

MINUTES OF ORDINARY MEETING OF CORK CITY COUNCIL
HELD ON MONDAY 13th JANUARY 2025

PRESENT	Ardmhéara Comhairleoir D. Boyle.
NORTH EAST	Comhairleoirí J. Maher, J. Kavanagh, T. Tynan, O. Moran, N. O'Flynn.
NORTH WEST	Comhairleoirí T. Fitzgerald, D. Boylan, J. Sheehan, M. Gould, K. Collins, B. McCarthy.
SOUTH EAST	Comhairleoirí T. Shannon, K. McCarthy, M.R. Desmond, D. Cahill, H. Kamegni, P. Horgan.
SOUTH CENTRAL	Comhairleoirí S. Martin, F. Kerins, N. O'Connor.
SOUTH WEST	Comhairleoirí F. Dennehy, C. Kelleher, L. Harmon, A. Deasy, T. Coleman.
ALSO PRESENT	Mr. V. O'Sullivan, Chief Executive. Mr. B. Geaney, Assistant Chief Executive. Mr. P. Moynihan, Director of Services, Local Area Development and Operations. Mr. N. Ó Donnabháin, Director of Services, Planning & Integrated Development. Mr. D. O'Brien, A/Director of Services, Corporate & Community Affairs. Mr. G. O'Beirne, Director of Services, Infrastructure Development. Ms. A. Murnane, Meetings Administrator. Ms. V. Keating, Staff Officer, Corporate & Community Affairs.
APOLOGIES	Comhairleoir M. McDonnell.

An tArdmhéara recited the opening prayer.

An tArdmhéara and the Chief Executive extended their sympathy to Comhairleoir T. Shannon and his family on the passing of Ursula Shannon, former Lady Mayoress of Cork.

1. **VOTES OF SYMPATHY**

- The O'Grady family on the death of Des O'Grady.
- The Scannell family on the death of Anita Scannell.
- The McGarry family on the death of Breeda McGarry.
- The White family on the death of Michael White.
- The Devereaux family on the death of Mary Devereaux.
- The Singleton family on the death of Tom Singleton.
- The Green family on the death of Arthur Green.
- The O'Brien family on the death of Sally O'Brien.

- The Wolfe family on the death of Gerard Wolfe.
- The Keane family on the death of Wahmay Lin Keane.
- The O’Keeffe family on the death of Teresa O’Keeffe.
- The Johnson family on the death of Ann Johnson.
- The Dineen family on the death of Maureen Dineen.
- The Cunningham family on the death of Laurence Cunningham.
- The Deevy family on the death of Mary Deevy.
- The Hurley family on the death of Sinéad Hurley.
- The Dillon family on the death of Ann Dillon.
- The Shannon family on the death of Ursula Shannon.

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

- St. Michael’s GFC on their St. Stephen’s Day fundraiser for Bone Marrow Trust.
- Douglas Comhaltas on their St. Stephen’s Day and Wren Day fundraiser for Simon Community.
- SIPTU on celebrating 35 years in existence.
- Watergrasshill GAA on becoming All-Ireland Intermediate Hurling Champions.
- Eoin Callanan on being appointed Chief Scout of Scouting Ireland.

3. **LORD MAYOR’S ITEMS**

3.1 **NEW MEMBERS OF CORK CITY COUNCIL**

An t-Ardmhéara invited the two new members of Cork City Council, Comhairleoirí N. O’Connor and N. O’Flynn, to address An Chomhairle.

4. **CHIEF EXECUTIVE’S ITEMS**

4.1 **NEW COUNCILLORS**

The Chief Executive formally welcomed the two new members of Cork City Council, Comhairleoirí N. O’Connor and N. O’Flynn.

4.2 **DIRECTOR OF SERVICES FOR CITY CENTRE DEVELOPMENT AND OPERATIONS**

The Chief Executive informed An Chomhairle that the new Director of Services for City Centre Development and Operations would commence the role on 4th February 2025.

5. **MINUTES**

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

- Budget Meeting of An Chomhairle held, 4th December 2024.

On the proposal of Comhairleoir P. Horgan, seconded by Comhairleoir J. Kavanagh, An Chomhairle considered and approved the minutes of:-

- Ordinary Meeting of An Chomhairle held, 9th December 2024.

On the proposal of Comhairleoir M.R. Desmond, seconded by Comhairleoir J. Maher, An Chomhairle considered and approved the minutes of:-

- Special Meeting of An Chomhairle held, 17th December 2024.

6. **QUESTION TIME**

6.1 **EV CHARGING STRATEGY**

In response to the following question submitted by Comhairleoir H. Kamegni, a written reply was circulated as outlined below:-

To ask the Chief Executive for progress in implementing the Cork City EV Charging Strategy and that the cost to users will align as closely as possible to home EV charging costs.

REPLY

Cork City Council are actively engaging with Zero Emission Vehicles Ireland (ZEVl) with respect to the implementation of the Cork City Council Electric Vehicle Charging Strategy. Cork City Council recently received confirmation from the Department of Transport with respect to our staffing allocation to assist with the implementation of the electric vehicle charging strategy. Cork City Council's allocation is:

- 1 Senior Executive Engineer or analogous

Cork City Council will now seek sanction for this post through the Department of Housing, Local Government and Heritage.

The Cork City Council Electric Vehicle Charging Strategy has allowed for the delivery of both fast and normal speed charging options, this approach allows for the application of different user costs depending on the speed of the EV charger. Generally, fast charging options are priced at a higher unit cost compared to the normal speed charging options which will be closer to domestic prices.

Gerry O'Beirne,
Director of Services,
Infrastructure Development.

Paul Moynihan,
Director of Services,
Local Area Development &
Operations.

6.2 **KERRY PIKE PEDESTRIAN SCHEME**

In response to the following question submitted by Comhairleoir J. Sheehan, a written reply was circulated as outlined below:-

Can the CE confirm the timeframe for the commencement of the Kerry Pike Pedestrian Scheme works which are due to start on Quarter Q1 2025.

REPLY

The City Council has prepared detailed proposals for the improvement of pedestrian facilities at Kerry Pike. These proposals have also been the subject of public consultation under Section 38 of the Road Traffic Act 1994 and were approved by Council in 2024. It is anticipated that the detailed designs and tender documents for the scheme will be completed by mid 2025 thereby enabling tendering and construction commencement subject to continued funding. The proposals have been developed with funding support from the National Transport Authority under the Active Travel Programme. Allocations under this programme are made annually (usually late Jan/early Feb) and Members will be further updated on the works/projects to be progressed in 2025 following receipt of same.

Gerry O'Beirne,
Director of Services,
Infrastructure Development.

6.3 **EVENT CENTRE – PROJECT DEVELOPMENT BOARD**

In response to the following question submitted by Comhairleoir P. Horgan, a written reply was circulated as outlined below:-

To ask the Chief Executive if it has been communicated to her and Cork City Council who the members and chair of the Project Development Board for the Event Centre are, if the Board has met since September 2024, and if minutes are being taken of any such and future meetings and will a briefing of elected members take place with the Project Development Board in the next month.

REPLY

The Government decided on 22nd October 2024 to re-affirm its commitment to and ongoing Exchequer funding support for an Events Centre in Cork City, because of its strategic alignment with the growth ambition for Cork, as set out in the National Planning Framework and the National Development Plan. The decision included a requirement that an entirely new procurement process should be put in place and that a project development board, led by Cork City Council be established to provide oversight for the process.

The Department of Housing, Local Government & Heritage communicated with the City Council outlining the details of the Government decision and the steps required to begin formation of the Project Development Board (PDB), including identification of potential board members and preparation of the terms of reference for the Board.

The PDB is now in place and the Terms of Reference are in place. It is to be chaired by the Assistant Chief Executive, Cork City Council with representation from a number of State Agencies / Government departments and local stakeholders. The first meeting of the PDB is scheduled to take place on the 24th January.

As responsibility for oversight of the procurement process will rest with the PDB, the governance arrangements and any briefings of locally elected members can be considered by the Board once it formally meets.

Brian Geaney,
Assistant Chief Executive.

6.4 **SCHOOL WARDENS**

In response to the following question submitted by Comhairleoir B. McCarthy, a written reply was circulated as outlined below:-

To ask the Chief Executive when the city boundary was expanded in 2019 why was it decided that the school wardens moving into the new city area would be paid 42% a week less than the ones in the old city area even though they don't work any less hours and in some cases work more?

REPLY

The matters referred to have been the subject of ongoing discussions and negotiations between the Council and SIPTU which is the trade union that represents the School Warden grade.

This is the appropriate forum for these matters to be resolved and the Council is confident that these discussions will yield a satisfactory outcome in the near future.

Mike Larkin,
Director of Services,
People & Organisation Development.

6.5 **TRAMORE ROAD CYCLE LANE**

In response to the following question submitted by Comhairleoir F. Kerins, a written reply was circulated as outlined below:-

Can the CE confirm if a traffic survey has taken place on Tramore Road to address the ongoing issues there since installation of the cycle lane bollards?

REPLY

The installation of active travel measures can often involve the removal of parking and narrowing of the carriageway that restricts traffic flow in order to prioritise sustainable transport measures, and this is the case on Tramore Road.

A traffic survey has not taken place on Tramore Road. At this location, the traffic restrictions are often caused by cars parked legally on the northern side of the road and traffic having to give way. Traffic operations can investigate the removal of part or all of this parking to facilitate better traffic flow. Any issues with illegal parking on the double yellow lines at the entrance to Coláiste Stiofáin Naofa can be addressed by the parking team through appropriate monitoring and enforcement as required.

Paul Moynihan,
Director of Services,
Local Area Development & Operations.

6.6 **YORK HILL**

In response to the following question submitted by Comhairleoir J. Kavanagh, a written reply was circulated as outlined below:-

Can the CE please advise if my motion/ proposal can be **expedited** as a matter of urgency and public safety in the Summerhill area.

My request is, that York Hill, which connects the lower part of Summerhill to Wellington Road be made a **ONE-WAY** traffic Flow system **only**, running from Summerhill **upwards** to Wellington Road only.

I'm asking for the immediate introduction of this measure (*even on a short term trial basis, if necessary*), which would certainly contribute positively in some way to easing the considerably congested traffic flow, which is currently being experienced by so many frustrated commuters travelling on the Ballyhooly Road, through Dillons Cross, through St Lukes Cross and down Summerhill North into the City at all times of every day.

REPLY

In the medium to long term, the BusConnects proposal will be to install filtered permeability on York Hill along with other wider traffic measures in the area based on the traffic modelling carried out for that project.

Cork City Council in conjunction with the NTA Bus Connects Team will bring forward an intervention for filtered permeability on York Hill in advance of the overall BusConnects plan for consideration. The mechanism for same is to be agreed between the relevant parties for consideration through the Section 38 process, including public consultation.

Paul Moynihan,
Director of Services,
Local Area Development & Operations.

6.7 **FLOODING AT RIVERVIEW ESTATE**

In response to the following question submitted by Comhairleoir S. Martin, a written reply was circulated as outlined below:-

What action has been taken by Cork City Council to alleviate ongoing flooding in Riverview Estate?

REPLY

Riverview Estate is subject to frequent flooding from the Glasheen River. The Glasheen River is a component part of a designated Drainage District under the Arterial Drainage Act, 1945(no.3 of 1945) – Section 30. These Drainage Districts were formed for the purpose of draining adjacent lands to improve land for agriculture and to mitigate flooding.

Cork City Council has a responsibility to maintain the drainage district for the purpose of flood mitigation. As part of its operational duties, Cork City Council Drainage Department carry out planned maintenance works of the City's rivers under our River Maintenance Programme. This programme of works includes the clearing of vegetation, lowering water levels through the removal of silt, and removing debris which may cause an obstruction to culverts and trash screens. Access to the river channel also needs to be maintained for plant and equipment which may necessitate the removal of additional vegetation. This programme of works take place outside the bird nesting period (March 1st – August 31st) is subject to ecological assessment, and is dependent on funding and resources.

Following a flood event in August 2023, Cork City Council carried out emergency flood prevention works to the Glasheen River during the months of September/October 2023. These works were in response to concerns expressed about the river's condition and it's potential to flood, potentially damaging nearby properties. The works in the Glasheen River commenced on Monday 18th September and ceased on Thursday 5th October. The works were carried out to improve conveyance and reduce the risk of flooding. The works involved the clearing and removal of debris and vegetation that may give rise to blockages. The conveyance of the river had reduced due to the buildup of silt in the channel. Flood events also occurred in the area on October 16th 2023 (Storm Babet) and October 5th 2024 both of which were Met Eireann Orange Level Rain warning events.

During 2024 further inspections and maintenance at key locations were carried out including the removal of debris from culverts, bridges and trash screens.

Cork City Council Drainage Engineers met with the Residents of Riverview Estate, Southbury Road, Clashdub Estate & Glendale Avenue (October 24th 2024), to discuss residents' concerns and the issues involved. Cork City Council would advise anyone living in a location which may experience flooding that the installation of Individual Property Protection (e.g. metal flood barriers as installed by many residents and business across the City), can be very effective in reducing risk and damage to individual homes and properties.

Cork City Council Parks Department are at an early stage of designing a nature based solution pilot project for Clashduv Park. The conceptual design contains a number of measures to convey surface water runoff in the park land area, to provide rainwater storage during large rainfall events and to improve water quality. This pilot project primary focus is to demonstrate how Cork City Council may be able to utilise existing park lands to manage parks surface water run off using nature based solutions and does not contain flood infrastructure prevention measures. If this project proves viable, Cork City Council will seek funding to carry the project. Timelines will not be known until project has been approved and funding is in place.

Paul Moynihan,
Director of Services,
Local Area Development & Operations.

6.8 **PUBLIC PARKING IN BLACKROCK**

In response to the following question submitted by Comhairleoir K. McCarthy, a written reply was circulated as outlined below:-

To ask the CE why public parking has been removed on the avenue to the Ursuline Convent Avenue in Blackrock?

REPLY

The parking spaces (34 spaces approx.) constructed along the new public access road leading to the Ursuline Convent remain in place and are as provided by the City Council. It is understood, however, that works have recently been undertaken on the parallel Old Convent Access Road. This works have been carried out by the property owner in an area which is private property and not a public road. The matter can be further examined and Members will be updated accordingly.

Paul Moynihan,
Director of Services,
Local Area Development & Operations.

6.9 **DERELICT SITES**

In response to the following question submitted by Comhairleoir L. Harmon, a written reply was circulated as outlined below:-

What percentage of the available derelict sites levy was collected in 2024, including a breakdown of the amount collected and the number of properties in question? Please include a comparison for 2023 figures also for the above.

REPLY

In 2024, Cork City Council collected 24% of the total invoiced figure of €2m in Derelict Sites (DS) Levies and related Interest Charges.

This represented €477,604 in DS Levies collected in 2024.

An additional figure was collected for Vacant Sites bringing the total levies collected in 2024 to €517,500.

This comprises payments for 24 Derelict Sites.

92 sites were levied in total, of which approx. 68 did not engage or pay levies. As a result of this non-engagement, Cork City Council is escalating efforts to recoup levies to the next stage.

In 2023, €1.1m was invoiced in Derelict Sites Levies and Interest Charges.

€148,656 in DS Levies was collected in 2023, meaning an approximate collection rate of 13%

Niall Ó Donnabháin
Director of Services
Planning and Integrated Development.

6.10 **NORTHERN DISTRIBUTOR ROAD**

In response to the following question submitted by Comhairleoir J. Maher, a written reply was circulated as outlined below:-

To ask the Chief Executive for a comprehensive update (start dates/ completion dates/ costings/ money pledged) on the progress of the Northern Distributor Road and the Ballyvolane Strategic Transport Corridor projects?

REPLY

Cork Northern Distributor Multi-Modal Road Scheme

The proposed Cork Northern Distributor Multi-Modal Road (CNDMR) is a critical enabler for the planned growth of Cork City and the wider Cork Metropolitan Area. The proposed new transport corridor will provide access to key residential lands in the northern part of Cork City, support and encourage greater use of sustainable transport (via bus lanes, cycle lanes and pedestrian infrastructure), facilitate orbital movements and reduce traffic flows on existing routes, create high-quality public realm zones and enhance access for both existing and new communities as well as local employment centres. The proposed new transport corridor will prioritise sustainable transport movement and will comprise of 2 footpaths, 2 cycle lanes, 2 bus lanes, 2 traffic lanes and planting/landscaping areas.

With support from the National Transport Authority, the City Council appointed a dedicated design team for the project 2021. The strategic assessment process for the scheme was then undertaken and approved by the National Transport Authority in December 2023. This included an assessment of the rationale for investment of public funds in the project. It also established the schemes objectives and confirmed its alignment with government policy, in particular the National Planning Framework, the National Development Plan, the Climate Action Plan and the National Investment Framework for Transport in Ireland. The route options assessment process was then

progressed and the related approval was issued by the National Transport Authority in December 2024. This process included the identification of key constraints, feasible route options and the completion of a systematic assessment of each. Analysis of the best performing options led to the identification of an emerging preferred corridor and the most recent NTA approval enables the process of finalising the preferred route in advance of preliminary design and planning approval.

The project team is currently finalising the relevant drawings and will be holding a detailed briefing for Elected Members in advance of a non statutory public consultation on the emerging preferred route. It is anticipated that this consultation process will commence next month and will be supported by a number of public open days, dedicated website, brochures/ drawings/image and other documents as well as presentations by and meetings with the project team with opportunities for questions and discussion.

While the consultation process is non-statutory, it is an important step in the development of the scheme and will assist in securing insights/ knowledge/ expertise from individuals, communities and other stakeholders. This supports improved decision-making and the refinement of plans leading to the confirmation of the preferred route for the scheme. Following confirmation of the preferred route, the Council will procure a Design Team to prepare the preliminary designs and in due course a planning application for the scheme. This appointment is likely to occur in Q3 2025 and Members will be further updated on timelines at that stage.

The initial cost estimate for the project will be confirmed following completion of the preliminary design process and further updated as detailed design are developed. The project has been funded to date by the NTA and it anticipated that continued funding will be made available in 2025 for the preparation of preliminary designs.

Ballyvolane Strategic Transport Corridor Scheme

In 2022, Cork City Council approved plans for a major road improvement scheme for the Ballyhooley Rd/R614 under the Ballyvolane Strategic Transport Corridor Scheme. The overall length of the road network to be upgraded measures approximately 1.8km and consists of 1km of the Ballyhooley Road, 0.3km of the North Ring Road, 0.3km of the Ballyvolane Road, 0.1km of the Banduff Road and 0.1km of the Rathcooney Road.

The aim of the the scheme is to deliver enhanced facilities for all road users but with particular benefits for pedestrians, cyclists and public transport users while also providing for more efficient movement of vehicular traffic. Once completed, it is hoped the scheme will facilitate more reliable bus journey times in addition to delivering enhanced accessibility for all users to local shops, amenities and other services.

The lands required for the delivery of the scheme were the subject of a Compulsory Purchase Order which was issued in 2022 and approved in 2024. Tenders were subsequently invited for the construction works with a return date of 29 November 2024. The tender assessment process is currently being finalised and the related assessment reports and recommendations have been submitted to the National Transport Authority for approval. Arrangements for the transfer of lands required for the construction works are also being closed out.

Subject to NTA approval and continued funding a construction contract for the scheme will be awarded and the works commenced in the coming months. It is anticipated that the approved works will be completed over an 18 month period. Members will be further updated following receipt of the annual NTA funding allocations which are expected shortly.

Gerry O’Beirne,
Director of Services,
Infrastructure Development.

6.11 **COLD WEATHER STRATEGY**

In response to the following question submitted by Comhairleoir M. Gould, a written reply was circulated as outlined below:-

Can the CE provide an update on the cold weather strategy for homeless people in Cork city and does the strategy include providing places where homeless people can go during the days and in the evenings where they can be warm and safe during the cold weather.

REPLY

Cork City Council activated its Cold Weather response from the 1st Oct 2024 to the 31st of March 2025. This initiative includes routine fortnightly meetings with Cork Simon Outreach, Community Policing, Good Shepherd Services, De Paul Ireland and chaired by Cork City Council. Cork City Council monitor all weather alerts and once a weather alert is activated on Met Eireann, yellow, orange or red alerts, response meetings are set up almost immediately. Daily meetings are held depending on the severity of the alerts.

For the duration of the Cold Weather Period Cork City Council has access to additional beds so that rough sleepers can be facilitated should they decide to come in and accept an offer of a bed. This approach was identified and agreed between the emergency homeless service providers and the statutory agencies as the most appropriate response to ensure that no one has to sleep out due to no bed available within services. Cork City Council can confirm it has sufficient beds for accommodation during the adverse weather period.

Alison O’Rourke,
Director of Services,
Housing Directorate.

6.12 **PROTECTIVE WANDS FOR CYCLE LANES**

In response to the following question submitted by Comhairleoir O. Moran, a written reply was circulated as outlined below:-

To ask the Chief Executive if there is a process in place to maintain and replace broken or missing protective wands for cycle lanes across the city?

REPLY

Broken bollards associated with Cycle Lane Infrastructure are generally notified via the CRM system or observed on inspection. These are recorded by Roads Operations. Any potential immediate hazard is made safe and where a replacement/new bollard is required, this will be added to the list of bollards and scheduled for replacement. A modest stock of bollards is retained in each depot and replenished as necessary. Due to the road layout at some locations, replacement often requires additional traffic management or out of hours work, so it is best practice to schedule replacement of a number of bollards at the same time.

Paul Moynihan,
Director of Services,
Local Area Development & Operations.

6.13 **SPEED DETECTORS**

In response to the following question submitted by Comhairleoir F. Dennehy, a written reply was circulated as outlined below:-

The two speed detectors on Mathew have been missing since early 2024. One had the battery stolen and was sent for repair, the other, I have no explanation as to why this was removed. Given that Marhew Hill is one of the most dangerous pedestrian roads in the city, hence the requirement for the impending road and footpaths upgrade, can the Chief Executive please explain why the signs were removed, what has caused the delay in replacing them and when can we expect them to be back in place?

REPLY

Both Driver Feedback Signs located on Matthew Hill, Lehanaghmore were removed by the City Council for repair and maintenance. There is a high maintenance requirement on such signs and limited contractor availability to carry out the work. The repaired signs are now back in position.

Paul Moynihan,
Director of Services,
Local Area Development & Operations.

6.14 **BOOLE HOUSE**

In response to the following question submitted by Comhairleoir N. O'Connor, a written reply was circulated as outlined below:-

I would be obliged if the Chief Executive could furnish information regarding the development of the George Boole House at 5 Grenville Place. Specifically:

How much money the City Council invested in the property to date,
An update as to how the project is progressing in circumstances where UCC intended to put the project out to tender in 2023,

And whether the Council has any mechanism by which it can ensure the project is completed.

REPLY

Total monies spent on the initial refurbishment phase of the Boole House were approximately €960,000. Cork City Council's contribution was approximately €157,000. The property is in the ownership of UCC having been subject to a deed of transfer from Cork City Council in 2017. UCC received planning permission for modifications to the internal layout of the building in 2023 to enable the completion of the fit out of the building and all indications are that UCC hope to finalise the development of the property in the near term.

Niall O'Donnabhain,
Director of Services,
Planning & Integrated Development.

6.15 **LEHENAGHMORE ROAD IMPROVEMENT SCHEME**

In response to the following question submitted by Comhairleoir J. Lynch, a written reply was circulated as outlined below:-

To ask the CE if funding has been received from the National Transport Authority to progress the Lehenaghmore Road Improvement Scheme.

REPLY

The NTA has yet to confirm Cork City Council's 2025 funding allocations, including the allocation for Lehenaghmore. Members will be notified of the allocations as soon as they become available.

Gerry O'Beirne,
Director of Services,
Infrastructure Development.

6.16 **RAPID DEPLOYMENT PEDESTRIAN SCHEME**

In response to the following question submitted by Comhairleoir K. Collins, a written reply was circulated as outlined below:-

That the CE present a progress report on the 'Rapid Deployment Pedestrian Scheme' for the North West LEA.

REPLY

The tender process for the removal of concrete bollards/pipes along Churchfield Road and John F. Connolly Road is near completion with contractor appointment likely to occur in mid-February and works starting thereafter in March. The contract requires the removal of 395 large concrete bollards totalling approximately 1,000 tonnes of

material. This material will be recycled in line with EU and national policies to minimise landfill and reduce the environmental impact of the proposed works.

The tender process for the NW Rapid Deployment Scheme, covering three locations will also be complete in the coming weeks with contractor appointment etc. as per the timelines referenced above. The works include:

- Monacnappa, Waterloo Road, Blarney: Upgrade of entrance to Monacnappa estate with new uncontrolled crossing, provision of 100m of new footpath and new public lighting.
- The Fair Field: Installation of new public lighting around the perimeter of the Fair Field.
- John F Connolly Road/Churchfield Road: Provision of 1.5km of new and upgraded public footpaths with new and upgraded public lighting including two new pedestrian links; one between Churchfield Road and St Vincents GAA, and another between Mount Agnes Road and John F Connolly Road (new path adjacent to Lidl).

The works programme is 7months therefore all measures are expected to be complete in October 2025.

Gerry O'Beirne,
Director of Services,
Infrastructure Development.

7. **STATUTORY ITEMS**

7.1 **PROPERTY DISPOSALS**

An Chomhairle considered and approved the reports of the Chief Executive, dated 2nd January 2025 on the following property disposals:-

1. Disposal of the freehold interest in an area of land (83m² approximately) located at Tower, Blarney, Cork to Blarney United Football Club CLG c/o Patrick Buckley & Co., LLP, 5-6, Washington Street West, Cork for the sum of €500.00.

On the proposal of Comhairleoir D. Boylan, seconded by Comhairleoir M. Gould, An Chomhairle approved the disposal.

2. Disposal by way of exchange of the freehold interest in a plot of ground (29m² pproximately) situated adjacent to 48/48A, McGrath Park, Skehard Road, Cork to Bernadette Kennedy (Administratrix of the Estate of Ursula Power deceased), c/o Niall Colgan & Co. Solicitors, 20, South Mall, Cork, for the sum of €7,500.00.

On the proposal of Comhairleoir T. Shannon, seconded by Comhairleoir K. McCarthy, An Chomhairle approved the disposal.

7.2 **CORK CITY ROAD TRAFFIC (SPECIAL SPEED LIMITS) BYE-LAWS 2024**

An Chomhairle considered and approved the report of the Director of Services, Roads & Environment Operations, dated 28th November 2024 in relation to the proposed Cork City Road Traffic (Special Speed Limits) Bye Laws 2024 No. 2 and approved the **Cork City Road Traffic (Special Speed Limits) Bye Laws 2024 No. 2**, in accordance with Section 9 of the Road Traffic Act 2004 as amended by Section 22 of the Road Traffic Act.

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

In the matter of the proposed Cork City Road Traffic (Special Speed Limits) Bye-Laws 2024 No.2 Cork City Council having given notice to the elected Members of Cork City Council and the Garda Commissioner and having complied with the provisions of Section 9 of the Road Traffic Act, 2004 as amended by Section 22 of the Road Traffic Act 2016 and having considered the proposed Bye-Laws, representations received following publication of notices and the Director of Services Report dated the 09th day of January 2025 and having considered the written submission with respect thereto, it is hereby resolved to make the proposed Cork City Road Traffic (Special Speed Limits) Bye-Laws 2024 No.2 in accordance with the draft attached hereto.

7.3 **ARTS GRANTS 2025**

On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir S. Martin, An Chomhairle considered and approved the report of the Director of Services, Corporate & Community Affairs, dated 11th December 2024 on the Arts Grants 2025.

8. **CORPORATE POLICY GROUP – 6th JANUARY 2025**

An Chomhairle considered and noted the minutes of the Corporate Policy Group from its meeting held, 6th January 2025.

8.1 **FINANCIAL STATEMENT TO 31/11/2024**

An Chomhairle considered and noted the Financial Statement to 31/11/2024.

9. **TRANSPORT & MOBILITY STRATEGIC POLICY COMMITTEE / COISTE BEARTAIS STRAITÉISIGH - IOMPAR & SOGHLUAISTEACHT – 16th DECEMBER 2024**

An Chomhairle considered and noted the minutes of the Transport & Mobility Strategic Policy Committee from its meeting held, 16th December 2024.

9.1 **MOTIONS**

9.1.1 **INSTALL CAMERAS AT ALL MAJOR JUNCTIONS IN THE CITY**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 16th December 2024 on the following motion:-

‘That Cork City Council pursues the necessary steps to install cameras at all major junctions in the city in order to fine those who block these vital junctions, resulting in long delays for both private cars and public transport.’

(Proposer: Cllr. D. Cahill 24/492)

The report of the Director of Services stated that currently, Road Traffic legislation provides only An Garda Síochána can enforce moving traffic violations and Traffic Wardens may only enforce parking offences. Enforcement using CCTV is not legally permitted currently. Local Authorities have no role in this regard and any change to this responsibility would require changes to national legislative, regulations etc.

9.1.2 **INTRODUCE TOWING INTO THE CITY**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 16th December 2024 on the following motion:-

‘That Cork City Council introduce towing into the city to address the ongoing issues of illegal parking on our streets, footpaths and bus stops.’

(Proposer: Cllr. J. Maher 24/522)

The report of the Director of Services stated that, in approximately 2010/2011 the Elected Members of Cork City Council made the decision to terminate the City Council’s clamping and towing operation for a number of reasons including, the negative publicity/reaction to the service, the negative impact on shoppers and visitors to the city and the net annual negative cost. The combined service operated at a net cost to Cork City Council of €328,000 in 2011 (previous years showing similar net costs), with the clamping element of the contract subsidising the cost of the towing element. Cork City Councils experience demonstrated the very high cost of operating a towing service. These costs included plant, manpower, storage yard, administrative overheads etc.

Based on the above, the reintroduction of towing would represent a retrograde step. It is imperative that alternative remedies e.g., physical infrastructure/impediments, increase in parking charges, reduction of permits etc. should be explored in response to specified and demonstrated issues at identified locations where there is evidence of sustained and illegal dangerous parking.

9.1.3 **COMMITTEE TO REVIEW CURRENT TRAFFIC MANAGEMENT SYSTEMS**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 16th December 2024 on the following motion:-

‘I ask that a sub committee of the relevant agencies i.e. Cork City Council, Taxi Federation, Bus Éireann, An Garda and others as deemed required plus one Councillor from each ward be set up with a remit to review our current traffic management systems and bring forward and introduce the changes required to alleviate the current traffic chaos in all areas and the chaos endured by motorists following an incident under the jurisdiction of Cork City Council. I would further ask that this committee if set up would discuss and implement a traffic management strategy for all areas should an incident occur whereby a road closure is necessary.

This committee should meet every 3 months.’

(Proposer: Cllr. P. Dineen 24/545)

The report of the Director of Services stated that it is national policy, supported by Cork City Council City Development Plan, to encourage active travel and sustainable transport and many projects to support same, costing millions or Euro, have been funded nationally and delivered by Cork City Council over the last number of years. The impact of such policy and schemes is to deliberately and actively reduce road space for cars and provide more road space for public transport, taxis, cycling and walking. This national policy, supported by local implementation, will continue with the objective which is to encourage people to leave their car at home and avail of sustainable transport modes.

There are dozens of traffic diversions or road closures implemented every week to facilitate emergencies and planned works. Such diversions and closures are managed to minimise disruption having regard to need, urgency, location of works etc. to the greatest extent possible given the current road network. It is not possible, practical or implementable to manage such works by a multi-agency committee.

An Chomhairle further agreed to refer the motion back to the Transport & Mobility Strategic Policy Committee for further discussion.

9.1.4 **SAFE ROUTES TO SCHOOL**

An Chomhairle considered and approved the report of the Director of Services, Corporate & Community Affairs, dated 16th December 2024 on the following motion:-

‘That this Council will engage in a public relations campaign on the benefits of leaving the car at home for school commutes and encourage families and schools to apply and engage with safe routes to school to lessen school traffic jams and encourage active travel options where possible.’

(Proposer: Cllr. P. Horgan 24/551)

The report of the Director of Services stated that the Sustainable Travel and Road Safety Promotions officer is already working with schools within the city promoting safer and more sustainable modes travel. The takes form of road safety lessons, supporting cycle buses, the cycle right scheme and other events. The Sustainable Travel & Road Safety Promotions officer will liaise with the relevant section to ensure targeting of the schools with the safe routes to school schemes in 2025.

9.1.5 **PATRICK'S STREET BUS LANE**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That Cork City Council will extend the hours of operation of the Patrick's Street bus lane from 6:00am to 9:00pm each day in line with the short term mitigation measures identified by the Minister for Transport.’

(Proposer: Cllr. O. Moran 24/569)

The report of the Director of Services stated that the bus lane on St Patrick’s Street was implemented in 2018 with the key objective to deliver a more reliable public transport service during the most congested time period on the street. The implementation of this measure formed part of a wider programme of traffic management changes, the City Centre Movement Strategy. The planning and delivery of this strategy was subject to significant consultation and agreement (part 8) particularly with respect to the hours of operation of the bus lanes on St Patrick’s Street, deliveries to businesses in the city centre, impact on wider traffic movement across the city.

Any future changes to the hours of operation of the bus lanes on St Patrick’s Street will need to reflect on the delivery of enhanced bus services in the city which is under active consideration by the National Transport Authority through their BusConnects programme. Any proposed change to the hours of operation of the St Patrick’s Street bus lane is best achieved through the delivery of this programme of work allowing for good public consultation; reflecting on the other key demands along the street (i.e. loading/ unloading, business access, etc..) and addressing the required enforcement regime for any planned bus priority measures.

9.1.6 **LEE TO SEA GREENWAY PROJECT**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 16th December 2024 on the following motion:-

‘That the CE provide an update on the Lee to Sea Greenway project.’

(Proposer: Cllr. J. Lynch 24/582)

The report of the Director of Services stated that the Lee to Sea Greenway is a proposal to provide a pedestrian and cycle route from Inniscarra, through Cork City and around Cork harbour to the coast, finishing at Crosshaven. Cork City Council has appointed Barry Transportation for the concept development and options selection phase of the

Lee to Sea Greenway project from the city/county administrative boundary on the Inniscarra Road in Ballincollig, through the city and re-joining the existing Greenway parallel to the Rochestown Road in the east. The National Transport Authority (NTA) is the funding body for this project. The Lee to Sea Greenway is currently at Options Selection Stage. The route length within the city is approximately 21km. As such it has interactions with various other strategic projects that are at different stages of design and planning. These include the Lower Lee Flood Relief Scheme, Bus Connects, The Docklands Development and the Light Rail project. The Lee to Sea project needs to be compatible with these strategic projects in order to have a comprehensive integrated transport network for the city. It is envisaged that the Options selection stage will be completed in the coming months with submission to the NTA for Approval shortly thereafter. A public consultation on the emerging preferred route will be held on NTA approval. It is envisaged that the Lee to sea will be constructed in sections with the various strategic projects mentioned above delivering various elements of the route.

9.1.7 **ISSUES WITH RELIABILITY OF THE BUS SERVICE**

An Chomhairle considered and approved the report of the Director of Services, Operations, and the Director of Services, Infrastructure Development, dated 16th December 2024 on the following motion:-

‘That Cork City Council will write to the Minister for Transport and the NTA outlining:

that Cork City Council recognises that:

- issues with reliability of the bus service have become worse in recent months
- many of these issues are caused by increased traffic congestion and illegal parking in the City Centre
- people deserve reliable, efficient and accessible public transport
- the great work bus drivers do to serve the people of Cork City under very difficult circumstances
- bus drivers deserve to be able to do their work without the increased pressure of constant delays in their schedules or anti-social behaviour
- the Council, the NTA and Bus Éireann all have a role to play in ensuring the City’s public transport is reliable, efficient, accessible and safe

And resolves to:

- fully review the impact of the MacCurtain Street Public Transport Improvement Scheme on bus reliability
- publish details on the number of parking enforcement officers currently employed and the number considered a full cohort
- meet with an Garda Síochána and bus drivers to identify and tackle existing ‘pinch-points’ where illegal parking is causing delays to the buses
- write to the NTA requesting an urgent review of timetables by the end of October and the credibility of delivering these timetables given the consistent delays.’

(Proposer: Cllr. K. Collins 24/488)

The report of the Director of Services stated that in the period since the Motion was received, Members met with Bus Eireann and the National Transport Authority at

Council briefings and also at the Strategic Policy Committee. Bus Eireann provided updates on a range of matters in particular short term/longer term network changes and driver recruitment. Members also met with the Minister for Transport on these and other matters.

In relation to the MacCurtain Street Improvement Scheme, the primary objective for public transport was to increase the number of bus routes serving the area and also allow for the introduction of 2-way bus movements and new stops to ensure better legibility for service providers and passengers. A number of network restrictions were also removed across the area enabling improved flow for all road users and not just busses e.g. the right turn movement from N20 to Mulgrave Road. The broader scheme has been reported upon as per previous Council briefings. In addition, as requested, Council will continue to monitor and review the public transport facilities, traffic signals, junction timings etc to ensure optimum operation of the public transport facilities.

9.1.8 **SOUND BARRIER ALONG THE NORTHBOUND CORRIDOR OF THE M8**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 16th December 2024 on the following motion:-

‘That Cork City Council will work with Transport Infrastructure Ireland to install a sound barrier along the northbound corridor of the M8, including provision of a noise barrier at Chestnut Meadows.’

(Proposer: Cllr. O. Moran 24/571)

The report of the Director of Services stated that the current Noise Action Plan is the Cork Agglomeration Noise Action Plan 2024-2028 which was adopted by Cork City Council on 04th June 2024 and is available on the Cork City Council website at [Cork Agglomeration Noise Action Plan 2024-2028 - Cork City Council](#). The Noise Action Plan 2024 – 2028 was prepared in accordance with EU directive 2002/49/EC commonly referred to as the ‘END’ Directive which was transposed into Irish Law by the Environmental Noise Regulations 2006 (S.I. 140/2006) (the ‘Regulations’). The Regulations were revised by the European Communities (Environmental Noise) Regulations 2018 (S.I. 549/2018) and amended through the European Communities (Environmental Noise) (Amendment) Regulations 2021 (S.I. 663/2021)

The Noise Action Plan is aimed at strategic long-term management of environmental noise from transport systems and is based on the results of the strategic noise maps which informed assessments of population exposure and harmful effects of noise. The results have been used to identify areas within the Agglomeration to be subject to noise management activities during the implementation of the Noise Action Plan should funding and resources be available. These areas are referred to as Priority Important Areas. In Cork, the main source of transport noise is from roads. There are many residential settlements close to major roads (many directly beside) in the Cork Agglomeration and the Noise Action Plan is a method of identifying and prioritising the worst affected areas at this time for mitigation.

In the Agglomeration there are approximately 119,000 people exposed to noise levels above the 53dB L_{den} noise limit value in dwellings. In order to address areas identified as worst affected and identify Priority Important Areas, these locations are shortlisted into those areas where there are greater population densities in accordance with EPA Guidance. While Chestnut Meadows is shown on the Strategic Noise Mapping as an area with noise levels over the noise limit values, and is classified as an 'Important Area' it has not been identified as a Priority Important Area or Most Important Area in the 2024-2028 Noise Action Plan. There is currently very limited funding from the Department of the Environment to address road related noise issues and any funding provided will be assigned to the Priority Important Areas in the first instance.

Noting that the M8 is a national route under the remit of TII, and TII are the Noise Mapping Body for Major Roads designated as National Roads, any detailed evaluation of future Priority Important Areas on National Routes would require consultation and collaboration with TII to agree the strategy for implementation of same.

Noise is becoming more of a priority both here and across Europe. As its prominence as a health issue becomes more recognised then hopefully this will increase the funding dedicated to alleviating noise issues.

The NTA have responsibility for selecting, installing and maintaining bus shelters.

Since 2020, Cork City Council have been allocated funding from the NTA to carry out bus shelter enabling works in advance of the NTA's contractor installing a bus shelter or replacing an existing bus shelter. Over 30 shelters have been installed or replaced across the city over the past number of years as part of this programme and there are an additional 8 shelters at various stages of design, planning and construction.

This programme is subject to continued funding by the NTA. Other capital projects funded by the NTA and delivered by the Infrastructure Development Directorate also include the installation/replacement of bus shelters.

If there are specific shelters that are of concern, these locations can be submitted to trafficrequests@corkcity.ie and will be referred to the NTA for consideration.

9.1.9 **REPAIR AND RESTORE MAIN PEDESTRIAN CROSSINGS IN THE CITY**

An Chomhairle considered and approved the report of the Director of Services, Infrastructure Development, dated 21st October 2024 on the following motion:-

'That the main pedestrian crossings in the city, including the ones at Finn's Corner and by Nano Nagle Bridge (which poses a major trip hazard) are repaired and restored as a matter of urgency.'

(Proposer: Cllr. M. Finn 24/070)

The report of the Director of Services stated that the pedestrian crossings on St Patrick Street and Grand Parade were restored during the summer months under the City Centre Renewal Project. The work also included the replacement of timber decking

around the trees on Grand Parade and the replacement of damaged street furniture, lining and signage.

9.1.10 **DISC PARKING HOURS**

An tArdmhéara advised An Chomhairle that correction was required to the issued agenda for the Council Meeting and the minutes of the Transport & Mobility Strategic Policy Committee, and the motion which corresponds to this report should read as follows:-

‘That the disc parking hours be increased to 20.30 from 18.30 to facilitate parking for the residents. Surrounding areas to be considered or monitored for any knock-on effects.’

(Proposer: Cllr. S. Martin 24/156)

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the motion.

The report of the Director of Services stated that the request to extend the operating hours of pay parking on McCurtain Villas can be considered. However, given the haphazard arrangements of an 18.30 / 20.30 operation in various streets around UCC and the Bons Hospital, i.e., not contiguous area, the optimal approach would be to review the regime in the general area and agree a cordon within which the 20.30 hours operate.

It has been noted that illegal ‘no parking’ signs have been erected on McCurtain Villas. Any such signs will be removed. It has also been recorded that large notices have been affixed to car windows. Such actions are illegal, creates risks for drivers and liabilities for the person affixing the signs. It is important to note that public roads cannot be reserved for specific users and public roads are available to all road users provided they are used in accordance with the lines and signs in place.

We have also written to UCC regarding how they facilitate / provide parking facilities for their students and will engage again with UCC on this matter.

A report of the proposed review and suggested outcomes will be brought to the next meeting of the Roads & Transportation SPC.

9.1.11 **SAFE SCHOOL ZONES**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That this Council set a target of establishing Safe School Zones outside every school in this city, within the next five years.’

(Proposer: Cllr. D. Boyle 24/177)

The report of the Director of Services stated that the NTA established a Safe to Schools Programme in 2022 and undertook a process with An Taisce in 2021 to invite all schools to participate in the programme. Out of 124 schools in the city, 24 made an application to participate in the programme. Of these 24, there are 11 schools at the various stages of review, design and statutory processes to deliver a Safe Routes to School scheme at those schools. The Safe Routes to Schools programme aims to improve walking and cycling routes to schools and the front of school environment including safe school zones and is funded annually by the NTA. Once the first 24 schools have been addressed a further round of applications may be invited.

9.1.12 **VALIDATED PARKING SCHEME**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That given high costs of parking in and around the city centre, especially in facilities operated privately, Cork City Council investigates the possibility of a validated parking scheme in co-operation with private parking owners where goods receipts can be validated and used for discounted parking. This to be supported by the economic fund derived from rates and other incomes.’

(Proposer: Cllr. M. Finn 24/167)

The report of the Director of Services stated that Cork City Council currently provides over 1,000 public short term car parking spaces across two multi storey car parks (Paul Street Car Park & North Main Street Car Park). Both these car parks offer the lowest hourly charge in the city of €1.70 per hour in North Main Street Car Park and €2.70 per hour in Paul Street Car Park.

In addition, Cork City Council provides a further 900 spaces in the Black Ash Park & Ride.

There are six other significant car parks in the city with approximately 2,400 car parking spaces that are privately operated. Some other smaller private car parks are also in operation. It would be logical to assume that charges in these car parks are set to reflect demand.

Historically Cork City Council engaged unsuccessfully with the private car park operators to implement agreed initiatives across all parking facilities to maximise marketing opportunities and manage displacement. The motion can be referred to Strategic & Economic Development to explore current interest amongst private car park operators and businesses. In the meantime, we will continue to promote our own facilities including extended opening hours in the lead up to Christmas.

An Chomhairle further agreed to refer the motion to the Strategic, Economic Development, Enterprise & Planning Strategic Policy Committee for further discussion.

9.1.13 **COMPREHENSIVE POLICY ON ACCESS AND PERMEABILITY**

An Chomhairle considered and approved the report of the Director of Services, Strategic and Economic Development, dated 21st October 2024 on the following motion:-

‘That this Council instigate a comprehensive policy on access and permeability, stressing which walking routes are most encouraged and when.’

(Proposer: Cllr. D. Boyle 24/270)

The report of the Director of Services stated that the Cork Walking Strategy was carried out a number of years ago which provided a vision and implementation plan for increasing walking for commuting within Cork City’s suburbs. This Strategy has guided investment in pedestrian infrastructure that has increased permeability across the city, and much of the focus of the Strategy has since been carried forward in the Cork Metropolitan Area Transport Strategy (CMATS). The Cork City Development Plan 2022-2028 and CMATS commit Cork City Council, within the City Development Plan period, to undertake a permeability study within existing built-up areas to identify opportunities for walking and cycling permeability.

9.1.14 **REPAINTING OF ROAD MARKINGS**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That this Council will undertake, in the immediate short-term - a repainting of road markings in at junctions of regular roads under Council control and also within estates across all Wards to help alleviate traffic issues and safety.’

(Proposer: Cllr. P. Horgan 24/346)

The report of the Director of Services stated that the Lining & Signing services in Cork City Council are delivered as follows:

- Former Transition Area: Delivered by Area Engineer via an annual tendered contract (as was the case, prior to transition).
- Former City Area: Delivered by the direct labour Traffic Crew within Traffic Division.

The Traffic Crew in the Traffic Division (currently a team of 9 persons), are responsible for the following services, and are prioritised as below:

1. Emergency Call Outs
2. Road Closures
3. Delivery of lining & signing programme.

Once Emergency Call Outs and Road Closures are addressed, the Traffic Crew allocate the remaining time to lining & signing work with lining work being subject to weather conditions.

The requests for lining / signing work far exceeds the resources available to meet this demand.

The order of programme delivery is set having regard to the following hierarchy:

- Safety related issues,
- Actions to support the city centre,
- Mobility related issues,
- Traffic issues,
- Others.

There are a small number of current vacancies within the above Traffic Crew and engagement with HR is ongoing to fill these vacancies as soon as possible.

All road lining is reinstated on the resurfaced roads which form part of the annual resurfacing contract directly by the external contractors as part of their resurfacing works.

Consideration is being given as to how to optimise the delivery of this service going forward, however if there are particular locations that require repainting, these can be submitted to trafficrequests@corkcity.ie for consideration.

9.1.15 **PEDESTRIANS SIGNALS AT JUNCTIONS WITH ONE-WAY STREETS**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That Cork City Council will modify the sequencing of pedestrians signals at junctions with one-way streets (e.g. the junction of Bridge Street and Patrick's Quay) to allow a green signal for pedestrians on one side (e.g. the Patrick's Quay side when crossing from Bridge Street to Patrick's Bridge) when a red signal is shown to one-way motor traffic (e.g. on Patrick's Quay).’

(Proposer: Cllr. O. Moran 24/364)

The report of the Director of Services stated that the one-way streets identified have recently been redesigned as part of the NTA funding commitment to the public realm works on McCurtain St. The implementation of showing a green-man signal by default when there is stopped traffic on a one street (ie when with parallel traffic flowing) is referred to as "crossing with traffic" and was often previously implemented on roads with one-way movements where the geometric junction permitted the facility.

The alternative service is called an “All-round pedestrian stage” (where all pedestrian crossings are serviced at the same time).

However, as the junctions on this project have been redesigned in consideration of visually impaired needs, pushbutton audio crossing tones are installed on all crossings as standard to allow visually impaired pedestrians to navigate the crossing safely.

This has required the redesign of the traffic signals to operate an All-round pedestrian stage only. As a “crossing with traffic” pushbutton crossing tone, could be misinterpreted on an adjacent crossing (which has with a red man showing) by visually impaired pedestrians.

We will continue to monitor new technology developments and consult with the Accessibility Group to establish the possibility of re-introducing “Crossing with Traffic” safely on redesigned traffic junctions, but the design of the McCurtain St must currently remain as designed.

9.1.16 **REVIEW OF BUS SHELTERS IN THE CITY**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That Council engage with the NTA, Bus Éireann and all relevant stakeholders to conduct a review of bus shelters in the city. Many have not been maintained properly; these should be repaired where possible and replaced where necessary. Modern signage should also be provided as at many bus shelters it is outdated, inadequate or not present at all.’

(Proposer: Cllr. B. McCarthy 24/397)

The report of the Director of Services stated that the NTA have responsibility for selecting, installing and maintaining bus shelters.

Since 2020, Cork City Council have been allocated funding from the NTA to carry out bus shelter enabling works in advance of the NTA’s contractor installing a bus shelter or replacing an existing bus shelter. Over 30 shelters have been installed or replaced across the city over the past number of years as part of this programme and there are an additional 8 shelters at various stages of design, planning and construction.

This programme is subject to continued funding by the NTA. Other capital projects funded by the NTA and delivered by the Infrastructure Development Directorate also include the installation/replacement of bus shelters.

If there are specific shelters that are of concern, these locations can be submitted to trafficrequests@corkcity.ie and will be referred to the NTA for consideration.

9.1.17 **ACCESSIBILITY AUDIT OF FOOTPATHS AND PEDESTRIAN CROSSINGS**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That this Council will fund an accessibility audit of the city’s footpaths and pedestrian crossings in the city centre and suburbs to show the extent of repairs needed to be carried out, the cost of same and the total amount of footpaths under the responsibility of this local authority.’

(Proposer: Cllr. P. Horgan 24/415)

The report of the Director of Services stated that Cork City Council is responsible for the maintenance of the public footpaths in Cork City. Cork City Council has a record of all footpaths under the responsibility of this authority. This footpath infrastructure is comprised of footpaths of very different materials (granite blocks, paving slabs, concrete and tar paths etc.) of very different ages. As part of public realm, active travel projects and other developments, public footpaths are constantly upgraded and renewed.

Cork City Council also has a record of footpath defects gathered from numerous sources, including the public through the CRM, our own engineering assessments, public liability claims and Councillors representations. All funding for footpath maintenance and repairs comes from the City Council's own resources, as allocated by Members through the annual budget process. There is no funding available from the Department of Transport for footpath maintenance and any repairs must therefore be funded from very limited Council own resources.

When allocating resources for the annual footpath renewal contract, the record of footpath defects is used to identify and locate the worst sections of footpaths for inclusion in the contract. We are confident that this results in the worst condition footpaths, at a given time, being repaired first. In addition to the annual footpath contract, the Roads Operations Division deploys our outdoors crews to carry out localised repairs on an emergency basis, where and when needed.

As well as the Council having limited financial resources, we also have limited human resources. To carry out an audit of the more than 3 million square metres in area of footpath in the city is a mammoth task that would require substantial human resources to carry out. The benefits of expending such very significant resources on such an audit is also questionable. I believe that this money would be better spent tackling the known issues that have been identified with footpaths across the city. Also, the Council has neither the internal staff nor budget for substantial engineering consultancy inputs to carry out this city-wide audit task. Furthermore, the output of this task would not be immediately used as there is limited budget for very large-scale renewal of the footpaths. The worst sections of footpath are already known and do not require such an audit to be identified. The simple fact of the matter is that if the Council wishes to significantly increase the quantum of footpaths renewed in any given year that the footpath renewal budget must increase multifold from what it is presently.

It is also important to note that the Council operates one of the longest running stand-alone road opening licensing units in the country and was instrumental in the development of the Guidelines for Managing Openings in Public Roads (the Purple Book) – the national standard for reinstatement of road openings. The Council has a dedicated team of roads inspectors ensuring that permanent reinstatements are carried out in accordance with the Purple Book. I am thus satisfied that the quality of footpath reinstatement across the city is to a high standard. However, if any Councillor or member of the public is aware of a reinstatement of poor quality, this should be reported to the Customer Service Unit on 021-4924000 so that same may be

investigated. I would also like to advise Council that upon completion of works, in many cases, a temporary reinstatement may be put in place, and this may seem of poor quality. The key point with these is that they are only temporary to allow the footpath to reopen to public use and are not the permanent finished reinstatement. Permanent reinstatement will follow in due course.

9.1.18 **STREET FURNITURE POLICY**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘Can the Council confirm that there will be no charge for street furniture in 2025 as has been the policy for the last number of years. In addition to this, a proper review of permissible furniture and wind breakers to reflect what is practical for use in Cork.’

(Proposer: Cllr. D. Cahill 24/422)

The report of the Director of Services stated that the waiver on street furniture fees is implemented at a national level by the Government through the enactment of Regulations. For the past few years, since Covid in 2020, new ‘Planning and Development (Street Furniture Fees) Regulations’ have been set each setting the fee per table to €0 for that given year. It is usually late in Q1 or sometime in Q2 before the regulations are signed and Local Authorities are notified. I thus cannot confirm, at this point in time, what decision the Government will make in Q1 or Q2 2025 with regards to the fees to be levied for street furniture in 2025. However, Cork City Council would consider the fee of €125 per table an important step in effectively managing the street furniture licences, in ensuring that premises comply with the licence conditions and do not impede accessibility for vulnerable road users or create unnecessary nuisance. Also, managing the street furniture is a significant cost to Cork City Council and involves technicians, administrative staff and engineers.

Cork City Council regularly reviews the conditions attached to Street Furniture licenses to ensure they are appropriate for what is practical for use in Cork. It is essential that the street furniture creates a welcoming and inclusive environment for all citizens, while not impeding accessibility around the city. Permissible furniture and heights of windbreakers form part of said reviews. Any conditions attached to street furniture licenses need to allow for equal and fair implementation across all businesses in the city. The existing conditions have served the city well over the years, but some minor changes may be appropriate, and any modifications deemed appropriate will be made once the latest review is complete.

9.1.19 **FOOTPATH RENEWALS / REPAIRS AND ESTATE ROAD RESURFACING**

An Chomhairle considered and approved the report of the Director of Services, Operations, dated 21st October 2024 on the following motion:-

‘That the CE confirm the additional level of funding required in Budget 2025 to make good all outstanding footpath renewals / repairs, and estate road resurfacing, across all five Local Electoral Areas.’

(Proposer: Cllr. A. Deasy 24/449)

The report of the Director of Services stated that Cork City Council is responsible for the maintenance of the approx. 2,000km of public footpaths in Cork City, with an estimated square area of 3,000,000 square meters and an estimated cost to replace the entire network of €375m. It is not possible to survey and prepare renewal cost estimates for all footpaths across the city, however, estimating the portion of the network that is in good condition and in compliance with modern standards (given it's age), an investment of €225m would be required to upgrade all remaining footpaths to modern standards. It is important to note that footpaths built 80 years ago were built to the standards that were applicable at the time and not 2024 standards. Also Cork City is a very old city with medieval streets and road structures. In many locations this results in narrow footpaths, or footpaths on only one side of the road. In such locations it is simply not possible to upgrade such footpaths to be compliant with modern standards due to the physical constraints of buildings and other infrastructure.

Every few years Cork City Council undertakes a road surface condition study and assigns a PSCI condition rating to same. This rating scales from 10 (being excellent condition) to 1 (being very poor condition). Based on a short desktop study of all estate roads with a PSCI condition rating of 6 or less, we would estimate the approximate cost of making good all outstanding estate resurfacing to ensure that all roads achieve a PSCI condition rating of 7 or above to be in the region of €60 million. This does not account for the ongoing road surface deterioration which occurs constantly. Roads have a limited lifespan and as such as soon as they are resurfaced, they immediately begin to deteriorate. This is why in practice it is impossible to maintain all roads in a city at excellent condition 100% of the time. Other insurmountable limitations (other than the lack of a €60m budget) include the availability of contractors and supply of materials to carry out such an extensive works programme in a 12-month period.

It is important to note that to ensure the condition of both footpaths and carriageway surfaces are maintained to a high standard, the City Council is going to have to have to very significantly increase, by orders of magnitude, the revenue funding allocated annually as part of the Budget process to footpath and carriageway maintenance and upgrade. Once off capital funding will help in the short term but will not resolve this matter. Only significant annual revenue expenditure on a continual bases can improve and maintain public infrastructure to the required standards.

10. **STRATEGIC, ECONOMIC DEVELOPMENT, ENTERPRISE & PLANNING STRATEGIC POLICY COMMITTEE / COISTE BEARTAIS STRAITÉISIGH - STRAITÉISEACHT, FORBAIRT EACNAMAÍOCH, FIONTAR & PLEANÁIL – 16th DECEMBER 2024**

An Chomhairle considered and noted the minutes of the Strategic, Economic Development, Enterprise & Planning Strategic Policy Committee from its meeting held, 16th December 2024.

10.1 **UPDATE ON VACANCY AND DERELICTION**

An Chomhairle considered and noted the presentation on vacancy and dereliction.

10.2 **MOTIONS**

10.2.1 **CORK CITY LIVING CITY INITIATIVE**

An Chomhairle considered and approved the report of the Director of Services, Planning and Integrated Development, dated 13th December 2024 on the following motion:-

‘That Cork City Council implement a review of the Living City Initiative Special Regeneration Areas (SRAs) boundaries in Cork City.

There is a huge amount of pre-1915 housing stock in the St. Lukes area (including Gardiner’s Hill, Ballyhooley Road and Old Youghal Road) that would hugely benefit from being included in the St. Lukes SRA boundary. These pre-1915’s properties which are predominantly traditional construction, typically don't qualify for many SEAI grants (as the B2 BER target is too onerous), or indeed the vacant homes grant - but nonetheless these properties are extremely costly and complex to renovate.

I believe the Living City Initiative is not being applied to anywhere near its full potential in Cork City. It is within Cork City Council's gift to extend the LCI Special Regeneration Areas (SRAs) to which the Tax Relief applies by updating the boundaries.

This could be done with immediate effect.

I would propose adding Gardiner’s Hill, Ballyhooley Road, Old Youghal Road, Middle Glanmire Road and Lovers Walk area (if not already included) to the St. Lukes SRA for maximum effectiveness.’

(Proposer: Cllr. J. Kavanagh 24/443)

The report of the Director of Services stated that Living City Initiative (LCI) Special Regeneration Area boundaries are established by the Minister for Finance by Ministerial Order under the Taxes Consolidation Act 1997. Cork City Council cannot alter those boundaries. The LCI has been discussed in Dáil Éireann since its introduction in 2015, including in 2023 and 2024 where the Minister for Finance noted that the LCI is kept under review and was reviewed as part of the Tax Strategy Group process in 2022, and that decisions regarding taxation measures are made in the context of the annual Budget and Finance Bill processes. The LCI period was however extended until 31 December 2027.

10.2.2 **DERELICTION**

An Chomhairle considered and approved the report of the Director of Services, Planning and Integrated Development, dated 13th December 2024 on the following motion:-

‘Cork City Council recognises that dereliction is a serious problem for Cork City. The Council will, therefore, seek to use the Derelict Sites Act to its full effect. The Council

will also write to the Minister for Housing to highlight operational issues with the Derelict Sites Act and provide recommendations for law reform in this area.’

(Proposer: Cllr. P. Rice 24/577)

The report of the Director of Services stated that following a comprehensive review of Cork City Council’s Derelict Sites procedures in 2023, Cork City Council instituted a revised approach to derelict sites that increased identification and improved outcomes by better utilising the legislation available in the Derelict Sites Act, 1990. A city-wide survey increased identification and placement on the register, resulting in a doubling of sites formally on the Register to its current total of 174. There was a similar increase in the number of properties being investigated and progressed for a removal of dereliction and potential placement on the register, to 230 properties.

As a consequence of these measures the current Cork City Council derelict and vacant site portfolio is in excess of 1,000 properties, comprising:

- 400+ properties being investigated for a removal of dereliction,
- 300 properties being progressed for a removal of vacancy, and
- 380+ properties being returned to use through grants facilitated by Cork City Council’s derelict sites team.

Process improvements were introduced with respect to the application of the Derelict Sites Act in 2023 which have resulted in the following improvements in the past 12 months:

- A tripling of the number of communications sent to the owners of derelict and vacant sites, with the intention of facilitating a return to use of these properties;
- A tripling of Derelict Site Levy collection, from €150,000 in 2023 to €470,000 in 2024;
- A doubling of the number of properties where dereliction was successfully in 2024 versus 2023;
- Over 337 homes returning to use via €17 million of funding processed by Cork City Council through the Vacant Property Refurbishment Grant;
- 82 sites being progressed for legal charges with a combined outstanding levy total of €4.5 million Euro;
- 7 sites being progressed through the courts for failure to pay derelict site levies;
- 5 ‘In the Community’ dereliction and vacancy events held in 2024, up from 1 in 2023, with 1 held in each of the city’s electoral areas to stimulate return to use;
- 1 major ‘Urban Fabric’ city event attended by over 120 derelict site owners, property developers and industry experts;

Cork City Council will continue to implement the Derelict Sites Act to its full effect with the aim of reducing dereliction and vacancy in Cork City.

10.2.3 **REGENERATION OF CORK'S DOCKLANDS**

An Chomhairle considered and approved the report of the Director of Services, Planning and Integrated Development, dated 13th December 2024 on the following motion:-

‘That Cork City Council notes with disappointment the consequences for the development of more than 1,300 homes in the regeneration of Cork’s docklands due to the recent decision of An Bord Pleanála to refuse permission for Goulding Chemicals to develop port facilities at Marino Point in Cork Harbour, and resolves to work constructively to support the development of housing and the regeneration of Cork’s docklands.’

(Proposer: Cllr. H. Kamegni 24/606)

The report of the Director of Services stated that Cork City Council will continue to work proactively with all stakeholders to progress the delivery of housing, enabling infrastructure and the regeneration of the Cork Docklands, underpinned by the significant State investment under the Urban Regeneration and Development Fund (URDF). This includes the forthcoming Cork Docklands Framework Masterplan which will be completed in 2025.

10.2.4 **PROPERTY DERELICTION**

An Chomhairle considered and approved the report of the Director of Services, Strategic and Economic Development, dated 18th October 2024 on the following motion:-

‘The current laws and enforcement mechanisms may not be sufficient to address the entire scope of the dereliction problem. This motion seeks to formally urge Cork City Council draft and enact stronger laws aimed at effectively fighting against property dereliction and hold property owners accountable for neglect.’

(Proposer: Cllr. H. Kamegni 24/457)

The report of the Director of Services stated that Cork City Council does not have power to change laws related to dereliction. In regard to existing laws, Cork City Council is applying the enforcement options available to the local authorities to stimulate a return to use.

Cork City Council conducted a city wide survey in summer 2023. The number of sites on the Derelict Site Register increased by over 50%, with a similar increase in the number of sites ‘under investigation’ for placement on the register. This has resulted in current figures of:

- 173 sites formally on the Derelict Sites Register
- 230 being considered for placement on the register (if found to be derelict) with active engagement with owners.
- 300 vacant or potentially vacant properties being communicated with to advise of grants, schemes and options available

- 320 properties have applied for the Vacant Property Refurbishment Grant, all long term vacant or derelict.
- Other schemes like repair and lease, are processed by Cork City Council's Housing department, while Cork City Council's administration of grants related to conservation and similar concerns also stimulate return to use.

Cork City Council is proactively engaging with property owners on a one to one basis, and have hosted clinics and events to promote the supports available to remove dereliction.

10.2.5 **TREE PRESERVATION ORDER**

An Chomhairle considered and approved the report of the Director of Services, Strategic and Economic Development, dated 18th October 2024 on the following motion, noting the dissention of Comhairleoir J. Kavanagh:-

‘That Cork City Council will apply a Tree Preservation Order to all areas zoned as a Landscape Preservation Zone for reason of tree canopy, to compliment the objectives of the Cork City Development Plan in preserving the amenity of these areas.’

(Proposer: Cllr. O. Moran 24/363)

The report of the Director of Services stated that Cork City Council's first Tree Strategy, which was supported by an objective of the Cork City Development Plan 2022-2028, was adopted by Members in April 2024. Action 15 of the Strategy seeks to pilot the making of additional Tree Preservation Orders where appropriate and to subsequently review their effectiveness. There are 64 Landscape Preservation Zones identified in the City Development Plan, 49 of which include “tree canopy” as a reason for their designation. In total, these 49 Landscape Preservation Zones contain over 13,000 trees. Background work has been undertaken in relation to Action 15 and it is envisaged to commence scoping work for a pilot under Action 15 in early 2025, targeting a limited number of sites to evaluate the process and associated costs. Landscape Preservation Zones will be taken into account for site selection.

10.2.6 **LIVING OVER THE SHOP SCHEME**

An Chomhairle considered and approved the report of the Director of Services, Strategic and Economic Development, dated 18th October 2024 on the following motion:-

‘That Cork City Council will develop and promote its own ‘Living Over the Shop’ scheme for businesses and property owners to make effective use of vacant 'over-the-shop' spaces for housing; that this scheme will include providing advice and support in navigating regulations, grants and other finance options, and best practices to enable owners bring such spaces back into use.’

(Proposer: Cllr. O. Moran 24/365)

The report of the Director of Services stated that Cork City Council actively promotes living over the shop. The Cork City Development Plan 2022-2028 encourages living

over the shop and the re-use of upper floors for residential use. The 2022 Census showed strong residential growth in the city centre which indicates demand for city centre and urban living. Cork City Council operates a range of supports for living over the shop, including tax incentives such as the Living City Initiative (previously Living over the Shop), and grants such as the Vacant Property Refurbishment Grant (Croí Cónaithe (Towns) Scheme), Architectural Conservation Area Grants and the Built Heritage Investment Scheme. Cork City Council offers advice and support to prospective applicants in relation to planning applications, grants and best practice. There are also wider supports available, such as planning exemptions and financial supports to convert vacant units to residential use like the Repair and Leasing Scheme. Previous challenges to renovating or converting above the shop vacant units are also being addressed, such as the recent changes to national building and fire regulations that could facilitate easier residential use of upper floors. Cork City Council will continue to promote and support living over the shop through these pathways.

11. **HOUSING STRATEGIC POLICY COMMITTEE / COISTE BEARTAIS STRAITÉISIGH - TITHÍOCHT – 17th DECEMBER 2024**

An Chomhairle considered and noted the minutes of the Housing Strategic Policy Committee from its meeting held, 17th December 2024.

11.1 **HOUSING PROGRESS REPORT**

An Chomhairle considered and noted the Housing Progress report for October 2024.

11.2 **MOTIONS**

11.2.1 **INCLUDE ALL HOUSES IN CHURCHFIELD IN THE RETROFITTING PROGRAMME**

An Chomhairle considered and noted the report of the Director of Services, Housing, dated 19th September 2024 on the following motion:-

‘That Cork City Council would include all houses in Churchfield for retrofitting. It is extremely unfair on the residents who were excluded from the original retrofitting scheme, and I would ask that these houses would now be included in the retrofitting programme.’

(Proposer: Cllr. M. Gould 24/478)

The report of the Director of Services stated that the energy efficiency retrofit programme phase two is a program that commenced in 2021 with a target completion date of 2050. The aim is to ensure that all of the existing social housing stock has a building energy rating of B2 or higher. Where the B2 standard is unachievable the housing unit should be brought to the cost optimal equivalent (COE) as defined in the Building Regulations Technical Guidance Document Part L (Conservation of Energy). This target is aligned with Cork City Councils Climate Action Plan, the National climate action plan and the United Nations Sustainable Development Goals.

Cork City Council has approximately 9,000 social housing units that need to be improved to achieve the B2/COE standard. Properties built prior to 2009 are eligible for inclusion in the project. Properties built post 2009 should already meet the standard.

The energy efficiency retrofit program phase one targeted properties with a cavity wall and with an attic. With this program over six thousand social housing units owned by Cork City Council had one or both measures installed. This program was 100% funded by central government.

Phase two of the energy efficiency retrofit program is also funded by central government through the DHLGH. The funding model allows for an average payment of €34,000 per house, subject to a maximum of €42,850 for a mid terraced house and €48,350 for an end of terrace house and a detached house. The aim is for local authorities to select a mix of properties for inclusion in the project in any given year (e.g. those that require a minimal upgrade and those that require a significant upgrade). In general older properties any shortfall in funding must be financed by Cork City Council.

The funding model means that the emphasis is on properties that require a small number of measures to achieve the B2 standard.

The accumulation of “savings” lower than the average of €34,000 per house is used to fund expenditures greater than €34,000. Any expenditure in excess of the maximums for a mid terrace and end of terrace house is funded by the local authority.

Currently sixty seven social houses in the North West electoral area are undergoing retrofits, including properties at Churchfield Green and Churchfield Avenue.

Noting the funding constraints outlined above Cork City Council will be considering further properties in Churchfield for inclusion in the programme in 2025.

11.2.2 **AUDIT OF COMMUNITY ROOMS / SPACES**

An Chomhairle considered and approved the report of the Director of Services, Housing, dated 12th December 2024 on the following motion:-

‘That Cork City Council in conjunction with the Approved Housing Bodies conduct an audit of the multiple Community Rooms / Spaces with a view to developing a policy for enhanced usage of these spaces.

While there have been many recent welcome housing developments that include Community Rooms, often these spaces are underused with no clear function and purpose.’

(Proposer: Cllr. J. Sheehan 24/425)

The report of the Director of Services stated that Cork City Council will commence a process of engagement with the Approved Housing Body sector and undertake an audit in 2025 of all completed social housing schemes managed by them which

provide assigned space for Community use to ascertain the status of their current usage.

On conclusion of that process, refinement of policy for use of such spaces will be undertaken to inform future projects where specific community space is provided for.

12. **CLIMATE ACTION COMMITTEE – 10th DECEMBER 2024**

An Chomhairle considered and noted the minutes of the Climate Action Committee from its meeting held, 10th December 2024.

13. **FINANCE & ESTIMATES COMMITTEE – 6th JANUARY 2025**

An Chomhairle considered and noted the minutes of the Finance & Estimates Committee from its meeting held, 6th January 2025.

13.1 **FINANCE RELATED REPORTS**

13.1.1 **FINANCIAL STATEMENTS TO END OF NOVEMBER 2024**

An Chomhairle considered and approved the Financial Statements to the end of November 2024.

14. **CORRESPONDENCE**

An Chomhairle noted correspondence received.

15. **CONFERENCE/SEMINAR SUMMARIES**

An Chomhairle noted summaries of conferences/seminars attended as follows:-

- Comhairleoir F. Dennehy at the AILG Autumn Training Seminar, held at Co. Monaghan, 11th - 12th September 2024.
- Comhairleoir F. Dennehy at the AILG Training Seminar, Overview of the Planning System, held at Bridge House Hotel, Tullamore, Co. Offaly, 28th September 2024.
- Comhairleoir F. Dennehy at the LAMA Autumn Seminar, held at Newgrange Hotel, Navan, Co. Meath, 17th - 18th October 2024.

16. **SECTION 141 REPORTS**

An Chomhairle noted section 141 reports as follows:-

- Comhairleoir T. Fitzgerald – Cork Healthy Cities – National Healthy Cities – January to December 2024.
- Comhairleoir P. Horgan – Pure Cork/Visit Cork – July to December 2024.
- Comhairleoir P. Horgan – HSE Regional Forum – July to December 2024.
- Comhairleoir P. Horgan – Everyman Palace Theatre – July to December 2024.
- Comhairleoir O. Moran – CORE – November to December 2024.
- Comhairleoir O. Moran – ETB – November to December 2024.

- Comhairleoir O. Moran – Local Drugs Task Force – November to December 2024.

17. **CONFERENCES/SEMINARS**

17.1 **CELTIC CONFERENCES: “CORPORATE GOVERNANCE”**

An Chomhairle considered and approved the attendance of Comhairleoir J. Kavanagh at Celtic Conferences: “Corporate Governance” in Clonakilty from 7th - 9th February 2025.

18. **TRAINING**

18.1 **LAMA AND AILG CONFERENCES AND TRAINING**

An Chomhairle considered and approved attendance by Elected Members at all LAMA and AILG conferences and training during 2025.

19. **MOTIONS REFERRED TO COMMITTEES**

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

On the proposal of Comhairleoir O. Moran, An Chomhairle agreed that motion 28, PV Solar Car Park Canopies, be referred to the Transport & Mobility Strategic Policy Committee.

20. **MOTIONS**

20.1 **BUS SCHEDULE MONITOR AT ASHMOUNT ESTATE**

An Chomhairle considered and approved the following motion:-

‘That Cork City Council write to Bus Éireann and request that a “real time” bus schedule monitor, which are currently in use on many bus shelters across the city, be erected on the recently installed bus shelter at the bottom of Ashmount Estate in Tivoli.’

(Proposer: Cllr. J. Kavanagh 25/006)

20.2 **UNRWA**

An Chomhairle considered the following motion:-

‘That this Council supports the work of UNRWA and condemns attempts by Israel to denigrate its work and condemns the normalisation of the killing of children that is happening in Palestinian Territories.’

(Proposer: Cllr. P. Horgan 25/018)

On the proposal of Comhairleoir K. McCarthy, An Chomhairle approved the motion revised to read as follows:-

‘That this Council writes to the Taoiseach to note its support of the work of UNRWA and condemns attempts by Israel to denigrate its work and condemns the normalisation of the killing of children that is happening in Palestinian Territories.’

(Proposer: Cllr. P. Horgan 25/018)

SUSPENSION OF STANDING ORDERS

On the proposal of Comhairleoir K. Collins, seconded by Comhairleoir J. Maher, An Chomhairle agreed to suspend standing orders to continue the meeting past 8pm.

20.3 **COMMUNITY POLICING VAN INITIATIVE**

An Chomhairle considered and approved the following motion:-

‘That this Council praises the initiative of the Anglesea Street Garda community policing van initiative prior to Christmas and that discussion would happen with the Garda Station on a similar roll-out of the van at busy times of the city’s events calendar.’

(Proposer: Cllr. K. McCarthy 25/022)

20.4 **CONNECTION TIMES OF BUS AND RAIL SERVICES AT KENT STATION**

An Chomhairle considered and approved the following motion:-

‘That Cork City Council will write to the National Transport Authority to align the connection times of bus and rail services by Bus Éireann and Irish Rail at Kent Station.’

(Proposer: Cllr. H. Kamegni 25/024)

20.5 **RECENT CONDOLENCES ON THE DEATH OF HITLER**

An Chomhairle considered the following motion:-

‘That, on the occasion of 80 years since the liberation of Auschwitz, remembering the genocide of the Jewish people of Europe and those called 'gypsies' (Roma and Sinti), and the persecution of homosexuals, disabled people, trade unionists, political activists and many others by the Nazi government, that the incoming Government of Ireland will recant condolences on the death of Hitler conveyed by President Douglas Hyde and Taoiseach Éamon de Valera; and that this motion will be forwarded to An Tánaiste and Minister for Foreign Affairs, Micheál Martin.’

(Proposer: Cllr. O. Moran 25/032)

On the proposal of Comhairleoir A. Deasy, seconded by Comhairleoir F. Dennehy, a vote was called for on the approval of the motion where there appeared as follows:-

FOR: Comhairleoirí T. Tynan, O. Moran, D. Boylan, J. Sheehan, M. Gould, K. Collins, B. McCarthy, H. Kamegni, F. Kerins, D. Boyle, N. O'Connor, C. Kelleher, L. Harmon. (13)

AGAINST: Comhairleoirí N. O'Flynn, K. McCarthy, S. Martin, F. Dennehy, A. Deasy. (5)

ABSTAIN: Comhairleoirí J. Maher, J. Kavanagh, T. Fitzgerald, M.R. Desmond, P. Horgan, T. Coleman. (6)

As those voting in favour of the motion were greater than those voting against, An tArdmhéara declared the vote carried, and the motion approved.

20.6 **POLLUTION AND DEGRADATION OF THE GLASHEEN RIVER**

An Chomhairle considered the following motion:-

‘This Council notes the recent report: 'Freshwater Ecology Survey of the Glasheen Stream in Cork City' by Litizia Cocchiglia. This report highlights the pollution and degradation of the Glasheen River and its impact on biodiversity and flooding. This Council will write to Maria Young of the Cork River Alliance to deliver a presentation to Councillors on the report and the potential solutions.’

(Proposer: Cllr. L. Harmon 25/042)

An Chomhairle agreed to refer the motion to the Environment, Water & Amenity Strategic Policy Committee for consideration.

20.7 **STATE CONSTRUCTION COMPANY**

An Chomhairle considered the following motion:-

‘That this Council will write to the incoming Taoiseach and Housing Minister to recommend that a state construction company be set up to build public housing alongside local authorities. This state-led approach will act as a counterbalance to the for-profit model, providing stability and meeting the real housing needs in Cork City and across the country.’

(Proposer: Cllr. L. Harmon 25/043)

On the proposal of Comhairleoir C. Kelleher, seconded by Comhairleoir S. Martin, a vote was called for on the approval of the motion where there appeared as follows:-

FOR: Comhairleoirí J. Maher, T. Tynan, O. Moran, M. Gould, K. Collins, B. McCarthy, K. McCarthy, H. Kamegni, P. Horgan, F. Kerins, D. Boyle, N. O'Connor, L. Harmon. (13)

AGAINST: Comhairleoirí J. Kavanagh, T. Fitzgerald, D. Boylan, M.R. Desmond, S. Martin, F. Dennehy, C. Kelleher, T. Coleman. (8)

ABSTAIN: (0)

As those voting in favour of the motion were greater than those voting against, An tArdmhéara declared the vote carried, and the motion approved.

20.8 **PRIMARY CARE CENTRES FOR MAYFIELD, BALLYVOLANE AND GLANMIRE**

An Chomhairle considered and approved the following motion:-

‘That Cork City Council writes to the new Minister of Health to get an update on progress on the proposed Primary Care Centres for Mayfield, Ballyvolane and Glanmire. I would ask that the Minister updates us on locations / funding allocated / start dates and expected completion dates for each centre.’

(Proposer: Cllr. J. Maher 25/048)

This concluded the business of the meeting

ARDMHÉARA
CATHAOIRLEACH