

Kinlough Town Centre Health Check



Table of Contents

Acknowledgments	3
Introduction	4
First Impressions	5
Wider and Policy Context	6
Land Use	8
Vacancy	10
Footfall and Vehicle Counts	12
Desire Lines	14
Car Parking Assessment	15
Public Realm	16
Questionnaires	17
SCOT Analysis	28



Main Street in Kinlough

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Participants of the study

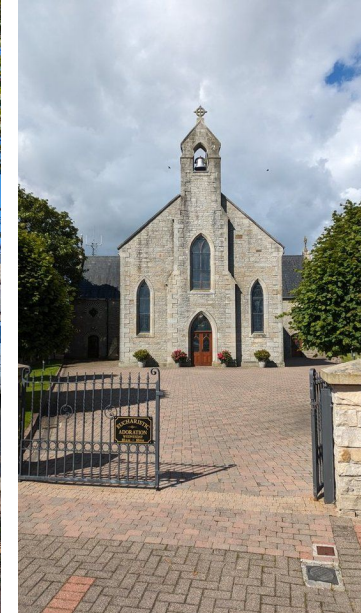
Introduction

This report presents a comprehensive town centre health check for Kinlough, a small town in County Leitrim. Conducted by planning students from Queen's University Belfast on the 29th and 30th August 2024, the report provides a detailed analysis of Kinlough's current condition, encompassing the physical characteristics of the town and the perceptions of its residents. Through this health check, we aim to identify strengths, challenges, opportunities and threats within the town, proposing suggestions to enhance its liveability and vitality. Understanding the town's context, both in terms of its historical development and strategic location, is crucial for framing our analysis and recommendations.

The national and local policy context forms the backdrop against which Kinlough's development prospects are assessed. Our methodology involved a multifaceted approach, including the creation of land use and vacancy maps, footfall and vehicle counts, parking surveys and analysis of the town's public realm. These physical survey methods were supplemented by qualitative insights gathered through questionnaires distributed to local residents online and in-person.



Main Street



St Aidan's Church



Kinlough Town Centre Health Check

Questionnaire for Kinlough

First Impressions

Kinlough is a small town in North County Leitrim about 4km away from the seaside resort of Bundoran in County Donegal. It is set against the scenic backdrop of the Dartry Mountain Range beside Lough Melvin. The town centre offers a good choice of cafes, pubs, restaurants and takeaways, which are highly-valued by the local residents. The streets and pavements are clean and well-kept. Only six buildings were found vacant in the town centre areas during the survey visit.

Personal engagement was challenging as most residents work out of the town and secondary students attend schools in the surrounding towns. No visitor's accommodation is available within the town, with the nearest tourist accommodation located in Bundoran to the north or at the Benwisikin Centre in County Sligo 10km south-west. At the first glance, the town is only missing public spaces that are accessible and inclusive.



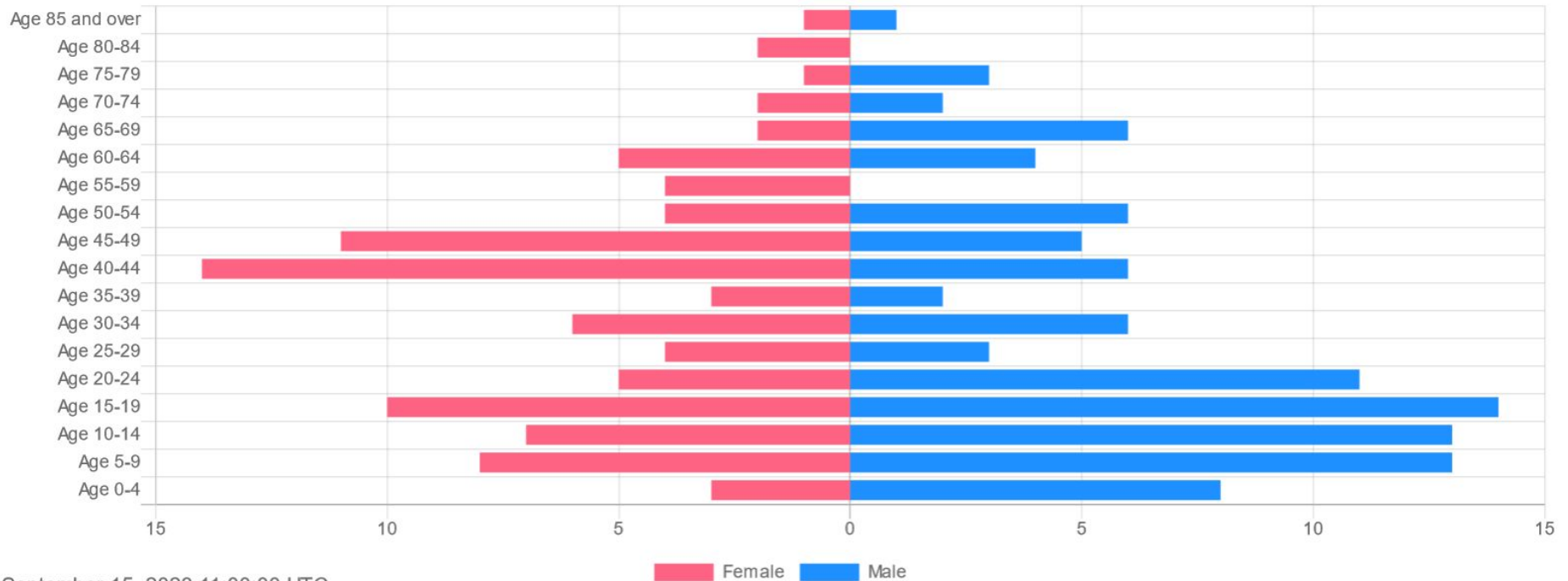
Spectacular natural environment



Tidy public spaces

Wider Context

Kinlough has a young population, with many children and teenagers reflecting a community of families. This contrasts the national trend as the number of families with no children increased by 11% compared to 2016. Furthermore, since 2016, the number of cohabiting couples with no children living in private households has gone up by 17%, more than twice the growth rate of married couples with no children living in private households. In Census 2022, 8% of the respondents stated that they lived alone in private households, including 44% of those aged 85 years and over.



Source: <https://www.cso.ie/en/>

National and Local Policy

National Planning Framework Project Ireland 2040

Kinlough is subject to the National Planning Framework (NPF) as laid out in the current document detailing the planning for Ireland by 2040. Particularly, the rural policies apply to Kinlough. The government intends to strengthen rural communities by improving infrastructure and creating more jobs.

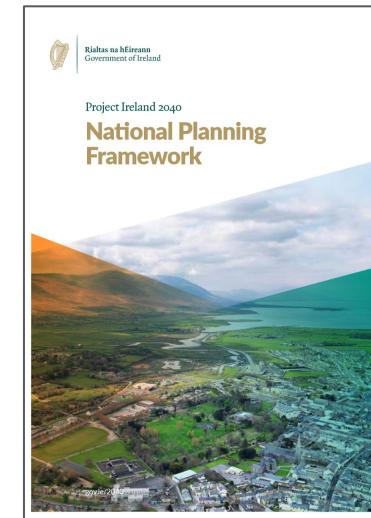
Kinlough is also considered in the Town Centre First initiative and could be eligible for funding. The funding is available to improve the quality of life for residents such as arts, sports and entertainments.

Northern and Western Regional Assembly

Furthermore, County Leitrim, which is part of the Northern and Western Regional Assembly (NWRA), and, therefore, may be eligible to funding through the joint EU schemes. The NWRA supports the NPF and provides the Regional Spatial and Economic Strategy 2020-2032 for sustainable development. Effective interregional planning is more crucial than ever as the Covid-19 pandemic has shown, and the impacts of climate change may in the future.

Leitrim County Development Plan 2023-2029

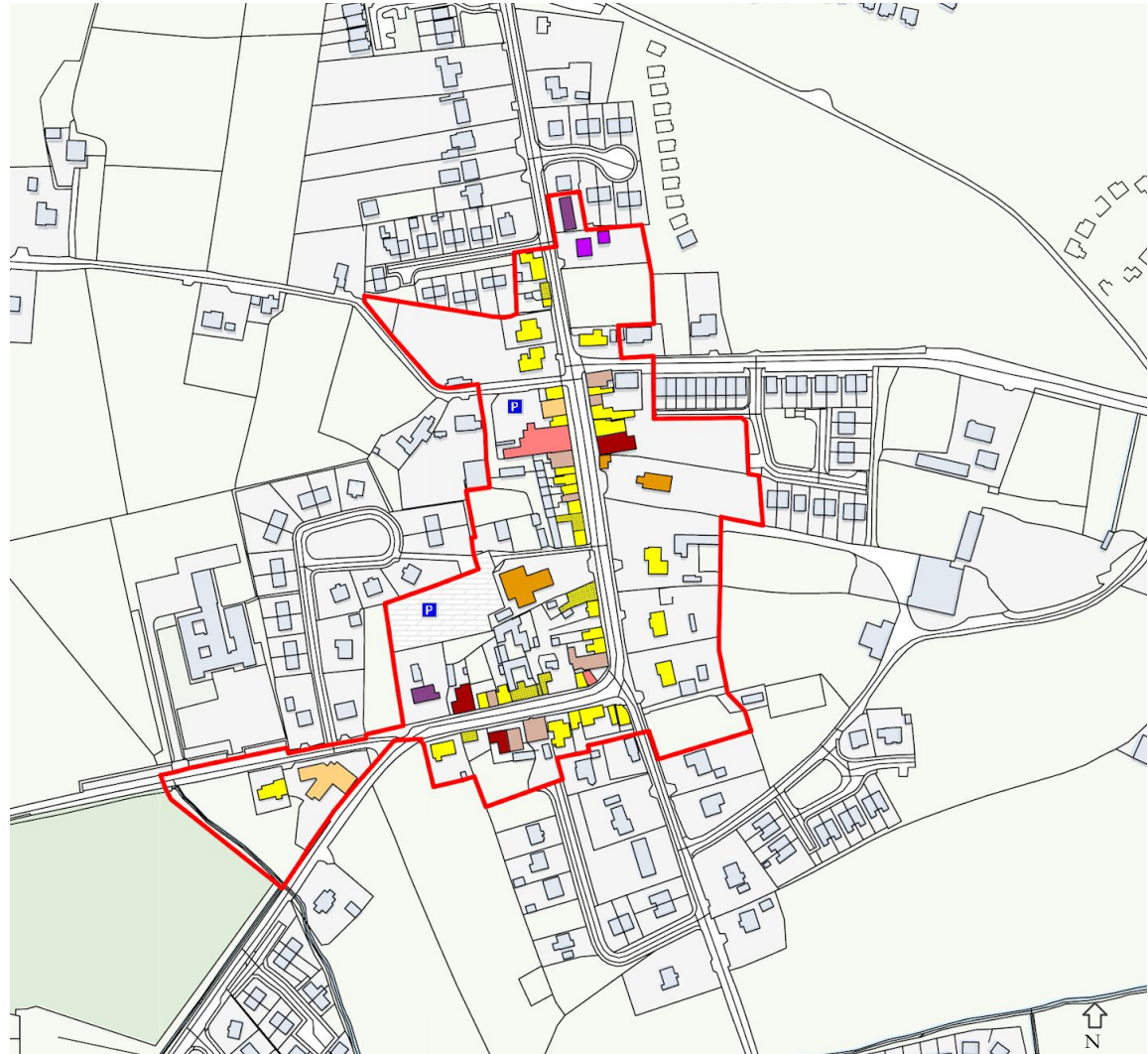
The local development plan states specific strategic economic objectives and action points that will benefit Kinlough such as creating jobs by supporting initiatives which increase the quality of life such as sports, arts, entertainment and heritage. A clear focus is the connectivity between towns themselves, as well nearby attractions. Facilitating transport will increase footfall and economic activity. The increased bus services in recent years has proven to be a success already that should be expanded on.



Land Use Map

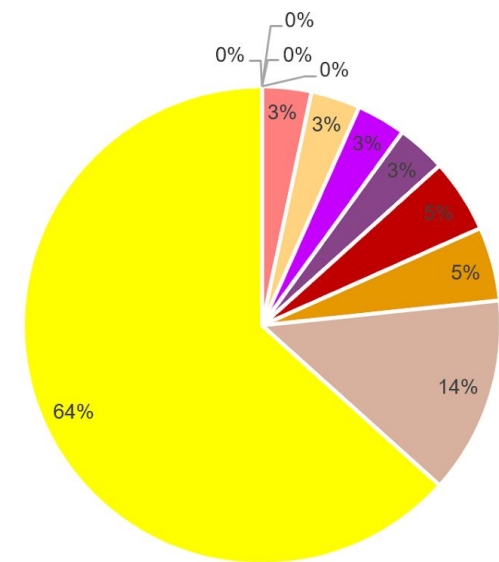
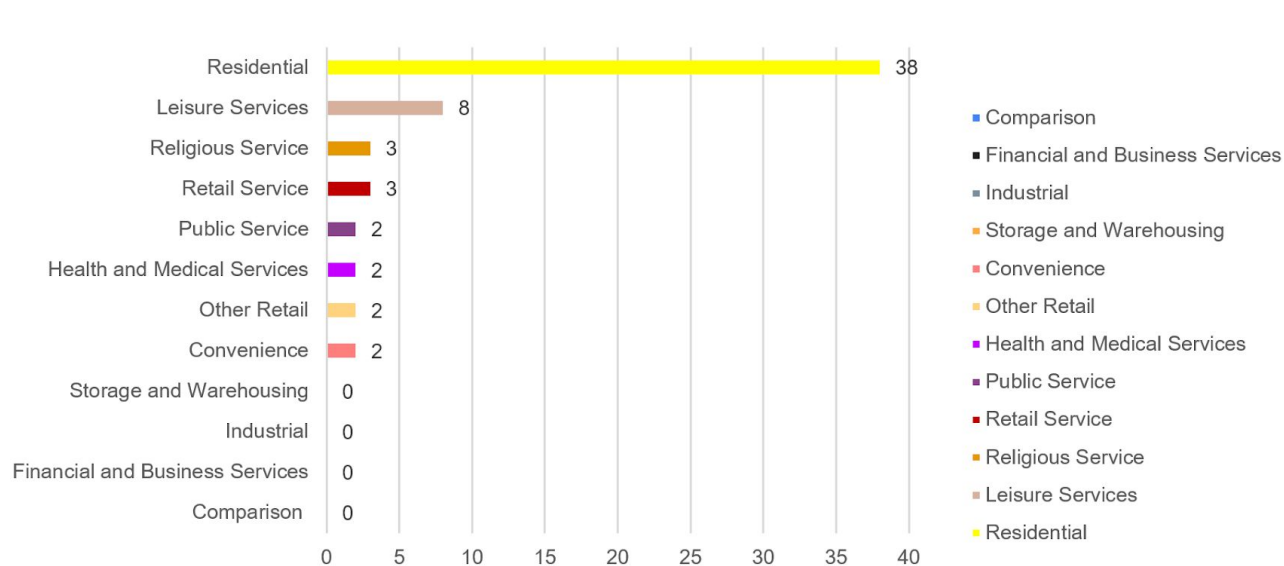
A land use survey was completed for Kinlough town centre during the study visit on the 29th and 30th of August 2024. This map classifies building uses according to the goods, opportunities, amenities and development (GOAD) classification system into categories listed below. A black cross hatch overlay indicates vacant units.

GOAD Classification:	
	Comparison
	Convenience
	Retail Service
	Other Retail
	Leisure Services
	Financial and Business Services
	Health and Medical Services
	Public Service
	Religious Service
	Industrial
	Vacant Unit
	Storage and Warehousing
	Residential
	Study Boundary
	Car Park - Surface



Land Use Analysis

A total of 60 properties were surveyed within the town centre of Kinlough. According to the data, the most common type of property use is *residential*, which accounts for 64% of the surveyed properties. It is followed by *leisure services* category which accounts for 14% of the overall surveyed units and is then followed by *religious* and *retail service*, with 5% each. Lastly, *public service*, *health and medical*, *other retail* and *convenience* categories account for 3% each. No properties under the categories of *storage and warehousing*, *industrial*, *financial and business services* as well as *comparison retail* were identified within the town centre of Kinlough.



Vacancy Map and Analysis

During the survey, only six residential buildings were identified as vacant. Although the perceived vacancy assessment is largely a visual exercise, making it sometimes difficult to determine whether a building is in use or vacant, every effort has been made to complete the assessment with the highest possible accuracy.


Overall occupancy: 90%

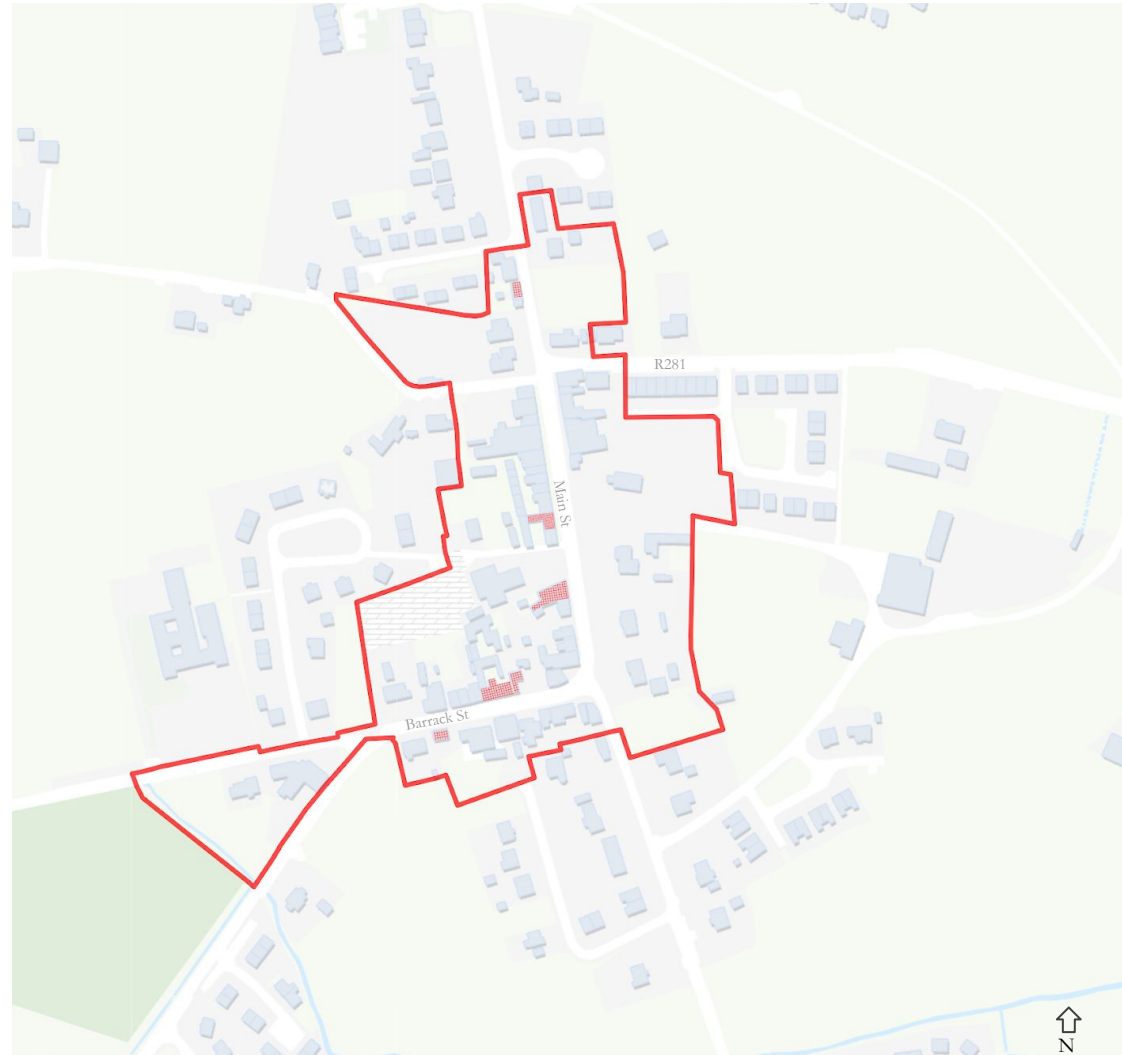
Overall vacancy: 10%

Residential vacancy: 15.8%

Other vacancy: 0%

Compared to the other Collaborative Town Centre Health Check (CTCHC) reported vacancy figures in towns near Kinlough, Manorhamilton stood at 24.3%, Ballinamore at 25%, while Dromahair had the highest overall of 34%. Therefore, Kinlough's vacancy is two and a half to nearly three and a half times lower than that of the nearby towns. In relation to the public questionnaire, the highest proportion of people felt that vacancy rates were similar to nearby towns with 46.7%, while 30% thought they were lower, 15% were unsure and the remaining 8.3% feeling they were higher.

-  Vacant Building
-  Study Boundary



Vacancy Observations

The prominent vacant properties in the town centre area are listed on this page.

The two buildings displayed on the left are located on Barrack Street, while the three properties on the right are situated on Main Street. Notably, efforts to maintain the visual appearance of these vacant properties are apparent. In particular, the larger two-storey building on Barrack Street and the *yellow* and *beige and pink* properties on Main Street are in very good condition.



Barrack Street vacancy

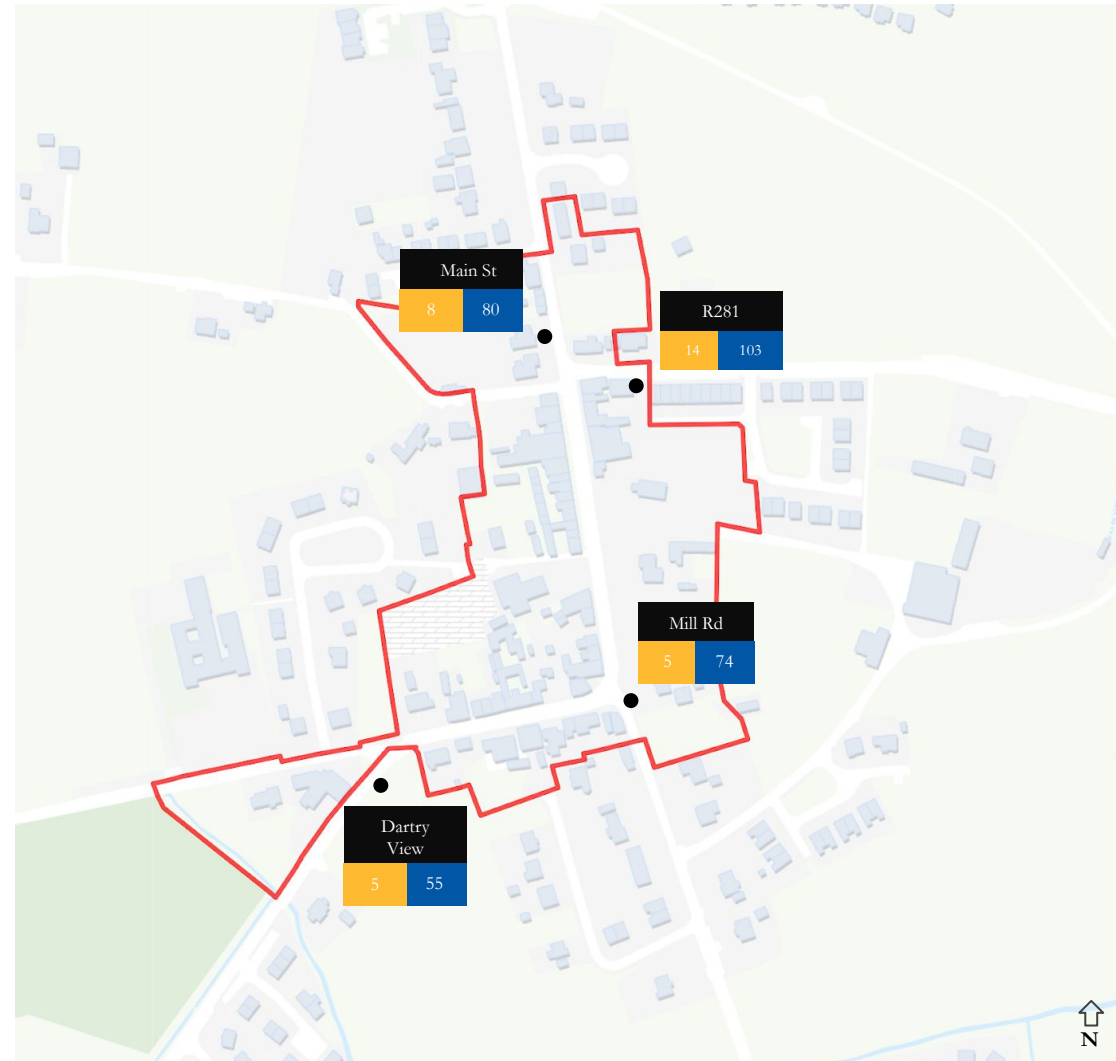
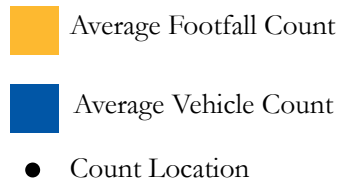
Main Street vacancy

Footfall and Vehicle Counts

Footfall and vehicle counts were conducted at four locations which were:

- Dartry View,
- Mill Road,
- Main Street,
- R281 Road.

There were two 15-minute counts at 15:30 and 16:30 on the 29th of August and 10:00 and 10:30 on the 30th of August 2024. The map shows the combined average values for pedestrians and vehicles, while the full data table and further analysis are available on the next page.



Footfall and Vehicle Counts

Overall, the count location on the R281 road recorded the highest number of both pedestrians and vehicles, which was followed by Main Street. Mill Road and Dartry View locations had the same average number of pedestrians, however, individual figures were reversed and more pedestrians passed Mill Road in the afternoon, while Dartry View had the opposite trend and recorded more pedestrians during the morning count. Mill Road was the third busiest location for vehicular traffic, while Dartry View had the least number of recorded vehicles. Additionally, during the first afternoon count, one cyclist was observed on Main Street and two on Mill Road. Another observation was a high number of different dogs in the vehicles passing Mill Road during the morning counts.

Day	Time Interval	Count Location							
		Dartry View		Mill Rd		Main St		R281	
		Pedestrians	Vehicles	Pedestrians	Vehicles	Pedestrians	Vehicles	Pedestrians	Vehicles
Thursday	15:30 - 15:45	3	50	10	70	9	84	14	104
	16:30 - 16:45	4	54	4	73	9	79	13	101
Friday	10:00 - 10:15	1	55	2	79	7	79	15	98
	10:30 - 10:45	11	59	4	73	7	78	12	107
	Overall Average	5	55	5	74	8	80	14	103
	Travelled by Car, %		92		94		91		88

Desire Lines

Kinlough town centre area has two existing raised pedestrian crossings with flashing beacons pictured below. The first one is located on Barrack Street, while the second one is located on the further end of Main Street. In addition to providing a safer way for the pedestrians to cross the road, they also serve as a traffic calming mechanism.



Barrack Street crossing

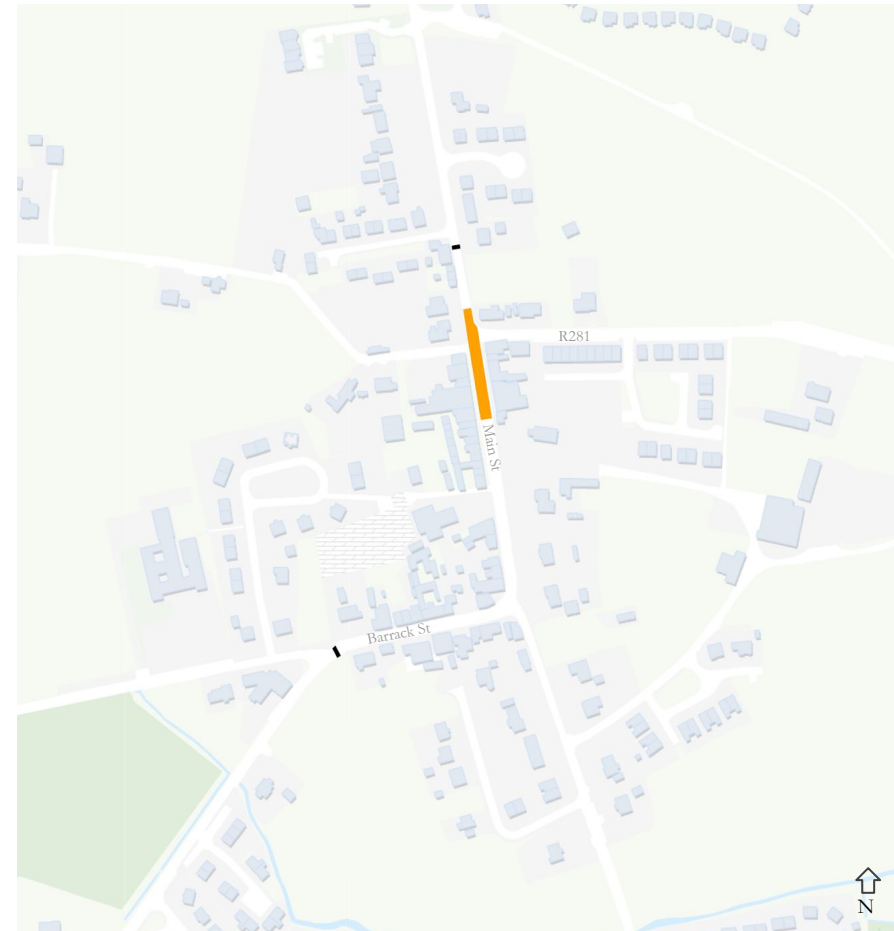




Main Street crossing

During the survey, pedestrians were observed crossing Main Street and the R281 road, which is pictured below. Considering the overall higher pedestrian and vehicular activity in these two areas, they have been marked as desire line areas which could benefit from the introduction of additional crossings.



Main Street desire line area



Key:  Existing Pedestrian Crossing  Desire Line Area

Car Parking Assessment

Kinlough's Main Street offers on-street parking with dedicated disabled spaces. There are two dedicated customer car parks – one behind the Spar supermarket and another one behind the Catholic Church. Both car parks offer ample amount of car parking spaces.

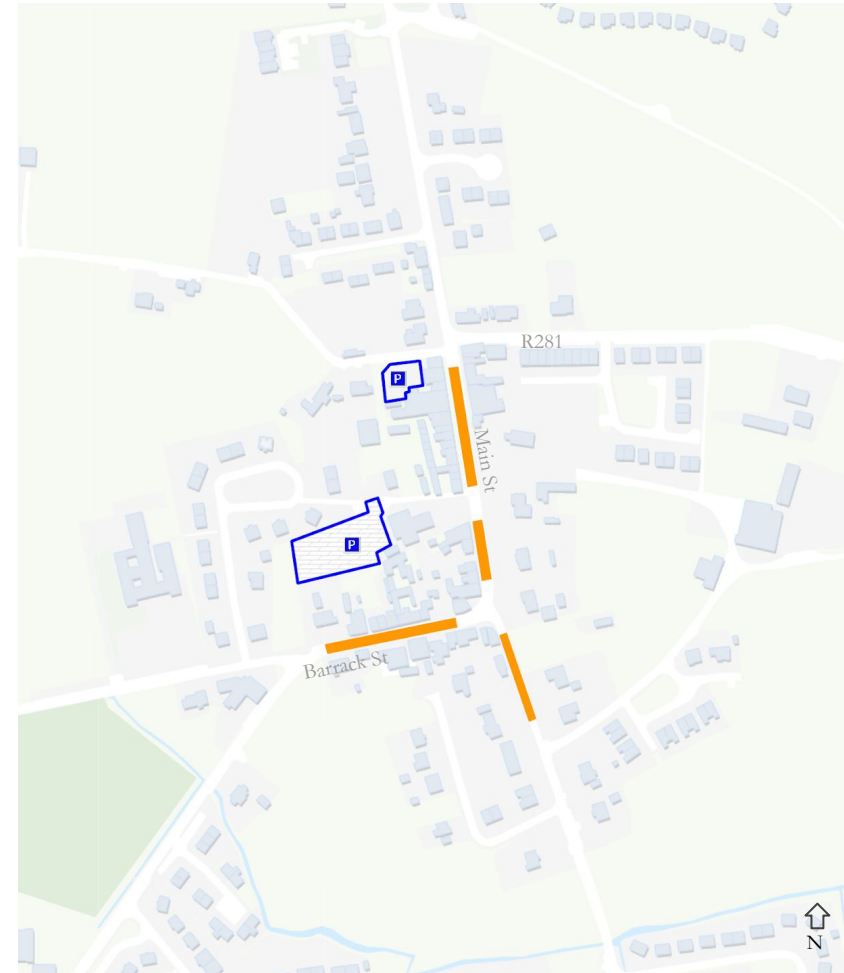
During the survey, on-street parking seemed orderly, although, a few instances of pavement blocking were observed.





Generally orderly on-street parking



An instance of obstructive car parking



Key:  Designated customer car park  Popular on-street parking

Public Realm

The public realm in Kinlough is neatly maintained and includes tidy pavements which are in good repair, planters and flower beds, clean road and business signs, as well as cultural and memorial objects as shown below. The primary road surfaces are also in good condition.

A wide range of amenities is available within the town centre area, which include convenience stores, several food and drink places, pharmacy, health centre, garda station, two churches, as well as other leisure and retail services. However, there is a lack of certain essential services, such as a bank branch, an indoor gym, a launderette and more healthcare options, which residents have expressed a desire for. Additionally, there is a need for more indoor and outdoor spaces dedicated to children and youth activities.

A community centre is located on Dartry View, adjacent to the town's GAA club, Melvin Gaels. Lough Melvin Eco Park, a popular destination for both locals and visitors, offers walking trails, a play park, a community garden and picnic areas. The Lough Melvin pier and viewpoint are also frequently visited, although these facilities could benefit from improvements.



Tidy Main Street



A memorial stone in Kinlough



A unique town sign which doubles as outdoor seating



Playpark in the Lough Melvin Eco Park



Picturesque Lough Melvin

Positively Perceived Places

The residents of Kinlough have a positive perception of many of the town's places and amenities. Amongst the questionnaire respondents, the community centre was the most frequently mentioned location, with 33 responses, followed by the Eco Park with 21 mentions. Lough Melvin was also a popular outdoor spot, cited by 15 respondents. The GAA club and pitches were mentioned 13 times, while the Four Masters Primary School received very positive feedback from 14 participants. The Courthouse Restaurant and Devour Cafe were the top culinary choices, with 11 and 8 mentions, respectively. Among commercial properties, Spar was noted 11 times, and Dartry Cafe was mentioned by five respondents. Other locations that received recognition include the Church of Ireland, Angler's Rest pub, Dollhouse Hair Salon, the canoe club, McGloin's Bar, Cubby's pub, the community garden, the corner shop, the pre-school, the tennis court, the Chinese takeaway, and Main Street.



GAA



Playground in the Eco Park



Devour Cafe



The Courthouse Restaurant

Places That Could Be Improved

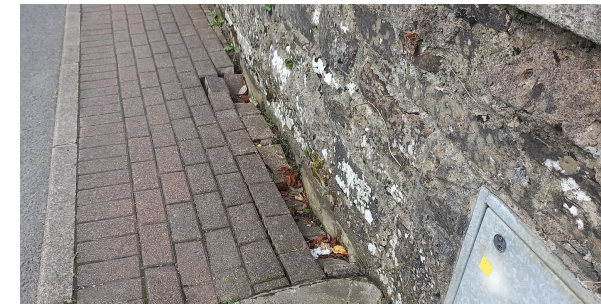
While the Eco Park is a popular place, 22 participants would like to see it improved, similarly the community centre the most popular good place in Kinlough, was also mentioned 14 times as a place for improvements. The Lough Melvin pier and the unfinished housing estates were mentioned 6 times each as places offering opportunities for improvement. Five people stated that they would like to see an improvement of Main street, particularly the addition of bins which was requested by six respondents. One person asked for a dog bins on Mill Road. Zebra crossings, improved pavements, more parking were further wishes for the public space. Others wished for more frequent bus services, improvements to the GAA pitch, the approach roads, the petrol station, and a bigger community garden.



A derelict building on Barrack Street



Addition of bins on Main Street is desired by the residents



Minor pavement repair required



Filling station mentioned as a place needing improvements

Missing Services and Facilities

Healthcare

40% of Kinlough residents wished for a GP and dentist in town, perceiving the current health centre service as insufficient.

Social Spaces

Large portions of the feedback involved social spaces for different demographics. Most notably teenagers because despite the large underage population there are very few facilities for them. Older children and teenagers lack facilities or dedicated spaces and services. 29% of the participants specifically mentioned youth facilities. Some wished for more outdoor play spaces and activities such as table tennis, sheltered hang-out spots and outdoor gyms. Others wanted to see baby and toddler groups and meeting spaces for elderly people. 17% said they would like to have a library in Kinlough again. Libraries can be great for social infrastructure as they can become hubs and spaces for different needs.

Transport

The wish for active travel infrastructure was expressed several times. Currently, people have to drive to the neighbouring towns in private cars or rely on the bus service. While the bus service has increased in recent years and boosted connectivity, it limits people without access to cars. Increasing the service would help, especially in winter and at night. This is just part of a potential solution. Residents also expressed a desire for active travel infrastructure so they could walk or cycle especially to Bundoran. This would ensure car-independence, flexibility and accessibility and provide an alternative to private cars.

Other

Further requests were a full-time Garda station, bike racks, safe street crossings especially around the school and traffic calming measure. Access to banking services appears to be challenging, with several mentions of the need for a 24-hour ATM. Individual desires also included a laundrette, better internet connection, a swimming pool and streetlights.



A visualisation of desired facilities

Thoughts On Climate Change Adaptations

Climate change might not be the most urgent concern for the residents of Kinlough, however, it is evidently a topic that does resonate with the respondents as some made very thoughtful suggestions. One person suggested that Kinlough should become a sustainable energy community pointing towards opportunities such as government grants for homeowners. Solar farms, district heating and electric charging points were further ideas to connect the town to sustainable energy. House retrofitting and insulation were mentioned as part of this process.

Several people wished for better Wi-Fi or fibre broadband connections so they could work from home rather than commute to an office. Transport is an important topic. Bus services have improved in the last few years, however, residents wish for a more frequent service to Bundoran.

Active travel infrastructure in the form of segregated cycle lanes within the town, as well as long-distance infrastructure to connect to nearby towns, could help address some of these transport issues. The introduction of cycle lanes would necessitate the removal of on-street parking given the existing layout of the streets, so would require a wider integrated public realm improvement scheme. A participant suggested the organisation of groups of children walking or cycling to school together as a 'walking bus' or 'cycling bus'. Similarly, carpools could be organised to reduce carbon emissions.

Another major topic was the lack of green spaces in town. Suggestions ranged from discouraging the practice of concreting gardens to planting climate appropriate trees and other plants in empty spaces. Someone wanted to see green spaces that would enhance biodiversity.

Further ideas concerned the lack of composting facilities for garden and food waste and one participant suggested the introduction of anaerobic digestion systems for power generation.



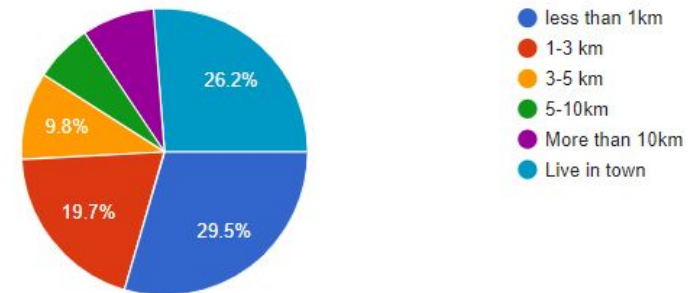
Travel, Movement and Accessibility

When asked about travel, 68% did not think that people had priority over cars, 15% thought they did and 17% were unsure. These sentiments are reflected in the distribution of transport modes. The private car is by far the most popular with 39 people using it daily and another 15 indicating 2 to 3 times a week. The next most popular is walking, however, only 8 people walked daily and 18 weekly, but 19 said they never walk.

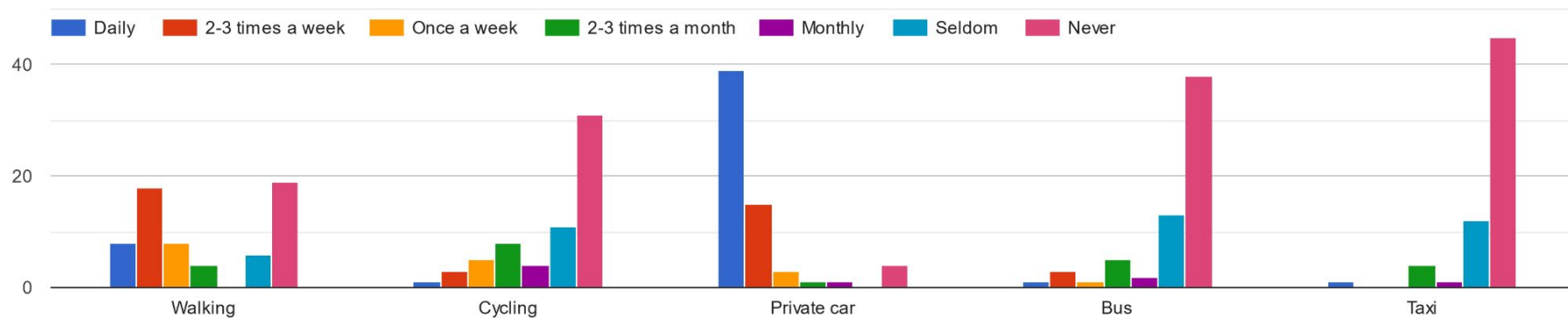
Cycling, buses and taxis are used rarely by the survey participants bearing in mind that only one teenager filled out the survey, which could have skewed the results regarding bus use.

How far do you have to travel to get to Kinlough?

61 responses



How often do you travel to Kinlough by the following methods?



Quality Of Mobility Infrastructure

The survey participants expressed mixed opinions about the quality of the footpaths, leaning slightly positive: 24 rated them as good, nine as very good, nine remained neutral, and 17 considered them poor. The footpath cleanliness was rated very highly with two thirds saying it was good or very good.

In contrast, disability access received poor ratings, with 55% of respondents feeling unsure or neutral about the issue.

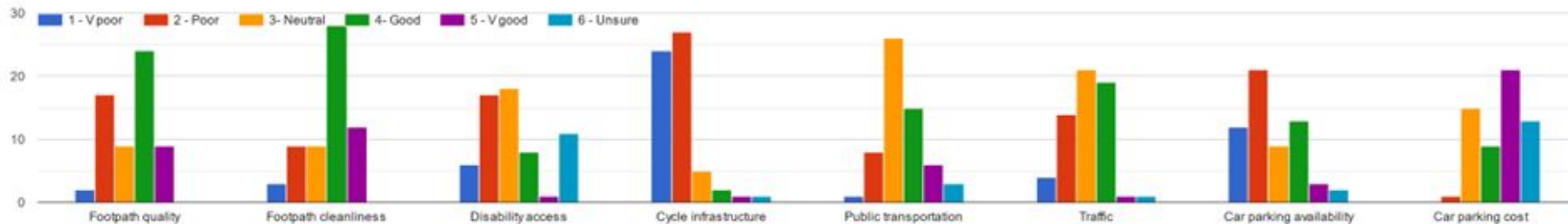
Given that Kinlough currently has no cycle infrastructure in place it was rated poor or very poor by an overwhelming majority.

Most participants stated that they relied on private cars for their daily activities, which led to largely neutral feelings about public transport; however, the overall tendency was more positive than negative. Additionally, traffic did not appear to be a concern for the majority, who felt neutral or positive about it. Only a third thought it was an issue. Car parking availability was largely rated as poor, while most residents expressed neutral or positive views regarding the cost of parking.



Pedestrian infrastructure

How good is the following infrastructure in Kinlough for movement and accessibility?



Time Spent and Services Used

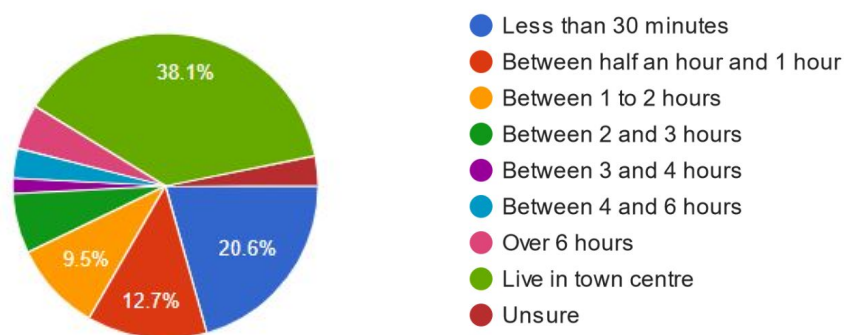
According to the questionnaire, 38% of respondents lived in Kinlough, while 21% of visitors indicated they would spend less than 30 minutes in the area. Additionally, 13% would stay for up to an hour, 10% for 1 to 2 hours, and only 2% would spend several hours or more.

61% buy their newspaper, books and magazines in Kinlough, whilst slightly more than half of the respondents said they bought groceries and 45% indicated that they get haircuts in the town. Other goods and services were largely purchased in other places with clothing and footwear, electrical appliances and furniture not available and only eight of 58 people said they buy hardware and DIY or get professional services in town. 12 people use the local ATM banking service. Only seven participants use the local medical services.

Bundoran is the largest competitor for Kinlough, however, Sligo, Ballyshannon, Enniskillen, and Donegal town are popular destination as well.

How long would you normally spend in Kinlough?

63 responses

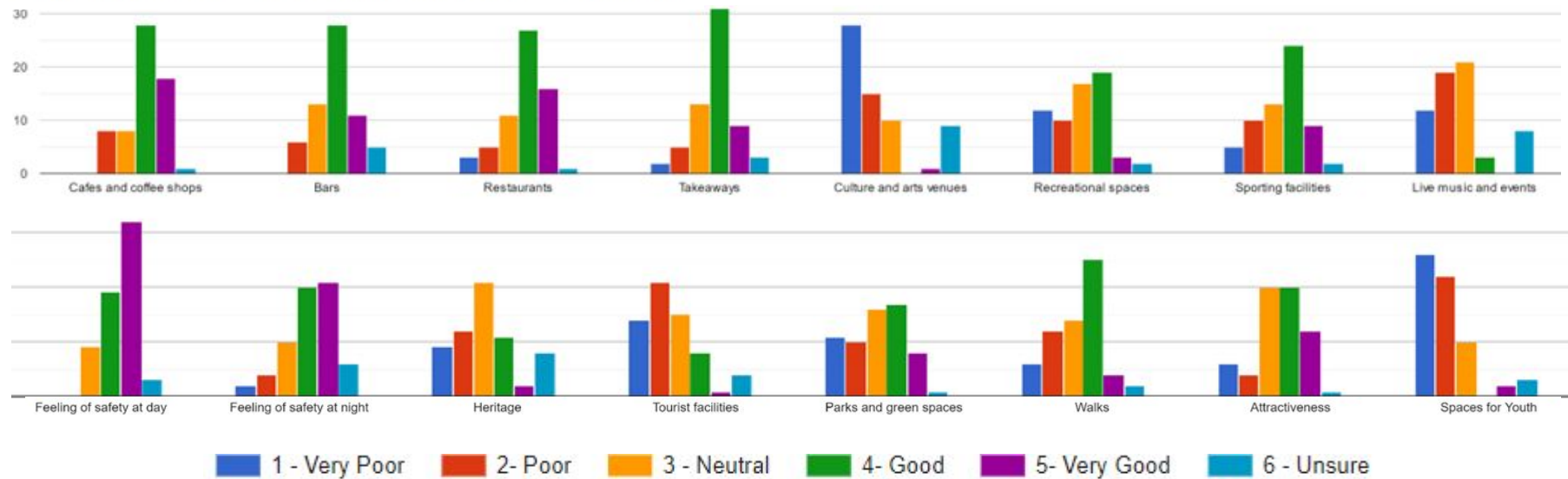


Amenities Rating

The cafes and coffee shops are rated very highly by 73% of participants, while eight felt neutral and eight thought they were poor. The bars received very positive feedback with a majority rating of good. The restaurants are clearly appreciated by the residents with 68% voting them good or very good compared to the 12% them poor or very poor and the rest feeling neutral. Takeaways are another asset for Kinlough as half of the participants thought they were good. The lack of cultural and artistic venues reflects poorly in their rating from two thirds of participants, while the rest felt neutral or unsure, similar to the live music and events. The recreational spaces received mixed reviews with a positive tendency.

Sport facilities were rated overall positively. Residents feel very safe during the day but slightly less so at night. Heritage was rated largely neutral or negatively, furthered by the poor availability of touristic facilities. Parks and green spaces received mixed reviews with a slightly positive tendency. Walks were rated highly by 25 participants. Participants thought that Kinlough was mostly attractive or had a neutral opinion. Youth services received a definitive poor rating from 76% of the respondents with just two positive votes.

How would you rate Kinlough for the following facilities / amenities?



Liveability Factors

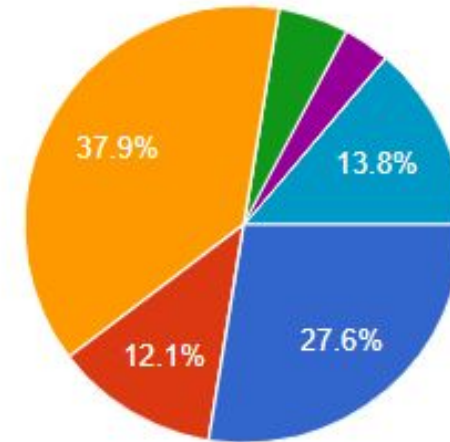
The majority of respondents identified several key factors that could encourage more people to live in the town centre. Access to healthcare was the most frequently mentioned, with 38 respondents rating it as very important. This was closely followed by safety, with 37 mentions, open spaces at 35, and schools with 33. While additional play spaces, more frequent bus services, cycle infrastructure, and housing affordability were also considered important, they were deemed lower priorities compared to the factors listed above.

Affordable housing tenures were thought to be most needed with 38%, followed by owner occupied houses with 28% and private rental at 12%. The rest were unsure, and a few thought social housing and tourist accommodation were needed.



Main Street

Which housing tenures are most needed in Kinlough?



- Owner occupied
- Private rental
- Affordable
- Social
- Tourist
- Unsure

Incentives and Improvements to Increase Liveability

The participants had many ideas about incentives and improvements that could be made to better the quality of life and attractiveness of Kinlough.

They largely reflect the ratings of amenities and services in the survey. A primary concern is the lack of local medical services. Another important topic was the implementation of active travel infrastructure and pedestrian crossings that would allow residents to walk and cycle safely in town, as well as to neighbouring towns. The public realm would benefit from more seating and green spaces. More activities, events, sporting and outdoor facilities were seen as a way to aid tourism and youth and elderly civic engagement. A new library was suggested and others said that the GAA pitch is important in the town but that there is little for young people who do not play sports.

Improve tourism and model it on Co Mayo coastal towns with a Greenway. We could have a festival, more music and more facilities for children. Community activities outside the GAA. Make better use of existing spaces like the church grounds and school for seating in the sun.

Improve street scene, cycle lanes, more retail spaces with variety, more parking, More youth places/things to do and Library service restored.

I feel more areas could be created for the youth to enjoy the outdoors in active ways, like a skatepark, pump track and cycling lanes to increase use of bicycles.

The standard of the football pitch and training pitches and the access to them need to be improved. The community has outgrown the current facilities. The location of the play park is dangerous and not suitable for families. No picnic benches and safe areas for teens.

Promotion of the hub and what it has to offer: WFH benefits

More policing at night. Traffic calming through the village... more pedestrian crossings and less dog dirt on the paths.

Job opportunities, more facilities e.g. schools and supermarkets. Youth and elderly facilities and activities and events,

A health centre with Doctors and dentist . So we don't have to travel to Bundoran.

Children's play facilities, library, better parking at school, more pathways further out of the village, for example out the homeland road past the school. A GP practice would be fantastic.

Better public spaces, parks, more seating etc. Public CCTV would improve safety. More frequent bus services.

Conclusion

SCOT Diagram

This report concludes with a Strengths, Challenges, Opportunities and Threats (SCOT) analysis, which summarises key findings from questionnaire responses, drop-in consultations, field surveys, and other feedback.

The analysis is organised into four sections, each of which highlights the most significant observations.

STRENGTHS

- Broad hospitality options
- Primary school
- Sports and outdoor recreation
- Young population
- Very little dereliction and vacancy

CHALLENGES

- Lack of local healthcare provision
- No hangout spaces and activities for children and teenagers
- No active travel infrastructure
- Lack of pedestrian safety provisions

OPPORTUNITIES

- Building a tight community
- Youth and children's spaces
- Make use of church grounds as public spaces
- Create active travel infrastructure in town and to Bundoran
- Increase health services
- A dedicated dog park
- Implement further crossings and traffic calming measures

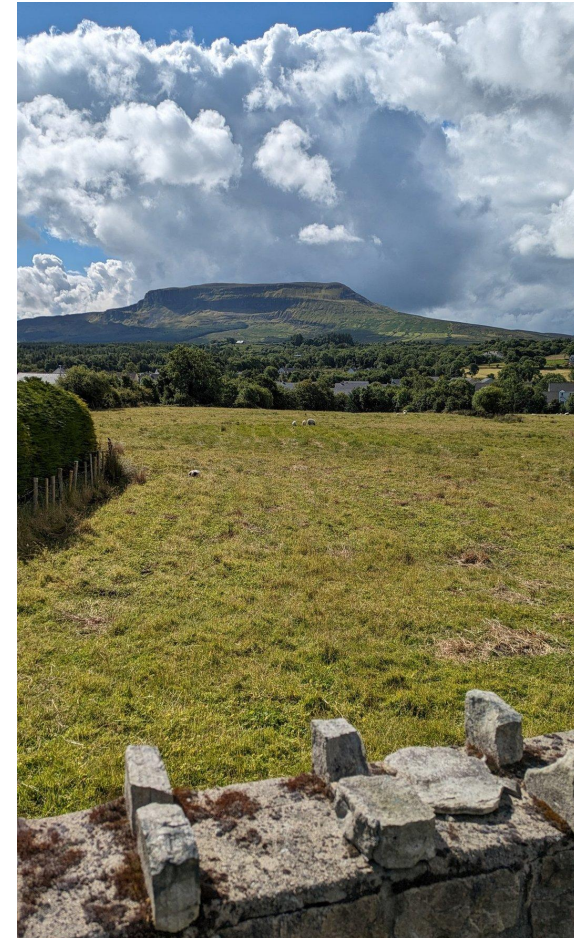
THREATS

- Youth migration
- Ageing population
- Dereliction
- Loss of local economy

Conclusion

Strengths

- **Broad hospitality options:** Despite the small size of Kinlough it has a variety of cafes, pubs, restaurants and takeaways. The Courthouse is a high-end restaurant that is popular beyond Kinlough. The town has not one but two cafes and a Chinese takeaway. The four pubs and bars cater to different tastes. The residents appreciate the options they have and frequent them often.
- **Primary school:** Many families with children live in Kinlough. The Four Masters primary school is in walking distance for people living in the town and allows for easy drop-offs and pick-ups for the parents. This is an attractive asset for families settling in town as it minimises time and effort, especially for full-time working parents,
- **Sports and outdoor recreation:** The GAA club is a popular community meeting point. Much of the community spirit stems from there and ensures social cohesion between the residents. This is true for the children and teenagers playing, as well as their family members and spectators. Kinlough is situated in a beautiful landscape that offers access to the nearby Lough Melvin with a pier and a viewpoint. It also offers access to the Woodland and Lakeside trails and picnic areas. Children get to play outdoors in the eco park, fostering connections to nature.
- **Young population:** Kinlough's youth has the potential to sustain the current and future generations in town. People are proud to be from Kinlough, particularly in connection to the GAA club.
- **Very little dereliction and vacancy in the town centre:** The town is well maintained, and the buildings are largely in use. Dereliction and vacancy are expensive problems to reverse in most cases. The lower the rates, the better for the well-being of the town.



Breathtaking surroundings

Conclusion

Challenges

- **Lack of local healthcare provision:** Despite the existence of a primary care centre in town, services do not happen frequently enough as there is no resident GP or dentist. This causes many residents to register with practices in other towns while it would be more convenient to have one available locally. Particularly people who are not independently mobile suffer from the lack of easy medical access.
- **Car- dependency:** Most residents rely on private cars for their mobility as the infrastructure is catered to motorised vehicles. This perpetually excludes certain demographics from gaining independent mobility such as children, teenagers and young adults, senior citizens, people who cannot afford a car or cannot drive.
- **Lack of active travel infrastructure:** there are no cycle paths in town that would make cycling a safe choice of travel methods. The sidewalks are not adequate for disabled access in many parts.
- **No social spaces for elderly residents:** Kinlough has a small number of elderly residents, who do not have access to social infrastructure outside their families. This leads to loneliness and isolation and the current working population faces the same without adequate socialisation opportunities and spaces.
- **No hangout spaces and activities for children and teenagers:** anyone who is not into GAA organised activities finds that there are very few alternatives. Especially teenagers don't have spaces to socialise. This is exacerbated by the fact that Kinlough does **not have a secondary school**. This causes teenagers and young adults to spend their free time in the towns where they attend school and build social lives or attend activities there, rather than at home.



Dependency on cars and lack of active travel infrastructure

Conclusion

Opportunities

- **Building a tight community:** Community spirit in Kinlough manifests itself in many ways from the welcoming locals to the neat outlook of the town's Main Street. This could be further developed to promote Kinlough as an attractive place to visit and live.
- **Youth and children's spaces:** Kinlough could build on its existing facilities and develop a dedicated space for the younger residents and children.
- **Make use of church grounds as public spaces:** Church grounds could be potentially further opened up to serve as wider community gathering and activity spaces. During the survey, it has been observed that the Church of Ireland grounds had established green spaces, while the St Aidan's Catholic Church has a large car park, both of which could accommodate different temporary or permanent wider community initiatives.
- **Create active travel infrastructure:** A number of were seen in Kinlough during the survey, however, there are no dedicated cycle lanes or paths in the town. Additionally, a safe cycle infrastructure to Bundoran was mentioned as something which the residents feel they would benefit from. In addition to fostering the use of active ways of transport, it would also strengthen the connection between the two towns.
- **Increase health services:** The residents have expressed their concerns with the limited availability of healthcare services available in Kinlough and suggested that the town would benefit from an addition of GP surgery and dentist office.
- **A dog park for Kinlough:** A high number of dogs were observed within Kinlough during the survey. In particular, different kinds of dogs were seen in the cars of the people driving through Kinlough's Main Street. Due to this observation, a dedicated dog park could be an opportunity worth exploring. A visit to such a facility could lead to the dog owners stopping by at the local shops and businesses thus contributing to the local economy.
- **Implement further crossings and traffic calming measures:** Following the desire line assessment, the R281 and Main Street junction area has been identified as one of the places with high pedestrian movement and no formal pedestrian crossing.

Conclusion

Threats

- **Youth migration:** Future generation may choose to move away if they struggle to secure employment, housing and establish their social life locally.
- **Ageing population:** Related to the previous threat, as younger generations leave to seek employment opportunities in bigger towns, the older residents may feel isolated and left behind. While this is a complex issue with no universal solution, the provision of social infrastructure whether this is a new community facility or library or community initiatives within existing buildings could help ensure citizens age actively within Kinlough.
- **Dereliction:** The current vacancy rates within the town centre are one of the lowest reported in the CTCHC reports, however, increased dereliction in the future could have a negative impact on Kinlough. While the unfinished housing estate falls outside the scope of this report, even presently, the residents have expressed their concerns about its state and the visual impact it has on Kinlough.
- **Loss of local economy:** Economic uncertainty can have a stronger impact on a smaller town where the local economic developments are limited.
- **Lack of pedestrian safety provisions:** Some roads do not have pavements or lighting at all. This makes walking and cycling a risky choice, particularly at night as drivers can easily overlook a pedestrian, cyclist or wheelchair user. Kinlough's Main Street has limited traffic calming measures that can prevent the occurring speeding through town. This is a threat to residents as many families with young children frequent Main Street and children are at risk of getting run over.



Kinlough's landscape