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**MINUTES OF THE SPECIAL MEETING OF THE MEMBERS OF THE MUNICIPAL DISTRICT OF KILLARNEY HELD IN KILLARNEY SPORTS & LEISURE CENTRE, KILLARNEY ON FRIDAY, 11 JUNE 2020**

**MIONTUAIRISCÍ NA gCRUINNITHE SPEISIALTA DE CHEANTAR BARDASACH CHILL ÁIRNE A THIONÓLADH I LÁR IONAD SPÓIRT IS FÓILLÍOCHTA CHILL ÁIRNE DÉ hAOINE, 11 MEITHMEAMH 2020**

**PRESENT/I LÁTHAIR Councillors/Comhairleoirí**

**Cllr. Brendan Cronin  
Cllr. Niall Kelleher**

**Cllr. Donal Grady  
Cllr. Marie Moloney**

**Cllr. Maura Healy-Rae  
Cllr. Niall O'Callaghan**

**APOLOGIES**

**Cllr. Michael Gleeson, Cathaoirleach**

**IN ATTENDANCE/I LÁTHAIR**

**Ms. A, McAllen, MD Manager**

**Mr. F. Hartnett, SE**

**Mr. J. Ahern, SEE Killarney MD**

**Mr. P. Corkery, Meetings Administrator**

**Ms. E. O'Donoghue, MD Officer**

**Mr. O. O'Shea, Press & Communications Officer**

**Ms. M. Galvin, A/ASO Corporate**

The meeting commenced at 2.06pm.

Leas-Chathaoirleach, Cllr. B. Cronin took the Chair and welcomed everyone to the meeting which was being held in public.

It was noted that Cathaoirleach M. Gleeson was unable to attend the meeting as he was adhering to HSE advice in relation to cocooning during the Pandemic.

Mr. P. Corkery, Meetings Administrator outlined the protocol to be followed for the holding of meetings during the COVID-19 Pandemic:

- All attendees have been requested to complete a questionnaire on entering the building and then move directly to their seat
- All attendees must socially distance themselves from each other
- Once seated, it is requested that those in attendance do not move around during the meeting to limit interaction
- The meeting should not exceed 2 hours in order to comply with public health advice
- On conclusion of the meeting, attendees are asked to make their way to the exit and not to congregate in any area.

#### **20.06.11.01 To note the 'Safe and Welcoming Streets Mobility Plan'**

Cathaoirleach Cronin advised that a meeting had been called to note the 'Safe Streets and Safe Destination Programme'. This had been discussed, at length, via a WebEx Meeting with Members and staff on 3<sup>rd</sup> June at which stage, the Members raised a number of issues. This Plan is about opening up Killarney and making the streets safer and accessible. It is a temporary plan to deal with an emergency situation. The objective is to do everything possible to support the businesses and to balance that with restoring confidence with the general public. Social distancing advice must be followed.

Ms. A. McAllen referred to the global pandemic and advised that this mobility plan is a temporary plan for Killarney MD to ensure public health advice can be adhered to as businesses begin to re-open in the next couple of months. The Local Authority has been looking at devising simple but effective ways of ensuring that social distancing can be maintained as is reasonable and practical while ensuring businesses can resume trading. There is a need to maintain Killarney's status as a safe and welcoming destination. Advisory signs / stencilling is in place and re-allocation of road space may be needed in a number of streets to meet the new social distancing requirements. This will ensure there is space for people to pass safely. These measures will ensure that Killarney's reputation as a safe and welcoming destination is maintained and enhanced and this will also support the economic recovery. Ms. McAllen advised that 220 business owners had been consulted in relation to developing these plans and their views, combined with those of the Members, have resulted in the formulation of this plan. 49 observations were received, with 35 of those of a positive nature. 14 observations related to specific concerns from businesses and the impact of same.

#### **Ms. E. O'Donoghue outlined the following observations received on a street by street basis:**

**New Street** - while there is a reduction in parking on the Southern side, there is a need for parking for the vulnerable and 15 minute set-down points. This has now been facilitated in the revised plan.

**High Street** - received a number of submissions in relation to loss of parking. Ms. O'Donoghue outlined the number of car parking spaces within a quick walk of the area where parking is being removed. Ms O'Donoghue advised that the parking that remained on the Southern side would be re-purposed as 15 minute set down and age friendly parking. Concerns were highlighted by businesses in relation to the use of loading bays on the Street and this is something to be examined.

**Plunkett Street** - 3 submissions received regarding its closure. Businesses asked could the bollards be removed. Concerns were raised in relation to the potential increase in usage of Boithirín Caol to access Main Street. Ms. O'Donoghue agreed the traffic usage on this lane will be monitored.

**College Street** - retail raised concerns in relation to the loss of parking. The Council have agreed to 2 set down points on the street and a set down point near to College Square/Glebe Car Park.

Ms. O'Donoghue stated that the Local Authority, Chamber of Commerce and retailers need to work together on a "shop local" campaign.

Cllr. M. Healy-Rae wished it noted that she Proposed that a vote would take place on the adoption of this plan. Cllr. Healy-Rae asked if the Council had the right to proceed with this plan without the Members having their say.

Cllr. D. Grady agreed with Cllr. Healy-Rae's comments and said he did not think the Council should have the power to progress with the plan.

Ms. McAllen replied that these were temporary measures and the Council's Executive can implement temporary and emergency measures in a planned way. Ms. McAllen stated that the plan was before the Members and their observations were invited. The plan is for noting by Council.

Leas-Chathaoirleach Cronin advised that he had spoken with Mr. C. O'Sullivan, Director of Roads, Transportation & Marine who had confirmed this this matter was an Executive Function and the Members had been invited to this meeting to note same. There would be no voting on any aspect of it.

Cllr. Healy-Rae said that she did not agree with this.

Leas-Chathaoirleach Cronin stated that these were emergency measures as a result of the Covid Pandemic and it is a national situation. He stated that it had been clarified that this plan would be reviewed in 10 weeks' time.

Cllr. N. O'Callaghan recalled that if the Government changes the distance from 2m to 1m, that Ms. McAllen had agreed that the plan would be reviewed.

Ms. McAllen stated that the plan will be reviewed at the end of August but in relation to Plunkett Street, she stated that this street does not have the required width space to accommodate social distancing, even if a 1m rule is introduced.

Mr. F. Hartnett referred to the revised report and advised Members of the changes to the plan following observations received at the WebEx meeting held on 3<sup>rd</sup> June. These relate to the provision of additional 15 minute set-down spaces and Age Friendly spaces:

**College Street & Square** - 3 spaces removed on North side. 2 spaces to be repurposed as 15 minute set-down only. 5 spaces to be removed on South side. Provision of 1 No. 15 minute set-down within Glebe Car Park

**Plunkett Street** - no changes since last week - to be closed to traffic on a 24-hour basis

**High Street South (Lower)** - 2 spaces to be repurposed as 15 minute set-down only with remainder designated Age Friendly

**High Street (Middle) New Market Lane to Fleming's Lane** - repurpose 2 spaces as 15 minute set-down only

**High St. North (Upper) Bower's Lane to Ball Alley Lane** - Parking retained with 1 space repurposed as 15 minute set-down only

**New St. East (Upper)** - Create 2 spaces as 15 minute set-down only

**New St. (Lower)** - 3 No. 15 minute short-term pick-up/parking and 2 no. age friendly carparking spaces to be provided

**Beech Road** - Provide 1 No. 15 minute set-down within car park

**Laneways** - no further changes since last week

The following report was circulated to the Members:



SAFE AND WELCOMING STREETS  
COVID – 19: TOWN CENTRE MOBILITY  
PLANS FOR KILLARNEY MD

1. KILLARNEY
2. BARRADUFF
3. KILCUMMIN
4. RATHMORE



*Covid-19 BC Team in conjunction with Roads, Transportation & Marine 10 June 2020*

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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 1<sup>st</sup> 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 5<sup>th</sup> 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 (8<sup>th</sup> June 2020), and plans to remove the travel restrictions in Phase 3 (on the 29<sup>th</sup> 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 8<sup>th</sup> June 2020, to the opening of shopping malls on the 15<sup>th</sup> June 2020.
  - Social / Recreational facilities, including hotels, restaurants, hostels & caravan parks and bars that operate as restaurants on the 29<sup>th</sup> June 2020.

The Plan has to be adaptable to meet the changing environment with any 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:

<b>Footpath Width</b>	<b>Low Footfall</b>	<b>Medium Footfall</b>	<b>High Footfall</b>
<b>Greater than 2.5m</b>	Cat 1	Cat 2	Cat 3
<b>Less than 2.5m</b>	Cat 4	Cat 5	Cat 6
<b>Pedestrianised Area</b>		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**



#### ***Proposed Interventions:***

A: Signage and Stencilling as appropriate

#### **CATEGORY 2: Medium footfall with footpath widths greater than 2.5m**



**Proposed Interventions:**

A: Signage and Stencilling as appropriate

**CATEGORY 3: High footfall with footpath widths greater than 2.5m eg Main St Killarney.**



**Proposed Interventions:**

A: Signage and Stencilling as appropriate

**CATEGORY 4: Low footfall with footpath widths less than 2.5m eg High St Upper, Killarney**



**Proposed Interventions:**

A: Signage and Stencilling as appropriate

**CATEGORY 5: Medium footfall with footpath widths less than 2.5m eg College St Killarney**



***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 Plunkett St, Killarney**



**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**



**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.



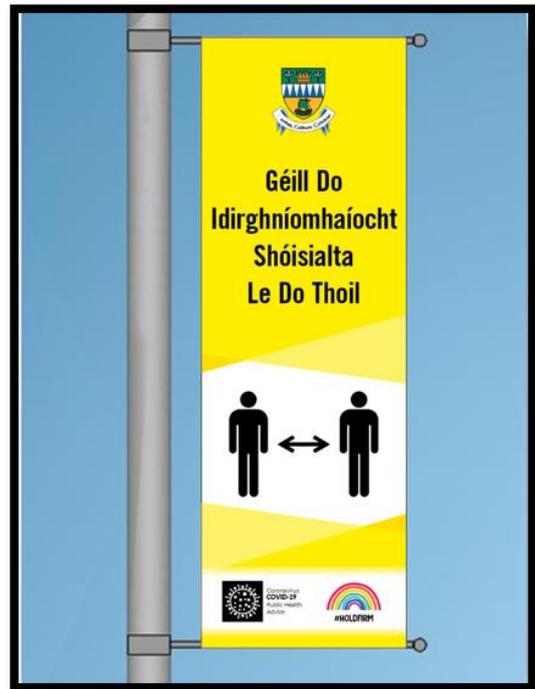
#### 2) Signage

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:

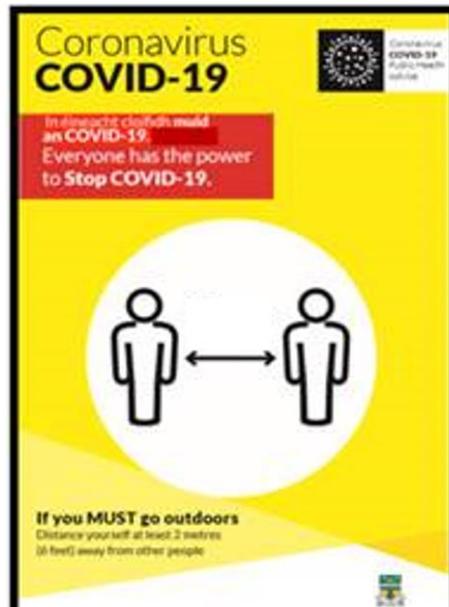
- a) Town Centre Areas
- b) Exit points from car parks.
- c) Entry points to pedestrianised areas.



**Entry points to pedestrianised areas**



**Banners for use in high profile areas**

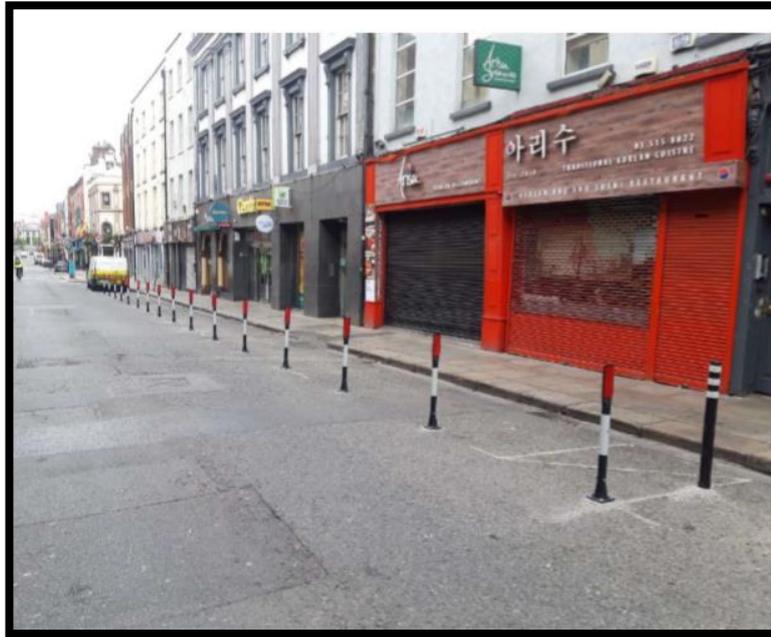


**Corriboard Signage**

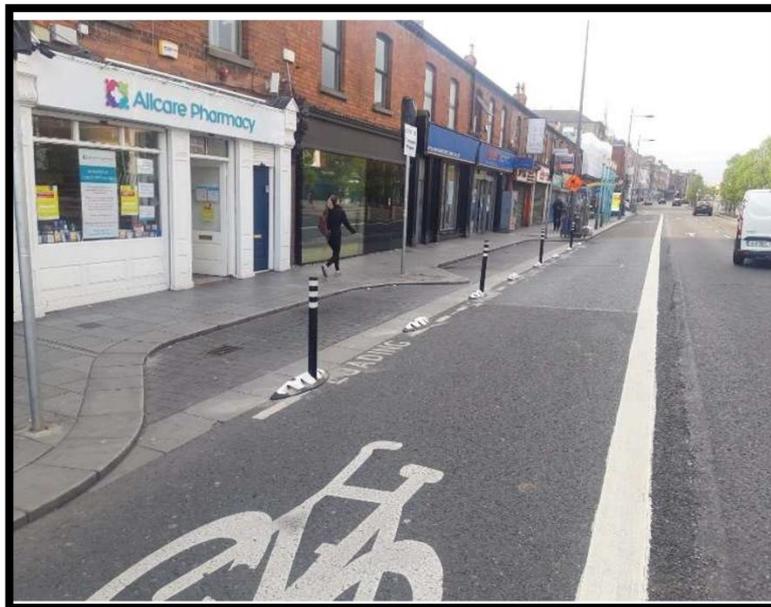


**Sleeve signage for use around bollards.**

### 3) Removal of Parking bays and Lane Closure



**Flexi-bollards**



**Orca bollards – Cyclist friendly bollards**

#### 4) Lane Narrowing

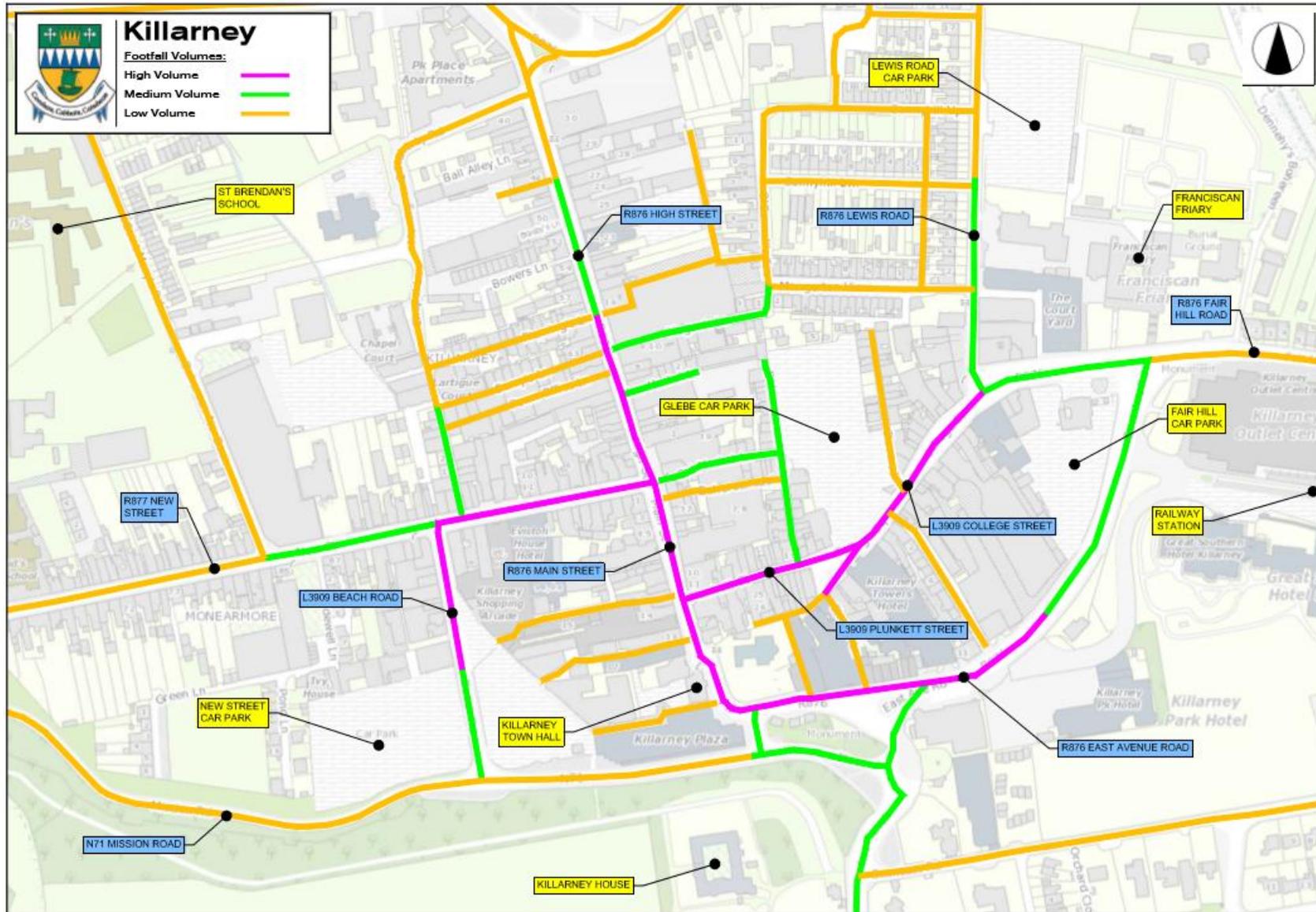
Creation of protected cycling facilities to cater for increased pedestrian movement.



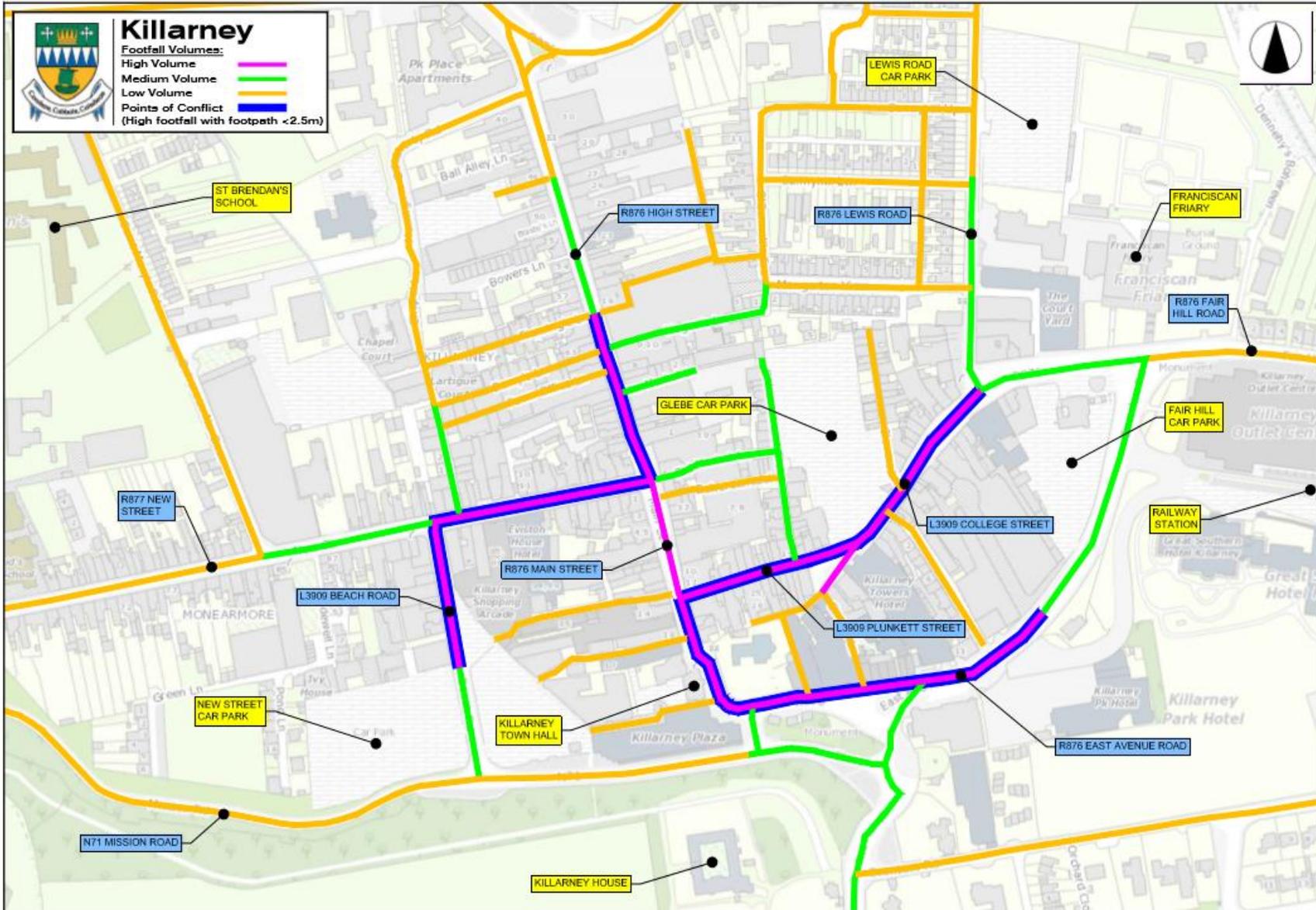
# Killarney







**MAP 2 – PEDESTRIAN FOOTFALL LEVELS**

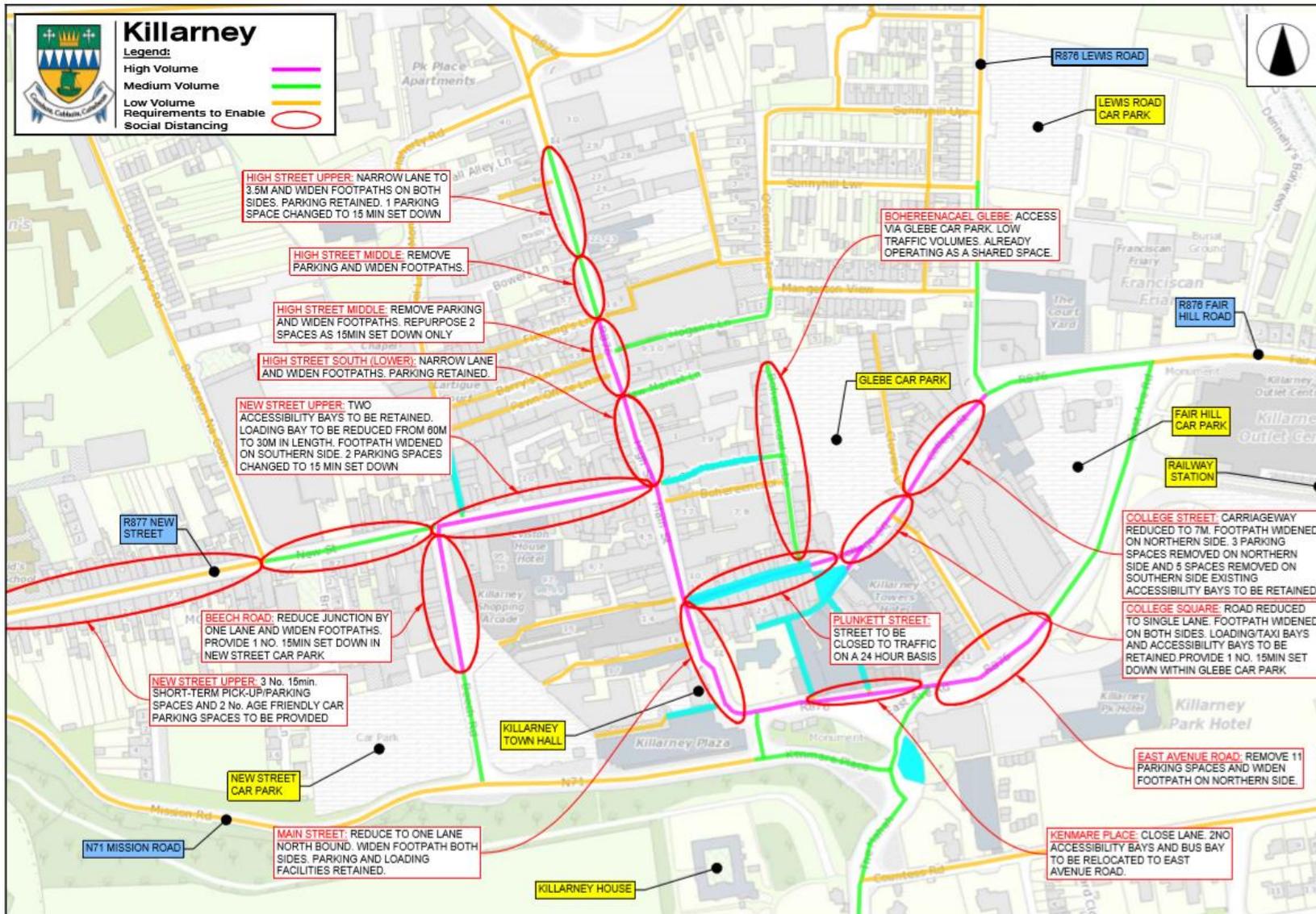


**MAP 3 – HIGH FOOTFALL WITH FOOTPATHS <2.5m**

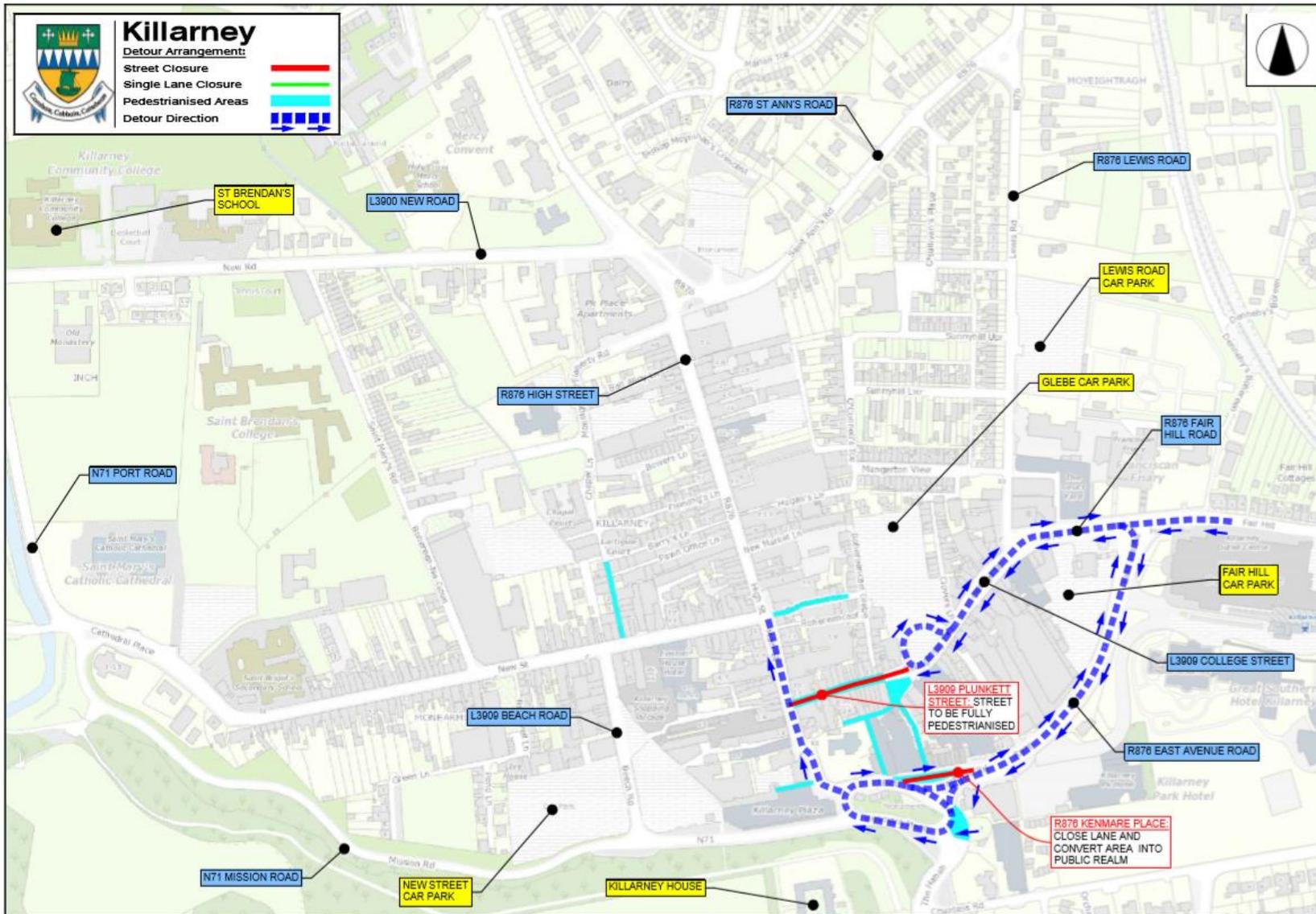
**Table 1: Safe and Welcoming Streets Assessment -Killarney**

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Removed	Spaces	Notes
Fair Hill- Friary Roundabout.	CAT 2	Yes				0		
College St & Sq.	CAT 5	Yes	Both Side s	Ye s	No	8		Carriageway width to be reduced to 7m. Footpath to be widened on northern side between carpark and roundabout. 3 Spaces removed on North side. 2 spaces to be repurposed as 15min set down only. 5 spaces to be removed on South side. Disabled bays, loading bays and taxi rank to be retained. Road reduced to single lane on approach to carpark entrance allowing footpath to be widened on both sides. Provide 1No. 15min set down within Glebe car park.
Plunkett St.	CAT 6	Yes	N/A	N/ A	Ye s	N/A		To be closed to traffic on a 24-hour basis.
Main St.	CAT 3	Yes	N/A			0		Operate as normal. No access from Plunkett St.
High St. South (Lower)	CAT 6	Yes	No	N/ A	N/ A	0		Narrow Lane to widen footpath. Parking retained. 2 spaces to be repurposed as 15min set down only with remainder designated Age Friendly
High St (Middle) New Market Lane to Fleming Lane	CAT 5	Yes	Yes	N/ A	N/ A	6		Remove parking & widen footpaths. Repurpose 2 spaces as 15min set down only.
High St (Middle) Flemings Lane to Bowers Lane	CAT 5	Yes	Yes	N/ A	N/ A	7		Remove parking & widen footpaths.
High St. North (Upper) Bowers Lane to Ball Alley Lane	CAT 5	Yes	no	N/ A	N/ A	0		Footpaths widened on both sides from O'Sullivan's Cycles north and lane narrowed to 3.5m. Parking retained with 1 space repurposed as 15min set down only.
High St. North (Upper)	CAT 4	Yes				0		
New St. East (Upper)	CAT 6	Yes	Sout hern Side	Ye s	N/ A	6		2 Accessibility Bays to be retained. Reduce Loading Bay from 60m to 30m in length and widen footpath on southern side. Create 2 spaces as 15min set down only .
New St. (Middle)	CAT 5	Yes	N/A	N/ A	N/ A	0		1 Accessibility Bay outside the Post Office to be retained

Location (Lower)	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
	4						15 min Short-Term Pick Up/Parking and 2 No. Age Friendly Carparking Spaces to be provided.
Beech Road	CAT 6	Yes	N/A	Yes	N/A	0	Reduce junction by 1 lane at Ulster Bank Corner to be removed to allow for widening of footpath on both sides. Provide 1 No. 15min set down within car park
Kenmare Place @ Ross, Intl Hotels	CAT 6	Yes	Yes	Yes	N/A	12	2 No. Accessibility Bays & Bus Bay to be relocated along East Avenue Road.
Kenmare Place (In front of Town Hall)	CAT 6	Yes	N/A	Yes	no	0	Road reduced to one lane and footpaths widened on both sides.
East Avenue (HaHa to Scotts St.)	CAT 6	Yes	Both Sides	N/A	N/A	11	On Street Carparking to be removed from Haha up to Entrance to Fairhill Carpark\Anam.
Bohereencael Glebe	CAT 5	Yes	N/A	N/A	No	0	Access proposed via Glebe carpark. Low traffic volumes lane and operates as a "Shared Space"
Bohereencael	CAT 4	Yes	N/A	N/A	No	0	Access proposed via Glebe carpark. Low traffic volumes in lane and operates as a "Shared Space"
Touhill Lane	CAT 4	Yes	N/A	N/A	No	0	Low traffic volumes in lane and operates as a "Shared Space"
Hogans/Hillard's Lane	CAT 5	Yes	N/A	N/A	No	0	Low traffic volumes in lane and operates as a "Shared Space"
Old Market Lane	CAT 7	Yes	N/A	N/A	N/A	N/A	Pedestrianised
New Market Lane	CAT 5	Yes	N/A	N/A	N/A	N/A	Low traffic volumes in lane and operates as a "Shared Space"
Chapel Lane	CAT 7	Yes	N/A	N/A	N/A	N/A	Pedestrianised



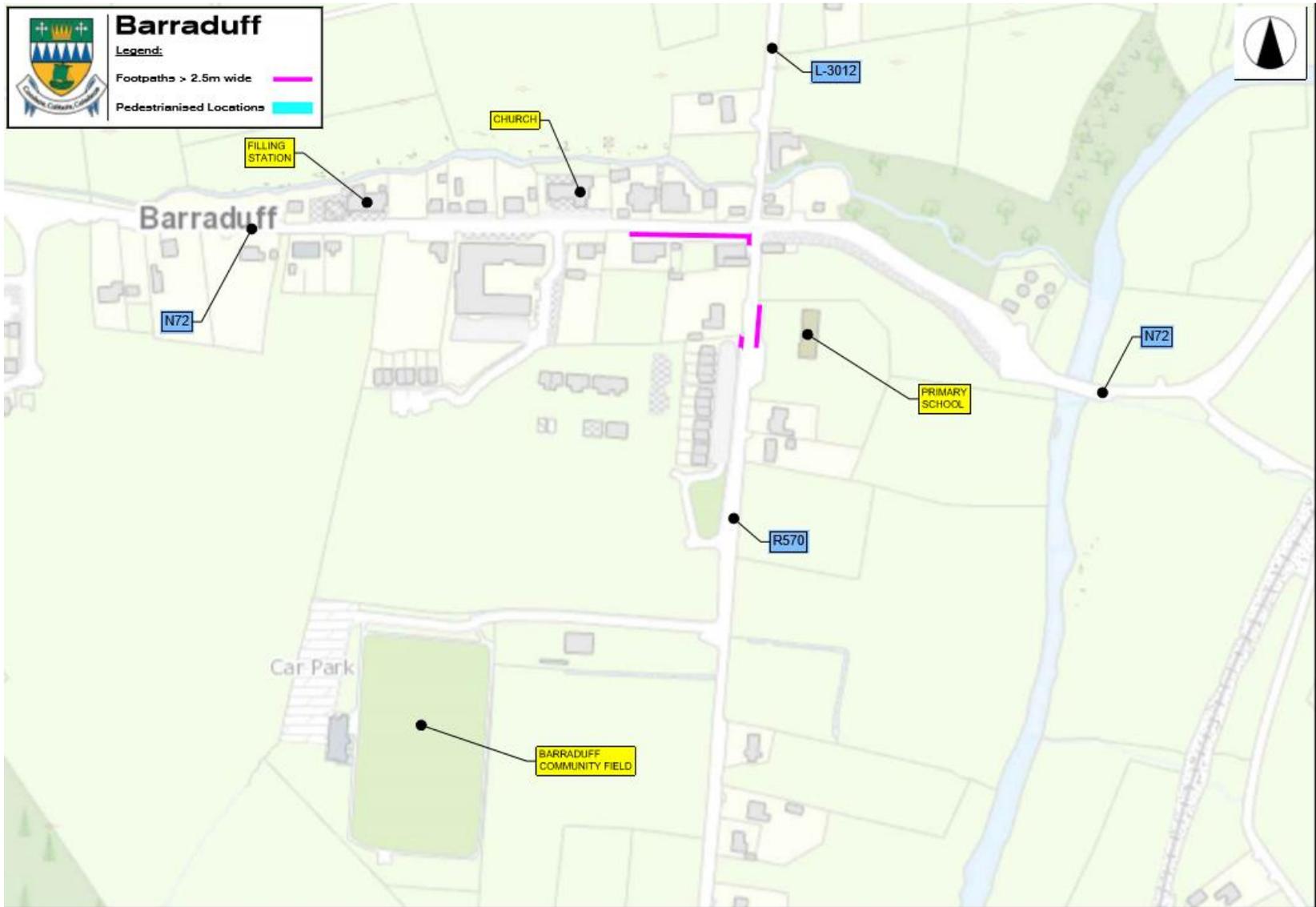
**MAP 4 – SIGNIFICANT REQUIREMENTS TO ENABLE SOCIAL DISTANCING**



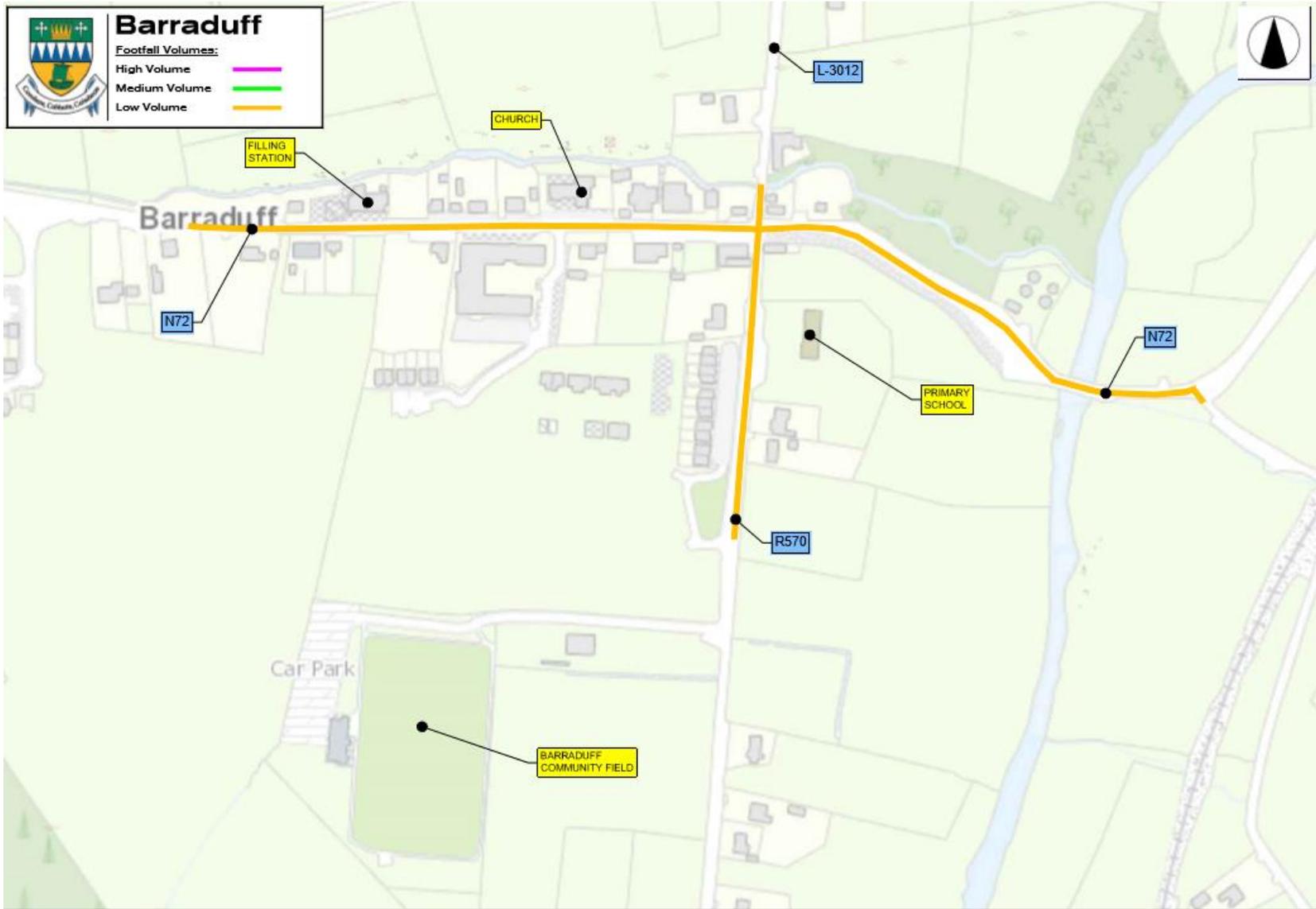
**MAP 5 – TRAFFIC MANAGEMENT REQUIREMENTS**

# BARRADUFF





**MAP 1 – FOOTPATH GREATER THAN 2.5m**



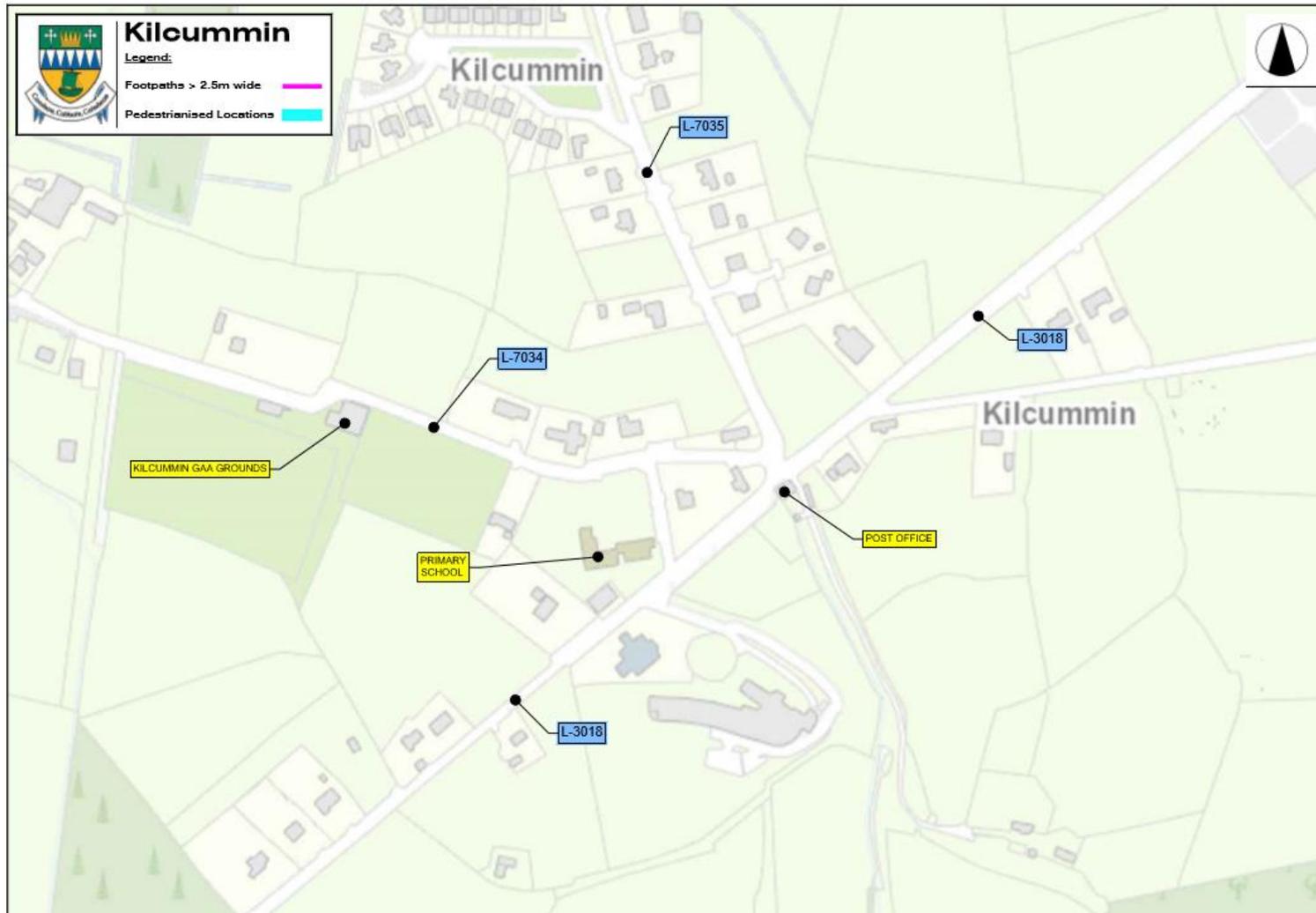
**MAP 2 – PEDESTRIAN FOOTFALL LEVELS**

**Table 2: Safe and Welcoming Streets Assessment -Barraduff**

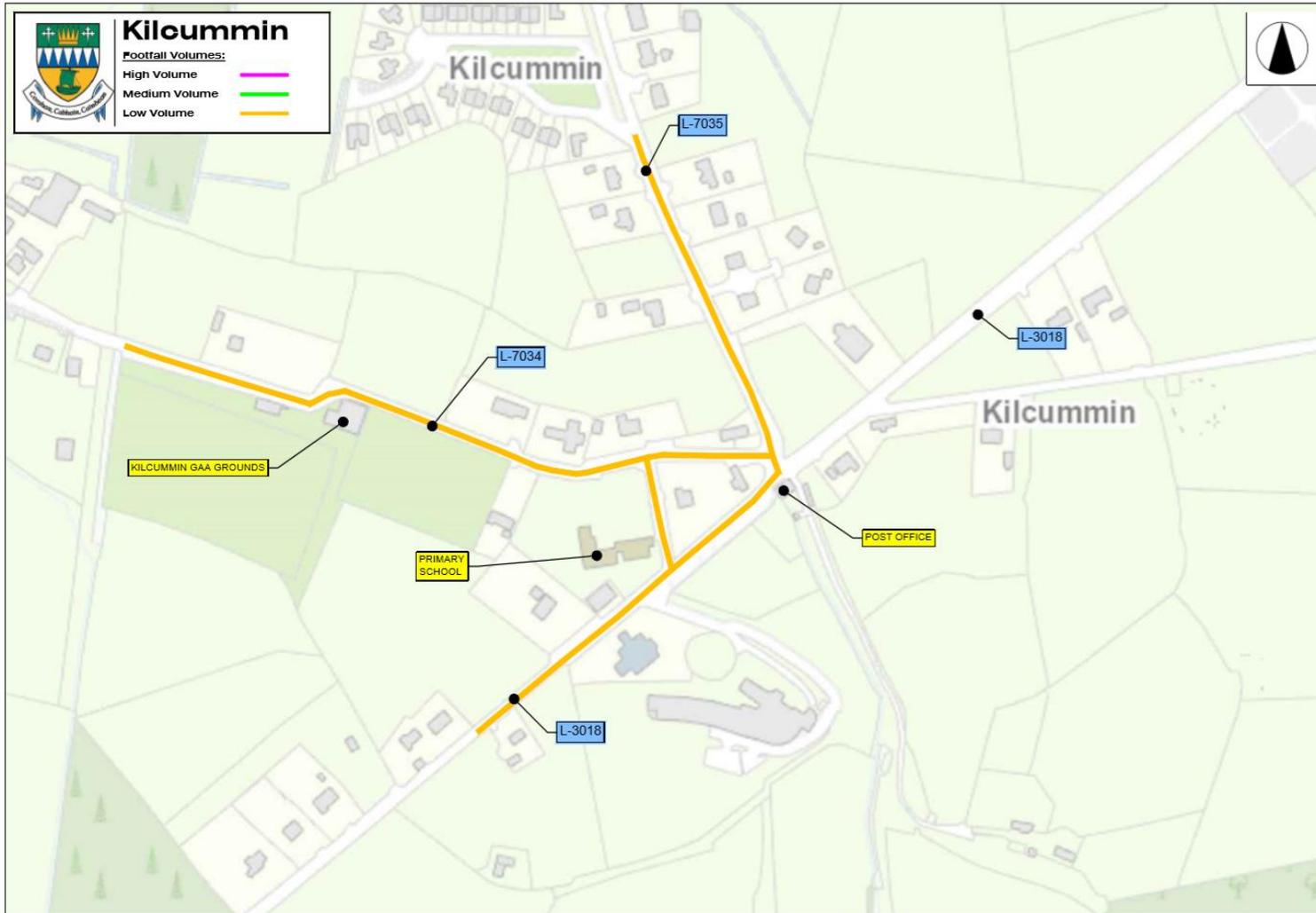
Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Removed	Spaces	Notes
Barraduff.	CAT 1 & 4	Yes	N/A	No	No	0		

# Kilcummin





**MAP 1 – FOOTPATH GREATER THAN 2.5m**



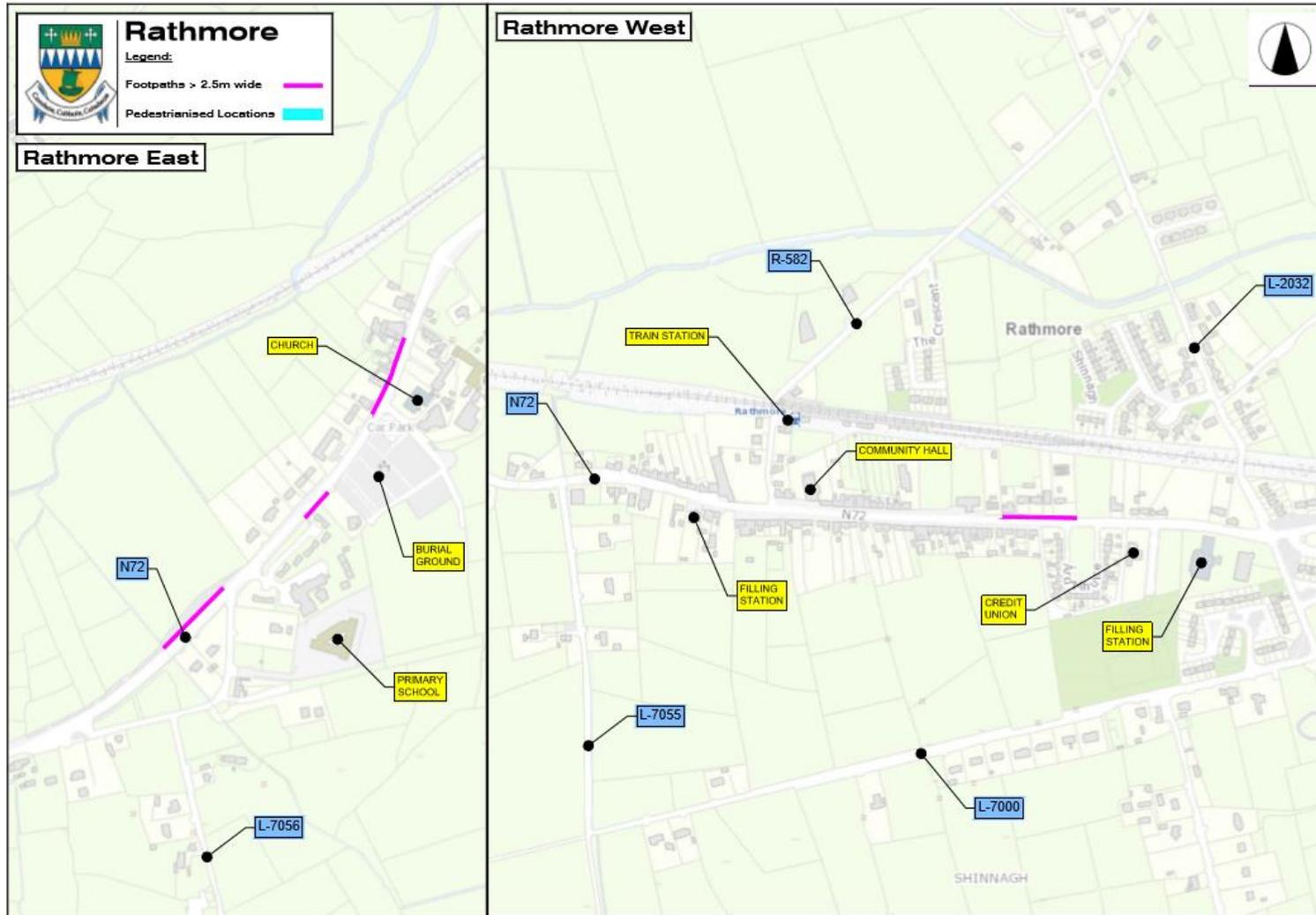
**MAP 2 – PEDESTRIAN FOOTFALL LEVELS**

**Table 3: Safe and Welcoming Streets Assessment -Kilcummin**

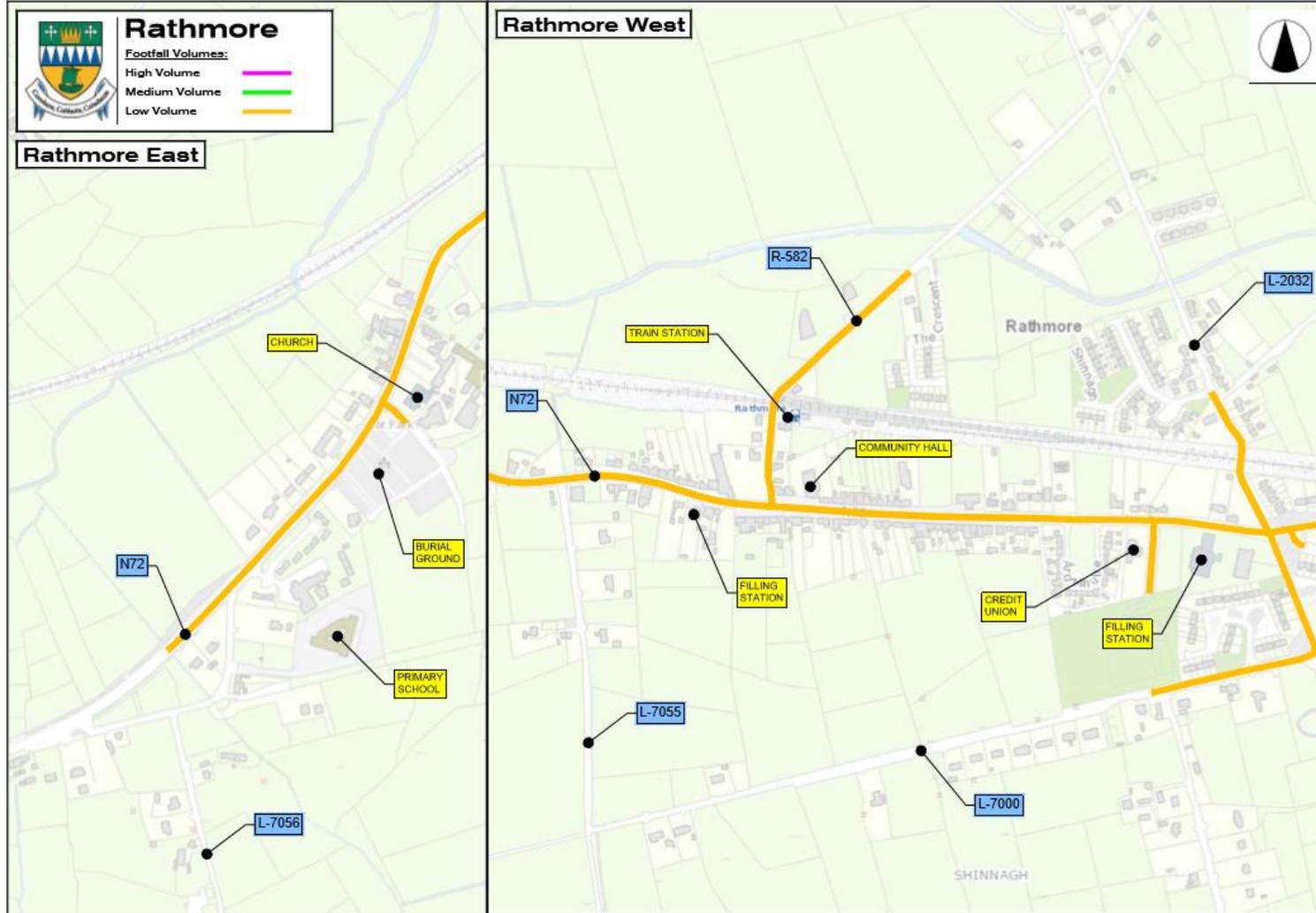
Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Kilcummin	CAT 1	Yes	N/A	No	No	0	

# Rathmore





**MAP 1 – FOOTPATH GREATER THAN 2.5m**



**MAP 2 – PEDESTRIAN FOOTFALL LEVELS**

**Table 4: Safe and Welcoming Streets Assessment -Rathmore**

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Rathmore	CAT 1 & 4	Yes	N/A	No	No	0	

## **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.

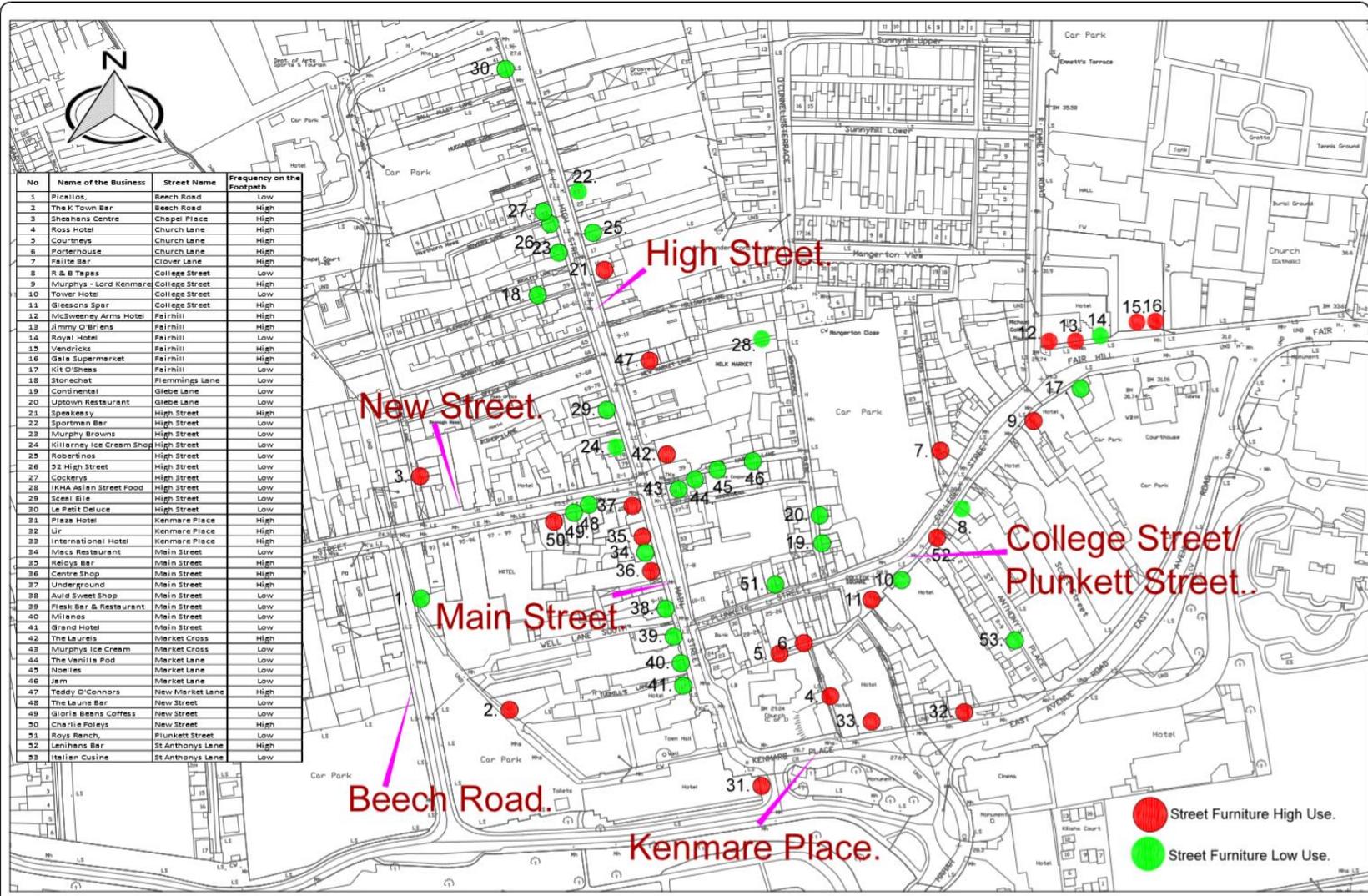
### **Recommended Approach**

- 1) Permit application history/ known location of tables and chairs and location of potential interest to be mapped. Ref DWG 4. For each town within Appendix 1
- 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 5 example Appendix 1.
- 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.

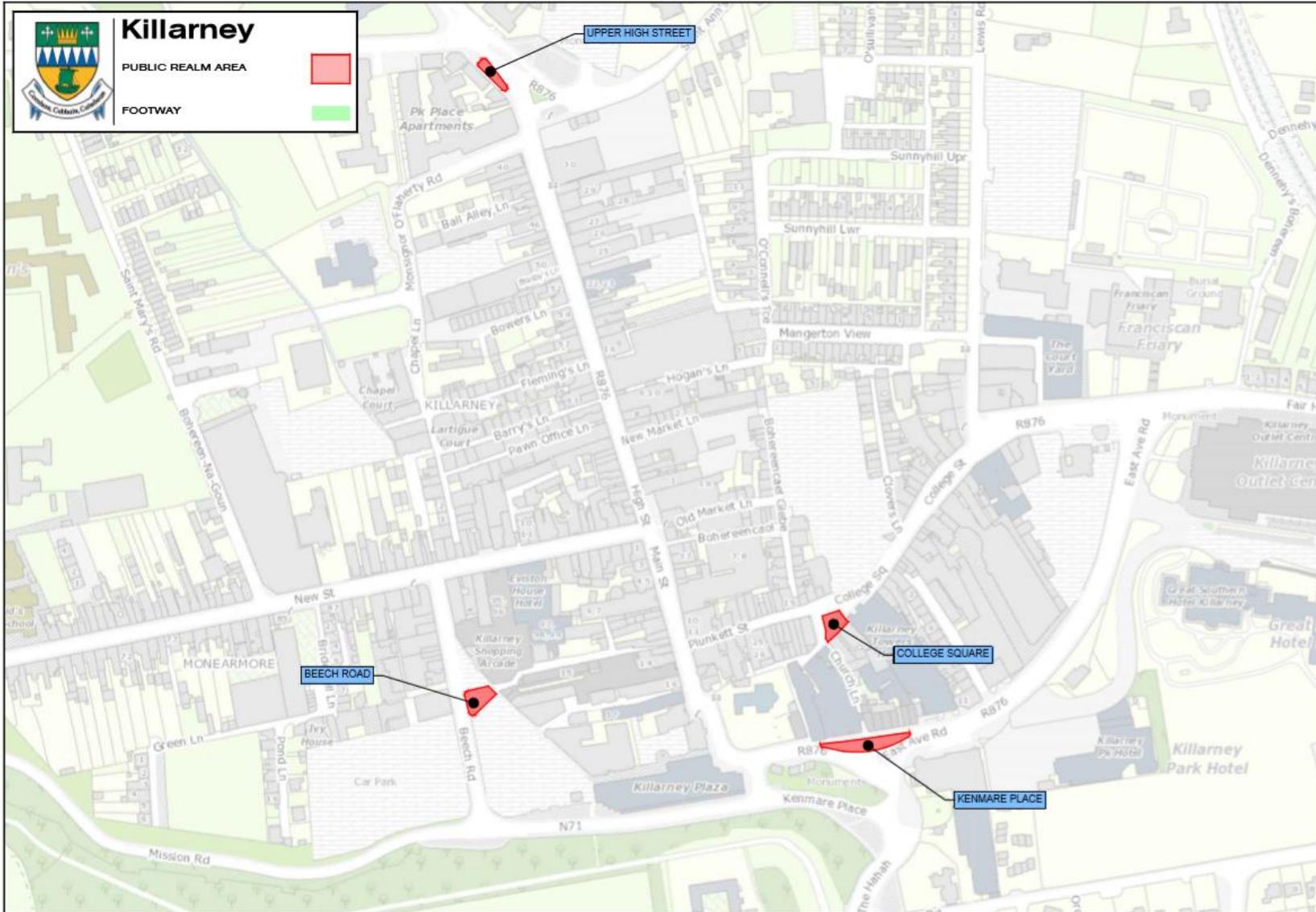
Early engagement with business operators in this regard is recommended to establish their requirements well in advance of reopening.

### **Points for Consideration**

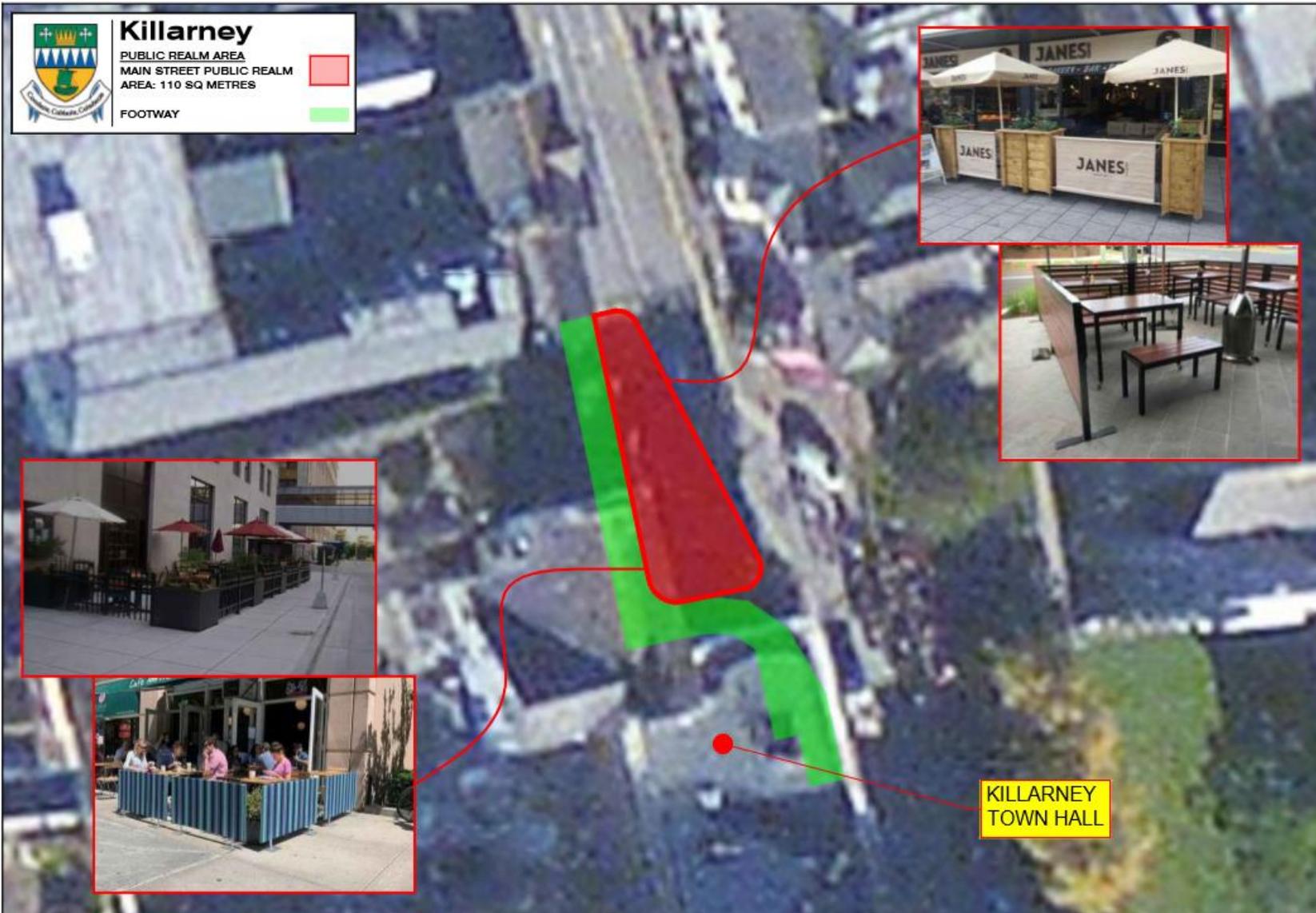
- Reasonable provisions need to be agreed with the business sector on specific access requirements, such as for deliveries and collections from critical service providers (doctors, pharmacies).
- Where no reasonable means of maintaining social distance is available, such as allowing for limited short-term / 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)



**STREET FURNITURE APPLICATION HISTORY**

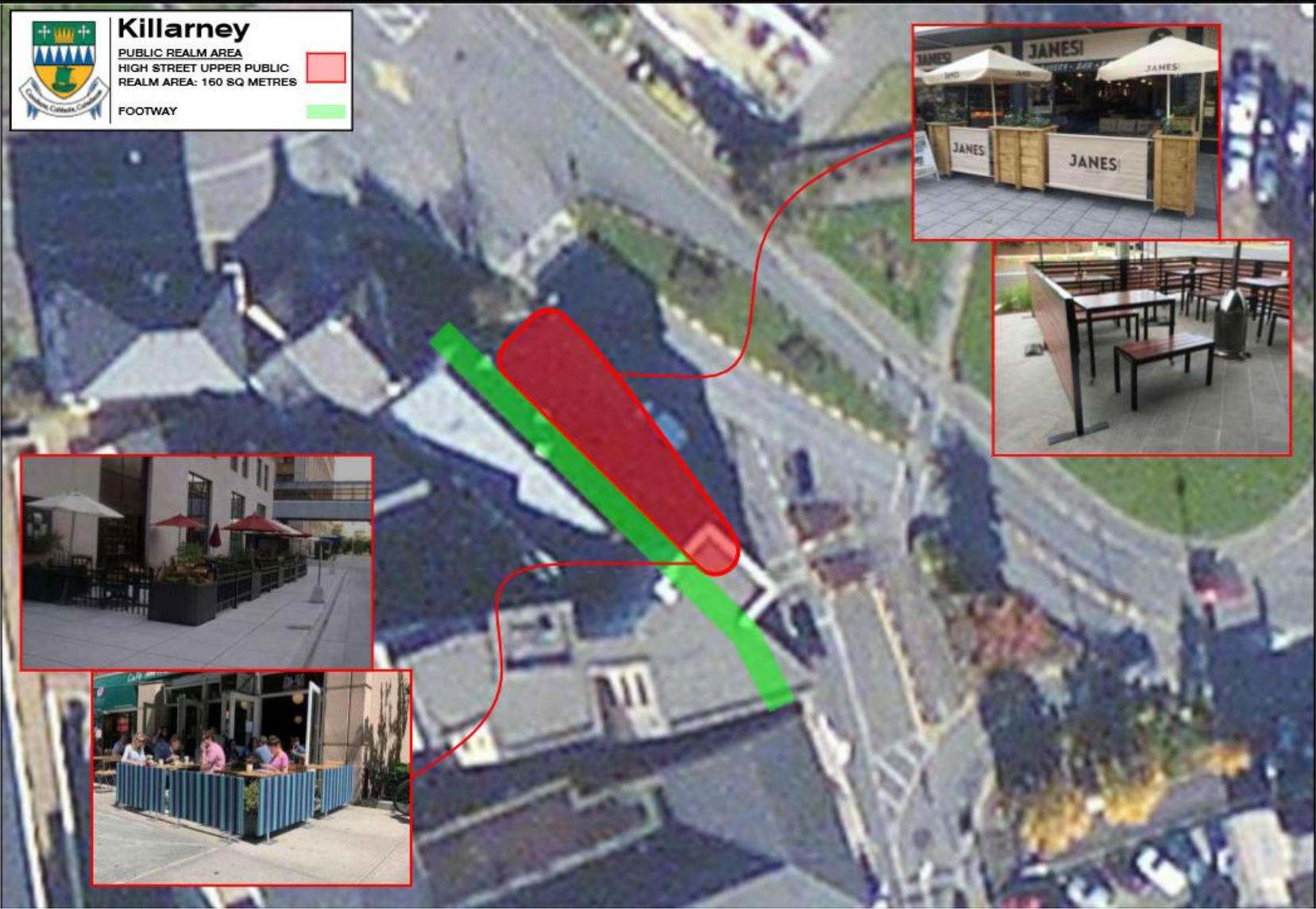


**COMMUNAL AREAS FOR CONSIDERATION IN KILLARNEY TOWN**

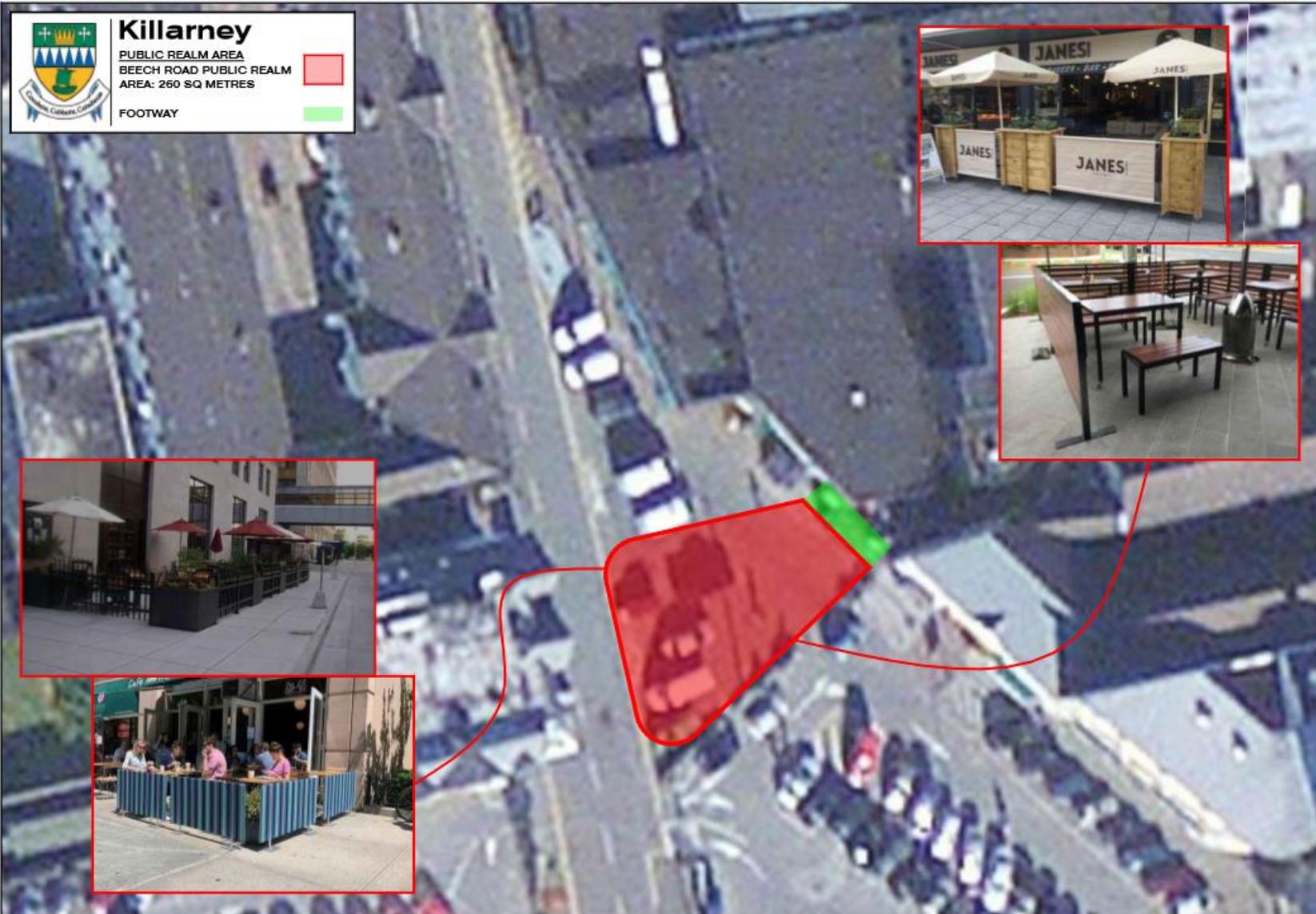


**INDICATIVE LAYOUT OF MAIN ST PUBLIC REALM AREA**

 **Killarney**  
PUBLIC REALM AREA  
HIGH STREET UPPER PUBLIC  
REALM AREA: 160 SQ METRES  
FOOTWAY



**INDICATIVE LAYOUT OF HIGH ST UPPER AS PUBLIC REALM AREA**



**INDICATIVE LAYOUT OF BEECH RD PUBLIC REALM AREA**

 **Killarney**  
PUBLIC REALM AREA  
COLLEGE SQUARE PUBLIC  
REALM AREA 



**INDICATIVE LAYOUT OF COLLEGE SQ PUBLIC REALM 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.

The following matters were raised by the Members:

**Cllr. M. Moloney:**

- Vital that people would feel safe when visiting Killarney
- That the pharmacy in Plunkett Street would be facilitated by providing a nearby drop-off area to allow people to access the premises and if this was accommodated, she would agreeable to the closure of Plunkett Street to traffic
- How will social distancing be accommodated in Lower New Street when the schools return as it will be congested with students?
- The additional set-down points were welcomed and Cllr. Moloney asked that they be monitored
- Provide free parking in Killarney as is the case in Tralee

**Cllr. M. Healy-Rae:**

- When will Plunkett Street close to traffic?
- Could the footpath be widened in High Street (middle)
- Has the Council explored the possibility of providing sanitisation stations and disinfecting the streets?
- The Council should promote the wearing of face masks
- Set-down areas are very important for the elderly and vulnerable. These should be provided for every business where there is ample parking
- Ensure that only licenced businesses are providing on-street furniture for their customers
- Provide plants, not sleepers, in the public realm areas
- Review the disabled parking bays at the International Hotel

**Cllr. N. Kelleher:**

- Requested clarification on widening footpaths. Some people are under the assumption that they will be built-out
- Requested that 15 minute set-down areas be provided at entrances to all car parks
- If a disabled parking bay is replaced, where will it be moved to?
- How fast is the turnaround time for issuing street furniture licences?
- Requested that the MD Office would write to all resident permit holders and ask if they would consider parking in a nearby car park instead of on the street to free up space outside retail premises

**Cllr. D. Grady:**

- Provide additional set-down spaces outside business premises
- Not in favour of closure of Plunkett Street to traffic and stated that Members should have been permitted to vote on same
- There is a need to bring the 2m social distancing requirement down to 1m as this would benefit more businesses

- Stated that he had family involved in the jaunting car business. He asked that extra space would be provided for jarveys on Railway Road
- A set-down space should be provided outside every GP practice and pharmacy

**Cllr. N. O'Callaghan:**

- Requested that a disabled parking bay be provided in College Street
- Street furniture must be uniform
- Enforcement of use of street furniture to ensure that all businesses are on a "level playing field"
- Would be in favour of free parking at top of High Street as it would create more spaces in town
- Asked that the Traffic Wardens be flexible at the outset as most people will not be familiar with this plan
- Need message to issue that Killarney is open and is the best value for money town in the world. Killarney is the destination to visit
- "Shop with your feet and not with your fingers" - give business locally
- On board with plan as Kerry County Council have given assurances that it will be reviewed and any issues will be dealt with on a rolling basis

**Cllr. B. Cronin:**

- This plan is about sending out a message that Killarney is a safe place to come to as all necessary steps have been taken by Kerry County Council
- It is hugely important that everyone coming to Killarney feels comfortable
- Welcomed increased number of set down spaces
- Some people are feeling extremely vulnerable during this Pandemic and a 2m distance must be maintained to err on the side of caution

**Mr. F. Hartnett responded to the issues raised as follows:**

- Will review provision of a set-down area for chemist on Plunkett Street. There are 2 disabled parking bays near the Spar shop and agreement given to examine if a set-down area could be located there
- Schools located on New Street - will review the matter before the schools re-open
- Free car parking - advised that this related to the Smarter Travel Phase 2 works planned for Tralee and were not Covid-19 related
- Plunkett Street - these are temporary measures. The Section 75 process will commence resulting in a temporary closure of the road and will be advertised in local papers. It was confirmed to the Members that the road would temporarily close to traffic from 8<sup>th</sup> July to 2<sup>nd</sup> September.
- High Street (Lower) - the footpath is less than 2.5m in width and at least 1m of roadway is required to widen same so it will not be possible to widen same. The footpath will be widened further along as the road widens
- Sanitisation stations - these are provided inside the door of every shop and they do not form part of this plan
- Need to create a comfortable environment by facilitating the 2m rule, thereby providing the space for passing and providing 15 minute set-downs spaces. Sell Killarney as a safe town.

- Provision of street furniture will be enforced by the Enforcement Officer and Traffic Wardens
- Agreement given to review the area in front of Glebe Car Park
- Footpath widening will be carried out as a temporary measure. Bollards will be used as an alternative means to protect people in that space
- Provision of 15 minute set-down areas at entrance to car parks - it is felt that these spaces are adequately provided and spaced in the town
- Disabled parking bays - if a parking space is removed, the disabled bay will remain. There are a couple of locations where they will be moved but will be replaced close to their original location. There will be no reduction in the number of disabled parking spaces
- Street seating will be all uniform with no mis-matching
- If 1m social distancing rule is introduced, this plan will be reviewed

**Ms. A. McAllen discussed the following matters:**

- A deep-clean of the town had taken place at the weekend
- Sanitisation units - these are typically provided in a controlled environment, such as shops. They would be difficult to maintain in an outdoor environment
- Public conveniences will continue to be cleaned
- Ms. McAllen advised that this plan was prepared, cognisant of an optimistic footfall and will be kept under review
- In response to a query from Cllr. M. Moloney, Ms. McAllen confirmed that she had passed on the information on the fogging machine to the Water Services Department. She advised that the public toilets have opened and were subject to a deep clean
- Further to Cllr. Kelleher's suggestion, street parking permit holders would be written to asking if they could utilise the nearby car parks instead of on-street parking
- In relation to Tralee MD providing free car parking between 9am - 11am, this was a pre-Covid commitment as a result of the planned Smarter Travel Phase 2 works. Ms. McAllen did agree to review the Rock Road car park proposal, from a financial perspective, and see if it would benefit the town
- Street furniture - this will be subject to a furniture licence managed by the MD Office. The Enforcement Officer will enforce this
- Referring to a query from Cllr. Grady, Ms. McAllen advised that she did not have a confirmed date for the re-opening of the Town Hall but noted that it may open around 29<sup>th</sup> June

Cllr. N. O'Callaghan asked if the Council would commence a web-based marketing campaign promoting Kerry as a safe destination. He also asked the MD Office to be cognisant of the late night congregation of people waiting for taxis in College Square.

Ms. McAllen referred to the marketing and advised that Ms. N. O'Sullivan, SEO Community had previously updated the Members via WebEx in relation to the Safe Destination Badge Training for members of the hospitality sector. This would certainly compliment the proposal that Kerry is a safe destination.

Following a query, Mr. J. Ahern advised that there were no plans to commence work on Main Street this summer. Mr. Ahern referred to College Street and stated that it would be overlaid and the commencement date would be advised to the Members. It will cause 3 - 4 days disruption and be closed to traffic and will necessitate in the closure of Glebe Car Park.

Following a query from Cllr M. Moloney, Ms. McAllen stated that the Council had not written to the Department requesting an extension to the drawdown date for the Roadworks Programme as it was the Council's intention to spend the €51m. allocation in 2020.

In response to a query from Cllr. Cronin, Ms. E. O'Donoghue said as Bird's Amusements had not been in contact since February, she presumed they would not be using the Fairhill Car Park this Summer. Ms. E. O' Donoghue agreed to follow up with Birds Amusements.

Ms. McAllen advised the Members that Knockreer Playground will remain closed for 3 weeks from 22<sup>nd</sup> June in order to facilitate works to provide a significant extension to the playground and a much improved disability access. This is an investment of €60,000.

The Members welcomed these works.

The meeting concluded at 15.46.

***P. Corkery***

**P. Corkery**  
**Meetings Administrator**

**Cllr. B. Cronin**  
**Leas-Chathaoirleach of Killarney MD**