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**MINUTES OF THE MEETING OF THE MEMBERS OF THE MUNICIPAL DISTRICT OF KILLARNEY TO CONSIDER AND ADOPT A DRAFT BUDGETARY PLAN FOR THE MUNICIPAL DISTRICT OF KILLARNEY FOR 2017 HELD IN THE LIBRARY MEETING ROOM KILLARNEY ON WEDNESDAY, 26 OCTOBER 2016.**

**MIONTUAIRISCÍ DE CHRUINNIÚ CHOMHALTAÍ CHEANTAR BARDASACH CHILL ÁIRNE CHUN DRÉACHT-BHUISÉAD A MHEAS, AGUS CHUN GLACADH LEIS, DO CHEANTAR BARDASACH CHILL ÁIRNE DO 2017, A THIONÓLADH I LEABHARLANN CHILL ÁIRNE AR AN CÉADA DIN, 26ú DEIREADH FÓMHAR, 2016.**

### **PRESENT/I LÁTHAIR**

#### **Councillors/Comhairleoirí**

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

**Cllr. N. Kelleher  
Cllr. B. O'Connell  
Cllr. J. Sheahan**

#### **Apologies**

**Cllr. M. Healy-Rae**

#### **In attendance/i láthair**

<b>Ms. A McAllen</b>	<b>Delegated Executive for the MD of Killarney</b>
<b>Mr. L. Quinlan</b>	<b>Meetings Administrator</b>
<b>Mr. J. McCarthy</b>	<b>AO Finance</b>
<b>Mr. P. Neary</b>	<b>Senior Engineer</b>
<b>Ms. B. Mulryan</b>	<b>EE Killarney MD</b>
<b>Mr. K. O'Halloran</b>	<b>AE Killarney MD</b>
<b>Mr. B. Mulhern</b>	<b>AE Killarney MD</b>
<b>Ms. H. Switzer</b>	<b>AO Community Services &amp; Engagement</b>
<b>Ms. S. Murphy</b>	<b>SO Killarney MD</b>
<b>Ms. M Galvin</b>	<b>CO Corporate Support</b>

**The meeting commenced at 10.00am.**

The Cathaoirleach, Cllr. B. Cronin took the Chair.

Ms. A. McAllen notified the Members that approval had been received for electrical tenders and the priority is to have the Municipal District Meetings held in the Town Hall at the earliest opportunity.

Cllr. D. Grady stated he was delighted to see the project moving.

Cllr. N. Kelleher requested that the Members be provided with the draft layout of the proposed Chamber for the Town Hall.

Cllr. B. Cronin stated it was important that the Members get to review the plans. The Chamber needs to be of an adequate size to receive deputations.

Cllr. J. Sheahan agreed that he would like to view the plans. It is important that an adequate sized room be built, especially for hosting Civic Receptions.

Ms. McAllen agreed to provide the Members with the draft plans for the November Municipal District Meeting.

#### **16.10.26.01 Draft Budgetary Plan for the Municipal District of Killarney for 2017**

Ms. A. McAllen read the following report from the Chief Executive into the record of the meeting:

#### **"Re: Draft Budgetary Plan 2017 – Killarney Municipal District"**

##### **1. Background**

*Section 102 (4A)(a) of the Local Government Act 2001 (as amended by the Local Government Reform Act, 2014) provides that the Chief Executive shall consult the Municipal District Members for each Municipal District in the local authority's functional area in the preparation of a draft local authority budget and, for that purpose, a draft budgetary plan for the municipal district shall be prepared under the direction of the Chief Executive and submitted for consideration by the Members of each Municipal District. The purpose of a draft budgetary plan is to provide each Municipal District with an opportunity to allocate its portion of the General Municipal Allocation according to its own priorities.*

*The Draft Budgetary Plan sets out how any General Municipal District Allocation (GMA) allocated to the Municipal District will be spent. The definition of the GMA is provided for in the Local Government (Financial and Audit Procedures) Regulations, 2014, and is the name given to the discretionary funding which is made available to municipal district members for allocation in the draft budgetary plan. The amount an authority can provide by way of a GMA is dependent on the total level of income available to it and the non-discretionary costs that must be met as a first call on that income, including at municipal district level. The Chief Executive must consider the resource needs of the local authority in determining the overall level of the GMA. The GMA is also considered in context of the Budget Strategy discussion with the CPG and other Budget Strategy decisions. The estimate of the non-discretionary costs of the authority must also be taken into account.*

*Consideration on the main, strategic non-discretionary expenditure of the Council will form part of the Statutory Budget Meeting to take place in November.*

*Guidance issued from DOHPCLG provides that the total amount of GMA provided must be allocated by the Chief Executive to each municipal district in a manner that is fair and equitable. The Chief Executive must consider the resource needs; where appropriate, the population; and should make an allocation that is transparent, just, not arbitrary, and provides a minimum level of discretionary allocation to all districts.*

## **2. Guiding Principles – General Municipal District Allocation**

*In its consideration of the Budget Strategy for 2017 in September the decision of Council to retain the Local Property Tax rate for 2017 has enabled the retention of the overall General Municipal Allocation and makes a significant positive contribution to the overall budgetary position.*

*The total allocation for the General Municipal Allocation for 2017 is €1.707mn across the four Municipal Districts in the County. This is a very significant allocation based on the overall Budget and the level of discretionary expenditure available to the Council. The division will be targeted to yield the highest return to each Municipal District.*

*It must be noted that there are no additional resources available to the Council for the General Municipal Allocation and accordingly the allocation is made from existing financial resources which will be realigned to prioritise key actions of the Local and Economic Community Plan, Tourism Strategy and Action Plan for Jobs.*

*The following guiding principles have been applied in determining the level of General Municipal Allocation:*

- **Councillor Specific Municipal District Operations Fund**

*Councillor Specific Municipal District Operations Fund forms part of the Municipal District Allocation. Councillors allocations have been maintained at €29,000 per Council Member for 2017. This will continue to be a Discretionary Fund for allocation by Members in a flexible manner according to their own priorities across all areas of work operations within the Municipal District, as outlined in the scheme agreed in 2015.*

- **General Municipal Allocation – Rural and Village Development**

*The Community Support Fund (CSF) is entering its third year of operation and to date has provided a valuable contribution to economic and social activities throughout the County. Funding under a variety of schemes has become available through national initiatives, including;*

- *Town & Village Renewal Scheme (TVR)*
- *REDZ – Rural Economic Development Zones (REDZ)*

- Rural Recreation Fund (RRF)
- Recreational Tourism Projects
- LEADER
- Designated Urban Centre Grant Scheme
- Fáilte Ireland Grant Scheme

*A challenge that faces the Council and the Local Community is the provision of matching funding that is required as part of the grant application assessment in relation to the majority of the above grant schemes.*

- *In framing the 2017 CSF for the Killarney Municipal District, Kerry County Council has sought to maximise the opportunities provided by alternative sources of funding, by optimising the multiplier effect of ring-fencing a portion of funding as matching funding for these National Grant schemes. The opportunity to leverage investment by maximising the potential of the Town and Village renewal scheme and the REDZ scheme, in particular, has potential to add substantial value to the Killarney Municipal District, as these schemes are rurally targeted. This is evidenced by the high allocation proposed of €50,000 under the “Rural and Village Development” subdivision of the CSF, which has the potential to yield €200,000 of additional critical investment into the Killarney Municipal District.*
- *During the 2016 period to date, Kerry County Council in association with the local community and local development sector is delivering a number of schemes in the Killarney Municipal District under Town and Village Renewal and the Rural Recreation Fund. Some of these schemes will be ready for funding proposals/finalised in the 2017 period and include the following projects:*
  - *Re-development of Cultural Centre - Killarney (Arts Capital Grant Scheme)*
  - *Feasibility Study to explore opportunities available for the development of Aras Padraig.*
  - *Gneeveguilla undergrounding and development works (TVR)*
  - *Refurbishment of Carnegie building to accommodate E-Centre - Castleisland (TVR)*
  - *The physical enhancement of the approach road/lay-by into Farranfore village from Killarney*

*In addition to these projects a number of amenity and development projects have been identified in the Killarney Municipal District as part of the Local Economic and Community Plan (LECP), LEADER Strategy and the Kerry Tourism Strategy, all of which provide a blueprint for economic and social development and investment in the County. Many of these projects will require significant investment from Kerry County Council and external funding sources, where elements of these projects could be delivered through a co-funding arrangement with the CSF. Some of these projects for Killarney include:-*

- *Laneway Revitalisation Project – Killarney Town*
- *Public Realm Enhancements - Killarney Town*
- *Re-Imagining Rathmore- Public Realm Enhancements*
- *Development of a public green area in Farranfore*
- *Development of Lough Lein Loop Lakeway*
- *Development of Former Sara Lee site on a key economic development site.*
- *Development of the recently acquired Flesk River amenity area*
- *Development of Con-Houlihan Trail - Castleisland*
- *Improvements to River Walk, Castleisland*

### **General Municipal District Allocation - Community Support/Community Initiatives**

*This element of the fund will support community initiatives in the Killarney Municipal District in line with the CSF guidelines agreed with Members in 2016. The amount allocated to this area is €94,000.*

### **General Municipal District Allocation – Town Development Projects**

*It is important that the former Town Council Development funds are maintained and they are budgeted towards project based delivery for Killarney. €100,000 has been allocated to this area.*

## **3. General Municipal Allocation– Killarney Municipal District**

*The General Municipal Allocation for Killarney Municipal District for 2017 is as follows:*

<b>Community Support Fund Killarney MD</b>	<b>Amount of Funding</b>	<b>Potential Yield</b>
<i>Rural &amp; Village Development (Town &amp; Village Renewal, REDZ, LEADER)</i>	€50,000	€200,000
<i>Community Support /Community Initiatives</i>	€94,000	
<i>Town Development Projects</i>	€100,000	
<b>Municipal District Development Fund</b>	<b>€244,000</b>	<b>€200,000</b>
<b>Councillor Specific Municipal District Operations Fund</b>	<b>€232,000</b>	
<b>Total General Municipal Allocation Killarney</b>	<b>€476,000</b>	
<b>Overall Investment to Killarney Municipal District</b>	<b>€676,000</b>	

## **4. Conclusion**

*This Draft Budgetary Plan sets out the General Municipal Allocation for 2017 and the principles governing its proposed application. This Plan must be*

*considered by Members at a Meeting of the Municipal District Members, and in accordance with Regulations, this Meeting must conclude no later than 10 days prior to the local authority budget meeting. There is no provision for the adjournment of this meeting. Following consideration of the Draft Budgetary Plan the Municipal District Members shall by resolution adopt the Draft Budgetary Plan, with or without amendment. The making of amendments is a reserved function.*

*The Chief Executive shall take account of any budgetary plan adopted by the Municipal District Members in preparing the Draft Local Authority Budget for 2017. If the members of any Municipal District do not adopt a draft budgetary plan, the Chief Executive may take account of the draft budgetary plan as presented to members of that Municipal District, without amendment.*

*Following adoption of the Council Budget for 2017, a Schedule of Proposed Works of Maintenance and Repair to be carried out during the financial year in each Municipal District is prepared as soon as possible under the direction of the Chief Executive, having regard to available resources. The draft budgetary plans of the Municipal Districts do not include the main strategic non-discretionary expenditure of the Local Authority, the spending of which will be prioritised by the Members as part of the development of a schedule of municipal district works after the budget has been adopted. The Schedule of Municipal District Works shall be considered by the Municipal District Members concerned and be adopted by resolution, with or without amendment by it. In making an amendment the Municipal District Members shall have due regard to the Council budget adopted.*

*I recommend adoption of the General Municipal Allocation for Killarney Municipal District for 2017 of €476,000. This fund represents a meaningful discretionary fund for allocation by Members in accordance with the priorities of the District, optimises grant opportunities and provides maximum flexibility to meet the operation and economic and community development needs of the area for the coming year with a projected investment of €676,000 to the Killarney Municipal District Area."*

Ms. A. McAllen stated that the guiding principles of the Budget had been discussed at the Special meeting of the full Council in September.

The General Municipal Allocation has been reprioritised to give it a strategic focus which will yield a larger return for money coming into the County.

The Councillor Specific Municipal District Operations Fund has been maintained at " 29,000 per Council member for 2017.

The Municipal District Development Fund is in its third year of operation and provides valuable contributions to many groups that have never previously received funding from the County Council. It is now evident how a couple of hundred Euro can make a huge difference to community groups.

There are now three strands to the Community Support Fund for Killarney Municipal District, i.e. Rural and Village Development, Community Support / Community Initiatives and Town Development Projects.

Under the Town and Village Renewal Schemes & Rural Recreation Fund some schemes will be ready for funding in the 2017 period. These schemes have been waiting for quite a length of time for funding. The Municipal District Officers will work with communities to have these schemes "shovel ready" and when funding is received, they will be ready to commence.

Ms. McAllen referred to the Public Realm. It is very important that the appearance of Killarney Town be improved and that we make the most of the product that is Killarney. This can be done by improving our streets and streetscapes.

Ms. McAllen referred to a number of projects that were listed in the Budgetary Plan:

- The Sara Lee site was progressing with the Part 8 process. This is seen as a key priority project
- River Flesk Amenity Area

Ms. McAllen stated that there were two large towns in the County that had previous financial commitments made by the Town Council and these funds have been ringfenced for particular projects.

The proposed Municipal District Development Fund for Killarney is " 244,000. The General Municipal Allocation for Killarney of " 476,000 will yield a potential investment of " 676,000 which is a very good return for the Municipal District.

In relation to the adoption of the General Municipal Allocation, Ms. McAllen said that legislation on the matter was clear. There was no provision for an adjournment of the meeting and if not adopted, the matter is referred back to the full Council for determination as part of the overall budgetary process.

Ms. McAllen recommended adoption of the General Municipal Allocation for Killarney in the amount of " 476,000.

Cllr. D. Grady enquired about the Cultural Centre and stated this project was taking a long time to progress. He asked what will its purpose be when completed. Cllr. Grady also asked that the Feasibility Study for Áras Pádraig be progressed. He stated that money had been set aside from the Town Council and he also enquired if grant funding was required. Cllr. Grady welcomed the Laneway Revitalisation Project. He welcomed the budget and stated that the Council was moving in the right direction.

Cllr. N. Kelleher stated that the budget was " 3,000 less than the 2016 Budget. He enquired if the Councillors had any power to propose amendments to the Budget. The amendments only relate to the proposed fund amount.

Cllr. Kelleher referred to the Councillor Specific Municipal District Operations Fund (CSMDOF) which is " 29,000 per Councillor, however, jobs are getting more expensive to deliver and therefore, this amount should be increased.

Cllr. Kelleher referred to the Town & Village Renewal Scheme and asked that Minister Heather Humphries be contacted. The funding has not yet been received from the Department and this money needs to be spent before year end. If the money is not received in time, then it cannot be spent before the closing date.

Cllr. Kelleher referred to the laneways in Killarney and said that some are eyesores but are a hidden gem in Killarney Town. These laneways should be used as an access to car parks.

In referring to the General Municipal Allocation, Cllr. Kelleher stated he was disappointed that it was decided to make a distinction between the town and the whole Municipal District. It is drawing a divide. This Municipal District has Members from all over the MD area. This is against the spirit of what a Community Support Fund is for.

Cllr. B. O'Connell complimented Ms. A. McAllen, Mr. M. Ó Coileáin, Ms. N. O'Sullivan and all staff regarding the improvements that have taken place in Castleisland over the past 12 months. Castleisland has been transformed due to the work of the Chamber Alliance. Christmas lights were provided last year and this was all due to funding received from the Community Support Fund. Cllr. O'Connell agreed with the sentiments expressed by Cllr. Kelleher and stated this is a Municipal District area and Killarney is one of the most prosperous towns in it. Villages and towns such as Scartaglen, Currow and Castleisland are in a better place because of it.

Cllr. J.J. Culloty thanked the staff who were involved in the preparation of the Budget. He agreed that it would be nicer to have a bigger Budget but we must deal with what is before us.

Cllr. Culloty referred to the CSMDOF and agreed that it now costs more money to carry out jobs. Some funding needs to be set aside in each Municipal District for hedge cutting.

Cllr. Culloty asked that the Áras Pádraig project be expedited. He stated he was Chair of the Killarney MD Arts Working Group and there was a huge demand for a proper facility for such groups. Cllr. Culloty also welcomed the Laneway Revitalisation Project and said that it would not cost a huge amount of money to improve some of them.

Cllr. Culloty referred to the tourist signage in Killarney Town and said there was a lack of presentable and attractive signage. These signs should reflect the fantastic amenities that Killarney has. We should look at what is on offer in other towns. Cllr. Culloty agreed that the Lough Lein Loop Lakeway had huge potential and this was one of the biggest projects to come to Killarney - the possibilities are endless. Most businesses have co-operated very well and Liebherr have been very forthcoming and helpful and wish to see this

Lakeway progressed. In relation to the development of the Sara Lee site, Cllr. Culloty said he would like to see what is planned for the site when the building is demolished. He said he was not sure if it would be of benefit to Kerry County Council to hold onto this site. Cllr. Culloty also asked if he could view the plans for the Cultural Centre. He stated there was great potential going forward and this was one of the best years for tourism. Cllr. Culloty PROPOSED adoption of the Budget.

Cllr. M. Gleeson stated that following the abolition of the Town Council, the entire area must be treated together. He stated that his first Notice of Motion to the new Council was that Kerry County Council at a local level would focus on European Funding but has heard nothing about this since. It should be pursued vigorously and actively. We would have double the figure we have in front of us now. It is remiss of us.

Cllr. Gleeson stated that we are the leaders of the entire Municipal District area and our physical environment sets the standard for us. This has been reinforced by the standard of Killarney House and Gardens.

Cllr. Gleeson noted the great achievements that have taken place in Barraduff as a result of the Community Support Fund. This is where this fund will be of huge importance. Groups are setting out to do things for themselves.

In referring to projects in the area, Cllr. Gleeson hoped that the Con Houlihan Trail would be developed. He enquired when the public consultation for the Áras Pádraig building would commence. Cllr. Gleeson stated that he longed for the day when the Sara Lee building would be levelled. It is an eyesore. This site offered potential and we need to do something about it. Cllr. Gleeson also enquired if funding for CCTV would be forthcoming for towns and estates. He stated that laneways are vitally important for Killarney. The cycleway from Ross Road to Muckcross needs to be done. Cllr. Gleeson stated that during the Town Council time, street covering had been discussed and he enquired what was the view of the Council towards this. Cllr. Gleeson concluded by acknowledging the great progress that had taken place in Castleisland.

Cllr. J. Sheahan thanked all involved in putting this report together. He referred to the CSMDOF of " 29,000 per Councillor. So many people are contacting the Elected Members looking for assistance. He stated that he does his best to be as fair as he can be with everyone. Health and safety is having a bearing on the increase in the cost of the works. Cllr. Sheahan wished to thank the Council for clearing the islands on the Flesk River and he looked forward to the Flesk Bridge getting a facelift. There are overhanging trees and graffiti on the railing. The road also needs to be resurfaced. This is a major approach route to the town. Flowers should be put back on the bridge. Cllr. Sheahan praised the volunteerism in Killarney and stated that the people in Meitheal do great work. People living on the approach roads to the town also pick up the litter and it is great to see these roads kept to a high standard. Cllr. Sheahan stated that the footpath on the Ross Road is in a bad state. Cllr. Sheahan welcomed the Laneway Revitalisation Project and referred to the footpath on the left hand side of New Street which is bumpy in

places. This should be flat and he hoped that something could be done with it. Cllr. Sheahan referred to Kilcummin and said it was a great example of how funding has helped a rural village. The people of Barraduff are making great strides in their village too and are look at the example that Kilcummin have set.

Cllr. Sheahan referred to Áras Pádraig and stated that many groups were anxious and need a premises to locate to. Cllr. Sheahan referred to REDZ Funding and asked if any allocation had been made to the MacGillycuddy Reeks. He had heard that the Mourne Mountains receive funding of " 1m per annum. The pathways on the Reeks need to be made safe as too many accidents are occurring. This will raise the health and safety aspect of climbing the Reeks.

Cllr. B. Cronin stated that he shared some of the sentiments expressed. In referring to the Councillors Allocation, Cllr. Cronin stated that simple jobs were now costing a lot of money and acknowledged that a lot of the cost goes towards health and safety. Cllr. Cronin agreed with Cllr. Kelleher's Proposal to increase the Councillor's Allocation in next year's Budget. A lot of jobs are only undertaken as a result of this money.

Cllr. Cronin enquired about Áras Pádraig and asked how soon will it take for the Feasibility Study to be undertaken. Cllr. Cronin referred to the Sara Lee site and stated that it was an eyesore but is a very valuable site. This needs to be addressed immediately. Cllr. Cronin referred to the Draft Budgetary Plan and noted that the Community Support Fund for Killarney had been categorised into rural and urban and stated that this should not happen. Killarney is one united Municipal area.

Cllr. Cronin stated he had concerns about the new structure with regards to LEADER. Expressions of interest need to be received by 28<sup>th</sup> October and he asked how many groups will be able to access it. He stated he was worried about the potential to access it and are we likely to see the fruition of the " 676,000. He said that this process is not straightforward and obstacles may arise.

Cllr. Cronin referred to the rates income of " 10.1m from the Killarney Municipal District and the also how much money has been paid in water and sewer charges. He stated that people felt aggrieved and are concerned that the people are not getting a fair balance for what is being invested. He stated that he was aware of a mid-range tourist establishment that pays a water bill of " 50,000 per annum and that non-domestic premises have to pay a serious amount of money for these charges. Rural people are not in favour of paying the Local Property Tax (LPT) as they do not have public lighting, public footpath but they have stated that hedges in the rural areas are overgrown and that as they pay the LPT, they should be cut back. The current situation is not acceptable. There is a duty on landowners to trim their hedges. A lot of landowners do maintain the hedges but a small percentage do not or will not. The Local Authority have a duty to people paying the LPT and only thing they have is to walk on the road without being blinded.

Cllr. J. Sheahan stated he was delighted to hear that the Flesk Bridge had been cleared. He referred to the surface of the Flesk Bridge and believed a commitment from the TII was given to resurface it and he stated he would like to see this happen.

Cllr. Sheahan referred to Ballydribeen and said there was an anti-social element in a part of it. A commitment had been given that a public light would be provided in this location. This would alleviate a lot of local issues and improve relations. In relation to the paying of rates, Cllr. Sheahan stated that he felt for people who have to pay huge rates and respected those that do pay.

Cllr. N. Kelleher PROPOSED that in relation to the Community Support Fund, the Community Support/Community Initiatives and Town Development Projects should be amalgamated into one.

Cllr. B. Cronin SECONDED the Proposal.

This Proposal was unanimously agreed by all the Members.

Ms. McAllen referred to the funding of " 50,000 towards the Rural & Village Development which has the potential to yield " 200,000 and stated that she saw this as a good investment. When all applications came in for the Municipal Districts last year, we received 89 for the Community Support Fund. An Evaluation Committee was set up and they grouped each of the applications into a particular category. This year we will work with LEADER and be able to ascertain if a project is more suited to LEADER. This will be a partnership approach. The Community Support Fund will be a standard item on the Agenda for future Municipal District Meetings going forward which will enable Councillors to see where the scheme is at present.

In relation to queries raised regarding the Cultural Centre, Ms. McAllen stated that a grant application for same had been completed and is at present being considered by Minister Heather Humphrey's Department. Ms. McAllen noted that this was a prime site in a great location.

Ms. McAllen notified the Members that the tenders for Áras Pádraig were being assessed at present and she agreed to revert with the timeframe for the public consultation.

Ms. McAllen referred to the Macgillicuddy Reeks and stated that an application under REDZ would be submitted to carry on with the work carried out there.

Cllr. Sheahan stated that the work to the Reeks was very important and people specifically trained for that purpose carried out this work. It is vitally important that the paths are completed and maintained.

Ms. McAllen stated that many amenity and development projects were due to commence in Killarney. An overall investment of " 676,000 was to be made to

Killarney Municipal District with a total General Municipal Allocation of " 476,000.

Cllr. Kelleher referred to the " 29,000 that each Councillor is to receive under the Councillor Specific Municipal District Operations Fund and stated that any increase to this fund would have to come out of the Operations Budget.

Mr. Neary referred to queries raised in relation to the Flesk Bridge and stated that the overlaying of the bridge is a matter for the TII. He stated that he believed that the overlaying contract had gone to tender but agreed to clarify this with the Members. Mr. Neary agreed to discuss the graffiti on the railing with the TII.

Cllr. Gleeson enquired if the public consultation process for the Áras Pádraig premises would take place before Christmas.

Ms. McAllen stated that if it had not commenced by Christmas, then it would definitely take place in early 2017.

Cllr. B. O'Connell referred to the Local Property Tax (LPT) and stated that some Councillors had voted against it. He stated that Management should reiterate the consequences that this would have. A fund of " 750,000 has been created as a result of voting for the retention of the LPT and we have enjoyed the benefit of this in our local communities and this is as a result of the Councillors who vote for it. Cllr. O'Connell stated that he knows of some Councillors who voted against the LPT who have been contacting communities and advising that they have been successful in their application for the CSF. This is disingenuous.

Cllr. B. Cronin stated he agreed with Cllr. O'Connell's sentiments in relation to the Local Property Tax. He stated that he would insist that in future, the Community Support Fund applications would carry the phrase that "money is provided by the Councillors who vote to maintain the Local Property Tax". Councillors are voting against the LPT in the Chambers and then write out to and telephone community groups informing them that they have been successful in their application under the CSF.

Cllr. Culloty referred to the LEADER funding and said it was not working. He stated he was not confident that the fund close to that amount listed in the Plan would come in. There has been a 78% cut on the previous time. Cllr. Culloty stated that a lot of development companies are looking to get away from the "red tape" that is created by LEADER .

Cllr. J.J. Culloty PROPOSED that we the members of the Municipal District of Killarney resolve to adopt the Draft Budgetary Plan for the Municipal District of Killarney for 2017, as amended, in that the Community Support / Community Initiatives and the Town Development Projects be categorised together which does not change the overall General Municipal Allocation as presented.

Cllr. M. Gleeson SECONDED the proposal.

A vote was taken which resulted as follows:

**For:** Cllrs. B. Cronin, J.J. Culloty, M. Gleeson, D. Grady, N. Kelleher, B. O'Connell, J. Sheahan **(7)**

**Against:** None **(0)**

**Absent:** **(1)**

Mr. L. Quinlan declared the proposal to be carried.

#### **16.10.26.02 Briefing - Traffic Management Study for Killarney Town**

It was noted that the following memo dated 19<sup>th</sup> October 2016 had been circulated to Members:

**DÁTA/DATE:** 19/10/2016  
**CHUIG/TO:** Killarney Municipal District Elected Members  
**ÁBHAR/SUBJECT:** Killarney Town Traffic Model / Traffic Management Study.

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I attach the Killarney Town Traffic Model / Traffic Management Study for your attention.

The Killarney Urban Master plan was published in 2005. This plan included a Transportation Strategy which indicated areas for pedestrianisation, urban enhancement and traffic management within the town. Killarney Town Council were progressing a number of these traffic and urban enhancement schemes. In 2015 it was decided that it would be prudent to appoint a traffic consultant to assess all the live traffic management proposals and to ascertain their overall benefit to traffic management in Killarney.

The existing traffic model for Killarney town needed to be revised and updated for the current traffic volumes in the town. The proposed traffic management schemes were incorporated into the new traffic model and their benefits assessed.

The brief for this study was developed as outlined hereunder.

- Update the Existing Travel Model for Killarney Town
- Assessment of the potential benefits of proposed relief roads planned for the town including:
  - Inner Relief road linking High Street and New Street via Boreen Na Goun; and
  - Gaelscoil road linking Deerpark with the N22 Killarney bypass.
- Assess proposed changes to traffic movements in the town including:

- Pedestrianising Main Street;
- Pedestrianising Main Street and Plunkett Street;
- Making New Street upper one way;
- Making New Road one way; and
- Removing HGVs and buses from the town centre (Plunkett St and Main St).
- The development of proposals for the town's transport system and road network that address traffic in the town;
- Parking Strategy
- Assess Jarvey Numbers in the Town

The Consultant prepared a report addressing all the areas outlined in the brief. This report is a high level examination of the traffic issues in the town area and provides a review of the transportation network and the associated demands with particular attention to the town centre area and determines the impact of proposed infrastructural measures to cope with the existing and future vehicular, pedestrian and cyclist volumes.

### **Outline of Reports Recommendations**

Killarney town is a tourist destination and the majority of traffic approaching the town will stop in, or adjacent to, the town. The Traffic Management Plan has at its core sustainable transport initiatives.

It set out measures to enhance the town centre environment by inter alia reducing traffic volumes in the immediate centre with improved pedestrian and cycle facilities.

Additional proposed parking areas, on the key radial routes to the town, are identified to reduce traffic circulating within the town centre. These radial routes are the N72 Killorglin road, the N71 Muckross road, the Park road, the Lewis and the Rock road. The study provides for the movement of pedestrians between the proposed and existing enhanced parking areas and the town centre.

The report recommends the establishment of a Transport hub adjacent to the train station / bus station area with high quality pedestrian links to the town centre and a link from the bus station to the train station.

The provision of the Inner Link road from Monsenior O'Flaherty road to Bohreen na Goun / new street would reduce traffic on High street and mitigate the impact of pedestrianising areas of the Town centre.

Various proposed traffic management and pedestrian schemes have been modelled and analysed to ascertain their benefits and impact.

The recommendations include the following;

- Town centre pedestrian priority and shared surfaces
- Implementation of one way traffic management
- Increased town centre accessibility and connectivity

- New road links
- Improvements to road layouts and junctions
- Facilities for pedestrians and cyclists
- Measures to encourage non car based travel modes particularly cycling, walking and public transport.
- Jarvey numbers in the Town to remain constant.

The various short term, medium term and longer term recommendations, with some of the key measures outlined in Appendix 01. The delivery of some these measures are subject to statutory procedures and the provision of funding.

The report also details a Parking Strategy with the main recommendations outlined hereunder.

### **Parking Strategy**

The overall strategy includes sustaining the town centre parking capacity and enhancing the provision, and use, of car and coach parking on the radial routes to the town including Park road, Port road, Muckcross road and Rock road.

#### **Key Parking Recommendations;**

- Proposed Locations for new or enhanced Parking Areas at the following locations
  - Port Road accessible to National Park and Town Centre by foot / bicycle (or Shuttle bus).
  - Adjacent to N22 Killarney bypass by foot / bicycle (or Shuttle bus).
  - Muckcross road accessible to town centre and Killarney House by foot / bicycle (or Shuttle bus).
  - Park Road Outlet Centre Car park accessible to Town Centre by foot
  - Additional visibility of private car parks that are accessible to the public including Penney's Car Park, the Malton Carpark, the Scott Street Car Park.
- Revision of Car parking charges including;
  - Apply charges in Cathedral Car Park to encourage greater turn over
  - Review Town Centre car parking charges.
- Increased parking enforcement in line with the existing bylaws.
- Reduce the allocation of resident permits or give permits for the nearest car park as opposed to on street parking.
- Cycle and Motor bike parking areas.
- Bus parking to be facilitated in any developed car parks.
- Taxi Parking, Taxis to utilise loading bays at night. Provide taxi rank at proposed transport hub.
- SMS real time information to be available for parking availability.

I trust this is to your satisfaction.

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Paul Neary SE

## Appendix 01

<b>Short Term</b>			
<b>Measure</b>	<b>Benefit</b>	<b>Cost, ex VAT</b>	<b>Note</b>
Main Street / Plunkett Street Junction. Construct kerbed build outs to prevent illegal parking	Eliminate illegal parking which interferes with right hand turning traffic accessing main street from Plunkett street. (AIB Bank)	€5,000.00	
Prevent HGVs and Buses entering Plunkett Street	Eliminate large vehicles blocking traffic and preventing right hand turning traffic accessing main street from Plunkett street. (AIB Bank)		Section 38 Requirement
Upgrade Traffic Light Signals on the Muckcross road at Ross road and Woodlawn road Junctions to full MOVA system with addition carriageway sensors.	Benefit to Traffic flow on the Muckcross road particularly at the Ross Rd / Countess road area.	€75,000.00	€55k Traffic Lights and €20k Civil Works.
Signage Improvements throughout the town.	Better information for motorists.	€30,000.00	
Reprioritise Traffic at High Street Junction by preventing traffic entering Monsignor O' Flaherty Road from Rock Road / St Annes Rd.	Maximise capacity of High Street. This measure would be re evaluated after the construction of the inner relief road from Monsignor O' Flaherty Road to New Street via Boreen na Goughan.	€15,000.00	
Regularisation of Loading Bay at Tesco, Beech Rd.	Prevent illegal parking and promote better flow of traffic on beech road. Provide continuous footway at this location.	€50,000.00	
Plunket Street Traffic Calming Measures	Establish a more pedestrian assessable Town Centre Core Area	€150,000.00	At Section 38 phase.
High Street Traffic Calming Measures	Establish a more pedestrian assessable Town Centre Core Area	€ 225,000.00	At Section 38 phase.
Increase two lane approach from the Mission road into the Hahah area	Reduce Queuing traffic on Mission Road	€25,000.00	
Revision of Car parking charges	Improved town centre access and greater car parking turnover, where required.		Bye Laws

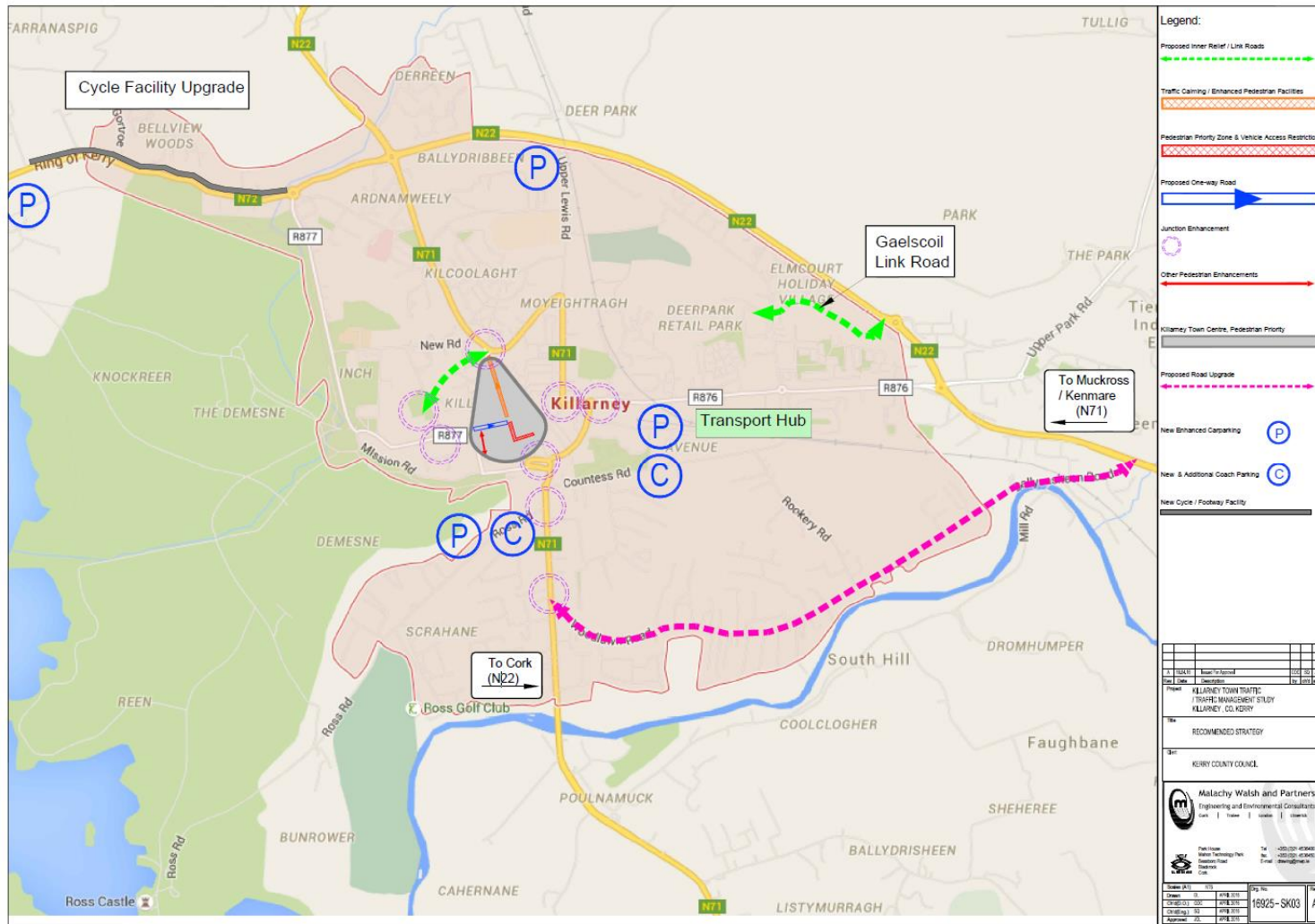
Measure	Benefit	Cost, ex VAT	Note
Additional visibility of private car parks that are accessible to the public including Penny's Car Park, Malton Carpark, Scott Street Car Park and the Outlet Centre.	Improved town centre access, from adjacent to town centre. Reduced town centre traffic.	€ 10,000.00	New pedestrian accesses and signage.
Bus Parking to be facilitated in any developed car parks.	Increased sustainable travel.		
Taxi Parking, Taxis to utilise loading bays at night. Provide taxi rank at the proposed transport hub.	Improved access to taxis.	€ 5,000.00	Signage and markings
SMS real time information to be available for parking availability.	Higher compliance with parking charges.	€ 15,000.00	
Cycle and Motor bike parking areas	Increased sustainable travel.	€3,750 per car park	10 bikes + 5 motorbikes
Reduce the allocation of resident permits or give permits for the nearest carpark as opposed to on street parking.	Increased availability of town centre parking for visitors.		Bye Laws
Increased parking enforcement in line with the existing bylaws.	Improved town centre circulation/ traffic movement.	€50,000 per annum	Additional staff

<b>Medium Term</b>			
<b>Measure</b>	<b>Benefit</b>	<b>Cost, ex VAT</b>	<b>Note</b>
Construction of 'enhanced rotary system' at the Hahah ( <i>see Appendix 02 Figure 03</i> )	To increase the capacity of this area and reduce the traffic delays on the Mission road.	€ 300,000.00	Subject to detailed design
Construct Inner Relief Road from Monsignor O' Flaherty Road to New Street via Boreen na Goughan.	Improve Traffic flow around the town.	€750,000 including Land costs	
	Mitigate the impact of pedestrianising Main Street and Plunkett street.		
New Street/ Bohereen Na Goun junction upgrade	Facilitate Inner relief Road traffic volumes	€ 80,000.00	Incorporated in Inner Relief Road Costs.
Continue the enhanced cycle and pedestrian facilities on the Muckcross road from Woodlawn Junction towards the Hahah.	To promote the use of any future Surface Car Park on the Muckcross road and reduce traffic using the town centre car parks.	€750,000.00	Subject to TII funding
Centre of Town, i.e. Plunket Street / Main Street. Restrict access post 11am. Develop into full pedestrianisation.	Remove HGVs and deliveries away from the town centre and enhancing traffic flow. Enhance pedestrian linkage. Make Main street / Plunket street a public area as opposed to a set down / loading bay. Increased attractiveness of the town.	€10,000.00	signage restrictions, etc
Improved pedestrian crossing facilities at a number of key junctions throughout the town centre.	Establish a more pedestrian assessable Town Centre Core Area	€ 70,000.00	Assume 10 crossings at average €7,000 per crossing
East Avenue/ Park Road roundabout pedestrian enhancement	Improve Traffic flow around the town and pedestrian linkage.	€ 45,000.00	

Measure	Benefit	Cost, ex VAT	Note
Lewis Road/ College Road Roundabout pedestrian enhancement	Improve Traffic flow around the town and pedestrian linkage.	€ 25,000.00	
Increase Use of Woodlawn / Ballycasheen road for traffic on the Muckross road heading to Cork.	Remove some traffic on the Muckross road from the Woodlawn Junction to the Hahah.	Subject to design	Signage and Traffic calming required.
New car parking	<ul style="list-style-type: none"> <li>• Port Road accessible to National Park and Town Centre by foot / bicycle (or Shuttle bus).</li> <li>• Muckross road accessible to town centre and Killarney House by foot / bicycle (or Shuttle bus).</li> <li>• Adjacent to N22 Killarney bypass – Park and Ride</li> <li>• Rock Road Area</li> </ul>		Estimates at €10,000.00 per space

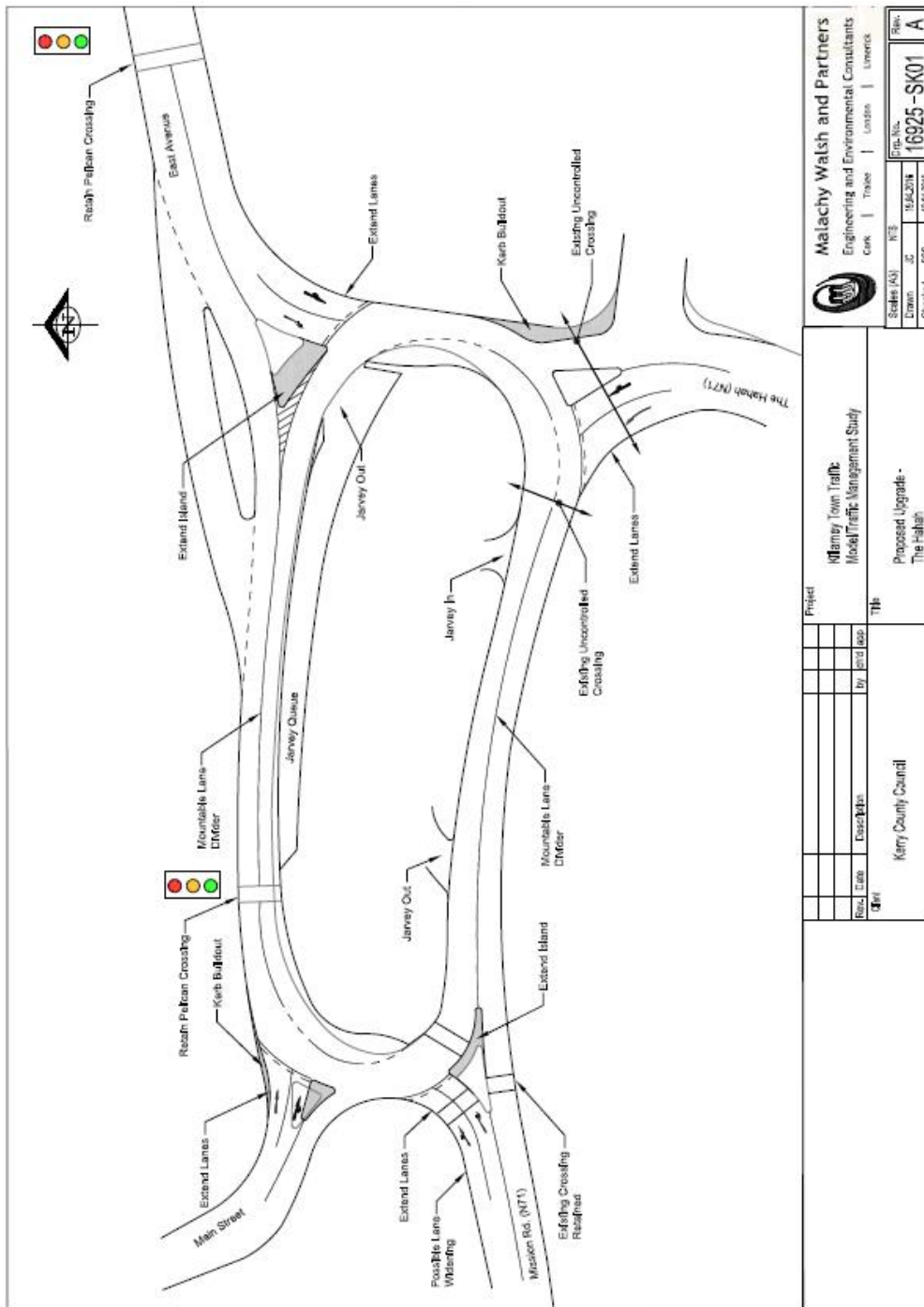
<b>Medium / Long Term</b>			
<b>Measure</b>	<b>Benefit</b>	<b>Cost, ex VAT</b>	<b>Note</b>
Improve Pedestrian and Cycle Facilities on Key radial Routes;	To promote the use of any future Surface Car Park on the Radial routes and reduce traffic using the town centre car parks.		
· N72 Leibherr to Killamey		€1,000,000.00	TII Traffic Calming Scheme currently in design.
· Park Road		€250,000.00	
· Lewis Road		€250,000.00	
· Rock Road		€500,000.00	
Create Transport Hub at the Outlet Centre Area. Incorporating Rail, Bus, Taxi, Cycling etc.	Increased use of sustainable travel. Reduced town centre car parking.	Subject to design	Dependent on final design/ measures
Create link from Bus Station to the Rail Station	Improved links between rail and bus.	Subject to design	Third Party Project.
Gaelscoil Link Rd		€ 1,050,000.00	Roundabout €250k Roadworks €800k
Muckross Rd – Ross Rd Cyclepath / Walkway		€ 600,000.00	
New Street one way		€ 225,000.00	Part VIII required

## Appendix 02



**Figure 01. Overall Study Recommendation**





**Figure 03. Rotary Enhancement at the Hahah**

Cllr. B. Cronin welcomed Mr. Jack O'Leary and Mr. Ciaran O'Callaghan from Malachy Walsh and Partners to the meeting.

Ms. A. McAllen stated that she had requested both Mr. O'Leary and Mr. O'Callaghan to attend the meeting to address any queries that the Members may have in relation to the Traffic Management Study that they had prepared for Killarney Town. There were three main priorities for the plan, i.e. (1) to identify suitable areas for provision of car parking spaces in the town, (2) need to look holistically at improving traffic flow through the town and; (3) recommendations in relation to the public realm and the enhancement of public areas in the town.

Ms. McAllen stated that the purpose of the discussion today was to note and discuss the contents of the Study and any recommendations that the Members felt could be reprioritised.

Cllr. B. Cronin referred to parking in the town and the different options available and stated that the possibility of a multi-storey should be kept open for the present. Cllr. Cronin contended that the majority of the congestion in the town was as a result of people looking for parking as they want to park in the town centre.

Cllr. Cronin PROPOSED that a phrase be inserted in the Study that "we look for expressions of interest for car parks in Killarney, including the possibility of a multi-storey".

Cllr. M. Gleeson SECONDED the Proposal and stated that he has had this on previous Agendas and it must be examined.

Ms. McAllen agreed to this Proposal.

Cllr. J.J. Culloty stated that other areas should be looked at for parking. He referred to Scott's Carpark and said that people are not aware of it.

Cllr. N. Kelleher stated that the public are now aware that the Council are looking for land for parking and landowners will now raise their prices.

Cllr. J. Sheahan stated he would have thought a multi-storey carpark was the best option but having given it consideration, the proposal by Malachy Walsh has merits. Having a number of multi-storeys in different locations makes sense.

Cllr. D. Grady said that parking should be available for 15 minutes at a rate of " 0.50 - " 0.70.

Cllr. B. Cronin replied that onstreet parking at a rate of " 0.50 is available for 20 minutes.

Cllr. Grady stated that this signage was not clear enough and should be painted a different colour. Cllr. Grady also referred to land in Park Road adjacent to the former Torc Hotel which would provide a great entrance into

the town. He urged the Council to look at the land which we own. Cllr. Grady also referred to a half acre of land off Mission Road near the Frank Lewis Laneway and he asked the Council to review this land as it would be an obvious place to provide a carpark.

Cllr. Cronin stated that the possibility of accessing or purchasing green field lands close to Killarney Town is extremely difficult or impossible. Cllr. Cronin Proposed that the Council need to actively pursue and invite expressions of interest from anyone who has a suitable site.

Cllr. Culloty stated that he presumed that options were available and that the Management were looking at such options.

Ms. McAllen confirmed that the Council were actively looking at a particular site but land in the town is expensive and scarce.

Cllr. Kelleher enquired if a commitment would be given that the advertisement for Expressions of Interest could be forwarded to the newspapers within two weeks. This needs to happen without delay.

Ms. McAllen confirmed that she would liaise with the Procurement Section on the matter.

Cllr. Gleeson referred to the junction at the top of High Street and said that it was leading to a lot of confusion. Motorists arrive there in a single lane and they don't know if they can enter the roadway or not. They see two lanes and don't know which lane to take. Have we considered the option of putting traffic lights at the top of High Street and provide two lanes at the top half and people would have defined in their minds where they are going and they can't enter this area of uncertainty until the lights at O'Shea's will allow them clearance into a clear area. If they are synced with the existing lights it would eliminate most of the problem and give clearance and clarity and allow free flow.

Cllr. Culloty asked if it could have been possible to have provided a roundabout at that junction and is it possible to do something there now.

Cllr. Kelleher stated that he requested the Executive to look at the longer term picture regarding the top of High Street and a relief road.

Mr. P. Neary stated that the current design at the junction of High street is what is required when the relief road come into operation.

Cllr. Kelleher stated that if we can deal with Boreen na Goun quickly, what we are proposing here will be changed. Prudent and wise to do that immediately.

Ms. McAllen replied that she had asked it to be prioritised in the short-term.

Mr. Neary confirmed that a design had been prepared.

Cllr. Kelleher asked that it be forwarded to the Members.

Cllr. Cronin stated he would be much happier if we had agreement from the landowners first.

Cllr. Kelleher stated he was only asking for something that has been in the public domain previously.

Ms. McAllen agreed to provide the Members with a copy of the Part 8 that was there previously.

Mr. Neary confirmed he would contact all landowners in the next couple of weeks and see if they are willing to enter into discussions.

Cllr. Grady referred to Bothar na Goun and stated that he knew that one of the main landowners was looking for a land swap. Until such time as we get our Engineers to talk, we are wasting our time. It is the key to the whole issue.

Cllr. Culloty stated that all these landowners should have been spoken to before this. It is disappointing that landowners have not been approached.

Mr. Neary replied that this has gone through the Part 8 process so it is just a matter of discussing it with the landowner which will take place immediately.

Cllr. Cronin stated that he was of the impression that following the previous meeting, that the next stage was that the landowners were going to be approached.

Mr. K. O'Halloran stated that the Part 8 permission is in place for an upgrade to the junction at High Street / St. Anne's Road /Monsignor O'Flaherty Road. As part of the analysis carried out, the Council looked at traffic volumes from St. Anne's Road and Monsignor O'Flaherty Road. Mr. O'Halloran referred to Appendix 2 of the Study where it is recommended that a Part 8 scheme should be implemented in the short-term, in advance of an inner relief road being put in place. If the inner relief road was put in place, High Street could be a priority Stop approach. This needs to be a signalised road.

Mr. O'Halloran addressed the options raised by the Councillors. Standard signal T-Junction at St. Anne's Road. Stop at top of High Street so there would be two separate junctions. Option of signal in current situation, i.e. putting signage on High Street and St. Anne's Road would have to be treated as a single junction. Difficulty would be if you were to place traffic signals going up from High Street you would have to wait for green on High Street and St Anne's Road, turn right pass the next junction and leave time for the last person to go through on amber and clear the St Anne's Road junction. It would end up losing a lot of capacity in the junction itself. There would be a lot of dead time between the phases and would result in delays.

Cllr. Gleeson stated that people do not know there are two lanes up High Street. Proper synchronisation of the lights could overcome this.

Cllr. Grady suggested giving people that are coming up High Street the right of way to go through. He also stated it was an unwise having traffic lights entering and exiting the carpark.

Cllr. Culloty stated that what was discussed would not free up the traffic and he stated that he understood why the Report referred to deadtime. Cllr. Culloty presumed that a roundabout would not be an option.

Mr. O'Callaghan replied that there would be difficulties with a roundabout. Signals give more safety to pedestrians.

Cllr. Culloty asked could both options be provided as there is a problem at this junction.

Cllr. Sheahan stated that traffic from St. Anne's Road to Mons. O'Flaherty Road causes much confusion. It is a very busy junction for the majority of the time. There is an issue coming up High Street. When people arrive at junction they see the lane where person has right of way and this makes people nervous and leads to confusion.

Cllr. Grady referred to Cllr. Culloty's comments and said that some form of roundabout should be provided. Bohereen na Goun to the top of High Street is vital and is the lifeblood of that area.

Cllr. Cronin stated that the top of High Street is controversial. Previously there were two distinct lanes and the kerb outside Collins inhibited the right hand lane. Before that a left for New Road and right for St. Anne's Road. Bohereen na Goun is critical. Cllr. Cronin stated that he believed that High Street should have right of way. People with a green light are stopped looking down Mons. O'Flaherty Road. The key is Bohereen na Goun if we could gain access left for Tralee and right up to St. Anne's Road. Cllr. Cronin also referred to exiting the carpark where motorists only have 6 seconds to turn right out of it. If the person at the front of the queue is not ready to go, then the time has gone. Cllr. Cronin suggested providing a slip lane that would be a left turn only giving access to St. Anne's Road. This would be a huge addition to this carpark. Cllr. Cronin said he would have concerns about the second set of traffic lights proposed by Cllr. Gleeson at the junction of High St and Monsignor O'Flaherty Road.

Cllr. Culloty enquired if left hand exit with a flashing light could be provided.

Cllr. Gleeson stated that everyone has a difficulty with this junction. Traffic lights at the top of High Street would ease confusion and people could take their designated lane. This option would be worth examining.

Mr. O'Callaghan referred to Appendix 2 of the Study and stated that they had reviewed the junction from a safety point of view. Removal of movement from St. Anne's Road to Mons. O'Flaherty Road would enhance safety and capacity. It would take away all issues we discussed here including the crossing. Mons. O'Flaherty Road to west of High Street and also possibility of someone coming in the other direction. It is a tricky corner for pedestrians. If

you could take away that movement it would clear it up significantly. Re-routing would not be as much of an inconvenience as people would think. In the longer-term, Bohereen na Goun to St. Anne's Road would go from one-way to two-way with a standard T-Junction which would provide some separation and should enhance the junction. In relation to exiting the carpark, Mr. O'Callaghan stated that 6 seconds is the maximum cycle of time that can be allowed.

In relation to providing a slip road out of the carpark, Mr. O'Callaghan stated that there could be an issue breaking up footpath with another entrance as it would not be pedestrian friendly. If there was a slip road, people might take a right turn and somebody coming down through that junction through St. Anne's Road getting a green light would not be aware of someone coming out of the bottle bank side.

Cllr. Cronin replied that it should be reviewed as an option.

Cllr. Culloty enquired if a flashing amber light could be synched with the pedestrian crossing.

Mr. O'Halloran stated that the reason that there is only a short time to exit the carpark is that the other three roads are given higher priority. If the exit time was extended it would hold the traffic up.

Cllr. Grady asked that the option of a roundabout be included.

Cllr. Culloty said put it at the by-pass where people are crossing at housing estates so they can see.

Mr. Neary replied that Bohereen na Goun was the number one priority and will be progressed immediately.

Ms. McAllen stated that the priority is to deal with Bohereen na Goun and this will be looked at first.

Cllr. Gleeson referred to Page 7 of the memo and stated that College "Road" Roundabout should be changed to College "Street" Roundabout.

Cllr. Grady asked about the "amount of jarveys in the town and could it be defined". He stated there were 37 licences issued in the town.

Mr. Neary replied that this will be assessed once all the traffic measures have been implemented but presumed that the numbers would stay the same.

Cllr. Grady referred to bus parking on Page 5 of the memo and stated that it should be a condition of planning that bus parking be facilitated in any developed car park.

Mr. Neary replied that for any development, the Council could condition in additional car parking.

Cllr. Grady stated that all shop deliveries in the Town Centre should be carried out by 12pm. This is referred to in the Bye-Laws but is not adhered to.

Cllr. Cronin asked how can this Bye-Law be adhered to?

Mr. Neary replied that people can be ticketed in loading bays after 12pm. The loading bays cannot be used after 12pm for deliveries.

Cllr. Grady referred to Woodlawn Road and stated that the pedestrian crossing be removed as it would help the situation with the lights at Woodlawn Cross.

Mr. Neary stated that there is a demand for people to access the Woodlawn Road and people will not walk 200 yards to the next crossing.

Cllr. Cronin referred to the New Road and stated drivers are "not adhering" to the recommend one-way system.

Mr. Neary replied that the recommendation from the report was to leave the system the way it is but agreed to look at review the use of barriers. Mr. Neary agreed to discuss the matter with the Gardaí.

Cllr. Gleeson stated that part of the problem is that the signage is across the road from people. Signage should be provided towards end of St Mary's Terrace saying no left turn and no right turn between them.

Mr. O'Halloran stated that he had met with the Gardaí. If a barrier is provided on the left hand side of Port Road, it will solve the problem. The only solution is to put up bollards; the same as what exists in High Street.

Cllr. Sheahan stated that some form of barrier and signage explaining what is happening there should be provided. People are coming out of Dunnes and there are barriers below. Cllr. Sheahan stated there should be a barrier before they get out there.

Ms. B. Mulryan confirmed that all signage would be reviewed and no right-hand turns would be reintroduced.

Cllr. Sheahan enquired if a barrier could be dropped down for the hour.

Ms. McAllen stated that Bohereen na Goun was the key here and was the immediate priority.

Cllr. Cronin stated that signalling on the approach to Killarney advising where parking is available as people enter is a key element. These signs would advise motorists of how many available parking spaces were in each car park in the town.

Mr. Neary agreed to look for tenders for this type of system.

**16.10.26.03 To consider the provision of Footpath Widening and Improvement Works at Plunkett Street, Killarney, pursuant to Section 38 of the Road Traffic Act, 1994, as amended by Section 46 of the Public Transport Regulation Act, 2009**

It was noted that the following report from Mr. C. O'Sullivan, Director of Operations, Health & Safety had been circulated to the Members:

"Dáta/Date: **19<sup>th</sup> October 2016**

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**

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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 20<sup>th</sup> 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, 21<sup>st</sup> 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 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.

These provisions were also assessed by Malachy Walsh and Partners as part of the Killarney Traffic Management Study. Malachy Walsh and Partners recommended that measures be taken to reduce the reduced carriageway width along Plunkett Street would not significantly affect the capacity of Plunkett Street.

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.

Is mise le meas,

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**Cathal O Súilleabhain**, *Charlie O'Sullivan*  
*Stiúrthóir Seirbhísí, Director of Services*  
**An Roinn Oibríochtaí, Sláinte agus Sábháilteacht,**  
*Operations, Health & Safety*

**Section 38**  
**Footpath Widening and Improvement Works at Plunkett Street, Killarney, Co. Kerry**

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

The scheme will involve Footpath Widening and Improvement Works

**Persons or Bodies who responded within the prescribed period**

<b>Name</b>	<b>Issues Raised</b>
1. Olive O'Sullivan Darcy, Killarney Household and Gifts	Against . retain 2-lane exit from Plunkett Street. Narrowing of Plunkett Street may result in difficulties with deliveries to shop
2. Vincent Hussey, Fire Services Department	No objection
3. Mr Johnny McGuire, No. 3, 4, 5 Plunkett Street	In favour
4. Pat Sheahan, Porterhouse Killarney	In favour
5. Denis O'Neill, O'Neills of Killarney	In favour
6. O'Leary's Electrical and Kerry's Refrigeration	In favour
7. Brian Murphy, Courtney's Bar	In favour
8. E Reen, Reens Pharmacy	In favour
9. Tricel (Killarney)	In favour
10. O'Donoghue Ring Hotel	In favour
11. Property Partners Gallivan	In favour
12. Liebherr Container Cranes Ltd	In favour
13. Pdraig Treacy, Killarney Park Hotel	In favour
14. Marcus Treacy, OCKT Limited	In favour
15. Marcus Treacy, Killarney Lodge	In favour
16. Ciara Treacy, The Ross Hotel (received 2nd letter on 22 September)	In favour
17. Kate O'Leary, Killarney Chamber of Tourism and Commerce	In favour

## **SUMMARY OF ISSUES RAISED**

17 submissions were received by the closing date. Of these, 16 were in favour of the proposals.

One submission was against the proposal. This was submitted by Olive O'Sullivan Darcy, Killarney Household and Gifts. It raises concern that the works would impact negatively on traffic, and create difficulties for delivery vans / trucks. The submission also states that additional car parking facilities are required, and a public meeting should be held prior to implementing any alterations to the existing traffic flow.

## **REPLY:**

The response to this proposal has been very positive with all but one of the submissions in favour of the proposal. One submission disagreed with removing the two lane exit at the Plunkett Street / Main Street Junction. The reason this two lane exit is being removed is that practically it is not operating as a two lane exit as cars generally do not pull in tight enough to allow the second lane to operate. The proposal allows for right and left turning traffic on a single lane facilitating the much needed widening of footpaths adjacent to Christies and the AIB. The other concern was in relation to delivery vehicles being able to use Plunkett Street. Plunkett Street is currently served by loading bays at Main Street and College Square. This situation will not change after the works are complete.

Malachy Walsh and Partners assessed this scheme as part of the Killarney Traffic Management Study and reported that "the reduction of the two lanes to one lane would not significantly reduce capacity"

**Mr. P. Neary stated that this matter came before a previous Municipal District Meeting and it was agreed at that time to wait for the findings of the Traffic Management Study and how it would affect traffic flow. The recommendation is to widen the footpath and carry out pavement improvement works and create a pedestrian feel on Plunkett Street. The dual lane will be removed as it is a hazard and the carriageway will measure 3.5m. The consultants have reviewed this and have confirmed that this will not affect traffic flow. When this went for public consultation, 17 submissions were in favour of the proposed changes and one was against the proposal. Mr. Neary confirmed that traffic would still be allowed to turn right or left.**

**Cllr. M. Gleeson stated that the work on Main Street has transformed pedestrians' enjoyment and relaxation. Having a two lane exit at the bottom of Plunkett Street allowed motorists to "straddle" into both**

lanes. Cllr. Gleeson stated he had no hesitation in supporting this proposal. It would enhance the pedestrian element in this tourist town. Cllr. Gleeson further stated that HGVs should not be permitted down Plunkett Street.

Cllr. D. Grady stated that the Council should attempt to cover Plunkett Street completely. This would enable people to eat outside restaurants.

Cllr. J.J. Culloty Seconded Cllr. M. Gleeson's comments. He stated that if the street were to be covered, it should be pedestrianised when the paving is being carried out.

Cllr. J. Sheahan stated that he fully supported this project. He stated that the traffic on Plunkett Street was very heavy, particularly in the evenings. Buses come down the street and cannot make the turn. He too supported the request that buses and HGVs be removed from Plunkett Street.

Mr. O'Callaghan (Malachy Walsh & Partners) stated that following their completion of the Traffic Management Study for Killarney, they are recommending a ban on heavy vehicles on Plunkett Street.

Cllr. B. Cronin that Killarney is a major tourist location and there is only room for two people to pass on the footpath in Plunkett Street at present which is not safe. He enquired if both the footpath and road would be distinctive as they will be the one height.

Mr. O'Halloran replied that it would be similar to Main Street where the road and footpath are defined by bollards.

Cllr. Cronin stated that the issue of illegal parking directly opposite the door of the AIB Bank and opposite the junction itself must be dealt with.

Mr. Neary asked the Members for their agreement to remove the HGVs from Plunkett Street.

This was unanimously agreed by all the Members.

Cllr. Gleeson stated that Main Street was being damaged by extremely heavy vehicles.

Cllr. Cronin asked if it could be incorporated that we deal with the two illegal spaces outside Der O'Sullivan's.

Mr. Neary replied that if the HGVs are eliminated, then the Council will kerb that out. This can be addressed now.

Mr. O'Halloran stated that a yellow box is outside Der O'Sullivan's has improved the situation.

**Cllr. M. Gleeson Proposed that HGVs be removed from Main Street and that this area outside Der O' Sullivan's be kerbed out.**

**Cllr. J.J. Culloty Seconded the Proposal.**

**This was unanimously agreed by all Members.**

**Cllr. Culloty asked what could be gleaned from the report.**

**Mr. O'Callaghan replied that the report sets out to make the Town Centre more pedestrian friendly. The relief road will assist in that movement. It will be difficult to implement.**

**Cllr. Cronin thanked both Mr. O'Leary and Mr. O'Callaghan for attending the meeting. The Study has given the Council a platform to work from and will make improvements to traffic management.**

**The meeting concluded at 12.55pm.**

**L. Quinlan**

**L. Quinlan  
Meetings Administrator**

**Cllr. B. Cronin  
Cathaoirleach of Killarney M.D.**