

MINUTES OF THE SPECIAL MEETING OF THE MEMBERS OF THE MUNICIPAL DISTRICT OF CASTLEISLAND-CORCA DHUIBHNE HELD IN CARNEGIE BUILDING, CASTLEISLAND ON WEDNESDAY 10th JUNE 2020.

MIONTUAIRISCÍ NA CRUINNITHE SPEISÍALTA DE CHEANTAR BARDASACH OILEÁN CIARRAÍ-CORCA DHUIBHNE A FOIRGNEAMH OILÉAN CIARRAÍ, CONTAE CHIARRAÍ AR AN CÉADA OIN, 10Ú MEITHEAMH, 2020.

PRESENT/I LÁTHAIR

Councillors/Comhairleoirí

Cllr. M. O' Shea
Cllr. B. Fitzgerald
Cllr. J. Healy Rae
Cllr. C. Farrelly
Cllr. B. O' Connell
Cllr. F. Fitzgerald

Apologies: Cllr. S. Cosáí Fitzgerald

In attendance/i láthair

Mr. J. Breen	Municipal District Manager
Ms. A.M. Lynch	Municipal District Officer
Mr. P. Corkery	Meetings Administrator
Ms. B. Mulryan	E.E. Castleisland-Corca Dhuibhne MD
Mr. J. Downes	CO Corporate Services

The Meeting began at 12.36pm. **Cathaoirleach B. Fitzgerald** made the following address: *“Caithfidimid tosnú anois ár cruinniú do Cheantar Bardasach Oileán Chiarraí agus Chorca Dhuibhne. Bá mhaith liom fáilte a thabhairt do gach duine anseo agus tá siúl agam go mbeadh cruinniú ana mhaith againn. Am an-bhuartha é seo, tá beagnach ceithre mhí imithe ón gcrúinniú deireanach a bhí againn agus táimid ag troid an diabhal covid-19 ó shin. Ón iarracht mhór agus ón obair iontach a rinne an pobal ag leanúint an comhairle leighis ón Rialtas táim dóchasach go bhfuil an víreas seo á chosaint againn. Sula ndéanfaimid aon rud eile iarrfaidh mé ar gach duine seasamh chun nóiméad ciúnais ann i gcuimhne dóibh siúd go léir a chaill a mbeatha le linn na héigeandála náisiúnta seo”.*

Before we do anything else I'm going to ask everyone to stand for a minute silence for all those that have lost their lives during this national emergency. Ar dheis De go raibh a hanamacha dilis. As a county and a country we have been fortunate and blessed to have very brave and dedicated frontline workers. From the bottom of all our hearts I'd like to offer a heartfelt go raibh míle maith agaibh to all those who held the line against Covid-19.

The 'Safe Streets and Safe Destinations' Report was noted by the Members as follows:



SAFE AND WELCOMING STREETS
COVID – 19: TOWN CENTRE MOBILITY
PLANS FOR CASTLEISLAND CORCA
DHUIBHNE MD

1. CASTLEISLAND
2. DAINGEAN UÍ CHÚIS
3. CASTLEMAINE
4. FARRANFORE
5. FIRIES
6. MILLTOWN



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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, Furies, 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"

- Stay at Home Restrictions, identified in the Government Roadmap, with the restriction on travel being increased from the current 5km to 20km in Phase 2 (8th June 2020) and to travel from outside the region in Phase 4 (on the 20th July 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 to the opening of other non-essential retail outlets, with street level entrance and exit, on the 29th June and further opening in Phases 4 & 5.

- Social / Recreational facilities, including cafés and restaurants, providing on premises food and beverages opening in Phase 3, with the opening of hotels on the 20th July

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 2meter social distance requirements were examined and categorised as follows:

Footpath Width	Low Footfall			Medium Footfall		High Footfall
	Cat 1			Cat 2		Cat 3
	Cat 4	Cat 5	Cat 6			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 eg Main St, Castleisland



Proposed Interventions:

A: Signage and Stencilling as appropriate

CATEGORY 3: High footfall with footpath widths greater than 2.5m

Proposed Interventions:

A: Signage and Stencilling as appropriate

***CATEGORY 4: Low footfall with footpath widths less than 2.5m eg
Greys Lane, Dingle***



Proposed Interventions:

A: Signage and Stencilling as appropriate

CATEGORY 5: Medium footfall with footpath widths less than 2.5m eg The Mall, Dingle



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-streetcar 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
Green St., Dingle***



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 Stenciling 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.



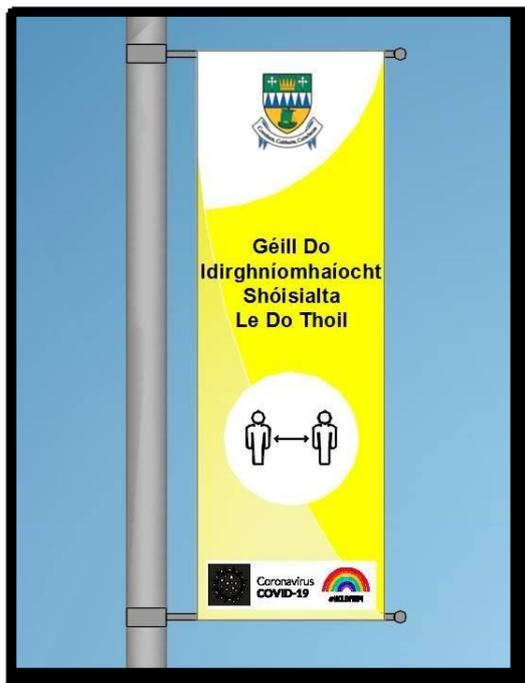
2) Signage

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:

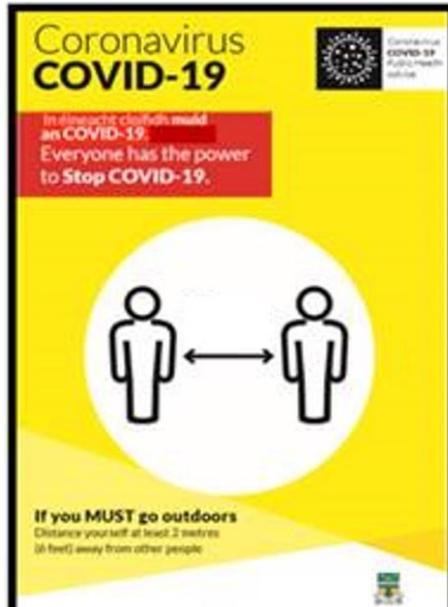
- a) Town Centre Areas
- b) Exit points from carparks.
- c) Entry points to pedestrianised areas.



Entry points to pedestrianised areas



Banners for use in high profile areas

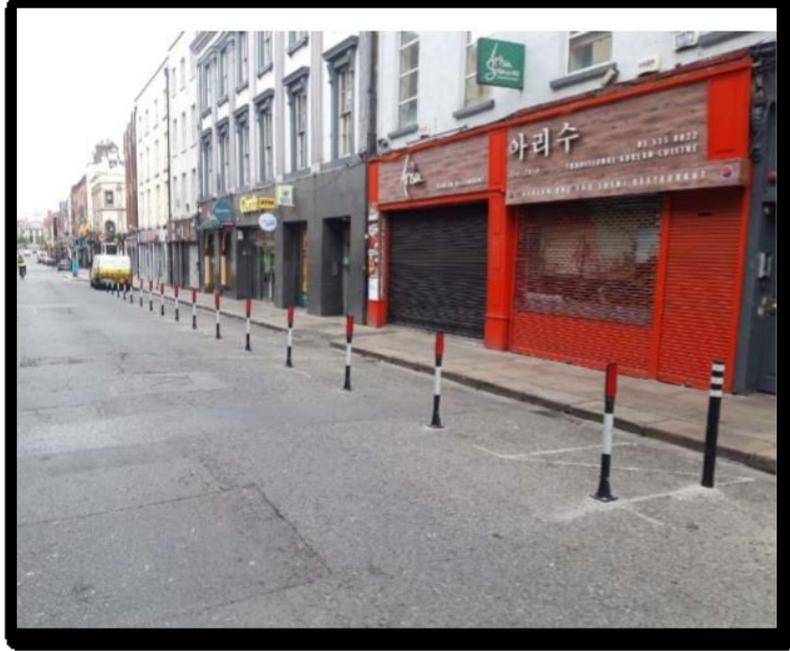


Repeater Signage

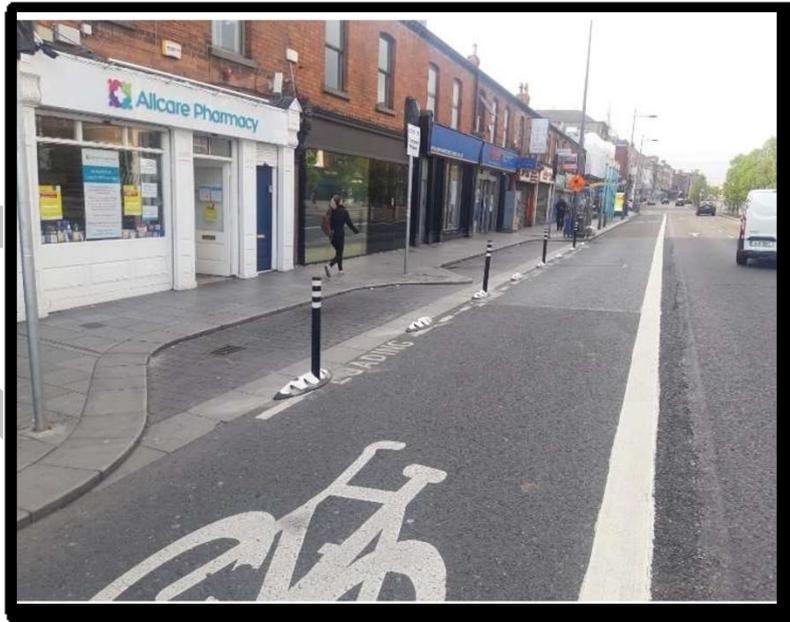


Sleeve signage for use around bollards.

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.



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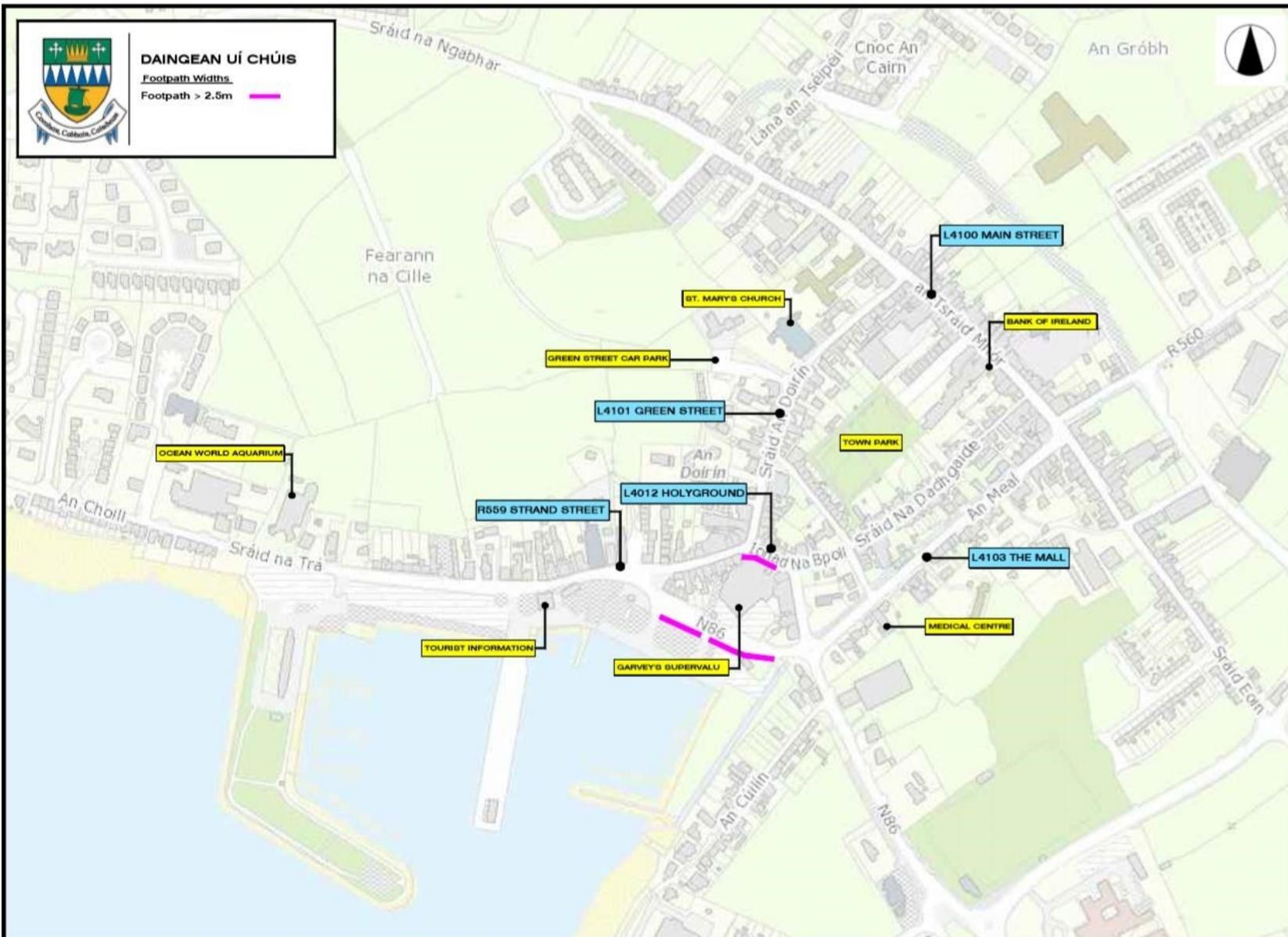
DAINGEAN UÍ CHÚIS



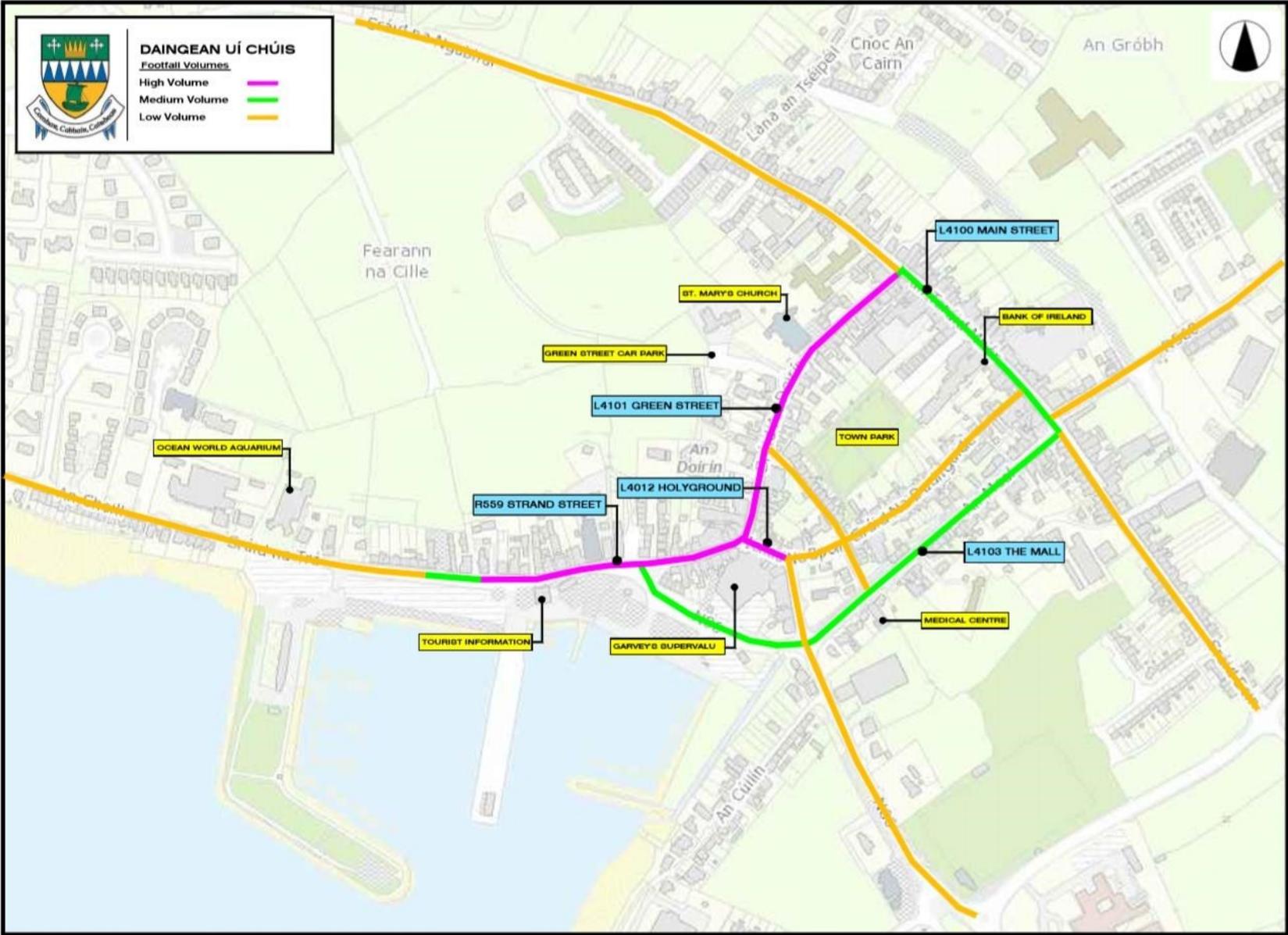
DAINGEAN UÍ CHÚIS

Footpath Widths

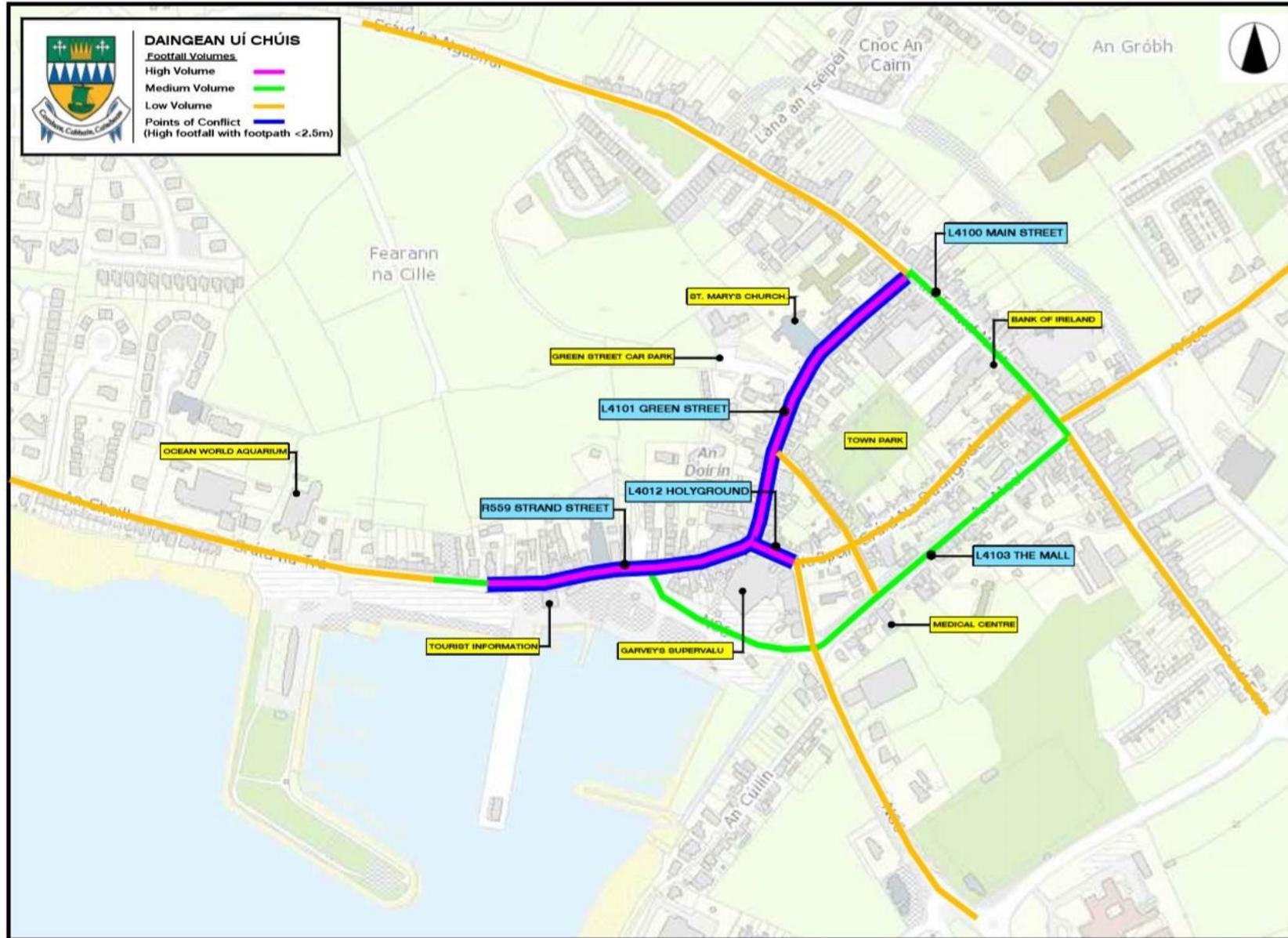
Footpath > 2.5m



MAP 1 – FOOTPATHS GREATER THAN 2.5m



MAP 2 – PEDESTRIAN FOOTFALL LEVELS



MAP 1 – FOOTPATH GREATER THAN 2.5m

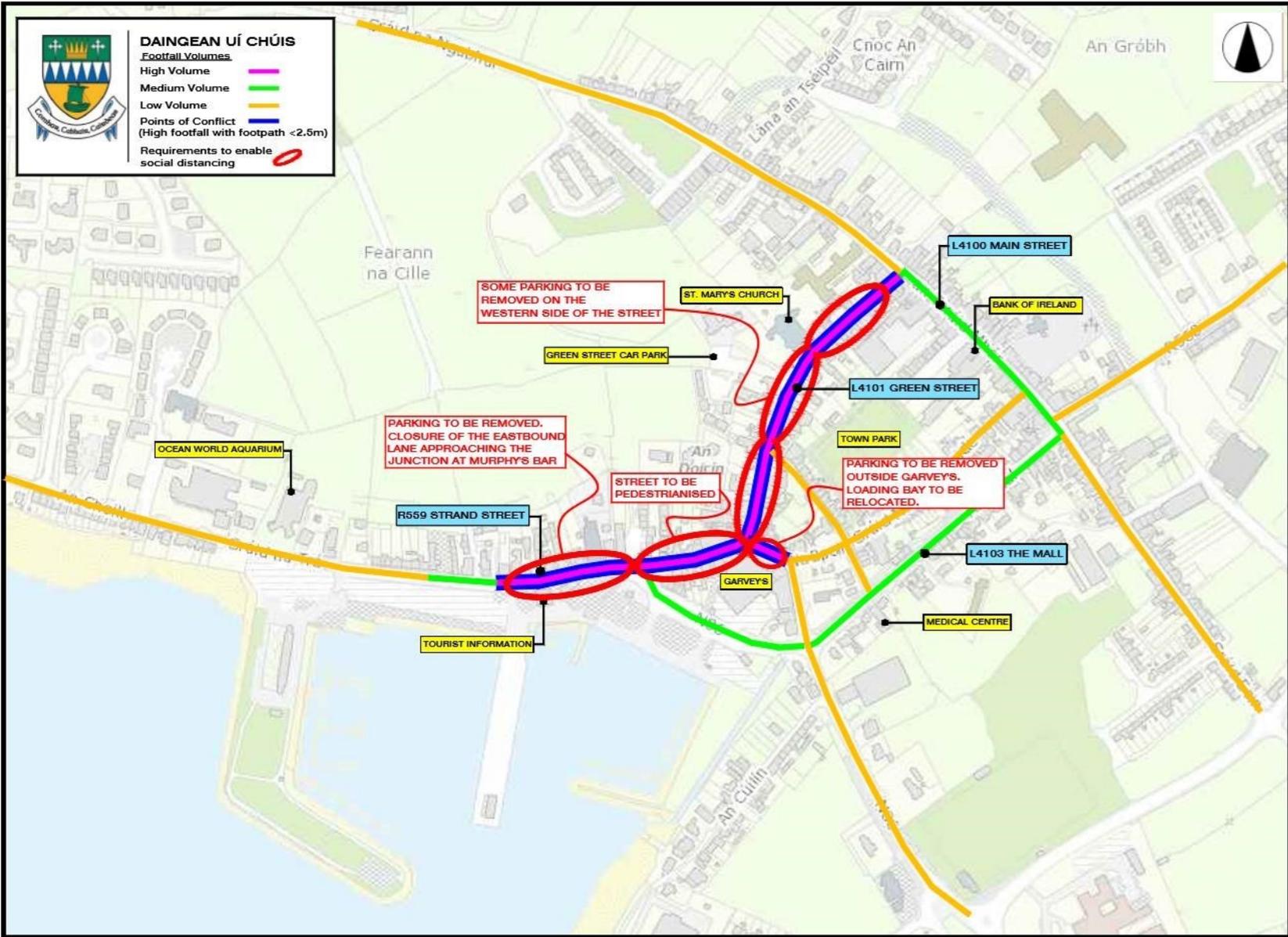
Table 1: Safe and Welcoming Streets Assessment – Daingean Uí Chúis

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Strand St. (Boatyard Restaurant to Milltown roundabout)	Cat 4	Yes	-	-	-	-	
Strand St. (Boatyard Restaurant to Dingle Boat tours)	Cat 5	Yes	No	N/A	N/A	No	The footpaths along this section are over 2 metres wide and this in conjunction with the Marina Carpark which runs adjacent to the roadway provides options for pedestrian traffic so on this basis the roadside parking is not required for pedestrian use
Strand St. (From Dingle Boat Tours to Murphys Bar)	Cat 6	Yes		Yes	N/A	5 Spaces	Kerbside parking on the Northern side and the through lane on the approach to the junction at Murphys bar will be used to facilitate pedestrian movement. The through lane is only available on the basis that Strand Street Upper will be pedestrianised.
Strand St. (Upper)	Cat 6	Yes	Yes	Yes	Yes	All	Pedestrianise this street from Strand House to the stop line at the end of the street. (Ref Map page 48)
The Tracks	Cat 5	Yes	No	N/A	N/A	No	The footpath on the harbour side which has the greater footfall is 3m metres wide which has enough width for pedestrians. The hedge and trees along this route to be kept trimmed.

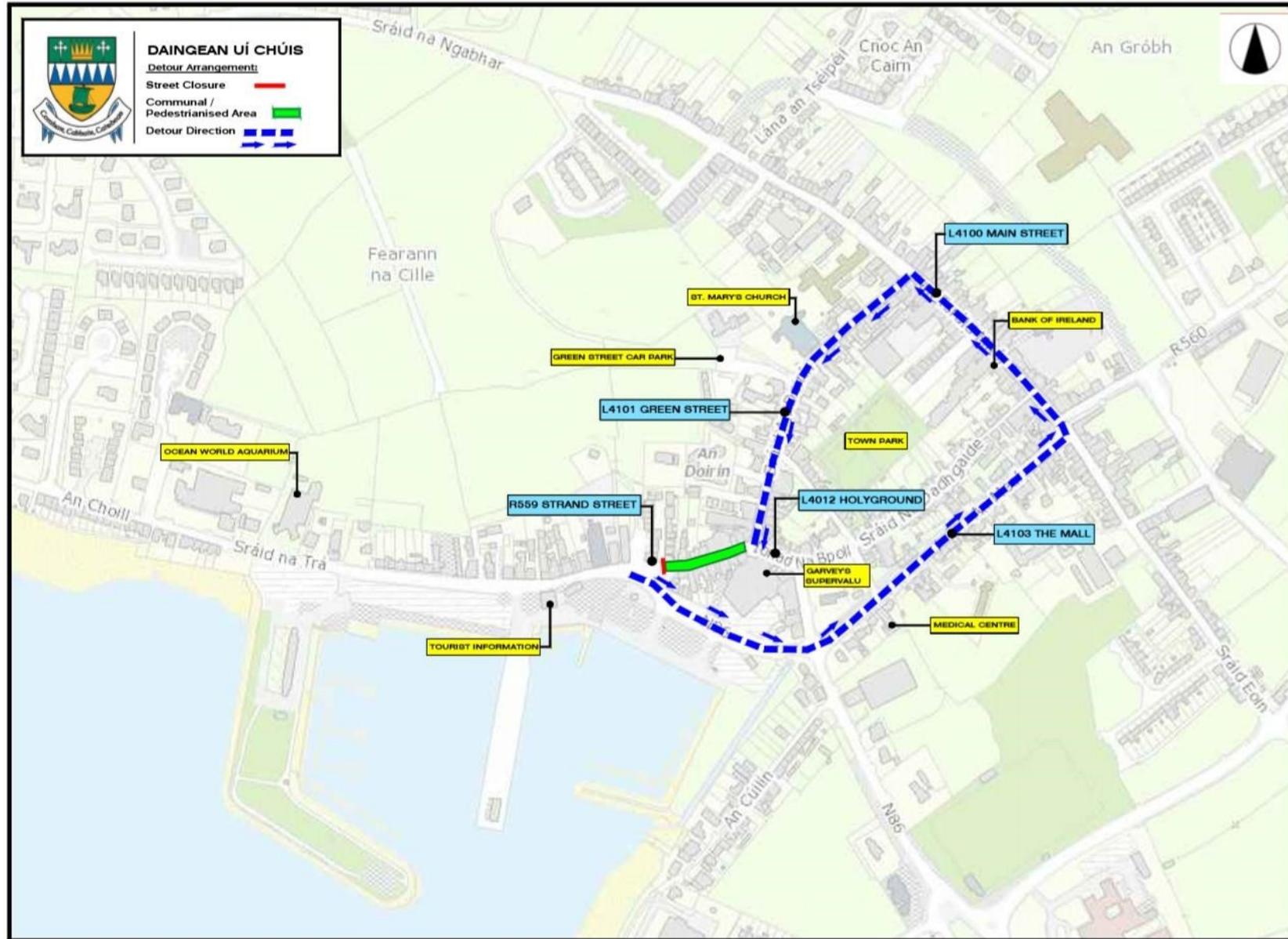
Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
The Mall	Cat 5	Yes	No	N/A	N/A	No	The main volume of pedestrian traffic walk towards the Marina on the riverside and as there is no parking on this side, removing parking on the opposite of street will be of no advantage. Also, as the pedestrian movement is mainly in the direction of the Marina there is less pedestrian conflict so on this basis no measures are to be implemented except signage/stencilling
Green Street	Cat 6	Yes	Yes	N/A	N/A	Yes	Some blocks of parking on the western side from Greys lane towards Main Street will be dedicated to pedestrian movement. This will allow for extra pedestrian width on the western side which will compensate for the lack of width on the eastern footpath.
Main street Upper	Cat 4	Yes	-	-	-	-	
Main Street	Cat 5	Yes	No	N/A	N/A	No	Taking into consideration the range and nature of businesses along the Main Street and the fact that the footpaths on either side are 2.2m wide it is expected that the parking lane will not be required to facilitate pedestrian movement. However, this may have to be examined again as businesses re-open and footfall increases.
Johns Street	Cat 4	Yes	-	-	-	-	
Dykegate St.	Cat 4	Yes	-	-	-	-	
Bridge St.	Cat 4	Yes	-	-	-	-	

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Holyground	Cat 6/3	Yes	-	N/A	Yes	Some	There is ample footpath width outside Garveys. The parking (except for the disability parking) directly outside Garvey's entrance will be replaced with a loading area as the loading area further along the street opposite the Gallery will be used to facilitate pedestrian movement. This will allow for extra pedestrian width on the southern side which will compensate for the lack of width on the northern footpath.
Greys Lane	Cat 4	Yes	-	-	-	-	
Avondale	Cat 4	Yes	-	-	-	-	
N86 Dingle Road	Cat 4	Yes	-	-	-	-	

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MAP 4 – SIGNIFICANT REQUIREMENTS TO ENABLE SOCIAL DISTANCING



MAP 5 – TRAFFIC MANAGEMENT REQUIREMENTS

CASTLEISLAND



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Table 2: Safe and Welcoming Streets Assessment – Castleisland

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Main Street	Cat 2	yes	-	-	-	-	
Main Street Upper	Cat 2	yes	-	-	-	-	
Castleview	Cat 4	yes	-	-	-	-	
Station Road	Cat 4	yes	-	-	-	-	
Tralee Road	Cat 4	yes	-	-	-	-	
Killarney Road	Cat 4	yes	-	-	-	-	
Pound Road	Cat 4	yes	-	-	-	-	
Limerick Road	Cat 4	yes	-	-	-	-	
College Road	Cat 4	yes	-	-	-	-	
An Riocht lane	Cat 4	yes	-	-	-	-	
Old Chapel Lane	Cat 4	yes	-	-	-	-	
Church Street	Cat 4	yes					
Barrack Street	Cat 4	yes	-	-	-	-	
Cahernard Road	Cat4	yes	-	-	-	-	

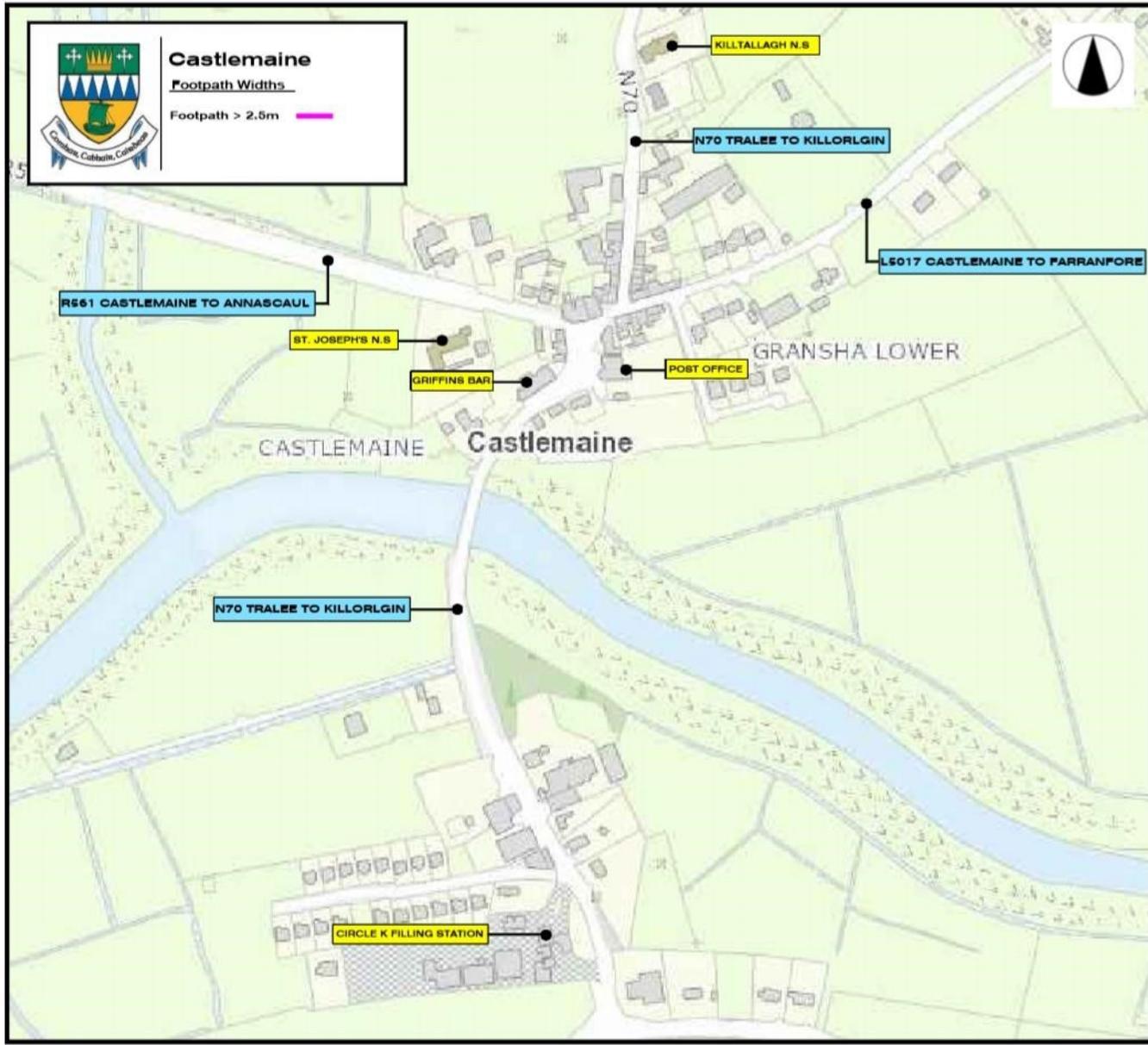
CASTLEMAINE



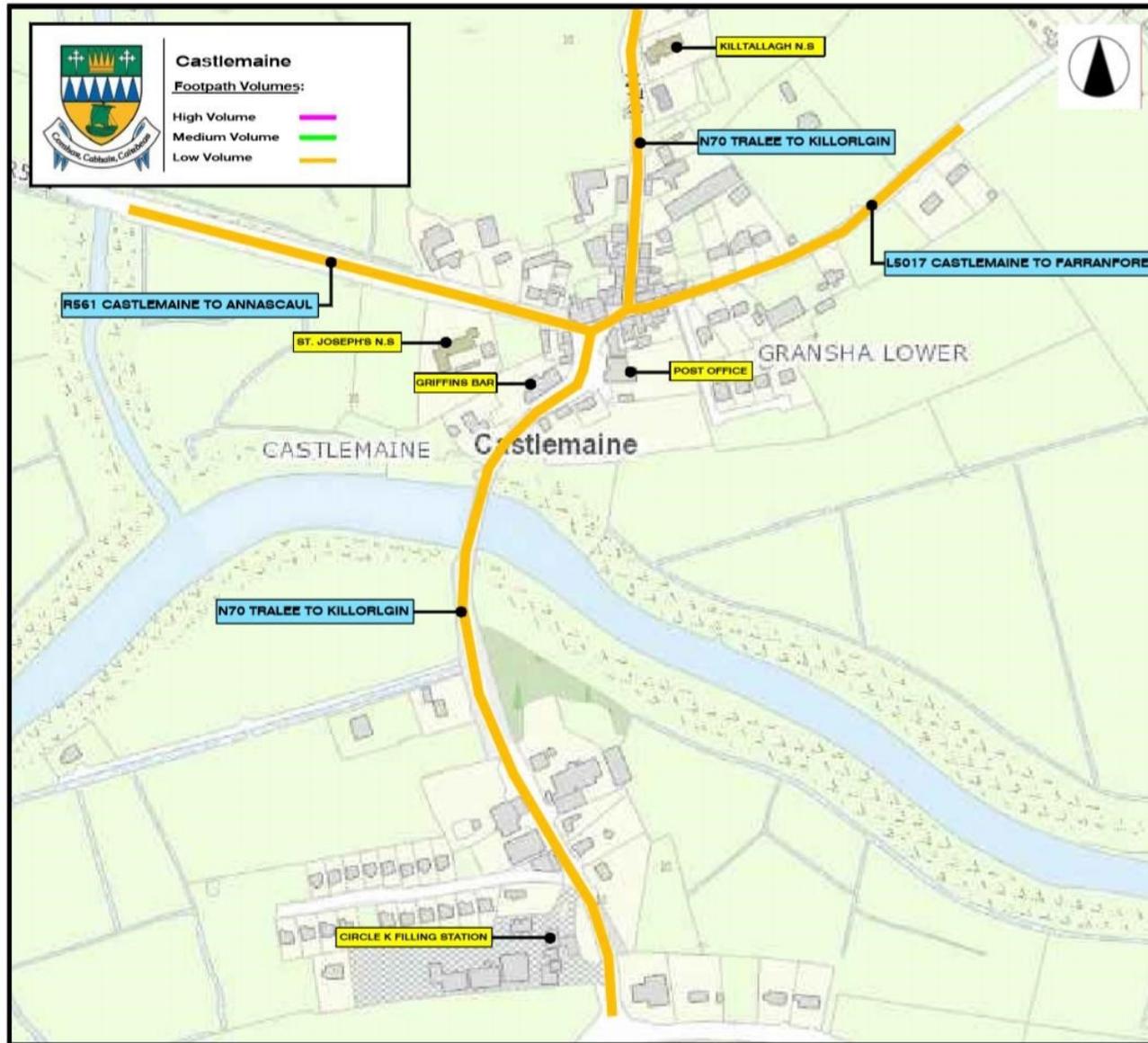
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Castlemaine
Footpath Widths
Footpath > 2.5m



MAP 1 – FOOTPATH GREATER THAN 2.5m



MAP 2 – PEDESTRIAN FOOTFALL LEVELS

Table 3: Safe and Welcoming Streets Assessment – Castlemaine

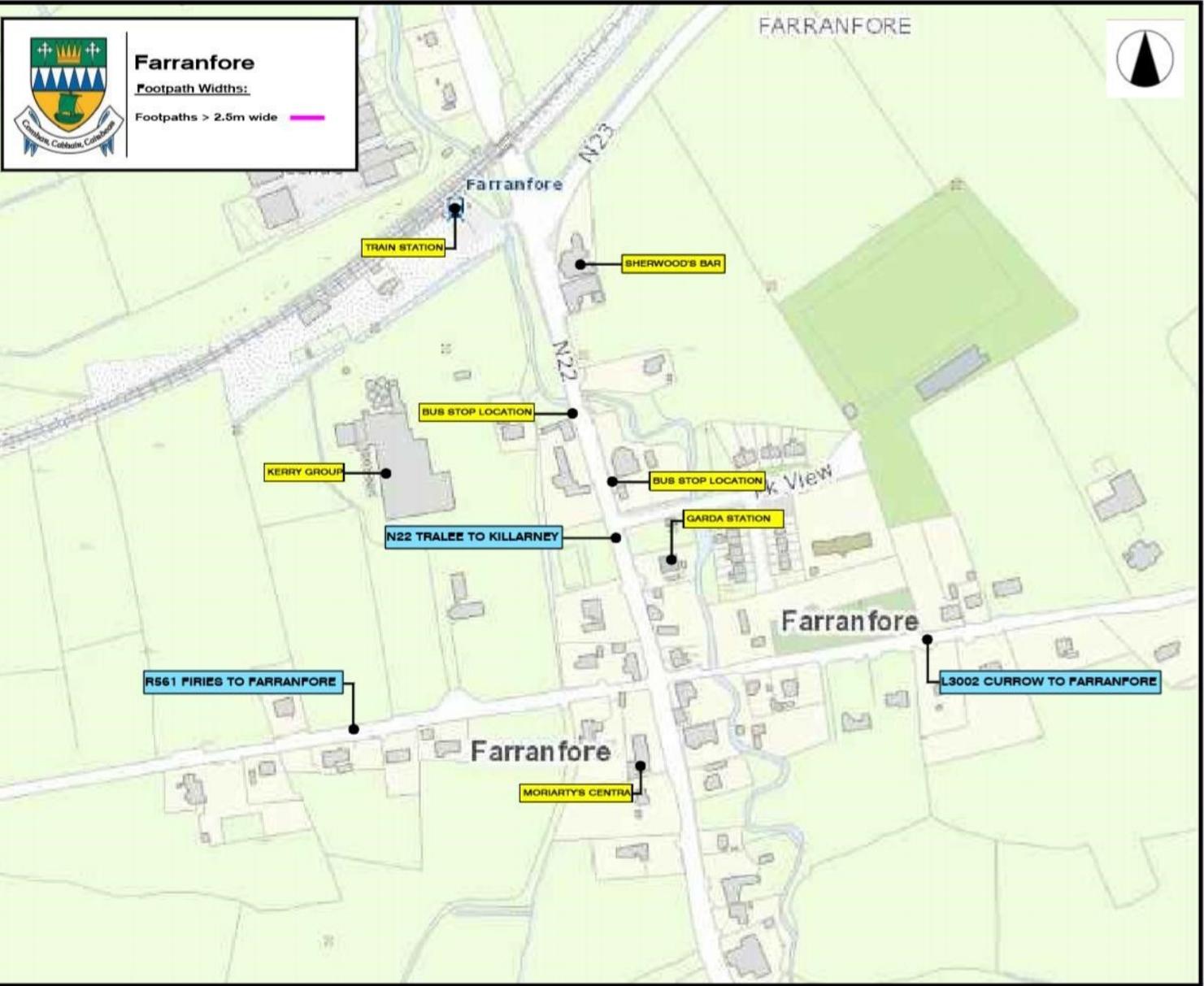
Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
N70 Tralee/Killorglin Road	Cat 4	yes	-	-	-	-	
Inch Road	Cat 4	yes	-	-	-	-	
Kiltalagh Road	Cat 4	yes	-	-	-	-	

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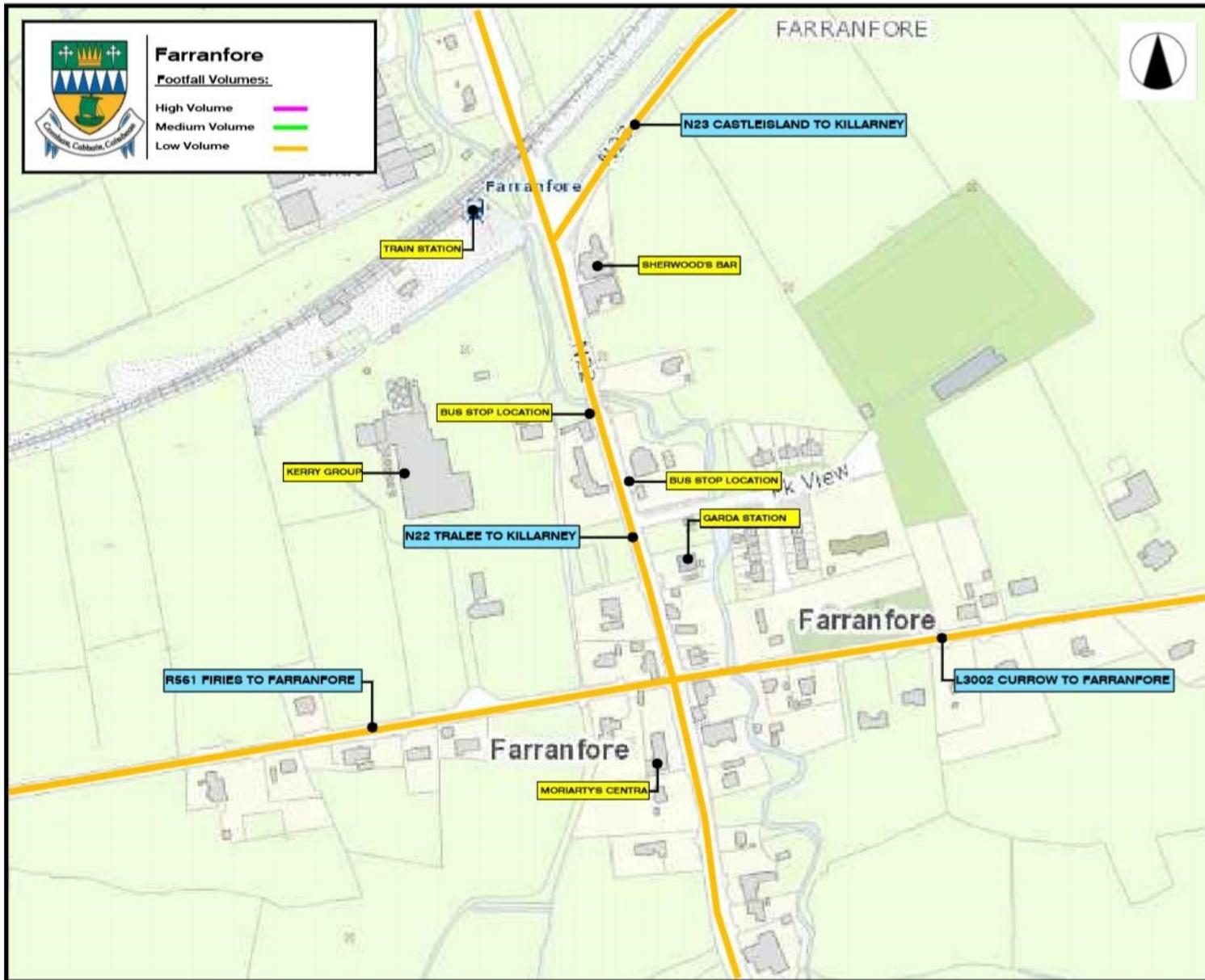
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MAP 1 – FOOTPATH GREATER THAN 2.5m



MAP 2 – PEDESTRIAN FOOTFALL LEVELS

Table 4: Safe and Welcoming Streets Assessment – Farranfore

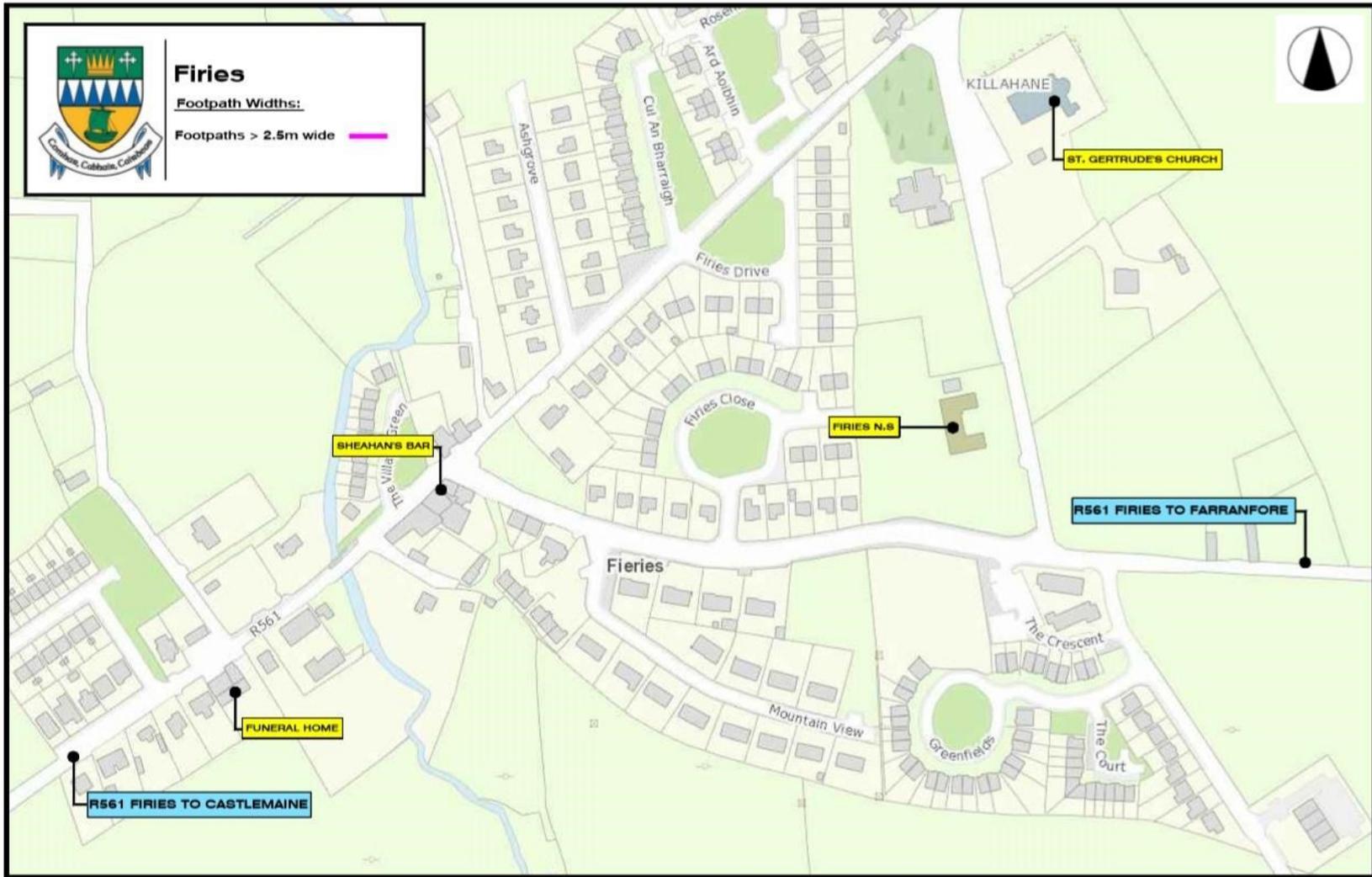
Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
N22- Tralee/Killarney Road	Cat 4	yes	-	-	-	-	
N23- Castleisland Rd	Cat 4	yes	-	-	-	-	
Currow Road	Cat 4	yes	-	-	-	-	
Firies Road	Cat 4	yes	-	-	-	-	

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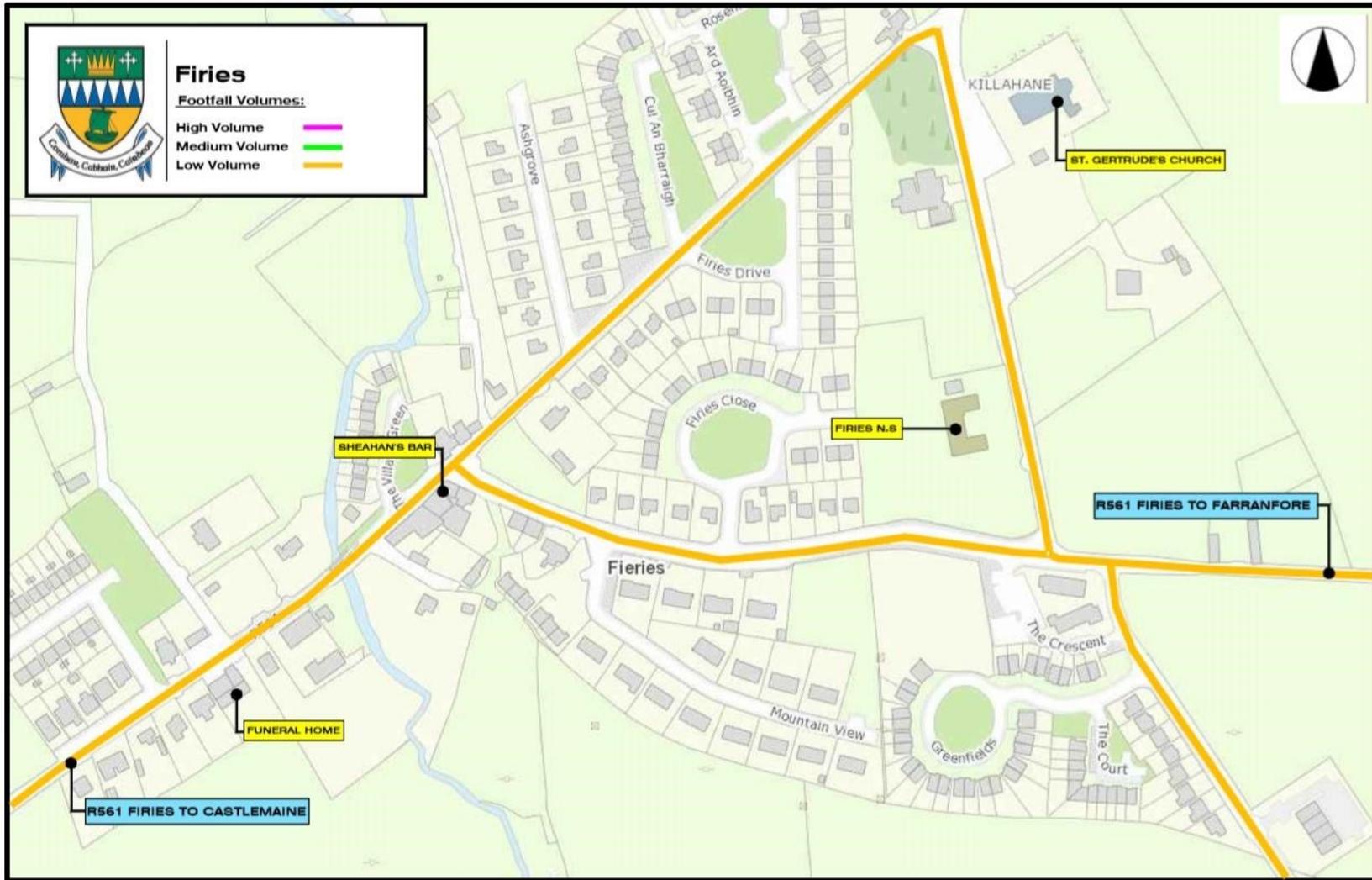
FIRIES



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MAP 1 – FOOTPATH GREATER THAN 2.5m



MAP 2 – PEDESTRIAN FOOTFALL LEVELS

Table 5: Safe and Welcoming Streets Assessment – Furies

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
R561 Farranfore/ Castlemaine Road	Cat 4	yes	-	-	-	-	
Church Road	Cat 4	yes	-	-	-	-	
Ballybane Road	Cat 4	yes	-	-	-	-	
O' Keefes to Molahiffe Road	Cat 4	yes	-	-	-	-	

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MILLTOWN



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



**MAP 2 – PEDESTRIAN
FOOTFALL LEVELS**

Table 5: Safe and Welcoming Streets Assessment – Milltown

Location	Category	Signage/ Stencilling	Remove parking	Lane Closure	Street Closure	Parking Spaces Removed	Notes
Castlemaine Road	Cat 4	yes	-	-	-	-	
Church Street	Cat 4	yes	-	-	-	-	
Bridge Street	Cat 4	yes	-	-	-	-	
Killarney Road	Cat 4	yes	-	-	-	-	

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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 footpath 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 discouraged.

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

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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.

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.

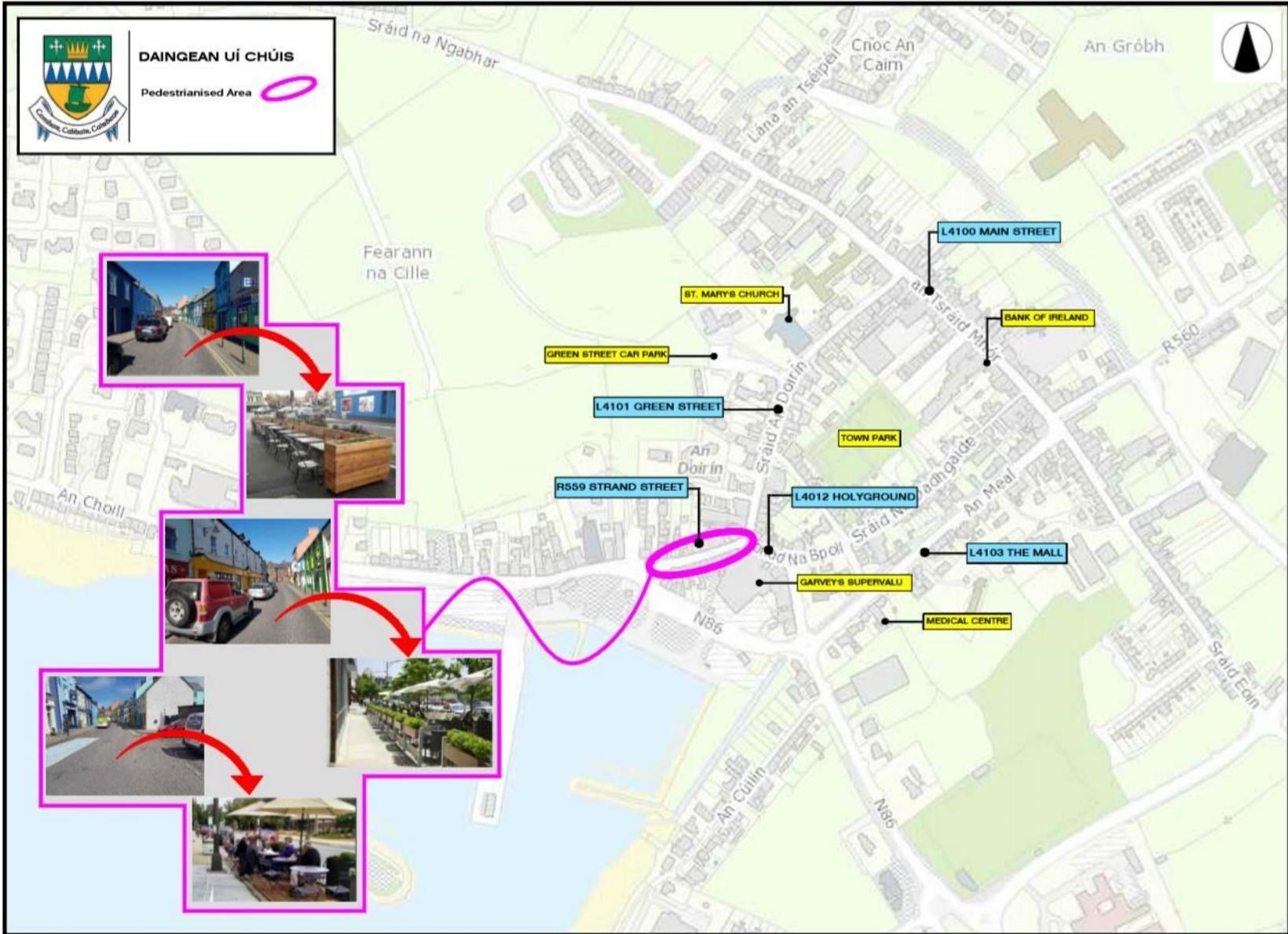
Recommended Approach

- 1) Engage with business owners to determine extent of requirements and timeline for same.
- 2) Consider suitability of road closure or lane closure at these locations.
- 3) 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)



PROPOSED COMMUNAL AREA – DAINGEAN UÍ CHÚIS

MD Manager Mr. J. Breen advised the Members that this Agenda Item is not a formal statutory process; it is an executive function involving an informal consultation process and the report is brought before the Members for noting.

The MD Manager also reminded the Members that:

- Public and Businesses were asked for their views in the process
- No submissions have been received for Milltown, Castlemaine, Firies and Farranfore
- The WebEx Meeting with the Chamber Alliance in Dingle was praised by Members as a useful addition in these unprecedented times, where issues could be raised and discussed
- Members notified that we are dealing with a very fluid situation, where the Safe Streets and Destinations Programme might require amending at any stage due to changing of the phases by Government

In relation to Castleisland, the MD Manager advised the Members that:

- There was a request for recognition of the wide footpaths in the Town
- A request for some parking removal, particularly outside some of the proposed communal seating areas
- Support for the Council proposals from the Chamber Alliance & Independent Businesses.

In relation to Dingle, the MD Manager advised on the following:

- Loss of car parking spaces in Green Street
- Loss of car parking in Strand Street
- Potential loss of 80-100 jobs in Strand Street through loss of footfall for business
- Residents' concerns about noise and behaviour at night in pedestrianised streets
- Equal support and concerns for the proposals
- Need for more cycling provision and bike parking
- Concern that the coach tours and subsequent footfall will not come to Dingle this summer
- Staff parking in Dingle Town
- Deliveries in and through Strand Street worries
- Propose a 2-hour limit for parking in town centre
- Priority parking for vulnerable or elderly people
- More seating areas for elderly people
- Contingency for social distancing if the limit reduced to 1m

Green Street: Propose not to take out all the parking in Green Street - Take out some pockets (3 groups of 2 spaces) where the space is less than the required 2 metres on footpaths.

Strand Street: Kerry County Council will need to go through a further statutory consultation on Strand Street in accordance with Sec 75 of the Roads Act which will take 14 days. Will need to take account of the closing times, particularly for deliveries.

MD Engineer Ms. B. Mulryan briefed the Members on the Map of Green Street showing precisely where it was intended to take out the 3 lots of 2 spaces at the top of Green Street just by the main street Junction, before the car park entrance and further down before junction with Greys lane.

The Members raised the following Questions:

Cllr J. Healy Rae:

- Are the Council presenting the same plan to the Members, despite what was raised at the Webinar?
- Found the webinar an excellent way of consultation.
- Members expressed a view that some blocks of car parking should be taken out in Castleisland town to allow for cafes and restaurants to have tables and chairs outside.
- Could the Council provide Sanitation Stations on the streets?
- What is the Council's intended schedule of cleaning and disinfecting public places as the Fáilte Ireland guidelines released on Tuesday advocate?
- Expressed a view that there be communication with Walsh Bros in relation to the use of their car park in Castleisland
- Queried the overall cost of the works to the Council?

Cllr. Breandán Fitzgerald:

- There will be concerns in removing the 6 parking spaces in Green street , particularly when we are looking at people coming in and parking for 10 minutes and the shopkeeper coming out with their order or medical prescription which they phoned in with earlier.
- Can the Council look at having areas where people can set down for 15 minutes and work with the businesses re the parking spaces in Green Street?
- Need to have more consideration for residents with noise levels.
- Ask that there be a weekly review and that there be continual consultation with the businesses in the locality.
- Against taking away the six spots if the temporary car park isn't put in place
- Praised the Council for the Webinar which helped address many issues.

Cllr Michael O'Shea:

- Could use be made of the Pier car park, as it currently isn't being used for buses? In addition, the Council could ask the residents on Green Street to park their cars there.
- Outside a bar or café, could the Council cordon off a parking space outside their premises to allow people to stand or sit out there?
- Can there be a time limit put on parking in Strand Street
- Playgrounds: will the Council be supervising them and cleaning them regularly?
- The emergency legislation that has been introduced; does it allow for every section of the reserved functions to be overridden by the Chief Executive?

Cllr. C. Farrelly:

- Outside the chemist shops, could there be a car parking spot designated outside these chemist shops (particularly in Castleisland) signed for prescription collection and have a 15 minutes time limit.
- There is a need for a caretaker for the public toilets in Castleisland.
- Riverwalk through Castleisland – Work needs to be done on this stretch to clear the river of overgrown vegetation in the river itself. Can MD Manager/Engineer contact OPW for update?

Cllr Fionnán Fitzgerald:

- A plan for cleaning and cleaning schedules for public places should be put together and promoted. This plan should say to visitors to the county that Kerry is clean and hygienic.
- Look to arrange a meeting with the OPW in relation to issues relating to the Maine River and other tributaries flowing into the Maine.

MD Manager Mr. J. Breen replied:

- We have reduced the car parking spaces in Green Street proposed to be removed and are now just removing 6 spaces as designated on the map on display for members.
- Also looking at advancing the addition to the car park off Green Street with a view to placing a temporary surface there to ease any parking concerns with the provision of at least 20 additional spaces. Lands adjacent to current car park can be used for parking on a temporary basis.
- Given the width of the footpaths in Castleisland it should not be necessary to utilise car parking spaces for outdoor seating. The footpaths are wide enough to accommodate outdoor seating and communal areas have been identified at locations where the footpath is exceptionally wide.
- Having taken on board the views raised in the consultation, the Council are now proposing to close Strand Street from 11am to 9pm to facilitate deliveries and

will reopen to traffic to ensure there isn't anti-social behaviour at night and in accordance with the 9pm curfew on children attending public houses .

- The Roadmap has accelerated with the Taoiseach's announcement last Friday, and it is a very fluid situation
- Kerry County Council will engage with Walsh Bros regarding the Car park in Castleisland
- Kerry County Council is unaware of any emergency legislation from Central Government that will override Local Authorities statutory responsibilities
- Ireland is operating in unprecedented times with the public emergency and we are required to take immediate and unprecedented measures.
- The proposal would be in place temporarily for a period to the end of August after which if they were further required, a further period of statutory consultation would be required.
- The measures will be reviewed weekly and adapted if required.
- Following the above clarifications, members noted the plan to proceed with the removal of 6 car parking spaces in Dingle, the addition of temporary car parking at Green Street Car park and the advertising of the proposed pedestrianisation of Strand Street with a proposed time from 11 am to 9pm daily. It was also noted that the Council would work with businesses in Dingle to provide a solution for staff parking possibly at the Mart.
- With regard to Castleisland it was noted that the Council would continue to liaise with the Chamber Alliance on individual business needs regarding external seating etc and would consider the 15-minute vulnerable user parking proposal for Dingle and Castleisland.
- The Date of the Castleisland & Corca Dhuibhne AGM was agreed for 12pm in Dingle on 25th June.

The Meeting ended at 2.25 pm.

Ms. P. Corkery
Meetings Administrator

Cllr. B. Fitzgerald
**Cathaoirleach of Castleisland &
Corca Dhuibhne**