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MINUTES OF THE SPECIAL MEETING OF THE MEMBERS OF THE MUNICIPAL DISTRICT OF TRALEE HELD IN THE COUNCIL CHAMBER, ÁRAS AN CHONTAE, TRALEE ON WEDNESDAY, 10TH JUNE 2020

MIONTUAIRISCÍ NA CRUINNITHE SPEISIALTA DE CHEANTAR BARDASACH TRÁ LÍ A THIONÓLADH I SEOMRA NA COMHAIRLE, ÁRAS AN CHONTAE, TRÁ LÍ, AR AN CÉADAOIN, 10Ú MEITHEAMH 2020

PRESENT/I LÁTHAIR

Councillors/Comhairleoirí

Cllr. D Ferris

Cllr. C. Foley

Cllr. S. Locke

Cllr. T O' Brien

Cllr. M. Sheehy

Cllr. J. Wall

Cllr. J. Finucane (Mayor)

IN ATTENDANCE/ AG FREASTAL

Mr. M. Scannell Executive for the Municipal District of Tralee

Ms. J. Foley Municipal District Officer of Tralee

Mr. P. Corkery S.E.O. Corporate Services

Mr. C. Nagle Acting S.E.E. Tralee Municipal District

Ms. M. C. Sweeney A.S.O. Corporate Services

The meeting commenced at 9:33am.

Mayor J. Finucane took the Chair and welcomed everyone to the special meeting.

Mr. P. Corkery proceeded to remind those in attendance at Municipal District meetings of the following key points:

- Please attend in a timely manner for the commencement of the meeting. On arrival in the reception area, wash or disinfect your hands and fill out the questionnaire provided, you will then be escorted to the meeting room. Social distancing guidelines are to be followed when entering the meeting room and when in attendance.
- Once seated it is requested that those in attendance do not move around during the meeting to limit interaction.
- Seating will be laid out to cater for adequate social distancing, taking account of health and safety guidance.
- Members of the media / any public attending will be allocated seating, taking account of the need to minimise overall numbers in attendance in the meeting room and health and safety requirements.
- Tea/ Coffee will not be available at the meeting so as to limit interaction.

- On conclusion of the meeting, wash or disinfect your hands prior to leaving. Social distancing guidelines to be followed when leaving the meeting room. A member of staff will escort you to the front door.

20.06.10.01 To note the 'Safe Streets and Safe Destinations Mobility Plan' for the Tralee Municipal District.

Mr. C. Nagle read the report into the record of the meeting

The report set out as follows:



**SAFE AND WELCOMING STREETS
COVID-19: TOWN CENTRE
MOBILITY PLAN**

- 1. TRALEE TOWN CENTRE**
- 2. ARDFERT VILLAGE**



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1.0 Introduction

The Covid-19 pandemic and resulting restrictions have understandably created numerous challenges for retailers and businesses, and Kerry County Council is acutely aware of these challenges.

Kerry County Council is developing an interim Mobility Plan for towns in the county to ensure that public health advice and guidelines can be adhered to as shops, retail outlets and services in town centres reopen over the coming months.

Following the publication of the Government's "Roadmap for Reopening Society and Business" published on the 1st May 2020, Kerry County Council has been working to devise simple but effective ways of ensuring that social distancing can be maintained, as is reasonable and practical, while ensuring that businesses can resume trading and provide their goods and services to customers. This Plan presumes, based on the Roadmap and the prevailing advice of the public health authorities, that social distancing will remain a behavioural requirement for the foreseeable future. The public realm in our town centres need, therefore, to adapt accordingly.

The overall aim of the proposed mobility measures is to enable our towns to return to work, including enabling retail and leisure activities to restart and businesses to reopen, all in line with Government guidelines.

Kerry County Council is putting measures in place to make the centres of our towns safe and welcoming for shoppers, local residents and staff. In order to achieve this, a reallocation of road space may be needed in a number of different areas to meet the new requirements to maintain social distancing and to enable the safe movement of people within our towns. This may require flexibility and changes to how retailers and businesses operate their deliveries from what has been done before.

There are elements of the Plan which may include changes to on-street parking, new advisory signage and stencil signs and revisions to traffic flow in certain locations. Apart from ensuring the safety of those working and shopping in our larger town centres, these provisions will encourage people into town centres as the restrictions continue to be eased, thereby supporting the wider return to commercial and economic activity. Where possible, existing street furniture (sign poles, lighting standards and bollards) will be used for the erection of signage.

The option of identifying specific off-peak delivery times for goods deliveries is also to be considered. We may therefore need to look at different solutions and develop new ways to facilitate deliveries for retailers and businesses in some towns.

The Hub towns (Tralee and Killarney) and the Regional Towns (Listowel; Dingle/Daingean Uí Chúis; Kenmare; Killorglin; Castleisland & Cahersiveen), with significant commercial activity have been examined, so too have our 14 District Towns (Ardfert, Ballybunion, Ballyheigue, Ballylongford, Barraduff, Castlemaine, Farranfore, Fieries, Kilcummin, Milltown, Rathmore, Sneem, Tarbert, Waterville). Other villages will be examined having regard to any site-specific risks, such as tourist attractions, which may have a significant footfall, albeit on a seasonal basis.

Guiding Principles

This Plan is guided by the following principles:

A. *Safety of the General Public*

- Provide for a "safe street" environment for all users of our town centres, where reasonable and practical, to comply with current public health guidance on social distancing, allowing sufficient space for a person to keep a 2m separation from

others and eliminating the potential for persons to be in close contact (less than 2m separation for more than 15 minutes).

B. Support economic recovery

- Provide measures and facilitate businesses in the recovery of the local economy

C. Prepare for a phased Opening as provided for in the Government's "Roadmap for Reopening Society and Business", (most recently updated on the 5th June 2020, with an acceleration of the original Map)

- Stay at Home Restrictions, identified in the Government Roadmap, with the restriction on travel having being increased from 5km in Phase 1 to travel within the county, or up to 20 km from home, whichever is the greater, in Phase 2 (8th June 2020), and plans to remove the travel restrictions in Phase 3 (on the 29th June 2020).
- Cocooning, with designated specific retail hours coordinated across all retailers for over 70's and medically vulnerable
- The phased opening of retail sectors in the Government's Roadmap, from small retail outlets with a small number of staff on the 8th June 2020, to the opening of shopping malls on the 15th June 2020.
- Social / Recreational facilities, including hotels, restaurants, hostels & caravan parks and bars that operate as restaurants on the 29th June 2020.

The Plan has to be adaptable to meet the changing environment including the measures announced by Government on accelerating the roadmap.

Consultation

Critical to the effective implementation of this approach is active engagement with businesses both in advance of reopening and throughout further Reopening Phases thus enabling a holistic approach to managing Social Distancing. It is proposed that the Municipal District Officers will be the main point of contact with business in this regard. Such an approach enables the Local Authority retain control over the Public Realm while also enabling unforeseen requirements to be addressed in a positive, timely manner.

The temporary closing of streets to facilitate the measures identified in this plan will be subject to statutory consultation as provided under Section 75 of the Roads Act, 1993 and S.I. No. 119/1994 Roads Regulations, 1994.

Methodology

The approach taken to arriving at a set of principles that could be thereafter applied countywide, where required, was to firstly examine the main streets/footpaths. In doing so, the requirements to facilitate the safe movement of people in the respective town centres was determined. The level of footfall for each street was then reviewed and areas where footpaths were substandard in terms of width in order to achieve the 2-meter social distance requirements were examined and categorised as follows:

Footpath Width	Low Footfall	Medium Footfall	High Footfall
Greater than 2.5m	Cat 1	Cat 2	Cat 3
Less than 2.5m	Cat 4	Cat 5	Cat 6
Pedestrianised Area		Cat 7	

Table 1: Intervention measures

Social Distancing – Facilitating safe pedestrian movement

Having regard to the current public health guidance, a footpath width of approximately 2.5m is assumed to be required in urban centres to facilitate Social Distancing, where there is high level of footfall, significant level of vehicular traffic flow and increased potential for close contact.

Fundamentally, the safe and free movement of pedestrians is critical to the successful reopening of business and society. With this in mind and with a view to defining the areas of greatest concern the following categories of intervention are proposed:

CATEGORY 1: Low footfall with footpath widths greater than 2.5m eg Staughtons Row, Tralee



Proposed Interventions:

A: Signage and Stencilling as appropriate

CATEGORY 2: Medium footfall with footpath widths greater than 2.5m eg Denny St., Tralee



Proposed Interventions:

A: Signage and Stencilling as appropriate

CATEGORY 3: High footfall with footpath widths greater than 2.5m eg Lower Ashe St., Tralee



Proposed Interventions:

A: Signage and Stencilling as appropriate

CATEGORY 4: Low footfall with footpath widths less than 2.5m eg Maine St., Tralee



Proposed Interventions:

A: Signage and Stencilling as appropriate

CATEGORY 5: Medium footfall with footpath widths less than 2.5m eg New Road, Tralee



Proposed Interventions:

A: Signage and Stencilling as appropriate

B: Consider remove car parking if present.

Extent of car parking removal, if any, to be determined having first considered the following:

- a. extent of existing parking,
- b. traffic volumes,
- c. the availability of off-street car parking locally, and
- d. the nature and range of business along the street.

C: Localised provision of Street Furniture only and no sandwich boards allowed where carparking cannot be removed.

CATEGORY 6: High footfall with footpath widths less than 2.5m eg Castle St., Tralee



Proposed Interventions:

A: Signage and Stencilling as appropriate

B: Remove car parking if present.

Extent of car parking removal, if any, to be determined having first considered the following:

- a. extent of existing parking,
- b. traffic volumes,
- c. the availability of off-street car parking locally, and
- d. the nature and range of business along the street.

C: Traffic Lane to be closed / one-way traffic system / street closure where suitable detour is available.

CATEGORY 7: Pedestrianised Areas eg The Square, Tralee.



Proposed Interventions:

A: Signage and Stencilling as appropriate.

(Where removal of parking is proposed – should have the following caveats

- Parking at prescribed times is permitted for deliveries
- Some limited short-term parking may be facilitated for access to critical services (e.g. medical facilities) for the elderly and vulnerable persons

INTERVENTIONS

Signage and Stencilling Examples

With a view to standardising the approach to communicating advice to members of the public, the following options are proposed:

1) Stencilling and Pavement Markers

Suitable for various functions, these provide a low cost means of:

- a) providing gently reminders throughout the public realm to maintain a safe distance from others.
- b) Designating the orientation and spacing of queues.



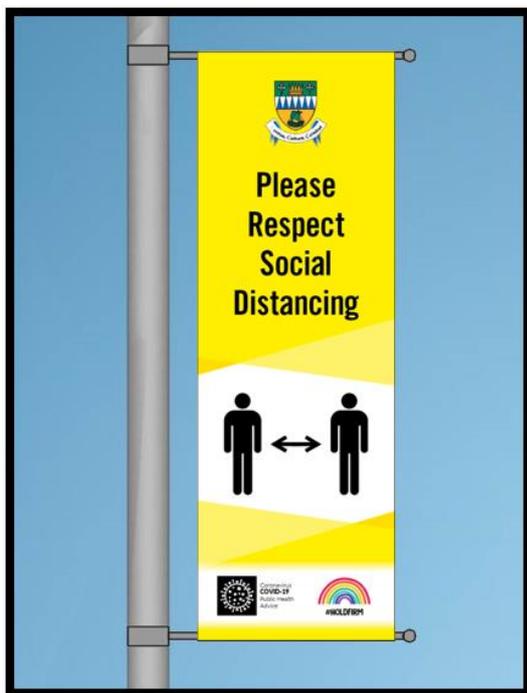
2) Signage

Traditional signage and banners are more suitable at entry or arrival points to busier areas, however, they should not in themselves become an obstruction. Examples of such locations would include the following where deemed appropriate:

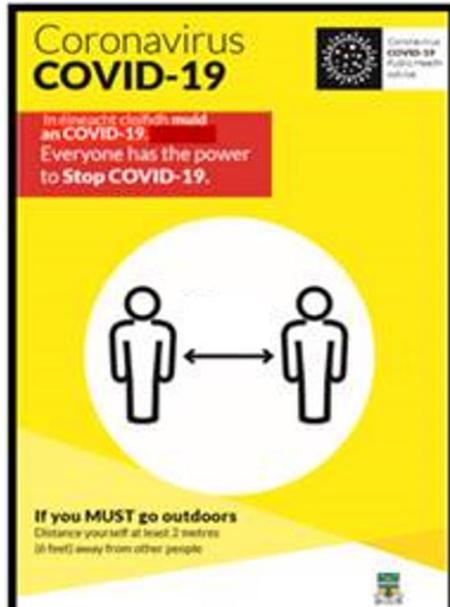
- a) Town Centre Areas
- b) Exit points from carparks.
- c) Entry points to pedestrianised areas.



Entry points to pedestrianised areas



Banners for use in high profile areas

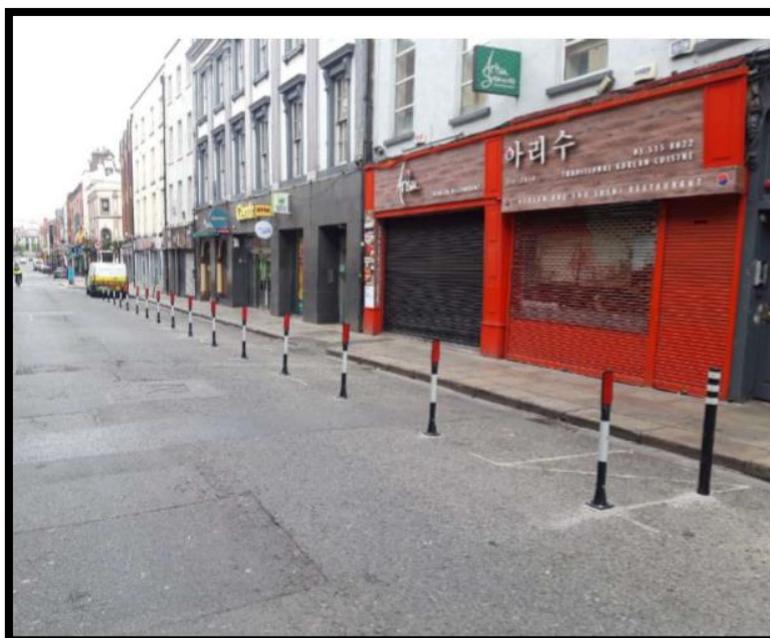


General Signage

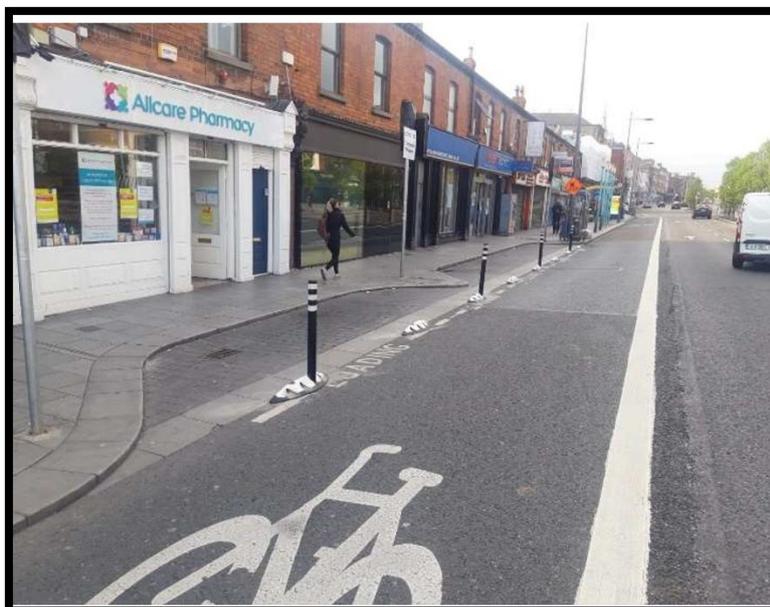


Sleeve signage for use around bollards.

3) Removal of Parking bays and Lane Closure



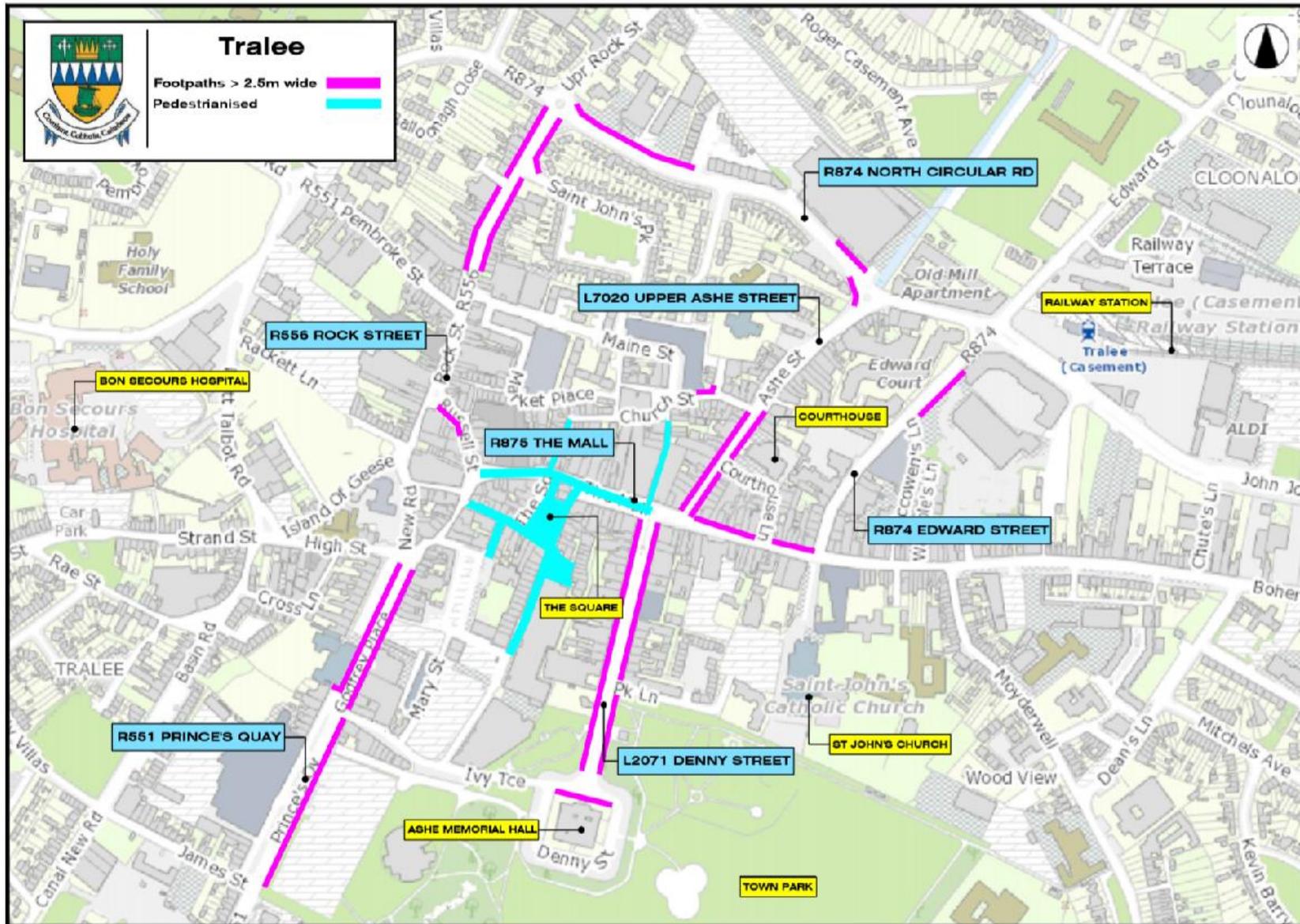
Flexi-bollards



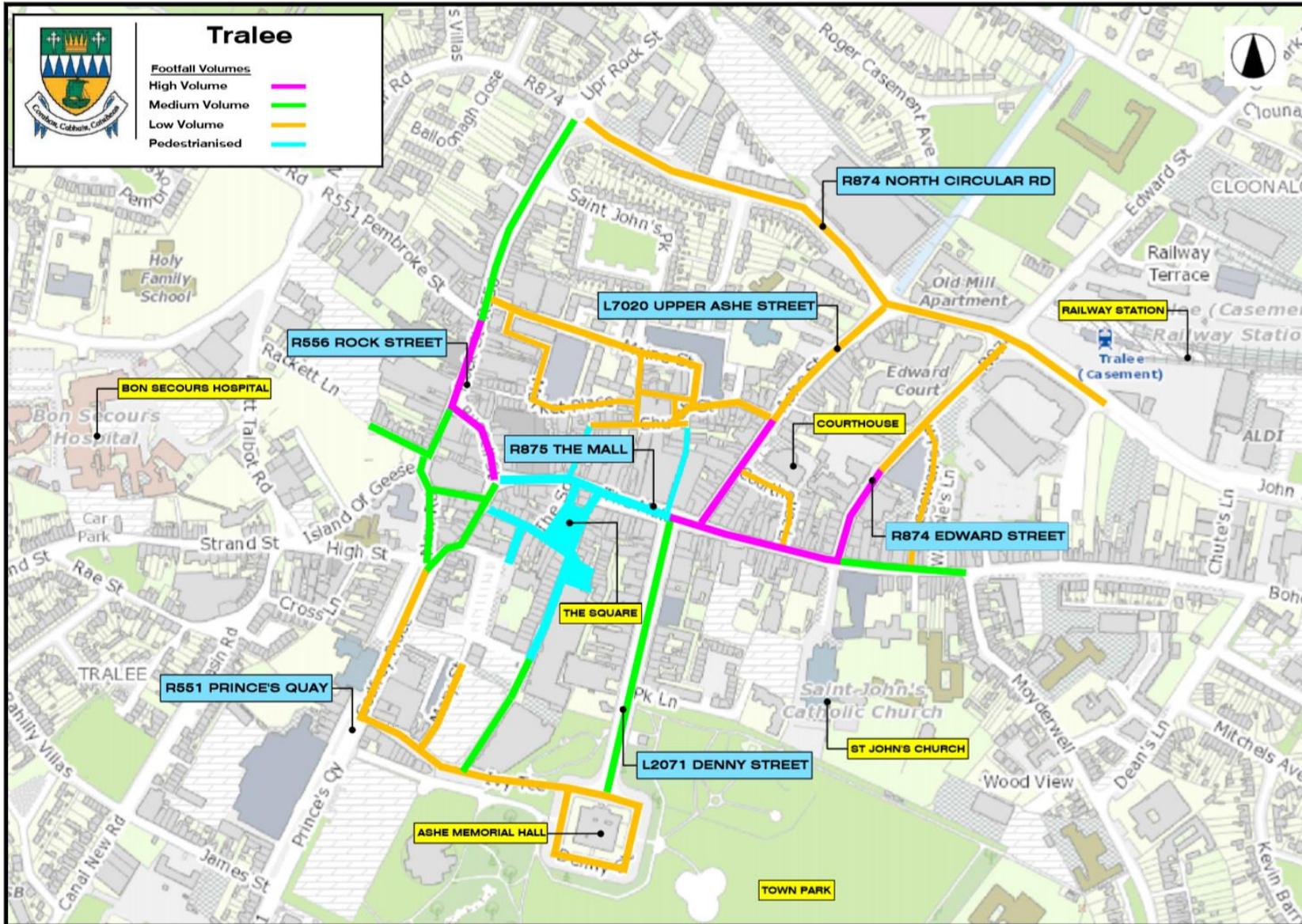
Orca bollards – Cyclist friendly bollards

TRALEE

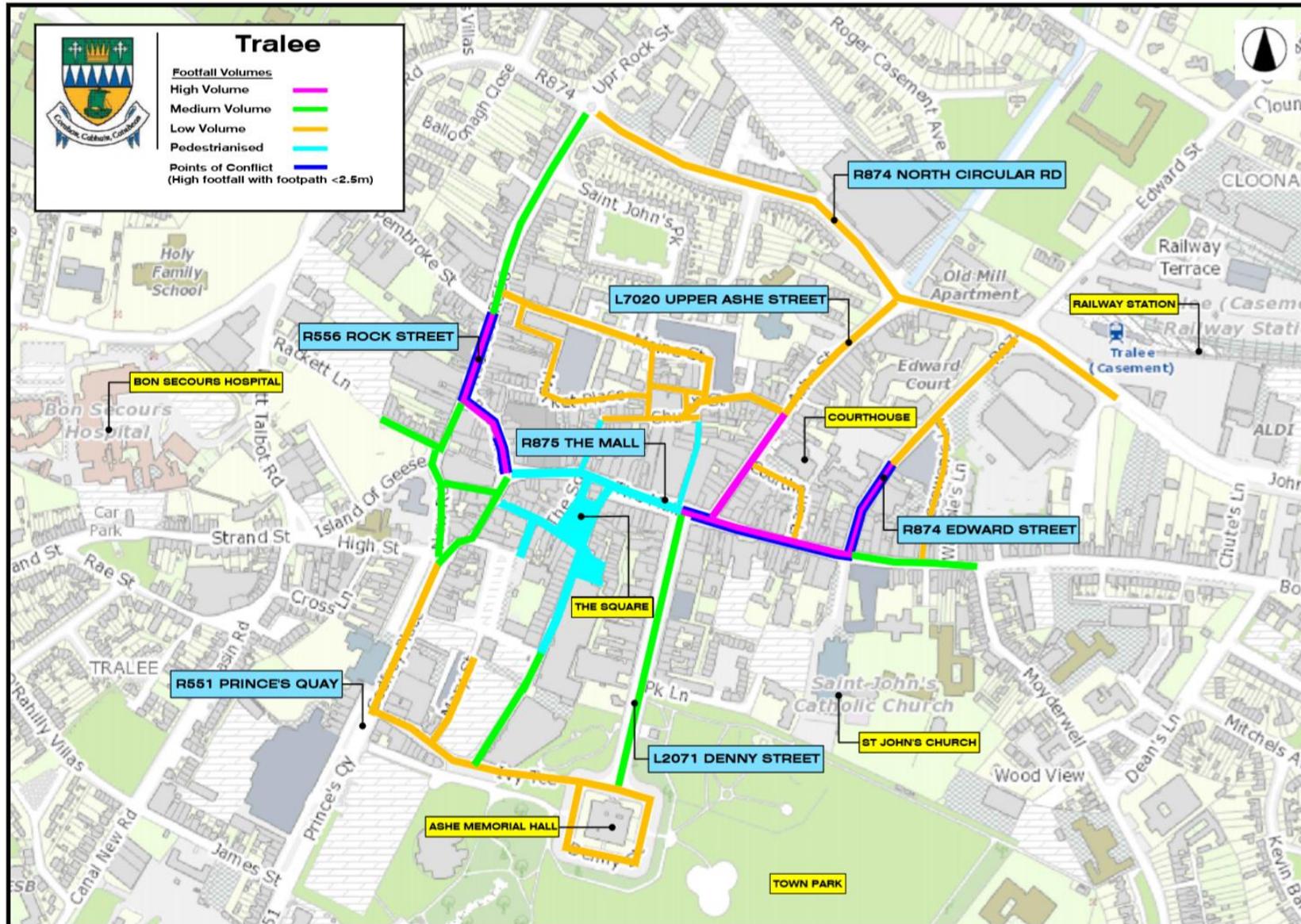




MAP 1 – FOOTPATHS GREATER THAN 2.5m



MAP 2 – PEDESTRIAN FOOTFALL LEVELS



MAP 3 – HIGH FOOTFALL WITH FOOTPATHS <2.5m

Table 1: Safe and Welcoming Streets Assessment - Tralee

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Denny Street	2	yes					2 existing car parking spaces designated as <i>Age Friendly</i> spaces
Denny Street (Surrounding Ashe Memorial Hall)	4	yes					
Ivy Terrace	4	yes					
Mary St	4	yes					
Godfrey Place	1	yes					
Staughtons Row	1	yes					
New Road (south)	5	yes	yes				2 existing car parking spaces to be prioritised as <i>Age Friendly</i> spaces
New Road (North)	5	yes	n/a				
Lower Rock St *	6	yes	yes			Approx. 5	<p>Parking to be removed from one side of Rock St to provide a wider pedestrian thoroughfare. Final location to be determined when full scale of queuing and business activity can be observed.</p> <p>2 existing car parking spaces to be designated as <i>Age Friendly</i> parking spaces.</p> <ul style="list-style-type: none"> Lower Rock St. will reduce to one lane (Northbound) in the event that Russell St be closed.
Upper Rock St	2	yes					
Russell St	5 (6)	yes	n/a	no	no		<p>Footpath along eastern side of Russell St. to be widened temporarily while maintaining a 3.5m lane width throughout the length of the street. Advisory signage to be provided advising Pedestrians of preferred route to The Mall/ Rock Street via Tralee Shopping Centre. In addition, “Proceed When Clear” signage to be erected where footpath narrows along Russell St. (Refer Photo 1 Pg. 19).</p> <p>Pedestrian activity shall be monitored on an on-going basis to ensure footfall numbers remain at an acceptable level for safe operation. If footfall levels reach a level of concern, a Section 75 Road Closure shall be implemented. (The Council will proceed with the statutory consultation process for a temporary road closure but the closure will only be implemented where deemed necessary on grounds of public safety and having informed affected businesses in advance).</p>
Maine St	4	Yes					

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Market Place	4	yes					
Church St	4	yes					
Milk Market Lane	4	yes					
Lower Ashe St	3	yes					
Upper Ashe St	4	yes					
Lower Ashe St	3	yes					
Upper Ashe St	4	yes					
Courthouse Lane	5	yes	no				Traffic volumes are considered low enough not to remove parking as the lane operates as a shared space.
Lower Castle Street (north side)	3	yes					
Lower Castle Street (south side)	3/6	yes	n/a	n/a			Footpath greater than 2.5m available to north side of road. Removal of bollards from footpath may be required and shall be considered based on pedestrian behaviour. No lane closure recommended as northern footpath provides adequate width of social distancing. Footpath greater than 2.5m east as far as Bank of Ireland.
Upper Castle Street	5	yes	yes				Loading bay and set down area to be retained. <i>Parking on double yellow lines to be strictly enforced.</i>
Lower Edward St	6	yes	n/a				Lane to be narrowed along eastern side as far as Post Office. Junction at Castle St to be reduced to a single lane. Refer Photo 2 Pg. 20.
Upper Edward St	4	yes					
North Circular Road	1 & 4	yes					
Dan Spring Road	4	yes					
Rackett Lane	5	yes	n/a				Low volume of vehicular traffic – parking retained
Milk Market Lane	7	yes					
Barrack Lane	7	yes					
The Mall	7	yes					
Denny Lane	7	yes					
Dominic St	7	yes					

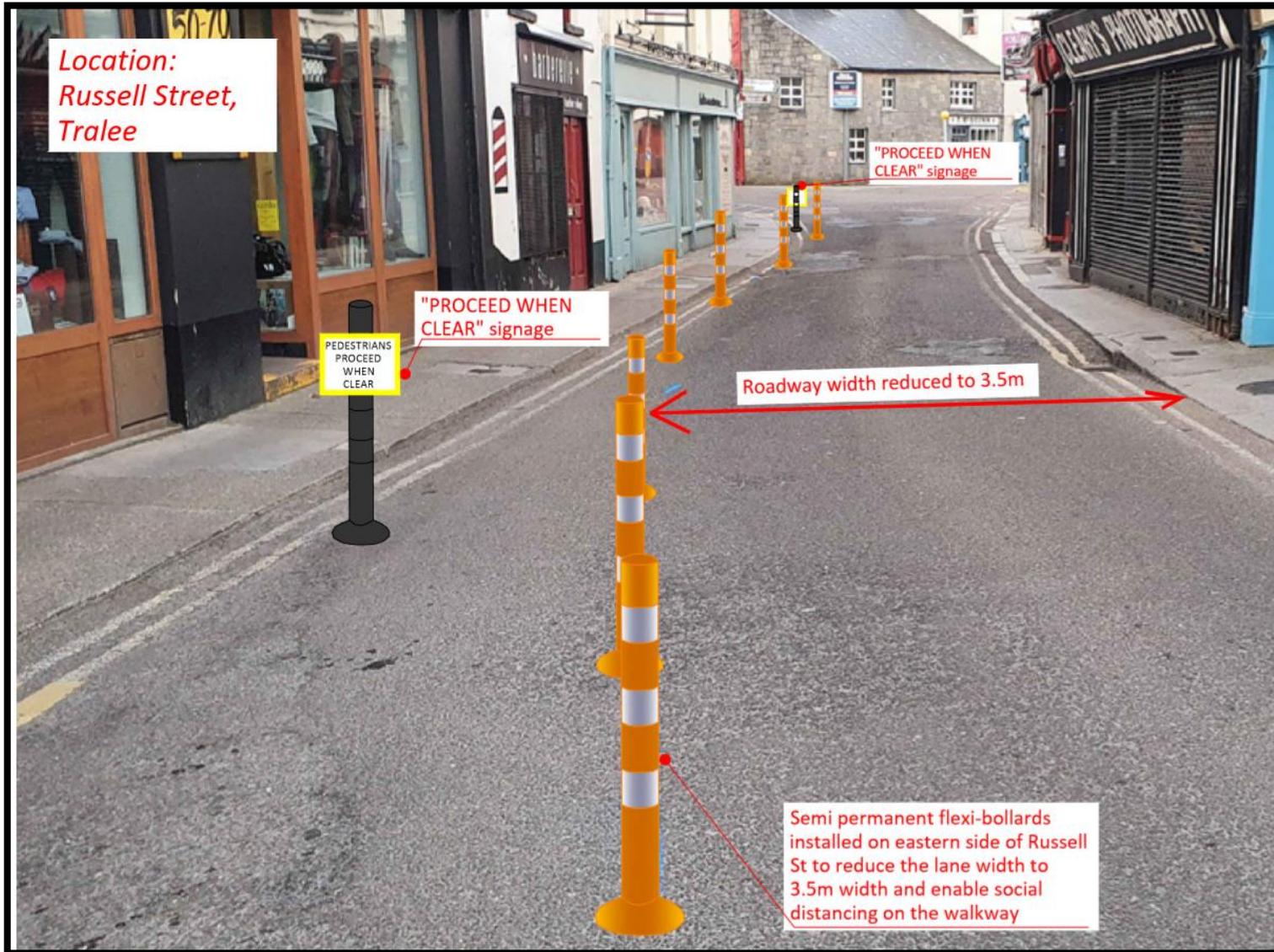


PHOTO 1: RUSSELL ST INTERVENTIONS

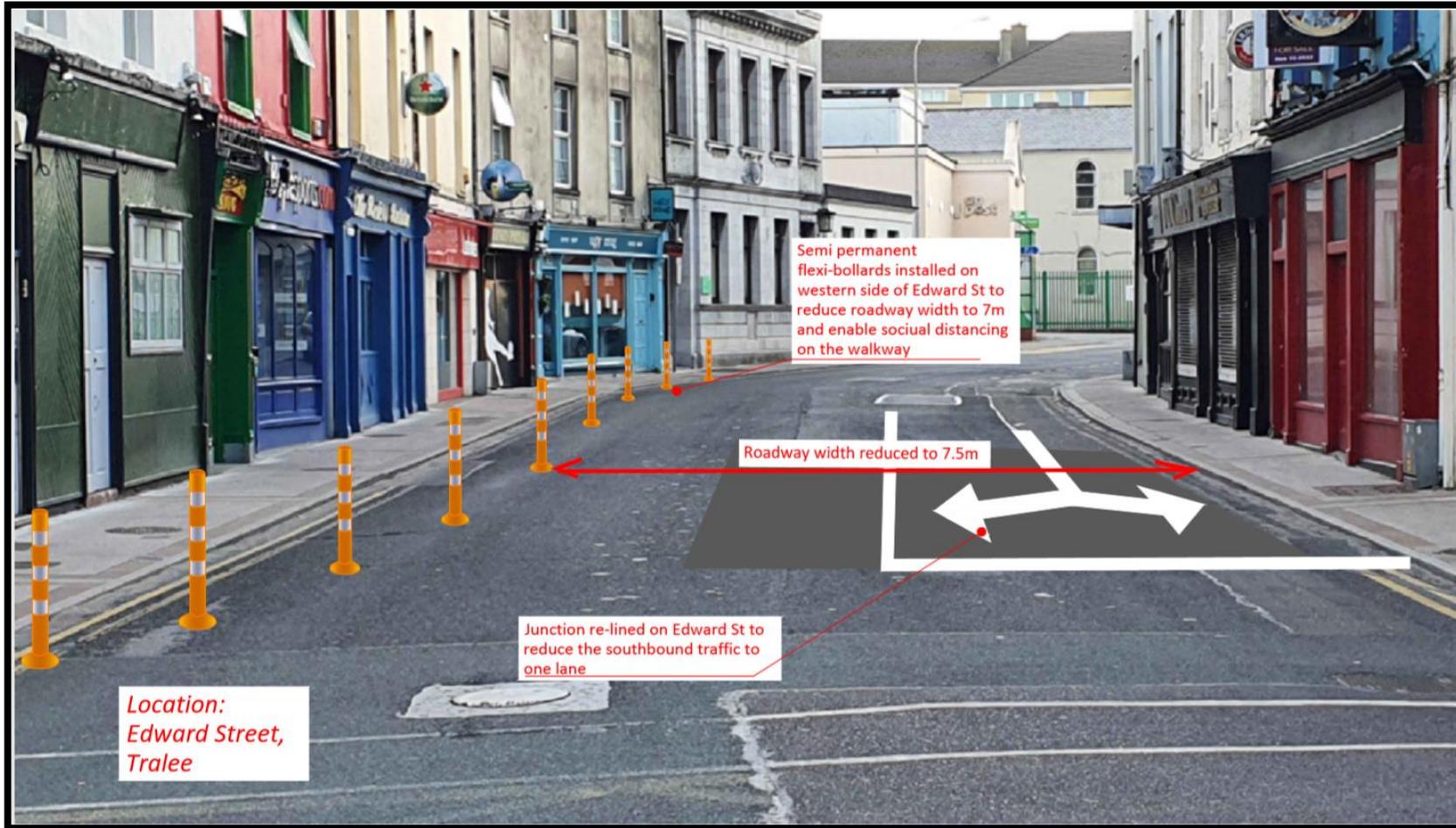
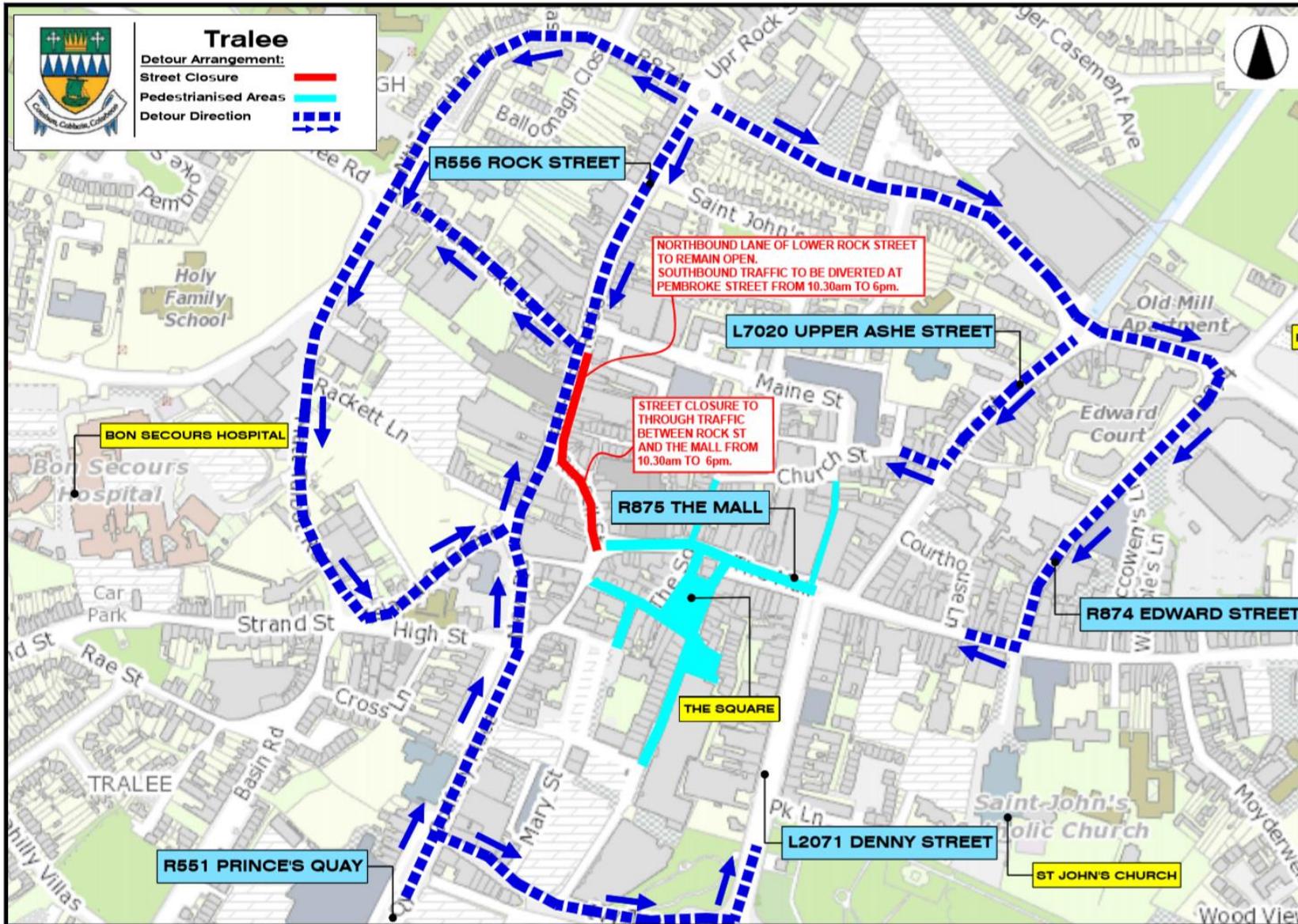


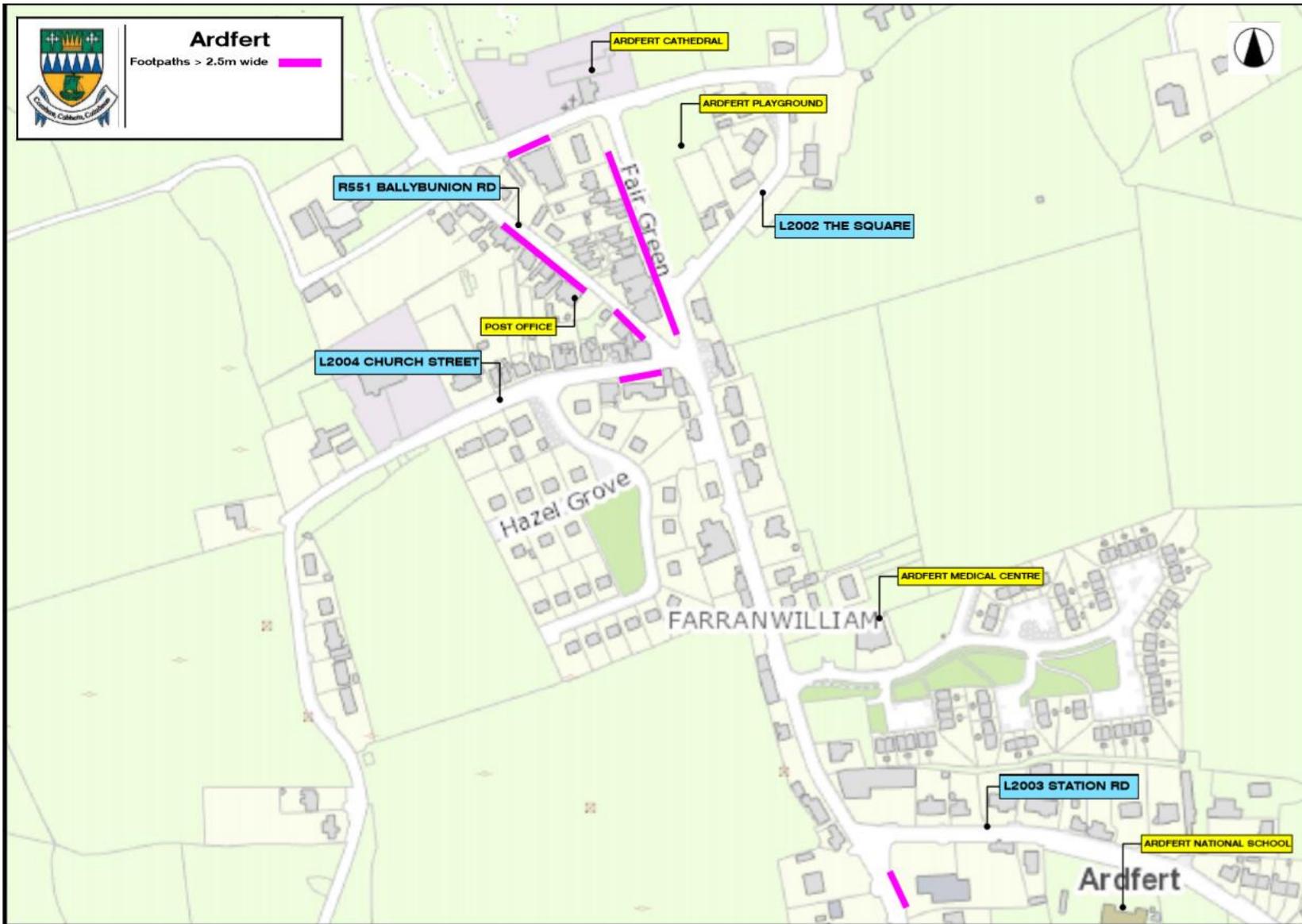
PHOTO 2: EDWARD ST INTERVENTIONS



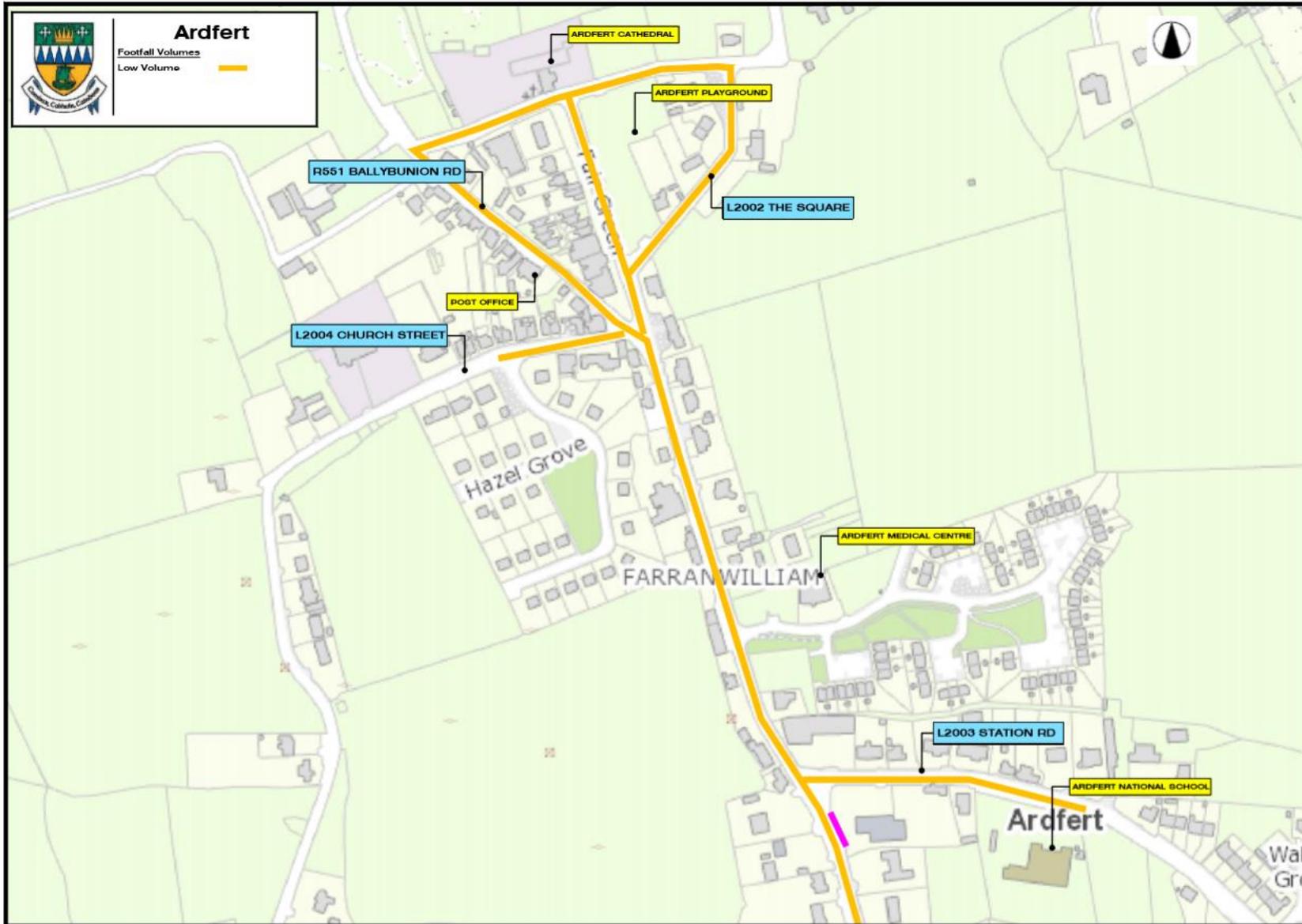
MAP 5 – TRAFFIC MANAGEMENT REQUIREMENTS (IF RUSSELL ST ROAD CLOSURE IS IMPLEMENTED)

Ardfert





MAP 1 – FOOTPATH GREATER THAN 2.5m



MAP 2 – PEDESTRIAN FOOTFALL LEVELS

Table 2: Safe and Welcoming Streets Assessment - Ardfert

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Station Road	4	yes					
R551	1 & 4	yes					
Church St	1 & 4	yes					
The Square	4	yes					
Fair Green	1 & 4	yes					

2.0 QUEUING

The impacts of Queuing on Social Distancing

Not alone does the provision of queuing on public property physically reduce the available width of footpath, it may also increase the potential risk of close contact between persons. Consequently, footpath widths greater than 2.5m would be necessary to avoid the need for interventions.

Considerations for reducing the impact of Queuing on the public realm

Where footpaths measure less than 2.5m in width, and where there is a high level of footfall, facilitating queuing in the public realm potentially creates capacity issues along our footpath network. For this reason, it is imperative that business operators firstly maximise the potential for queuing within their own premises. Examples of how this may be achieved include the following:

- 1) Managing access by appointment.
- 2) Rearranging floor layout, to accommodate additional queuing in store.
- 3) Operating a ticketing system on longer queues enabling customers to leave and return without losing their space in the queue.
- 4) Operation of a text alert system to enabling customers to leave and return without losing their space in the queue.

The following approach for managing queues is recommended:

- 1) Operators shall in the first instance demonstrate that they have maximised queuing capacity within their own premises.
- 2) The potential use of a secondary access enabling queuing along wider or quieter footpaths should be investigated.
- 3) Businesses with prolonged queuing shall marshal the queue to ensure social distancing of both customers and pedestrians is maintained.
- 4) Where appropriate, queue lengths shall be limited to the façade of a property with the "end" point of the queue being clearly marked. "Do not join the queue" signage, or similar, shall be clearly displayed.
- 5) Where queuing is prolonged in nature, signage is to be provided either side of the queue to encourage pedestrians to wait and allow others to pass safely along the remaining width of footpath in advance of proceeding.
- 6) Commercial operators / Retailers shall be responsible for clearly defining queue spacings and end points as agreed with the Municipal District Office using standard agreed signage.

As stated previously, the provision of queuing on public property will inevitably compromise Social Distancing and measures for addressing this will have to be considered.

Options

Where it has been determined that the commercial operator/ retailer has already taken reasonable measures to control their queue, a tiered approach for increasing capacity of High/Medium Footfall footpaths impacted by queuing include the following:

- 1) Provide signage either side of the queue to encourage pedestrians to wait and allow others to pass safely along the remaining width of footpath.
- 2) Where possible, reduce unnecessary obstacles, for example planters, bins and benches.

3) Footway widening to accommodate distancing between pedestrians, including changes to parking bays. a. Consider locating queue within adjoining parking bays where the footpath otherwise operates within capacity. By doing so, the volume of pedestrians diverted from the main footpath is drastically reduced thereby limiting secondary impacts on those who are less mobile.

b. Widening of footpath into carparking bays resulting in pedestrians having to depart from the footpath pavement.

4) Where there is no parking available adjacent to the footpath, consideration needs to be given to the practicalities of restricting traffic flows or street closures.

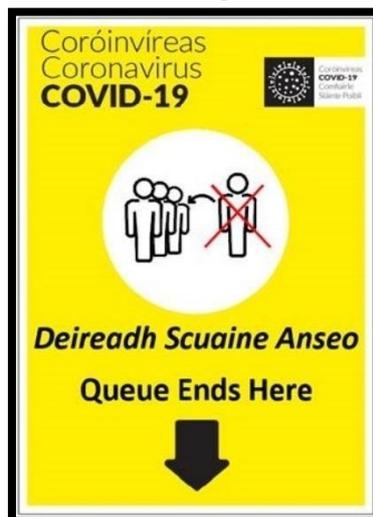
5) Where there is no suitable means of maintaining Social Distancing, the provision of queuing shall not be encouraged.

The Council will engage with An Garda Síochána and other agencies, who have the relevant powers to enforce the public health provisions, to encourage retailers and their customers to comply with these guidelines.

Signage and stencilling for managing queuing



Sign to indicate start of Queue where applicable



Sign to indicate End of Queue where applicable



Stencil to indicate Queue Spacings

3.0 Provision of Street Furniture

Impacts of facilitating Street Furniture (Tables & Chairs) on Social Distancing

It is recognised that some cafés and restaurant operators will have challenges in accommodating instore customers and may need to consider facilitating customers dining outside, within a reasonable distance of their premises.

However, the provision of tables and chairs on a footpath can pose a significant risk for pedestrians on complying with social distancing needs and also for vulnerable road users, including persons with disabilities. Based on current public health advice a distance of 4m from street furniture is recommended to facilitate two-way pedestrian movement on a footway with a high level of footfall. Other factors that need to be taken into consideration is the potential risk of queuing for services at the premises or at adjoining commercial outlets.

The Council is open to considering requests for outdoor use areas, where additional space can be provided, subject to the suitability of the location while managing its impacts on vulnerable road users.

The provision of Street Furniture is licenced under Section 254 of the Planning and Development Act 2000, as amended, subject to conditions that can be imposed by the Planning Authority. It is acknowledged that a number of commercial operators throughout the county have, over a number of years, erected street furniture, without seeking a licence. The enforcement of such legislation will be necessary to promote Kerry as a safe county for doing business.

Considerations for reducing the impact of tables and chairs on the public realm

It may only be possible to accommodate the provision of tables and chairs, outside premises which sells food and refreshments, in limited situations, given the current public health advice on social distancing and meeting the needs of pedestrians, particularly for those with a disability.

It is imperative that there is active engagement with commercial operators, through the Municipal District Office, to explore options.

The following approach to managing the provision of tables and chairs is recommended:

- 1) Tables and chairs may only be considered on footpaths if Social Distancing measures can be maintained.
- 2) Preference should be given on the erection of tables and chairs in designated pedestrianised areas, or areas which have been closed to traffic, subject to meeting public health requirements on social distancing.
- 3) The footprint for tables and chairs shall be limited to the width of the façade of a premises and shall not create Social Distancing issues for pedestrians.
- 4) Management of social distancing requirements within the permitted area remains the responsibility of the retail operator.
- 5) It is not recommended that tables and chairs be facilitated within carparking spaces while live traffic is maintained on grounds of safety, unless appropriate measures are in place to eliminate the risk.
- 6) The placing of street furniture on a public road must be licenced and given the exceptional challenges faced by businesses, to comply with current public health requirements to support business, the fees for the current year should be waived.

Apart from pedestrianised areas, the safe provision of tables and chairs will likely require the implementation of a single lane or full road closure for part or all of the day. Where possible greater consideration should be given to café / restaurant operators sharing facilities, provided in pedestrianised areas.

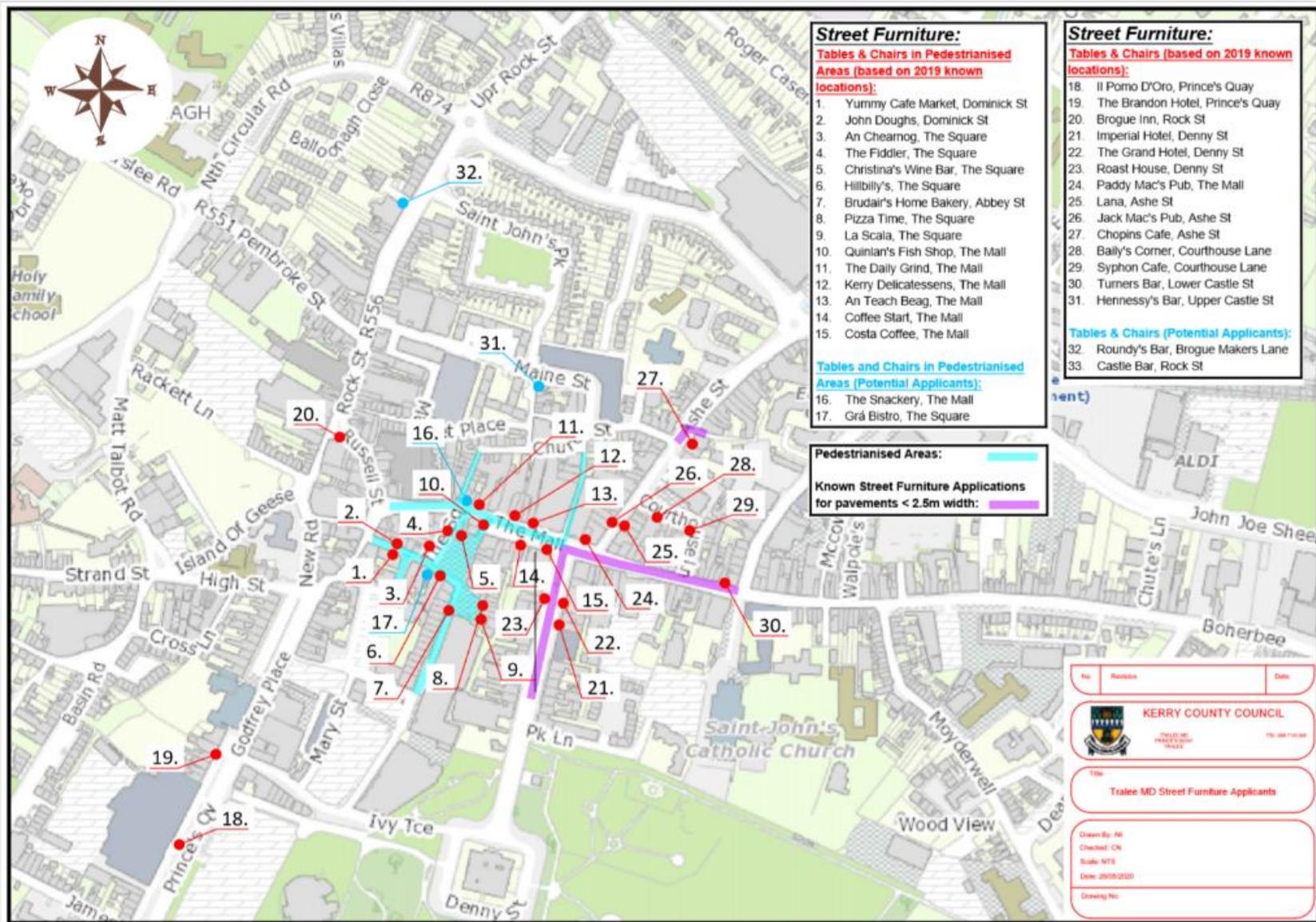
Recommended Approach

- 1) Permit application history/ known location of tables and chairs and location of potential interest to be mapped. Ref DWG 4 pg 31.
- 2) Audit these locations against survey of footpath infrastructure to determine where interventions can be actioned. This may also indicate where there is a Social Distancing conflict. Ref DWG 4pg. 31.
- 3) Engage with business owners to determine extent of requirements and timeline for same.
- 4) Consider suitability of road closure or lane closure at these locations.
- 5) Action any lane or road closures through either Section 75 of the Roads Act 1993 or on an emergency basis.

Early engagement with business operators in this regard is recommended to establish their requirements well in advance of reopening.

Points for Consideration

- Reasonable provisions need to be agreed with the business sector on specific access requirements, such as for deliveries and collections from critical service providers (doctors, pharmacies).
- Where no reasonable means of maintaining social distance is available, such as allowing for limited short-term / set down parking, the general advice will be to "Pass when Clear".
- Whilst a reasonable approach will be taken to facilitate businesses, it must be acknowledged that there is responsibility on all road users to respect public health advice.
- Where the erection of street furniture is permitted, operators will be required to provide sanitizing facilities and take all reasonable measures for the safe disposal of any waste generated by users.
- Having regard to the timeframes identified in the Governments Roadmap for reopening society and business, the Council will exercise, as is reasonably possible, its statutory powers under Section 75 of the Roads Act, 1993 and S.I. 119 of 1994 Road Regulations 1994, for the temporary closure of any road (either partial or in full)



DWG 4: STREET FURNITURE APPLICATION HISTORY



INDICATIVE LAYOUT FOR TRALEE TOWN SQUARE AS A COMMUNAL AREA



INDICATIVE LAYOUT FOR THE MALL AS A COMMUNAL AREA

4.0 Potential impacts of 1m Social Distancing measure

This report is based on current social distancing requirements of 2 meters as advised by the Government. In the event that this requirement will be reduced, then some of the measures/interventions outlined for the streets may not be required. The surveys carried out to produce this report also encompassed information which will allow us to redesign the intervention measures without further on street surveying.

Mr. C. Nagle stated that the 'Safe and Welcoming Streets' guiding principles had been driven by the safety of the general public with a view to encouraging people back into town.

As Roadmap for Re-opening was accelerated last Friday, the plan was reviewed. In the previous draft Russell Street was closed but on review, we can retain traffic while safely managing pedestrian footfall. This will have to be monitored on an ongoing basis. Pedestrian counts carried out this week indicate that footfall is lower than initially anticipated. However, Kerry County Council is proceeding with the Section 75 which is currently being advertised and should issues arise in the future we can implement measures immediately. Councillors will be advised of any intention to proceed in this regard.

Mr. C. Nagle stated that signage & stencilling were now completed in Ardferf.

Mr. M. Scannell stated that it was important to note the core principle of providing a "safe street" environment for all users of our town centres, where reasonable and practical, to comply with current public health guidance on social distancing, allowing sufficient space for a person to keep a 2m separation from others and eliminating the potential for persons to be in close contact (less than 2m separation for more than 15 minutes).

The biggest change under the acceleration is that Tralee Town shopping centre will re-open. They have kindly agreed to allow a throughway through the shopping centre, which will allow pedestrians to be rerouted instead of walking through Russell Street.

Councillors and Management acknowledged and thanked Tralee Shopping Centre for allowing a throughway through the centre.

Mr. M. Scannell advised that there has been huge engagement with both the Tourism and Retail sectors with regard to ensuring that the highest standards are met as the county reopens. Jasmine & Celsius are relocating from Russell Street. There will be as little disruption to shops in town as possible. The aim is to allow retailers to thrive in the current climate.

Cllr. S. Locke stated that fantastic work had been done to aid the reopening of businesses and to keep the people of the Municipal District safe, while out in town. Hopefully the measures will bring people into the town and business can resume while adhering to the guidelines.

Cllr. T. O' Brien stated that it was important for shopkeepers to all adhere to the current guidelines. These measures are to keep their customers safe. Either through the Chamber Alliance or via contact with individual business owners, Kerry County Council needs to drive these safety measures for the safety of all.

Cllr. M. Sheehy congratulated the Tralee Municipal District Management team on the fantastic plan for Tralee Town and Ardfert stating that they had listened to any concerns raised and amended the plan accordingly. Over the next 6 to 9 months we will only have domestic tourism. Kerry County Council needs to drive this message and instil a message of safe shopping for the public.

Cllr. C. Foley agreed that the safe measures need to be highlighted to encourage shoppers back into town.

Cllr. D. Ferris stated that Tralee Town needs to become more bike friendly, as people will not be using public transport and taxis as they did previously and suggested that a one-way system for cyclists might be reviewed.

Cllr. J. Wall asked that a bus set down in town centre be reviewed.

Mr. M. Scannell acknowledged the work of Ms. J. Foley and Mr. C. Nagle and stated that cycling will become a very important aspect of the town and it is intended to put extra cycle stands in the town centre in the future, connecting greenways to the train station, through the town centre and out to the canal. Kerry County Council are at an advanced stage in negotiations for a parcel of land to facilitate the Pump Track.

With regard to the bus set down this can be reviewed to see if feasible.

It is hoped that in the future the Market area quarter can be improved as this could be a valuable asset which is currently underutilised.

Cllr. T. O' Brien stated that the set down areas and 15-minute timeframes in the town be highlighted as this may draw people into town.

Mayor. J. Finucane stated that the response to consultation had been very positive and Kerry County Council responded in a positive manner. With the relocation of Jasmine & Celsius at this time, it took considerable investment and shows commitment to succeed at such a difficult economic time. Mayor. Finucane suggested to appeal to people asking them to shop local and not online. Revert back to buy local, shop local to regenerate the businesses in Tralee. Local businesses are the ones who support local sports events etc not the larger online shops.

Part VIII for Public Realm

With regard to the Part VIII for Public Realm, this will be going to tender for improvement works, this is a €3.4million investment with €2.5 million coming from rural regeneration funding. It is to begin in September and will continue into 2021.

Car parking in Tralee

As a result of these significant works in the town centre and the associated major disruption to businesses it is proposed that from 1st July car parking in Tralee Council

operated car parks will be free from 9am to 11am daily, until the end of the year when it will be reviewed in relation to the ongoing works.

Section 38 for Connolly Park Junction

The Section 38 will be advertised in the coming weeks.

Island of Geese

Consultation on the Island of Geese was extended but has now concluded, it will be brought back to members when information is collated. This project will not impact traffic in any way. The western side of the town will then be linked to the town centre.

Mr. M. Scannell stated that when the information from the consultation is completed it will be brought back to the Members.

Mr. C. Nagle stated that there has been a period where there was no roadworks completed, this has now been reassessed due to the accelerated re-opening and the urban centre works have been done. A smaller section of Castle Street is to be completed next week instead of the original 5-day plan. Due to the reopening of many businesses we want to reduce any work in town centre to a minimum.

In response to a query on applications by businesses regarding street furniture, Ms. J. Foley replied that there have been a number of applications and queries received.

Mr. C. Nagle stated that for urban spaces, there is general guidance about social distancing & not gathering in crowds which needs to be adhered to.

As regards the Town Park if a one-way system was implemented it may cause conflict to those guidelines, also, if you pass someone going in the opposite direction it takes seconds.

Mayor J. Finucane thanked everyone for attending the meeting.

The meeting concluded at 10.17am.

Mr. Pádraig Corkery
Meetings Administrator

Mayor of the Municipal
District of Tralee