

MINUTES OF ORDINARY MEETING OF CORK CITY COUNCIL
HELD ON MONDAY 9th JANUARY 2023

PRESENT	Ardmhéara Comhairleoir D. Forde.
NORTH EAST	Comhairleoirí K. O’Flynn, J. Maher, T. Tynan, J. Kavanagh, O. Moran, G. Keohane.
NORTH WEST	Comhairleoirí T. Fitzgerald, M. Nugent, J. Sheehan, K. Collins, F. Ryan, D. Boylan.
SOUTH EAST	Comhairleoirí D. Cahill, L. Bogue, M.R. Desmond, K. McCarthy, T. Shannon.
SOUTH CENTRAL	Comhairleoirí M. Finn, D. Boyle, S. Martin, S. O’Callaghan, P. Dineen, F. Kerins.
SOUTH WEST	Comhairleoirí F. Dennehy, D. Canty, C. Finn, G. Kelleher, T. Moloney, E. Ryng.
ALSO PRESENT	Mr. B. Geaney, Deputy Chief Executive. Mr. P. Moynihan, Director of Services, Corporate Affairs & International Relations. Mr. N. Ó Donnabháin, Director of Services, Housing. Ms. A. Rodgers, Director of Services, Community, Culture & Placemaking. Mr. D. Joyce, Director of Services, Roads & Environment Operations. Mr. G. O’Beirne, Director of Services, Infrastructure Development. Mr. J. Hallahan, Chief Financial Officer. Mr. F. Reidy, Director of Services, Strategic & Economic Development. Ms. K. Fitzgerald, Meetings Administrator. Ms. C. Currid, Staff Officer, Corporate Affairs & International Relations.
APOLOGIES	Comhairleoir C. Kelleher.

An tArdmhéara recited the opening prayer.

1. **VOTES OF SYMPATHY**

- The Fonseca family on the death of Bruna Fonseca.
- The Palmer family on the death of Paudie Palmer.
- The Fitzpatrick family on the death of Mick Fitzpatrick.
- The Blair family on the death of John Blair.
- The Guiney family on the death of Catherine Guiney.
- The Bruton family on the death of Ellen Bruton.
- The O’Regan family on the death of Michael O’Regan.

- The Reidy family on the death of Patrick Denis Reidy.
- The Lahive family on the death of John Lahive.
- The Brierley family on the death of Jack Brierley.
- The Keane family on the death of John Keane.
- The McNally family on the death of Natalie McNally.
- The Lynch family on the death of Jack Lynch.
- The Varma family on the death of Toshi Kumari Varma.
- The O'Donoghue family on the death of Ena O'Donoghue.
- The Levis family on the death of Seán Levis.
- The Sievwright family on the death of Sheila Sievwright.
- The Vaughan family on the death of Frank Vaughan.
- The Downey family on the death of Pauline Downey.
- The Mannix family on the death of John Mannix.

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

- Brian Long on becoming National Senior Boxing Champion.

3. **LORD MAYOR'S ITEMS**

3.1 **CIVIC RECEPTION**

On the proposal of An tArdmhéara, An Chomhairle approved a Civic Reception to mark the 40th Anniversary of the Sexual Violence Centre.

3.2 **40th ANNIVERSARY OF TWINNING WITH RENNES**

An Chomhairle approved travel by an tArdmhéara, accompanied by Comhairleoirí D. Cauty, T. Shannon and C. Finn to Rennes, France as part of the 40th Anniversary celebrations of twinning with Rennes.

3.3 **INVITATION TO CARNIVALE**

An Chomhairle approved travel by an tArdmhéara to attend Carnivale in Cologne, Germany, in February 2023.

3.4 **UNITED STATES DELEGATION**

An Chomhairle approved travel to the United States in 2023 by a Cork delegation, dates to be decided.

4. **CHIEF EXECUTIVE'S ITEMS**

4.1 **PROGRESSING CLIMATE ACTION IN CORK CITY**

An Chomhairle considered and approved the report of the Chief Executive, dated 5th January 2023 on Progressing Climate Action in Cork City.

5. **MINUTES**

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

- Ordinary Meeting of An Chomhairle held, 12th December 2022.

6. **QUESTION TIME**

6.1 **STATUS OF LAND AT EAST OF RESIDENCES AT GARRANE DARRA**

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

Can the CE advise on the status of the land east of the residences at Garrane Darra & straddling the N40 zoned as public open space and when the planning conditions for the development of playing fields and related infrastructure is likely to be delivered?

REPLY

TP 13/4773, further extended by TP 18/6402, granted permission for the construction of 10 no. dwelling houses and all associated ancillary development works including car parking, access, landscaping and amenity areas at Garranedarragh, Wilton. The proposed development replaced 21 no. apartments previously permitted under Planning Reg. No. 00/3131 and ABP Ref. PL04.130788. Condition 50 of TP 13/4773 requires that a local play area be provided in accordance with the layout submitted in the planning application.

The playing field to the east of the residences at Garrane Darra is Richmond Football Club.

Adrienne Rodgers,
Director of Services,
Community, Culture & Placemaking.

6.2 **FESTIVAL COSTS**

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

Could I see provide the Council with a full breakdown of costs and expenditure for the global festival including names of all vendors?

REPLY

The GLOW Christmas Festival ended with the disassembly of the Ferris Wheel on Grand Parade on 8th January, 2023. Following that, a comprehensive report on the festival will be completed and presented to Council once the budget is finalised.

There was no Christmas Market as part of the GLOW Festival 2022.

Adrienne Rodgers,
Director of Services,
Community, Culture & Placemaking.

6.3 **QUAY WALL – SOUTH GATE BRIDGE**

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

To ask the CE for an update and progress report on the resolution of the collapsed car park quay wall South Gate Bridge?

REPLY

This site is subject to the derelict sites process and has initially been placed on the Derelict Sites Register.

A notice was served under Section 8(2) of the Derelict Sites Act 1990, which included a schedule of works required to repair the Quay Wall.

The site owners and Cork City Council are actively engaged to resolve this matter in a timely manner.

Fearghal Reidy,
Director of Services,
Strategic & Economic Development.

6.4 **APPEARANCE OF SINK HOLE AT JUNCTION OF GRIFFITH BRIDGE & NORTH MAIN STREET**

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

To ask the Chief Executive to report on the recent appearance of a sink hole at the junction of Griffith Bridge and North Main Street; whether because of the topography of the City Centre island fears might exist that further incidents may occur, and does the Council have a strategy on this.

REPLY

Cork City Council Operations Directorate (Roads Section) has carried out a temporary road repair at this location and are consulting with the relevant City Council Departments to assess if there is any further risk of further road undermining at this location. These types of holes in the road surface are unpredictable and are dealt with on a case by case basis. The City Centre island has many underground services and is bounded by the river on all sides, so these incidents may happen from time to time, however it is not a regular occurrence and in fact occur very infrequently.

David Joyce,
Director of Services,
Roads & Environment Operations.

6.5 PLANNING LAWS

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

Can the CE report summarily on new planning laws as outlined in the Planning & Development Bill?

REPLY

The draft Planning and Development Bill was approved at Cabinet in early December, with a planned publication of the Bill in January. The Department of Housing, Local Government and Heritage issued an outline to the bill, outlining the following main provisions:

- **Strengthened legal status for Ministerial guidelines:** Ministerial guidelines and policy directives will be upgraded to ‘National Planning Policy Statements’ and ‘National Planning Policy Guidance’. These will be approved by Government. Alignment of other planning documents with these will be mandatory.
- **Amended focus and lifespan of Local Development Plans:** these will be extended from six years to ten years, with a review after Year 5. Plans will be more strategic in nature. They will give a strong sense of what is being planned for particularly areas before any planning applications emerge. This will help ensure that public engagement and major local debate is focused on the plan-making rather than planning application stage. Local Area Plans will be replaced by specific types of area-based plans to meet particular needs (Urban Area Plans; Priority Area Plans; Joint Area Plans; Strategic Development Zones/Urban Development Zones).
- **Statutory mandatory timelines for all consent processes, including An Bord Pleanála (ABP) decisions, to bring certainty to the planning consent process:** timelines are being introduced for appeals and consents applications made to ABP (including Strategic Infrastructure Developments). Where ABP fails to make decisions with these timelines, it will be subject to fines. The exact timelines will be included in the finalised Bill. It is intended that the timelines for ABP will be introduced on a phased basis, starting with those for Strategic Infrastructure Developments (including energy projects).
- **Changes to Judicial Reviews (JRs) of planning decisions:** there will be timelines for various steps in the Judicial Review process. ABP will be able to correct an error of fact or law in a planning decision and will be able to apply for a stay on the determination of JR proceedings whilst making such corrections. The Bill will bring clarity to the role of different parties in accessing justice. In the case of applications for JRs by an organisation, these will have to be taken by an individual or individuals.
- **A re-structuring of An Bord Pleanála:** the agency will be re-named An Coimisiún Pleanála and its decision-making and governance structures separated. It will consist of Planning Commissioners (consisting of a Chief Planning

Commissioner and up to 14 full-time Planning Commissioners), who will replace the Chairperson and Board Member roles. A new Governing Executive (led by a Chief Executive) will be responsible for the organisation's governance and organisation.

The Draft Planning and Development Bill will be published in January and progress to pre-legislative scrutiny and enactment in early 2023.

Adrienne Rodgers,
Director of Services,
Community, Culture & Placemaking.

6.6 **TRAFFIC FLOW IN CITY CENTRE**

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

Can the CE confirm if changes to traffic flows in the City Centre will be reviewed on an ongoing basis?

REPLY

Changes to traffic flow in the City Centre are guided by the policies and strategies approved by Council including the City Centre Movement Strategy (CCMS) and the Cork Metropolitan Area Transport Strategy (CMATS). These are based on a number of key principles including –

the allocation of road space in the city centre to ensure a better balance between the different transport modes and

the management of *through traffic* on the limited road space available in the city centre so as to provide for more efficient movement and an improved environment for all users including public transport users, pedestrians and cyclists.

A large number of the measures set out in the CCMS have been completed with improved public realm and traffic management arrangements. Completed CCMS projects include - the Parnell Place Renewal Scheme, City Centre Public Transport Improvement Scheme, Kent Station to City Centre Improvement Schemes Phases 1 & 2, Pope's Quay Cycle Improvement Scheme, University College Cork to City Centre Cycle Facility and Mary Elmes pedestrian and cycle bridge.

The MacCurtain St Public Transport Improvement Scheme is currently at construction and continues this improvement of the public realm and movement arrangements within the city centre area. The area covered includes MacCurtain St, Coburg St, Devonshire St, Pine St, Leirim St, Hardwick St, Wellington Rd, Bridge St, Camden Quay, Patricks Quay, Penrose Quay, Christy Ring Bridge, Lavitts Quay, Merchants Quay, Andersons Quay, Brian Boru St, Oliver Plunkett St etc.

The MacCurtain St scheme will be completed later this year and, as with all such projects, is subject to ongoing monitoring and review in its delivery. The project

provides for a better allocation of road space for bus based transport as well as the prioritisation of busses at junctions across the area. The bus priority measures include new bus lanes, bus only right turns and bus priority at traffic signals.

The scheme also includes significant pedestrian improvements across the area and a new segregated two-way cycle route which complements the facilities delivered under previous projects and links to other cycling infrastructure (on Horgan's Quay, South Mall, Docklands and further afield to the Mahon Greenway to the east and the Cork Institute of Technology to the west, via Carrigrohane Road).

The various traffic changes being implemented as part of the scheme are all interrelated and form part of the overall movement strategy. Over the past twelve months, a number of pinch points & circuitous traffic routes on the network have been removed through –

- the relocation of the coaches from St Patrick's Quay and provision of new dedicated set down spaces
- the extension of the two eastbound lanes on Anderson Quay
- the removal of the traffic island and introduction of the right turn lane from the N20 towards Mulgrave Road
- the introduction of an improved two lane traffic flow from Camden Quay onto N20
- the introduction of the much used northbound lane on Brian Boru Bridge/ St, whereby traffic going to the NE/Summerhill direction no longer needs to travel the full length of St Patricks Quay, Bridge St and MacCurtain St.

The related northbound traffic arrangements are also integral to the overall strategy. Traffic accessing the quays from Parnell Place no longer turns right at St. Patrick's Bridge or Christy Ring Bridge and instead uses the northbound lane on Brian Boru Bridge (or the northbound turn onto Michael Collins Bridge). The related removal of the Contra flow bus lane on Camden Quay has doubled the capacity for northbound traffic accessing either the N20 or Mulgrave Road and the other improvements on Penrose /Patricks Quay have significantly improved the flow rates and available capacity on the North Quays. It will be noted also that traffic exiting from St. Patrick St can continue to access Bridge St and Camden Quay by continuing straight across St. Patrick's Bridge and left turn movements are permitted from Lavitts Quay onto both Christy Ring Bridge and St. Patrick's Bridge.

As Members will be aware, Council is working towards an overall reduction in through traffic on MacCurtain St and the reintroduction of two way traffic flow. The introduction of two way movement on MacCurtain St and related bus priority measures will allow for more bus services to operate in each direction thereby making public transport a better option for many school going children attending the schools in the area.

The introduction of a westbound movement on the street will reduce the capacity for existing eastbound traffic. The related restriction on right turn movements on St. Patricks and Christy Ring Bridges has enabled the provision of the necessary second eastbound traffic lane on Lavitt's Quay and enhanced the capacity of the junction. These elements are critical for the accommodation of traffic entering the city from the

northside (N20, Mulgrave Road and Shandon St), which will increase as the scheme progresses and also critical to the continued accommodation of flows from the south-west of the city via Bachelor's Quay.

Significant progress was made in recent months in completing construction work along the city quays (St. Patrick's Quay, Camden Quay, Christy Ring Bridge, Lavitt's Quay and Merchants Quay). Over the coming months works will continue in Coburg St and Bridge St and then into the final phases at St. Patrick's Hill, MacCurtain St and Cathedral Walk.

Members will continue to be updated regularly on ongoing progress in the delivery of the scheme.

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

6.7 **LANDS AT ENNISMORE – MONTENOTTE**

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

To ask the Chief Executive the steps taken by Cork City Council to purchase lands at Ennismore in Montenotte for use as a public park, as set out as being an objective in the city development plan, and any barriers preventing the purchase of the lands for this purpose?

REPLY

The City Council is aware of progress by a third party with respect to the acquisition of lands at Ennismore, Montenotte. The Council confirms that its continued engagement with the proposed landowners puts the provision of a public park front and centre as part of any future sustainable use of these lands subject to the necessary financial resources being available to the Council.

Brian Geaney,
Deputy Chief Executive.

6.8 **CURRAHEEN ROAD PEDESTRIAN & CYCLE SAFETY IMPROVEMENT SCHEME**

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

Can I ask the CE for an update on the Curraheen Road pedestrian & cycle safety improvement scheme?

REPLY

The proposed Curraheen Road Pedestrian and Cycle Safety Improvement Scheme provides for the installation of new segregated cycle facilities along Curraheen Rd, related adjustments to the existing road layout including lining, parking etc, the installation of upgraded facilities with raised tables and tactile crossing points at sideroad interfaces, improvements to the Rossa Avenue junction as well as an upgrade of the pedestrian crossing at Scoil an Spioraid Naoimh and the installation of new toucan crossing at the Curraheen cycleway/walkway.

The scheme was approved by Council in 2022 in accordance with the provisions of Section 38 of the Road Traffic Act 1994. The detailed design and tender documents for the works are now also near complete and it is anticipated that the scheme will proceed to tender and construction in the current year subject to continued funding for the project.

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

6.9 **LEHENAGHMORE ROAD IMPROVEMENT SCHEME**

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

Can the CE update members of Council on the Lehenaghmore Road Improvement Scheme due to begin in late 2022?

REPLY

The proposed Lehenaghmore Road Improvement Scheme includes for the provision new footpaths and a new cycle lane, a new pedestrian/ cycle bridge, bus shelters and bays, carriageway realignment, crossing facilities, junction upgrades, improved surface water drainage and public lighting as well as road lining/signage, landscaping and boundary treatments.

The scheme has been approved by Council under the Part 8 planning process and the detailed designs have also been completed. A Compulsory Acquisition Order has been issued in order to secure the lands which are necessary for the execution of the works and a determination in relation this land acquisition is awaited from An Bord Pleanala. It is anticipated that the scheme will proceed to tender in the current year subject to successful completion of the land acquisition process and continued funding for the project.

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

6.10 **FRANK O'CONNOR LIBRARY**

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

I wish to request a progress update on the planned refurbishment of the Frank O'Connor library Mayfield, including the extension of library services to the public and the placing of the name Frank O'Connor on the front of the library in both Irish and English.

REPLY

Mayfield Library has been the focus of preparatory work aimed at securing its re-development in 2021 and 2022, culminating in the awarding of Stage 2 approval on the redevelopment of the library, from the Library Development Unit of the DRCD. This was announced in mid-November of 2022. It should be noted there is a four-stage approval process in the development of any public library in the state, no matter how funded. Stage 3 will involve the Detailed Design and Procurement Strategy. Discussions on this element are expected in early 2023. An announcement on a new Capital Programme for libraries is signalled from the DRCD in 2023. Service levels to the public in any new or refurbished build will include a My Open Library element here as elsewhere.

The current library will have some cosmetic work undertaken in 2023, subject to resourcing, and this will include new bilingual signage on the building.

Adrienne Rodgers,
Director of Services,
Community, Culture & Placemaking.

6.11 **FIELD FOR BALLINCOLLIG AFC**

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

Can I ask the C.E to give an update as to a timeline in relation to regularising the lease on the landing field for Ballincollig AFC.

REPLY

There is a planning appeal currently pending on the subject lands. This appeal will need to be determined before matters relating to the proposed lease can be finalised. Cork City Council is committed to working towards advancing matters and have been in contact with Ballincollig AFC in this regard.

Paul Moynihan,
Director of Services,
Corporate Affairs & International Relations.

6.12 **RECRUITMENT OF A RETAINED FIRE SERVICE IN BALLINCOLLIG**

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

To ask the CE for an update on the recruitment of a retained Fire Service in Ballincollig?

REPLY

Recruitment campaigns for Retained Firefighters for the Ballincollig Fire Station have been ongoing and have included Open days at the Fire Station, local press and social media advertising, advertisements on the Cork City Council website and a leaflet drop to over 7,000 households in the Ballincollig area.

While these campaigns yielded a number of candidates who successfully passed the interview, Operational Skills Test and Literacy & Numeracy tests and were progressed to Medical and Garda Vetting stages, the City Council will continue to accept applications for the post of Retained Firefighters from interested candidates.

Adrienne Rodgers,
Director of Services,
Community, Culture & Placemaking.

7. **ARTS GRANTS 2023**

On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir K. O’Flynn, An Chomhairle considered and approved the report of the Director of Services, Community, Culture & Placemaking, dated 19th December 2022 on the Arts Grants 2023.

8. **EUROPEAN CITIES AGAINST DRUGS (ECAD)**

An Chomhairle noted the resignation of Comhairleoir D. Cahill from the board of European Cities Against Drugs (ECAD).

On the proposal of Comhairleoir D. Cahill, seconded by Comhairleoir D. Cauty, An Chomhairle approved the appointment of Comhairleoir J. Kavanagh to replace Comhairleoir D. Cahill on the board of European Cities Against Drugs (ECAD).

An Chomhairle further approved the attendance of Comhairleoir J. Kavanagh at the ECAD board meeting to be held in Ystad, Sweden, 26th - 27th January 2023.

9. **CORPORATE POLICY GROUP – 3rd JANUARY 2023**

An Chomhairle considered and noted the minutes of the Corporate Policy Group from its meeting held, 3rd January 2023.

9.1 **NOMINATION FOR VACANCY TO THE AUDIT COMMITTEE**

On the proposal of Comhairleoir D. Cahill, seconded by Comhairleoir S. Martin, An Chomhairle approved the appointment of Comhairleoir. J. Kavanagh to the Audit Committee.

9.2 **FINANCIAL STATEMENT TO 30th NOVEMBER 2022**

An Chomhairle considered and noted the Financial Statement to 30th November 2022.

9.3 **DRAFT ANNUAL SERVICE DELIVERY PLAN 2023**

An Chomhairle considered and approved the Draft Annual Service Delivery Plan 2023.

10. **ROADS & TRANSPORTATION STRATEGIC POLICY COMMITTEE – 19th DECEMBER 2022**

An Chomhairle considered and noted the minutes of the Roads & Transportation Strategic Policy Committee from its meeting held, 19th December 2022.

10.1 **MOTIONS**

10.1.1 **HOUSE INSURANCE REQUIREMENT FOR PARKING PERMITS**

An Chomhairle considered and approved the report of the Director of Services, Roads & Environment Operations Directorate, dated 5th December 2022 on the following motion:-

‘That Cork City Council remove the requirement when applying for a residents parking permit of providing household insurance as proof of ownership of the property. Considering the amount of properties both north and southside of the city that do not have household insurance because of the lack of availability due to flooding risks, typography and subsidence in our city.’

(Proposer: Cllr. K. O’Flynn 22/393)

The report of the Director of Services stated that the Parking Permit Policy and the Parking Permit Scheme, after a lengthy review by the Members, were amended with effect from 1st May 2022 to endeavour to make the Policy and Scheme more robust and less likely to abuse and thereby ensure that only valid applicants are in receipt of a residents parking permit.

The request Policy & Scheme require an applicant to submit proof of residency i.e.:

- In the case of owner occupier, to submit the page(s) of their home insurance policy that clearly states the name of the insured, the property being insured and that both the building & contents are insured. All monetary values or specific risks or claims history can be redacted by the applicant. The objective is to link the applicant to a property as a homeowner. If an applicant does not have or cannot provide home insurance alternative documents can be accepted. The applicant can contact the

Parking Services section by phone (021 4924343) or email (parkingpermits@corkcity.ie) to agree suitable alternative documentary evidence.

- In the case of a tenant, to submit a copy of their current lease and proof that the property is registered with the Residential Tenancies Board.

10.1.2 **NO IDLING POLICY FOR COUNCIL VEHICLES**

An Chomhairle considered and approved the report of the Director of Services, Roads & Environment Operations Directorate, dated 5th December 2022 on the following motion:-

‘That the CE will implement a no idling policy for Council vehicles and seek funding partners for an education programme for the public on the unnecessary noxious fumes being emitted from idling vehicles.’

(Proposer: Cllr. C. Finn 22/398)

The report of the Director of Services stated that Cork City Council has a Driver Policy document which is issued to all drivers of Cork City Council vehicles. This policy outlines to drivers that idling time is one of the parameters which is measured to ensure the safe and efficient use of City Council vehicles. In addition, all C class drivers complete continuous mandatory CPC training which includes as part of this training best practices including the minimisation of idling.

With regards to public education programmes Cork City Council will engage with the Department with regards to understanding their plans in this area. A nationally led and funded campaign is likely to have a bigger and more sustained impact rather than a small locally targeted limited campaign.

It should also be noted that most modern vehicles had start/stop systems installed whereby the engine automatically cuts off and stops running when the vehicle is stationary, and the handbrake/parking brake applied. In fact, you have to actively and consciously disengage this feature (in many cars every time you start the car) if you do not want this feature to function. It is thus the case that this automated feature has significantly reduced the incidence of idling in modern vehicles.

10.1.3 **MOTION SENSORS ON PUBLIC LIGHTING**

An Chomhairle considered and approved the report of the Director of Services, Roads & Environment Operations Directorate, dated 5th December 2022 on the following motion:-

‘That the CE will report on the possibility of having motion sensors on public lighting given the energy crisis and to mitigate light pollution.’

(Proposer: Cllr. C. Finn 22/400)

The report of the Director of Services stated that public lighting are managed under three strategic pillars namely Asset management, Service and Energy Reduction. In

relation to Energy Reduction, Cork City Council have adopted the need to change lanterns to LED to help reduce the energy consumption in this sector.

This is primarily completed through our public lighting maintenance contract works. An additional energy fund to accelerate the changeover of old SON/SOX lanterns to LED was acquired in mid-2022 and will be implemented through the following 12 months.

The public lighting network now stands at 40% LED as of the end of October 2022. In 2022 CCC have upgraded 2,500 lantern (approx. 10%) from old SON/SOX lanterns to LED. CCC also implement pre-set dimming profiles where lanterns are dimmed to 75% output from midnight onwards. A combination of the above has resulted in a reduction of the energy used, dropping from 95.87watts to 84.59 watts in 2022 alone.

The use of motion sensors is not under consideration by the CCC PL section due to age and condition of legacy electrical infrastructure which powers the lighting. A 10 year public lighting strategy document has been prepared which outlines the necessary capital funding required to tackle legacy electrical issues, civils works, life expired columns and LEDS to upgrade the lighting asset to modern standards in tandem with energy saving.

10.1.4 **REINSTATEMENT OF ROAD OPENINGS ON CYCLE LANES**

An Chomhairle considered and approved the report of the Director of Services, Roads & Environment Operations Directorate, dated 5th December 2022 on the following motion:-

‘That a review be done of temporary reinstatement of road openings on cycle lanes to avoid hazards that may be created.’

(Proposer: Cllr. D. Boyle 22/425)

The report of the Director of Services stated that all road openings that occur on cycle lanes require a Road Opening Licence. Once all the works are complete, the applicants submit to Cork City Council for Inspection and Approval. If the reinstatement is found to be of a temporary nature a defects notification is issued to the applicant. Cork City Council carry out follow up inspections until the permanent reinstatement is completed correctly.

Where a temporary reinstatement is carried out prior to a permanent reinstatement being carried out the license holder carries liability for the same until such a time as the permanent reinstatement is carried out. Therefore, it is in the license holders interest to ensure that 1) temporary reinstatements are to a sufficient standard in terms of public safety and 2) the permanent reinstatement, which as noted is inspected by the Council, is carried out as soon as possible. As such any temporary reinstatements should only be in place for the shortest possible period of time and be of sufficient standard such as not to be a hazard to cycle lane users.

10.1.5 **DOCKLESS E BIKES**

An Chomhairle considered and approved the report of the Director of Services, Strategic & Economic Development Directorate, dated 5th December 2022 on the following motion:-

‘That Cork City Council engages and facilitates dockless e bikes providers to roll out dockless e-bikes across each ward of the city as a matter of urgency to encourage citizens and visitors another choice of travel to complement existing options.’

(Proposer: Cllr. J. Maher 22/430)

The report of the Director of Services stated that Cork City Council will bring forward a policy to support electric vehicles, including e bikes, in 2023. This will be aligned with, and informed by, the Traffic and Roads Bill 2021, as it may be amended by the Oireachtas as it passes through the legislative process.

10.1.6 **TRAFFIC MANAGEMENT SYSTEMS**

An Chomhairle considered and approved the report of the Director of Services, Infrastructure Development Directorate, and the Director of Services, Roads & Environment Operations Directorate, dated 5th December 2022 on the following motion:-

‘To ask this Council to hold a special meeting of Council to discuss the city’s traffic management systems and recent changes to same. It is very obvious to all road users that the recent changes and narrowing of traffic lanes are having an adverse effect in traffic flow during peak times. The said narrowing of traffic lanes are in my view dangerous to all road users including pedestrians while at the same time creating unnecessary pinch points that add to the current traffic chaos throughout our city.

I would further ask that a subcommittee of the relevant agencies i.e., Cork City Council, Taxi Federation, Bus Eireann, An Garda, private bus operators, 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 under the jurisdiction of Cork City Council.’

(Proposer: Cllr. P. Dineen 22/455)

The report of the Directors of Services stated that the recently adopted City Development Plan sets out the Council’s transportation policy and related objectives for the period to 2028. Prior to adoption, this policy was considered and discussed by both the full Council and its relevant committees including the Roads and Transportation Committee and the Strategic Economic Development Policy Committee. Its implementation will be reported upon regularly to Members and similarly monitored and reviewed by Members over the period of the Plan at Council and through the established Committees.

The Council's transportation policy was prepared and adopted against a backdrop of a significant increase in transport demand (arising from large population and jobs growth across Cork) and the recognition that the related increase in transport demand cannot be met by car based movement. The policy also had regard to the long standing Council objectives regarding the avoidance of dispersed patterns of development, the promotion of sustainable transport modes and the fulfilment of obligations relating to climate change.

The policy set out in the Development Plan endorses and supports the implementation of the Cork Metropolitan Area Transportation Strategy (2020) which details the planned investment required in Cork over the period to 2040, particularly that relating to the sustainable transport modes of bus, rail, walking and cycling.

In accordance with the Programme for Government there has also been a significant corresponding shift in investment prioritisation in favour public transport and active travel rather than traditional road construction. This is reflected positively at local level in the funding provided for the Council's capital projects, as well the National Transport Authority, Iarnrod Eireann and Bus Eireann programmes to improve bus and rail services in the City.

As a result of the increased levels of capital funding provided by Government, significant progress is being made by a range of agencies in progressing projects such as Cork BusConnects, Cork Commuter Rail Improvements, numerous walking and cycling improvement schemes, the MacCurtain St PTI / other multimodal projects and Cork Light Rail as well as Transport Infrastructure Ireland's strategic transport improvement schemes for Dunkettle Interchange, the M20, the M28 and the NRR.

In recent times traffic volumes have generally returned to those experienced in the pre covid period and are continuing to grow in line with the population and jobs expansion across the City. The related impacts are exacerbated by other factors such as increases/decreases in traffic flows to/through the City during the construction of road improvements schemes on the approach to the City, new fluctuations in traffic flows across the week in line with changing office attendance patterns and some short term trends relating to commuting levels by students and others.

Unfortunately, the existing City road network does not have the capacity to accommodate ever higher levels of single use car based movement and, because of this, increasing traffic levels inevitably lead to further congestion. It is therefore crucial that the current levels of investment in sustainable transport be continued and that the necessary bus, rail and active travel projects envisaged in CMATS be delivered to support the ongoing development of the City. In the meantime, Council will seek to ensure that the road network continues to be managed and operated in an effective and balanced manner so as to optimise access and movement opportunities across the City for all categories of road user.

10.1.7 **REVIEW OF PEDESTRIAN CROSSING TIMES**

An Chomhairle considered and approved the report of the Director of Services, Roads & Environment Operations Directorate, dated 5th December 2022 on the following motion:-

‘That a review be undertaken of pedestrian crossing times at controlled road junctions.’

(Proposer: Cllr. D. Boyle 22/484)

The report of the Director of Services stated that improvements in pedestrian facilities is to the forefront of active travel promotion. Following a grant submission for Active Travel assistance in 2020, the NTA have (in both 2021 and 2022) provided grant aid assistance to Cork City Council to improve pedestrian facilities. In 2021, pushbutton procurement was undertaken and a works contract was awarded in 2022. The contractor is on site and is carrying out a review of selected pedestrian crossings to itemise improvements and harmonise standards across the city. It is intended that this project will continue in both 2023 and 2024 to complete these works if NTA funds provision allow.

10.1.8 **TRAFFIC CHANGES IN THE CITY CENTRE**

An Chomhairle considered and approved the report of the Director of Services, Infrastructure Development Directorate, dated 5th December 2022 on the following motion:-

‘That Cork City Council report on the various traffic changes in the city centre, particularly the no right turns at Patrick's and Christy Ring bridges, and how these changes are part of the overall City Centre Movement Strategy.’

‘Go dtuairisceoidh Comhairle Cathrach Chorcaí ar na hathruithe éagsúla tráchta i gCathair Chorcaí, ach go háirithe na Coisc ar Casadh ar Dheis ag Droichid Phádraig/Christy Ring, agus cén bhaint atá ag na hathruithe seo ar Stráitéis Ghluaiseachta Chathair Chorcaí i gcoitinne.’

(Proposer: Cllr. M. Nugent, Cllr. K. Collins 22/471)

The report of the Director of Services stated that the City Centre Movement Strategy, as adopted by Council and incorporated into the Cork Metropolitan Area Transport Strategy, is based on a number of key principles including –

The allocation of road space in the city centre to ensure a better balance between the different transport modes.

The management of through traffic on the limited road space available in the city centre so as to provide for more efficient movement and improve the environment for all users including public transport users, pedestrians and cyclists.

A large number of the measures set out in the CCMS have been completed with improvement in the quality of the public realm and traffic management arrangements. Completed CCMS projects include:

- Parnell Place Renewal Scheme
- City Centre Public Transport Improvement Scheme
- Kent Station to City Centre Improvement Schemes Ph1 & 2

- Pope's Quay Cycle Improvement Scheme
- Mary Elmes pedestrian and cycle bridge
- University College Cork to City Centre Cycle Facility.

The MacCurtain Street Public Transport Improvement Scheme, which is currently at construction, is continuing this improvement of the public realm and movement arrangements within the city centre area. The area covered includes MacCurtain St, Coburg St, Devonshire St, Pine St, Leirim St, Hardwick St, Wellington Rd, Bridge St, Camden Quay, Patricks Quay, Penrose Quay, Christy Ring Bridge, Lavitts Quay, Merchants Quay, Andersons Quay, Brian Boru St, Oliver Plunkett St etc.

A key element of the MacCurtain Street project is the better allocation of road space for bus based public transport as well as the prioritisation of busses at several junctions across the area. The bus priority measures include new bus lanes, bus only right turns and bus priority at traffic signals.

The scheme also includes significant pedestrian improvements across the entire area and a high quality segregated two-way cycle route which complements the facilities delivered under previous projects and links to other cycling infrastructure (on Horgan's Quay, South Mall, Docklands and further afield to the Mahon Greenway to the east and the Cork Institute of Technology to the west, via Carrigrohane Road).

The various traffic changes being implemented as part of the scheme are all interrelated and form part of the overall movement strategy. Over the past twelve months a number of pinch points & circuitous routes on the network have been removed with -

- the relocation of the coaches from St Patrick's Quay and provision of new dedicated set down spaces
- the extension of the two eastbound lanes on Anderson Quay
- the removal of the traffic island and introduction of the right turn lane from the N20 towards Mulgrave Rd,
- the introduction of an improved two lane traffic flow from Camden Quay onto the N20
- the introduction of the popular northbound lane on Brian Boru Bridge/ Street, whereby traffic going to the NE/Summerhill direction no longer needs to travel the full length of St Patricks Quay, Bridge Street and MacCurtain Street.

The northbound traffic arrangements are integral to the overall strategy. Traffic accessing the quays from Parnell Place is no longer permitted to turn right from St Patrick's Bridge and Christy Ring Bridge and instead uses the northbound lane on Brian Boru Bridge (or the northbound turn onto Michael Collins Bridge). The related removal of the Contra flow bus lane on Camden Quay has doubled the capacity for northbound traffic accessing either the N20 or Mulgrave Road and the other improvements on Penrose / Patricks Quay have significantly improved the flow rates and available capacity on the North Quays.

It will be noted also that traffic exiting from St Patrick Street can continue to access Bridge Street and Camden Quay by continuing straight across St Patrick's Bridge and

left turn movements are permitted from Lavitts Quay onto both Christy Ring Bridge and St Patricks Bridge.

As Members will be aware, Council is working towards an overall reduction in through traffic on MacCurtain Street. The re-introduction of two way movement on Mac Curtain St and related bus priority measures will allow for more bus services to operate in each direction thereby making public transport a better option for many school going children attending the schools in the area. The permanent introduction of a westbound movement on the street will reduce the capacity for existing eastbound traffic. The related restriction on right turn movements on St Patricks and Christy Ring Bridges has enabled the provision of the necessary second eastbound traffic lane on Lavitt's Quay and enhanced the capacity of the junction. These elements are critical for the accommodation of traffic entering the city from the northside (N20, Mulgrave Road and Shandon Street), which will increase as the scheme progresses and also to accommodate continued flows the south-west of the city via Bachelor's Quay.

Significant progress has been made in recent weeks in closing out the construction work along the city quays. Traffic lane restrictions along the quays have been removed and final road surfacing and lining on St Patrick's Quay, Camden Quay, Christy Ring Bridge, Lavitt's Quay and Merchants Quay is now taking place (at night) and this will complete the works in these areas. In the new year works will continue in Coburg Street and Bridge Street and thereafter progress onto the final phases at St Patrick's Hill, MacCurtain Street and Cathedral Walk. Members will continue to be updated regularly on the ongoing progress in the delivery of the scheme. In the meantime, stakeholder updates will continue to be provided via website, letter drops, street signage, print and social media as appropriate.

10.1.9 **STRATEGIES TO DEAL WITH CONGESTION**

An Chomhairle considered and approved the report of the Director of Services, Infrastructure Development Directorate, the Director of Services, Roads & Environment Operations Directorate, and the Director of Services, Strategic & Economic Development Directorate, dated 14th December 2022 on the following motion:-

‘That the CE will set up a working group to include Cork City Council, UCC, MTU and the NTA to look at strategies to deal with congestion, dangerous driving e.g., driving on footpaths, speeding and too many car owners looking for limited on street parking in the Magazine Road and environs area. This issue is even more critical as the new city development plan envisages compact growth. Any suggestions could be piloted as this issue is likely to affect other parts of the city into the future.’

(Proposer: Cllr. C. Finn, Cllr. D. Boyle 22/481)

The report of the Director of Services stated that the City Council has established a number of Strategic Policy Committees to guide the development of policy and strategy across the different categories of Council activity. This includes the Roads and Transportation Committee which is represented by Elected Members together with External Stakeholders from a range of sectors and with a particular interest/expertise in transportation issues. The Council has also established five Local

Area Committees to address issues which are specific to each local area within the City. Council policy and procedures in the area of Roads and Transportation are set out in a range of documents e.g. City Development Plan, Local Area Plans, Cork Metropolitan Area Transport Strategy, Cycle Network Plan as well as individual policies /procedures/bylaws relating to transportation matters such as speed limits, parking permits etc. It is suggested that the Strategic Policy Committee and/or the Local Area Committee are the appropriate fora in the first instance for the consideration of transportation functions, related policies and their implementation including the types of matters raised above. Any such issues or specific area identified will be listed for consideration and discussion by the appropriate Committee.

10.1.10 **INDOOR BICYCLE PARKING**

An Chomhairle considered and approved the report of the Director of Services, Community, Culture & Placemaking Directorate, dated 5th December 2022, the draft proposal from Mr. Stephan Koch dated 2nd December 2022 and the further report from the Director of Services, Community, Culture & Placemaking Directorate, dated 12th December 2022 on the following motion:-

‘That efforts be made to secure vacant City Centre premises to use for indoor bicycle parking, as practised in some European cities.’

(Proposer: Cllr. D. Boyle 22/386)

The report of the Director of Services, dated 5th December 2022 stated that Cork City Council had previously installed indoor bicycle parking in North Main Street shopping centre. When the Shopping Centre became a vaccination centre, the bicycle parking had to be removed, since then Cork City Council has been exploring alternative locations to reinstall indoor bicycle parking.

The report of the Director of Services, dated 12th December 2022 stated:-

Bike Parking in the city

Cycling in the city has increased significantly in recent times with developments in food delivery and improvements in the cycling infrastructure.

With regards to the proposal for an indoor bike parking facility next to the bus station, the following points should be noted:

- There are approximately already 60 bike parking locations within the city centre and while there is certainly a desire for indoor cycle parking, it is hard to gauge the size of demand for this. It would be important to ensure that before any investment would be made in any purpose-built facility that this would be assessed. There would also be ongoing operational costs associated with this facility i.e., security over 7 days. A more sustainable model maybe bike parking co-located with a complimentary operation.
- It is stated that the unit could be used for bike rental, but with 36 TFI bike stations available throughout the city it would be hard to see a potential market would exist for this currently.

- The building identified is in private ownership and is scheduled for further development. The cost of the rental space is unknown but is possibly a significant figure given the size of the unit.
- With regards existing and future development in the area, there are already bike lockers in place in Kent Station and a new private enterprise should be opening in Copley Street. Cork City Council is looking at developing their own covered on street bike parking system, with a pilot to be up and running in 2023.

11. **STRATEGIC, ECONOMIC DEVELOPMENT, ENTERPRISE & PLANNING STRATEGIC POLICY COMMITTEE – 19th DECEMBER 2022**

An Chomhairle considered and noted the minutes of the Strategic, Economic Development, Enterprise & Planning Strategic Policy Committee from its meeting held, 19th December 2022.

11.1 **LOCAL ECONOMIC COMMUNITY PLAN 2023-2029 SOCIO ECONOMIC ANALYSIS REPORT**

An Chomhairle considered and noted the Local Economic Community Plan 2023-2029 Socio Economic Analysis Report.

11.2 **LOCAL ECONOMIC COMMUNITY PLAN 2023-2029 SOCIO ECONOMIC STATEMENT**

An Chomhairle considered and noted the Local Economic Community Plan 2023-2029 Socio Economic Statement.

12. **HOUSING STRATEGIC POLICY COMMITTEE – 20th DECEMBER 2022**

An Chomhairle considered and noted the minutes of the Housing Strategic Policy Committee from its meeting held, 20th December 2022.

12.1 **UPDATE ON HOUSING ACTIVITY & HOUSING PROGRESS REPORT**

An Chomhairle considered and approved the report of the Director of Services on Housing Activity during 2022 and the Housing Progress report for October 2022.

12.2 **HOMELESS SERVICES**

An Chomhairle considered and noted the report of the Director of Services, Housing, dated 16th December 2022 on the Accommodation Placement Service including an update on the Cold Weather Strategy.

12.3 **SUMMARY SOCIAL HOUSING ASSESSMENT (SSHA)**

An Chomhairle considered and noted the report of the Director of Services, Housing, dated 16th December 2022 on the Summary Social Housing Assessment (SSHA) 2022.

12.4 INCREASES IN INCOME THRESHOLDS FOR SOCIAL HOUSING SUPPORT APPLICANTS

An Chomhairle considered and noted the report of the Director of Services, Housing, dated 16th December 2022 on increases in Income Thresholds for Social Housing Support Applicants.

12.5 MOTIONS

12.5.1 VACANT HOUSING UNITS

An Chomhairle considered and approved the report of the Director of Services, Housing, dated 16th December 2022 on the following motion:-

‘That Cork City Council will report to each of the Local Area Committees (LAC) on the numbers of vacant housing units in each LAC, the areas involved, a timescale for return and giving Cllrs an opportunity to highlight areas of concern.’

‘Go dtuairisceoidh Comhairle Cathrach Chorcaí do gach ceann de na CLA ar líon na n-aonad tithíochta folamh i ngach CLA, na limistéir atá i gceist, amscála ar fhilleadh, ag tabhairt deise do Chomhairleoirí chun plé a dhéanamh ar chúiseanna buartha.’

(Proposers: Cllr. M. Nugent, Cllr. K. Collins 22/327)

The report of the Director of Services stated that the Chief Executive report currently details the monthly breakdown of vacants by Local Electoral Area as follows:

Vacant Dwellings by Local Area to end of November 2022:

Description	SC	NE	NW	SE	SW	Grand Total
Under Repair	49	89	119	19	27	303
Allocations/Area Management	14	18	18	15	10	75
Grand Total	63	107	137	34	37	378

Both Maintenance and Allocations/Area Management teams have developed and are actively implementing strategies to reduce the turnaround time to achieve a significant reduction by the end of 2023.

We are and have always been, open to taking on board any concerns. From previous communications, through direct correspondence or Local Area/representative Meeting forums, we have also incorporated the grouping of contract batches into areas looking to diminish the presentation of multiple vacant units in close proximity or concentrated locations.

We will examine how best to report the above to the Local Area Committees for 2023.

12.5.2 **ASBESTOS WATER TANKS IN HOUSING STOCK**

An Chomhairle considered and approved the report of the Director of Services, Housing, dated 16th December 2022 on the following motion:-

‘That Cork City Council compile a report on the number of asbestos water tanks currently in their housing stock. How many of these homes were sold under the Tenant Purchase Scheme over the last 10 years? What are the plans for the removal of these tanks from people's homes?’

(Proposers: Cllr. K. Collins, Cllr. M. Nugent 22/341)

The report of the Director of Services stated that Asbestos Containing Materials (ACMs) were widely used in the building, construction industry and building materials up until 1999. In 2004, a ban on all asbestos use was introduced in Ireland.

ACMs pose different risks depending on the type of product, type of asbestos, condition of material and interaction with same. ACMs used in water tanks do not pose a risk of harm for the purpose they are intended for, i.e. storage of water in an uninhabited space. The World Health Organisation (WHO) says asbestos is not harmful if ingested through drinking-water. This is similar to the use of ACMs in water pipes, where there are more than 5,000 kilometres throughout Ireland. Each instance of asbestos containing material is assessed based on international management criteria for asbestos and decisions made on an item-by-item basis. Cork City council engages the services of a specialist to advise. The outcome can be to leave in situ, and where possible/and or necessary, to remove. Removal of a no longer used tank containing ACMs from an attic space is not always the preferred option.

Housing Maintenance does not have a register of the number of properties in their housing stock that contain asbestos water tanks. This will be addressed with the roll out of the National Asset Management system and the recording of stock condition. Without the benefit of a stock condition record, it would not be possible to determine if there were properties with asbestos water tanks sold under tenant purchase.

13. **CLIMATE ACTION COMMITTEE – 13th DECEMBER 2022**

An Chomhairle considered and noted the minutes of the Climate Action Committee from its meeting held, 13th December 2022.

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 Annual Training Conference held at the Inishowen Gateway Hotel, Buncrana, Co. Donegal, 23rd - 24th March 2022.
- Comhairleoir F. Dennehy at the Age Friendly Stadium Launch held in Croke Park, Dublin, 7th April 2022.
- Comhairleoir F. Dennehy at the AILG Module 2 training, Climate Action and Role of Local Government held at the Hillgrove Hotel, Monaghan, 14th May 2022.
- Comhairleoir F. Dennehy at the LAMA Autumn Training Seminar held at the Four Seasons Hotel, Monaghan, 9th - 11th November 2022.
- Comhairleoir S. Martin at the AILG Module 6 training, Data Protection held at the Tower Hotel, Waterford, 17th November 2022.

16. **SECTION 141 REPORTS**

An Chomhairle noted section 141 reports as follows:-

- Comhairleoir C. Finn – Cork ETB – September to December 2022.
- Comhairleoir C. Finn – Leisure World Management – September to December 2022.

17. **CONFERENCES/SEMINARS**

None received.

17.1 **ASSOCIATION OF IRISH REGIONS CONFERENCE**

An Chomhairle considered and approved the attendance of Comhairleoir D. Boyle at the Association of Irish Regions conference to be held in Monaghan, 8th - 9th February 2023.

17.2 **COUNCIL OF EUROPE PRIZE CEREMONY**

An Chomhairle considered and retrospectively approved the attendance of Comhairleoir D. Canty at the Council of Europe Prize Ceremony held in Strasbourg, France, 25th - 27th April 2022.

17.3 **40th ANNIVERSARY OF TWINNING WITH RENNES**

An Chomhairle considered and retrospectively approved the attendance of Comhairleoir D. Canty at the 40th Anniversary of twinning with Rennes, held in Rennes, France, 31st October - 4th November 2022.

18. **TRAINING**

None received.

19. **MOTIONS REFERRED TO COMMITTEES**

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

20. **MOTIONS**

20.1 **ABOLISH FARES ON BUS SERVICES IN THE CITY**

An Chomhairle considered the following motion:-

‘That Cork City Council calls on the Minister for Transport and the Environment, Eamon Ryan to instruct the National Transport Authority to abolish fares on bus services in the city.

This initiative would encourage more commuters to move from cars to the bus service, as has happened in other countries where fares have been abolished.

In doing so it would reduce the level of CO2 emissions in the city and alleviate traffic congestion.’

(Proposer: Cllr. T. Tynan 23/001)

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

‘That Cork City Council calls on the Minister for Transport and the Environment, Eamon Ryan to instruct the National Transport Authority to abolish fares on bus services in the city.

A pilot initiative would encourage more commuters to move from cars to the bus service, as has happened in other countries where fares have been abolished.

In doing so it would reduce the level of CO2 emissions in the city and alleviate traffic congestion.’

(Proposer: Cllr. T. Tynan 23/001)

On the proposal of Comhairleoir D. Cahill, An Chomhairle further agreed to refer the amended motion to the Roads & Transportation Strategic Policy Committee to develop a pilot proposal for submission to the Minister for Environment, Climate, Communications and Transport in support of the motion, in due course.

20.2 **STATE CONSTRUCTION COMPANY**

An Chomhairle considered and approved the following motion:-

‘That in view of the current housing emergency, and in recognition of the failures of successive central governments and the private sector to build sufficient, good quality housing for people, Cork City Council calls on the Government to set up a State Construction company.

This company would be tasked to build public and affordable housing. The creation of such a State company, using the local authority infrastructure such as Cork City

Council, would remove the profit motive and reverse the commodification of housing.’

(Proposer: Cllr. T. Tynan 23/007)

SUSPENSION OF STANDING ORDERS

On the proposal of Comhairleoir T. Moloney, seconded by Comhairleoir J. Kavanagh, An Chomhairle agreed to suspend standing orders to continue the meeting past 8pm.

20.3 **DROP CHARGES AGAINST IRISH HUMANITARIAN WORKER**

An Chomhairle considered the following motion:-

‘That this Council support calls that charges brought by the Greek Government against Irish humanitarian worker, Seán Binder, be dropped supporting his behaviour as being consistent with basic human rights principles.’

(Proposer: Cllr. D. Boyle 23/022)

An Chomhairle approved the motion revised to read as follows:-

‘That this Council calls that charges brought by the Greek Government against Irish humanitarian worker, Seán Binder, be dropped supporting his behaviour as being consistent with basic human rights principles.’

(Proposer: Cllr. D. Boyle 23/022)

This concluded the business of the meeting

ARDMHÉARA
CATHAOIRLEACH