

MINUTES OF ORDINARY MEETING OF CORK CITY COUNCIL
HELD ON MONDAY 13th JULY 2015.

PRESENT	An Ardmhéara Comhairleoir C. O’Leary.
NORTH EAST	Comhairleoirí S. Cunningham, T. Tynan, T. Brosnan.
NORTH CENTRAL	Comhairleoirí T. Gould, M. Barry, K. O’Flynn, L. O’Donnell, J. Sheehan.
NORTH WEST	Comhairleoirí M. Nugent, K. Collins, M. O’Sullivan.
SOUTH EAST	Comhairleoirí K. McCarthy, D. Cahill, L. McGonigle, T. Shannon, N. O’Keeffe, S. O’Shea.
SOUTH CENTRAL	Comhairleoirí M. Finn, F. Kerins, P. Dineen, T. O’Driscoll, S. Martin.
SOUTH WEST	Comhairleoirí J. Buttimer, H. Cremin, M. Shields, F. Dennehy, P.J. Hourican, T. Moloney.
APOLOGIES	Comhairleoir J. Kavanagh.
ALSO PRESENT	Mr. P. Ledwidge, Deputy Chief Executive. Mr. J.G. O’Riordan, Meetings Administrator, Corporate & External Affairs. Mr. N. Carroll, Staff Officer, Corporate & External Affairs. Ms. V. O’Sullivan, Director of Services, Corporate & External Affairs & Housing & Community. Mr. J. O’Donovan, Director of Services, Environment & Recreation. Ms. A. Bogan, A/Director of Services, Strategic Planning, Economic Development & Enterprise. Ms. L. Kidney, Senior Executive Officer, Roads & Transportation. Mr. T. Duggan, City Architect. Mr. T. O’Sullivan, Senior Engineer, Roads & Transportation.

An Ard-Mhéara recited the opening prayer.

1.1 **VOTES OF SYMPATHY**

- The Hegarty Family on the death of Declan Hegarty.
- The Quirke Family on the death of Sheila Quirke.
- The Wall Family on the death of Kevin Wall.
- The Lyons Family on the death of Catherine Lyons.
- The Long Family on the death of Gerry Long.
- The O’Connor Family on the death of Niamh O’Connor, victim of the Baltimore Tragedy
- The Ryan Family on the death of Barry Davis Ryan, victim of the Baltimore Tragedy.
- The Ryan Family on the death of Barry Ryan, victim of the Baltimore Tragedy.

1.2 **VOTES OF CONGRATULATIONS/ BEST WISHES**

- Comhairleoir Paudie Dineen on setting up of The Men's Shed in Ballyphehane.
- Rear Admiral Mark Mellette DSM, Chief of Staff of Defence Forces.
- The organisers of Cork City Sports on the success of this year's event.
- The organisers of the Marquee on the success of this year's event.
- St. Mary's on the Hill Parish, Hollyhill, Knocknaheeny on their sponsored walk event in aid of Church renovations.
- The people of Greece and the Greek Government, best of luck with ongoing negotiations with the E.U.
- Ken Hoey and Brendan O'Connell party of the Irish team who won the UEFA regions cup.

An tArdmhéara informed An Chomhairle he will be holding a reception for volunteers involved in the various Summer Schemes.

1.3 **LORD MAYOR'S ITEMS**

No Items under this heading.

1.4 **CHIEF EXECUTIVE'S ITEMS**

1.4.2 **LIVING CITY INITIATIVE: REQUEST FOR EXTENSION TO REGENERATION AREA FOR CORK CITY**

An Chomhairle noted correspondence issued to Mr. Michael Noonan TD, Minister for Finance, from Mr. P. Ledwidge, Deputy Chief Executive on the Living City Initiative: Request for extension to regeneration area for Cork City.

1.4.3 **BUDGET PROCESS 2016/ LOCAL PROPERTY TAX**

An Chomhairle noted the report of Mr. J. Hallahan, Head of Finance, on the Budget Process 2016/Local Property tax.

An Chomhairle agreed to refer this item to Party Whips, to agree Budget Process 2016/Local Property Tax meeting dates.

1.4.4 **BLACKPOOL RELATED ACTIONS**

An Chomhairle noted the report of Mr. P. Ledwidge, Deputy Chief Executive, on Blackpool Related Actions.

1.4.5 **SISTER CITIES SUMMIT**

An Chomhairle approved Cork City Council's participation in the Sister Cities Summit 2016 and a letter of invitation to issue to our Sister City of San Francisco.

1.4.6 **APPLICATION TO CLOSE LITTLE CROSS STREET**

An Chomhairle noted an application to close Little Cross Street to facilitate an On Street Dinning Experience.

2. **MINUTES**

On the proposal of Comhairleoir K. O'Flynn, seconded by Comhairleoir J. Sheehan, An Chomhairle considered and approved the following Minutes:-

- Ordinary Meeting of An Chomhairle held on the 22nd June 2015.

3. **QUESTION TIME**

3.1 **UPDATE ON THE PROGRESS OF THE BLACKROCK VILLAGE RENEWAL SCHEME**

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

To ask the Chief Executive for a full update on the progress of the Blackrock Village Renewal Scheme.

REPLY

The status of the Blackrock Harbour Renewal Project is as follows:

The Part 8 Planning is complete.

The detailed design and preparation of tender/contract documents is complete.

The Ursuline land transfer negotiations are at an advanced stage with the Receivers and agreement is likely to be reached within the coming weeks.

The construction tender will be issued to the qualified Contractors during the week commencing Monday 13th of July.

The completed tenders will be returned on the week commencing Monday 17th of August.

Construction is scheduled to commence in September 2015.

Construction is scheduled to be complete in Mid 2016.

**Gerry O'Beirne,
Director of Services,
Roads & Transportation**

3.2 **STRATEGIC POLICY COMMITTEES**

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

- a) Could the CE confirm how many meetings of all SPCs have taken place since the formation of the 2014 Council?
- b) Also, can the CE list the names of the Chairpersons of these SPCs and what payment they have received for being Chairperson of the SPC

REPLY

- a) Strategic Planning, Economic Development & Enterprise - 3 meetings
Housing and Community – 1 meeting
Tourism, Arts and Culture – 1 meeting
Roads & Transportation - 1 meeting
Environment & Recreation – The first meeting of the Environment and Recreation SPC Committee was scheduled to take place on Monday 29th June 2015. However no formal meeting took place due to the lack of a quorum.
- b) The Chairs of the Strategic Policy Committees of Cork City Council are as follows:

Strategic Planning, Economic Development & Enterprise – Cllr. Chris O’ Leary
Housing and Community – Cllr. Sean Martin
Tourism, Arts and Culture –Cllr. Tom O’ Driscoll
Roads & Transportation – Cllr. Laura McGonigle
Environment & Recreation – Cllr. Terry Shannon

The Chairs of Strategic Policy Committees are in receipt of a yearly allowance of €6,000 which is payable on a monthly basis.

**V. O’Sullivan,
Director of Services,
Corporate & External Affairs &
Housing & Community**

3.3 **10 AND 10A FRIARY GARDENS**

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

What is the present situation in relation to 10 and 10A Friary Gardens.

What actions have been taken over the years by City Council officials to rectify the ongoing eyesore?

REPLY

This issue relates to 10a Friary Gardens, an unfinished dwelling and 10 Friary gardens which has an incomplete extension and an overgrown front garden. Both are in the same ownership.

10a Friary Gardens was granted planning permission in 1996 to be constructed as an infill dwelling in the side garden of 10 Friary Gardens. 10a Friary Gardens remained unfinished when its planning permission expired in 2001. Planning enforcement proceedings were initiated but formal action was not taken.

Cork City Council attempted to compulsorily acquire 10A Friary Gardens in 2005, but An Bord Pleanala refused the acquisition, as the Board considered that the house was substantially completed and did not qualify as “derelict” under the definition set out in national legislation. Planning enforcement proceedings relating to minor issues in respect of the vehicular entrance were taken some years ago and a retention permission was

granted. Enforcement proceedings in respect of the unfinished dwelling are no longer possible, as the time frame for taking such proceedings expired in 2008.

Cork City Council recently met with the property owner to discuss completion of the properties and maintenance of the gardens. He indicated that he intends completing the property. He has been requested to complete the entrance gates and cut back the growth in the gardens immediately to improve the external appearance of the properties.

If no remedial action is taken the City Council will start the process of putting the property on the Derelict Sites Register on the basis that, notwithstanding the An Bord Pleanála view in 2005 that the property could not be classified as ‘derelict’, the property has remained incomplete for a long period and it is detracting from the amenity of the area and could therefore now be classified as derelict.

**Ann Bogan,
A/Director of Services,
Strategic Planning, Economic Development & Enterprise**

3.4 **COUNCIL QUESTION AND COUNCIL MOTIONS**

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

1. Can the CE tell me how much does it cost the council to answer each question & motion put forward by a councillor?
2. Is there a better / quicker system that could be use than the current system?
3. Is there a record kept of all questions & motions requested by a councillor & the answers given to the requests?
4. Does the council review all the motions put forward by councillors to see what requests / motions have been completed and which ones are still to be acted on?

REPLY

1. Questions and motions are put forward by Members of An Chomhairle in accordance with Cork City Councils Standing Orders. They can be submitted via hard copy or email. Questions are forwarded to the relevant Directorate for reply and motions are listed on the Agenda of An Chomhairle. Given the diversity of each question and motion, the amount of work hours involved in answering questions and motions can vary and the costs associated with same are incorporated into the day to day activities of the Directorate.
2. The current system in place, is considered to be the most streamlined process.
3. Minutes of An Chomhairle record the reply to each question and motion.
4. In accordance with Standing Orders, motions are dated and numbered in the order in which they are received, and are entered into a book which is open to the inspection of every Member of the Council.

**Valerie O’Sullivan,
Director of Services,
Corporate & External Affairs
& Housing & Community**

3.5 **LIVING CITY SCHEME**

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

Can the CE please up date the Council Members on the progress of the application for the Living City Scheme?

REPLY

A submission was made to the Minister for Finance, Deputy Michael Noonan on the 9th July requesting an extension to the Special Regeneration Area under the Living City Initiative and a response is awaited. Details of the submission have been circulated to Members.

**Ann Bogan,
A/Director of Services,
Strategic Planning, Economic Development & Enterprise**

3.6 **COMMUNITY PARK ON SKEHARD ROAD**

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

Could the CE outline to Council what the capital cost would be to erect a fence along the western edge of the park?

REPLY

The cost of a boundary fence along the entire length of the western boundary of the park is approximately €15,000. There is no provision in the 2015 revenue or capital budgets for this expenditure.

**Jim O'Donovan,
Director of Services,
Environment & Recreation**

3.7 **PEDESTRIAN CROSSING AT STONERIDGE BLARNEY ROAD**

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

To ask the Chief Executive on the status of the request for funding for the pedestrian crossing at Stoneridge Blarney Road. Given the increase of residents in the Shanakiel area under the Regeneration Programme the Volume of pedestrian traffic to Sundays Well Boys and Girls School has increased with a need for new footpaths on the route and the urgent need for the pedestrian crossing at Stoneridge.

REPLY

Low Cost Safety funding is available in 2015 to progress the preliminary design for a scheme involving the provision of footpaths and a pedestrian crossing near Stoneridge, Blarney Road through a Section 38 of the 1994 Road Traffic Act process and onto detailed design stage. An application for 2016 Low Cost Safety funding will be made such that the works can be delivered in 2016.

**Gerry O'Beirne,
Director of Services,
Roads & Transportation**

3.8 **PAYMENT OF MONIES TOWARDS ROADS AND FOOTPATH RENEWAL AT JOHN F. CONNOLLY ROAD BY COUNTRY CLEAN**

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

Can the CEO confirm if Country Clean Ltd have now paid in full the required sum of €53,280.00 towards roads and footpath renewal at John F. Connolly road, Churchfield? Has the balance of the planning fees of €185,116 also been paid? The fees were due to be paid on a pro-rotta basis as construction works were ongoing at the company's facility, it seems that these works have been completed.

REPLY

Country Clean have given an undertaking to provide the footpath crossover themselves in accordance with a specification to be agreed with the Roads and Transport Directorate. This work will be completed to the satisfaction of the City Council in lieu of payment of €53,280.00.

With regard to the General Development Contributions, the Company has entered into an installment payment agreement with the City Council to pay the contributions in full and this agreement is being adhered to.

**Ann Bogan,
A/Director of Services,
Strategic Planning, Economic Development & Enterprise**

3.9 **BLACKROCK REGENERATION PIER PROJECT**

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 on the Blackrock regeneration pier project?

REPLY

The status of the Blackrock Harbour Renewal Project is as follows:

The Part 8 Planning is complete.

The detailed design and preparation of tender/contract documents is complete.

The Ursuline land transfer negotiations are at an advanced stage with the Receivers and agreement is likely to be reached within the coming weeks.

The construction tender will be issued to the qualified Contractors during the week commencing Monday 13th of July.

The completed tenders will be returned on the week commencing Monday 17th of August.

Construction is scheduled to commence in September 2015.

Construction is scheduled to be complete in Mid 2016.

**Gerry O'Beirne,
Director of Services,
Roads & Transportation**

3.10 **BUSINESSES THAT RECEIVED SUPPORT FROM THE LOCAL ENTERPRISE OFFICE**

An Chomhairle agreed to defer the following question submitted by Comhairleoir J. Buttiner, to the next meeting of An Chomhairle.

To ask the Chief Executive officer to outline the number of companies/businesses that currently receive support from the Local Enterprise Office under the following heading for 2014 and 2015 to date and what are the projections for 2016;

Financial Supports
First Stop Shop
Training Programmes
Mentoring

and if she can provide a breakdown on the nature of the companies/businesses by sector, numbers employed, years of existence and an estimate of their contribution to the local economy?

3.11 **EVENT CENTRE AT THE FORMER BEAMISH & CRAWFORD SITE**

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

Can council get an update on the progress or otherwise on the event centre planned for the former Beamish & Crawford site, if the two strands of public funding have been drawn down and put in place and when work is likely to start on the project?

REPLY

The Council is continuing to work with BAM Contractors Limited with a view to concluding a contract. The security attaching to the various funding both public and private is being discussed as part of this work.

It is likely that the public funding being provided by the State through Dept of Arts, Heritage and the Gaelteacht will be advanced to the project in arrears once the various stages are completed and certified. The Council's own funding will be advanced on a similar basis or as required under the final funding agreement.

This work will continue until the contract including the funding agreement is concluded. It is likely that once this is concluded that works will begin forthwith but it is not possible until then to predict a likely start date.

**Ann Bogan,
A/Director of Services,
Strategic Planning, Economic Development & Enterprise**

3.12 **PEDESTRIAN CROSSING AND TRAFFIC CALMING MEASURES FOR STONERIDGE ESTATE, BLARNEY ROAD**

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

In light of a recent accident in which a child was knocked down at Stoneridge est, Blarney rd will the Chief Executive report on progress on securing the necessary funding for a pedestrian crossing and associated traffic-calming measures for the area? Will she ensure that the Executive engages with the relevant Government departments stressing the importance of the proposed works recognising that the City Council has a duty of care to its tenants in Stoneridge?

REPLY

Low Cost Safety funding is available in 2015 to progress the preliminary design for a scheme involving the provision of footpaths and a pedestrian crossing near Stoneridge, Blarney Road through a Section 38 of the 1994 Road Traffic Act process and onto detailed design stage. An application for 2016 Low Cost Safety funding will be made such that the works can be delivered in 2016.

**Gerry O'Beirne,
Director of Services,
Roads & Transportation**

3.13 **LOCAL PROPERTY TAX**

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

Can the CE please advise how much Cork City Council have paid in Local Property Tax in respect of their properties for the followings years 2013, 2014 & up to June 2015?

REPLY

Cork City Council has paid Local Property Tax (LPT) on its properties since the introduction of the tax in 2013. The amounts paid in LPT are as follows:

<u>Year</u>	<u>Amount</u>	<u>Comment</u>
2013	€392,490	LPT introduced for half year
2014	€782,730	Full year for LPT
2015	€698,301	Estimate for 2015. Reduction on 2014 liability due to 10% cut in Local Adjustment Factor in the 2015 budget

John Hallahan
A/Head of Finance

4. **PARTY WHIPS – 6th JULY 2015**

An Chomhairle noted the Minutes of the Party Whips from its meeting held on the 6th July 2015 and the scheduling of the Strategic Planning, Economic Development & Enterprise Functional Committee meeting on the 31st August 2015.

5. **ROADS & TRANSPORTATION STRATEGIC POLICY COMMITTEE – 13th MAY 2015**

An Chomhairle noted the Minutes of the Roads & Transportation Strategic Policy Committee, from its meeting held on 13th May 2015.

5.1 **REPORTS**

5.1.1 **CORK CITY WALKING STRATEGY 2013 – 2018.**

An Chomhairle considered and approved the report on Cork City Walking Strategy 2013 – 2018.

The Report of the Director of Services stated that, almost everyone is a pedestrian at some stage during the day – whether for recreation, commuting, shopping or other purposes. Even when we travel by car, bike, bus or train, our journey starts and ends on foot. Proper provision for walking will benefit everyone, increasing personal health, reducing car dependency and improving air quality, as well as creating safer and more attractive places thereby boosting local economy.

Experiencing the city on foot can start at an early age and is an important part of the development of a walking culture. The compactness of Cork City Centre, the network of streets and the attractive quaysides are highly conducive to walking. Beyond the city centre there are a number of distinctive neighbourhood centres that enjoy high levels of walking by virtue of their compactness and range of facilities. There is also an extensive range of amenity routes and outdoor spaces that are heavily used for recreational walking and other sports.

The **Cork Walking Strategy 2013 – 2018** is a 5-year strategy, funded by the NTA that seeks to enhance a culture of walking, outside the core City Centre, by providing better pedestrian connectivity between settlements, district centres, employment hubs, educational facilities and public transport services. It examines the quality of the existing network of street and neighbourhoods, and analyses Central Statistics Office data of modal choice for journeys to workplaces and to places of education for journeys up to 2km in

length. Analysis shows a clear pattern of areas, routes and demographic profiles within the city where there is a high uptake of walking, as well as those where either the infrastructure or other factors appear to present barriers to walking.

To address the barriers to walking, *Four Focus Areas* are identified and considered throughout the Walking Strategy. The first two include the physical aspects of the walking **Network** that connects origins and destinations throughout the city, as well as the quality and safety of the **Neighbourhood Infrastructure** for walking at a local level. The third and fourth include the **Behavioural** characteristics of residents at a city and neighbourhood level, and the importance of **Collaboration** between communities, Local Authority Departments and other Statutory Bodies in working together to deliver walking infrastructure and to promote walking.

The strategy is to be delivered in six phases as follows;

- Phase 1: Flagship kick start projects
- Phase 2: City gateway Infrastructural projects
- Phase 3: Reinforcing High Volume Pedestrian Routes
- Phase 4: Large population workplaces and Schools
- Phase 5: Remaining schools and workplaces
- Phase 6: Remaining Strategic Corridors

The **Cork Walking Strategy 2013-2018** identifies a comprehensive range of projects and initiatives that can be implemented in a phased and coordinated manner to achieve the targets. The Strategy will be used to support applications for grant funding. Projects under each of the *Four Focus Areas* are strategically prioritised. However, opportunities will arise over the lifetime of the strategy such that it will be possible to deliver some of the schemes out of sequence. This will result in the early/late implementation of some of the schemes. Therefore, Cork City Council will continuously analyse and re-evaluate the implementation and prioritisation of the schemes to ensure that the geographical spread of the projects delivered is fair and equitable across the Wards and the city.

The first phase includes flagship physical projects at locations that are highly visible and have high pedestrian numbers - these will demonstrate how a re-balanced street space can create a better and safer pedestrian environment. Subsequent phases increasingly focus on delivering physical projects throughout the city as well as behavioural and collaboration initiatives that are targeted on specific groups.

Delivery of the Cork Walking Strategy 2013-2018 will unlock the barriers to walking and deliver a walkable city. It will also deliver on Cork City Council's corporate goals as strategically a walkable city enjoys greater economy in infrastructure and health care costs, as well as increased footfall that benefits local businesses. Personal health and fitness levels are also greatly increased and the environmental benefits are seen through reduced emissions and more compact urban forms. Communities also benefit from more vibrant, safer and friendlier streets with stronger social connections.

5.1.2 **GUIDELINES FOR THE SETTING AND MANAGING OF SPEED LIMITS IN IRELAND (2015)**

An Chomhairle noted the report on Guidelines for the Setting and Managing of Speed Limits in Ireland (2015).

The Report stated that, in November 2013 the Minister for Transport Tourism and Sport published a Speed Limit Review Report. This report arose out of the Road Safety Strategy (2007-2012) and the Road Safety Strategy (2013-2020) and set out 18 actions for local authorities.

Circular RSD 01/ 2015 (copy attached) follows on from the initial review report and incorporates the new guidelines for the setting and managing of speed limits in Ireland - '**Guidelines for the Setting and Managing of Speed Limits in Ireland (2015)**'. These Guidelines, having regard to Section 9(9) of the 2004 Road Traffic Act, constitute a direction given by the Minister for Transport, Tourism and Sport. The purpose of the Guidelines is to provide guidance to Local Authorities, and other practitioners, in making bye-laws in relation to the setting and management of speed limits in Ireland. The use of these Guidelines, a statutory document, is *mandatory* when setting and managing speed limits.

The Road Traffic Act 2004 provides the legislative basis for speed limits generally, providing for the application of default speed limits in respect of various road types. The setting of speed limits is primarily driven by road safety, the need to reduce collisions and their severity and to gain consistency in the setting of suitable limits to ensure road traffic speeds are appropriate to their environment.

A Built-up Area is defined by Section 2(1) of the Local Government Act 2001 as the area of a City, borough or town council within the meaning of the Act. For speed limits Section 5 of the Road Traffic Act 2004 sets a default speed limit of 50km/h for 'built-up areas'. It should be noted that in some instances an urban area may not extend out as far as the administrative (built-up area) boundary thus resulting in the need to increase the speed limit from the 'built up area' limit to a level equivalent to a rural speed limit.

In instances where Local Tertiary roads or minor Local Secondary roads with a poor alignment and cross-section ("boreen") connect to other roads that have a speed limit of 100km/h or greater, in accordance with the Guidelines, the Rural Speed Limit Sign (RUS 041A) should be used instead of the numerical 80 km/h speed limit sign.

There will be occasions where it will be necessary to review and change speed limits. Default speed limits can only be changed by making *Special Speed Limit* bye-laws. The power to do so is vested in the Elected Members of Local Authorities. It is important to emphasise that the focus and intent of the guidelines is to contribute to the establishment of a uniform and standard application of appropriate speed limits on a country wide basis. Road Authorities need to ensure that they make byelaws that result in the deployment of special speed limits that are appropriate to the location and circumstances.

Circular RSD 01/ 2015 requests that we bring this circular and the guidelines to the attention of Council. The guidelines are available on www.dttas.ie and www.speedlimits.ie

Cork City Council is currently carrying out the review of speed limits and signage as required under the 2013 Review Report and in Circular RSD 01/ 2015 and will implement the Guidelines in any proposed changes.

Circular RSD 01/2015

To each City and County Chief Executive:

23rd April 2015

Guidelines for the Setting and Managing of Speed Limits in Ireland (2015). Incorporating Guidelines for the application of Special Speed Limits.

Direction given to road authorities by the Minister for Transport, Tourism and Sport:

A Chara,

This letter together with a copy of the **Guidelines for the Setting and Managing of Speed Limits in Ireland (2015)** that incorporates the Guidelines for the application of Special Speed Limits constitute a direction given by the Minister for Transport, Tourism and Sport. The 2015 Guidelines follow on from the publication of a Speed Limit Review Report in November 2013 by the Minister for Transport Tourism and Sport.

The **Guidelines for the Setting and Managing of Speed Limits in Ireland (2015)** are effective from the date of this circular and replace those that were issued in 2011 as part of circular RST 02/2011. Circular RST 02/2011 along with the 2011 guidelines are now withdrawn.

Implementation

In adopting and implementing the Guidelines attention is drawn to the following: -

1. Rural Speed Limit Sign

Action 1 of the 2013 Speed Limits review report calls for the replacement of the existing 80km/h signs on Local Tertiary Roads at locations where they connect to other roads that

have a speed limit of 100km/h or greater. These signs are to be replaced by a new 'Rural Speed Limit Sign' as illustrated below. Replaced 80km/h signs to be kept for re-use at appropriate locations on the roads network.



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Rural Speed Limit



Current sign



Recommended Rural Speed Limit sign

In 2014 an inventory of all existing 80km/h signs on local tertiary roads at locations where they connect to other roads that have a speed limit of 100km/h or greater using the MapRoad Mobile Speed Limit App was sought by the Department. These locations should all be recorded on MapRoad. As a result of the inventory Rural Speed Limit signs were purchased by the NRA on behalf of the local authorities in 2014 and subsequently delivered to each local authority.

Local authorities are now asked to erect the Rural Speed Limit signs at these specific locations only and that all works are to be completed by 12th June 2015. All signs must be accompanied by the supplementary 'Slow' plate (P080). All of these signs should be recorded on MapRoad. When this is complete a notification is to be sent to the Department at speedlimits@dtas.ie.

2. Update of Speed Limits

The NRA and all local authorities are being requested to commence a comprehensive review and update of all speed limits in their administrative area in accordance with the 2015 Guidelines. This should be fully completed and implemented through bye-laws, where required, by end of April 2017. Specifically this shall include:-

- *Confirm existing Speed Limit bye-laws and signs,*
- *For National Roads implement 80km/h on those sections that are not suitable for a 100km/h Speed Limit. [led by National Roads Authority],*
- *For Regional and Local Roads identify and implement 100 km/h Speed limits on those sections that are suitable,*
- *Implement Speed Limits lower than 80km/h as appropriate for 'at-risk' locations.*
- *Implement appropriate speed limits for urban areas,*
- *Implement 30km/h for housing estates that are suitable,*

- *Implement 'Slow Zones' for housing estates that are suitable,*
- *Review Speed Limits at locations where there have been queries.*

All existing and future Speed Limit signs and zones should be fully recorded on MapRoad. A programme setting out timelines and steps for the above shall be prepared and submitted to the Department at speedlimits@dtas.ie by 29th May 2015.

3. **Removal of Inappropriate Signs**

Road Authorities shall commence work on the identification of existing inappropriate (repeater) Speed Limit signs that shall be logged and mapped using MapRoad and subsequently then removed, relocated or replaced, as appropriate, to ensure that they are consistent and appropriate for the road network. This work shall be carried out by the NRA for National Roads and by each local authority for Regional and Local Roads. The work shall be fully complete and implemented by end of April 2016.

All existing and future Speed Limit signs and zones should be fully recorded on MapRoad. A programme setting out timelines and steps for the above shall be submitted to the Department at speedlimits@dtas.ie by 29th May 2015.

4. **Existing Bye-laws**

Two printed copies of all existing speed limit bye-laws and maps shall be sent to the Department to be received no later than 29th May 2015. Full digital copies of these documents shall also be included either on a CD or via email to speedlimits@dtas.ie. Copies of all Speed Limit bye-laws shall be published on the www.speedlimits.ie website from 15th June 2015.

5. **Inventory and MapRoad**

Road authorities/local authorities shall record and maintain a full inventory of all speed limit and zones using MapRoad and the MapRoad Mobile Speed Limits App as appropriate. Full records of all existing Speed Limit signs and zones shall be loaded onto MapRoad by 4th January 2016.

6. **Workshops and Training**

National / Regional workshop sessions will be organised for road authorities/local authorities on the various aspects of the Guidelines and the review, its implications and implementation. This will commence in June 2015 with a National Workshop and possible Regional workshops, depending on numbers, following. A full training course will also be developed.

Note: - In accordance with the Guidelines all staff involved in the setting and managing of speed limits shall be trained and competent in the use of the Guidelines. Pending the introduction of a formal training course a record of attendance at these workshops will suffice in satisfying this requirement.

In order to progress the organisation of the workshops and to manage numbers road authorities/local authorities shall submit to the Department a list of names of staff that are proposed to attend the workshops to speedlimits@dtas.ie by 8th May 2015.

Elected Members

It is important to emphasise that the focus and intent of the Guidelines is to contribute to the establishment of a uniform and standard application of appropriate speed limits on a countrywide basis. Road Authorities have a pivotal role in that regard and need to ensure that they make bye-laws that result in the deployment of special speed limits that are appropriate to the location and circumstances. As that role has been vested by the Oireachtas in the elected members of county and city councils you are requested, as previously, to bring this circular to the notice of the members of your council and to supply each member with a copy of the Guidelines for the Setting and Management of Speed Limits 2015.

It is proposed to keep the Guidelines under on-going review and to improve or augment the contents if so warranted.

On-line publication

The Guidelines for the Setting and Management of Speed Limits 2015 are published on the Department website www.dttas.ie and will be available shortly on www.speedlimits.ie.

Printed copies of the Guidelines will be made available at the Local Authority Roads Conference on 20th May 2015 as well as at speed limits seminars and workshops. If you wish to receive copies at the 2015 Roads Conference, please indicate by email to speedlimits@dtas.ie by Friday 1st May 2015 the number of copies required and the person designated to collect the copies.

Is Mise le meas,

**Fintan Towey
Principal Officer
Road Safety Division
Department of Transport, Tourism and Sport**

5.1.3 **INVITATION TO BUS EIREANN TO ATTEND ROADS AND TRANSPORTATION STRATEGIC POLICY COMMITTEE MEETING**

An Chomhairle considered and approved the Report of the Director of Services, dated 7th May 2015 on the following motion.

‘At the request of Comhairleoir T. Shannon, An Chomhairle agreed that Bus Eireann should be invited to the next Roads & Transportation Strategic Policy Committee.’

The Report stated that, an invitation will be issued to Bus Eireann to attend the next meeting of the Roads & Transportation Strategic Policy Committee.

6. **ENVIRONMENT & RECREATION STRATEGIC POLICY COMMITTEE – 29th JUNE 2015**

An Chomhairle noted the Minutes of the Environment & Recreation Strategic Policy Committee, from its meeting held on the 29th June 2015.

7. **STRATEGIC PLANNING, ECONOMIC DEVELOPMENT & ENTERPRISE STRATEGIC POLICY COMMITTEE – 29th JUNE 2015**

An Chomhairle noted the Minutes of the Strategic Planning, Economic Development & Enterprise Strategic Policy Committee, from its meeting held on the 29th June 2015.

7.1 **CASP POLICY COMMITTEE REPORTS**

An Chomhairle considered and approved the report of the Director of Services, on the CASP Policy Committee Reports for April & June.

An Chomhairle agreed to invite Mr. Niall McCarthy, CEO, Cork Airport to a meeting of An Chomhairle.

7.2 **BOOLE HOUSE PART 8 REPORT**

An Chomhairle considered and approved the report of the Director of Services on the Boole House Part 8 Report.

7.3 **CORK CITY CENTRE STRATEGY IMPLEMENTATION PLAN**

An Chomhairle considered and approved the report of the Director of Services on the Cork City Centre Strategy Implementation Plan and refer it to An Chomhairle for approval.

Comhairleoir J. Buttimer agreed that his Motion (14/339) is now dealt with.

7.4 **VARIATION NO 1 TO CORK CITY DEVELOPMENT PLAN 2015 – 2021**

On the proposal of Comhairleoir J. Sheehan, seconded by Comhairleoir K. O’Flynn, An Chomhairle considered and approved the report of the Director of Services and approved the referral of the Variation No 1 to Cork City Development Plan 2015 – 2021 for public consultation.

7.5 **CORK CITY LOCAL ECONOMIC & COMMUNITY PLAN**

An Chomhairle considered and approved the report of the Director of Services on the Cork City Local Economic & Community Plan.

7.6 **MOTION**

An Chomhairle considered the Report of the Director of Services, Strategic Planning, Economic Development & Enterprise on the following motion which was referred to the committee by An Chomhairle:

7.6.1 **REVISE THE BISHOPSTOWN WILTON AREA ACTION PLAN**

‘That Cork City Council would review and revise the Bishopstown Wilton Area Action Plan by commissioning a Local Area Plan’.

(Proposer: Cllr J. Buttimer 15/195)

An Chomhairle agreed to refer this Motion back to the Strategic Planning, Economic Development & Enterprise Strategic Policy Committee for further consideration.

8. **ROADS & TRANSPORTATION FUNCTIONAL COMMITTEE – 6th JULY 2015**

An Chomhairle noted the Minutes of the Roads & Transportation Functional Committee, from its meeting held on 6th July 2015.

8.1 **ROADWORKS PROGRAMME**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the progress of the ongoing Roadworks Programme for the month ended June 2015.

8.2 **TAKING IN CHARGE OF HOUSING DEVELOPMENT AT TIVOLI ESTATE (UPPER), TIVOLI ESTATE, LOVERS WALK/TRAFALGAR HILL, CORK**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 regarding the taking in charge of housing development at Tivoli Estate (Upper), Tivoli Estate, Lovers Walk/Trafalgar Hill, Cork

On the proposal of Comhairleoir T. Brosnan, seconded by Comhairleoir S. Cunningham, An Chomhairle further agreed to adopt the following resolution:-

“Having considered the Report of the Director of Services, Roads and Transportation Directorate, dated 2nd April, 2015, and the provisions of Section 11 (1) of the Roads Act 1993, it is now hereby declared by this Order that the said roads serving Tivoli Estate (Upper), Tivoli Estate, Lovers Walk/Trafalgar Hill, Cork are public roads.”

8.3 **SPEED SURVEYS AT WALLACE’S AVENUE, BROWNINGSTON EAST AND CROSS DOUGLAS ROAD.**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 regarding Speed Surveys at Wallace’s Avenue, Browningston East and Cross Douglas Road.

8.4 **PEDESTRIAN COUNTER REPORT – JANUARY TO MARCH 2015**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 regarding Pedestrian Counter Report – January to March 2015.

SUSPENSION OF STANDING ORDERS

On the proposal of Comhairleoir S. Martin, seconded by Comhairleoir J. Sheehan, An Chomhairle agreed to continue the meeting beyond 8.00 p.m.

8.5 **PART 8 REPORT FOR CITY CENTRE MOVEMENT STRATEGY**

An Chomhairle considered the Report of the Director of Services, dated 2nd July 2015 regarding Part 8 Report for City Centre Movement Strategy

The report of the Director of Services stated that:-

1. Background

The following sections outline the background to Phases 1 and 2 of the City Centre Movement Strategy.

Cork Area Strategic Plan (CASP) (2001-2020)

The Cork Area Strategic Plan (CASP), published in 2001, and later updated in 2008/2009, sets the framework for the development of Cork City and the wider region up to 2020. The updated CASP plan forecasts a population growth from 378,000 in 2006 to 488,000 in 2020, an increase of over 29%. The majority of this new population is forecast to reside within the Cork Metropolitan Area.

The creation of an integrated transport system is essential to support the growth of the city and metropolitan area. This includes the development of ‘state of art’ public transport facilities and a well-managed roads system which are central to improving mobility, accessibility and connectivity. This is evident in successful cities across the globe.

Cork Area Transit System (CATS) – 2010

The central aim of the Cork Area Transit System (CATS) study (2010) was to support the updated CASP vision for the Cork area, by developing an integrated public transport system that meets the needs of the Metropolitan area up to 2020 and beyond.

The main recommendations from the study were:

1. A new Bus Rapid Transit (BRT) system, connecting the City Centre/Docklands to Bishopstown and onto Ballincollig. A further link to Mahon subject to a Local Area

Plan for the area showing intensification of development densities with a more balanced residential/commercial mix.

2. A reconfigured bus network for the Greater Cork Area (Metropolitan Cork) was proposed with new bus routes, increased frequencies, etc.
3. The development of a **City Centre Traffic Management Plan**, the purpose of which is to increase overall levels of accessibility to the Core City Centre area, and contribute to the sustained residential, retail and commercial growth of this key area. This would have substantial benefits across the full Metropolitan Area.

It is recognised that the objectives of the CATS report may not be delivered in the short term, for example, the proposed BRT. However, as highlighted in the CATS report, (Section 13.4.12) *'it is essential that bus-related measures are immediately progressed to ramp up public transport use across the full study area, in advance of the delivery of BRT.'*

2. City Centre Movement Strategy (CCMS)– 2013

As outlined above, the City Centre Movement Strategy (i.e city centre traffic management plan) was recommended as part of the CATS study and the key principles of the City Centre Movement Strategy include:

- The re-allocation of road space on the city centre streets to ensure a more appropriate balance between the different transport modes serving the city and provide travellers to the city with a greater choice of travel mode.
- The management of through traffic within the central city streets, this will act to improve the environment for all users including public transport users, pedestrians and cyclists.

The key objective associated with the Cork City Centre Movement Strategy is to:

Improve the general vibrancy of Cork City Centre to promote sustained economic growth, to deliver a much more attractive environment for shoppers, visitors and tourists and to help encourage sustained inward investment.

The sub-objectives identified for this project to achieve the key objective above include the following:

1. General Vehicular Access:
2. Identify a street hierarchy within the city centre to clearly identify the main routes into and through the City Centre
3. Maintain accessibility to the City Centre off-street car parks
4. Manage access for deliveries within the City Centre
5. Public Transport Movement:
6. Deliver a more efficient public transport operating environment
7. Improve the reliability of the existing bus service
8. Pedestrian Movement:
9. Deliver streets that provide a more pleasant shopping environment
10. Make it easier to cross the city streets at key locations
11. Cycling Access:
12. Provide a traffic management system that encourages cycling in the City Centre

A total of 10 options were evaluated, with the preferred option comprising a combination of various other options. The recommended option for progression was Option 10, an amalgamated solution. This was presented to the public, and submissions were sought in order to refine the proposals further.

The City Centre Movement Strategy was adopted by the members of Cork City Council on March 25th 2013.

3. Phasing of City Centre Movement Strategy

It is envisaged that the proposed traffic management works identified under the City Centre Movement Strategy will be implemented in a phased basis over a 5 year period.

The following figure provides the phasing plan for the street improvement works.

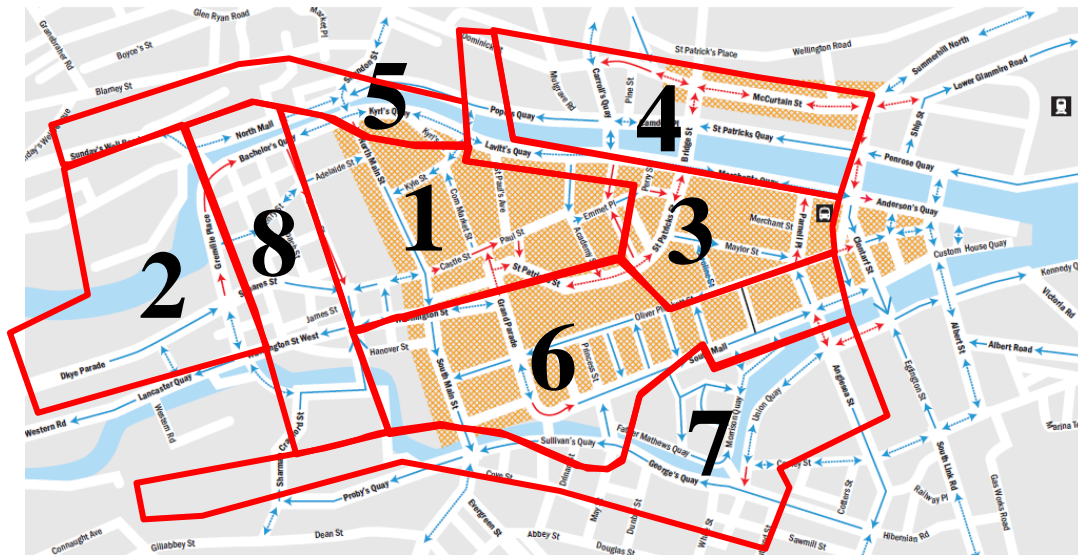


Figure 1 Proposed City Centre Movement Strategy Phasing Plan

Section 179 of the Planning and Development Act, 2000 and Part 8 of the Planning & Development Regulations, 2001 as amended, sets out the requirements in respect of specified development by Local Authorities. Each phase of the implementation of the City Centre Movement Strategy requires notice, public consultation and report under these regulations.

4. Key Performance Indicators

The following Key Performance Indicators (KPI's) were adopted for the City Centre Movement Strategy scheme to allow for the impacts of the scheme to be monitored before, during and after implementation:

- Impact on Parking
- Bus Journey Times & Frequencies
- Loading Requirements
- Improved operation of city centre junctions
- Access to City Centre off street car parks
- Increased pedestrian facilities
- Pedestrian Footfall
- Cyclist Activity
- Increased Cycle Parking

Further details of these KPIs are outlined in Appendix A

Delivery of phase 1 and 2 of City Centre Movement Strategy

In the context of delivering the objectives of Phase 1 at St. Patrick's Street and its environs, Phase 2 forms an integral part of the process and therefore has been included with Phase 1 as a combined scheme.

More detailed analysis of the plans for Phase 1 & 2 in City Centre Movement Strategy have been ongoing and been informed by many data sources including:

- Topographical Survey
- Traffic Signal Configuration Data
- Traffic Counts
- Loading Bay Occupancy Surveys and Video
- Washington Street Lane Occupancy Surveys
- Bus Automatic Vehicle Location Data
- Disability Audit
- Pavement Condition Survey
- Drainage Audit

Further details of these data sources are also outlined in Appendix A.

5. Proposed Scope of Work

Having had regard to the City Centre Movement Strategy and its objectives, the data collected and the KPIs identified, the planned work in phase 1& phase 2 includes:

- Pavement Improvement Works
- Footpath improvement works
- Drainage Improvement works
- Urban Realm Improvement works
- Parking Guidance Signage upgrades and improvements
- VMS signage upgrades and improvements
- Fiber/ Comms upgrades
- CCTV improvements
- Signage improvements
- Road marking improvement works & replenishment
- UTC upgrades
- Public lighting upgrades

Phase 1 - St. Patrick's Street

It is proposed to restrict vehicular access to St. Patrick's Street between the hours of 12:30-18:30 daily. Access during this period will be restricted to Buses, Taxis, Cyclists and Emergency Services.

As part of the restriction, it will be necessary to control the various access points onto St. Patrick's Street from the adjacent side streets during the restriction period.

Specifically, the proposals for St. Patrick's Street and surrounding side streets comprise of:

- Implementation of a time-regulated bus lane on the approaches to St. Patrick's Street on Merchant's Quay, Washington Street and Grand Parade. The time regulation for the bus lane is to be consistent with the proposed restriction period on St. Patrick's Street itself (12:30-18:30).
- Extension of the existing bus lane present on Merchant's Quay approaching its junction with St. Patrick's Street.
- Installation of an inbound bus lane on Washington Street between the junction at Courthouse Street and the junction with Grand Parade.
- Amendment of traffic flow on Castle Street from one-way westbound to one-way eastbound.
- Access to Academy Street will be prohibited during the restriction period proposed for St. Patrick's Street. As a result, disable parking currently provided on Academy Street in the vicinity of its junction with St. Patrick's Street will be re-located to Emmett Place, where it will be accessible outside of the restriction period.
- Footpath widening and provision of a raised table at the junction of Perry Street and Drawbridge Street in order to improve the pedestrian environment at this location.
- Amendment of traffic flow currently permitted on Bowling Green Street, from its junction with Drawbridge Street to the existing access to the Opera Lane car park. Two-way traffic flow will be permitted on Bowling Green Street as a result, while the existing one-way flow will remain between the car park access and St. Patrick's Street.
- Access to Little William Street from Drawbridge Street will be prohibited during the restriction period on St. Patrick's Street.
- An additional pedestrian crossing is proposed on St. Patrick's Street to link Opera Lane with Cook Street.
- Amendment of existing loading bay on St. Patrick's Street to enable it to function as a taxi area during the restriction period.
- Reduction in number of lanes turning right on to Washington Street from Little Hanover Place from two to one.
- Other minor works to be undertaken as part of Phase 1 include improvements to the junction of Parliament Street/South Mall to enable smoother, two-lane traffic flow from Grand Parade through to South Mall.

Phase 2 - Grenville Place

In tandem with the proposed traffic restrictions on St. Patrick's Street, works are required in the Grenville Place/Sheares Street/Grattan Street area.

Specifically, the required works comprise of:

- The amendment of Prospect Row/Grenville Place from the current two-way traffic flow to a one-way northbound only arrangement.
- The southern-most portion of Grattan Street, from its junction with Peter's Street to its junction with Sheares Street, is to be made 1-way southbound only. The remainder of Grattan Street will retain two-way traffic flow.
- Improvements to the ambulance parking area on Grenville Place at the Mercy University Hospital to provide 4 no. ambulance parking spaces.
- Amendment of the junction priority at the Grattan Street/Bachelor's Quay junction to give traffic approaching from Bachelor's Quay priority over traffic from Grattan Street.

- Junction upgrade works at the junction of Grattan Street/Adelaide Street/Henry Street to provide improved pedestrian crossing facilities.
- Installation of a new zebra crossing on Grattan Street, adjacent to the junction with Broad Lane.
- Proposed footpath widening works on Grenville Place adjacent to the junction with Henry Street, and the installation of a dedicated parking area for taxis along the quay wall at this location (note there is no formal parking at this location – uncontrolled parking is occurring at present).
- Reservation of area for a footpath along the quay wall from Henry Street northbound through Grenville Place, on to Bachelor’s Quay and through to Griffith Bridge (to be delivered as part of flood relief scheme).
- Upgrade of the junction of Henry Street/Grenville Place to provide improved pedestrian crossing facilities, wider footpaths, etc.
- Removal of the westbound ‘ahead’ lane which runs from Griffith Bridge through to Bachelor’s Quay (left turning lane on to Grattan Street to remain).
- Amendment of traffic flow on Coach Street to one-way northbound.
- Amendment of traffic flow on Peter’s Street to one way eastbound east of the junction with Coach Street, and one-way westbound west of the junction with Coach Street and traffic calming at entrance to Coach Street from Sheares Street.
- Amendment of traffic flow on Moore Street to one-way southbound and traffic calming at entrance to Moore Street from Henry Street.
- Installation of pedestrian crossing on Shandon Street, in the vicinity of the Credit Union building located north of Broguemakers Hill.
- Installation of a westbound cycle lane on Bachelor’s Quay from the junction with Griffith Bridge, turning south through the junction on to Grattan Street and terminating shortly thereafter.
- Installation of an eastbound cycle lane on Bachelor’s Quay from the junction with Devonshire Street West, through to the junction with Griffith Bridge.
- Footpath widening on Bachelor’s Quay at the junction with Grattan Street to reduce the radius of the turn from Bachelor’s Quay to Grattan Street.
- Installation of a set-down area on Henry Street, outside the entrance to the Mercy University Hospital.
- Provision of additional public parking on Prospect Row.
- Junction improvement works at the Dyke Parade/Wood Street/Sheares Street junction to provide improved pedestrian facilities.
- Installation of a set-down area on Sheares Street, adjacent to the junction with Prospect Row.
- Extension of the existing inbound bus/cycle lane on Sheares Street further east to the junction with Grattan Street.
- Installation of a Bus Gate and associated channelling islands on Sheares Street in advance of the junction with Grattan Street.
- Removal of herringbone parking along the southern side of Sheares Street approaching the junction with Grattan Street, and replacement with parallel parking spaces.
- Improvement works at the junction of Lynch’s Street/Little Hanover Street.
- Removal of left-turn movement from Sheares Street to Grattan Street.
- Removal of right-turning movement from Liberty Street to Grattan Street.
- Provision of two ‘ahead’ lanes on Grattan Street approaching the junction with Sheares Street/Liberty Street.

6. Environmental Assessment

In accordance with the Habitats Directive, an Appropriate Assessment Screening report, with regard to any potential impacts upon the Cork Harbour Special Protection Area [Site No. 004030] and the Great Island Channel Special Area of Conservation [Site No. 001058], as a result of Phases 1 and 2 of the City Centre Movement Strategy Scheme, was undertaken. The screening report concluded that Appropriate Assessment was not necessary in this instance.

A sub threshold EIS screening report was also carried out for the project. Having regard the contents of Article 120 of the Planning and Development (Amendment) (No.3) regulations 2011 and Schedule 7 of the Planning and Development Regulations 2001, as amended by article 8 of the Planning and Development Regulations 2008 (SI 235/2008), it is considered that Phases 1 and 2 of the City Centre Movement Strategy Scheme, by reason of its nature, scale and location would not be likely to have significant effects on the environment. Accordingly, it was considered that Environmental Impact Statement was not required.

7. Part 8 Planning

The Part 8 Planning process was initiated by the placement of an advertisement in The Irish Examiner on Friday 10th April 2015 and on Cork City Council website. The advertisement informed members of the public of the proposed scheme. Particulars of the proposal were available for inspection at the Reception Desk, City Hall from Monday 13th April 2015 until Friday 22nd May 2015. Site notices were also erected at the proposed site giving details of the scheme as per the published advertisement.

Following the exhibition period, all interested parties were invited to submit their views and comments on or before Friday 5th June 2015.

Public Consultation

In advance of public consultation the proposals were presented to councillors and senior management team. A Public Consultation Event was held at the Clarion Hotel, Cork, on Friday 10th April 2015 where three separate sessions were held throughout the day to present the Part 8 Planning proposals to the following:

- Cork County Council
- National Transport Authority
- National Roads Authority
- Port of Cork
- Iarnród Éireann
- Cork Business Association
- Cork Chamber of Commerce
- North Main Street Traders,
- English Market Traders
- Cork Cycling Campaign,
- Mercy University Hospital,
- Members of Cork Access Group.
- An Garda Síochána
- Bus Éireann
- Cork Taxi Co-op

Middle Parish Residents Association

Two separate Public Information Evenings were held with the Middle Parish Residents Association, the first in the Imperial Hotel on Tuesday 28th April 2015 and the 2nd in the Middle Parish Community Hall on Thursday 14th May 2015.

Consultation with other groups

Consultation sessions and meetings were held with other groups including

- Cork Access Group
- North Main Street traders
- Transport and Mobility Forum

Stakeholder meetings were also held with:

- National Transport Authority
- Cork City Council Roads and Transportation Directorate
- Cork City Council Drainage Department
- An Garda Síochána
- Cork City Council Planning Department
- Bus Éireann
- Mercy University Hospital

Submissions Received and Analysis

Submissions have been received in relation to the CCMS Phases 1 and 2 proposals. The list of those who have made submissions is presented in the following table:

1	Councillor Henry Cremin
2	Traffic Corps (Sargent Niall Daly)
3	Cork County Council (Martin Ryan)
4	Bus Éireann (Martin Walsh)
5	Councillor Mick Finn
6	Cork Educate Together N.S. (Elizabeth McKennedy)
7	Pat O' Connell
8	Greg O' Neill
9	Mercy University Hospital (Reddy Architects)
10	Felicity Small
11	Sean Lemasney
12	Emer Haugh
13	Cork Brass
14	Councillor Fiona Kerins
15	Greg O' Neill
16	Leader & Co. (Patrick Leader)
17	North Main Street Traders Association
18	Cork Cycling Campaign
19	Court Service (Mary Crowley)

20	Middle Parish Residents Association (including individual submissions from residents)
21	UCC (Stephan Koch)
22	Tyndall Institute (Pat Mehigan)
23	Perry Street & Drawbridge Street Retailers
24	Cork Chamber of Commerce (Claire Davis)
25	Dunnes Stores
26	Penneys/Primark (Joda)
27	Denis O' Regan
28	Cork Business Association
29	Anabelle Russell
30	English Market Traders Association
31	John Lennon
32	Ulster Bank (GVA)
33	M. Plan Students
34	Mary O' Sullivan
35	Councillor Paudie Dineen
36	Maureen O' Sullivan
37	Anne Barrett
38	Greg O' Neill
39	Transport & Mobility Forum

Many of the submissions expressed support for the principles of the City Centre Movement Strategy and/or specific elements of phases 1 and 2 such as:

- the removal of through traffic which does not benefit the City Centre,
- increased priority for public transport,
- improved traffic flows from one way system at Grenville Place,
- potential for freer flowing taxis,
- improved safety provisions for pedestrians,
- reduced journey times for regional and local buses,
- benefits to bus users in the City,
- improved reliability of public transport and elimination of delays,
- improvements in the public realm,
- potential to accelerate modal shift,
- specific pedestrian facilities and modified car parking arrangements at various locations,
- improved experience for shoppers and tourist,
- enhancements of Drawbridge St Perry St area,
- better pedestrian connectivity between Cook St and Opera Lane,
- CCTV network expansion etc.

Many submissions also include suggestions that have been provided for in the scheme or which will be addressed as part of the pre-tender detailed design process. Examples include:

- additional tree planting and landscaping at various locations,
- final parking configuration at various locations,
- traffic movement from Grattan St to Grenville Place,

- improvements to junction / signals at Sheares St/ Courthouse St,
- set down facilities at various locations,
- heights of footpaths at Grattan St,
- improved pedestrian facilities at junction of Grattan St and Bachelors Quay,
- local acceses at various locations,
- North Gate Bridge junction/signals,
- disabled parking,
- design and orientation of ambulance bays at Mercy University Hospital,
- accommodating increased activity at the Courthouse,
- need for quality lighting /shrubby/ street paving/ signage,
- consideration of the construction requirements of various building projects within the City etc.

Some submissions raised issues that are not part of this specific project but are/can be explored separately by the Council. These include:

- the possible extension of the Public Bike Scheme,
- unauthorised parking at Cornmarket St,
- changes in the location of loading bays on Grand Parade,
- changes to car parking charges,
- flood risks,
- introduction of 30kph speed limit in Middle Parish,
- increasing use of North Main St car park,
- introduction of additional Park and Rides across the City,
- ever increasing competition between residents and others for access to parking spaces,
- NTA Smarter Travel Programme,
- event centre traffic management planning,
- location of air quality monitors,
- investment in strategic route improvements,
- advancing BRT,
- pedestrian bridges linking Bus Station- Patrick Quay and Grenville Place- Distillery Fields etc.

There are also a small number of suggestions that are due to be considered in the design of subsequent City Centre Movement Strategy phases and related part 8 processes such as North Main Street and Caroline Street.

As with other Part 8 processes the submissions present some differing views of likely impact on a variety of matters or set out specific areas of concern or objection. These include:

- the likely impact on air quality and noise,
- suggested pedestrianisation of Perry St / Drawbridge St and possibly Emmet Place,
- suggestions that there be additional cycle facilities (e.g. Dyke Parade or St Vincent's Bridge to Prospect Row) or that the scheme is not sufficiently supportive of cycling,
- the capacity of City Streets to accommodate change,
- the need or otherwise for greater segregation of road users,
- suggestions that traffic be routed through North Main St rather than Grattan St,
- suggestions that the scheme will not benefit pedestrians, residents or commercial activity and could discourage visitors,

- buses seen as a potential or threat to pedestrian environment on Patrick St,
- the potential for congestion on roads and streets not directly covered by the scheme,
- views on reduced speed limits,
- views on the time for restrictions on St. Patrick's Street (suggested confusion if not aligned to Oliver Plunkett St or that restrictions be set to cover morning and evening peak flows or that there be full closure or that the restriction cover a lesser evening period),
- whether to allow access to Daunt Square or not and related treatment of Castle St,
- concerns that the scheme will not be fully implemented or that only limited public realm improvements will be provided in the Middle Parish etc.

A synopsis of these submissions and the Design Team Responses is presented in the Appendix B to this report.

Among the more commonly cited issues for consideration were:

- Daunt Square

From surveys undertaken 77% of existing traffic using Daunt Square is through traffic, en route to a destination away from the area immediately north of Daunt Square, and were predominantly arriving to Daunt Square from areas to the south of the city centre. Approximately two thirds of traffic coming from Grand Parade is turning left to Daunt Square rather than straight through to St. Patrick's Street. Approximately one third of traffic coming from Washington Street is turning left to Daunt Square rather than straight through to St. Patrick's Street. If Daunt square is to remain open then it is likely that existing traffic from Grand Parade currently using St Patrick's Street will divert though Daunt Square instead. If the left turning traffic from Washington Street is also allowed through, then Cornmarket and Daunt Square and surrounding streets would not function and cause serious delays to those genuinely requiring access.

At present high levels of pedestrian footfall (approx. 15,000 per day) across Daunt Square conflict with the traffic passing through the square. Safety risks to these is removed if access is restricted to Daunt Square, if on the other hand Daunt Square takes increased volumes of through traffic the risks of conflict between pedestrians and cars also increases.

Under the scheme the right turn from Liberty Street onto Grattan Street will no longer be available and so to improve access to Cornmarket Street and North Main Street, flow on Castle Street is being reversed. Large volumes of conflicting traffic will then converge at junction of Castle Street, Daunt Square and Cornmarket Street, though traffic from Daunt Square will have priority over traffic from Castle Street, causing backlog and delays for local traffic.

The increase in traffic on Cornmarket Street from Daunt Square is compounded by the fact that the quays are accommodating more traffic from Grenville Place and Merchant's Quay, therefore, the green time allocation to Cornmarket will be less than before, causing a doubling of the existing queue lengths on Cornmarket Street.

The request to facilitate access to North Main Street through the plaza on Cornmarket Street has considerable merit and will be examined at detailed design process.

If the left turning traffic from Washington Street is also allowed through, then Cornmarket and Daunt Square would not function and cause serious delays to those genuinely requiring access.

Traffic that is travelling to the city centre as a destination from the west and south west should travel via Woods Street or Dyke Parade and onto Grenville Place. Traffic from the east and south should travel via Parnell Place and Merchant's Quay. These routes will be signposted as part of the Parking Guidance and the Variable Message detailed design.

Rather than benefiting trade on North Main Street and Cornmarket Street by keeping Daunt Square open, increased congestion will deter those interested on during business on the street and compound problems for residents accessing their homes. In light of the fact that the majority of traffic is through traffic, and if it is to remain open it could only accommodate traffic from Grand Parade and not Washington Street and even doing so will still cause problems seeking to access the area. It is not recommended to keep Daunt Square open during the restriction on St Patrick Street.

- Time

Some submissions raised concerns with regard to the variation in the proposed hours of restriction on St. Patrick's Street (i.e. 12.30 – 18.30) and the restricted hours on Oliver Plunkett Street (i.e. 11.00 to 17.00).

The variation in the time is due to different objectives of the restriction. The restriction on St. Patrick's Street is primarily to improve public transport journey times particularly in the afternoon and evening peak and to coincide with times of existing bus lanes while the Oliver Plunkett Street restriction is to improve the pedestrian environment only. As a consequence different restriction times apply. The advantage to this variation is that it offers a wider range of opportunity for loading and unloading.

- Traffic Impact on Grattan St

Any additional southbound traffic on Grattan Street will be offset by a reduction in inbound (northbound, eastbound) traffic volumes being diverted down Prospect Row and Grenville Place. These routes will be signposted as part of the Parking Guidance and the Variable Message detailed design.

The southern-most portion of Grattan Street, from its junction with Peter's Street to its junction with Sheares Street, is to be made 1-way southbound to facilitate the likely increase in southbound flows and to prevent possible queuing through other junctions on the street. The remainder of Grattan Street will retain two-way traffic flow to facilitate local access.

Under the proposals traffic currently using Grattan Street and Adelaide Street to access North Main Street as a loop from Liberty Street, would use Castle Street, Cornmarket Street and Kyle Street thereby removing this traffic from Grattan Street.

- Disabled Parking

There are currently no disabled parking facilities on St. Patrick's Street. Under the Road Traffic Act, buses, taxi and cyclists only are permitted to use bus lanes, the only exemption

is for emergency vehicles. The implementation of the restriction on St. Patrick's Street will be by means of a time plated bus lane. As a consequence disabled drivers cannot be permitted to use St. Patrick's Street.

Parking for those with a disabled permit is being provided in Emmet Place. Opera lane provides excellent access to the middle of St. Patrick's Street from this parking. Improved surfacing and wider footpaths along Drawbridge Street will provide improved access for all to the northern end of St. Patrick's Street. Existing disabled parking in the vicinity of southern end of St. Patrick's Street is not affected by these proposals.

- Public Realm

Alongside the traffic management requirements this proposal presents an opportunity for investment in public realm improvements, public lighting, pedestrian crossings, footpaths and traffic signal upgrades for the areas within these phases.

A suite of improvement measures are proposed on Prospect Row, Henry Street, Grenville Place, Sheares Street, Woods Street and Lynch Street as well as the narrow side streets to the east of MUH. These public realm improvement measures are aimed at catering for the residents of the area, and take account of the issues surrounding access by hospital patrons both to the main hospital and the proposed new outpatient facility.

The proposal in the vicinity of the hospital and school addresses the current parking & set down issues, the lack of a taxi rank and the difficulties for ambulances. Public Realm improvements as well as the one-way systems in the Marsh area will reduce congestion and address safety concerns.

The installation of the proposed pedestrian crossing on St Patrick's street will improve connectivity between Opera lane and Cook Street as recommended in the City Centre Strategy. The removal of general traffic from the street will further enhance the pedestrian experience.

Public realm improvements proposed for Drawbridge Street will enhance the area and greatly improve connectivity between Emmet place and Northern end of St Patrick's Street, particularly for wheelchair users and visually impaired pedestrians. It will also alleviate road safety concerns associated with large vehicles turning at the junction of Perry Street and Drawbridge Street.

The installation of the proposed pedestrian crossing on Shandon Street will improve connectivity and alleviate the associated road safety issues at this location.

- North Main St

Some submissions are in favour of altering access to North Main Street from the northern approach, others are against it. This proposal will be examined as part of the design of the North Main Street phase and further consultation will be undertaken at that stage.

- Loading Bays

Loading bay occupancy surveys were undertaken by Sky High Technology Ltd. at a total of 25 loading bays in the City Centre, on the following streets:

- St. Patricks Street
- Emmet Place
- Perry Street

- Academy Street
- Grand Parade
- South Mall
- Oliver Plunkett Street
- Caroline Street

The surveys were undertaken in March 2015, covering a total period of 6 days (Monday-Saturday), from 07:00-19:00 for each day.

The surveys were commissioned to identify occupancy at the various loading bays in the City. Every 15 minutes, a record was logged of the number and type of vehicles parked within each loading bay. In addition, video footage was also recorded at each site, allowing further interrogation to be carried out to investigate turnover at each site and compliance with the existing 30-minute loading period in place.

Surveys undertaken within the city centre indicate that there is sufficient reserve capacity in the loading bays. Abuse of the loading bays by private cars and commercial vehicles not actively loading and unloading needs to be addressed in the short term.

- Communication

An Implementation Plan together with a communication strategy will form an integral part of the delivery of the project. There will be ongoing communications with various stakeholders in advance of works. During construction a temporary Traffic Management Plan will be agreed with An Garda Síochána in advance of any works to mitigate the impact on the local community. A publicity campaign will also be undertaken to explain to the public the changes as they are implemented.

8. Summary

As the largest single concentration of employment, Cork City Centre attracts workers from throughout the Metropolitan Area and beyond. The wider benefits to upgrading the traffic management of the city centre will accrue across Cork Metropolitan Area, facilitating the introduction of a more sustainable transport system to include a better provision for public transport, walking and cycling, thereby reducing congestion and journey times for both public transport and private car trips. The future implementation of BRT will be dependent on an improved level of service and patronage of bus services along the route. The measures included in the City Centre Movement Strategy are a key step in this process.

The implementation of Phase 1 and 2 are essential for the subsequent implementation of future phases of the strategy and an integral part of the proposals along the strategic travel corridors as identified by the studies currently being undertaken.

Extensive data collection and analysis throughout the preparation of the strategy and on the design to date has informed the proposals presented. Alongside the traffic management requirements this proposal presents an opportunity for investment in public realm improvements, public lighting, pedestrian crossings, footpaths and traffic signal upgrades for the areas within these phases.

During the widespread consultation a number of issues were raised. Issues raised that are outside the scope of the project will be considered in future phases or passed onto the relevant personnel within city council, where appropriate. During consultation and in the

submissions received a number of public realm items have been requested by residents and stakeholders. These will be addressed as part of the detailed design.

City Council acknowledges the requirement for additional Park n Ride facilities and has plans in place for a service in the west of the city. The success of Park n Ride is dependent on an advantage to users in terms of journey time to access the city centre from that location over the time taken and costs involved in continuing the journey by private car. The improved public transport facilities and reduced journey times envisaged in this scheme will make Park n Ride a more viable option.

City Council acknowledges the concerns expressed in some of the submissions and recognises that ongoing communication with stakeholders and residents is crucial to the success of the scheme. The Key Performance Indicators (KPI's) identified will allow for the impacts of the scheme to be monitored before, during and after implementation. An Implementation Plan together with a communication strategy will form an integral part of the delivery of the project.

If approved, detailed design will be undertaken over the coming months with a view to tendering before the year end. The Middle Parish area will be progressed first and no works will be commenced unless there is funding certainty for the entire scheme covering phases 1 & 2. It is anticipated that the public realm works, footpath improvements and signal upgrades will be commenced in Middle Parish Area in early 2016 and these will be followed by the other civil works required. Restriction on St. Patrick's Street will not be implemented until all public realm, civil works, signage and other traffic changes in the scheme are completed. This is likely to be middle to end of 2016. There will be a significant lead in time for each change in traffic arrangements and advance warnings will be put in place before each element of the scheme is implemented.

During construction a temporary Traffic Management Plan will be agreed with An Garda Síochána in advance of any works to mitigate the impact on the local community. There will be ongoing communications with various stakeholders including commuters, residents and local businesses together with a publicity campaign to explain to the public the changes both before and as they are implemented. Members will be kept apprised of progress during the detailed design and implementation of the scheme.

This report has been prepared in accordance with Section 179 of the Planning and Development Act 2000 and part 8 of the Planning and Development Regulations 2001 as amended. The proposed development is consistent with the proper planning and sustainable development of the area, having regard to the provisions of the City Development Plan and takes cognisance of national policies. Accordingly it is recommended that the proposed development be proceeded with as set out herein.

Appendix A

Key Performance Indicators

The following Key Performance Indicators (KPI's) were adopted for the City Centre Movement Strategy scheme to allow for the impacts of the scheme to be contrasted both pre and post implementation.

Impact on Parking

A principal KPI for Phases 1 and 2 of the City Centre Movement Strategy is to minimise the impact on the existing levels of parking provision throughout the study area. Arup carried out a parking quantification exercise in order to identify the current levels of parking across a number of locations within the study area, and for various different uses, e.g. loading bays, set-down spaces, taxi spaces, ambulance parking, etc.

The existing parking quantum will be compared with the impacts of the preliminary design in order to determine the impact on parking levels.

Bus Journey Times & Frequencies

Bus Timetables, Bus Survey and Bus AVL data allows existing running times of the city bus services between bus stops to be established, and compared against existing performance targets to determine any existing journey time delays on the network.

An objective of the City Centre Movement Strategy is to improve bus journey times in the City Centre, and following implementation of Phases 1 and 2 of the scheme, AVL data will allow the improvements to bus service running times to be quantified.

Loading Requirements

Loading bay occupancy surveys were undertaken for 25 loading bay sites within the City Centre. In addition, video footage was also recorded for each site, over a 6-day period, covering Monday-Saturday, from 07:00-19:00.

The loading bay surveys allow a profile to be developed of the existing study area loading characteristic to determine the existing demands placed on the loading bay areas present within the study area, to identify compliance or non-compliance with the existing 30-minute loading grace period in place and to investigate if the existing loading bay provision is capable of accommodating the loading requirements after the restrictions on St. Patrick's Street have been implemented.

Improved operation of city centre junctions

Improvements to the equipment and operation of the existing and proposed signalised junction within the scheme area will be included at the detailed design stage including increased fibre optic communications provision and the expansion and improvement of the Urban Traffic Control SCOOT system.

Access to City Centre off-street car parks

The off street car park play an important role in terms of facilitating access to the city centre and supporting the retail/ leisure/ food and drink business within the city centre. Any proposals in CCMS aim to ensure that access to all off street car parks is maintained and that access to each of the car parks is not impacted negatively by the proposals. The KPI will compare access times between car parks and the main routes into the city centre and the distance car park traffic needs to travel on the city streets.

Increased pedestrian facilities

Public Realm improvements will be included at the detailed design stage i.e. more crossings and improvements to existing crossings, new footpaths, junction treatments, general public realm works, etc.

Pedestrian Footfall

Pedestrian counters are located throughout the City Centre. An objective of the City Centre Movement Strategy is to increase the appeal of the City Centre as a destination of choice and to maximise the accessibility and comfort of the city offering to pedestrians. Pedestrian footfall will be determined both pre and post-implementation of the CCMS works.

Cyclist Activity

As with pedestrian footfall, an objective of the City Centre Movement Strategy is to make the City more accessible and safer for cyclists, and to encourage and promote cycling in the city centre. Cork City Council have a series of annual cycle surveys at particular zones of the city centre which can be compared pre and post implementation of the City Centre Movement Strategy works.

Data Collection

Topographical Survey

Topographical surveys of the study areas and environs were undertaken in October and November 2014 and in February 2015 by Murphy Surveys, Ltd. on behalf of Cork City Council. These surveys are used in the detailed design of the footpaths and carriageways.

Traffic Signal Configuration Data

Traffic Signal configuration data was provided for a number of signalised junctions within the study area by the Traffic Control Division of Cork City Council. This signal configuration data was used to develop a LinSig network model of the study area, in order to determine the impacts of the proposals on the key junctions in the study area.

Traffic Counts

In addition to the annual traffic counts carried out by Cork City Council and the traffic counts carried out under preparation of the strategy, traffic surveys were undertaken at 31 junctions within the study area by Sky High Technology Ltd. on Wednesday 17th September 2014. The surveys were undertaken for three-hour AM and PM periods (07:00-10:00 and 16:00-19:00). Figure 1 overleaf shows the locations of the junctions surveyed.

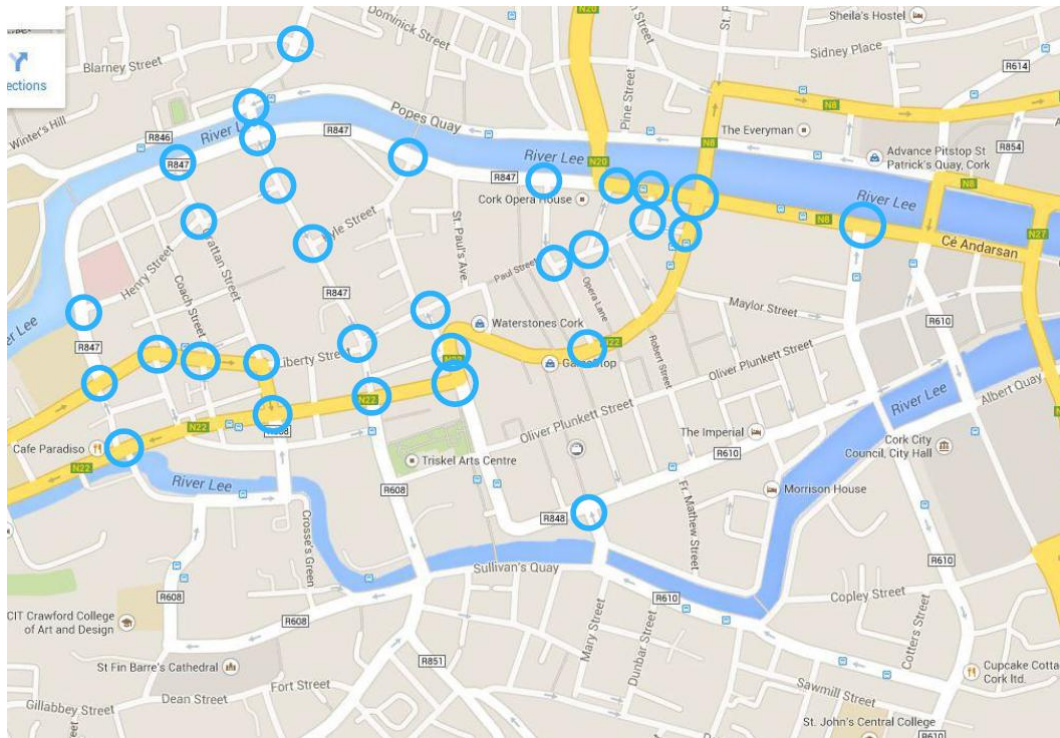


Figure 2 Location of Traffic Surveys

Traffic Count data and the turning movements at junctions is used in the traffic modelling process and in the design of traffic signals phasing.

Loading Bay Occupancy Surveys & Video

Loading bay occupancy surveys were undertaken by Sky High Technology Ltd. at a total of 25 loading bays in the City Centre, on the following streets:

- St. Patricks Street
- Emmet Place
- Perry Street
- Academy Street
- Grand Parade
- South Mall
- Oliver Plunkett Street
- Caroline Street

The surveys were undertaken in March 2015, covering a total period of 6 days (Monday-Saturday), from 07:00-19:00 for each day.

The surveys were commissioned to identify occupancy at the various loading bays in the City. Every 15 minutes, a record was logged of the number and type of vehicles parked within each loading bay. In addition, video footage was also recorded at each site, allowing further interrogation to be carried out to investigate turnover at each site and compliance with the existing 30-minute loading period in place.

Washington Street Lane Occupancy Surveys

A lane occupancy survey was undertaken in March/April 2015 by Sky-High Technology Ltd., along Washington Street from its junction with North Main Street to its junction with

Grand Parade. This was undertaken to quantify the numbers of vehicles using each of the two lanes present on the street, and to investigate if any significant level of lane changing was occurring on the link. These surveys were undertaken for a 6-day period (Monday to Saturday) and from 07:00-19:00.

Bus AVL Data

In addition to the bus surveys carried out annually by Cork City Council, Automatic Vehicle Location (AVL) data was obtained from the National Transport Authority for the Bus Éireann Cork City fleet in October 2014, January 2015, March 2015 and April 2015. This data was used to identify existing bus service running times between stops, for comparisons against target running times for services and calculation of journey times and delays along individual routes.

Disability Audit

A disability audit was undertaken in March 2015 at a number of locations within the study area, including:

- St. Patricks Street
- Grenville Place
- Prospect Row
- Bachelor's Quay
- Grattan Street
- Henry Street
- Sheares Street
- Woods Street
- Lynch's Street

The disability audit included site visits to the various locations and logging of photographic evidence of the issues identified. This will inform the design of upgrades to footpaths and pedestrian crossings and ensure facilities are adequate to meet the needs of the disabled.

Pavement Condition Survey

A visual pavement condition survey was undertaken in October 2014 of the existing footpath and road pavements in locations within the study area. This comprised a visual inspection of the footpaths and pavement and photographic evidence of the issues identified. This will assist in identifying the sections of footpath to be replaced as part of the scheme.

Drainage Audit

A visual drainage survey was undertaken in January 2015 during periods of heavy rainfall in order to identify drainage issues present within the study area. Photographic evidence was recorded of the major issues identified. This survey identifies problem areas that need to be during the detailed design stage.

Appendix B

Submissions and Responses

Cork City Council published a Part 8 Public Consultation notice in April 2015 and invited submissions from the general public regarding the CCMS proposals over the period from April 10th to June 5th 2015.

The following section summarises the submissions received and the main issues raised in each submission.

1. Councillor Henry Cremin

The following issues were raised in Cllr. Cremin's submission:

- A request that disabled drivers (with permits) be allowed to access St. Patrick's Street during the proposed closure period, along with Buses/Taxis/Cyclists

Response

Under the Road Traffic Act, buses, taxi and cyclists only are permitted to use bus lanes, the only exemption is for emergency vehicles. The implementation of the restriction on St. Patrick's Street will be by means of a time plated bus lane. As a consequence disabled drivers cannot be permitted to use St. Patrick's Street.

Parking for those with a disabled permit is being provided in Emmet Place. Opera Lane provides excellent access to the middle of St. Patrick's Street from this parking. Improved surfacing and wider footpaths along Drawbridge Street will provide improved access for all to the northern end of St. Patrick's Street. Existing disabled parking in the vicinity of southern end of St. Patrick's Street is not affected by these proposals.

2. Sergeant Niall Daly: An Garda Síochána Traffic Corps

The following issues were raised in Mr. Daly's submission:

1. Movement strategy to be welcomed
2. The proposed pedestrian and zebra crossings will assist road safety
3. Westbound traffic on Kyril's Quay appears to go from 2 lanes into one at junction of North Gate Bridge. Presumes this to be incorrect.
4. The use of raised surfaces at junctions has proven detrimental to line of sight of commercial vehicles. The proposed raising of the surface at a junction on Perry Street/Drawbridge Street would reduce drivers' ability to see pedestrians.
5. Queries the removal of the 4 disabled parking spaces on Academy Street as 3 new ones at Emmet Place are a long distance for someone with a disability to travel. Believes some spaces should be allocated on Caroline Street, despite the fact they will only be available from 5pm to 11am.
6. The Jack Lynch Tunnel is operating at capacity and there is a finite number of bridging points to cross the city. The two lanes on Grattan Street should be able to go onto the two lanes on Courthouse Street and continue into two lanes towards the Western Road and Washington Street. The current proposal will reduce traffic flow during peak hours from West and North of the City.
7. Notes proposed Bus Lane change to St. Patrick's Street will benefit users of public transport
8. Believes the one way movement of traffic on Grenville Place will assist flow of traffic
9. Traffic may use Bowling Green Street and Little William Street to cross St. Patrick's Street during prohibited hours
10. Suggests that loading bay on the South side of Grand Parade be moved to the opposite side of the road or to the right of the yellow box junction
11. Many events on St. Patrick's Street take advantage of natural diversion caused by the closure between Academy Street and Drawbridge Street. Traffic should continue to

be allowed divert down Academy Street and go right on St. Patrick's Street during these events.

12. The placing of the taxi rank at the junction of Academy Street and St. Patrick's Street should be south of this junction
13. Recommends that no enhanced surface materials are used on the city centre road surfaces due to long curing times when these surfaces are subsequently excavated to repair/upgrade/locate services

Response

1. Support of An Garda Síochána for the scheme is welcomed.
2. It is noted that proposed pedestrian and zebra crossings will assist road safety.
3. The offside lane heading west on Kyril's Quay is a right-turn only lane, therefore only one lane from Kyril's Quay will feed the westbound lane on Bachelor's Quay.
4. All junction upgrades are being designed in accordance with the Design Manual for Urban Streets and Roads.
5. Parking for those with a disabled permit is being provided in Emmet Place. Opera lane provides excellent access to the middle of St. Patrick's Street from this parking. Improved surfacing and wider footpaths along Drawbridge Street will provide improved access for all to the northern end of St Patrick's Street. Existing disabled parking in the vicinity of southern end of St. Patrick's Street is not affected by these proposals. The provision of additional spaces on Caroline Street can be considered in future phases of CCMS.
6. The two southbound lanes proposed for the southern end of Grattan Street will continue into the two lanes on Courthouse Street. The designated left and right turn lanes on Courthouse Street have been introduced to improve road safety for the vulnerable road users.
7. It is noted that proposed Bus Lane change to St. Patrick's Street will benefit users of public transport.
8. It is noted that Gardai believe the one way movement of traffic on Grenville Place will assist flow of traffic.
9. Bowling Green Street is to be made two way between the car park access to the private residential development and Drawbridge Street to accommodate access during the restricted period. This will be monitored during implementation and corrective measures can be made, if necessary.
10. This issue is outside the remit of phase 1 & 2 of CCMS, however it will be considered separately by the Transportation Division.
11. City Council will continue to liaise with gardai regarding possible diversions during major events in the city and temporary traffic arrangements can be put in place to suit the individual event.
12. The proposed taxi rank is to facilitate an extension of the existing rank at this location. It will make use of the empty loading bay immediately behind the current taxi rank during the restricted period. When major events occur in the city temporary ranks can be created as part of the temporary traffic arrangements.
13. The request that no enhanced surface materials are used on the city centre road surfaces is noted.

3. Martin Ryan: Cork County Council

The following issues were raised in Mr. Ryan's submission:

1. Cork County Council is presently preparing Masterplans for Midleton, Carrigtwohill and Shannonpark. It is intended that these will encourage modal shift to public

transport. Essential that there are no delays within the city centre having completed intra urban journeys.

Request to identify whether any regional county buses traverse these areas of the city and how proposed improvements will reduce travel times

2. States that recent improvements on Washington Street for public transport compliments and assists with these regional buses
3. Cork County Council would welcome the extension of the Bike Scheme to County Hall and an opportunity to discuss same

Response

1. Improvements to the travel time of public transport are one of the key objectives of the proposed scheme. The scheme will benefit both city and regional bus services.
2. It is noted that recent improvements on Washington Street for public transport compliments and assists with these regional buses.
3. The NTA has responsibility for the implementation and operation of the Public Bike Scheme. Cork City Council will pass on the request regarding its extension to County Hall.

4. Martin Walsh: Bus Éireann

The following issues were raised in Mr. Walsh's submission:

1. Bus Éireann welcomes Phases 1 and 2 in the form of additional Bus Lanes at Sheares Street, Washington Street and Merchants Quay. Limiting St. Patricks Street to buses and taxis very welcome to encourage modal shift.
2. CCMS is in line with the recommendations of the Cork Area Transit System Study and will lay the groundwork for ongoing major improvements to transport reliability in Cork City.
3. Bus Éireann has over 530 bus movements each day through St. Patrick's Street. Analysis shows that buses operate efficiently and on-time where there are bus lanes, but encounter major delays at peak times where not provided. Bus Éireann expect that this innovation will greatly assist in providing users with more reliable bus services and would suggest that restrictions on St. Patricks Street be in operation throughout the day.
4. The implementation of Time Restricted Bus Lane at Washington Street and Merchants Quay will need substantial Garda presence initially
5. Bus Éireann have other bus routes that operate on alignments through the city centre other than St. Patrick Street. It is important that Cork City Council monitors traffic flow on South Mall, McCurtain Street and the Quays following the introduction of Phases 1 and 2 to ensure that there is no substantial negative effect on traffic in these streets.

Response

1. It is noted that Bus Éireann welcomes Phases 1 and 2 in the form of additional Bus Lanes at Sheares Street, Washington Street and Merchants Quay and that limiting St. Patricks Street to buses and taxis is very welcome to encourage modal shift.
2. It is noted that CCMS is in line with the recommendations of the Cork Area Transit System Study and will lay the groundwork for ongoing major improvements to transport reliability in Cork City.
3. The improvements to bus reliability are noted. Restrictions throughout the day are not proposed in order to facilitate access to loading for traders in the vicinity of the street.

4. An Implementation Plan will be developed with the agreement of An Garda Siochana and other key stakeholders. All measures will be monitored on an ongoing basis after implementation.
5. City Council has taken cognisance of the other key public transport routes and these will be addressed in future phases of CCMS.

5. Councillor Mick Finn

The following issues were raised in Mr. Finn's submission:

1. North Main Street be opened up at the top end of the street to provide a second link to the southside from Shandon Street
2. Traffic access should be permitted through Daunt Square (perhaps only at peak am and pm times) to facilitate south-north commuter traffic
3. Tree planting should be considered along Grattan Street as part of public realm improvements
4. Parking issues for residents of Grattan Street and Peter's Street need to be examined
5. Eliminate unauthorised parking on Cornmarket Street plaza. Highlight low cost of North Main Street Car Park.
6. Traffic should be allowed turn down Grattan Street after Grenville Place
7. Set down spaces should form part of yellow line area by Education Together and Health Centre on Grattan Street, and perhaps be utilised for residents parking after 6pm
8. Re-examine junction at Washington Street turning west onto Western Road
9. Cars mounting step by community centre needs to be addressed

Response

1. North Main Street is not part of the phase 1 & 2 of CCMS. This proposal can be considered in the design of future phases.
2. From surveys undertaken 77% of existing traffic using Daunt Square is through traffic, en route to a destination away from the area immediately north of Daunt Square. By retaining access through Daunt square it is likely that existing traffic from Grand Parade currently using St Patrick's Street will divert through Daunt Square during the hours of restriction on St Patricks Street. In addition this extra traffic will be further increased by traffic from Castle Street (flow on Castle Street is being reversed to improve accessibility to North Main Street). This increase in traffic on Cornmarket Street from Daunt Square & Castle Street is compounded by the fact that the quays are accommodating more traffic from Grenville Place and Merchant's Quay, therefore, the green time allocation to Cornmarket will be less than before, causing a doubling of the existing queue lengths on Cornmarket Street. Rather than benefiting trade on North Main Street and Cornmarket Street by keeping Daunt Square open, increased congestion will deter those interested on during business on the street.
3. Landscaping will be provided at appropriate locations as part of detailed design.
4. There are competing demands public parking from shoppers, those transacting business, residents, carers, disabled drivers, taxis, buses, deliveries etc. Cork City Council balances these competing demands by designating spaces in accordance with national regulations, operating a pay parking system and operating a permit system.
5. The illegal parking on Cornmarket St plaza is being currently being addressed by Cork City Council.
6. Traffic will continue to be allowed turn from Grenville Place to Grattan Street. There is no proposal to remove this movement.

7. The proposed layout will accommodate the Educate Together set-down and pick-up requirements. General Parking cannot be permitted at this location as road width is insufficient to accommodate same.
8. The traffic signals at this junction and the traffic signals at the junction of Sheares Street and Courthouse Street will be linked as part of the proposed works, thus increasing the operation of both junctions.
9. Cars mounting step by community centre will be addressed as part of detailed design.

6. Elizabeth McKennedy: Cork Educate Together N.S.

The following issues were raised in Ms. McKennedy's submission:

1. The school currently avails of space on eastern side of Grattan Street (which is marked with double yellow lines). The school welcomes retention of this facility. The school welcomes provision of the zebra crossing immediately south of their entrance and the modifications to the parking spaces north of St. Peter's Avenue
2. Suggest footpath on Grattan Street be raised and extended across the entrance to St. Peter's Avenue and Adelaide Street
3. Suggest an east/west pedestrian facility be provided at the northern end of Grattan Street to enable safe pedestrian movement between the eastern side of Grattan Street and Bachelor's Quay and
Suggest a north/south pedestrian facility be provided at the junction of Grattan Street and Bachelor's Quay
4. Suggest the pedestrian barrier opposite school entrance be replaced with a longer barrier
5. Request further details concerning the extent of the work and the timeframes involved so as to provide regular updates to parents and staff

Response

1. It is noted that the school welcomes the retention of the existing parking arrangements for school drop off and pick up and the provision of the zebra crossing immediately south of their entrance and the modifications to the parking spaces north of St. Peter's Avenue.
2. The suggestion that a footpath on Grattan Street be raised and extended across the entrance to St. Peter's Avenue and Adelaide Street will be considered as part of detailed design.
3. The Pedestrian movements in the vicinity of junction of Grattan Street and Bachelor's Quay will be considered as part of detailed design.
4. The pedestrian barrier opposite school entrance will be replaced with a longer barrier as part of detailed design.
5. Cork City Council will continue to liaise with the school throughout the project.

7. Pat O' Connell: English Market

The following issues were raised in Mr. O' Connell's submission:

1. Closure of St. Patrick Street will cause confusion as it will be neither fully pedestrianised nor fully open to traffic. People will be unsure when it is open to traffic or not.
2. No facility or plans for extra park & ride.

3. Concerns over ability of quays to handle extra traffic and over extra traffic being pushed onto Washington Street. Problems already because of pinch points created by "ill thought out cycle lanes"
4. Forcing heavy traffic through residential and school areas, i.e. Grattan Street
5. Concern that since emphasis is on traffic rather than customers, a side effect is that customers will find it easier to go to Mahon Point or Wilton

Response

1. The existing Variable Message Signage on all approaches to St. Patrick's Street will be supplemented by additional static signage informing all road users and pedestrians of the proposed arrangements.
2. Additional park and ride facilities are being progressed by Cork City Council independently of the CCMS.
3. The proposed design is based on extensive data collection and traffic modelling of key junctions. Junction upgrades including equipment upgrades will be included as part of the proposed works which will improve the operating performance of these junctions. Early diversion of westbound bound traffic will divert traffic away from Washington Street.
4. Any additional traffic on Grattan Street will be offset by a reduction in inbound (northbound, eastbound) traffic volumes that will be diverted down Prospect Row and Grenville Place.
5. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The proposals aim to make the city centre more attractive for shoppers and customers by reducing general traffic that are not doing business in the city centre, increasing pedestrian green times while also reducing traffic congestion for public transport.

8. Greg O' Neill: 31 Albert Road Cork

The following issues were raised in Mr. O' Neill's submission:

1. Would be in the best interest of the city centre to implement the plan as soon as possible.
Of particular importance to close St. Patrick Street to traffic other than buses/taxis/pedal cyclists between 12.30pm and 6.30pm. This should be seen as high priority and implemented without delay.
2. Also of particular importance to create new inbound combined bus/cycle lane on Washington Street between courthouse and Grand Parade
3. Requests pedestrian push button lights in Daunt Square due to increased traffic resulting from closure of St. Patrick Street.

Response

1. It is noted that it would be in the best interest of the city centre to implement the plan as soon as possible
2. This is included in the proposals
3. It is proposed to include Daunt Square within the proposed 12:30 – 18:30 restricted period.

9. Reddy Architects: Mercy University Hospital

The following issues were raised in Reddy Architects' submission:

1. MUH's satisfaction with the scheme as a whole and particularly the approach adopted by Cork City Council locally for the area. The proposed improvement of the current parking issue in the vicinity of the hospital is greatly welcomed as it has been a safety concern of the Hospital for some time.
2. Taxi rank and one-way inbound traffic system will be positive additions. Believes these will help alleviate traffic congestion and greatly enhance the quality of the public realm.
3. The new pedestrian crossing on Sheares Street is also welcome and will assist patient access to the new Out Patient's Department.(OPD)
4. Seek further consultation on the detailed design stage in respect of the following proposed ambulance drop off in front of existing A&E Department to ensure it aligns with standard operating procedure for unloading of ambulances.
5. North Gate bridge junction may need to be reconsidered. Traffic regularly backs up to Grenville Place A&E unit, especially during peak times. Notes that Grattan Street/Bachelor's Quay junction is being adjusted, however not sure this will have sufficient impact as all traffic from the west of the city will be using this route.
6. MUH requests an additional disabled parking space and family parking space adjacent to the ambulance drop off for leukemic child patients attending the hospital.
7. Would like assurances that sufficient consideration has been given to public safety on the pedestrian crossing immediately outside front door of hospital
8. Requests that consideration be given to the closure of Henry Street to traffic or pedestrian prioritisation measure (shared surface) from Grenville Place to the Moore Street/Millerd Street corner to improve accessibility for the hospital and local residents
9. There is an additional entrance to MUH from Prospect Row not indicated on the Scheme Layout. This should be indicated to ensure parking does not clash with its use.
10. Requests that the 2 No. disabled parking spaces on Prospect Row be swapped with the parking adjacent Sheares Street to allow easier access to proposed Outpatient's Department which is being constructed on Lynch's Street.
11. Have concerns regarding pedestrian access from Sheares Street to new Outpatient's Department via Wood Street. Sections of footpath on Wood Street are too narrow for pedestrians to safely navigate either on foot or by wheeled traffic. There is also a light standard blocking footpath completely at junction with Lynch's Street. Requests that consideration be given to the closure of Wood Street to traffic or by pedestrian prioritisation measures (shared surface) from Sheares Street to Lynch's Street junctions.
12. Flow of traffic hasn't been indicated on Peter's Street between Moore Street and Coach Street, needs to be clarified
13. Notes that Cork City Council have met with the Ambulance Service, they previously indicated that they requested an additional ambulance bay on Henry Street for transfer of non-emergency patients, this doesn't appear to be indicated on the current layout.

Response

1. Support for the overall scheme and the proposals for parking around the hospital are welcomed.
2. Support for Taxi rank and one-way inbound traffic system is noted
3. Benefit of the new pedestrian crossing on Sheares Street is also welcomed as it will assist patient access to the new Out Patient's Department.

4. The hospital and ambulance services will be consulted during the detailed design to ensure proposals meet the needs of the ambulance drivers.
5. All junctions in the project area, including the North Gate Bridge junction, will be considered for upgrades as part of the proposed works. This upgrade work would include new equipment, capable of maximising the efficiency of the operation of the junctions to ensure all approach queues are minimised. As you noted, the priority at the junction of Bachelor's Quay and Grattan Street will be switched to ensure that traffic approaching the junction along the quay from the west will have priority over traffic approaching from Grattan Street from the south.
6. The request for the provision of a family parking space adjacent to the ambulance drop off for leukemic child patients attending the hospital will be addressed in detailed design.
7. The proposed pedestrian crossing in front of the front door is to be raised, and this table-top arrangement (ramp) will act as a traffic calming measure. The re-arrangement of the junction of Prospect Row and Henry Street will tighten the junction and the reduced radii will further act as a traffic calming measure and will reduce the speed of vehicles wishing to turn right onto Henry Street.
8. As Grenville Place will be converted to a one-way (north-bound) road as part of the proposed scheme, the main access to the A&E department for ambulances arriving from the north-side and north-east side of Cork City will be via Henry Street. Closing the western end of Henry Street to through traffic will force inbound ambulances from the north-side and north-east side of Cork City to route to Grenville Place via Grattan Street, Washington Street, Wood Street and Prospect Row which is undesirable. While the Millerd Street and Francis Street option has been mentioned previously, these streets are narrow and should only be seen as an alternative to the main route via the Henry Street/Prospect Row junction.
9. This 2nd access has been accounted for. The proposed parking zone (red broken line) on drawing T-SK004 rev PL1 is curtailed to account for access to the morgue.
10. The requests that the 2 No. disabled parking spaces on Prospect Row be swapped with the parking adjacent Sheares Street to allow easier access to proposed Outpatient's Department which is being constructed on Lynch's Street will be accommodated at detailed design stage.
11. The recommendation to close Woods Street to traffic cannot be accommodated as Woods Street is considered a busy link road between Lancaster Quay and prospect Row. The cross-section of Woods Street consists for the most part a 1.0m footpath and 3.2m carriageway. As there are accesses on both sides of the road, it would be difficult to raise or lower either the road or the eastern footpath to create a shared surface. Also, the lowering of the footpath would need to consider the depths of the existing services in the footpath.

The additional pedestrian crossing on the eastern arm of the Wood Street/Sheares Street junction is being introduced to accommodate movement between Prospect Row and the proposed OPD. Recommend that the northern access to the proposed OPD onto Sheares Street be used by patients travelling to and from the hospital via Prospect Row, due to the existing unsuitability of Wood Street and Lynch's Street to accommodate the mobility impaired, wheelchairs and larger buggies.

Notwithstanding the aforementioned, it is proposed to introduce a raised pedestrian crossing at the Wood Street approach to the Dyke Parade junction, which will address the narrow footpath and the traffic signal pole at the crossing landing on the eastern side. On the southern side of the proposed table-top (ramp), the footpath is to be widened.

12. This section of Peter's Street is to be westbound only.
13. Options for additional ambulance parking space will be further considered and consulted on at the detailed design stage.

10. Felicity Small: 14 Castle Street

The following issues were raised in Ms. Small's submission:

1. Has been resident on Castle Street for four years. Has a resident's parking permit. Has become aware over these four years that the already limited parking in this zone has become restricted, especially in last few weeks with construction vehicles. Took over an hour last week, between 7pm and 8pm, driving around to find a parking space. Suggests that a few more designated spaces could be allotted for legitimate residents, or the parking zone could be made larger or merged with another zone
2. Fears that with proposed change of traffic direction and limited access to Grand Parade that this will become even more of a problem

Response

1. Comments regarding availability of residential parking have been referred to City Council Parking Section.
2. The proposed reversing of flow on Castle Street will tie in with the existing flow on both North Main Street and Cornmarket Street, creating a circular route for ease of access.

11. Sean Lemasney: Rochestown

The following issues were raised in Mr. Lemasney's submission:

1. Plan to ban traffic from St. Patrick Street is ill-conceived and should be scrapped. Surrounding road network is already fully stretched - no amount of tweaking will increase capacity. Result will be total gridlock and paralysis of the city and surrounding streets.
2. Sees no mention of delivery vans on list of vehicles allowed onto St. Patrick Street. Questions if this is an oversight, or will commercial traffic seriously be banned. "Please inform."
3. Streets are the arteries of a city, they have become clogged
4. No group to be favoured at the expense of others, i.e. taxis, cyclists.
5. Too many traffic lights. Leave them flashing or remove.
6. Straighten and widen main streets - automatic bollards activated for parades, street fairs, etc. More effort (money and vision) to remove pedestrians and cyclists from motor traffic, i.e. pedestrian bridges/tunnels
7. A recognition that cars and commercial vehicles contribute to the city, they are not the enemy
8. A sense of reality that very little in the greater Cork City area in terms of planning, infrastructure, weather, lifestyle, topography or culture is conducive to cycling regularly

9. More on-street parking and a reduction of rates in the multi-storey car parks. It has been realised what a good idea this is by doing it at Christmas.
10. Reduce taxi lanes or make/have them share/double up as loading bays. Too few loading bays. Existing ones are cluttered with trees and bollards.
11. Recognition that for more than half the year the city is cold, wet and windy. Make it a mission to get as many people in and out as comfortably, economically and efficiently as possible in a car, bus or bike.

Response

1. The proposals only proposes to restrict general traffic from St. Patrick's for the afternoon period, which will assist in improving travel times for public transport vehicles and improve the environment for shoppers and visitors to the city centre.
2. Loading will be permitted in loading bays in the restricted area except for the restricted period from 12:30 to 18:30.
3. The CCMS proposals aim to improve the city centre environment for shoppers and visitors to the city centre as well as cyclists and patrons of public transport by reducing volumes of through traffic.
4. Vulnerable Road Users, Pedestrians, Customers, Tourists, Visitors, public transport, cyclists, traders and taxis will all benefit from the proposals.
5. Traffic lights are not just intended for the benefit of vehicular traffic. They are to improve the environment for pedestrians and to provide safe crossing locations.
6. Given the historic street layout in the city centre, there is a need to balance the needs of pedestrians and motorists to ensure the best use of the available space by providing a safe and pleasant environment for all inhabitants, traders, commuters and visitors to the city centre.
7. The proposals aim to re-address the current imbalance whereby through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre.
8. Cork City Centre is conducive to cycling as is evident by the continuing success of the Coca Cola Zero Bike Scheme and the increasing number of people commuting to work, school or college by bicycle.
9. The scheme seeks to maximise available parking and the scheme has been designed to ensure ease of access to the multi-storey carparks.
10. Surveys undertaken within the city centre indicate that there is sufficient reserve capacity in the loading bays. Abuse of the loading bays by private cars and commercial vehicles not actively loading and unloading needs to be addressed in the short term.
11. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The proposals aim to make the city centre more attractive for shoppers and customers by reducing general traffic who are not doing business in the city centre, increasing pedestrian green times while also reducing traffic congestion for public transport

12. Emer Haugh: Douglas Road

The following issues were raised in Ms. Haugh's submission:

1. As a frequent shopper and supporter of trade, against proposal. City centre is not thriving, many vacant premises. Any measure that would discourage a section of the public from accessing city centre would be disastrous. Many motorists have already left city for out-of-town shopping centres due to removal of parking spaces and cost of car parks. These centres do not pay rates to Cork City Council.

2. Proposals unnecessary as wide footpaths are totally adequate for pedestrians. Any perceived inconvenience for pedestrians could be solved by adjusting traffic lights to give more time to pedestrians. Does not see any problem in this regard.
3. Diversion of cars on to the quays will lead to more traffic congestion which will act as a further disincentive to motorists to visit the city.
4. Proposal would be harmful to businesses and retailers. Would prefer to see Cork City Council spending money on attracting customers in to support such business rather than restricting access.

Response

1. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The proposals aim to make the city centre more attractive for shoppers and customers by reducing general traffic, increasing pedestrian green times while also reducing traffic congestion for public transport.
2. The main aim of the scheme is to improve journey times for public transport and to make it a more attractive alternative to the use of the private car and as a step towards future implementation of BRT .The scheme does not propose any increases to footpath widths in St. Patrick's Street. Junction upgrades including equipment upgrades will be included as part of the proposed works which will improve the operating performance of these junctions for general traffic and pedestrian crossings.
3. The proposed design is based on extensive data collection and traffic modelling of key junctions. Junction upgrades including equipment upgrades will be included as part of the proposed works which will improve the operating performance of these junctions.
4. Independently of CCMS, Cork City Council is working with our partners to promote the city through the City Centre Strategy and other such initiatives.

13. Cork Brass: Liberty Street

The following issues were raised in Cork Brass's submission:

1. Questions how is it going to be possible for customers to get into Liberty Street from St. Patrick Street/Grand Parade area
2. As much as this is seen as progress, it seems to only add more of a hindrance to consumers accessing the city

Response

1. Traffic bound for Liberty Street from Grand parade will travel via Washington Street, Wood's Street and Sheares Street and while traffic from St Patrick's Street northern end via Cornmarket Street, Kyle Street and North Main Street.
2. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre.

14. Councillor Fiona Kerins

The following issues were raised in Ms. Kerin's submission:

1. Traffic situation on Grattan Street, Grenville Place and surrounding areas is chaotic at peak time in the and has concerns that closure of St. Patrick Street will lead to complete gridlock. Following consultation with residents of The Middle Parish, main concern is closure of St. Patrick Street between 12.30-6.30. This is peak traffic time in this area, if cars cannot go down St. Patrick Street between these times Grattan Street will be used as one of the main routes across the city. Grattan Street is already heavily saturated with traffic due to large number of people working in the area.
2. Ongoing parking issues in the area which need to be addressed
3. The Event Centre will be opening and will draw extra traffic to area

Response

1. Making Grenville Place one way eastbound will improve the traffic flows at the pinch point near St. Vincent's bridge. As a result of this any additional traffic on Grattan Street will be offset by a reduction in inbound (northbound, eastbound) traffic volumes that will be diverted down Prospect Row and Grenville Place.
2. There are competing demands public parking from shoppers, those transacting business, residents, carers, disabled drivers, taxis, buses, deliveries etc. Cork City Council balances these competing demands by designating spaces in accordance with national regulations, operating a pay parking system and operating a permit system.
3. Event Centre general traffic volumes will be low and so will not impact on the area. Any major events will require a traffic management plan to be agreed with An Garda Siochana and Cork City Council and will predominately occur outside of the proposed restricted time period.

15. Greg O' Neill: 31 Albert Road Cork

The following issues were raised in Mr. O' Neill's submission:

1. Fully supports proposal to close St. Patrick's Street, in the best interest of the city
2. Major step forward for the environment in St. Patrick's Street during closure hours
3. Reduction of up to 80% in traffic through the street
4. Free flow situation for the bus system
5. Free flow situation for the taxi system
6. Improved and safer conditions for cyclists
7. Improved conditions for shoppers and tourists
8. Improved conditions for pedestrians at pedestrian crossings
9. Loading van operations to take place 9am-12.30pm
10. Has advanced the above situation over number of years, and anticipates a high level of success for this proposal if implemented

Response

Support for the scheme is welcomed.

16. Patrick Leader: Leader & Co.

The following issues were raised in Mr. Leader's submission:

1. Closing St. Patrick Street between 12.30 and 18.30 would have a negative impact on trade if access to Daunt Square, Cornmarket Street and North Main Street is closed off.
2. Opposes reversal of traffic from westwards to eastwards (presume Castle Street)
3. Traffic lights would need to be placed at junction of Bachelor's Quay/Grattan Street so that traffic from west has more continuity when trying to access North Main Street and Paul Street car parks. Ambulances may also need to exit area via this route. Likely that ambulances coming from west will probably head towards CUH, so assume that ambulances will need swift connectivity to areas in the North Central and South Central areas close to MUH. Thinks that under present proposed traffic system it could take longer to get to and from a patient's home from the MUH.
4. Would prefer that traffic be allowed to turn from Liberty Street into Grattan Street so as to loop around by North Main Street when looking for a space, and also for after doing shopping on North Main Street would go this way to go northbound
5. Since redevelopment of Cornmarket Street more congestion is occurring due to delay in traffic turning right on to Lavitt's Quay gaining access to the traffic lane on the quay. If drivers could turn left into Kyle Street as before, traffic would flow more easily through Cornmarket Street and drivers from southern half of city could access North Main Street with more convenience.
6. Would like to see an increase in level of cars coming in to city centre, an easy access/exit route for emergency services, and easy to follow links/access to city centre car parks
7. A park and ride facility from west into Sheares Street and a park and ride from north and stopping on Grattan Street would be near enough for staff and visitors to MUH and also for shoppers on North Main Street, Grand Parade, and St. Patricks Street

Response

1. From surveys undertaken 77% of existing traffic using Daunt Square is through traffic, en route to a destination away from the area immediately north of Daunt Square. By retaining access through Daunt square it is likely that existing traffic from Grand Parade currently using St Patrick's Street will divert through Daunt Square during the hours of restriction on St Patricks Street. In addition this extra traffic will be further increased by traffic from Castle Street (flow on Castle Street is being reversed to improve accessibility to North Main Street). This increase in traffic on Cornmarket Street from Daunt Square & Castle Street is compounded by the fact that the quays are accommodating more traffic from Grenville Place and Merchant's Quay, therefore, the green time allocation to Cornmarket will be less than before, causing a doubling of the existing queue lengths on Cornmarket Street. Rather than benefiting trade on North Main Street and Cornmarket Street by keeping Daunt Square open, increased congestion will deter those interested on during business on the street.
2. The proposed reversing of flow on Castle Street will tie in with the existing flow on both North Main Street and Cornmarket Street, creating a circular route for ease of access.
3. The junction of Bachelor's Quay and Grattan Street is to be amended to allocate priority to traffic arriving to the junction from the west on Grenville Place. The scheme seeks to maximise available parking and has been designed to ensure ease of access to the multi-storey car parks. Making Grenville Place one way eastbound will improve the traffic flows at the pinch point near St. Vincent's bridge and the improved road layout in the vicinity of the ambulance parking at MUH will assist in the operation of the ambulance service at MUH.

4. The proposed reversing of flow on Castle Street addresses this concern as it will tie in with the existing flow on both North Main Street and Cornmarket Street, creating a circular route for ease of access.
5. Facilitating access to Kyle Street without crossing Lavitts Quay will be considered at detailed design.
6. The proposed diversion routes aim to address this and improved signage will alert motorists to the changes and guide visitors to the car parks.
7. Additional park & ride facilities are being progressed by Cork City Council independently of the CCMS.

17. North Main Street Traders Association

The following issues were raised in North Main Street Traders Association's submission:

1. The primary aim of improving the pedestrian facilities and offering public realm improvements will not be achieved by these proposals
2. Believe that the plan has been based on insufficient measurements and not a wide enough basis of information
3. Believe that the importance of proper strategy and planning to best ensure the maintenance of Cork City's uniqueness is vital and should not be based on traffic management alone or without due concern for the viability of the city centre as a place for pedestrians, workers, shoppers, residents etc., and that funding would be better spent on proper planning rather than capital works at present
4. Believe that access could be improved by making better use of existing parking spaces which are under used at present, e.g. North Main Street Car Park
5. Believe it is vitally important for the viability of the North Main Street as a shopping area to maintain access into the street and hence oppose reversing of Castle Street traffic flow
6. It is of utmost importance to maintain Grand Parade road traffic access through Daunt Square for Cornmarket Street and North Main Street south city customers

Response

1. The primary aim is to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The proposals aim to make the city centre more attractive for shoppers and customers by reducing general traffic, increasing pedestrian green times while also reducing traffic congestion for public transport. In addition significant improvements to junctions, public lighting, footpaths and public realm will form an integral part of the implementation.
2. A significant volume of data has been collected and interrogated as part of the scheme and supplements what has been adopted from the CASP and CATS reports.
3. CCMS was developed within the framework of CASP, the CASP Update and the CATS study which plans the development of the city and wider metropolitan area to 2020 and beyond and endeavours to ensure the provision of a state of the art public transport facilities and a well managed road system which are essential to improving accessibility, connectivity and vibrancy of the city.
4. North Main Street car park does not form part of phase 1 & 2 of CCMS. However Cork City Council continues to review the operation of council car parks to ensure demand is addressed.

5. The proposed reversing of flow on Castle Street will tie in with the existing flow on both North Main Street and Cornmarket Street, creating a circular route for ease of access.
6. From surveys undertaken 77% of existing traffic using Daunt Square is through traffic, en route to a destination away from the area immediately north of Daunt Square. By retaining access through Daunt square it is likely that existing traffic from Grand Parade currently using St Patrick's Street will divert through Daunt Square during the hours of restriction on St Patricks Street. In addition this extra traffic will be further increased by traffic from Castle Street (flow on Castle Street is being reversed to improve accessibility to North Main Street). This increase in traffic on Cornmarket Street from Daunt Square & Castle Street is compounded by the fact that the quays are accommodating more traffic from Grenville Place and Merchant's Quay, therefore, the green time allocation to Cornmarket will be less than before, causing a doubling of the existing queue lengths on Cornmarket Street. Rather than benefiting trade on North Main Street and Cornmarket Street by keeping Daunt Square open, increased congestion will deter those interested on during business on the street.

18. Cork Cycling Campaign

The following issues were raised in Cork Cycling Campaign's submission:

1. Welcome broader plans of CCMS, but opposed to proposals for Middle Parish
2. Believe evidence presented by these proposals suggest that the needs of cyclists appear to have been only a passing concern
3. Recommend provision of a contraflow cycle lane through Bachelor's Quay, Grenville Place, Prospect Row, along one way section of Grattan Street and Liberty Street.
4. Recommend retention of eastbound cycle lane on Washington Street and
5. Recommend designation of a 30km/h speed limit throughout the Middle Parish

Response

1. Support from Cork Cycling Campaign to CCMS is welcomed. Reservations in relation to the impact on Middle Parish is noted.
2. Cycling and the cyclist is an important element of CCMS and key cycling routes were identified within CCMS and will be implemented in the various phases as proposed.
3. All suggestions made will be considered at detailed design and options examined.
4. Cycling facilities on Washington Street will be retained.
5. The designation of Middle Parish 30kph zone will be considered at detailed design stage

19. Mary Crowley: Court Service

The following issues were raised in Ms. Crowley's submission:

1. Prison vans will have a greater difficulty leaving the courthouse and environs. Also building of new criminal complex in Anglesea Street is due to start September/October, as a result all district vans will move to Washington Street and more prison vans will be based in Washington Street and traffic management will not adequately accommodate volume of traffic associated with courthouse. No set-down bays for courthouse. Provide more options for persons attending court.

2. Pedestrian are being put in danger. Corner of courthouse at junction of Grattan Street/Courthouse Street is one of most dangerous corners in city. Many lanes converging. Currently drivers break lights. Current proposals make it even more dangerous.
3. Does not see benches proposed around Courthouse. Agrees with this.
4. Would welcome introduction of bicycle stands at courthouse.

Response

1. Increased traffic volume/ demand at the Courthouse on Washington Street due to works on the Courthouse on Anglesea Street is subject to ongoing discussion with An Garda Siochana and Cork City Council. Interim arrangements for this construction work will be agreed before construction commences.
2. The traffic turning movements at this junction will be reduced and will result in an improved environment for pedestrian movement.
3. Concern re street furniture is noted.
4. Bicycle stands already exist to the north-west and south-east. Additional facilities to be considered if demand exists and space is available.

20. Middle Parish Residents Association

The following issues were raised in the Middle Parish Resident's Association's submission:

1. Remain concerned that the primary aim of improving pedestrian facilities and offering public realm improvements will not be achieved by these proposals
2. Require reduction of traffic in Marsh to be a design constraint of ITMS and CCMS, and ideally to discontinue the main residential area of city being used a principle thoroughfare
3. What is impact during implementation on Grattan Street and Grenville Place?
4. What is timeline for entire scheme?
5. Data does not reasonably consider delays caused by double parking /drop offs related to Hospital and School. Data not broad enough and is concentrated on flow not destination or use/demographic. Advise 1 year rather than 2 months running in time. Future major developments and normal Patrick's/festival road closures must form part of Part 8 submissions.
6. What guarantees that Marsh does not bear brunt of traffic redirection if scheme not fully implemented
7. Acknowledge presentations, but had to extract fundamental and salient information that should have been contained in Public Info package at outset, e.g.: Not stated that traffic removed from St. Patrick Street will not be implemented until all phases complete; No timeline for completion of all phases; No discussion or information of the interim arrangements; The proposed and existing traffic numbers, the analysis and reports should form a cornerstone of Public Info Packet; the net result of the lack of detail is that a scheme that aims to improve quality of life actually causes concerns and paranoia.
8. Funding and implementation/completion remains key
9. NTA have a key role. Wish to see NTA's strategy and accomplishments in respect of 'Smarter Travel Workplaces'. Expect to see this as part of the core strategy for proper implementation of Movement Strategy with proper engagement with main institutions/employers in area. Would be extremely concerned that the NTA has a far greater role in implementation than has been demonstrated to date, in particular the Sustainable Travel Workplace requires further implementation and promotion among Semi State employers in the City Centre/Marsh

10. Require better management of existing access and parking, and to see how this will be achieved
11. Question definition of 'Urban Realm' and 'Pedestrian' as presented in plan. Feel that proposed urban realm and pedestrian improvements are mitigating elements to offset physical interventions of what is simply a traffic movement plan
12. Designers and City should be mindful that benches, trees and lights do not create urban realm or facilitate high quality pedestrian environments but are merely elements of such. Fundamentally, traffic in a residential area does not improve pedestrian facilities or residential urban realm. Requirement for more pedestrian crossings merely indicates an increase in traffic.
13. Encourage that air-pollution and noise monitoring stations be brought from Recycling Centre at Centre Link Road to main residential area of the island in the Marsh, and possibly South Parish
14. Will always support improvements to traffic movement, pedestrian and urban realm, and welcome the City's initiative, however feel there is some way to go before it is a sustainable and integrated plan
15. Want residential areas to be treated as destinations and not thoroughfares. Can see that this is the intention of the plan as it applies to City Centre as a whole, however another layer of design is required to ensure that the different areas of the City Centre are properly considered in their own right.
16. Recommend that Part 8 be withdrawn and/or revised to address these concerns and allow further consideration, and undertakings from the NTA that the funding be available to ensure proper implementation regardless of timeline

Response

1. Improving facilities for public transport, pedestrian and vulnerable road users as well as public realm improvements is the primary aim of the proposed scheme.
2. Any additional traffic on Grattan Street will be offset by a reduction in inbound (northbound, eastbound) traffic volumes that will be diverted down Prospect Row and Grenville Place.
3. During construction a temporary Traffic Management Plan will be agreed with An Garda Síochána in advance of any works to mitigate the impact on the local community.
4. Phases 1 and 2 aim to be implemented before the end of 2016. Further phases of implementation will follow on.
5. The proposal in the vicinity of the hospital and school addresses the current parking & set down issues, the lack of a taxi rank and the difficulties for ambulances. Public Realm improvements as well as the one-way systems in the MUH area will reduce congestion and address safety concerns.
6. All elements of phase 1 & 2 are to be delivered as one contract. Restriction on St. Patrick's street will not be implemented until all civil works on the scheme are completed.
7. During the preparation of CCMS a comprehensive programme of consultation with the public and stakeholders was undertaken. Widespread public consultation on the design of phase 1 & 2 of CCMS has been undertaken as part of this planning process.
8. NTA are providing funding to implement phase 1 & 2 of CCMS. All elements of the proposal as adopted by Members will be implemented.
9. NTA are very active with large employers in relation to the Smarter Travel Workplace initiatives in Cork. UCC is actively involved in the programme and Cork City is happy to work with NTA in promoting smarter travel initiatives with other

employers. Cork City Council working with NTA are also working with both primary and secondary schools in relation to smarter travel programmes.

10. Comments regarding management of parking will be passed onto the Parking Section.
11. The objective of CCMS is to improve the general vibrancy of Cork City Centre to promote sustained economic growth, to deliver a much more attractive environment for shoppers, visitors and tourists and to help encourage sustained inward investment. Improvements to public transport & pedestrian movement are major elements of the proposal.
12. The proposal is an integrated scheme with proposals for all road users and includes such items as pedestrian crossings, landscaping etc as part of an overall package to be implemented.
13. Air pollution and noise monitoring stations are required to cover the entire city and not just the study area and are therefore located to facilitate this.
14. The cautious welcome for the scheme is noted. Full integration of the strategy will be achieved following implementation of the all phases.
15. The strategy is divided into the phases to ensure sufficient detailed design can be carried out in each phase and consideration has been given to the residential needs of the area.
16. The objective of CCMS is to improve the general vibrancy of Cork City Centre to promote sustained economic growth, to deliver a much more attractive environment for shoppers, visitors and tourists and to help encourage sustained inward investment. Improvements to public transport& pedestrian movement are major elements of the proposal. The design is based on extensive data collection and traffic modelling of key junctions Widespread public consultation on the design of phase 1 & 2 of CCMS has been undertaken as part of this planning process.

In addition to the main submission a number of residents have made additional submissions and comments, all of whom support the main Submission. Submissions were received from;

- Eliz Donovan: Middle Parish
- Denis O' Brien: Middle Parish
- Ann Devlin: Middle Parish
- Gerard Keane: Middle Parish
- Neil O' Sullivan: Middle Parish
- Peters St Residents/Coach St: Middle Parish
- Grattan Street: Middle Parish
- Peters St Residents/Coach St: Middle Parish
- Henry Street Residents: Middle Parish
- Kevin & Stella Sheehan: Middle Parish
- Margaret Feehan: Middle Parish
- Paraic Long: Middle Parish
- Joe Quigley: Middle Parish
- P. Bowe: Middle Parish
- Grattan Street Resident: Middle Parish
- Anne Street and James Street Residents: Middle Parish

The following additional issue was raised in the Ms. Devlin's submission:

1. Parking permits to be valid in Grattan Street carpark at all times.

Response

1. This issue will be referred Parking Section.

The following issue was raised in the Mr. O' Sullivan's submission:

1. Make North Main Street the main artery instead of Grattan Street.

Response

1. North Main Street is not part of the phase 1 & 2 of CCMS. This proposal can be considered in the design of future phases.

The following issues were raised in the Henry Street Residents submission:

1. The benzene emissions are affecting the health of residents. Already have a neighbour who died from benzene in her lungs and have a lot of asthmatics in the parish due to the emissions.

Response

1. The monitoring of air quality is undertaken by the Environment Directorate. This issue will be referred to the Environment Directorate.

The following additional issue was raised in the Kevin & Stella Sheehan submission:

1. Do not want a footpath on river side of Grenville Place as would restrict vehicular access to both home in Grenville Place and business premises in Millerd Street.

Response

1. This access can be accommodated at detailed design through suitable dropped kerbing.

The following additional issue was raised in the Mr. Long's submission:

1. Strategy is planned in isolation without reference to the fact that residential parking has already been compromised locally. As part of traffic management the council should increase the areas of the zones to allow freer movement.

Response

1. No reduction in parking is proposed under this scheme. This issue will be referred to the Parking Section.

The following additional issues were raised in the Grattan Street resident submission:

1. Popes Quay one way system has not been a success, the traffic is backed up all of the time.
2. Coal Quay is a car park and a failure.
3. Closing Patrick Street will push shoppers on line. Shoppers prefer putting shopping into car not on a bus. Shops will close, rates will decrease and Patrick Street will become invisible.
4. Making Grattan Street a main artery is not an option. It is residential with a school + hospital, coupled with future expansion like a conference centre in middle of town. New traffic will only be a nail in the already dented credibility of local council.
5. Open North Main Street at Gate Cinema End to give passing trade to dying North Main Street.
6. Court House is due to become Magistrates, will increase traffic even more.

7. City centre is meant to be busy. Shooting yourselves in foot by closing Patrick Street. Rates.

Response

1. Popes Quay is not part of the phase 1 & 2 of CCMS. This submission will be referred to the project team for Popes Quay.
2. Cork City Council is progressing with plans to address the parking issues on Cornmarket Street.
3. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The proposals aim to make the city centre more attractive for shoppers and customers by reducing general traffic that are not doing business in the city centre, increasing pedestrian green times while also reducing traffic congestion for public transport.
4. Any additional traffic on Grattan Street will be offset by a reduction in inbound (northbound, eastbound) traffic volumes that will be diverted down Prospect Row and Grenville Place.
5. North Main Street is not part of the phase 1 & 2 of CCMS. This proposal can be considered in the design of future phases.
6. Cork City Council is working with An Garda Síochána and the Court Services to agree traffic management issues associated with the temporary relocation of the district court to Washington Street.
7. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre.

The following issues were raised in the Anne Street & James Street Residents submission:

1. Applaud efforts to improve Cork City Centre for pedestrians and traffic flow, feel strategy would have a negative impact on residents / pedestrians and business in the North Main Street, Marsh and Middle Parish. Kevin Smyth has submitted an excellent "Macro Overview" of detrimental impact of plan on lives as workers and residents within the area. Residents are hereby outlining "Micro Overview" of plan. Non exhaustible, only main concerns so as not to make overwhelmingly negative and tedious to read.
2. Introduction of cycle lanes and reduction from 3 to 1 lane of traffic is causing havoc to pedestrians / residents.
3. Anne Street being 1 way is further concern. With Grattan Street becoming 1 way south, and west bound traffic coming from the south will now veer left coming from Clarke's bridge and then turn right down Anne Street and across Sheares Street down Coach Street as Grattan Street and St. Patrick's Street cannot be used north bound due to strategy. Anne Street and to a lesser extent James Street will see a narrow residential street become a "highway" for all north bound traffic. Will present access problems for elderly residents with wheelchair car spaces and for ambulances should they fall sick.
4. What was 3-5 minute journey from Anne Street to west Washington Street now takes 15-20 minutes due to 1 lane system in operation. Should new strategy commence potentially 5 lanes from Grattan Street, Sheares Street and Liberty Street could increase exponentially.
5. Changes could endanger and decimate the quality of life of residents. Finding parking and exiting either street would be a major operation.
6. Cannot get flood or subsidence insurance due to 2009 flooding. Trucks already go down Anne Street and mount curb. With increased flow this might impact on foundations as built on a marsh. Would have to take both legal and engineering

advice due to no subsidence insurance and residence values due to street becoming a main through road.

7. Pedestrianisation of St. Patrick's Street would kill city centre in favour of out of town locations. Elderly residents often dropped off at Debenhams/Merchants Quay Shopping Centre. South Mall to St. Patrick's Street too far of a journey for a 90+ year old woman in a wheelchair in the pouring rain.
8. Reports from "experts" failed to recognise or engage with residents. Strategy would transfer Movement Situation to a mainly residential area. Explore alternative yet productive ways to create a more viable Movement Strategy.

Response

1. Cautious approval of efforts is welcomed.
2. The changes to Washington Street mentioned are not part of the phase 1 & 2 of CCMS. This submission will be referred to the project team for Washington Street.
3. Anne Street is currently one-way north-bound. Traffic approaching from Sharman Crawford Street will be diverted westwards toward Woods Street and Grenville Place, avoiding any necessity to travel down Anne Street via Clarke's Bridge.
4. It is proposed to upgrade the signals at the junction of Grattan Street and Sheares Street and link it with the signals at nearby Washington Street junction, creating more efficiency of operation. The reversing of Castle will reduce the demand coming from Liberty Street, which will also result in improvements to the operation of the junction.
5. Traffic calming measures including yellow boxes will be considered at detailed design stage to improve egress from these streets.
6. HGV's will not be encouraged to access the area via Anne Street. Signage will indicate routes via Wood street and Prospect Row. The scheme includes proposals to upgrade footpaths in vicinity of Anne Street.
7. There is no parking available on St Patricks Street. The existing regime where shoppers can be dropped off on Merchant's Quay & Grand Parade remains. Parking for those with a disabled permit is being provided in Emmet Place. Opera lane provides excellent access to the middle of St. Patrick's Street from this parking. Improved surfacing and wider footpaths along Drawbridge Street will provide improved access for all to the northern end of St. Patrick's Street. Existing disabled parking in the vicinity of southern end of St. Patrick's Street is not affected by these proposals.
8. During the preparation of CCMS a comprehensive programme of consultation with the public and stakeholders was undertaken. Widespread public consultation on the design of phase 1 & 2 of CCMS has been undertaken as part of this planning process.

The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The detailed design will include improvements to the public realm, such as improvements to public lighting, footpath widths, crossing facilities, traffic calming measures etc which will accommodate the mobility impaired.

Any additional traffic on Grattan Street will be offset by a reduction in inbound (northbound, eastbound) traffic volumes that will be diverted down Prospect Row and Grenville Place.

21. Stephan Koch: UCC

The following issues were raised in the Mr. Koch's submission:

1. Banning of traffic from Patrick Street will contribute to the attractiveness of city centre for shoppers, businesses and pedestrians, and have a positive impact on city's bus network. Bus routes serving UCC will profit. Connectivity between UCC and Kent station will improve.
2. Feel need for southbound cycling route between St. Vincent's footbridge and Prospect Row. Would also welcome measures to facilitate cyclists travelling westbound on Dyke Parade
3. In favour of lower speed limits in and around Middle Parish (30km/h)

Response

1. Support for proposal is welcomed.
2. All suggestions made will be considered at detailed design and options examined.
3. The designation of Middle Parish 30kph zone will be considered at detailed design stage.

22. Pat Mehigan: Tyndall Institute

The following issues were raised in the Mr. Mehigan's submission:

1. Welcome bus gate on Sheares Street, Bus lane on Washington Street, public transport priority on St. Patrick's Street
2. Feel need for southbound cycling route between St. Vincent's footbridge and Prospect Row. Would not be possible to cycle from footbridge to Tyndall by observing rules of the road.
3. Concerns on impact to residents. Expect a lot more traffic in high density area.
4. Would appreciate plans for better cycling facilities along Dyke Parade for travelling westbound, would improve access to/from Tyndall

Response

1. Support for proposal is welcomed.
2. All suggestions made will be considered at detailed design and options examined.
3. The additional traffic will be off-set by the removal of south-bound traffic on Grenville Place and Prospect Row.
4. Cycling facilities on Dyke Parade are outside the scope of phase 1 & 2 of CCMS. This proposal can be considered as part fo South West Strategic corridor study that is currently being undertaken.

23. Perry Street & Drawbridge Street Retailers

The following issues were raised in the Perry Street & Drawbridge Street Retailers' submission:

1. Support planned improvement to St. Patrick Street area and enhancements along Drawbridge and Perry Streets
2. Expect improvement to appearance and functionality of Drawbridge and Perry Streets, primary hopes: Lighting on the streets; Shrubbery to improve presentation; Full paving on both streets for pedestrians; complete restriction of traffic from Emmet Place during business hours; Confinement of taxis to pre-designated bays with access from Bowling Green Street.

3. Further suggestion of removal of loading bay and complete pedestrianisation on Perry Street
4. Suggest signage on St. Patrick Street and on the northern end of Opera Lane outlining business available in the area

Response

1. Support for the proposal is welcomed.
2. Proposal includes upgrade of footpath and public lighting. The proposal does not include traffic restriction on Perry St/ Drawbridge St. Taxis will be confined to the eastern portion of Drawbridge Street and landscaping will be considered at detailed design.
3. Pedestrianisation of Perry Street/ Drawbridge Street is not being considered in Phase 1 & 2 of CCMS.
4. Request for signage will be considered at detailed design stage.

24. Claire Davis: Cork Chamber of Commerce

The following issues were raised in Ms. Davis' submission:

1. Welcome prioritisation of Public Transport at Sheares Street, Washington Street and Merchants Quay, and focus on encouraging and facilitating more sustainable modes of transport through the city. Providing additional park and ride west and north of city will also facilitate increased uptake.
2. Have some concerns over closure of St. Patrick's Street. Urge City Council to properly evaluate how proposals could restrict access to businesses on St. Patricks Street and surrounding areas, and ensure minimal disruption to retailers and businesses in area. Also concerns over impact on congestion on adjoining streets which could impede the reliability of public transport
3. Acknowledge that modal shift will assist in providing Public Transport users with improved services
4. In order to encourage a seamless integration, consideration should be given to a phased implementation
5. Bus Éireann has 530 movements daily through St. Patrick's Street. Analysis of trip times show that buses operate efficiently on sections of routes where bus lanes but encounter major delays at peak times where no priority given. In light of this, the addition of bus lanes around city will facilitate a freer movement of traffic and provide greater reliability of service.
6. Implementation of Time Restricted Bus Lanes at Washington Street and Merchants Quay will need to be appropriately communicated to businesses and commuters in advance to inform them of changes and encourage public support for the changes. Garda assistance in addition to VMS will be required to ensure drivers are aware and comply. Introduction of system will need to be appropriately resourced to adequately inform drivers of restrictions. Concern over city centre footfall and attractiveness of suburban locations can be ameliorated through appropriate planning, communication and active monitoring of system once implemented
7. Essential that strategy does not hamper deliveries/collections to/from businesses and retailers. Urge provision of adequate set down areas. Believes dual taxi ranks/loading bays need further consideration.
8. Suggest using dedicated set down spaces and loading bays during restricted times for tourists bus drop off.

9. Need for communication and public awareness campaigns regarding CCMS. There was a lack of communication between the Council and businesses operating in affected areas.
10. Clear and transparent communications in the consultation process. Communication strategy and traffic management plan which outlines benefits of CCMS and explains all changes with timelines. Recommend development of a representative liaison group comprising Chamber and key stakeholders. Efficient implementation planning to minimise disruptions for businesses and retailers, also cognisant of other developments in the City Centre (including flood defence).
11. Integrated Strategic Planning between the CCMS, the City Centre Strategy and the N40 Demand Management Study. Also the CCMS needs to improve accessibility for all modes.
12. To identify successful achievement of CCMS, need to identify and monitor KPIs

Response

1. Support for the prioritisation measures is welcomed.
2. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The design is based on extensive data collection and traffic modelling of key junctions. Junction upgrades including equipment upgrades will be included as part of the proposed works which will improve the operating performance of these junctions.
3. Acknowledgment that modal shift supports public transport is noted.
4. The CCMS scheme is to be implemented in 8 Phases, of which this subject scheme forms Phases 1 and 2.
5. Acknowledgment that bus lanes are a proven measure in terms of travel time improvements, and form an integral part of future Public Transport improvements is noted.
6. An Implementation Plan with a communication strategy will form an integral part of the delivery of the project. There will be ongoing communications with various stakeholders in advance of works. A publicity campaign will also be undertaken to explain to the public the changes as they are implemented. In addition to the provision of variable message signage and parking guidance signs, the implementation will be closely monitored by Cork City Council and An Garda Síochána.
7. Surveys undertaken within the city centre indicate that there is sufficient reserve capacity in the loading bays. Abuse of the loading bays by private cars and commercial vehicles not actively loading and unloading needs to be addressed in the short.
8. A separate study is examining the options for coach and tourist drop off points and parking. This proposal will be considered as part of that project.
9. During the preparation of CCMS a comprehensive programme of consultation with the public and stakeholders was undertaken. Widespread public consultation on the design of phase 1 & 2 of CCMS has been undertaken as part of this planning process.
10. An Implementation Plan with a communication strategy will form an integral part of the delivery of the project. There will be ongoing communications with various stakeholders in advance of works. During construction a temporary traffic management plan will be agreed with An Garda Síochána, communicated to the public and implemented.

11. The aim of CCMS is to improve accessibility and facilities for all modes.
12. A series of KPIs have been identified and these will be monitoring before, during and post implementation of the proposal.

25. Dunnes Stores

The following issues were raised in Dunnes Stores' submission:

1. Welcome and support works that will improve the city centre's environment
2. Request that the Council's Transportation Division gives due consideration to the potential impacts the works could have on retail stores during construction and operational phases. In particular impacts on delivery access during construction are kept to a minimum and, where possible, avoided. Would welcome early engagement to discuss.

Response

1. Support for the proposal is welcomed.
2. Physical works on St. Patrick's Street will be kept to a minimum and any disruptions will be clearly communicated to retailers in advance.

26. Joda: Penneys/Primark

The following issues were raised in Joda's submission:

1. Supportive of the council policy of enhancing the movement of people in the city centre
2. Store currently restricted in when it can take deliveries by closure of Oliver Plunkett Street between 11am and 5 pm. Closure of St. Patrick's Street between 12.30 and 6.30pm would impose a further limitation. If timing of closure of St. Patrick's Street was changed to coincide with that of Oliver Plunkett Street, the effect would be largely mitigated. Request Cork City Council give serious consideration to this.
3. Penney's/Primark plan to re-develop the store. This will present significant construction challenges, including vehicular access to the site. Taking loading and unloading times into account, the available time window would be restricted to the extent that there would be a significant increase in the construction period, with a consequent cost implication. Estimate construction period of 2 years under current circumstances, could add a number of months to this. Request access by vehicles specifically requiring access to the Penny's construction site (estimated to be 10-20 daily during peak construction periods).

Response

1. Support for the proposal is welcomed.
2. The variation in the time is due to different objectives of the restriction. The restriction on St. Patrick's Street is primarily to improve public transport journey times while the Oliver Plunkett Street restriction is to improve the pedestrian environment only. As a consequence different restriction times apply.
3. Cork City Council will set up a licence scheme to ensure any construction activities within St. Patrick's Street can proceed in line with existing arrangements whereby works are agreed in advance with An Garda Síochána and Cork City Council.

27. Denis O' Regan: Ballintemple

The following issues were raised in Mr. O' Regan's submission:

1. The proposal to remove private cars from St. Patricks Street is a positive step for the city as it addresses noise pollution, traffic congestion, air quality and the public realm, making it a more attractive and inviting place. This is how you compete with out of town shopping centres. Cork City lacks squares, plazas and successful public spaces as most of the existing areas are compromised by cars. Cork City has had great success with pedestrian streets which are thriving and safe for children.
2. Opportunity to close Emmet Place and Drawbridge Street to traffic, enhancing end of Opera Lane and in front of Crawford Gallery
3. Would have concerns over reversing of traffic on Castle Street. If so, then Daunt Square and St Peter and Pauls should be closed to traffic. Traffic from Castle Street meeting that from Daunt Square and St Peter and Pauls Place will erode attractiveness of the area. Removing traffic entirely would enhance area.
4. If cyclists are to share road with cars and buses, then a 30kph speed limit and no overtaking restrictions should be implemented

Response

1. Support for the proposal is welcomed.
2. Pedestrianisation of Emmet Place & Drawbridge Street is not being considered in Phase 1 & 2 of CCMS.
3. It is proposed to include Daunt Square within the St. Patrick's Street restrictions.
4. 30kph speed limit is currently enforced on St. Patrick's Street.

28. Cork Business Association

The following issues were raised in Cork Business Association's submission:

1. Advocates benefits in principle, concerned about implications. Reluctant to wholeheartedly support scheme without examining a robust case.
2. Investing in BRT would be more beneficial
3. Of view that current Part 8 premature and focus should be on improving routes and services over increasing ability of buses to access St. Patrick's Street. Should be making it easier to get to the city, not through it.
4. Upcoming developments and Cork Flood Defence System will put their own pressures on movement of traffic in City. Felt that proposed works are premature, unnecessary and piecemeal.
5. Restricted access to outlets for both traders and customers
6. Possible confusion between differences in time of closure between Oliver Plunkett and St. Patrick's Streets
7. St. Patrick's Street is a place rather than a link, and it is not considered to be inefficient to travel through it slowly
8. Minimal indication of the type of public realm improvements for Phase 2
9. Unclear whether or not loading restrictions will be in place from 12.30 - 18.30 on St. Patrick's Street. Seeks clarification. Welcomes loading bays.
10. Unclear if disabled drivers will have access to St. Patrick's Street during restricted times. Believes it is crucial that they should have convenient access to city centre at all times.
11. If works are to be carried out traders should be well informed in advance, of working hours. Working hours should be carefully considered to minimize effect on traders.

12. Concerned access restriction to St. Patrick's Street will cause build up on Washington Street
13. Concerned public transport will travel at higher speeds which will make it a less safe environment for pedestrians and cyclists
14. Of view that improvement of bus journey times not enough to justify elimination access restrictions
15. Welcome suggested improvements to Drawbridge Street and Perry Street. However, very little indication of works to be carried out have been highlighted.
16. Welcomes CCTV
17. Welcomes pedestrian crossing between Cook Street and Opera Lane
18. Changes to Grattan Street will add to tailbacks on Washington Street approaching Grand Parade. Concern over congestion to Washington Street and North Main Street Areas.
19. Concern about enforcement of Phase 1 restrictions. Self-enforced or Gardaí?
20. A detailed feasibility study considering a range of options for improvements to pedestrian environment should be conducted (including full pedestrianisation).

Response

1. Qualified support for the proposal is noted.
2. The main aim of the scheme is to improve journey times for public transport and to make it a more attractive alternative to the use of the private car and as a step towards future implementation of BRT.
3. The proposal is one of a range of proposals being implemented by Cork City Council, Cork County Council, the NTA and Bus Eireann to improve journey time, routes and services on key bus routes.
4. There is ongoing consultation between CCMS and Cork Flood Defence System to ensure there is a coordinated approach where possible.
5. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre.
6. The variation in the time is due to different objective of the restriction. The restriction on St. Patrick's Street is primarily to improve public transport journey times while the Oliver Plunkett Street restriction is to improve the pedestrian environment only. As a consequence different restriction times apply.
7. St. Patrick's Street is an important destination for shoppers, visitors etc. The aim of the proposal is to remove through traffic, improvement the public transport offering and create a vibrant city centre.
8. Where feasible, the detailed design will include improvements to the public realm, such as improvements to public lighting, footpath widths, crossing facilities, traffic calming measures, landscaping etc.
9. Loading will be permitted in loading bays in the restricted area except for the restricted period from 12:30 to 18:30.
10. Under the Road Traffic Act, buses, taxi and cyclists only are permitted to use bus lanes, the only exemption is for emergency vehicles. The implementation of the restriction on St. Patrick's Street will be by means of a time plated bus lane. As a consequence disabled drivers cannot be permitted to use St. Patrick's Street. Parking for those with a disabled permit is being provided in Emmet Place. Opera lane provides excellent access to the middle of St. Patrick's Street from this parking. Improved surfacing and wider footpaths along Drawbridge Street will provide improved access for all to the northern end of St. Patrick's Street. Existing disabled

parking in the vicinity of southern end of St. Patrick's Street is not affected by these proposals.

11. An Implementation Plan with a communication strategy will form an integral part of the delivery of the project. There will be ongoing communications with various stakeholders in advance of works. A publicity campaign will also be undertaken to explain to the public the changes as they are implemented.
12. It is intended to divert westbound traffic further out from the core city centre area so as to minimise the traffic on Grand Parade / Washington Street.
13. The reduction in traffic volumes will allow for the pedestrian green times to be increased, while reducing congestion for buses. Buses will be subject to the current 30kph speed limit.
14. The main aim of the scheme is to improve journey times for public transport and to make it a more attractive alternative to the use of the private car and as a step towards future implementation of BRT. Vulnerable Road Users, Pedestrians, Customers, Tourists, Visitors, public transport, cyclists, traders and taxis will all benefit from the proposals.
15. Proposal for Perry Street and Drawbridge Street includes upgrade of footpath and public lighting. The proposal does not include traffic restriction on Perry St/ Drawbridge St. Taxis will be confirmed to the eastern portion of Drawbridge Street and landscaping will be considered at detailed design stage.
16. Support for expansion of CCTV is welcomed.
17. Support for pedestrian crossing is welcomed.
18. It is intended to divert westbound traffic further out from the core city centre area so as to minimise the traffic on Grand Parade / Washington Street. Any additional traffic on Grattan Street will be offset by a reduction in inbound (northbound, eastbound) traffic volumes that will be diverted down Prospect Row and Grenville Place.
19. The implementation of the restriction on St. Patrick's Street will be by means of a time plated bus lane. An Implementation Plan together with a communication strategy will form an integral part of the delivery of the project. There will be ongoing communications with various stakeholders together with a publicity campaign to explain to the public the changes as they are implemented.
20. Improvements to pedestrian environment & connectivity to city centre were considered as part of development of CCMS. Any measure identified will be implemented as part of the various phases of CCMS.

29. Anabelle Russell: Glanmire

The following issues were raised in Ms. Russell's submission:

1. Objects to closure of Patrick Street from 12.30 - 18.30
2. To improve bus times, would it not make more sense to close 07.30-09.30 and 16.30-18.30 if you have to close? Reinstalling the traffic lanes which used to be on St. Patrick's Street and using 2 as bus lanes. Or have Mayfield-CUH bus route go via city centre. Thinks closure of St. Patrick's Street would decrease appeal of the city to tourists, and vibrancy of St. Patrick's Street will be lost if restricted
3. What about elderly/incapacitated who cannot walk very far?
4. Feels increased traffic on Quays will cause chaos
5. Would rather money was spent on resurfacing country roads instead
6. Not everyone has access to public transport
7. Current situation does not stop one enjoying walking
8. Increased journey time to go from one end of St. Patrick's Street to other by alternative route

Response

1. Objection to proposal is noted.
2. The proposal only proposes to restrict general traffic from St. Patrick's Street for the afternoon period. In developing the proposal consideration was given to the various needs of users including the need for loading as well as the benefits that could accrue to bus journey times. The biggest saving to bus journey time is in the afternoon and evening. To ensure the various needs will be met only afternoon and evening restrictions are being proposed. This proposal will improve the environment for shoppers and visitors to the city centre. These improvements will encourage more sustainable travel in the city centre.
3. Parking for those with a disabled permit is being provided in Emmet Place. Opera Lane provides excellent access to the middle of St. Patrick's Street from this parking. Improved surfacing and wider footpaths along Drawbridge Street provide improved access for all to the northern end of St. Patrick's Street. Existing disabled parking in the vicinity of southern end of St. Patrick's Street is not affected by these proposals.
4. The proposed design is based on extensive data collection and traffic modelling of key junctions. Junction upgrades including equipment upgrades will be included as part of the proposed works which will improve the operating performance of these junctions.
5. The funding available for this project is only available for measures to support sustainable transport and cannot be used for resurfacing.
6. Acknowledge that public transport is not available to everyone. However the NTA and Bus Eireann continue to monitor demand and modify services to meet that demand if possible.
7. It is noted that the city has a pleasant walking environment. The additional measures proposed will enhance this environment.
8. An objective of the strategy is to enhance city centre and recognise St. Patrick's Street as a destination. Given this objective it is not desirable to have through traffic using St. Patrick's Street and this is one of the main considerations.

30. English Market Traders Association

The following issues were raised in the English Market Traders Association's submission:

1. Objects to proposed traffic movement strategy, particularly closure of St. Patrick's Street
2. Pedestrianisation at set times would lead to confusion
3. Need to receive fresh food deliveries at varying times of day. Closure of St. Patrick's Street could lead to very serious negative impact.
4. Shoppers would not be able to be dropped off and collected
5. What is ability of quays and roads to handle increase in traffic? Effect on residents and MUH (patients, staff, emergency vehicles)?
6. Worsening of pinch points e.g. Grattan Street/Washington Street
7. Changes to parking would lead to shoppers going to shopping centres outside the city
8. Only one park and ride terminal, more were promised

Response

1. Objection to proposal is noted.
2. Unlike Oliver Plunket Street, the CCMS proposals do not aim to pedestrianise St. Patrick's Street, but rather restrict general traffic. The variation in the time is due to different objectives of the restriction. The restriction on St. Patrick's Street is primarily to improve public transport journey times while the Oliver Plunkett Street

restriction is to improve the pedestrian environment only. As a consequence different restriction times apply.

3. Loading bays on Grand Parade will continue to be available throughout the day. Surveys undertaken within the city centre indicate that there is sufficient reserve capacity in the loading bays. Abuse of the loading bays by private cars and commercial vehicles not actively loading and unloading needs to be addressed in the short term.
4. There is no parking available on St Patricks Street. The existing regime where shoppers can be dropped off on Grand Parade, South Mall and Tuckey Street remains.
5. The proposed design is based on extensive data collection and traffic modelling of key junctions. Junction upgrades including equipment upgrades will be included as part of the proposed works which will improve the operating performance of these junctions.
6. The removal of the right turn to Grattan Street from Liberty Street (coupled with the reversing of flow on Castle Street) will reduce the traffic demand approaching the Grattan Street / Sheares Street junction from Liberty Street. Thus reducing the green time required for this particular phase, which will lead to greater efficiency of the signals. It is also proposed to upgrade the signals junction and link it with the nearby Washington Street junction, creating greater efficiency of operation of both junctions.
7. There are no plans to change parking charges. The comments will be referred to the Parking Section.
8. Additional park and ride facilities are being progressed by Cork City Council independently of the CCMS.

31. John Lennon: Lee Road

The following issues were raised in Mr. Lennon's submission:

1. A pedestrian bridge needs to be built between the Bus Station and St. Patrick's Quay
2. A pedestrian and vehicular bridge needs to be built between the Distillery Fields and Grenville Place
3. Chief Executive should be invited to show how such a bridge could constitute a Flood Risk

Response

1. The proposal of a pedestrian bridge between the Bus Station and St. Patrick's Quay does not form part of phase 1 & 2 of CCMS.
2. The proposal of a pedestrian and vehicular bridge needs to be built between the Distillery Fields and Grenville Place needs to be considered as part of the Cork Flood Defence Study
3. This is a matter for the Cork Flood Defence Study.

32. GVA: Ulster Bank

The following issues were raised in GVA's submission:

1. Broadly welcomes proposals, but has concerns regarding the proposed interventions in particular impacts on future operations of its business
2. Requests maintenance of existing access for loading for cash in transit vehicles during normal business hours

3. Requests maintenance of access to the rear of the property which facilitates access and egress for private cars during normal business hours

Response

1. Support for proposal is welcomed.
2. The security requirements for cash in transit deliveries will be considered at detailed design stage.
3. The parking arrangements will be considered at detailed design stage.

33. M. Plan Students: Mardyke

The following issues were raised in the M.Plan students' submission:

1. Question justification. Would be useful if the proposals were accompanied by material that explains the purpose and how they support the areas in question.
2. Inner-ring road is unnecessary and will cause problems for St. Patrick's Street and the Marsh. Would have been more productive to have held public consultations.
3. Removing private vehicles will actually serve to undermine St. Patrick's Street's attractiveness. Will make it a through route rather than a destination. Speeds will increase, having a detrimental effect on a pedestrian friendly area.
4. Time based ban on Saint Patrick's Street, with no physical restriction will likely cause confusion. Will ban actually affect am and pm peaks?
5. Questions around whether scheme is consistent with Cork City Development Plan. Could be argued the plan has little or no benefit for development and existing businesses in the city.
6. Grattan Street should not be used primarily as a traffic artery
7. Public realm improvements allowing Grattan Street to become an urban street again whilst still fulfilling its role as a traffic artery. Survey revealed a large amount of public realm in extremely poor condition.
8. If Middle Parish was within "Pedestrian Priority Area", and was treated as such, more residents would not feel the need to own a car
9. MUH could be met with more suitable improvements, 'hospital-friendly' changes
10. Improved organisation of Sheares Street welcome, especially considering amount of bus routes through street. Also, the new waterfront footpaths and ambulance set down outside the MUH are both welcome additions to the area
11. Scheme seems to aim to benefit city overall, with little or no regards to the residents of Middle Parish

Response

1. CCMS proposals emanate from both the CASP and CATS reports. The CCMS Report was adopted in March 2013, is a public document available for review.
2. The CCMS engaged in a comprehensive programme of consultation with the public and stakeholders during the drafting of the strategy. Widespread public consultation on the design of these phases has been undertaken as part of this planning process.
3. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The proposals aim to make the city centre more attractive for shoppers and customers by reducing general traffic who are not doing business in the city centre, increasing pedestrian green times while also reducing traffic congestion for public transport.

4. The current proposal is be in place from 12:30 to 18.30, therefore having no impact on the AM peak period. Travel time surveys carried out each year indicate that the greatest impact on bus journey times occurs during the afternoon and evening period, therefore, the proposals will have a positive impact on these journey times.
5. CCMS was developed within the framework of CASP, the CASP Update and the CATS study which plans the development of the city and wider metropolitan area to 2020 and beyond and is therefore consistent with the City Development Plan. Both CATS and CCMS endeavour to ensure the provision of a state of the art public transport facilities and a well managed road system which are essential to improving accessibility, connectivity and vibrancy of the city.
6. Any increase in traffic on Grattan Street from Bachelor's Quay will be offset by the reduction in traffic on Grattan Street as a result of the diversion of inbound (northbound, eastbound) traffic on to Prospect Row and Grenville Place.
7. Public realm improvements are proposed on Grattan Street.
8. Cork City already has a strong pedestrian mode share for short journeys. Improved pedestrian facilities proposed under the scheme will encourage more pedestrian trips. The overall aim of improving the public transport offering will provide better alternative to the use of private car for longer trips.
9. A suite of improvement measures are proposed on Prospect Row, Henry Street, Grenville Place, Sheares Street, Woods Street, Lynch Street as well as the narrow side streets to the east of MUH. These public realm improvement measures are aimed at catering for the residents of the area, and take account of the issues surrounding access by hospital visitors.
10. Support for improvements to Sheares Street, provision of waterfront footpaths and ambulance set downs are welcomed.
11. A suite of improvement measures are proposed on Prospect Row, Henry Street, Grenville Place, Sheares Street, Woods Street, Lynch Street as well as the narrow side streets to the east of MUH. These public realm improvement measures are aimed at catering for the residents of the area, and take account of the issues surrounding access by hospital visitors.

34. Mary O' Sullivan: North Main Street

The following issues were raised in Ms. O' Sullivan's submission:

1. Cycle lanes have led to an increase in traffic backlogs in North Main Street which has resulted in increased congestion, pollution, noise, etc. and difficulty in access for customers, suppliers etc. Many customers have stopped coming to town because "it's not worth the hassle". Customers have had accidents falling over concrete slabs in the middle of the road separating the cycle lanes. Detrimental effect on business. Backlogs increased, travelling west out Western Road, east down Washington Street and south up South Main Street.
2. Reduction to one lane in Cornmarket Street has been an obvious failure. Access has been greatly restricted with traffic backlogs regularly down the whole street.
3. When St. Patrick's Street is currently closed for festivals etc., worse build-up of traffic with no extra custom and often a reduction
4. No investment in park and ride or rapid transport that would be an asset to the area

Response

1. The changes to Washington Street mentioned are not part of the phase 1 & 2 of CCMS. This submission will be referred to the project team for Washington Street.

2. The changes to Cornmarket Street mentioned are not part of the phase 1 & 2 of CCMS. This submission will be referred to the project team for Cornmarket Street.
3. Improved signage altering drivers to alternative routes will be provided as part of the scheme and divert visitors to multi storey car parks. The proposed reversing of flow on Castle Street also addresses this concern as it will tie in with the existing flow on both North Main Street and Cornmarket Street, creating a circular route for ease of access.
4. Cork City Council is progressing separately with additional park and ride provision as well as BRT provision.

35. Councillor Paudie Dineen

The following issues were raised in Mr. Dineen's submission:

1. Pedestrianising St. Patrick's Street but still permitting buses & taxis means primary objective will not be achieved
2. No discussions with residents and retailers of the city centre prior to launch to address any concerns of which there are many. Traffic restrictions shall create severe difficulties for the residents of the City Centre, particularly residents and retailers of the Middle Parish and environs.
3. Middle Parish is a residential area. Roadways are unable to deal with volume of traffic.
4. Plans such as Coal Quay (now a parking lot) never gained momentum. Current saga of bicycle lanes, especially bicycle lanes installed without proper thought, discussion, planning or foresight, now popular talking point and in some cases are very dangerous.
5. Feels enough space provided for pedestrians within the City Centre. No mention in Part 8 whatsoever of Residents or Retailers.
6. Concerns about introduction of Phase 1 and Phase 2 as no mention of bit in the middle. North Main Street has traffic issues on a daily basis ever since junction of South Main Street/Washington Street was modified to facilitate a cycle lane.
7. Car parking within Middle Parish should be reserved for resident parking holders only.
8. City Council owned Multi Story car park on Kyril's Quay be utilised more to benefit of the area
9. City Council should deal with need for providing proper play areas for children of Middle Parish. Increased traffic flow in this area will further endanger children who currently play in the narrow streets.
10. That proposed traffic flows be reversed on Moore Street and Coach Street to avoid a rat run being made of Anne Street
11. Junction of Grattan Street, Shears Street and Liberty Street, all of which will exit onto Washington Street via Courthouse Street, should be addressed

Response

1. The proposals aim to re-address the current imbalance where through traffic forms the majority of traffic demand in the city centre. This through traffic is causing congestion for motorists genuinely interested in doing business in the city centre. The proposals aim to make the city centre more attractive for shoppers and customers by reducing general traffic who are not doing business in the city centre, increasing pedestrian green times while also reducing traffic congestion for public transport.

2. The CCMS Feasibility Study engaged in a comprehensive programme of consultation with the public and stakeholders during the drafting of the strategy. Widespread public consultation on the design of these phases has been undertaken as part of this planning process.
3. Any increase in traffic on Grattan Street from Bachelor's Quay will be offset by the reduction in traffic on Grattan Street as a result of the diversion of inbound (northbound, eastbound) traffic on to Prospect Row and Grenville Place.
4. Cycle lanes are being designed in compliance with the National Cycle Manual guidelines.
5. Where feasible, the detailed design will include improvements to the public realm, such as improvements to public lighting, footpath widths, crossing facilities, traffic calming measures etc. These will all benefit residents and retailers.
6. The CCMS as adopted has 8 phases and the North Main Street forms part of Phase 8 of the CCMS.
7. There are competing demands public parking from shoppers, those transacting business, residents, carers, disabled drivers, taxis, buses, deliveries etc. Cork City Council balances these competing demands by designating spaces in accordance with national regulations, operating a pay parking system and operating a permit system.
8. North Main Street car park does not form part of phase 1 & 2 of CCMS. However Cork City Council continues to review the operation of council car parks to ensure demand is addressed.
9. This proposal is primarily concerned with the re-allocation of road space to different transport modes. The delivery of play areas is not within its remit. The request will be referred to the Environment Directorate.
10. No changes are proposed for the access from Anne Street to Coach Street so as to mitigate any impact on access to the Middle Parish from the south.
11. The removal of the right turn to Grattan Street from Liberty Street (coupled with the reversing of flow on Castle Street) will reduce the traffic demand approaching the Grattan Street / Sheares Street junction from Liberty Street. Thus reducing the green time required for this particular phase, which will lead to greater efficiency of the signals. It is also proposed to upgrade this junction and link it with the nearby Washington Street junction, creating even more efficiency of operation.

36. Maureen O' Sullivan: North Main Street

The following issues were raised in Ms. O' Sullivan's submission:

1. Worried about the increasing volume of vehicular traffic during closure of St. Patrick's Street. Already experiencing long queues on North Main Street at times due to the cycle lanes in Washington Street and South Main Street and changes to the junction of South Main Street/North Main Street to accommodate same. Will surely be worsened if proposed east bound bus lane on Washington Street comes to be. This and removal of a left hand turn from Sheares Street onto Grattan Street will surely clog up the city centre streets.
2. Imagines that business in the North Main Street area will be cut off. Knows that they are finding current trading climate difficult enough.

Response

1. The reversal of Castle Street will allow an alternative route for north bound traffic from North Main Street and thereby removing this traffic from Washington Street. The removal of the left hand lane from Sheares Street is being introduced to

accommodate the bus-priority at the Sheares Street/ Courthouse Street junction and will reduce the number of traffic signal phases required and thereby improve efficiency of the junction.

2. Access to North Main Street will be maintained via Kyle's Street and Adelaide Street. Variable Message Signage as well as static signage will inform motorists on the approach to the city centre of the routes to North Main Street via Wood Street, Grenville Place, Merchant's Quay, Lavitt's Quay etc.

37. Anne Barrett: North Main Street

The following issues were raised in Ms. Barrett's submission:

1. Has witnessed many long running businesses shutting up shop as a result of increasing difficulty the public have in accessing the area
2. Traffic congestion and tailbacks as a result of St. Patrick's Street being closed. Seems to be no appreciation of highly residential nature of Grattan Street. Traffic is at a standstill at peak times as is. Customers won't come into city centre due to poor access.
3. Worried that proposal for bus lane adjacent to Saint Augustine's on Washington Street will create further backlog on North Main Street. As they exit there will be only one remaining lane turning left, in turn delaying cars going straight through to South Main Street. Feel buses won't benefit as will be caught up in traffic on Grand Parade and/or South Mall.
4. North Main Street needs to become an accessible street to have any hope of surviving

Response

1. Access to North Main Street will be maintained via Kyle's Street and Adelaide Street. Variable Message Signage as well as static signage will inform motorists on the approach to the city centre of the routes to North Main Street via Wood Street, Grenville Place, Merchant's Quay, Lavitt's Quay etc.
2. Any increase in traffic on Grattan Street from Bachelor's Quay will be offset by the reduction in traffic on Grattan Street as a result of the diversion of inbound (northbound, eastbound) traffic on to Prospect Row and Grenville Place.
3. Left turning traffic from Washington Street to St. Patrick's Street will be diverted at Prospect Row, down Grenville Place, thus removing the requirement to turn left into St. Patrick's Street. Traffic coming from North Main Street will now be able to head northbound on Cornmarket Street via Caste Street once traffic flow on Castle Street is reversed. Furthermore, there are proposals to amend the junction of South Mall and Parliament Street to ensure that two lanes of eastbound traffic can easily traverse the junction, which at present suffers from the tight confines of the internal solid islands, resulting in backlog back on to Grand Parade.
4. The proposed reversing of flow on Castle Street will tie in with the existing flow on both North Main Street and Cornmarket Street, creating a circular route for ease of access to the street.

38. Greg O' Neill: 31 Albert Road Cork

The following issues were raised in Mr. O' Neill's submission:

1. Supports proposal, which would curtail ability of drivers to make a sudden left turn from Daunts Square into Castle Street. There is a high level of traffic/pedestrian conflict in this area, all day/every day.
2. Proposal would result in 90% of drivers only having option to drive north on Cornmarket Street, which makes good sense
3. In favour of pedestrians, cyclists and public transport, including all the implications of present City Centre Circulation Plan
4. Cork City Centre Streets were never designed, intended or envisaged for the severe level of motor vehicle traffic using them over past 4/5 decades
5. Supports curtailment of motor vehicle traffic in general within the City Centre Streets in favour of pedestrians, cyclists and public transport, and in the interest of creating a more successful and sustainable City Centre
6. A further step also, in making Cork into a Principal European Destination City

Response

1. Again support for the proposals is welcomed.

39. Transport & Mobility Forum

The following issues were raised in the Transport & Mobility Forum's submission:

1. Welcomes proposals for St. Patrick's Street. Only downside will be that remaining car traffic needs to be diverted. Negative impacts of higher traffic volumes expected along Grenville Place and Grattan Street. Proposed one-way system has a highly negative impact on the route network available to cyclists, particularly around the St. Vincent's footbridge.
2. Suggestion: Bachelors Quay (east), right turn into Millerd Street, right turn into Henry Street, left turn into Prospect Row with a contra-flow there (which at a later stage shall continue through Dyke Parade (mostly wide footpath now) up to Mardyke Street in order to access Western Road). Also at the southern end of Grattan Street (to be one-way), a short contra-flow lane (or facility, e.g. combined foot/cycle path) is needed between Sheares St and Broad St, in order to maintain a link for cyclists from Liberty St into the Middle Parish, and to facilitate egress from the Public Bike station in this location, other than towards Washington St. Millerd St should then be declared a cyclist priority street, with appropriate signage, especially at the narrow junction with Francis St, while in Henry St (west), the mixed use of the roadway by cyclists and (slow) motor traffic shall be highlighted on the tarmac (cycling symbols or similar). At present, the access to the bridge from Bachelor's Quay included a rather high step, which is an obstacle for both cyclists and mobility impaired pedestrians. As a mitigation measure, the proposed river side footpath shall be raised to the bridge level, with short ramps on both sides, secured by a railing to the roadway immediately at the bridge. With either a lowered kerb or a raised table at the proposed pedestrian crossing just west of it, seamless access for cyclists from the roadway to the bridge shall be provided.
Suggestion: A short contra-flow facility at the northern end of North Main St (between Adelaide St and the Gates Cinema) would allow cyclists from Shandon to travel directly southbound into North Main Street, avoiding the detour via Bachelors Quay and Grattan St with heavy motor traffic.

- Suggestion: A right-turn facility for cyclists from Bachelors Quay (east) into Grattan Street would allow better access into e.g. Adelaide St. While for cars, space for right turns might be tight, a waiting area for right tuning cyclists seems doable.
3. It is vital that the entire area of the Middle Parish, including Prospect Row / Grenville Place/Bachelors Quay and Grattan St, becomes a 30km/h zone, which means an extension of the existing 30km/h zone in the core city centre as far as the Mercy University Hospital.
 4. Suggest that it would be hugely beneficial to develop the pockets of space (on corners, junctions etc.) as appropriate with seating, planters, shrubs and trees to enhance the natural environment for the community where people can sit and meet in aesthetically pleasing settings and which can help with improving the biodiversity of the city.
 5. Proposed bus gate at Sheares Street/Grattan Street raises some concern. It seems unclear how an entire 3rd lane will fit in at this location.

Response

1. Broad support of proposal is welcomed. Any increase in traffic on Grattan Street from Bachelor's Quay will be offset by the reduction in traffic on Grattan Street as a result of the diversion of inbound (northbound, eastbound) traffic on to Prospect Row and Grenville Place. One way streets in the residential area of the middle parish are proposed to alleviate Road Safety concerns.
2. All suggestions made will be considered at detailed design and options examined to provide Cycle facilities connecting St. Vincent's bridge and Prospect Row.
3. The designation of Middle Parish 30kph zone will be considered at detailed design stage.
4. Landscaping and provision of street furniture will be considered at detailed design.
5. The topographical survey was used to develop the bus gate proposal and confirm there is sufficient space available.

Committee Decision

Members discussed the proposed scheme and related report and the Director of Services responded to queries arising.

In response to comments made by Cllr Dineen that the report did not adequately reflect his full submission the following is to be included for consideration:

- That the proposed pedestrian crossing at Opera Lane be omitted. It is already served with 2 pedestrian crossings, 1 on the left at Academy Street junction and 1 on the right in front of Dunnes Stores.
- That the proposed time for St. Patrick Street is amended from 12.30 to 6.30 pm to 11.30 -5.30pm.(The majority of business's on Patrick Street close at 5.30 do very little business after 5pm keeping the road closed till 6.30pm does not make sense and will have an effect on rush hour traffic during peak times)
- That the proposal to convert traffic flow on Castle Street from Westbound to an eastbound traffic flow system be omitted (Cornmarket Street already has traffic issues and traffic congestion as it stands and the proposal will only add more concerns to residents and retailers, traffic heading eastbound on Castle Street will effectively be driving nowhere). That the current access point for traffic approaching

from Grand Parade onto Castle street and Cornmarket Street be maintained as it is, with necessary improvements if required.

Members agreed that the Director's report and recommendation go forward for consideration at the Council meeting to be held on 13th July 2015 and that an information meeting be held for Members at 4pm in advance of that meeting.

On the proposal of Comhairleoir S. Martin, seconded by Comhairleoir T. Shannon, A vote was called for or against the Part 8 where there appeared as follows:-

FOR: Comhairleoirí S. Cunningham, T. Tynan, J. Sheehan, M. Nugent, K. Collins, D. Cahill, L. McGonigle, S. O'Shea, J. Buttimer, H. Cremin, P.J Hourican, T. Moloney. (12)

AGAINST: Comhairleoirí T. Brosnan, M. Barry, K. O'Flynn, L. O'Donnell, M. O'Sullivan, K. McCarthy, C. O'Leary, T. Shannon, N. O'Keeffe, M. Finn, F. Kerins, P. Dineen, T. O'Driscoll, S. Martin, F. Dennehy. (15)

As the numbers voting against the Part 8 were greater than those for, An tÁrd-Mhéara declared the vote against the Part 8.

8.6 **TO CONSIDER THE FOLLOWING MOTIONS WHICH WERE REFERRED BY COUNCIL TO THE COMMITTEE**

8.6.1 **CARRY OUT REPAIRS TO THE FOOTPATHS ON HARBOUR VIEW ROAD AND KNOCKNAHEENY AVENUE**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

'That Cork City Council carry out the necessary repairs to the footpaths on Harbour View Road and Knocknaheeny Avenue.'

(Proposer: Cllr. T. Fitzgerald 15/156)

The Report stated that, these locations will be inspected and any essential localised repairs will be carried out in the coming months.

8.6.2 **FLEXIBLE PARKING CHARGE SYSTEM**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

'That Cork City Council creates a flexible parking charge system that encourages short term stays, rewards return shoppers and removes disproportionate fines. A new parking charge must re-balance the advantage that out of town centres currently enjoy without penalising shoppers'

(Proposer: Cllr. S. Martin 15/175)

The Report stated that, Cork City Council has an obligation to manage the use and available quantity of both on and off-street parking, to achieve efficient mobility throughout the road network and protect the economic vitality of the City by ensuring a reasonable turnover of spaces. Parking demand management is achieved through a combination of pricing and time restrictions, and supports Cork City Council's commitment to promoting sustainable modes of transport including public transport, walking, cycling and car pooling.

To balance the demand for parking against the fixed supply of spaces, the hourly price must be set at a level that delivers a constant supply of available spaces, to minimise local congestion on the street network (i.e. vehicles in circulation seeking a parking space). Under-pricing of parking results in inefficient use of parking spaces and leads to excessive parking demand. The general internationally accepted level of occupancy for on-street spaces is at an 85 percent target. Based on parking surveys completed in Autumn 2014 on 26 selected streets across the pay parking control zone, average occupancy was observed at 82.2% of available spaces.

The parking fees in the City Council operated car parks are also structured to support short term parking (i.e. visitors and, shoppers) and dissuade long term or commuter parking, which is accommodated at the Black Ash Park and Ride facility.

A pilot reward scheme is underway with one retailer to establish its viability and suitability. Once the results of the scheme are reviewed consideration will be given to extending the scheme.

It should be noted that the fees for parking fines are as specified in national legislation and may not be altered by Cork City Council.

8.6.3 **INCLUDE HILLVIEW ESTATE IN THE ESTATE RESURFACING PROGRAMME**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Hillview Estate be added to estate resurfacing programme.’

(Proposer: Cllr F. Kerins 15/177)

The Report stated that, the road surface at Hillview will be assessed and considered for inclusion in the next Estate Road Resurfacing Contract which is subject to funding being available.

8.6.4 **TRAFFIC CALMING MEASURES BE INSTALLED ON FARRANFERRIS GREEN FARRANREE**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘Can traffic calming measures be installed on Farranferris Green Farranree to reduce the speed of vehicles using the road.’

(Proposer: Cllr K. Collins 15/188)

The Report stated that, Farranferris Green, Farranree can be assessed to determine the extent of the problems that exist in order to identify any possible mitigation measures that could be provided there. However there is no funding available for a traffic calming programme in 2015.

Any identified traffic calming solutions can be put forward for consideration in any future programme.

8.6.5 **TRAFFIC CALMING MEASURES AT FAIRFIELD GREEN**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Cork City Council will install traffic-calming measures at Fairfield Green, Farranree.’

(Proposer: Cllr. M. Nugent 15/191)

The Report stated that, Fairfield Green, Farranree can be assessed to determine the extent of the problems that exist in order to identify any possible mitigation measures that could be provided there. However there is no funding available for a traffic calming programme in 2015.

Any identified traffic calming solutions can be put forward for consideration in any future programme.

8.6.6 **SPEED LIMIT ON THE CASTLE ROAD, BLACKROCK**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Cork City Council would assess the safety of the current speed limit along the Castle Road with a view to assessing the feasibility of reducing it, particularly near the corner of Blackrock Castle, as this is a popular walkway for nearby residents & pedestrians. Also that Cork City Council would install an electronic radar speed sign approaching this stretch of the road to alert drivers of their speed.’

(Proposer: Cllr. N. O’Keeffe 15/192)

The Report stated that, Castle Road, Blackrock is currently within a 50km/hr zone. It can be assessed to determine the extent of the problems that exist in order to identify any possible mitigation measures that could be provided there. Any identified traffic calming solutions can be put forward for consideration in any future programme. However, there is no funding available for a traffic calming programme in 2015.

It should be noted that the purpose of electronic radar speed signs is to slow cars down by making drivers aware when they are driving at unsafe speeds. The decision to slow down still remains with the driver, however. The installation of an electronic radar speed sign is not appropriate near the corner of Blackrock Castle as the radar needs a clear straight length of road in order to be able to assess the approach speed of the vehicle.

8.6.7 **MONIES EARMARKED FOR THE NTA BE REDIRECTED TO LOCAL AUTHORITIES**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Cork City Council request that public monies earmarked for, and channelled by, the National Transport Authority be redirected to local authorities to carry out essential repairs to the battered road network in the city and that NTA schemes be postponed until the essential works are carried out.’

(Proposer: Cllr. M Finn 15/196)

The Report stated that, grant funding allocated by the National Transport Authority to Cork City Council is issued pursuant to the **Cork Metropolitan Area Five Year Investment Framework 2013-2017**. The framework supports sustainable transport investments and is funded by through the Regional Cities and Accessibility Programmes. The grant funding available can only be used for sustainable transport improvements and is not available for the day to day maintenance and repair of road infrastructure

8.6.8 **SIGN AT PARKVIEW PARKLANDS**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Cork City Council place a new sign at Parkview Parklands and paint the exiting signs in the estate.’

(Proposer: Cllr. T. Fitzgerald 15/161)

The Report stated that, Cork City Council has a small annual allocation to fund the erection of road and street nameplate signs within the city administrative area. This fund covers the costs for replacing old, damaged or stolen signs as well as the erection of new signs.

The appropriateness of a new sign for Parkview Parklands will be assessed. If deemed suitable, it will be added to the list of requests for nameplates that will be put forward for consideration, subject to funding being available.

Cork City Council will assess the existing signage in the estate. If deemed appropriate the painting of the existing signs in the estate will be inputted into the road painting programme and will be done as soon as practical.

8.6.9 **RESURFACE THE JUNCTION OF THOMAS DAVIS BRIDGE AND SUNDAYS WELL ROAD**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘To ask the Chief Executive to request the roads division to resurface the junction of Thomas Davis Bridge and Sundays Well Road and to update Council on the current status on the proposed works for the area.’

(Proposer: Cllr. T. Fitzgerald 15/173)

The Report stated that, the intersection of Thomas Davis Bridge and Sundays Well Road is a key junction on the south western approach to the City Centre. It is recognised that there is a need to improve, the overall efficiency and safety of the junction for all road users. Therefore, it is currently being progressed as an NTA junction improvement scheme with the works to be completed in 2016.

Notwithstanding the above, repairs will be carried out at the junction, over the coming months to keep the surface in a reasonable condition until the main road junction works are carried out.

8.6.10 **REPLACEMENT OF 250 LANTERNS**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

That Cork City Council seeks emergency funding to clear the backlog of some 250 lantern replacements needed across the city - a basic function of local government.

(Proposer: Cllr. M. Finn 15/198)

The Report stated that, a new public lighting maintenance contract will come into effect shortly following a tender process. As a consequence of this tender process a better price for public lighting maintenance has been secured together with a higher level of monitoring and performance. The contract is structured to provide a call centre, frequent night patrols, address faults as noted on patrols or logged by customers and allows the undertaking of some capital replacement works. The capital replacement element of the contract caters for lantern replacements, replacement of overhead brackets, replacement and erection of columns and other associated civil or electrical work. It is envisaged over the course of the contract to replace significant numbers of lanterns and to undertake other capital works on a priority basis of health and safety.

8.6.11 **INSTALL SPEED BUMPS ALONG THE CROSS DOUGLAS ROAD**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Cork City Council undertakes to install speed bumps along the Cross Douglas Road. This is a very busy connecting road between the Douglas and South Douglas Roads, and in recent times speeding has become an issue. These speed bumps should be installed as a matter of urgency before an accident occurs.’

(Proposer: Cllr. S. O’Shea 15/200)

The Report stated that, Cross Douglas Road can be assessed to determine the extent of the problems that exist in order to identify any possible mitigation measures that could be provided there. Any identified traffic calming solutions can be put forward for consideration in any future programme. However, it should be noted that there is no funding available for a traffic calming programme in 2015.

8.6.12 **RESIDENTS REPLACING GRASS MARGINS AT OWN EXPENSE**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That City Council would look favorably on requests from residents who would like to replace grass margins outside their houses with a concrete base at their own expense and the work carried out and certified by a tradesman with a C.2. Certification.

As a lot of these grass margins are constantly used for dog littering and at times this dog litter ends up in these residents houses.’

(Proposer: Cllr. H. Cremin 15/118)

The Report stated that, this proposal raises issues of whether planning permission is required, road licensing issues and public liability. However the proposal will be investigated with regard to its feasibility and a more comprehensive reply will be issued at a later date.

8.6.13 **THE PUBLIC REALM ADJACENT TO THE BANDON ROAD FLYOVER**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That the public realm adjacent to the Bandon Road flyover from the junction of Waterfall Road and Bishopstown Road to the roundabout, including the approach roads to the flyover and interchange would be assessed, cleaned and maintained on a regular basis, that local residents would be consulted on planting schemes for the location and that they would be advised as to the programme of maintenance on a rolling twelve month schedule, that grass and weeds would be controlled regularly, that road markings would be renewed and the traffic island at the junction of Waterfall Road and Bishopstown Road would be painted and planted.’

(Proposer: Cllr. J. Buttimer 15/207)

The Report stated that, the control of weeds on the public road/realms as referred to in the motion has been carried out as part of our annual weed control programme. The location has received its initial treatment for 2015 and will be maintained for the remainder of the calendar year going forward.

In addition the Contractors for the Sarsfield and Bandon Road Flyovers have been instructed to cut all the grass within their site. They are also required to provide a programme for regular cutting of same.

The white road lining markings between Bishopstown Bar and the Bandon Road roundabout were renewed on the 17th June 2015. The request to renew the painting on the traffic island is on the road painting programme and will be done as soon as is practical.

This Motion has also been referred to the Environment & Recreation Functional Committee.

8.6.14 **SCHEDULE A BUS SERVICE FOR THE RESIDENTS OF ARD SIONNACH, SHANAKIEL**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Cork City Council would write to Bus Eireann requesting that they schedule a bus service for the residents of Ard Sionnach, Shanakiel and nearby areas. Many of the residents were transferred by the City Council as part of the City North-West Regeneration Scheme.’

(Proposer: Cllr K. Collins 15/157)

The Report stated that, this motion has been referred to the Roads & Transportation Strategic Policy Committee.

8.7 **TO RECONSIDER THE FOLLOWING MOTIONS WHICH WERE HELD IN COMMITTEE**

8.7.1 **SOUND AND NOISE ASSOCIATED WITH USE OF THE FLYOVERS AT SARSFIELD ROAD**

An Chomhairle considered and approved the Report of the Director of Services, dated 2nd July 2015 on the following motion which was referred to the Committee by An Chomhairle.

‘That Cork City Council would prepare a report including detailed maps outlining the sound and noise associated with use of the flyovers at Sarsfield Road and Bandon Road roundabouts, the report to also include details of noise mitigation measures and their efficacy.’

(Proposer: Cllr. J. Buttimer 13/233)

The Report stated that, the contract for this scheme requires the contractor to carry out noise surveys after the works have been completed and the cost of this work is included in the contract sum. The works are not yet complete so the surveys cannot yet be done. It is also noted that temporary speed limits still operate so noise measurements taken too early may not provide an accurate assessment of the final noise levels on the road.

9. **HOUSING & COMMUNITY FUNCTIONAL COMMITTEE – 6th JULY 2015**

An Chomhairle noted the Minutes of the Housing & Community Functional Committee, and if so decided to approve the following recommendations from its meeting held on 6th July 2015.

9.1 **DISPOSALS**

An Chomhairle considered the reports of the Chief Executive dated 2nd July, 2015 in relation to the following property disposals:-

- a. Disposal of land approximately 2.59 hectares together with right of way situated adjacent to Páirc Uí Chaoimh, Cork to Liam Ó Maolmhichíl, Dónal Ó Nialláin, Proinnsias Ó Murchú, Brian de Baróid, Piarais P. Ó Murchú, the Trustees of Coiste Chontae Chorcaí Cumann Lúthchleas Gael, c/o Alan McGee & Co., Solicitors, No. 96, Main Street, Midleton, Co. Cork for the sum of €1,595,307.90.

On the proposal of Comhairleoir M. Barry, seconded by Comhairleoir M. O’Sullivan, a vote was called for where there appeared as follows:-

FOR: Comhairleoirí T. Tynan, T. Brosnan, L. O’Donnell, J. Sheehan, M. Nugent, K. Collins, M. O’Sullivan, K. McCarthy, C. O’Leary, D. Cahill, L. McGonigle, T. Shannon, N. O’ Keeffe, S. O’Shea, M. Finn, F. Kerins, P. Dineen, T. O’Driscoll, S. Martin, H. Cremin, F. Dennehy, T. Moloney. (22)

AGAINST: Comhairleoir M. Barry. (1)

As the numbers voting for the disposal were greater than those voting against, An tÁrd-Mhéara declared the vote carried and on the proposal of Comhairleoir S. Martin, seconded by Comhairleoir L. McGonigle, An Chomhairle approved this disposal.

- b. Disposal of land approximately 824 square metres situated adjacent to Páirc Uí Chaoimh, Cork to Liam Ó Maolmhichíl, Dónal Ó Nialláin, Proinnsias Ó Murchú, Brian de Baróid, Piarais P. Ó Murchú, the Trustees of Coiste Chontae Chorcaí Cumann Lúthchleas Gael, c/o Alan McGee & Co., Solicitors, No. 96, Main Street, Midleton, Co. Cork for the nominal sum of €150.00.

On the proposal of Comhairleoir M. Barry, seconded by Comhairleoir M. O’Sullivan, a vote was called for where there appeared as follows:-

FOR: Comhairleoirí T. Tynan, T. Brosnan, L. O’Donnell, J. Sheehan, M. Nugent, K. Collins, M. O’Sullivan, K. McCarthy, C. O’Leary, D. Cahill, L. McGonigle, T. Shannon,

N. O' Keeffe, S. O'Shea, M. Finn, F. Kerins, P. Dineen, T. O'Driscoll, S. Martin, H. Cremin, F. Dennehy, P.J. Hourican, T. Moloney. (23)

AGAINST: Comhairleoir M. Barry. (1)

As the numbers voting for the disposal were greater than those voting against, An tÁrd-Mhéara declared the vote carried and on the proposal of Comhairleoir S. Martin, seconded by Comhairleoir M. Nugent, An Chomhairle approved this disposal

- c. Disposal of freehold interest in the property situate at and known as No. 42, Bonaventure Place, Greenmount, Cork to Margaret Flaherty Hegarty, Mary Flaherty Kiernan, Anne Flaherty McSweeney, Tonette Flaherty Foley, Paula Flaherty Doyle, Kathleen Flaherty Massey, Donal Flaherty & Michael Flaherty c/o Vincent Toher & Co., Solicitors, Legal Chambers, No. 2, Washington Street West, Cork for the sum of €6.35 together with costs in the sum of €460.00 (plus VAT). On the proposal of Comhairleoir M. Finn, seconded by Comhairleoir S. Martin, An Chomhairle approved this disposal.
- d. Disposal of freehold interest in the property situate at and known as No. 6, Bantry Park Road, Fairhill, Cork to Sean O'Connor, c/o Irwin Kilcullen & Co., Solicitors, No. 56, Grand Parade, Cork for the sum of €6.35 together with costs in the sum of €460.00 (plus VAT). On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir J. Sheehan, An Chomhairle approved this disposal.
- e. Disposal of freehold interest in the property situate at and known as No. 33, Greenmount Crescent, Greenmount, Cork to Chris & Kay McCarthy, c/o David Kenny & Co. Solicitors, Dillons Cross, Cork for the sum of €1,800.00 (plus VAT if applicable), together with costs of €1,500.00 (plus VAT). On the proposal of Comhairleoir T. Moloney, seconded by Comhairleoir S. Martin, An Chomhairle approved this disposal.
- f. Disposal of property known as No. 18a, Maglin Grove, Togher, Cork to Togher Family Centre Limited, c/o Noonan Linehan Carroll Coffey Solicitors, No. 54, North Main Street, Cork by way of a 30 year lease subject to a rent of €598.00 per annum. On the proposal of Comhairleoir M. Finn, seconded by Comhairleoir J. Sheehan, An Chomhairle approved this disposal.

Comhairleoirí F. Denney and Comhairleoir H. Cremin's conflict of interest was noted.

- g. Disposal of property known as No. 46A, Spriggs Road, Gurrabraher, Cork to Comhar Chathair Chorcaí Teo (Cork City Partnership Limited), c/o O'Flynn Exhams, Solicitors, No. 58, South Mall, Cork by way of lease for a period of 3 years subject to a rent of €200.00 per annum (plus VAT if applicable). On the proposal of Comhairleoir S. Martin, seconded by Comhairleoir J. Sheehan, An Chomhairle approved this disposal.

Comhairleoirí H. Cremin and N. O'Keeffe's conflict of interest was noted.

- h. Disposal of site at Knocknaheeny Community Garden, off Harbour View Road, Cork to Northside Community Health Initiative (Cork) Limited c/o Fitzgerald

Solicitors, No. 6, Lapps Quay, Cork by way of a ten year lease at an annual rent of €100.00.

On the proposal of Comhairleoir K. McCarthy, seconded by Comhairleoir N. O’Keeffe, An Chomhairle approved this disposal.

- i. Disposal of property known as Hollyhill Medical Centre, 1st Floor, Drum Building, Harbour View Road, Knocknaheeny, Cork to Dr. George O’Mahony, c/o Edward O’Mahony & Co., Solicitors, No. 23, Tuckey Street, Cork by way of a 3 year lease subject to a rent of €27,500.00 per annum. On the proposal of Comhairleoir M. Nugent, Seconded by Comhairleoir T. Moloney, An Chomhairle approved this disposal.

An Chomhairle agreed to note the Director of Services comments regarding development works for the Marina Park being funded from the sale process.

9.2 **MONTHLY REPORT**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services on Housing for June 2015.

9.3 **QUARTERLY REPORT**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services on Housing for the Quarter ended 30th June, 2015.

9.4 **PHASE 2A DEMOLITION & LANDSCAPING - CITY NORTHWEST QUARTER REGENERATION SCHEME**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services dated 2nd July, 2015 in relation to Phase 2A Demolition & Landscaping for the City Northwest Quarter Regeneration Project.

The report of the Director of Services stated that the proposed works consist of the demolition of the properties within the Phase 2A area of City Northwest Quarter Regeneration and the landscaping of the area in preparation for the future proposed construction of new houses. The area to which the works refer is a block of properties in Carbery Grove, Ardmore Avenue and Harbour View Road.

Plans and particulars of the proposed development were forwarded to the Electoral Members of the North West Area for their attention. In accordance with the Habitats Directive, an Appropriate Assessment Screening has been carried out on “Phase 2A Demolition & Landscaping”, in relation to Cork Harbour SPA (Special Protection Area) [Site No. 004030] and the Great Island Channel (Special Area of Conservation) [Site No. 001058].

Plans and particulars, including the Appropriate Assessment Screening, of the proposed development were made available for inspection at the offices of the Strategic Planning & Development Directorate, City Hall, Anglesea Street, Cork during the period from Wednesday 6th May 2015 until Wednesday 17th June 2015. A Copy of the Plans and Particulars was also made available at the Northwest Area Housing Office. The period

within which any submissions or observations were to be made ended on Wednesday 1st July 2015.

Submissions were received from Cork City Council's Roads & Transportation Directorate and Environment & Recreation Directorate. These submissions contained observations and recommendations relating to transportation and mobility, public lighting and the protection of public sewers during the demolition period. These submissions will be taken into account and incorporated into the plans for the demolition and landscaping project. No submissions were received from the public. The Director of Services recommended that the proposed works should be proceeded with.

9.5 **COPE FOUNDATION – ACCOMMODATION AT GLASHEEN/SUMMERSTOWN**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services dated 2nd July, 2015 on the provision of 7 units of accommodation at No. 69, Riverview Estate, Glasheen/Summerstown, Cork by Cope Foundation.

The report of the Director of Services stated that the Department of the Environment, Community & Local Government has approved a funding application from Cope Foundation under the Capital Assistance Scheme for a loan not exceeding €300,000 in respect of the provision of 7 units of accommodation at 69, Riverview Estate, Glasheen/Summerstown, Cork ("Summerstown Smart House").

The scheme involves the Local Authority advancing a loan to the voluntary body to cover costs in providing social housing accommodation. The total cost of the project is €1,326,000 and the loan being advanced will directly fund 3 units of the overall scheme of 7 units. The granting of assistance in the manner proposed is a reserved function.

The report further stated that the Director of Services recommended that the required loan facility be granted and that the following resolution be referred to Council for adoption:

"Resolved that, pursuant to the provision of Section 6 of the Housing (Miscellaneous Provisions) Act, 1992, a loan facility not exceeding €300,000 be granted to Cope Foundation, subject to the terms of the Capital Assistance Scheme".

An Chomhairle further agreed that, on the proposal of Comhairleoir F. Dennehy, seconded by Comhairleoir M. Nugent, to adopt the following Resolution:-

"Resolved that, pursuant to the provision of Section 6 of the Housing (Miscellaneous Provisions) Act, 1992, a loan facility not exceeding €300,000 be granted to Cope Foundation, subject to the terms of the Capital Assistance Scheme".

An Chomhairle noted Comhairleoir J. Buttimer's conflict of interest.

9.6 **CAPITAL ALLOCATIONS 2015**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services dated 2nd July, 2015 on capital allocations 2015.

The report of the Director of Services stated that the Council had been notified by the Minister for the Environment, Community & Local Government and the Minister of State that the combined capital allocation for Cork City Council for the payment of the Housing Adaptation Grants for Older People and People with a Disability Schemes in 2015 is **€1,941,006** of which **€388,201** is to be provided from the City Council's own revenue resources.

There are three schemes under which a grant can be applied for:-

1. Housing Adaptation Grant for Older People or People with a Disability
2. Housing Aid for Older People
3. Mobility Aids Grants

The report also stated that the payment of these grants apply to privately owned properties only. The total number of applications to date on hand both approved and awaiting approval is 379 over the three schemes. The estimated value of these applications is €1,798,835. The drawdown of this funding is dependent on approved works being completed and then certified in compliance with building regulations by the end of November 2015.

The report further stated that the Council had been notified by the Minister for the Environment, Community & Local Government and the Minister of State that Cork City Council had been allocated **€1,867,674** for the Energy Efficiency Improvement Scheme 2015. The Works are to fund the continuation of phase one of the Fabric Upgrade Program. The works involve the installation of attic and cavity wall insulation in Council Properties. Thus far this year the Council has committed €2,900,000 to the project. Work on the project has ceased pending the Allocation of additional funding

The report also stated that the Council had been notified by the Minister for the Environment, Community & Local Government and the Minister of State that Cork City Council had been allocated **€544,000** of which **€54,400** is to be provided from the Council's own resources to cover works in respect of extensions and adaptations for persons with a disability and IWILS. The maximum funding in any individual case may not exceed €75,000. The Council now intends to go to the market and procure contractors to carry out the works. The works to be carried out include stairlifts, bathroom adaptations, and access ramps. It is estimated that 50 properties will be improved using these funds.

The Council will also pilot the use of bathroom pods in downstairs rooms in lieu of extensions. The bathroom pod contains a toilet, shower and sink or a combination of these items in a space of approximately 2m x 1m. The drawdown of this funding is dependent on approved works being completed and then certified in compliance with building regulations by the end of November 2015.

The report further stated that the City Architect's Department are preparing plans on 6 no. priority 1 disabled extensions. It is intended that the works will be completed in early 2016 and will be funded from the allocation in 2016.

9.7 **CHOICE BASED LETTING SCHEME**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services dated 2nd July, 2015 in relation to an update on the Choice Based Letting Scheme.

The report of the Director of Services stated that the Developer had commenced work on the Choice Based Letting Scheme for Cork City Council. The Choice Based Letting Steering Group is meeting on a monthly basis and the Project Team is meeting on a weekly basis.

The report also stated that it is envisaged that the System will be available for User Acceptance Testing in September 2015. The Focus Group will be consulted at that stage. As mentioned in previous reports, the areas of choice will be ‘bunched’ into larger areas for Choice Based Letting. This will allow a broader range of choice. Following further consultation with the Developer, and the approval of the CBL Steering Group, these will be Northside, City Centre and Southside.

9.8 **FUNDING FOR IMPROVEMENTS TO CITY COUNCIL HOUSING ESTATES**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services dated 2nd July, 2015 in relation to the development of physical and social infrastructural improvements to City Council housing estates.

The report of the Director of Services stated that Members were aware that the City Council had carried out a number of improvement schemes to City Council housing estates and projects to develop the community infrastructure in these estates over a number of years. The objective of the projects delivered was to improve the quality of life and well being for the respective communities by responding comprehensively to the needs of the people and the places and adopting a sustainable development approach. This strategy endeavoured to address the physical, economic, social, community development and community safety dimensions of these areas.

The report further stated that expenditure on projects delivered across the City primarily related to the provision of childcare facilities, development of community & outreach centres, improvement works to the social housing stock and retrofitting of void units.

The report also stated that the City Council had carried the cost of these projects over a number of years as the expenditure incurred did not qualify for central government capital grants at the time of delivery. The intention at the time was that the funding of these schemes would be by Internal Capital Receipts (receipts from the sale of City Council stock through the respective tenant purchase schemes), the numbers and receipts from same had declined substantially in latter years.

The report further stated that funding now needs to be put in place to finance this expenditure and to facilitate this, the Director of Services recommended that the following resolution be adopted:

“Resolved that, in accordance with Section 106 of the Local Government Act 2001, Cork City Council is to borrow a sum not exceeding €8,552,814 to cover costs associated with the development of physical and social infrastructural improvements to City Council housing estates”.

On the proposal of Comhairleoir F. Dennehy, seconded by Comhairleoir M. Finn, An Chomhairle further agreed to adopt the following resolution:-

“Resolved that, in accordance with Section 106 of the Local Government Act 2001, Cork City Council is to borrow a sum not exceeding €8,552,814 to cover costs associated with the development of physical and social infrastructural improvements to City Council housing estates”.

9.9 **TREES AT HARLEYWOOD COMPLEX**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services dated 2nd July, 2015 on the following motion referred to the Committee by An Chomhairle:

‘That the Housing Department would take on board the ongoing problems that our tenants of Arigdeen Lawn and Togher Road are experiencing in relation to the overhanging trees from the private property of Harleywood Complex at the rear of our tenants properties.

This developer/landlord/owner of this complex cannot be traced in order to compel them to carry out this work, so again our tenants have to endure total darkness and slippery conditions in their back gardens due to this for years now.’

(Proposer: H. Cremin 15/162)

The report of the Director of Services stated that the Housing Maintenance Section will seek quotations for works to address the issue of the overhanging trees from the Harleywood Complex adversely affecting Cork City Council tenants living at Argideen Lawn and Togher Road. The scope of work will cover the trimming of any branches overhanging Cork City Council properties from the trees growing within the Harleywood Complex. Following legal advice, Cork City Council are not in a position to remove the trees on private property. A decision to proceed with the works will be taken with regard to the best price received and the funding available.

9.10 **HOUSING STRATEGY**

An Chomhairle considered and approved the report of the Director of Services, Housing & Community Services dated 2nd July, 2015 on the following motion referred to the Committee by An Chomhairle:

‘In light of two high-profile national government announcements on housing, can the CE outline the funding received to date and the plans for same (ie ration of new builds, acquisitions etc).’

(Proposer: Cllr. M. Finn 15/169)

The report of the Director of Services stated that Members were aware that the Department of the Environment, Community & Local Government announced in early April targets under a range of housing programmes for the period 2015-2017. The provisional allocation to support the delivery of 643 units under the Council’s Capital programme is €118.9m for

this period. The focus of the programme for the current year will be the return of void units and acquisition of units to meet current housing need.

The report further stated that the Department had issued approval in principle for the following new build schemes to proceed:

Scheme	No. Of Units	Estimated Cost
Boyces Street	12	1,910,000
8 Lough Road	2	210,000
67/68 St John's Well	2	330,000

The report also stated that Members will be updated on progress as development and acquisition proposals are advanced.

An tArdmhéara agreed to hold a Special Meeting of An Chomhairle in September to discuss housing issues.

10. **CORRESPONDENCE**

An Chomhairle noted the following correspondence received from:-

- John Ger O’Riordan regarding photographs of Elected Members dated the 9th June 2015.
- Circular No. LG 5/205 dated the 9th June 2015.
- Department of Environment, Community & Local Government regarding housing loan costs, unfunded balances and council finances dated the 1st July 2015.
- Office of the Taoiseach regarding the meeting of An Chomhairle of the 8th of June dated the 20th June 2015.
- Office of the Minister for Social Protection regarding changes to one parent family payment dated the 29th June 2015.
- Donegal County Council regarding the adoption of a motion dated the 17th June 2015.
- Donegal County Council regarding the adoption of a motion dated the 17th June 2015.
- Donegal County Council regarding the adoption of a motion dated the 17th June 2015.
- Save Marina Park regarding Marina Park Land Sale & Pairc Ui Chaoimh dated the 12th July 2015.

11. **CONFERENCE/ SEMINAR SUMMARIES**

An Chomhairle noted the Summaries by Members of Conferences/Seminars attended.

- Cllr Sean Martin – L.C.D.C. Local Community Development Committee – Kilkenny - 07 May 2015.
- Cllr Terry Shannon – AILG Training Seminar on Local Authority Finance & Housing Strategy – Longford, Co. Longford – 13th June 2015.

- Cllr Terry Shannon – The Councillors Development Plan a reserved function – Wexford – 26/28 June 2015
- Comhairleoir S. Martin – IPB Insurance Annual Meeting – Dublin City – 1st May 2015
- Comhairleoir S. Martin – Local Government Financial Models – Dungarvan, Co. Waterford – 9th June 2015.
- Comhairleoir S. Martin – Local Economic Development – Role of Local Authority – Limerick – 18th April 2015.
- Comhairleoir S. Martin – Spring Training Seminar- Housing Provision – Tuam, Co. Galway - 10th – 11th April 2015.

12. **CONFERENCES/ SEMINARS**

To approve attendance at Conference/Seminar tabled on the night, if any.

13. **TRAINING**

An Chomhairle approved attendance of Comhairleoirí S. Marin and J. Buttimer at the LAMA Autumn Seminar (25th Anniversary of LAMA) to be held on the 9th - 10th October 2015 at Hotel Kilkenny, College Road, Kilkenny, Co. Kerry.

14. **MOTIONS**

An Chomhairle approved the referral to the relevant Committee of the following motions, due notice of which has been given:-

14.1 **INSTALLATION OF ENERGY RETRO FIT STOVES**

‘That Cork City Council adopt as a policy the installation of energy retro fit stoves’

(Proposer: Cllr. S. Martin 15/182)

Housing & Community Functional Committee

14.2 **DIVIDEND PAID BY THE I.P.B INSURANCE**

‘That the dividend paid by the I.P.B Insurance to Cork City Council be shown separately in the accounts and the dividend for 2015 be ring fenced for Roadworks programmes.’

(Proposer: Cllr. S. Martin 15/183)

Finance & Estimates Functional Committee

14.3 **DOG FOULING**

‘In light of a recent letter I received from a group of students from Scoil an Athar Maitiú. They carried out a litter survey on the amount of dog fouling on their routes to school, and the results were that they found 57 samples. They request - as do I in light of their findings - that signs, bins and bags be placed around the Togher area to remind people to clean up after their dogs. There are currently none in the Togher area.’

(Proposer: Cllr. T. Moloney 15/219)

Environment & Recreation Functional Committee

14.4 **DOUBLE YELLOW LINES OPPOSITE 18 MOUNT PLEASANT AVENUE**

‘That double yellow lines be placed on the section of road directly opposite 18 Mount Pleasant Avenue, Friars Walk.’

(Proposer: T. O’Driscoll 15/227)

Roads & Transportation Functional Committee

14.5 **MCCARTHY MONUMENT ON BLACKROCK ROAD**

‘The McCarthy Monument on Blackrock Road is in a terrible condition with small branches growing out of it. Its environs are also in poor unkempt state and the boundary walls are loose and need to be stabilised. Enforcement of the keeping of this monument and its surroundings seems to have failed. A plan with the landowners for this site needs to be created before the monument falls to further disrepair.’

(Proposer: Cllr K. McCarthy 15/229)

Environment & Recreation Functional Committee

14.6 **RESIDENTS ONLY PARKING**

‘That Cork City Council allocate "Residents Only" Parking on Audley Place down to the top of Patricks Hill on the side of the road with the houses only. There is adequate public parking on the other side of the road for public parking, and residents quite often have difficulty parking outside the front door of their houses as motorists not living locally are parking directly outside these houses and leaving their cars there for long periods of time seriously inconveniencing the residents of Audley Place.’

(Proposer: Cllr. J. Kavanagh 15/231)

Roads & Transportation Functional Committee

14.7 **ENHANCING TWINNING ARRANGEMENTS WITH COLOGNE**

‘That Cork and Cologne explore new ways of enhancing our twinning arrangement following the decision of Aerlingus to commence direct flights from Cork to Dusseldorf in 2016.

N.B. Dusseldorf is just 25 miles from Cologne.’

(Proposer: Cllr. T. O’Driscoll 15/232)

Strategic Planning, Economic Development & Enterprise Functional Committee

14.8 **REPAINT THE DOUBLE YELLOW LINE AND ERECT BOLLARDS AT THE BOTTOM OF TOWER STREET**

‘That to facilitate sight lines for vehicles turning right at the bottom of Tower Street, the double yellow lines are repainted, - and bollards erected, - to ensure unobstructed visibility at this busy junction, that no parking is enforced at this location and that a 'no left turn' sign is erected at the entrance to the new housing development on Evergreen St near Parkowen.’

(Proposer: Cllr. M Finn 15/233)

Roads & Transportation Functional Committee

14.9 **REPAIR PUBLIC LIGHTING (POLE 3) ON CHURCH ROAD, BLACKROCK**

‘That Cork City Council reports on the status of public lighting (pole number 3) on Church Road, Blackrock and takes urgent action to repair or replace the light. In a response to a previous motion I proposed (14/425), a report from the Roads Directorate dated 31st December 2014 suggested this pole would be repaired early in the New Year, yet it is still not working.’

(Proposer: Cllr. N. O’Keeffe 15/234)

Roads & Transportation Functional Committee

14.10 **REPAIR FOOTPATHS IN MCGRATH PARK, CHURCH ROAD, BLACKROCK**

‘That Cork City Council take urgent action to repair and renew the footpath surfaces within McGrath Park, Church Road, Blackrock. The footpaths are in a dilapidated condition and urgently require attention.’

(Proposer: Cllr. N. O’Keeffe 15/235)

Roads & Transportation Functional Committee

14.11 **CLEAN UP GREEN AREAS ON MODEL FARM ROAD**

‘That City Council would clean up and trim the grass around the trees on the Green Areas on Model Farm Road near the entrances to Kenley Estate and Parkway Drive and also that the tree branches and overgrowth be trimmed back on the southern side of the footpath from Kenley to Cherry Grove as this is causing huge problems for pedestrians. This new footpath was only laid in the past year and its almost impassable at this moment due to these obstructions.’

(Proposer: Cllr. H. Cremin 15/236)

Environment & Recreation Functional Committee

14.12 **TACKLE THE ONGOING PROBLEM OF DOG LITTER ON THE FOOTPATHS NEAR THE CITY / COUNTY BOUNDARY**

‘That Cork City and County Councils would collectively tackle the ongoing problem of dog litter on the footpaths near the city / county boundary's.

In a recent report to Cllrs from pupils in a School that serves both the City and County we were reminded that this problem is as bad as ever in the vicinity of their school.

These pupils are playing their part by introducing measures to remind dog owners of their responsibilities and try and tackle this but they do need the help of both Councils to finally see some positive results in measures put forward to curtail and eventually eliminate this.’

(Proposer: Cllr. H. Cremin 15/237)

Environment & Recreation Functional Committee

14.13 **FABRIC UPGRADE PROGRAMME IN AREAS OF THE SOUTHSIDE**

‘That a detailed answer be given as to why a scheduled fabric upgrade programme in areas of the southside (including Desmond Square) was stopped and an idea given as to when it will happen; will the Housing Directorate also outline the parts of the city where it was carried out.’

(Proposer: Cllr. M. Finn 15/238)

Housing & Community Functional Committee

14.14 **MEADOW’S ESTATE, KNOCKNACULLEN**

‘That Cork City Council will report on progress on the implementation of a site resolution plan for the Meadows estate, Knocknacullen.’

(Proposer: Cllr M. Nugent 15/239)

Housing & Community Functional Committee

15. **MOTIONS**

An Chomhairle considered and approved the following Motions:-

15.1 **CARERS & THEIR FAMILIES**

‘As the National Government should be sitting down looking at the budget for 2016, I request that Cork City Council pass a motion, to write to the relevant Department requesting;

RESPITE GRANT FOR CARERS

We call on the Government for the restoration of the full respite grant for carers. The cuts to this section of society are particularly harsh and difficult. Thousands of whom receive no other support from the state for providing full-time care for a family member. The financial pressure brought about by these and the many other costs cause further stress for carers & their families.

(Proposer: Cllr. T. Moloney 15/228)

15.2 **STAFFING THE UNOPENED CF WARD IN CUH**

‘That the Minister of Health intervene in staffing the unopened adult CF ward in the Cork University Hospital. It is a shame that despite the fact that money for the ward was fundraised to create the ward, that it now remains closed.’

(Proposer: Cllr K. McCarthy 15/230)

15.3 **INTERVENE IN THE PROPOSED SALE BY NAMA OF THE GPO/MOORE ST 1916 BATTLEFIELD SITE**

‘Cork City Council calls on the Taoiseach to intervene in the proposed sale by NAMA of the GPO/Moore St 1916 battlefield site to international investors. Council supports the campaign for the protection of the 1916 National Monument site which spans 14-17 Moore St, Dublin.’

(Proposer: Cllr. M. Nugent 15/240)

This concluded the business of the meeting

**ARD-MHÉARA
CATHAOIRLEACH**