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

1. KENMARE
2. KILLORGIN
3. CAHERCIVEEN
4. WATERVILLE
5. SNEEM

Covid-19 BC Team in conjunction with Roads, Transportation & Marine 29 May 2020
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1.0 Introduction

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

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

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

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

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

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

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

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

Guiding Principles

This Plan is guided by the following principles:

A. Safety of the General Public

• Provide for a “safe street” environment for all users of our town centres, where reasonable and practical, to comply with current public health guidance on social distancing, allowing sufficient space for a person to keep a 2m separation from
others and eliminating the potential for persons to be in close contact (less than 2m separation for more than 15 minutes).

B. **Support economic recovery**
   - Provide measures and facilitate businesses in the recovery of the local economy

C. **Prepare for a phased Opening as provided for in the Government’s "Roadmap for Reopening Society and Business"**
   - Stay at Home Restrictions, identified in the Government Roadmap, with the restriction on travel being increased from the current 5km to 20km in Phase 2 (8th June 2020) and to travel from outside the region in Phase 4 (on the 20th July 2020).
   - Cocooning, with designated specific retail hours coordinated across all retailers for over 70’s and medically vulnerable
   - The phased opening of retail sectors in the Government’s Roadmap, from small retail outlets with a small number of staff on the 8th June to the opening of other non-essential retail outlets, with street level entrance and exit, on the 29th June and further opening in Phases 4 & 5.
   - Social / Recreational facilities, including cafés and restaurants, providing on-premises food and beverages opening in Phase 3, with the opening of hotels on the 20th July

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

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

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

<table>
<thead>
<tr>
<th>Footpath Width</th>
<th>Low Footfall</th>
<th>Medium Footfall</th>
<th>High Footfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than 2.5m</td>
<td>Cat 1</td>
<td>Cat 2</td>
<td>Cat 3</td>
</tr>
<tr>
<td>Less than 2.5m</td>
<td>Cat 4</td>
<td>Cat 5</td>
<td>Cat 6</td>
</tr>
<tr>
<td>Pedestrianised Area</td>
<td></td>
<td></td>
<td>Cat 7</td>
</tr>
</tbody>
</table>

**Table 1: Intervention measures**

**Social Distancing – Facilitating safe pedestrian movement**
Having regard to the current public health guidance, a footpath width of approximately 2.5m is assumed to be required in urban centres to facilitate Social Distancing, where there is high level of footfall, significant level of vehicular traffic flow and increased potential for close contact.
Fundamentally, the safe and free movement of pedestrians is critical to the successful reopening of business and society. With this in mind and with a view to defining the areas of greatest concern the following categories of intervention are proposed:

**CATEGORY 1: Low footfall with footpath widths greater than 2.5m**

*Proposed Interventions:*

A: Signage and Stencilling as appropriate

**CATEGORY 2: Medium footfall with footpath widths greater than 2.5m eg Main St., Kenmare**

*Proposed Interventions:*

A: Signage and Stencilling as appropriate

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

*Proposed Interventions:*

A: Signage and Stencilling as appropriate
CATEGORY 4: Low footfall with footpath widths less than 2.5m eg Main St., Killorglin

Proposed Interventions:
A: Signage and Stencilling as appropriate

CATEGORY 5: Medium footfall with footpath widths less than 2.5m eg Henry St., Kenmare

Proposed Interventions:
A: Signage and Stencilling as appropriate
B: Consider removing car parking if present.
   Extent of car parking removal, if any, to be determined having first considered the following:
   a. extent of existing parking,
   b. traffic volumes,
   c. the availability of off-street car parking locally, and
   d. the nature and range of business along the street.
C: Localised provision of Street Furniture only and no sandwich boards allowed where carparking cannot be removed.
CATEGORY 6: High footfall with footpath widths less than 2.5m

**Proposed Interventions:**

A: Signage and Stencilling as appropriate  
B: Remove car parking if present.  
   Extent of car parking removal, if any, to be determined having first considered the following:  
   a. extent of existing parking,  
   b. traffic volumes,  
   c. the availability of off-street car parking locally, and  
   d. the nature and range of business along the street.  
C: Traffic Lane to be closed / one-way traffic system / street closure where suitable detour is available.

CATEGORY 7: Pedestrianised Areas e.g. Killorglin

**Proposed Interventions:**

A: Signage and Stencilling as appropriate.

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

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

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

1) Stencilling and Pavement Markers

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

a) providing gently reminders throughout the public realm to maintain a safe distance from others.

b) Designating the orientation and spacing of queues.

2) Signage

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

a) Town Centre Areas
b) Exit points from car parks.

c) Entry points to pedestrianised areas.
Entry points to pedestrianised areas

Banners for use in high profile areas
Corriboard Signage

Sleeve signage for use around bollards.
3) Removal of Parking bays and Lane Closure

**Flexi-bollards**

**Orca bollards – Cyclist friendly bollards**
4) Lane Narrowing
   Creation of protected cycling facilities to cater for increased pedestrian movement.
KENMARE
MAP 1 – FOOTPATHS GREATER THAN 2.5m
MAP 2 – PEDESTRIAN FOOTFALL LEVELS
MAP 3 – HIGH FOOTFALL WITH FOOTPATHS <2.5m
### Table 1: Safe and Welcoming Streets Assessment - Kenmare

<table>
<thead>
<tr>
<th>Location</th>
<th>Category</th>
<th>Signage/Stencilling</th>
<th>Remove parking</th>
<th>Lane Closure</th>
<th>Street Closure</th>
<th>Parking Spaces Removed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Henry Street</td>
<td>5</td>
<td>√</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td>Approx. 20-25 National Secondary Route – Single lane. 50% of parking to be removed intermittently along road. Disabled spaces to be retained.</td>
</tr>
<tr>
<td>Main Street</td>
<td>2</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Secondary Route – single lane</td>
</tr>
<tr>
<td>Shelbourne Street</td>
<td>4</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Secondary Route – two lane</td>
</tr>
<tr>
<td>The Square</td>
<td>2</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Open public space that effectively operates as a shared space.</td>
</tr>
<tr>
<td>Park Lane /</td>
<td>5</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>This is the area that is designated for Market Trading. Measures are being implemented here which have allowed the Market to open under Phase 1 of the Reopening.</td>
</tr>
<tr>
<td>East Park Lane</td>
<td>2/5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Footpath measures greater than 2.5m along eastern side.</td>
</tr>
</tbody>
</table>
MAP 4 – SIGNIFICANT REQUIREMENTS TO ENABLE SOCIAL DISTANCING
KILLORGLIN

[Image of a crest]
MAP 1 – FOOTPATHS GREATER THAN 2.5m
MAP 2 – PEDESTRIAN FOOTFALL LEVELS
Table 2: Safe and Welcoming Streets Assessment - Killorglin

<table>
<thead>
<tr>
<th>Location</th>
<th>Category</th>
<th>Signage/Stencilling</th>
<th>Remove parking</th>
<th>Lane Closure</th>
<th>Street Closure</th>
<th>Parking Spaces Removed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iveragh Road (Roundabout at Library Place to Intermediate School)</td>
<td>2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Secondary Road – 2 lane</td>
</tr>
<tr>
<td>Mill Road (CYMS to Roundabout at Library Place)</td>
<td>5</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Secondary Road – 2 lane&lt;br&gt;Parking prohibited on this section of the street.</td>
</tr>
<tr>
<td>Upper Bridge Street</td>
<td>5</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parking prohibited on this street.&lt;br&gt;A number of businesses on this street had closed prior to the Covid-19 pandemic.&lt;br&gt;Principal retailer on the street that now includes the Post Office can be accessed directly from the Fair Field Car Park.</td>
</tr>
<tr>
<td>Main Street / Langford Street / Market Street / School Road</td>
<td>4</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MAP 1 – FOOTPATH GREATER THAN 2.5m
MAP 2 – PEDESTRIAN FOOTFALL LEVELS
### Table 3: Safe and Welcoming Streets Assessment – Caherciveen

<table>
<thead>
<tr>
<th>Location</th>
<th>Category</th>
<th>Signage/ Stencilling</th>
<th>Remove parking</th>
<th>Lane Closure</th>
<th>Street Closure</th>
<th>Parking Spaces Removed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Market Street Main Street / Church Street</td>
<td>5</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Secondary Road – 2 lane. The street serves a wide range of uses both commercial and residential. The commercial mix includes supermarket, hardware, pharmacy, cafes/restaurants and financial / professional services. On-street parking currently serves all these uses/activities and is highly valued by the businesses. Pedestrian activity is widely dispersed over a distance of 500m on this street and the area between the Carnegie Building and the Church effectively operates as a shared space.</td>
</tr>
<tr>
<td>Fair Green</td>
<td>5</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>When combined with the parking area this area effectively operates as a shared space.</td>
</tr>
<tr>
<td>O’Connell Street / Bridge Street / Old Market Street</td>
<td>4</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MAP 1 – FOOTPATH GREATER THAN 2.5m
<table>
<thead>
<tr>
<th>Location</th>
<th>Category</th>
<th>Signage/Stencilling</th>
<th>Remove parking</th>
<th>Lane Closure</th>
<th>Street Closure</th>
<th>Parking Spaces Removed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Street</td>
<td>5</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Secondary Route – two lane.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>When considered with the Promenade, there is significant public space available to ensure physical distancing.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Limited off-street parking at present (TVR proposal being developed, with commencement of construction proposed in Q4, 2020).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Coach tours in a regular summer would represent a significant percentage of pedestrian movements in previous years and it is uncertain how these will operate, if at all, in late July, August and September.</td>
</tr>
<tr>
<td>Spunkane Junction south to the N70 and adjoining street</td>
<td>4</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


SNEEM
MAP 1 – FOOTPATH GREATER THAN 2.5m
MAP 2 – PEDESTRIAN FOOTFALL LEVELS
### Table 5: Safe and Welcoming Streets Assessment – Sneem

<table>
<thead>
<tr>
<th>Location</th>
<th>Category</th>
<th>Signage/ Stencilling</th>
<th>Remove parking</th>
<th>Lane Closure</th>
<th>Street Closure</th>
<th>Parking Spaces Removed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>N70 through Sneem incl. north and south Squares</td>
<td>5</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Secondary Route – two lane. No off-street parking area. Village effectively operates as a type of shared space in the summer particularly in the north and south squares. Coach tours in a regular summer would represent a significant percentage of pedestrian movements and it is uncertain how these will operate, if at all, in late July, August and September.</td>
</tr>
</tbody>
</table>
2.0 QUEUING

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

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

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

The following approach for managing queues is recommended:

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

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

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

1) Provide signage either side of the queue to encourage pedestrians to wait and allow others to pass safely along the remaining width of footpath.
2) Where possible, reduce unnecessary obstacles, for example planters, bins and benches.
3) Footway widening to accommodate distancing between pedestrians, including changes to parking bays. a. Consider locating queue within adjoining parking bays where the footpath otherwise operates within capacity. By doing so, the volume of pedestrians diverted from the main footpath is drastically reduced thereby limiting secondary impacts on those who are less mobile.  
b. Widening of footpath into carparking bays resulting in pedestrians having to depart from the footpath pavement.  
4) Where there is no parking available adjacent to the footpath, consideration needs to be given to the practicalities of restricting traffic flows or street closures.  
5) Where there is no suitable means of maintaining Social Distancing, the provision of queuing shall not be encouraged. 

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

**Signage and stencilling for managing queuing**

*Sign to indicate start of Queue where applicable*

*Sign to indicate End of Queue where applicable*
Stencil to indicate Queue Spacings
3.0 Provision of Street Furniture

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

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

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

The Council is open to considering requests for outdoor use areas, where additional space can be provided, subject to the suitability of the location.

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

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

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

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

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

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

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

1) Engage with business owners to determine extent of requirements and timeline for same.

2) Consider suitability of road closure or lane closure at these locations.

3) Action any lane or road closures through either Section 75 of the Roads Act 1993 or on an emergency basis.

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

**Points for Consideration**

- Reasonable provisions need to be agreed with the business sector on specific access requirements, such as for deliveries and collections from critical service providers (doctors, pharmacies).

- Where no reasonable means of maintaining social distance is available, such as allowing for limited short-term / set down parking, the general advice will be to “Pass when Clear”.

- Whilst a reasonable approach will be taken to facilitate businesses, it must be acknowledged that there is responsibility on all road users to respect public health advice.

- Where the erection of street furniture is permitted, operators will be required to provide sanitizing facilities and take all reasonable measures for the safe disposal of any waste generated by users.

- Having regard to the timeframes identified in the Governments Roadmap for reopening society and business, the Council will exercise, as is reasonably possible, it’s statutory powers under Section 75 of the Roads Act, 1993 and S.I. 119 of 1994 Road Regulations 1994, for the temporary closure of any road (either partial or in full)
4.0 Potential impacts of 1m Social Distancing measure

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