

Draft Kerry  
**CYCLE**  
Network



# 1. Introduction

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle plans for counties outside the Greater Dublin Area (GDA), including Kerry County Council (KCC). CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland and to develop on from the cycle network proposed for the counties in the GDA.

This will include existing cycle networks such as urban cycle routes, greenways and interurban routes. This will be supplemented by proposed cycle routes/links outlined in latest development and transport plans, and other networks required to maximise the connection of the network to communities. Ireland. It should be noted that this network does not specify any infrastructure types on any route and is focused on highlighting the key links required to form a comprehensive cycle network connecting all major communities and destinations.

This note will briefly summarise the proposed cycle network for Kerry. For details of methodology, national policy and the overall aspirations for the CycleConnects networks, please refer to the main report of which this technical note is an appendix of.

## 2. Kerry Population and Settlements

County Kerry is located in the southwest of the country in the province of Munster. It is bounded by the River Shannon estuary to the north and the Atlantic Ocean to the west and south. It is also bordered by the counties of Limerick and Cork to the east.

According to the CSO 2016, the county has a population of 147,707 inhabitants. Table 2.1 below shows the population of towns within Kerry. Tralee and Killarney are the only settlement with over 5,000 people, with all other towns having a population of less than 5,000.

**Table 2.1: Population Settlements in Kerry**

| City/Town    | Population (2016) |
|--------------|-------------------|
| Tralee       | 23,691            |
| Killarney    | 14,504            |
| Listowel     | 4,820             |
| Castleisland | 2,486             |
| Kenmare      | 2,376             |
| Killorglin   | 2,199             |
| Dingle       | 2,050             |
| Ballybunion  | 1,413             |
| Cahirciveen  | 1,040             |

## 3. Existing Kerry Policies and Plans

### Draft Kerry Development Plan 2022-2028

The Draft Kerry County Development Plan (KCDP) 2022-2028 was published by the council to outline the strategy and objectives for the planning of the county. The plan is currently subject to alterations as proposed via submissions during the consultation period.

The vision of the Draft Kerry Development Plan is as follows:

*“The Vision is to provide for the development of County Kerry as an attractive, competitive and sustainable place to live, visit and do business, and where the quality of employment and educational opportunities, natural and built environment, cultural experiences and the strength and viability of its rural and urban communities are to the highest standards”*

The developments plan’s vision is supported by a number of objectives. The objectives outline the potential to strengthen communities, build environment and natural heritage, infrastructure, and tourism.

Throughout the plan, there are a number of policies that make note of the facilitation of and provision of cycling infrastructure and greenways, which have been listed under the following headings.

#### Climate Change and Achieving a Sustainable Future

- **KCDP 2-11:** Improve the efficiency and sustainability of transport including improved and expanded public transport capacity and walking and cycling infrastructure, improved traffic management and bus priority.

#### Connectivity - Sustainable Transport and Mobility:

Chapter 14 of the KCDP outlines the policies and objectives to ‘maintain and provide additional key infrastructure and to enhance regional and county connectivity.’ These includes the following policies and objectives:

- **KCDP 14-1:** Deliver sustainable transport infrastructure investments as identified for the road network, public/rural transport, and walking/cycling infrastructure.
- **KCDP 14-2:** 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.
- **KCDP 14-3:** 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.
- **KCDP 14-5:** 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.
- **KCDP 14-6:** 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.

#### Connectivity – Active Travel and Greenways:

- **KCDP 14-8:** Promote a shift away from the private car to greater use of active travel (walking and cycling) and public transport.
- **KCDP 14-9:** Continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.
- **KCDP 14-10:** 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.
- **KCDP 14-11:** 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.
- **KCDP 14-12:** Protect established/historic railway corridors throughout the County for recreational development.
- **KCDP 14-13:** 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.
- **KCDP 14-14:** 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.
- **KCDP 14-15:** Support accessibility to greenway and active travel walking routes for people of all ages and those with disabilities.
- **KCDP 14-16:** Facilitate and support the provision of bicycle parking facilities throughout the county's settlements.
- **KCDP 14-17:** 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.

The use of disused rail lines for cycling infrastructure is also highlighted under the following rail objective:

- **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

### Towns and Villages

- **KCDP 4-14:** Facilitate the development of sustainable compact settlements with the "10-minute" town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes, with walkways and link routes to Greenways or are accessible by high quality public transport services connecting people to larger scaled settlements delivering these services.

### Sustainable Communities

- **KCDP 6-3:** Continue to support the creation of sustainable communities throughout the County by facilitating the creation of attractive neighbourhoods where there are strong links and connections to local services, community facilities and employment areas and where walking, cycling, and public transport is prioritised.

- **KCDP 6-20:** Ensure the integration of safe and convenient alternatives to the car in the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

### Tourism & Outdoor Recreation

- **KCDP 10-1:** Adhere to the principles of sustainable tourism and have regard to its current and future economic, social and environmental impacts on local infrastructure, sensitive areas and sites, water quality, biodiversity, soils, ecosystems, habitats and species, climate change.
- **KCDP 10-2:** Facilitate sustainable tourism development throughout the county and particularly in areas where tourism is currently underdeveloped and where there is a need for local tourism development initiatives including Greenways, Blueways, Peatways, Cycleways, Walkways and Marine Leisure.
- **KCDP 10-34:** Promote and facilitate opportunities to create an integrated pedestrian and cycle network linking key tourist destinations in the County and to the national network.
- **KCDP 10-39:** Support the sustainable development of a National Cycle Network and the development of the EuroVelo project, in particular the Atlantic Coast Route where it passes through the County.
- **KCDP 10-40:** Support and facilitate the development of new greenways and protect the functionality of existing greenways as keys components of an overall green tourism infrastructure and as standalone tourism products in their own right
- **KCDP 10-41:** Support the linking and extension of existing greenways, long distance walking routes, blueways, and peatways within the county and the integration and linkage of them with other existing / proposed greenways, long distance walking routes, blueways and peatways both within and outside County Kerry.

Within the Kerry Development Plan, Volume 2: Town Development Plans, contains relevant objectives and plans for each of the key Municipal town districts within the county. Information that is pertinent to the development of cycling infrastructure and greenways/blueways and peatways are detailed below for each individual area:

### Tralee:

#### Active Travel and Greenway Objectives

- **TR 99:** Develop and promote a more cycle and pedestrian friendly network and ancillary infrastructure throughout Tralee. Developments in urban areas shall have regard to the 'National Cycling Manual' (June 2011) –National Transport Authority, the National Cycle Policy Framework, 2009-2020 or subsequent updates and the Design Manual for Urban Roads and Streets.
- **TR 100:** Facilitate the completion of works identified in the Tralee Transport Strategy 2011 and the development of a cycling network strategy with ancillary infrastructure for Tralee Town further to environmental assessment.
- **TR 101:** Facilitate the sustainable development and promotion of the North Kerry Greenway where it passes through Tralee Town to Blennerville and The Spa and its link to the Tralee-Fenit Greenway.
- **TR 102:** Complete the sustainable development of the 6km cycle path from Forge Cross to Blennerville Village, linking the Munster Technological University, Tralee to Blennerville via the Town Centre as per Tralee Active Travel Plan.

- **TR 103:** Facilitate the development of the Tralee-Fenit Greenway in compliance with the Strategy for the Future Development of Greenways (DTTAS, 2017).
- **TR 104:** Further sustainably develop the Tralee - Spa - Fenit Blueway to enhance wider participation in sustainable outdoor recreational activities, having regard to environmental designations in the area.
- **TR 105:** Facilitate the sustainable development of the Tralee Greenway – Blueway link, having regard to environmental designations in the area.
- **TR 106:** Facilitate the development of the Tralee town to Ballyseedy Wood greenway.
- **TR 107:** Connect existing and future residential developments to completed and planned greenways.
- **TR 108:** Facilitate the enhancement of Tralee as a 10-minute town.

## Killarney:

### Active Travel Objectives

- **KA 74:** Develop and promote a more cycle and pedestrian friendly network and ancillary infrastructure throughout Killarney, having regard to environmental designations in the area.
- **KA 75:** Facilitate the development of a cycling network strategy for Killarney Town and provide cycle lanes throughout the town at appropriate locations.
- **KA 76:** Develop cycling and walking linkages between Killarney town centre, key strategic public amenities and residential neighbourhoods in the town, having regard to environmental designations in the area.
- **KA 77:** Facilitate the enhancement of Killarney as a 10-minute town.

## Local Area Plans

In addition to the County Kerry Development Plan the relevant local area plans that relate to population centres where an urban centre network was designed were also consulted for information relating to development of cycle infrastructure and Greenway routes.

### Tralee Municipal District Local Area Plan 2018-2024

The Tralee Local Area Plan (LAP) has been prepared to provide a statutory framework for the future growth, development and improvement of the Tralee Municipal District Area. Kerry County Council recognise within the Tralee LAP that there is a need to encourage smarter travel patterns and to facilitate more sustainable and healthier travel habits such as walking, cycling and use of public transport.

It has been identified that there is significant potential to develop the tourism potential throughout the county but also but in particular rural areas and villages through the provision of greenways, walkways and cycle paths.

Within the LAP numerous walking routes and recreational areas exist in the area such as: “*Ballyseedy Wood, Canal walk, North Kerry Way, Dingle Way and Glanageenty wood for example.*” And it has been indicated that considerable potential exists for the sustainable

development of cycle routes to connect towns and villages to the wider area, such as the development of the Tralee-Fenit railway line and the North Kerry line.

The following cycling objectives have been identified within the LAP:

- **TR-C-01** Promote a more cycle friendly environment through the provision of improved cycling infrastructure. Development in urban areas shall have regard to the '*National Cycling Manual*' (June 2011) – National Transport Authority.
- **TR-C-02** Facilitate the development of a cycling network strategy for the plan area.
- **TR-C-03** Facilitate the development and promotion of Eurovelo Route 1 where it passes through Tralee Municipal District
- **TR-C-04** Facilitate the interconnection of existing and proposed cycle paths and greenways throughout the Tralee MD area. Develop a masterplan for all cycle paths and greenways in the plan area prioritising the coherence of the network and linking greenways to the urban centres.

## Killarney Municipal District Local Area Plan 2018-2024

The Killarney MD LAP is to primarily guide future plan-led coordinated development within the towns and villages of Killarney MD. Kerry County Council recognise within the Killarney MD LAP that there is a requirement to encourage smarter travel patterns and to facilitate more sustainable and healthier travel habits such as walking, cycling and use of public transport, which is also recognised within this plan "*The provision of a more cycling friendly environment through the provision of improved cycling infrastructure is an objective of this plan.*"

The Killarney M.D. offers unparalleled choice of location, landscape and experience to residents and visitors alike. There is significant potential to further develop the tourism potential in the rural area and rural villages in the area through the provision of amenity greenways, walkways and cycle paths.

In addition to the existing routes such as Killarney National Park, Lough Leane loop, River Maine walk and the lakes of Killarney, considerable potential exists for the sustainable development of cycle routes such as:

- The development of a green route along the old railway line between Castleisland and Gortatlea, and;
- Re-development of old abandoned railway lines which would connect Castlemaine, Fieries, Farranfore to Gortatlea.

Under the development of amenity and leisure facilities within the LAP it is important that improvements to community facilities, public infrastructure and other facilities are facilitated to ensure these places meet their potential and serve the visitors and locals in the area. The following objectives that relate to the development of cycling infrastructure / greenways are listed below;

- **KY-AL-01** Facilitate the development of the Lough Leane Looped Walk, Fossa way to Gap of Dunloe Greenway, while ensuring no significant adverse effects on the environment including the integrity of the Natura 2000 sites.
- **KY-AL-02** Facilitate the sustainable development of the old Castleisland -Gortatlea-Fieries railway line as a recreational greenway.

## Future Local Transport Plans

Kerry County Council are required to develop Local Transport Plans as part of their Development Plan process. While the cycle network outlined in this plan has been created to reflect current transport arrangements, it may be subject to change based on the more detailed analysis and recommendations developed as part of the LTP process.



## 4. Proposed Kerry Cycle Network

### Introduction

Following a review of existing data, policies and conducting workshops with Kerry County Council to review the draft cycle network, the following summarises the methodology and proposed cycle network development for Kerry. The full details of how all the CycleConnects networks were developed are available in the NTA Consultation website.

Prior to developing the Kerry County Network, a GIS model was established for the county. This model mapped all existing information made available for the county, supplied by various bodies including the NTA, CSO, Department for Transport, Department for Education and Kerry County Council. The data collected includes;

- Locations of major employment and job density
- Existing cycle infrastructure and routes
- Existing bus stops, rail lines and other public transport
- Location of schools and education centres
- Shopping centres, hospitals and other destinations that may attract cyclists

The collation of this data has aided the selection of cycle routes in Kerry that are available to as many people as possible. It has also allowed for the servicing of key destinations within County Kerry.

### Methodology

Following the collation of existing data, the cycle network plan for Kerry was developed. This is based on a three-tier system outlined in Figure 4.1 below.

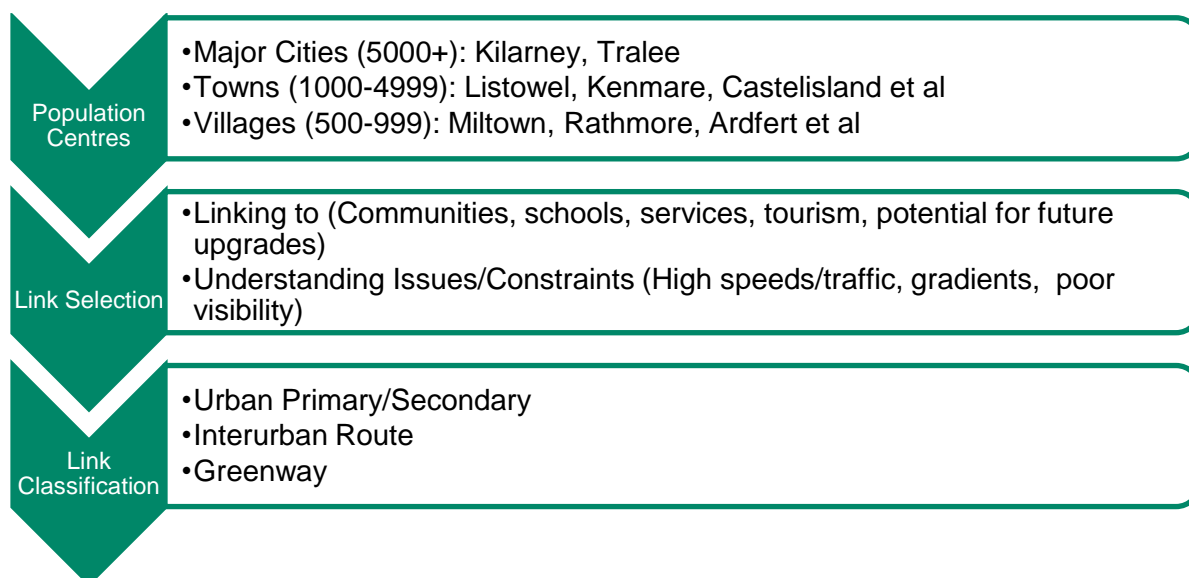


Figure 4.1: Interurban route selection methodology

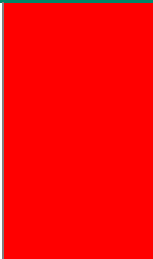


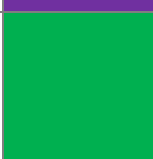
**Population Centres:** The Kerry CycleConnects Network will look to link towns and villages together as part of a fully connected network. Thus, all towns were mapped with the larger

towns such as Tralee and Killarney noted. By mapping all towns and villages, a profile emerged of where most people in Kerry were situated and where potential cycle routes should be provided. CSO Settlement data was also referenced to inform where people were located within the county.

**Route Selection:** Once the population areas were established, potential routes were then considered along strategic corridors. This allowed multiple communities to be linked along individual interurban routes both within the county and into adjacent counties. The latest Eurovelo route was also referenced when exploring potential interurban links across the county. Where possible, these routes were also located within TII National Cycle Network Corridors. This avoided too many parallel cycle routes being developed and for an integrated cycle network to be developed within the county.

**Cycle Route Classification:** The route classification for each route has been summarised below in Table 4.1. It should be noted that this link classification does not reflect the existing condition of roads for cycling but seeks to highlight their potential for various route classifications. For example, while there are many interurban routes that currently have no cycle infrastructure, the aspiration will be to target these over the next decade for appropriate upgrades.

**Table 4.1: CycleConnects Route Classification**

| City/Town       | Colour  | Description  |
|-----------------|---|--|
| Urban Primary   |   | High quality cycle route that can accommodate a high volume of cyclists typical in most urban areas. These will look to feature on major desire lines in town centres and form distinctive radial and orbital cycle routes in the major towns and cities. These primary routes should also form a cohesive and connected network within the urban area that will be simple for cyclists to navigate. |
| Urban Secondary |  | Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment areas  |
| Interurban      |  | On-road cycle route to link all key settlements and destinations outside urban areas. These may have potential to provide off-road/segregated routes parallel to the existing road in later years.   |
| Greenway        |  | Off-road cycle route with no adjacent traffic for the majority of its route. These are typically located on old rail trails and blueways (routes along rivers, lakes and canals) with cyclists sharing the route with pedestrians.   |

## Proposed Kerry County Network

Following the methodology outlined above, the Kerry CycleConnects Network has been outlined in a series of maps shown in Table 4.2 below. These are also available to view as an individual PDF when selecting county Kerry in the NTA consultation page.

**Table 4.2: Kerry CycleConnects Network – List of Maps**

| Cycle Map List                |
|-------------------------------|
| Kerry County Cycle Network    |
| Tralee Urban Cycle Network    |
| Killarney Urban Cycle Network |

## Interurban Link Development

The primary towns with a population of over 1,000 were connected via interurban links. Where possible, towns with a lower population that were located along the route were included in the routes. Connections were also made to larger cross border towns in order to create a more comprehensive cycle network. The selection of interurban routes was also influenced by the location of schools/sports grounds on various parallel routes.

As part of the development of the interurban network, the Google travel planning tool was utilised to assist in selecting the most appropriate route between the various settlements. This included avoiding routes/routes with excessive gradients. In some cases, selecting a sufficiently flat route was not available. Thus, the most available flattest route was selected. However, some routes were modified slightly to connect with adjacent towns/villages or key destinations such as schools, sports pitches or tourist attractions.

The TII National Cycle Network Corridors have also been used to overlap corridors these include corridors and routes into counties Clare, Limerick and Cork.

## Greenway Route Integration

### North Kerry Tralee to Listowel Greenway

The North Kerry Tralee to Listowel Greenway is to be developed along a disused railway line which is in the ownership of Kerry County Council and will link up with the Great Southern Trail which extends from Abbeyfeale for 40km into County Limerick. Some sections are already completed with the Listowel to Abbeyfeale section completed in Summer 2022.

### Tralee to Fenit Greenway

The Tralee-Fenit project will see a continuation of an amenity trail on the outskirts of Tralee which was developed by Kerry County Council in 2016 and which links Casement Railway Station and Mounthawk. It will include the completion of the remaining rural section of this route from Ballynahoulort to Fenit by constructing a 3.0 metre wide greenway suitable for walking and cycling. The route will predominantly follow the railway corridor and works will be completed in one phase. It is expected to be completed by the end of 2022.

### South Kerry Greenway

The South Kerry Greenway is a proposed 32km greenway route from Glenbeigh Village to Reenard in the west of the county. The proposed greenway is to be constructed using, where available, the existing abandoned railway corridor and infrastructure. All significant existing railway structures (bridge, viaducts and tunnels) will be repaired and reused where possible. It is also expected to form part of the Ring of Kerry cycle network, delivering upon the tourism objectives in Kerry.

### Castleisland to Tralee Greenway

This proposed greenway is proposed to use an abandoned railway line between Castleisland and Tralee. The project is currently at early feasibility/planning stage so the route indicated on

the relevant mapping may be subject to change once a preferred scheme route has been identified.

## Urban Network Development: Tralee

With a population of over 5,000 inhabitants, an urban cycle network has been developed for Tralee. The urban network is comprised of an inner primary orbital in addition to an outer primary orbital route with an amalgamation of both primary and secondary routes that encompasses the town. It will also link to the greenway routes to Listowel, Castleisland and Fenit, discussed previously.

In the town centre, a primary orbital route is proposed along streets such as North Circular Road, Edward Street, Castle Street Lower, and Matt Talbot Road. It will be supplemented by primary radial routes linking other parts of Tralee with the town centre. This will include primary routes along street such as R556 St. Brendan's Road, Oakpark Road, John Joe Sheeny Road, Prince's Street, Basin Road, Caherslee Road. On the outer extents of the town, a primary orbital route is proposed along streets such as the proposed Tralee Northern Relief Road, Dromthacker Road, N69 Ring Road, and Dan Spring Road.

Locations that are served by these primary routes will include but not limited to:

- Tralee Town Centre
- Tralee Train Station
- Tralee Bus Station
- Bon Secours Hospital Tralee
- University Hospital Kerry
- Gaelscoil Mhic Easmainn
- Na Gaeil GAA Club
- Manor West Shopping Centre
- Kerry Technology Park / MTU Kerry North Campus
- Aqua Dome Swimming Pool
- Christian Brothers Secondary School Tralee
- Tralee Town Park
- Kerry County Museum
- Tralee Bay Wetlands Centre
- Caherslee GAA Grounds
- Mercy Secondary School
- CBS Primary School Tralee

Additional urban greenways also proposed in the town to link to other destinations such as Ballyseedy Wood, Tralee Bay Wetlands Centre, and Kingdom Greyhound Stadium.

A number of secondary routes are also proposed along streets such as Ivy Terrace, Moyderwell, Clonmore, Clash Road and Ballard Road. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned.

## Urban Network Development: Killarney

With a population of over 5,000 inhabitants, an urban cycle network has also been developed for Killarney. Due to its location by the lakes of Killarney and as a focal point on the 'Ring of Kerry' tourist route, the urban map has been expanded accordingly to connect to the key tourist attractions to form the proposed cycle network for Killarney.

The proposed cycle network for Killarney has been developed by using a primary orbital route around the town along streets such as Port Road, Dr. Hans Liebherr Road, N22 Northern Ring Road, Park Road, and Mission Road. This is supplemented by additional primary routes to link the town centre with other parts of Killarney. This includes streets such as N22 Tralee Road, N22 Cork Road, Ballycasheen Road, N71 Muckcross Road, High Street, and Rock Road.

The following locations are served by these primary cycle routes will include but not limited to:

- Killarney Town Centre
- Killarney Train and Bus Station
- Killarney National Park and Visitor Centre
- Killarney Community Hospital
- Fitzgerald Stadium
- Killarney Celtic Football Club
- Killarney Outlet Centre
- Lissivigeen National School
- Gleneagle INEC Arena
- Killarney Sports & Leisure Centre
- Killarney Community College

An additional greenway route is also shown in the west of the town along the National Park linking Ross Road in the south with interurban routes to the South Kerry Greenway and the Gap of Dunloe. A number of secondary routes are also proposed along streets such as Upper/Lower Lewis Road, New Road, St Anne's Road, Rookery Road, Countess Road, Ross Road and Arbutus Grove and Drive. These are intended to act as interlinks to the orbital and radial routes in addition to serving locations that have not located on orbital or radial routes previously mentioned. These include destinations such as but not limited to:

- St. Brendans' College
- Gaelscoil Faithleann
- Spa GAA Club
- St. Olivers Primary School
- Killarney Park
- St. Brigids Secondary School
- Ross Castle

## 5. Next Steps

AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle routes for County Kerry and the towns of Tralee and Killarney.

The network design for Kerry has now been made available for public consultation. This will allow for members of the public to submit their feedback. Individual maps are available to view on the National Transport Authority website and are available in the links below:

**Table 5.1: Kerry CycleConnects Network - List of Maps**

| Cycle Map List                |
|-------------------------------|
| Kerry County Cycle Network    |
| Tralee Urban Cycle Network    |
| Killarney Urban Cycle Network |

Following the public consultation, submissions will be reviewed and the network maps updated as required.