



Comhairle Chontae na Gaillimhe
Galway County Council

Kinvara Community Transport Study



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Appendix A Galway Policy Context Report

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1. Introduction

1.1 What is a Community Transport Study?

Galway County Council is pleased to present the draft Kinvara Community Transport Study (CTS). This study aligns with the broader Galway County Transport and Planning Study (GCTPS) and the Galway County Development Plan 2022-2028.

This Community Transport Study (CTS) is a non-statutory document which seeks to identify the main transportation issues in Kinvara and to provide suggestions for active travel measures which could overcome some of the transportation challenges for the community.

This study provides an indicative list of suggestions that can be taken forward for further assessment, planning and delivery. For Kinvara village, the study identifies a range of measures to enhance sustainable transport options and connectivity, focusing on pedestrian, cycling, public transport and enhancing the public realm.

The importance of the CTS for Kinvara lies in its potential to support the village's growth, improve local mobility and enhance the quality of life for residents, businesses and visitors. In order to realise these benefits, potential CTS measures can be taken forward for further assessment, funding and delivery. Planning permission or other statutory consents may be required to deliver measures, depending on scale and location.

Kinvara, classified as a Small Growth Village, is experiencing population growth (with 18% growth between 2011 and 2016, stable growth between 2016 and 2022 and further growth forecast). This growth, coupled with increased tourist activity, necessitates a robust transport study.

The CTS identifies measures that, if delivered, can help to create a sustainable, accessible, and safe transport environment that supports Kinvara's development and enhances its attractiveness as a place to live, work, and visit – while also promoting healthier lifestyles and reducing reliance on private vehicles.

The indicated measures in the study also have the potential to foster a vibrant village centre by improving public spaces and connectivity, which will support local businesses and enhance the overall quality of life in Kinvara.

The CTS process includes five key stages:

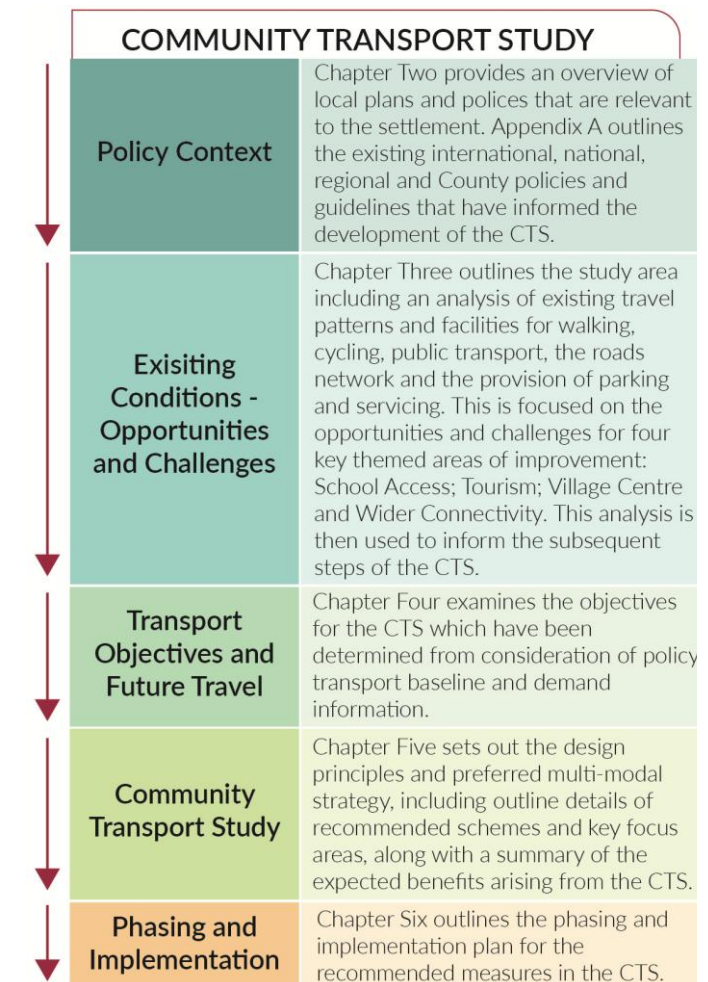


Figure 1. Community Transport Study Context Process

2. Policy Context

2.1 Policy Context

The Kinvara CTS aligns with the Galway County Transport and Planning Study (GCTPS) and the Galway County Development Plan 2022-2028 (GCDP), which emphasise sustainable development and improved transport infrastructure.

Key policy documents influencing transportation planning in Ireland at present include the European Union Green Deal, Project Ireland 2040, the National Planning Framework, and the National Sustainable Mobility Policy. These documents advocate for high-quality movement networks prioritising pedestrians, cyclists, and public transport, and aim to reduce reliance on private cars.

The County Development Plan classifies Kinvara as a Small Growth Village, with a projected population increase of 200 for the plan period. The plan promotes sustainable development, vibrant village centres, and enhanced services and infrastructure. Specific objectives include improving pedestrian and cycling networks, public transport facilities, and traffic management.

Overall, the CTS provides a list of proposals that could create a safer, more accessible, and sustainable transport environment in Kinvara, reflecting (and shaped by) national and regional policy goals, plans and guidelines. The Galway Policy Context Report is included in [Appendix A](#).



Figure 2. CTS Policy Context



3. Existing Conditions – Key Opportunities & Challenges for Kinvara

3.1 Study Area Description

Kinvara is a small growth village in County Galway, and a popular tourist destination known for its coastal charm and proximity to the Burren and Wild Atlantic Way. The study area includes the village centre, local schools, and surrounding residential areas.

The Kinvara CTS is focused on four key themed areas of improvement:



School Access



Village Centre



Tourism







Wider Connectivity



Figure 3. Kinvara Study Area

Table 1. Kinvara Community Transport Study – Opportunities and Challenges

CTS Theme	Opportunities	Challenges
 <p>School Access</p>	<p>The schools' 15-minute cycle catchment area covers most of the village. The provision of safe and attractive active travel links (particularly to the west of the village centre) provides an opportunity for modal shift from car.</p>	<p>Narrow rural roads and limited space for segregated cycle tracks pose challenges. Ensuring safety for all users on busy roads like the N67 are also critical. This includes the provision of pedestrian crossings at appropriate locations.</p>
 <p>Tourism</p>	<p>Kinvara's location and attractions like Dunguaire Castle offer potential for increased tourism. Enhancing bus facility provision and scenic walking/cycling routes can boost visitor numbers.</p>	<p>High seasonal traffic through the village and additional parking demand (including coach parking) is straining local infrastructure. Balancing tourist needs with resident convenience and safety is essential.</p>
 <p>Village Centre</p>	<p>Improving public realm areas, such as The Quay, can enhance the village's attractiveness. Traffic calming, footpath upgrades and pedestrian crossing points can create a safer, more pedestrian-friendly environment.</p>	<p>Managing illegal parking and congestion during local events is crucial. Implementing a one-way system and other traffic management measures will require careful planning and community buy-in.</p>
 <p>Wider Connectivity</p>	<p>Enhancing bus stops and waiting facilities can improve bus usage. Proposed cycleways and cycle routes can connect Kinvara to nearby towns and the Galway-Athlone Cycleway.</p>	<p>Limited existing public transport options and the need for significant infrastructure investment. The N67 national secondary road traverses Kinvara and as such provides a strategic route for travel, including some methods of public transport. Its strategic nature is recognised and acknowledged.</p>

3.2 School and Childcare

Kinvara has two schools, both co-educational: St. Joseph's National School (with approximately 330 pupils) and Seamount College (520 pupils). Kinvara Community Childcare Centre (KCCC) (situated along the Glebe Road) provides morning, day and afterschool care to over 200 children, supporting early childhood development and the overall community.

There are opportunities to enhance safe, active travel choices for journeys to school and childcare, including traffic calming, pedestrian crossings, footpath upgrades, segregated cycle tracks and school zones.

How are children travelling to school?

KINVARA MODE SHARE - TRIPS TO EDUCATION

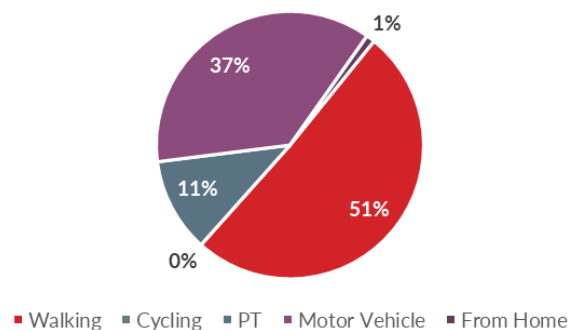


Figure 4. Mode Share – Trips to Education (Census 2022 – Kinvara Small Area Population (SAP))

- The overall mode share for walking to education and childcare among children living in Kinvara is 50.8%, which is far higher than the national average 22.9%, and the Galway County average of 10.9%.
- Cycling among local children is negligible, at less than 1%, compared to the national mode share of 3%. There may be opportunities to improve the cycling mode share for trips made within the study area.
- Public transport mode share is 11.4%, far below the County average of 19.1%. This is likely due to the provision of local education facilities in Kinvara, which reduce the need to travel and encourage a higher walk mode share.
- Motor vehicle use for education trips is far lower in Kinvara (36.8%) than in Galway County (68.4%), with far more pupils walking to school than elsewhere.

Challenges for School Access

- Lack of continuous footpaths around education sites and safe pedestrian crossings, particularly on the busy N67
- Congestion during school pick-up and drop-off times exacerbates safety concerns, with limited parking and set-down areas for cars/school buses.
- Lack of traffic calming measures outside school areas, leading to high vehicle speeds that endanger pedestrians and cyclists.
- Narrow footpaths and the absence of dedicated cycle lanes further hinder safe access to education, necessitating comprehensive improvements to the active travel infrastructure.
- Absence of a safe walking route between school sites and the KCCC/Community Centre, which is currently utilised daily as an indoor hall for Seamount College PE Lessons and other sports activities.

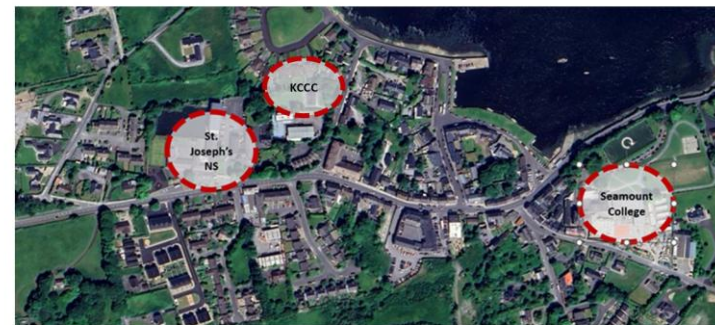


Figure 5. School Locations

3.3 Tourism

Kinvara is a popular tourist destination known for its picturesque harbour and waterfront area, the historic Dunguaire Castle, and a vibrant Farmer's Market. The village attracts numerous visitors, especially during the holiday season – with Dunguaire Castle one of the top ten most visited attractions in Galway, receiving over 45,000 visitors per annum.

It is envisaged that the tourism links between the village and castle can be developed further in order to maximise the amenity value of the area, with a dedicated walking and cycling route proposed through the area, connecting the harbour area to the boardwalk greenway and Dunguaire Castle.

The waterfront areas along The Quay, and the adjoining Courthouse Road (host to the Farmer's Market), offer focused opportunities for improved public realm. This area has the potential to act as a significant focal point for the village, with further space created through reorganisation of the street layout for the market, as well as outdoor dining and space for socialising and recreation – benefitting both tourists and local residents.



Challenges for Tourism

- Coach parking is a significant issue, with coaches often dropping off passengers on Main Street when designated spaces are occupied, leading to congestion.
- Illegal parking on footpaths reduces pedestrian space, creating safety concerns.
- Lack of secure public cycle parking in the village centre to support cycle tourism.
- Enhancing the village's attractiveness for visitors is crucial to encourage and grow tourism, requiring improvements in public spaces and amenities.

Managing tourism effectively involves balancing the needs of residents and visitors, ensuring sustainable development, and maintaining the village's charm. Addressing these challenges requires coordinated efforts in traffic management, infrastructure upgrades, and community engagement.



3.4 Village Centre

Kinvara Village Centre, a focal point for the local community, offers a blend of retail, service, and recreational opportunities. The village is well-connected via the N67 and local roads. The N67 national secondary road is a strategic route for both cross-county and cross-country connectivity.

Existing Walking Network

The existing walking network features footpaths on most streets in the village centre, but these are often narrow, posing safety issues for wheelchair users and those with buggies. During peak holiday seasons, footpaths become crowded, forcing pedestrians onto the roadway.

Many local roads lack adequate footpaths, and crossing facilities are insufficient, particularly near the schools and the Moy Road / GAA Sports Ground. There is a speed limit of 60kph just beyond the village centre.

Existing Cycle Network

The existing cycling network in Kinvara currently lacks dedicated facilities, including cycle parking. This, combined with high traffic volumes along the national road, results in unsafe conditions for cycling. However, there are proposals to develop a 4km shared use cycleway along the N67, connecting Dunguaire Castle to The Quay. Additionally, the proposed Galway to Athlone Cycleway, which will pass east of the village, will enhance cycling connectivity to nearby destinations.

How are people travelling in Kinvara?

- In Kinvara, 11.3% of work commutes are by walking or cycling, with walking at 10.4% and cycling at 0.9%. This cycling rate is low but typical for rural Galway.
- Walking is above the county average of 4.6%, at 10.4% for journeys to work. Public transport accounts for 2.6% of commutes, similar to the county average.
- Most people (68.2%) use private cars, which is lower than the county average of 80.7%, but matches the national average of 68%.
- Additionally, 18.2% of residents work from home, a major increase since 2016 as a result of the COVID-19 pandemic.

KINVARA MODE SHARE - TRIPS TO WORK

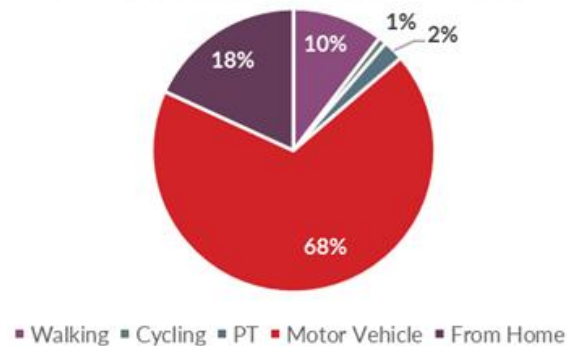


Figure 6. Mode Share – Trips to Work
(Census 2022 – Kinvara Small Area Population (SAP))

Challenges for walk and cycle access to the village centre

- A high car mode share for travel to work.
- Narrow and often crowded footpaths, particularly near Market Square and the Harbour, which pose safety issues for pedestrians.
- There is a lack of safe pedestrian crossing facilities and high traffic speeds within the village.
- Additionally, there are no dedicated cycling facilities, and the existing road infrastructure does not support safe cycling.
- Seasonal traffic and illegal parking further complicate access, while the village's compact layout and narrow streets limit opportunities for significant active travel infrastructure improvements.



3.5 Wider Connectivity

Kinvara benefits from the N67 national road and a regular Bus Éireann service, with additional local links via the relatively proximate M18. Enhancing active travel, public transport stop facilities and managing parking could further support economic growth in Kinvara.

Existing Public Transport Services

Bus Éireann route 350 Galway to Ennis runs six times daily Monday to Friday in each direction. In addition, the demand responsive Local Link C8 route serves Kinvara in a loop from Gort via Carran and Bellharbour. There is a railway station in Ardrahan (8.5km from Kinvara) which is served by five trains daily each way to Galway City.

Existing Road Network & Parking

Kinvara is well-connected by strategic roads, with the N67 serving as the main route, experiencing heavy seasonal traffic due to the Wild Atlantic Way. The recently completed N67 Ballinderreen to Kinvara Phase 2 Road Realignment project enhances access. The village is also accessible via the R347 to the M18 at Kiltiernan, 8km away. Minor roads link Kinvara to Gort and smaller villages to the north west and along the coast.

Parking includes a public car park at the harbour (including coach parking), on-street parking in the village centre, and additional car parks near Dunguaire Castle and the Crane Centre. High parking and servicing demand is noted near the harbour and Main Street. There is limited parking/set down areas for cars/school buses at the local schools, as illustrated in figure 8.

Challenges for Wider Connectivity

- Kinvara has limited public transport links to other local towns and key destinations, making it difficult for residents to rely on public transport for their daily commutes. Existing public transport facilities are also space-constrained (e.g. bus stops and bus lanes).
- The village experiences heavy traffic during the tourist season, particularly on the N67, which is part of the Wild Atlantic Way. There is a need to protect the function of the National Road Network, while safely managing traffic through the village, especially during the tourist season.
- The village lacks adequate long-stay coach parking facilities for tourists, leading to congestion and safety issues in the village centre – with coaches dropping off on the Main Street when designated coach parking spaces are occupied.

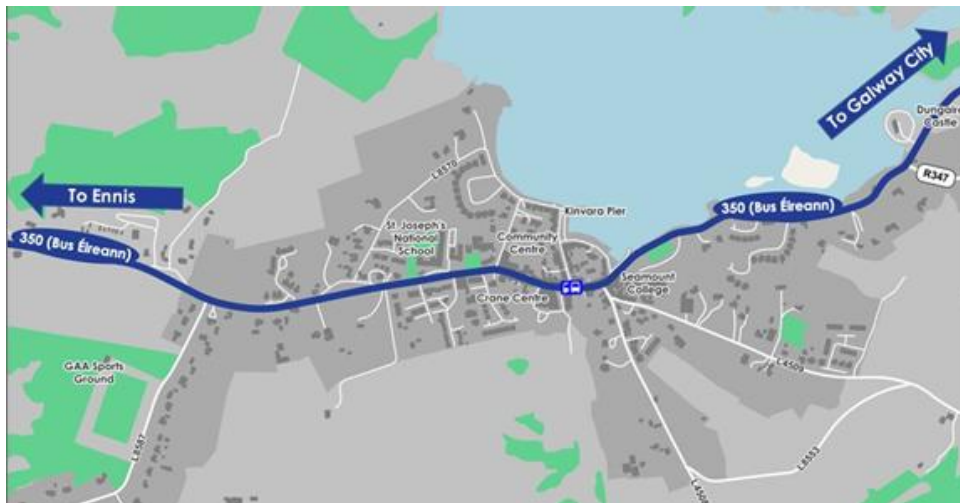


Figure 7. Public Transport Connectivity

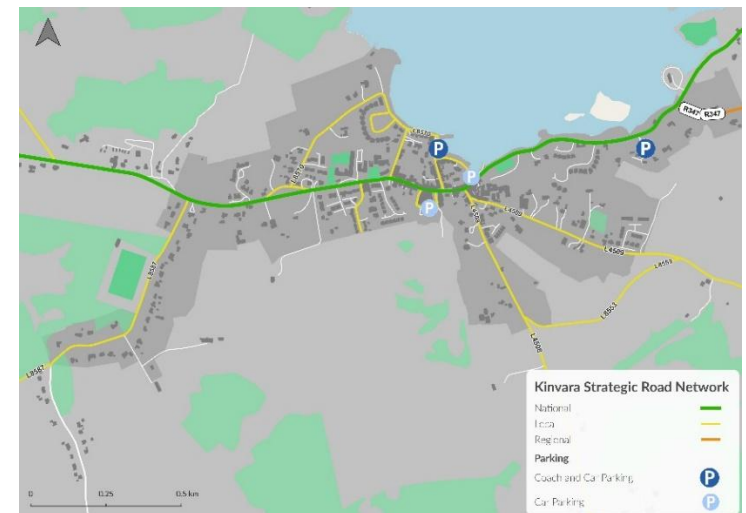


Figure 8. Road Network







4. Transport Objectives and Future Travel Demand

4.1 Transport Objectives

The objectives for the Kinvara CTS were derived from a review of the wider policy context guiding the delivery of sustainable development. This was combined with observations from a baseline assessment and engagement with Galway County Council. Key policy objectives from the Galway County Development Plan 2022-28 were integral in shaping the CTS (such as *ILUTP 1 Sustainable Transportation*, which seeks to encourage a transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, walkable communities and active travel together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movement) along with objectives facilitating future growth, sustainable development and promoting vibrant village centres.

Table 2. CTS Objectives

Challenge	Objective
 School Access	Improve safety for students walking and cycling to school, increasing active travel for journeys to education and supporting safer routes to school.
 Tourism	Increase the village's attractiveness as a tourist destination for all, particularly those travelling by coach, bus or bike.
 Village Centre	Create a safe and permeable active travel network, providing safe pedestrian crossings and enhancing connectivity while improving public community spaces around the Village Centre.
 Wider Connectivity	A: Public transport:: Improve bus stops, waiting facilities and coach parking to increase use of public transport for longer distance trips to/from the study area. B: Road network Safeguard the strategic function and levels of safety on the national road network, in accordance with the requirements of official policy, ensuring vulnerable road users are appropriately considered and safely designed for.

4.2 Future Transport Demand

In addition to the review of present-day conditions in Kinvara, the study team examined the Kinvara Land Use Zoning Map. The plan includes infill developments close to the village centre. No changes to school or workplace travel patterns are anticipated with the exception of projected growth in population size.

The lands identified in the Kinvara zoning plan as Residential Phase 1 are illustrated in the figure below. There are two parcels of phase 1 lands to the south east of the village centre. Further parcels of phase 1 land are located to the east and north west of the plan area.

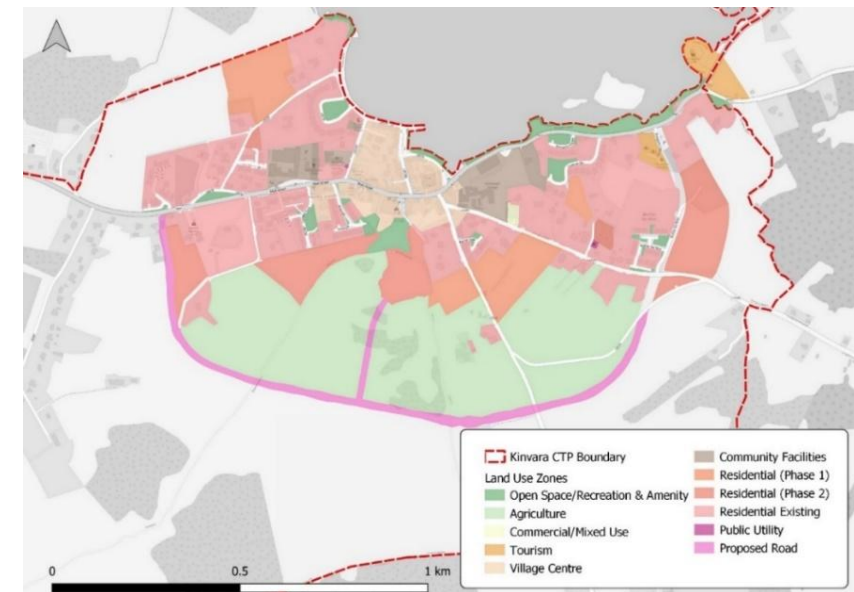


Figure 9. Land Use Zoning

4.3 Future Transport Plans

In addition to the proposals identified in Chapter 5, there are ongoing national led plans in place to improve active and sustainable travel. During the development of transport proposals outlined in Section five, cognisance was made of the ongoing implementation of the national cycle strategy *CycleConnects* and *Connecting Ireland Rural Mobility Plan* by the National Transport Authority (NTA). The impact of these plans in relation to improving the connectivity of Kinvara to the wider region are outlined below.

CycleConnects

In the development of active travel options, the proposed cycle routes detailed within the NTA's *CycleConnects* programme were examined in relation to Kinvara. *CycleConnects* aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. It is envisaged that inter urban cycle routes will be developed linking Kinvara to Gort and to Ballindereen, connecting into the county wide network of routes. In addition a key project within *CycleConnects* is the proposed Galway – Athlone Cycleway, with an indicative route linking Kinvara with Gort, Portumna and Athlone, before moving northwards to Galway city via Oranmore.

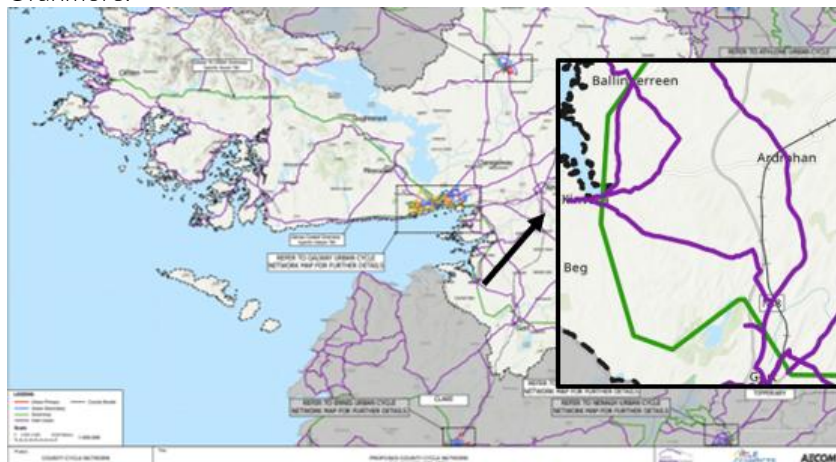


Figure 10. CycleConnects

Connecting Ireland

The *Connecting Ireland Rural Mobility Plan* aims to increase transport connectivity for people living in rural Ireland through improving existing bus services, adding new services and enhancing the current Demand Responsive Transport (DRT) network for those living in remote areas.

As part of this programme, the existing Route 350 from Galway to Ennis will be monitored by the NTA to ensure capacity and frequency meet the transport demands of the area as the wider bus network develops.

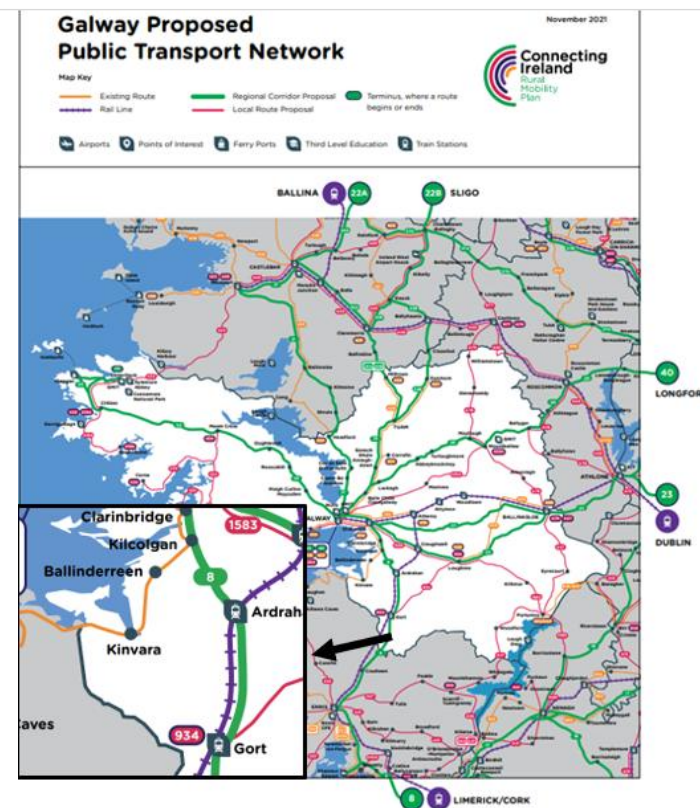


Figure 11. Connecting Ireland Bus Improvements



5. Community Transport Study

5.1 Options Development

A variety of transport options* were developed to address the opportunities and challenges found in the initial assessment of Kinvara, and which also met the objectives of the CTS. This list of CTS measures was created with input from a larger study team, including members from Galway County Council and the National Transport Authority (NTA), through the following steps:

- Reviewing data to find measures from broader policies, plans and strategies relevant to the study area.
- Site visits to Kinvara to look at the problems identified in the initial assessment and to find potential opportunities for improvement.
- Active local stakeholder engagement.
- Holding workshops with local area engineers and the study team to discuss and agree on possible options for CTS measures.

5.2 Options Assessment



Figure 12. NIFTI Modal and Intervention Hierarchy

Potential measures were assessed and evaluated to choose the best proposals for the CTS. This evaluation followed guidelines from the Department of Transport's National Investment Framework for Transport in Ireland (NIFTI).

As outlined in these guidelines, options were prioritised for walking and cycling, then public transport, and finally car traffic. Improvements and optimisation of existing transport facilities were considered, before recommending new transport infrastructure.

5.3 Proposed CTS Measures

The following sections give an overview of the proposed measures forming the Community Transport Study.







These transport measures have been created to identify the main transport infrastructure needed in Kinvara. The goal is to consider all types of trips and modes of transport and to identify and present potential measures that could be progressed (subject to funding and statutory processes).

This study also considers expected population growth, the promotion of sustainable travel options, and supporting local businesses and tourism in the village.

All measures impacting the N67 and the national road network will adhere to TII Publications Standards, including the requirement for Design Reports.

* All proposed CTS measures will be subject to funding and planning permission.

Table 3. Active Travel Measure Terminology

INTERVENTION	EXAMPLE IMAGE	INTERVENTION	EXAMPLE IMAGE
<ul style="list-style-type: none"> ○ School Zone: front of school works to prioritise pedestrian and cycle safety outside the school gate, improving school visibility through signposting and placemaking, reducing vehicle congestion and preventing illegal parking in the area. 		<ul style="list-style-type: none"> ○ Cycle Tracks: cycle lanes separated from vehicular traffic with a physical barrier (e.g. kerb or bollards). 	
<ul style="list-style-type: none"> ○ Traffic Calming: measures (including pedestrian crossings) to reduce vehicle speeds and create a safer environment for pedestrians and cyclists. Typical measures include narrowing traffic lanes, raised pedestrian crossings, junction tightening and reduced speed limits. 		<ul style="list-style-type: none"> ○ Quietway: a street with low traffic (less than 200 vehicles in the peak hour) and low-speeds where cyclists can safely share the carriageway. Typical additional measures include traffic calming, landscaping and improved signage. 	
<ul style="list-style-type: none"> ○ Permeability links: short walking and cycling links along desire lines which increase accessibility and reduce distances by providing short-cuts for people walking and cycling. 		<ul style="list-style-type: none"> ○ Greenway / Cycleway: an off-road trail for use by cyclists, pedestrians and other non-motorised transport, often in scenic surroundings with access to nature and urban areas, connecting residential areas with key destinations. 	

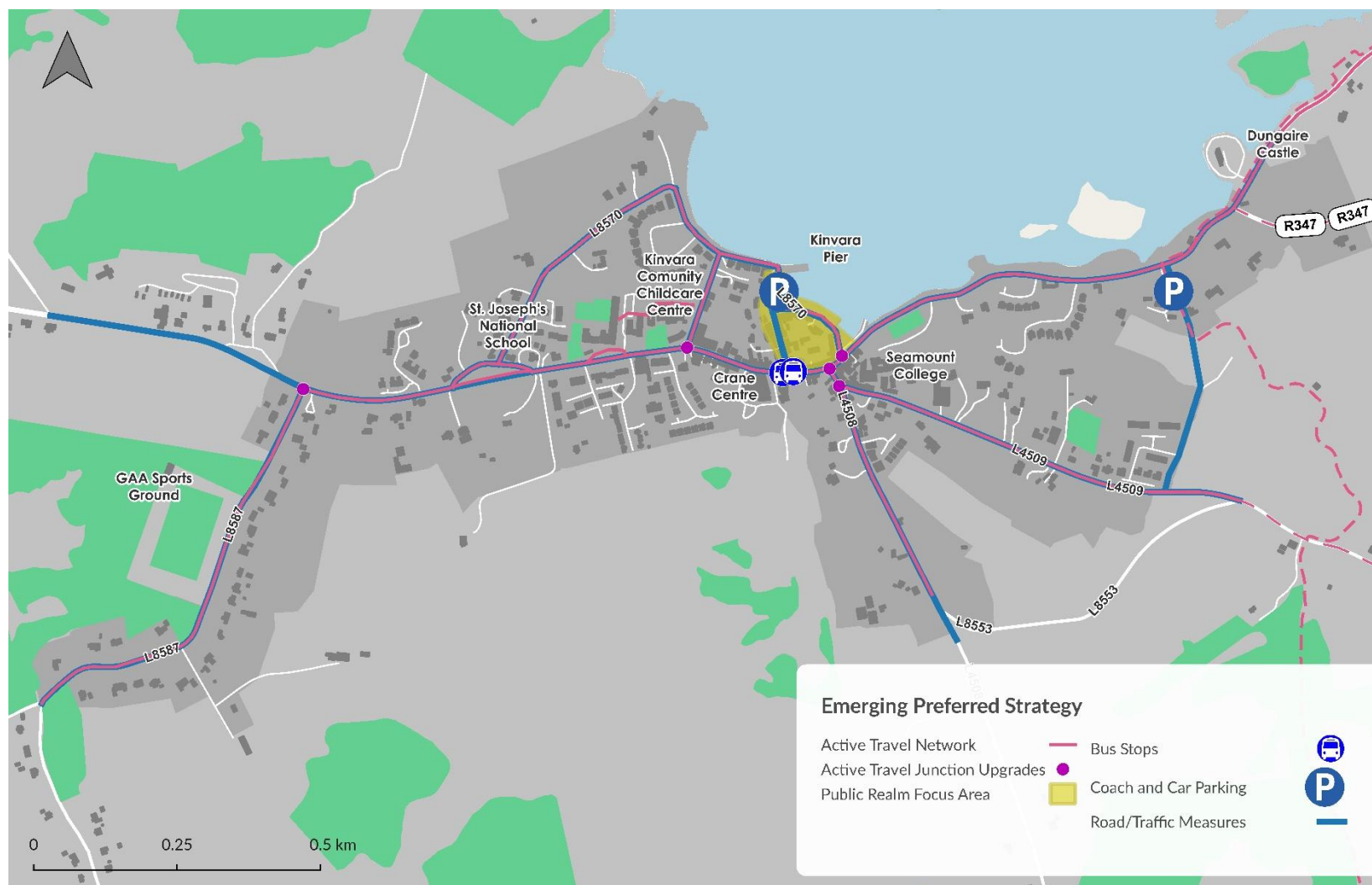


Figure 13. Proposed Kinvara CTS Network

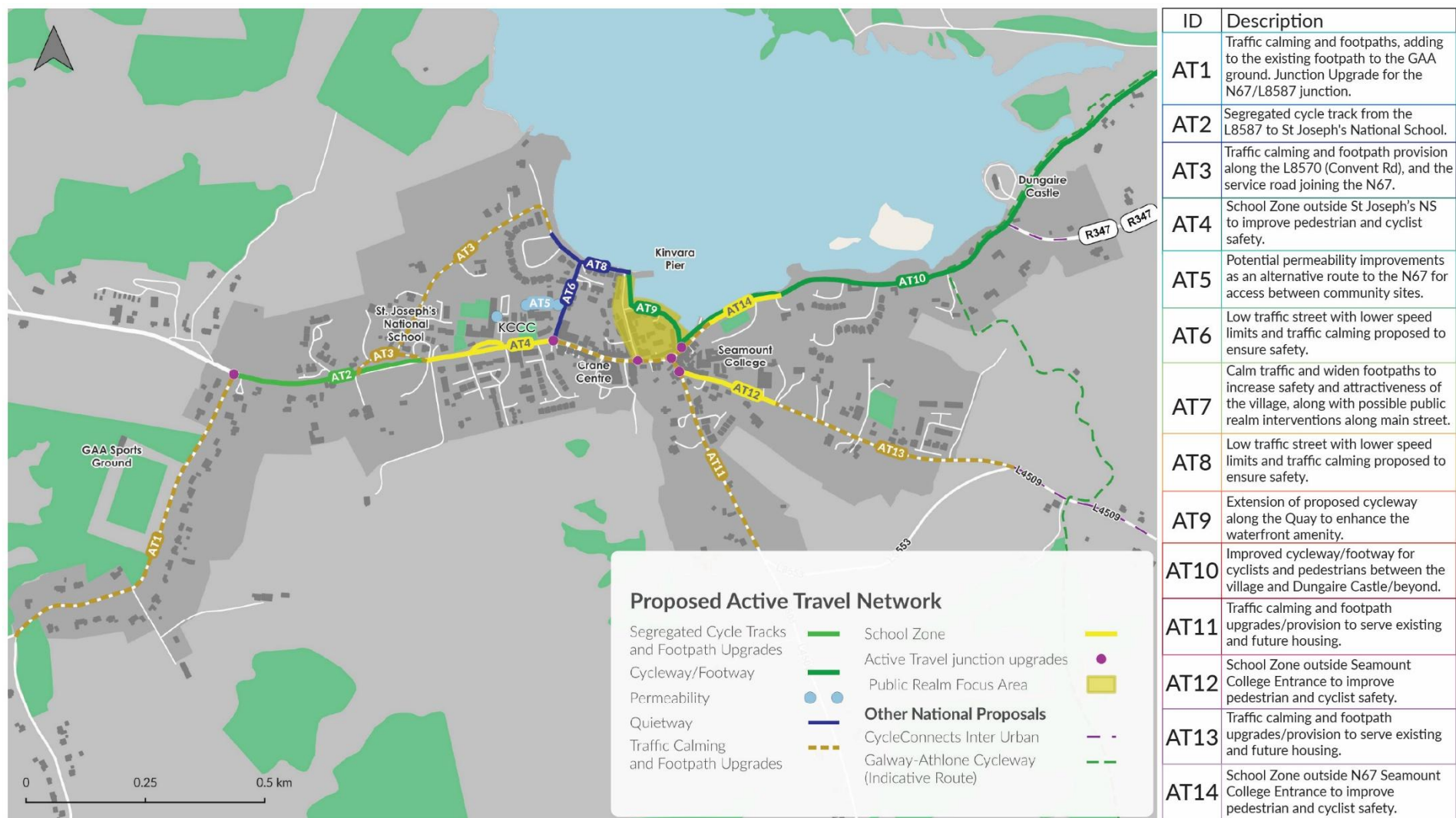


Figure 14. Proposed Active Travel Network

5.4 School Access

Travelling to School and School Zones

A major goal of Active Travel investment is to create safer travel to schools for pedestrians and cyclists. Kinvara has several narrow rural roads branching off the N67, which are too narrow to add separate footpaths and cycle tracks without significantly widening the road and buying additional land.

Additionally, the N67 narrows through the village centre, and since it is a national road, it must support two-way traffic and it is important from a strategic connectivity perspective to respect and maintain this service level. This makes it challenging to provide extensive

separate cycle paths. However, sustainable travel measures such as footpaths, improved pedestrian crossings and traffic calming could encourage more students to walk to school.

To support an increase in cycling to school, a network of cycling routes has been identified. A mix of separate cycle tracks and quietways is indicated, where on-street cycling will be safer. These routes are shown in red on the map, connecting to the schools.

The plan includes separate cycle tracks at both ends of the town along the N67 and using space from verges, service streets, and existing off-road footpaths to the west. These connect to School Zones and quiet streets in the village centre, where road space is limited.

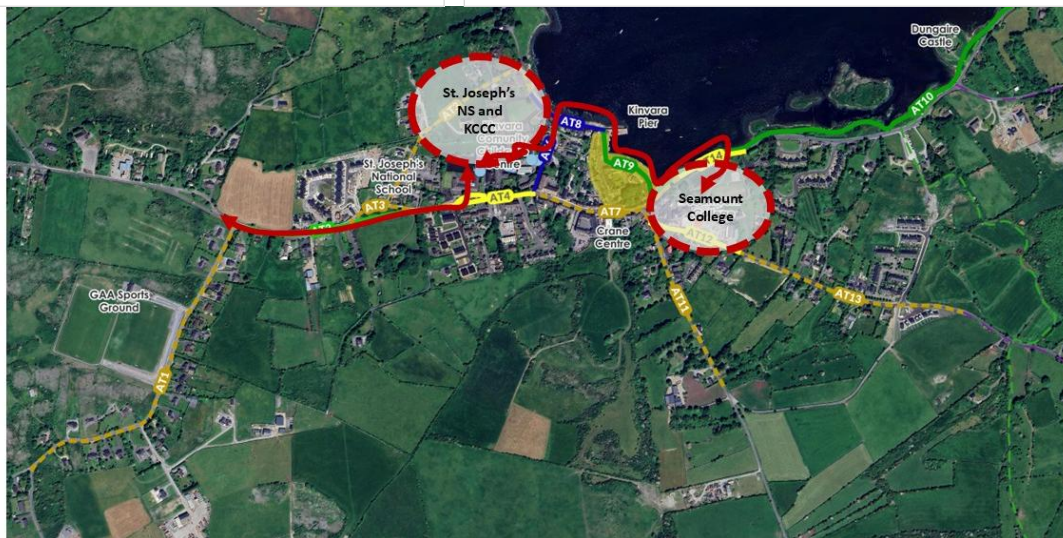


Figure 15. Safe Routes to School

To support these routes, the creation of School Zones outside both school entrances (AT4, AT 12 and AT14) could be established. School Zones focus on pedestrian and cyclist safety near the school gates. School Zones also help reduce conflicts between children walking near the school gates and cars dropping off or picking up students, making the area safer for everyone.

The plan includes separate cycle tracks at both ends of the town along the N67 and using space from verges, service streets, and existing off-road footpaths to the west. These connect to School Zones and quiet streets in the village centre, where road space is limited.

The plan also supports the exploration of an improved walking link to connect St. Joseph's NS with KCCC, allowing an alternative pedestrian route to the N67 for staff and children moving between the sites.



Figure 16. School Zone example

5.5 Tourism

N67 Dunguaire Castle Shared Cycleway / Footway (AT9 and AT10)

This measure aims to improve connectivity between the village centre and Dunguaire Castle, providing enhanced pedestrian and cycle links. Measures will complement the recently completed footpath and cycleway delivered as part of the N67 Ballinderreen to Kinvara Phase 2 Road Realignment to the east of Kinvara.

It is envisaged that Galway County Council will work with Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) to identify and develop appropriate sustainable transport solutions to improve the active travel route from the village to Dunguaire Castle and support the growth of tourism within Kinvara.

- Making it easier for people to walk or cycle to and from the Castle and the village (including the pier area).
- Providing parking for tour buses near Dunguaire Castle, allowing tourists to enjoy a scenic walk into Kinvara while reducing the need for long-stay coach parking in the village.

The Quay (Public Realm Focus Area)

The waterfront areas of Kinvara, including The Quay and Courthouse Road where the village's farmers market is held, has the potential to become a central hub for the village, providing an enhanced community space.

To enhance this public space around The Quay, including improvements along the pier (AT9), a one-way traffic system is proposed: southbound on Courthouse Road and northbound along The Quay (with accommodation for the weekly Farmer's Market).

This change aims to create more room for the Farmer's Market on Courthouse Road, as well as providing wider footpaths, improved landscaping and more outdoor dining.



As part of these changes, on-street car parking will be optimised and assessed to ensure provision is maintained for residents.

These options along important village streets aim to enhance opportunities for community interaction, socialising and recreation, making the waterfront area a focal point of the village.

New public cycle parking could also be included as part in these improvements, providing for both residents and tourists.



5.6 Village Centre

L8587 Upgrades (Moy Road, past GAA pitches to N67 crossroads) (AT1)

Traffic Calming (including Pedestrian Crossings) and Footpath Upgrades

Improving the existing footpath to the GAA ground and traffic calming measures are proposed in this residential area to increase road safety and enable more active travel trips to the GAA pitch and the village centre. An Active Travel Junction Upgrade for the N67/L8587 is also proposed.

Gort Road (L4508) Upgrades (AT11)

Traffic Calming (including Pedestrian Crossings) and Footpath Upgrades

Traffic calming measures, along with improved and new footpaths to better serve current residents and support new Phase One development in land along the L4508. These enhancements can make the area safer and more accessible for everyone, ensuring smoother and more connected travel.

L4509 Upgrades (Gort Road behind Seamount College) (AT13)

Traffic Calming (including Pedestrian Crossings) and Footpath Upgrades

Traffic calming measures and the upgrade of footpaths to better serve existing homes, the phase one development lands, and Seamount College's back entrance along the L4509. Ways to address the problem of cars parking on footpaths to ensure safer and more accessible footpaths for pedestrians can also be explored.

Convent Road (L8570) Upgrades (AT3)

Traffic Calming (including Pedestrian Crossings) and Footpath Upgrades

Improving the L8570 (Convent Rd) and the service road connecting to the N67 by adding traffic calming measures and better footpaths. These changes can help to make the area safer and more accessible, enhancing connectivity and ease of movement.

N67 Segregated Cycle Facilities (from L8587 to St Joseph's National School) (AT2)

Segregated Cycle Tracks and Footpath Upgrades

Segregated cycle track along the N67 (from the L8587 to St Joseph's National School) using service roads, verges and widening of off-street footpaths. This connects local homes to the school via the School Zone (AT5), and to the village, making it safer and easier to walk or cycle.

Junction Upgrades

Upgrades to a number of junctions are proposed on Kinvara streets to provide safer crossings for pedestrians and cyclists, with junctions redesigned to reduce crossing distances and vehicle speeds. Specific measures at each junction would be identified during the optioneering and detailed design phase of each proposed upgrade.

Main Street Improvements (AT7)

Traffic Calming (including Pedestrian Crossings), Footpath Upgrades and Public Realm Improvements

Measures to calm traffic and widen footpaths along Main Street to increase safety and attractiveness of the village centre, along with possible public realm interventions along Main Street to enhance opportunities for community interactions and enjoyment of Kinvara village.



5.7 Wider Connectivity

A: Public Transport

Kinvara is a popular tourist destination, especially in the summer, due to its coastal location and attractions like Dunguaire Castle. The Connecting Ireland initiative aims to make the 350 bus route more accessible and improve facilities for tourist coaches. This includes upgrading bus stops and waiting areas.

Currently, Kinvara is served by the 350 bus route, which connects to Galway, Ennis, and other nearby towns. There are no planned changes to public transport services for Kinvara under the Connecting Ireland initiative. The 350 bus currently stops in the village centre, near the Crane Centre (Spar), on either side of the N67 road. These stops currently lack passenger waiting infrastructure.



Whilst the delivery of enhanced bus services is not within the scope of the CTS, Galway County Council will work proactively with the NTA to improve service levels on route 350, and on the

introduction of any possible new bus routes serving the village (PT1), as outlined in *Connecting Ireland*.

Proposed improvements (measures PT2 and PT3) include adding a bus stop pole with timetable information, a shelter and bench for waiting

passengers, road markings for the bus stop, and raised footpaths with tactile paving for those with mobility and visual impairments.

For tourist coaches, the CTS identifies a long term opportunity to utilise the car park opposite Dunguaire Castle for additional coach parking (PT4). This would operate alongside the existing town centre coach parking and allow for extended duration of visits and increased coach capacity. Visitors could be dropped off/picked up within the village centre, with coaches then parked at the castle.

Should the proposed improved active travel link between the castle and the village be implemented, coaches could also park at the castle, with tourists then walking to the village. For coaches that still need to enter the village, the upgraded bus stops can provide a safer area for passengers to get on and off.

In the longer term, there may also be potential to develop the facility by the castle into a Mobility Hub, providing cycle parking, electric vehicle charging facilities, transport information and new bus stop infrastructure to support interchanges.

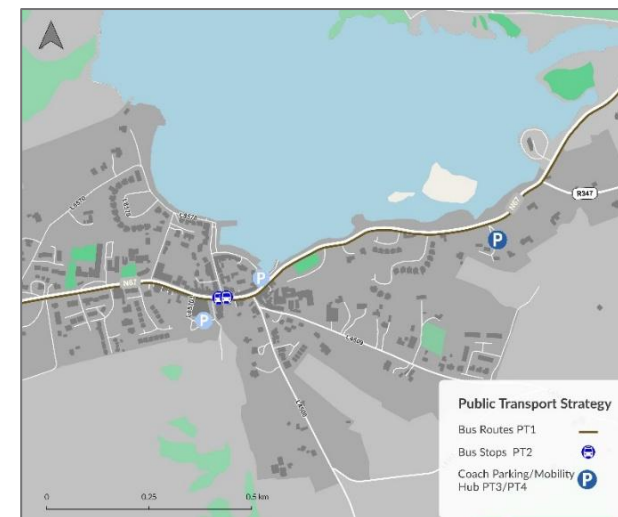


Figure 17. Public Transport Strategy

Table 4. Public Transport & Coach Measures

ID	Location	Measure
PT1	N/A	Work proactively with the NTA to improve service levels on bus routes serving Kinvara
PT2	N67 Westbound Bus Stop	Work with NTA to identify suitable locations for new bus stop facilities west of the village and east at the Castle and improve existing bus stop waiting infrastructure
PT3	N67 Eastbound Bus Stop	
PT4	Dunguaire Castle Car Park	Long term opportunity for use of car park for long-stay coach parking, with the potential for the longer term development of a Mobility Hub at this location

B: Road and Traffic Management

To make Kinvara safer for walking and cycling, and a more enjoyable place for residents and visitors to spend time in, several changes have been suggested.

A national review of speed limits, including proposals for 30kph zones is underway, and changes may take place to the limits around Kinvara as a result of this process. This work is ongoing and will be concluded at a later stage.



The 30kph zones could include areas where School Zones, quietways and public realm improvements are proposed as part of the CTS, supporting more journeys by bike and on foot.

Village Centre Management

Additionally, to enhance the public realm focus area on the Quay (L8570), a one-way traffic system is proposed. This would mean traffic would travel north on the Quay and south along Courthouse.

This change aims to create more community space through wider footpaths and landscaping, supporting events such as the weekly Farmer's Market and outdoor dining in the village centre. It is also envisaged that the reallocation of road space will improve the attractiveness of the harbour seafront as leisure space for residents and visitors alike.

As part of the village centre's Traffic Management Plan, the use of available on-street car parking spaces will be optimised to ensure provision is maintained for residents, in tandem with the development of Electric Vehicle charging facilities at appropriate locations.

Should a new link road from L4509 to the N67 be developed, this will help reduce the number of vehicles passing through the town centre – with supporting active travel facilities also provided to support the creation of a cycling and pedestrian friendly environment.

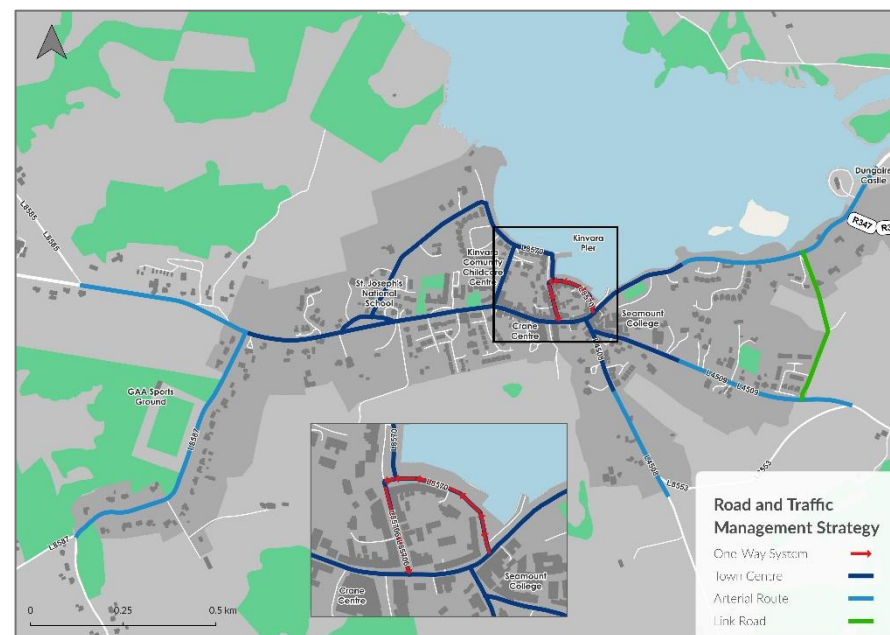


Figure 18. Road and Traffic Management Proposals

Table 5. Road and Traffic Management Measures

ID	Location (specific location)	Measure
One way traffic system	L8570 (Courthouse Road and The Quay south of Courthouse Road)	One-way System
Parking & EV Charging	Village Centre	Optimisation of car parking including appropriate provision of Electric Vehicle (EV) charging facilities
New Link Road	Between the L4509 and the N67	New link road with supporting active travel infrastructure

5.8 Summary Benefits

The key benefits of the proposed measures within the Kinvara Community Transport Study are summarised as follows:

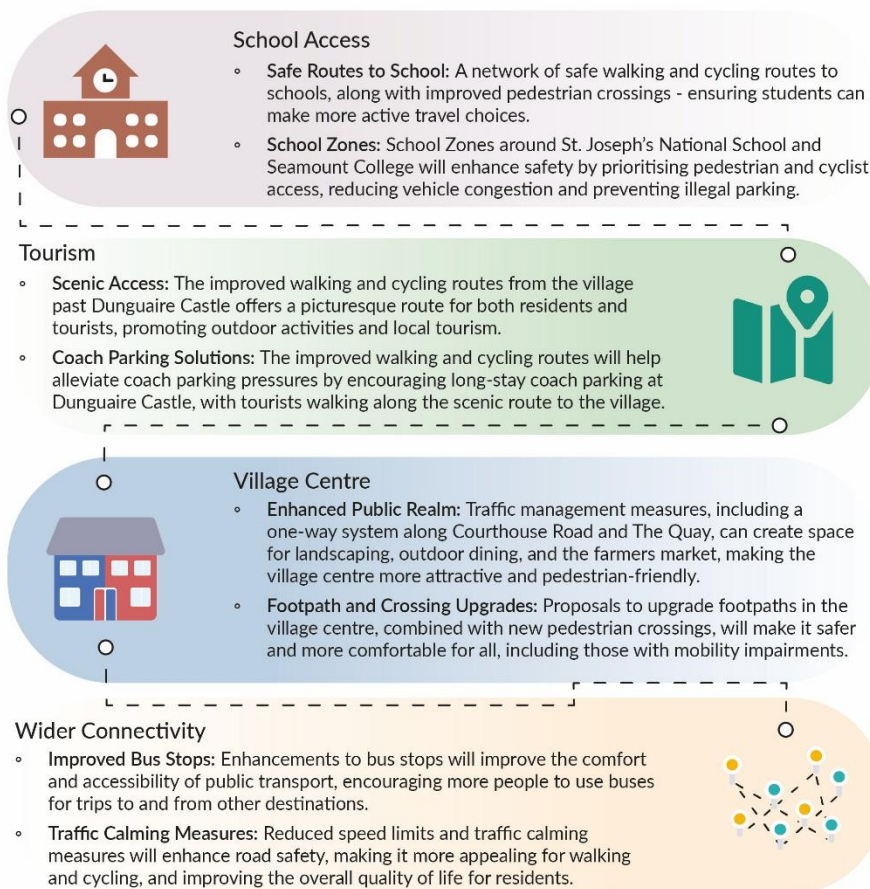






Figure 19. CTS Benefits





6. Phasing and Implementation

Table 6. Indicative costing level and timeframe

Theme	Measure	Cost	Short Term	Medium Term	Long Term
 School Access	School Zones (AT4, AT12)	€	■		
	Safe Routes to School (AT6, AT14)	€ €	■	■	
	N67 Dunguaire Castle improved walking and cycling route to village centre (AT10)	€ € €	■	■	
 Tourism	The Quay Public Realm	€ € €	■	■	
	The Quay Active Travel (AT8, AT9)	€ €	■		
	Main Street Public Realm Enhancements (AT7)	€ € €	■	■	
 Village Centre	N67 Segregated Cycle Facilities (from L8587 to St Joseph's NS) (AT2)	€ €	■	■	
	Junction Upgrades	€ €	■	■	
	Village Traffic Calming and Footpath Upgrade Measures (AT1, AT3, AT11, AT13)	€	■		
 Wider Connectivity	Optimisation of car parking including appropriate provision of Electric Vehicle (EV) charging facilities	€	■		
	Bus Stop Upgrades (PT2, PT3)	€	■		
	Long-Stay Coach Parking, with a potential Mobility Hub facility provided in the longer term (PT4)	€ € €	■	■	■
	Work towards improved Public Transport frequencies (PT1)	€ €	■	■	
	Village Speed Limits (RTM1, RTM2)	€	■		
	Courthouse Road and The Quay One-Way System	€	■		
	Link road connecting the L4509 and the N67, designed to support active travel	€ € €	■	■	■

The development and delivery of all individual CTS measures will be subject to planning approval (including further consultation on individual measures and securing any required land ownership agreements where relevant), in addition to securing the necessary funding arrangements for delivery.

Therefore, this proposed phasing and implementation plan is indicative and will be subject to change as individual measures are progressed.

The planned phasing and implementation of these CTS proposals will be reassessed at five year intervals, to ensure delivery of the CTS is realistic and feasible.

