

DRAFT KERRY COUNTY DEVELOPMENT PLAN 2022-2028

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# CHAPTER 14

# CONNECTIVITY





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## **14.0 Connectivity**

### **14.1 Introduction**

The aim of this chapter is to maintain and provide additional key infrastructure and to enhance regional and county connectivity through the implementation of the policies and objectives below and the Development Management Standards and Guidance document of this Plan.

As a peripheral and rural County characterised by peninsulas, connectivity to and within the County and the quality of the infrastructure available (both physical and digital) is of paramount importance in determining the quality of life for its citizens. Similarly, proper transportation and broadband telecommunications constitute vital elements of this infrastructure and are a major factor in attracting industry and employment to an area.

The Council is responsible for the provision of some forms of infrastructure, but the majority of infrastructure is provided by state agencies and private providers. It is the policy of the Council, in conjunction with all relevant statutory agencies and infrastructure providers to provide or facilitate the provision of high-quality sustainable infrastructure at appropriate locations to attract new business investment and people into the County to serve the economic and social needs of the County.

It is also the policy of the Council to facilitate the improvement of the quality of life of all citizens of the County by providing quality transportation and communication infrastructure. This includes protection of the environment and any plans or projects requiring consent arising from connectivity policy outlined in this chapter will be subject to the relevant environmental assessments including SEA, EIA and AA where appropriate.

### **14.2 Planning Policy Context**

The NPF and RSES acknowledge the importance of sustainably managing our infrastructural resources to secure the environmental and economic well-being of our future while also recognising the critical need for investment in infrastructure in order to accommodate the future projected population and economic growth predicted to 2040. The NPF seeks to promote balanced, regional development throughout Ireland, with enhanced regional accessibility. This national priority is further underpinned within the RSES, which acknowledges that the provision of prudently managed, critically enabling infrastructure is key to delivering a connected, vibrant, inclusive, resilient and smart region. The NPF and RSES also outline the need for more sustainable forms of transport to reduce energy demand and greenhouse gas emissions. The RSES further supports the delivery of digital infrastructure such as a high-quality ICT network and delivery of the National Broadband Plan (NBP) assisting in the creation of balanced regional development.

### **14.3 Sustainable Transport**

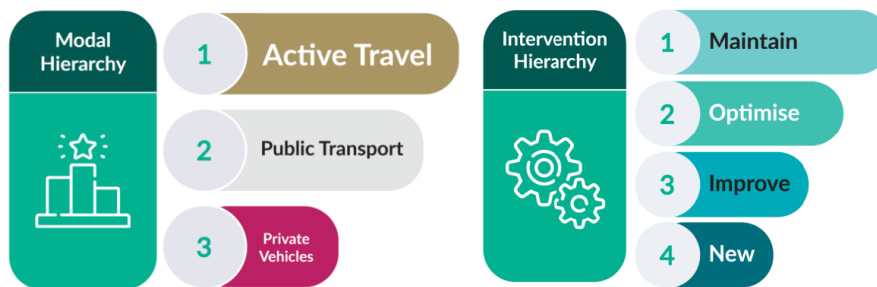
National and regional transport policy emphasises the need to reduce the demand for reliance on the private car in favour of public transport, cycling and walking. The concept of an integrated transport policy encompasses not only integration within and between different modes of transport, but also integration with environmental, social, recreational, economic, educational and health policies and objectives. No longer can the provision of transport facilities be considered or decided in upon isolation.

It is a strategic aim of this Development Plan to co-ordinate transport and land use planning. The effective integration of land-use and transportation will generate and reinforce sustainable settlement patterns that make the most efficient use of land, minimise the need for travel by car and reduce CO<sub>2</sub> emissions. This places a requirement on both the transport and settlement strategies to be mutually consistent, not only with each other, but with national direction as per the National Planning Framework, the Smarter Travel Policy and the National Transport Authority's policies and guidelines.

The Council will seek to ensure that improvements in transportation infrastructure and services support the strategic development and settlement strategy for the County and provide an appropriate level of accessibility to urban and rural facilities, services and opportunities.

The draft National Investment Framework for Transport in Ireland (NIFTI) is a high-level strategic framework for prioritising future investment in the land transport network. The draft framework identifies four investment priorities that are supplemented by two principle-based hierarchies – Modal & Intervention:

1. Decarbonization
2. Protection and Renewal
3. Mobility of People and Goods in Urban areas
4. Enhancing Regional and Rural Connectivity



**Figure 14.1 Modal and Intervention Hierarchy – NIFTI**

It is the policy of the Plan to promote the sustainable development of a transport system that provides a range of transport options for the County, including a safe road network, a range of bus services and rail services, adequate facilities for walking and cycling at appropriate locations and opportunities for air and water-based travel.

The Council is also committed to reducing the degree of commuting in the first instance by promoting the creation of additional jobs within the County and by capitalising on recent trends demonstrated by the Covid-19 pandemic towards remote working through the facilitation and support of co-working hubs in small towns and villages.

#### 14.3.1 Sustainable Transport Planning

An effective and multi-modal transport system is reliant on the successful integration with land use planning. The Council will facilitate improved street design in settlements which will encourage more people to choose to walk, cycle or use public transport, by making the experience safer and more pleasant. This will lower traffic speeds, reduce unnecessary car use, and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. Other co-benefits include improved air quality.

The Design Manual for Urban Roads and Streets (DMURS) provides design guidance and standards for constructing new and reconfiguring existing urban roads and streets, to ensure they are safe for pedestrians and cyclists. It is an objective of this plan that new residential development and public realm improvement works are designed in accordance with these guidelines.

#### 14.3.2 Sustainable Mobility

Sustainable mobility can be described as linking people and places in a sustainable way by supporting affordable journeys on greener transport.



Sustainable mobility is a challenge for County Kerry, which has one of the highest usage rates of private cars in journeys to work (71.1%), compared to the national average (65.6%). The dominance of the private car as the primary mode of transport is due to the dispersed settlement pattern and low population density of the county (23.3 people per sq. km, compared to the national average of 70 people per sq. km). Furthermore, the lack of viable alternative sustainable modes of transport is also a significant contributing factor. Less than 1.2% of commuters in Kerry use public transport to travel to work, compared to the national average of 9.3%.

Achieving sustainable mobility will require working with key stakeholders, including the National Transport Authority and through a suite of actions which involves:

- Focusing targeted population and employment growth in settlement areas.
- Providing alternative options to the car, namely, walking, cycling and public transport.
- Permeability and accessibility improvements.

Walking and cycling become increasingly viable as transport options when the distance between such services is reduced. Table 14.1 outlines the modal split in the main settlements. The Council will promote and ensure that alternatives to the car are integrated in the design of streets and public spaces, prioritising cycling, and walking as active transport modes. The council will ensure the effective management of space in town and village centres to deliver a high level of permeability for walking and cycling which results in accessible, attractive, and vibrant places to work and live.

The data in Table 14.1 confirms and highlights the challenges facing the County with regards to promoting a modal shift away from the car. Kerry County Council is committed to the promotion of sustainable modes of travel including public transport, walking and cycling, and where possible the encouragement of modal change from the private car and decarbonisation in transport. In planning for transport development, the Council will ensure that the needs of people with differing abilities are considered.

	Walk/Cycle			Public Transport			Vehicle		
	Work	School	Total	Work	School	Total	Work	School	Total
Tralee	20.1%	26.4%	22.7%	1.1%	8.3%	4.0%	71.1%	59.0%	66.2%
Killarney	23.9%	23.1%	23.7%	4.0%	6.6%	4.7%	61.5%	63.3%	62.0%
Listowel	15.4%	22.4%	18.1%	0.6%	13.2%	5.5%	81.1%	60.2%	73.1%
Castleisland	17.8%	32.6%	23.1%	1.3%	6.8%	3.3%	77.7%	57.7%	70.5%
Kenmare	19.2%	27.6%	21.9%	1.2%	5.8%	2.7%	71.7%	60.7%	68.2%
Killorglin	21.0%	30.0%	23.9%	1.0%	6.9%	2.9%	73.9%	58.2%	68.8%
Dingle/Daingean Uí Chúis	37.7%	43.2%	39.1%	1.1%	2.4%	1.5%	53.2%	51.4%	52.7%
Ballybunion	13.8%	21.5%	16.7%	1.2%	7.3%	3.5%	79.7%	63.8%	73.8%
Cahersiveen	31.0%	40.3%	34.1%	0.6%	1.7%	0.9%	64.3%	54.0%	60.9%
Milltown	7.4%	39.8%	18.3%	0.8%	7.3%	3.0%	88.6%	46.1%	74.3%

**Table 14.1 Main Settlements Transport Modal split (2016 CSO)**

The Council will allow a reduction in car parking standards in suitable town centre locations to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.

The Council will also ensure that the provision of appropriate Bicycle parking facilities (See Development Management Standards & Guidelines, Vol 6) form part of any new applications in urban areas to assist with



supporting a modal shift away from private cars to more sustainable modes of transport i.e., cycling, walking, public transport.

<b>Sustainable Transport and Mobility</b>	
<b>It is an objective of the Council to:</b>	
<b>KCDP 14-1</b>	Deliver sustainable transport infrastructure investments as identified for the road network, public/rural transport, and walking/cycling infrastructure.
<b>KCDP 14-2</b>	Facilitate and support the sustainable establishment of a network of greenways as outlined in the KCC Greenway Strategy in Map 14.1 and Table 14.2 within the County and the adjoining counties, further to environmental assessment.
<b>KCDP 14-3</b>	Support and 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” and the “National Cycle Policy Framework” and any future national sustainable mobility policy.
<b>KCDP 14-4</b>	Promote and support the expansion of the Electric Vehicle charging network (through direct provision by state agencies and in partnership with energy suppliers e.g., in the hospitality sector) and an increase in the numbers and usage of Electric Vehicles.
<b>KCDP 14-5</b>	Specify baseline figures and targets for modal share in new / varied Local Area Plans to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.
<b>KCDP 14-6</b>	Set modal share targets within the county in cooperation with the NTA, CARO, EMRA and other relevant stakeholders and in accordance with any relevant Guidelines that may come into effect.
<b>KCDP 14-7</b>	Promote and support the provision of new technologies on decarbonising transport.

### 14.3.3 Active Travel

Active Travel is travelling with a purpose (excluding leisure purposes) using your own energy including walking (including all users of footpaths) or cycling as part of a journey to school, to the shop or a commute to work.

An essential element of any integrated transport system is to provide for the needs of cyclists and pedestrians. Part of the Government's sustainability development strategy, Sustainable Development – A Strategy for Ireland, identifies the increased provision of cycle lanes and safer facilities for pedestrians as a key priority. Cycleways and safe pedestrian routes should be encouraged as part of the design schemes for residential, educational, employment and recreational development.

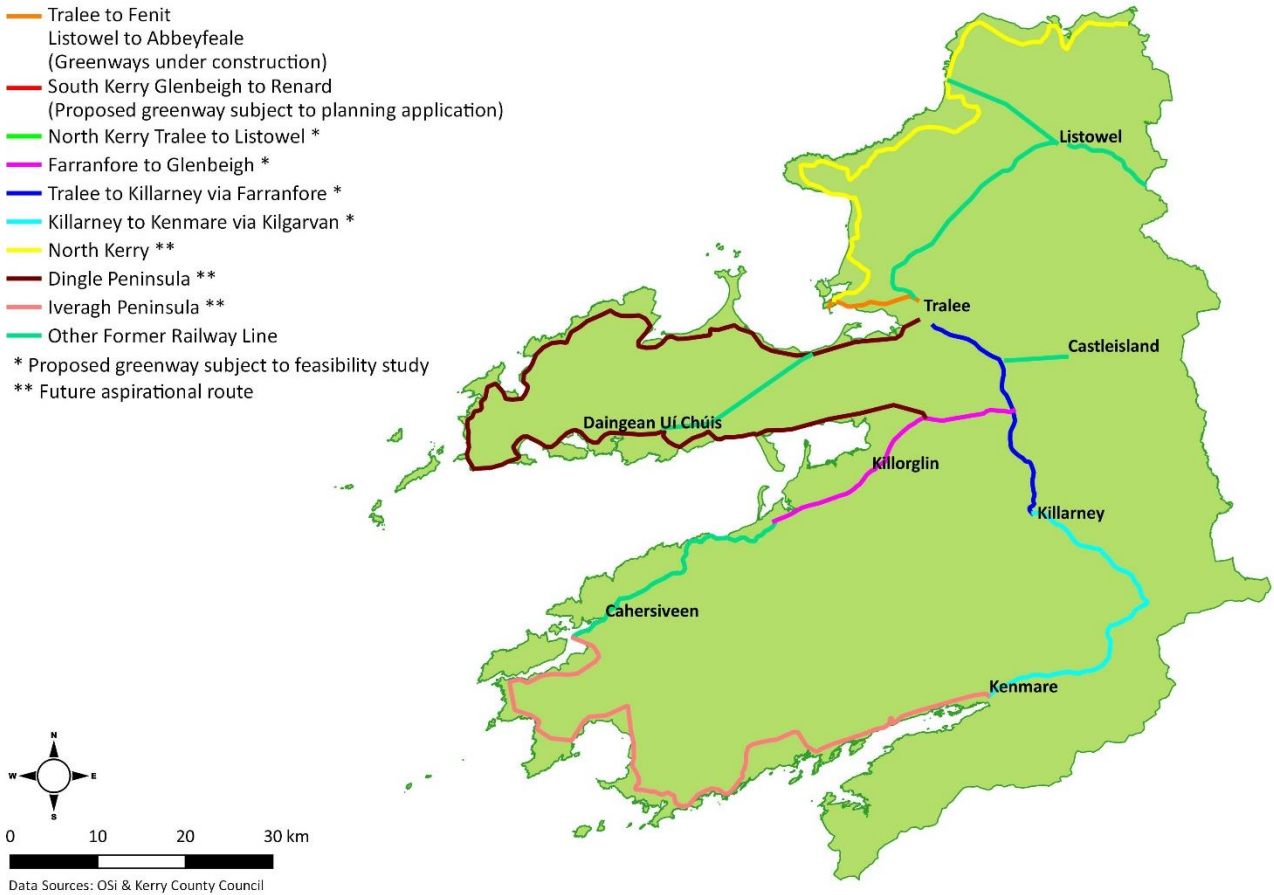
#### 14.3.3.1 Greenways

In addition to the County's existing walking and cycling infrastructure, the Council recognises the potential of Kerry's old railway lines and other potential linkages to act as Greenways for walking and cycling routes. Former railway lines in Kerry, have already been developed and others have the potential to be developed as 'greenways. (An indicative list is provided in Table 14.2) The Council will therefore continue to protect the



routes of such potential greenways through the policies of this plan and will actively work with all stakeholders to facilitate the development of Greenways and walking and cycling routes throughout the County.

The Council has developed a Greenway Strategy for the future development of routes throughout the county. The Council will seek to roll out the development on the greenways in a coordinated and linked up manner. (See Chapter 10 for further information on Greenways)



**Map 14.1: Kerry County Council Greenway Strategy**

<b>From</b>	<b>To</b>
Listowel	Ballybunion
Tralee	Abbeyfeale (Co. Limerick) via Listowel
Tralee	Fenit
Tralee	Dingle/Daingean Uí Chúis, Castlegregory
Gortatlea	Castleisland
Farranfore	Cahersiveen/Renard
Headford	Kenmare

**Table 14.2: Former Railway Lines in Kerry**

**Active Travel & Greenways**

**It is an objective of the Council to:**

**KCDP 14-8** Promote a shift away from the private car to greater use of active travel (walking and cycling) and public transport.



<b>KCDP 14-9</b>	Continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.
<b>KCDP 14-10</b>	Facilitate and support the development of Transport Mobility Plans for Tralee, Killarney and Listowel and the subsequent rollout of Active Travel related infrastructure in these towns.
<b>KCDP 14-11</b>	Develop in accordance with the National Cycle Manual and the NTA, an integrated network of cycle ways in our larger urban centres, to ensure permeability within and between residential areas, linking to town centres, schools and places of work informed by Transport Mobility Plans for Tralee, Killarney and Listowel.
<b>KCDP 14-12</b>	Protect established/historic railway corridors throughout the County for recreational development.
<b>KCDP 14-13</b>	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.
<b>KCDP 14-14</b>	Ensure that all proposals for new greenways comply with the following strategy: Strategy for the Future Development of Greenways (DTTAS, 2017) and are subject to prior environmental assessment.
<b>KCDP 14-15</b>	Support accessibility to greenway and active travel walking routes for people of all ages and those with disabilities.
<b>KCDP 14-16</b>	Facilitate and support the provision of bicycle parking facilities throughout the county's settlements.
<b>KCDP 14-17</b>	Develop a masterplan for all cycle paths and greenways in the county and to improve connectivity within the region for walking routes and commuter cyclists in addition to recreational amenity functions.

#### 14.3.4 Land Use Integration & Local Transport Plans

The provision of high-quality transport infrastructure and protection of the existing extensive transport network in County Kerry is critical to the county's socio-economic development and will ensure quality levels of service, accessibility and connectivity to transport users. Kerry is strategically located along the AEC and along the south-western seaboard, with an international airport, railway and high quality national, regional and local road networks. The county has a significant advantage within the south-west region, in terms of its location and economic assets. These advantages must be progressed in tandem with the sustainable management and development of other essential infrastructure, whilst having regard to environmental responsibilities and complying with European and National legislation. A priority of this plan is the sustainable enhancement of the existing physical infrastructure network within the county and to strive to transition to a low carbon future, through greater support and promotion of more sustainable modes of transport in urban and rural areas.

Local Transport Plans (LTPs) will be prepared by the Council for the key towns of Tralee and Killarney, based on the Area Based Transport Assessment (ABTA) guidance produced by the NTA and Transport Infrastructure Ireland (TII). LTPs will be based on a clear set of objectives and include priorities for each settlement in terms





of public transport infrastructure and services, cycle investment, improvements to the pedestrian environment and road enhancements. LTPs and LAPs will be aligned to enable the integration of land use and transportation over the lifetime of this plan.

#### Land Use Integration & Local Transport Plans

It is an objective of the Council to:

- |                   |  |
|-------------------|--|
| <b>KCDP 14-18</b> | Enhance and improve regional connectivity through upgraded transport infrastructure.   |
| <b>KCDP 14-19</b> | 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.                     |
| <b>KCDP 14-20</b> | Protect and sustainably develop the County's principal transportation assets including ports, Kerry Airport, and strategic road and rail corridors.  |
| <b>KCDP 14-21</b> | Promote the sustainable development of all transportation links both within and out of the County in co-operation with adjacent Local Authorities to integrate different modes of transport. |
| <b>KCDP 14-22</b> | Prepare Local Transport Plans for the Key Towns and other settlements where appropriate, which shall be aligned to and integrated with relevant Local Area Plans.                            |

#### 14.4 Road Network

The Council is strongly committed to the promotion of sustainable means of travel including public transport, walking and cycling and the encouragement of modal change from private car, where possible. However, the council recognises that the private car will remain as a mode of transport for the foreseeable future.

The provision of proper external road infrastructural linkages from the County to national and international infrastructural networks greatly minimises the impact of peripherality. The provision of road infrastructure also makes the County more attractive for the location of industry and as a location in which to live, work and provide employment.

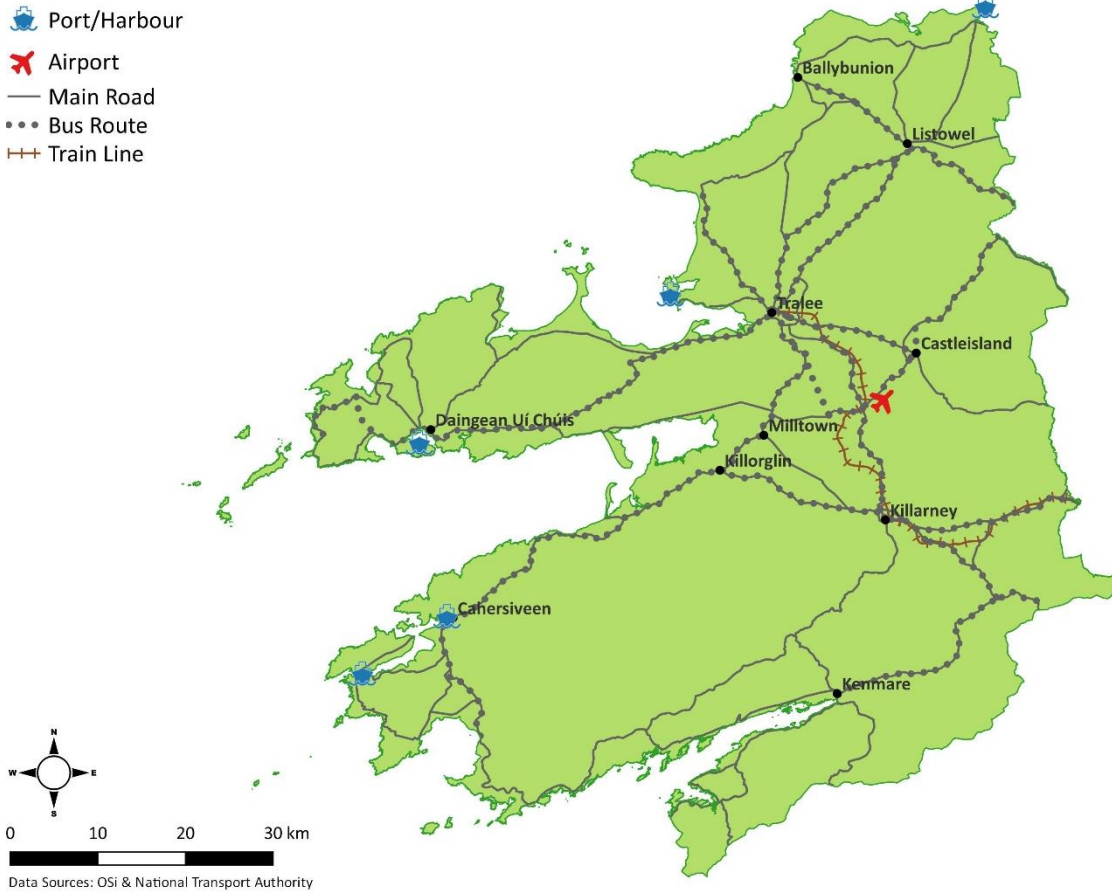
The total road network in the County comes under the four classifications: National Primary, National Secondary, Regional and Local roads measuring approx. 4,880km. The low density of population in County Kerry and the relatively low level of urbanisation accounts for a high dependency on the County's road infrastructure. Since the adoption of the last County Development Plan in 2015 several infrastructure projects have been completed or have commenced in the County. Examples include the opening of the N86 Lispolle to Ballynasare Lower and Ballygarret to Camp Road Improvement Scheme in 2018, and the N70 Kilderry Bends Improvement Scheme between Milltown and Killorglin.

The Council recognises its role in providing or facilitating the sustainable provision of physical infrastructure essential to support the existing and future population of the County and economic growth and in particular by improving links between the Key towns of Tralee and Killarney and to the cities in the Region (Cork and Limerick).

The coastal nature of the county, whilst internationally recognised as having a landscape of outstanding beauty, presents a particular challenge in relation to roads. Many roads such as the N86 (Tralee – Dingle / Daingean Uí Chúis), the N70 / N71 (Ring of Kerry), R561 Castlemaine to Annascaul and R549 / R559 Sleah Head tourist route are vulnerable to the impacts of climate change and the consequences of same for lifeline links to towns including Dingle / Daingean Uí Chúis, Kenmare and Killorglin and their rural hinterlands.



Map 14.2 illustrates the strategic transportation network serving and linking the Key Towns, the Knowledge triangle, other towns in the County and the Tarbert / Ballylongford Industrial Landbank.



Data Sources: OSI & National Transport Authority

**Map 14.2: Strategic Transportation Network**

The Regional Spatial and Economic Strategy list key infrastructural projects required for balanced development of the Region and emphasise the link between the provision of infrastructure and land use planning. Building on the RSES, the priority road infrastructure requirements for the County over the plan period 2022-2028 and beyond include the following Schemes listed in Table 14.3.

<b>National Primary/Secondary Roads Projects</b>
N21/N22 Tralee to County Bounds
N22 Farranfore to Killarney including N22/N71 Southern Link
N23 Castleisland to Farranfore
N21 Abbeyfeale Bypass
N22 Killarney Junction Improvements (Upper Lewis Road, Aghadoe, Coolcashlagh & Ballycasheen)
N69 Listowel Bypass
N70 Milltown Bypass
N70/N72 Killorglin Bypass
N67 Tarbert to Ferry



N69 Tralee to Tarbert
N70 Tralee to Killorglin & N70 Killorglin-Cahersiveen-Kenmare
N71 Killarney-Kenmare (Tunnels)
N72 Killorglin to Rathmore
N86 Tralee to Dingle/An Daingean
<b>Non-National Roads</b>
Tralee Northern Relief Road (Phases 1 and 2)
Killarney Inner Relief Road
Dingle/Daingean Uí Chúis Relief Road (Phase 5)
Kenmare Relief Road (Phase 2)
Killarney Strategic Link Roads
R558 Tralee to Fenit (Phases 2 and 3)
Tralee Inner Relief Road - Clash to Ballymullen Phase 2
R561 Castlemaine to Annascaul
R549 / R559 Sleah Head tourist route

**Table 14.3: Priority Roads Infrastructure Projects**

#### Road Network

##### It is an objective of the Council to:

- KCDP 14-23** Seek to protect and safeguard the significant investment made in strategic economic infrastructure, in particular the network of roads, the existing rail line to Tralee and major water and wastewater projects, through the promotion of appropriate development and settlement patterns and the integration of land use and transportation activities.
- KCDP 14-24** Strengthen Steady State Investment in our existing road networks to ensure that existing networks are maintained to a high level to ensure quality levels of safety, service, accessibility and connectivity to transport users of all transport modes.
- KCDP 14-25** Provide, or facilitate the sustainable provision of all road infrastructure projects set out in Table 14.3 with priority given to infrastructure serving the Key Towns.
- KCDP 14-26** Support the development of the Adare, Newcastlewest and Abbeyfeale By-passes and N21 realignment as a strategic link corridor between Co. Kerry and Co. Limerick and support the completion of the Macroom By-pass and further improvements and realignments of the N22 corridor.

#### 14.4.1 National Primary and Secondary Routes

The national route network comprises both the National Primary and Secondary Roads within the County. These routes are of vital economic importance, linking the County with other major centres and ports and are important arteries within the County itself.



These routes due to the landscapes they traverse and, in some locations the established enclosed nature of the road corridor and verge treatment are of significant tourism importance, however their primary role remains as transport and economic corridors.

It is an overall objective of the Plan to provide for balanced growth throughout the County by promoting the strengthening of rural communities and to provide sustainable infrastructure to facilitate job creation in these areas. The road network throughout the County and particularly the national road network is a vital element of this infrastructure. It is essential that they are maintained to the highest standards possible and that their efficiency, safety and carrying capacity is maximised. The creation of additional entrances onto these roads reduces their carrying capacity and safety and is contrary to the overall objective of improving the infrastructure serving rural areas.

Kerry County Council, being the designated Action Planning Authority under Statutory Instrument 549 of 2018 European Communities (Environmental Noise) Regulations 2018 has prepared a Noise Action Plan to address noise from major roads in the county with traffic flows greater than 3 million vehicles per annum. Further information on this is included in Chapter 11 Environment.

#### 14.4.1.1 Access onto National Roads

The creation of an access or the intensification of usage of an existing access onto a National Road shall be only considered where it is in compliance with the *Spatial Planning and National Roads Planning Guidelines (DoECLG January 2012)*. Section 2.5/2.6 of the guidelines outline the following:

##### Lands adjoining National Roads to which speed limits greater than 60 km/h apply

It is an Objective of this plan to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 km/h apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.

##### Transitional Zones

Access onto National Roads on the approaches to or exit from urban centres that are subject to a speed limit of 60 km/h before a lower 50 km/h limit (otherwise known as transitional zones) may be considered subject to a road safety audit and in accordance the TII publication; *The Treatment of Transition Zones to Towns and Villages on National Roads DN-GEO-03084 (2018)*.

The proliferation of such entrances, which would lead to a diminution in the role of such zones, will be carefully controlled.

##### Lands Adjoining National Roads within 50 km/h Speed Limits

Access to national roads will be considered in accordance with normal road safety, traffic management and urban design criteria for built up areas.

#### National Primary and Secondary Routes

##### It is an objective of the Council to:

**KCDP 14-27** Protect the capacity and safety of the National Road and Strategically Important Regional Road network in the County and ensure compliance and adherence to the provisions of official Government policy outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) in order to safeguard carrying capacity and safety of National Primary and Secondary Routes.

**KCDP 14-28** Avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to National Roads to which speed limits greater



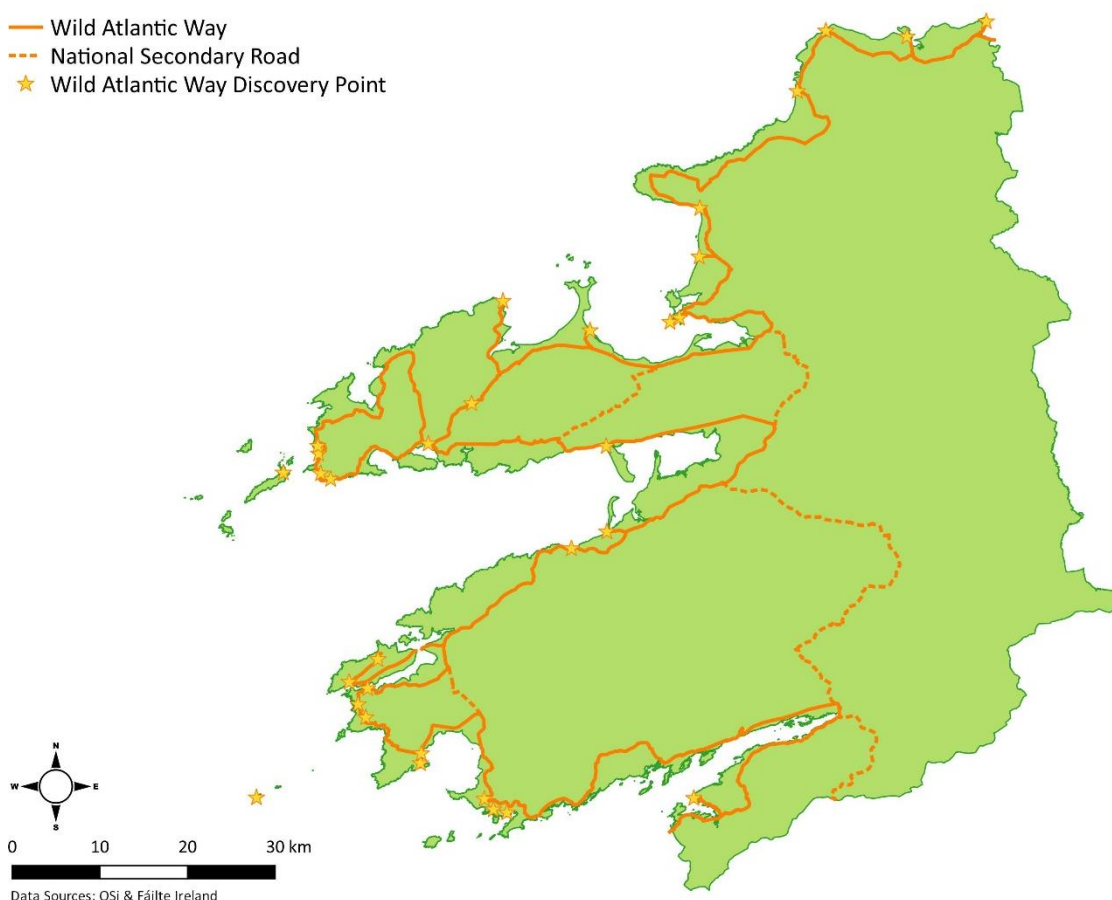
than 60 km/h apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.

**KCDP 14-29** Consider proposals for access onto National Roads on the approaches to or exit from urban centres that are subject to a speed limit of 60 km/h before a lower 50 km/h limit (otherwise known as transitional zones) subject to a road safety audit and in accordance the TII publication; *The Treatment of Transition Zones to Towns and Villages on National Roads DN-GEO-03084 (2018)*.

**KCDP 14-30** Reserve lands and prohibit development in areas identified for both the immediate and long-term provision and improvement of roads throughout the County and the construction of roads as indicated in table 14.3.

**KCDP 14-31** Ensure a proportionate design response to the identified need for the projects listed in table 14.3 in order to minimise the impact of the scheme on unique road corridors and tourist routes.

- Wild Atlantic Way
- - - National Secondary Road
- ★ Wild Atlantic Way Discovery Point



**Map 14.3: Tourist Routes**



### 14.4.2 Regional and Local Roads

These routes are of vital importance, linking the national roads with the towns and villages and remaining rural areas within the County.

It is the policy of the Plan to continue the ongoing upgrading, strengthening and improvement works on all regional & local roads in a sustainable manner in accordance with the objectives of this Plan and in compliance with the annual Roads Programmes.

Regional and Local Roads	
It is an objective of the Council to:	
<b>KCDP 14-32</b>	Support the sustainable upgrading, strengthening and improvement to the existing Regional Road network including road schemes and by-passes outlined in Table 14.3.
<b>KCDP 14-33</b>	Sustainably strengthen and improve the road network including links, by-passes and relief roads with priority given to those serving the Key Towns and Regional/District Towns and interconnection between such settlements.
<b>KCDP 14-34</b>	Provide a safe road system throughout the County through Road Safety Schemes and to encourage the promotion of road safety in the County.
<b>KCDP 14-35</b>	Facilitate the upgrade and improvement of major tourist routes within the County (as shown on Map 14.3) including realignments, the provision of lay-bys, viewing areas, picnic areas and the improvement of finger-posting and access ways to points of interest, at appropriate locations and in a sustainable manner along such tourist routes.

### 14.4.3 Parking Provision

The provision of adequate car parking throughout the County is essential for the proper functioning of settlements and access to services. It is important in the siting and design of new car parks, that every effort is made to maintain the quality of the public domain. However, the provision of car parking in Town centres needs to be balanced against obligations to reduce overall car dependency and reduce CO<sub>2</sub> emissions in order to achieve Climate change targets.

Car parks are also needed in a rural context to access recreational facilities and amenities and to manage associated pressure. This parking must be provided in a sustainable manner taking cognisance of environmental designations, and minimising effects on the landscape. Where car parking demand is seasonal the provision of temporary facilities and solutions will be explored in order to reduce environmental impact.

Universal standards for car parking may not be applicable in all circumstances in town /village centre areas. Applications and developments shall be assessed on a case-by-case basis.

The Council will facilitate a reduction in car parking standards for 'living over the shop' accommodation proposals and other change of use/regeneration developments in town centre locations (M2), where considered appropriate by the Planning Authority. Furthermore, car parking standards shall not apply for developments located in the designated retail core areas (as shown in the town plans & Local area plans).

The Council are currently preparing a Parking Strategy for the county. Key Challenges to be addressed in this strategy include promoting town centre regeneration and a model shift in transport whilst meeting business needs, making Town Centres more accessible, meeting targets for electric vehicle charging points and



improving parking infrastructure for key Tourism sites/routes. The Strategy will also promote the move to cashless and online payment options and will encourage, through tariff setting, more off-street car parking and 'park and stride' access to town centres and areas susceptible to traffic congestion.

#### Parking Provision

##### It is an objective of the Council to:

- KCDP 14-36** Support and facilitate the sustainable provision of public parking facilities for all users at appropriate locations, including bus parking and electric vehicles within and on the edge of towns and villages, and at tourist and recreation sites such as beaches, walkway/cycleway trailheads, scenic viewing points and routes subject to compliance with any environmental designation requirements.
- KCDP 14-37** Support and facilitate the provision of electric charging facilities in car parks provided as part of commercial large retail or industrial developments.

#### 14.4.4 Roadside Signage

Kerry County Council has regard to the provisions of the DoECLG Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011) and Traffic Signs Manual, (Dept. of Transport, 2010) when erecting signage on all roadways.

Roadside signage is generally associated with commercial business and tourist accommodation and a licence (renewed annually) is required for private signage on public roads. Private signage will only be licensed if it will not damage the visual amenity, landscape, create visual clutter or a traffic hazard in an area. It is the policy of Kerry County Council to seek to have signage in both Irish and English. KCC will seek to remove all unauthorised signage. A detailed policy for the erection of signage is contained within the Development Management, Standards and Guidelines section of the Plan – Volume 6.

#### Roadside Signage

##### It is an objective of the Council to:

- KCDP 14-38** Comply with the provisions of the DoECLG Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011) and Traffic Signs Manual (Dept. of Transport, 2010).
- KCDP 14-39** Seek to remove all unauthorised signage and advertisements erected on roadside verges and on private lands.
- KCDP 14-40** Facilitate and support the development of multimedia and social networking methods for directional and tourist information.

#### 14.5 Public Transport

Kerry County Council acknowledges the importance of the provision of high-quality public transport services and will facilitate transport service providers where possible in the expansion of services and improvements in the quality of services on offer. Future growth, both in terms of employment and residential development must be based on sustainable modes of transport.

In particular, the availability of public rural transport plays a major role in combatting rural isolation and acts as a catalyst in creating models of partnership, at all levels, where key sectors actively engage in transport provision, to ensure equality of access for all. This invaluable service provides access to public services,



employment, training, health and social facilities. In recognition of the importance of improving access to and from rural locations, the Council supports the extension of the Rural Transport Programme and other such initiatives, which respond to local travel needs throughout the County. Kerry County Council will facilitate and support the NTA in its preparation of a County Transport Strategy.

The Council in conjunction with other service providers will review the requirement for Park and Ride in the County, with consideration along the N21, N69 and N86 in Killarney, Listowel and Daingean Ui Chúis. Park and Ride facilities encourage shifts to public transport, reduce traffic congestion and parking demand and are essential component to meet climate change targets.

#### Public Transport

##### It is an objective of the Council to:

**KCDP 14-41** Promote the sustainable delivery of a reliable, integrated, low-carbon and cost-effective public transport system for the County.

#### 14.5.1 Rail Transport

The development of the rail network is important in terms of enhancing the economic and social development of the County thus achieving balanced regional development. The Council will therefore support land use policy, future development proposals and transportation strategies that ensure the viability of a rail service between centres of population. Iarnród Éireann in their strategic policy document “Rail Vision 2030: The Future of Rail Transport in Ireland” seek to provide for the maintenance and renewal of existing rail infrastructure. They also seek to avoid the asset being “run down” over time as the national Intercity and commuter network has a key role to play in promoting economic development.

The Dublin/Cork-Mallow-Tralee railway route is a vital connection between Kerry and the cities of Dublin and Cork and provides connectivity for the people of Kerry and tourists visiting the County.

#### Rail Transport

##### It is an objective of the Council to:

**KCDP 14-42** Support and encourage the provision of a high-quality rail network, commuter service and ancillary works for passenger and freight carriage to, from and within the County.

**KCDP 14-43** Support and facilitate investment in the rail network including (i) maintenance, improvement and strengthening of the rail network, (ii) upgrading and modernisation of infrastructure and passenger facilities, (iii) bike/park-and-ride and multi-modal transport interconnection facilities with rail networks and (iv) the removal of at-grade crossings to improve journey times.

**KCDP 14-44** Protect all existing or historic rail lines and associated facilities from redevelopment for non-transport related purposes to protect their future potential use as an operational transportation network or for cycle/walking routes.

#### 14.5.2 Bus Transport

The development of a quality bus system as an alternative to private car use is an essential element of an integrated and balanced land use transport system.

Bus services also play a vital social role in rural communities, linking rural areas with settlements and essential services such as schools and healthcare. Local Link Transport provide an invaluable service connecting rural communities with the towns and villages. However, the frequency of this service in some areas is low. Bus





services along the main transport corridors linking Tralee and Killarney are efficient and there are regular daily services between the Key towns and the other regional towns which provide the only public transport link. However, infrequent services present a challenge in achieving a modal shift to public transport in rural and the smaller peripheral settlements. The Council will work closely with a range of rural community development groups and allied stakeholders to identify and meet future bus transport requirements.

<b>Bus Transport</b>	
<b>It is an objective of the Council to:</b>	
<b>KCDP 14-45</b>	Facilitate the development and expansion of the Local Link Rural Transport Programme by the National Transport Authority (NTA).
<b>KCDP 14-46</b>	Facilitate improved rural public transport services including the provision of public and private bus services under the Rural Transport Programme and improved bus infrastructure including bus stops/shelters at appropriate locations.
<b>KCDP 14-47</b>	Facilitate and support the NTA in its preparation of a County Transport Strategy and Local Transport Plans.

### 14.6 Air Transport

The Local Authority recognises the strategic importance of Kerry International Airport (KIA) and Shannon and Cork Airports as a key factor in promoting the economic development of the County. Even during times of high emigration when many people are forced to work abroad it provides a vital link which enables families to be connected on a regular basis.

KIA is an important strategic asset to the County in strengthening transportation links both nationally and internationally. It is envisaged that future upgrading of the airport facilities will increase the potential for the airport to attract increased passenger numbers thereby making the County more accessible to other national and international transport hubs.

Air transport drives and facilitates wider economic activity through connectivity and is vital to businesses operating on an international scale and for the development of regions as business locations and tourist destinations. Safe, secure and reliable air transport links are essential to ensure a vibrant future for regional and local communities. They are essential in attracting inward investment and they improve the quality of life for those who live outside the main cities. The Council will encourage the development of further inbound dominated markets. More inbound passengers from these markets will support existing and create new jobs and support the national, regional, and local economy, particularly the Tourism sector.

It is important that the airport identifies opportunities for attracting new business within niche markets and that long-term viability is identified and supported, in partnership with relevant regional, tourism and industry bodies.

The location of Kerry International Airport with respect to the Kerry Technology Park, and centrally in the Kerry Hub & Knowledge Triangle, is important to ensuring that regional development continues. The ability for multinationals (both fully developed and incubating in the Technology Park) to have ready access to an airport with services to Dublin is an important consideration for the economic health of the region. Expanded services and routes would also benefit the county, both in terms of business and tourism.

It is the policy of the council to support improved connectivity between counties and the development of a Tri-Airport Strategy for the Southern Region (including Cork and Shannon airports) to be prepared by the



relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Local Authorities, Airport Authorities, TII, NTA and other relevant stakeholders in the Southern Region.

#### Air Transport

##### It is an objective of the Council to:

- |                   |   |
|-------------------|---|
| <b>KCDP 14-48</b> | Promote and support the sustainable development of Kerry International Airport by optimising international/regional connectivity through investment and increased capacity and capitalise on the associated wider economic benefits for Kerry and the wider region. |
| <b>KCDP 14-49</b> | Promote and support the provision of infrastructure and facilities at Kerry International Airport so that it can develop further and operate to its maximum potential, whilst taking into account the impact on local amenities.                                    |
| <b>KCDP 14-50</b> | Facilitate and support the development of an integrated multi-modal transport system to and from the airport.   |
| <b>KCDP 14-51</b> | Facilitate and support the development of a coordinated regional air access strategy in co-operation with Shannon, Cork and Kerry International Airports.   |
| <b>KCDP 14-52</b> | Support the expansion of Kerry Airport routes to international European Hub airports.   |

### 14.7 Ports, Harbours & Piers

The establishment and maintenance of the piers, ports and harbours of the County are important to the local economic base of an area. There are many such facilities located along the length of the Kerry coastline. In particular the Shannon Estuary, Fenit Port, Dingle Port and by extension Foynes Port are of strategic importance in terms of their fishing and commercial base. The sustainable development of these facilities offers significant economic potential both to peripheral areas of the county and the wider region. The maintenance and development of these facilities including road access is essential to ensure ongoing navigational and operational effectiveness. It is an objective of this plan therefore to facilitate ongoing dredging and maintenance works to these facilities.

The Tarbert-Killimer Ferry and the Valentia Island Ferry are important links between Kerry, Clare and Valentia Island. These ferries form major components of established tourist routes including the Wild Atlantic Way and are of significant economic importance to their local hinterlands. It is an objective of this plan to facilitate and support the continuation and development of these essential links.

There are a large number of small piers along the coastline providing ferry facilities to neighbouring counties, ports and offshore islands as well as supporting local mariculture and leisure activities. Continued investment is required to further develop this infrastructure in a sustainable manner and to support local industry and tourism. It is the policy of the Council to maintain and sustainably improve these facilities in order to encourage their fishing, tourism and commercial base without significant adverse effects on the environment or the integrity of Natura 2000 sites.

County Kerry has all of the natural resources necessary to develop a vibrant and successful marine leisure and tourism sector. The sustainable establishment of a necklace of Marinas, located at appropriate and strategic locations around the coast, is important for the development of marine tourism. The protection of the environmental attributes which underpin the marine tourism industry is a key requirement of this plan and only developments that have no significant adverse effects on the environment including the integrity of the built, natural or cultural heritage will be considered.



### Ports, Harbours & Piers

#### It is an objective of the Council to:

<b>KCDP 14-53</b>	Support the carrying out of a feasibility study of port connections between Dingle and Fenit and European Destinations.
<b>KCDP 14-54</b>	Optimise international/regional connectivity through investment and increased capacity in our ports throughout the region/county.
<b>KCDP 14-55</b>	Support the sustainable development of a Ports and Harbour Strategy for the Southern Region to be prepared by all relevant stakeholders.
<b>KCDP 14-56</b>	Facilitate and support the development and improvement (including dredging and sediment removal) of existing ports, marinas, harbour facilities, piers, slipways, and associated shore facilities to maintain navigational and operational effectiveness.
<b>KCDP 14-57</b>	Promote and investigate the potential for sustainably developing harbours, marinas and piers for increased usage including cruiser stopovers and greater economic benefit.
<b>KCDP 14-58</b>	Sustainably improve marina, port and harbour infrastructure in the County and to safeguard lands in the vicinity of ports and harbours against inappropriate uses that could compromise the long-term economic potential (including access) of the port or harbour.
<b>KCDP 14-59</b>	Complement investment in port infrastructure by seeking the sustainable development of improved access infrastructure to ports from their regional catchments including the R556 to Fenit and the N86 to Dingle/Daingean Uí Chuis.
<b>KCDP 14-60</b>	Support the role of ports, where appropriate, in facilitating the sustainable development and operation of offshore renewable energy development.
<b>KCDP 14-61</b>	Safeguard and enhance the roles of Dingle/ Daingean Uí Chuis, Fenit, Portmagee, Cahersiveen as centres of fishing fleet activity, processing and ancillary services and to facilitate the sustainable diversification of such locations into new areas of appropriate investment and employment opportunities, including marine related economic activity.
<b>KCDP 14-62</b>	Facilitate and support the continuation and development of the Tarbert to Killimer and the Knightstown to Renard Ferry.

### 14.8 Public Rights of Ways

A Public Right of Way is defined as ‘a strip of land (normally a road or path), usually leading from a public place to a public space, along which the public has a legal right to travel’.

There are very few registered Public Rights of Way in Ireland that are not maintained public roads. Access to the countryside is usually obtained through ‘permissive rights of way’ i.e., with the landowners’ permission. Landowners have facilitated, through their goodwill and tolerance, access to the countryside through their lands. Ireland’s waymarked trails are ‘permissive routes’ and have been developed with the landowners’ agreement.

Public Rights of Way were listed and mapped as part of the Kerry County Development Plan 2015-2021, and these are appended to this Plan in Volume 3. It is important to note that this is not an exhaustive list. The



omission of a Right of Way from this list shall not be taken as an indication that such a right of way does not exist. In addition, the inclusion of a route in this plan does not create a public right of way.

Where no Public Rights of Way exist to important recreational areas, places of historic interest, architectural heritage, scientific sites and sites of cultural heritage, the Council will encourage the creation of such Rights of Way in co-operation with local landowners.

<b>Public Rights of Way</b>	
<b>It is an objective of the Council to:</b>	
<b>KCDP 14-63</b>	Ensure the preservation of Public Rights of Way which give access to seashore, mountain, lakeshore, riverbank and other place of natural beauty or recreational utility.
<b>KCDP 14-64</b>	Protect all existing Public Rights of Way (including those not listed in this plan) and ensure that development does not impinge on these routes.

### 14.9 Digital Connectivity

The importance of a modern, efficient telecommunications system for the future development of the County cannot be overstated and constitutes a vital element of the County's infrastructure. The Information Technology sector has huge potential for employment creation and access to resilient high-quality broadband is essential if the County is to be regarded as a viable location for the development of this industry and other service industries which rely on Broadband. Kerry County Council has been proactively involved in the provision of digital hubs. Through the council funding has been given for the Sneem Digital Hub and the RDI Hub in Killorglin.

Enhanced quality and provision of digital and mobile telecommunications infrastructure is critical for the revitalisation of cities, towns, villages and rural areas. Developments in information and communications technology (ICT) continues to fundamentally change how our society and economy functions.

A key factor in the determination of social and economic progress in the County is the development of the Information and Communication Technology (ICT) network. This is particularly important if locations remote from cities are to attract investment and jobs and give local people quality access to information, education and entertainment. Telecommunications masts are an essential element in providing a communication network for the county. As with most technology they provide benefits, which must be balanced against associated loss of amenities.

The Council will facilitate the delivery by National Broadband Ireland (NBI) of high-speed broadband services to all businesses and households in line with the National Broadband plan for Ireland. The council recognises that the current infrastructure in this sector is deficient. Even with the schedules of the incumbent service providers for enhancements of their networks and exchanges in "Next Generation Network" investments, the county suffers an absence of carrier neutral and multi-carrier backhaul in most parts of the county. There is also an increased demand from the domestic and commercial sectors. The Council, therefore, aims to support the sustainable provision of telecommunications infrastructure throughout the county at appropriate locations.

It is the policy of the Council to:

- Promote the development of Smart County and Smart Towns as well as Smart Villages.
- Support the co-ordinated and focused sustainable development and extension of broadband infrastructure throughout the County at appropriate locations to ensure economic competitiveness for the enterprise and commercial sectors and in enabling more flexible work practices e.g., remote working in hubs in towns and villages.



- Facilitate the sustainable development of a modern efficient telecommunications network serving the County.
- Achieve a balance between facilitating the sustainable provision of telecommunications infrastructure in the interests of social and economic progress and sustaining residential amenity and environmental quality.

#### **14.9.1 Telecommunications & Broadband**

Efficient telecommunications and broadband are central to the development of a knowledge-based economy throughout the County. Broadband helps to combat social exclusion. Areas without broadband will be less able to take advantage of internet centred developments in education, banking, research and business. In considering locations for masts and other infrastructure requirements, Kerry County Council will have regard to the 'Telecommunications Antennae and Support Structures Guidelines for Planning Authorities' (DoECLG, 1996) and Circular Letter PL07/12. The Council aims to support the sustainable development of mast infrastructure at appropriate locations which facilitates backhaul in the peninsula areas, and Broadband services to areas of the County with no Broadband service and with poor Broadband service.

#### **14.9.2 National Broadband Plan**

While Kerry is a county with reasonable broadband availability the quality of this broadband service in some areas is unsatisfactory and inadequate. The National Broadband Plan (NBP) is the government's initiative to deliver high speed broadband services to all premises in Ireland. This will be delivered through investment by commercial enterprises coupled with intervention by the State in those parts of the country where private companies have no plans to invest.

It aims to radically transform the country's broadband landscape through the delivery of quality, affordable high-speed broadband to all parts of Ireland where such services are not available commercially.

The NBP will ensure that all people and businesses have access to high-speed broadband, no matter where they live or work. Once completed, all parts of Ireland will have access to a modern and reliable broadband network, capable of supporting the communications, information, education and entertainment requirements of current and future generations.

The network will be designed, built and operated by National Broadband Ireland, using a combination of State subsidy and commercial investment. It will make its services available to all of the rollout area, which accounts for 23% of the population in about approximately 544,000 homes, farms, schools and businesses across the country.

National Broadband Ireland (NBI), the company delivering the NBP has set ambitious milestones in its deployment plan, leading to 100% high-speed broadband coverage across the national broadband rollout areas within seven years. By the end of the third year, it is projected that almost 40% of premises in the NBP (totalling over 205,000 premises) will be served by the NBI network. By year five, almost 95% of that entire population will have access to high-speed broadband.

##### **14.9.2.1 Kerry Digital Strategy 2021**

Kerry County Council is currently preparing a new digital strategy for the county. The strategy will be a key vision, opportunities and objectives document to developing business, skills, communities and capacity in the County to avail of digital technologies underpinned by the National Broadband Plan.

The overall aim of the new strategy is the creation of a Smart County, through Smart Communities. Smart Communities is a new approach to community development and activation through exposure to digital content and technology and supporting people to discover the value of using digital in their daily lives.

The key target areas for Smart Communities are to:

- Improve service efficiency and reduce service costs
- Create opportunities for young people
- Tackle social exclusion and isolation
- Develop skills for living and the labour force
- Improve health and wellbeing in communities

Kerry's Digital Strategy will drive and support connectivity and participation in communities and promote social cohesion to create a healthy digital society. It will promote opportunity and access to learning and employment, protect citizens, drive efficiencies and knowledge. The framework for the strategy is centred on a number of pillars under which high level objectives are established.



**Figure 14.2 Kerry Digital Strategy Pillars**

Digitalisation and smart technology are also recognised as a core pillar in national climate policy, particularly, in mitigating GHG emissions. The Climate Action Plan 2019 proposes to have smart meters installed in homes to promote efficient energy use. Smart meter technology, already available from many electricity suppliers, allow users more control over their own energy use. They facilitate “time of use tariffs” to incentive customers to move to lower rates thereby promoting better energy management and efficiency.

The COVID-19 pandemic has clearly illustrated the digital divide across geographical regions as well as socio-economic groups and the potential impact this may have on current economic and social activity as well as life opportunities. It is essential for our economic competitiveness and resilience to provide new and continual re-investment in the quality of our digital infrastructure networks across towns, villages and rural areas.

#### **14.9.2.2 Broadband Connection Points**

The first major deliverable for NBI will be to connect approximately 300 Broadband Connection Points (BCPs). The BCP initiative will allow rural communities to quickly get free public access to high-speed broadband while the larger NBP deployment continues. The 12 selected locations in Kerry are a mixture of Community Centres, Schools and Tourist sites and are concentrated in the ‘Amber’ or NBI areas where the EIR fibre rollout did not occur in order to maximise their potential. These sites will be open to the public to allow access to high-



speed broadband. Each site, depending on its particular context will offer a range of options from hot-desking for remote working to always on free Wi-Fi for connectivity. This offers opportunities for remote working, relocation from busy city areas in the state, and education. (see map 14.4)

### 14.9.2.3 Metropolitan Area Networks

A fibre optic infrastructure known as the Metropolitan Area Networks (MANs) is operated by Enet on behalf of the Irish government. These networks are capable of delivering virtually unlimited bandwidth. Tralee, Killarney, Listowel, and Castleisland formed part of Phase 2 of the project.

The MANs operate on an open-access basis meaning that all licenced carriers can have access. This model is contrary to traditional operators' exclusivity of network and allows for competition in a way that has not previously happened. The MANs have transformed the Irish telecommunications industry by stimulating competition, reducing bandwidth costs and accelerating Ireland's broadband position. The MANs underpin a policy of balanced regional development by removing a barrier to Foreign Direct Investment (FDI) and there is demonstrable evidence to highlight that MAN towns now secure the vast majority of FDI jobs.

### 14.9.3 Digital Hubs/Co-Working Spaces

The way in which people work has changed and the COVID-19 pandemic has proven how important digital connectivity is in terms of supporting remote-working patterns and how it can have a positive effect on climate change and quality of life. The estimated number of private sector workers capable of operating remotely in Kerry amounts to 6,775<sup>1</sup>.

The provision of Digital Hubs/Co-working spaces helps to support growth in innovative local enterprises and provide technology enabled spaces, whilst also focusing on supporting local industries and the community. There are several 'Hubs/Co-working' spaces all over Kerry.

In Kerry, centres have won national awards under the Enterprise Ireland Regional Enterprise Development Fund. Examples of innovation centres include the Tom Crean Business Centre, the Service, Design and Innovation Hub Killorglin, Skellig Centre for Research and Innovation, Dingle Creativity and Innovation Hub, Sneem Digital Hub and Kenmare Innovation Centre. Examples of refurbishment projects for digital hubs and start up enterprise space includes projects in Valentia Cable Station in Knightstown and the Old Dingle Hospital.

The Gaeltacht network of Digital Hubs is being implemented across the Region's Gaeltacht areas. The RSES and CDP supports the development of a comprehensive strategy to better link and manage the work of 'enterprise' hubs in the AEC Region. This hub network is a valuable asset, contributing to the county's offering to investors, facilitating, attracting and retaining high-value talent and providing resources and facilities to attract further investment and economic growth and to support vibrant local communities.

It is the policy of the council that these jobs should generally be located within the settlement network, in co-working facilities location Town/Village Centre Sites and encourage the reuse of existing vacant buildings within town/village centres for such purposes.

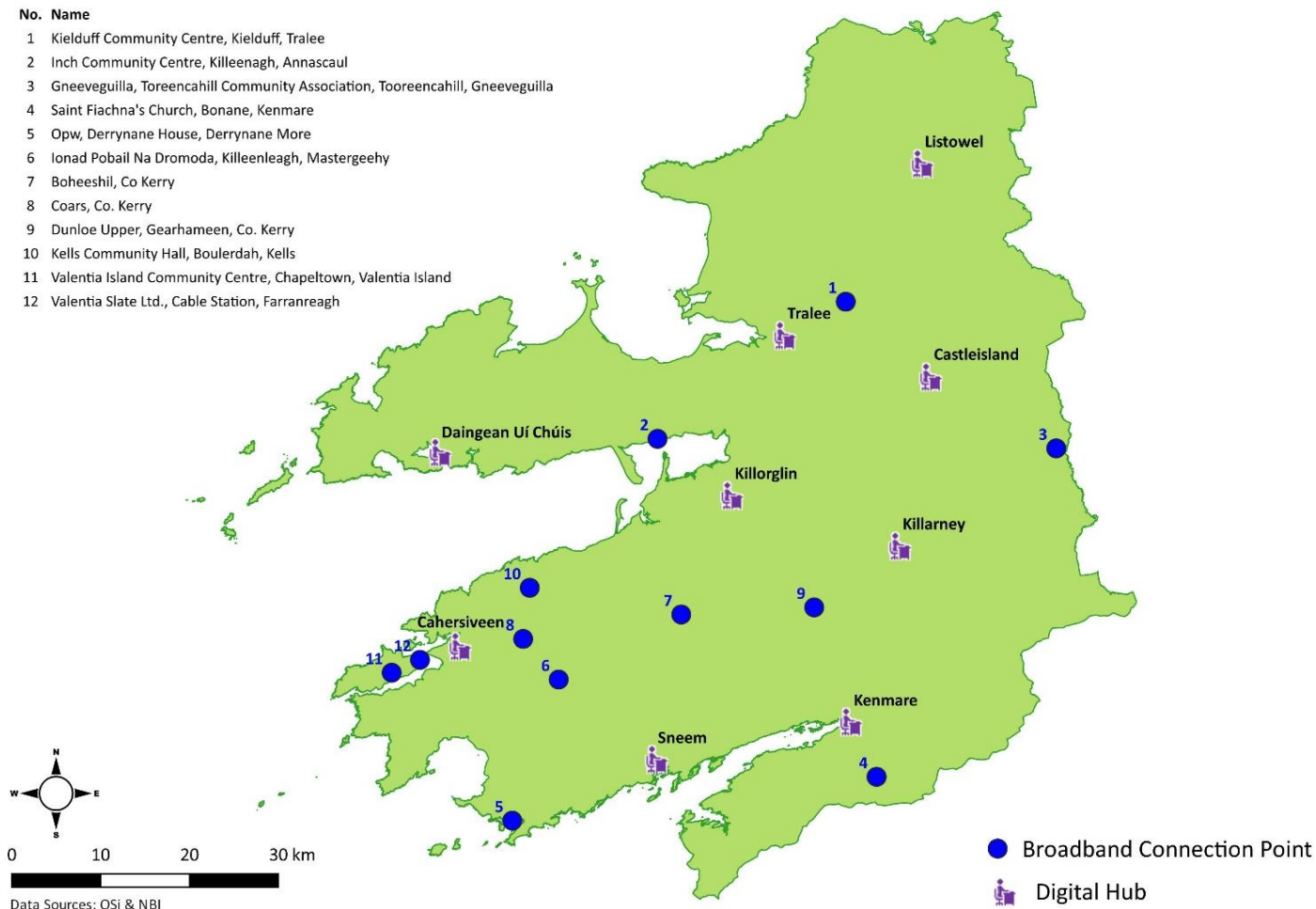
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<sup>1</sup> Regional Assemblies of Ireland – Regional Co-Working Analysis – November 2020



**No. Name**

- 1 Kielduff Community Centre, Kielduff, Tralee
- 2 Inch Community Centre, Killeenagh, Annascaul
- 3 Gneeveguilla, Toreenahill Community Association, Tooreenahill, Gneeveguilla
- 4 Saint Fiachna's Church, Bonane, Kenmare
- 5 Opw, Derrynane House, Derrynane More
- 6 Ionad Pobail Na Dromoda, Killeenleagh, Mastergeehy
- 7 Boheeshil, Co Kerry
- 8 Coars, Co. Kerry
- 9 Dunloe Upper, Gearhameen, Co. Kerry
- 10 Kells Community Hall, Boulderah, Kells
- 11 Valentia Island Community Centre, Chapeltown, Valentia Island
- 12 Valentia Slate Ltd., Cable Station, Farranreagh



**Map 14.4: Location of Digital Hubs Label & BCPs**

**Digital Connectivity**

**It is an objective of the Council to:**

- KCDP 14-65** Facilitate the sustainable delivery of high-speed, high-capacity digital and mobile infrastructure and support the continued investment and the delivery of ICT infrastructure, broadband networks and digital broadcasting in the County in line with the National Broadband Plan for Ireland.
- KCDP 14-66** Develop Smart Towns/Villages as engines for a Smart County (urban and rural) by supporting the initiatives of the All-Ireland Smart Cities Forum, seeking good practices yielded through living labs, testbeds and investment in the initiatives of stakeholders.
- KCDP 14-67** Support the sustainable provision of modern and innovative telecommunications infrastructure at appropriate locations.
- KCDP 14-68** Seek and support investment for initiatives in smart technology as an enabler for education and life-long learning in all locations.
- KCDP 14-69** Promote the preparation and support the implementation of a digital strategy, seek investment for actions identified, and support the role and initiatives of the Mobile and





Broadband Taskforce in addressing digital and mobile coverage blackspots and rural communications connectivity.

**KCDP 14-70** Facilitate and support the sustainable development of co-working hubs, community hubs and higher education and knowledge intensive hubs in towns and villages and work with key stakeholders, relevant agencies and sectoral representatives to achieve such developments.

**KCDP 14-71** Support and promote the AEC Enterprise Hubs Project Regional Networks.