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**MIONTUAIRISCÍ NA CRUINNITHE DE CHEANTAR BARDASACH THRÁ LÍ A  
THIONÓLADH AR MEÁNSCOIL NA MBRÁITHRE CRÍOSTAÍ, AN FHAICHE TRÁ  
LÍ, CO. CHIARRAÍ, AR DÉ LUAIN 05ú IÚIL 2021**

**MINUTES OF THE MEETING OF THE MEMBERS OF THE MUNICIPAL DISTRICT  
OF TRALEE HELD IN CHRISTIAN BROTHERS SECONDARY SCHOOL, THE  
GREEN TRALEE, CLOON BEG, TRALEE, CO. KERRY AND ONLINE ON  
MONDAY, 05<sup>th</sup> JULY 2021**

**PRESENT/I LÁTHAIR**

**Councillors/Comhairleoirí**

**Cllr. D. Ferris  
Cllr. C. Foley  
Cllr. J. Finucane  
Cllr. S. Locke  
Cllr. M. Sheehy  
Cllr. J. Wall  
Cllr. T. O' Brien (Mayor)**

**In attendance/i láthair**

<b>Mr. M. Scannell</b>	<b>Executive for the Municipal District of Tralee</b>
<b>Ms. J. Foley</b>	<b>Municipal District Officer of Tralee</b>
<b>Mr. P. Corkery</b>	<b>S.E.O. Corporate Services</b>
<b>Mr. C. Nagle</b>	<b>Acting Senior Executive Engineer Tralee MD</b>
<b>Mr. N. Kissane</b>	<b>E.E. Municipal District of Tralee</b>
<b>Mr. T. Hayes</b>	<b>Head of Local Enterprise</b>
<b>Mr. G. O' Brien</b>	<b>Acting S.E.O. Environment</b>
<b>Mr. V. Horgan</b>	<b>S.E.E. Housing</b>
<b>Mr. S. O' Sullivan</b>	<b>S.E.E. Capital Infrastructure Unit</b>
<b>Mr. C. Mangan</b>	<b>E.E. Water Services</b>
<b>Ms. B. Fitzgerald</b>	<b>Economic Development Officer</b>
<b>Ms. B. O' Riordan</b>	<b>A.O. Housing</b>
<b>Mr. D. Reilly</b>	<b>Executive Engineer Economic Development Unit</b>
<b>Mr. L. Brosnan</b>	<b>A.O Environment</b>
<b>Mr. D. Doyle</b>	<b>S.E. Operations, Health and Safety</b>
<b>Mr. O. O' Shea</b>	<b>Press &amp; Communications Officer</b>
<b>Ms. M. C. Sweeney</b>	<b>A.S.O. Corporate Support</b>

The meeting commenced at 10.00 a.m.

Mayor J. Wall took the Chair.

**Mr. P. Corkery welcomed everyone to the blended meeting and advised those present at the meeting of the Supplementary Standing Orders regulating the proceedings of the Council in the holding of remote Meetings.**

#### **21.07.05.01 (a) – Mayoral Statement – Cllr. J. Wall**

**Mayor J. Wall** extended his sympathy to the Cllr. J. Moloney whose Aunt had recently passed away. The Elected Members wished to be associated with the expression of sympathy by Mayor Wall.

This was **PROPOSED** by Mayor J. Wall and **SECONDED** by Cllr. S. Locke.

**Mayor J. Wall** advised those present that he was hopeful that Féile na mBláth would take place while following all required social distancing measures.

#### **21.07.05.01 (b) - Confirmation of the Minutes of the following Meeting.**

1. Minutes of the Tralee Municipal District Meeting held on 26<sup>th</sup> April 2021.

On the PROPOSAL of **Cllr. T. O' Brien** SECONDED by **Cllr. J. Finucane** it was agreed that the minutes of the Tralee Municipal District Meeting held on 26<sup>th</sup> April 2021 be confirmed.

2. Minutes of the Tralee Municipal District Annual General Meeting held on 24<sup>th</sup> June 2021.

On the PROPOSAL of **Cllr. T. O' Brien** SECONDED by **Cllr. J. Finucane** it was agreed that the minutes of the Tralee Municipal District Annual General Meeting held on 24<sup>th</sup> June 2021 be confirmed.

**At the outset of the meeting Mr. P. Corkery advised members of their duties under Ethics Legislation.**

**I wish to remind members of their requirements under Part 15 (Ethics Framework) of the Local Government Act 2001 and the Code of Conduct for Councillors. Councillors should be aware that the onus for complying with the requirement of the Act and the Code of Conduct lies with each individual Councillor. Under the beneficial interest provision and should that provision apply, a Councillor must:**

- (1) Disclose the nature of his/her interest or the fact of a connected person's interest at the meeting and before discussion or consideration of the matter commences and
- (2) Withdraw from the meeting for so long as the matter is being discussed, and accordingly, he/ she shall take no part in the discussion of the matter and shall refrain from voting in relation to it.

21.07.05.01 (c) Business Prescribed by Statute, Standing Orders or Resolutions of the Municipal District Members for transaction at such meeting.

1. *To consider the adoption of the draft Litter Management Plan 2021-2023 in accordance with the Local Government Reform Act 2014, Schedule 3, Part 1, Section 131A (No 33), which amends Section 13 of the Litter Pollution Act 1997.*

*Mr G O'Brien, A/SEO Environment, presented the report to Members.*




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Draft Litter Management Plan 2021-2023

## COMHAIRLE CONTAE CHIARRAÍ KERRY COUNTY COUNCIL

### DRAFT LITTER MANAGEMENT PLAN 2021-2023

<b>1.</b>	<b><u>INTRODUCTION</u></b> .....
	<b><u>LITTER MANAGEMENT PLAN REVIEW AND UPDATE PROCESS</u></b> .....
	<b><u>LITTER CHALLENGES</u></b> .....
<b>2.</b>	<b><u>REVIEW OF 2017-2019 LITTER MANAGEMENT PLAN</u></b> .....
	<b><u>2017-2019 LITTER MANAGEMENT PLAN KEY PERFORMANCE INDICATORS</u></b> .....

**3. OBJECTIVES FOR THE LITTER MANAGEMENT PLAN 2021-2023.....**

**2021-2023 LITTER MANAGEMENT PLAN KEY PERFORMANCE INDICATORS.....**

**4. REVIEW AND MONITORING .....**

**APPENDIX 1.....**

**Appendix 2 Definition of Litter and the responsibilities of the public/business people relating to litter**

**1. Introduction**

Kerry is noted for its beautiful landscapes, coastal scenery, magnificent lakes, strong cultural heritage and flora and fauna, which are of local and national importance. These attributes help attract over two million tourists into the county annually.

Kerry is a very rural county with a widely dispersed network of towns and villages with less than 25% of persons living in the three urban areas of Killarney, Listowel and Tralee. The seasonal increases in population due to tourism, represents significant challenges to Kerry County Council in the area of street cleaning, litter prevention and control.

Litter management in Kerry County Council is the responsibility of the Environmental Services Section including the provision of litter enforcement service, education and awareness officer, provision of recycling and waste facilities. The Council's Municipal District Roads Offices are responsible for street sweeping, cleaning, provision and emptying of litter bins, graffiti and chewing gum removal from the streets.

The importance of Kerry's *Green Image* cannot be over-estimated, and the strategy outlined in this plan is designed to provide a systematic, comprehensive, and responsible approach to addressing the issue of litter in Kerry.

## *Litter Management Plan Review and Update Process*

This plan is being prepared in accordance with the Litter Pollution Acts, 1997-2009. There are 4 steps in this process.

### *Initial Consultation*

In reviewing and updating this plan Kerry County Council has consulted firstly with key stakeholders, Municipal District staff, Waste Management and Enforcement staff.

### *Draft Plan Prepared & Statutory Consultation*

The previous plan has been reviewed and an evaluation of the key performance indicators carried out. This draft plan has been considered by Kerry County Councils Senior Management Team, the Environment, Climate Change and Emergency Planning SPC and the Elected Members prior to commencing the public consultation process. The final plan will be brought back through the SPC and the full Council for final adoption.

Submissions and observations will be invited from members of the public during the consultation process. The consultation process will be advertised in a local Newspaper and Radio, and on the Kerry County Council's Website. Copies will be available from all council offices and copies will be sent to registered Tidy Towns groups, Green Schools and elected members for their observations and submissions.

The results of the Statutory Consultation will be reviewed through a meeting of the SPC committee.

### *Review and Publishing the Plan*

The draft plan will be reviewed and amended on the basis of the submissions received followed by adoption of the Plan by Kerry County Council. Finally, the agreed plan will be published as The Litter Management Plan 2021-2023.

## Litter Challenges

Litter is a persistent problem in Ireland and is defined in the Litter Pollution Act 1997 as follows *“a substance or object, whether or not intended as that, when deposited in a place other than a litter receptacle or other place lawfully designated for the deposit, is or is likely to become unsightly, deleterious, nauseous or unsanitary, whether by itself or with any other such substance or object, and regardless of its size or volume or the extent of the deposit.”*

Protection of the environment is a real concern and one of the biggest challenges facing Kerry County Council is how to motivate the public to act against litter.

This challenge is best addressed by a partnership approach involving all key stakeholders in society raising awareness of litter and its effects, as well as reviewing and enhancing, where necessary, the local authorities' own role in litter prevention and control.

It is essential that all sectors (e.g. residential, commercial and community) work with Kerry County Council to ensure that the streets, footpaths and roadways in our towns, villages and county are kept clean and attractive. There is a growing awareness of the importance of keeping Kerry litter free, but there is still a need to change attitudes and behaviour to recognise that littering is antisocial.

At one level, such a change can be achieved by the heightening of awareness of littering, its causes and its consequences. At another level, stringent enforcement through on-the-spot fines and prosecutions will be required.

The plan seeks to achieve a continued reduction of the litter pollution levels throughout the County. Performance in this regard will be monitored through the yearly implementation of the National Litter Pollution Monitoring System (see appendix 1) and through monitoring of Kerry County Council Key Performance Indicators (KPI's)

Monitoring the volume of illegally dumped waste and litter, which is collected by Kerry County Council staff and also by the many community groups that do trojan work around the county to keep our county free of litter, will indicate the extent of Kerry's litter problem.

There are many litter challenges facing the county and the principal ones are identified below:

## Principal Litter Challenges Identified

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<b>Litter challenge</b>	<b>Action required</b>
<b>Disposal of Face Coverings &amp; Gloves</b>	Education and Awareness raising on how to properly dispose of single use face masks and gloves. Promote the use of reusable face coverings.
<b>Illegal dumping in the countryside including bogs, mountain sides, rivers and forests</b>	Enforcement action coupled with the involvement of local communities is required in dealing with litter black spots.
<b>To maintain our beaches free from litter</b>	Education and Awareness raising, coupled with beach cleaning and enforcement action to ensure our beaches are kept litter free.
<b>Passing Motorists and Pedestrians tipping litter</b>	Engagement with the business community to develop an integrated plan to prevent large amounts of packaging litter, chewing gum, cigarette butts etc. that are appearing on an ever-increasing rate on our streets and roadsides

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**Dog Fouling is problematic along some walking routes and in some housing estates**

Continue with education and awareness campaign and seek the assistance of local communities to identify the culprits

**Litter from Convenience Food Outlets**

Engagement with the business community to develop an integrated plan to prevent large amounts of packaging litter, that is being discarded

**Cigarette Litter outside public houses and restaurants**

Engagement with these businesses to reduce cigarette related litter in the county which remains the main cause of litter pollution in Kerry towns. Litter Pollution Surveys and Litter Quantification Surveys carried out in 2019 indicate that the main cause of litter pollution in Kerry is still cigarette related. There is a lack of understanding as to what constitutes litter. Many of the public do not consider cigarette ends and chewing gum as litter (see appendix)

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**Litter Highlights during the period of the last plan**

### **Success in Tidy Towns competitions**

2017-2019 continued to be a very successful period for Kerry towns and villages in the annual Tidy Towns Competition. Listowel was the overall winner of the competition in 2018 with Killarney, Tralee and Listowel awarded gold medals in their categories each of the years. Knightstown, Portmagee and Sneem were also medal winners during this period. These awards are testament to the great work being carried out by local communities in partnership with the local authority.

### **Irish Business against Litter (I.B.A.L) awards**

Both Killarney and Tralee have also scored very well in the annual Irish Business Against litter (I.B.A.L) awards during this period. Killarney was placed 2<sup>nd</sup> with Tralee placed 6<sup>th</sup> overall in recently published results for 2019.

### **County Clean Up Day**

County Clean Up Day has grown from strength to strength over the last three years with up to 6,500 bags of waste collected in 2019 by an estimated 5,500 volunteers. There continues to be a tremendous display of cooperation from businesses, community groups and Kerry County Council staff to make the events such a success. In the last two years the GAA and IFA have come on board to support to this event. Due to the impact of Covid-19 the 2020 County Clean Up Day was cancelled however it is hoped that it will resume in 2021.

### **Dog Foul Awareness Campaign**

Active Dog Foul Awareness Campaigns have been carried out during the period of the plan. In 2018 the campaign focussed on the effect of dog foul on wheelchair users which heightened awareness of their problems. Joint patrols with dog and litter wardens have been very effective in stamping out problems in housing estates and dog fouling around the county. The facilities along the dog walking routes are being well used by dog owners with plans to provide additional supports along some routes to deal with the demand.

New and innovative means to address the dog fouling issues are being developed Education will continue to be the main tool along with fostering a sense of social responsibility amongst dog owners to always carry bags, clean up after their pet and to be less distracted by conversation and technology when out walking their dog.

During the lifetime of the plan the council will work to increase the 10 dog walking routes developed and 60 bag dispensing and waste bins strategically placed throughout the county.

The Dog Foul Awareness Campaign will also continue, with regular patrols by dog and litter wardens being carried out.

### **Anti-litter Enforcement service in the county**

There are three full-time litter wardens covering the county. These are supported in the principal towns by the local Traffic Wardens and in the Municipal Districts by five Enforcement Officers. All the Wardens and Enforcement Officers meet on a regular basis with Environmental Services management to discuss issues and find solutions to ongoing and emerging litter problems. With the assistance of our Traffic Wardens there are regular litter patrols and litter surveys in our towns.

Kerry County Council's central complaints system is used to ensure all complaints received in the county are logged, investigated and the data collated is used to determine future litter strategies throughout the whole county. In 2020 alone there were 1,043 litter complaints investigated and 8 prosecutions secured

### **GLAN Dingle and Tralee**

In January 2018 a new initiative "Glan" that aims to lead the way in the reduction of single use plastics in our everyday lives and inspire environmental actions was piloted in Dingle and subsequently taken on board by businesses in Tralee. Businesses are asked to join the initiative and pledge their support to commit to certain actions to reduce single use plastic. As part of the initiative Kerry County council no longer uses plastic utensils and cups in canteens and at water fountains in council buildings. All staff were presented with a reusable Keep cup for beverages. Water refill stations have been purchased for the principal towns and installation commenced during 2020.

### **Anti-dumping initiative**

During the period of the plan The Dept. of Communications, Climate Action and Environment made funding available to LA's to tackle illegal dumping in the country. These funds were used to run bulky waste events in Ballybunion (2017) Kilshannig, Maherees (2018), Banna and Caherciveen (2019) and a Mattress amnesty (2019) with over 800 mattresses safely disposed.

The “Man in the Van campaign” was run in 2018 to raise public awareness that waste should be collected by licensed/permitted operators. A Backyard Burning Campaign run in 2019 to highlight this persistent problem. Funding was also used to place CCTV cameras in litter black spots around the county. Covert cameras were located in 8 known black spots in 2017 and 2019.

## 2. Review of Litter Prevention and control measures during the period of the current Litter Plan 2017-2019

The previous litter management plan published in 2017 set out the objectives and subsequent actions to be put in place by Kerry County Council for the management of litter over this period. A summary report on actions over the period 2017-2019 is presented below:

### Objective: Educate and raise Public Awareness

Actions	Target	Indicator	Outcomes
a) Retain the role of the L.A. Environmental Awareness Officer (EAO) to work on activities including the implementation of the waste plan on a local and regional basis <i>SRWMP Policy Action B.2.1</i>	Continue the employment of E.A.O to work with Schools, Community & Environmental Groups in raising awareness of litter and promoting sustainable waste management.	E.A.O in place. Annual report on awareness raising activities.	Litter Pollution Report published annually
b) Support the Green Schools Programme	Continue the increase in the number of schools taking part in this programme.	No. of active Green Schools > 130	141 schools were active in 2019

<p>c) Communicate the anti-litter awareness message to businesses and the general public through the Kerry County Council's website, social media and through use of appropriate anti-litter signage.</p>	<p>Good quality information to be available to the public on the Councils website and through social media Reduction of littering and illegal dumping around bottle banks/litter black spots etc</p>	<p>Reduction in volume of litter collected from previous plan</p>	<p>KCC website, twitter, facebook accounts etc used to promote anti-litter awareness message 77.54 tonnes of litter collected from Bottle Bank locations &amp; litter black spots during lifetime of plan</p>
<p>d) Promote Sustainable Living</p>	<p>Continue to support the development of Transition Town movement in Kenmare, Tralee &amp; Dingle</p>	<p>E.A.O to prepare annual report on activities for relevant MD meeting</p>	<p>Litter Pollution Report published annually</p>
	<p>Work on projects with EPA funded Local Authority Prevention Network (LAPN) relating to reduction in waste/litter/food waste i.e festivals and events</p>	<p>Report projects as they occur at M.D. meetings.</p>	<p>Delivery of waste seminar to Kilcummin workshop. 2 indoor water bottle refill water stations. Reusable beer cups at festivals</p>
<p>e) Promote the use of Authorised Collectors</p>	<p>Only collectors with valid Waste Collection permit operating in the county.</p>	<p>List of authorised collectors on KCC website - to be updated regularly</p>	<p>'Man in the van campaign' carried out during 2018 in local cinemas, facebook, print media and Radio Kerry</p>
<p>f) Maintain, the implementation of effective local prevention, awareness and education campaigns targeting households, communities' school and businesses. <i>SRWMP Policy action B.2.3</i></p>	<p>Improve waste management practises through behavioural change</p>	<p>At least 2 No of local events, workshop and campaigns held</p>	<p>Campaigns on fog fouling, chewing gum, backyard burning held during lifetime of plan</p>



**Objective: Litter Prevention and control**

Actions	Target	Indicator	Outcomes
a) Grant Assist Anti-Litter Initiatives using the Anti- Litter grant received from Department	Apply for Department funding for Anti-Litter initiatives still in place	Grant funding received	Grant received
b) Promote the “Adopt a Bank” Scheme subject to sufficient funding in place.	Increase in no. of groups involved in scheme.	> 35 groups receiving grants annually	45 groups now involved
c) Promote the “Adopt a road” scheme  Expand scheme to encourage GAA clubs and other community groups/organisations to get involved subject to sufficient funding in place.	Increase in no. of groups involved in scheme  Target groups in litter black spots	>10 groups receiving grants annually.	16 groups now involved
d) Implement Gum Litter Monitoring	Gum litter monitoring continuing to be carried out by litter wardens. Following review appropriate action to be taken in problem areas	Report survey results annually.	Gum Litter monitored annually.
e) Install Dog Fouling dispensing bins	Dog foul dispensing units installed along walking routes, at all Blue Flag beaches and where appropriate in consultation with community groups etc	No. of dog foul dispensing units in place.	10 dog walking routes developed, and 60 bag dispensing and waste bins strategically placed throughout the county.

<p>f) Continue to Carry out Street Cleaning</p>	<p>Comprehensive street cleaning plan in place throughout the county</p>	<p>Street cleaning tonnage collected. No. of street litter complaints received in environment referred to operations.</p>	<p>444 tonnes collected during lifetime of plan  2,693 received during lifetime of plan</p>
<p>g) Maintain liaison with the Business Community</p>	<p>Plan to be put in place in conjunction with business community to reduce litter near business premises cigarette litter, including the use by businesses of appropriate ash holders and clean up procedures.</p>	<p>Plan in place and Implementation started</p>	<p>GLAN Tralee and Dingle-set up in 2018 - network of businesses work on this objective</p>
<p>h) Address Public Litter Complaints</p> <p>1) Promote the EPA's "See It? Say It?" app</p> <p>2) Provide a confidential Free Phone hotline for reporting of illegal litter incidences in the county</p>	<p>Increase in the number of complaints reported using the app.</p> <p>All complaints received to be investigated within working 3 days.</p>	<p>No. of complaints received.</p> <p>90% of litter complaints investigated within 3 working days</p>	<p>19 complaints received</p> <p>Fix your street -196 complaints received 82% investigated within 3 working days Freephone no: 1800 326 228</p>

i) That longer-term litter management be considered in all future Infrastructure and plans for design of street scapes etc	Infrastructural and planning sections to confirm litter management will be considered in all infrastructural plans and designs	All projects to include litter management if relevant.	The County Development Plan 2015 -2021, Chapter 13 Development Standards & Guidelines, makes provision for applying conditions in respect of waste disposal & recycling

Actions	Target	Indicators	Outcomes
<p>j) Geographic Information System (GIS) be used to create a database of litter black spots in the county to assist in monitoring areas that are prone to dumping</p>	<p>Database in place and information used to target anti-litter initiatives</p>	<p>System to be in place by the end of 2017</p>	<p>Carried forward to new plan</p>
<p>k) Litter wardens to be given smart phones to enable them use apps in relation to more efficient and effective litter reporting and to allow them use technology to set up CCTV and monitor CCTV footage.</p>	<p>Suitable app. sourced to allow for jobs to be scheduled for litter wardens, data to be sent to and from the field to headquarters remotely, to protect lone workers.</p> <p>Increased used of CCTV footage which should result in more fines issues and subsequent reduction in illegal dumping</p>	<p>App in place by end of Dec 2017</p> <p>Phones to be used with CCTV technology by end of 2017. Fines to have issued as a result of this technology.</p>	<p>All litter wardens have Smart phones which allow them to operate more efficiently</p> <p>This system was not rolled out mainly because of GDPR issues.</p>

l) Liaise with residents regarding estate management in order to control litter and untidiness in estates around the county. county	Reduction of litter in housing estates around the county	Report to be prepared regarding the measures to control litter in estates	Litter Pollution Report published annually. KCC Housing Dept & EAO liaise with and assist resident associations with clean ups.
m) Explore the feasibility of providing a Bulky Household waste collection service on an annual or bi-annual basis	Possibility of providing annual or biannual collection of large waste items.	If decision taken to provide the service - volume of waste collected	Mattress amnesty held during 2019 with over 800 mattresses safely disposed. A “bulky waste day” was held in 2017, 2018 & 2019. Several WEEE collections are held each year
n) Liaise with Farm relief services and Irish Farm Film producers with regard to organisation of collection of farm plastics.	Reduction of Farm plastic dumped illegally	>1 farm plastic collection to be carried out during the period	9 annual collections + 1 permanent collection point 1,774 tonnes of FP 429 bags of netting 624 bags of fertilizer/feed bags (1/2 tonne bags) collected during 2019
o) Use stencils along walkways to promote environmental messages.	Locations to be identified in each Municipal district for location of anti-litter stencils.	Anti-litter stencils to be placed along 1 walking route in each M.D.	Carried forward to new plan
p) Collaborate regionally on prevention initiatives and programmes targeting priority areas to raise awareness of prevention and deliver campaigns with more impact and better value for money <i>SRWMP Policy Action B.2.1</i>	Deliver at least one campaign per year.	Campaign to be carried out by Q 4 each year	“My Reuse Month” held in October each year promoted through website and mywaste.ie  Green Government Initiative for reduce plastic in KCC

## Objective: Enforcement

Actions	Target	Indicator	Outcomes
a) Provide an enhanced Litter Warden Service	3 full time litter wardens and 11 part time litter wardens continue to:	3 No. litter wardens and 11 part-time litter wardens in place	All Litter Wardens still in place.
	<ul style="list-style-type: none"> <li>Investigate all complaints within 3 working days</li> </ul>	90% of complaints investigated within 3 working days	82%
	<ul style="list-style-type: none"> <li>Carry out litter/dumping patrols of towns, villages and countryside.</li> </ul>	> 600 patrols to be carried out annually	1,196 patrols took place during lifetime of plan.
	<ul style="list-style-type: none"> <li>Carry out dog foul patrols of estates and dog walking routes in conjunction with dog wardens and educate the public as to their responsibility as dog owners.</li> </ul>	> four joint litter patrols to be carried out annually in each MD area i.e. 16 patrols	293 Litter Warden patrols & 8 joint patrols (Litter & Dog Warden) undertaken.
	<ul style="list-style-type: none"> <li>Issue on the spot fines for illegal dumping, littering and unauthorised advertising and prosecute where necessary.</li> </ul>	No. of on the spot fines issued	372
	<ul style="list-style-type: none"> <li>Where fines have issued for more large-scale dumping Sec 18 notices to issue to ensure offenders have satisfactory arrangements for disposal of their waste.</li> </ul>	No of section 18 notices issued	25

	<ul style="list-style-type: none"> <li>Conduct litter surveys in line with the National Litter Pollution monitoring system</li> </ul>	No of litter surveys carried out.	290
b) Continue Overt and Covert Surveillance with the help of new technologies	Fixed cameras to continue to be located at KCC bottle banks and regularly monitored for illegal activity.	>8 cameras in place	Cameras still located at KCC bottle banks however not currently operational due to GDPR issues. Legislative changes required.
	Extra mobile cameras to be located in litter black spots by litter wardens as required with the help of new technologies. Footage to be used to prosecute illegal dumpers.	> 1 mobile camera to be located in each MD area	Mobile cameras were located at litter black spots during 2019
c) Carry out Clean-Ups	Clean ups of illegal dumping in public places will be carried out by the council where no evidence is found as to the identification of the offender.	Tonnage collected from large clean-ups	42.16 tonnes collected
d) Develop a policy to address the issue of temporary signage.	Certainty by members of the public as to where and what signage can be erected.	Policy in place and implemented.	Temporary signage policy in place since 2017
e) Ensure waste contractors travelling through the county have adequate covers on their load to prevent roadside littering	Reduction of roadside litter	> 2 spot checks to be carried out during the year by our enforcement team ensure contractors have adequate covers are in place.	In conjunction with other agencies (An Garda Siochana, HAS, etc) enforcement staff carry out regular spot checks with 9 carried out in 2019
f) Carry out inspections under Section 2 of the Waste Presentation Byelaws	Target areas, housing estates where littering & illegal dumping is a recurring problem	Carry out surveys to establish how household are disposing of their waste	8 locations to be identified and surveyed annually

**Objective: Develop Partnerships**

Actions	Target	Indicator	Outcomes
a) Promote the National Spring Clean Campaign	Continue to attract community volunteers to take part in the annual Spring Clean Up. Bags/litter pickers to be provided and waste to be picked up environment and operation staff as required.	No. of volunteers and volume of waste collected	Approx. 300 groups involving over 5,000 volunteers collected 220 tonnes of litter during 2017 - 2019
b) Support the Kerry Clean-Up Day	KWD facilitated by Kerry County Council with the help of local community groups and individuals will continue with the annual County Clean-up day each year. More volunteers get involved each year.	No. of volunteers and volume of waste collected	The no. of volunteers has increased in 2019 to 5,500 with 2,500 bags collected
c) Support Tidy Towns Committees/Community Groups to keep their areas litter free.	Assist Tidy Towns and communities keep their areas litter free through the provision of litter picking supplies, signage and bins where required. And work in partnership with them to stamp out littering and dog fouling in their communities.	No. of groups assisted	44 towns & villages from Kerry participated in 2019 with 4 participants awarded Gold medals and 3 participants awarded Bronze

d) The Community department to Promote Local Agenda 21	EAO to continue to provide funding to assist communities at local level with anti-litter control projects	No. of grants allocated to litter projects under agenda 21	Number of projects grant funded including “the story of the Rubbish Monster”, water refill stations, footpath sweeper, “Get drastic about plastic” etc
e) Establish links with Coillte and National Parks and Wildlife service who have property around the county. Important to maintain good links to allow us to work together to develop litter prevention Initiatives	Integrated plan to be put in place with the 3 agencies	Plan to be in place by Q2 2017	Ongoing discussions with Coillte and National Parks and Wildlife during the period of the plan. While there is no formal plan in place there is good communication between the agencies as issues arise
f) Engage with the business community to develop an integrated plan to prevent large amounts of packaging litter chewing gum, cigarette butts etc on our streets and roads	Reduction of litter on our streets.	> 2 initiatives to occur during the plan.	Support has been given to GLAN Tralee re preventing littering on the streets Chewing gum litter awareness campaign held in conjunction with IBEC
g) Work through the Municipal District offices to encourage further contacts in the community to tackle heavily littered areas including bogs and forests around the county. Explore with Community Alert groups possible actions that could be taken in communities to reduce dumping in their area.	Improved community involvement in addressing littering and illegal dumping black spots throughout the county.	Reduction in illegal dumping in litter black spots and in the no of complaints received.	16 large cleanups carried out in conjunction with MD Offices

h) The Public Participation Network to promote objective of this litter plan through their network.		Promotion carried out by network	The PPN network was used to publicise the Litter Plan
i) Through the community section promote the Purple Flag initiative to reduce litter on streets.	Vintners to be vigilant in preventing glass being taken onto streets and public areas particularly during the evening and night-time trade. Local Authority and Gardaí to undertake spot checks to ensure no glass or bottles in public areas.	Reduction in glass in public areas	Wardens, Enforcement Officers & staff from the Municipal Districts monitor businesses and work closely with publicans.

### Objective: Promote Recycling and recovery

Actions	Target	Indicator	Outcomes
a) Raise Public Awareness of civic amenity Recycling/Bring Facilities and all private and community waste initiatives	In conjunction with Southern Waste Region produce and distribute leaflets encouraging the principle of Prevention, Reduction, Reuse and Recycling in order to reduce amount of waste going to landfill.	Increase the number of transactions at transfer stations	280,695 transactions carried out at 5 Transfer Station's during lifetime of plan.
b) In conjunction with the SWRO engage with and facilitate enterprises in the development of repair and	To engage with the sector and develop possibilities	No. of enterprises facilitated	Promote Reuse Month which is an annual national waste prevention initiative which usually

preparing for reuse  
activities. *SRWMP C1.1*

takes place throughout  
October

## Key Performance Indicators 2017/2018/2019

Litter Management Plan Key Performance Indicators 2017 V 2018 V 2019	2017	2018	2019
Number of litter complaints received.	820	937	942
Number of Litter Fines Issued each year	116	142	112
Number of Litter fines paid each year	39	63	45
Number of Prosecutions	<b>9</b>	<b>15</b>	<b>8</b>
Performance in annual litter surveys: Cigarette related Litter Food Related Litter Package Related	<u>2017</u> 60.17% 24.03% 5.82%	<u>2018</u> 61.84% 17.85% 6.47%	<u>2019</u> 59.6%  23.1% 5.1%
Performance in annual Tidy Towns competition	4 Gold 1 Silver 2 Bronze	National winner + best small town 4 Gold 3 Bronze	4 Gold 3 Bronze



### 3. Objectives for the Litter Management Plan 2021 – 2023

The primary objectives of Kerry County Council regarding litter management are as follows:

- **Educate and Raise Public Awareness-** To roll out a programme of education and awareness activities, through our Environmental Awareness officer, to schools, community groups etc. to raise awareness of relevant legislation, challenges and opportunities in relation to the management of litter.
- **Litter Prevention and control-** To undertake and develop litter prevention and control measures throughout the county to ensure a reduction in littering and to continue with integration with Municipal district offices.
- **Develop Partnerships-** To continue to develop partnerships with the business and community sectors to assist with the management and control of litter.
- **Promote Recycling and Recovery-** To promote usage of recycling infrastructure provided and to extend this infrastructure so that all towns and villages are adequately served with easily accessible recycling facilities.
- **Enforcement-** To carry out effective enforcement in order to prevent and control litter.

In order to achieve the above objectives a set of proposed actions have been identified, some of these actions are as set out in the Southern Region Waste Management Plan. A summary of actions proposed to be carried out during the life of this plan and the expected outcomes and indicators are set out below:

## Section 3 Objectives for Litter Management Plan 2021 – 2023

### Objective (1) Educate & Raise Public Awareness

<b>Actions</b>	<b>Measurements</b>
Environmental Awareness Officer (EAO) to continue to work with KCC Press & Communications Officer, local & national media and other stakeholders in raising awareness of litter and promoting sustainable waste management.	EAO in place. Annual report on awareness raising activities. Information on litter management services provided by KCC shared on social media on an ongoing basis.
Promote the Litter Management Plan and make it available on the Council's website, libraries etc.	Copies available in libraries, all KCC offices and website.
Kerry County Council will continue to engage with primary and secondary schools through the Green Schools programme.	Number of active Green Schools.
Promote the use of authorised waste collectors.	Only collectors with valid waste collection permit operating within the county.

## Objective (2) Litter Prevention & Control

Actions	Measurements
Work with the commercial sector (retail & hospitality) on various anti-litter and green initiatives.	Reduction in volume of litter collected from previous plan.
Grant assist anti-litter initiatives using the Anti-Litter Grant Funding.	Department grant funding received and allocated.
To continue to operate a cleaning schedule for all Bring Bank facilities in Kerry	Schedule in place
Continue to assist communities who participate in initiatives such as adopt a bottle bank, adopt a road and other litter prevention initiatives.	Increase in number of groups involved.
Analyse the reports generated from the National Litter Pollution Monitoring System (NLPMS) to direct the policy and actions in relation to litter pollution and anti-litter initiatives over the course of this Plan.	Survey results used to identify the composition and extent of litter pollution in order to target resources.
Increase the number of Dog Fouling Dispensing Bins.	Number of bins increased.
Increase the number of Water Bottle Refill Stations in order to reduce the amount of single use plastic bottles.	Number of stations increased.
Liaise with relevant stakeholders to ensure litter control measures are in place at major and minor events.	Control measures in place.

### Objective (3) Develop Partnerships

<b>Actions</b>	<b>Measurements</b>
Promote National Spring Clean Campaign	Number of volunteers & tonnage of litter collected annually.
Support Tidy Towns Committees & Community Groups in keeping their areas litter free.	Amount of resources distributed, litter pickers, gloves, bags etc.
Support Kerry Clean-Up Day.	Tonnage of litter collected.
Work with businesses and trades to ensure that areas outside their premises are kept litter free.	Results from the National Litter Pollution Monitoring System (NLPMS) surveys.
Promote Local Agenda 21 to provide funding to assist communities at local level with anti-litter control projects.	Number of grants allocated to litter projects under Agenda 21.

### Objective (4) Promote Recycling & Recovery

<b>Actions</b>	<b>Measurements</b>
Promote the use of the five Civic Amenity Centres and Bottle Bank Facilities and what can be recycled/disposed at them.	Activity levels at CA Centres and Bottle Banks.
In conjunction with the SWRO, promote Reuse Month which is an annual national waste prevention initiative which usually takes place throughout October, and aims to raise awareness about the benefits of reusing everyday items and materials that would otherwise go to waste.	Campaign carried out by Q4 each year.

## Objective (5) Enforcement

Actions	Measurements
Ensure that the three full time Litter Wardens, seven Traffic Wardens & four Enforcement Officers maintain a visible presence in our towns and villages to deter littering.	>400 patrols to be carried out on an annual basis.
Promote awareness through the KCC Press & Communications Officer, website and local media of the implications, in terms of penalties and fines, of littering, not cleaning up after your dog, illegal dumping etc.	Decrease in littering and number of fines issued.
Ensure that all litter related complaints received via the Council's litter hotline, email, post etc are investigated and dealt with promptly.	90% of complaints investigated within 3 working days.
In conjunction with other agencies (An Garda Siochana, HSA etc) the Environment enforcement team to carry out spot checks to ensure that contractors have adequate covers on their load to prevent roadside littering.	At least 2 spot checks to be carried out each year.
Initiate legal proceedings when required.	Number of legal proceedings initiated.

### 2021-2023 Litter Management Plan Key Performance Indicators

1. Number of litter complaints received annually.
2. Number of litter fines issued each year.
3. Number of litter fines paid each year.
4. Number of Prosecutions
5. Performance in annual litter surveys.
6. Performance in annual tidy towns competition.
7. Performance in annual IBAL monitoring.
8. Volume of Flytipping waste collected

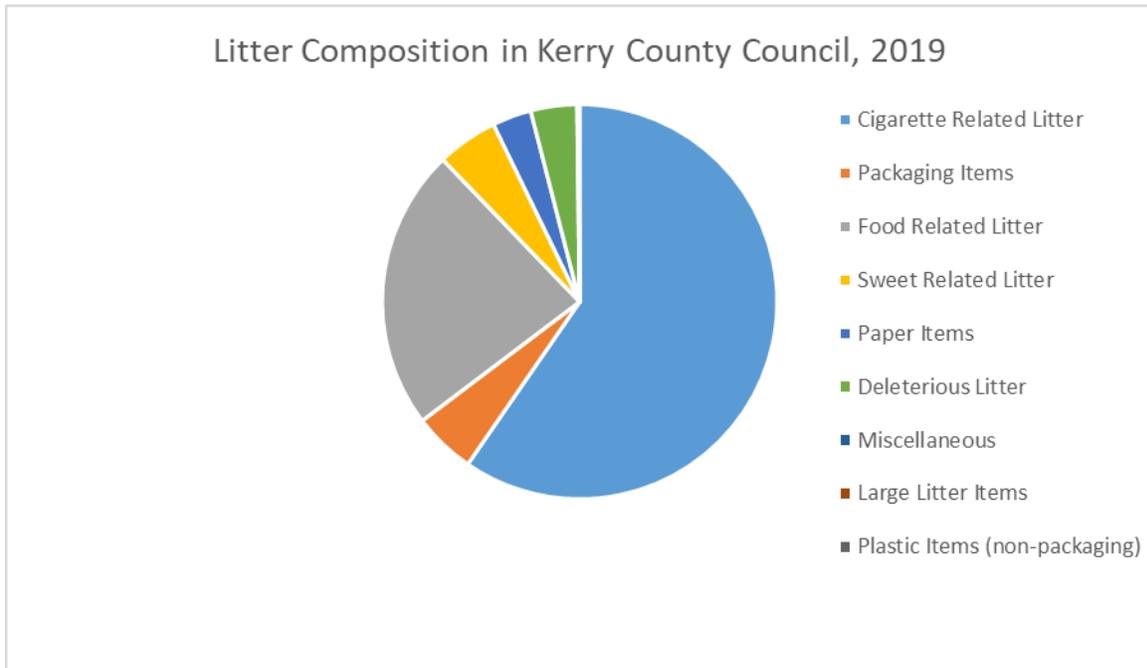
#### 4. Review and Monitoring

The targets set out in this plan will be reviewed by the Environment Section monthly with progress report presented to the Strategic Policy Committee annually.

## Appendix 1

### National Litter Pollution Monitoring system

## LITTER QUANTIFICATION SURVEY RESULTS



The composition of litter pollution is established by carrying out Litter Quantification Surveys. The results of Litter Quantification Surveys submitted to the Litter Monitoring Body by Kerry County Council are summarised in this report. Results from a total of 36 surveys have been used to compile this section of the report. The main categories of litter are illustrated in pie chart above.

## Appendix 2

### *What is litter? How is it defined?*

Litter is defined in the Litter Pollution Act 1997 to 2009\* - In summary, this definition means that any item or material which is disposed of improperly (i.e. not deposited

in a litter bin or authorised waste facility) is considered to be litter. This can range, for example, from a single coffee cup or cigarette butt discarded on the street or thrown from a car window, to the dumping of larger volumes of litter or waste.

\*Litter Pollution Acts 1997 to 2009: "a substance or object, whether or not intended as waste that, when deposited in a place other than a litter receptacle or other place lawfully designated for the deposit, is or is likely to become unsightly, deleterious, nauseous or unsanitary, whether by itself or with any such substance or object, and regardless of its size or volume or the extent of the deposit".

### *As a member of the public – What are my Responsibilities regarding litter*

The Litter Pollution Act puts legal responsibilities on members of the public to control litter. The following are examples of offences under the Act:

- Failure to keep private property which is visible from a public place free of litter
- Dropping cigarette butts, chewing gum, paper, food, etc. on the ground
- Failure to clean up dog litter when walking one's dog in a public place
- Placing household waste in a public litter bin.

### *As a businessperson. What are my responsibilities when it comes to litter?*

The Litter Pollution Act puts legal responsibilities on businesses to control litter. The following are examples of offences under the Act:

- Failure to keep the footpaths and pavements not exceeding 100m of the premises free of litter
- Failure to secure transported material on a trailer or truck
- Dumping material (fly-tipping) in an area other than a waste receptacle or authorised waste facility
- Putting up posters or signs without authorisation
- Placing advertising flyers on cars
- Placing commercial waste in a public litter bin

- There are additional responsibilities on persons operating mobile outlets and organisers of major events

### *What are the penalties for littering?*

Leaving or throwing litter in a public place is an offence which can be subject to an 'on the spot' fine of €150 and a maximum fine of €3,000 through the Courts (conviction on indictment for litter offences carries a maximum fine of €130,000). A person convicted of a litter offence may be required by the Court to pay the Council's costs and expenses in investigating the offence and in bringing the prosecution. Large-scale dumping will be prosecuted under the Waste Management Acts, with penalties on conviction or indictment of up to €15 million and/or a 10-year prison term.

The draft Litter Management Plan 2021-2023 as previously circulated to the Elected Members was discussed and the Councillors stated the following.

**Cllr. T. O' Brien stated that the problem with Litter Plans in general is that you need buy-in from the public. Takeaways do supply litter bins. Unfortunately, it is down to the public to use them. On the beaches if the bin is full then people need to bring their rubbish home, it is a level of common decency. We need to ascertain who has a proper bin service and if they don't have a receipt for that service or bring-centre they need to be fined. The Tidy Towns Awards committees are doing fantastic work and it is hoped that Tralee would keep its gold medal.**

**Cllr. J. Finucane stated that there will be a presumed increase in takeaways and Styrofoam is a big problem. Takeaways should revert back to brown paper bags. The lengths people go to in disposing of their rubbish is astonishing. He proposed that this plan be adopted.**

**Cllr. S. Locke stated that there needs to be an increased fine system introduced. There seems to be excessive amounts of fly-tipping at the moment. There needs to be repercussions for dumping.**

**Mayor J. Wall asked what was happening in regard to C.C.T.V. being placed in areas known for fly-tipping?**

**Cllr. M. Sheehy stated that there is a huge challenge with litter due to Covid 19 and people eating food on the street. A huge portion of public money goes towards litter control. It is important that this is implemented correctly.**

**Our beaches need to be presented in the best possible light and people need to bring their rubbish home.**

**In reply Mr. G. O' Brien stated that Kerry County Council had done an awareness campaign and extra funding was put into this area but there is a personal responsibility with regard to rubbish in general.**

On the **PROPOSAL** of Cllr. J. Finucane and **SECONDED** by Cllr. D. Ferris it was agreed to adopt the draft Litter Management Plan 2021-2023 in accordance with the Local Government Reform Act 2014, Schedule 3, Part 1, Section 131A (No 33), which amends Section 13 of the Litter Pollution Act 1997.

- 2. In accordance with the Local Government Act 2001 (as amended) and having regard to Section 180 of the Planning and Development Act 2000(as amended) in relation to the taking in charge of estates, to consider any objections or representations received and the making of an Order declaring the following roads to be a public road pursuant to Section 11 (2) (i) of the Roads Act 1993: Declaration of Road to be Public Road at the following location:**

**(i) Oakbarrow, Barrow, Ardfert, Tralee, Co. Kerry**

Dáta/Date                      29<sup>th</sup> June 2021

Chuig/To:                      Cllr Johnnie Wall, Mayor of Tralee  
Gach ball de Cheantar Bardasach Thrá Lí

Ábhar/Subject:              Declaration of Roads to be Public Road/s in Accordance with Section 180 of the Planning and Development Act, 2000 (as amended) and Section 11 of the Roads Act 1993

---

A Chomhairleoir, a Chara,

In accordance with Section 180 of the Planning and Development Act, 2000 (as amended) and Section 11 of the Roads Act 1993 I enclose a report on the Taking in charge, by Kerry county Council of one housing estate in the Tralee Municipal District.

Public notice of our intention to declare the roadways as public roadway was advertised in the local press and submissions were invited.

No submissions or observations were received.

I now recommend that this estate is Taken in Charge by Kerry County Council, in accordance with the legislation and the Taking in charge policy, adopted by the Council in June 2008 and the recent Memorandum of Understanding and Protocol with Irish Water.

The consideration of this Report and the making of the Order to declare this roadway as a public roadway is now a reserved function of the members of the Tralee Municipal District in accordance with the Local Government act 2001 (as amended).

Is mise le meas,

---

Gerard O'Brien, A/S.E.O.  
Environmental Services, Planning Enforcement,  
and Housing Estates Unit

**KERRY COUNTY COUNCIL  
COMHAIRLE CONTAE CHIARRAI**



**Report to the Municipal District of Tralee in accordance with  
Section 180 of the Planning and Development Act, 2000 (as  
amended) and Section 11 of the Roads Act 1993**

Declaration of Road to be Public Road at the following location:

- (i) Oakbarrow, Barrow, Ardfert, Tralee, Co. Kerry

Date: 29<sup>th</sup> June 2021

**MUNICIPAL DISTRICT OF TRALEE/CEANTAR BARDASACH THRÁ LÍ**  
**Report Prepared Pursuant to Section 180 of the Planning and Development Act, 2000 (as amended) and Section 11 of the Roads Act 1993**

---

**Locations of Roads to be taken In Charge:**

Oakbarrow, Barrow, Ardfert, Tralee Co. Kerry:- Road from its junction with L-6551-0 to all terminal points within the estate Oakbarrow, Barrow, Ardfert, Tralee, Co. Kerry Map 18-18 (serving 13 houses).

Total Length of road to be Taken in Charge: - 435m

**Background:**

Pursuant to 'Taking in Charge' Policy, adopted by the Council in June 2008, it is proposed to take this roadway in charge.

**Statutory Procedures:**

In accordance with Section 180 of the Planning and Development Act, 2000 (as amended) and Section 11(b)(iii) of the Roads Act 1993, a Notice of Intention to declare as a public road, the road in **Oakbarrow**, Barrow, Ardfert, Tralee, Co. Kerry was published in The Kerryman Newspaper, issue date 24<sup>th</sup> March 2021.

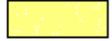
**Persons or Bodies who made objections or observations within the prescribed period:**

No objections or observations were received within the prescribed period.

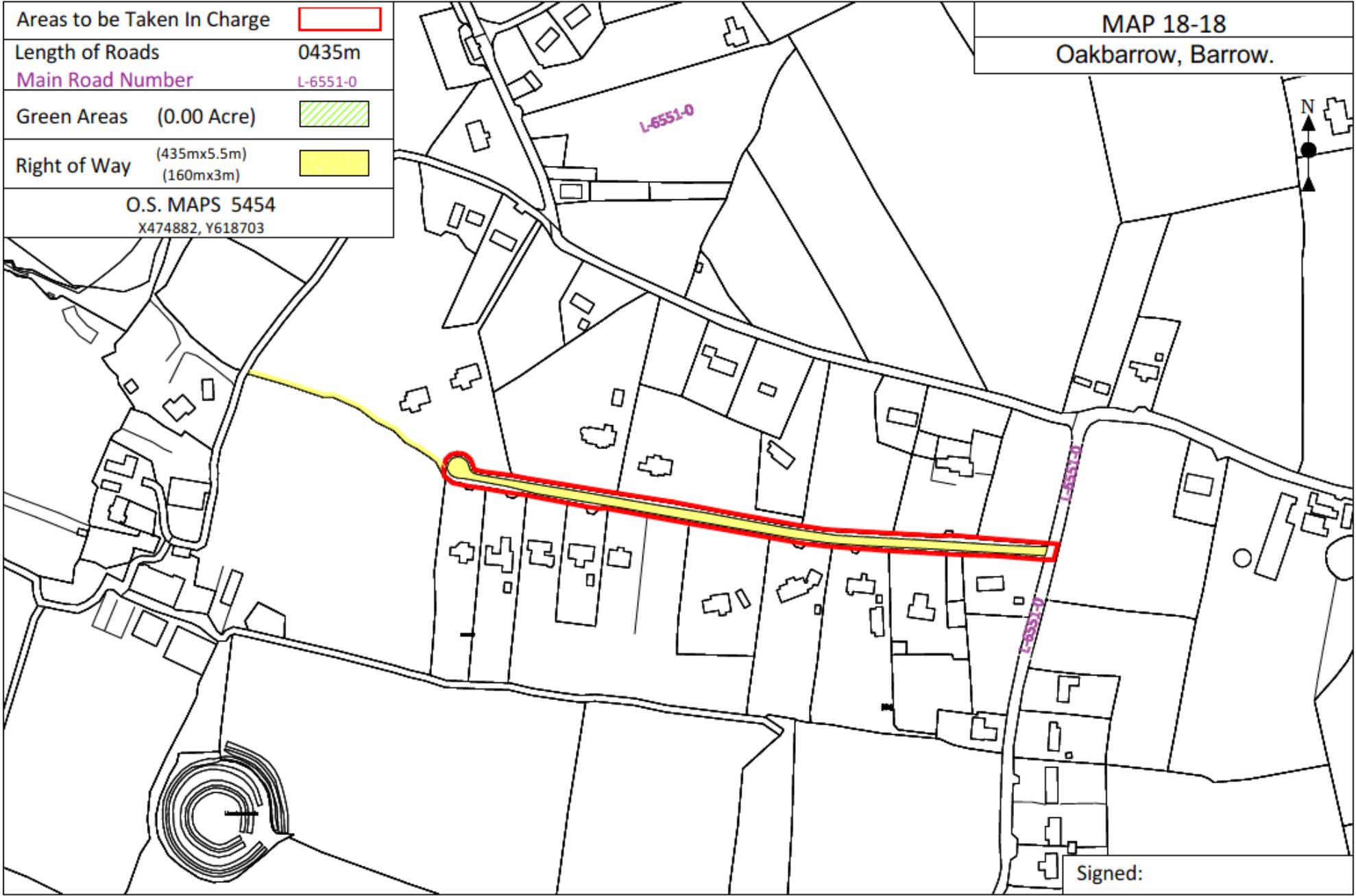
I recommend that the road be taken in charge.

---

Michael Scannell  
Director of Economic & Community Development

Areas to be Taken In Charge	
Length of Roads	0435m
Main Road Number	L-6551-0
Green Areas (0.00 Acre)	
Right of Way (435mx5.5m) (160mx3m)	
O.S. MAPS 5454 X474882, Y618703	

**MAP 18-18**  
**Oakbarrow, Barrow.**



Signed:



**KERRY COUNTY COUNCIL HOUSING OPERATIONS CENTRAL DESIGN OFFICE**  
**COUNTY BUILDINGS, RATHASS, TRALEE, COUNTY KERRY.**  
 F. HARTNETT, SENIOR ENGINEER.

APPLICANT:  
SITE AT:  
DRAWING NO.:

Kerry County Council  
Oakbarrow,  
Barrow, Ardfert.  
HOP-020-TIC-18-18

DATE:  
TITLE:  
SCALE:  
DESIGNED BY:

March 2021  
Taken in Charge  
1:2500 @ A3  
S. Mulligan



On the **PROPOSAL of Cllr. J. Finucane** and **SECONDED by Cllr. C. Foley** it was agreed to approve the taking in charge of estates, to consider any objections or representations received and the making of an Order declaring the following roads to be a public road pursuant to Section 11 (2) (i) of the Roads Act 1993: Declaration of Road to be Public Road at the following location:

(ii) Oakbarrow, Barrow, Ardfert, Tralee, Co. Kerry

3. To consider the Chief Executive's Report on the Public Consultation in compliance with Part XI of the Planning & Development Acts 2000-2020 as set down in Part 8 of the Planning and Development Regulation, 2001 – 2021 for the Tralee Town Centre Pavements - Phase 3.

## **COMHAIRLE CHONTAE CHIARRAÍ KERRY COUNTY COUNCIL**



### **Cosáin Lár Bhaile Thrá Lí - Céim 3 Tralee Town Centre Pavements – Phase 3**

**Moltaí agus Tuirisc Príomhfheidhmeannach Comhairle Contae Chiarraí ar an gComhairliúchán Phoiblí a ullmhaíodh de bhun Alt 179 (3) den Acht um Pleanáil agus Forbairt 2000 – 2020 agus Cuid 8 de na Rialacháin um Pleanáil agus Forbairt 2001 -2021**

Chief Executive's Report and Recommendations in accordance with Section 179 (3) of the Planning and Development Acts 2000 – 2020 and Part 8 of the Planning and Development Regulations 2001-2021

**Datta/Date: 22<sup>nd</sup> of June 2021**

## TABLE OF CONTENTS

### 1. Introduction

- 1.1 Location, nature & extent of proposed development
- 1.2 Public Consultation
- 1.3 Relevant Development Plan Policies / Objectives / Strategies

### 2. Persons Or Bodies Who Made Submissions Or Observations Within The Prescribed Period

### 3. Issues raised, with respect to the proper planning and development of the area, by persons or bodies who made submissions or observations and Manager's response and recommendations

### 4. Evaluate the proposed development with respect to the proper planning and sustainable development of the area

### 5. Recommendations

## APPENDICES

### APPENDIX A

#### *Determination Statements*

*Preliminary Environmental Assessment Screening Statement*

*Environmental Impact Assessment Screening Statement*

*Appropriate Assessment Screening Statement*

### APPENDIX B

#### *Part 8 – Drawings*

### APPENDIX C

#### *Photomontages*

### APPENDIX D

#### Revised Amendments

Chief Executive's Report and Recommendations in accordance with Section 179 (3) of the  
Planning and Development Acts 2000 – 2020 and  
Part 8 of the Planning and Development Regulations 2001-2021

### 1. INTRODUCTION

## 1.1 LOCATION, NATURE & EXTENT OF PROPOSED DEVELOPMENT:-

**LOCATION:-** Tralee Town

**TOWNLANDS:-** Tralee, Balloonagh, Cloonalour

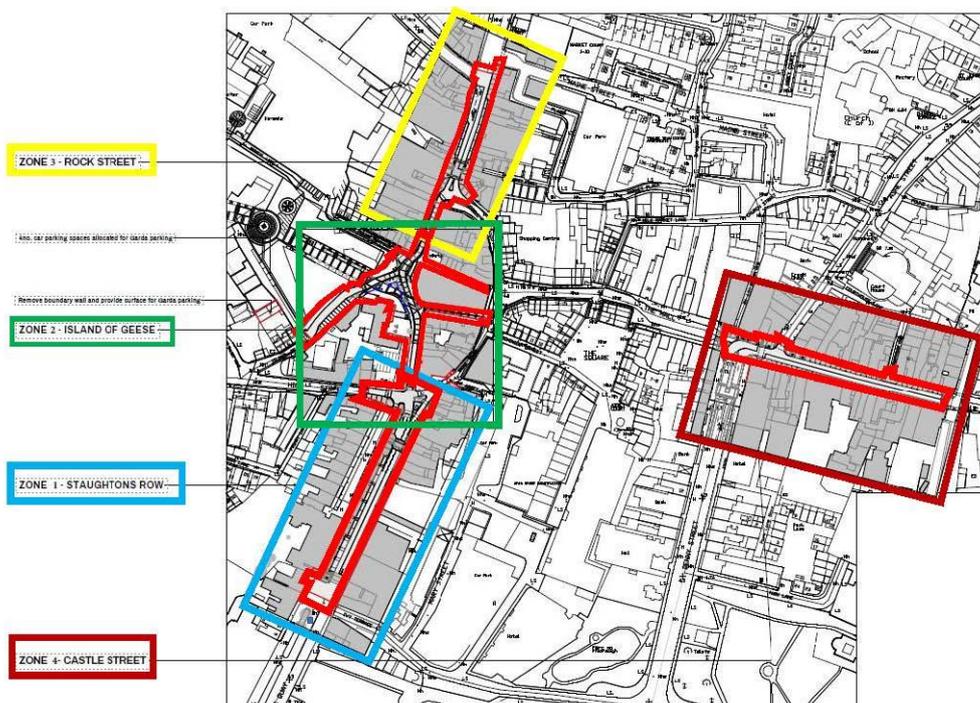
The project is broken down into 4 Zones as indicated in Figure 1.0 below.

Zone 1 - 'Staughton's Row and Godfrey Place' – From Ivy Terrace junction to the junction with Bridge Street, High Street and New Road at Bridge Place.

Zone 2 – 'Island of Geese' encompassing New Road, Island of Geese Road, Gas Terrace, portion of Lower Rock Street, Bill Booley's Lane and Bridge Lane.

Zone 3 – 'Lower Rock Street' to Pembroke Street Junction

Zone 4 – 'Lower Castle Street' from Denny Street/The Mall to junction with Edward Street.



**Figure 1.0 – Project Zones**

Full set of detailed drawings attached in Appendix B and are accessible Kerry County Council website via the following link.

<https://www.kerrycoco.ie/part-8-tralee-town-centre-pavements-phase-3/>

This development consists of the upgrading of the public realm along six streets including junctions in Tralee Town Centre. The works integrate with the Tralee Town Centre Pavements Phase 1 (completed 2018) and Phase 2 (commenced February 2021) and the Island of Geese Public Realm (commencing 2021).

The proposal includes a combination of pavement finishes and levels. Road widths are being reduced to slow traffic movements and footpaths widths are being increased to enhance pedestrian safety. The proposals will provide pedestrian friendly linkages between the Island of Geese site and the Tralee Town Centre. Mixed/Shared roadways have been designed to encourage cyclists to take to the lanes

**In summary Tralee Town Centre Pavements Phase 3 will consist of:**

**Godfrey Place, Staughton's Row, Bridge Place**

- Asphalt roadway with stone paved footpaths
- Two controlled level access pedestrian crossings
- Addition of mature trees along the length of Godfrey Place and Staughton's Row
- Junction at Bridge Place will include a raised coloured asphalt surface.

**New Road and Island of Geese Road**

- New Road will be part asphalt, part stone paved level surface along its length.
- Stone paved level surface will interface with The Island of Geese road and proposed public realm development and will continue to Lower Rock Street and link to Bridge Street and the Mall via Bridge Lane.
- Bill Booley's Lane will be upgraded with stone paving and enhanced lighting
- Modifications to the boundary and entrances to the Garda Station and with the creation of a public space
- Provision of two controlled crossings
- New designated Garda vehicle parking area on the Island of Geese Road and Waterloo Lane

**Rock Street**

- Minor revisions to the junction with Russell Street
- Creation of a shared surface along portion of Lower Rock Street
- Stone paved footpaths along Lower Rock Street to the junction with Pembroke Street.
- Existing controlled crossing will be enhanced with increased footpath width on both sides of the road and a level crossing point extending to the Market Lane entrance

**Lower Castle Street**

- Extension of footpath and Phase 1 paving scheme at northern side of Denny Street junction.
- Provision of stone paving on the footpaths on either side of Lower Castle Street and narrowing of the street to increase footpath widths.

Street furniture, seating, planting, and bicycle parking to be incorporated throughout the scheme. All public lighting to be upgraded to a high-quality style light with LEDs with undergrounding for utilities where required.

## 1.2 PUBLIC CONSULTATION

A Public Notice was advertised in the Kerry's Eye on Thursday, 1<sup>st</sup> April 2021. Site Notices were erected along the routes and these were inspected regularly.

Having regard to the COVID-19 restrictions, Kerry County Council Offices were closed to the public. Therefore, Plans and Particulars of the proposed development were only available for inspection on the Kerry County Council website from **Thursday, 1<sup>st</sup> April to Friday, 14<sup>th</sup> May 2021**.

- ◆ Kerry County Council Website [www.kerrycoco.ie](http://www.kerrycoco.ie) (Have Your Say)

Additional copies of drawings were sent by post and email to anybody who requested a copy. A copy of the plans for the New Road area were displayed on the hoarding around the Island of Geese site.

An advisor was available to explain the plans by appointment. A public webinar was presented on Tuesday, 4<sup>th</sup> May 2021. Irish Sign Language Interpretation was facilitated at this webinar.

Meetings were held with the following representative groups on the dates as outlined. The details of the proposals were presented at these meetings.

- Tralee Chamber Alliance - 20/04/2021
- National Council for the Blind Ireland – 22/04/2021
- Disability Federation of Ireland and Tralee Access Group – 11/05/2021

Submissions or observations with respect to the proposed development dealing with proper planning and sustainable development of the area were invited before **5.00 p.m. on Friday, 14<sup>th</sup> May 2021**

## 1.3 RELEVANT DEVELOPMENT PLAN POLICIES / OBJECTIVES / STRATEGIES

The proposals under the Tralee Town Centre Pavements Phase 3 project are consistent with the objectives of a number of relevant National, Regional and Local Plans and Strategies. This section outlines the most relevant from National to Local level.

## **National**

### **Ireland 2040- National Planning Framework (NPF)**

This project 'Phase 3 of the Tralee Town Centre Pavements Project' is in line with the objectives of the National Planning Framework (NPF) and National Development Plan (NDP)

The NPF has identified fundamental objectives including the following which are of notable relevance to this project.

- ***Carefully managing the sustainable growth of compact cities, towns, and villages to achieve effective density and consolidation through a streamlined and co-ordinated approach to their development***
- ***Enhancing amenities and heritage linked to and integrated with our built, cultural, and natural heritage***
- ***Achieving a transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050***

The NPF states that it aims to: -

*“enhance people’s experience of living and working in and visiting urban places in Ireland.”*

The Tralee Town Centre Pavements Phase 3 builds on Phase 2 (currently under construction) and Phase 1 'The Mall' completed 2018. These projects are consistent with the following National Strategic Outcomes (NSO'S) as outlined in the NPF.

#### ***NSO 01 Compact Growth.***

*The 'liveability' or quality of life of urban places – how people experience living in cities, towns, and villages. This includes the quality of the built environment, including the public realm, traffic and parking issues, access to amenities and public transport and a sense of personal safety and well-being.*

#### ***NSO 05 Sustainable Mobility & NSO 07 Enhanced Amenities and Heritage***

*'major focus on improving walking and cycling routes and targeted measures to enhance permeability and connectivity'*

*'The URDF will support transformational public realm initiatives to give city and town centre areas back to citizens, encouraging greater city and town centre living, enhanced recreational spaces and attractiveness from a cultural, tourism and promotional perspective'*

The public realm improvements for Tralee proposed under Phase 3 seek to create attractive, liveable, well designed, sustainable urban places that appeal to potential visitors, investors, and residents.

### **Regional and Local Strategies and Plans**

The project is in line with policies and objectives of the following Regional and Local plans and strategies.

Southern Regional Spatial & Economic Strategy

Kerry County Development Plan 2015 – 2021

Tralee Town Development Plan 2009-2015 (as extended and Varied)

Tralee Municipal District Local Area Plan 2018 - 2024

Tralee Town Centre Public Realm Strategy, 2018

Tralee Town Centre Adapting to Social distancing (Review of proposals set out in Public Realm Strategy), 2020

Town Centre West & Island of Geese Masterplan, 2018

Smarter Travel/Tralee Active Tralee Project, 2014

Tralee Transportation Strategy, Adopted 2013

The scheme has been informed by Design Manual for Urban Street and Roads (2019) and the National Cycle Manual.

### **Regional Spatial & Economic Strategy for the Southern Region**

The project is aligned the following key Priorities as set out in the **Regional Spatial & Economic Strategy for the Southern Region (RSES)**

*RPO 11 (e) To support and promote placemaking in all Key Towns to include public realm regeneration and urban renewal initiatives and public private partnership approaches for town centre regeneration*

*RPO 15 (h) To support Tralee as an urban coastal tourism destination while protecting the natural resources on which it relies*

*Placemaking 3.9*

*The RSES recognises the importance of the following.*

- *Improve and invest in the quality of the public realm for settlements of all scales.*
- *The role of both design and delivery of improved public realm and support for mechanisms that are effective in the operation, management, use and stewardship of public space*
- *Functional relationships between places and the movement of people between places as key to placemaking, emphasising sustainable transport, public realm, and integration of multi modal travel*

#### *RPO 174 Walking and Cycling*

Enhance pedestrian facilities in all urban areas in the region

#### **Kerry County Development Plan 2015 – 2021**

The following policies and objectives of Kerry County Development Plan 2015-2021

#### **Core Strategy CS-6 (p 16)**

*‘Promote the integration of land use and transportation policy and to prioritise provision for sustainable cycling and walking travel modes and the strengthening of public transport.’*

#### **Urban Settlement Strategy US-5 (p 47)**

*‘Encourage and stimulate the sustainable re-development and renewal of the town and village cores’*

#### **Urban Design Statement (Section 3.4.4 p 47)**

*As most of the future population growth will need to be accommodated in urban areas, it is critical that the Hub towns and the other main towns of the County are able to sustain balanced regional development by attracting people and investment.*

*The quality of the urban environment on offer in these urban areas is critical in this regard and urban design has a key role to play in creating and maintaining successful places. The defining qualities of successful urban places include a pride of place, ease of movement, quality of the public realm and inclusivity.*

RD-2 Facilitate the improvement of the quality of life of all citizens of the County by providing good quality environment, energy, communication, and transportation infrastructure.

RD-8 Support sustainable travel in the County and implement the key goals, targets and actions as

contained in Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009-2020 and the “National Cycle Policy Framework”

RD-9 Improve access for all vulnerable road users and people with disabilities to all modes of transport thereby increasing and improving transport facilities for all users.

RD-13 Encourage an increase of non-car-based transport within the County.

RD-14 Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport such as car-sharing and car-pooling, as an alternative to the private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained within “Smarter Travel, A Sustainable Transport Future 2009-2020”.

RD-28 Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport, as an alternative to the private car, by facilitating and promoting the sustainable development of necessary infrastructure at appropriate locations and by promoting initiatives contained within “Smarter Travel, A Sustainable Transport Future 2009-2020”.

RD-29 Promote the sustainable development of the public footpath network, the walking and cycling routes and associated infrastructure in the County, including where possible the retrofitting of cycle and pedestrian routes into the existing urban road network and in the design of new roads.

## **Development Management Standards & Guidelines**

### **Public realm (extract)**

*‘The Public Realm is the term used for all the spaces between buildings in towns to which the public has access. This includes streets, squares, greens, parks, and footpaths. The quality of the public realm within urban areas can make a positive contribution to the lives of people who frequent or visit them. Poor public realm contributes to crime and reinforces negative perceptions of a place. All new developments in towns shall demonstrate how the proposed development will contribute to the creation/maintenance of a high-quality public realm.’*

### **Smarter Travel (extract)**

*The Council shall be informed by the ‘Design Manual for Urban Roads and Streets’ – Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government when designing urban roads and making provision for both pedestrian and cycle movement*

## **Tralee Town Development Plan 2009-2015 (as extended and Varied)**

The Tralee Town Development Plan 2009-2015 has been extended pursuant to Section 11 of the Planning and Development Act 2000-2017 and remains the statutory planning policy framework for Tralee town.

#### Tralee Overall Objectives

TR-01 Ensure that Tralee, as the County town and largest urban centre, is a driver of county and regional prosperity by harnessing its strategic location and position on the Atlantic Corridor; its strong urban structure, existing tourism, retail, service and accommodation base; and other competitive advantages.

TR-02 Promote a vibrant, culturally rich, and revitalised town centre with enhanced social inclusion, sustainable neighbourhoods, and a high level of environmental quality to ensure an excellent quality of life for all.

RPO9: Prepare and implement an environmental improvement scheme for the primary retail area to improve the environmental quality of the town's retail core. The scheme will focus on pedestrianisation and traffic management, mobility requirements, streetscape improvement, street paving and street furniture, wirescape, lighting and a signage and advertising study.

LUTSP02 Facilitate both vehicular and pedestrian access to the town centre

CP02 Use special signalisation and markings to facilitate cyclists

CP03 In conjunction with Kerry County Council ensure that the general road network is cycle friendly

CP012 Promote a more cycle friendly environment through the provision of improved cycling infrastructure. Developments in urban areas shall have regard to the 'National Cycling Manual' (June 2011) – National Transport Authority.

TTS-01 Facilitate the proposed traffic management measures, as per Tralee Transport Strategy, 2013

#### **Tralee Municipal District Plan 2018 - 2024**

*OS-10 Facilitate improvements to the town and village centres, with an enhanced streetscape, appropriate shopfront design and provision for improved street lighting, public footpaths, and street furniture*

*TR-00-05 Prioritise retail regeneration within the town and village core areas. In particular development should be encouraged within designated regeneration areas and on identified opportunity sites as appropriate as identified in the plan.*

*TR-BE-01 Support initiatives to strengthen and improve the physical environment of the towns and villages of the Tralee Municipal District area with enhanced streetscapes, appropriate shopfront design and provision for improved street lighting, public footpaths, and street furniture.*

*TR-BE-04 Promote a more pedestrian friendly environment through the provision of traffic calming measures and improved pedestrian infrastructure. Developments in urban areas shall have regard to the 'Design Manual for Urban Roads and Streets' – Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government*

*TR-RI-01 Facilitate and implement where possible the proposed traffic management measures, as per Tralee Transport Strategy 2011 and any additional plans/ policies adopted.*

*TR-RI-09 Facilitate improvement of existing footpaths and road network and support future projects for footpaths and roads*

By engaging an integrated approach to making the town centre more accessible to visitors through a variety of methods, including improved signage, public realm and by highlighting key buildings, parks and open spaces it is hoped the deep historical and cultural identity of the town centre will emerge and the town will become more appealing as a place to live in, work in and visit.

### **Tralee Public Realm Strategy, 2018**

Tralee Town Centre Pavements Project Phase aligns with the vision of the Tralee Public Realm Strategy. Fundamental to the creation of a new identity and regeneration of Tralee Town Centre is the requirement to improve the condition of its public realm – its streets, footpaths, cycleways, and laneways. Kerry County Council is seeking to address this issue in a coordinated, integrated, and comprehensive manner. The vision for Tralee Town Centre's public realm is now expressed in the Tralee Public Realm Strategy 2018:

*“An enhanced public realm for Tralee Town Centre which acts as a canvas for promoting activities, business and vitality and strengthens the heritage, identity and character, through a well-designed series of streets and spaces that feel inviting, safe and a place people want to be.”*

- i) Define and expand, where appropriate, the 'core' of the town centre*
- ii) Improve routes in, out and through the town centre to strengthen connections to key buildings, spaces, the railway station and car parks*
- iii) Improve routes around the centre through the promotion of the lanes, making people explore and spend more time in Tralee*
- iv) Identify and define key spaces to help promote activities and ensure a vibrant town centre*
- v) Remove unnecessary clutter and simplify the public realm design”*

### **Tralee Town Centre West Masterplan, 2018**

## 3.2 Masterplan – Challenges and Solutions

### The Square, Tralee & The Mall

- *Open the Island of Geese lands up with intentional movement patterns, considered public realm and shared spaces that link directly to The Square & The Mall.*
- *Reduce car speeds with shared space and defined crossing area prioritising the pedestrian*
- *Open up the pedestrian laneways (Bill Booley's Lane, Bridge Street) to create natural flowing pedestrian links to the lands*
- *Create a public realm plan and movement strategy for the lands which supports good quality public realm finishes and uses*
- *Define visual connections to the Town Centre with new openings in the lands with removal of walls and buildings strategically to open up connections to the lands.*

### Garda Station

- *Remove the perimeter walls/railings and reimagine the Garda Station to make better use of the site*
- *Form a new front to the Garda Station that addresses Bridge Street (and on to The Square).*
- *Open up the space between the Garda station and The Island of Geese to create a key central plaza and connect the sense of place to the town*
- *Reduce car speeds with shared space and defined crossing areas linking Russell Street & Bridge Lane (The Mall & The Square) and the new Public Realm*
- *Open up the pedestrian laneway to create a pedestrian link to The Island of Geese*
- *Create a public realm plan and movement strategy for the lands which supports good quality public*
- *realm finishes and uses*
- *Focal zone to be created as a linear park area which continues the tree lined avenue from Staughton's*
- *Row/ Day Place past the Garda station and into The Island of Geese up to Matt Talbot Road*

### Bridge Lane

- *The Masterplan proposes that the street character is re-instated, with a shared surface strategy for the now increased public realm and potential reduced road widths.*
- *Reduce car speeds in the shared space and defined crossing areas prioritising the pedestrian.*
- *Providing a dedicated taxi rank parking area within the shared surface zone.*
- *Create a public realm plan and movement strategy for the lands which supports good quality public realm finishes and uses*
- *Remove the preconceptions associated with car accessibility by more defined and visually arresting street furniture and finishes.*

### **Tralee Active Travel Project, 2014**

This project was based on recommendations arising from the Tralee Transportation Strategy with the vision to *'create streets and places that are safe, attractive and vibrant, to provide integrated and balanced transport facilities with efficient movement for all'*.

The project delivered Phase 1 (The Mall Shared Space) and two-way traffic on Denny Street with cycle lanes.

Phase 2 and 3 are consistent with objective of the Active Travel Project.

### **Tralee Transportation Strategy (Adopted 2013)**

Key Recommendation - Shared Space on Russell Street, Bridge Street, New Road, and Island of Geese

*'it is proposed to redesign Russell Street, Bridge St and New Road to incorporate shared space design concepts. The shared space will extend to the junction of Gas Terrace and Island of Geese. This area will be open to vehicles, but traffic management measures will be implemented to divert vehicular traffic to alternative routes such as Matt Talbot Road and Denny Street.*

## **2. PERSONS OR BODIES WHO MADE SUBMISSIONS OR OBSERVATIONS WITHIN THE PRESCRIBED PERIOD**

- 1 Irish Water
- 2 Miriam McGillicuddy
- 3 Dick Turpin
- 4 Padraig Doran

- 5 Micheál Kelliher
- 6 Emilia Rudzinska
- 7 Havens Pharmacy Kennelly's
- 8 Citizens Information Service - Tralee
- 9 Tralee/West Kerry Branch of Multiple Sclerosis
- 10 Roscar Furniture, Marble and Granite
- 11 AK Inspired Ability Ltd
- 12 NCBI - Working with People with Sight Loss
- 13 Courts Service
- 14 Disability Federation of Ireland and Tralee Access Group
- 15 Kerry Constituency Branch of the Green Party
- 16 Crainn Chiarraí
- 17 Anluan Dunne
- 18 Kerry Cycling Campaign
- 19 Voice of Vision Impairment (VVI)
- 20 John D Jones, Chartered Engineer
- 21 Tomás Ó Coileáin

### **3. ISSUES RAISED, WITH RESPECT TO THE PROPER PLANNING AND DEVELOPMENT OF THE AREA, BY PERSONS OR BODIES WHO MADE SUBMISSIONS OR OBSERVATIONS AND MANAGER'S RESPONSE AND RECOMMENDATIONS**

#### **Submission No.1 – Irish Water**

**Irish Water have no objection to the proposals. The submission states that the development should adhere to number of standard conditions in relation to works which impact on Irish Water assets.**

#### **Manager's Response**

Submission is noted.

#### **Recommendation**

No further action required

#### **Submission No.2 – Miriam Mc Gillycuddy**

**The submission states that planting should be an important part and given equal importance in the new Town Centre Pavements plan and the planting should have a softening impact on the streetscape.**

#### **Manager's Response**

Appropriately placed trees and other planting will be used throughout the scheme to soften the street scene, help improve air quality and reduce noise. The principle of planting the ‘right tree in the right place’ will apply for all new and replacement tree planting within the scheme. The policies as set out in the **Tralee MD Tree Management Strategy 2020 – 2025** will be fully adhered to. Trees will be planted in the ground where the absence of underground services such as culverts allows.

**Recommendation**

No further action required

**Submission No.3 – Dick Turpin**

**The submission states that proposal will remove two accessible parking bays. The location of these are not stated in the submission.**

**Manager’s Response**

Table 1 below outlines the number and locations of the current on street car parking spaces assigned as accessible spaces and the proposed number and locations of accessible space under these proposals. The spaces which are being provided will be in accordance with the **Irish Wheelchair Association Best Practice Access Guidelines – ‘Designing Accessible Environments’ (Edition 4, November 2020)**.

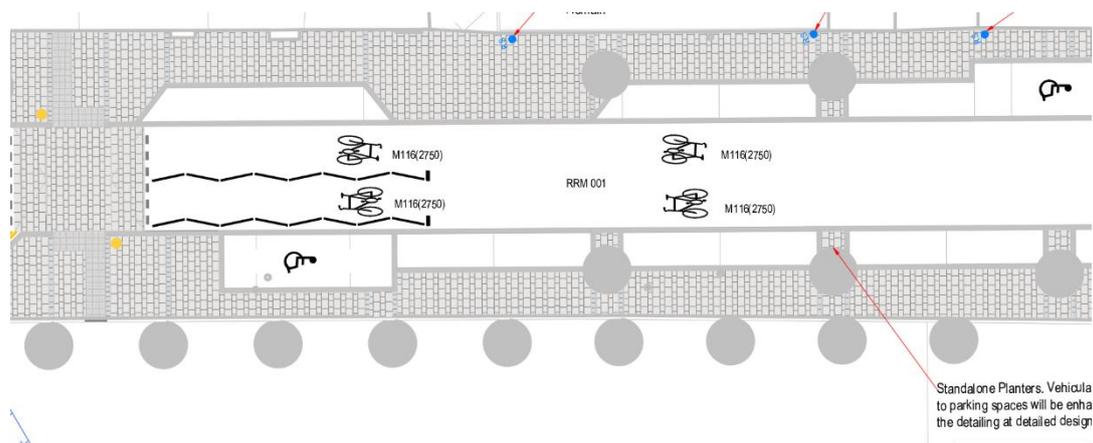
People with limited mobility need to be able to park, have sufficient space and appropriate pavement/ground level height to enter and leave their vehicle, on occasion to move to the rear of their vehicle and then to walk or travel in a wheelchair destination. All proposed accessible spaces are 4.8 m in length with a 3 m access zone to the rear of the vehicle (7.8 m in total) and 2.4 m wide with a 1.2 m access zone to the side of the vehicle (3.6 m width in total). Dished kerbs will be provided at the front of each spaces as required. The kerb dish will have a slip-resistant surface with a minimum width of 1200mm and a gradient no steeper than 1:12.

Existing and Proposed	Current	Proposed	Difference
Staughton’s Row/Godfrey Place	4 accessible	5 accessible	+1
New Road	2 accessible	1 accessible plus 1 new space at top of Gas Terrace	0
Rock Street	1 accessible	0	-1
Castle Street	2 accessible	2 Relocated to Denny Street	0
<b>Total</b>	<b>9</b>	<b>9</b>	<b>0</b>

**Table 1 – Existing and Proposed Accessible Car Parking Spaces**

The location of the accessible spaces along Staughton’s Row and Godfrey Place have been reviewed and it is now recommended to provide one additional accessible space at the Northern end, bringing the total to 6 spaces in this area and an increase the number of spaces provided in the entire scheme

to 10. Figure 2.0 shows the proposed location of this additional accessible space. Revised drawing for Staughton’s Row is contained in Appendix D.



**Figure 2.0 – Additional Accessible Space Staughton’s Row**

The designation of standard car park spaces as accessible, age friendly or other reserved spaces will be carried out as part of the review of Tralee Town On-Street Parking By-laws. Table 2 below outlines the number and location of proposed standard car parking spaces in the project area. Designation of these spaces as reserved for people with mobility issues can only be carried out as part of the review of Tralee Town On-Street Parking By-laws

LOCATION	PROPOSED
Staughton’s Row/Godfrey Place	14
New Road	2
Waterloo Lane	6
Rock Street	11
<b>Total</b>	<b>33</b>

**Table 2 – Standard car parking spaces**

### **Recommendation**

It is recommended to provide an additional accessible space along Staughton’s Row as shown in Figure 2.0 above and in Appendix D.

### **Submission No.4 – Pdraig Doran**

The submission states the courthouse should not be in the centre of any town and instead area should be a public park. Dog foul bins and rubbish bins should be provided.

### **Manager’s Response**

The location of the courthouse is not part of this Part 8 proposal. Adequate litter bins will be provided through-out the scheme.

### **Recommendation**

No further action required

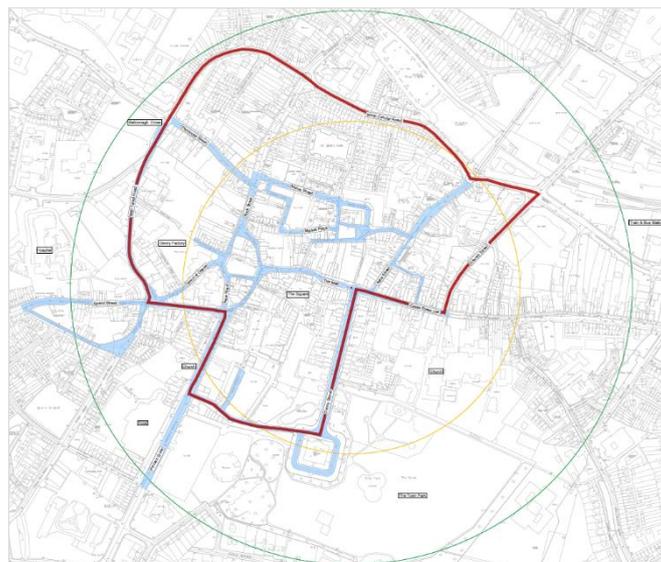
### **Submission No.5 – Micheál Kelliher**

The submission states that Castle Street should be made one way and additional space given to wider footpaths and cycleways.

The submission also requests that new parking machines should have technology to allow pay by phone.

### **Manager's Response**

Castle Street is an important arterial route for Tralee Town Centre and forms part of the inner orbital route as per the Tralee Transportation Strategy. The Tralee Transportation Strategy identifies Castle Street as retaining two-way traffic linking with two-way traffic on Denny Street. This allowed the partial pedestrianisation of the Mall by removing traffic from the town core.



**Figure 3: Tralee Inner Orbital Route (In Red) and 30km/h Zone in Blue**

This proposal retains two-way traffic on Castle Street as per Tralee Transportation Strategy.

The introduction new parking technologies is being considered as part of the Tralee Parking Strategy and is outside the scope of this Part 8 proposal.

### **Recommendation**

No further action required

### **Submission No.6 – Emilia Rudzinska**

**Submission raises concern in relation to construction noise during the day especially as some people are working from home. Concern is also raised in relation to ‘tar’ fumes and also construction site working hours.**

### **Manager’s Response**

The concerns raised in the submission are outside the scope of this Part 8 process. Construction operation times, noise, dust, and fumes will be addressed as part of the construction management plan.

### **Recommendation**

No further action required

### **Submission No.7 – Haven Pharmacy Kennelly’s**

**Concern is raised regarding the removal of two assessable parking spaces from Castle Street. The submission states that these spaces are used throughout the day for customers of the Pharmacy and also the banks and other traders on Castle Street.**

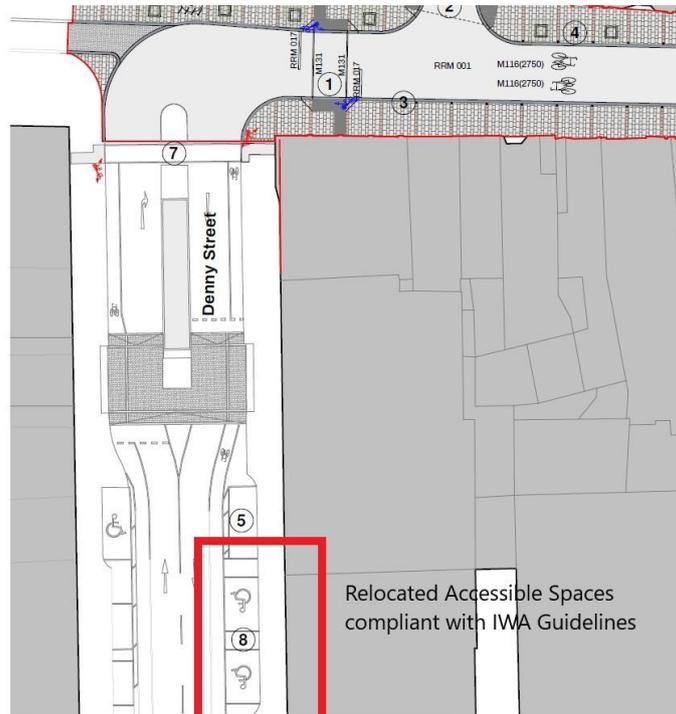
### **Manager’s Response**

Refer to response to Submission No.3 in relation to provision of accessible spaces in the overall scheme. There are currently two designated accessible spaces on lower Castle Street, as shown below on Figure 3.0 below. These two spaces do not meet the minimum dimensions for accessible parking spaces as set out in IWA guidelines. The location of the spaces reduces the footpath width to 1.5 m at its narrowest point which present difficulties for pedestrians. This narrowing of the footpath at this point impacts the pedestrian connectivity between Castle Street and The Mall.



**Figure 4.0 Accessible Spaces on Lower Castle Street**

It is proposed to relocate these two spaces to the top of Denny Street as indicated in Figure 4.0 below. These two new accessible spaces will be constructed to the required IWA standard.

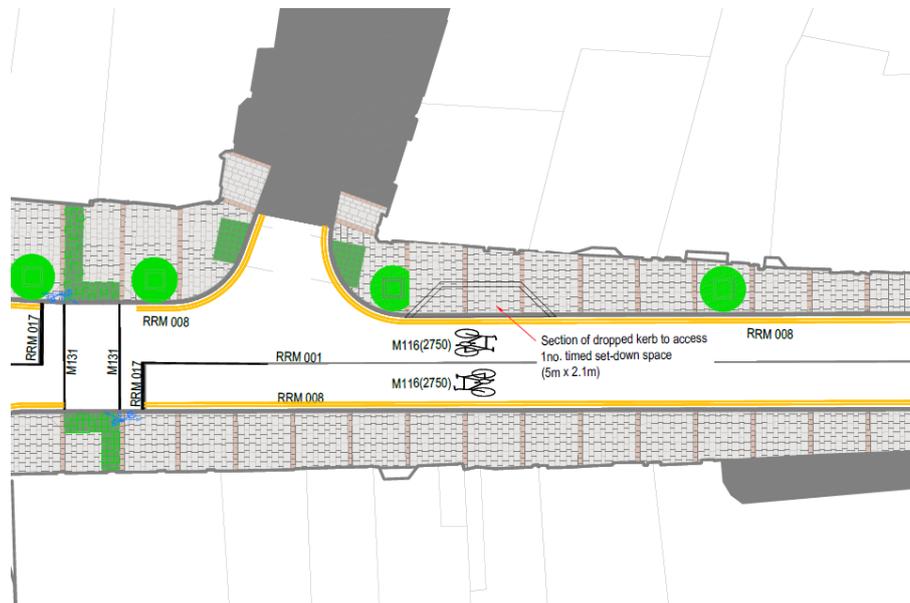


**Figure 5.0 Relocated Accessible Spaces on Denny Street**

It is recommended that one 15 min set down space is provided at this location.

**Recommendation**

It is recommended that one 15 min set down space is provided at Lower Castle Street as per Figure 6.0 below and drawing in Appendix D.



**Figure 6.0 -Set down area Lower Castle Street**

### **Submission No.8 – Citizens Information Service -Tralee**

The submission states that the designated area for Taxis on Bridge Lane should be clearly marked to one side. Concern is raised in relation to parking for those service users with disabilities who require parking close to the centre. There are currently two accessible car parking spaces on New Road and the submission requested that these remain to ensure the service remains accessible.

### **Manager's Response**

The taxi rank spaces on Bridge Street will be clearly indicated using paving materials, signage, and markings where appropriate. The pedestrian area will be clearly indicated on the southern side of Bridge Lane again using paving, signage, and markings.

A new accessible parking spaces is included at the northern edge of the Bridge Lane/New Road junction to the rear of Shaws in accordance with the IWA guidelines. A new additional accessible parking space in Garvey's Car Park adjacent to Gas Terrace entrance is also included in the adopted Part 8 for the Island of Geese Public Realm Development.

In relation to the designation of standard car spaces as accessible spaces refer to response to Submission No.3 and Submission No.7.

### **Recommendation**

No further action required

### **Submission No.9 - Tralee/West Kerry Branch of Multiple Sclerosis Ireland**

The submission raises concerns in relation to the location and number of accessible parking spaces in the scheme and in relation to the dishing of kerbs at these spaces. In particular the following locations are raised.

- Staughton's Row – move one of the proposed spaces at the Church further west towards town centre
- Reduction in number of accessible spaces along New Road
- Rock Street – removal of accessible spaces
- In agreement with the removal of spaces on Lower Castle Street but ensure paths dished at new location on Denny Street

### **Manager's Response**

See response to Submission No.3 and response to Submission No.7

### **Recommendation**

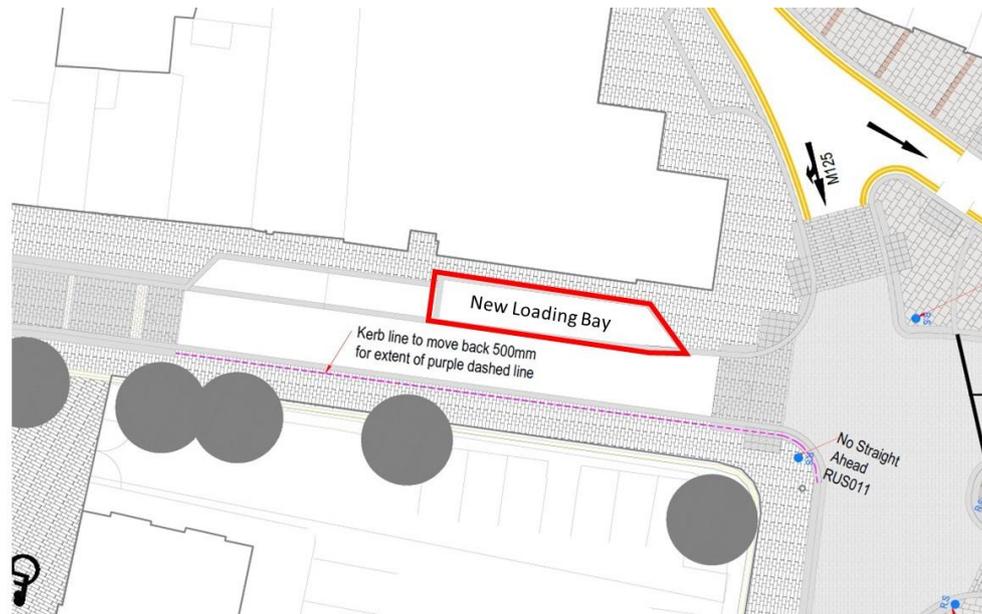
No further action required

### **Submission No.10 – Roscar Furniture, Marble and Granite**

**The submission raises concerns in relation to the availability of loading bays in particular the Bridge Street and New Street area. The submission points to the reduction in the loading bay size at the rear of Shaws and the use of this space as a bus stop and raises question on how this space will operate. It raises concerns about the location of the bus bay in relation to dismounting passengers. It proposes that a loading bay is accommodated the along eastern side of New Road**

### **Manager's Response**

It is recommended that the proposals are modified to provide for a loading bay on the eastern side of New Road and the relocation of the bus bay to the western side of New Road as outlined in Figure 7.0 below and in Appendix D.



**Figure 7.0 Loading Bay New Road**

**Recommendation**

It is recommended that the proposals are modified to provide for a loading bay on the eastern side of New Road as shown in Figure 7.0 above and in Appendix D. The proposed Bus Bay/Loading Bay is to revert to a Loading Bay only. The location of a town centre bus stop will be considered as part of the on-street parking by-laws review in consultation with service providers.

**Submission No.11 – AK Inspired Ability Ltd.**

The submission raises concerns in relation to.

- the design of the shared space on New Road,
- the removal of two accessible spaces on New Road
- the shape of the street furniture and planter boxes
- location of planter boxes at pedestrian crossings potential to obscure pedestrians
- the width of the footway on Lower Rock Street
- absence of bins on Mall extension
- slip resistance of paving materials throughout
- Confusion regarding addition of bike lane
- Loss of left lane at Ivy Terrace junction

**Manager’s Response**

- *Shared Space*

The shared space area on New Road was proposed in both the Tralee Transportation Strategy, 2013 and the Tralee Town Centre West Masterplan, 2018. A road safety audit has been carried out on these proposals and all recommendations will be incorporated into the detailed design. The design intent is to prioritise pedestrian movement by slowing traffic down through the town and create a link to the new public realm area on the Island of Geese site (under construction) by opening up the area in front of the Garda Station.

Shared space is a street where pedestrians, cyclists and vehicular traffic interact in a space that is not physically divided by kerb or level differences. This enables pedestrians to move freely by reducing traffic management features that generally encourage vehicles to assume priority. Although cars may still use the streets, the nature of the street design encourages motorists to reduce speed and increasing awareness of other road users. Well-designed schemes in appropriate settings will bring benefits in terms of visual amenity, economic performance, and perceptions of personal safety.

The provision of the 3 controlled pedestrian crossing locations is an added safety measure to ensure vulnerable users are fully accommodated and to provide them with a more traditional familiar crossing point.

The Shared Surface concept within this Phase 3 design is a continuation of the previous Phase 1 and Phase 2 schemes and defines the Town core as a pedestrian priority zone. The completion of Phase 3 will see a continuity of pavement type and finishes throughout the town core. Continuity of surface materials within the town provides vulnerable stakeholders with certainty and avoids confusion where different principles are employed without clear differentiation.

- *Pedestrian Crossings*

All pedestrian crossings will be in accordance with the relevant design standards. Pedestrian crossings are being enhanced with the introduction of level grade crossings. These speed tables, or raised pathways, bring portions of the roadway to footpath level. The primary aim of raising the pathway is to slow traffic arriving at the junction and also to create an awareness that a crossing is ahead. The effect of slowing traffic is to decrease the potential for user conflict between vehicular traffic and modes such as walking and cycling.

- *Accessible Spaces on New Road*

Refer to response No.3 and Response to Submission No.7 in relation to accessible spaces

- *Street Furniture and planter boxes*

The issues raised with the specification and location of street furniture and planter boxes will be considered at detailed design stage.

- *Location of Planter boxes*

The location of street furniture and planter boxes at crossing point will not obscure pedestrian visibility.

- *Lower Rock Street*

Lower Rock Street from the junction with Gas Terrace to the Russell Street Junction will be a shared space.

- *Litter Bins*

Sufficient litter bins will be provided throughout the scheme. Type and location to be specified in the detailed design stage.

- *Slip Resistance*

The paving material will to the relevant design standards and will be flame finished granite similar to the type of material used throughout Phase 1 and 2.

- *Advance Stacking Line (ASL) at Ivy Terrace Junction.*

It is recommended following review by consulting engineers that the left turn filter lane is retained.

### **Recommendation**

It is recommended that the left turn filter lane from Godfrey Place to Ivy Terrace is retained.

### **Submission No.12 – NCBI – Working with People with Sight Loss**

**The submission welcomes the proposals to upgrade Tralee Town Centre.**

**The submission sets out a range of recommendations to accommodate people with impaired vision. In particular the following areas are highlighted.**

- **Crossings**
  - **Tactile paving should be correctly placed, with sufficient gaps between tactile paving for different uses**

- **Push Button Units** are required, to make pedestrian crossings accessible. **Audio, visual, and tactile indicators** must be provided at crossings, with locator beeps turned on.
  - **Crossings should be clear of furniture and bollards**, to prevent safety risks and obstruction. **Bike stands and bollards** should be placed well away from crossing points.
  - **Crossings should be straight across from one road to another**. It is difficult for a person with vision impairment to follow a diagonal crossing.
  - **Audible signals/tactile buttons** should always be on the right-hand side of the crossing point, for someone waiting to cross.
  - **Traffic calming measures** such as raised pedestrian crossings doubling as speed bumps can create difficulties for vision impaired individuals and those with mobility issues by “pulling” them down the slope. **Other measures to reduce traffic speed** should be considered, with appropriate “yield” signs for cyclists.
  - **Local awareness campaigns** could improve awareness amongst cyclists and motorists of the needs of vulnerable road users.
- **Paving and Drainage**
    - **All surfaces must be well drained to avoid pooling of water and gullies maintained**
- **Street Furniture**
    - **Lighting should illuminate areas/footpaths/steps**. **Uplighters, shining into people’s eyes** should be avoided, unless they are surrounding an obstacle, such as a tree, which a person would wish to avoid.
    - **Lamp posts should be fully vertical and not leaning until at least 2100 mm up from the ground**. This is to avoid head injuries. **Guide dogs and long canes** typically detect items at ground level only, so a leaning pole is a risk as an individual will not know the top may be in a different location from the bottom.
    - **Street furniture - whether benches or planters or bollards - should have rounded edges to avoid injury to any individual who may accidentally collide with it**. It should also extend fully to the ground.
    - **Street furniture should help create flow of movement and can be used as landmarks by those who are vision impaired and blind**. Furniture should not create obstacles on or near crossings or be placed on tactile paving (for road crossings or guidance), or too near tactile paving.
    - **Matt finishes should be provided on all paving surfaces and street furniture**. **Highlighting should be provided on bollards through the use of reflective collars**. **Tops of bollards should not have polished finishes, as this can cause dazzling and glare**.
    - **All street furniture and bollards should have good colour contrast i.e. looking at the street, not everything is grey**. **All bollards, including spherical bollards, should be at least 1000 mm in height**.

- **Where cobbles are used to warn people with impaired vision of the presence of bicycle stands, it should be possible to detect the cobbles with a long cane before contacting the stands or a bicycle.**
- **All overhead or protruding signage should be positioned above 2100 mm above ground level. Swinging signs should not be used, and signboards of all types and sizes should not obstruct public footpaths**
  
- **Parking**
  - **Adequate provision for bicycle parking and vehicle parking helps to reduce the instances of parking which obstructs or damages footpaths. A monitoring and penalty system should be put in place. Bollards form additional obstacles, so they should only be installed where absolutely necessary, to prevent illegal parking.**
  
- **Cyclist and Pedestrian Access**
  - **Raised footpaths with kerbs provide Safe Space for the most vulnerable and less confident pedestrians. NCBI does not support the removal of kerbs, as a general rule**

### **Manager's Response**

The practical recommendations raised in the submissions from the NCBI and the other advocacy groups will inform the detailed design phase of the scheme. The principle of universal design will be incorporated throughout the scheme.

In relation to the design of the Shared Space and removal of kerbs – response to Submission No.11 refers. A road safety audit has been completed on these proposals and all recommendations will be incorporated into the detailed design.

### **Recommendation**

No further action required

### **Submission No.13 - Courts Service**

**The submission states that Waterloo Lane should be kept free from parking as it has been identified as the most appropriate area for vehicular access to the development site on the Island of Geese, should this be used for a Court Building.**

### **Manager's Response**

Any proposal for the development of the adjoining site in the Island of Geese will be subject to a separate planning process. Any alterations to parking requirements to facilitate such a development, which differ to what is proposed on Waterloo Lane can be considered as part of that process.

### **Recommendation**

No further action required

### **Submission 14 – Disability Federation of Ireland & Tralee Access Group**

**The submission supports the principles behind the shared space concept but raises concern in relation to the safety for all users and requests that kerbs are used throughout creating a 'safe space within a shared space'.**

**The submission lists specific elements of the shared space shared surfaces concept which cause issues for people with disabilities and other vulnerable street users.**

**The submission makes specific recommendations in relation to paving surfaces and drainage, speed limit, service covers. The submission states the relevant sections of the IWA Guidelines and makes recommendations in relation to accessible parking including the provision of additional space on the Northern end of Staughton's Row.**

### **Manager's Response**

See response to Submission No.11 in relation to shared spaces. The principle of universal design will be incorporated throughout the scheme.

Refer to response to submission No.11 in relation to Slip Resistance. The surface drainage design will ensure no pooling and ponding will occur. Refer to response to Submission No.3 and No.7 in relation to accessible spaces.

### **Recommendation**

No further action required

### **Submission 15 - Kerry Constituency Branch of the Green Party**

The submission welcomes the overall enhancement of Tralee Town Centre. It states that the current plans be reviewed, and significant elements of the scheme be re-designed to make accommodation for significantly improved cycling infrastructure, better accommodation for elderly, mobility impaired people and families.

- Footpaths should be wider to accommodate more seating
- Planter boxes for trees reduces their vibrancy health and lifespan and amenity value
- No protected cycle lanes provided
- Bicycle parking is minimal
- On street parking is maintained. This should be removed.

The submission states that the scheme prioritises motor traffic and does not create a safe environment to allow people to cycle into or through the town. It states heavy goods vehicles should not be allowed in the town centre.

It points to objectives in both the Kerry County Development Plan and Tralee Municipal District Local Area Plan in relation to sustainable travel options stating that the scheme has not been informed by these objectives. It states that the scheme does not meet with DMURS and NCM standards.

The submission makes the following specific observations.

- Vehicle traffic which can currently traverse the town should be diverted to ring roads and not permitted through the town. This was identified in the Tralee Transportation Strategy.
- The scheme should take more account of people with limited mobility and the elderly by providing significantly more seating throughout
- Trees should be planted directly in the ground, not in boxes and be native species where possible
- The scheme should remove the majority of on-street parking with the exception of limited mobility parking (blue bays) to create space for protected cycle lanes and wider footpaths
- A significant increase in standard bicycle parking (Sheffield Stands) and non-standard bicycle parking (cargo bike, disability trike, bicycle trailers) provided throughout
- All vehicle turning lanes should be removed with the reclaimed space used to provide segregated cycling infrastructure or additional pedestrian space

- Lower Castle Street should be one-way, and the street converted to a shared space similar to The Mall. At present businesses on this street are dying as they are cut off from the rest of the town by a wide roadway
- Lower Rock Street should be similarly made one way with southbound traffic directed up Pembroke Street with a contraflow cycle lane on Rock St. A similar design to the Mall would also enhance this street with the historic Brogue Inn at its core
- Staughton's Row should have segregated cycling lanes installed on both sides of the road and the junctions at both ends of the street should prioritise bicycle traffic. The use of an improperly designed Advance Stacking Line (ASL) will frustrate both motorists and cyclists
- New Road should have all on-street parking removed and the cycle lane from Staughton's Row should continue, segregated, as far as Bridge Lane
- The controlled crossing point at New Road, Bridge Lane, Island of Geese should be changed to a zebra or informal crossing from a signal-controlled crossing
- The design of the scheme does not incorporate a cycle exit for Barrack Lane onto Denny Street. This laneway should form part of a broader cycle network and the design as proposed will prevent the laneway from serving this purpose

### **Manager's Response**

As outlined in section 1.3 of this report the proposed scheme has been informed by and is consistent with, National, Regional and Local Plans and Strategies. It is fully compliant with DMURS and the NCM.

The particulars of the scheme are in accordance with the Tralee Transportation Strategy, Tralee Town Centre Masterplan and the Tralee Public Realm Strategy and builds on the works completed under the Tralee Active Travel project, Phase 1 (The Mall), Phase 2 Russell Street and Bridge Street (under construction) and the Island of Geese Public Realm (under construction). The Tralee Transportation Strategy did not, as stated in the submission, exclude vehicles from the town centre. The design intent behind all Phases of the Tralee Pavements scheme is outlined in the vision statement of the Tralee Public Realm Strategy.

***“An enhanced public realm for Tralee Town Centre which acts as a canvas for promoting activities, business and vitality and strengthens the heritage, identity and character, through a well-designed series of streets and spaces that feel inviting, safe and a place people want to be.”***

The scheme gives priority to pedestrians in the town core streets. The project will increase the width of all footpaths, reduce the width of carriageways, create a shared space, provide level grade crossing points, use high-quality paving, and remove the dominance of vehicles from the town centre. The traffic management measures introduced following the adoption of the Tralee Transportation strategy such as the introduction of the 30 Km/h speed limit, two way traffic on Denny Street, the enhancement of junctions, the completion of the N22 by-pass have created the conditions to allow this scheme to proceed. The current traffic management measures encourage motorists wishing to traverse through town, to divert via the inner orbital route of High Street, Matt Talbot Road, North Circular Road, Edward Street, Lower Castel Street and Denny Street.

Phase 3, in combination with Phase 1 and Phase 2 fully defines and creates a standard, consistent pedestrian priority, public realm in Tralee town centre. The pedestrian priority town centre with its increased footpath widths, level grade crossings, shared spaces and high-quality surface will benefit people with mobility impairment. The scheme creates a safe pedestrian link to the new public realm area in the Island of Geese which includes extensive seating areas. A new plaza and seating area is being created along the new boundary with the Garda Station in the centre of the new shared space on New Road. Further opportunities to include increased seating located appropriately, will be examined as part of the detailed design.

There is a consistent approach in relation to provision for cyclists over the entire Town core streets covered by Phase 1, 2, and now Phase 3 of the Tralee Pavements Project and The Island of Geese Public Realm project. The design approach is to integrate cyclists within traffic, where cyclists are encouraged to 'take the lane', positioned in the centre of the carriageway lane in front or behind vehicles. This is possible as the street are within the 30km/h speed limit zone for the town centre and traffic volumes are below 10,000 AADT, as per the National Cycle Manual. Cycle logos in the centre of the lanes emphasise correct cyclist position. This integrated approach increases driver awareness of cyclists, allows greater freedom for cyclists regarding access and egress and is more efficient with regard to road space. A road safety audit has been completed on these proposals and all recommendations will be incorporated into the detailed design.

The proposals include new bike parking facilities on Rock Street (16 spaces) and the Northern end of Denny Street (8 spaces). These spaces combined with those provided in Phase 1 (28 spaces) and Phase 2 (12 spaces) and the spaces provided in the new Island of Geese Public Realm (40 spaces) give an overall total of bicycle spaces in the Town Core of 104 spaces.

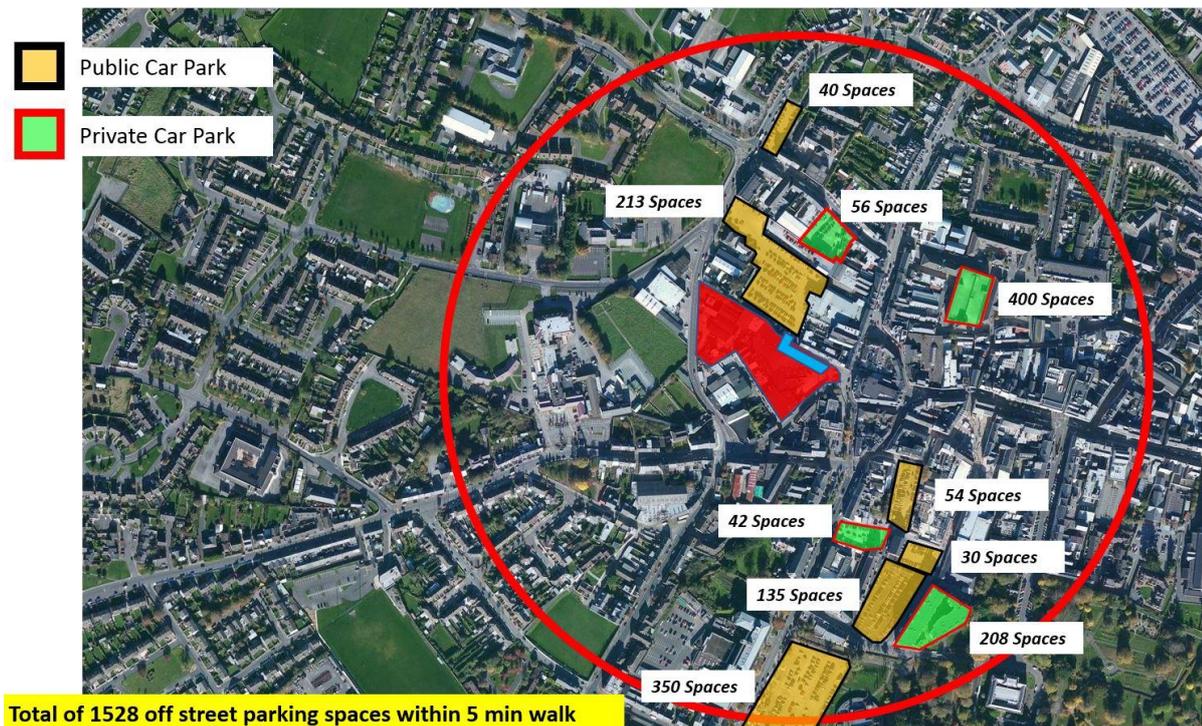
Kerry County Council are currently preparing a cycling strategy for Tralee Town which will outline proposals for integrated cycling network for the town.

One-way traffic on Rock Street and Castle Street was not proposed as part of the Tralee Transportation Strategy and is not part of this proposal.

### **On Street Parking**

Overall, currently there are 66 public on-street car parking spaces in the project area (including accessible spaces). The public realm proposals will see an overall reduction of 10 on-street parking spaces over the entire Phase 3 scheme. Table 3 below outlines the reduction in spaces over the entire scheme area. The removal of these on-street parking spaces allow for the increase in footpath widths and the creation of the pedestrian links to the Island of Geese.

There are 1528 off street parking spaces within 5 mins of the centre of the town centre as illustrated in Figure 7 below. The loss of the 10 on street spaces will be adequately covered by the off-street capacity.



**Figure 7.0 – Off Street Parking Spaces**

On street parking is being retained on Staughton’s Row and Rock Street. By reducing the width of the carriageway to 6 – 6.5 m footpaths can be increased, and parking retained.

LOCATION	CURRENT	PROPOSED	DIFFERENCE
Staughton’s Row/Godfrey Place	26	20	-6
New Road	7	3	-4
Island of Geese Road	6	12	+6
Waterloo Lane	12	10	-2
Rock Street	13	11	-2
Lower Castle Street	2	0	-2
<b>Total</b>	<b>66</b>	<b>56</b>	<b>-10</b>

**Table 3 – Public On Street Car Parking**

### **Recommendation**

No further action required

### **Submission 16 - Crainn Chairraí**

**The submission raises a range of concerns in relation to planting tree in planter boxes and recommends that trees are planted directly in the ground. The submission makes a number of recommendation in relation to location, species, and information signage.**

### **Manager's Response**

Response to submission No.1 refers. The principle of planting the 'right tree in the right place' will apply for all new and replacement tree planting within the scheme. Trees will be planted in the ground where absence of underground services such as culverts and sewer network allow. The policies as set out in the Tralee MD Tree Management Strategy 2020 – 2025 will be fully adhered too.

### **Recommendation**

No further action required

### **Submission 17 - Anluan Dunne**

**The submission states that the scheme of work does not provide for safe cycling as it continues to allocate valuable road space for parking particularly on Staughton's Row. The submission states that Heavy Goods Vehicles should not be permitted in the Town centre.**

**The submission states that the scheme does not implement the ambitions as set out in County and Local area plans.**

**In particular it states.**

- **Staughton's Row should be redesigned to remove private car storage and re-use the reclaimed space for a protected cycle lane in both directions**
- **Do not use signal-controlled crossing points for pedestrians - zebra or informal crossing points are more efficient for pedestrians**
- **The design for top of Denny St. / Lower Castle Street should**

- **provide a continuous protected cycle lane on both sides which feed to/from Denny St.**
- **build a plaza to incorporate the Pikeman monument**
- **enable easier pedestrian flow from The Mall to Lower Castle Street as the most recent works on Denny Street have orphaned this street and reduced footfall**
- **Remove the turning left lane from Rock St. to Pembroke St.**
- **Install a protected outbound cycle lane on the Supervalu side of Rock St. and remove private car parking**
- **The loading bay outside Rock Street post office should be removed as it will be used for parking**
- **Reduce to 30 km/h all vehicle speed limits and provide significant signage and stencilling for same**
- **Do not plant trees in boxes. They are an obstruction to pedestrians and don't have the same aesthetic value of surface planted trees**

### **Manager's Response**

- Refer to Response to submission No.15 in relation to the provisions for cycling in the overall scheme and on street parking.
- Controlled/signalised crossing points are required to cater for people with visual impairments in a shared space environment.
- The proposal includes an increased footpath width at the Northern end of Denny Street of 7.3 m (increased from 2.5 m). This extends the Mall to the Ashe Street junction and onto Castle Street. Denny Street will mark the start of segregated cycle lanes as the street is sufficiently wide to accommodate. The Pikeman monument is incorporated into a wide level grade crossing point at present.
- The left turning lane on Rock Street to Pembroke Street is required to avoid traffic congestion.
- Parking is being retained on both sides of Rock Street. The reduction in carriageway width allows the footpaths to be increased. The approach on Rock Street as with the other core street is to integrate cyclists within traffic, where cyclists are encouraged to 'take the lane', positioned in the centre of the carriageway lane in front or behind vehicles. Cycle logos in the centre of the lanes emphasise correct cyclist position. This approach is facilitated by the 30km/h speed limit which is place for all town core streets. This creates a consistent approach for cycling within the town core.

- In relation to the set down area outside the Rock Street Post Office, this space is required by Secure Cash Delivery vehicles. There is a security requirement that such vehicles can park in close proximity to the post office for cash delivery and collections. This space will be kept free of vehicles at all other times.
- Speed limit is 30km/h at present on all street within the scheme area.
- Refer to Response to submission No.2 in relation to the planting of trees in planter boxes.

### **Recommendation**

No further action required

### **Submission 18 - Kerry Cycling Campaign**

The submission states that while the overall proposed redevelopment is positive the plan lacks specific provision for cyclists. It states a clear cycle network plan be developed for Tralee town to ensure that development fit into an overall permeable network. The submission highlights objectives of the Tralee Municipal District Local Area Plan 2018 – 2024 and the Kerry County Development Plan 2015 – 2021.

The submission questions the suitability of shared space for the roads proposed as they are heavily trafficked regional roads and highlights aspects of DMURS relevant to shared spaces. It states that large vehicles will mount footpaths.

The submission states that there is minimal provision of bicycle parking in the proposals. The submission proposes a high-quality cycle path across the Island of Geese site through New Road and Bridge Lane providing permeability and connectivity for cyclist.

The submission proposes further reducing carriageway widths beyond 6 m and states the Staughton's Row should be 6.0 m.

Specific comments and recommendations are made in relation to the 4 zones.

#### **Zone 1 – Staughton's Row Godfrey Place**

- Remove car parking on the Day Place side of the street and provide protected segregated cycle lanes on both sides of the street. Considering the extensive amount of parking in the vicinity of the area the retention of the 12 parking spaces should not be a consideration. Road space must be repurposed for cyclists in line with the county development plan
- Narrowing of the footpath to provide disabled car parking creates a pinch point for pedestrians - this approach should be reconsidered and an alternative pursued

- All car parking on the street should be disabled or age friendly only
- At least one car parking space should be converted to 5 Sheffield bicycle parking stands at road grade
- The advance stopping location at the junction with Ivy Terrace is not designed to standard
- Junction with High Street New Road and Bridge Place should be altered to enable cyclists to proceed ahead of motor traffic Remove the left turning filter lane provide a protected, segregated cycle lane with cycle priority at this junction utilising the re-prioritised space
- Increase the build-out at the corner of Day Place to slow traffic. A minimal width vehicle lane would slow vehicles
- The entire area (marked as 6, coloured asphalt, should be raised to footpath grade to ensure pedestrian priority is easy for motorists to identify. The design as is prioritises vehicle movements over pedestrians in a very central location
- No attempt appears to have been made to highlight the monument on the street by installing benches and creating a “plaza” fee

#### **Zone 2 - New Road**

- The four parking spaces should be reassigned as bicycle parking, accessible spaces, and age friendly spaces
- Remove Taxi rank from Bridge Lane making it pedestrian and bicycle only
- Controlled crossings are not desirable – zebra or informal crossings should be used
- Remove disable parking space to accommodate pedestrian space noting that disable parking should not be reduced
- Public Toilets should be provided in Bill Booley’s Lane
- Bike parking should be provided at Garda Station
- HGV tracking shows pinch point

#### **Zone 3 - Rock Street**

- Remove ‘loading bay’ as it will be abused by non-commercial vehicles
- Remove car parking from Lower Rock Street.
- Make Street One Way and create enhanced shared space accommodating cyclists and pedestrians, significant large tree planting public seating and lighting
- Install significant bicycle parking and accommodate non-standard (cargo) bikes

#### **Zone 4 -Castle Street**

- Narrow the roadway along the entirety of Lower Castle Street to make it one-way
- Widen the footpaths to create a shared space for pedestrians and cyclists
- A protected cycle lane, with protected entry and exit points, should be provided at a bare minimum

- **create a continued pedestrian plaza space encompassing the Pikeman Monument**
- **The bike parking proposed is directly alongside existing bike parking. We suggest enhancing the build out at Ashe Street to accommodate bicycle parking, with additional cycle parking provided along the street.**

## **Island of Geese**

**No indication of crossing point at eastern entrance to site. Public Transport – bus stop should be bus stop only with a shelter and seating provided. The submission proposes a dedicated cycle lane for the Island of Geese Road.**

### **Manager's Response**

As outlined in Section 1.3 of this report the proposed scheme has been informed by and is consistent with, National, Regional and Local Plans and Strategies. The design complies with Design Manual of Urban Streets and Roads (DMURS) and the National Cycle Manual (NCM).

Refer to response to Submission No.15 and No.17 in relation to provision for cyclists.

Refer to response to Submission No.11 in relation to shared space.

Refer to response to Submission No.3 and No.7 in relation to accessible spaces.

In relation to heavy goods vehicles in the town centre Kerry County Council continues to work towards the full implementation of the HGV Management Strategy as outlined in the Tralee Transportation Strategy. Currently a network of HGV advisory routes link the major roads around Tralee whilst moving HGV traffic away from sensitive areas within the town centre. Provision has to be made for servicing the areas in this proposal for activities such as large goods deliveries, refuse collection and public transport.

In relation to the specific points made in relation to the scheme zones;

### **Zone 1 Staughton's Row**

- Accessible Spaces proposed are to IWA standards – the footpath width remains above 2 m through out the length of the road.
- Left turn lane at junction with High Street New Road and Bridge Place is required to reduce congestion.
- The entire area junction at Bridge Place is raised to footpath grade.
- A significant area of public realm has been provided around the monument with level grade crossing points from all sides. This create a new public space around monument.

### **Zone 2 New Road**

- Bridge lane is sufficiently wide to cater for the taxi rank and pedestrian access between Bridge Street and Island of Geese.

- Controlled crossings are required to cater for people with visual impairment
- Public Toilets in Bill Booley's Lane are not part of this proposal. It is proposed to include public toilets in the community space proposed for the Island of Geese site

### **Zone 3 Rock Street**

- Set down area is for use by cash delivery vehicles only
- Two Way traffic is being retained on Rock Street as per Tralee Transportation Strategy
- It is proposed to allocate some of the 40 bike parking spaces on the Island of Geese for cargo bikes

### **Zone 4 Castle Street**

- Two-way traffic is being retained on Lower Castle Street as per Tralee Transport Strategy

### **Recommendation**

No further action required

### **Submission 19 - Voice of Vision Impairment (VVI)**

**The submission states that the information on the scheme is inaccessible to people with vision impairment.**

**The submission raises concerns in relation to the shared space stating that there should be no shared space where there is vehicular traffic. Raised pedestrian crossing cause difficulties for vision impaired users to veer off course and suggests rumble strip instead.**

**Bicycle stands should be on the road to remove street clutter and suggest using town centre multi storey car parks.**

### **Manager's Response**

As part of the public consultation process for this scheme meetings were held with both the National Council for the Blind, Tralee Access Group and Disability Federation of Ireland. At these meetings the details of the scheme were outlined in full.

Refer to response to Submission No.11 in relation to the shared space concept. The proposed bike stands are located out of the line of pedestrian movements leaving sufficient footpath space.

### **Recommendation**

No further action required

**Submission 20 - John D Jones, Chartered Engineer**

The submission states that an overall cycling strategy is required for the Tralee town giving continuity and coherence. It states that the use of mixed-use lane is not appropriate for Castle Street and Staughton's Row. Removing car parking would allow segregated cycleway to be accommodated on Lower Rock Street and Staughton's row. The Advance Stacking Line (ASL) does not comply with standards. The submission point to the absence of cycle parking in the proposed scheme.

**Manager's Response**

Refer to response to submission No.15 and No.17 in relation to provision of cyclists. The proposals create a uniform and consistent design for cycling within the defined Town core streets utilising the integrated, mixed used lane approach which is appropriate for the scheme area with the 30km/h speed limit and the traffic volumes. This design approach will integrate into the overall cycling network strategy for Tralee Town which is under development.

**Recommendation**

No further action required

**Submission 21 - Tomás Ó Coileáin**

The submission refers to Bill Booley's Lane and states the gates should be removed and the laneway left open. The submission makes recommendations in relation to lighting and finishes to the laneway walls.

The submission also states that through-out the scheme the narrowing of the roadway means people cannot park anymore even for set down short durations.

**Manager's Response**

The controlled access to Bill Booley's Lane is outside the scope of this Part 8 Process.

The scheme will see the laneway resurfaced with high quality stone paving and enhanced public lighting. The Council will collaborate with the adjacent property owners to improve the condition of the side walls of the laneway.

**Recommendation**

No further action required

#### **4. EVALUATE THE PROPOSED DEVELOPMENT WITH RESPECT TO THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA**

1. Determination Statements (Attached in Appendix A) have been made by the Planning and Sustainable Development Section of the Council. It concludes that the project does not require an Environmental Impact Assessment. It also concludes that a screening report was prepared which confirms that this project will not have any significant effects on a Natura 2000 Site and as such, a Stage 2 Appropriate Assessment /Natura Impact Statement is not required.
2. It is considered that the proposed development is substantially below the (mandatory) thresholds for EIA and is in accordance with the provisions of the Kerry County Development Plan 2015-2021 and is in accordance with the proper planning and sustainable development of the County.

#### **5. RECOMMENDATIONS/AMENDMENTS**

Having considered the proposed development regarding Section 179 of the Planning and Development Act 2000-2020, the proposal is considered to be in accordance with the proper planning and sustainable development of the County.

It is considered that the proposed development is in accordance with the provisions of the Kerry County Development Plan 2015-2021 and is in accordance with the proper planning and sustainable development of the area.

The Local Authority has concluded that an EIA (Environmental Impact Assessment) is not required.

The Local Authority has concluded that an AA (Appropriate Assessment) is not required.

It is recommended to proceed with the proposed development with the following amendments.

- Introduction of a 15-minute set down area on Lower Castle Street
- Additional Accessible Space on the northern end of Staughton's Row
- Removing of the Advance Stacking Line at Ivy Terrace Junction
- New loading bay on New Road and proposed Bus Set Down/Loading Bay on New Road to revert to Loading Bay Only



**Michael Scannell**  
**Municipal District Manager,**  
**Tralee Municipal District**

# **APPENDICES**

## **APPENDIX A Conclusion Statements**

## **APPENDIX B Part 8 – Drawings**

## **APPENDIX C Photomontages**

## **APPENDIX D Revised Amendments**

**Mr. M. Scannell advised the Elected Members that there was significant investment, which was funded under U.R.D.F. with support from Kerry County Council. This will make Tralee town centre significantly more attractive once works are complete.**

**Mr. D. Reilly read the report as previously circulated to the Elected Members into the record of the meeting and advised them that there had been 21 submissions. With regard to the planting scheme Mr. Reilly stated that there were concerns about planting trees in boxes and advised that the Tree Management Strategy would be fully adhered to.**

**Mr. Reilly stated that the parking spaces in Castle Street were not to Irish Wheelchair Association standards, so there will now be a single set-down in Castle Street with parking spaces moving to the top of Denny Street.**

**Cllr. C. Foley stated that there would be a huge improvement in the Town Centre but that he hoped that planter boxes wouldn't be used. Cllr. Foley expressed his hope that the newly installed pavements would not be slippery when wet and that there would be some form of C.C.T.V. near the bike racks as bikes get stolen.**

**Cllr. S. Locke stated that it was a very positive report and while parking spaces may have to move none would be lost, particularly the disabled parking bays. Cllr. Locke added that he had serious reservations about trees being planted in**

the ground as over time they undermine pavements and stated that it would be preferable to have them in planters. There is also space allocated in the plan for giving cyclists adequate room and he agreed that the bike storage should be in a secure area with C.C.T.V.

Cllr. J. Finucane stated that trees should be planted in the ground and added that there were lessons to learn from “The Square”. These developments are a huge step forward and will bring much needed life back to the town.

Mayor J. Wall welcomed the funding and asked for clarification on when the works would begin. Mayor Wall added that the trees should be planted in the ground and felt that there should be a covering considered for “The Square” and asked for clarification regarding the loading bay outside the Post Office.

In reply Mr. D. Reilly stated that the trees will be in boxes staying within the guidelines set out in the Tree Management Strategy which will be adhered to. The start date will possibly be in early 2022.

In reply to Mayor Wall’s query regarding the loading bay outside the Post Office, the footpath there is only 1 metre in width and needs to be widened.

Mr. M. Scannell stated that where possible trees would go into the ground but if there was a culvert there then tree boxes would have to be used. Accessible spaces will be increased; the loading bay will be retained. The footpaths will adhere to the guidelines and spaces will be placed where there is room

On the **PROPOSAL** of Cllr. T. O’ Brien and **SECONDED** by Cllr. J. Finucane it was agreed to adopt the Chief Executive’s Report on the Public Consultation in compliance with Part XI of the Planning & Development Acts 2000-2020 as set down in Part 8 of the Planning and Development Regulation, 2001 – 2021 for the Tralee Town Centre Pavements - Phase 3.

**(For)** – Cllrs. Ferris, Finucane, Foley, Locke, O’Brien, Sheehy, Wall, (7)

**(Against)** – (0)

**(Absent)** – (0)

Mayor J. Wall declared the vote CARRIED.

4. To consider the Chief Executive’s Report and Recommendation, in accordance with Section 179 (3) (a) of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) for the following development

**Tralee-Fenit Greenway – Construct an underpass at Ballymakegoge (Cotters Bend), Tralee.**

**Mr. P. Corkery again advised members of their duties under Ethics Legislation.**

**I wish to remind members of their requirements under Part 15 (Ethics Framework) of the Local Government Act 2001 and the Code of Conduct for Councillors. Councillors should be aware that the onus for complying with the requirement of the Act and the Code of Conduct lies with each individual Councillor. Under the beneficial interest provision and should that provision apply, a Councillor must:**

- (1) Disclose the nature of his/her interest or the fact of a connected person's interest at the meeting and before discussion or consideration of the matter commences and**
- (2) Withdraw from the meeting for so long as the matter is being discussed, and accordingly, he/ she shall take no part in the discussion of the matter and shall refrain from voting in relation to it.**



**Comhairle Contae Chiarraí**

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**Kerry County Council**

Chief Executive's Report and Recommendation, in accordance with Section 179 (3) (a) of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) for the following development

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# ***Tralee – Fenit Greenway (Cotter's Bend)***

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Ballymakegoge, Tralee

**June 2021**

Prepared by:  
Capital Infrastructure Unit  
Princes Quay  
Tralee

# Contents

## Contents

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- Appendix B Planning Conditions
- Appendix C Public Consultation Drawings
- Appendix D Updated Drawing
- Appendix E Determination Statements, EIA & AA

## **Document Control**

Project	Prepared by:	Revision	Date	Comment/Review

# 1.Introduction

## Overview

The Tralee Fenit Greenway is a project to progress the completion of approximately 10.65km of rural greenway along the former corridor of the disused Tralee to Fenit railway line which was closed in 1978 as part of the overall closure of the Great Southern railway line. The urban section of the route consisting of approximately 2.2km of amenity trail in Tralee Town centre was completed by Kerry County Council in 2016 and links Tralee (Casement) Railway Station to Mounthawk at Bracker O'Regan Road.

The Greenway received Part 8 Planning approval in September 2018. Kerry County Council received funding for the project under the National and Regional Greenways Fund, from the Department of Transport, Tourism and Sport (DTTAS), in August 2019. The permitted greenway is currently under construction.

The key objectives of the project are:

- Develop the local tourist economy by building a safe cycling and walking amenity which allow locals and tourists to cycle safely in a car free environment.
- Provide a new link between Fenit, Tralee and the surrounding townlands and thereby improve the social fabric of our local communities.
- Provide an amenity that allows for universal access attracting families, the elderly and disabled persons.
- Compliment a range of existing and future tourism trails throughout County Kerry



Figure 1.0 – Tralee to Fenit Greenway (red)

# 2.Proposed Development

## Site Location and Description

The Project subject of this Part 8 is to develop a pedestrian / cycling underpass to cross under the local road L-2006 at Ballymakekeg (Cotters Bend). The proposal will provide a coherent route for the Tralee- Fenit Greenway and users will be separated from road traffic.

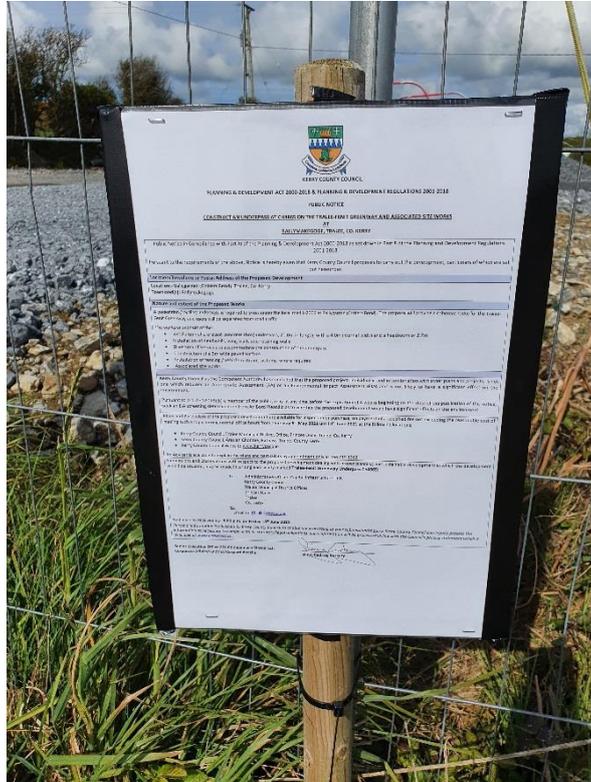




# 3. Public Consultation

In accordance with S.179 of the Planning and Development Act 2000 (as amended), the Statutory Consultation, Public Notice, regarding the proposed works was advertised in the Kerry's Eye newspaper from **Thursday 6th May 2021 until 4th June 2021**.

2 no. site notices were erected on lands adjacent to the proposed route on Thursday 6<sup>th</sup> May 2021 and inspected regularly thereafter.



Site Notice – Cotters Bend, Balygarran

The Plans and Particulars for the development were on display from **Thursday 6th May 2021 until 4th June 2021** at the following locations:

- Kerry County Council, Tralee Municipal District, Princes Quay, Tralee, Co. Kerry
- Kerry County Council, Roads, Áras an Chontae, Rathass, Tralee, Co. Kerry
- Kerry County Council Website [www.kerrycoco.ie](http://www.kerrycoco.ie)

Submissions and observations with respect to the proposed development dealing with proper planning and sustainable development of the area were invited on or before **5:00pm on Friday 18<sup>th</sup> June 2021**.

Public Consultation drawings are contained in Appendix C to this report.

## 4.Submissions or Observations

### ***Persons or Bodies who made submissions or observations within the prescribed period.***

38 submissions were received by Capital Infrastructure Unit, Kerry County Council.

The following is a list of Persons or Bodies who made submissions or observations within the prescribed period.

SUBMISSION NO.	NAME
<b><u>Statutory Bodies</u></b>	
S-1	Tristram Whyte, Irish Peatland Conservation Council.
S-2	Mark Byrne, Regulatory & Administration Unit, TII, Parkgate Business Centre, Parkgate Street, Dublin 8
S-3	Andrew Wilson, Iarnrod Eireann, Limerick Junction.
S-4	John McEniry Water Services, Kerry County Council, Maria O'Dwyer Irish Water
SUBMISSION NO.	NAME
<b><u>General Submissions</u></b>	
G-1	Kerry Cycling Campaign
G-2	Kenneally and Murphy Limited
G-3	Diarmuid Moriarty
G-4	Churchill GAA Club
G-5	Annmarie O'Sullivan
G-6	Caroline Scrope
G-7	Fiona O'Sullivan
G-8	Padraig & Kathy O'Brien (2 subs)
G-9	Maudie McCarthy
G-10	Mike O'Sullivan
G-11	Sean Flaherty
G-12	Anna-Marie O'Donnell
G-13	Deirdre Landers
G-14	Johnathan Scroope
G-15	Maura McCarthy

G-16	Ronan and Helen Flaherty
G-17	Stephen Dolan
G-18	Thomas and Jane O'Connell
G-19	Anne Marie Russell and John Reilly
G-20	Bertie Carmody
G-21	Brian Fitzgerald
G-22	Caoimhe Carmody
G-23	Ciaran Carmody
G-24	Friend of Tralee Fenit Greenway
G-25	Hannah Carmody
G-26	Katie Lucid
G-27	Keith Phelan
G-28	Mike Carmody
G-29	Karl O'Sullivan ( 2 subs)
G-30	Ciara Gaynor

***Issues Raised, with Respect to the Proposed Planning and Development of the Area, by Persons or Bodies who made Submissions or Observations, and CE Response and Recommendations***

**S-1 Tristram Whyte, Irish Peatland Conservation Council.**

**Submission**

Acknowledgement of receipt of correspondence in relation to the proposed development. Advice in relation to projects affecting designated sites and Paetlands.

**CE Response:**

Submission noted.

**S-2 Mark Byrne, Regulatory & Administration Unit, TII, Parkgate Business Centre, Parkgate Street, Dublin 8**

**Submission**

Acknowledged receipt of correspondence and TII (Transport Infrastructure Ireland) had no specific observations to make in relation to the development.

**CE Response:**

Submission noted.

**S-3 Andrew Wilson, Iarnrod Eireann, Limerick Junction.**

**Submission:**

Acknowledgement of receipt of correspondence in relation to the proposed development. Development should not preclude installation of future ducting and cables.

**CE Response:**

Submission noted.

**S-4 John McEniry Water Services, Kerry County Council**

**Submission:**

Kerry County Council / Irish Water has no objection to the development as there are no impact to IW assets and no wayleaves required. The development has no impact to IW water source. A diversion of the existing 160mm watermain is required on a temporary basis during construction followed by the permanent connection. 3 weeks' notice is required prior to commencement of construction.

**CE Response:**

Submission noted.

## G-1 Kerry Cycling Campaign

### Submission:

Objects to the removal of the access point at this location as was provided for in the original 2018 Planning Permission for the greenway.

### Access

The greenway is a rural transport link first and amenity second. As such, the transport aspect of the route and its usability and efficiency should be priority in the same way a rural vehicle road would be treated. There are a significant number of people, families and businesses in proximity to the greenway. Access to use the greenway, and to be accessed from the greenway is needed along the entire length of the route.

The draft proposal should be revised to:

- Provide access to the greenway in an efficient manner. It appears to make sense that access would be provided at the northern side of the underpass as space would allow for a safe and wide access point.
- A colour contrast, tabletop design should be employed to calm traffic and add to the safety measures provided.
- A 30 km/h speed zone should be established for the approach and exit at the crossing point.
- An electronic, radar, speed sign should be provided to further warn motorists to slow down.

### Underpass

The underpass itself requires widening. While 4 meters is sufficient for the greenway itself, providing an additional 2 meters would increase the attractiveness of the underpass, remove any requirement for artificial lighting and enhance the perceived safety. When the underpass is narrow, it will have an unsafe and unattractive appearance. This is particularly important for women utilising the route for commuting who may feel unsafe on approach to the underpass, particularly in the early morning, evening and at night.

- We recommend a 6 meter wide underpass
- Under no circumstances should "cyclists dismount" signage be employed in advance of the underpass

### Artistic Opportunity

There is an opportunity to employ local artists to paint a mural, or series of artworks, on the inside of the underpass.

### Concluding Remarks

Overall, we believe the underpass will be a welcome addition to the greenway. With minor adjustment as noted in this submission the underpass can be attractive, efficient and add to the amenity value of the route.

### Response:

As outlined in the Strategy for the Future Development of National and Regional Greenways, a '*Greenway is a recreational or pedestrian corridor for non-motorised journeys..... Greenways are not simply a means of getting from A to B, they are an experience in and of themselves*'. The Tralee to Fenit greenway will provide a safe segregated off-road cycling and pedestrian amenity.

### Access

Kerry county council agrees that the number of access points to the Greenway should be maximised. The original proposal at this location provided for an at-grade crossing of the local road. Following the consideration of this crossing during the S38 process Kerry County Council commented as follows:

*Aside from the intrinsic amenity and health benefits associated with Greenways, the economic benefits for the area are also a major consideration. This can only be achieved by maximising the number of users of the facility. In this regard the perception of safety is a major consideration. This location is also the only public road crossing along the Greenway, and, notwithstanding the advance signage on the Greenway there is potential for younger cyclists who have been on a segregated cycleway to be less vigilant in relation to road safety requirements. While the current proposal is compliant with all geometric design standards, further site investigations at this location indicates that an underpass can be provided. It is therefore intended that the proposal be amended to incorporate an underpass at this location instead of the at-grade crossing.*

At the time of publication of this Part 8 proposal Kerry County Council were in the process of negotiating the purchase of additional lands to facilitate the provision of access points that were compatible with the requirements in relation to the geometric design required for Greenways. An access point to the Greenway is to be provided as outlined on the attached drawing no 206-4866 Rev03.

The comments in relation to colour contrast, tabletop design, 30 km/h speed zone and an electronic, radar, speed sign are noted.

### Underpass

Kerry County council considers that the 4.0m width as proposed is adequate and it is in accordance with the provisions of the Rural Cycleway Design (Offline) Manual DN-GEO-03047. It is proposed to install lighting in the underpass.

### **Artistic Opportunity**

The issue of murals on the underpass is beyond the scope of this Part 8 process. It will however be brought to the attention of the Arts Officer in Kerry County Council.

### **Recommendation:**

It is recommended that the proposal be amended in accordance with the attached drawing no 206-4866 Rev03 (contained in Appendix D to this report) in relation to the provision of access points onto the Greenway. For clarity the proposed lighting of the tunnel is indicated.

## **G-2 Kenneally and Murphy Limited**

### **Submission:**

Access point should be provided at the underpass from the local road. An additional footpath should be provided behind the eastern restraint barrier to join up to the boundary setback of the houses to the South.

### **CE Response:**

See response to Submission G1. While the roadside boundaries are set back from the edge of the public road, the area between the public road and the front boundary of the dwellings remains in private ownership and as such cannot be considered as public from the point of view of access. In view of the access points being provided it is considered that the footpath to the rear of the restraint barrier is not required.

## **G-3 Diarmuid Moriarty**

### **Submission:**

This submission asks if consideration has been given to the use of an arch instead of a rectangular section underpass.

### **CE Response:**

In view of the existing road levels, the increased footprint required for an arch to achieve the same clearance heights, the reduced bearing pressure of box sections and the ease of construction on a public road, it was considered that the concrete box section was preferable. It was also considered that the additional natural light would not be significantly greater. Lighting is also being provided in the underpass.

- G-4** *Churchill GAA Club*
- G-5** *Annmarie O'Sullivan*
- G-6** *Caroline Scrope*
- G-7** *Fiona O'Sullivan*
- G-8** *Padraig & Kathy O'Brien (2 subs)*
- G-9** *Maudie McCarthy*
- G-10** *Mike O'Sullivan*
- G-11** *Sean Flaherty*
- G-12** *Anna-Marie O'Donnell*
- G-13** *Deirdre Landers*
- G-14** *Johnathan Scroope*
- G-15** *Maura McCarthy*
- G-16** *Ronan and Helen Flaherty*
- G-17** *Stephen Dolan*
- G-18** *Thomas and Jane O'Connell*
- G-19** *Anne Marie Russell and John Reilly*
- G-20** *Bertie Carmody*
- G-21** *Brian Fitzgerald*
- G-22** *Caoimhe Carmody*
- G-23** *Ciaran Carmody*
- G-24** *Friend of Tralee Fenit Greenway*
- G-25** *Hannah Carmody*
- G-26** *Katie Lucid*

**G-27** *Keith Phelan*  
**G-28** *Mike Carmody*  
**G-29** *Karl O'Sullivan ( 2 subs)*  
**G-30** *Ciara Gaynor*

The above submissions are in favour of the underpass but object to the lack of an access point from the public road onto the Greenway.

**CE Response:**

See response to submission G1

# 5. Proper Planning and Sustainable Development

## ***Evaluate the Proposed Development with Respect to the Proper Planning and Sustainable Development of the Area***

The need for the proposed scheme is supported by European, National, Regional and Local Policies.

The development is consistent with the following National, Regional and Local Plans and

Strategies:

- Project Ireland 2040: The National Planning Framework
- Project Ireland 2040: National Development Plan 2018-2027
- Smarter Travel: A New Transport Policy for Ireland 2009-2020
- The National Cycle Policy Framework, 2009 – 2020
- Strategy for the Future Development of National and Regional Greenways- July 2018
- South West Regional Assembly – Regional Planning Guidelines 2010-2022
- Kerry County Development Plan 2015-2021
- The Draft Tralee Municipal District Plan 2018-2024
- The Kerry Local Economic and Community Plan 2016 - 2021
- County Kerry Tourism Strategy and Action Plan 2016-2020

Relevant supporting planning policies and objectives from each of these documents is set out in detail in APPENDIX 3 of this report.

The resulting benefits of the scheme are far reaching and will address the identified need for the project in the area. The benefits can be summarised and grouped into six main categories:

- It will act as a catalyst for increased tourist visiting the area
- It will generate increased economic activity
- It will promote rural regeneration – agri-tourism
- It will enhance cultural and heritage awareness and community identity
- It will provide an accessible recreational amenity for local use
- It will improve health and wellbeing in the Local Community through active living

For a peripheral rural County like Kerry tourism provides the greatest potential to address economic and social decline.

Government policy as outlined in 'Energising Ireland's Rural Economy' recognises the need for rural area to capitalise on their indigenous assets to provide employment and rural regeneration. This proposed development satisfies this policy.

The route is located on and incorporates some of the most magnificent scenery in the County, Tralee Bay, therefore open the area in a sustainable manner to additional tourist who may not have intended to visit the area.

The project will provide direct employment in service-related industries in the local economy and, as an activity attraction has the potential to extend the tourism season and provide increased year-round demand.

This is a unique local asset and one which can be utilised for the benefit of the local community. The health benefits of cycling are universally recognised, and the promotion of cycling is enshrined at all levels of national and local policy.

The greenway has the potential to serve as a sustainable connection to local heritage by providing sustainable access to areas which are not currently easily accessible by pedestrians and cyclists. This will provide a sense of place and understanding of the past by drawing greater attention and appreciation to the railway heritage and cultural assets of the region.

The greenway will provide a safe segregated environment for cyclists and walkers and act as a stimulus to encourage greater participation in outdoor activity for local and visitors alike. Presently cyclists and walkers are using the R558 Tralee-Fenit Road network. This greenway development will be accessible to all users, including locals and visitors, families and the elderly, as a segregated route.

The development will also maximise the safety of vehicle users by minimising the number of pedestrian and cyclist using the busy R558 Tralee-Fenit Road.

Aside from the intrinsic amenity and health benefits associated with Greenways, the economic benefits for the area are also a major consideration. This can only be achieved by maximising the number of users of the facility. In this regard the perception of safety is a major consideration. This location is also the only public road crossing along the Greenway, and, notwithstanding the advance signage on the Greenway there is potential for younger cyclists who have been on a segregated cycleway to be less vigilant in relation to road safety requirements. While the initial Part 8 proposal for this location was compliant with all geometric design standards, further site investigations at this location indicates that an underpass can be provided. This proposal to incorporate an underpass at this location instead of the at-grade crossing is considered preferable in achieving the objectives of the Greenway.

As part of this planning proposal an Environmental Impact Assessment (EIA) screening report was prepared and determined that the proposed work, individually, and in combination with other plans and projects, is not one which requires a Mandatory EIA and is not likely to have a significant effect on the environment. An Environmental Impact Assessment (EIA) is not required in this instance.

An appropriate assessment screening was also prepared for the proposed project and determined that the proposed work, individually, and in combination with other plans and projects, is not likely to have a significant effect on a European site (Natura 2000 Site), and as such, a Stage 2 Appropriate Assessment / Natura Impact Statement is not required in this instance.



## **6. Proposed Amendments**

It is recommended that the proposal be amended in accordance with the attached drawing no 206-4866 Rev03 (contained in Appendix D to this report) in relation to the provision of access points onto the Greenway. For clarity the proposed lighting of the tunnel is indicated.

# 7.Recommendations

It is considered that the proposed development with regard to Section 179 of the Planning and Development Act 2000 (as amended) is in accordance with the proper planning and sustainable development of the area.

Kerry County Council has concluded that an EIA (Environmental Impact Assessment) is not required.

Kerry County Council has concluded that an AA (Appropriate Assessment) is not required.

It is recommended to proceed with the proposed development without modifications.

**Approved By:**

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Tom Sheehy, Senior Engineer CIU

**Signed By:**

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Michael Scannell  
Tralee Municipal District Manager – Bainisteoir Cheantair Bardasach Thrá Lí

## Appendix A. Supporting Planning Policies and Objectives

### Project Ireland 2040: The National Planning Framework

As a strategic development framework, Ireland 2040 - Our Plan sets the long-term context for the country's physical development and associated progress in economic, social and environmental terms.

The vision for Ireland in 2040 is:

For the highest possible quality of life for people and communities, underpinned by high quality, well managed built and natural environments.

Sustainable self-reliance based on a strong circular economy and significant progress towards a low carbon, climate-resilient society while remaining an open, competitive and trading economy.

The Framework sets out the key goals and objectives for the State, and central to this framework is the theme of Planning and Investment to Support Rural Job Creation in particular:

"The development of greenways, blueways and peatways offer a unique alternative means for tourists and visitors to access and enjoy rural Ireland. The development of a strategic national network of these trails is a priority and will support the development of rural communities and job creation in the rural economy, as well as the protection and promotion of natural assets and biodiversity."

The NPF is supported by a series of National Strategic Outcomes which the Framework seeks to deliver. The most pertinent Outcomes in the context of the proposed development are as follows:

#### National Strategic Outcome 3: Strengthened Rural Economies and Communities

"A strong start has also been made in the development of a national long-distance Greenway/ Blueway Network. Such a network, including rural walking, cycling and water-based recreation routes, as well as 'peatways', has demonstrated major potential to bring new life to regional and rural locations through the "win-win" scenario of increased tourism activity and healthier travel. Developing this network further will diversify our rural economy by embracing the potential for a major expansion in the demand for activity based tourism."

#### National Strategic Outcome 7: Enhanced Amenities and Heritage

"Attractive places include a combination of factors, including vitality and diversity of uses, ease of access to amenities and services supported by integrated transport systems and green modes of movement such as pedestrian and cycling facilities. Appealing places are also defined by their character, heritage and sense of community. This includes attractive buildings and street layouts, civic spaces and parks and regeneration of older areas and making places feel safe through active use and design."

The proposed Greenway aligns itself with both the strategic outcomes and objectives of this framework. The relevant National Policy Objectives in support of the proposed development are set out hereunder:

Objective No.	The National Planning Framework
National Policy Objective 16	Target the reversal of rural decline in the core of small towns and villages through sustainable targeted measures that address vacancy and deliver sustainable reuse and regeneration outcomes.
National Policy Objective 17	Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.
National Policy Objective 18a -	Support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.
National Policy Objective 21 -	Enhance the competitiveness of rural areas by supporting innovation in rural economic development and enterprise through the sustainable diversification of the rural economy into new sectors and in particular those with a low or zero carbon output

<b>National Policy Objective 22</b>	Facilitate the development of a National Greenways/Blueways and Peatways Strategy which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.
<b>National Policy Objective 27</b>	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
<b>National Policy Objective 64</b>	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

### Project Ireland 2040: National Development Plan 2018-2027

The National Development Plan 2018-2027 (NDP), published in February 2018 in tandem with the National Planning Framework (NPF), seeks to drive Ireland’s long term economic, environmental and social progress over the next decade, in accordance with the spatial planning context of the NPF.

The key role of the NDP is to set out the updated configuration for public capital investment over the next 10 years to achieve the National Strategic Outcomes as set out within the NPF.

#### National Strategic Outcome 3, Strengthened Rural Economies and Communities

The NDP outlines a number of key rural initiatives, that set out to revitalise rural areas and to enhance economic growth. The Rural Recreation Infrastructure Scheme is regarded as the most applicable scheme to the proposed greenway project:

“The Rural Recreation Infrastructure Scheme supports the development and necessary maintenance, enhancement or promotion of recreational infrastructure throughout Ireland in light of the huge potential to develop the economic value of Activity and Recreational Tourism by Local Authorities, State Agencies and communities. Initiatives funded covered a broad spectrum, and range from walking trails to greenways and blueways.”

Investment in activity based tourism, including greenways, is recognised as a priority over the duration of the NDP lifespan, which will comprise of measures to support further regional investment in existing experience brands, including the Wild Atlantic Way.

Chapter 5: National Strategic Outcomes and Public Investment Priorities, summarises the status of greenway strategies within the State, anticipating the ongoing development of greenways over the duration of the NDP.

The National Development Plan reiterates the core national strategic objectives and outcomes of the National Planning Framework. The NDP earmarks future investment in greenways and recreational based tourism across the State over the duration of its lifespan.

### Smarter Travel: A New Transport policy for Ireland 2009-2020

Smarter Travel – A Sustainable Transport Future, prepared by the Department of Transport, sets out a broad vision for the future of transportation in Ireland and establishes associated objectives and targets.

The main objectives are to reduce dependency on car travel and long-distance commuting, increase public transport modal share and encourage walking and cycling in line with national policies such as the National Cycle Policy Framework. This policy document sets out key goals, targets and actions, by 2020 and include the following:

“Our vision is to create a strong cycling culture in Ireland and ensure that all cities, towns, villages and rural areas will be cycling friendly. Cycling will be a normal way to get about, especially for short trips. Next to walking, cycling will be the most popular means of getting to school, both for primary and secondary school.”

The proposed greenway will act as a connectivity link between the local communities and in turn encourage a cycling culture locally.

### The National Cycle Policy Framework, 2009 – 2020

The National Cycle Policy Framework 2009 – 2020 aims to provide a common, integrated basis for the long-term development and implementation of cycling policies among various sectors and levels of government.

The National Cycle Policy Framework outlines key objective which are relevant to the creation of cycle friendly environments including greenways. These key objectives are outlined hereunder:

<b>Objective No.</b>	<b>The National Cycle Policy Framework, 2009 – 2020</b>
<b>Objective 1</b>	Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way
<b>Objective 3</b>	Provide designated rural signed cycle networks providing especially for visitors and recreational cycling
<b>Objective 4</b>	While the main target of the cycle tourism strategy is visitors-both overseas and domestic- the secondary target market is recreational cyclists. From the perspective of the National Cycle Policy Framework encouraging recreational cycling is a key element of creating a cycling culture in Ireland and recreational routes in and around urban areas, which, in turn link to rural areas are very important
<b>Objective 5</b>	Ensure that all the surfaces used by cyclists are maintained to a high standard and are well lit
<b>Objective 6</b>	Ensure that all cycling networks – both urban and rural – are signposted to an agreed standard

#### **Strategy for the Future Development of National and Regional Greenways (July 2018)**

The objective of this Strategy is to assist in the strategic development of nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard in order to deliver a quality experience for all Greenways users. It also aims to increase the number and geographical spread of Greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using Greenways as a visitor experience and as a recreational amenity. Project Ireland 2040 National Planning Framework and the National Development Plan 2018-2027 note that creating the environment to support job creation in rural areas will be a key enabler to rejuvenating rural towns and villages, sustaining vibrant rural communities and reversing population decline. It recognises that “[T]he development of Greenways, Blueways and Peatways offer a unique alternative means for tourists and visitors to access and enjoy rural Ireland. The development of a strategic national network of these trails is a priority and will support the development of rural communities and job creation in the rural economy, as well as the protection and promotion of natural assets and biodiversity.” A strategic policy objective of Project 2040 is to facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.

#### **South West Regional Planning Guidelines 2010-2020**

The current South West Regional Planning Guidelines formulate public policy for the functional administrative areas of Kerry County Council, Cork County Council and Cork City Council. The RPGs are clearly linked to and support national investment priorities and are designed to strengthen integrated approaches to policy making and planning at local level, in line with the national planning framework.

Sustainable growth is a key theme of the Guidelines, relating to the development and strengthening of the regional economy; the quantum and location of future housing; environmental improvement and sustainable living with a high level of service integration, all within the context of heightened protection of the region’s biodiversity.

As outlined in Section 1.3.40 of the South West Regional Authority Regional Planning Guidelines 2010 – 2022: ‘The unique landscape and diversity of the South West region has the potential to further contribute to the overall quality of life and attractiveness of the south west as a location in which to settle or visit. Among such is the potential in the region to sustainably develop significantly more walking and cycling routes, yachting marines and other sporting, recreational, cultural and heritage facilities.’

Section 3.2.24 Rural Economy and Diversification of the Regional Planning Guidelines states that:

“The traditional mainstays of rural employment have been in decline for some time. Mechanisation and technological advances have contributed significantly to this decline. There is a need for new initiatives which will support rural diversification, innovation and enterprise development:

-Facilitate innovative approaches to identify new products and markets to increase rural employment (in the existing sectors).

-New sustainable tourism initiatives in appropriate locations.”

The relevant objectives in support of the proposed development are set out hereunder.

<b>Objective No.</b>	<b>South West Regional Planning Guidelines 2010-2020</b>
	It is an objective to;
<b>RES-03 Tourism</b>	Protect existing tourism assets in the region and develop additional sustainable facilities for activity holidays, urban and rural tourism.
<b>RES-05 Rural Diversification</b>	Promote rural diversification through building local rural capacity by upskilling and making appropriate provision in development and local plans to foster local entrepreneurial activity and encouraging innovative and sustainable economic activity.
<b>RTS-03 Cycling and Walking</b>	Encourage the development of strategies for walking and cycling that promote the goals and aspirations of Smarter Travel and the National Cycle Policy Framework. Specifically, the region’s local authorities should prepare plans for improvement to the cycling and walking networks in urban areas, linking areas of population growth and employment, in a sustainable manner.
<b>REAS-07 Social and Community Infrastructure</b>	Continuously improve the quality of life for residents of and visitors to the region and to create an increased awareness of sense of place.
	Ensure that social and community infrastructures in terms of housing, educational, public transport, recreational and health facilities are developed in a timely and sustainable manner to cater for increasing population levels. Special care needs to be taken to ensure that adequate levels of essential service provision continues in rural area of the region.
	It is an objective to encourage local authorities to protect and enhance public open space and recreational facilities in a sustainable manner and recognise the importance of protection of urban wildlife corridors and sites of nature conservation importance.

### **Kerry County Development Plan 2015-2021**

The Kerry County Development Plan, adopted in February 2015, sets out the strategic framework for the sustainable development and land use planning for the County of Kerry from 2015 to 2021.

The Planning and Development (Amendment) Act 2010 amended section 10 of the Principal Act by introducing the requirement of a Core Strategy that shall " ensure that the development objectives in the Development Plan are consistent, as far as possible, with national and regional development objectives set

out in the National Spatial Strategy/National Planning Framework and Regional Planning Guidelines". Among the strategic aims of core strategy are:

Set out a vision and blueprint for the future sustainable development of the County and maximise the counties potential in the context of the South West region.

Support sustainable tourism development in Kerry and strengthen the contribution that tourism makes to the local communities, culture and economy of the County.

Promote and support the integration of land use and transport and encourage modal shift to greater use of sustainable modes of transport, including public transport, walking and cycling.

As a mechanism to achieving these strategic aims, The County Development Plan encourages the sustainable development of walking and cycling routes, through the re-use of the existing former railway lines as 'greenways' for the purposes of promoting cycling and walking. The relevant policies and objectives in supports of the proposed development are set out hereunder. Of these, Objective T-27 is particularly pertinent.

<b>Objective No.</b>	<b>Kerry County Development Plan 2015-2021 Tourism and Recreation</b>
	It is an objective of the Council to;
<b>T-5</b>	Promote the sustainable development of tourist related infrastructure such as transport access, appropriate facilities and high-quality tourist accommodation, in appropriate locations where proposals are in accordance with the provisions of this Plan.
<b>T-10</b>	Support and facilitate, in conjunction with other bodies and agencies, the sustainable development of Kerry as a world class destination for sports and recreation related tourism.
<b>T-11</b>	Promote and facilitate the sustainable development of outdoor activities, in appropriate locations, such as walking, rambling, cycling and adventure with specialised wellness centres and facilities in association with Tralee IT, Failte Ireland, National Trails Office, Irish Sports Council, Kerry Education and Training Board and other relevant National and County based department and agencies.
<b>T-20</b>	Facilitate the sustainable provision, at appropriate locations, of a network of quality pathways and associated car parks for walkers and cyclists and horse riders that are attractive and free of vehicle traffic.
<b>T-23</b>	Actively encourage and seek to facilitate appropriate and sustainable development of integrated cycle routes throughout the County in association with other agencies.
<b>T-26</b>	Co-operate with the National Trails Office, Fáilte Ireland, National Way Marked Way Advisory Council and other relevant bodies, in order to support the sustainable development, maintenance and enhancement of the trail development throughout the County, both urban and rural, in an environmentally sustainable way.
<b>T-27</b>	Promote and facilitate the sustainable re-use of existing former railway lines for amenity purposes, such as cycleways, walkways and other recreational activities in order to develop a network of 'green routes' throughout the County.

<b>T-28</b>	Support the sustainable development of a national cycle network and the development of a EuroVelo project, in particular the Atlantic Coast route where it passes through the County
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<b>Objective No.</b>	<b>Kerry County Development Plan 2015-2021 Transport and Infrastructure</b>
	It is an objective of the Council to;
<b>RD-4</b>	Facilitate the sustainable provision of the necessary Infrastructure at appropriate locations, required to promote sustainable economic and social development of the County.
<b>RD-8</b>	Support sustainable travel in the County and implement the key goals, targets and actions as contained in Smarter Travel- A Sustainable Transport future – A New Transport Policy for Ireland 2009-2020 and the National Cycle Policy Framework.
<b>RD-13</b>	Encourage an increase of non-car based transport within the County.
<b>RD-14</b>	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport such as car sharing and car-pooling, as an alternative to private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained in Smarter Travel, A Sustainable Transport Future 2009-2020.
<b>RD-28</b>	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport as an alternative to private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained in Smarter Travel, A Sustainable Transport Future 2009-2020.
<b>RD-30</b>	Support the sustainable establishment of a network of “Greenways” as outlined in Table 7.4 within the County and adjoining Counties where it can be demonstrated that the development will not have a significant adverse effect on the environment, including the integrity of a Natura 2000 network. (Table 7.4 - from Farranfore to Caherciveen/ Renard Point).
<b>RD-31</b>	Support the sustainable establishment of a network of interlinked cycle ways and walk ways within the County and the adjoining Counties including: Tralee-Fenit, Lough Leane Loop, Glenbeigh-Renard Great Southern Trail Ballyseedy-Blennerville-Spa and linking them where possible, where it can be demonstrated that the development will not have a significant effect on the environment, including the integrity of the Natura 2000 network.
<b>RD-33</b>	Protect all existing or historical rail lines and associated facilities from redevelopment for non-transport related purposes in order to protect their future use as an operational transportation networks or for green cycle or walking routes.

This plan also promotes sustainable growth by encouraging rural enterprise and rural diversifications. Objective ES-28(13) supports the provision of farm-tourism enterprises such as the renovation of farm

buildings for tourism purposes, walking, cycling, angling, pony trekking and bird watching, subject to compliance with normal planning criteria and development management standards.

### Tralee MD local Area Plan

Objective No.	Tralee Municipal District Local Area Plan
	It is an objective of the Council to;
<b>OS-01</b>	Provide an improved quality of life for all citizens of the plan area by promoting the area's economic potential, protect its natural and built environment and safeguard its cultural heritage.
<b>OS-10</b>	Facilitate the development of local employment opportunities in locations compatible with surrounding uses.
<b>T-01</b>	Facilitate where appropriate the development of the projects listed in the 'Tourism Strategy and Action Plan'
<b>TR-R-AI-01</b>	Develop the Tralee – Fenit and the Tralee to Listowel greenways along the disused railway lines.
<b>TR-R-AI-06</b>	Facilitate the sustainable development of the Fenit Bay Loop walk.

### The Kerry Local Economic and Community Plan

The Kerry Local Economic and Community Plan 2016-2021 sets out the actions and objectives for the promotion and strengthening of the economy and communities of Kerry.

Through the development of a coordinated interagency approach, The Kerry Local Economic and Community Plan identifies three aspects (socio-economic statements) to guide the formation of objectives to tackle the key economic and community concerns for Kerry.

These are as follows:

**Economic Development and Job Creation** - To promote a robust and diverse economy, supported by a well-developed education and training model, enabling a sustainable population and vibrant communities throughout the county.

**Quality of Life** - To promote a high quality of life, based around a clean natural environment, good quality local services, a strong sense of place and culture and meaningful participation in decision making.

**Community and Social Inclusion** - To promote social and economic inclusion and reduction of social inequalities, particularly targeting areas and communities in Kerry experiencing social disadvantage, marginalised groups or those at risk of exclusion.

These socio-economic statements have assisted in the formation of a number of goals, objectives and actions. The goals, objectives and actions in supports of the proposed greenway are set out hereunder.

Goal	Objective	Action
<b>1.3 Sustainably Maximise Growth Opportunities for Kerry</b>	1.3.8 Actively promote the sustainable development of tourism in the county through the development and implementation of appropriate plans and strategies.	1.3.8.3 Undertake further work on route options and feasibility studies for potential development of Greenways in the county, in line with national Greenways guidelines.
		1.3.8.4 Further to proper planning and sustainable development support completion of existing Greenway development (South Kerry, North Kerry and Fenit Greenways) and investigate the feasibility of linking up the North and South Kerry Greenways.

<p><b>2.5 Promote population health &amp; well-being drawing on the social determinants of health (covering social aspects including education, environment, sport &amp; physical activity, housing, economic status)</b></p>	<p>2.5.2 Promote an increase in physical activity levels across the county for all.</p>	<p>2.5.2.1 Promote and develop free recreation facilities as part of a drive to increase physical activity levels and opportunities in the county for all. This work programme to be carried out in cooperation with the Kerry County Tourism Strategy.</p>
<p><b>3.8 To ensure that appropriate needs based social and community infrastructure is prioritised in creating sustainable communities and a sense of belonging for both new and more established areas throughout the county</b></p>	<p>3.8.8 Improve the liveability of communities through improved local facilities</p>	<p>3.8.8.1 Support the development of safe walking routes and other recreation opportunities in communities involving vulnerable road users in the design, included in which should be better signage and mapping facilities</p>

### **County Kerry Tourism Strategy and Action Plan 2016-2022**

The County Kerry Tourism and Action Plan, adopted in July 2016, set out the priorities and investment plans for the county over the 2016 to 2022 period. The County is hugely dependant on Tourism with one in five employed in this Sector at the present time. The visitor numbers are growing – 1.7 million visitors to the County, and this Plan shows how vital it is that the County has a shared vision and a shared ambition to support this expanding Industry and Enterprise.

The Tourism Strategy works to the principles of the National Tourism Policy as outlined in ‘People, Place & Policy – Growing Tourism to 2025’ and forms an integral part of the County Kerry Local Economic and Community Plan.

This plan recognises that physical infrastructure forms an integral part of Kerry’s tourism package. Infrastructure determines the future growth potential of the region, its competitiveness and has a direct bearing on the visitor’s holiday experience and whether or not the visitor will return and recommend the destination to others. It covers many areas including transportation links, infrastructure, and product development, quality of the environment, and visitor facilities among others.

Developing and enhancing Kerry’s tourism infrastructure is a key objective of this strategy.

A key priority in achieving this objective includes upgrading visitor facilities at seaside resorts, trail heads and link up Greenways, walking and cycling trails. One of the key actions identified this plan is the development of greenways, throughout the County and in particular from Reenard to Glenbeigh, as set out in action 1.7 Greenway of this plan

## **Appendix B. Planning Conditions**

### **FIRST SCHEDULE**

Having regard to the location of the site within the Tralee Municipal District Plan 2018-2024 and to the availability of services, it is considered that, subject to compliance with the conditions set out in the Second schedule, the proposed development would not seriously injure the amenities of the area or of property in the vicinity, would be acceptable in terms of traffic safety and convenience and would not therefore be contrary to the proper planning and sustainable development of the area.

### **SECOND SCHEDULE**

The development shall be carried out in accordance with the plans and particulars published on 6<sup>th</sup> May 2021 as amended by drawing no 206-4866 Rev03 attached.

**Reason: To regulate and control the layout of the development.**

All excavations and construction works shall be carried out between the hours of 0800 and 1800 Monday to Friday inclusive, and between the hours of 0800 and 1300 on Saturdays only. No work shall be carried out on Sundays or Bank Holidays.

**Reason: In the interest of residential amenity.**

Good site management practices should be adopted during site construction to prevent discharge of silt/hydrocarbon contaminated waters to storm or surface water drainage systems, e.g. through the use of silt traps and/or interceptors, these shall be maintained at regular intervals during construction.

**Reason: To protect the existing environment.**

During site construction phase, adequate measures shall be implemented in order to prevent the deposition of material from the site on to the public road

**Reason: To avoid a traffic hazard.**

Inland Fisheries Ireland shall be consulted and engaged with throughout the construction of the proposed development.

**Reason: To protect the existing environment.**

## **Appendix C. Public Consultation Drawings**

## **Appendix D. Updated Drawing**

## **Appendix E. EIA & AA Determination Statements,**

**Mr. S. O' Sullivan read the report as previously circulated to the Elected Members into the record of the meeting and advised the following:**

**To allow local users to go under the road the Underpass would be 20 metres in length, 4 metres width (internally) and 2.7 metres in height. 38 submissions had been received and the biggest issue raised was access point. There will be traffic calming at 30 km per hour.**

**Mr. O' Sullivan added that if lighting was necessary in the Underpass it would be installed and Murals can also be considered in conjunction with the Arts Department. All submissions were in favour of putting in an Underpass.**

**Cllr. C. Foley welcomed the plan and stated that he has cycled that road for many years and it is a very dangerous bend. Cllr. C. Foley proposed that the Part VIII be adopted.**

**Cllr. T. O' Brien seconded Cllr. Foley's proposal and added that he welcomed the proposal.**

**Cllr. J. Finucane stated that it was a principal piece of Tourism Infrastructure with safety and access as key priorities.**

**Cllr. D. Ferris thanked Mr. O' Sullivan for his presentation and stated that there were concerns. The right angled road is used by tourists accessing Tralee Golf Course and it needed to be ensured that traffic calming measures were implemented.**

**Mr. M. Scannell stated that he had taken on board the concerns and suggestions. It is a busy section of road and another excellent feature of the Tralee Fenit Greenway.**

On the PROPOSAL of **Cllr. C. Foley** and SECONDED by **Cllr. T. O' Brien** it was agreed to adopt the Chief Executive's Report and Recommendation, in accordance with Section 179 (3) (a) of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) for the following development

Tralee-Fenit Greenway – Construct an underpass at Ballymakegoge (Cotters Bend), Tralee.

**(For)** – Cllrs. Ferris, Finucane, Foley, Locke, O'Brien, Sheehy, Wall, (7)

**(Against)** – (0)

**(Absent)** – (0)

Mayor J. Wall declared the vote CARRIED.

## **21.07.05.02 Economic and Community Development Directorate.**

### **(a) Job Creation**

Ms. B. Fitzgerald and Mr. T. Hayes gave the Elected Members an update on the following.

The next meeting of the Grant Evaluation and Approvals Committee takes place at the end of June and there are a number of projects from the MD up for consideration. Work is ongoing in project advisory support and preparation.

### **Trading Online Voucher Scheme**

Demand for the scheme remains strong although this has slowed with the reintroduction of the 50% matched funding requirement. Work is ongoing in the drawdown of previously approved 2020 vouchers.

### **Upcoming Training Programmes**

There is ongoing strong demand for training courses which continue to be delivered online. Courses currently available for booking include:

- How to advertise on Facebook and Instagram Level 1
- How to design eye catching graphics for your website and social media posts
- How to create marketing videos on a budget
- How to advertise on Facebook and Instagram Level 2
- Beginners Facebook marketing
- Beginners guide to search engine optimisation
- Brexit Mentoring – Ongoing
- Customs training webinars.

### **Other Activities**

Demand for LEO supports remains high, with existing and potential businesses enquiring about grants, supports, mentoring, training and other services.

**(b) It was agreed to note the following report from the Economic & Community Directorate, which was circulated:**

## **Economic and Community Development Report**

### **TRALEE Municipal District**

**05<sup>th</sup> July 2021**

**Director of Service: Michael Scannell**

#### **1. Community & Tourism Development**

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##### **COVID 19 Emergency Fund Round 2 Allocation**

Since the last meeting of Tralee MD, the allocation of COVID 19 Emergency Fund Round 2 has been made. The purpose of the grants is to provide funding to community groups to assist them:

- **adapt their services and operations to fit the new COVID-19 reality...**

- to **become more involved in the Government's 'Keep Well' campaign.**
- In some cases to provide support to groups (including those involved in the community call) with day to day running costs if needed.

The following are the groups that were assisted in the Tralee MD:

<b>Group or Organisation</b>	<b>Approved Funding</b>
	<b>Covid19 Emergency</b>
	<b>Grant Round 2 €</b>
Banna Rescue	€1,000
Changing Tides	€3,000
Kerry Diocesan Youth Service, KDYS Tralee	€500
NEWKD	€1,500
Spa Tidy Village Group	€1,000
St Brendan's Girl Guides Tralee	€500
Tralee Autism Friendly Town (TAFT)	€1,500
Tralee Boxing Club	€500
Tralee Tidy Towns	€1,000

### **Ballyseedy Loop Walk**

Consultants have been appointed to advance the development of the Ballyseedy Loop Walk over the coming months.

### **Pilot Outdoor Public Space Scheme**

The Council have been notified of an award of up to €250,000 on an enhanced outdoor space scheme for cultural and arts space on the Island of Geese site. The project will be delivered as part of the Public Realm works which are currently under way.

## **2. Local Enterprise Office**

### **Grant Approvals**

The next meeting of the Grant Evaluation and Approvals Committee takes place at the end of June and there are a number of projects from the MD up for consideration. Work is ongoing in project advisory support and preparation.

### **Trading Online Voucher Scheme**

Demand for the scheme remains strong although this has slowed with the reintroduction of the 50% matched funding requirement. Work is ongoing in the drawdown of previously approved 2020 vouchers.

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- Brexit Mentoring – Ongoing
- Customs training webinars.

## **Other Activities**

Demand for LEO supports remains high, with existing and potential businesses enquiring about grants, supports, mentoring, training and other services.

## **(c) Notices of Motion**

- 1. Cllr. J. Finucane:** That this Council progress the Tralee Boxing Club Development and the Regeneration Site.

**Reply:** Kerry County Council has identified a site which is being made available for the development of a boxing club facility and associated youth activity. Part VIII planning approval is in place to develop the facility and there is significant support at local level to develop the project. The issue is to identify a funding source that can deliver the investment required for this facility. The announcements under the Sports Capital Grants Schemes in recent years have not been at a scale to deliver on this project. The Council will continue to seek a source of funding to help realise this project.

**Cllr. J. Finucane stated that this needed to move to the next stage in order to support the Tralee Boxing Club Group.**

- 2. Cllr. J. Finucane:** In light of the cancellation of this year's Rose of Tralee Festival that this Council makes the provision of a permanent structure for the festival/convention centre. It's top priority that a drive would be initiated to include interested parties who wish to be part of this project or primary rejuvenation project for this town.

**Reply:** Kerry County Council sought expressions of interest in relation to the development options for the two sites at Fels Point Tralee, one of these sites was earmarked for tourism related activity which highlighted the need for a conference facility/dome at this location. This process outlined the potential for the site. A further procurement process and public engagement will be necessary in order to advance this proposal.

**Cllr. J. Finucane stated that this needs to be moved forward by Kerry County Council. Tralee needs something to look forward to and he felt that this was the project to do that. In the past there were major projects which were very successful for the town.**

**Mayor J. Wall added that this has been promised for over 20 years.**

- 3. Cllr. M. Sheehy:** That this Municipal District supports the proposed Kerry GAA Museum and begins to actively look at sites within the Municipal District to aid the progression of the project for the county.

**Reply:** The GAA are the promoters of this project and have the lead in relation to the identification of a suitable location and facility for this proposal, its delivery and ongoing management and operation. Kerry County Council will support the GAA in their endeavours when they are in a position to proceed.

**Cllr. M. Sheehy stated that there is a rich history of GAA in Tralee and Co. Kerry. This project needs to be supported possibly by Kerry County Council working with the GAA. Maybe some type of interactive centre as Fáilte Ireland are not supporting traditional museums.**

- 4. Cllr. M. Sheehy:** Is there an update on the rollout of the smart parking project for the Tralee Municipal District?

**Reply:** The move to cashless parking is the next step for Tralee Municipal District to support the use of technology and provide our customers with a convenient way of paying for their parking in the town. It is also part of a wider approach to digital transformation and improving services by making them more efficient for our customers. Cash payments have been declining in popularity for several years and the Covid-19 pandemic has exasperated this trend. Most people are now embracing technology to pay for a whole range of services, including council services. By introducing this innovative and hassle-free way to pay for parking, the Council will also further support businesses and their customers.

The Council has recently installed 2 new cashless parking meters in Tralee Town Centre on a trial basis, one located in the Parklands car park and the other in the Brandon car park. These new parking machines facilitate our customers to pay for their parking using a debit or credit card. If this trial period proves successful, the Council would then intend to proceed to tender for the replacement of all parking meters in Tralee town centre.

In addition to the replacement of parking meters, the Council has also explored the possibility of introducing cashless parking which is a quick and secure way to pay for parking. These cashless options would enable “touch free” parking where the public can pay for their parking via a number of options such as an app, text or phone. There can also be additional features to enable customers to top up their parking remotely, receive reminders when parking is about to expire and other functionality to further support businesses

and encourage customers to park and shop in the town. It is intended to pursue this new initiative in conjunction with replacing the meters over the coming months.

**Cllr. M. Sheehy stated that it was great to see this moving forward and that moving to a cashless system would make it easier to pay for it.**

- 5. Cllr. M. Sheehy:** That this Council supports musicians in the Municipal District by considering an outdoor busking festival in a safe and socially distanced manner this summer.

**Reply:** Tralee Municipal District is supportive of festivals and events as they animate our streets, add colour and vibrancy to our public places and provide enjoyment for residents, visitors and businesses. The Council support a platform for dancers, artists, and performers to showcase their talent while conforming to prevailing government health guidelines. Tralee MD would welcome proposals that promote good practice in street entertainment while recognising that controls must be in place to ensure adherence to public safety for those attending and for all other pedestrians and road users, in accordance with the statutory provisions of the Health Act 1947 (Section 31A – Temporary Restrictions) Regulations, in effect at the time and any guidance that may be provided by the Department of Tourism, Culture, Art, Gaeltacht, Sport and Media.

- 6. Cllr. M. Sheehy:** Will this Council consider a greenway/cycleway/walkway linking the Wetlands to Blennerville alongside the railway tracks? This could be the starting point for a Tralee to Dingle Greenway project.

**Reply:** This proposal is currently under consideration with the North Kerry Walks Committee and NEWKD. With the increased popularity and use of the Canal Bank Walk from the Basin to Blennerville, a supplementary walking and cycling route is being examined from the Wetlands to Kearney's Road and onto Blennerville. The North Kerry Walks Committee are carrying out a feasibility study on the Tralee-Blennerville link, however a greenway extension beyond Blennerville to Dingle is a major project that will likely take many years to plan and develop and require substantial Government investment.

**Cllr. M. Sheehy stated that this was a standout project.**

**Cllr. S. Locke added that he was delighted that this was progressing.**

**Mr. M. Scannell advised that the long term plan of Kerry County Council was to develop a walkway and with regard to train/Blennerville Windmill Complex there is no funding as of yet but applications will continue to be submitted for suitable funding streams.**

- 7. Cllr. C. Foley:** To ask what is the up-to-date position on the provision of a permanent home for Tralee Boxing Club.

**Reply:** Kerry County Council has identified a site which is being made available for the development of a boxing club facility and associated youth activity. Part VIII planning approval is in place to develop the facility and there is significant support at local level to develop the project. The issue is to identify a funding source that can deliver the investment required for this facility. The announcements under the Sports Capital Grants Schemes in recent years have not been at a scale to deliver on this project. The Council will continue to seek a source of funding to help realise this project.

**Cllr. C. Foley stated that this takes children off the streets and trains them and that he was hopeful that it would be advanced as quickly as possible.**

**8. Cllr. C. Foley:** To ask what progress has been made on providing smart parking meters in the town.

**Reply:** The move to cashless parking is the next step for Tralee Municipal District to support the use of technology and provide our customers with a convenient way of paying for their parking in the town. It is also part of a wider approach to digital transformation and improving services by making them more efficient for our customers. Cash payments have been declining in popularity for several years and the covid-19 pandemic has exasperated this trend. Most people are now embracing technology to pay for a whole range of services, including council services. By introducing this innovative and hassle-free way to pay for parking, the Council will also further support businesses and their customers.

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**Cllr. C. Foley stated that this move would bring parking into the 21<sup>st</sup> century.**

**9. Cllr. D. Ferris:** What plans have the Tralee Municipal District to upgrade and replace parking meters to the newer machines with the availability of a credit/debit card tap function?

**Reply:** The move to cashless parking is the next step for Tralee Municipal District to support the use of technology and provide our customers with a convenient way of paying for their parking in the town. It is also part of a wider approach to digital transformation and improving services by making them more efficient for our customers. Cash payments have been declining in popularity for several years and the covid-19 pandemic has exasperated this trend. Most people are now embracing technology to pay for a whole range of services, including council services. By introducing this innovative and hassle-free way to pay for parking, the Council will also further support businesses and their customers.

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### **(c) Questions**

**1. Cllr. D. Ferris:** Will management enter discussions with the residents and business owners in and around Old Kerryman Lane that connects Russell Street to Market Lane to discuss the reinstatement of the gates and their constant issues with anti-social behaviour.

**Reply:** This matter can be discussed with residents as requested. Tralee MD has relayed the concern regarding the occurrence of anti-social behaviour with An Garda Síochána.

**Cllr. D. Ferris stated that she had discussed this with residents and there were originally gates in place there to stop anti-social behaviour. Pharmacy staff are afraid as there is no lighting there.**

**Mayor J. Wall SECONDED this proposal.**

## **21.07.05.03 Water, Environment, Fire & Library Services Directorate.**

**(a) It was agreed to note the following report from Water, Environment, Fire and Library Services Directorate which was circulated:**

### **Water, Environment, Fire & Library Services Report**

#### **Tralee Municipal District**

**DATE: July 05<sup>th</sup> 2021**

**Director of Service: John Breen**

#### **Environmental Protection**

Business Unit Manager: Gerard O'Brien SEO

#### **Blue Flag & Green Coast Award 2021**

An Taisce confirmed the following beaches were awarded a Blue Flag for the 2021 bathing season.

1. Inch
2. Ballinskelligs
3. Ballybunion South
4. Ballyheigue
5. Banna
6. Derrynane
7. Fenit
8. Kells
9. Maharabeg
10. Rossbeigh
11. Ventry
12. White Strand
13. Fenit Marina

Additionally, the Portmagee Pontoons run by Kilrush Maritime Ltd was also awarded Blue Flag status.

The following sites were awarded the **Green Coast** award for the 2021 bathing season.

- Beal Ban
- Castlegregory
- Littor
- Waterville
- Ballinskelligs

The blue flag season commenced on 5<sup>th</sup> June and 41 lifeguards are on duty on the blue flag beaches for the summer months.

Beach wheelchairs are also available free of charge at the following beaches

- Ballinskelligs

- Inch
- Banna
- Maharabeg
- Ballybunion

### 'GIVE YOUR LITTER A LIFT'

#### **NEW CAMPAIGN TO STAMP OUT LITTER AT KERRY'S BEACHES**

Kerry County Council recently launched a new anti-littering campaign encouraging anyone visiting the county's beaches this summer to 'Give Your Litter A Lift' and to ensure that coastal areas remain free of litter over the coming months. This campaign will also involve increasing the number/servicing of litter bins available at beaches across the county and placing newly designed signage at the blue flag beaches encouraging beach users to act responsibly by taking litter home.



### County Clean Up Day

Now in its 9<sup>th</sup> year, a scaled down, covid compliant County Clean-up took place from 22<sup>nd</sup> to 30<sup>th</sup> May. Traditionally this wonderful county-wide community event was held on a specific day however this year it was extended to ensure compliance with Covid-19 public health guidelines. County Clean-Up took place with the support of Kerry County Council and KWD Recycling and in previous years 5,000 volunteers gathered 6,500 bags of litter on a single day in their own localities that left the county of Kerry looking spick and span.

Facilitated by KWD Recycling this year's campaign saw 3,400 volunteers work in 200 "pods" fill approximately 1,800 bags with litter gathered from local roads. We wish to thank all the volunteers and participants who took part and to acknowledge the important role that volunteers, community groups and tidy towns committees play in keeping our county clean. We also want to acknowledge and thank KWD for their ongoing annual support for this event.

### Joint Dog Patrols

The Litter Wardens, Dog Wardens and Enforcement Officers carried out 33 dog patrols during the period January to May where they discussed dog related issues (disposal of dog waste, licencing, effectual control etc) with 190 dog owners and established that 92% of owners had plastic bags for the disposal of dog waste.

### **Civic Amenity Site Transactions**

#### Accumulative Waste Transactions for All Waste Stations

Year	Weighbridge Transactions	% of weigh bridge transactions as % of Total transactions	No. of bags transactions	% of bag tickets sold as % of total transaction	Total no. of Transactions
<b>2021</b>	<b>6,262</b>	<b>11%</b>	<b>50,023</b>	<b>89%</b>	<b>56,285</b>

#### Recycling – Accumulative Sales for All Stations

2021 Eco sense bags sales = **13,220**

#### Accumulative Waste and Recycling Tonnage for All Stations

Year	Weighbridge Waste Tonnage (Incl Tkt Weight)	Recycling Tonnage for Eco Sense Bags
<b>2021</b>	<b>894.07</b>	<b>212.36</b>

#### **Dogs Statistics January – May 2021**

<b>Number of Dog Licences Issued</b>	<b>5,516</b>

Number of Dogs Fines issued	31
Number of dogs Rehomed	39

<b>ENVIRONMENTAL ENFORCEMENT</b> <b>PERIOD: JANUARY – MAY 2021</b>	
<b>Beach Bye Law Fines Issued January – May 2021</b>	
No. of Fines Issued	32

<b>Litter</b>	<b>2021</b>
No. of Litter Complaints	443
No. of Fines Issued	41
No. of Fines Paid To-date	17
No. of Court Prosecutions	0
Total Amount Awarded	€0
<b>Air - No. of Complaints Investigated</b>	31
Air - No. of Court Prosecutions	0
Air - Total Amount Awarded	€0.00
<b>Waste - No. of Complaints Investigated</b>	188

Waste - No. of Court Prosecutions	0
Waste -Total Amount Awarded	€0
<b>Water</b> - No. of Complaints Investigated	77
Water - No. of Court Prosecutions	0
Water - Total Amount Awarded	€0

## Fire Service

Business Unit Manager: Mr. Andrew Macilwraith, Chief Fire Officer

### *Operation of the Fire Brigade Service:*

- There were 321 mobilisations up to the end of May 2021 compared to 315 mobilisations for the same period in 2020. This represents a 2% increase in mobilisations.
- Gorse fires at 158 were up from 151 for the same period last year. This represents a 4.6% increase.
- Chimney fires were at 57 which is up from 42 for the same period last year. This represents a 36% decrease.
- Road Traffic Collisions were at 29 which is down from 36 for the same period last year. This represents approximately 20% decrease.

	2020	2021
	Jan-May	Jan-May
<b><i>FIRE OPERATIONS - DETAILS OF OPERATIONAL WORK</i></b>		
<b><i>Fires Number</i></b>		
Chimney Fires	42	57
Gorse Fires	151	158
Other Fires	77	85
Total	270	300
<b><i>Special Services Number</i></b>		

Entrapment	3	4
Gas/Chemicals	0	1
Hazardous substances in transit not involving fire	0	0
Hazardous Substances non Transit	6	5
Machinery	1	0
Miscellaneous	52	50
Other rescue	35	39
Rescue/Removal of persons from water	9	2
Road traffic accident	36	29
Water pumping/flooding	0	5
<b>Total</b>	<b>142</b>	<b>135</b>
<b><i>False Alarms Number</i></b>		
Malicious	1	4
Good Intent	62	71
<b>Total</b>	<b>63</b>	<b>75</b>
<b><i>Total Number of Incidents</i></b>	<b>475</b>	<b>510</b>
<b><i>Total Number of Mobilisations</i></b>	<b>315</b>	<b>321</b>

#### Fire Safety and Prevention:

- Due to restrictions caused by the COVID -19 emergency, inspections by Fire Officers were limited to those considered to be absolutely essential. An inspection protocol has been put in place and Fire Officers were provided with additional suitable PPE to enable essential inspections of premises to be carried out as safely as possible.

#### Building Control:

- The number of Commencement Notices/ 7 Day Notices received to the end of May 2021 was 235 valid Commencement Notices, which is a 48% increase on the same period last year.
- The building control section continues to process Disability Access Certificate applications and also Fire Safety Certificate applications. Up to the end of May 2021 a total of 34 No. Disability Access Certificate applications had been received representing a 15% decrease on the same period last year. A total of 44 Fire Safety

Certificate applications were received, which is a 24% decrease on the same period last year.

### Building Control Statistics.

<i>BUILDING CONTROL- DETAILS OF OPERATIONAL WORK</i>		
<i>Fire Safety Certificate Applications Received</i>	<i>58</i>	<i>44</i>
<i>Disability Access Certificate Applications Received</i>	<i>40</i>	<i>34</i>
<i>Commencement Notices Received</i>	<i>159</i>	<i>235</i>

### Library Services

Business Unit Manager – Tommy O’Connor, Co. Librarian

#### Library service:

- **Restoration of Library services**

Libraries re-opened to the public on Monday, 10 May. The following services are currently being provided: Browse & Borrow; Book returns; Photocopying. A Contact & collect service is also offered if requested.

Opening hours for Tralee, Killarney, Dingle & Listowel libraries: 10.00am – 5.00pm, Monday – Saturday. Castleisland, Caherciveen, Kenmare & Killorglin libraries: 10.00am – 5.00pm, Tuesday – Saturday, with lunch time opening when possible. Ballybunion library: 10.00am – 1.30pm & 2.30pm - 5.00pm, Tuesday – Saturday.

As of 9 June, public computers, daily newspapers, study spaces, research facilities and the Mobile Libraries service are not available as per government guidelines and it is intended that these will be restored on a gradual basis in line with national guidance. The Local History/Archives service is also closed but facilitates e-mail and phone enquiries.

The national online book request service resumed on Monday, 17 May & online services are available as usual at [www.kerrylibrary.ie](http://www.kerrylibrary.ie)

- **Library Reading Initiatives**

- **Kerry Library and Right to Read Book Bag Project - connecting Early Learning and Care Centres with Libraries**

With funding received from the Department of Children, Equality, Disability, Inclusion and Youth (DECDIY) and the Department of Community and Rural Development (DRCD), Kerry Library has recently engaged with the 134 Early Learning and Care Centres across the county, offering them a First 5 book bag [each ‘Little Library Bag’ contains 5 books, one in Irish and four in English] on long term loan and additionally a range of library merchandise. The books will target the 2.5 years to 5.5 years age groups. Each library will also hold book

bag sets, available for lending by parents/guardians and/or to remain in the library for story times and reading events.

### **Kerry Library Adult Literacy Project**

Kerry Library has linked with the Kerry Educational and Training Board, the Killarney Immigrant Support Centre and the Tralee International Resource Centre to enable the distribution of a 'Quick Read's' series of books for adults who need literacy support and who engage with current adult literacy initiatives. This initiative was made possible through Dormant Accounts Funding and Kerry County Council matched funding of €4,000. Also included in the packs is information on current library services and on the free online Touch, Type, Read and Spell [TTRS] resource currently available via remote access at [www.kerrylibrary.ie](http://www.kerrylibrary.ie) for users who wish to improve their literacy and language skills.

- Summer Stars

The Kerry Library Summer Stars reading programme 2021 will run from 12 June – 31 August. Normal book lending has resumed at each of the 9 libraries while there is also the option to use free downloadable e-books and e-audio books to add to the Summer Stars reading experience. Libraries will offer a range of reading supports, summer reading tips, a national short story competition and recommended books for children.

Each local library will be issuing weekly challenges for reading adventurers to take part in, from weekly trivia questions to colouring competitions, redesign a book cover challenges to solving literary brain teasers. Summer Stars are encouraged to call to a library each week to choose their next book, complete the challenge and be in with a chance to win a weekly prize. Local programming will also include a Heritage hunt & Story Trail. Details available at [www.kerrylibrary.ie](http://www.kerrylibrary.ie) or at [www.summerstars.ie](http://www.summerstars.ie)

Summers Stars is part of the national Right to Read programme.

## **TRALEE MUNICIPAL DISTRICT KERRY COUNTY COUNCIL and IRISH WATER UPDATE ON WATER SERVICES Status Summary at 8<sup>th</sup> June 2021**

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### **Funding Priorities for Major Capital Projects**

Irish Water has indicated that it will prioritize funding for capital projects.

In Water, priority will be given to any Scheme to which a Boil Water Notice (BWN) applies, and to any Scheme on the EPA Remedial Action List (RAL) and/or on a legal Direction from the EPA.

In Wastewater, priority will be given to existing schemes in towns (agglomerations) to which ECJ Rulings apply, and to meeting the requirements of the EPA Discharge Licenses.

## **IRISH WATER MAJOR CAPITAL INVESTMENT PROGRAMME**

This information has been provided by Irish Water.

The Schemes in the Tralee Municipal District which are listed in Irish Water's national draft **Capital Investment Plan (the CIP) 2020- 2024** are outlined in the following tables:

<b>MAJOR CAPITAL INVESTMENT PROGRAMME WASTEWATER PROJECTS</b>	
<b>Project</b>	<b>Status</b>
<b>Fenit WWTP Upgrade</b>	The necessary extra land contiguous to the site of the existing WWTP has been acquired and the Planning process has been satisfactorily completed. The €2.8M proposal is not included in IW's national draft <b>Capital Investment Plan 2020 – 2024</b> . The job is under consideration by IW for inclusion in its <b>Small Towns and Villages Growth Programme</b> .
<b>Tralee Drainage Area Plan</b>	Consulting Engineer <b>Arup</b> has been appointed for the preparation of this <b>Drainage Area Plan</b> , and the Killarney, Listowel and Ballylongford DAPs. The actual survey of the Tralee network has been completed and the DAP is due for completion later this year.

#### **IRISH WATER CAPITAL PROGRAMME**

This is a rolling programme of **Improvement Works** which can be added to as the need arises.

<b>PROJECT</b>	<b>DESCRIPTION</b>	<b>ESTIMATE</b>	<b>STATUS</b>
Central Regional WSS <b>Kilfenora R554</b>	Lay 1020M of 100MM uPVC pipe to replace old cast iron main	€230,000	Substantially complete
CRWSS <b>Urban Terrace Upper Rock St</b> Tralee	Reconnect 20No houses to main on street, thus decommissioning Lead communication pipe; <b>by Contract</b>	€22,000	Substantially complete
CRWSS <b>High St Strand St</b> Tralee	500M of 160MM uPVC pipe to replace existing cast iron mains	€150,000	Underway
CRWSS <b>Oakpark Road</b> Tralee	900M of 150MM uPVC on Oakpark Road to replace cast iron mains; <b>by Contract</b>	€500,000	Summer 2021
CRWSS <b>Prince's St / Blennerville Road</b> Tralee	450M of uPVC pipe from entrance to Castlecountess to the Johnstone Marina Hotel to replace cast iron mains; <b>by Contract</b>	€115,000	Summer 2021
CRWSS <b>Listellick Tralee to Tubrid More</b> Ardfert	Lay 6Km of new 200MM water main to connect the Central Regional WSS to Ardfert WSS	€1,000,000	Aug 2021 to Feb 2022
CRWSS Urban Tce. <b>Moyderwell</b> Tralee	4No. individual water connections to houses to replace backyard lead service pipe; <b>by Contract</b>	€5,000	Summer 2021
<b>Total <u>APPROVED</u> Minor Works <u>ON HAND</u></b>		<b>€1,700,000</b>	

## **NEW RESERVOIRS PROGRAMME**

Irish Water, through KCC Water Services, is currently reviewing water resources, including storage requirements, under its **National Water Resources Plan**.

The provision of several new reservoirs throughout the county, to improve security of water supply, is planned. The provision of these reservoirs would ensure 24-hour storages for the respective WSSs.

**Camp** is included.

## **FIND and FIX PROGRAMME**

This is a specially funded, nationwide, capital project which was set up to search for leaks in the public water pipes and repair them.

The project was commenced in Kerry in January 2018 and involves the deployment of **three new Kerry County Council van crews** comprising one 'Find' van crew and two 'Fix' van crews. There is also the current deployment of one van crew from Coffey Northumbrian Limited, the Irish Water-appointed contractor whose 'Find' van crew is helping in building a repository of potential leak locations for follow-on investigation and repair by the 'Fix' van crews.

**Tralee Town was the initial focus area of the Programme in Kerry.** Following extensive works since 2018 **the daily outflow from the Farmer's Bridge reservoir which serves the greater Tralee area has dropped by 5,800M<sup>3</sup> (33%), or the equivalent water usage of 15,000 houses.**

While businesses were closed, the team recently focused in Tralee town centre. There are also issues with 'backyard' services, particularly in Balloonagh Estate and Meadowlands, and these will be addressed 'post COVID'.

## **FIRST FIX PROGRAMME**

Under this project, Irish Water, having electronically read the domestic meters, has written to each householder whose domestic meter is recording excessively high flow, to offer the free service of the appointed contractor, **Coffey Northumbrian Ltd**, to investigate the cause. The Contractor had also been 'knocking on doors' of houses (prior to the COVID-19 pandemic), the meters for which indicate possible leaks. This is a nation-wide project.

## **THE RURAL WATER PROGRAMME**

The administration and development of the Group Scheme sector continues to be a function of the Local Authorities under the guidance and supervision of the **Department of Housing, Planning and Local Government.**

**Irish Water has no authority, responsibility, or involvement.**

The national **Rural Water Programme 2019 – 2021** was published by the DoHP&LG in late 2019.

The **Alderwood Road proposed Group Sewerage Scheme** is provisionally included.

There is also funding for the provision, **later in 2021**, of a new / replacement reservoir on the existing site for the existing **Tonevane GWSS** (30 houses).

**Mr. C. Mangan read the report as previously circulated to the Elected Members into the record of the meeting.**

**(b) Notices of Motion**

1. **Cllr. J. Wall:** When will the O.P.W. shore up the back wall in the old church in Rathass graveyard?

**Reply:** Rathass Church within Rathass Burial Ground is a National Monument in State Ownership. Kerry County Council had a concern about cracks which have been observed on the gable of this Church and have notified the OPW. The Church has been fenced off as a precaution, pending a review by the OPW. Any action to be taken by the OPW including shoring up the gable of the Church will be subject to this review. We will seek an update from the OPW as to when this work will be carried out.

**Mayor J. Wall stated that the church is nearly 1,500 years old.**

**In reply Mr. G. O' Brien stated that the National Monument Service had been made aware but that they would be contacted again.**

2. **Cllr. M. Sheehy:** Will this Municipal District consider providing a visual map of graves in Rath graveyard, Tralee for visitors? An onsite map with grave numbers and locations would be very helpful.

**Reply:** Kerry County Council have previously considered the proposal to provide a visual map of graves at Rathass Burial Ground, however this has not proved feasible due to the size of the Graveyard, with in excess 4,500 burial plots and the difficulty of representing all this information on a map. Kerry County Council do provide a website [www.kerrylaburials.ie](http://www.kerrylaburials.ie) which has burial records for Rathass Burial Ground along with all the other Burial Grounds under the control of the Council.

**Cllr. M. Sheehy stated that people who visit the graveyard may not have access and suggested that a number of different boards could be placed within the site.**

**In reply Mr. G. O' Brien stated that Kerry County Council would take it away but that individual physical boards on the site were not a runner.**

**c) Questions:**

1. **Cllr. D. Ferris:** Will Kerry County Council commit to assisting locals in the Akeragh, Banna and Currahane area in reinstating collapsed dunes with materials and machinery?

**Reply:** At this time no works of this nature should be undertaken within the SAC/SPA without consultation with the NPWS and without the appropriate planning permissions secured.

The Flooding and Coastal Protection Unit is currently awaiting the completion of the Tralee Bay Coastal Cell Study which will develop a Coastal Flood and Erosion Risk Management Plan for the area. Local concerns and issues are being considered through stakeholder consultations as part of the Study.

**Cllr. D. Ferris stated that she was not happy with the answer given and added that this is one of the longest coastlines in Ireland. Financial responsibility will eventually fall back on Kerry County Council as people's houses will get flooded, roads will be damaged, and they need help from the Council.**

**Mayor J. Wall stated that he fully concurred with what Cllr. Ferris had said and added that saying that we need to wait is not feasible. Something needs to be done.**

**Mr. M. Scannell advised that for with this type of statutory undertaking for Kerry County Council to become involved without proper guidance would not be prudent. The Council does recognise that there is a problem.**

**Cllr. D. Ferris added that it was understood that this was under the remit of the National Parks and Wildlife.**

#### **21.07.05.04 Housing & Corporate Services Directorate**

**(a) It was agreed to note the following report from the Housing Directorate, which was circulated:**

### **HOUSING DIRECTORATE REPORT**

### **TRALEE MUNICIPAL DISTRICT**

**09<sup>th</sup> JUNE 2021**

**Director of Service: Martin O' Donoghue**

### **Housing Report TRALEE Municipal District**

- **Housing Applications**

The Summary of Social Housing Assessments 2020 (which was deferred nationally from its normal early year completion to November due to Covid19) has just been

completed. Members are aware that this is an annual exercise at this point. The total number of qualified applicants (excluding transfers) under the 2020 assessment for County Kerry is 2,183 (SSHA 2019 2,772). This data is at a fixed date. The full details will be presented to the Housing SPC at its January 2021 Meeting and will come back to Council by report from the SPC following that consideration.

The following details are point in time and current and updated details are provided at each MD Meeting.

The figures below include not only applicants who have Tralee as their primary area of choice but applicants in other parts of the County who have indicated that they may be interested in Tralee as not their primary area of choice but as one of their other areas indicated.

	<b>No</b>
Current no. of approved applicants on the housing list who have selected an area within this MD as an area of choice*	2,228
Net Need for Tralee MD (excluding transfers) *	965
No. of applications received this year who have selected an area within this MD as an area of choice*	196
No. of applications approved since the start of this year who have selected an area within this MD as an area of choice*	166

\*(including from other MDs who have indicated Tralee as any one of their 3 areas of choices)

#### Breakdown by Bed No.

The figures below include not only applicants who have Tralee as their primary area of choice but applicants in other parts of the County who have indicated that they may be interested in Tralee as not their primary area of choice but as one of their other areas indicated.

1-Bed	1,097
2-Bed	609
3-Bed	395
4-Bed	115
5-Bed	12
<b>Total</b>	<b>2,228</b>

- **Void Management**

<b>Municipal District breakdown</b>	<b>No</b>
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Current no. of dwellings under repair and unallocated	3
Current no. of dwellings under repair and allocated	6
Current no. of dwellings awaiting repairs	24
Current no. of repaired dwellings awaiting allocation	0
Current no. of repaired dwellings allocated awaiting occupation	3
<b><u>Total No of Vacant dwellings in Municipal District</u></b>	<b>36</b>

- **Social Housing Options**

<b>Social Housing Options in MD</b>	<b>New tenancies since the start of the year</b>	<b>Current No of tenancies</b>
LA Housing	38	1,420
RAS	7	417
Leasing	5	181
HAP	115	880
<b>Total no of Tenancies</b>	<b>165</b>	<b>2,898</b>

#### **4 Housing Construction / AHB Programme**

##### **Schemes/S.R. dwellings at planning/design stage in Municipal District**

<b><u>Location</u></b>	<b><u>No of dwellings</u></b>	<b><u>Type of dwellings</u></b>	<b><u>Start date</u></b>	<b><u>Estimated completion date</u></b>
Matt Talbot Rd, Tralee	24 Apts.	17no. 1 bed 7no. 2 bed	July 2022	May 2024

##### **Schemes/ S.R. dwellings under construction in Municipal District**

<b><u>Location</u></b>	<b><u>No of dwellings</u></b>	<b><u>Type of dwellings</u></b>	<b><u>Start date</u></b>	<b><u>Estimated completion date</u></b>
Láthair na hArd Eaglaise, Ardfert	22	6no. 1 bed 6no. 2 bed 10no. 3 bed	Sep 2019	Jul 2021
Cluain na Géise, Ballyrickard, Tralee	21	6no. 4 bed 15no. 3 bed	Aug 2020	Feb 2022
Cluain Láir Lohercannon, Tralee	61	8no. 1 bed 37no. 3 bed 12no. 4 bed 4no. 5 bed	Sep 2020	Jul 2022
Cruaghóirt, (Croogorts)	30	8no. 1 bed 16no. 2 bed	Sep 2020	Apr 2022

Tralee		5no. 3 bed 1no. 4 bed		
Rahoonane, Tralee	8	4no. 3 bed 4no. 2 bed	Apr 2021	May 2022

### **AHB Schemes in Municipal District**

<b><u>Location</u></b>	<b><u>No of dwellings</u></b>	<b><u>Type of dwellings</u></b>	<b><u>Estimated completion date</u></b>
Chamfers Place, Mitchels, Tralee	18	10 x 1 Bed 8 x 2 Bed	November 2022
Lawler's Hill, Ardfert	30	26 x 3 Bed 4 x 2 Bed	Phase 1 12 Units July 2021 Phase 2 8 Units August 2021 Phase 3 10 Units September 2021
Lios Ard, Lisloose, Tralee	28	16 x 3 Bed 12 x 4 Bed	July, 2021
Hunters Lodge, Tralee	10	10 x 2 Bed Apartments	November 2021

### **5 Maintenance/Improvement of Housing Stock**

Since 1<sup>st</sup> January, 2021, 618 requests for repairs have been received for the Tralee Municipal District.

### **6 Housing Adaptation /Housing Aid for Older People Grants (Private House Grants)**

Since 1<sup>st</sup> January, 2021, 65 grants have been allocated in the Tralee Municipal District.

**Cllr. T. O' Brien asked what the current situation was with choice based letting.**

**In reply Mr. V. Horgan that he would come back to Cllr. O' Brien with the information as he did not have it to hand.**

**Cllr. D. Ferris stated that from the Housing SPC there is no timeline.**

**Cllr. J. Finucane asked for an update on hiring apprentice tradespersons.**

**Mayor J. Wall stated that there is definitely a need for apprentices. We have lost all of them over the years and Water has been transferred back to Irish Water. We are supposed to supply persons to do these works.**

**In reply Mr. M. Scannell stated that there is a strong commitment to implement and Apprenticeship Programme. However, Covid-19 has stalled this at this time. Funding has been sought and is approved.**

**Cllr. S. Locke stated that one particular house had been offered on a number of occasions and the 6 weeks wait for a reply from a recipient for housing was to much.**

**(b) Questions:**

- 1. Cllr. D. Ferris:** Can Kerry County Council inform the members when the allocated tenants of the new development in Ardfert, Áit Ardeaglais, will receive their keys to their homes and can they please inform the members why it has been delayed for so long? The delays are leading to situations where the allocated tenants cannot organise their children's enrolment in the local school as they do not know when they will be moving to the village.

**Reply:** The development of 22 social housing units at Láthair na hArd Eaglaise, Ardfert has been substantially completed for some time. However, it has yet to receive its water connection which has delayed the final finishing of the project.

The surfacing of the road/parking bays commenced w/c 21<sup>st</sup> June 2021, after sign-off by Irish Water that they were satisfied with the pipe network. There is a water quality testing regime that has been implemented including chlorination and this must be witnessed by Irish Water personnel. We are currently awaiting the test results and following the successful outcome of all of these tests, the connection to the public mains should be sanctioned, subject to issues with wayleaves / deeds of easements over existing water infrastructure being resolved at National level. KCC are not in a position to commit to an exact date of handover due to external issues beyond their control but all parties are engaged at the highest level in order to bring a successful resolution to this matter.

**Cllr. D. Ferris stated that houses in Ardfert had been allocated but so far, no keys have been given out as Irish Water have not switched on the water. People who are getting these houses need to hand in their notices to quit on rental accommodation and sign their children up for a place in the local school. The school is going to lose a teacher. Irish Water gave a commitment to have the water turned on within one week.**

**In reply Mr. V. Horgan advised that test results are now complete.**

**21.07.05.05 Roads, Transportation & Marine Directorate**

- (a) It was agreed to note the following update report from the Roads, Transportation & Marine Directorate which was circulated:**

**Tralee Municipal District – 5th July 2021**  
**Update Report from the Director of Roads, Transportation & Marine**

**ROADS / TRANSPORTATION**

**Design and Construction works on the following projects over the next two months**

**National Roads**

**National Primary & Secondary Pavement and Minor Works**

**Regional and Local Roads**

**SPECIFIC IMPROVEMENT GRANT**

Road Number	Road Description	Est Cost €	STATUS
	Clash Cross to Ballymullen	€450,000	RECOMMENCED June 2021
R558	Tralee to Fenit Realignment	€200,000	28% COMPLETE
<b>TOTAL</b>		<b>€650,000</b>	

**RESTORATION IMPROVEMENT PROGRAMME**

Road Number	Road Description	Length (m)	Total Area m <sup>2</sup>	Est Cost €	STATUS/ ANTICIPATED START DATE
R556	Rock Street Upper	330	2805	106650	COMPLETE
R875	Rathass -Moyderwell	254	2413	241300	As per MD Plant Rota
L-2020	Ballinorig	275	1787.5	68625	80% COMPLETE
R878	Oakpark Road	355	3372.5	119175	As per MD Plant Rota
L-2065	Strand Street	390	3900	157000	As per MD Plant Rota
L-6711	Lisbeg, Oakpark	375	2156.25	87187.5	80% COMPLETE
L-10792	Laurel Court	505	3257.25	117717.5	80% COMPLETE
L-10768	Cloonanorig	180	1170	45100	85% COMPLETE
L-6727	James Street	150	1275	45750	COMPLETE
L-6711	Old Golf Links Rd	175	1050	31500	90% COMPLETE
L-6711	Lisdara Lower	235	1457	43710	80% COMPLETE
L-6711	Lisdara Upper	254	1651	49530	80% COMPLETE
L-10869	Kerins Park	345	2173.5	80205	80% COMPLETE
L-10582	Gallowsfield	167	1336	55080	75% COMPLETE

R558	Fenit Village X - Clogherbrien X	700	4200	96600	As per MD Plant Rota
L-2004	Ardfert Village X - Listrim X	230	1840	170200	As per MD Plant Rota
R551	Ballyroe X - Mounthawk	1295	9065	378695	As per MD Plant Rota
<b>TOTAL</b>		<b>6215</b>	<b>44909</b>	<b>€1,894,025</b>	

### **RESTORATION MAINTENANCE PROGRAMME**

Road Number	Road Description	Length (m)	Total Area m2	Est Cost €	STATUS/ ANTICIPATED COMPLETION DATE
R551	Mounthawk Roundabout to Ardfert Village	1600	11200	61600	As per MD Plant Rota
L6516	Short Mountain - Clahane East Cross to Lahern Cross	2000	7000	31500	As per MD Plant Rota
L10618	Tonavane to Buckey's House	730	2555	11497.5	As per MD Plant Rota
L2006	Spa Lodge Cross to Ballymakegoge North Cross	1600	8480	38160	COMPLETE
L2005	Scrahan Cross to Ballinasare Lower Cross	1200	5160	23220	COMPLETE
L1029	Lerrig Cross to Banna East Cross	1200	5400	24300	COMPLETE
L2009	Tubridmore Cross to Rathkenny Cross	1200	6720	36960	As per MD Plant Rota
L10586	Currovough Cross to Leith Cross	900	3150	14175	As per MD Plant Rota
<b>TOTAL</b>		<b>10,430</b>	<b>49,665</b>	<b>€241,413</b>	

### **SUPPLEMENTARY RESTORATION MAINTENANCE PROGRAMME**

Road Number	Road Description	Length (m)	Total Area m2	Est Cost €	STATUS/COMPLETION DATE
L6508	Leith Cross to Tooreen	2050	7175	32287.5	As per MD Plant Rota
L10468	Rathkenny Cross to Drumcunnig Cross	1300	4160	18720	As per MD Plant Rota

L6512	Ballinorig East Cross to Ballinorig East	1090	4360	19620	As per MD Plant Rota
L10582	Doon South Cross to Ballynahoulort	1300	4550	20475	As per MD Plant Rota
L6503	Kilfenora Cross to Ballymakegoge North Cross	400	1800	8100	COMPLETE
L10469	Drummcunnick to Tubridmore Cross	1300	4550	20475	As per MD Plant Rota
L6510	Dromthacker Rd/ Junction with L-10945 to L-6510.	1300	5850	26325	As per MD Plant Rota
L2004	Knockeanagh to Listrim Lower Cross	1350	6075	27337.5	As per MD Plant Rota
L2018	Farmers Bridge Cross to Gortbrack Cross	1180	6490	29205	As per MD Plant Rota
L10963	*CIS Retro Curraheen	210	1050	4725	As per MD Plant Rota
L10589	CIS Retro Ballybeggan	420	1890	8505	As per MD Plant Rota
<b>TOTAL</b>		<b>11,900</b>	<b>47,950</b>	<b>€215,775</b>	

### **COMMUNITY INVOLVEMENT SCHEME**

Road Number	Road Description	Length (m)	Est Cost €	STATUS
L-10587	Alderwood Rd	1500	120,000	Turned down by Residents Committee
<b>TOTAL</b>		<b>1500</b>	<b>€120,000</b>	

### **SAFETY IMPROVEMENT WORKS**

Road Number	Road Description	Est Cost €	STATUS
R551	Banna Cross	160,000	Part 8 Currently on Display
<b>TOTAL</b>		<b>€160,000</b>	

### **DRAINAGE PROGRAMME**

Road Number	Road Description	Length (m)	Est Cost €	STATUS/ ANTICIPATED COMPLETION DATE
L2007	Lissodeige	1500	6000	COMPLETE
L10468	Ballylahive to Rathkenny	1500	6000	COMPLETE
L10632	Dromavally to Clashatlea	2000	8000	Q3 2021
L6516	Short Mountain	3500	14000	Q3 2021
L2004	Scrahan to Spa	1500	6000	COMPLETE

L2015	Ballyaukine to Ballinorig East Cross	1500	6000	COMPLETE
R551	North Commons - Banna	3000	12000	COMPLETE
L10632	Lisardboola South - Lisardboola North	1512	6048	Q3 2021
L2003	Ardfert-Station Rd	1500	6000	COMPLETE
<b>TOTAL</b>		<b>17512</b>	<b>€70,048</b>	

### **BRIDGE REHABILITATION WORKS**

<i>Project</i>	<i>Allocation</i>	<i>Engineering Area</i>	<i>Status</i>
N/A	N/A	N/A	N/A

### **CIRCULAR RW 09 OF 2020 - CLIMATE CHANGE ADAPTATION ALLOCATIONS**

<b>Road Number</b>	<b>Location</b>	<b>Description of Works</b>	<b>LA Allocation</b>	<b>Status</b>
	Currahane, Ardfert	Reconstruction of sluice gates and associated embankment.	€ 80,000	Construction July
	Castlecourtess, Tralee	Replacement of 3 no. submersible pumps/Non return Valves	€ 41,500	Works ongoing.
L-2004	Drainage Works	Knockanish West -Spa, Tralee	€33,200	Q4
L-10480	Banna Beach Carpark	Pedestrian access ramp	€7,500	Q4

### **TOWN AND VILLAGE REVEAL - ACCELERATED MEASURES**

<b>Location</b>	<b>Description of Works</b>	<b>LA Allocation</b>	<b>Status/Start Date</b>
Spa Village	Spa Village	Spa Village	Design Stage
Ardfert	Ardfert	Ardfert	Q3

### **TREE MAINTENANCE WORKS**

<b>Location</b>	<b>Works Description</b>	<b>Scheduled Completion Date</b>
Out of Season	Out of Season	Out of Season

### **Other Road and Public Area Works Programmes**

Councillor Specific Municipal District Operations Works.

Drainage maintenance, discretionary footpath maintenance, pothole and patch repairs.

Maintenance of parks and open spaces and amenities.

Street cleaning.

Signage maintenance

<b><u>HOUSING MAINTENANCE</u></b>	
<b>Large Maintenance Works</b>	None
<b>Voids Works</b>	9 Tobar Naofa      10 Tobar Naofa
	17 Rath Oraigh      61 Rath Oraigh
<b>Works to Acquisitions</b>	None
<b>Inspections to be carried out to Acquisitions, Part V</b>	None
<b>Extensions</b>	None
<b>Single Rural/Site Suitability Assessments</b>	None
<b>Planned Maintenance Programme</b>	None

<b><u>PUBLIC LIGHTING (Report Generated on 15/6/2021)</u></b>					
<b>No. of faults reported since last meeting</b>	107				
<b>No. of faults repaired within 12 working days</b>	90				
<b>No. of faults repaired outside 12 working days</b>	9				
<b>Outstanding Repairs not completed within 12 working days</b>	<i>See below the locations</i>				
<b>OUTSTANDING REPAIRS</b>					
<b>Job Ticket ID</b>	<b>Defect Description</b>	<b>Unit Number</b>	<b>Postal Street Name</b>	<b>Date Reported</b>	<b>Reason</b>
22290		13257	Denny Lane, Tralee	22/04/2021	Access Issues
23214		12249	Edward Street, Tralee	10/04/2021	Access Issues
23176		12470	John Joe Sheehy Road	02/04/2021	Cable Fault

<b>Tralee Flood Relief Scheme</b>
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Kerry County Council has issued a letter of recommendation to the OPW (Funding Authority) to proceed with the appointment of the successful Consultant for the Tralee Flood Relief Scheme. On confirmation of approval and sanctioning of funding by the OPW, KCC will issue a letter of acceptance to the Consultant.

The Consultants will be engaged to initially design the Scheme, carry out the necessary environmental assessments, and progress the scheme through the necessary planning consent process. The design of the scheme will involve extensive consultation with all stakeholders, including the members and the local community. Further updates on the progression of the scheme will be provided to the members as the scheme is progressed.

## **CAPITAL INFRASTRUCTURE UNIT**

### **Tralee Town Centre Projects - Tralee Pavements Phase II (The Mall Phase II) & Island of Geese**

#### **Tralee Pavements Phase II**

The Main Contractor (Shareridge Ltd.) commenced construction works on Tuesday 2<sup>nd</sup> February 2021.

Paving Works are advancing through the 1<sup>st</sup> stage of the works along Russell Street. The Main Contractor is near completing the drainage and service ducting works on the 2<sup>nd</sup> Stage of the works (Upper Bridge Street linking to The Mall Phase I) and is the advancing the concrete slab pours in Stage 2.

The Main Contractor proposes to commence the drainage & service ducting works on Stage 3 later in June 2021. The 3<sup>rd</sup> stage of the works will take place along Bridge Street leading to Bridge Place.

#### **Island of Geese Public Realm Works**

The Main Contractor (Griffin Brothers Contracting Ltd.) was issued with a Letter of Acceptance on the 27<sup>th</sup> May 2021.

The Island of Geese Public Realm Works (Construction Stage) commenced on Tuesday 8<sup>th</sup> June 2021.

The Island of Geese Public Realm Works construction duration will be 8 to 9 months.



### Tralee To Fenit Line Greenway

Construction works recommenced on the Tralee Fenit Greenway Project (following the Covid lockdown) on 19th April 2021. This site was closed for almost 6 months due to Covid 19 restrictions since the project commenced. Accommodation works with adjacent landowners are progressing.

Completed works to date.	Site clearance (m)	Site clearance (&)	Track Removed (m)	Track Removed (%)	Capping Layer (m)	Capping Layer (%)
31/05/21	8,636	76.9%	8,636	76.9%	7,936	70.7%

It is anticipated that works will be completed at the end of Q1 2022.

### Tralee to Listowel Greenway

Environmental Screening has been completed. The project will not require the preparation of an EIS or an NIS. The appropriate planning procedure is therefore the Part 8 process.

**Charlie O'Sullivan**

**Director of Roads, Transportation & Marine**

**Mr. C. Nagle read the report as previously circulated to the Elected Members into the record of the meeting.**

#### **(a) Notices of Motion:**

**1. Cllr. D. Ferris:** Ardfert village has no pedestrian crossing, despite the only road in the village being the main route from Tralee to Banna, Ballyheigue, Kilmoyley and Causeway. There is no safe route that allows for safe passage across this main route. I am calling on Kerry County Council to prepare a plan for a safe route for pedestrians including pedestrian crossings to traverse the roads and access amenities in the village including the post office and playground.

**Reply:** Tralee MD will carry out a survey of pedestrian movements within Ardfert village in accordance with Pedestrian Crossing Specification and Guidance to determine any need for a controlled pedestrian crossing facility. In 2019, Tralee Municipal District undertook Footpath Improvement Works within the village to improve existing pedestrian crossing facilities. As part of these works, formal uncontrolled crossing points near the Village Cross were strategically located. These improvements have proven to be a positive addition for pedestrians.

**Cllr. D. Ferris stated that she was glad to see the survey is taking place. There are Health and Safety issues here and it is a safety concern. The Post Office is on the other end of the village and you have to traverse two roads to get to it. There is no pedestrian crossing or traffic calming currently in place. This should be done as a matter of urgency.**

2. **Cllr. D Ferris:** Parking in Fenit is causing problems due to lack of available spaces, especially in warm weather, to meet the demand of visitors. They have had issues with camper vans parking in the public car park with 2 spaces being taken up to facilitate seating areas for camper owners. Will Kerry County Council consider opening part of O' Sullivan's field, closest to the beach, to facilitate parking for larger vehicles like campers as a temporary measure until the trial end is completed.

**Reply:** Tralee MD is not in a position to provide overnight parking facilities for Campervans in O' Sullivan's Field as to do so would require the provision of critical infrastructure including the provision of water and waste facilities and public lighting etc. In addition, such a facility would require compliance with Part 8 of the Planning and Development Regulations 2001-2015.

**Cllr. D. Ferris stated that this is not overnight parking, only by day to stop double parking.**

3. **Cllr. D. Ferris:** I am calling on Kerry County Council to ensure that Traffic Wardens are sent to inspect long term non-resident parked cars in housing estates in Tralee town Centre. Residents are left without spaces and entrances to these estates are blocked as a result. In many cases these cars are left in the estate for the entire working day.

**Reply:** The regulation of car parking spaces in residential areas is not included in the Tralee Parking Bye-Laws due to the genuine rights of both residents and visitors to park locally. If there are particular areas of concern, Tralee MD shall consider erecting signage requesting members of the public to respect residential parking.

**Cllr. D Ferris advised she was happy that signage would be erected.**

4. **Cllr. J. Wall:** That the Council would place on the Ardfert /Tralee road signage stating there is a right turn after you go over the old railway bridge at Clashaphuca for Clogherbrien. Preferably make a no right turn there as its very dangerous.

**Reply:** This matter refers to the junction of the L6506 and the R551. Tralee MD will arrange for enhanced signage consistent with the Traffic Signs Manual 2019 to be erected thereby giving advanced notice to motorists of the presence of this junction.

The proposed restriction of right turning traffic accessing the local road would first require compliance with the requirements of Section 38 of the Roads Act 1994.

Having consideration for the rural nature of roads involved, the high volume of dwellings making use of this junction, and the absence of any accident data in the immediate vicinity of the junction, restricting right turn movements onto the secondary road is not considered reasonable at this stage.

**Mayor J. Wall stated that around the old Railway Bridge, about 50m up on the turn to the right, there is no time to stop. Mayor Wall suggested that there should be no right turn there.**

**Mr. C. Nagle replied that there is no accident history for that location but that the signage would be reviewed. It would prove difficult to restrict local access.**

5. **Cllr. J. Wall:** That the Council would place a ramp or some form of traffic calming measure in the Ballinorig/Close Estates.

**Reply:** This estate has been assessed having consideration for Kerry County Councils Traffic Calming Policy: Residential Estates and Local Roads and it doesn't meet the criteria required for the incorporation of speed ramps.

**Mayor J. Wall stated that it is a small estate and traffic moves very quickly there.**

6. **Cllr. S. Locke:** Is there any update in regard to widening the narrow section of road from Ballyrickard to The Kerries.

**Reply:** Tralee MD has requested our Road Design Office to undertake a survey and design for the narrow section of the L-2008 road in Ballyrickard. Land acquisition will be an absolute requirement and the support of adjoining landowners will be critical to progressing any future works to the point of seeking funding for construction.

**Cllr. Locke stated that it was a positive response.**

7. **Cllr. S. Locke:** Is there any update in regard Kearney's Road and its road signage.

**Reply:** The L-6513 Kearneys Rd. is located within a 50kph speed limit zone. The enforcement of speeding is a matter for An Garda Síochána and Tralee MD shall advise them of the concerns raised. Tralee MD recently erected additional 50kph repeater signs along the road to raise awareness of this speed limit.

**Cllr. S. Locke suggested that in relation to speed can "Child at Play" signage be put in there?**

8. **Cllr. M. Sheehy:** Will this MD investigate traffic calming measures in Ashgrove, Ballyvelly, Tralee?

**Reply:** Tralee MD will undertake an assessment of this estate consistent with the approach prescribed in Kerry County Councils Traffic Calming Policy: Residential Estates and Local Roads. The Councillor will be advised directly of the outcome of this assessment.

- 9. Cllr. C. Foley:** That this Council carry out an audit on all pedestrian crossings in the town and investigate future need of extra crossings at Murphy's Terrace and Killeen.

**Reply:** Controlled pedestrian crossings within Tralee Town are inspected regularly by Kerry County Councils Electrical Dept. and repairs are undertaken as required.

In the past 18 months significant enhancements have been undertaken to the Pedestrian Crossing at Kerry Library, an additional Pedestrian phase has been added to Balloonagh Junction and new facilities have been added to the Basin Junction, Connolly Park Junction and at the Crossing point of the Tralee to Fenit Greenway at Upper Rock St.

Tralee MD has also refreshed a significant amount of line-marking at pedestrian crossings around the town including the pedestrian crossing at Kerry School of Music and Upper Rock St. Further line-marking works are proposed to be completed throughout the remainder of the year to the pedestrian crossings located in Rathass, North Circular Road and at the Horans Centre.

Finally, additional pedestrian phases will be added to the Junction of both the Killeen Road with the Oakpark Road and the junction of Racecourse Road with Oakpark road as a part of junction upgrade works associated with Active Travel funding announced earlier this year. An uncontrolled pedestrian crossing of the N86, west of Murphy's Terrace will also be installed later this year.

- 10. Cllr. C. Foley:** What progress has been made on cycling infrastructure in the Tralee Municipal District and how many safe pass warning signs have been erected.

**Reply:** Construction continues on the Tralee to Fenit Greenway measuring 11.2km and it is proposed to open this amenity in its entirety at the end of Q1 2022.

In addition, Tralee MD have secured in excess of €1.8m funding through Active Travel Measures for the upgrade of cycling and pedestrian facilities within Tralee MD as detailed hereunder:

- Develop Tralee Transport / Mobility Plan
- Tralee Town - Interconnected network of cycleways, Bracker O' Regan Road
- Tralee Town - Interconnected network of cycleways, Town Park

- Tralee Town - Interconnected network of cycleways, Canal to Town Centre
- Tralee Town - Junction upgrades.

It is expected that this funding stream will continue for a number of years and further projects will be submitted as submissions are sought.

Kerry County Council was allocated €44,400 for the provision of new cycle warning signage which advises motorists of the need to leave adequate space when overtaking cyclists. Tralee MD is in the process of identifying its requirements for this type of signage with a view to erecting same in Q4 2021.

**Cllr. C. Foley welcomed the allocation and stated that education needs to be used also. Most motorists are fine but there are some that need to be made aware of cycleways and it needs to be properly segregated.**

**Cllr. D. Ferris SECONDED this Notice of Motion.**

- 11. Cllr. C. Foley:** To ask what progress has been made on providing traffic lights in the town.

**Reply:** Tralee MD secured funding through Active Travel to upgrade the following junctions to include either enhanced traffic light facilities or new traffic light arrangements:

- Enhanced facilities at the junction of R878/ L10779 (Killeen Rd with Oakpark Road).
- Enhanced facilities at junction of R551/ R874, Balloonagh junction.
- Provision of new traffic lights to the junction of R878/ L-2067 (Oakpark Rd. with Racecourse Road).

Within the past 18 months, new traffic light facilities have been added to the Basin Junction, Connolly Park Junction and at the crossing point of the Tralee to Fenit Greenway at Upper Rock St.

**Cllr. C. Foley stated that if you look at Rock Street coming down Caherslee it is a nightmare, and it takes 30 minutes. Cllr. Foley asked if they could be adjusted.**

**In reply Mr. C. Nagle stated that Balloonagh is an older system. Funding had been received under Smart Travel and it will be upgraded. It should stop build up on Caherslee side.**

**Cllr. D. Ferris asked if she could get an update on Fenit issue.**

**In response Mr. C. Nagle stated that it can be reviewed but that there are other considerations there.**

**(b) Questions:**

1. **Cllr. J. Wall:** What is the answer to the survey for a pedestrian crossing at Quill Street?

**Reply:** This survey will be progressed in July and Cllr. Wall will be advised of the findings upon completion of same.

2. **Cllr. J. Wall:** When will the trees be planted on the Dan Spring road?

**Reply:** These works will be undertaken during the coming Autumn/ Winter. The final detail of the works will be determined in the coming months.

3. **Cllr. J. Wall:** How often is the culvert checked for blockages etc. and when was the last time it was done?

**Reply:** This culvert is inspected on an annual basis at times when water levels are low and is due to be inspected again this summer. The entrance to the culvert and all bridges upstream of it are inspected before and after significant rainfall events.

**Mayor J. Wall asked when the culvert was last checked.**

**In reply Mr. C. Nagle advised that it is checked once per year.**

4. **Cllr. M. Sheehy:** What is the projected cost per kilometre of the Tralee Fenit Greenway?

**Reply:** Kerry County Council has secured funding of €4.9M to deliver 11.2Km of Greenway. It is anticipated that this project will be delivered on budget.

5. **Cllr. M. Sheehy:** When will the Spa Fenit section of the Tralee Fenit Greenway be completed and open to the public to use?

**Reply:** It was hoped to open the section of Greenway between Fenit and Spa for the summer of 2021. However, the site was closed from the start January to the middle of April due to the Covid 19 lockdown. This site has been closed for almost 6 months in all since the project commenced. It is now proposed to open the project in its entirety at the end of Q1 2022.

**Cllr. M. Sheehy stated that it was disappointing that there was a delay as there is a lot of anticipation and excitement surrounding this development.**

6. **Motions / Questions relevant to other Directorates or issues not relevant to Kerry County Council business**

**(a) Notices of Motion**

1. **Cllr. D. Ferris:** I propose that Kerry County Council calls on Minister of Education Norma Foley, to ensure that there is a moratorium placed on the removal of teachers from schools, for reduced numbers until the vaccination programme is complete. Schools losing teachers are going to have to have multiple classes in one room with one teacher, preventing effective social distancing.

**Reply:** This is a matter for consideration by the Elected Members.

**Cllr. D. Ferris stated that she was calling on a moratorium.**

**Cllr. C. Foley SECONDED this Notice of Motion.**

2. **Cllr. D. Ferris:** I propose that the Tralee Municipal District take over ownership of the Fenit island Tombolo, as has been offered by the landowners at no cost and assist the locals in maintaining the fragile sandbank.

**Reply:** The tombolo referred connects the mainland to Fenit Island. There is no public road accessing Fenit Island and the tombolo is presently in private ownership. This area is currently being assessed as part of the Tralee Bay Coastal Cell Study. It has been highlighted by Kerry County Council as a critical area due to the low-lying nature of the sand dune system and concerns regarding the loss of access to Fenit Island due to a breach in the causeway. Pending completion of this Study and any erosion and flood prevention measures proposed it would be premature for Kerry County Council to assess any offers of this nature.

**Cllr. D. Ferris stated that she had raised this. They have no support, yes, it is private land, and they are willing to hand it over to Kerry County Council and willing to see it done at no cost. I am urging Kerry County Council to accept these terms.**

**(b) Questions:**

1. **Cllr. J. Wall:** That Tralee Municipal District would write to the Aviation Authority regarding the use of drones being used to monitor private homes and ask that they would provide information regarding the rules which govern this.

**Reply:** This is a matter for consideration by the Elected Members.

**Mayor J. Wall stated that recently there had been a drone around his house, he did not like being spied on and wanted to know what the rules are in regard to this.**

**Cllr. C. Foley SECONDED this proposal.**

**(b) To agree the following proposed dates for the holding of Tralee Municipal District Meetings.**

1. 06<sup>th</sup> September 2021

The meeting date of 06<sup>th</sup> September 2021 was **PROPOSED** by Cllr. C. Foley and **SECONDED** by Cllr. J. Finucane. All Elected Members present concurred with this proposal.

**(c) Matters arising from the Minutes as confirmed at 1 above**

**(d) Any Other Business**

Cllr. D. Ferris stated that it had come to her attention that there was to be no more Dexa Scans unless people pay.

Cllr. T. O' Brien stated that the people of Kerry paid for the Dexa Scanner with the full support of all Cllrs.

**(e) Correspondence**

**Correspondence Received for Tralee Municipal District Meeting  
July 05<sup>th</sup>, 2021**

1.	Letter dated 04 <sup>th</sup> May 2021, received from Adrian McLaughlin on behalf of Minister Anne Rabbitte T.D. Minister for Disabilities regarding Independent Living Movement Ireland Emergency NoM – requested at November 2020 meeting.
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The meeting concluded at 11.00a.m.

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**Meetings Administrator**

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**Mayor of the Municipal  
District of Tralee**