

Fleadh 2023 Pedestrian Management Plan & Evacuation Procedure

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1.0 INTRODUCTION and EVENT OVERVIEW

The Fleadh in Mullingar will be one of the largest events that the town has accommodated in recent times.

The event involves a combination of the following profiles:

- Competitions and concerts in indoor venues
- Gig Rig Outdoor Performance Space (Gig Rig 1)
- Street Spaces which will be busy with patrons enjoying the atmosphere and general ambience

Whilst it is difficult to predict the actual numbers of persons likely to attend, some information can be gained from previous Fleadhanna in towns such as Sligo, Ennis and Drogheda and from 2022 in Mullingar.

There will be a number of factors impacting on the likely number of patrons attending with one of the most significant factors being weather conditions during the event.

Previous experience has indicated that the highest volumes of patrons can be expected on the second weekend and particularly on the Saturday night, in the case of Mullingar this will be the 12th of August 2022.

In anticipation of the potentially large volumes of persons attending the event, this plan has been developed in order to provide a structure to how the pedestrians or crowds can be managed safely.

2.0 GENERAL CROWD MANAGEMENT MITIGATION MEASURES

In order to mitigate the potential for crowd congestion in any of the outdoor areas the following measures will be in place

2.1 Music Performances

- Music performances to be dealt with on a reactive basis with ongoing monitoring through CCTV systems and on the ground review. Particular emphasis on Market Square, Mount Street and Dominick Street locations and adjoining streets and lanes. *(the impromptu street performances in doorways and spaces along the sides of the streets are a regular feature of the event but can impinge on crowd flows)*
- No amplified music permitted on any of the streets, this includes music played on the streets and music bearing onto the streets from pubs, shops etc. (Amplified music performances increase congestion on streets) This to be enforced as the issue arises.

2.2 TV Filming and Broadcasts

The main location of the TV broadcasting is located at the Fairgreen, this location will help to alleviate the volume of patrons in other busy areas.

Note that some “roving mic” activities may be carried out, these will be short duration and will be subject to event control in terms of being asked to cease activities in the event of adverse impacts on crowd flows in the particular location.

2.3 Casual Trading

No casual trading on the named streets; where unauthorised trading is identified in any location; this will be subject to enforcement by authorised personnel or security staff. This to be managed on an ongoing basis with confiscation of good carried out where appropriate.

2.4 Street Furniture

All street furniture will be removed for the duration of the event including street signage. This includes large flower display boxes, sandwich advertising boards, seating and tables outside cafes and pubs with the possible exception of the existing seating outside Cosgrove’s Pub.

2.5 Information to Patrons- Screens.

Large information screen will be provided at the point on Dominick Street known as the taxi rank; this can be used to relay applicable messages as needed, an example of this may be to advise patrons in the town centre that Gig Rig at Blackhall place is full. Pre-Prepared announcements will be provided in advance of the event for deployment if required.

The decision to replay various information messages on these screens will be made by the Event Controller.

2.6 Information to Patrons – Security/Stewards/Volunteers

Information can be relayed to patrons through fleadh personnel, e.g., street ambassadors can advise that a particular area is at its capacity and is closed at that point in time. Information in a particular location would be in the first instance replayed from event control through security control to all security personnel.

2.7 Information to Patrons – General Signage

General directional signage will help to direct patrons to their most efficient route to a particular location.

3.0 STREET and GIG RIG CAPACITIES

The streets/locations that are most likely to encounter crowding are as follows:

- Oliver Plunkett Street
- Dominick Street
- Dominick Place
- Meeting House Lane*
- Mary Street
- Market Square
- Pearse Street
- Mount Street
- Blackhall Place Car Park (Gig Rig 1)
- Church Lane/Church Avenue*

*These routes have been identified as potential pedestrian pinch points and will be monitored closely; it is likely that access to both these routes will be closed to pedestrian access at the busier times of the Fleadh i.e., after 12noon daily from Friday 5th -Sunday 7th August inclusive.

Note the following colour coding has been applied to the capacities table:

- Green: Lower densities expected- Assume 1.0m² p.p.
- Amber Higher densities expected- Assume 0.5m² p.p.
- Red- Not accessible during busier times due to potential pinch point risk

Main Street			
Street	Length	Width	Area (m²)
Patrick St - Clarkes Bar to Green Bridge	85	12	1020
Green Bridge to Dominic St (Sherry Fitzgerald)	200	20.5	4100
Dominic Square	63.5	32	2032
Oliver Plunket Street	145	15	2175
Market Square	-	-	1150
Upper Pearse St - Market Square to Church Ave	-	-	1950
Lower Pearse St from Church Ave to Monks	-	-	3400
Sub Total- Higher Density Areas (Amber)			7,307m² (14,614 pax)
Sub Total- Lower Density Areas (Green)			8,520m² (8,520 pax)
Total			23,134 pax

Side Lanes off Main Street			
Street	Length	Width	Area (m²)
Mount St	160	11	1760
Arts Centre Square	-	-	1550
Grove St/Dominic Place Roundabout/Square	-	-	1500
Castle St to Kerrigans	170	18	3060
Mary St	115	5.5	632.5
Church Avenue	80	9	720
Dominic Place	55	7	385
Martins Lane	120	5	600
Sub Total- Higher Density Areas (Amber)			2,132m² (4264 pax)
Sub Total- Lower Density Areas (Green)			6,775m² (6775 pax)
Total			11,039 pax

Food & Crafts Area (note this is most likely circulation area only and shall be discounted)			
Street	Length	Width	Area (m²)
Blackhall Carpark (Food Stalls)			2600
Sub Total- Lower Density Areas (Green)			2600m² (2,600 pax)
Total			2,600 pax

Street below not being factored into equation

Street not fully Pedestrianised			
Street	Length	Width	Area (m²)
Austin Friars St - Monks to Dublin Bridge	320	13	4160

Blackhall Place Car Park Gig Rig 1

Emergency Exit Capacity Blackhall Place Car Park- Gig Rig 1		
Exit	Width	E-Exit Capacity
Exit 1	6.9m *	DISCOUNTED
Exit 2	6.9m*	4526**
Exit 3	6.9m*	4526**
Total Emergency Exit Capacity		9052

Holding Capacity Blackhall Place Car Park- Gig Rig 1		
Viewing Area (standing)	Viewing Area Capacity	Comment
3965m ²	7390 persons	Using 0.5m ² per person formula

Total Capacity for Gig Rig 1 is **7390 pax**

Street and Gig Rig Capacities Total	
Main Street	23,134 pax
Streets/lanes off Main Street	11,039 pax
Food and Crafts Area	Discount as circulation area only
Gig Rigs x 1	7,390
Total	41,563 pax

4.0 PEDESTRIAN PLAN ACTION STAGES

We have proposed 4 stages of the Pedestrian Plan as follows:

STAGE 0- All areas moving well in terms of pedestrians, no issues observed or reported to Event Control or Gardaí.

STAGE 1- Partial diversions/closures related to a particular Zone.

STAGE 2- Closure of the overall town centre due to crowd volumes.

STAGE 3 – Evacuation of a particular area, this could be any zone or area in the town. This will generally be in response to a situation that may have arisen in a particular area

STAGE 0

All areas moving well and freely, congestion limited with likely potential to achieve emergency access to all areas in event of medical emergency or similar incident. Ongoing monitoring taking place by Event Control and Gardaí as well as event staff in the relevant areas.

Monitoring by CCTV and communications with personnel on the ground such as Security Personnel, Stewards and Safety Officer.

STAGE 1 Any Zone

This will be in response to a situation where crowd levels in a particular zone have increased to the point that overcrowding is becoming possible, the factors to consider will not just be the levels of persons in the particular zone but the possibility of successfully facilitating an emergency response in that zone or any impacts from an evacuation of any premises in that zone.

This decision will instigate the following actions:

- Erect barriers at the divert persons to less congested areas breathing a contra flow arrangement e.g., congestion on Dominick Street, divert pedestrians coming from Green Bridge towards Grove Street, allowing egress only from the congested area.
- Update this development through event control channel in order for information to be circulated to relevant stakeholders.
- Detail this information through Fleadh Screen in Dominick Place (This will be particularly relevant for Gig Rig 1)
- Monitor impact of closure on other zones and escalate to Stage 2 (full closure) if appropriate

STAGE 2- Closure of the overall town centre due to crowd volumes.

This action to be taken after a Stage 1 action has been taken or as a stand-alone decision. It will be in response to a situation where crowd levels across the overall pedestrianised area have increased to the point that overcrowding is becoming possible, the factors to consider will not just be the levels of persons in the overall pedestrianised area but the possibility of successfully facilitating an emergency response in that area or any impacts from an evacuation of any premises in this area.

STAGE 3 – Evacuation of a particular area*, this could be any zone or area in the town. This will generally be in response to a situation that may have arisen in a particular area such as a fire emergency, criminal activity, or direction from any statutory agency. Proposed zones, evacuation routes and holding areas are detailed in the following sections.

*The decision to evacuate an area will be taken by Event Control in consultation with the various statutory agencies.

4.1 Emergency Communications

The initial communication for all incidents including emergency evacuation will be as follows:

“Will Mr. John Brown please report to nearest steward”

Note this command can only be given by Event Controller.

This command may be by radio or announced from Gig Rig stage, at this point all event staff should carry out the following steps:

- **Maintain radio silence and await further instruction/standby.**
- **Await requests for further action and confirm that this has been understood.**

An example of further instruction relating to an evacuation would be as follows.

“Attention all units please implement Stage 3 Plan for Gig Rig 1

Communications to the public in event of Emergency/Evacuation

It is important that clear and precise announcement are relayed to the public.

These communications to be made as follows:

Gig Rig 1

- PA system accessed through Gig Rig MC
- Loudhailers - Available to Security Team Leader in this area.

Streets

- Loudhailers - Available to Security Personnel in the area.

Emergency Announcements

The following Emergency Announcement to be used to address the public in event of an evacuation. The announcement to be made by PA announcer in the relevant area.

“May I have your attention please.

In the interests of safety, it has become necessary to evacuate the *insert name of area/venue.*

Please make your way in an orderly manner to the nearest exit or follow the directions of event staff.

Please do not run, walk calmly, and continue to follow instructions.

Thankyou”

Repeat announcement

End of Emergency Procedure

Note decision to end the Emergency Procedure to be taken by Event Controller in consultation with statutory agencies and other stakeholders. This will be based on available information at any given time.

Communications will be made by radio indicating that Stage 3 plan has now been stood down followed by relevant details such as allow access back into area or as applicable.

4.2 Zoning

For the purposes of closure or evacuation of part of the town centre to pedestrians it is necessary to create zones. The proposed zones are as follows:

- **Zone 1** Gig Rig
- **Zone 2** East of Martins Lane towards the Market Square
- **Zone 3** West of Martins Lane towards the Green Bridge

4.3 Zone Evacuation Routes and Proposed Holding Areas

Zone	Evacuation Route(s)	ER(s) Capacity	Holding Area	Holding Capacity
Zone 1	Exit 1 along Blackhall Place towards under railway bridge Exit 2 leading to Mount Street roundabout and along Gaol Hill Exit 3 route leading to Bleach Yard* Exit 4 along Grove Street.	Sufficient	Bleach Yard (also used for car parking- additional circulation space available)	Sufficient
Zone 2	Towards Town Park Direction	Sufficient	Town Park All along Austin Friars Street	Sufficient
Zone 3	Towards Green Bridge or Mary Street depending on direction of emergency vehicle response	Sufficient	Barracks field for Green Bridge Route Cathedral Car Park and Grounds for Mary Street Evacuation	Sufficient

*Divide this route – left side accommodating responding emergency service vehicles(s)- right side to accommodate evacuating patrons. See corresponding Gig Rig Map.

4.4 Zone Closure Points

Each zone has been considered individually in terms of closure of these zones if required

Zone	Closure Points – Closure Points in order to restrict access to the Zone
Zone 1	At all entrances to zone (Points 1, 2 and 3) as follows <ul style="list-style-type: none"> • Blackhall Place (close to grove café) • Blackhall Street (Apache Pizza) • Mount Street Entrance Note that point leading to car park from Sundays Well Road direction is an exit only and would remain so in the event of closing this zone.
Zone 2	<ul style="list-style-type: none"> • Martin’s Lane (Pearse Street) • Harbour Street • Austin Friars Street • Cusack Park • Mount Street at access to Gig Rig 1
Zone 3	<ul style="list-style-type: none"> • Martins Lane (Oliver Plunkett Street) • Green Bridge • Dominick Place • Grove Street • Mary Street

4.5 Town Centre Pedestrian Closure Points

There have been 7 town centre closure points identified for the event which can in effect be erected and named in order to restrict access to the overall town centre- All Four Zones - (Stage 2 Plan)

These are as follows:

1. Fairgreen-Green Road (Fig 1)
2. Green Bridge (Fig 2)
3. Harbour Street/Entrance roundabout at Harbour Court S/C (Fig 3)
4. Blackhall Place under (Railway Bridge) (Fig 4)
5. Austin Friar Street (Shaws Dept Store) (Fig 5)
6. Cusack Park/Friars Mill Road (Fig 6)
7. Mount Street/Sundays Well Road Junction (Fig 7)



Fig 1



Fig 2



Fig 3



Fig 4



Fig 5



Fig 6



Fig 7

5.0 ASSUMPTIONS

The following assumptions apply:

- Pedestrian barriers to be used for closures
- All barriers to be already in place for efficient deployment (availability of security staff and stewards in these areas)
- All barriers to be manned (this will most likely be combination of security and stewards)
- VMS control based in Event Control; VMS messages can be configured from this area.
- CCTV being available to Event Controller in Event Control Room
- On ground monitoring by Gardaí, Security Staff and Stewards/Volunteers.
- Communications being open between Event Control and all Agencies
- Reconfiguration of this plan can be made at any time only by agreement between Event Control and Security Control, in consultation with various agencies where applicable and in response to various scenarios.

Note unilateral decisions not to be made without agreement from Event Control