

February 2024

**Part 8 Chief Executive's Report
Volume 1**



Project Title:

Monkstown Active Travel Link and Public Realm Enhancement

Planning & Development Act 2000 (as amended) Part XI
Planning & Development Regulations 2001 (as amended) Part 8



Comhairle Contae Chorcaí
Cork County Council

**Sustainable Travel Unit,
Roads and Transportation Directorate**

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1. Introduction

This is a Part VIII report, pursuant to the provisions of Section 179 of the Planning and Development Act, 2000, for proposed road reconfiguration and public realm enhancements within the centre of Monkstown and to provide a strategic pedestrian and cycle route through Monkstown, which is referred to as the Monkstown Active Travel Link. This link will provide local connections within Monkstown and will eventually form part of a wider network that connects Monkstown to Ringaskiddy, Carrigaline, Passage West, Crosshaven and Cork City.

The proposed scheme is 400m long starting at the northern end of Monkstown village near the existing tunnel (locally known as Cut & Cover) to the Castle Terrace & Carlisle Place intersection near Sand Quay. This route is referenced in the Cork County Development Plan 2022 - 2028 and the Cork Cycle Network Plan: January 2017, which was prepared by Cork County Council to provide the framework for an integrated transport network for the area. The purpose of this Plan is to improve accessibility and connectivity by providing an extensive active travel network. This plan is focused on increasing pedestrian and cycle priority within Monkstown to encourage people to use sustainable modes of transport.

This scheme also aims to provide high-quality safe connectivity between places of employment, schools, sporting facilities, local amenities, and residential areas in Monkstown, and to provide a recreational amenity for pedestrians and cyclists.

Cork County Council commenced the Part 8 planning process for this project with the publication of a Press Notices in the Irish Examiner on 27/10/2023, and in the Carrigdhoun on the 11/11/2023. Also, site notices were erected at various locations throughout the scheme area on the 27/10/2023 and 24/11/2023. These are included in Appendices A and B of this report. Project proposals were on public display in Cork County Council's Office, and at the planning counter, in County Hall from 27/10/2023 to 24/11/2023.

Statutory Consultees were furnished with copies of the relevant documentation, and their views were sought. The closing date for receipt of submissions was 08/12/2023. In total, 44 submissions were received by the closing date.

2. Planning Context

The Monkstown Active Travel Link and Public Realm Enhancement provides a high-quality pedestrian and cycling amenity through Monkstown village. This 400m long link through Monkstown village is part of the Passage West Pedestrian and Cycle Route and the approximate extent of this link is shown in Figure 1 below. Figure 2 shows the extent of the proposed Passage West Pedestrian and Cycle Route. This section of the report provides an overview of the policy framework within which the proposed works are being progressed.

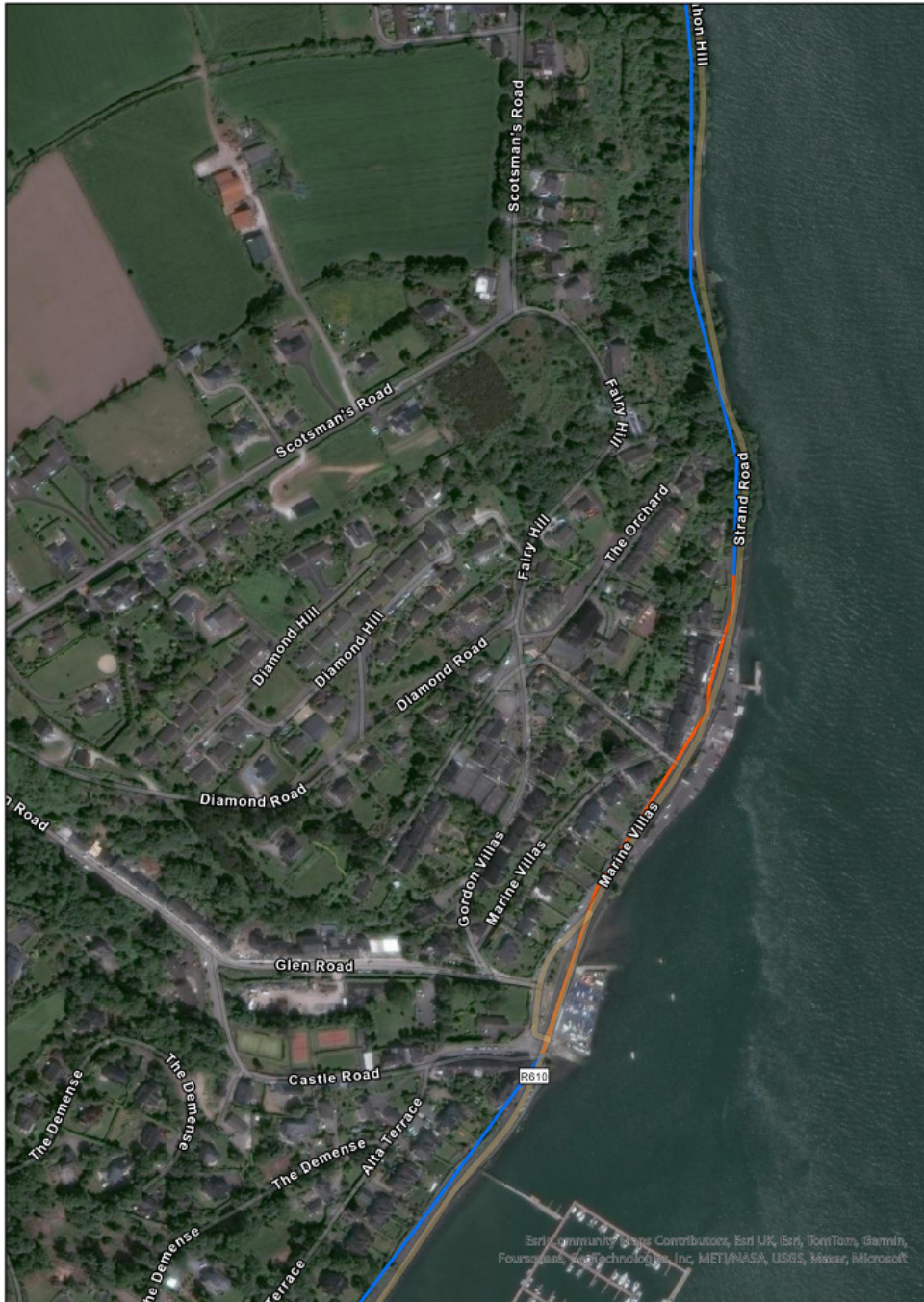


Figure 1 Approximate Extent of Part 8 Scheme for Monkstown Active Travel Link (Red)

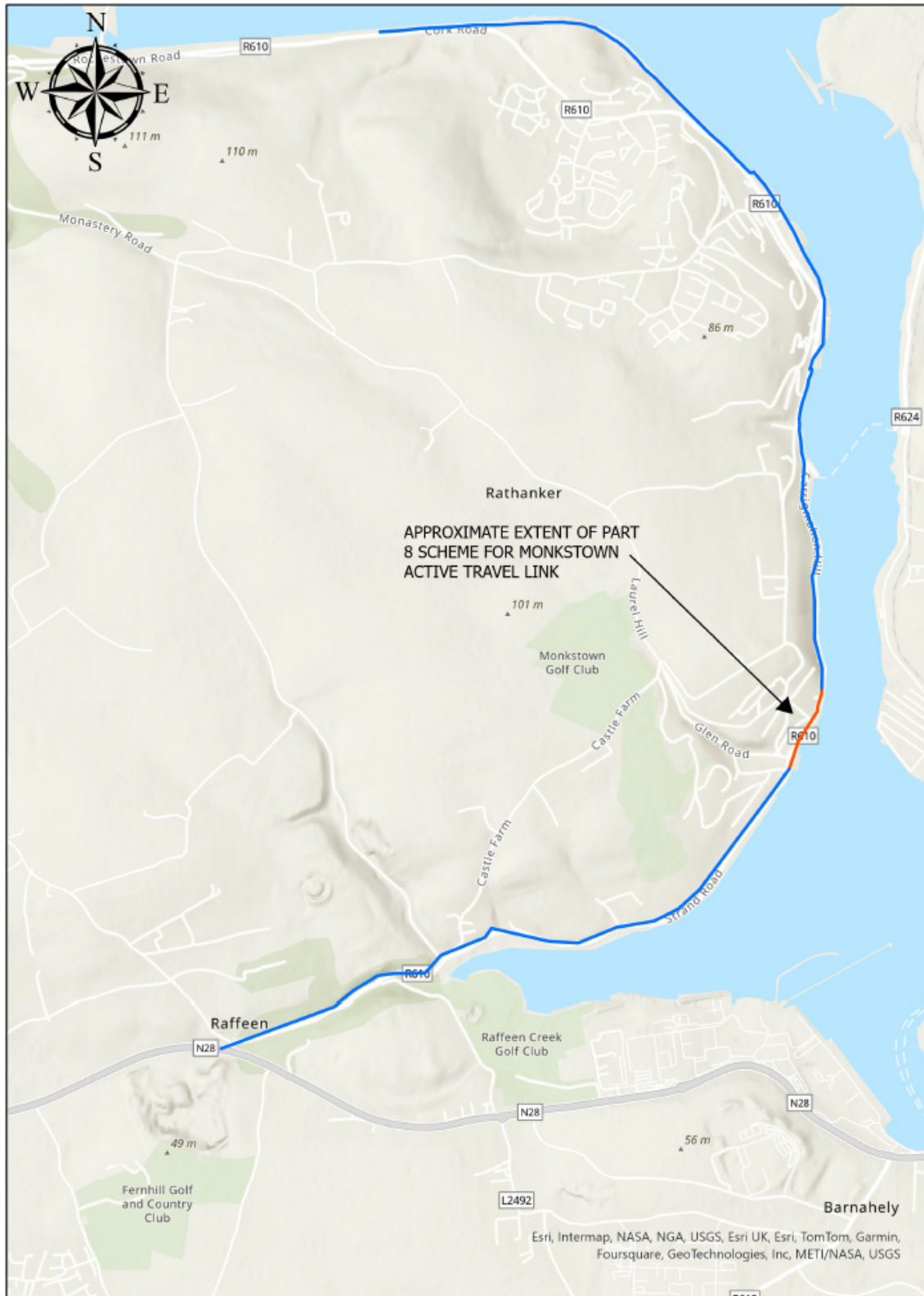


Figure 2 Approximate Extent of Passage West Pedestrian and Cycle Route

2.1 Climate Action Plan 2023

The National Climate Action Plan, published in 2023 by the Department of Communications, Climate Action & Environment sets out an ambitious course of action over the coming years to address the issue of climate disruption in Ireland.

Under the category of 'Transport', the Action Plan outlines the following critical measures to the success of the plan:

- Walking, cycling and public transport to account for 50% of our journeys.
- Setting up an Active Travel Infrastructure Programme as safe and high-quality active travel infrastructure can significantly increase the scope for active travel to become a default mode of mobility.
- In terms of active travel, the Programme for Government includes a commitment of €360 million per year to cycling and pedestrian projects during the lifetime of the Government.

The proposed scheme provides a high-quality pedestrian and cycling infrastructure which will promote a modal shift to walking and cycling.

2.2 National Sustainable Mobility Policy

The purpose of this policy is to set out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade. Its targets are to deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021.

Some of the initiatives to be undertaken to achieve this include:

- Continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards.
- Continuing measures to address safety issues when travelling on public transport.
- Developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure.
- Expanding walking and cycling options across the country, including greenways.
- Rolling out the Safe Routes to School Programme.
- Rebalancing transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport.

- Identifying a pathway for the implementation of suitable demand management measures at national and local level to reduce reliance on the private car.
- Expanding behavioural change measures including the Smarter Travel Workplaces and Campus Programmes and Cycle Right training programme.
- The policy is accompanied by an Action Plan which identifies goals, core actions, implementing authority and timelines for the output.

This proposed scheme provides a high-quality pedestrian and cycling infrastructure which adheres to the objectives within the National Sustainability Mobility Policy.

2.3 National Sustainable Mobility Policy and Action Plan (2022-2025)

National Sustainability Mobility Policy and Action Plan (2022-2025) is a government policy document which was launched in 2022. The policy document sets out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade.

The overall vision set out in this policy document is support safe and green mobility by continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards. It proposes developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure and the expansion of walking and cycling options across the country, including greenways.

2.4 National Cycling Policy Framework

The Department of Transport published the National Cycling Policy Framework in 2009. The policy framework emanates from the Government's transport policy for Ireland – Smarter Travel – A Sustainable Transport Future.

The Smarter Travel policy sets out a vision for how a sustainable travel and transport system can be achieved. The strategy provides a framework to incrementally change travel and transport systems in Ireland to a more sustainable pattern.

2.5 Cork County Development Plan

Cork County Council's Cork County Development Plan 2022 – 2028 guides future growth and development in the County. It sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the plan period from 2022 to 2028.

Section 3.4.5 of the Cork County Council Development Plan notes: 'The Council will promote improved accessibility to existing and planned residential support infrastructure such as schools and healthcare facilities by way of walking and cycling and/or public transport.'

Section 3.4.6 of the Development Plan notes: 'Our road and street network is cumulatively our biggest public space asset within the County. The Design Manual for Urban Roads and Streets (DMURS) is an important guide in the consideration of walking and cycling routes and should be used with the perimeter block design principle.' 'The design of direct walking and cycling routes are therefore promoted above the use of the car for shorted trips in the design of residential layouts.'

In Section 4.8.7 of the Plan, it notes: ' A bus connect service to Carrigaline, Passage West/Glenbrook/Monkstown and Ringaskiddy is planned along with additional park and ride locations and improved walking and cycling infrastructure.'

The proposed scheme enshrines the objectives of the County Development Plan in relation to walking and cycling.

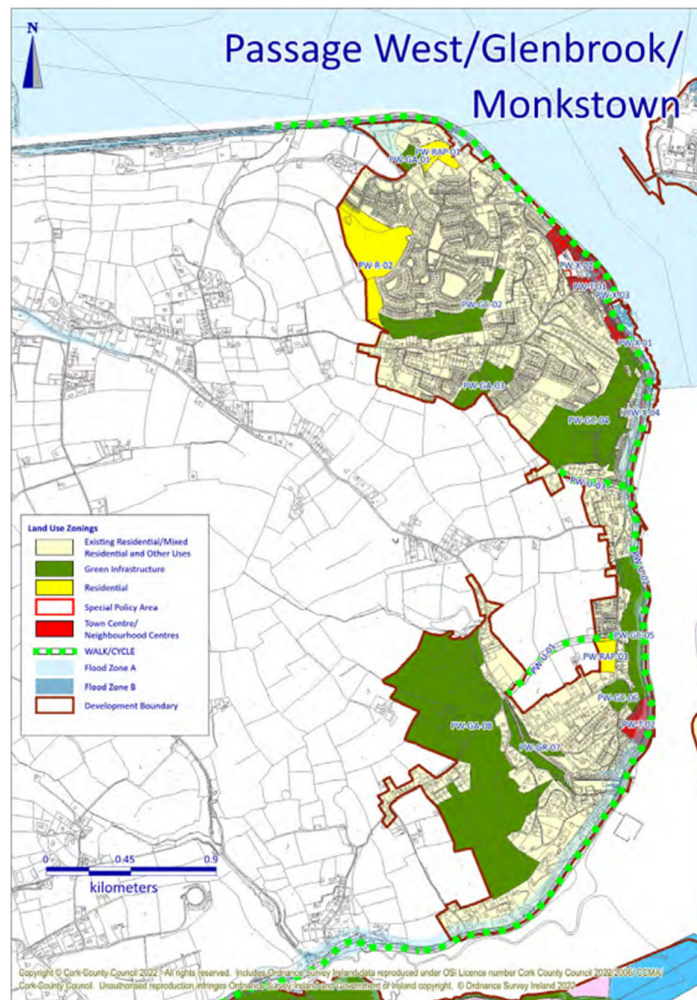


Figure 3 Cork County Councils Development Plan 2022 - 2028 (Passage West/Glenbrook/Monkstown)

2.6 Cork Metropolitan Area Transport Strategy (CMATS)

The Cork Metropolitan Area Transport Strategy 2040 (CMATS) provides a coherent transport planning policy framework in areas including Monkstown.

Monkstown is identified in CMATS as a passageway for key strategic employment area such as Ringaskiddy which will now be served by a new bus service going via Carrigaline to Cork City as well benefiting from higher frequency on the existing Ringaskiddy-Monkstown-Douglas-City route.

National Government Policies, The Cork County Development Plan 2022, and the Cork Metropolitan Area Cycle Network Plan policy documents, all support the Monkstown Active Travel Link Part 8 proposals.

3. Project Proposal

Cork County Council intends to develop pedestrian and cycle facilities, and enhance public realm infrastructure within the Monkstown area.

The overarching purpose of the scheme is to provide a high-quality pedestrian and cycling amenity for the local communities which can also facilitate improved walking and cycling access to schools, local business and employment thus increasing sustainable travel. The development of the scheme will also present an opportunity to connect to the broader walking and cycling infrastructure in the area to the south of Cork City. This shared pedestrian/cycleway will be one of the phases of a Pedestrian and Cycle Route linking Glenbrook to Carrigaline.

The proposed scheme is 400m long starting at the northern end of Monkstown village near the existing tunnel (locally known as Cut & Cover) to the Castle terrace & Carlisle Place intersection near Sand Quay

The scheme is predominantly aligned with the existing R610 Strand Road and runs parallel to it but separated from the main roadway.

Monkstown Active Travel Link is an important strategic connection for active travel. Its delivery will enhance the town's accessibility by sustainable transport modes, connect schools and residential estates, provide more direct routes and support the wider delivery of an integrated pedestrian and cycle network for the town.

This highly strategic link would provide an attractive route for pedestrians and cyclists between residential estates, schools and the town centre creating the change needed in the area to deliver on the sustainable transport vision for the town.

The scheme complies with national, regional, and local policy to improve accessibility, and prioritise walking and cycling as alternative modes of travel.

Benefits of this proposal:

- Introduction of high-quality public realm space in the heart of the village providing opportunities for existing and new businesses in the village.
- A new village centre with space for spill out seating in front of bars and restaurants, a quieter and less stressful environment, quality landscaping and street furniture.
- Encouraging sustainable modes of transport by expanding high quality walking and cycling routes and improve the priority of these transport modes in Monkstown.

4. Project Description

Part 8 of the scheme includes:

The proposed shared pedestrian/cycleway runs parallel to the R610's main carriageway but is physically separated from it by a 0.5-metre-wide grassed verge/ green painted strip, which includes a 0.125m kerb. The segregation strip is intended to physically and visually separate the road and pedestrian/cycle route while functioning as a guide for the facility user. The width of the scheme is a minimum 3.5 metres and is designed for shared use by both pedestrians and cyclists. The proposed road carriageway has been designed to maintain neutral impact on on-street parallel parking facilities to accommodate the local community.

The proposed scheme includes pavement resurfacing that will be carried out over the existing road and public carpark, ancillary drainage works necessitated by road geometry change, public lighting works, traffic signs and road markings and provision of new grassed verge, situated alongside the proposed cycleway. Overall, the scheme is designed to provide a greener and more aesthetically pleasing environment for the community and both motorised and non-motorised road users.

The scheme also includes an enhancement of set down area in front of Sand Quay boat club allowing for safer access and delivery/collection of boats. The proposal also includes landscaping and green areas designated as a leisure facility for local community.

Key Ancillary Elements

Accessibility

The proposed Scheme has been designed for the requirements of the mobility and visually impaired. Reference in this regard has been made to the National Disability Authority's guidance document "Building for Everyone" 2013.

Pavement

Construction of the shared pedestrian and cycle path shall consist of a flexible bound pavement and segregated pedestrian and cycle path shall consist of a flexible bound pavement and concrete footpath. The exact pavement construction will be subject to a detailed specification at detailed design stage.

Kerbing

All roadside kerbing provided to be either a half batter precast concrete kerb or insitu concrete kerb. Where the cycle/pedestrian way is located directly adjacent to the road edge, a minimum 0.5m wide grassed verge/ paint strip including kerb is provided along the scheme.

Vehicular Accesses

All vehicular accesses shall be stopping controlled priority accesses and junctions. Kerb radii have been reduced to 4.5m and 6.0m to reduce vehicle turn speeds and pedestrian crossing distances.

Crossings to side roads shall be located on raised platforms with priority afforded to pedestrians and cyclists. Stop lines to be in advance of crossings to encourage two stage stopping traffic exiting the access point.

Gradient

The cycleway has been designed, ensuring that its gradients adhere to the desired maximum values of 3%. This will provide a smooth and effortless experience for both cyclists and pedestrians, enhancing accessibility and safety for all users.

Drainage and Flooding

Every opportunity has been taken to incorporate appropriate SUDS elements into the design of the proposed development.. The drainage system for the proposed scheme has been updated to align with the revised geometric design, ensuring efficient water flow from proposed shared pedestrian/cycleway towards the main carriageway drainage. Cycle facility surfaces shall drain to one side.

Bus Stops

All existing bus stops have been retained. Where amendments are required bus stops have been re positioned as necessary and the form of layout, i.e., In-Line Bus Stop layout has been retained. Bus shelters where existing will be retained.

Public Lighting

Public lighting is an essential part of any pedestrian and cycle scheme. It increases the attractiveness and sense of security of the scheme. New public lighting along the R610 in Monkstown will be provided to a sufficient standard which will illuminate all road surfaces and the shared pedestrian/cycleway.

Lighting located beside the shared pedestrian and cycle path and the adjacent road carriageways will be designed to an adequate standard to allow for lighting of both.

Parking

The scheme is designed to have a neutral effect on the existing parking, by strategically utilizing available space and adopting innovative parking management strategies. This scheme aims to enhance the efficiency and organization of parking in the area, providing residents and visitors with a structured and convenient option for parking their vehicles while minimizing disruptions to traffic flow by providing formal entry and exit points and thus providing a more secure and accessible environment for active commuters.

Furthermore, the scheme includes the provision of dedicated bike stands. This addition aims to provide ease and convenience for cyclists by offering secure and designated spaces for their bicycles.

5. Public Consultation Process

5.1 Information provided in the Public Consultation

The following is a list of documents and drawings were prepared under this Part 8 process:

- Press Notice
- Site Notice
- Planning Report
- Appropriate Assessment Screening Determination
- Archaeological and Built Heritage Assessment
- Monkstown Active Travel Link Design Drawings
- Environmental Impact Assessment Screening Determination
- Flood Risk Assessment
- The proposed Part VIII planning application was also published in a virtual room accessed through the Cork County Council website.

5.2 Representations and Submissions

Representations were made by Elected Members of the Carrigaline MD, where Elected Members outlined the Monkstown residents' concerns about the proposed scheme.

Following review of the submissions received and the concerns raised by Elected Members the proposed Scheme has been modified as outlined in Section 7.3 of this report.

6. Concerns Raised

In total 44 submissions were received. Appendix D includes all the matters that were raised in the submissions and the associated responses. This section provides an overview of the main issues raised. They are summarised in the 13 no. key headings listed below:

1. Glen Road junction and Castle Terrace junction improvements.
2. Speeding in Monkstown.
3. Safety of pedestrians at Glen Road and Castle Terrace junctions.
4. Sand Quay.
5. Segregated pedestrian and cycleway facility.
6. Impact on parking.
7. Retention of Old Platform Wall at Monkstown Public Car Park.
8. Public Realm and Heritage
9. Property acquisition.
10. Amenities such as Bike stand and seating area.
11. In Support for the scheme.
12. Retention of existing traffic island at Sand Quay: and
13. Drainage.

Issue 1: Glen Road junction and Castle Terrace junction improvements

Some submissions raised concerns that the visibility for traffic turning right from junctions at Glen Road and Castle Terrace will be obstructed and it is not possible to turn right on to main road from these junctions.

CCC response to Issue 1

The proposed junctions at Castle Terrace and Glen Road comply with current relevant standards set out in DMURS, with adequate kerb radius set out in section 4.3.3 of DMURS provided to ensure the safe turning of vehicles both left and right. Vehicle swept path analyses on both proposed junctions have been carried to ensure that right turning movements may be performed safely. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.

- Buses will not be parking at the bus stop; instead, they will make periodic stops. This momentarily obstructs the right turn. However, there is ample space for cars to make a right turn and wait briefly before proceeding.
- The proposed pedestrian crossing has been located as per standards set out in section 4.3.2 of DMURS and are placed in a way to ensure unobstructed forward visibility, eliminating any blind corners. Traffic calming measures such as speed tables will be considered in detail design stage.

Issue 2: Speeding in Monkstown

Some submissions raised the concerns of speeding through Monkstown.

CCC response to Issue 2

The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety following measures have been proposed.

- To promote adherence to 30km/h speed limit and enhance safety, traffic calming measures such as speed tables are being incorporated.
- Traffic signs along with road markings indicating a 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals.
- The proposed junction at Castle Terrace also complies with DMURS, incorporating a stop Line with a Stop sign to enhance safety and control traffic flow. Moreover, traffic calming features, including speed tables on Castle Road and R610 Road, contribute to slowing down vehicular traffic and aligning with established traffic safety standards.

Issue 3: Safety of pedestrians at Glen Road and Castle Terrace junctions

Some submissions raised concerns that the pedestrians exiting from Glen Road and Castle terrace road would now directly encounter fast moving traffic on R610 Strand Road under the current plan. They requested the inclusion of traffic calming features for enhanced safety.

CCC response to Issue 3

The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables are being incorporated. Additionally, traffic signs indicating a 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.

- Signalized Pedestrian crossing is proposed near Glen Road junction to prioritize and enhance the safety of pedestrians.
- Traffic calming measures such as speed tables will be considered in detail design stage.
- The area near Napoli Cafe falls outside the scope of this scheme. Nonetheless, a speed table is proposed for the junction of Castle Road and R610 Road to slow down oncoming vehicles. Additionally, a stop line accompanied by a stop sign will be installed, significantly reducing the speed of approaching vehicles.

Issue 4: Sand Quay

Some concerns were raised the proposed enhancements in Sand Quay area will affect the usage of existing slips and will not be safe for pedestrians.

CCC response to Issue 4

- The slips will be as accessible as presently. A bollard is proposed at the top of the Disabled Sailing slip.
- The proposal is accommodating NTA future plans i.e. Buses will not be making turns into the Sand Quay car park area. The proposed parking area around the Sand Quay complies with speed limits applicable to parking areas. Moreover, an entry ramp has been proposed at the entry point to slow down oncoming vehicles to ensure the safety of pedestrians.
- Every effort was made during preparation of this planning submission to identify and minimize impact on existing utilities. The location of existing utilities is further going to be assessed in detail design stage and efforts will be made to minimize impact.

Issue 5: Segregated pedestrian and cycleway facility

Some submissions raised concerns about the shared pedestrian/ cycleway facility and called for a segregated pedestrians/ cycleway facility.

CCC response to Issue 5

- The proposed shared Pedestrian/ cycleway facility adheres to the guidelines outlined in the NTA Cycle Design Manual. Furthermore, it is a part of a broader shared active travel facility and is design to connect Monkstown with existing operational shared pedestrian/ cycleway infrastructure in the Cork Metropolitan area. Ensuring the proposed facility's consistency with the overall network is imperative for its effective integration into the broader pedestrian/cycling infrastructure.
- The proposed shared Pedestrian/ cycleway facility adheres to the guidelines outlined in the NTA Cycle Design Manual. The width of the proposed facility is based on the calculation as per provided in the table 2.2 section 2.6 of NTA Cycle Design Manual.

Issue 6: Impact on parking

Some submissions raised concerns that the proposed plan would have a negative impact on parking:

CCC response to Issue 6

The proposed scheme has a neutral impact on parking spaces; however, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety. The proposed scheme also introduces new on street parking spaces adjacent to proposed carriageway towards the riverside.

- The issues related to illegal parking will be considered in the detail design process:
- Existing parking arrangements outside Carlisle Place will be retained and maintained as it is:
- The parking space in front of house with EIR code T12HP2K will be removed:
- The proposed scheme maintains a speed limit of 30 km/h, incorporating traffic calming measures such as speed tables at required locations. Traffic signs indicating the 30 km/h speed limit are planned at the scheme's start and end, along with regular intervals, with the collective goal of regulating and decreasing vehicular speed for enhanced safety. Additionally, the seating area in front of the Bosun is separated from the main carriageway and slightly elevated, featuring a kerb placed in between for added safety and distinction.

Issue 7: Retention of Old Platform Wall at Monkstown Public Car Park

Some submissions raised concerns that the Old Platform Wall at Monkstown Public Car Park should not be touched and should be maintained as it is.

CCC response to Issue 7

The proposal will be amended to an option which **does** not require existing wall to be moved.

Issue 8: Public Realm & Heritage

Some residents are concerned that the proposals outlined in the Part 8 are not adequately respectful of the built heritage of Monkstown village. They request that materials used would reflect the historical character of the village.

CCC response to Issue 8

- Existing paving stones will be re-used where footpath needs to be modified. This will be supplemented with similar style paving as appropriate.
- The proposed lighting is designed to reflect the architectural heritage, ensuring that it complements and enhances the historical aesthetic of the surroundings.

Issue 9: Property Acquisition

Concerns were raised that the proposed plan may require amendments to specifically exclude the property intended for acquisition.

CCC response to Issue 9

Following further consideration, the proposed scheme will be amended accordingly. The suggested land acquisition and improvements to the front of the property will be excluded.

Issue 10: Amenities such as Bike stand and seating area

Some submissions raised concerns that the amenities such as Bike stands, Seating area, Bins etc should be included in the proposal.

CCC response to Issue 10

Provision of amenities such as Bike stands, Seating area, Bins will be considered during the detail design process.

Issue 11: In support of the scheme

There were a number of submissions in support of the proposed Monkstown Active Travel Link and Public Realm Enhancement scheme.

There were comments welcoming of the proposed pedestrian/cycleway facility and overall enhancement of public realm in Monkstown.

CCC response to Issue 11

Cork County Council notes this positive feedback on the scheme objectives.

Issue 12: Retention of existing island at Sand Quay

Some submissions raised the concern that the existing traffic island at Sand Quay should be retained.

CCC response to Issue 12

- A Signalised zebra pedestrian crossing is proposed near Glen Road junction to prioritize and enhance the safety of pedestrians. Moreover, the proposed scheme adheres to a speed limit of 30 km/h, with traffic calming measures such as speed tables being proposed at appropriate locations. Additionally, traffic signs indicating the 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals, collectively aiming to regulate and reduce vehicular speed for a safer environment.
- A Signalized Pedestrian crossing is proposed at the Sand Quay to prioritize and enhance the safety of pedestrians. The proposal is accommodating NTA future plans i.e. Buses will not be making turns into the Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended.

Issue 13: Drainage

Concerns were raised that flooding can occur in the area by run-off from steep hills in Monkstown. consideration should be given to the provision of raingardens/bioswales in the proposal.

CCC response to Issue 13

These issues will be considered in the detailed design process. Nature-based drainage solutions will be employed where practical and suitable.

7. Part VIII Process

The response to submissions received from individuals, organisations, businesses, statutory consultees etc. are contained in Vol. 2.

7.1 Submissions

The following tables list the individuals and organisations that made observations or submissions before the deadline date. Also listed are the Statutory Consultees notified of the project and other agencies impacted by the scheme.

Individuals and Organisations

Name	Date Received	Reference No.
Mark Warren	27/10/2023	LAC557537065
Michael Livingstone	27/10/2023	LAC558819934
Felix Butschek	01/11/2023	LAC558623534
Brian and Tracey Geary	02/11/2023	LAC559113255
Maureen O'Flynn	07/11/2023	LAC560139441
Stephen Murray	07/11/2023	LAC560333433
Deliah & Jean Paul Mestre	08/11/2023	LAC562049152
David O'Neill	17/11/2023	LAC562792465
Tom & Cecelia Boland	21/11/2023	LAC564012623
Helen Guinan	23/11/2023	LAC564351912
Jan Hayes	23/11/2023	LAC564232433
Lea to Sea	23/11/2023	LAC564171500
Richard Cross	23/11/2023	LAC564390950
Tim O'Connor	24/11/2023	LAC564618124
Transport and Mobility Forum	24/11/2023	LAC565474299
Don McAleese	26/11/2023	LAC565474946
Andrew Wood	01/12/2023	LAC566220980
Mary Andrews	02/12/2023	LAC566454291

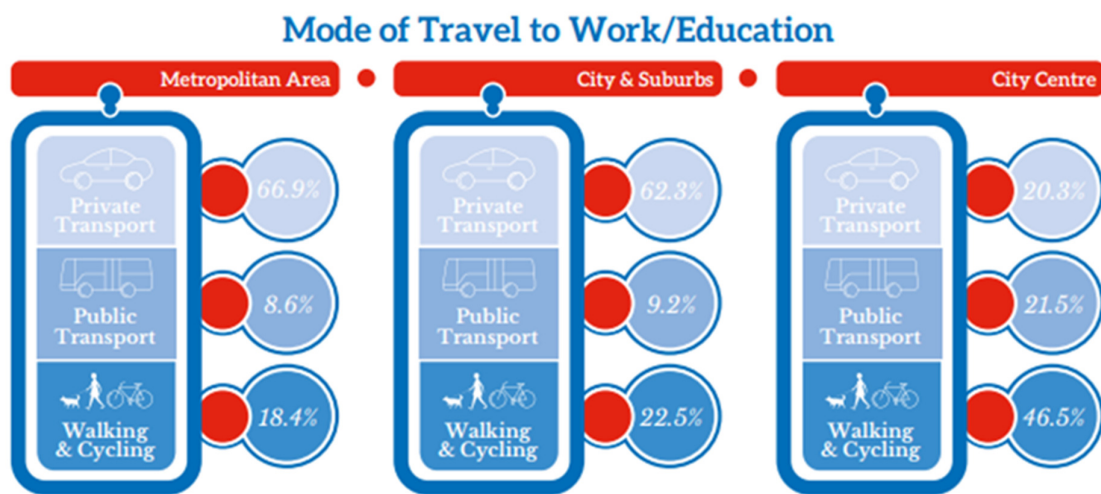
Patrick Andrews	02/12/2023	LAC566453070
Ronan Kenneally.	03/12/2023	LAC566636273
Gary Duffy	04/12/2023	LAC566728384
Jacqui O'Brien	05/12/2023	LAC567236632
Monkstown Tidy Towns	05/12/2023	LAC567943965
R Allison	05/12/2023	LAC567224095
Uisce Eireann	05/12/2023	LAC567946899
Aine Lohmiller	06/12/2023	LAC568504693
Deirdre Doyle	07/12/2023	LAC567835718
Monkstown Bay Sailing Club	07/12/2023	LAC567636934
R Harrington	07/12/2023	LAC567812233
Cllr. Marcia D'Alton	08/12/2023	LAC568502666
Eoin O Súilleabháin	08/12/2023	LAC568500765
Frances Boyton	08/12/2023	LAC568495973
Gill Barry	08/12/2023	LAC568492300
Helena Slattery	08/12/2023	LAC568026571
Jessica Bird	08/12/2023	LAC568027496
Jim Sheeran	08/12/2023	LAC568497036
Laura Bowen on behalf of Monkstown Residents	08/12/2023	LAC568013808
Lisa Hanna	08/12/2023	LAC568495048
Mairead Cunningham	08/12/2023	LAC568493702
Olivia Moriarty & Others	08/12/2023	LAC568027604
Pat & Terri McGrath	08/12/2023	LAC568047333
Robert O'Leary	08/12/2023	LAC568021508
William & Theresa Brien	08/12/2023	LAC568499761
Emma White	08/12/2023	LAC568497952

Statutory Consultees

No.	Name	Date Received	Address
1.	National Parks and Wildlife Service	-	Department of Environment, Heritage, and Local Government, Muckcross House, Killarney National Park, Killarney, Co. Kerry
2.	The Heritage Council	-	Church Lane, Kilkenny
3.	An Taisce	-	Tailor's Hall, Back Lane, Dublin 8
4.	National Monuments	-	Development Applications Unit, Department of Arts, Heritage and the Gaeltacht, Newtown Road, Wexford
5.	The Arts Council	-	70, Merrion Square, Dublin 2
6.	Fáilte Ireland	-	Paddy Matthews, Manager of Environment and Planning, 88-95 Amien Street, Dublin 1
7.	Irish Water	12/08/2023	Planning Notification, Irish Water, Colville House, 24-26 Talbot Street, Dublin 1
8.	Inland Fisheries Ireland - Southwest Region		Sunnyside House, Masseytown, Macroom, Co. Cork
9.	Environmental Protection Agency	-	EPA, Inniscarra, Co. Cork
10.	National Transport Authority	-	Dun Sceine, Harcourt Lane, Dublin, D02 WT20
11.	OPW	-	Jonathon Swift Street, Trim, Co. Meath
14.	Waterways Ireland	-	2 Sligo Road, Enniskillen, Co. Fermanagh BT74 7JY
15.	ESB Networks	-	Sarsfield Road, Wilton, Cork, T12 E367
16.	EirGrid Plc	-	60 Shelbourne Road, Ballsbridge, Dublin 4 D04 FW28
17.	Department of the Environment, Climate and Communications Marine and Natural Resources	-	9-31 Adelaide Road, Parkgate Street, Dublin 2 D02 X285
18.	Department of Tourism, Culture, Arts, Gaeltacht, Sport, and Media	-	23 Kildare Street, Dublin 2, D02 TD30

7.2 Planner's Report

According to prepared documents, Monkstown currently has average pedestrian facilities and very poor cycling facilities. In addition, there is poor connectivity for pedestrians and cyclists through the area. This contributes to the private car being the predominant mode of transport. It is recognised in the Cork MASP that private transport (car, van etc) accounts for 70% of the transport mode to travel and education. Appendix A shows these figures across the Southern Region, and it is evident that Cork County accounts for the lowest mode share percentage of green (walking/cycling) and the highest for private transport.



Cork MASP mode of travel to work/education statistics (Source: Southern RSES)

Accordingly, the need to address these trends by providing high-quality infrastructure for pedestrians and cyclists is necessary to make these alternative modes of transport become more appealing. The proposed improvements in Monkstown will assist in increasing safety for those walking and cycling by segregating cycle and pedestrian facilities from vehicles. This will encourage more individuals to choose bicycles as their preferred means of commuting, either entirely or for parts of their journey. The proposed development provides a positive contribution to placemaking, and the principle of development is supported by the CDP 2022.

Preliminary Examination Conclusion:

Based on a preliminary examination of the nature, size or location of the development, there is no real likelihood of significant effects on the environment.

EIA is not required.

7.3 Modifications to Existing Proposal

In total 44 submissions were received during the public consultation period. These included submissions from individuals, community groups and Elected Members. Cork County Council has considered each submission individually and responded to them within this report. On foot of this process the following modifications are being made to the scheme:

- In response to submissions made by the affected parties the proposed parking spaces to the front of the properties at 1 Fairy Hill, 2 Fairy Hill and 3 Fairy Hill and the associated land acquisition will be excluded. The scheme will thus only incorporate the widening of the existing footway.
- Given the matters raised in the associated submission the proposed parking space in front of the house with EIR code T12HP2K has been removed. The scheme will thus now incorporate the widening of the existing footway and the inclusion of a flush kerb for access.
- On foot of the submissions made which related to the railway platform the wall will now be retained. To facilitate this the width of the shared pedestrian/cycleway will be reduced to 4.0m incorporating 0.5m grassed verge strip from the northern entrance of car park to ESB station. Beyond that point as far as the southern entrance to the car park, the width of the shared pedestrian/cycleway will be reduced to 3.5m including 0.5m painted strip. In addition:
 - The current opening in the wall be modified to enhance accessibility.
 - The current location of the south bound Bus Stop opposite The Bosun will be retained.
 - The footway outside the Monkstown Bay Sailing Club will be enhanced.
- A submission was received in relation to the proposed accessible car park spaces. In light of this the spaces will be relocated closer to the Monkstown Bay Sailing Club and a new opening in the wall created for easier access to the signalised pedestrian crossing.
- In relation to submissions received on the Sand Quay the following modifications will be incorporated in the scheme:
 - The parking spaces in the Sand Quay area will be reconfigured into parallel parking spaces to maintain accessibility to the slipway.
 - A bollard will be located at the top of the southern accessible slip.
 - The surfacing in the Sand Quay area will be of a different colour to distinguish it from the adjoining pedestrian and cycle facility.
- At least two new raised crossings/ tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground. Members requested inclusion of a third raised crossing/tabletop and the feasibility of this request will be assessed during the detailed design process.
- Appropriate gateways at both the northern and southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be

consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.

8. Recommendation

The proposals which are the subject of this Part 8 Planning Process will provide high quality pedestrian/cycleway facility. This scheme will provide priority to sustainable modes of transport within Monkstown and greatly enhance the public realm.

The proposed development will bring a significant improvement to the existing sustainable transport infrastructure in Monkstown and enhance pedestrian, cyclist, and public transport routes from Passage West to Carrigaline. It will also provide continuity of similar pedestrian and cyclist facilities currently developed by Cork County Council at the northern and southern ends of Monkstown.

The proposed development aligns with the principles of proper planning and sustainable development for the area and complies with local planning policies and objectives.

Having considered the submissions and the Planner's Reports, I am satisfied that the proposed development, incorporating the recommended modifications as detailed in Section 7.3, is in accordance with the proper planning and sustainable development of the area and I have no hesitation in recommending to the Members of Carrigaline Municipal District that Cork County Council should proceed accordingly.

Please note that the completion of the project in its entirety is subject to funding from the National Transport Authority.


SIGNED: _____ Date: 20th February 2024

Director of Services Roads

SIGNED:  _____ Date: 20 February 2024

 Divisional Manager South

9. Appendices



PUBLIC NOTICE

DEVELOPMENT UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT, 2000, AS AMENDED AND NOTICE PURSUANT TO THE REQUIREMENTS OF PART 8, ARTICLE 81 OF THE PLANNING AND DEVELOPMENT REGULATIONS, 2001, AS AMENDED

Notice is hereby given that Cork County Council proposes to carry out the following development:

Malahyda Active Travel Link and Public Realm Enhancement

Location:
Along the R610 (Strand Road) through the townland of Malahyda, Co. Cork

Nature and extent of proposed development:

The Scheme involves the construction of a dedicated pedestrian and cycle route on the eastern side of the R610 road and includes the following:

- A 4m maximum wide shared pedestrian and cycle route.
- A 2m maximum wide pedestrian footpath and a 3m maximum segregated cycle route along the length of the car park.
- Enhanced public realm to include new street furniture, improved public lighting, on street spill out areas for local businesses, cycle parking, street trees, planter planting and other ancillary works.
- Formatted parking, controlled pedestrian crossings and bus stop upgrades.

Plans sets that the above measures are shown graphically on the scheme drawings. An Appropriate Assessment screening report and a Road Safety Audit also form part of this application.

Plans and particulars of the proposed development will be available for inspection for a period of 4 weeks, at the following venues and times:-

- Cork County Council's website at <https://www.corkcoco.ie/en/candidat/planning-and-development/public-consultations/active-travel-development-consultation>.
- Lobby, Floor 1, County Hall, Cork between the hours of 09:00 and 17:00. The documents can be purchased for a fee of €15.00 per set at this location.
- Cork County Council Area Engineer's Offices at Carrigrohane, Co. Cork between the hours of 09:00 and 17:00 on each working day during which the said offices are opened for the transaction of business, for a period beginning on Friday 27th October 2023 and ending on Friday 24th November 2023.

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made by email to trafficandtransport@corkcoco.ie, using the 'submission template' on the webpage <https://www.corkcoco.ie/en/candidat/planning-and-development/public-consultations/active-travel-development-consultation>, or in writing to Senior Engineer, Cork County Council, Traffic and Transportation, Floor 3, County Hall, Cork, on or before Friday 8th December 2023.

As per Article 81 of the Planning and Development Regulations 2001 (as amended), an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an EIA is not required. In accordance with Article 120 (3), as amended by S.I. No. 206 of 2018, a person may within 4 weeks from the date of this notice (28th October 2023) apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

Senior Engineer, Traffic and Transportation
27th October 2023
It should be noted that the Freedom of Information Act applies to all records held by Cork County Council.

FÓGRA POIBLÍ

FORRAIRT FAOI ALT 179 DEN ACHT UM PLEANÁIL AGUS FORRAIRT, 2000, ARNA LEASÚ AGUS FÓGRA DE BHUN CHEANGLAIS CHUID 8, AIRTEAGAL 81 DE NA RIALACHÁIN UM PLEANÁIL AGUS FORRAIRT, 2001, ARNA LEASÚ

Tugtar fógra leis seo go bhfuil sé beartaíte ag Comhairle Contae Charraig an bhforairt seo a leanas a chur ar bun:

Siombail Ghloimhíoch agus Feabhsú Ríocht Phoiblí Bhailte an Mhalahyda

Siombail:
Riadh an R610 (Strand Road) trí bhailte fearainn Bailte an Mhalahyda, Co. Charraig

Náir agus eangas den t-ábairt beartaíte:

Buainann na forairt seo a leanas ar an taobh thoir de bhóthar an R610 agus tá an t-ábairt seo a leanas ann:

- Bualadh rianúcháin coitianta agus rothar 4m ar leithead ar a mhéad.
- Coitianta 2m ar leithead ar a mhéad agus rotharbhualadh léiteartha 3m ar a mhéad faoi an charrparkáil.
- Tá ríocht phoiblí feabhsaithe chun tróscóirí nua, siombail poiblí nua, fógraí léirithe ar an tsráid le go mbeadh gaíláil déanta le seo teacht amach, píobóid rothar, crainn nua, plandaí pailceara agus oibreáca coitianta nua.
- Fógraíocht phoiblí, trasnaithe coitianta nua agus sábháid ar stadanna bus.

Tabhair faoi deara le do thoil go bhfuil na bearta seo léirithe go gnáth ar leithéid na forairt. Tá na sonraí scagtha ar fáil ar Mheánacháil Chaitheamh ar Shabhaibheacht ar Bhlianta mar chuid de na tairne seo fosta.

Beidh plannanna agus sonraí sa forairt beartaíte ar fáil le hionannú le haghaidh tréimhe 4 seachtaine, ag an léiteartha agus an lánann seo a leanas:

- Siombail ghréasáin Chomhairle Contae Charraig ag <https://www.corkcoco.ie/en/candidat/planning-and-development/public-consultations/active-travel-development-consultation>.
- Forbairt, Uirlé 1, Halls na Chaitheamh, Coirraig idir na h-úrann 09:00 agus 17:00. Is féidir na doiciméid a cheannach ar tháille €15.00 in aghaidh na tairne ag na siombail seo.
- Oifig na Innealóirí Chomhairle Contae Charraig i Carrig Uí Leithín, Co. Charraig idir na h-úrann 09:00 agus 17:00 gach lá chomh ar a cocheall ar na h-úrann seo a leanas, le haghaidh tréimhe ag toirt Dá hAoine an 27 Deireadh Fómhair 2023 agus ar críochán Dá hAoine an 24 Samhain 2023.

Is féidir sárghrá a dhéanamh ar na bearta seo ar bhfeidhmíocht, a dhéanann le plannáil chaitheamh agus forairt a bhí ann na chaitheamh seo a leanas sa forairt seo, a dhéanann trí n-ádhacht a shabhaibheacht, tréimhíoch agus forairt seo a leanas ar fáil le hionannú ar an siombail ghréasáin <https://www.corkcoco.ie/en/candidat/planning-and-development/public-consultations/active-travel-development-consultation> nó i scríbhinn chaitheamh Siombail Siombail, Coirraig, ar an t-ábairt Dá hAoine an 8 Nollag 2023.

De réir Airteagal 81 de na Rialacháin um Pleanáil agus Forairt, 2001 (arna leasú), is cinnteach scagtha a dhéanamh le Meánacháil Tairneacháil (MIT) áirne agus tá cinnteach déanta a bhfuil ag le MIT. I gcomhairle le h-Airteagal 120 (3), arna leasú le R.Ú. 206 de 2018, d'fhéadfaidh daoine, iad siombail ghréasáin seo a leanas a dhéanamh chaitheamh ar bhfeidhmíocht a dhéanamh go dtéann go mbeadh siombail shabhaibheacht ag an bhfeidhmíocht. Is chaitheamh a dhéanamh ar an t-ábairt seo a leanas, An Bord Pleanála, 64, Siombail Mhalahyda, Bailte Átha Cliath, 1.

Personal information may be held and by Cork County Council in the processing of your submission/enquiry. Cork County Council can be held to process this information necessary to comply with its statutory obligations. Such information will be processed in accordance with the Data Protection Act 2018. Any information held is held on a secure basis. For more information see the Temporary Road Closure, please also see the information on a temporary closure which will be posted on the website. Accordingly, please do not supply any sensitive or confidential information to the public. An Bord Pleanála/Comhairle Contae Charraig/An Bord Pleanála/Comhairle Contae Charraig an t-ábairt seo a leanas a dhéanamh chaitheamh ar bhfeidhmíocht a dhéanamh go dtéann go mbeadh siombail shabhaibheacht ag an bhfeidhmíocht. Is chaitheamh a dhéanamh ar an t-ábairt seo a leanas, An Bord Pleanála, 64, Siombail Mhalahyda, Bailte Átha Cliath, 1.

Figure 3 The Carrigdhoun

Appendix B: Site Notice



CORK COUNTY COUNCIL

DEVELOPMENT UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT, 2000, AS AMENDED AND NOTICE PURSUANT TO THE REQUIREMENTS OF PART 8, ARTICLE 81 OF THE PLANNING AND DEVELOPMENT REGULATIONS, 2001, AS AMENDED

Notice is hereby given that Cork County Council proposes to carry out the following development:

Monkstown Active Travel Link and Public Realm Enhancement

Location:

Along the R610 (Strand Road) through the townland of Monkstown, Co. Cork.

Nature and extent of proposed development:

The Scheme involves the construction of a dedicated pedestrian and cycle route on the eastern side of the R610 road and includes the following:

- A 4m maximum wide shared pedestrian and cycle route.
- A 2m maximum wide pedestrian footpath and a 3m maximum segregated cycle route along the length of the car park.
- Enhanced public realm to include new street furniture, improved public lighting, on street spill out areas for local businesses, cycle parking, street trees, pollinator planting and other ancillary works.
- Formalised parking, controlled pedestrian crossings and bus stop upgrades.

Please note that the above measures are shown graphically on the scheme drawings. An Appropriate Assessment screening report and a Road Safety Audit also form part of this application.

Plans and particulars of the proposed development will be available for inspection for a period of 4 weeks, at the following venues and times: -

- Cork County Council's website at <https://www.corkcoco.ie/en/resident/planning-and-development/public-consultations/active-part-8-development-consultation>
- Lobby, Floor 1, County Hall, Cork between the hours of 09:00 and 17:00. The documents can be purchased for a fee of €15.00 per set at this location.
- Cork County Council Area Engineer's Offices at Carrigaline, Co. Cork between the hours of 09:00 and 17:00 on each working day during which the said offices are opened for the transaction of business, for a period beginning on **Friday 27th October 2023** and ending on **Friday 24th November 2023**.

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made by email to trafficandtransport@corkcoco.ie, using the 'submissions template' on the webpage <https://www.corkcoco.ie/en/resident/planning-and-development/public-consultations/active-part-8-development-consultation> or in writing to Senior Engineer, Cork County Council, Traffic and Transportation, Floor 3, County Hall, Cork, **on or before Friday 8th December 2023**.

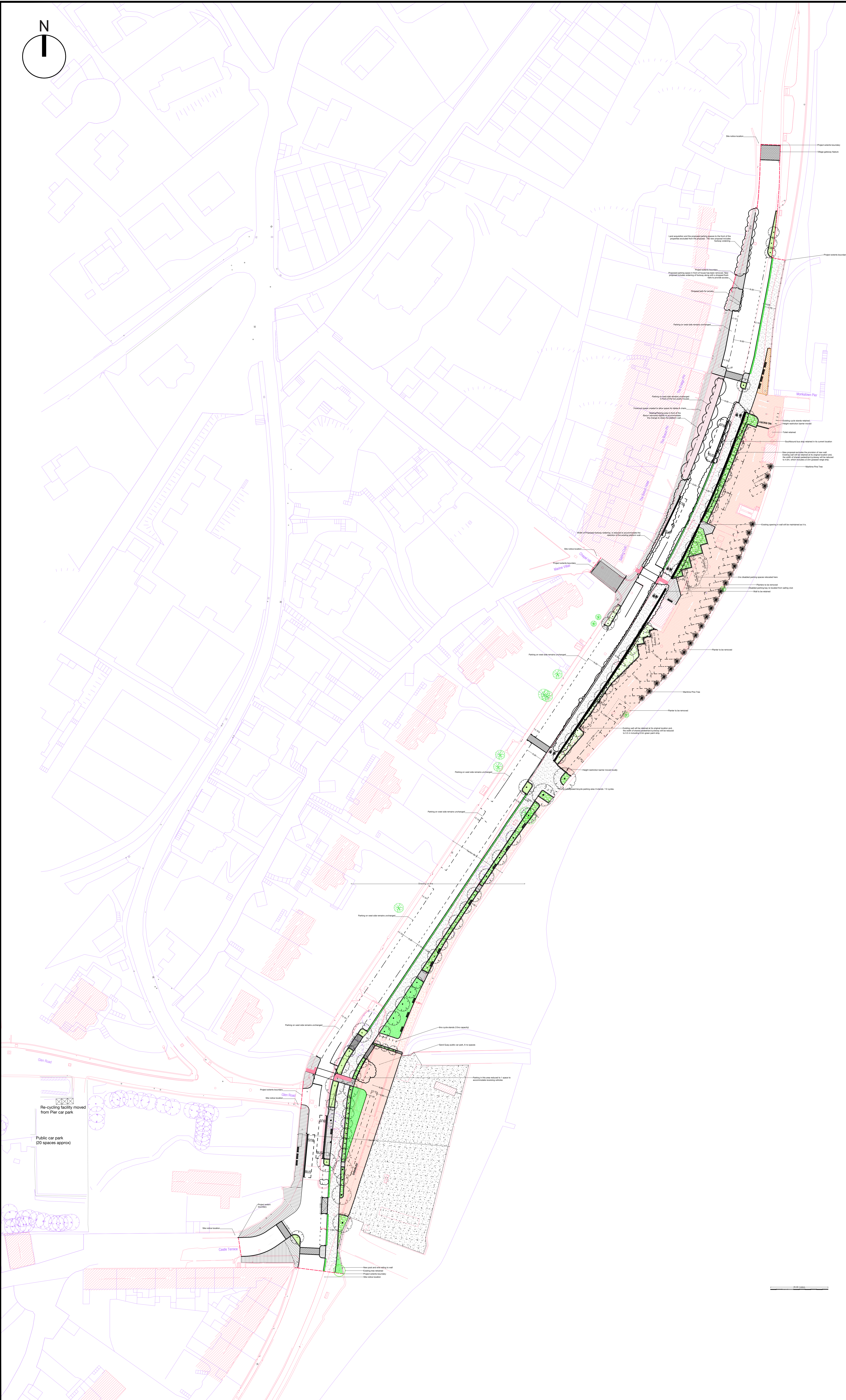
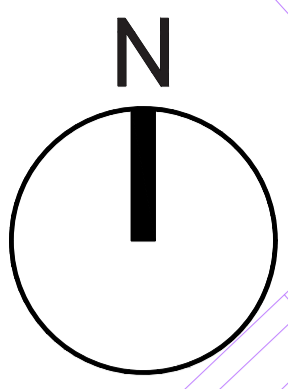
As per Article 81 of the Planning and Development Regulations 2001 (as amended), an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an EIA is **not required**. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (20th October 2023) apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

Senior Engineer, Traffic and Transportation

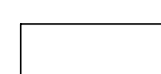

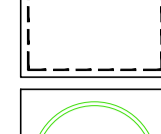
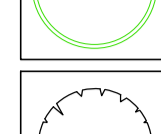
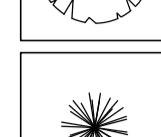
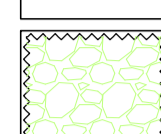

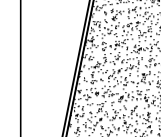

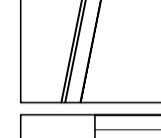
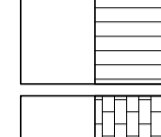
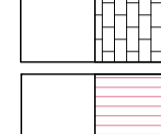

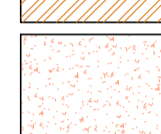
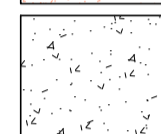
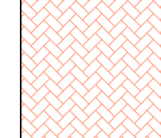
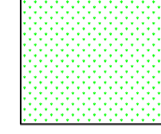
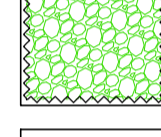
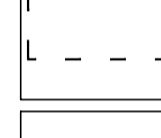
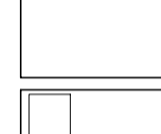
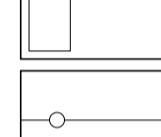
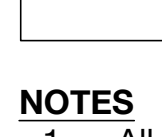
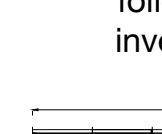
27th October 2023

It should be noted that the Freedom of Information Act applies to all records held by Cork County Council.

Appendix C: Amended Drawings



Legend

-  Monkstown project area extents
-  Land acquisition boundary
-  Existing tree retained.
-  Proposed trees: mixed species, sizes and habits clear stemmed to 3.5m.
-  Water's edge tree: clear stemmed to 3.5m, Maritime Pine or similar.
-  Raingardens with low level planting up to 0.6m with grasses, shrubs and wild flowers.
-  Shared footway & cycle facility 3 - 4m wide: asphalt surface.
-  Pedestrian only footways: poured in-situ concrete.
-  Wild flower verge 0.5m wide.
-  PCC Road kerb and edgings.
-  Stone slab paving to footways existing retained or new to match.
-  Pedestrian cross-overs: granite sets.
-  Forecourt flexible space, tables and chairs and / or parking: porphyry stone sets or similar.
-  Viewing area: timber decking
-  Pedestrian area: bound gravel.
-  Boatyard: compacted hardcore or similar to match existing surface.
-  Boatyard public car park: Tegula block paving.
-  Mown grass amenity space.
-  Mixed shrub/wild flower planting up to 1m tall.
-  Car park space, 5m x 2.5m
-  Public seating 3 seater bench with back and arm rests.
-  Bus shelter: cantilevered type to maintain footway access.
-  River wall railing: 1.4m total height at cycle track 1.1m total height generally detail TBA.

NOTES

1. All works subject to change following the completion of ground investigation and utilities surveys.

20.00 meters

A	Platform wall retained	26.01.24	IH
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Rev	Description	Date	By
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Exmouth House, 3-11 Pine Street, London, EC1R 0JH
 TEL: +44 (0)20 3567 0710
 e-mail: hello@urbanmovement.co.uk

Client
Cork County Council

Job	Carrigaline to Ringskiddy and Glenbrook Pedestrian and Cycleway, Phase 1	Scale: A0
Date	04.05.2023	NTS
Title	Concept Design Plan - scheme extents	Drawn: IH
Option 1	Platform wall retained	Checked: CO
Drawing No.	281905-UM-SB-ML-DR-CH-00013	Status: For planning

Appendix D: Responses to individual submissions

Item	Name	Matters Raised	Response
1	Mark Warren	<p>Regarding the Monkstown Active Link Development, I have the following comments:</p> <p>This development is very welcome. Cork Harbour has limited continuous pedestrian/bike access.</p> <p>The Blackrock to Monkstown (and beyond) greenway is a great example of continuous access and should be developed to promote tourism and accessibility.</p> <p>The key to sustainable transport development is access to infrastructure and for that infrastructure to be fit for purpose. Safe bike paths will encourage people to consider the bike as an alternative to car or bus transport in commuter areas. People are discouraged from cycling from fear of interaction with vehicles. This is well documented. So, we need to develop, not only bike paths, but bike routes. Bike routes that link residential areas to areas of work or leisure.</p> <p>The long-term vision of the greenway can achieve that. Main comment is around DEMARCATION Separation of cyclists and pedestrians is critical to enhance the user enjoyment of the Greenway. This can be managed by markings and signage. On the road, motorists feel safe in their lane/side of the road because the space and direction of travel is understood/signed and agreed.</p>	<p>Positive submission noted.</p> <p>The proposed shared pedestrian/ cycleway facility adheres to the guidelines outlined in the NTA Cycle Design Manual. Furthermore, it is a part of a broader shared active travel facility and is designed to connect Monkstown with shared pedestrian/ cycleway infrastructure in the Cork Metropolitan Area. Ensuring the proposed facility's consistency with the overall network is imperative for its effective integration into the broader pedestrian/cycling infrastructure.</p>
2	Michael Livingstone	<p>After reviewing the published documents, it seems that the parking situation outside Carlisle Place will only now worsen for us the residents.</p> <p>Is there any provision in this plan to have a dedicated residents parking area outside Carlisle ?</p>	<p>The area of parking referenced at Carlisle Place is outside this scheme.</p>
3	Felix Butschek	<p>The limited extent of the scheme (ending south of the old railway tunnel) falls short of connecting to the wider cycling infrastructure. The R610 leading north from Monkstown through Passage West is a Garda priority safety zone with 6 minor collisions and 3 major collisions (see https://www.garda.ie/gosafe.html). The use of this road as a cyclist is unsafe, especially on the stretch between the railway tunnel and the Glenbrook ferry, where drivers are frequently speeding. Defying logic, the wide sidewalk on this section of road is marked with a 'no bicycles' sign. The combined width of road and sidewalk on the section between the tunnel and the Glenbrook ferry is about 7.5 m at the narrowest and over 10.5 m at the widest. This provides sufficient space for a Type 3 single carriage way and a shared cycling lane and footpath.</p>	<p>The proposed scheme is a part of a wider network, which eventually connect Cork City to Crosshaven and Cobh, via the ferry.</p>

Item	Name	Matters Raised	Response
4	Brian & Tracey Geary	<p>The removal of the waste disposal site in the pier carpark is long overdue. It totally distracts from the attractiveness of the river side location and creates an obstruction and safety hazard to traffic and pedestrians when cars are parked disposing of waste and during emptying by trucks.</p> <p>The area opposite the waste disposal bins is littered with broken glass and waste is piled-up if the bins are full.</p> <p>The relocation of the traffic light to the junction of Chapel Hill is the ideal location in relation to traffic and pedestrian functionality.</p> <p>I relation to the Bus Stop at the Pier. This should be Bus Stop sign as is presently the situation</p>	Noted. These matters will be considered during the detailed design stage
5	Maureen O'Flynn	<p>I am acting as Agent for my mother, Maureen O'Flynn.</p> <p>She is a 92-year-old widow and lives alone. She wishes to maintain her footprint @ 3 Fairyhill, Monkstown, Co Cork.</p> <p>She no longer drives as consequently does not require a parking area outside of her home.</p> <p>In short, she wishes to maintain her status quo - no alteration to her property.</p>	The proposed scheme will be amended accordingly. The suggested land acquisition and works to the front of the property boundary will be excluded.
6	Stephen Murray	<p>I would like to express my support for this important plan. It would represent a nice upgrade of the public realm in Monkstown. It is also an important segment of the "Lee2Sea" active travel corridor which needs to be delivered as soon as possible. This plan will make the village much more attractive to visit.</p>	Positive submission noted
7	Deliah & Jean Paul Mestre	<p>We are following up the phone call made to your office this morning regarding the above.</p> <p>Our house is No.2 Strand Road, Monkstown, the house between Tom and Celia Boland and Maureen O'Flynn. We are opposed to the entire plan because of the dangerous parking proposed and to the land acquisition from our front garden in order to provide additional parking in front of the house.</p> <p>Yesterday, Sunday, there were 15 cars parked perpendicular and 2 parallel across the road. Where are those cars going to park with the new proposed parallel parking?</p> <p>Maureen suggested to contact you so that you know that all the concerned 3 property owners are opposed to the project.</p>	<p>The proposed scheme will be amended accordingly. The suggested land acquisition and works to the front of the property boundary will be excluded.</p> <p>The proposed scheme has an overall neutral impact on formal parking arrangements in Monkstown. The existing perpendicular parking arrangements opposite the dwelling needs to be altered due to road safety concerns.</p>

Item	Name	Matters Raised	Response
8	David O'Neill	<p>I welcome the plans for the active travel link in Monkstown which are long overdue with the original Greenway plans having been announced in 2016. I would like to flag that there is an existing problem at the Sand Quay crossing with cars parking on double yellow lines obstructing the view of the crossings and that consideration should be given to high kerbs/planters etc to prevent cars encroaching/parking illegally on this new infrastructure.</p> <p>I would also like the plans to give consideration to how cyclists are to interact with the end of the scheme, i.e. will there be dropped kerbs to allow them to re-enter the road, will there be traffic calming to allow those cyclists to safely engage with the fast moving, often in excess of the speed limit car traffic.</p>	<p>Noted. These matters will be considered during detail design stage. This scheme is part of a broader shared active travel scheme, the shared pedestrian /cycle facilities will tie into similar facilities at the ends of this scheme.</p>
9	Tom & Cecelia Boland	<p>I have carefully reviewed the proposed re-alignment proposed to the front of my own and my neighbours' properties. The proposal to improve the sightlines on the R610 to the north (Passage West direction) has obvious benefits but I feel that the level of intrusion to my own and my neighbour's house is excessive. The provision of suitable sightlines could be readily achieved with some remedial works to the roadside hedging and ditch at the end of the existing footpath. The amount of ground being sought for this objective seems primarily based upon the provision of roadside parking outside our homes where none currently exists.</p> <p>To my mind , the provision of parking outside our homes will negate any benefits of the re-alignment of the sightlines when large commercial vehicles or SUV's park there at the roads edge and create visual sightline impediments beyond that existing currently.</p> <p>Further, it's likely that any vehicles entering and exiting these spaces will face serious safety challenges from traffic travelling northbound towards Passage West. This will be particularly difficult in the busy summer months when the expanded public areas in front of the two pubs will be thronged with people and preventing any views through that area - as well as the persistently heavy and fast-moving traffic the area suffers. I myself have a laneway to the side of my property accessing on to the R610 which I use routinely for loading/unloading from car to the house. I worry that the proposed parking spaces to the immediate north as well as crowded expanded public area to the south in front of the pubs will make the potential for a serious quite high due to lack of sightlines.</p> <p>I have been in residence at 1 Fairy Hill since 1989. My property has many original period</p>	<p>The proposed scheme will be amended accordingly. The suggested land acquisition and works to the front of the property boundary will be excluded.</p>

Item	Name	Matters Raised	Response
		<p>architectural details- not least a period correct boundary wall with the limestone capping stones that cannot be replicated. I also have a mature hedging that had taken 30 years to provide my family with a barrier from the roadside noise.</p> <p>I would finally note that I am in favour of the general concept and recognise the benefits to the area the plan generally offers, I simply wish to avoid any inadvertent and unnecessary negative safety implications for myself or the public generally. I would note that even this Sunday past, Nov 5th , the parking in the area was at full capacity with all available spaces occupied and the area busy with pub-goers, diners, walkers etc. whilst additional parking is welcome, I would feel that the expansion of the public carpark across the road might prove more beneficial and certainly much safer long term</p>	
10	Helen Guinan	<p>I hope that this will, in time, be a part of the Lee to Sea Greenway. When that important active travel route is completed between Cork City and Carrigaline / Ringaskiddy, it will be expected to carry large numbers of leisure and commuting cyclists. Already, we are seeing greater numbers of tourist cyclists using this route to and from the ferry. As the Lee to Sea / Cork Harbour Greenway progresses further, commuters and local leisure cyclists will also dramatically increase.</p> <p>Your scheme in Monkstown as it is presented shows a mixed pathway for cyclists and pedestrians in an area that will be particularly busy. This will make it miserable for everyone! While your lovely, simulated video shows people walking neatly to one side with their dog on a nice short lead, and cyclists negotiating reasonably easily between them, this is never the case in reality, causing stress for everyone.</p> <p>There is plenty of space to segregate pedestrians and cyclists through the whole scheme and I strongly urge you to do so. The new NTA Cycle Design Manual in Section 4.2.2.2 stipulates that footpaths should be clearly separated from cycle lanes and tracks wherever practicable. This is clearly the case throughout this scheme.</p>	<p>The proposed shared pedestrian/cycleway facility adheres to the guidelines outlined in the NTA Cycle Design Manual. Furthermore, it is a part of a broader shared active travel facility and is designed to connect Monkstown with shared pedestrian/cycleway infrastructure in the Cork Metropolitan Area. Ensuring the proposed facility's consistency with the overall network is imperative for its effective integration into the broader pedestrian/cycling infrastructure.</p>
11	Jan Hayes	<p>Very supportive of the projects overall. There are some concerns about illegal parking as well as pedestrian safety in the Plan South Section, specifically at Castle Terrace.</p>	<p>Positive submission noted. These matters will be considered during the detailed design process.</p>

Item	Name	Matters Raised	Response
	Jan Hayes	<p>The north section has the shared path running directly alongside the road, from a pedestrian/cyclist perspective it's more preferential to have it further away from the road and alongside the river's edge, making the public car a series of angle parking beside the road instead. This would help minimise potential conflicts between Greenway users and vehicular traffic at crossings, but I do understand this will negatively impact congestion because vehicles leaving/entering angle parking spaces will directly affect traffic on the main road.</p>	<p>The proposed shared pedestrian/cycleway facility adheres to the guidelines outlined in the NTA Cycles Design Manual.</p>
	Jan Hayes	<p>On some weekends there can be some illegal parking on double yellow lines, near junctions and on bus stops. There appears to be little or no enforcement in this area, this could cause some illegal parking to occur directly on the path on certain days. I would suggest two things to address this, a bollard on each side of the crossings to prevent vehicular traffic from accessing the shared path. Secondly wooden planter boxes to be installed on the grass verges, these not only act as effective deterrents but in the event of maintenance, these can be temporarily moved if needed. Also, planter boxes can be aesthetically pleasing in this area.</p>	<p>These matters will be considered during the detailed design stage.</p>
	Jan Hayes	<p>On the South Section Eastbound traffic coming down from Castle Road will have very poor visibility of any traffic that is northbound, drivers are more likely to observe this section of the road than any traffic leaving the nearby car park. I'm concerned that this junction is at risk for vehicular collisions. Perhaps switching the one-way entry/exit of the South Section car park could alleviate this issue. Also having the yield boundary reinstated, from the plans it looks unclear as to who has priority on this junction.</p> <p>Also, I'm concerned that pedestrians crossing Castle Terrace will be at risk of Northbound traffic turning left into Castle Road, the turn is very tight U-turn and drivers may be more observant of not hitting the curb than observing the crossing. I would suggest moving the crossing further up Castle Road</p>	<p>The proposed Castle Terrace junction complies with current relevant standards set out in DMURS, with adequate kerb radius set out in section 4.3.3 of DMURS provided to ensure the safe turning of vehicles both left and right. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners. A swept path analysis has been carried out to confirm that all vehicles may safely turn right from Castle Terrace onto the R610 Strand Road.</p> <p>The proposed pedestrian crossing has been located as per standards set out in section 4.3.2 of DMURS and are placed in a way to ensure unobstructed forward visibility, eliminating any blind corners.</p>

Item	Name	Matters Raised	Response
12	Lee to Sea	<p>Design standards: The differential speeds between people walking and cycling mean that shared facilities are inappropriate in areas with high numbers of users (like the current scheme) and should be avoided. There is no ambiguity about what constitutes good design in the current National Cycle Design Manual (2023). Section 4.2.2.2 clearly states that “footpaths should be clearly separated from cycle lanes and tracks wherever practicable”. This point is emphasised by stating the converse case, that “facilities where pedestrians and cyclists share the same space should be avoided if possible”.</p> <p>The current scheme is to be commended for using separated paths for people walking and cycling in part of the scheme. Elsewhere, however, the scheme unnecessarily requires pedestrians and cyclists to share the same path. There is no practical reason to do so. There is plenty of space to create a separate footpath and cycle track. Several metres of space are given to car parking (on both sides of the road) and to a second row of trees.</p> <p>On balance, the use of shared space compromises the user experience and overall scheme. It greatly outweighs the value of a small amount of extra parking or of tree planting.</p>	<p>The proposed shared Pedestrian/ cycleway facility adheres to the guidelines outlined in the NTA Cycles Design Manual. Furthermore, it is a part of a broader shared active travel facility and is design to connect Monkstown with shared pedestrian/ cycleway infrastructure in the Cork Metropolitan Area. Ensuring the proposed facility's consistency with the overall network is imperative for its effective integration into the broader pedestrian/cycling infrastructure.</p>
	Lee to Sea	<p>Branding: There is little in the scheme to suggest that it forms part of a bigger, more unified vision. Branding is important! We encourage the council to use and build on the Lee-to-Sea greenway name and to work actively with Cork City Council to develop a coherent and world-class walking and cycling route that would benefit the whole metropolitan and harbour region.</p>	<p>Positive submission noted. These matters will be considered during the detailed design process. This scheme is a part of a broader shared active travel facility and is design to connect Monkstown with shared pedestrian/ cycleway infrastructure in the Cork Metropolitan Area.</p>
	Lee to Sea	<p>In places, it is possible to increase the separation between road traffic and people walking and cycling by planting trees between the road and the pathway. Such a planting plan would enhance the perception of safety and improve the experience of people walking and cycling. We encourage you to consider doing so.</p>	<p>Positive submission noted. The proposed facility is segregated from the main carriageway with a 125mm height kerb. These matters will be considered during the detail design process.</p>
	Lee to Sea	<p>We notice that extensive vehicle parking has been retained in the scheme and that much of the parking is in the prime foreshore area. This seems to be a pity given that people can appreciate this prime space more than motor vehicles. A more ambitious public realm improvement scheme would see this space returned to the public, with parking placed in less valuable and scenic locations.</p>	<p>The proposed scheme has a neutral impact on parking spaces; however, there is a strategic rearrangement of parking spaces. This reconfiguration is aimed at improving the overall user experience and enhancing user safety.</p>

Item	Name	Matters Raised	Response
	Lee to Sea	While not addressed in the plan, the introduction of a 30kph speed limit in Monkstown would further enhance both actual and perceived public safety in the area and would make the space along the shoreline more pleasant for everyone. Lower traffic speeds are a key measure to normalising walking and cycling as primary modes of transport. We encourage the council to reduce the speed limit in passing through this busy area.	The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables are being incorporated. Additionally, traffic signs indicating a 30 km/h speed limit will be installed as appropriate. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.
	Lee to Sea	Seating should be provided along the route (but away from traffic) as vital public realm measures to ensure that people can linger in and enjoy their environment.	Positive submission noted. These matters will be considered during the detailed design stage
	Lee to Sea	Toilet facilities should be retained, as has been done in Ballincollig Regional Park.	Current facilities are being retained
13	Richard Cross	This is a great plan & is future thinking of bus connects & improving bike connectivity for the implementation of lee 2 sea, in my view it will be a great enhancement for the area & the community	Positive submission noted.
14	Tim O'Connor	6.2.2 Paving: It is a heritage feature of Monkstown that the western edge of the paving the R610 through Monkstown in the area of the Scheme is of stone. This should be maintained as part of the heritage features.	Existing paving stones will be re-used where footpath needs to be modified. These will be supplemented with similar style paving as appropriate.
		6.2.6 Drainage and Flooding: Pluvial flooding can be caused in the area by run-off from the steep hills in Monkstown. To deal with this, and to help ameliorate this, strong consideration should be given to the provision of raingardens/bioswales as the edging instead of grass verges. Permeability leading to these and increased permeability on the cycle route will assist in dealing with run-off and flooding issues.	These issues will be considered in the detailed design process. Nature-based drainage solutions will be employed where practical and suitable.
		6.2.8 Lighting: Monkstown is a Victorian architectural heritage area. It is strongly urged that the design of all lighting should reflect this, and design choices should be such as to mesh with the built environment. Successful examples of such would include the lighting on the causeway at Rosscarbery.	Noted. The proposed lighting is designed to reflect the architectural heritage, ensuring that it complements and enhances the historical aesthetic of the surroundings.
		6.2.9 Parking: It is vital that the effect on parking should be neutral to negative. To provide further parking would be to undermine the design aims of the project of encouraging modal shift, and would be entirely negative	The proposed scheme has a neutral impact on existing parking spaces; however, there is a strategic rearrangement of parking spaces. This reconfiguration is aimed at improving the overall user experience.

Item	Name	Matters Raised	Response
		<p>The provision of bike stands is to be encouraged. These should be Sheffield Stand in design, and strong consideration should be given to the provision of a service stand for bicycles at bike parking locations.</p> <p>As a general observation, the planting of trees should be such as to act as physical barriers to parking on the cycle path. Regrettably, experience shows that, without this, drivers will park on the cycle path, causing danger to vulnerable road users. Strong consideration should be given to the installation of speed bumps on the R610 on the entrance and exit to the Scheme where the existing speed limit is now 30kph, in order to improve the safety of vulnerable road users and pedestrians.</p>	<p>These matters will be considered during the detail design process. Adequate bike stands will be installed to accommodate the parking of bicycles.</p> <p>Traffic calming features such as raised crossings/speed tables will be strategically located at necessary locations to effectively reduce vehicle speed.</p>
15	Transport & Mobility Forum	<p>We broadly support this proposed scheme, as it will reduce motor traffic speed through the town centre and improve the safety, comfort, accessibility, and desirability of this section of road for cyclists and pedestrians by provision of a segregated, wide active travel path.</p> <p>We would also have liked to have seen or to see in the near future further provision for a 30kph speed limit.</p> <p>We feel that the proposed scheme strikes a good balance between providing an inviting and pleasant public realm, good safety and access for pedestrians, and a safe and practical route for cyclists. We have some concern over conflicts between pedestrians and cyclists at the bus stop, we note that measures have been taken to reduce this conflict and other than this we feel a good balance has been achieved.]</p> <p>Regarding the segregated cycling facility, we welcome this as another important piece of the proposed Lee-to-Sea Greenway. The proposed active travel path is another step to closing the gap in the Lee-to-Sea between Passage West and Carrigaline. We are disappointed at the number of car parking spaces proposed to be provided. In particular we are disappointed that the number of spaces in the existing park was not further reduced, as free parking such as this provides a pull factor for greater vehicle traffic which is always hazardous to pedestrians and cyclists as well as damaging to the amenity of the area, as well as the passage across the footpath and cycle lane of the vehicles entering and leaving the car park presents a hazard which is best minimized by minimizing the number of vehicles making that crossing.</p>	<p>Positive submission noted. The proposed scheme adheres to a speed limit of 30kph. The proposed scheme has a neutral impact on parking spaces; however, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p>

Item	Name	Matters Raised	Response
16	Don Mc Aleese	<p>There is not enough provision for PARKING. People who travel to Monkstown to go for a walk/ pub/ restaurant will not be able to stop off due to the lack of parking spaces. The seating/tables arrangement in front of the Bosun is unnecessary and takes up valuable space....which could be used for parking. Has there been enough thought been put into making Monkstown an Age Friendly place? There should be greater provision for SLOWING down traffic.</p> <p>The island area opposite the Sand quay should not be touched, it's an integral part of Monkstown.</p> <p>The acquisition of the land from the three gardens should totally reconsidered as it is unnecessary and disruptive</p>	<p>The proposed scheme has a neutral impact on parking spaces.</p> <p>The area in question will be used for loading and unloading and during the summer season may be available for outdoor dining.</p> <p>Yes, sufficient pedestrian walkway and safe crossing points will be provided.</p> <p>Traffic calming features such as speed tables/raised crossings will be strategically placed at necessary locations to effectively reduce vehicle speed.</p> <p>Green space is provided on the river side of the pedestrian/cycle facility, and additional green areas are proposed that will contribute to a more verdant and visually appealing environment for the local community.</p> <p>The proposed scheme will be amended accordingly.</p> <p>The suggested land acquisition and works to the front of the property boundaries will be excluded.</p>
17	Andrew Wood	<p>The proposed scheme is a good idea and supported. However, there are major concerns:</p> <ol style="list-style-type: none"> 1. The removal of the green at the foot of Castle Terrace and the Glen will not work and is counter intuitive. 2. The Active travel greenway segment through the village is trying to compromise on mixing traffic types and will not succeed with current design, and lack of signs. 3. Monkstown should capitalise on its substantial number of buildings in the Architectural Conservation Area with streetlights that are sympathetic. <p>I recommend in all areas of concern suggestions to solve/improve and commend this document to you.</p>	<ol style="list-style-type: none"> 1. Green space is provided on the river side of the pedestrian/cycle facility. 2. The proposed shared Pedestrian/ cycleway facility adheres to the guidelines outlined in the NTA Cycles Design Manual. Furthermore, it is a part of a broader shared active travel facility and is design to connect Monkstown with shared pedestrian/ cycleway infrastructure in the Cork Metropolitan Area. Ensuring the proposed facility's consistency with the overall network is imperative for its effective integration into the broader pedestrian/cycling infrastructure. 3. The proposed lighting is designed to reflect the architectural heritage, ensuring that it complements and enhances the historical aesthetic of the surroundings.
		<p>Traffic – traffic arriving at the village from the southwest (Rafeen) are often travelling at between 60kmh – 80kmh, no matter the speed limit of 50kmh. This is because there are no roadside houses to alert drivers to potential hazards, the speed limit sign of 30kmh is too close to the village without enough warning distance, it is static and not digital so does not command attention when drivers realise they are going too fast, by then they come around the corner to the junction with castle terrace and any car turning left has only the island to protect them from speeding vehicles. The existing island protects cars turning out of Castle terrace to the left, and away from the strand road.</p>	<p>Noted. The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables/raised crossings are being incorporated. Additionally, traffic signs indicating a 30 km/h speed limit will be installed as appropriate. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.</p>

Item	Name	Matters Raised	Response
		<p>Safety of Children – With children crossing the strand road from Castle Terrace and from the Glen, they have a “safety buffer” in the island.</p> <p>They (and us parents) are safer in the knowledge that the strand road traffic from the southwest (Rafeen) is separated from the immediate crossing to the island, and now from the island to the seaside path by a raised, beacons crossing. If the island is removed there will be no such impediment to decelerating but speeding traffic.</p>	<p>A signalized pedestrian crossing is proposed to prioritize and enhance the safety of pedestrians.</p> <p>A new zebra crossing is being installed 5 metres north of Glen Road providing a safe crossing of the R610 Strand Road. A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>
		<p>Bus termination and turning – I note the provision of a “turning semi-circle” for the 216 terminating bus service when arriving at Monkstown from the North (Passage). Currently over a two-week period I observed 20 bus turn arounds, 6 of them did not make the turn in one movement, and so had to stop, reverse into the line of fast-moving traffic arriving from the southwest (Rafeen). During our feedback meeting with Tidy Towns and the local councillors, we discussed and agreed that the only reason a bus is turning in the first place is because the 206 needs to turn around. As locals we pointed out that previously we had been vocal in suggesting that the 206 service should be moved to terminate at Buncoille as there is room there. This at a stroke changes the need to accommodate a termination/turnaround. In turn this allows much more flexibility to consider alternatives to the whole area flow around the island</p>	<p>The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended i.e. the bus will no longer be terminating in Monkstown.</p>
		<p>Exit from Castle Terrace – The current exit from Castle Terrace onto Strand Road is a mandatory left turn before the island, around the island, then right turn. This is very sensible because of the speeds and timings involved as mentioned in 1. above. The proposed scheme as it stands will force cars to stop, observe right over their shoulder at an angle of at least 200 degrees. This unsafe, and my father who is 87 tells me he can’t reach around that far to safely see fast inbound traffic. In addition, because the traffic is arriving around the blind corner at speed, the reaction time required is too quick for most people to accomplish safely.</p>	<p>The proposed junction complies with standards set out in DMURS. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>Appropriate gateways at both the northern southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.</p>
18	Mary Andrews	<p>Reversing motorboats and keeping the area clear for buses is not a complementary usage. In reality, larger motorboats must be prepared, by their owner, for launching (unstrap the boat, test the engine etc). This must take place in the slip road proposed under this plan. This preparation will block</p>	<p>The proposal is accommodating NTA future plans i.e. buses will not be turning to Sand Quay car park area.</p> <p>There is sufficient area provided for preparing larger motorboats before launching. This manoeuvre will no longer</p>

Item	Name	Matters Raised	Response
		access for other users, no matter how well intentioned the owner is. At present , this preparation often takes place on the footpath.	block footpaths or occur in a live traffic environment thus enhancing safety.
		<p>"Sand quay / Traffic Island as proposed, grants almost total vehicle dominance across 3 lanes for cars (with Greenway in the middle). Minimal areas for congregation. At present , the footpath alongside the Sand quay offers protection from moving vehicles and this is a safe place for children / pedestrians. Removing the island removes the protection for those walking on the paths inside the island and removing the Sand quay footpath removes protection for those using the Sand Quay or walking along the existing path.</p> <p>The proposed cycle lane is placed in the middle of circling traffic with large vehicles (both busses and large trailers crossing within a few meters of each other. How can this be deemed safe or even practical?"</p> <p>Sand quay area can't go ahead as proposed due to numerous safety issues identified in this list and there may be others. Could the recycle bins could be moved elsewhere as part of this ?</p> <p>Could we have some facility to determine more details on the project ?</p>	<p>A signalized pedestrian crossing is proposed to prioritize and enhance the safety of pedestrians.</p> <p>A new zebra crossing is being installed 5 metres north of Glen Road providing a safe crossing of the R610 Strand Road. A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p> <p>Buses will no longer be terminating in Monkstown and not turning in the Sand Quay.</p> <p>These matters will be considered during the detailed design process.</p>
19	Patrick Andrews	<p>The protection provided by the island is being removed. This makes crossing dangerous and removes the element of safety given by the island for decades</p> <p>The protection provided by the island is being removed which provided an element of safety when walking from Castle Terrace and Glen Road areas. This takes children from the school around to Tennis courts and is perhaps too valuable to lose.</p>	<p>A signalized pedestrian crossing is proposed to prioritize and enhance the safety of pedestrians.</p> <p>A new zebra crossing is being installed 5 metres north of Glen Road providing a safe crossing of the R610 Strand Road. A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>
		<p>Can cars turn right exiting the Glen Road onto R610 ? If there is a bus parked, how is this possible ?</p> <p>For cars coming down Castle Terrace, turning right is not feasible, the island gives a natural protection to a turning car. They go left and around the island.</p>	<p>Buses will not be parking at the bus stop; instead, they will make periodic stops. This momentarily obstructs the right turn.</p> <p>There is ample space for cars to make a right turn. A swept path analysis has been carried out to confirm that all vehicles may safely turn right from Castle Terrace onto the R610 Strand Road.</p>
		<p>"Disabled Sailing Slip" (Southern Sand Quay Slip) features a right angle making it unsuitable for reversing boats with a vehicle. Hence there isn't planning permission for vehicles on this slip. The proposal does appear to acknowledge this and appears to even promote vehicular use. Proposal makes the slip directly access</p>	<p>Access to the slip will remain as it is presently. A bollard will be installed to prevent vehicular use.</p>

Item	Name	Matters Raised	Response
		<p>Looks to me the whole Sand Quay area plan is being accommodated to suit Monkstown Bay Sailing Club. Why is this?</p> <p>The bus turning area is the stupidest thing I've seen yet.</p> <p>Obviously, the motorist (and locals drive mostly on local roads) are being targeted in this new plan.</p> <p>There seems to be a misconception that Ireland is located in a Mediterranean climate Zone with all these wide cycle lanes and wide walkways.</p> <p>Get the Green Party off this plan Turning a bus in such a busy place as Monkstown is unnecessary and unsafe. Bus Eireann should be asked to change the terminus to Buncoille as buses waiting on main street stops all traffic flow. Any turning of buses should also be done in Buncoille.</p> <p>At the Sand Quay, or on the greenway, Children, and other users in danger from reversing trailers being prioritized under this proposal.</p>	<p>The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended i.e. when the bus no longer terminates in Monkstown.</p>
20	Ronan Kenneally	<p>This set of plans is an amazing effort, complemented by the animation and user-friendly website showing all necessary information. I would like to commend the effort gone to here. In general, the proposed Active Travel layout in Monkstown is very impressive and well thought out. However, my submission relates to the traffic island/ Sand Quay area, where there are aspects, I want to make observations upon.</p> <p>The island itself is a significant safety feature and permits traffic turning with clear sightlines. The Sand Quay also has an effective footpath connecting pedestrians with the water / slipways, which have been used down the decades by old and young alike. I would love to see a design that keeps the island and sand quay in place, but somehow widens the existing footpath to allow the required greenway width.</p>	<p>The proposed scheme provides new green space on the river side of the shared facility in the Sand Quay area.</p> <p>A signalized pedestrian crossing is proposed to prioritize and enhance the safety of pedestrians. A new zebra crossing is being installed 5 metres north of Glen Road providing a safe crossing of the R610 Strand Road. A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>

Item	Name	Matters Raised	Response
21	Garry Duffy	<p>While I am in favour of the overall intent of this proposal, I believe it will not work in its present form. Removing the island is a mistake.</p> <ol style="list-style-type: none"> 1. The island acts as a roundabout, allowing traffic from Castle Terrace and the Glen get on to the Strand Road whether going east or west. 2. Removing the island will necessitate the installation of two sets of traffic lights at the junction of Castle Terrace and Strand Road and the Glen with Strand Road. This would not be acceptable. 3. Removing the island would also make crossing the Strand Road dangerous. 4. The drawings provided with the proposal show a bus parked beside the junction of the Glen and Strand Road. How could traffic exiting the Glen to go west do so safely with this layout. In my opinion the solution is to leave the island where it is but modify its shape. Make it narrower. It doesn't need to be more than 3m wide. Its redesign should be in keeping with the Victorian ambiance of the village and making use of appropriate materials. The island should also be longer to remove, completely, the possibility of traffic from Castle Terrace turning right. At present some drivers feel it is ok to turn right here whereas it is very dangerous. A redesign of the island might necessitate a rethink of the proposed grass triangle on the Sand Quay side. 	<p>Signalized Pedestrian crossing is proposed to prioritize and enhance the safety of pedestrians.</p> <p>The proposed Castle Terrace and Glen Road junctions comply with current relevant standards set out in DMURS, with adequate kerb radius set out in section 4.3.3 of DMURS provided to ensure the safe turning of vehicles both left and right. The alignment of the R610 Strand Road and entrance to Castle Terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners. Swept path analyses have been carried out on both junctions confirming that that vehicles can turn right safely at both proposed junctions.</p> <p>Appropriate gateways at both the northern southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.</p> <p>Buses will not be parking at the bus stop; instead, they will make periodic stops. This momentarily obstructs the right turn.</p> <p>However, there is ample space for cars to make a right turn and wait briefly before proceeding.</p>
22	Jacqui O'Brien	<ol style="list-style-type: none"> 1. The Sand Quay is used as a hub for the Junior Sailing Course during the Summer months. During this time, the sailing club hosts up to 100 children, ranging from the ages of 7 to 15. They launch handheld boats from the Sand Quay, and they use the Sand Quay for land drills during the day. They also walk to and from the sailing club and the Sand Quay at least 4 times a day to change, have lunch and get picked up. Using the area around the Sand Quay as a car park and bus throughway presents a hazard to these children as it increases the number of heavy vehicles in an area that can be populated by small children. There is no footpath or clearway area to stop buses and cars driving directly beside the Sand Quay, allowing children, buses, and cars to occupy the same small space. Allowing heavy vehicles to drive through this area poses very high risks to the children who attend the sailing courses every year. 	<p>The proposed parking area around the Sand Quay complies with speed limits applicable to parking areas. Moreover, an entry ramp has been proposed at the entry point to slow down oncoming vehicles to ensure the safety of pedestrians.</p> <p>A new zebra crossing is being installed 5 metres north of Glen Road providing a safe crossing of the R610 Strand Road. A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p> <p>The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended i.e. when the bus no longer terminates in Monkstown.</p>

Item	Name	Matters Raised	Response
		<p>The proposed car park and throughway cause significant issues for the use of the slipways in Monkstown. Both slipways in Monkstown are used throughout the year, both by the hand launched/ hand retrieved dinghies for racing and sailing courses as well as by motorboats and rowing boats. These slipways are the closest slipways with public access for the city and for the suburbs of Cork and they must remain accessible to the public. The proposed car park and throughway will hugely impact the access to these slipways, located at a and b in Figure 2. During busy periods, the car park will likely be full, and this will make it very difficult to get both motorboats or hand launched dinghies down the slip a without interfering with the cars and buses or reversing through the entry way, as shown by the arrow on Figure 2.</p> <p>Negotiating this, as well as looking out for pedestrians, cyclists and other cars makes these manoeuvres seem unnecessarily risky for all parties. There also is no clear path for hand launched dinghies to get from their spaces, to either slip. During busy periods, the car park will likely be busy, with a possibility of traffic or cars dumped on the Sand quay, thus restricting access to either slip for boat users. Prior the launching and recovering Boats roadside preparations need to be carried out before/after the launching/recovery procedure takes place and up to now this has been done on the roadway alongside the Sand quay. With new proposed Slip Road this will not be possible as a parked car and trailer will prevent the passage of other cars along that Slip Road. Much more consideration needs to be given to the principal users of the Sand quay and slipways as the current plan makes the use of either slipway difficult or dangerous.</p>	<p>The slips will be as accessible as presently. The car park layout is being amended to accommodate parallel parking only, thus maintaining accessibility to the northern slipway.</p>
		<p>2. The current plan significantly reduces parking in the village. Monkstown is primarily visited by people driving their own cars. This increases in the summer months as people come down to use marina facilities, walk or visit the local bars, restaurants. Car parking space numbers have been substantially reduced in very recent times in Monkstown with spaces being eliminated as a result of implementation of double yellow lines. The reduced parking will have a significant effect on the illegal parking in the area as well as restrict residential parking.</p>	<p>The proposed scheme has a neutral impact on parking spaces. The issues related to illegal parking will be considered during the detailed design stage .</p>

Item	Name	Matters Raised	Response
		<p>The land reclamation included in the planning submitted by the Monkstown Marina Company would alleviate some of these issues and this plan includes parking spaces but in the event that this does not go ahead, parking in Monkstown will be very much restricted more than it already is.</p>	
		<p>3. The sailing club in Monkstown, as previously mentioned, hosts a large number of children in the summer months for the Junior Sailing Course. The children cross to and from the far side of the road regularly to access the Sand quay and the dinghies. The traffic lights the MBSC sailing club facilities, needs to include a pedestrian crossing to allow the children to cross the road safely. A railing should be erected on the footpath immediately outside Clubhouse</p>	<p>Signalized pedestrian crossing has been proposed at this location</p>
		<p>4. The suggested crossing at the bottom of Castle Terrace, see Figure 4, is on a blind corner and seems to be in a very dangerous place. Cars, lorries, and tractors enter and exit Monkstown at very high speeds. Unless more traffic calming measures are enforced on Strand Road to slow vehicles entering and exiting Monkstown, this will be an extremely dangerous place to encourage crossing.</p>	<p>The proposed junction complies with standards set out in DMURS. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables are being incorporated.</p>
		<p>5. The Old Railway wall is a rite of passage for every child in the village to walk on as well as being historically significant in the area. This plan would be a total failure if the wall was removed or knocked from its original state. For the sake of approx. 1m that is lost on the path, this wall should not be touched.</p>	<p>The scheme has been modified and the removal of the existing wall is not proceeding.</p>
		<p>6. The current plans for the Greenway have the Glen Road now exiting onto a main road (See figure 5 below) whereas currently they Glen Road exits out onto the road inside the island in Monkstown. The Glen Road is where the children's playground is in Monkstown and the National School is situated on Fairy Hill, which joins with the Glen Road. Children will now be coming out of both of these areas right on to the main Monkstown Road encountering traffic. A tabletop cobblestone area or traffic lights need to be considered here as a traffic calming measure to slow traffic down for children to cross.</p>	<p>A signalized pedestrian crossing has been proposed at this location.</p> <p>Traffic calming measures such as speed tables/raised crossings at appropriate locations will be considered during the detailed design stage.</p>

Item	Name	Matters Raised	Response
		<p>7. Both the Marina plans and the Greenway complement each other. The proposed marina plans by Monkstown Marina Company and the existing greenway plan align beautifully, both aiming to enhance the village's amenities and aesthetics. The marina's development would complement the greenway's efforts to create a visually appealing and welcoming environment, while the greenway's presence would further enrich the marina's recreational and leisure offerings. The integration of these two plans would create a seamless transition between the village's natural beauty and its modernized waterfront, fostering a sense of cohesion and enhancing the overall attractiveness of the area. Moreover, the successful implementation of both plans would amplify their individual impacts. The marina's draw as a leisure destination would be further enhanced by the accessibility provided by the greenway, encouraging visitors to explore the village's hidden gems and immerse themselves in its natural surroundings.</p>	<p>These matters will be considered during detail design stage .</p>
		<p>8. Lastly, I think that the village island is a huge part of the aesthetic charm of the village and all attempts to keep it in its current form should be made. Monkstown is a village with its own charm and instead of pursuing a generic approach, let us celebrate our village's individuality, incorporating the island into our greenway plans in a way that enhances its natural beauty. By preserving the village island, we ensure that the greenway reflects the distinct charm of our village. In summary I believe the Greenway project has the potential to be a valuable asset to the village, enhancing its beauty, functionality, and overall appeal. However, certain adjustments to the current plans are necessary to maximize its benefits for residents and visitors alike.</p>	<p>Green space is provided on the river side of shared facility and additional green areas are proposed that will contribute to a more verdant and visually appealing environment for the local community.</p>
23	Tidy Towns organisation	<p>Is it possible to retain the historic paving stones along Marina Villas?</p>	<p>The existing paving slabs will be re-used where footpath needs to be modified. These will be supplemented with similar style paving as appropriate.</p>
		<p>Along the R610 in Monkstown, Speed is a constant issue, as confirmed by the planning report supporting this scheme. Traffic light assisted crossings are of limited use, as on "green" lights, speeding is possible through the village. The existing speed ramp at the Sand Quay is very low and is possible to drive over at speeds in excess of the 30kmh limit. Can we make sure this is addressed, ideally without traffic lights?</p>	<p>Noted. The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables are being incorporated. Additionally, traffic signs indicating a 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.</p>

Item	Name	Matters Raised	Response
		Speed ramps are needed outside Monkstown Park / Playground, where children are exiting the footbridge and where vehicles exit the carpark. Would it be possible to add this to the plan?	Noted. Gateways will be provided on the approach to Monkstown and a raised crossing will be provided at the pedestrian access to the playground.
		Speed ramps are needed outside #8 Castle Road (near Napoli). This house had a resident who goes to respite care and requires assistance getting in and out of the customised vehicles. The speed travelled around this blind corner is a constant worry for the occupants.	Noted. These matters will be considered during detail design stage.
		Coming down to the R610 from Castle Terrace and Glen Road – it does not seem possible to turn right under proposed layout. This is facilitated at present by the traffic island. Is it possible to retain this island? The island protects pedestrians from the main R610 carriageway, especially school children, coming downhill from the school. This is an important safety feature and should be retained if possible.	<p>These junctions comply with current relevant standards set out in DMURS, with adequate kerb radius provided to ensure the safe turning of vehicles both left and right. The alignment of the R610 Strand Road and entrance to Castle Terrace junction and Glen Road junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>Swept path analyses have been carried out on both junctions confirming that that vehicles can turn right safely at both proposed junctions.</p> <p>A new zebra crossing is being installed 5 metres north of Glen Road providing a safe crossing of the R610 Strand Road. A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>
		<p>The following uses are being promoted at the relatively small Sand Quay area:</p> <ol style="list-style-type: none"> 1. Vehicle assisted boat Launching with (two slips). 2. Cycling / Walking (on the greenway) 3. Small Sailboat launching by hand (including children’s boats). 4. Children attending sailing course. 5. Car parking 6. Boat launching preparation. 7. Bus Stops. <p>This submission suggests the activities above are too numerous in such a small space. Only the northern slip should be accessed by vehicles and the Sand Quay itself should be protected somehow, given the presence of pedestrians including children. In practical terms, dinghy launching and especially motorboat launching would block the piece of roadway alongside the Sand Quay, and I would expect vehicles to use the greenway as an “extra” lane for parking/reversing. At present, the footpath will often be straddled by a large motorboat and launching vehicle in preparation for launching. This was acceptable in the past; however, boats/cars have become much larger, prompting the</p>	<p>Signalized pedestrian crossing is provided in this location to enhance pedestrian safety .</p> <p>The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended.</p> <p>The two slipways will be accessible as they presently are.</p> <p>With the removal of through traffic the Sand Quay area will be a safer area for persons using Monkstown Bay Sailing Club.</p>

Item	Name	Matters Raised	Response
		construction of a purpose-built facility in Ringaskiddy which should be used instead.	
		Section 6.1 refers to “works description” – and refers to a new 1.4m high railing along the “harbour wall”. Can we avoid the kind of industrial galvanised metal often used on these projects. It seems like a more sensitive material might be more in keeping with the architectural nature of the area ?	This matter will be considered during detail design process.
24	R. Allison	Submission raises a number of reservations specifically in relation to the active travel, mixed mode infrastructure planned for pedestrians and cyclists. People walking should be able to travel at their own pace, and not worry about coming into conflict with people travelling faster on bicycles, e-bikes, or scooters, and having to move out of their way. Cycling and walking are different modes of transport and ways of moving, with different speed that needs to be accommodated separately.	The Proposed Scheme adheres to the guidelines outlined in the NTA Cycle Design Manual. Moreover, the proposed facility is designed to connect local residents with the Cork Metropolitan Area network and is consistent with overall network design.
25	Irish Water	Uisce Éireann has no objection in principle to the proposal, however our records indicate the presence of water services infrastructure which may be impacted by the proposed development. There are aged cast iron watermains under the road in parts of the proposal area. These mains, valves and hydrants should be upgraded to current-day standard polyethylene pipe as part of the proposed works. Otherwise, the construction works may damage the existing aged watermains requiring emergency repair, both during and after.	Every effort was made during preparation of this planning submission to identify and minimize impact on existing utilities. The location existing utilities is further going to be assessed in detail design stage and efforts will be made to minimize impact.
26	Aine Lohmiller	We live at T12HP2K (which is outlined in blue on attached photo A) and with your 'proposed' plan there would be parking directly in front of our gate which has a ramp that our car can be pulled into (see attached A and B) but if your proposed plan has parking as shown in that area how are we going to pull into our ramp if a car parks there, it would be blocking our gate?	The Parking space in front of the house will be excluded form the proposal and a dropped kerb will be provided for access.

Item	Name	Matters Raised	Response
		<p>The whole plan is going to cause a major, MAJOR, parking problem. As it is now, there's an issue with parking.</p> <p>Visit Monkstown any day before 12pm and, the parking lot (opposite the Bosun restaurant) is already half full. Commuters use it to either carpool or get on a bus so before the Bosun restaurant opens that parking lot is partially full. Granted they need somewhere to park, and it eases traffic, taking that number of cars off the road but, parking is limited and now you want to make that situation worse? Why would you think of proposing a plan that could affect our local businesses, especially The Bosun and The Ensign.</p> <p>Then, once businesses open there is a multitude of walkers and patrons, especially in the nice weather that depends on the limited parking we have which in turn often makes it difficult for residents to find parking and you want to minimise that? With your proposed plan it is going to bring more walkers and cyclists and if their starting point is Monkstown where are they going to park? You are proposing to remove street parking in front of The Bosun restaurant and The Ensign bar: Again, parking is already an issue. Come down to Monkstown on any afternoon/evening and watch the elderly people who frequent The Bosun, hoping to find a spot in front so they do not have to walk across a busy road.</p>	<p>The proposed scheme has a neutral impact on parking spaces; however, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p>
		<p>Proposed seating area outside The Bosun and The Ensign:</p> <p>Do you really think it is safe to be sitting that close to a busy road?</p> <p>Traffic is non-stop going through Monkstown and by the time the evening comes in traffic is speeding and you think it is OK for people to sit on a main busy road?</p>	<p>The proposed scheme adheres to a speed limit of 30 km/h, incorporating traffic calming measures such as speed tables at appropriate location. Additionally, the seating area in front of the Bosun is separated from the main carriageway and slightly elevated, featuring a kerb placed in between for added safety and distinction. It is also proposed that removable bollards/barriers will be installed to separate the multi-use space from the carriageway.</p>
		<p>Marina Parking:</p> <p>Once the nice weather comes in parking in Monkstown becomes heavier so once sailors start taking their boats out, they would normally park in front of the marina on Strand Road but since the pavement is going to be widened there will be no parking available in that area, where are they going to park now?</p> <p>The minimal parking you propose by the Sand Quay will not be adequate.</p>	<p>The area in question, i.e. the marina, is outside the extents of the scheme.</p>

Item	Name	Matters Raised	Response
		<p>Traffic calming:</p> <p>So, you are proposing a traffic bump in the area in front of homes by the pier. Do you think that is going to slow traffic down?</p> <p>There is one already by the Sand Quay area that proves they do not work; people whiz over them as if it was not even there.</p> <p>They are not effective, and they cause an increase in noise and pollution. Heavy trucks are not slowed down by them and there are many heavy vehicles that pass through the town.</p>	<p>The proposed traffic calming measures are designed in accordance with relevant standards and are anticipated to effectively reduce the speed of oncoming vehicles.</p>
27	Deirdre Doyle	<p>While welcoming the proposed cycle and footpaths we would like to make the following observations: reduced residents parking, please consider the provision of residents parking permits particularly in the area on the city side of the public houses. We currently struggle to get parking on busy days and have at times remained at home rather than risk being unable to park on return, as we approach retirement, we do not relish the hunt for parking, we are a one car household and have no alternative but park on the road to the front of our house. I note that the bus stops at the city end of the village are opposite one another to the detriment of other traffic.</p>	<p>The proposed scheme has a neutral impact on parking spaces. however, there is a strategic re-arrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p> <p>The bus stop locations will be amended.</p>
28	Monkstown Bay Sailing Club	<p>It appears from the proposal that the new slip road to run alongside the Sand Quay is intended to be used by any buses using Monkstown as a terminus.</p> <p>If such is the case buses using this road would pose a substantial danger to children particularly and others using the Sand Quay for recreational Sailing and Boating purposes.</p>	<p>The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended i.e. buses will no longer be terminating in Monkstown.</p>
		<p>Any buses exiting the proposed slip road alongside the Sand quay to head back towards the city will need to cross a continuous white line on the blind corner at Carlisle Place/Castle Terrace and this again is not feasible.</p>	<p>The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended i.e. buses will no longer be terminating in Monkstown.</p>
		<p>The Sand Quay and the slipways on both the northern and southern side are in use all year round. Under the present proposal recovering a boat from the water on the northern slipway will block any traffic trying to access the slip road alongside the Sand Quay.</p>	<p>The two slipways will be accessible as they presently are.</p> <p>With the removal of through traffic the Sand Quay area will be a safer area for persons using the amenity.</p>
		<p>Prior the launching and recovering Boats roadside preparations need to be carried out before/after the launching/recovery procedure takes place and up to now this has been done on the roadway alongside the Sand Quay. With new proposed slip road this will not be possible as a parked car and</p>	<p>There is sufficient space provided for preparing larger motorboats before launching. This will no longer occur in live traffic thus enhancing safety.</p>

Item	Name	Matters Raised	Response
		trailer will prevent the passage of other cars along that slip road.	
		The Monkstown Bay Sailing Club Clubhouse is accessed by large numbers of children especially in Summer. There should be a Pedestrian Crossing outside the Clubhouse to get from the waterside of the Roadway to the Clubhouse and also a Railing should be erected on the footpath immediately outside Clubhouse.	Noted. Signalized pedestrian crossing is proposed near the sailing club
		For over a century the Sand Quay has been the centre of sailing, boating and swimming. Every effort should be made not to impinge upon this important feature of Monkstown. Every Summer the local sailing club runs sailing courses for children and beginners and there is anything up to 100 people in the vicinity of the Sand Quay actively participating in this activity. It is essential that this be borne in mind when creating the new vehicular roadway adjacent to the Sand quay.	A signalized pedestrian crossing is proposed to prioritize and enhance the safety of pedestrians. Buses will no longer be terminating in Monkstown and will not be turning in the Sand Quay.
		Parking – car parking space numbers have been substantially reduced in very recent times in Monkstown, spaces being eliminated as a result of implementation of double yellow lines. This should be looked at in much more detail. If the proposal is to attract more visitors to Monkstown notwithstanding the Greenway a lot will arrive by car and presently there is very limited facilities for legal parking in Monkstown.	The scheme has a neutral impact on parking spaces of the overall Monkstown area. however, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.
		Bottom of Castle Terrace- Allowing vehicles to turn right at the bottom of Castle Terrace is very dangerous. This is a blind corner and will inevitably lead to accidents as vehicles enter Monkstown village at very high speeds. The current system only allows vehicles to go left inside the Island and then turn right to avoid these accidents.	The proposed junctions comply with current relevant standards set out in DMURS, with adequate kerb radius provided to ensure the safe turning of vehicles both left and right. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners. A swept path analysis of the proposed junction has been carried out. This analysis confirmed that all vehicles can turn right from Castle Terrace onto the R610 Strand Road. Appropriate gateways at both the northern southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.

Item	Name	Matters Raised	Response
29	R Harrington	<p>The parking in the village in the new plan is substantially reduced. Most people visit Monkstown by car and in the summer months this is even more pronounced. The reduced parking could have a negative effect and introduce illegal parking and congestion in other areas, while impacting residential parking. The plan for the development of the Marina and land reclamation would complement this plan and alleviate a lot of the parking issues that come with the development of the Greenway in the village. Monkstown's population is quite spread out and it cannot be presumed that cycling or walking to the village is an option for a lot of people. This is especially the case for elderly people who visit the village frequently to support the local business or like to walk on the flat paths along the strand road.</p>	<p>The proposed scheme has a neutral impact on parking spaces of the overall Monkstown area. However, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p>
		<p>The Old Railway wall is a rite of passage for every child in the village. This plan would be a total failure if the wall was removed or knocked from its original state. For the sake of approx. 1m that is lost on the path, this wall should not be touched.</p>	<p>The scheme has been modified such that the removal of the existing wall not be proceeding.</p>
		<p>The Sand Quay is an active hub for the sailing club mainly all year round, but also facilitates boaters, rowers, and swimmers. Effort must be made not to impede this important feature and sailing club facility in Monkstown. The throughway in the plans should be cobblestone or some other form of surface to deter any unnecessary vehicular or bus congestion (highlight in image below, Fig. 1). It is also a hub for kids in the summer for the sailing course so this area must be kept as safe as possible. Attention should also be paid to the risk cyclists pose to pedestrians and sailing club activities in the immediate vicinity of the Sand Quay.</p>	<p>A signaled pedestrian crossing is provided at the location in question</p>
		<p>Both slipways on either side of the Sand quay are used throughout the year for launching and retrieving boats but mainly during summer months. These slipways are the closest slipways, with public access to the city. These must have appropriate space to launch and retrieve boats.</p> <p>The only alternative to this is Ringaskiddy which usually has the height barrier closed (which reduces access to larger boats) and Royal Cork Yacht Club (RCYC) slipway in Crosshaven which has the gate closed off to the general public at all times even though the public also have a right of way to use the RCYC slipway. More effort needs to be made to make Ringaskiddy and RCYC accessible to public use to alleviate pressure on the slipways in Monkstown.</p>	<p>There is sufficient space provided in the scheme for preparing larger motorboats before launching. The slipways will be as accessible as they presently are.</p>

Item	Name	Matters Raised	Response
		<p>The bus turning circle cannot be expected to turn in the area highlighted in the below photo. There is not enough space for this to be effective or safe. A bus crossing the greenway and passing a sailing course with approximately 100+ kids is not in any way safe. The bus should be turning at Bunscoil. In the plans, it seems the bus has no layby area to pull into the bus stop and let the traffic behind pass. This seems to be badly planned, as vehicles that attempt to overtake a stopped bus will pose more risks to all road users, especially in the vicinity of the Glen where the vehicles overtaking are on a blind corner due to the new layout. This approach should be avoided where possible and more effort needs to be made to make this proposed plan safer.</p>	<p>The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended.</p>
		<p>The traffic calming measures need to be increased in the village the surrounding area. There is not enough being done in this plan to reduce the speed of vehicles especially coming from Raffeen direction. The average speed of vehicles travelling into the village from Raffeen direction is approximately 70kph and regularly vehicles drive far in excess of this speed. Regularly, vehicles are well above the 70kph and multiple residents who live on the strand road and guards who police the area would agree with this. Even the Bus Eireann buses are not adhering to the speed limit in most cases on the Strand Road. The traffic calming should start far outside the village, adjacent to the greenway path along the strand road between the village and Murph's pub. This needs to be more than just speed signs!</p> <p>In the village, raised tabletop style traffic lights should be included. One could be installed before the Glen and one adjacent to the sailing club. There could also be raised tables further out of the town and further out the road by the residential areas. For example, a car travelling into Monkstown village at over 70kph, which is a very regular occurrence, will pass the Marina heading towards the village (as illustrated in point of view in Fig. 2 below) and all of a sudden be entering a controlled crossing at the end of Carlisle place.</p> <p>This is a blind spot for pedestrians and motorists due to the subtle bend on the road. This car will have trouble breaking/ stopping the vehicle before reaching the crossing. More attention needs to be given to this traffic calming or reduced speeds in general.</p>	<p>The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables are being incorporated. Additionally, traffic signs indicating a 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.</p> <p>A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>
		<p>The complementation of this plan with Marina plans is obvious. Both plans complement each other and in ways such as parking, access, and facilities to enhance the village. The plans for the Marina need to be granted to ensure the village is given the</p>	<p>Noted. These matters will be considered during detail design stage.</p>

Item	Name	Matters Raised	Response
		<p>opportunity to develop in a way that benefits residents, local business, and visitors alike.</p>	
		<p>The extended Greenway plan, which goes out the strand road to Raffeen and beyond is not feasible as it is in the plans mainly due to speeding. The traffic on the strand road is substantial, due to the cross-river ferry and industry in Ringaskiddy. More needs to be done to REDUCE THE SPEED OF VEHICLES. In the last year, there has been two cases of vehicles mounting and crashing on the footpath. This will result in someone getting killed if nothing is done!!! It is not safe to have kids on a path where less than a meter away you have vehicles travelling far in excess of the 50kph speed limit and in some cases well above 90kph. This is especially the case in the residential area of the strand road (Bayview and Bellevue Terrace). There is currently no safe access for residents to cross the road. This needs to be a part of the extended greenway plan going forward. Traffic calming (such as table tops or speed ramps) starting at Murph's pub where the path runs close to the road need to be included. Ballygarvin and Carrigaline have recently seen the installation of speed ramps in their 50kph zones. I struggle to understand why the residential areas of the strand road should be any different. A safe crossing for residents from the terrace houses on the strand road also needs to be included. Speeding on the strand road needs to be reduced substantially to make the path safe and make the village safer as a result of slower entering/ exiting traffic to/ from Monkstown. Speed signs simply DO NOT WORK and are never obeyed in this area.</p>	<p>Noted.</p>
30	Cllr. Marcia D'Alton	<p>Many residents have expressed concerns about interactions between children/sailors and vehicles in the Sand quay area. At present, up to 130 children attend the sailing course during the summer. Activities focus on the Sand quay. The footpath currently separates the Sand quay from traffic on the R610. Often sailors (young and older) pull their dinghies out onto the footpath to get more room to rig. The Part 8 proposal is to remove that footpath, such that sailors (again, young, and older) would be stepping out onto a shared space where they would interact with moving vehicles. Many are concerned that this would not be safe.</p>	<p>There is sufficient space provided in the Sand Quay area to safely carry out activities related to preparing boats and dinghies prior to set off for sailing.</p>

Item	Name	Matters Raised	Response
		<p>There are two slipways at the Sand quay, one on either side. The old slipway is the straight one. Cork County Council resurfaced this about eight years ago. It is designed for vehicular backing. The new slipway on the southern side of the Sand quay has a 90-degree bend. It was built by Monkstown Bay Sailing Club for launching dinghies at a time when Monkstown was a big venue for disabled sailing. Although dinghy sailors use both slipways for launching, reversing of trailers behind vehicles is permitted on the straight slipway only.</p>	<p>The slipways will be as accessible as presently.</p>
		<p>Many residents have expressed concern about right turning traffic at the bottom of Castle Terrace. At present all vehicles coming down Castle Terrace are obliged to swing left inside the grassy island. This is because for vehicles coming down Castle Terrace, there is only very short clear sight distance to the south at the Castle Terrace/R610 junction. In the proposals outlined in the Part 8, southbound traffic coming down Castle Terrace would be forced to make that right-hand turn at the bottom of Castle Terrace. Indeed, if the north-bound carriageway of the R610 is moved west inside the grassy island as is proposed in the Part 8, visibility for right-turning traffic at the bottom of Castle Terrace would be reduced yet further.</p>	<p>The proposed junction complies with standards set out in DMURS. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>A swept path analysis of the proposed junction has been carried out. This analysis confirmed that all vehicles can safely turn right from Castle Terrace onto the R610 Strand Road.</p> <p>A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>
		<p>The proposed ramp at the bottom of Castle Terrace to assist crossing the R610 is too close to the blind corner at Carlisle Place. Pedestrians crossing from the Carlisle Place/Castle Terrace side to the Sand Quay side would have virtually no clear sight distance to their right. There is a significant concern that the location of this proposed crossing place would be very dangerous.</p>	<p>The proposed pedestrian crossing has been located as per standards set out in section 4.3.2 of DMURS and are placed in a way to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>A swept path analysis of the proposed junction has been carried out. This analysis confirmed that all vehicles can safely turn right from Castle Terrace onto the R610 Strand Road.</p> <p>A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>
		<p>Concerns have been expressed about the Glen Road/R610 junction. This is the route which all children walk either coming from school or going to the park to play. At present, there is a ramp at the Glen Road/R610 junction. This ramp needs to be kept. It slows what is often fast traffic coming down the Glen Road. Also, at present children are shielded from the busy R610 traffic by the grassy island. Should the profile of the carriageway be altered as suggested in the proposals outlined in the Part 8, they would come into immediate contact with the R610 traffic.</p>	<p>Noted. These matters will be considered in detail design stage</p>

Item	Name	Matters Raised	Response
		This would increase their vulnerability and their risk when moving unaccompanied around the village. Some residents expressed a strong desire for retention of at least some of the grassy island.	
		During Storm Babet in October 2023, the stream coming down the Glen spilled its banks creating significant flooding on the Glen Road and in Monkstown village centre. It has been suggested that this proposed scheme would incorporate bioswales to help alleviate such flooding into the future.	Noted. These issues will be considered in the detailed design process. Nature-based drainage solutions will be employed where practicable and suitable.
		It has also been pointed out (correctly) that Irish Water fitted a large reception chamber under the grassy island as part of the Lower Harbour Sewerage Scheme. A vent pipe rising from the chamber will be evident to the design team. Irish Water made it clear that it is not possible for this vent pipe to be relocated anywhere than directly over the chamber. This will need consideration in the proposals for the Glen Road/R610 junction.	Noted. Every effort was made during preparation of this planning submission to identify and minimize impact on existing utilities. The location existing utilities is further going to be assessed in detail design stage and efforts will be made to minimize impact.
		Concerns were expressed that should the scheme be constructed prior to the introduction of BusConnects that the 216 would need to turn in the Sand quay shared use area. This would lead to interactions between children, sailors and dinghies and would be potentially very unsafe. It was suggested that should the 216 route continue after the active travel route is constructed, it would be better if the bus were to turn at Buncoille rather than in the village centre.	The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended.
		Whilst it is acknowledged that an effort has been made to create segregation between the pedestrian and the cyclist along the Bosun car park, many residents expressed their strong preference to keep the platform wall in its current position even if that meant forfeiting the segregated path. They felt that whilst segregation is always preferential, it would be meaningless over such a short length when the rest of the proposed active travel route is to be shared. By comparison, the impact of moving the historic platform wall would be very significant.	Noted. The scheme will be modified such that the removal of the existing wall will not proceed.
		Residents requested that railings erected along the sea wall as part of the Part 8 proposals would be attractive and in keeping with the heritage theme of the village. Appreciation was expressed for the proposed heritage-type street light heads.	This matter will be considered during detail design process.
		Some residents have also said that whilst the proposed trees along the waterfront are welcome, too many trees would detract from the attractive view.	Noted. These matters will be considered in detail design stage.

Item	Name	Matters Raised	Response
		<p>Speeding through the village is always a concern. Residents generally acknowledged that the proposed scheme would, by narrowing the R610, reduce speed of traffic. However, it was requested that all pedestrian crossings through the village would be ramped crossings.</p>	<p>Noted. The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables/raised crossings are being incorporated. Additionally, traffic signs indicating a 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.</p> <p>A gateway on the southern approach to Monkstown along with a raised crossing at Castle Terrace are aimed at regulating and reducing vehicular speeds.</p>
		<p>Many residents expressed concerns about user behaviour on greenways. In particular they commented on an inadequacy of signage to advise on appropriate behaviour and on the “keep left pass right” rule. They expressed concern about the risk to all users posed by the lycra-clad type of cyclists who choose shared travel routes. They know that such cyclists are supposed to use the road. But there is absolutely no signage whatsoever on existing shared active travel routes or greenways to advise lycra-clad cyclists of same.</p>	<p>Noted . These matters will be considered in detail design stage</p>
		<p>Some residents are concerned that the proposals outlined in the Part 8 are not adequately respectful of the built heritage of Monkstown village. In particular they request that materials used would reflect the historical character of the village and enhance its special waterside aspect. Monkstown is a destination and any plans for upgrade of the public realm should contribute to rather than detract from its unique built character.</p>	<p>Noted.</p>
		<p>Residents have noted that the wide tarmacadam pathway constructed in recent years by contractors working on behalf of Irish Water has turned an extraordinary shade of green. The Part 8 also suggests a tarmacadam finish for the proposed active travel route. For the new finish to turn the same green colour as the existing would be entirely unacceptable. In this regard, maintenance of any future active travel routes is critical.</p>	<p>Noted. This will be factored into the detailed design process.</p>
		<p>It was noted by a few residents that the proposed new location for the disabled parking space is considerably further away from the Monkstown Bay Sailing Club clubhouse than the existing 4 disabled parking space. This will be a considerable disadvantage to the regular user of this parking space.</p>	<p>The disabled parking spaces will be relocated close to existing location.</p>

Item	Name	Matters Raised	Response
		<p>It was also specifically requested that the disabled parking space beside the Sand quay would be placed as close as possible to the northern slipway (the straight slipway) where it was prior to the Irish Water works.</p> <p>(Please note that I myself have previously requested this of the Area Office. The current location is not suitable.)</p>	<p>The location selected for disabled parking 1 will be safe and convenient for users.</p>
		<p>The Victorian footpath on the western side of the village is tremendously valuable to residents. I have requested at meetings that it would not be disturbed in any way and my understanding is that it does not form part of the current Part 8 proposals.</p> <p>However, I do note that it has been marked in many places along its length with green paint. These markings may or may not be associated with the active travel proposals but that an installation of such heritage value would be treated in this way reflects a dearth of respect for the built assets of this historic village.</p>	<p>Existing paving flags will be re-used where footpath needs to be modified. This will be supplemented with similar style paving as appropriate.</p>
		<p>Whilst the proposals in this Part 8 focus on the heart of Monkstown, vehicles are known to vastly exceed the designated speed limit along the R610 south of the village core. This is of great relevance to the safety of both residents of Monkstown and that of users of the new active travel route. Both on my own behalf and on behalf of residents, I have repeatedly requested that the Roads Directorate would undertake interventions south of the village. Vehicle activated speed signage was in place for a time. It proved useful prior to its removal. Residents have requested its return and permanent (rather than temporary) installation. The Area Office also made a commitment to installation of a gateway on the R610 around the vicinity of the marina. Its construction was delayed whilst vehicle activated speed signage sensitive to the heritage aspect of the village was being sought. The scheme was then abandoned pending installation of the new active travel route. This is a significant disadvantage to residents. Intervention to reduce speed is desperately and urgently needed here.</p>	<p>The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables are being incorporated. Additionally, traffic signs indicating a 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.</p> <p>Appropriate gateways at both the northern southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.</p>
		<p>Although I am aware that retaining as much parking as possible was a consideration of the current proposals, it was reiterated by residents that parking is of paramount importance in Monkstown village centre. This is the case not just for residents but also for visitors. At this time of year, it is difficult to conceive of the destination that Monkstown becomes on a fine summer's Sunday, particularly if a sailing event is scheduled either locally or in the wider harbour. Under these circumstances, visiting cars will park literally anywhere. If carriageways are to be narrowed by this</p>	<p>The proposed scheme has a neutral impact on parking spaces of the overall Monkstown area. However, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p>

Item	Name	Matters Raised	Response
		proposed scheme, it is critical that carriageways would not become blocked by roadside parallel parking.	
		Improved safety measures have been requested for the Glen Road for twenty years and more. Because traffic can come dreadfully quickly down the hill, ramps are essential as one approaches the timber footbridge. A safer exit/entrance to the car park is also necessary. As of now, no child exiting the car park can see what is coming from the east. Similarly, no car can see oncoming traffic from that direction. The road is too narrow for bigger vehicles to enter and exit the car park. Both the park and its parking area are a significant resource for the village and have the potential to enhance the active travel route and associated public realm upgrades. The car park is currently underused but could relieve parking pressures along the main street. But addressing safety and access to the park is critical. During the course of consultation, some residents made commentary which although outside of the realm of the current Part 8 is nonetheless helpful and worth taking on board:	Noted. Traffic calming measures such as speed tables/raised crossings will be considered during detail design stage. At least two new raised crossings/ tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground.
31	Eoin Ó Súilleabháin	Buses stopped here will be blocking the view for cars exiting Glen Road. Also, cars coming from Raffeen side will need to overtake a stationery bus towards oncoming traffic. This is not a factor with the current island set up. (The bus currently stops here for minutes on end presently).	Buses will not be parking at the bus stop; instead, they will make periodic stops. This momentarily obstructs the right turn. However, there is ample space for cars to make a right turn and wait briefly before proceeding. Appropriate gateways at both the northern southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.
		Can Bus Eireann change the terminus to Buncoil as well as any turning of buses? Not an issue if existing island setup is maintained. (Safety issue) Blind spot for cars approaching from Rafeen side at end of Castle Terrace where there is a proposed crossing. Very dangerous for elderly and children in particular. (Safety issue)	The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended. The proposed junction complies with standards set out in DMURS. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners. Appropriate gateways at both the northern southern ends of Monkstown will be provided

Item	Name	Matters Raised	Response
			on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.
		<p>The proposal for cars to exit Castle Terrace onto the main road is a dangerous one, particularly for cars turning right. Also, a difficult left turn on to Castle Terrace when coming from the Rafeen direction. (Safety issue)</p> <p>Note for the safety of road users you are currently prohibited from turning right towards Rafeen when exiting Castle Terrace. (Safety issue)</p>	The proposed junctions comply with current relevant standards set out in DMURS, with adequate kerb radius set out in section 4.3.3 of DMURS provided to ensure the safe turning of vehicles both left and right. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.
		<p>Proposed turning circle by Sand Quay - cars/buses would be crossing the footpath. Vehicles contesting with pedestrians and cyclists! (Safety issue)</p> <p>Sand Quay area is for sailing dinghies that can be towed by hand. Launching of motorboats should be done from new Ringaskiddy pier other than for occasional day trippers and for smaller craft?</p> <p>Provision of parking along the existing strip for dinghy and small craft users would be welcome.</p> <p>For the safety of pedestrians and cyclists and some sense of calm by the Sand Quay and opposite by bus stop the existing set up with the island is the best with slight modifications.</p> <p>The current island offers protection for road users and offers a buffer from the main road for pedestrians walking from the Castle Terrace and Glen Road areas.</p> <p>Proper traffic calming. Can we get a Garda presence here every now and again? (Safety issue)</p>	The proposal is accommodating future NTA plan i.e. there will be no buses turning into the Sand Quay area. There is ample space provided in the area to ensure the safe manoeuvring of both vehicles and pedestrians.
		<p>Plan to put footpath width to 5 metres across from Sailing Club/Bosun. However, the rest of the greenway in the village will be 4 metres. Leave the width at 4 metres to keep it consistent.</p> <p>No need to move old platform wall then. Can car spaces be retained as a result?</p> <p>Bus stop -> this can be accommodated in a similar fashion to present?</p> <p>In proposed plan no disabled spot on the same side as the restaurant...therefore restricting easy access to social interaction for some...?</p>	The proposal will be amended to an option which do not require the existing wall to be moved
		Ramps needed on Glen Road by children's park as part of overall traffic calming. (Safety issue)	Noted. At least two new raised crossings/tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground.

Item	Name	Matters Raised	Response
32	Frances Boyton	<p>As a Resident of Glen Road, Monkstown I wish to ask you to allocate some funds towards speed bumps etc. by the playground. Traffic calming measures such as speed bumps will ensure there is less risk of an accident occurring. Residents have been advocating for such safety measures for years and it should be regarded as an integral part of any plan to ensure children's safety.</p>	<p>Noted At least two new raised crossings/ tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground</p>
33	Gill Barry	<p>Most importantly if you could consider allocating some funds in the plan towards traffic calming /speed bumps by the children's playground. This is an area where many young children congregate and unfortunately also an area where traffic speeds and we have had some near misses. This would assist with making the village safer and more user friendly for all other considerations.</p> <p>Bus- change the terminus to Bunscoil as buses waiting on main street or in proposed turning bay will stop all traffic flow in new design Sand quay 'turning bay' shared service area should be delineated in different colour surface.</p> <p>Proposed pedestrian crossing on blind corner. Essential to move. Signage needs to be integrated into the road/path surface. Signage of which side of the shared usage is for pedestrian / cyclist. Footpath surface is bitumen.</p> <p>Current surface not fit for purpose. Completely green with a type of lichen so this needs to be considered Token segregated path by platform wall is unnecessary. Leave the platform wall and forget the 100m or so of 'cycle path' No ability to turn right from Glen Road or Castle Tee. in current plan.</p> <p>Suggest leave strip of island as natural speed deterrent, buffer for children from two lane traffic and area to turn</p>	<p>Noted At least two new raised crossings/ tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground. The scheme is accommodating future NTA plans for bus routes, meaning buses will not be making turns from the proposed Sand Quay car park area. Moreover, the proposed works will commence after the bus routes have been amended..</p> <p>The proposed pedestrian crossing has been designed and located as per standards set out in section 4.3.2 of DMURS and are placed in a way to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>The proposed junctions comply with current relevant standards set out in DMURS, with adequate kerb radius set out in section 4.3.3 of DMURS provided to ensure the safe turning of vehicles both left and right. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>Noted. Proper road marking and signage strategy will be considered in detail design stage.</p> <p>Noted. The surface material will be considered further at detailed design.</p> <p>Noted. The scheme has been modified and the removal of the existing wall will not proceed.</p> <p>The proposed junctions comply with current relevant standards set out in DMURS, with adequate kerb radius set out in section 4.3.3 of DMURS provided to ensure the safe turning of vehicles both left and right. The alignment of the R610 Strand Road and entrance to castle terrace junction has been designed to ensure unobstructed forward visibility, eliminating any blind corners.</p> <p>Appropriate gateways at both the northern southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.</p>

Item	Name	Matters Raised	Response
34	Helena Slattery	<p>Lack of residents parking alongside the waterfront especially across from the pier. I have 3 small kids so safety a priority. Also, the location of the bus stop which means acquiring my neighbour's gardens (as small as their garden is already!).</p> <p>Getting rid of the Island is a cause for concern for kids coming down from the school as they would be walking alongside the main road instead of a buffer that is there already.</p> <p>The increase of traffic coming into the village to avail of the greenway would be of concern in terms of car speed entering and travelling through the village.</p>	<p>The proposed scheme has a neutral impact on parking spaces of the overall Monkstown area. However, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p> <p>The proposed land acquisition has been omitted.</p> <p>A signalised pedestrian crossing is proposed at this location to provide safe passage across the carriageway.</p> <p>The proposed scheme complies with a speed limit of 30 km/h. To further promote adherence to this limit and enhance safety, traffic calming measures such as speed tables are being incorporated. Additionally,, traffic signs indicating a 30 km/h speed limit are proposed at the beginning and end of the scheme, as well as at regular intervals. These measures collectively aim to regulate and reduce vehicular speed, contributing to a safer environment.</p> <p>Appropriate gateways at both the northern southern ends of Monkstown will be provided on the R610 Strand Road to reduce the speed of vehicles approaching Monkstown. At the southern end these will complement the raised crossing/table at Castle Terrace and will be consistent with the 30kph design speed. The detail of these interventions will be confirmed at detailed design.</p>
35	Jessica Bird	Platform wall is a local feature and should stay - it's pointless to remove it and the replacement won't be the same	Noted. The scheme has been modified and the removal of the existing wall will not proceed.
		The protection provided by the island is being removed which provided an element of safety when walking from Castle Terrace and Glen Road areas. This takes children from the school around to tennis courts and is perhaps too valuable to lose.	A signalized pedestrian crossing is proposed near Glen Road junction to prioritize and enhance the safety of pedestrians.
36	Jim Sheeran	Traffic calming on Glen Road Monkstown, please consider installing ramps, lights, signage to protect pedestrian / children using the playground.	Noted.. At least two new raised crossings/ tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground
37	Lisa & Greg Hanna	As a resident in Monkstown with children who go to school, use the park and other clubs I would like if when making any plans you would consider speed ramps at the bottom of the Glen Road where kids must cross the road to access the park, basketball court and tennis club	Noted. At least two new raised crossings/ tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground

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38	Laura Bowen	<p>I have been asked on behalf of the Monkstown residents to make some observation on the Part 8 for the proposed active travel links in relation to the treatment of the Cultural heritage. While welcoming the overall thrust of this Part 8 and all the benefits that will be brought about by the infrastructure linkages proposed there has been very little or no cognisance of the historic landscape setting. Ove Arup as a world renowned civil and structural engineering firm, handling many major infrastructure projects concentrate their design considerations from an engineering standpoint. Their report states that there is no need for a screening EIA in relation to the Built/ Cultural heritage and the public realm aspects relying on the John Cronin archaeologists report carried out on the previous overall cycle path. This report concentrates on the justification for the removal of the last remnants of the railway platform wall, stating that its previous modified state from the last round of service infrastructure changes made its removal of little significance as there was so little in evidence of the original station. See Fig F (Extract from Assessment report). This oversight is as a consequence to the previous assessment of the cycle Laura Bowen Architects Historic Photo 1960s when over 5 Commercial premises faced onto the Glen at Castle Place . The heart of the village. pathways under the characterisation prepared for the lower harbour alongside the adjoining settlements of Passage west and Glenbrook which have a different historic character.</p> <p>Appendix A The uniform approach for the cycles pathways construction throughout is necessary but as a consequence emphasizes its use for a daily commute and ignores the opportunity to differentiate the character of maritime village and small beach as a place to stop and enforce its significance of this early settlement older hinterland. In 2007, residents successfully campaigned to restore historic limestone flags that had been removed by the CCC roads section without community consultation. Unfortunately, there was some loss of the original paving slabs during the process and the reinstatement lacked a conservation-oriented approach. This occurrence initiated or made the residents receptive to the idea of the conservation areas to prevent a re-occurrence of this event. The application of the architectural conservation areas still has not captured the original village core and excludes the strong characteristic of the vernacular terrace leading on from the old medieval/</p>	<p>The scheme has been modified and the removal of the existing wall will not proceed. Existing paving slabs will be re-used where footpath needs to be modified. This will be supplemented with similar style paving as appropriate.</p>

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		<p>17th/18th route to the seashore. The areas in the public realm in the last 50 years have been considerably altered and by gradual attrition of these historic elements that have gradually or removed. An audit of all the historic retaining walls footpaths drains and gullies is needed throughout the village limits to ensure that any major infrastructure installation does not inadvertently remove valuable historic detail that gives a sense of this place. The photo below shows the railway signal at the corner of the Barracks at Castle place alongside a horse and cart with an early car in the foreground.</p>	
39	Mairead O Connell	<p>We would appreciate it if you could consider allocating some funds in the plan towards traffic calming /speed bumps by the children's playground on Glen Road.</p>	<p>Noted. At least two new raised crossings/ tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground</p>
40	Olivia Moriarty & Others	<p>Locally named 'grass island'. Along with its aesthetic value, architecturally forming a ground for the tiered houses behind, it has a traffic calming function for vehicles approaching all direction particularly from the glen road. It especially functions as a demarcation of the centre for our village, leading from our school the churches, the shops, the harbour, and the bus stop. Moreover, it serves an important function for community gatherings, choir recitals, vigil services, seasonal light up events, for sports and educational/informative posters and occasionally for emergency boat rigging repairs.</p> <p>In summary, it gives definition to our village as a village and not merely as a route.</p>	<p>Green Space will be provided on the river side of the shared facility and additional green areas are proposed that will contribute to a more verdant and visually appealing environment for the local community.</p> <p>Signalized pedestrian crossing is proposed at this location to provide safe passage across the carriageway.</p> <p>The issue with trees/ views will be considered during detail design process.</p>

Item	Name	Matters Raised	Response
		<p>I submit that the proposal would reduce its size so as to be detrimental to the functions outlined and I would request that you would leave what functions well alone.</p> <p>Regarding the proposed planting of a line of trees along the front, while I in general would welcome tree planting, I wish to point out that the obstruction of the views would fail in its purpose to enhance the village. I would ask you to give consideration to the understood fact that people enjoy sea views.</p> <p>The sea view we currently have it very valued and therefore any obstruction would, rather than enhance, reduce our enjoyment of our homes as residents.</p>	
		<p>I appreciate the limitations on available space and the difficulties imposed by same, however I submit that the removal of two parking spaces outside "Laurelmere" i.e. properties no. 13 & no. 14 Marine Villas (shared entrance) would leave us occupants with nowhere to park, parking having been permitted and used there for more than 100 years. The proposed crossing in place of the two parking spaces, could back traffic up, especially at the Glen Road, during pinch points of the day – e.g. school collection times, and due to the narrow entrance to glen road from the grass island side, become hazardous to pedestrians on the pathway. Therefore, I submit that to leave the crossing where it now stands and enhance it, would be safer. I also believe that the restriction / removal of residential parking will severely limit, rather than enhancing quality of life. It is to be noted that there are many clubs, from sports clubs - tennis, boating, to art, walking groups etc, who use on street parking.</p>	<p>The proposed scheme has a neutral impact on parking spaces of the overall Monkstown area. However, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p> <p>Signalized pedestrian crossing is provided in this location to enhance pedestrian safety.</p>
41	Pat & Terri McGrath	<p>The traffic island in the centre of our village creates a very safe area for pedestrians, bus users and traffic coming from Castle Terrace and the Glen Road/Marine Villas/Gordon Villas/Fairy Hill. A significant number of school children use this route every day going to/from Monkstown N.S. and to/from the Playground. The Council's plan to remove our "beloved island" will change the character of the very centre of our village. It will bring straight-through traffic on the R610 into this current quiet zone. The island is where we have trees and a lovely small green area in the centre of our village. This is where we always locate the village Christmas Tree and Crib. Your plans to remove the island, widen footpaths and extend them west is a very poor solution.</p> <p>Your plan creates a disastrous turn at the bottom of Castle Terrace!!</p>	<p>Signalized pedestrian crossing is provided in this location to enhance pedestrian safety.</p> <p>Green Space will be provided on the river side of the shared facility and additional green areas are proposed that will contribute to a more verdant and visually appealing environment for the local community.</p>

Item	Name	Matters Raised	Response
		<p>Every Greenway that I have walked/cycled on crosses public roads, laneways, and sometimes private access ways. Walkers and cyclists are slowed by barriers with warning signs to give way. These 'S'-shaped 'chicanes' are essential to determine who gets priority.</p> <p>Monkstown is noted internationally as a boating/sailing village and the current plan pays little or no recognition to this fact!!!! Monkstown regularly plays host to international sailing competitions. Every Summer, hundreds of children do their sailing courses in Monkstown and for a few weeks every year, the Sand Quay is a buzz with young sailors. The current plan will kill this!!! Cyclists and sailors bringing their boats to the slipways do not mix well!!!</p>	<p>The proposed shared Pedestrian/ cycleway facility adheres to the guidelines outlined in the NTA Cycles Design Manual.</p> <p>There is sufficient area provided in Sand Quay to accommodate existing uses.</p>
		<p>The current plan regretfully does not include various works that are absolutely essential for Monkstown Village 'to work' properly.</p> <p>The glass/tins recycling containers, currently in a prime location in the so-called Bosun car park, should be relocated into the Playground car park. Right now, the trucks that collect/drop these containers cannot navigate the tight entrance to the Playground car park.</p>	<p>Noted. These matters will be considered during detail design stage.</p>
42	Robert O'Leary	<ol style="list-style-type: none"> 1. First of all, I would like to raise concerns about the amount of parking this plan takes out of the town. Parking is a big problem for Monkstown before these plans are in place. In the Summer parking is very hard to come by and the town requires more parking rather than taking parking away. From what I can see in the plan that parking is going to be even more reduced which will become a massive hinderance to the town in the summer months. 2. Secondly, looking at the Sand quay area- The slip ways are going to become very un-accessible for anything other than a small boat. Slipways are used for emergencies, and this is a big hinderance to this. Also, big boat trailers are going to struggle with accessing this area which the town has always had. 3. Protection provided for pedestrians is being severely reduced with the Island being removed from the Sand quay area. With a local school and Sailing club with kids' courses using this area more protection needs to be put in place. 4. The locations of bus stops do not make sense, if two buses are stopped on either side of the road it means all the traffic in the town is blocked, in the mornings and evening this will cause huge traffic headaches. Another issue with the buses is that at the moment when they arrive in 	<p>The proposed scheme has a neutral impact on parking spaces of the overall Monkstown area. However, there is a strategic rearrangement of parking spaces aimed at addressing issues related to unorganised parking and simultaneously enhancing user safety.</p> <p>The slipways will be as accessible as presently.</p> <p>A signalized pedestrian crossing is proposed in this location.</p> <p>Noted. The bus stop location will be amended.</p> <p>Buses will make periodic stops. This momentarily obstructs the right turn. However, there is ample space for cars to make a right turn and wait briefly before proceeding.</p> <p>The proposal is accommodating future NTA plan i.e. there will be no buses turning into the Sand Quay area.</p>

Item	Name	Matters Raised	Response
		<p>the Town, they usually stop for at least ten minutes which now takes one lane out of use which will not be good for traffic.</p> <p>5. How are cars going to pull out onto a main road from the Glen Road when there are buses in the bus stop, there is no view for cars trying to pull out.</p> <p>6. Buses are meant to be turning on the secondary road by the slipways, how is this going to work if boats are launching off the slip way.</p>	
43	William & Theresa Brien	Fast traffic on Glen Road, Monkstown poses a high risk to children entering and leaving the playground. The provision of traffic calming measures would greatly alleviate the risk and we would very much appreciate the allocation of funding in the plan for this.	Noted. At least two new raised crossings/tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground.
44	Emma White	We would appreciate it if you could consider allocating some funds in the plan towards traffic calming /speed bumps by the children's playground on Glen Road.	Noted. At least two new raised crossings/tabletops will be constructed on the Glen Road to address the speed of vehicles. One of these raised crossings will be located at the pedestrian access to the playground.



Comhairle Contae Chorcaí
Cork County Council

**Sustainable Travel Unit,
Roads and Transportation
Directorate**