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Section 38 Trial Pedestrianisation and Prevention of Vehicular Traffic on the old Killaloe-Ballina Bridge.

Section 38 Trial Report.

16th October 2025.

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1. Introduction

This report from Clare County Council details the trial pedestrianisation and prevention of vehicular access on the old Killaloe-Ballina bridge linking the twin towns of Killaloe, Co. Clare and Ballina, Co. Tipperary in accordance with section 38 of the Roads Act 1994.

The main objectives of the trial was to examine and determine how the closure to vehicular traffic of the existing bridge;

(a) Will impact on traffic flows in the two towns.

(b) Will impact on the environment for pedestrians and cyclists on the existing bridge.

The public awareness process for the trial, which is required under Section 38 of the Roads Traffic Act, 1994, commenced in July 2025. Details of the process, and previous non-statutory public awareness measures, are provided in Section 2 of this Report.

The works for the trial are as detailed on the accompanying drawings (see Appendix 1) and involved the following:

- Alteration of road markings and road signage
- Introduction of planters to restrict vehicular access
- Introduction of tactile paving

The works carried out for the trial fall within the definition of 'traffic calming measures' as outlined in Section 38 (9) of the 1994 Road Traffic Act.

The old bridge is a stone arch structure and has served as the only link between Killaloe and Ballina for centuries. The most recent significant works took place on the old bridge in the 1920s, to facilitate the passage of plant for the construction of the Ardnacrusha power station. Prior to that, major works took place in 1825.

The old bridge accommodates a single lane of traffic alongside an unsegregated pedestrian lane, 1.2m in width. The old bridge has a varying width, from 5.2m on the Tipperary side, narrowing to 4.8m on the Clare side.

Following the opening, on 22 May 2025, of the new Brian Boru bridge crossing constructed as part of the Killaloe Bypass scheme, the old bridge remained open to vehicular traffic until Sunday, 27 July 2025.

The trial closure of the old bridge to vehicular traffic began on Monday, 28 July 2025 and the conclusion date for the trial is Friday, 17 October 2025.

2. Policy and Legislation.

The following National Government policies are relevant to the old Killaloe-Ballina Bridge Section 38 trial. They provide relevant decision hierarchies and investment protocols which assist in decision making.

2.1 National Policy

- National Sustainable Mobility Policy
- National Investment Framework for Transport in Ireland (NIFTI)
- Road Safety Strategy 2021-2023.

The National Sustainable Mobility Policy established a framework for supporting and promoting greater levels of walking, cycling and public transport use across Ireland up to 2030. The policy sets out a hierarchy of road users, placing walking and wheeling at the top of the hierarchy followed by cycling, then public transport, before taxis and the private car in respect of infrastructure design.

NIFTI is the strategic framework for future investment decision making in land transport. The framework sets out the modal hierarchy that should be accounted for when considering transport investment. The modal hierarchy compels consideration of active travel first, public transport second and private vehicles third when considering investment.

The Road Safety Strategy 2021-2030 adopts a strategic, coordinated and multi-sectoral approach to road safety across government and key stakeholders and sets the target of 50% reduction in deaths and serious injuries by 2030. The Road Safety Strategy also commits to achieving Vision Zero - no deaths or serious injuries on the roads by 2050.

2.2 Section 38 of the Roads Act, 1994

Section 38 of the roads Act, 1994 relates to "traffic calming measures". These measures are defined as measures which restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by, mechanically propelled vehicles.

2.3 Section 38 Guidelines on Traffic Works Procedures.

In October 2023, the department of Transport provided Guidelines on Traffic Works Procedures under Section 38 of the Road Traffic Act (1994).

These Guidelines apply to all Local Authorities (Road Authorities) in relation to works undertaken in accordance with Section 38 of the Road Traffic Act 1994. In particular the Guidelines set out types of works that can be undertaken, processes that apply for permanent works and procedures for temporary or 'trial' works. Such processes and procedures allow for consultation and related Traffic Works Orders (Chief Executive Orders).

2.3.1 Section 38 Background.

Section 38 of the Road Traffic Act 1994 ("Section 38") sets out the powers of a Road Authority in relation to the provision and removal of certain measures, categorised as "traffic calming measures", in respect of public roads in their charge.

2.3.2 Scope of Section 38.

Subsection 3 of the Guidelines on Traffic Works procedures for the Section 38 of the Roads act (1994) outlines the following brief overview.

2.3.3 Overview of the Section 38 policy relating to the old Bridge.

Section 38 relates to the provision or removal of traffic calming measures by a local authority "in respect of public roads in their charge."

The Roads Act, 1993 defines a "public road" as meaning "a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority". Bridges also come under this category.

"Traffic calming measures" are defined in Subsection (9) of Section 38 as meaning:

"measures which —

(a) enhance the provision of public bus services, including measures which restrict or control access to all or part of a public road by mechanically propelled vehicles (whether generally or of a particular class) for the purpose of enhancing public bus services, or

(b) restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by, mechanically propelled vehicles (whether generally or of a particular class) and measures which facilitate the safe use of public roads by different classes of traffic (including pedestrians and cyclists), and includes for the purposes of the above the provision of traffic signs, road markings, bollards, posts, poles, chicanes, rumble areas, raised, lowered or modified road surfaces, ramps, speed cushions, speed tables or other similar

works or devices, islands or central reservations, roundabouts, modified junctions, works to reduce or modify the width of the roadway and landscaping, planting or other similar works”

2.4 County Development Plan

Clare County Council 2023-2029 County Development Plan, Volume 3c of the Killaloe Municipal District Settlement plans, outlines the following objectives for the town of Killaloe

General Objectives

- To ensure that Killaloe continues to act as an important local service centre that maintains a sustainable community, a good quality environment, providing public transport to key centres and a high quality of life for those who live in the town and its hinterland
- To promote the consolidation of the town through brownfield reuse/redevelopment and to address vacancy and the under-utilisation of the existing building stock, while also promoting compact growth within the identified land use zoning to support existing services and encourage the development of new services, whilst retaining its existing character and its historic core area
- To provide zoning that will facilitate the sustainable expansion of the existing town centre and promote the development of residential lands which will provide an appropriate mix of housing types and densities, together with complementary land uses such as community facilities and public transport facilities which will serve the current and future resident population of Killaloe
- To deliver up to 30% of all new homes targeted for Killaloe within its existing built-up footprint
- To promote Killaloe as a gateway to County Clare for traffic approaching from the east
- To promote the development of the commercial, tourism and retail sector in the town
- To promote enterprise and employment-generating development in order to increase the sources of employment in the town
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and the character of the existing town

- To secure the provision and completion of a Shannon Bridge crossing and the Killaloe western relief road
- To work in coordination with Tipperary County Council to progress the development of Killaloe and Ballina as linked settlements
- To promote the healthy activity profile of both towns
- To support the implementation of the Killaloe-Ballina Town Enhancement & Mobility Plan and improve the overall public realm, pedestrian facilities and linkages in the settlement especially between the schools and the town centre.

2.5 Department of Transport

The Department of Transport issued a letter addressed to the Chief Executives of both Local Authorities on 8th October 2025. The letter was signed by the Assistant Secretary of the Department.

The letter noted that the Local Authorities have implemented the Section 38 trial on the old bridge.

The Department note that the trial is underpinned by the contents of the Mobility Plan, as well as various national policies, including:

- National Sustainable Mobility Policy
- NIFTI
- Road Safety Strategy

The Department notes that utilising the existing bridge for *'shared vehicular traffic and pedestrian and cyclist usage does not comply with these national policies.'*

The letter also notes that such usage *'does not comply with modern safety standards in respect of appropriately catering for pedestrians and cyclists.'*

The letter from the Department concludes by noting that the permanent removal of vehicles from the existing bridge *'offers a unique opportunity to fully harness the sustainable mobility and road safety benefits in the towns of Killaloe and Ballina.'*

3. Rationale for the Proposal

The old bridge has been the only link between the towns of Ballina and Killaloe for centuries.

This remained the case until 22nd May 2025, with the opening of the Brian Boru bridge and Killaloe Bypass Scheme.

The safety of all road users is one of the main concerns for both Tipperary County Council and Clare County Council.

The commingling of pedestrians, cyclists and vehicles on the existing bridge has been a cause for concern for both Tipperary County Council and Clare County Council for many years.

The Local Authorities had previously taken the limited measures available to them to improve safety on the bridge. This involved removing two-way traffic on the bridge and introducing traffic lights. This enforced one-way traffic movements and alternated the direction of travel between the towns on different phases.

This arrangement had been in place for over two decades and has contributed significantly to traffic congestion.

The proposal to remove vehicular traffic from the old bridge had been investigated previously. It was considered as an option during the preparation of the Traffic Management Plan for the towns developed in the early 2000's but was not feasible without an alternative route for vehicular traffic.

The Killaloe-Ballina Town Enhancement and Mobility Plan (TEMP) also provided focus on the proposal as the construction of the New Brian Boru Bridge and Killaloe Bypass scheme commenced.

The proposed closure to vehicular traffic could not take place until the completion of the Brian Boru bridge and Killaloe Bypass Scheme

Following the opening of the Brian Boru Bridge and Killaloe Bypass, the Local Authorities sought to review and examine the future operation of the old bridge. This review was facilitated under the Section 38 process.

4. Section 38 Submissions and Responses

4.1 Public Awareness Process

The intention to close the existing bridge to vehicular traffic was included in the Killaloe-Ballina Town Enhancement and Mobility Plan, published in January 2022. The Plan was subject to public consultation during its development.

The proposed closure to vehicular traffic under the mobility plan could not take place until the completion of the new Brian Boru bridge constructed as part of the Killaloe Bypass/Shannon Bridge Crossing/R494 Upgrade scheme

The public awareness process for the proposed Section 38 Trial pedestrianisation of the old bridge with prevention of vehicular traffic to the old bridge began with a non-statutory public information session held in the Killaloe Hotel on 18 December 2024. At that time, it was anticipated that the new Brian Boru bridge would open in early 2025, and it was the intention of both Clare County Council and Tipperary County Council to implement the closure to vehicular traffic through the Section 38 process, as outlined in Section 38 of the Road Traffic Act, 1994.

Following the public information session on the 18th December 2024, meetings with elected representatives from the Killaloe Municipal District and Nenagh Municipal District were held on the 7th January 2025 and the 21st February 2025.

It was proposed at a meeting with the elected representatives held on 21st February 2025 to carry out a trial, following the procedures set out in the 'Guidelines on Traffic Works Procedures' (the Guidelines), published by the Department of Transport in October 2023.

This trial would allow the Local Authorities to gather data on traffic movements and pedestrian usage of the old bridge while it was closed to vehicular traffic.

Following the opening of the Brian Boru bridge, the confirmed dates for the trial were communicated to the elected representatives of Nenagh MD and Killaloe MD at a meeting on 25 June 2025.

The notice of the intention to carry out the trial was published in the 10th July 2025 issue of the Clare Champion (See Appendix 1).

The notice stated that the trial would begin at 8am on Monday, 28 July 2025, with a planned conclusion date of 6pm on Friday, 17 October 2025.

Submissions on the trial would be accepted during the trial period up until 4pm on Friday, 3 October 2025.

Submissions could be made either in writing addressed to the Administrative Officer, Transportation section, Clare County Council, Áras Contae an Chláir, New Road, Ennis, Co. Clare or by email to roads@clarecoco.ie.

A further notice was advertised in the Clare Champion and the Clare Echo on the 18th September 2025 advising of the deadline for public submissions relating to a section 38 trial of traffic calming measures on the old Killaloe-Ballina bridge with a closing date of 4pm on Friday, 3rd October 2025. Submissions could be made either in writing addressed to the Administrative Officer, Transportation section, Clare County Council, Áras Contae an Chláir, New Road, Ennis, Co. Clare or by email to roads@clarecoco.ie.

The following drawings and reports were available for inspection during the trial period:

- General arrangement drawing
- Advance signage drawing
- Bridge arrangement detail drawing
- Appropriate Assessment screening report
- Environmental Impact Assessment screening report

The above drawings and reports are included in Appendix 2 of this report.

4.2 Emergency Services Consultation

A meeting was held on 10th January 2025 between staff from the Local Authorities and representatives from the emergency services to discuss the impacts that the proposed closure to vehicular traffic could have on their operations.

Representatives from the An Garda Síochána, the Fire Services from Tipperary and Clare, the Irish Coastguard and the National Ambulance Service attended the meeting.

The Fire Services, the Irish Coastguard and the National Ambulance Service all confirmed that they did not anticipate the proposal having any significant impact on their day to day operations.

The Gardai requested quick access to the existing bridge should they require it.

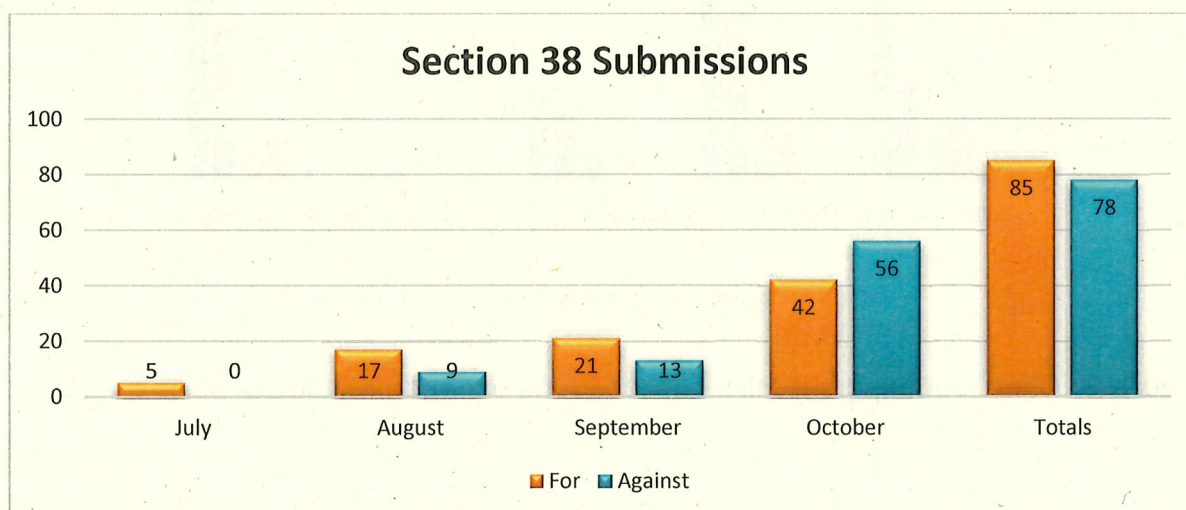
4.3 List of Section 38 Submissions

Following the commencement of the trial on 28th July 2025, a number of submissions have been received. Table 1 outlines the number of submissions received since the trial commenced.

Date Submission Received	Submissions in Favour	Submissions Against
July 2025	5	0
August 2025	17	9
September 2025	21	13
October 2025 (up until 3 October)	42	56
TOTAL July 25 to October 25	85	78

Table 1 – Submissions received during the trial period

The submissions received during the trial period have been marginally in favour of the trial and have also been in favour of maintaining the closure of the old bridge to vehicular traffic after the trial is concluded.



Figures 1 – Details of Submissions received during the submission process

The graph in Figure 1 illustrates the information from Tables 1 in graph format from Submissions received during the trial period.

The location of submissions varied between residents and business from Killaloe-Ballina broken down in the following Table 2 below:

Month	Ballina Resident	Killaloe Resident	Ballina Business	Killaloe Business	Killaloe/Ballina Residents
July	1	0	0	0	4
August	11	6	0	0	9
September	9	12	6	0	7
October	19	33	13	4	29
Totals	40	51	19	4	49

Table 2: Locations of submissions from Killaloe & Ballina

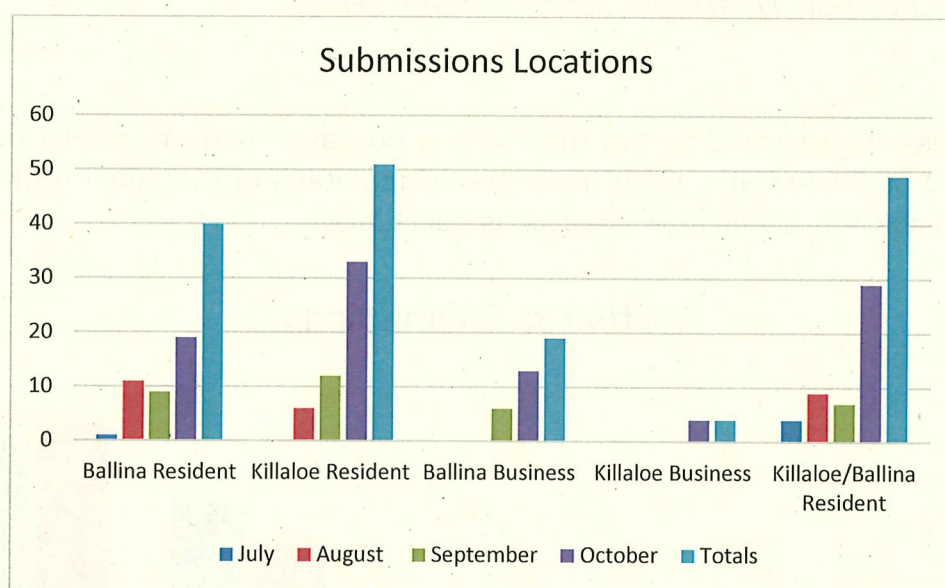


Figure 2: Chart outlining submissions locations between Killaloe & Ballina

The submissions outlined in Figure 2 highlight the known submission locations which demonstrates a large volume of submissions arose from Killaloe residents. A brief review from the business submissions outline a large volume of submissions came from the Ballina Businesses in comparison with Killaloe Businesses. The Ballina/Killaloe category outlines submissions from a mix of unspecified locations but relate to be living locally to the bridge with a majority in favour of Pedestrianisation.

Location	For	Against
Ballina Resident	20	20
Killaloe Resident	34	19
Ballina Business	0	19
Killaloe Business	0	4
Killaloe/Ballina Resident	31	16
Totals	85	78

Table 3: Known submissions and preferences

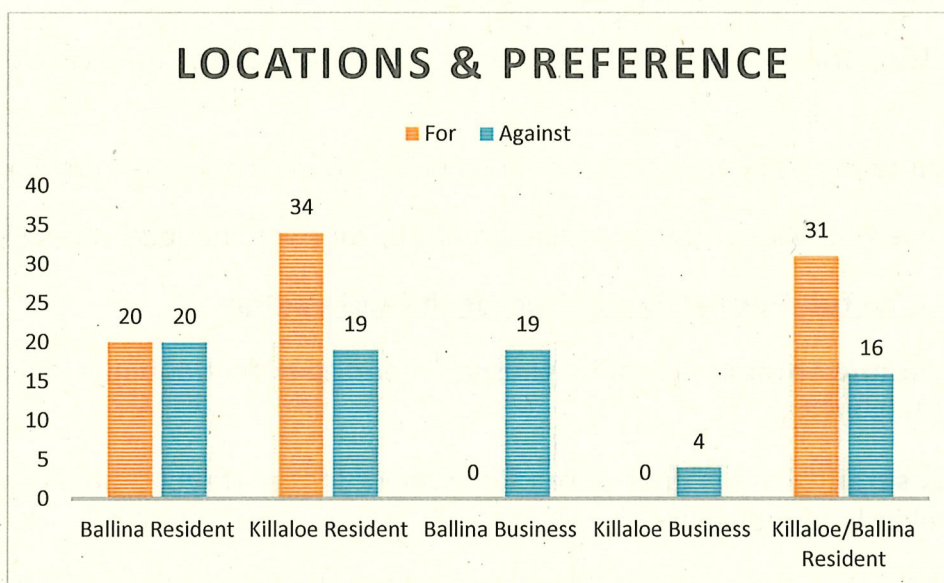


Figure 3 – Denotes Locations and preferences in chart format from Table 3

Table 3 and the chart from figure 3 identifies that local residents in Killaloe and Ballina are very much in favour of pedestrianisation and outlines submissions from Businesses are against the full pedestrianisation proposals. Remaining submissions are outlined under Killaloe/Ballina Residents

4.4 Late Submissions

A total of 13 submissions came in after the deadline time and date with 8 in favour and 5 against. These late submissions were acknowledged but aren't included in the overall assessment of the submissions.

4.5 Summary of Submissions

An outline summary of the issues raised in the submissions are as follows:

Support for Pedestrianisation and Prevention of Vehicular access of the Old Bridge.

- **Safety:** Improved safety for pedestrians, especially children, elderly, and wheelchair users.
- **Community and Amenity:** The bridge has become a social hub, with people enjoying walks, chats, and events.
- **Traffic Flow:** Reduced congestion and improved traffic flow via the new bridge.
- **Environmental Benefits:** Reduced noise and improved air quality.
- **Tourism & Vibrancy:** Increased footfall, tourism and local spending.

Opposition to full Pedestrianisation of the old Bridge

- **Economic Impact:** Local businesses reported potential impact to trade and Business
- **Accessibility:** Concerns were raised about longer travel times, especially for elderly and disabled.
- **Emergency Services:** Multiple submissions highlighted increased response times potentially for Emergency Services.
- **Community Division:** A potential fragmentation of the twin towns and reduced daily interactions.
- **Consultation Process:** Criticism of limited public engagement and transparency in decision-making.

Proposed Compromises

- **Hybrid Models:** Suggestions included:
 - One-way vehicular access with pedestrian lanes.
 - Time-restricted access (e.g., weekdays open, weekends closed).
 - Emergency access via retractable bollards.
 - Weight restrictions to exclude HGVs but allow cars and vans.

Clare County Council have reviewed the potential hybrid systems; these proposals are not practical and do not remove the commingling pedestrian safety issue. They have not been considered further.

5. Traffic Data

Prior to the opening of the Brian Boru Bridge, both Local Authorities put in place traffic counters at various locations in Killaloe and Ballina to obtain a baseline picture of traffic movements in the twin towns.

Further traffic data was collected during the period after the Brian Boru bridge opened and before the trial commenced.

Once the trial commenced, additional traffic data was collected.

In addition to vehicle counts, pedestrian counts on the old bridge were obtained in the same time periods and journey travel time tests were also carried out.

5.1 Transport Assessment

A review of the data from the traffic and pedestrian counts detailed in Section 5 was conducted by Curtins – Consulting Engineers who developed a Transport Assessment (TA) which has been prepared on behalf of Clare County Council (CCC) in relation to the operation of the old Killaloe–Ballina Bridge and the introduction of the new Killaloe Bypass and Brian Boru Bridge. The purpose of this assessment is to evaluate changes in traffic volumes, journey times, vehicle speeds, and pedestrian activity following the staged opening of the new bridge and the subsequent trial pedestrianisation of the old Killaloe–Ballina Bridge. A copy of this report is in Appendix 3 of this report

The assessment considers three distinct operational scenarios:

- Scenario 1: Before the opening of the new Brian Boru Bridge (pre-22 May 2025)
- Scenario 2: Both the Brian Boru Bridge and old Killaloe–Ballina Bridge open to vehicular traffic (22 May – 27 July 2025)
- Scenario 3: Only the Brian Boru Bridge open to vehicular traffic, with the old bridge pedestrianised (from 28 July 2025 onwards)

Traffic Redistribution:

Vehicle counts confirm that traffic previously using the old bridge has successfully transferred to the new bridge. The total number of vehicles crossing the Brian Boru Bridge during the pedestrianisation exceeds those previously recorded on the old bridge, indicating an effective redistribution of flows. Traffic volumes have reduced by approximately 800–1,000 vehicles per day entering or leaving Killaloe via the R463, confirming a significant reduction in through-traffic within the town centre. In contrast, moderate increases in flow at Sites at Shantraud to Killaloe and the access road off the Killaloe bypass to Abbey Street demonstrate that traffic

is successfully rerouting to the bypass rather than travelling through the core urban area. This redistribution supports the objectives of the Killaloe–Ballina Town Enhancement and Mobility Plan (Mobility Plan) by improving the quality and safety of local streets.

Network Operation:

Despite increased traffic volumes at certain sites, average speeds have remained stable or improved. This indicates that the new bridge and its connecting routes are operating efficiently and that the redistribution of vehicles has not adversely affected the network.

At the outset, concerns were raised concerning traffic volumes when St Anne's Secondary school was to reopen after the summer holidays. There was a possibility of traffic backing up to new Killaloe bypass during school drop off times. Since the reopening to the St Anne's Secondary School, it has been noted that there is little to no traffic delays and or congestion reported which has addressed the concerns.

Journey Time Efficiency:

Although journey distances have increased, journey times have improved in terms of flow and reliability. Average speeds have risen from approximately 30 km/h to 50 km/h during the trial period, demonstrating a significant reduction in congestion.

Pedestrian Benefits:

The pedestrianisation of the old bridge has resulted in a major increase in pedestrian activity, particularly towards Ballina, enhancing safety, accessibility, and the attractiveness of the area for walking and cycling. This trend confirms a latent demand for active travel connectivity, which the pedestrianised bridge now successfully meets. The bridge has become an attractive and safe route for pedestrians and cyclists, encouraging modal shift and directly supporting the TEMP's sustainable transport goals.

The pedestrianisation of the bridge has led to a number of events occurring on the bridge such as the recent successful Bridges walk in aid of Ballina National School which was held on Sunday 7th September 2025. The Quest Lough Derg Event on Sunday 13th September generated up to 4,000 pedestrian movements and 1,000 cycle movements on the bridge.

Apart from these events some planned and unplanned events were carried out on the Bridge such as street entertainment, face painting and activities for all ages.

The Killaloe Ballina Active Retirement Association held a picnic event on the bridge with 100 in attendance on the 21st September 2025.

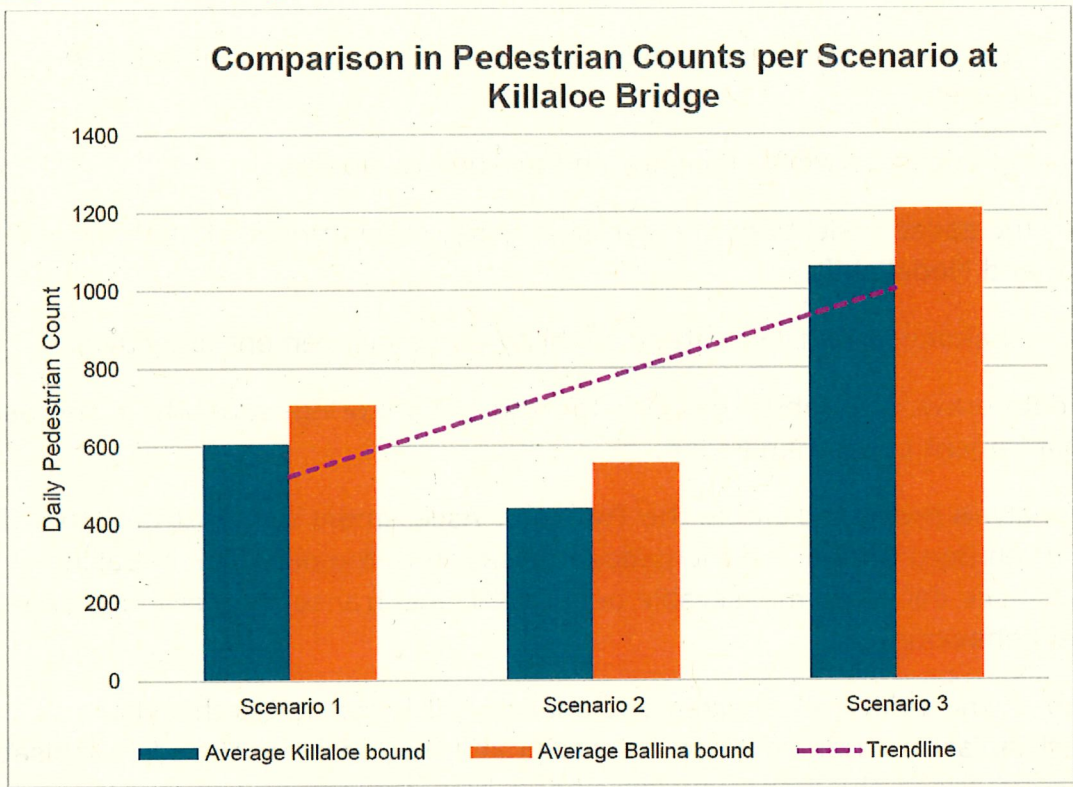


Figure 4 – Outlines Pedestrian activity of the Old Bridge

The figures outlined in Figure 4 above demonstrates a significant increase in pedestrian movements in Scenario 3, when the bridge is fully pedestrianised, compared to Scenario 1, particularly towards Ballina which increased by 145%.

Seasonal Patterns:

Weekday flows were higher during school term time, while weekend traffic peaked during school holidays, reflecting the dual role of Killaloe–Ballina as both a commuter corridor and a tourism destination. The Brian Boru Bridge and Killaloe Bypass has demonstrated sufficient capacity to accommodate both local and tourist traffic without compromising performance.

Environmental and Community Impact:

The reduction in through-traffic within the town centres of Killaloe and Ballina supports the aims of the Mobility Plan to create safer, more pleasant urban environments and to promote sustainable modes of travel.

Transport Assessment Conclusion.

The trial pedestrianisation of the old Killaloe–Ballina Bridge, alongside the operation of the Brian Boru Bridge, has demonstrated a positive outcome in line with national policy under the following headings;

- Improved traffic management and reduced congestion in both town centres.
- Enhanced network efficiency and journey reliability.
- Increased pedestrian and cyclist activity, supporting sustainable travel and Modal shift.
- Alignment with the strategic mobility and enhancement objectives.

The data provides a robust baseline for future monitoring, supporting the case for permanent pedestrianisation.

The analysis presented within the Transport Assessment demonstrates that the new Brian Boru Bridge and the pedestrianisation of the old Killaloe–Ballina Bridge have delivered measurable benefits to local transport operations and travel behaviour.

Based on the evidence collected and analysed, it is concluded that the pedestrianisation trial has been successful and that permanent pedestrianisation of the old bridge should be considered as a key component of the future mobility and enhancement strategy for the area.

6. Conclusions

The trial closure of the old bridge to vehicular traffic has been carried out in accordance with the Guidelines for Section 38 Trials published by the Department of Transport.

The rationale for holding the trial arose from initial feedback and concerns raised when the intended closure was publicised in December 2024.

Clare County Council recognised the merit in obtaining sufficient data to further examine the concept of prohibiting vehicular traffic use on the existing bridge at that time.

The trial has demonstrated that there is support in both Killaloe and Ballina for the bridge to remain closed to vehicular traffic once the trial is complete.

The data collected both before and during the trial has demonstrated that the closure of the old bridge to vehicular traffic has not resulted in any detrimental impact on traffic flows in either Ballina or Killaloe.

Clare County Council are also of the opinion that the trial has demonstrated that the existing bridge remains a valuable asset to the twin towns when vehicular traffic is removed.

In addition national policies, which outline the hierarchy rationale in removing vehicular traffic on the old Killaloe-Ballina bridge following the significant state investment in the new Brian Boru bridge and Killaloe bypass, demonstrate that the pedestrianisation is in compliance with these policies.

The old bridge is a much safer environment for pedestrians and cyclists and has been shown to be a suitable location for local promotional and tourism events.

Having assessed the submissions received during the trial, and evaluated the traffic data collected during the trial, Clare County Council conclude that the trial has successfully demonstrated that the closure of the old bridge to vehicular traffic has been beneficial to the twin towns of Ballina and Killaloe and is in accordance with National Policy, and offers a unique opportunity to fully harness the sustainable mobility and road safety benefits in the towns of Killaloe and Ballina.

The introduction of the Brian Boru Bridge and the pedestrianisation of the old Killaloe-Ballina Bridge has also achieved the intended transport and sustainability objectives outlined in the Killaloe-Ballina Town Enhancement and Mobility Plan.

Traffic has been redistributed effectively, network performance remains stable, and pedestrian movements have substantially increased. The trial pedestrianisation has also delivered clear community and environmental benefits, reducing congestion within the town centres and improving the attractiveness of the area for residents, visitors, and sustainable travel.

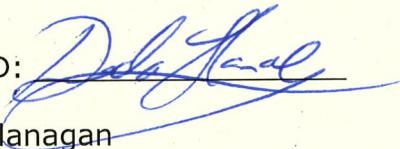
The Section 38 Guidelines include for a number of options at the conclusion of a Section 38 trial. These are as follows:

- (i) The provisions of the trial scheme should be implemented on a permanent basis
- (ii) A modified version of the trial scheme should be implemented on a permanent basis
- (iii) The provisions of the trial scheme should not be implemented on a permanent basis
- (iv) An alternative trial scheme should be considered for implementation

The final recommendation is detailed in Section 7.

7. Recommendation

In accordance with the Section 38 Trial Guidelines and this report's conclusions, it is recommended that the provisions of the trial scheme should be implemented on a permanent basis, and that vehicles shall be prohibited from using the old Killaloe – Ballina bridge once the trial is completed at 6.00pm on Friday, 17th October 2025.

RECOMMENDED: 

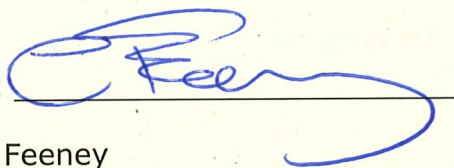
DATE: 16th October 2025

Declan Flanagan

A/Senior Engineer

Killaloe Municipal District

Clare County Council

APPROVED: 

DATE: 16/10/2025

Cyril Feeney

Senior Engineer

Roads and Transportation

Clare County Council

Appendix 1:
Section 38 Notice

SECTION 38 ROAD TRAFFIC ACT, 1994

TRIAL OF TRAFFIC CALMING MEASURES ON THE OLD KILLALOE BRIDGE, KILLALOE, CO. CLARE

Pursuant to the provisions of Section 38 of the Road Traffic Act, 1994, as amended, Clare County Council hereby gives notice of its intention to carry out a Trial of traffic calming measures on the old Killaloe bridge, Killaloe, Co. Clare for a specified period.

The proposed Trial of traffic calming measures will consist of the following:

A Trial Pedestrianisation of the Old Killaloe Bridge to prevent access onto the bridge by vehicles and to facilitate the safe use of the bridge by pedestrians and cyclists.

The Trial will take place between 8am Monday, 28th July 2025 and 6pm Friday, 17th October 2025.

The planned conclusion date for the Trial will be 6pm Friday, 17th October 2025.

In accordance with the Habitats Directive, Appropriate Assessment Screening has been carried out on the proposed Trial Traffic Calming Measures and the screening report accompanies the documentation.

A preliminary examination of the nature, size and location of the Trial Traffic Calming Measures has been carried out and it has been concluded that there is no real likelihood of significant effects on the environment arising from the proposed Trial Traffic Calming Measures and, accordingly, an Environmental Impact Assessment is not required. An Environmental Impact Screening Determination accompanies the documentation.

Drawings and particulars of the Trial Traffic Calming Measure are available for inspection:

- On Clare County Council's website: www.clarecoco.ie
- At Killaloe Municipal District Office, Mountshannon Road, Scariff, Co. Clare

These documents may be inspected during normal office hours, Monday to Friday from Friday 18th July, 2025 to Friday 3rd October, 2025 inclusive (excluding weekends and Bank Holidays).

Representations in relation to the proposals may be made in writing to the Roads Authority Clare County Council, before 4pm on Friday 3rd October, 2025.

Representations and Submissions should be clearly marked 'Section 38 Trial Old Killaloe bridge' and should be sent:

- By e-mail to: roads@clarecoco.ie
- In writing addressed to: Administrative Officer, Transportation Section, Clare County Council, Áras Contae an Chláir, New Road, Ennis, Co. Clare before 4pm on Friday 3rd October, 2025.

Personal Information is collected by Clare County Council to enable the processing of your submission/enquiry. Clare County Council can legally process this information as necessary to comply with its statutory/legal obligations. Such information will be processed in line with the Council's privacy statement which is available at www.clarecoco.ie



Appendix 2:

Drawings and Reports

Refer to the following drawings and reports, accompanying this report under separate cover:

- General arrangement drawing
- Advance signage drawing
- Bridge arrangement detail drawing
- Appropriate Assessment screening report
- Environmental Impact Assessment screening report

Appendix 3:

Transport Assessment by Curtins - Consulting Engineers

Refer to the following drawings and reports, accompanying this report under separate cover:

