to Galtan CLG, subject to the terms of the Capital Assistance Scheme for the provision of one three bed unit at 42 Pynes Valley, Ballyvolane, Cork.”

12. **CAPITAL ASSISTANCE SCHEME ACQUISITION: KNAPPS SQUARE, CORK – FOCUS HOUSING ASSOCIATION CLG**

An Chomhairle considered and approved the report of the Director of Housing dated 21st November, 2019 in relation to a loan facility for Focus Housing Association CLG in respect of the provision of one 2 bedroomed apartment at No. 8, Camden Court, Knapps Square, Cork.

On the proposal of Comhairleoir M. Finn, seconded by Comhairleoir T. Fitzgerald, An Chomhairle further agreed to adopt the following Resolution:-

“Resolved that, pursuant to the provision of Section 6 of the Housing (Miscellaneous Provisions) Act, 1992, a loan facility not exceeding €190,655 be granted to Focus Housing Association CLG, subject to the terms of the Capital Assistance Scheme, in respect of the provision of one 2 bedroomed apartment at No. 8 Camden Court, Knapps Square, Cork.”

13. **EXTINGUISHMENT OF PUBLIC RIGHT OF WAY OF ROADS AND FOOTPATHS AT GLENAMOY LAWN AND AVONMORE PARK, MAYFIELD, CORK**

An Chomhairle considered and approved the report of the Director of Operations dated 24th October 2019 in relation to the proposed extinguishment of public right of way of roads and footpaths at Glenamoy Lawn and Avonmore Park, Mayfield, Cork.

On the proposal of Comhairleoir S. Martin, seconded by Comhairleoir J. Kavanagh, An Chomhairle further agreed to adopt the following Resolution:-

“No written objection having been received and considered within the prescribed statutory period setout in section 73 (1) (a) of the Roads Act 1993, it is now hereby Ordered that the Public Right of Way which runs from the point marked AA at Glenamoy Lawn, Mayfield, Cork, on said map for a distance of approximately 22 Metres in an Easterly direction to point marked BB; from the point marked BB at Glenamoy Lawn on said map for a distance of approximately 23 Metres in a Northerly direction to point marked CC; from point marked AA at Glenamoy Lawn on said map for a distance of approximately 22 Metres in a Northerly direction to point marked DD; from point marked DD at Glenamoy Lawn on said map for a distance of approximately 21 Metres in a Easterly direction to point marked CC, be extinguished forthwith”.

14. **CORPORATE POLICY GROUP – 2nd DECEMBER 2019**

An Chomhairle considered and noted the minutes of the Corporate Policy Group from its meeting held on the 2nd December 2019.

14.1 **FINANCIAL STATEMENTS TO 31st OCTOBER 2019**

An Chomhairle considered and noted the Financial Statements to 31st October 2019.

14.2 **LORD MAYOR’S ITEMS**

An Chomhairle considered and approved the special Meeting of An Chomhairle to be held at 6.30 p.m. on Thursday, January 30th 2020.

14.3 **MOTIONS**

14.3.1 **DEAF AWARENESS TRAINING FOR CITY COUNCILLORS AND COUNCIL STAFF**

An Chomhairle considered and approved the report of the Director of Services, Corporate Affairs and International Relations, dated 28th November 2019 in relation to the following motions:-

‘That Cork City Council periodically provide deaf awareness training to City Councillors and Council staff, particularly Council staff who deal with queries from the public; with said training to be provided by trainers with expertise and experience specifically in deaf issues.’

(Proposers: Cllr. J. Sheehan, S. O’Callaghan 19/490)

The report stated that:-

The report stated that the DOS had an initial discussion with the Director of People and Organisational Development, and he has agreed to appraise options for raising awareness among people who deal regularly with the public.

It is worth noting that the need for a satisfactory level of deaf awareness in the planning and delivery of public services has long been acknowledged. In 2017 the Library Services engaged with Cork Deaf Association in relation to staff awareness, buildings, signage and facilities. As a result, all 7 locations at the time have been certified as ‘Deaf Friendly’ and there has been very positive acknowledgement of this initiative. The work undertaken may well serve as a template for broader training / awareness across the organisation.

Once we have considered possible options, the DOS will report further through the Corporate Policy Group with a view to putting an awareness-raising programme in place for 2020.

14.3.2 **RENAME ROADS AND TRANSPORTATION DIRECTORATE**

‘That Cork City council would rename their directorate Roads and Transportation to Transport and Mobility.’

(Proposer Cllr. C. Finn 19/487)

The report stated that:-

Following the extension of the City’s Boundary earlier this year, the City Council’s organisational and political structures were changed, and the functions of the former Directorate of Roads and Transportation were largely assigned to the Directorate for Operations and the Directorate for Infrastructure Development.

A listing of the directorates/functions within the new structure is attached for your information.

CORK CITY COUNCIL - NEW ORGANISATION STRUCTURE 2019

1. Directorate for Transition
2. Directorate for Operations (Roads and Environment)
3. Directorate for Housing
4. Directorate for Community, Culture and Placemaking
5. Directorate for Strategic and Economic Development
6. Directorate for Infrastructure Development
7. Chief Financial Officer
8. Directorate for Corporate Affairs and International Relations
9. Directorate for People and Organisation Development
10. Directorate for ICT Services/CIO
11. City Architect
12. Office of Legal Affairs

14.3.3 **FUNDS FROM LOCAL PROPERTY TAX**

‘That Cork City Council will ensure in coming years that any funds available from keeping the Local Adjustment Factor (LAF) for the Local Property Tax (LPT) at 0% be distributed to the 5 Local Area Committees (LACs) from September 2020 LAF/LPT annual meeting from there on this will allow the LACs an annual operating budget to be spent by the agreement of the Elected Representatives’

(Proposer: Cllr. K. Collins 19/504)

The report stated that:-

The report stated that Members voted in the 2017 Budget to leave the Local Adjustment Factor, (LAF), of Local Property Tax, (LPT), at 0%. This was an increase of 10% from previous years and generated an extra €777k of income which it was agreed would be spent as follows:

- I. €400k to Housing Maintenance to be used to service the €11m loan that was being sanctioned by the Department.
- II. €200k was to be allocated to Roads and Transportation to be spent on road projects at the members discretion.
- III. €177k to go to the Environment Department and used for a variety of purposes including the funding of the design of the Bishopstown playground, several tree cutting projects and an allocation towards the running of Tramore Valley Park.

In the 2020 budget the €777k that has been generated by maintaining the 0% LAF has been allocated as follows:

- I. €200k to Housing Maintenance to service the €11m loan.
- II. *€400k to go to the Roads and Transportation Directorate.
- III. €177k to the Environment Directorate which will be allocated as follows:
 - (A) €120k towards the running of Tramore Valley Park
 - (B) €25k towards supporting an approved FAI Sports Officer
 - (C) €32k for tree management

*The €400k allocation to the Roads and Transportation Directorate will reduce to €200k in 2021 as the additional €200k will be required to service the €11m loan. The €777k generated from the change in LAF has been allocated as outlined above.

15. **PARTY WHIPS – 25th NOVEMBER 2019**

An Chomhairle considered and noted the minutes of the Party Whips from its meeting held 25th November 2019.

15.1 **SCHEDULE OF MEETINGS 2020**

On the proposal of Comhairleoir O. Moran, seconded by Comhairleoir K. Collins, An Chomhairle agreed to an amendment to the schedule of meetings 2020 to include that the Climate Action Committee would meet monthly.

An Chomhairle considered and approved the amended schedule of meetings 2020.

15.2 **CRITERIA FOR OFFERING WARD FUNDS**

An Chomhairle considered the following motion and approved the decision of Party Whips:-

‘That the criteria for offering Ward Funds be altered to amounts of €1500 being made available through individual Councillors and up to €5000 if collectively agreed by ward Councillors, for agreed capital works; and that such works be conducted through and for Cork City Council as well as for recognised civic and community organisations.’

(Proposer: Cllr. D. Boyle 19/493)

The decision of Party Whips stated that:-

The current Ward Fund guidelines and amounts therein remain unchanged and to update item d) to substitute with the Finance and Estimates Committee.

15.3 **TREATMENT OF STRATEGIC POLICY COMMITTEE MOTIONS**

An Chomhairle agreed that any items under Decision of Committee will appear on the full ordinary meeting of the Council Agenda for consideration.

16. **ITEMS REFERRED FROM MEETING OF AN CHOMHAIRLE 11th NOVEMBER 2019**

16.1 **STRATEGIC, ECONOMIC DEVELOPMENT, ENTERPRISE & PLANNING STRATEGIC POLICY COMMITTEE – 31st OCTOBER 2019**

An Chomhairle considered and noted the minutes of the Strategic, Economic Development, Enterprise and Planning Strategic Policy Committee from its meeting held 31st October 2019.

16.1.1 **LIVING CITY INITIATIVE – PROGRESS REPORT Q3 2019**

An Chomhairle considered and noted the Q3 progress report on the Living Cities Initiative.

16.2 **MOTIONS**

An Chomhairle considered and approved the report of the Director of Strategic, Economic Development, Enterprise and Planning dated 8th October 2019 on the following motions referred to the Committee:-

16.2.1 **FUTURE NEEDS IN THE NEW CITYWIDE AREA DEVELOPMENT PLAN**

‘That Cork City Council liaise with all relevant stakeholders (CIT, UCC, CUH etc.) in relation to proposed growth in figures, build and work in collaboration with them to encompass future needs in the new City Wide Area Development Plan which will be required with the extension of the City Boundary and put in place sustainable student, worker, transport developments that would cater for the needed development over the next number of years. We need to sit with these institutions and invite all relevant stakeholders to relevant committees on a regular basis so we can future proof further development.’

(Proposer: Cllr. S. Martin 19/016)

The report stated that:-

There is constant and ongoing engagement with a range of stakeholders in relation to planning the future needs of the City.

In addition, it is envisaged that the preparation of a new City Development Plan will formally commence in early 2020. As part of that process engagement will take place with key service providers and stakeholders including the education and health stakeholders listed in the motion, to determine their future plans and needs.

Furthermore, these stakeholders can be invited to committees such as Strategic Policy Committees, Local Electoral Area Committees, and the Local Community Development Committee to present and discuss their plans.

16.2.2 **MAPS OF NEW CITY EXTENSION DEVELOPMENT BOUNDARIES**

‘That Cork City Council provide maps of the new City extension development boundaries and an update on the next local area plans.’

(Proposer: Cllr. Ger Keohane 19/249)

The report stated that:-

Planning Policies for the expanded Cork City Council area are set out in parts of three Municipal District Local Area Plans adopted by Cork County Council in 2017. The Local Area Plans contain defined development boundaries for 8 settlements within the expanded city area, defined under five categories:

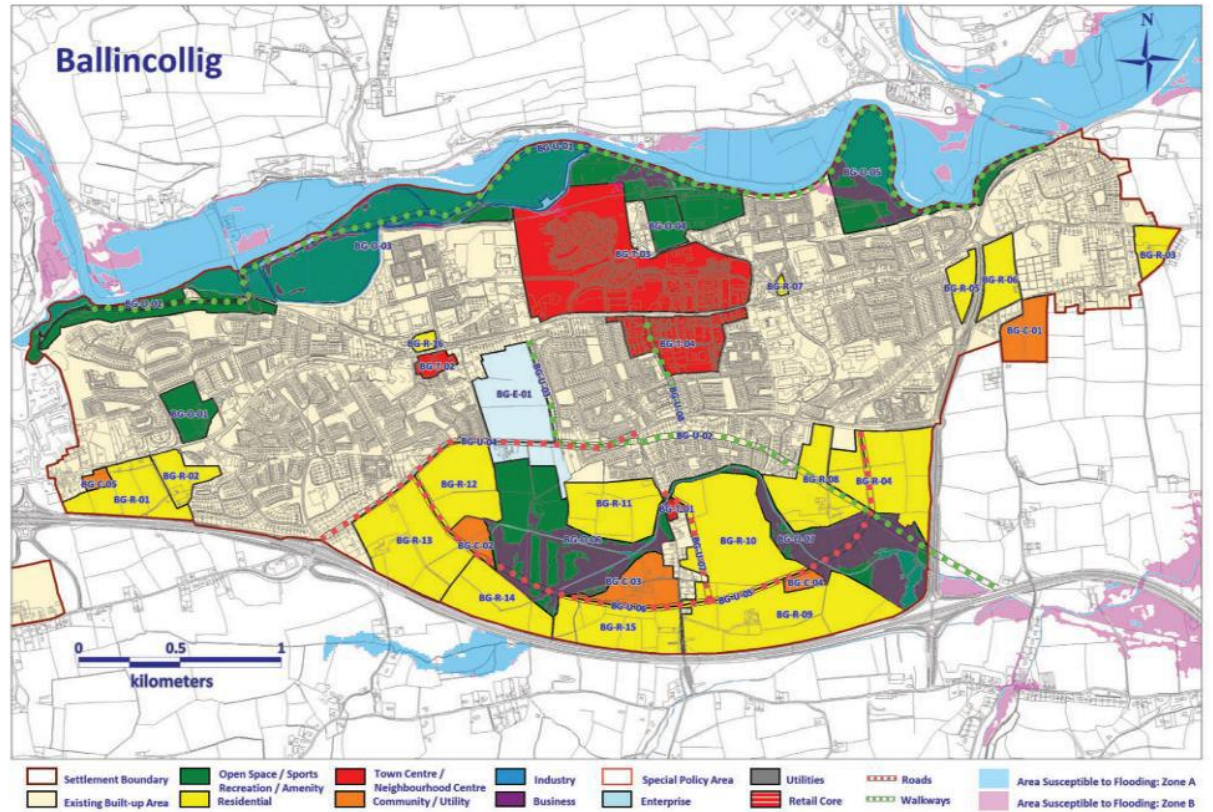
- Main Towns
- Key Villages
- Villages
- Village Nuclei
- Other Locations

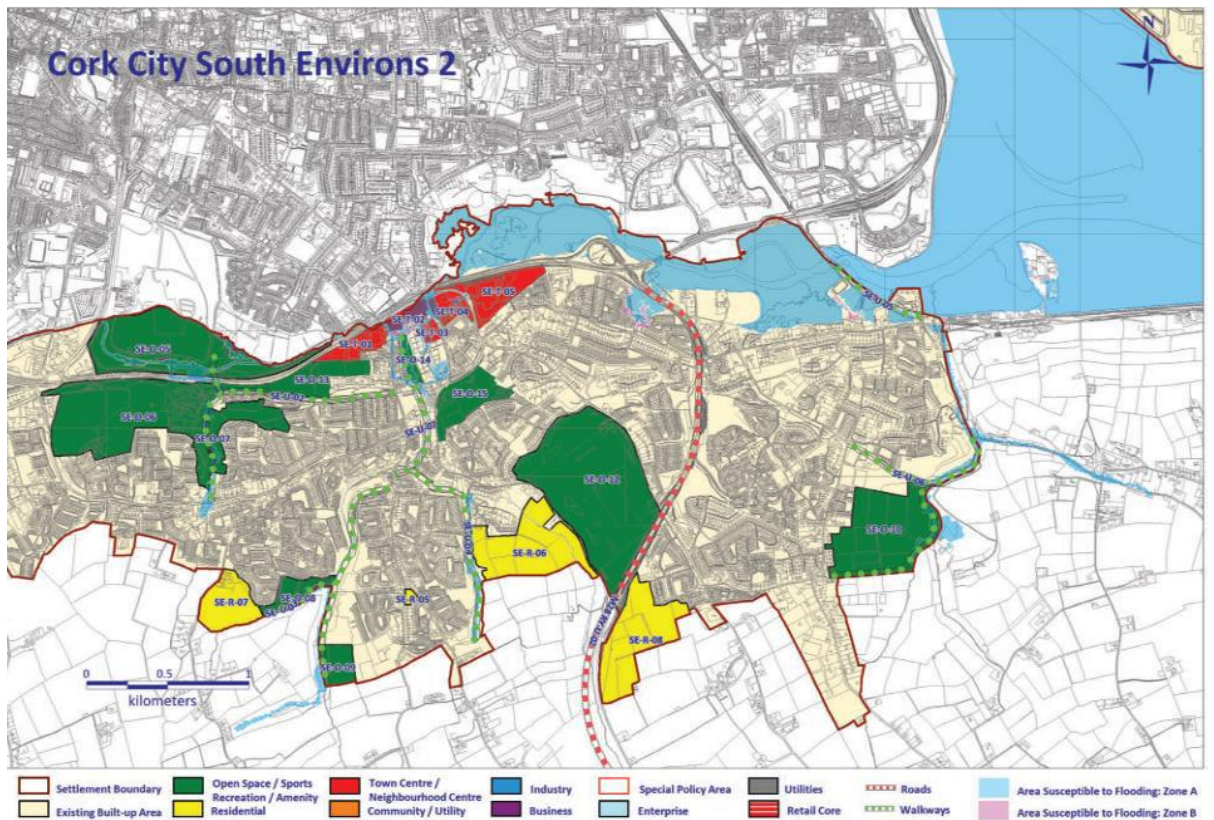
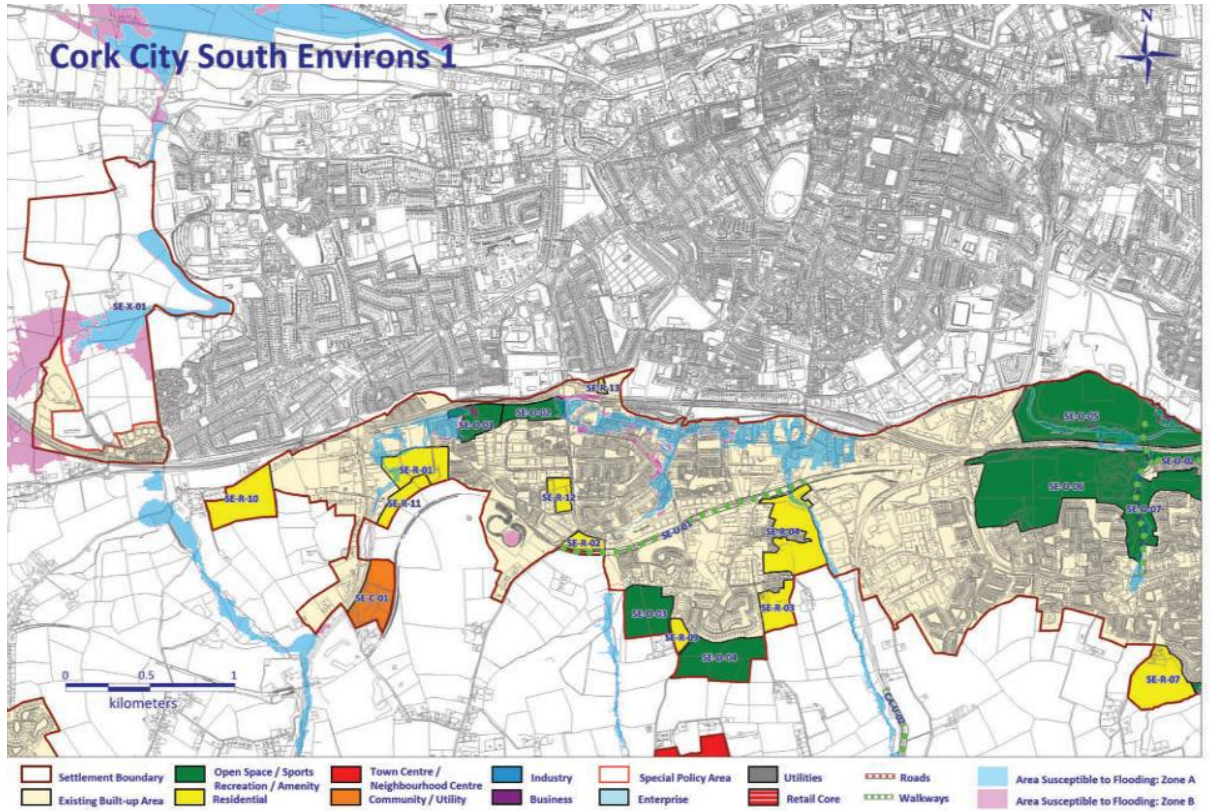
Maps of each town, key village and village are attached below.

New Local Area Plans are currently in preparation for the City Docks and Tivoli. Preparation of a new City Development Plan for the entire city will commence in early 2020 and will include reassessment of planning policies for all settlements.

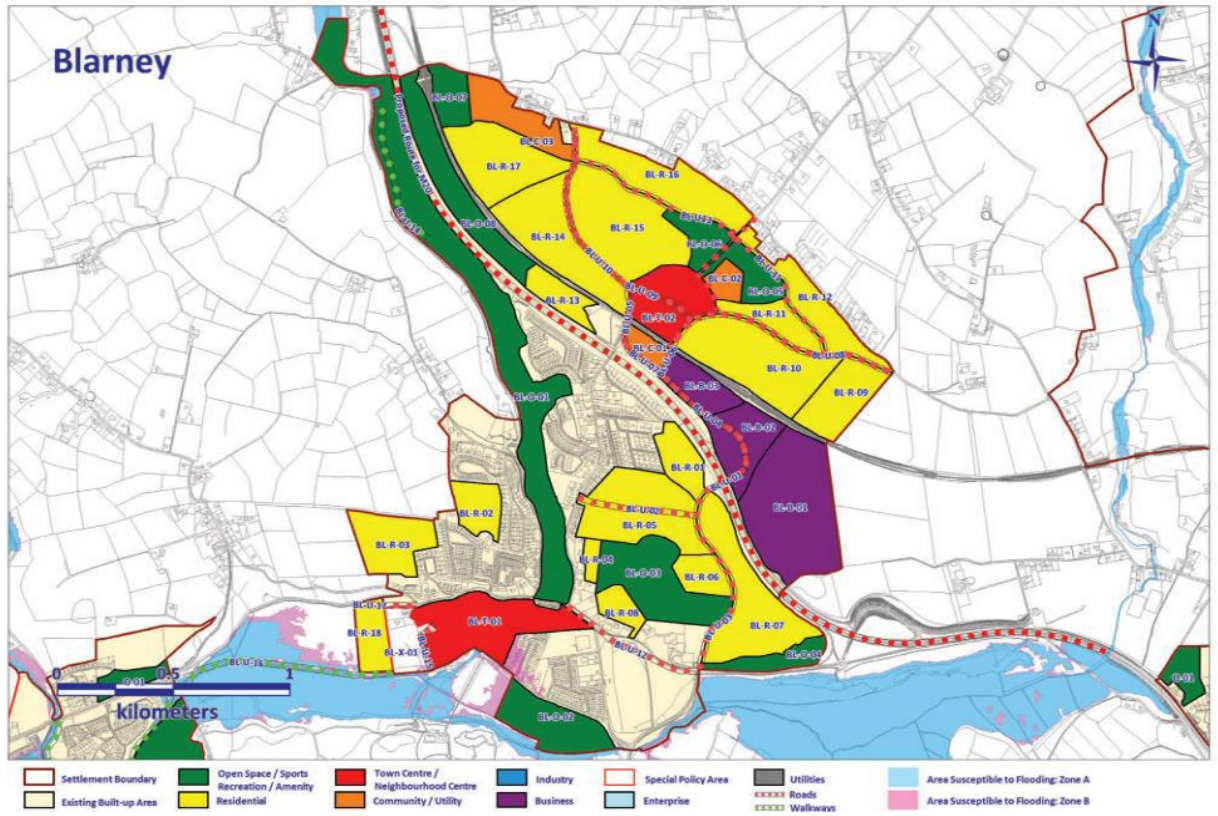
Local Area Plan Ballincollig Carrigaline

Main Towns

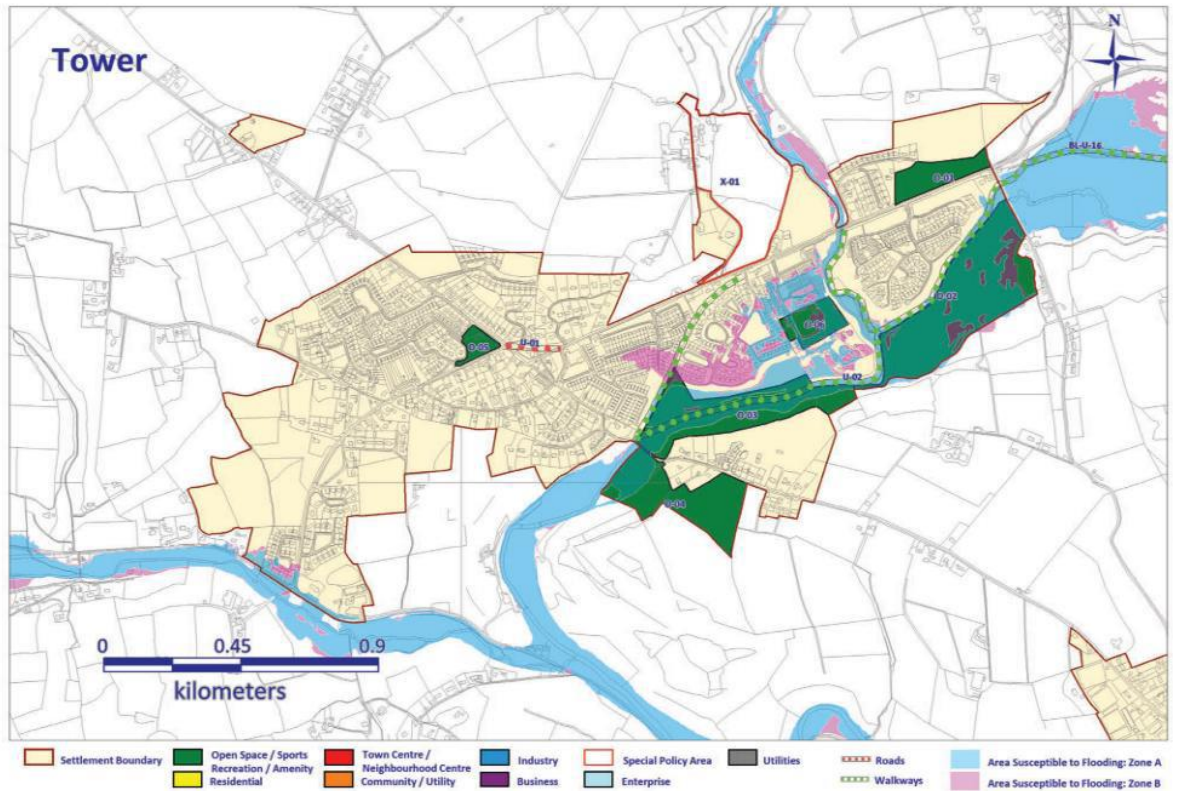




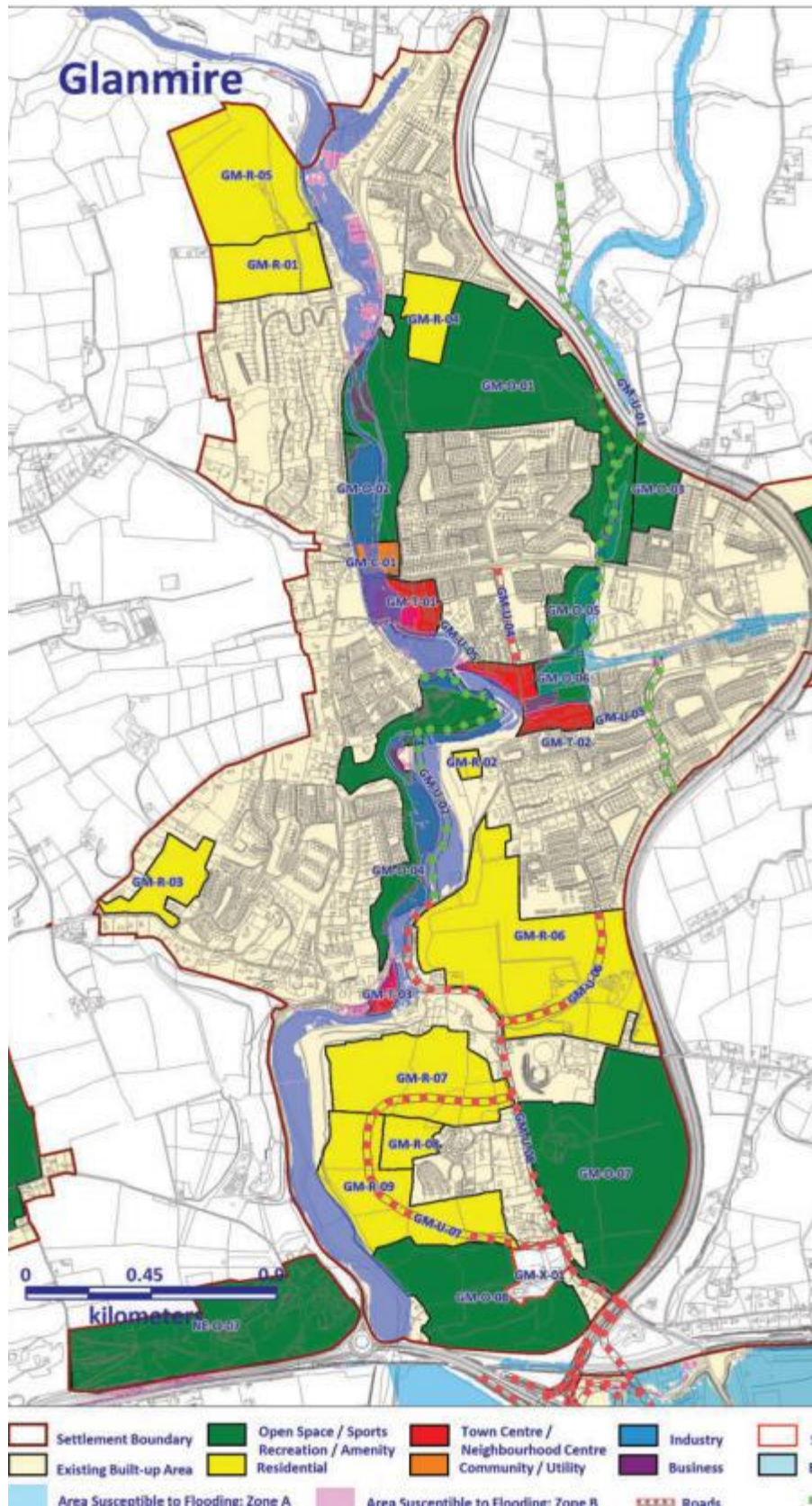
Blarney Macroom Main Towns

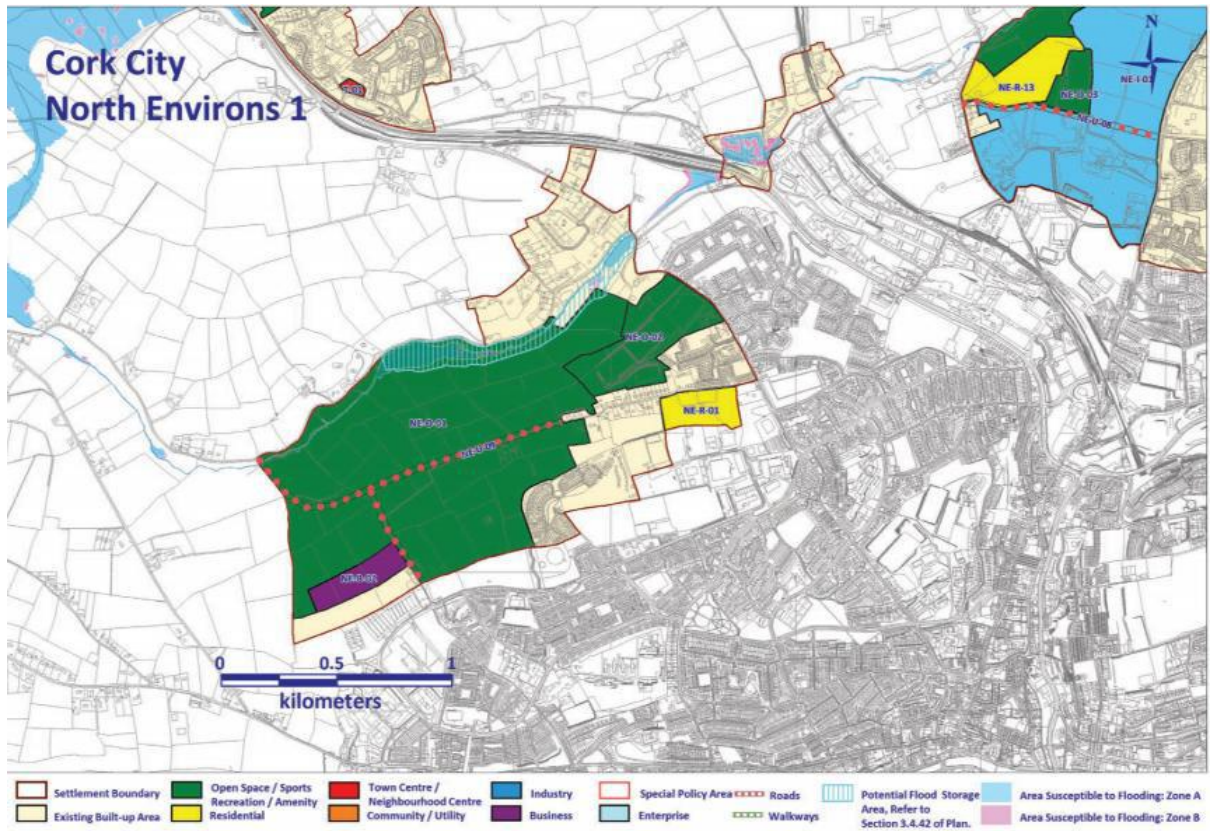


Key Villages

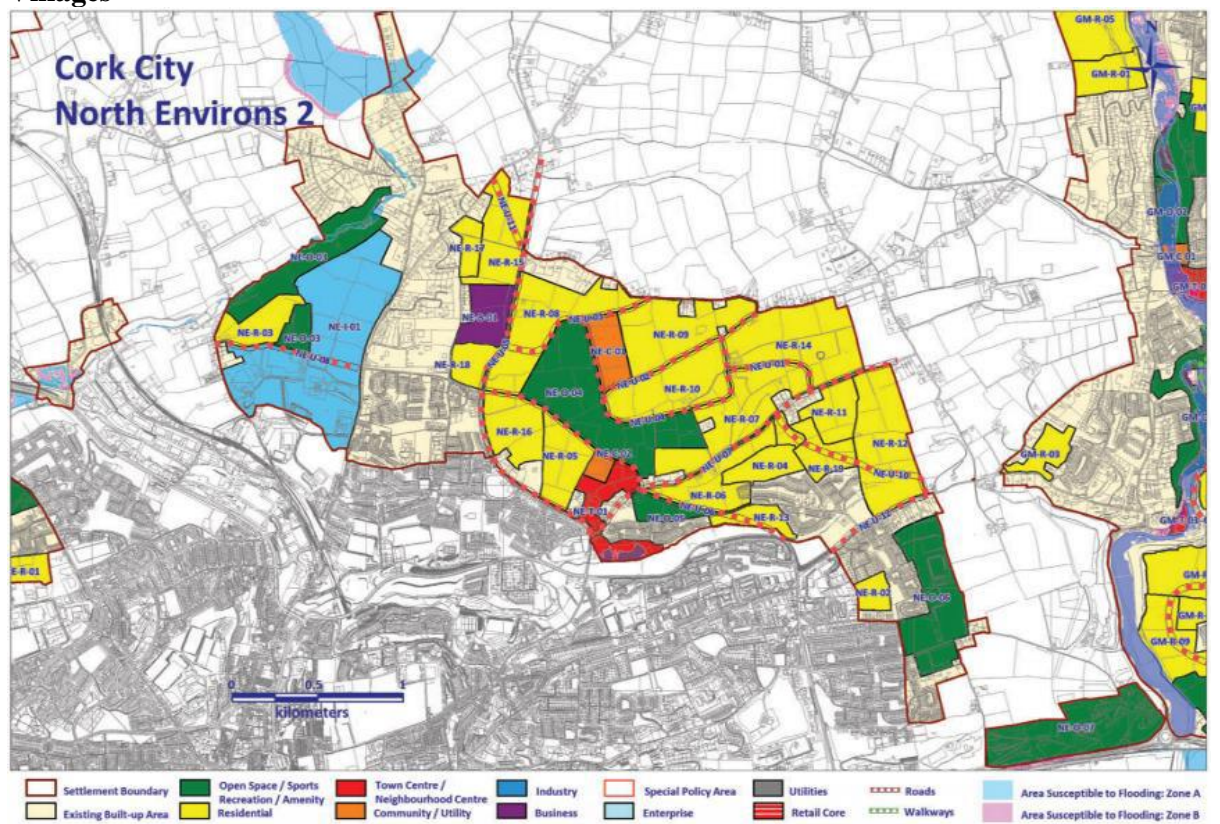


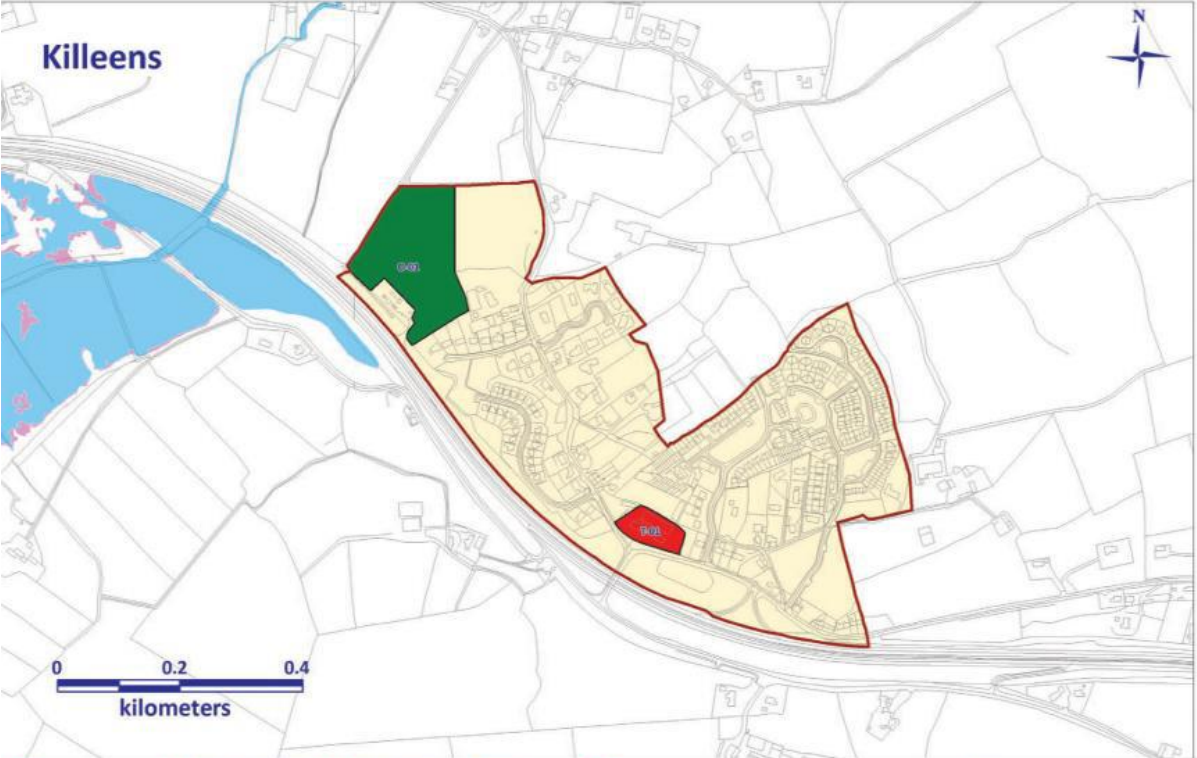
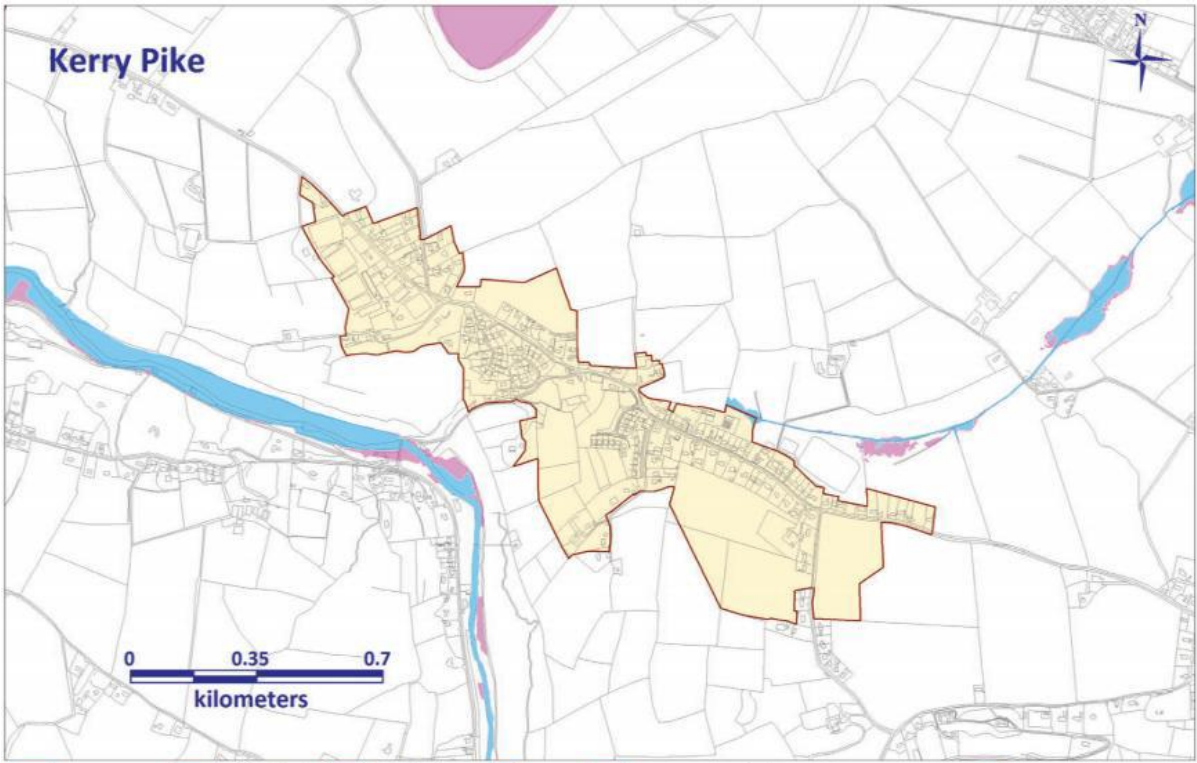
Cobh
Main Towns





Villages





16.2.3 **AUDIT OF DERELICT PROPERTIES**

‘That Cork City Council would carry out a full audit of all derelict properties on Cork City Council’s derelict sites register to ensure that they are not dangerous and also to carry out a survey to ensure that all derelict sites in Cork City are included on the derelict sites register.’

(Proposer: Cllr. T. Gould 19/279)

The report stated that:-

Cork City Council is committed to treating any report of a dangerous structure as a priority issue, and will promptly investigate any report. The building owner, or their appointed agent, is responsible for the upkeep and maintenance of buildings. The Derelict Sites team conducts external inspections only. If Derelict Sites staff observes something that appears potentially dangerous, they refer it to Building Control, have the competency in terms of structural assessment, and will inspect the site immediately to ensure that the building is safe or is made safe by the owner.

Ideally, all derelict sites in the city would be placed on the derelict sites register, and Cork City Council will continue to work toward this goal. However, the placement of a site on the Register is a legal process that has several sub-steps including ownership investigation, the service of multiple legal notices, consideration of submissions, site valuation, etc. Placement will continue, but placing all derelict sites in the City on the Derelict Sites Register is complicated and will take time.

16.2.4 **PROPERTIES ON THE NATIONAL INVENTORY OF ARCHITECTURAL HERITAGE**

‘That this Council adopt a policy of having each property listed on the National Inventory of Architectural Heritage also listed as protected structures within the City Development Plan.’

(Proposer: Cllr. D. Boyle 19/300)

The report stated that:-

There were over 4,600 properties listed in the National Inventory of Architectural Heritage surveys for the Cork City Council functional area when they were issued to us by the Minister/Culture, Heritage & the Gaeltacht in 2005 and 2012.

Following an assessment of the buildings listed in the NIAH surveys, it became clear that a great many of the structures were groups of terraced houses of modest but attractive architectural character. The Conservation Officer’s advice was that the most appropriate way of protecting these types of structures was by the designation of Architectural Conservation Areas (ACAs). The first three ACAs was designated in 2004; there are now a total of 36 ACAs designated in the current Cork City Development Plan 2015-2021. An ACA recognizes the special character and

architectural interest of an area and gives protection to the character of buildings by requiring planning permission for changes to a building's character.

In addition, where it is apparent that the significance of particular structures requires an additional level of protection, the Council adopts these buildings as Protected Structures. The process of identification and designation of such structures is carried out in parallel with the adoption of Area Action Plans, Local Area Plans and the City Development Plan.

The Development Plan will be reviewed over the next year prior to its adoption in 2021. New ACAs will be designated as part of this process. Likewise, the identification and adoption of new protected structures will be carried out in parallel with the Development Plan process.

16.3 **ROADS & TRANSPORTATION STRATEGIC POLICY COMMITTEE – 21st OCTOBER 2019**

An Chomhairle considered and noted the minutes of the Roads & Transportation Strategic Policy Committee from its meeting held on the 21st October 2019.

MOTIONS

An Chomhairle considered and approved the report of the Director of Operations dated 16th October 2019 on the following motions referred to the Committee:-

16.3.1 **EXPAND THE CYCLING NETWORK IN THE NORTHSIDE**

‘That Cork City Council draft and cost a plan to expand the existing cycling network into the Northside with an emphasis to link the City Centre network to areas of high rental populations such as Blackpool.’

(Proposer: Cllr. F. Ryan 19/228)

The reported stated that:-

The Cork Network Cycle Plan identifies a cycling network for the City. The routes identified have largely been included in the Draft Metropolitan Area Transport.

Strategy with a number of additional primary routes identified where new road infrastructure is being provided.

The McCurtain Street Public Transport Improvement Scheme and Ballyvolane Phase 2 are examples of current schemes at preliminary design stage in the Northside where cycling infrastructure identified in the plan is being provided.

Further cycling infrastructure in the Northside will be planned and implemented in conjunction with other sustainable transport schemes and junction upgrades.

16.3.2 **FUNDING FOR EXPANSION OF THE PUBLIC BIKE SCHEME IN CORK**

‘That Cork City Council request funding directly from the Department of Transport, Tourism and Sport to hire workers to facilitate the expansion of the existing public bike scheme in Cork.’

(Proposer: Cllr. F. Ryan 19/229)

The reported stated that:-

Under the current Public Bike Scheme there are approx 330 bicycles available for hire from 31 docking stations within the City. The docking stations are spread across an area from Kent Station through the City Centre to UCC. The scheme has proven to be very popular and there are currently approx 14,000 registered users and 270,000 trips per annum. In response to Council requests the National Transport Authority (NTA) has confirmed its willingness to support an expansion of the scheme. It is expected that such an expansion would operate as an extension to the existing network of docking stations. City Council will continue to engage with the NTA in relation to progressing an extension and details of same will be confirmed to Council as they become available.

16.3.3 **POLICY FOR TOWING VEHICLES**

‘That this Council re-institute a policy of towing away vehicles (of any type) causing obstruction to other users of the public realm, when such vehicles are illegally parked/placed on footpaths, cycle paths, bus lanes, the misuse of disability parking spaces, and any other thoroughfare.’

(Proposer: Cllr. D. Boyle 19/298)

The reported stated that:-

Rickshaws come under the definition of a “vehicle” as set out in the various Road Traffic Acts and can be classed as bicycles (notwithstanding that in some instances they are fitted with a battery which acts as an aid to propulsion and can be deemed a mechanically proposed vehicle).

Vehicles as described above are subject to national legislation or national regulation and therefore Cork City Council is precluded from making bye-laws under Section 119 (2) of the Local Government Act 2011 for the purpose of regulating or banning the use of and operation of rickshaws on public roads in Cork City.

As per Dáil Éireann debate on 6th Sept 2019, the Minister for Transport, Tourism and Sport advised that “the Cabinet gave approval of a General Scheme of a Bill to amend the Taxi Regulation Act 2013 so as to provide for the regulation of rickshaws. Work is underway to advance the drafting of this Bill”.

16.3.4 **BYE LAWS TO SUSPEND THE USE OF RICK SHAWS**

‘That Cork City Council introduce an emergency bye-law to immediately suspend the use of Rick Shaw's on the streets of Cork City until such time as these vehicles regulate their service for use on the public streets of our City.’

(Proposer: Cllr. J. Kavanagh 17/291)

The reported stated that:-

Rickshaws come under the definition of a “vehicle” as set out in the various Road Traffic Acts and can be classed as bicycles (notwithstanding that in some instances they are fitted with a battery which acts as an aid to propulsion and can be deemed a mechanically proposed vehicle).

Vehicles as described above are subject to national legislation or national regulation and therefore Cork City Council is precluded from making bye-laws under Section 119 (2) of the Local Government Act 2011 for the purpose of regulating or banning the use of and operation of rickshaws on public roads in Cork City.

As per Dáil Éireann debate on 6th Sept 2019, the Minister for Transport, Tourism and Sport advised that “the Cabinet gave approval of a General Scheme of a Bill to amend the Taxi Regulation Act 2013 so as to provide for the regulation of rickshaws. Work is underway to advance the drafting of this Bill”.

16.3.5 **DISC PARKING IN CITY CENTRE**

‘That Cook Street, Marlboro Street and Princes Street on the South Mall side be reopened for Disc Parking and set down for stopping in the City Centre.’

(Proposer: Cllr. S. Martin 18/153)

The reported stated that:-

It is not possible to re-open Prince’s Street, Marlboro Street and Cook Street for parking without removing the pedestrianisation of Oliver Plunkett Street and this proposal did not form part of the current approved scheme.

It should be noted that the pedestrianisation of Oliver Plunkett Street has been a very successful and positive initiative for the city centre and there are no plans to alter this arrangement. Oliver Plunkett Street was the winner of The Academy of Urbanism’s Great Street Award 2016 seeing off competition from other entrants from across Ireland, UK and Europe.

16.3.6 **INSTALL HARD INFRASTRUCTURE AT CYCLE LANES**

‘That Cork City Council moves to install hard infrastructure (such as exists on the cycle lane on South Main Street) to protect 24 hour cycle lanes in areas that are blackspots for illegal parking in order to ensure the safety of cyclists and encourage more people to take up cycling in the city.’

(Proposer: Cllr. F. Ryan 19/033)

The reported stated that:-

The cycle lanes developed across the City, including any related hard infrastructure, were progressed through the design, public consultation and planning approval processes of a number of corresponding road improvement schemes. Cycle infrastructure and supporting measures are generally not provided in isolation but rather delivered as part of overall route improvement schemes within which the needs of the various road users are considered. All elements of such improvement schemes are developed with due regard to the needs of all road users as well as other factors including compliance with design standards, the need for property access, carriageway restrictions, access to bus stops/ loading and parking areas, public consultation, planning consents etc. To date, physical segregation measures have been provided where deemed appropriate particularly where there were considered to be safety risks for cyclists and drivers. The type of segregation provided included both hard and soft measures such as those on South Main St. These measures varied in accordance with the nature and characteristics of the location in question. While some such measures have additional benefits such as parking control they were not provided solely for such purposes. In keeping with the foregoing, infrastructure changes can only be reviewed in the context of specific locations and with due regard to the needs of other road users and the requirements set out above. Inappropriate road user behavior within a City environment necessitates the maintenance of an enforcement regime appropriate to the nature and level of non compliant or poor behavior arising.

16.3.7 **INSTALL HARD INFRASTRUCTURE AT CYCLE LANES ON ALFRED STREET**

‘That Cork City Council as a priority install hard infrastructure (such as exists on the cycle lane on South Main Street) along the cycle lanes on Alfred Street as most illegal parking on these sites occurs after the patrolling hours of traffic wardens.’

(Proposer: Cllr. F. Ryan 19/034)

The reported stated that:-

The road infrastructure at Alfred St was upgraded in recent years as part of the Kent Station to City Centre Route Improvement Scheme. The scheme provided for improved pedestrian and cycle facilities as well as improved public transport connectivity. As with all such road improvement schemes the design was progressed with due regard to the often competing needs of all road users and relevant design

standards /guidelines. It was also the subject of public consultation and approval under the Part 8 planning process. The scheme included for two cycle lanes on the north and south sides of the roadway. The provision of additional segregation to the southern lane can be considered as part of a broader review of the scheme layout and design which has regard to the needs of other road users. Such a review would also examine the evolving nature of developments on the street, related user demands, permitted measures in compliance with design standards, planning consents, and current parking and enforcement activities.

16.3.8 **LEE TO SEA GREENWAY PROJECT**

‘That City Council would endorse and fully support with amendments if necessary the LEE to SEA greenway project that was launched and presented to the Roads and Transportation S.P.C. in early May by Stephan Koch of U.C.C.’

(Proposer: Cllr. H. Cremin 19/221)

The reported stated that:-

Cork City Council has recently approved Part 8 planning for the first two projects on the proposed Lee to Sea Greenway, (Mahon to Docklands Greenway Enhancement Project and Docklands to City Centre Project). Both projects are scheduled to commence construction in 2020.

Preliminary design and Part 8 planning for the next two projects along the proposed Lee to Sea Greenway will be progressed in 2020 (Passage to Mahon Greenway Enhancement Project and Monahan’s Road Enhancement Project). Further complementary projects will be progressed in the coming years in cooperation with the National Transport Authority.

16.3.9 **FUNDING FOR ROADS**

‘That Cork City Council through the SPC on Roads seek a meeting with the minister and seek funding for, 1) estate road resurfacing, 2) funding for traffic calming, 3) additional public lights, 4) laneway closures, 5) green to parking programmes. All these programmes were of huge community value and help build connectivity between Council, Gardaí and community groups.’

(Proposer: Cllr. S. Martin 19/087)

The reported stated that:-

The Department of Transport, Tourism and Sport allocates grant funding for road maintenance. At present no specific grant funding has been made available for the mentioned categories of expenditure. The focus of the Department is to reach steady state maintenance funding levels – the funding level at which maintenance expenditure in the overall network arrests the degradation of the network over time. To date, as reported at the DTTAS Annual Conferences, steady state maintenance funding levels have not yet been reached. Therefore the focus of the Department is

on allocation of available funds to the core road network – i.e. highly trafficked routes. Roads are selected for resurfacing on the basis of the Department of Transport, Tourism and Sport national condition rating system. For 2019 some estate roads were selected for intervention due to their condition.

16.3.10 **20 KILOMETER PER HOUR TRAFFIC ZONES AROUND PRIMARY SCHOOLS**

‘That this Council works towards instituting a policy of 20 kilometre per hour traffic zones within 250 of all primary schools in its administrative area.’

(Proposer: Cllr. D. Boyle 19/359)

The reported stated that:-

The objective of reducing speeds in the vicinity of schools is to be welcomed. However under the current legislation the lowest speed limit that a local authority may introduce is 30 km/h. A programme of introducing 30 km/h zones in accordance with the Guidelines for the Setting and Managing of Speed Limits in Ireland commenced a number of years ago and approximately 15 – 18 zones have been rolled out annually. Each year the Members are consulted about proposed 30 km/h zones and consideration can be given in 2020 to include areas around schools currently not in a 30 km/h zone once the areas meet the criteria set out in the guidelines.

16.3.11 **NO PARKING ZONES OUTSIDE SCHOOLS**

‘That this Council works towards instituting a policy of no parking zones outside any primary or secondary school in its administrative area, during school hours and within an academic year, to within no closer than 50 metres beyond the curtilage of such schools.’

(Proposer: Cllr. D. Boyle 19/360)

The reported stated that:-

From a Traffic Ops perspective the introduction of ‘No Parking Zones’ outside primary and secondary schools can be introduced over a period of time and included in the Roads Programme, subject to funding being available. However to be successful and achieve their objective a behavioural change programme would need to be undertaken with each school. I therefore recommend that this policy is only rolled out in association with a Behavioural Change Programme by the Community Culture & Place Making Directorate.

16.3.12 **NEIGHBOURHOODS TO PARTICIPATE IN TRAFFIC CALMING INTERVENTIONS**

‘That Cork City Council will invite neighbourhoods to participate in a city-wide trial of Home Zones, DIY Streets and other innovative traffic-calming interventions and pedestrian-priority measures in residential areas. Benefits to road safety and community from reducing the danger and dominance of private motor vehicles in residential areas will be measured and case studies laid before Council.’

(Proposer: Cllr. O. Moran 19/364)

The reported stated that:-

Requests for traffic calming are recorded by Traffic Ops. Annually, Roads Maintenance/ Infrastructure bring forward to the Members of the Area Committees all requests for traffic calming and locations selected by the Members subject to funds being available. The type of traffic calming to be implemented is determined during the design process.

16.3.13 **DROP ZONES OUTSIDE SCHOOLS**

‘Noting the results of the European Environmental Agency ‘Air Quality in Europe - 2018’ report that in Ireland, the number of premature deaths attributable to air pollution is estimated at 1,510 people and is mainly due to cardiovascular disease. Further noting that the WHO has described air pollution as the ‘single biggest environmental health risk’; Cork City Council will put in place ‘no drop zones’ (with the exception of blue badge holders) outside primary and secondary schools to protect children and young adults from the known health impacts of air pollution and to encourage alternative modes of transport where possible and alleviate traffic during school opening and closing times.’

(Proposer: Cllr. L. Bogue 19/375)

The reported stated that:-

From a Traffic Ops perspective the introduction of ‘No Parking Zones’ outside primary and secondary schools can be introduced over a period of time and included in the Roads Programme, subject to funding being available. However to be successful and achieve their objective a behavioural change programme would need to be undertaken with each school. I therefore recommend that this policy is only rolled out in association with a Behavioural Change Programme by the Community Culture & Place Making Directorate.

16.3.14 **MORE PUBLIC BIKE RACKS**

“That Cork City Council provide more public bike racks to enable cyclists to lock their bicycles at more locations in the City.”

(Proposer: Cllr. S. O’Callaghan 19/388)

The reported stated that:-

Additional locations for public bike racks can be considered where the demand exists or is likely to exist in the future and these locations can be included in the Roads Programme, subject to funding being available.

16.3.15 **ESTABLISH A POSITION OF SUSTAINABLE TRANSPORT OFFICER**

‘That this City Council establish a position of Sustainable Transport Officer to better inform policy decisions, and encourage enforcement of existing policies, in the areas of public transport, cycling and walking.’

(Proposers: Cllr. D. Boyle, Cllr. O. Moran, Cllr. C. Finn, Cllr. L. Bogue 19/403)

The reported stated that:-

The role of Sustainable Transport Officer within Cork City Council is currently included in the position of Road Safety and Sustainable Travel Officer within the Community, Culture and Placemaking Directorate. This role includes the following:

- Promotion of walking and cycling within Cork City Council through NTA Smarter Travel initiatives e.g. Step Challenges and Cycle Challenges, and also provision of staff drying room, fleet bikes etc
- Citywide public Sustainable Travel events e.g. Bike Week, European Mobility Week, PARK(ing) Day, Mix Your Mode, European Cycling Challenge, Cork Cycle Map
- Member of Cork Transport & Mobility Forum
- Support of other cycling initiatives e.g. Rebel Pedal
- Road Safety Education and promotion

The resources are not available to establish this as a stand alone role.

16.3.16 **EXTEND THE BIKE SHARE SCHEME**

‘That any extension of this City's Bike Share scheme include stations at Douglas Street, Turners Cross, Ballyphehane and The Lough.’

(Proposer: Cllr. D. Boyle 19/404)

The reported stated that:-

Under the current Public Bike Scheme there are approx 330 bicycles available for hire from 31 docking stations within the City. The docking stations are spread across an area from Kent Station through the City Centre to UCC. The scheme has proven to be very popular and there are currently approx 14,000 registered users and 270,000 trips per annum. In response to Council requests the National Transport Authority (NTA) has confirmed its willingness to support an expansion of the scheme. It is expected that such an expansion would operate as an extension to the existing network of docking stations. City Council will continue to engage with the NTA in relation to progressing an extension and details of same will be confirmed to Council as they become available.

16.3.17 **EXPENDITURE CODES FOR BUS AND CYCLE LANES**

‘That dedicated expenditure codes for this Council's budgetary process be created for annual expenditure on bus lanes and on cycle lanes.’

(Proposer: Cllr. D. Boyle 19/406)

The reported stated that:-

This idea is supported for tracking maintenance expenditure on both and will be considered for next year's budgeting process.

16.3.18 **LEE TO SEA GREENWAY**

‘That the Lee to Sea Greenway as proposed by the Cork Cycling Campaign and Cork City Council be progressed to its early planning stages.’

(Proposer: Cllr. K. McCarthy 19/368)

The reported stated that:-

Cork City Council has recently approved Part 8 planning for the first two projects on the proposed Lee to Sea Greenway, (Mahon to Docklands Greenway Enhancement Project and Docklands to City Centre Project). Both projects are scheduled to commence construction in 2020.

Preliminary design and Part 8 planning for the next two projects along the proposed Lee to Sea Greenway will be progressed in 2020 (Passage to Mahon Greenway Enhancement Project and Monahan's Road Enhancement Project). Further

complementary projects will be progressed in the coming years in cooperation with the National Transport Authority.

17. **ENVIRONMENT, WATER & AMENITY STRATEGIC POLICY COMMITTEE – 18th NOVEMBER 2019**

An Chomhairle considered and noted the minutes of the Environment, Water and Amenity Strategic Policy Committee from its meeting held 18th November 2019.

17.1 **NATIONAL FLOOD RISK MANAGEMENT PLAN**

Members considered and approved the report of the Director of Services Roads and Environment Operations on the National Flood Risk Management Plan.

On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir T. Shannon, An Chomhairle further agreed to adopt the following Resolution:-

“Now Council hereby RESOLVES THAT

In the matter of the National Flood Risk Management Plan and having considered the Plan and the Director of Services Roads and Environment Operations report dated the 31st October 2019 thereon it is hereby resolved to adopt The National Flood Risk Management Plan.”

17.2 **MOTIONS**

An Chomhairle considered and approved the report of the Director of Services Roads and Environment Operations dated the 31st October 2019 on the following motions referred to the Committee:-

17.2.1 **REDUCE THE USE OF GLYSOPHATE BASED WEEDKILLER**

‘Acknowledging the precautionary principle relating to environmental matters as outlined in Paragraph 2 of article 191 of the Lisbon Treaty, that 'Union policy on the environment shall aim at a high level of protection taking into account the diversity of situations in the various regions of the Union. It shall be based on the precautionary principle and on the principles that preventive action should be taken, that environmental damage should as a priority be rectified at source and that the polluter should pay’, Cork City Council will reduce its use of Glysohate based weedkiller to use on Japanese Knotweed and other invasive species only. Glysohate based weedkillers will not be used for general maintenance of green areas. In procuring contractors to undertake work of this nature, the Council will include this condition in any negotiations and agreements.’

(Proposer: Cllr. L. Bogue 19/283)

The reported stated that:-

Glyphosate is the active chemical in the herbicide (No Mix Controlled Droplet) used by Parks, Roads and Cemeteries for the control of perennial and invasive weeds. It is considered the safest chemical for use in amenity and hard surface areas accessible by the public and is non residual. The herbicide is not used in playgrounds and sports grounds. They are selectively used in parks, cemeteries, paved surfaces and open space areas to control weeds adjacent to paths, boundary walls, park fixtures and fittings. Glyphosate is presently considered the most effective chemical for the control of Japanese Knotweed.

Council policy for many years has been to minimise the use of herbicides in the interest of safe- guarding the environment and, facilitating and promoting nature areas and biodiversity.

The Council objective is to reduce the use of herbicides to the absolute minimum; however, at present this has manpower and financial resource implications for the Council at a time when there are severe financial constraints.

Herbicides are applied in accordance with the Parks and Cemeteries Ancillary Safety Statement and, Dept. of Agriculture Regulations. Staff applying the herbicides are appropriately trained and certified.

Glyphosate is licensed by the European Commission. Regulatory bodies including the World Health Organisation, the Food and Agriculture Organisation of the UN and the European Food Safety Authority share the view that Glyphosate poses no risk to human health when correctly applied. The European Chemicals Agency's (ECHA's) recent decision, which says the scientific evidence 'did not meet the criteria to classify Glyphosate as a carcinogen, as a mutagen or as a toxic for reproduction'.

The Council will continue to monitor any reviews of Glyphosate by the European Commission, European Food Safety Agency, European Chemicals Agency, Food & Agriculture Organisation – United Nations, World Health Organisation and the Dept of Agriculture and, implement the recommendations of same as appropriate.

Alternatives to Glyphosate are constantly being examined including engaging with other local authorities and state agencies, this examination will continue.

17.2.2 **TIDY TOWNS SUB COMMITTEE**

“That Cork City Council would put in place a Tidy Towns Sub Committee which would feed into the Environment Committee. With the expansion of the City there are a number of very active tidy towns groups successfully operating in the suburbs and this would be an ideal opportunity to embrace these groups and hopefully grow the Tidy Towns initiative across the City for the benefit of all local Communities”

(Proposer: Cllr. J. Kavanagh 19/372)

The reported stated that:-

There are exceptional Tidy Towns Groups operating both within the old City boundary and the extended City area. These groups are assisted financially by grant-aid from the Council and, assisted in terms of advice and specialist works by the relevant local Council staff. These groups deliver an excellent service to their local communities under the current arrangements with all issues and requests to-date being addressed at a local level. In that context, the most appropriate forum for addressing any issues not resolved by local Council staff is the Local Area Committee and not a dedicated Tidy Towns Sub Committee.

The City Council is very proactive in encouraging residents throughout the City to become involved in the upkeep of the public realm in their areas and provides financial assistance and advice as required.

18. **COMMUNITY, CULTURE & PLACEMAKING STRATEGIC POLICY COMMITTEE – 18th NOVEMBER 2019**

An Chomhairle considered and noted the minutes of the Community, Culture & Placemaking Strategic Policy Committee from its meeting held 18th November 2019.

18.1 **MOTIONS**

An Chomhairle considered and approved the report of the Director of Service, Community, Culture & Placemaking dated 4th November, 2019 on the following motions:-

18.1.1 **APPOINTMENT OF CYCLING OFFICER**

‘That the City Council appoints a dedicated Cycling Officer in order to build a positive narrative on the benefits of cycling and associated cycling community projects.’

(Cllr. K. McCarthy 19/290)

The reported stated that:-

The role of Cycling Officer within Cork City Council is currently included in the position of Road Safety and Sustainable Travel Officer within the Community, Culture and Placemaking Directorate. This role includes the following:

- Promotion of walking and cycling within Cork City Council through NTA Smarter Travel Initiatives e.g. Step Challenges and Cycling Challenges, and also provision of staff drying room, fleet bikes, etc.
- Citywide public sustainable travel events e.g. Bike Week, European Mobility Week, PARK(ing) Day, Mix Your Mode, European Cycling Challenge, Cork Cycle Map.
- Member of Cork Transport & Mobility Forum
- Support of other cycling initiatives e.g. Rebel Pedal

- Road safety education and promotion funding is not currently provided for a dedicated Cycling Officer for Cork City Council.

18.1.2 **TRANSGENDER COMMUNITY**

“This Council recognizes the contribution that our Transgender Community makes to the city of Cork. However, Cork City Council notes that many within the Transgender Community still suffer discrimination and that visibility of the community is an important part of raising awareness and overcoming discrimination. As a statement of our solidarity with the Transgender Community, this council agrees to illuminate Cork City Hall in the colours of the Transgender Community’s flag and to fly this flag over Cork City Hall on March 31st to coincide with Transgender Day of Visibility.”

(Proposer: Cllr. L. Bogue 19/376)

The reported stated that:-

Cork City Council supports the LGBTI+ Community through the LGBTI+ Interagency Committee.

Each year we promote an awareness week around IDAHOT Day each 17th May. As part of these awareness week events the Transgender Community are included in all aspects of awareness week. Cork City Council fly the Rainbow Flag and all public buildings are encouraged to do the same for that week in May.

In relation to flying the Transgender Flag on the 31st March this can be accommodated.

18.1.3 **INTRODUCTION OF DEVELOPMENT CONTRIBUTION REBATE SCHEME FOR RESIDENTIAL DEVELOPMENT**

“That Cork City Council would immediately introduce a development contribution rebate scheme for residential development, which mirrors the current waiver scheme available to commercial developments. We are calling for this rebate to be applied to all schemes with an existing permission, but not yet commenced and all future permissions, in order to assist in the construction of housing targets for the City.”

(Proposer: Cllrs. D. Cahill, J. Kavanagh, D. Forde, S. O’Callaghan, G. Kelleher and D. Boylan 19/401)

The reported stated that:-

Under current planning legislation it is possible to apply a new Development Contribution Scheme to an existing permission for housing, provided the permission has not yet commenced and provided the new Scheme would reduce the amount of the contribution payable.

However, any change to a Development Contribution Scheme must be made pursuant to the provisions of current planning legislation, which sets out a process

for making a new Scheme. This process takes up to 16 weeks and includes a public consultation process.

Any rebate on development contributions must be included in the Scheme otherwise the planning authority is not entitled to apply it.

Cork City Council will be reviewing the Cork City General Contribution Scheme 2018- 2020 in conjunction with the review of the City Development Plan. This process will begin in January 2020.

18.1.4 **ZERO WASTE POLICY**

‘That Cork City Council commit to implementing a zero waste policy, with a particular emphases on promoting circular economy as a long term strategy. As part of this commitment, Cork City Council would accept that incineration of waste for profit is inconsistent with this approach and the circular economy.

In adopting this motion Cork City Council will generate an implementation report which would include but not be limited to exploring ways that Cork City Council can reduce waste it generates and encourages local groups, communities and businesses to adopt a similar approach.

Information:

The circular economy is a model of production and consumption which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. In this way, the life cycle of products is extended.

In practice, it implies reducing waste to a minimum. When a product reaches the end of its life, its materials are kept within the economy wherever possible. These can be productively used again and again, thereby creating further value.’

(Proposer: Cllr. L. Bogue 19/307)

The reported stated that:-

Paragraph 1: Cork City Council has adopted the Southern Region Waste Management Plan whose strategic vision is to rethink our approach to managing waste and viewing our waste streams as a valuable material which will lead to a healthier environment and sustainable commercial opportunities. The Plan recognises the value of the circular economy approach in order to enhance employment and increase the value recovery and recirculation of resources. However, the Plan also recognises that the waste management hierarchy will remain a core principle of the waste strategy for the region. Specifically, the Plan supports the development of up to 300,000 tonnes of additional thermal capacity for the treatment of non-hazardous wastes nationally to ensure that there is adequate active and competitive treatment in the market and the State’s self-sufficiency requirements for the recovery of municipal waste are met. Cork City Council is committed to the circular economy (e.g. Cork City Council has been instrumental in the establishment

of Boomerang Enterprises which is a social enterprise that accepts mattresses from the public, businesses and local authority civic amenity sites).

Paragraph 2: We are currently active in this area with the implementation of initiatives in-house such as the ban on the use of single use cups, plates, etc in City Hall and segregation of waste in offices. We also enable stakeholders (e.g. schools, community groups, residents associations) to implement waste prevention and reduction initiatives through the operation of the Waste Prevention Grant scheme each year. Other notable projects that City Hall has run in the area of waste prevention are the Greening of Glow (where all market traders use compostable packaging and a three bin system in used), Greening of Seafest and Carnival of Science, Refill finish line for Cork City marathon (no plastic bottles at end line), mattress amnesty (in 2018 and 2019 – over 700 mattresses collected at 2019 event), the annual ReUse month fashion show (held in October to showcase vintage and charity shops). We also work with groups that approach us with waste prevention queries (e.g. assisted UCC students Union in the introduction of reusable coffee cups).

19. **INTERNATIONAL RELATIONS & TOURISM STRATEGIC POLICY COMMITTEE – 18th NOVEMBER 2019**

An Chomhairle considered and noted the minutes of the International Relations and Tourism Strategic Policy Committee from its meeting held 18th November 2019.

19.1 **MOTIONS**

An Chomhairle considered and approved the report of the Director of Services Strategic and Economic Development dated 12 September 2019, on the following motion:-

19.1.1 **MAINTENANCE AND CONSERVATION OF HERITAGE SITES**

‘Cork City Council, as part of its tourism strategy, will investigate allocating funding to the maintenance and conservation of heritage sites and markers in Cork City. Cork City Council particularly notes the poor condition of plaques on North Main Street dedicated to Lord Mayor Terence MacSwiney and the condition of the exterior of Huguenot chapel facing onto French Church Street.’

(Proposer: Cllr. L. Bogue 19/284)

The reported stated that:-

The heritage of Cork city makes the city a distinctive and attractive tourist destination. This is reflected in the City’s tourism strategy which includes as a key goal:

“Protect and enhance the City’s tourism and cultural amenities including the conservation, protection and enhancement of Cork City’s natural heritage”.

Buildings

Cork City Council currently administers three grant funds for heritage buildings as well as a small grant scheme to help maintain houses and businesses in the older areas of the city. These include:

- The Built Heritage Investment Scheme : This is administered by Cork City Council and funded by the Dept of Housing, Planning and Local Government (DHPLG). It largely focuses on protected structures. In 2019 a total fund of €90,000 is supporting 23 buildings up to a maximum of €10,000 per building. These include important heritage sites such as St Mary's Church Popes Quay, St Fin Barre's Cathedral, and the Unitarian Church Princes Street along with some protected houses in the city.
- Historic Structures Fund: - The Historic Structures Fund 2019, formerly the Structures at Risk Fund, is funded by DHPLG. Its primary focus is to maintain and restore historic structures and buildings for the benefit of communities and the public. In 2019 a grant of €22,000 was awarded for this purpose.
- Architectural Conservation Area Grants Scheme: - Cork City Council operates a grant scheme for the conservation of buildings located within the city's Architectural Conservation Areas (ACA). In 2019 €65,000 was made available for small-scale repair works to 15 projects located within the 36 ACAs in the city. Works include gutter repairs, window reinstatement, and the repair of a large stained glass church window.
- Painting Grant Scheme 2019: - Cork City Council provides funding for minor repairs to improve the character and appearance of structures within selected historic areas of the city. In 2019 twenty three grants were awarded to buildings in the Barrack Street & Bandon Road Area, and the Shandon Street Leitrim Street Area.

Plaques and monuments

Plaques, memorials and monuments proposals are considered by Commemorative Motions Committee chaired by the Lord Mayor.

Limited funding is available from the City Council's resources on a case by case basis for repair to historic monuments such as the National Monument on Grand Parade and Fr Mathew statue on St Patrick's Street and to repair and replace historic plaques such as the Jerome Collins plaque on South Gate Bridge and the Daniel Florence O' Leary plaque on Barrack St.

Allocation of additional funds is a matter for the members as part of the budgetary process.

20. **SOUTH EAST LOCAL AREA COMMITTEE – 26th NOVEMBER 2019**

Following the proposal of Comhairleoir L. Bogue, seconded by Comhairleoir T. Shannon, An Chomhairle considered and approved the following item referred from the South East Local Area Committee meeting held on the 26th November 2019.

ROAD CLOSURE AT MARINA ROAD

“That the Marina Road, from Páirc Uí Chaíomh to the junction at Church Avenue be closed to cars on Sundays during daylight hours in order to provide a safe, pollution-free and accessible space for people with disabilities, the elderly and children to enjoy the outdoors and exercise, contributing to an active, sociable and healthy city”

(Proposer: Cllr. L. Bogue 19/374)

The reported stated that:-

Marina Road can be assessed to determine the optimal solution to be installed once the redevelopment of the area has been completed. This may include traffic counts, speed surveys, topographical surveys, traffic assessment, and impact of traffic diversions on surrounding area to determine an appropriate solution. Any restrictions or modifications can only be introduced following public consultation and funding being provided to implement the scheme.

21. **SOUTH CENTRAL LOCAL AREA COMMITTEE – 25th NOVEMBER 2019**

Following the proposal of Comhairleoir S. Martin, seconded by Comhairleoir S. O’Callaghan, An Chomhairle considered and approved the following item referred from the South Central Local Area Committee meeting held on the 25th November 2019.

ROAD WIDENING AT COONEY’S LANE

The Committee noted the report of the Director of Infrastructure & Development dated 21st November 2019 on the following motion referred to the Committee:

‘That Cork City Council dramatically improve and widen Cooney's Lane and the Road on Elm Hill from the junction of Cooney's Lane to Cork Airport Roundabout so as to facilitate the enormous amount of extra traffic that is going to be generated by the large new housing development on Cooney's Lane.’

(Proposer: Cllr. S. O’Callaghan 19/492)

The reported stated that:-

The report stated that the residential development proposed under planning permission ref no ABO -303098-18 was granted permission in March 2019. The

related access and transportation issues were considered as part of this process. The permission, as granted, includes provision for an upgrade of Cooneys Lane along the site frontage to provide a 6m wide carriageway, a 2m footpath and cycle lanes. The proposed development also includes raised tables at 3 junctions along Bellvue Road to the north of the main part of the site at its junctions with Cooneys Lane, Bellvue Grove and Bellvue Park/Bellvue Court. The advancement of additional improvements across the broader network in the area would require the assignment of further resources for the necessary design, planning, land acquisition and construction.

22. **CLIMATE ACTION COMMITTEE – 11th NOVEMBER 2019**

An Chomhairle noted the minutes of the Climate Action Committee from its meeting held on the 11th November 2019.

23. **SOUTH CENTRAL LOCAL AREA COMMITTEE – 25th NOVEMBER 2019**

An Chomhairle noted the minutes of the South Central Local Area Committee from its meeting held on the 25th November 2019.

24. **SOUTH WEST LOCAL AREA COMMITTEE – 25th NOVEMBER 2019**

An Chomhairle noted the minutes of the South West Local Area Committee from its meeting held on the 25th November 2019.

25. **NORTH EAST LOCAL AREA COMMITTEE – 25th NOVEMBER 2019**

An Chomhairle noted the minutes of the North East Local Area Committee from its meeting held on the 25th November 2019

26. **NORTH WEST LOCAL AREA COMMITTEE – 25th NOVEMBER 2019**

An Chomhairle noted the minutes of the North West Local Area Committee from its meeting held on the 25th November 2019.

27. **SOUTH EAST LOCAL AREA COMMITTEE – 26th NOVEMBER 2019**

An Chomhairle noted the minutes of the South East Local Area Committee from its meeting held on the 26th November 2019.

28. **CORRESPONDENCE**

An Chomhairle noted correspondence as follows:-

- Letter from Dún Laoghaire-Rathdown County Council dated 21st October 2019.
- Letter from the Department of Housing, Planning and Local Government dated 7th November 2019.
- Letter to the Minister for Housing, Planning and Local Government dated 9th October 2019.
- Letter from Clare County Council dated 12th November 2019.
- Letter from Donegal County Council dated 2nd December 2019.

29. **CONFERENCE/SEMINAR SUMMARIES**

An Chomhairle noted Conference/Seminar Summaries as follows:-

- Comhairleoir F. Dennehy at the AILG Autumn Training Seminar – Climate Change and Planning held in the Hillgrove Hotel, Monaghan on the 11th and 12th September 2019.
- Comhairleoir F. Dennehy at the LAMA Autumn Training Seminar – Biodiversity and Sustainability – held in the Falls Hotel, Ennistymon, Co. Clare on the 17th, 18th and 19th October 2019.
- Comhairleoir T. Shannon at the Managing better, Support and Advice for Trustees of Not for Profit Organisations held in the Iontas Arts and Community and Resource Centre, Castleblayney, Co. Monaghan on the 12th November 2019.

30. **CONFERENCES/SEMINARS**

An Chomhairle approved the attendance of Comhairleoir T. Shannon at the Managing Better – Support and Advice for Trustees Conference held at the Iontas Centre, Conabury, Castleblayney, Co. Monaghan on the 15th November 2019.

31. **TRAINING**

None received.

32. **CHIEF EXECUTIVE'S MONTHLY MANAGEMENT REPORT**

An Chomhairle noted the Chief Executive's Monthly Management Report for October 2019.

33. **MOTIONS REFERRED TO COMMITTEES**

An Chomhairle considered and noted the motions on Appendix 1 that had been referred to the relevant Committees as determined by the Meetings Administrator, due notice of which has been given.

Chomhairleoir H. Cremin requested Items 34.25 and 34.31 be directed to the Centenary Commemoration 2019-2023 Steering Committee.

34. **MOTIONS**

34.1 **BUS STOPS AT MARWOOD ESTATE**

An Chomhairle considered and approved the following motion:-

‘That Cork City Council write to Bus Eireann seeking an update on the new bus stops to be installed at the lower entrance to the Marwood Estate, Riverstown, Glanmire.’

(Proposer: Cllr. G. Keohane 19/278)

34.2 **BUS SERVICE FOR UPPER GLANMIRE AND KILCULLY**

An Chomhairle considered and approved the following motion:-

‘That Cork City Council call on Bus Eireann to provide a service for the upper Glanmire and Kilcully area.’

(Proposer: Cllr. K. O’Flynn 19/318)

34.3 **REGULATION OF RICKSHAWS**

An Chomhairle considered and approved the following motion:-

‘That Cork City Council would again write to the Minister and ask that Rick Shaws be banned from our streets until such time as they are regulated in the same way as every other vehicle using our streets are regulated.’

(Proposer Cllr. J. Kavanagh 19/419)

34.4 **RECREATION FACILITIES AT KILMORE ROAD**

An Chomhairle considered and approved the following motion:-

‘Following my proposal at the North West Regeneration meeting, that Council make an application to the Department of Housing and Environment to consider under the Regeneration Programme, moving recreation facilities at Kilmore Road across to the proposed North West Regional Park on Kilmore Road, invite external supports and develop the existing site at Kilmore Park in conjunction with local residents.’

(Proposer: Cllr. T. Fitzgerald 19/478)

34.5 **INCREASE THE DERELICT SITES LEVY**

An Chomhairle considered and approved the following motion:-

‘That Cork City Council call upon the Government and the Oireachtas, in particular the Minister for Housing, Planning and Local Government, to amend section 23(3) of the Derelict Sites Act 1990 [as amended by section 59 of the Planning and Development (Amendment) Act 2018] so as to increase the derelict sites levy to such amount as is equal to 15 per cent of the market value of the urban land concerned or such other percentage (not exceeding 15 per cent) of the said market value as may be prescribed by the Local Authority in whose functional area the said land is situated. ‘

(Proposer: Cllr. S. O’Callaghan 19/512)

34.6 **NEEDS OF BUS USERS**

An Chomhairle considered and approved the following motion:-

‘That the CE would ask Bus Eireann if they have a users council to gather information on the needs of bus users.’

(Proposer: Cllr. C. Finn 19/525)

34.7 **PUBLIC RIGHT TO APPEAL PLANNING DECISIONS**

An Chomhairle considered and approved the following motion:-

‘That this Council does not support any change to the public's right to appeal planning decisions, being suggested in the Government's proposed Housing, Planning and Development Bill.’

(Proposers: Cllr. D. Boyle, Cllr. O. Moran, Cllr. L. Bogue, Cllr. C. Finn 19/533)

SUSPENSION OF STANDING ORDERS

On the proposal of Comhairleoir S. Martin, seconded by Comhairleoir J. Kavanagh, An Chomhairle agreed to suspend Standing orders to allow the meeting to continue beyond 8pm.

SUSPENSION OF STANDING ORDERS

As agreed, on the proposal of Comhairleoir K. Collins, seconded by Comhairleoir T. Gould An Chomhairle considered the following motion:-

‘This Council believes that the cost of renting has spiralled out of control and high rents are having a negative impact on individual families and the wider local economy further; and that this Council agrees to write to the Minister for Housing, Planning and Local Government to call on him to introduce an immediate rent freeze and a refundable Tax Credit that would put one month’s rent back in every renter’s pocket.’

An Chomhairle approved the motion and on the proposal of Comhairleoir P. Dineen, amended it to read as follows:-

‘This Council believes that the cost of renting has spiralled out of control and high rents are having a negative impact on individual families and the wider local economy further; and that this Council agrees to write to the Minister for Housing, Planning and Local Government to call on him to introduce an immediate rent freeze and a refundable Tax Credit that would put one month’s rent back in every renter’s pocket and to consider a tax regime to penalise landlords who do not charge an appropriate rent.’

This concluded the business of the meeting

ARDMHÉARA
CATHAOIRLEACH