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MINUTES OF THE SPECIAL MEETING OF THE MEMBERS OF THE MUNICIPAL DISTRICT OF KILLARNEY HELD IN THE KILLARNEY LIBRARY MEETING ROOM, KILLARNEY ON WEDNESDAY, 28th OCTOBER 2015.

MIONTUAIRISCÍ DE CHRUINNIÚ SPEISIALTA DE CHEANTAR BARDASACH CHILL ÁIRNE A THIONÓLADH I LEABHARLANN CHILL ÁIRNE AR AN CHÉADAIOIN, 28^Ú DEIREADH FÓMHAIR 2015.

PRESENT/I LÁTHAIR

Councillors/Comhairleoirí

**Cllr. B. Cronin
Cllr. J.J. Culloty
Cllr. M. Gleeson
Cllr. D. Grady**

**Cllr. D. Healy-Rae
Cllr. N. Kelleher
Cllr. B. O'Connell
Cllr. J. Sheahan**

In attendance/i láthair

Ms. A. McAllen	Delegated Executive for the MD of Killarney
Mr. D. Doyle	Senior Engineer
Mr. P. Neary	Senior Executive Engineer
Ms. B Reidy	A/Meetings Administrator
Ms. B. Mulryan	Executive Engineer
Mr. D. Donegan	Assistant Engineer
Ms. M. Galvin	CO Corporate Support

The meeting commenced at 9.30am.

The Cathaoirleach, Cllr. B O'Connell took the Chair

Ms. A. McAllen addressed the Members and outlined to them the requests that had been received for the use of Council carparks in Killarney for the following events:

Vintage Rally - Lewis Road Carpark from 12 noon on Thursday, 3rd December to 9.00pm on Saturday, 5th December 2015

Christmas in Killarney - 50% of Beech Road Lower Carpark on Saturday, 29th November

Killarney Christmas on Ice - Carpark will be either Beech Road Upper or Lower from end of November - December to facilitate the ice rink

Cllr. D. Grady said that he was delighted to see these events coming to Killarney and thanked Ms. McAllen for keeping members informed of such events.

Ms. B Reidy informed Members that work on the ramp in the Library in Killarney would commence the following week.

1(a) Section 38 – Reprioritisation of Traffic Flow at the High Street Junction in Killarney, Co. Kerry

Mr. P. Neary read the following report from Mr. Charlie O'Sullivan, Director of Operations, Health and Safety into the record of the meeting:

Dáta/Date: 22nd October, 2015

**Chuig/To: Cathaoirleach Cathaoirleach B. O'Connell
Gach ball de Cheantar Bardasach Chill Áirne**

**Ábhar/Subject: Section 38 – Reprioritisation of Traffic Flow at the High Street Junction in Killarney, Co. Kerry
Report on Submissions received**

Kerry County Council **proposes** to carry out traffic calming measures at the High Street Junction, Killarney.

The proposal involves making the following changes to the existing traffic flow:

- Prohibit vehicles entering High Street from St. Anne's Road and Rock Road.
- Existing Stop sign on High Street at the junction of High Street and Msgr. O'Flaherty Road to be removed giving full right of way to traffic on High Street.

A Public Notice was published in the 6 August, 2015 edition of the Kerry Eye and drawings of the proposed works were put on display. The closing date for receipt of submissions and observations was Monday, 7 September 2015. In total 25 submissions were received (which are outlined in the attached report).

Details of this proposal were forwarded to the Chief Superintendent, An Garda Síochana, Tralee, Co Kerry in accordance with Section 38 (3)a for observations or representations they might wish to make.

The Gardaí have advised that they do not have any objections to the proposal.

Having regard to the submissions received, and the attached report, I am recommending the adoption of this scheme be postponed until Malachy

Walsh & Partners have completed their Traffic Management Study for Killarney Town, which is due to be completed in January 2016, in accordance with Section 38(4) of the Road Traffic Act, 1994.+

Mr. Neary stated that most submissions were in favour of leaving the junction as is. He said that Malachy Walsh Consultants were carrying out a Traffic Management Study for Killarney Town and it might be preferable to wait for their findings before deciding on the Section 38.

Cllr. N. Kelleher stated that he had looked at all the submissions received on this proposal and he suggested that it would be appropriate to await the Traffic Management Study. He Proposed that a decision on this Section 38 would be deferred until the Traffic Management Study is available and this was Seconded by Cllr. J.J. Culloty.

Cllr. B. Cronin said that he had read the submissions in detail. A substantial amount of submissions had been received from staff based at the Department of Arts, Heritage and the Gaeltacht and he too agreed with the postponement of this proposal. Cllr. Cronin stated that it was remiss of this Local Authority that the public consultation process was only advertised in the Kerry Eye newspaper as it should have also be advertised in both the Killarney Advertiser and Killarney Outlook. Most households in the Killarney area would have a copy of these in their homes.

Cllr. J.J. Culloty agreed that a decision on the proposal should be postponed pending the findings of the Traffic Management Study. He concurred with the the views expressed by other members regarding the advertising of public consultations and said they should be advertised in Killarney Outlook and Killarney Advertiser. People have said that they missed out on the process. Cllr. Culloty referred to signage at the top of High Street and said that some motorists coming up High Street turn left in error as instructed by SatNavs. This needs to be addressed.

Cllr. D. Grady welcomed the deferral of this proposal. He had been very critical of the Design Team involved in the original High Street junction design. Traffic lights were installed at the top of High Street and he said there were traffic lights entering and exiting the carpark. There should not be any lights at the top of High Street and motorists coming from Monsignor O'Flaherty Road should not have right of way. A sign should be erected advising motorists to give way to traffic on the right. He said there are 4 sets of traffic lights and 4 pedestrian crossings in the one area which is ludicrous. The existing design of this junction needs to be reviewed.

Cllr. J. Sheahan said that a very good job was being done at this junction but some motorists are not familiar with it and this causes problems. The changes made to the junction were beneficial. He agreed to wait for the findings of the Traffic Management Study before making a final decision on this Section 38. In time motorists will get used to the new layout.

Cllr. M. Gleeson stated that traffic flow problems are a welcome challenge to Killarney and the expertise of the staff. He stated that traffic volumes over the

past 5 or 6 years have increased significantly. In the past two outer relief roads were promised but were never realised even though one was promised for 2009. A road from Muckross to Lissivigeen was also promised but has not progressed. He agreed to wait for the findings of the Traffic Management Study. He referred to the St Mary's Terrace - Monsignor O'Flaherty Road and said that this would have a big impact on the junction. He asked had any approaches been made to landowners in this area. Cllr. Gleeson also referred to people who apply for planning permission and are asked to pay a development levy in lieu of providing parking. However there are problems with this as additional parking is not provided. Cllr. Gleeson referred to the Department of Arts, Heritage and the Gaeltacht and said it is a large building with no parking facilities. As a result there is 2km of traffic congestion from Ballydowney Roundabout to the Cathedral every morning. He said car parking should have been provided for staff when this building was constructed. Numerous submissions were received from staff in this building in relation to this issue. It must be accepted that there are certain junctions where there will never be a perfect solution and this is one of them.

Cllr. D. Healy-Rae stated that this is a very contentious matter. The junction layout causes motorists a lot of distress trying to get up High Street every day. He asked that the concerns outlined by staff from the Government Offices would be taken on board. There are 4 pedestrian crossings at this location and it is more difficult for elderly people who cross the road from the carpark as the road is wider now. Previously there was a central island which made it easier to cross the road. He asked if a roundabout would be suitable for this location and he asked that Malachy Walsh would consider this option in the Traffic Management Study. He said it would cater for the future if the road is continued down New Street if land is acquired and this would help the town immensely. The roundabout at McSweeney's Corner works very well. Cllr. Healy-Rae referred to the Council's method of advertising the public consultation and said it was not adequate. An advertisement campaign should be aired on Radio Kerry to remind the general public of the closing date for receipt of submissions.

It was unanimously agreed that the proposal should be deferred until the Traffic Management Plan is completed.

1(b) - Section 38 Traffic Calming Measures - Footpath Widening and Improvement Works at Plunkett Street, Killarney

Mr. P. Neary read the following report from Mr. Charlie O'Sullivan, Director of Operations, Health and Safety into the record of the meeting.

Date/Date: 22nd October, 2015

Chuig/To: Cathaoirleach Cathaoirleach B. O'Connell
Gach ball de Cheantar Bardasach Chill Áirne

Ábhar/Subject: **Section 38 Traffic Calming Measures
Footpath Widening and Improvement Works at
Plunkett Street, Killarney
Report on Submissions Received**

Kerry County Council **proposes** to carry out traffic calming measures at Plunkett Street, Killarney.

The scheme will involve Footpath Widening and Improvement Works as follows:-

- Create a 3.5m. Carriageway and widen the footpaths.
- Roadway and footpath to be level and bollards to delineate the roadway.
- Signage, road markings and all associated ancillary works.

A Public Notice was published in the 20th August, 2015 edition of the Kerry Eye and drawings of the proposed works were put on display. The closing date for receipt of submissions and observations was Monday, 21st September 2015. In total 17 submissions were received (which are outlined in the attached report).

Details of this proposal were forwarded to the Chief Superintendent, An Garda Síochána, Tralee, Co Kerry in accordance with Section 38 (3)a for observations or representations they might wish to make.

The Gardaí have advised that they do not have any objections to the proposal.

Having regard to the submissions received, I am recommending the adoption of this scheme for your approval, in accordance with Section 38(4) of the Road Traffic Act, 1994.+

Mr. P. Neary said the proposal was to reduce the traffic to a single lane at the junction of AIB and Christy's Corner. Traffic would still be allowed to make a right or left turn. He stated that the 2 lane system was not functioning and the proposal was to make the junction safer.

Cllr. D. Grady asked if the reason for the proposal was to facilitate business premises to put out tables and chairs on the street. He said that people in wheelchairs and pedestrians must not be obstructed. Previously when footpaths were widened, people were promised free car parking but that did not happen. He was not in favour of widening the footpath based on what he had seen in recent times in the town. He asked for an explanation as to why this was being proposed and he stated he was against the proposal.

Cllr. N. Kelleher referred to the consultation process involved in this and other proposals. He had an issue with it only being advertised in the Kerry Eye. He suggested that a copy of the proposal should have been hand delivered to every premises on Plunkett Street and High Street. While a number of submissions were received people have not been consulted adequately and they don't know what is happening. This leads to chaos when work

commences. He asked that the consultation process would be reviewed to involve business owners, residents and people who use the streets on a daily basis. Cllr. Kelleher stated that as long as pedestrians are not hindered by any obstacles on the street, he would be in favour of this proposal as it would lead to a more pedestrianised street which would be a great addition to the town.

Cllr. B. Cronin said he had a serious issue with the public consultation process. It was a major error to only advertise the proposals in the Kerry's Eye. These proposals should have been advertised in both the Killarney Advertiser and Killarney Outlook. Cllr. Cronin asked what the current and the proposed width of the footpath is. The report states that the proposal is to create a 3.5m carriageway but in the drawings it states 3.25m and he requested clarification on this. Cllr. Cronin stated that street furniture is very nice in the proper location. If Killarney aspires to this then pedestrianisation for periods of time must be considered. A submission was received from Killarney Disabled Access and this was one of the most important submissions. While in traffic recently he saw a wheelchair user trying to get onto the path and she had to get assistance from passers by and this is unacceptable. Cllr. Cronin said there was a huge problem with traffic going down Plunkett Street. People were rarely delayed turning left but are delayed going up Main Street and High Street and as a result traffic is delayed back to the Taxi Rank and McSweeney's Corner. At present coaches find it very difficult to negotiate the turn at the end of Plunkett Street and he stated he was opposed to this proposal.

Cllr. M. Gleeson said that the public consultation should have been advertised locally. Any works being proposed locally should be advertised locally. He stated that in the past he proposed to Killarney Town Council that Plunkett Street be made a two lane street but he accepted it is not functioning as a two lane street as it reduces to one lane at the exit to Main Street. Cllr. Gleeson stated that one of the great joys in life is to walk up and down Grafton Street because it is pedestrianised. Pedestrianisation should be advanced in Killarney either on a full or part time basis. Visitors have to step on the roadway to avoid people coming against them on the footpaths in Plunkett Street. Cllr. Gleeson said that he favoured the proposal as it would enhance the town and it may present the opportunity to erect overhead coverings that would enhance Plunkett Street in an aesthetic way. He believed that Plunkett Street is not suitable for buses and coaches as they delay traffic when they try to negotiate the corner with Main Street. This needs to be considered. Coaches are causing damage to the expensive surface on Main Street as they try to negotiate the corner. Main Street is one of the great joys of Killarney Town. Tourism should focus on cycling and walking. Cllr. Gleeson said that if the Council wished to wait for the Traffic Management Study he had no issue with this.

Cllr. J. Sheahan said that he was fully supportive of widening the footpaths on Plunkett Street but they should be flat and not dipped like the footpaths in New Street as people are always complaining about them. Buses coming down Plunkett Street get stuck due to cars and vans parking illegally. He

was in favour of the proposal and said that there is an increased number of people walking on the streets and it would be good for tourism.

Cllr. D. Healy-Rae said he had concerns with the proposal and how it would impact on traffic flow. He agreed that the Section 38 be deferred pending the completion of the Traffic Management Plan. He expressed concern at the proposal to narrow Plunkett Street to one lane and he asked how this would impact on traffic. The town is choked with traffic which must be kept flowing and he was concerned if Plunkett Street was narrowed to one lane it would have an adverse impact on traffic. He agreed that the advertising of the public consultation process needs to be improved and the general public should be made aware of any future proposals.

Cllr. J.J. Culloty stated that he agreed with the proposal to widen the footpaths. He said that the businesses are in favour of the plan. He has a concern regarding the junction with Main Street as it is very difficult for buses and delivery trucks to negotiate this turn and this results in a back up of traffic. He suggested that these vehicles should access High Street via Kenmare Place. He said that narrowing the road would not help the situation. The footpaths on Plunkett Street are very narrow and this proposal will enhance them the street in general.

Cllr. D. Healy-Rae referred to the proposal that footpaths and the road would be at the same level and he asked how this would impact on premises like the Tatler Jack where there is a step up and also the businesses across the road that are at a lower level. He asked how these businesses would be facilitated and is there a possibility of surface water entering businesses at the lower level.

Mr. D. Doyle stated that all schemes are advertised in accordance with the legislative provisions. He said that the points made by the Councillors were very valid and he agreed to bring them back to Senior Management Team for consideration. The use of local media will also be considered for future public consultation processes.

Mr. P. Neary referred to the drawing and stated that 3.25m was a typing error and should read 3.5m. He stated that the levels of the footpath will be kept as they are and drainage channels will be provided to take the surface water. Mr. Neary said submissions were received from most people on Plunkett Street and the consultants will consider the pedestrianisation of Plunkett Street and how traffic in the town would be affected. He referred to the possibility of limiting access to Plunkett Street for buses and coaches and said there is adequate room for coaches to turn at the back of the taxi rank. He stated that the junction at the end of Plunkett Street is not functioning properly and for this reason it is proposed to narrow it to one lane. The proposed layout of the junction should make it easier for buses and trucks to negotiate the turn into Main Street. Mr. Neary referred to street furniture and said the proposal aims to enhance pedestrian access to the Street. The proposal was not designed to facilitate street furniture however any business may apply for permission for street furniture for which certain criteria is set down.

Cllr. D. Grady said that he is not in favour of pedestrianising Main Street because people have to do business on High Street. Cllr. Grady referred to the parking spaces outside Der Sullivan's café and suggested that they should be removed to facilitate buses and trucks exiting Plunkett Street. He said if it is intended to narrow Plunkett Street, then consideration must be given to the people using the street. Tables and chairs would be lovely but they should not obstruct people using the street. He said he would not be in favour of the proposal to narrow Plunkett Street or High Street.

Cllr. N. Kelleher said he noted Mr. Doyle's comments in relation to public consultation and asked him to forward same to Senior Management for consideration. Cllr. Kelleher said that if a person applies for planning permission, then they must erect a public notice. It would be desirable if the notice was laminated and put up on Plunkett Street and also to distribute the notice to residents and businesses on the street. This would lead to an open and inclusive public consultation process and he would like to see this procedure undertaken in the future. This would cost less than advertising.

Cllr. B. Cronin referred to the proposal to prevent buses and trucks from entering Plunkett Street. This proposal is premature and should have been included in the public consultation process. He asked that consideration of the Section 38 be deferred until the proposals are amended to include the exclusion of buses and trucks from Plunkett Street and further public consultation is undertaken.

Mr. D. Doyle agreed that the proposal could be deferred.

Cllr. B. Cronin Proposed that further consideration of this Section 38 would be deferred.

Cllr. J.J. Culloty Seconded this proposal and it was unanimously agreed.

Item 1(c) Section 38 – Footpath Widening and Improvement Works at High Street, Killarney

On the Proposal of Cllr. D. Grady, Seconded by Cllr. B. Cronin it was unanimously agreed to defer a decision on this Section 38 pending completion of the Traffic Management Study.

Item 1(d) Section 38 – Installation of a Controlled Pedestrian Crossing on the R876 at Fairhill, Killarney, Co. Kerry

Mr. D. Doyle read the following report from Mr. Charlie O'Sullivan, Director of Operations, Health and Safety into the record of the meeting.

%Dáta/Date: 20 October 2015

Chuig/To: Cathaoirleach Bobby O'Connell

Gach ball de Cheantar Bardasach Chill Áirne

Ábhar/Subject: **Section 38 – Installation of a Controlled Pedestrian Crossing on the R876 at Fairhill, Killarney, Co. Kerry
Report on Submission(s) received**

Kerry County Council proposes to install a controlled pedestrian crossing on the R876 at Fairhill, Killarney, Co. Kerry.

As outlined on the attached drawings the scheme includes the provision of a zebra type controlled pedestrian crossing, incorporating a kerbed central refuge island on the eastern approach to the roundabout. The road markings on this eastern approach will be realigned to facilitate this central refuge island. The scheme will also include kerbed build-outs and a realigning of existing road markings at the roundabout along with other ancillary and accommodation works.

A Public Notice was published in the 10 September, 2015 edition of the Kerry Eye and drawings of the proposed works were put on display. The closing date for receipt of submissions and observations was Monday, 12 October 2015. Only one response was received which was a letter of acknowledgement from An Garda Síochána.

I am recommending the adoption of this scheme to Council for your approval, in accordance with Section 38(4) of the Road Traffic Act, 1994.+

Cllr. M. Gleeson stated that he had this request on Agenda for the Town Council and Municipal District Meetings in which he highlighted the need for a pedestrian crossing at Fairhill. The Bus Station, Railway Station, The Friary, Outlet Centre and Hostel are all located in the area and it is a place where people continually cross the road. He said there is an existing pedestrian crossing further south but it has never functioned as it should. There is general agreement that there is need for this crossing. The only issue is the location. The location chosen by the Officials is close to the entrance to The Presbytery and he thought the crossing would be more appropriate to the east of the entrance to Dennehy's Bohereen. He stated that people he had spoken to expressed a preference for this location. It would have less of an impact on the disabled parking bays close to the Friary.

Cllr. D. Grady agreed with Cllr. Gleeson's comments. He said a pedestrian crossing was badly needed in Fairhill and he agreed with Cllr. Gleeson's suggestion.

Cllr. D. Healy-Rae stated that the location of the crossing should be at the top of the hill near the Bus Station and clock at the Outlet Centre as it would be more beneficial for people crossing the road when they exit the Bus Station.

Cllr. N. Kelleher stated that people attending mass in the Friary, park in the area of the proposed pedestrian crossing and he would not be in favour of this proposal. He supported the views expressed by previous Councillors who said that the location of the proposed crossing should be altered. Cllr. Kelleher stated that up to 40 cars park outside the Friary during mass and they would not be aware of plans for the crossing until the work commenced. He said it was a long-standing tradition to park there and some people need to park very close to the Friary.

Cllr. J. Sheahan said he previously moved a Notice of Motion looking for this pedestrian crossing. He supported Cllr. Gleeson's proposal to move it nearer to Dennehy's Bohereen. As there is a lot of traffic at the roundabout he believed the proposed pedestrian crossing is too close to the roundabout and would be dangerous for pedestrians and children on bikes. Cllr. Gleeson's proposal would also be more beneficial for parking at mass times.

Cllr. J.J. Culloty also agreed with Cllr. Gleeson's suggestion. He asked that the disabled parking bays be retained.

Cllr. B. Cronin stated that there is a requirement for a controlled pedestrian crossing in that area. He was opposed to the location of the proposed crossing when he first saw the drawings. The build out begins at the first entrance to the Friary and extends to the Presbytery. He said that mass goers park there and it would be very inconvenient for them if the parking was removed. People also go to the Friary to purchase mass cards. He said there was no option to park at the Courthouse during the summer as Bird's Amusements were based there. He Seconded Cllr. M. Gleeson's Proposal. The road is much narrower near Dennehy's Bohereen and this would pose less of a risk for the elderly or disabled crossing there. If the crossing was moved further out, as suggested by Cllr. Healy-Rae people would not walk out that far to use it. He said that locating it at Dennehy's Bohereen would be a huge improvement.

Mr. D. Doyle advised members that Cllr. Gleeson's proposal could be considered. However the vast majority of people cross where the proposed crossing is shown on the map. He referred to people parking outside the Friary and said that it was not ideal as there is a roundabout on a public road at this location. This is why the area is 'hatched off'. He stated that the build out could be omitted and the pedestrian crossing relocated near to Dennehy's Bohereen but that parking could not be permitted within 5m of this crossing.

Cllr. D. Healy-Rae asked if his proposal would be considered. If the crossing was located near Dennehy's Bohereen car parking spaces would be lost.

Mr. D. Doyle advised that people would not walk out that far to cross the road.

Cllr. M. Gleeson Proposed that the Pedestrian Crossing would be located east of Dennehy's Bohereen.

Cllr. B. Cronin Seconded this proposal and it was agreed.

Cllr. D. Grady stated that the Councillors had been looking for this pedestrian crossing for a long time. It would be wrong if the works did not proceed.

2. Reception of Deputation from Residents of Muckross Road

Cllr. B. Cronin welcomed the deputation to the meeting. The deputation are concerned with regard to the roadworks and the constant gridlock from the Ross Road, Countess Road Junction to beyond the Lake Hotel. Cllr. Cronin stated that on 15th September 2015 he requested that the deputation attend the next Killarney Municipal District meeting. He stated that in making the request for the deputation he asked Management to clarify the stages that this project went through. He asked Management to outline accident statistics for this section of road. He believed that the failure of the public consultation process has led to the deputation having to attend the meeting. There is no doubt that the vast majority of residents were not aware of the public consultation process and it should have been advertised in the Killarney Advertiser and the Killarney Outlook. He stated that not everyone buys a newspaper but every house gets one of these publications. He said that this error cannot be repeated.

In relation to the narrowing of the road, Cllr. Cronin asked Management to clarify if this would impede emergency services, such as the Fire Service attending gorse fires in Muckross or the Ambulance Service. He asked what effect the narrowing of Muckross Road would have on traffic congestion and increased traffic on the Mill Road. This road is being used by local people to escape the congestion and gridlock and it is not fit for purpose. He asked what the purpose of the boxes with grass margins is. He said that without question, this is the busiest section of tourist road in the country where residential developments, hotels and guesthouses link onto that road. Cllr. Cronin stated that in May he put down a Notice of Motion regarding the congestion in Muckross Road. The traffic lights at Woodlawn and the Ross Road are not synchronised. He asked how long would the consultation process take regarding the Traffic Management Plan and he also requested that sensors be put in place on the Woodlawn and Ross Road traffic lights to ensure they are synchronised.

Cllr. Cronin welcomed *(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request)* who would speak on behalf of the deputation.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) read the following statement into the record of the meeting.

"I wish to thank the members of Kerry County Council for meeting us here today. I would especially like to thank David Doyle and Kieran O'Halloran for meeting with us last week and relaying our concerns back to the council. I am sure they would have liked to go home at their usual time rather than meeting with us.

I do accept that the Kerry County Council engineers have done everything correctly in notifying us of the work on the road. I did see the white notice outside Old Weir Lodge. I personally thought it was a planning application by Old Weir Lodge; I think it would be fair to say that most people have been unaware of any changes to the road, maybe in future a different colour notice should be used.

I think we can all agree that the Muckross Road is the main tourist road in Kerry, if not in Ireland. It seems unbelievable that the pathways will be double the width of the main carriage way, give or take a few inches.

I am led to believe the NRA that are behind this project as a traffic calming issue. Anybody who has travelled this section of the road knows that traffic calming is not an issue. In fact this year it has been the opposite with large delays and travel times on the Muckross Road up to 30 minutes.

It was suggested that because of the number of accidents that traffic calming was needed. The last major accident was 12 years ago and was as a result of a drunk driver, which as you know can happen on any road anywhere.

The width of the road has been compared to Mission Road. As you know there is one turning on this road which has its own separate lane taking you onto Beech Road. It is also a much quieter road.

On this section of the Muckross Road you have 3 hotels, a number of large guest houses and a number of B&Bs, you also have 4 junctions for housing estates. At present any evening in the summer the traffic is back out past the Gleneagle if not The Killarney Oaks, if the road is narrowed any more traffic will be a lot heavier. Traffic on the Muckross Road has already affected tourism this summer, with the biggest single complaint by tourists sitting in traffic for long periods.

I have spoken to numerous coach drivers who have all told me that approaching Killarney from the Ring of Kerry and turning into any premises on the left hand side of the road they need to use both lanes which will result in huge traffic delays. I recently came out the road from town in a small lorry and went to turn right into the Holiday Inn I blocked the traffic for at least 3 minutes and this was not a busy time of the day.

Each hotel would have at least 8 deliveries a day as well as guest houses and Bed and Breakfasts. Because the road is so narrow no-one can go around the buses or trucks. Therefore, if the footpath is extended on the opposite side of the road, as proposed, every car turning into a hotel, guesthouse, B&B or the housing estates will cause the same problem and block the traffic as no-one can go around them.

In the summer time you would have a conservative estimate of up to 500 cars turning off that road. If each car takes a minute to turn, it would surely choke the town.

I believe if the footpath is extended on the opposite side of the road it will cause more accidents on that stretch of road. If a child stepped off the path or a cyclist fell off the path, with the road being narrowed, drivers will have no way of avoiding hitting them. If an emergency vehicle is going or coming from town, there will be nowhere for cars to pull in to allow it to pass. This could surely cost lives.

In summary, we believe that extending the footpath on the opposite side of the road will cause serious traffic congestion, frustrating locals and tourists, driving business out of the town but far more importantly it may indeed cost lives; so we are pleading with you to reconsider building this extra path for the good of the town, locals and visitors alike.+

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) then addressed the meeting and said 12 months ago she rang Cllr. Cronin regarding the problem with the lights on the Muckross Road at which time she asked if the lights could be left flashing. The Council stated that was a matter for the Gardaí while the Gardaí say it is a matter for the Council. She spoke with Council engineers on a number of occasions regarding the lights and at no time was she informed of the proposed works at Muckross Road. She must leave home at 8.20am to take her daughter to school and if she leaves any later they will not get there on time. Some residents met with David Doyle a few days ago and she asked if David had spoken to *(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request)*

The location of the stop signs will have to be reviewed and moved out following these works. There are 16 houses on her side of the road and 10 on the other side they are all at the same level. The footpath is narrower now than it was.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) then read the following into the record of the meeting.

Public representatives were not aware of the Plan and putting an advertisement in Kerry Eye is not adequate. There was no public consultation with the stakeholders i.e. businesses, residents, tourism interests or regular road users. There was a stage recently where business people could not access their front door for two weeks i.e. the Harp Guesthouse. Signage for these works is inadequate. We expect that our Council employees would have Killarney's best interests at heart. We rely on their experience, qualifications and expertise to ensure that works are in the best interests of the people of Killarney. Safety is at the heart of good design and the best practice guidelines suggest that cyclists and pedestrians should not share facilities. The provision of cycle lanes will increase the risk of accidents to emerging cars from 16 entrances on the left coming out and 10 on the right going out. Was a risk assessment done on the 400m stretch?

The Muckross Road is a national secondary route and has always had a traffic problem at specific times of the day and this was caused by the follows:

- (1) Cars and buses returning from the Ring of Kerry every afternoon causing traffic jams that can be up to three miles long.
- (2) Horse drawn vehicles and the tourist train slow traffic to speeds as slow as 10mph.
- (3) Uncoordinated traffic lights at Ross Road and Woodlawn Road.
- (4) The present existing road traffic was aided by the road width allowing easy movement of bicycle and pedestrian traffic.

In emergencies Ambulances and Fire Brigades are given space by car traffic to cope with lines of traffic coming and going to town. The proposed new traffic system will prevent any emergency escape of traffic to the Kenmare Road apart from Mill Road which is already under pressure. There is no other way to divert traffic driving anywhere else.

The provision of cycle lanes will increase the risk of accidents to emerging cars from 16 entrances on the left coming out and 10 entrances on the right going into town from Woodlawn Cross to Flesk Lodge. The present changes are badly thought out and it is hard to believe that professional road designers, who should have traffic counts etc. to aid them, have come up with this design. The old system is far better and it works.

We all appreciate the idyllic principle of reducing the number of cars on the road but Killarney is a tourist town, poorly serviced by public transport and infrastructure. Traffic calming is not the issue on the Muckcross Road but rather traffic chaos. What about the Relief Road from Lissivigeen to Muckcross that was promised.

We understand another traffic management plan will be available from January so why are these works proceeding without this Plan. How many more traffic plans do we need?+

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) stated that horse drawn vehicles will pull in if they can but if they cannot pull in traffic will slow down to 10km per hour. The tourism train also travels this road and it is ridiculous that the traffic lights are not synchronised. She called on officials to go to Muckcross Road for a few days to see for themselves how dangerous the road will be if the works are finished. There are a number of elderly people living on the road and it will be very difficult for them. The works must be reviewed as businesses were not consulted. The deputation is interested in the good of the town. *(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request)* stated she walks Mission Road every morning but two lanes of traffic are not merging on it. Residents and business people are simply asking that the works are reviewed taking account of their concerns and that the people on the 400m stretch of road would be consulted. Tourists are under the illusion that the cycle lane goes all the way out to Muckcross and

there is a real danger that tourists will pull out and it is an accident waiting to happen.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) then addressed the meeting as follows:

The road is too narrow particularly if works proceed on the other side of the road. If there is an emergency there is no place for Ambulance or Fire Brigades to pass. What is the grass about on the pathway? This is on the cycle path and cyclists will have to swerve to avoid them. This will result in cyclists cycling on the road causing further delays and traffic pile up.

While acknowledging, as the Council has pointed out, that you will never solve the traffic problems in Muckross Road, this whole project is going to add to them and frustrate even more people. It will also cause backlogs into town.

The time that traffic moves most freely in Muckross Road in summer is on Race week when the lights are turned off at Woodlawn Cross and Ross Road. Why not replace lights at Woodlawn Cross with a roundabout?

Mill Road has become even busier since road works began and if the project finishes as recommended, then traffic on Mill Road will continue to increase, which in turn is going to lead to potential accidents as the road is too narrow to cope with the level of traffic that it is taking now, not to mention the frustration of residents who those making decisions don't seem to care about.

From the residents point of view getting onto Muckross Road is difficult at the best of times, if traffic is slower again then frustrated drivers will be even less inclined to let us on the road.

What happens if cars get caught behind a jarvey going out Muckross Road or the train? There will be more backlog and frustration which could lead to more accidents as people take chances. Was any consideration given to safety when this project was given the go ahead or was there any dialogue with residents.

Who made the decision to proceed with these works? There are 7 hotels on this section of road with 4 housing estates with a minimum of 450 houses. There is also a school and 18 guesthouses there. How can you have speed with traffic jams? There is total disregard for the safety of car users. Have the views of residents and businesses been given to the NRA? Finally you speak of measurements, road sizes but not everyone understands this. Do you know how much Tourism contributes each year in VAT, Rates, employment and taxes?+

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) also pointed out that German coaches are wider than the British coaches and she was concerned two buses would not be able to pass when the works are completed. She did not believe Mission Road is the same width as Muckross Road will be and it does not have 600

cars coming onto it every day. The tourism season runs from March to November in Killarney and it is a thriving town. She expressed concern that the proposed works will add to the traffic problems.

Mr. D. Doyle welcomed the deputation and stated he met some of the residents the previous week while Paul Neary met others. Mr. Doyle then briefed the meeting on the Section 38 report circulated to members at the September 2014 Municipal District Meeting as follows:

It is proposed to implement Traffic Calming Measures on the N71 Muckross Road, Killarney between Woodlawn Junction and the townland of Poulnamuck. This area has been highlighted in the NRA's assessment under HD 15 of the Design Manual for Roads and Bridges (Network Safety Ranking) as a high collision location and the data analysis has indicated particular issues in relation to vulnerable road users.

The proposed works will consist of the following:

- Cross sectional change . The width of the carriageway will be reduced to 6.5m and a 3.0m combined footpath / cycleway will be provided either side.
- The provision of one controlled pedestrian crossing and a number of uncontrolled crossings are key parts of the scheme.
- LED Public Lighting will be provided along with Urbis type lighting at the pedestrian crossings.
- Undergrounding of all services.
- Pavement Overlay with associated surface water drainage modifications as required.
- All associated ancillary and accommodation works.

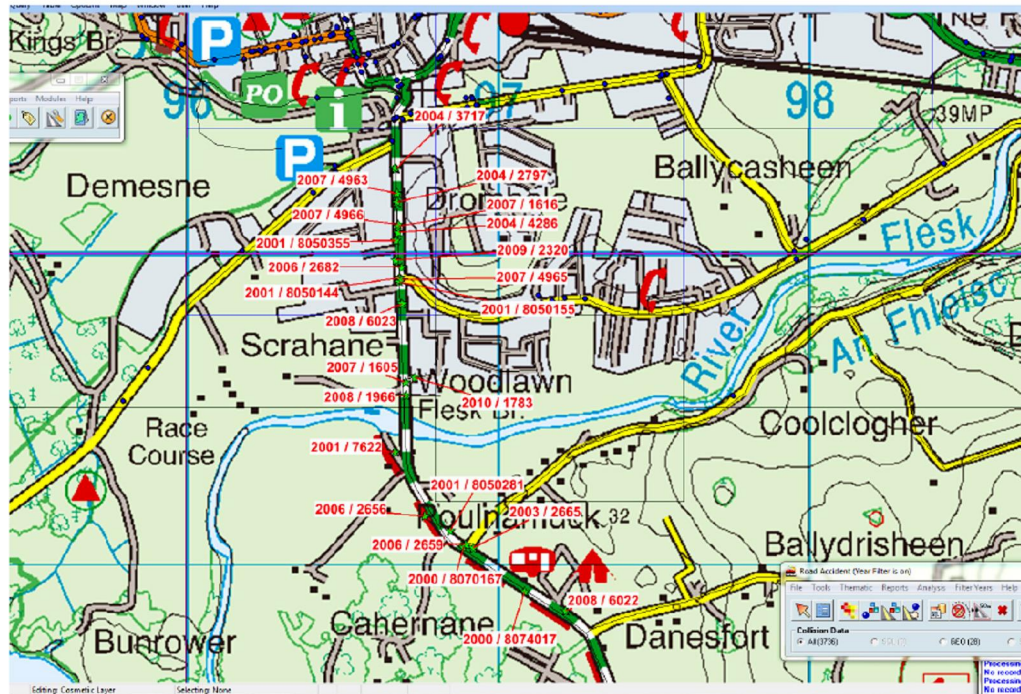
A Public Notice was published in the 3 July, 2014 edition of the Kerry's Eye and drawings of the proposed traffic calming measures were put on display. The closing date for receipt of submissions and observations was Friday, 29 August 2014. In total 6 submissions were received (which are outlined in the attached report).

Having regard to the submissions received, I am recommending the traffic calming measures to Council for your approval, in accordance with Section 38(4) of the Road Traffic Act, 1994.+

Mr. Doyle stated this is a traffic calming scheme and he briefed the meeting on the traffic statistics as follows:

The section of the Muckross road between Kenmare place and the townland of Poulnamuck at Loretto junction was highlighted by the Transport Infrastructure Ireland TII (formerly NRA) in 2013 in their review under the HD 15 assessment of high collision locations of the entire national road network in the country.

Mr Doyle circulated a map indicating the locations of accidents which occurred along this section of the Muckross road between 2001 and 2012.



The accidents were summarised as follows:

28 accidents recorded in the period 2001 to 2012

- 7 accidents related to pedestrians
- 4 Head on . Right Turning movement
- 4 Rear Ended
- 13 non- specified

There was also a fatal accident in 1995 but this was not recorded in this database.

TII HD15 High Collision Locations - Assessment

The TII's assessment of the accidents which occurred along this section of the Muckross identified the following:

Primary Collision Type	- Pedestrians
Problem type	- Road layout and road width

The amount of turning traffic in and out of accesses is high and conflicts with the large volumes of pedestrians and cyclists using this road. There is no designated location to cross the road other than Woodlawn junction. There is little definition of the carriageway because of its large width, and at times of low traffic volumes this width encourages speed.

Mr Doyle referred to the lack of cycling facilities along this section of road.

Feasibility Report

Kerry County Council prepared a feasibility report in 2014 for this section of the Muckcross road. This report examined accidents which occurred at this location, and recommend a design solution to address the problem which exist here. This report was forwarded to TII for their approval.

Detailed drawings were then prepared based on the recommendation of this feasibility report and the TII HD15 High Collision Locations . Assessment report.

This detailed design of this traffic calming scheme was approved by the TII.

Public Consultation

This traffic calming scheme were through two processes:

1. Traffic calming schemes under section 38 of the Road Traffic act 1994.
2. Part 8 of the Planning and development Regulation 2001 and 2006.

An advertisement was placed in Kerry's eye newspaper on 3rd July 2014 inviting submission from the public for both these processes. The drawings were put on display in from 3rd July to 15th August 2014 at the following locations:

- County Buildings Tralee
- Killarney Municipal District, Town Hall
- Kerry County Council Area office at Reeks, Killarney
- Kerry County Council website.

Submissions were received up to 29th August 2014.

Reports on the two processes were prepared on 10th September 2014. See attached report.

TII Funding

Application for funding was made to TII for " 900,000. " 700,000 was provided by TII with balance of funding from Kerry County Council. Works commenced in January 2015 and are still on-going. The works are 70% complete at present. Expenditure of " 600,000 has been incurred at present.

Kerry County Council will review the this traffic calming scheme 12 months after completion and address any issues that may exist.

This traffic calming scheme when complete aims to reduce collisions involving vulnerable road users by 80%.

Mr. Doyle advised the meeting that the public consultation complied with the statutory requirements, however he noted their comments in relation to the placing of ads in the Killarney Advertiser and the Killarney Outlook. The Part VIII and Section 38 reports were considered and adopted by the members of the Killarney Municipal District on the 19th September 2014. Funding for the works were confirmed to Kerry County Council at the end of 2014. Mr. Doyle again drew members attention to the accident statistics for the Muckcross Road. The proposed works will result in a 6.5m carriageway which is in accordance with national road standards and emergency vehicles will not be impeded. The works which have been ongoing for most of 2015 have contributed to the traffic congestion this summer. At times the sensors were not working in the traffic lights at Ross Road and Woodlawn junctions which affected the flow of traffic on the Muckcross Road. This scheme will not affect the traffic capacity of this road. There are four major junctions on this road and these all impact on the traffic capacity of the road. The traffic management consultants will review the entire town and will consider all options to improve traffic flow. It is acknowledged that a link road is required from Muckcross Road to Lissivigeen. The works as proposed must be completed. Mr. Doyle stated that *(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request)* did not contact him in the previous few days. He undertook to examine the Stop signs but added that a road safety audit would be carried out on completion of the works and the signs adjusted accordingly. The combined cycle lane and pedestrian lane is 3.2m in width and while they will be at the same level, there will be a colour differential on the surface. The width of the Muckcross Road varies. This scheme is designed to have a consistent road width. The green areas enhance the aesthetics of the road. Mr. Doyle again emphasised that the purpose of the scheme is to slow traffic down and added that accidents usually occur in the evenings or off peak.

Cllr. D. Healy-Rae welcomed the deputation to the meeting. He said that it had to be recognised that these are all busy people. He stated that people as far away as Rathmore, Kenmare and Sneem were asking him what was happening on Muckcross Road. It must be remembered that the business people on Muckcross Road are substantial rate and tax payers and they are contributing to the well being of our country and we must listen to their concerns.

Cllr. Healy-Rae said he moved an Emergency Notice of Motion at the Full Council Meeting on Monday, 19th October and he was grateful to Mr. D. Doyle and Mr. K. O'Halloran who met with 40 - 50 residents at the entrance to Muckcross Grove the previous week. He expressed concern that if these works proceed there will be long lines of traffic held up behind jarveys. People were told that these measures are in the interest of traffic calming. Cllr. Healy-Rae called on the Council not to reduce the carriageway any further. He referred to Plunkett Street which is 3.5m for two lanes of cars travelling in the same direction and the proposed carriageway for the Muckcross Road will be just 6.5m despite the fact that very large buses use this road regularly during the tourism season. He was advised by a bus driver that the width of his bus is 8.2 ft excluding the mirrors. As a lorry driver he

was mindful of the need for a buffer zone in case someone fell off the footpath. He asked that the carriageway be increased to either 7m or 7.5m. Muckcross Road cannot be compared to Mission Road as there are no hotels or buses using that road. Buses are turning into hotels and need to cross the white line in the middle of the road. Cllr. Healy-Rae stated if the grass area was incorporated into the road this situation would not have arisen. He asked the Council not to proceed with the footpath on the other side of the road. He could not understand the NRA's decision to carry out traffic calming measures on this road when members made requests for funding for places such as Rusheen Beg and Madam's Hill. These locations have been highlighted to the NRA as locations where accidents have occurred and they do not listen to members requests. They are providing funding for projects that are not required.

Cllr. Healy-Rae stated that the residents of Mill Road are very annoyed at the volumes of traffic using their road and are requesting more speed ramps and lighting. He stated that the public consultation process was not adequate and it should have been advertised in the local advertisers and Radio Kerry. He was glad the Town Manager brought forward the deputation to be heard at that meeting.

Cllr. Healy-Rae referred to the synchronising of the traffic lights at Ross Road and Woodlawn Road and said that he had been calling for this in the past. These traffic lights should be left on amber until such time as they have been synchronised. Cllr. Healy-Rae referred to his brother, Deputy Michael Healy-Rae who regularly cycles around Dublin and said he has yet to see cyclists sharing a footpath with pedestrians. He asked why was this is being tried out on the people of Killarney if it was not in operation in Dublin. He asked that the carriageway be increased from 6.5m to 7.5m and that the road be resurfaced. He further requested that the green area be removed and that works would not be carried out on the other side of the road.

Cllr. D. Grady welcomed the deputation and said this was an important issue. This project started with the Town Council putting in a cycle lane and a white line all the way out Muckcross Road. As a Councillor, when the reports were considered in September 2014 he was not aware of the implications of these works and as a result he was not aware of the current situation in Muckcross Road. This project occurred with the amalgamation of the Town Council with the County Council. He said he should have watched this more closely and apologised for not doing so. When the developments were brought to his attention he pursued the matter with officials. Cllr. Grady stated that this was the first time he had seen the collision data map that was circulated. He stated that what is happening on Muckcross Road cannot be allowed to progress. He asked Mr. D. Doyle to widen the road to where the grass starts and to put a kerb inside the margin. Cllr. Grady stated that he had put down a Motion asking that the works would not proceed any further. People were trying to make a living and they should be entitled to a refund on their rates. He referred to the issue with the traffic lights and said that people were prisoners in their own homes. He asked that works on the other side of the road would not proceed and that the people of Muckcross would be listened to.

He said what was happening was not satisfactory and called for an immediate change.

Cllr. M. Gleeson welcomed the deputation and complimented the three speakers on their wonderful and fair presentations. He referred to the advertising of the public consultation and said that it should have been done through the local media. When the Castletough - Lissivigeen Outer Relief Road and Farranfore to Lissivigeen road were being progressed in 2004 the NRA and the County Engineer held two days of public consultation in the Great Southern Hotel. At that time the concerns of the general public were taken on board and discussed pre-emptively. Neither of these roads progressed and funding went instead for outer relief roads for Dublin.

Cllr. Gleeson stated that he had moved Notices of Motion and discussed on the radio the isolation of Kerry. He referred to the bottlenecks of Adare and Macroom and said the delays experienced by tourists travelling to Killarney at Adare and Macroom are very frustrating. It was unacceptable for people trying to escape congestion where they live to experience it trying to access Kerry. When they eventually arrive at the Mecca of tourism they have to again experience the congestion they left behind. Cllr. Gleeson referred to the issues with the traffic lights and said that ~~the~~ green lights must be achieved for both sets simultaneously. If traffic is not eased the tourism product that is Killarney could be damaged. Killarney is a wonderful place and everyone has given their commitment and time as evidenced by the standards achieved in guesthouses and hotels.

Cllr. Gleeson referred to Mill Road and stated that he moved a Notice of Motion at the last Municipal District Meeting when he requested that funding be made available to carry out improvement works to this road as it is in a deplorable condition. It is important to ensure that the infrastructure and freeflow of traffic is as good as can be achieved into and out of Killarney. Cllr. Gleeson asked that the concerns of the deputation would be taken on board. In conclusion he asked that any future public consultation would be carried out to the highest standard and that fears would be allayed.

Cllr. J.J. Culloty welcomed the deputation and the three speakers and the way they presented their case. He acknowledged that they are all busy people and it was obvious how important this issue is to the people of Muckross Road. He said that a coloured laminated notice would bring more attention to the proposed works. He said some of the suggestions made by the deputation are very laudable. When he first saw the grass margin he spoke to Mr. Doyle on it and while he had no problem removing it, it would not increase the width of the road. He said Muckross Road was not the same as Mission Road and that the Council were not comparing like with like. Cllr. Culloty Proposed that a roundabout would be considered instead of the traffic lights. He stated that the problems on Muckross Road are always going to be there. Until the Castletough - Lissivigeen Road is provided there will not be any improvement.

Cllr. Culloty referred to Killarney being named TripAdvisor's top Irish destination this year and said that this result comes from hard work. If there

are delays to traffic it will damage the tourism product. He referred to a previous Notice of Motion he raised regarding the Lewis Road Junction when he requested that the speed limit be reduced to 60km/h but unfortunately the NRA objected to it. There have been serious near misses at this location. He said the NRA refuses to carry out improvements in locations that are more deserving of attention. The requests of the residents and business people on Muckcross Road are reasonable and should be considered.

Cllr. J. Sheahan welcomed the deputation and thanked the three speakers for their informative presentations. He acknowledged their concerns and said a lot of work is being carried out to the Muckcross Road but some adjustments need be made to make it safe. We must rely on the Engineers to identify the best solution possible. He said the obvious solution to the traffic problems was a By-pass. Cllr. Sheahan referred to the Traffic Management Study that was being undertaken and said when the report is available hopefully solutions will be identified.

Cllr. N. Kelleher welcomed the deputation and the three speakers. He said there was a systematic failure with the public consultation process in relation to Muckcross Road. It was voted through and members now want it altered. Cllr. Kelleher asked that the NRA be requested to widen the road to 7.5m. He said that common sense must prevail. He referred to the grass margin and said it was inappropriate to have this given that the road could be wider if it was removed. He also referred to the problems with the traffic lights and said that they need to be rectified.

Cllr. B. O'Connell said that he would allow a few questions on points of clarification from the deputation.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) asked given the volume of traffic on the Muckcross Road are the accident statistics high? She asked that the NRA visit the Muckcross Road in an effort to understand the concerns of the people of Muckcross Road.

A coach driver with CIE Tours then addressed the meeting. He said he drives the Ring of Kerry every week and returns to Killarney via Muckcross Road. In his opinion a carriageway of 6.5m is too narrow. Mirror to mirror the coaches are over 10ft and the foreign coaches are even wider. He said that drivers would have no choice when meeting a similar sized coach but to hang their mirrors over the footpath which could result in a pedestrian being hit by the wing mirror. He referred to the comment about having 16 entrances to pull in off the road in the event of an emergency vehicle needing to pass and said over 100 coaches come in off the Ring of Kerry every day. With a 13m long coach these entrances are not wide enough to pull into. It can take 45 minutes to travel from the Killarney Oaks Hotel to the town. He concluded by saying that the roadworks were not going to help the traffic problems.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) asked if the cycle lane could be lowered to the

same level as the carriageway and the footpath would then be at a higher level. They could be painted different colours to distinguish them.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) said that residents were complaining about how long it takes to get on to the road. She asked that all the issues raised by the deputation be brought to the attention of the NRA.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) asked if the NRA would meet with the residents.

Mr. D. Doyle agreed that he would discuss the project with the NRA. Similar works were carried out in Newcastle West and they were successful. He undertook to relay the concerns expressed regarding the width of tour buses to the NRA. Trials were conducted on the road with buses the previous Friday and while he took on board the concerns regarding the size of the German coaches, however the road is designed to National standards.

Cllr. M. Gleeson Proposed that the NRA be requested to meet with the residents and business people on the Muckcross Road.

Cllr. J.J. Culloty Seconded this proposal.

Cllr. B. O'Connell said this was a fair request and the NRA must take account of people's livelihoods and the safety of children.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) said it is unlikely the NRA would meet with the deputation and Kerry County Council must take responsibility for these works.

Cllr. B. Cronin stated that the NRA never met with the Elected Members. In his 16 years as a Member, the NRA has never once met them. He asked Mr. Doyle to discuss the concerns of the deputation with Ms. Lucy Curtis, Safety Officer with the NRA and asked him to guarantee that he would relay what was outlined from a safety perspective to her. He asked that the issues regarding the buses, emergency services and accessibility be discussed with Ms. Curtis and that he would revert to those present with her response. He said that at the very least the residents deserve this. Cllr. Cronin also requested that the grass margin be removed. Cllr. Cronin said he was aware of the serious concerns of the deputation. The problem was that what was discussed by the deputation should have been debated 12 months ago and he apologised for that. The Part VIII and the Section 38 were passed without objection as members believed the original plans were acceptable to all.

(Name withheld for data protection purposes. A paper copy of unedited Minutes available on request) said that during previous discussions with staff and Councillors in relation to the problems with the traffic lights, no one ever mentioned the proposed works to Muckcross Road.

Cllr. D. Healy-Rae asked Management to increase the carriageway to 7.5m and asked that the NRA be requested to revert within a week. He Proposed they revert within the week otherwise the work will have been completed and it will be too late. Cllr. Healy-Rae asked if the work would stop in the interim.

Mr. Doyle stated that the Council would continue with the undergrounding of the overhead cables and all other works would follow.

Cllr. D. Healy-Rae asked that the footpath on the other side of the road would not be widened in the interim.

The meeting concluded at 12.10pm.

B. Reidy

B. Reidy
Meetings Administrator

Cllr. B. O'Connell

Cathaoirleach of Killarney M.D.