



PUBLIC CONSULTATION

# Tralee-Fenit Greenway

Section 38

Discussion Document

29<sup>th</sup> January 2021

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## Support

This submission is supported by the following groups:



**Fenit  
Townhall  
Group**



# 1. General Comments

The Kerry Cycling Campaign welcomes and supports the proposed traffic calming measures as well as improved access, bike parking and amenity areas as part of the Tralee-Fenit Greenway.

Cycling is becoming increasingly recognised for the contribution it can make as a sustainable and healthy form of transport for work, education and leisure trips within and around towns and villages.

While we welcome the plan in general the Kerry Cycling Campaign have a number of constructive observations and recommendations we wish to make.

Some of the observations fall outside of the remit of the Section 38 plan but we are cognisant that this is the only potential for the public to make comments on the design and layout of the trailhead and access points for the greenway.

## **Crossings**

All crossings provided for in the project should include a colour contrast treatment to warn all users of the danger of an approaching junction. The treatment should also include high grip material to aid traction.

## **Signage**

Along all routes in approach to the Greenway we suggest that safe-passing signage is erected. Specifically, sign W143 and supplementary plates P071 & P071a as appropriate.

Distance markers along the length of the greenway will help people to judge where they are and how long it will take to get to their destination. This is particularly useful for visitors or those unfamiliar with the route. To add to the visual aesthetic we suggest railway type markers as these would have been employed by Irish Rail in the past.

## **Bicycle Parking**

Cycle parking should be provided where possible along the route, the Sheffield style cycle rack is accepted as being the most effective and secure cycle rack design, and can come in a variety of shapes and sizes to meet the requirements of different bicycle types and sizes.

As non-standard bicycles become more popular, specific bike parking should be provided for these larger bikes. Specific cargo bike racks and wider spacing for some Sheffield stands will ensure that people with larger bikes, or bikes with child or cargo trailers are accommodated.



End of the greenway with dog leg leaving users in the center of a car park with moving vehicles

## Bike parking

While there are 14 bike parking spaces proposed adjacent to the playground the majority (50 spaces) of the bike parking proposed are located at the other end of the trailhead/car park, these are located over 150m away from the entrance to Lockes beach, amenities which are the main area of interest.

Consideration should be given to providing bike parking close to the seafront/Lockes Beach as well as for the provision of parking for non-standard cycles.

Cyclists, like most road users, prefer to park as close as possible to their destination. People arriving by bicycle may have luggage, a picnic, beach toys and other items which they will wish to bring to the beach. Locating the bicycle parking will make their experience more enjoyable and reduce the number of bikes brought onto the beach area as it will simply be more convenient. From a security perspective, people will feel more comfortable to have their bikes located nearer to the beachhead also.

## R588 crossing

No crossing point is indicated to allow users to cross to the footpath along the R558 which is essential to access local facilities, cafe, Maritime Centre, Sailing club and bar/restaurant as well as to walk to the rest of the village. This could potentially limit the benefits to local businesses. The current proposal would have pedestrians and cyclists exit from the greenway into the middle of a car park and have to exit via a busy vehicular entrance before crossing the R558 in order to access local amenities, this road is over 11 meter wide and is flanked by car parking on both sides. We suggest the installation of an at-grade pedestrian zebra crossing to ensure access is maintained for all while not interfering with the movements of crane parts which are height critical.

## Preventing motor access

It is not clear what arrangements, if any, will be put in place at the access point to the greenway to ensure that motor vehicles will be unable to access it, or how motor vehicles will be prevented from blocking access. Any access control features should not impede travel by requiring cyclists to dismount, preventing access for prams, wheelchairs, or particular bike types such as cargo bikes, trikes, bikes with trailers and bikes with wide panniers.

Our modified plan shown below directs the greenway to a pedestrianised area which would address this potential issue.



### Bicycle repair station

There is an option to install a bicycle repair station at Fenit Trailhead. Typically these simple unmanned stations provide a bike repair mount and tools for minor adjustments to bicycles to support the trail user experience which can help to support a safe journey for the unprepared user.



Public bike repair station in Derry (© Sustrans NI)

### Picnic Tables

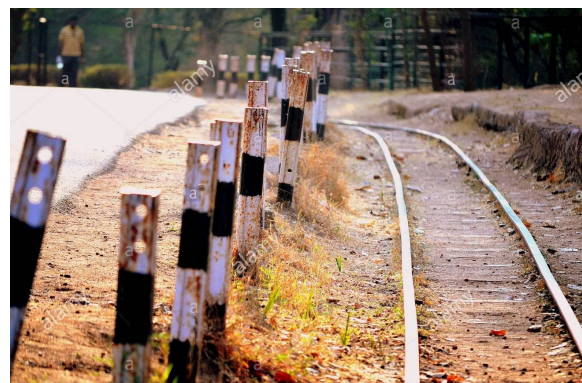
Consideration should be given to providing picnic tables in order to provide a place for casual dining. The old station platform might be an ideal location for these, sheltered, close to the path and playground and away from cars for the safety of children.

### Bollards

The proposal indicates the use of 'pencil bollards' while this bollard design is suited for controlling traffic we don't see how this design fits in this context, An alternative option might be better suited as a separator while keeping with the context of the greenway, for example reclaimed railway sleepers and stones similar to below would complement both the industrial heritage and coastal setting of the site. Other options include posts with jute rope, or the reuse of old rails or sleepers.



Reclaimed sleepers



Old rails

## Sculpture

Potential for sculpture, or sculptural features to add to the visual appeal and create the “Instagram” appeal. Such features will set the greenway apart from other locations in Ireland. This help to create and maintain the brand image of the Tralee - Fenit Greenway.



Matt Johnson, Untitled — repurposed original High Line rail track



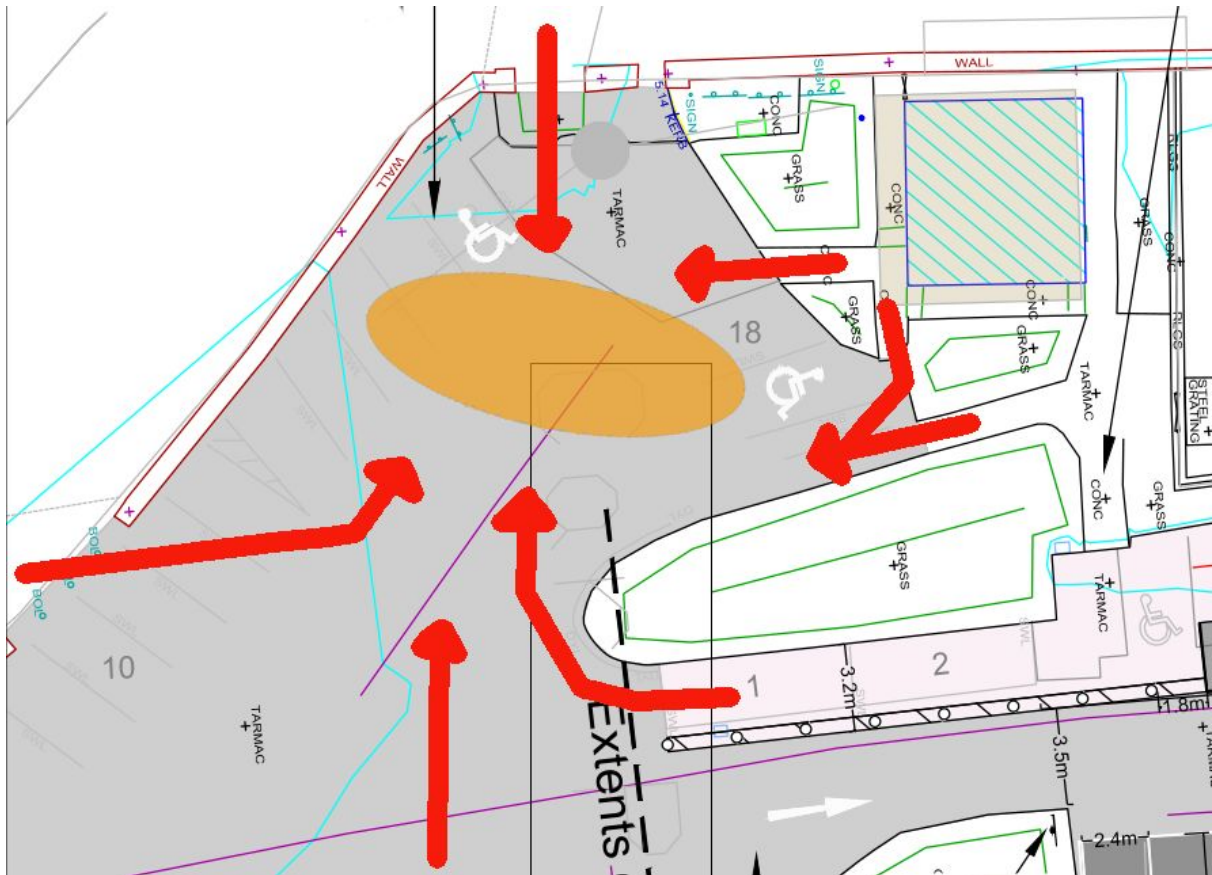
Calligraphie Ferroviaire by Sten and François Brussels

## Reconfigured Proposal

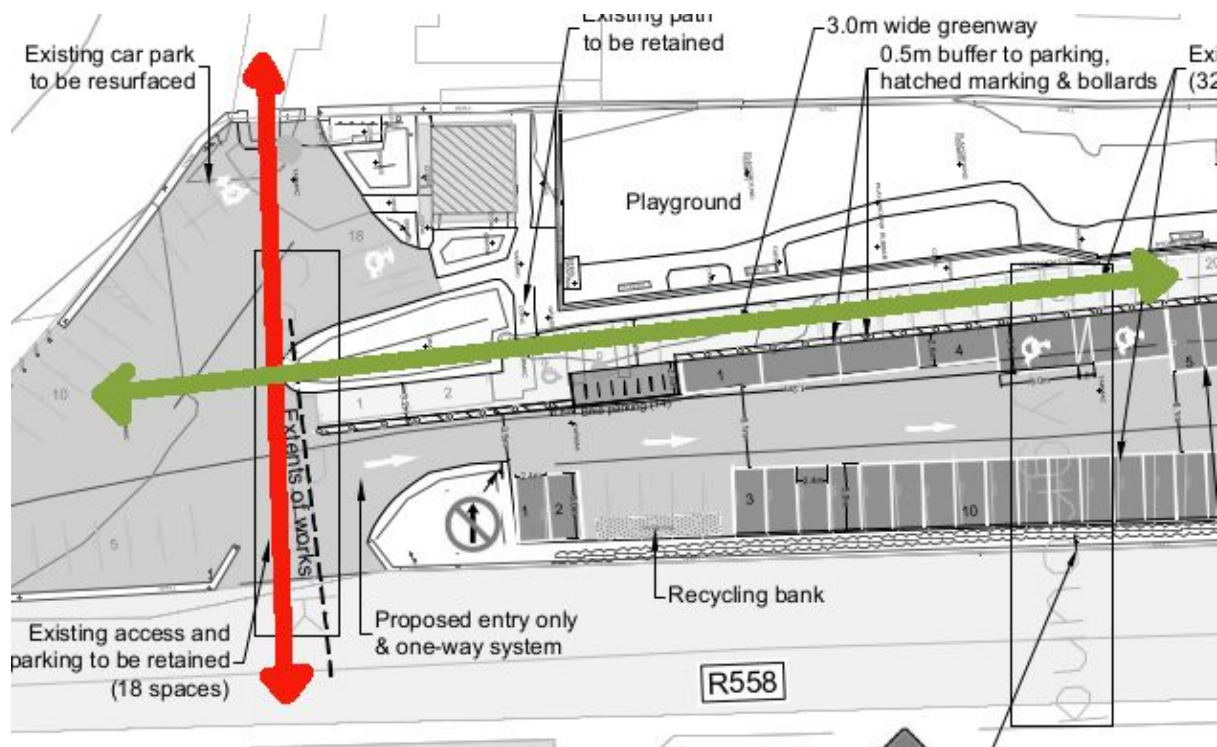
While it is understood that there is a master plan proposal pending for the village and that Kerry County Council may not want to implement any features which will have to be removed in the near future we believe that with minor reconfiguration the space can be optimised as part of the development of the greenway trail head.

Although it is outside of the extents of the work, the area between the toilet block and the entrance to Lockes Beach is the natural focal point of the area and is a popular congregation point for those taking part in recreational activities all year round. It is to be expected that this will not only increase in the future but that the demographic will also change with more families and young children to be expected. This space is currently unsuitable for children given that it is an active carpark with moving vehicles.





Pedestrian flows as part of the proposal



The main axis of the area runs north/south (red) the Greenway introduces a east/west axis (green)

Under the proposal the main open space is located at the opposite (East) end of the car park, this is also where the majority of the bicycle parking is located, so it would seem that the intention is for cyclists to park their bicycle here and then walk over 150m to the beach. The choice of this location as the main 'open' space makes little sense as bike parking should be as close as possible to and

### **Carpark as civic space**



Wild Mind



Street Feast



Open water swimmers congregate post swim



Currently and under the proposed trailhead layout the central circulation area and pedestrian meeting point is located in the middle of a car park.

### **New Plaza**

We suggest flipping these areas, i.e. moving the open space from the east end to the natural focal point area at the west end of the area while relocating some car parking to the east end. The relocation of a handful of car parking bays from the entrance to Lockes Beach could

serve to transform this area into a new plaza providing a new focal area and a welcoming greenway terminus.

This area could be defined by different surface treatment with access retained for emergency services etc. Mobile street furniture and planters could be used to provide definition while being easy to reconfigure for events, festivals, triathlons etc.

### **Bike Parking**

This would also entail moving some of the bike parking to a more proximate location and the west end of the car park, close to amenities and the beach.

A bay for non-standard cycles is also provided for in a suitable location.

### **North/South axis route**

A path is included to allow safe movement north /south across the site, this connects Lockes Beach, the toilets, greenway and the local amenities south of the R558. This route includes two crossings, one across the car park access road and a second across the R558.

### **Disabled Parking Bays**

The two proposed disabled parking places are moved but now are alongside and served by paths for easier access.

### **Reconfigured entrance from R558**

We strongly suggest making the main car park vehicle entrance narrower and one way. This would allow for a number of additional car parking spaces and ensure the entrance was safer, this smaller entrance would serve to discourage pedestrian use and encourage them to use the pedestrian crossing. All vehicles exiting the car park would do so at the eastern end.

### **Reconfigured exit**

As mentioned the move of the open area from the east to the west end of the site allows the possibility of moving the exit further east thus freeing up space for a number of additional car parking spaces, while maintaining a smaller open area with reduced bike parking around the footbridge.

### **Bottle Bank**

We suggest relocating the bottle bank to the eastern end and possibly installing an underground or semi-underground bin system . From a visual perspective, the bottle bank being away from the trailhead is desirable and an underground system would be much tidier and much quieter than the conventional bottle banks that are above ground. This would also create space for more bike/car parking or open space.



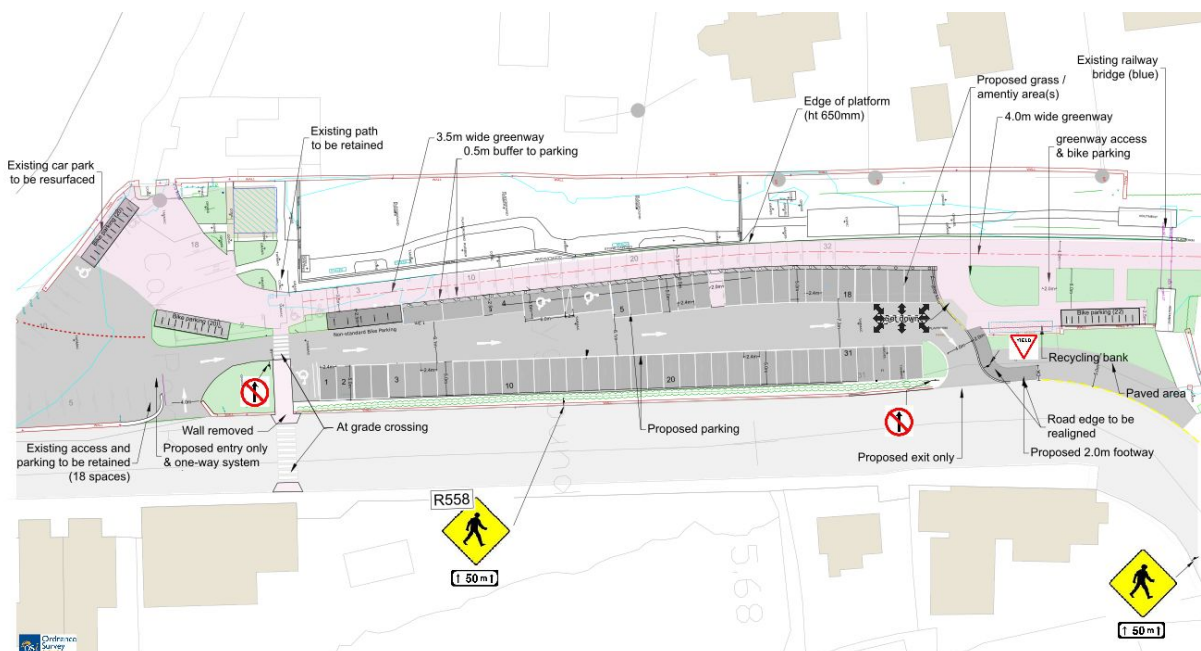


Semi-underground Waste System



Underground Waste System

## Plan



(Hi-res plan in attached document)

## Alternative plan

Ideal scenario would be to continue the greenaway west to the break in the wall opening out to the sea, this would mean the loss of a further 6 parking places (11/12 in all) potentially the 2 disabled space could be retained (albeit reconfigured) in this area.





## 2.2 Fenit Pump House

The proposal map does not indicate the current cycle path along the R558 nor does it indicate how this will link with the greenway.

This location is not only an only a point of access but also a crossing point as it is directly opposite the entrance to Flavin's Beach.

This beach is mainly used by locals and due to lack of parking access mainly gained by bike or by foot. With the opening of the greenway it would be expected that this location will attract more visitors.



View from the greenway of the current junction, access to Flavin's Beach and existing cycle lane.

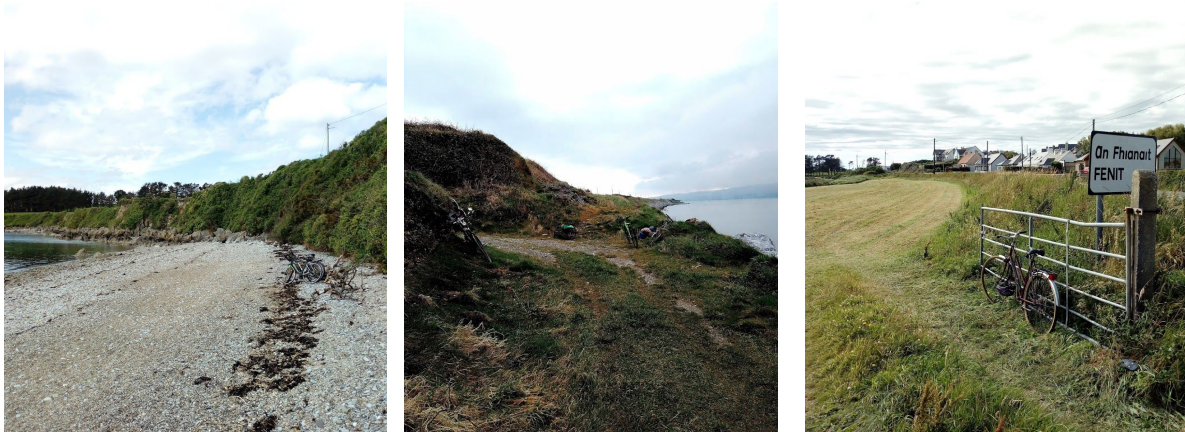


View of the greenway from the access to Flavin's Beach, with the existing cycle lane shown.



Route of greenway (greenway) in relation to the crossing to Flavin's Beach (red) and the cycle lane along the R558 (orange)

We would also suggest the provision of secure cycle parking at this location both to cater for existing users as well expected greenway traffic.



Examples of ad-hoc bike parking at Flavins Beach

## 2.3 Cotters Bend

We suggest in addition to planned works at Cotters Bend that a contrast surface treatment be installed on both the greenway and the roadway to indicate to users that they may encounter each other. The use of a high grip surface is also suggested to improve braking distance for vehicles. Where the greenway crosses the road a 4m wide, gentle, tabletop design should be employed to slow motor vehicles. A speed limit reduction to 30 km/h on approach would also enhance the safety of users.

These measures are particularly important for off-peak and off-season times when greenway traffic is lower and motorists may assume that they will not encounter people crossing.

## 2.4 Spa

The exit at The Spa is welcome as it will connect the greenway to Spa Village and the North Kerry Way. However, the exit is at the top of the hill, and behind the apex of the bridge. Motorists travelling south towards The Spa will be unable to see people exiting the greenway and this will create a significant hazard. We suggest the narrowing of the road on the northern side of the bridge and the installation of a yield one-way system.





A contrast, high-grip, surface treatment should also be employed.

### **Exit to Spa Village**

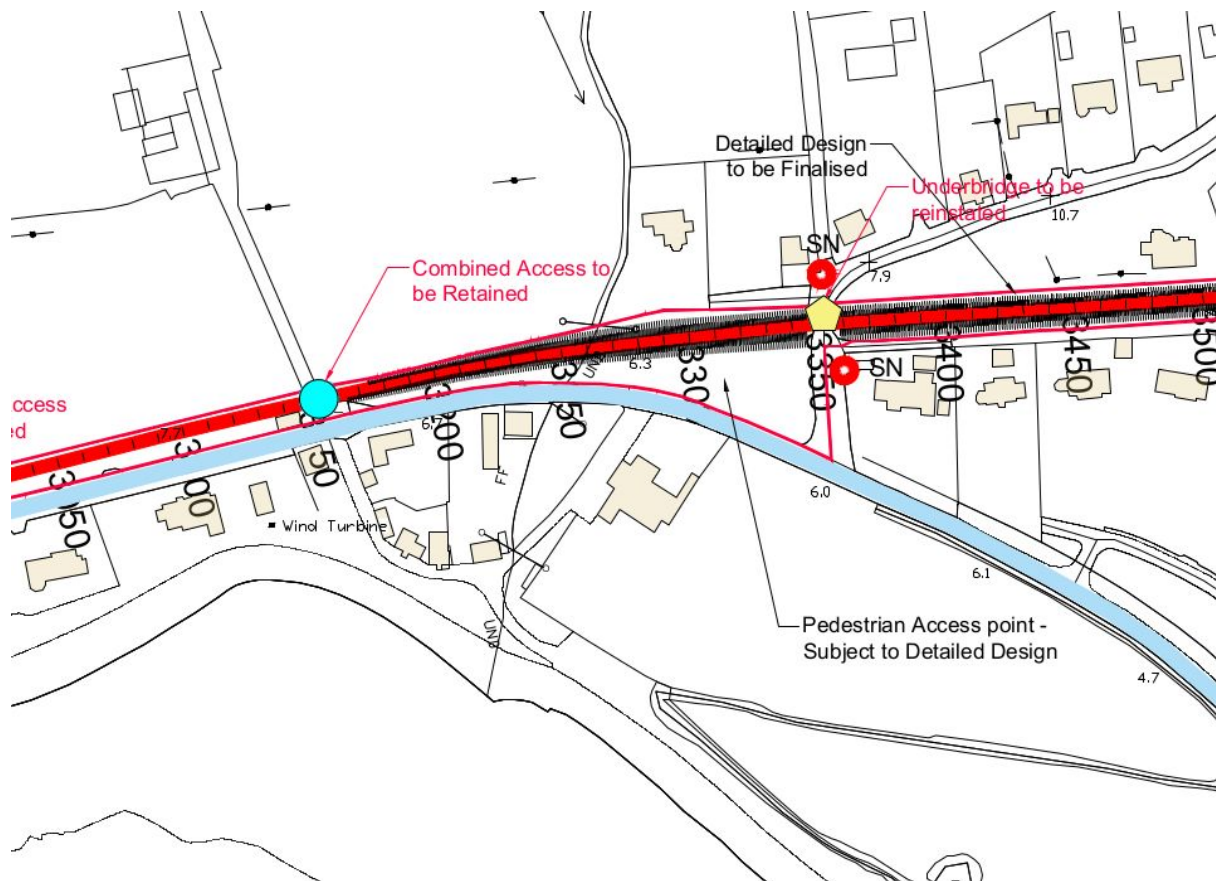
While possibly outside the scope of these works, further traffic calming and protective measures should be provided from this exit to The Spa village. A fully segregated shared pedestrian/cycle path is advised. Without a safe way for families, children or less experienced cyclists to access the village it will limit the attractiveness of the route, lessen the economic benefit to businesses and significantly impact the possibility of school children cycling to the national school.



### 3. Additional access points

#### Kilfenora

It was indicated as part of the managers report for the Part VIII planning application that Kerry County Council intended to provide an access point to the greenway between chainage 3250-3320m at Kilfenora.



While no provision has been made as part of this Section 38 notice we believe that is critical to also to apply traffic calming measures and a junction crossing the R558 at Kilfenora for the safety of users of the greenway. Whether intended or not the existing access point will be popular with users of the greenway for a number of reasons including:

- This is the first point at which the greenway meets the main Tralee Fenit road when coming from Tralee and the point at which it diverges when traveling so it is to be expected that users will join and depart the greenway at this point.



- It is the first point that users will have access to the sea when traveling towards Fenit, at this point the shore line is approximately 60 meters from the greenway and within view.
- This is the location of The Tankard a popular bar and restaurant, this is the only availability of food and drink ( and also toilet facilities) along the greenway save for the trailhead at Tralee and Fenit so it is natural to think users will stop here for refreshments.
- This is the location of the only public car parking along the greenway between Rock Street and the trailhead at Fenit.
- There is currently a junction of 2 lightly trafficked laneways running north and south at this point which greenway users can't be prevented from using



*View from the greenway at the existing crossing point in Kilfenora*

If this route is not signed and a crossing made prominent users looking for refreshments will likely travel from this exit for approximately 125m along the busy R558 towards The Tankard before crossing the road on a bend which would be very unsafe.

In line with the '**Greenways and Cycle Routes Ancillary Infrastructure Guidelines**' this location would make an idea minor trailhead.



*In addition to providing practical resources such as parking and direction signage, these minor trailheads should ideally encourage participation from local residents and from passing impulse participants, and can also act as Route Rest Areas – see Section 2.2 below. At least a basic information board with a map of the Route and a ‘you are here’ pointer should be provided.*

### **School/parish centre access**

It was indicated as part of the managers report for the Part VIII planning application that Kerry County Council intended to explore the option of providing a local access at Castlevew to serve St Brendan NS.

While no provision has been made as part of this Section 38 notice we believe that is critical to provide access from the greenway to the school in line with Objective 4 of the **National Cycle Policy Framework** which aims to provide Cycling-Friendly Routes To All Schools.

## 4. About the Kerry Cycling Campaign

The Kerry Cycling Campaign was established in 2014. The aim of the campaign is To ensure Kerry's cyclists have a strong voice, in order to make Kerry a better cycling environment for sustainable transport, recreation and tourism.

The main objectives of the campaign are as follows:

- Highlight opportunities for improving and promoting cycling as an enjoyable, healthy and sustainable mode of transport for all.
- Provide proactive input to Local Authority infrastructure projects highlighting best practice from a cyclist point of view.
- Campaign for cycling related tourism and recreational projects in Kerry.
- Liaise with and support state agencies, as well as commercial and voluntary organisation in the promotion of cycling initiatives.
- Provide a platform for cyclists in Kerry.
- Coordinate with other national and regional campaign groups in order to have issues which affect Kerry cyclists addressed at a national level.

Kerry Cycling Campaign is affiliated with Cyclist.ie – The Irish Cycling Advocacy Network

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