

Friends of the

# TRALEE FENIT GREENWAY



Information pertaining to the submission as part of the  
National Cycle Network local authority funding scheme  
November 2013

## Project Overview

The proposed Tralee Fenit Greenway is a railbed conversion of the Fenit branch line which runs for 14km from the heart of Tralee, the county capital of Kerry to the scenic coastal village and port of Fenit.

The Fenit branch railway was opened in 1887 and was closed for regular passenger traffic in 1935 but remained in use for goods traffic as well as excursions and summer specials until 1978.

In the late 1980s, the Great Southern Railway Preservation Society planned to reopen the Fenit branch as a heritage railway and the track was relaid. Sadly their plans never came about and the Fenit branch line is now derelict but still not formally abandoned .

A 3km section of the route within the Tralee urban area has recently been converted to a greenway and has proven to be an immediate success.

The completion of the remainder of the route would provide utility, tourist and recreational cyclists as well as pedestrians, runners and hikers with a dedicated off road path from the county's main public transport interchange to the county's main outdoor recreational activity hub. In addition to this the route provides a direct link between the county's largest urban area, it's suburbs and it's two main commuter villages, as well as the surrounding hinterland via quiet rural byroads.

The route has the potential not only to underpin the tourism and recreation products in the area, but also to provide a safe, quick and direct cycle route to the town of Tralee for commuter cyclists, who are presently forced to use the hazardous R558 regional road, the proposed route's length, location and quality would be on a par with Denmark's innovative 'Cycle Super Highway' <sup>1</sup> developments.

---

<sup>1</sup> <http://www.cykelsuperstier.dk/>

Tralee currently has a great demand for cycle infrastructure. According to census reports at 4.4% Tralee has the highest proportion of commuter cyclists after the cities of Dublin and Galway<sup>2</sup>. Despite this the towns cycle infrastructure leaves a lot to be desired, especially in the case of dedicated off-road cycleways.

This issue is highlighted in the recent Tralee Transportation Strategy<sup>3</sup>:

*The existing cycle lane provision is disjointed and lacks the connectivity needed for a high quality cycle network.*

...

*The primary cause of concern with regards to cyclists and pedestrians is that the current infrastructure is inadequate. It is felt that there is a lack of off road cycleways and pedestrian routes.*

Not only would the development of this key piece of infrastructure provide much needed facilities for existing cyclists creating a safe, permeable interurban route, but it would also be a catalyst for others to consider replacing car use with more sustainable and healthy modes of transport.

The town of Tralee also has one of the highest inflow of commuters of any town in the country (5,148) coupled with the fact that over 65% of all commuter trips in the county are under 30 minutes<sup>4</sup> the implementation of a piece of infrastructure like this in this area could play a pivotal role in the realisation of the government target that 10% of all commuting trips be by bike by the year 2020.

In addition to providing a key part in the regional cycle network this route would link with, national and transnational cycle networks, offering a unique network of

---

<sup>2</sup> [2011 Census reports - Central Statistics Office](#)

<sup>3</sup> Tralee Transport Strategy (2012) - MVA Consultancy / Kerry County Council

<sup>4</sup> [Census 2011 Profile 10 Door to Door – Commuting in Ireland - Central Statistics Office](#)

Greenways serving the south west of Ireland but linking further afield.

The development of the route would provide a key link within the following networks:

- **National Cycle Network** - the route is part of the of the Great Southern Trail via the planned extension to the Great Southern Trail which is already established in neighbouring county Limerick on the former Tralee to Limerick railbed. This would be the main link between Kerry and Limerick ( incidentally both the Tralee - Fenit and Tralee - Limerick railways shared the same railbed for the first 4kms out of Tralee) .
- **Eurovelo** - The route is also included as part of *Eurovelo 1 - The Atlantic Coast Route*<sup>5</sup> of the planned trans-European Eurovelo cycle network giving it European and worldwide appeal.
- **Failte Ireland Cycle Network** - The route is also part of the Failte Ireland coastal network, published as part of their document 'A strategy for the development of Irish cycle tourism'

Fenit is also an ideal location to link with, it is the port of Tralee and and major hub for outdoor recreation and activity in the region.

Fenit has a number of different functions, none of which predominate, but all of which are linked to the sea and the port. The village is a popular destination for visitors using the beaches and walks, with their spectacular views over Tralee Bay. Fenit pier is located adjacent to Locke's beach and is also a popular walking and recreational fishing destination. In addition to its recreational value, the pier services the working port and boating marina. This combination of the beach, scenic walks, the pier/port, the marina and the village extending to the waterfront gives Fenit its unique ambience and character.<sup>6</sup>

---

<sup>5</sup> <http://www.eurovelo.com/en/eurovelos/eurovelo-1>

<sup>6</sup> [Tralee/Killarney Hub Settlements Local Area, Fenit Adopted Settlement Plan - Kerry County Council](#)

Although Fenit is an active village it lacks major employment, meaning that it essentially a dormitory village to Tralee, the recently commissioned *Fenit Village Design Plan* states:

The few commercial premises in the village provide little employment to it or the wider community. Fenit has increasingly functioned as a dormitory village to Tralee. The village itself has however retained a limited employment base in fishing and port related activities. Often seasonal jobs are also generated by tourism.<sup>7</sup>

The proposed Tralee Fenit Greenway represents a flagship project capable of matching and surpassing the success of the Great Western Greenway. The project has the potential to provide a facility that will cater for broad range of cyclists, ranging from those training for a triathlon, to local children on their first ride, in addition to current and potential tourists to the area. The development has the potential to revitalise Fenit and the surrounding areas both physically and economically.

The project is an ideal candidate to support under the National Cycle Network funding scheme, and dovetails with the stated vision for the National Cycle Network:

*"In response to the Government's National Cycle Policy Framework we will develop a National Cycle Network that will allow users to cycle between the main urban areas throughout the country. The network will be built to best practice standard, follow routes that maximise the number of potential users and its attractiveness to users, facilitate access for all, and ensure that short and long trips can be engaged in. The routes will, where possible, avail of existing routes and State-owned lands, share use with walking and form the basis for linkages to more comprehensive rural and urban local networks."*<sup>8</sup>

---

<sup>7</sup> Fenit Village Design Plan - Dirk Hüttermann, Town Planning Consultant / NEKD

<sup>8</sup> National Cycle Network Scoping Study - Department of Transport / Smarter Travel , Page 4

## High quality off road

The proposed route is along the disused rail corridor travelling circa 14km from the public transport interchange in Tralee to the former rail terminal in the centre of Fenit Village.

The route is therefore generally level and any gradients are gradual because of its design as a rail route. Busy intersections with public roadways are already accommodated with three existing underpasses and one over bridge. In addition, there are four junction crossings, three of these are within the urban area and one with a minor rural road. The existing railway is of broad gauge, which upon conversion would afford ample room for both pedestrians and cyclists.

Routes like this are particularly highlighted for their importance within the National Cycle Policy Framework ( NCPF), Objective 3 states :

*Greenways are especially important for, typically, the first 10km along the routes emanating from busy town centres which are heavily trafficked and particularly unattractive for inexperienced or very young cyclists.*

## Tourism / Recreation

Tralee has a long history as major tourist destination with many varied attractions and also acts as a hub for visitors to North Kerry.

Fenit is a small fishing village which boasts breathtaking scenery across Tralee Bay. Fenit is the main location in the region for a variety water based activities, it's main beach, Lockes beach the entrance to which is located directly at the proposed trailhead. This is a Blue Flag beach popular with sun bathers during the summer months as well as hardier folks who brave the water here 365 days a year. This is also the venue for the traditional christmas day an important community event has taken place for over 50 year, and sees hundreds brave the cold water on christmas morning.



Fenit end of the proposed Greenway, with the site of Fenit railway station indicated in green, the entrance to the Blue Flag beach in red, the Sailing Club in orange and Playground in blue.

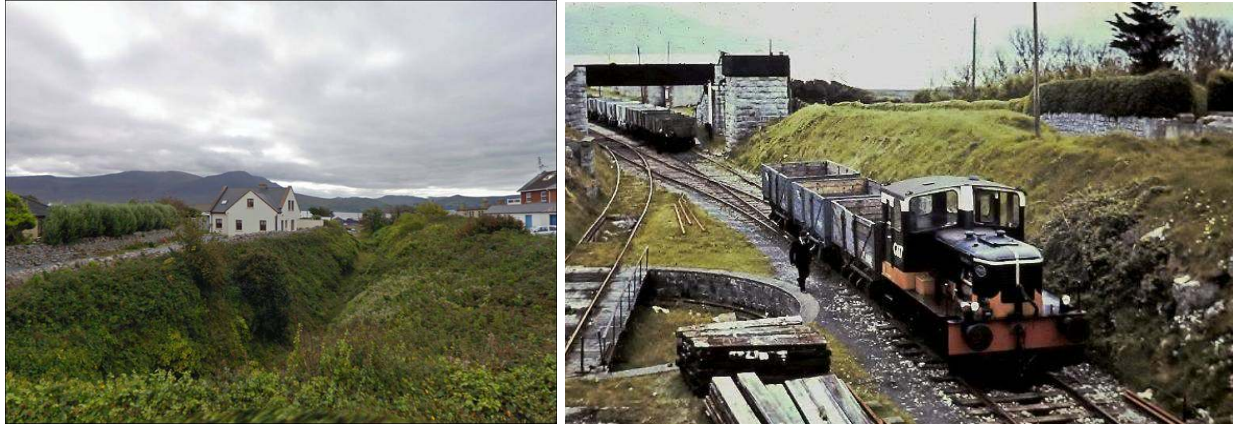
Some Fenit based water activity groups include:

- Tralee Bay Swimming and Social Club
- Fenit Rowing Club
- Tralee Bay Sea Angling Club
- Tralee Bay Sailing Club and School
- Tralee Triathlon Club



The playground on the platform of the former railway station at Fenit with Lockes Beach (Blue Flag) to the left.

The proposed Tralee- Fenit Greenway would be a huge tourist asset to the region. Its length is ideal for day excursions and the dedicated off road route from the train station in Tralee to within metres of a seaside blue flag beach makes it an attraction of international status. The location has a solid history as a leisure amenity area, in fact some of the last trains to service the station were day excursion trains which ran in the summer months up until 1978.



*View entering Fenit. Tralee Bay and Sliabh Mish Mountains, present day (left) and 1960's (right)*

The route joins with the Limerick/North Kerry railway just north of Tralee. This railway is also disused rail. The Limerick section of this route has been converted to a Green way known as the Great Southern Trail. There are future plans to develop this route from the Kerry border to Tralee which would provide an integrated Greenway network which is part of the Eurovelo cycle route.

From the outskirts of Tralee, the route runs west along the northern shores of Tralee Bay. As well as being a picturesque setting, the bay is a nature reserve whose rich diverse flora and fauna as well as, bird, mammal and marine habitats are internationally recognised and protected.

Tralee Bay Nature Reserve is designated a Special Protection Area (SPA) under Natura 2000<sup>9</sup>, and is also on the Ramsar list for Wetlands of International Importance<sup>10</sup>.

Land to the north west of Fenit, which includes Barrow Harbour and Fenit Island is also designated as a Special Protection Area (SPA) with the majority of this area

<sup>9</sup> <http://eunis.eea.europa.eu/sites/IE0002070>

<sup>10</sup>

[http://ramsar.org/cda/en/ramsar-pubs-annolist-anno-ireland/main/ramsar/1-30-168%5E16569\\_4000\\_0\\_\\_fo](http://ramsar.org/cda/en/ramsar-pubs-annolist-anno-ireland/main/ramsar/1-30-168%5E16569_4000_0__fo)  
r

designated a candidate Special Area of Conservation (SAC), as is much of the sea surrounding Fenit. The same areas of land are also designated as proposed Natural Heritage Areas.<sup>11</sup>

To the East of Tralee lies Ballyseedy Woods a native residual alluvial woodland which is a priority Special Areas of Conservation (SAC)<sup>12</sup> under the EU Habitats Directive. Tralee town council is in the process of developing a cycle and walking path from this woodland to the Spa, the first phase of which is complete, with the second phase in advanced planning.

This route and the Tralee to Fenit Greenway would meet in the Spa. This would also create a unique cycle route which would span the Lee Valley / Tralee Bay from river to ocean, from the sleepy old growth floodplain of Ballyseedy woods along the River Lee, through the marshes and wetlands of Tralee Bay to the open Atlantic at Fenit.

In addition, reinforcing the local cycle network the development of the links unleashes the potential for a series of looped cycle and walking routes.

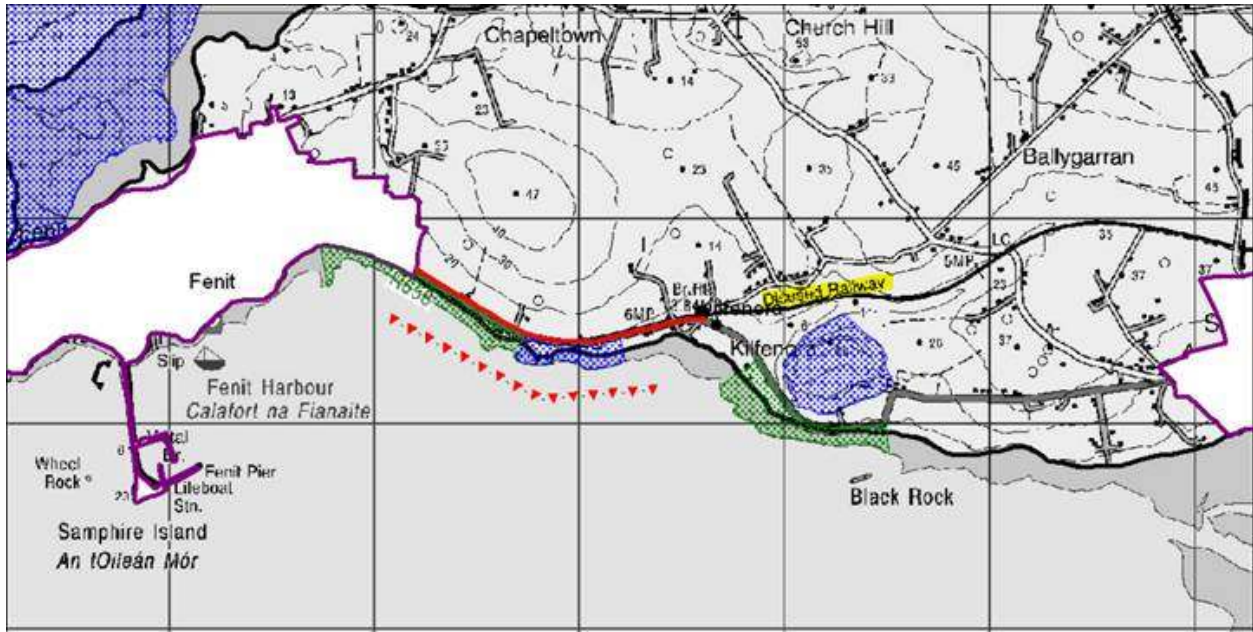
The scenic quality of the route is of very high. It travels through open countryside away from the public road and commands spectacular views across Tralee bay and of the Sliabh Mish mountain range extending to Brandon. From Kilfenora, the route travels through an area preserved for views and prospects in the current County Development Plan, as well as in the Wild Atlantic Way route.

---

<sup>11</sup>

<http://www.npws.ie/protectedsites/specialareasofconservationsac/akeraghbannaandbarrowharboursac/>

<sup>12</sup> <http://www.npws.ie/protectedsites/specialareasofconservationsac/ballyseedywoodsac/>



*Protected Views from Current County Development Plan*

The route runs along the northern shores of Tralee Bay, as well as being a picturesque setting the bay is a nature reserve whose rich diverse flora and fauna as well as, bird, mammal and marine habitats are internationally recognised and protected.

Fenit based tourism attractions/activities:

- St Brendan Heritage Park Fenit
- Fenit Marina
- Little Samphire Island Lighthouse tour
- Lockes beach - Blue Flag beach
- Public Playground.
- Tralee Bay Sea Safari - Boat Tours

As well as these location based activities, events like Tralee International Marathon and the Tri Kingdom Come Triathlon currently take in Fenit as part of their respective routes. In fact the Tralee International Marathon has altered their route this year to take in the recently completed section of the route in Tralee.



*A group of cyclists on the newly opened section of the line in Tralee town centre preparing to depart for a picnic and swim in Fenit during the Kerry Bicycle Festival September 2013*



*Preparing for the annual christmas day swim, Lockes Beach, Fenit December 2012*

## Transport Corridor

Because of the high concentration of residential development adjacent to the proposed Greenway it would provide a valuable transport corridor for cycling and pedestrian commuters. The Greenway serves a number of primary schools with one of the largest post-primary schools in Ireland (Mercy Mounthawk) catering for over 1100 students being directly accessible from the route.

The Greenway leads directly through Tralee serving adjoining properties and businesses including directly to Dunnes Stores and Tralee Train and Bus Stations.

Fenit is a popular local destination and in the summer months especially, the public road is busy with cycling and jogging groups. The Greenway would be an invaluable asset as a local recreational facility for these activities.

This route would also provide safe and direct cycle and walking access to the towns public transport hub, the current access to the station is of serious concern as highlighted in Tralee town's current development plan<sup>13</sup>:

*While the station is located adjacent to the town centre, there are very poor pedestrian linkages between the two locations. To facilitate ease of access, it is recommended to implement the recommendations of an access audit, carried out in the immediate environs of the station to facilitate pedestrian access between the two areas.*

The development of this route would see a number of objectives outlined within the National Cycle Policy Framework (NCPF)<sup>14</sup> met for the area:

---

<sup>13</sup> Tralee Town Development Plan 2009-2015 - Tralee Town Council

<sup>14</sup> National Cycle Policy Framework 2009-2020 - Department of Transport / Smarter Travel

Objective 8 of the NCPF aims to **ensure proper integration between cycling and public transport.**

In particular Objective 8.1:

No.	Policy	Implemented by
8.1	<b>Safe Routes to Stations</b> We will require Local Authorities to provide safe and attractive cycling routes to PT stations / stops in collaboration with the PT operator. This might include, for example, the creation of a new entrance or route across lands owned by the PT agency / provider.	DoT with CIÉ, RPA and LA's

As well as providing a link to the public transport hub the route also passes alongside or close to a number of Schools, both primary and second level:

- **Mercy Mounthawk**, Tralee - the county's largest Secondary School, bounds the route, linked directly via the cyclepath on Bracker o'Reagan road.
- **CBS NS**, Tralee - Bounds the route, linked directly via the completed phase of the 'Big River' path
- **Spa NS**, Spa - Connects to the route via a quite cul de sac, which previously was the station road.
- **St Brendan's NS**, Fenit - Bounds the route
- **St. Johns NS**, Tralee - via the potential Ashe Street entrance

In addition to these, the route will also link with other educational facilities via connections with the towns existing cycle network, greatly expanding the reach of these often isolated pieces of cycle infrastructure.

The route connects directly with the cycle path along Bracker O'Reagan Road, and Kileen Road to link with three schools on Kileen Road:

- **Tralee Educate Together NS**, Tralee
- **Gaelscoil Mhic Easmainn NS**, Tralee
- **Brookfield College**, Tralee

The Bracker o'Reagan Road, and Kileen Road cycle path ends at the main Oakpark road close, which puts cyclists within reach of the regions main third level institution:

- **Institute of Technology**, Tralee.

The route also connects directly with the cycle path along the Caherslee Road to link with the three schools at Balloonagh:

- **Holy Family NS**, Tralee
- **Scoil Eoin NS**, Tralee
- **St Ita's and St Joseph's**, NS & Secondary, Tralee

The importance of this route within the area's cycle network is apparent from the amount of links it facilitates. As a point of note the Tralee, Spa, Fenit area combined has eleven primary schools. This route will connect nine of them providing a safe and direct path for children.

Again this is a core aim of the NCPF, Objective 4 aims to Provide Cycling-Friendly Routes To All Schools, Provide Adequate Cycling Parking Facilities Within Schools And Colleges, And Provide Cycling Training To All School Pupils.

In particular Objective 4.1

No.	Policy	Implemented by
4.1	<b>Safe Cycling Routes</b> We will provide safe cycling routes to all primary and secondary schools and third level colleges by 2020. An audit will be carried out of every school / routes leading to the school from residential areas.	DoT and LA's

## Safety of Route

The Tralee to Fenit Greenway route is off road for its entire length and would provide a safe route for pedestrians and cyclists alike. As detailed before the majority of the crossings with public roads are via underpasses and bridges. In fact once a cyclist or walker leaves the Tralee urban area, there is just one single road crossing and this is on a quiet by-road. The safety of the route is in contrast with the R558 which is the regional public road which links Tralee, the Spa and Fenit

The R558 is a very busy commuter and tourist road, it also serves Fenit Port and has regular heavy goods vehicles delivering large crane parts from the Liebherr factory in Killarney. These are quite possibly the largest loads regularly transported on any public road in the country, although these bulk loads are transported to the highest of safety standards, these and other industrial traffic are off putting for potential cyclists.

The R558 is narrow, follows the coast and has numerous blind spots and dangerous junctions and is quite hazardous for pedestrians and cyclists. The issue of safety is further compounded in the villages of the Spa and Fenit, which even lack the provision of basic footpaths.

These issues are highlighted in the Tralee/Killarney Hub Settlements Local Area Plan for Fenit:

*The village core developed largely before the predominance of the car and the main road is narrow in places and sight lines are restricted in some instances. The haphazard nature of development has resulted in minor roads serving larger traffic loads than the designed carrying capacity. [...] There is a lack of pedestrian footpaths within the village core, and between the village and outlying residential development. The disused railway line should be reserved for future vehicular or pedestrian/cycle use.<sup>15</sup>*

---

<sup>15</sup> [Tralee/Killarney Hub Settlements Local Area, Fenit Adopted Settlement Plan - Kerry County Council](#)

## Deliverability of Route

The railway is state owned. It is still listed as part of the national rail network in the Iarnród Éireann's Network Statement <sup>16</sup>.

A 3km section of the overall route has already been developed within the Tralee urban area from Mounthawk to Rock Street. The remaining short section within Tralee from Rock Street to the public is to go to Part 8 Planning in the near future and a motion to this effect was passed recently by Tralee Town Council. The existing 3km developed section is hugely popular with hundreds of daily users. While initial threats of adverse possession claims delayed its development these claims never materialised and there was no local opposition to the Part 8 planning application.

As well as the general objectives to promote walking and cycling and improving facilities, the conversion of the Tralee to Fenit railway to a Greenway is a **specific objective** of the following development plans:

- Kerry County Development plan
- Local Area Plan for the Tralee and Killarney Hub
- Tralee LUTS
- Tralee Town Draft Development Plan
- Fenit Village Design Plan
- Tralee Transport Strategy

Extensive preparatory work has already being completed by Kerry County Council and the Spa/Fenit Parish Council over the last four years. Kerry County Council has secured a licence from CIE for the conversion of the railway to a Greenway. They are currently

---

<sup>16</sup> [Iarnród Éireann Irish Rail 2014 Network Statement](#)

finalising the necessary first registration process, meeting concerned landowners and residents and preparing a Part 8 planning application. While all projects of this nature present difficulties there are a number of factors with this proposal which will make its completion easier to realise. These include the following:

- The former rail line is extant, in state ownership and KCC have a licence for its conversion from CIE. No land purchase is necessary.
- The route was used by train up to 1978 for passengers and goods. This makes it more acceptable as there is a 'living memory' of the journey.
- The opening of part of the route within Tralee has allayed fears regarding this type of development which is new to Ireland.
- There is overwhelming public support for its development.

## Costing

As the land is state owned the development of the route should require no or minimal land purchase. The route has a solid existing hardcore base and drainage, bridge infrastructure in in good condition, there would also be considerable scrap value from the scrap rail line. Given these facts the total cost per km of delivering this project should be reasonable and low compared to other similar projects.

- No or minimal land purchase required as the route is owned by CIE and licence for its development as a greenway granted to the applicant.
- No major infrastructural costs as the required over and underpasses are in place.
- 3km of the route has already been completed and the conversion of the remaining 11km gives a world class route.
- Because of the very high expected commuter & tourist use of the route the project would have a high benefit cost ratio (BCR).

## Alignment with other transport, tourism etc

As detailed before the route will have a direct link to the county's main public transport hub. While this is hugely important for commuter use this link is also essential for tourism. As Fáilte Ireland highlighted in their report on cycle tourism:

*For many users, the ability to transport cycles on trains is a crucial link in the chain of planning and participating in a cycling holiday. Cyclists arriving [...] may not have access to a car and using trains can deliver them directly into rural Ireland.<sup>17</sup>*

The greenway would provide a direct alternative cycle & pedestrian route to the R558 and would be aligned to the following transport, activity and tourism routes:

- Great Southern Trail (GST)
- EuroVelo European wide cycle network
- Slí Brenann
- North Kerry Way
- Ballyseedy - Spa path
- Fenit Cycleway loop
- North Kerry Cycleway
- Wild Atlantic Way
- Big River Path
- Town Cycle Network

---

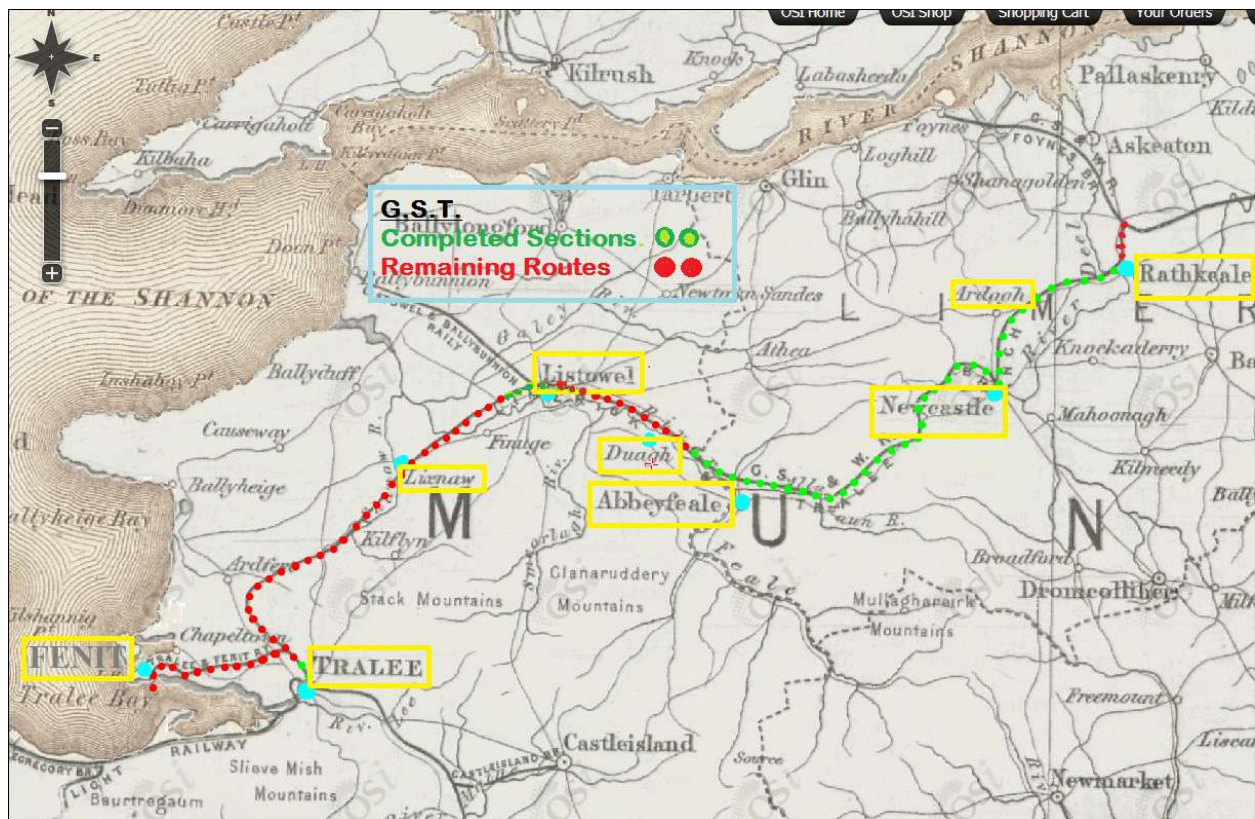
<sup>17</sup> A Strategy for the development of Irish cycle tourism - Fáilte Ireland

## Great Southern Trail<sup>18</sup>

The Great Southern Trail (GST) is a greenway rail trail which follows the route of the former Great Southern and Western Railway from Limerick to Tralee and Fenit

At present some 35 kilometres of the route between Rathkeale and Abbeyfeale have been developed, when completed it is intended to be 85 kilometres.

The GST was awarded a special jury prize by the European Greenways Association at the 2011 European Greenways Awards in recognition of their efforts to develop the greenway over the last 20 years.



<sup>18</sup> [www.southerntrail.net](http://www.southerntrail.net)

## Eurovelo<sup>19</sup>

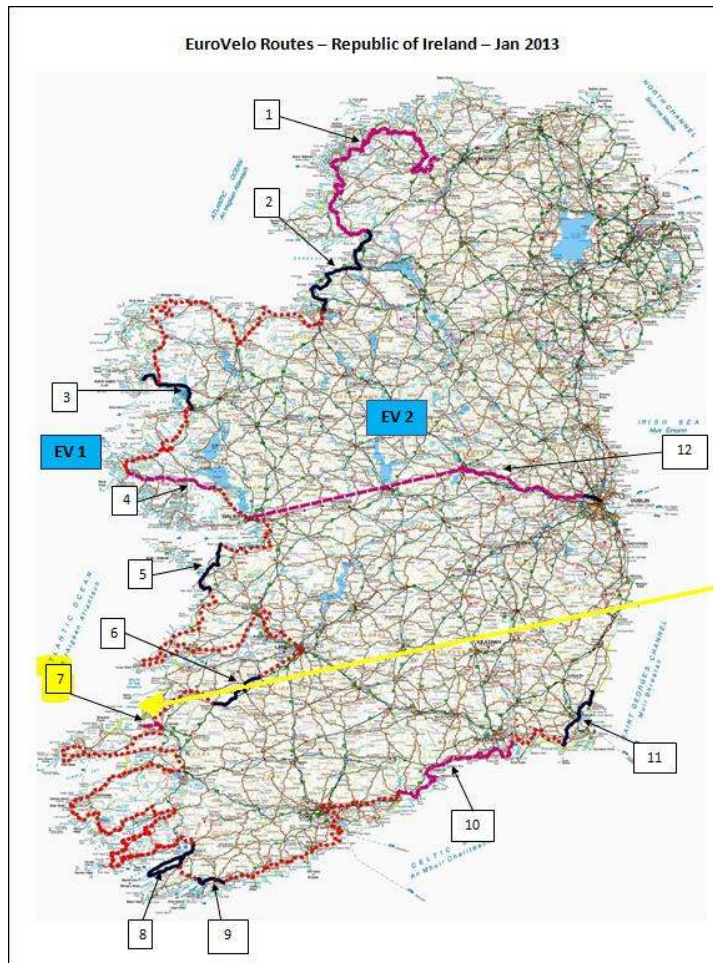
EuroVelo is a network of 14 long distance cycle routes connecting and uniting the whole European continent. The routes can be used by cycle tourists as well as by locals making daily journeys, it is envisaged that the network will be substantially complete by 2020. Two Eurovelo routes transverse Ireland

*Eurovelo 2 - The Capitals Route* travels between Moscow and Galway, in Ireland it runs between Dublin and Galway and is currently in development.

*Eurovelo 1 - The Atlantic Coast Route* stretches the length of the continent, from Scandinavia to the Algarve, the Atlantic Coast Route connects some of the world's most beautiful seascapes, dramatic fjords, sun-kissed beaches and bustling port towns. In Ireland the route arrives at Rosslare and hugs the south coast to Kerry. The route passes through Tralee before heading north via the Tralee - Fenit / Limerick railbed route and up the west coast to Donegal.



<sup>19</sup> [www.eurovelo.com](http://www.eurovelo.com)

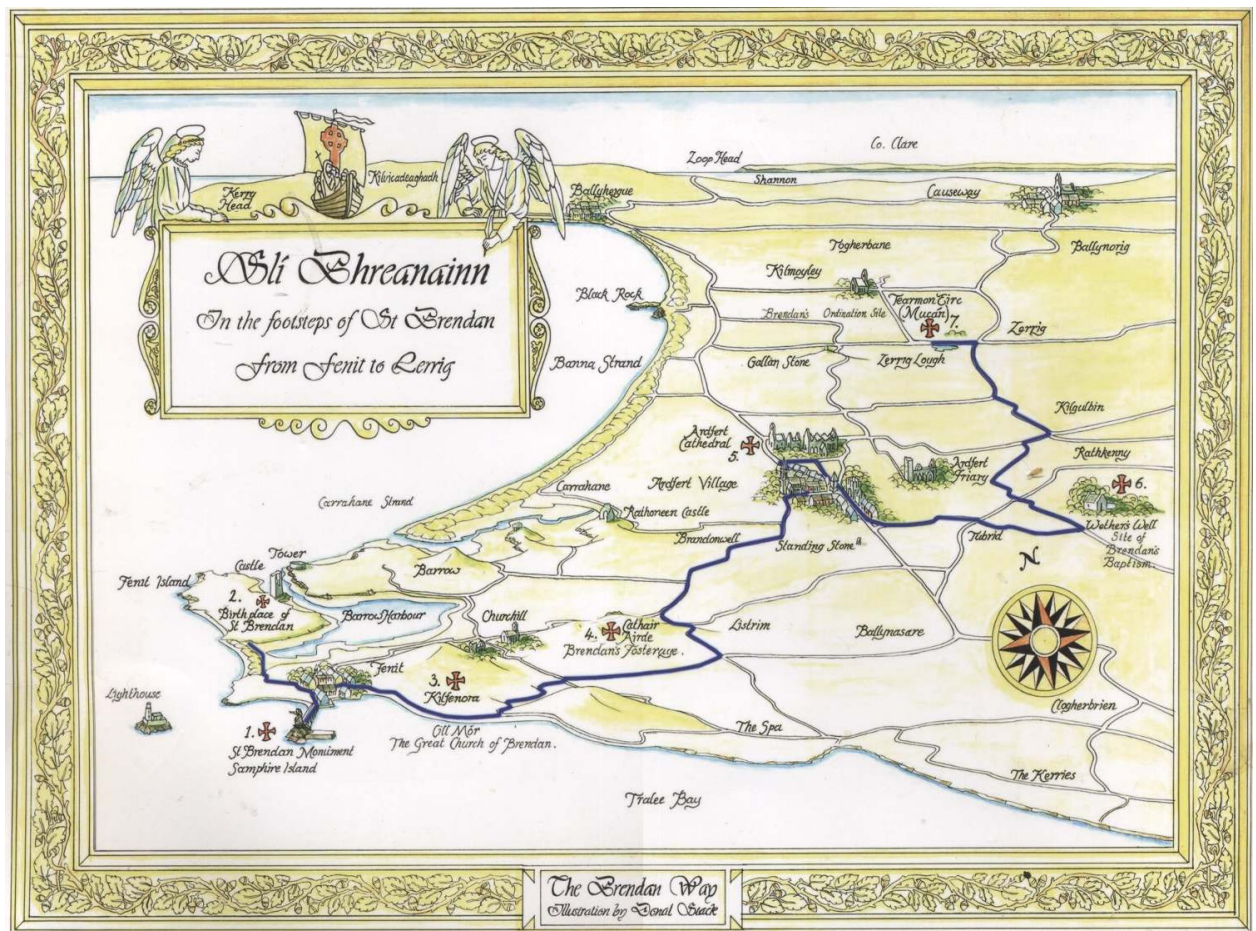


#### Section Details

	Description	Manager	Web information	Length (km)	Status
1	Donegal – Newton Cunningham Cycle Route	Donegal CC	Not available yet	195	WIP
2	North West Trail	Sustrans, Donegal, Leitrim, Sligo CC's	<a href="http://www.cycleni.com/d/routes/102/NWTrail.pdf">http://www.cycleni.com/d/routes/102/NWTrail.pdf</a>	85	In place
3	Great Western Greenway	Mayo CC	<a href="http://www.greenway.ie/">http://www.greenway.ie/</a>	42	In place
4	Oughterard – Clifden Cycle Route	Galway CC	Not available yet	52	WIP
5	Section of Doolin Cycle Hub	Clare CC	<a href="http://tcsinfoland.ireland.ie/content/Multimedia/Attachments/544_DOOLIN_MAP.pdf">http://tcsinfoland.ireland.ie/content/Multimedia/Attachments/544_DOOLIN_MAP.pdf</a>	39	In place
6	Great Southern Trail	GST Committee, Limerick CC,	<a href="http://www.southerntrail.net/">http://www.southerntrail.net/</a>	36	In place
7	Tralee - Fenit	Kerry CC	<a href="http://traleetofenitcycleway.wordpress.com">http://traleetofenitcycleway.wordpress.com</a>	13	WIP
8	Sheeps Head Cycle Way	Cork CC	<a href="http://www.thesheepsheadway.ie/index.cfm/page/cyclingroute">http://www.thesheepsheadway.ie/index.cfm/page/cyclingroute</a>	120	In place
9	Section Skibereen Cycle Hub	Cork CC	<a href="http://tcsinfoland.ireland.ie/content/Multimedia/Attachments/738_skibbereencyclehub(2).pdf">http://tcsinfoland.ireland.ie/content/Multimedia/Attachments/738_skibbereencyclehub(2).pdf</a>	19	In place
10	Section of Sean Kelly Coastal Cycle Route	Waterford CC	Not available yet	113	WIP
11	Section of Wexford Cycle Hub Route	Wexford CC	<a href="http://tcsinfoland.ireland.ie/content/Multimedia/Attachments/582_wexfordcyclehub.pdf">http://tcsinfoland.ireland.ie/content/Multimedia/Attachments/582_wexfordcyclehub.pdf</a>	42	In place
12	Dublin – Galway Cycle Route	National Roads Authority	Not available yet	>200	WIP

<sup>20</sup> <http://www.saint-brendan.org>

Slí Bhreanainn, The Brendan Way is a pilgrimage route which honours the Kerry's patron saint, Saint Brendan. The route links some of the sites to which he is associated, beginning at the monument and heritage park on Fenit pier and ending in Lerig. The route follows the path of the railway from Fenit to Kilfenora, indeed the site of Cill Mhór, the Great Church of Brendan is adjacent to the railway.



## The North Kerry Way<sup>21</sup>

The North Kerry Way is a 48 kilometre National Waymarked Trail through the northern part of County Kerry, starting in the county town of Tralee and ending in the town of Ballyheigue, and features spectacular seascapes, the finest beaches in Ireland and a multitude of ancient sites, churches and field monuments.

The North Kerry Way would link up with the Tralee to Fenit Greenway in the Spa.



<sup>21</sup> <http://www.northkerryway.ie/>

## The Wild Atlantic Way<sup>22</sup>

The Wild Atlantic Way (WAW) which is currently under development is a driving route along the Atlantic coast from Donegal to Cork. The Wild Atlantic Way route would run along the path of the Tralee-Fenit Greenway and would provide an activity for tourists traveling the WAW. This is an opportune time for its development as it would allow its inclusion by Fáilte Ireland and Discover Ireland in WAW promotional materials over the next several years. Additionally, several communities along the WAW in Kerry are currently in collaboration to develop the St Brendan Story as a tourism experience, with which the Fenit area is inextricably linked. The proposed greenway provides added value to this initiative as it will add to a proposed cluster of tourism activities, the development of which will make the region more attractive as a tourism destination.



<sup>22</sup> <http://www.failteireland.ie/wildatlanticway>

## Fenit Cycleway loop<sup>23</sup>

Fenit Cycleway is an on-road looped cycle route developed by Shannon development as part of their *Shannon Region Cycleways* network. (see combined map on the next page) The route of this cycle is Fenit - Tralee - Ardfert - Fenit. This route crosses the railway twice once in Fenit and again in Tralee. The route takes the R558 between Fenit and Tralee which as mentioned before is a busy road, the railway route would make a better alternative as this runs mostly parallel to the road. In time the planned development of the North Kerry railway as the GST would allow cyclists to cycle along the railway route to Ardfert rather than the road which also is busy, before taking quiet by-roads to Fenit which would lead to a much more pleasurable cycle.



A sign for the Fenit cycleway loop in Fenit village, within meters of where it crosses over the railway line

---

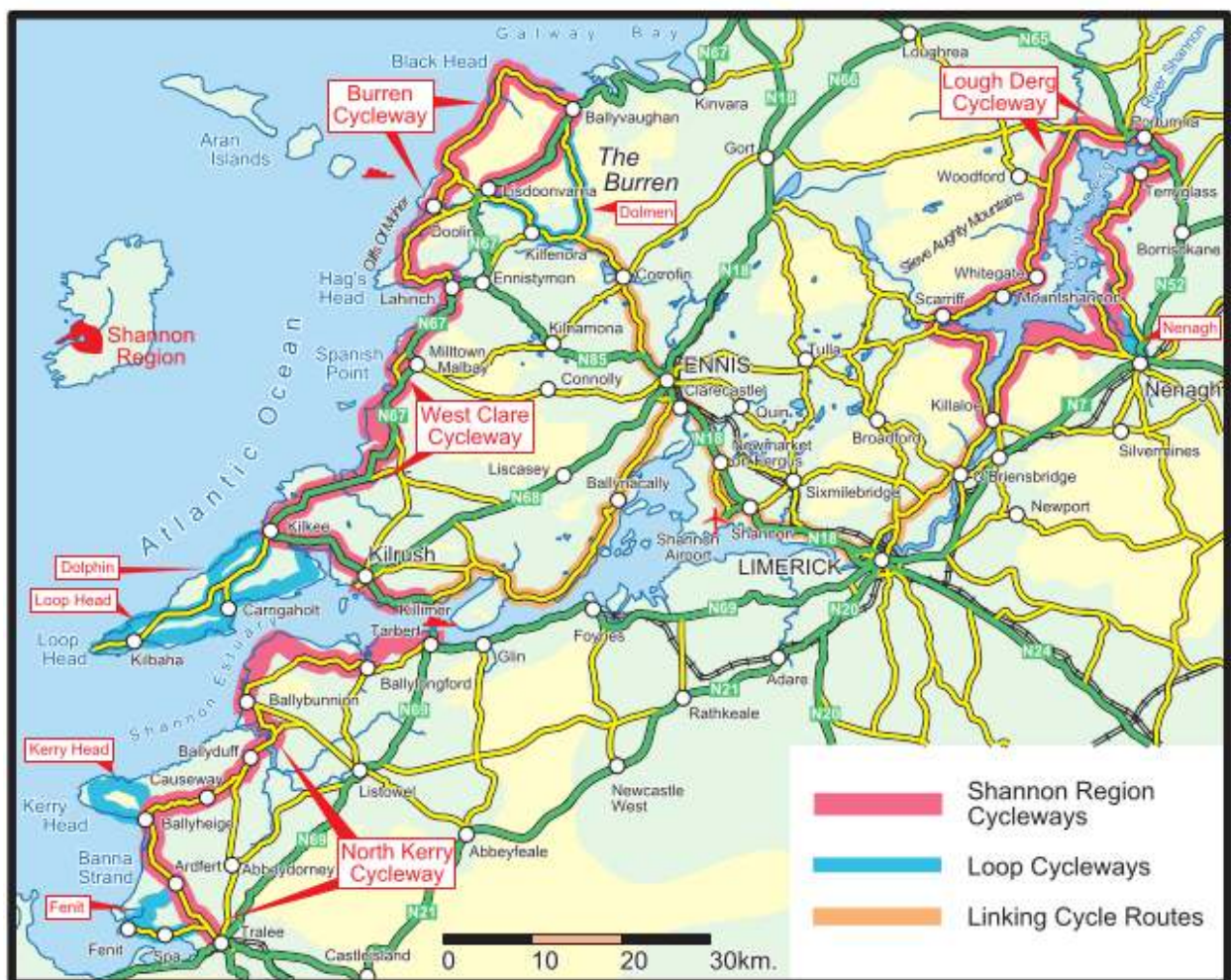
<sup>23</sup> <http://www.shannonregiontrails.ie/media/Media,6324,en.pdf>

## North Kerry Cycleway

The North Kerry Cycleway is an on-road cycle route developed by Shannon development as part of their Shannon Region Cycleways network. The route of this cycle is Tralee - Ardfert - Ballyheige - Ballybunnion - Tarbert.

Although this is an on-road route cyclist now have the option of traveling along the first section of the Tralee - Fenit Greenway out of Tralee. Again with the further development of the North Kerry/GST route cyclist could travel all the way to Ardfert via a greenway. From Ardfert to Ballyheigue this follows the same path as the North Kerry Way.

## Shannon Region Cycleways



## **About Friends of the Tralee to Fenit Greenway**

Friends of the Tralee to Fenit Greenway is an umbrella grouping of a number of community groups, business organisations and community initiatives which seeks to promote the completion of the Walkway and Bicycle Path, on the disused rail line which runs from Casement Station, in the heart of Tralee, to Fenit Harbour, on the edge of the Atlantic.

## Appendices

- Aerial photographs as submitted to Kerry Co Co in support of the application
- Letter of support and potential funding from North and East Kerry Development
- Letter of Support from the Fenit Development Association
- Letter of support from the Tralee Chamber Alliance







Crageens, CASTLEISLAND  
Crageens, Oileán Chiarraí

T: 066 714 2576

F: 066 714 2676

An Mhainistir, John Street, DINGLE  
An Mhainistir, Sráid Eoin, Daingean Uí Chúis

T: 066 714 2788

12 The Square, LISTOWEL  
12 An Chearnóg, Lios Tuathail

T: 068 23429

F: 068 22805

Clash, TRALEE  
An Chlais, Trá Lí

T: 066 718 0190

F: 066 712 9562



info@nekd.ie | www.nekd.net



## North and East Kerry DEVELOPMENT (including West Kerry)

Forbairt Chiarraí Thuaidh agus Thoir  
(Corca Dhuibhne san áireamh)

Michael O'Neill,  
Fenit Development Association,  
Fenit Village,  
Tralee,  
Co Kerry.

12<sup>th</sup> November 2013

Dear Michael,

Following our recent conversation I would like to confirm North & East Kerry Development's (NEKD) ongoing commitment to the initiative we discussed – the development of the Tralee to Fenit Railway Line.

NEKD had committed a considerable sum to a community-led project to ensure that part of that line would be useable for leisure and recreational activities, which we believed (and still believe), will add significantly to both the quality of life of local people and to the attraction of the whole area for visitors.

While the funding for that project has unfortunately been reallocated for this round of funding, NEKD would be very supportive of any future project that may emerge. And while we cannot commit to funding at this stage, I would envisage that in the 2014-2020 round of RDP LEADER Programme funding there should be facility to reapply.

Is mise le meas,

Eamonn O'Reilly, CEO

North and East Kerry Leader Partnership Teoranta Company Registration Number: 454570 Charitable Status: CHY 18448

CHAIRPERSON: Bernard Collins VICE CHAIRPERSON: Brian O'Connor CEO: Eamonn O'Reilly



Comitshool, Pobal agus Rialtas Áitiúil  
Environment, Community and Local Government

Fenit Development Association  
Community Centre,  
Fenit.

Dear Paul,

I am writing to you on behalf of Fenit Development Association (FDA). We are an active community group in Fenit. We have had many achievements over the years notably Fenit Sea breeze Festival and the playground in Fenit (to mention but two). FDA as a group wholeheartedly supports Kerry Co Council's application for funding for the Tralee to Fenit Greenway.

We believe that this is a critical piece of infrastructure and has enormous potential for good in our village. This is the catalyst needed to drive on other projects in Fenit village. It is also very important in terms of a social amenity as the approach road from Tralee to Fenit is very dangerous. There are very few safe footpaths throughout the village as there isn't sufficient width to cater for the outsized loads that pass through the village on a daily basis.

The tourism potential for this Greenway is enormous and we see ourselves linking in with the hotels in Tralee to create a new and sustainable tourism product that will benefit both Fenit and Tralee .Fenit is now established as a sporting , fitness and relaxation destination. It is home to the Tralee Bay Sailing Club, The Fenit Rowing Club, The Tralee Bay Swimming and Social Club, The Angling Club. We feel that by providing the cycling path we will be able to offer our visitors a safe, scenic and enjoyable route into Fenit village. We also have an excellent Blue Flag beach right at the end of the line.

For these reasons we believe that the Tralee to Fenit line is ideally suited to this funding application. We wish you and Kerry Co. Council every success with the application. Please be assured of huge public support for this project .If I can assist in any way please feel free to call me on (087) 6269777.

Kind Regards,

Mike O'Neill  
Chairperson (FDA)



## **Tralee Chamber Alliance**

Leading Growth, Fostering Pride

November 13<sup>th</sup> 2013.

**To whom it may concern:**

**Re: Walkway From Tralee to Fenit**

Dear Sirs,

Tralee Chamber Alliance would like to offer its full support for the development of the Walkway from Tralee to Fenit.

We believe it is a terrific project for the whole area that not only services the needs of visitors but also locals. It would certainly be a huge benefit to walkers and cyclists as the current road to Fenit is not safe for either.

We fail to understand the lack of progress on this development as it was first discussed several years ago and opportunities for funding have been missed.

We believe it is very important that all avenues for funding are followed and hopefully we will see progress on this matter in the near future.

We are entirely supportive of the submission made by the Tralee Fenit Greenway group.

Sincerely,

.....  
Kieran Ruttledge  
Chief Executive