

FIRST PUBLIC CONSULTATION REPORT





BANDON TRANSPORT AND PUBLIC REALM ENHANCEMENT PLAN

FIRST PUBLIC CONSULTATION REPORT

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1.2.2 The consultation process forms an important component of the development of the Bandon T-PREP as the responses play a key role in developing a detailed understanding of the current issues affecting Bandon Town and its environs. The consultation process also provides an insight into potential solutions to these issues and a view as to how Bandon should develop in terms of transport improvements. In general, stakeholder and public consultation and consultation with schools and public transport operators is required for the following reasons:

- Local stakeholders have an in-depth understanding of local issues, given that they experience these conditions on a daily basis. It is therefore crucial to gain an understanding of these issues at an early stage in the study, so that opportunities to address these issues can be considered. Furthermore, public representatives and local community groups are best placed to relay the views of local residents for consideration as part of this study.
- Local businesses are impacted by traffic conditions as a result of general traffic congestion, which increases the costs (and reduces the attractiveness) of accessing their premises to do business. This is particularly true for businesses in the retail industry, where alternative competing locations are generally available. Deliveries are also impacted by general traffic congestion, as is the availability of conveniently located areas to perform these activities. It is important that these issues are understood in the context of making traffic study recommendations.
- Greater insight is provided, from the day to day users of the road network, in terms of the impact on all road users (i.e. car drivers, public transport users, cyclists and pedestrians and vulnerable road users) of current traffic conditions and existing traffic management arrangements in the Bandon area.
- Traffic associated with school drop-off and pick-up by car can contribute significantly to general traffic congestion in Bandon particularly during the morning peak period. It is therefore crucial that this group of stakeholders are consulted so that issues associated with access arrangements to schools are understood.

1.3 Consultation Process

1.3.1 The public consultation process carried out for the Bandon T-PREP involved a number of stages including a public exhibition, travel survey questionnaires, direct correspondence with key stakeholders and meetings with local schools and local transport operators.

Public Exhibition

1.3.2 On the 16 April a public exhibition was held in Bandon Town Hall between the hours of 16:00 and 20:00. Members of the public were invited to attend and the event was advertised in local newspapers and on local radio. A copy of the advertisements is included in Appendix A. The purpose of the exhibition was to make people aware of the study and to invite them to make submissions and to inform us of any issues or concerns they may have.



1.3.3 The event was hosted by members of the Bandon T-PREP team from Cork County Council, SYSTRA and J.B. Barry & Partners consultants. Visitors who attended were invited to view a number of presentation boards which outlined the aims, objectives, methodology and timeframe for the development of the Bandon T-PREP. A copy of these boards is included in Appendix A. Visitors were encouraged to talk to members of the team and discuss any issues or concerns in relation to the study. Visitors were also given the travel survey questionnaire and asked to complete it before they left. Some visitors also took away the questionnaire and posted responses at a later date.

1.3.4 The exhibition was well attended, with a constant flow of visitors throughout the evening. In total over 150 people attended the exhibition and over 36 completed questionnaires were received during the exhibition or by post shortly after the event.

Travel Survey Questionnaires

1.3.5 Three different types of travel survey questionnaires were prepared and sent to the following groups:

- Key stakeholders and members of the general public
- Local Schools
- Local Transport Operators

1.3.6 Appendices B, C and D contain a copy of each type of questionnaire prepared.

1.3.7 Invitations to complete the survey were circulated to major employers and interest groups in the area. As mentioned above, a number of questionnaires were filled out in person by members of the public attending the public exhibition.

1.3.8 In total, 51 completed questionnaires were received. Section 4 of this report provides a statistical analysis of the completed questionnaires.

Key Stakeholders

1.3.9 To ensure a varied and representative response, a total of 43 stakeholders and local representatives were contacted and invited to make submissions. Those stakeholders invited to provide submissions include:

- Public bodies (ie National Roads Authority, National Transport Authority, An Garda Síochána, Bus Éireann)
- Local Schools (Primary, Secondary and Montessori)
- Local business associations (ie Local Enterprise Office, West Cork Development Partnership)
- Special access groups (ie Enable Ireland, National Ambulance Service, Irish Wheelchair Association)
- Local transport operators (ie bus, coach, taxi, haulage firms)
- Community groups (ie tidy towns, heritage groups, cycle clubs)
- Cork County Council:
 - Elected Members
 - Local Engineers Office
 - Traffic and Transport Section



- Planning Policy Unit
- Heritage Unit
- Chief Fire Officer
- National Road Design Office
- Non-national Roads Design Office
- Disability Access Officer

1.4 Structure of Report

1.4.1 The remainder of this report will be structured as follows:

Section 2 - Submissions Received

1.4.2 This section summarises all of the submissions made by key stakeholders and members of the general public.

Section 3 - Schools

1.4.3 This section outlines the submissions and responses given by the schools during interviews with members of the project team.

Section 4 – Travel Survey Questionnaire

1.4.4 This section provides a statistical summary of the findings from the Bandon T-PREP survey questionnaires submitted by post, email and in person at the public exhibition.

Section 5 – Summary and Conclusions

1.4.5 Section 5 summarises and highlights key issues and findings from the public consultation process.



2. SUBMISSIONS RECEIVED

2.1 Introduction

2.1.1 This section outlines and summarises the submissions received from key stakeholders and the general public.

2.1.2 This process forms an important part of the study as the responses play a key role in developing a detailed understanding of the current issues affecting Bandon and the development of potential solutions.

2.2 Local Stakeholder Organisations

2.2.1 A total of 65 local stakeholders were contacted by letter/email and invited to make submissions. Those contacted included public agencies, private agencies and Community groups. Local land owners, businesses and private individuals were also encouraged to make submissions with any relevant issues.

2.2.2 Approximately four weeks was allowed for the receipt of submissions in relation to the study. The number and names of the local stakeholders who were contacted in relation to this study, and the number of written submissions received are illustrated in Table 2.1 below. This table shows that a broad representative response was received from local groups and stakeholders.

Table 2.1 Groups consulted

Group/Organisation	Contact Method	No. Contacted	Responses
Public Bodies	Letter/ Meetings	4	3
Cork County Council sections	Letter/Meeting s	9	4
Special Access Groups	Letter	5	1
Relevant Business, Community and Special Interest Groups	Letter/ Meetings	6	4
Local Transport Operators	Letter/ Meetings	27	10
Schools	Letter/ Meetings	14	8
General Public	Public meeti	Open invitation	36

2.2.3 Submissions from the local schools are included separately in Section 3 of this report. A complete and comprehensive statistical analysis of the various travel questionnaires is included in Section 4.



2.3 Public Bodies

2.3.1 Submissions in the form of written response and/or by meeting, have been received from the following public bodies:

- 0 Bus Eireann
- 0 National Roads Authority
- 0 National Transport Authority
- 0 An Garda Siochana

2.3.2 The key aspects of these submissions have been summarised and are presented in Tables 2.2 to 2.5.

Table 2.2 Bus Eireann Submission

Bus Eireann Submission
<p>Identified issues / problems:</p> <ol style="list-style-type: none"> Existing bus stop shelters need to be upgraded for wheelchair uses Westbound bus stop on Glasslynn Road remote from town centre. Improved pedestrian crossings required linking bus stops to town centre Bus stops on North Main Street and Old Chapel are not wheelchair friendly Right turn arrow/lane required at bus depot on N71 westbound <p>School Services:</p> <ol style="list-style-type: none"> Unsafe bus stop at St. Brogans School Inadequate facilities on North Main Street/ Alan Square Right turn access to Bandon Grammar School from west not permitted resulting in a long diversion
<p>Suggested solutions:</p> <ol style="list-style-type: none"> Install appropriate kerbs etc to facilitate wheel chair access Relocate the westbound bus at the ESB depot closer to town Install a pedestrian crossing on Glasslynn Road between two bus stops Wheelchair friendly stopping areas needed on Route 236 on North Main Street and Route 237 At Old Chapel Safe bus turning area required in vicinity of Old Chapel to accommodate Cork to Bandon only services
<p>Stakeholder plans for study area:</p> <p>Bandon services are due to be addressed in the near future as part of the review of public transport services in Cork, with plans to streamline and standardise timetabled trips.</p>



Other comments:

See full submission included in Appendix E of this report

Table 2.3 National Roads Authority Submission

National Roads Authority Submission

Identified issues / problems:

1. The NRA do not have any formal input to make at this stage of the study but will assess the draft Bandon T-PREP when it is completed
2. The NRA are aware of the issues associated with the gradient of the southern bypass in Bandon and the traffic issues associated with the operation of the mini roundabout at the intersection of the Kilbrittain Road and N71.

Suggested solutions:

1. None at this stage of the project, but will review study recommendations with respect to the National Roads Network.

Stakeholder plans for study area:

1. The NRA currently has no major plans for improving the national roads infrastructure in the vicinity of Bandon.
2. NRA may undertake improvement works at the intersection of the Kilbrittain Road and N71. Further information is currently being sought regarding this potential scheme.

Other comments:

With regard to proposals for the N71 to the East, there was a preliminary general desk top study undertaken with proposals for the N71 Bypass to go from Halfway to the North of Bandon. There was also an option to go south of Innishannon. This scheme was not progressed and did not form part of any NRA investment programme. Further information is currently being sought regarding this scheme.



Table 2.4 National Transport Authority Submission

National Transport Authority Submission

Identified issues / problems:

1. Plan needs to gain a better understanding of Bandon in terms of:

- 0 current trip patterns and journey purposes by mode**
- 0 current road network characteristics**
- 0 current development patterns and future development objectives**
- 0 the operational requirements of public transport services and current issues relating to the operation of buses through the town**
- 0 the walking and cycling environment for schools and the town centre**
- 0 the operational requirements of different commercial and non-commercial activities in the town**
- 0 current on-street and off-street parking provision, parking demand patterns and requirements for different locations and land use types**

2. The above needs to take into consideration all modes of transport and a range of accessibility requirements

Suggested solutions:

1. The plan should establish a range of objectives and measures relating to:

- 0 improving road safety and reducing the severance effect of traffic**
- 0 improving and facilitating the use of walking and cycling modes**
- 0 increasing the use of public transport**
- 0 developing a parking management strategy for the town centre**
- 0 the management of goods delivery within the town centre area**

Stakeholder plans for study area:

None

Other comments:

See full submission included in Appendix F



Table 2.5 An Garda Siochana submission

An Garda Siochana submission

Identified issues / problems:

1. Bypass Gradient on approach to the Kilbrittain Road causes problems for HGV travelling in both the uphill and downhill direction.
2. Kilbrittain Road /Bypass Junction causes traffic congestion.
3. The mini roundabout at the intersection of the N71 and Kilbrittain Road has a small turning circle for HGV's and unsafe pedestrian crossings.
4. Poor sight line to the right on the N71 Bypass when departing from the Presentation Convent Secondary School.
5. Previous Traffic Signals on bridge caused traffic congestion during peak periods due to poor synchronisation.
6. With respect to safety concerns, the Gardai noted the following locations:
 - 0 Baxter's Bridge - at intersection with the Dunmanway Road
 - 0 N71 on the eastern entrance to Bandon at location where road merges from 2 lanes to 1 on the bend
 - 0 Brinny Bridge operates satisfactorily as motorists need to slow down due to limited road width on the bridge.
7. The regional road network to the north of Bandon through Crossbarry and Halfway is used as a detour route in the case of an emergency on the N71
8. Speeds on approach to Bandon along the Dunmanway Road can be high and the footpath adjacent to the houses is narrow with a steep crossfall.
9. The Convent Hill/Kilbrogan Hill junction experiences heavy congestion some mornings during the school drop off period.

Suggested solutions:

1. Change the priority of the N71/Kilbrittain Road junction on the bypass, although the radius on the turn may still be problematic.
2. The mini roundabout at the intersection of the N71 and Kilbrittain Road needs to be improved. Traffic signals may be a viable option.
3. The Gardai were favourable to a northern bypass of the town in order to reduce traffic flows over the existing bridge and reduce congestion within the town
4. Change the priority of South Main Street/ Market Street junction to favour motorists travelling on the N71. This will relieve queuing on Patrick's Quay.



5. The temporary or permanent pedestrianisation of some of the town centre streets could help encourage more activity in the Town Centre.

Stakeholder plans for study area:

N/A

Other comments:

None

2.4 Cork County Council

2.4.1 Submissions in the form of written response and/or by meeting, have been received from the following sections of Cork County Council:

- 0 Local Elected Members
- 0 Heritage Unit

2.4.2 The key aspects of these submissions have been summarised and are presented in Tables 2.6 to 2.7.

Table 2.6 Local Elected Members of Cork County Council submission

local Elected Members of Cork County Council submission

Identified issues / problems:

1. Current direction of one-way system does not encourage business
2. Paid parking has a negative impact on trade
3. Current facilities for disabled users are very poor within the town

Suggested solutions:

1. Bandon Mart generated traffic needs to be taken into account during the study
2. Possibly reversing of the existing one-way system on Sullivan's Quay should be considered
3. Plan needs to address disabled access
4. Paid parking should be looked at in terms of encouraging trade
5. Consider a new eastern river crossing as part of a northern relief road
6. Complete the existing N71 bypass and improve gradient for HGVs
7. The public realm enhancement of the project needs to address the lack of facilities for disabled users
8. Consider restricting deliveries to early AM peak period relieving traffic congestion throughout the day
9. A school travel plan is required for improved walking/cycling facilities

Stakeholder plans for study area:



None

Other comments:

None

Table 2.7 Heritage Unit of Cork County Council submission

Heritage Unit of Cork County Council submission

Identified issues / problems:

1. In terms of conservation, the Conversation Officer will focus on the urban realm design and would feed directly into the Cork Co. Co. Architect Team.
2. The number of traffic signs in the town should be reduced where possible, in particular in areas of historical relevance e.g. the Methodist Church.
3. Bandon has a great range of historic and archaeological buildings which should be highlighted and promoted for tourists.
4. A greater effort should be made to improve signage for tourists to highlight areas of historic significance e.g. Town Wall
5. Alleyways off North and South Main Streets are archaeologically significant areas and should be improved in terms of better lighting, paving etc
6. Youghal and Middleton are good examples of areas which were developed to promote public realm and heritage sites

Suggested solutions:

1. A sub-chapter should be included in the final report on signage in Bandon, outlining best practice approach
2. The utilisation of special road paving/markings to highlight the location of the old Town Wall was discussed as a possible option.

Stakeholder plans for study area:

None

Other comments:

None



2.5 Relevant Business, Community and Special Interest Groups

2.5.1 Submissions in the form of written response and/or by meeting, have been received from the following groups and individuals:


- [REDACTED] ([REDACTED] [REDACTED])
- [REDACTED] ([REDACTED])
- [REDACTED] ([REDACTED])
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

2.5.2 The key aspects of the Relevant Business, Community and Special Interest Groups submissions have been summarised and are presented in Tables 2.8 to 2.15.

2.5.3 It should be noted, that the above list is not exhaustive and other written submissions have been received by concerned residents and people with a genuine interest in improving Bandon Town. With regard to privacy and confidentiality, these submissions have been noted and are included anonymously in the General Public submissions in Section 2.8 of this report.



Table 2.8 [redacted] submission

<div>  <div>submission</div> </div>
<p>Identified issues / problems:</p> <ol style="list-style-type: none"> 1. Having only one bridge crossing causes congestion in town centre 2. The priority at the Bandon Shopping Centre junction on South Main Street causes extensive queuing on Market Street which in turn blocks right turning traffic from St Patricks Quay causing queuing on St Patricks Quay which in turn backs up as far as St Patrick's Hill and the bridge at times. 3. Parking on both sides and insufficient width of South Main Street causes slow moving traffic which is exacerbated at times by HVGs and coaches 4. Right turning traffic causes delays at: <ul style="list-style-type: none"> 0 South Main Street/Oliver Plunket Street junction 0 St Finbarr's Place/Glasslinn Road junction 0 Bank Place 5. Often takes 30mins to travel from New Road to North Main Street via South Main Street (caused by the above points) 6. Poor priority at three junctions, each looped together by the one-way system, causes a knock-on effect at each junction (points 2 and 4 above) Lack of road markings, poor lane identification and geography of the town compounds this.
<p>Suggested solutions:</p> <ol style="list-style-type: none"> 1. Construct bridge crossing, maybe upgrade footbridge for cars 2. Install mini-roundabout at Bank Place. Do not return to traffic signals at junction. 3. Road marking and clear and improved lane designation at Pierce Street junction. 4. Change priority at: <ul style="list-style-type: none"> 0 Patrick Hill/ Bridge Place junction 0 Patrick Quay/ Market Street junction 0 South Main Street/ Market Street junction. 5. Restrict parking to one side along South Main Road and make parking angled as opposed to parallel 6. Public seating and pedestrian provided between parking zones 7. Consider banning HGVs on South Main Street 8. Redevelop South Main Street and Mcsweeney Quay to cater for both pedestrian and vehicles.



Stakeholder plans for study area:

N/A

Other comments:

Non-peak hour traffic is free flowing due to lack of signals (Bank Place).

■■■■■ full submission is included in Appendix G of this report

Table 2.9 ■■■■■ submission

■■■■■ submission

Identified issues / problems:

1. Bandon is not considered an attractive town to walk around
2. Riverview Shopping Centre has shifted the retail centre of gravity of the town resulting in reduced footfall on South Main Street.
3. A plan should be in place for the reinstatement of roadway/paths following the flood defence scheme/sewerage scheme works.

Suggested solutions:

1. This study should aim to improve the town centre attractiveness in line with works completed in areas such as Clonakilty.
2. Works completed in Westport are a good example of public realm improvements
3. Consider making Bridge Street and Market Street 1-way.
4. A previous report carried out by Matrix Associates was well received locally with a number of good ideas in terms of public realm enhancement. One aspect of the report which was not well received was the planned town centre HGV ban.
4. A second river crossing would be required to solve some of the existing traffic issues in the town and that a northern crossing has been presented in all previous studies in Bandon.
5. ARUP Consulting Engineers made a submission to the Bandon LAP review which outlines a potentially feasible route alignment for a second river crossing and link road from the N71 to Macroom Road.
6. This study should also present a short term alternative to reduce the number of HGVs in the Town Centre. Two alternative routes are:
 - 0 Route via Crossbarry
 - 0 Current N71 bypass of the town
7. A couple of issues which would need to be addressed on these routes, such as:
 - Some narrow sections along the Crossbarry road in particular at Brinny Bridge - this would need to be signalised as an interim measure
 - LO 0 The gradient on the south bypass road would need to be improved to be a viable alternative for HGVs



8. While these alternatives would facilitate most HGV movements, it would not allow for movements travelling from the North of Bandon to the South (or vice versa) without a having to undertake a significant diversion around the town. It was noted that the number of vehicles currently making these movements should be identified to see if it is an issue.

Stakeholder plans for study area:

None

Other comments:

The above issues/solutions were discussed during a steering group meeting

Table 2.10 [redacted] submission

[redacted] submission

Identified issues / problems:

1. Very poor surfacing on access to Bandon Mart from the N71
2. Very poor traffic management within the town centre
3. Absence of pedestrian friendly streets
4. Too few public amenities within the town
5. Pockets of dereliction should be removed
6. Many businesses have closed down in the last six years, post flooding. Increased effort is required to improve the viability of the town and to make it a more interesting and attractive place to visit, shop and socialise.

Suggested solutions:

1. Investment needed to upgrade the town
2. Improved pedestrian priority and visual aspect by landscape at St Peter's carpark and entrance Supervalu
3. Improve the amenity and pedestrian facilities of the eastern end of South Main Street ('old fish corner')
4. Reduce traffic congestion on New Road, Market Street and in town centre generally. Consider changing the priority of many of the town centre junctions
5. Consider the impact of reversing the direction of the one-way traffic on South Main Street to improve the visual impacts of Bandon and to promote business
6. Regeneration of North Main Street required

Stakeholder plans for study area:

None

Other comments:



██████ and ██████ have published many articles over recent years and have been very proactive in representing the town and its community. Refer to Appendix H of this report.

Table 2.11 ██████ submission

██████ submission

Identified issues / problems:

1. Because of its location, Bandon is not well placed for a tourist destination.

Suggested solutions:

1. To catch passing trade and have them stop a while should be the aim. All season activities are best. The heritage potential of the walls in my opinion will never do this.
2. The Bandon River is in my opinion the towns/areas greatest asset. This might be utilized/capitalised as follows:
 - 0 Walking trails along the riverbank from Baxter's Bridge to Innishannon or even Dunderrow. Investments would involve acquiring riverbank access, creation of trails, rafting and canoeing points/areas might be created.
 - 0 Signs to highlight vegetation, birds, animals and some history too perhaps (audio points might be considered).
 - 0 Free car parking areas at the midpoint (Bandon) and at either end are essential.
 - 0 A centre for orienteering and even changing facilities/coffee shop is important. Access to this venue from the riverbank is needed. Consider Kilbrogan Church or Town Hall.

Stakeholder plans for study area:

N/A

Other comments:

██████ full submission is included in Appendix I of this report

Table 2.12 ██████ submission

██████ submission

Identified issues / problems:



1. There are possible community educational benefits to be gained from an archaeological investigation during any excavation works planned for Bandon
2. Options for increasing town visits/activity during future construction works
3. Archaeological features including the old town wall of Bandon town are mapped

Suggested solutions:

Refer to full submission

Stakeholder plans for study area:

None

Other comments:

full submission is included in Appendix J of this report

Table 2.13 submission

submission

Identified issues / problems:

1. Bandon has been viewed as a market town rather than a tourist town but with thousands of tourists travelling westwards it is vital for the future of the town that enhancements are made and the town marketed to change this perception.
2. Improve the shopping/social experience and amenity for the east end of South Main Street to bring more balance to the town to counteract the effect of the Riverview Shopping Centre.
3. Areas in need of improvement include: Bridge Place, Harte's car park, Market Street, Market Quay, Car park under St Peters Church, South Main Street entrance to Riverview shopping Centre and North Main Street.

Suggested solutions:

1. Pedestrianise Bridge Place and increase pedestrian priority across Pearse Street
2. Consider overhead canopy covers to improve amenity
3. Tree planting at Harte's carpark to reduce the impact of the high wall and make more of a focal point to St Patrick's church.
4. Increase signage to Harte's car park to encourage west bound traffic to stop and park
5. Utilise existing vacant building for sale and provide a new street/lane to link South Main Street to Market Quay, midway along South Main Street.
6. Realise the potential of the Bell Ringers Hall for community use/library and the green space owned by St Patricks Church



7. Improve Market Street and Market Quay visually with improved amenity and pedestrian facilities. Suggestions include: lowering sections of the wall, planter boxes, wider footpaths and attractive street lighting.
8. Improve the South Main Street entrance to Riverview Shopping centre by acquiring vacant site and landscape to create an open space.
9. Improve the car park area visually under St Peters by means of landscaping
10. Improve North Main Street. Consider purchasing available space as a first step to the regeneration of this area. A bypass is needed to remove the large volumes of HGV traffic which use this street.

Stakeholder plans for study area:

None

Other comments:

██████████ full submission is included in Appendix K of this report

Table 2.14 ██████████ submission

██████████ submission

Identified issues / problems:

1. Need for capital injection together with a plan for the future
2. Bandon's traffic congestion needed to be solved to allow easier movement north/south and east /west
3. The main pedestrian routes involve walking through the town. There are very few options for pedestrians/cyclist to safely walk/cycle around the town, be it for leisure and fitness

Suggested solutions:

1. Construct a Northern Relief Road with a new bridge crossing allowing for the removal of HGVs from the town centre and providing an additional route to accommodate pedestrians and cyclists.

Stakeholder plans for study area:

None

Other comments:

N/A

Table 2.15 ██████████ submission

██████████ submission

Identified issues / problems:



1. St. Michael's Centre represents the interests of a wide range of older people and are keen that their voices are heard in future planning
2. As the local population ages and future trends point to an increase in the older age demographic in the future, there is a need for planning to take account of needs of this older, often less mobile, category
3. If plans are put in place to make areas safer, more accessible and aesthetically pleasing then everyone in the community will benefit

Suggested solutions:

The Network of Social Group members had representatives participating in the Age Friendly Town initiative three years ago. This was facilitated by a UCC student. The report is available at:

[REDACTED]

Stakeholder plans for study area:

None

Other comments:

An short extract from the above referenced report is included in Appendix L

2.6 Local Transport Operators

2.6.1 Submissions in the form of written response and/or by meeting, have been received from the following:

- 0 Bandon Marts
- 0 Bandon Co-Op
- 0 Local transport/haulage companies
- 0 Local car dealerships
- 0 Local material manufactures/suppliers

2.6.2 With regards to privacy and commercial sensitivity, the key aspects of the Local Transport Operator's submissions have been summarised and combined in Tables 2.16.

2.6.3 A complete and comprehensive statistical analysis of the travel questionnaires returned by the Transport Operators is included in Section 4.

Table 2.16 Local Transport Operator submissions (combined)

Local Transport Operator submissions (combined)

Identified issues / problems:

1. Traffic delays on north side of town and at the Bandon Bridge
2. Large volumes of HGVs through town
3. Inadequate radii at N71 Bypass mini-roundabout for HGVs
4. Insufficient delivery parking/set-down in town



5. Steep incline and poor sight lines at N71 Bypass/ Kilbrittain Road
6. Bad parking on South Main Street
7. Poor road surface on North Main Street
8. Traffic congestion during school drop-off/ collection times
9. Very poor road lighting at N71 Bypass/ Kilbrittain Road
10. Poor quality of N71 Bypass, town centre and R586 roads

Suggested solutions:

1. Extend existing one-way system
2. Improve N71 at mini roundabout and Kilbrittain Road junction
3. Improve R586 from Baxter's Bridge to N71

Stakeholder plans for study area:

N/A

Other comments:

None

2.7 General Public

- 2.7.1 Submissions have been received from the General Public by way of a general questionnaire and individual written statements. To maintain a certain degree of confidentiality and privacy, these submissions are summarised and pooled together in Table 2.17:

Table 2.17 General Public submission (combined)

General Public submission (combined)

Identified issues / problems:

1. More disabled parking spaces are needed and at more useful locations with adequate provisions such as sufficient width, dished footpaths and footpaths linked to the network. Special areas noted in need of attention are South Main Street (generally), Credit Union, Library, Discount Store, Market Street, Bandon Town Centre, 'Martin Keary's' and Maloney's Butchers.
2. Traffic congestion within the town
3. Dunmanway Road/North Main Street cannot cater for HGVs.
4. Lack of parking within the town
5. Poor Traffic Management leading to bottleneck at every junction daily
6. Uneven footpath and lack of street footpath
7. Poor surfacing on road leading to Bandon Mart



8. Absence of pedestrian-friendly streets and small public amenity areas
9. Traffic congestion along New Road, Market Street and South Main Street, Oliver Plunkett Street, St Finbarr's Place, the Bridge.
10. Poor aesthetics for traffic entering Bandon from the west.
11. North Main Street is a black spot in terms of dereliction
12. Market Quay used as a rat-run with excessive speeds
13. Poor public lighting on South Main Street
14. Bandon is not a pedestrian friendly town with a lack of crossing points, lack of maintenance, narrow footpaths and lack of dropped kerbs.
15. South Main Street shared access to Riverview Shopping Centre is dangerous for pedestrians due to conflict with reversing vehicles and poor pedestrian facilities. It is also visually very poor due to derelict sites.
16. Zebra Crossing is required across South Main Street near junction with Bridge Place
17. Pedestrian crossing on bridge is poorly marked with the lights too high, making the crossing unsafe

Suggested solutions:

1. Improve disabled parking provision
2. Another river crossing/northern relief road to ease traffic congestion within the town
3. Pedestrianize South Main Street
4. N71 Bypass mini-roundabout does not cater for HGV traffic
5. Wrong priority at N71 Bypass/ Kilbrittain road T-junction
6. Steep hill on the N71 Bypass resulting in HGVs travelling through town
7. Re-design the junction between New Road and Kilbrittain Road (at end of Bypass)
8. Restrict access to N71 Bypass from Connolly Street and Mill Road
9. Construct northern bypass from Innishannon to avoid need for bridge crossing
10. Raised table top junction at:
 - 0 Western end of South Main Street at SuperValu entrance
 - 0 Eastern end of South Main Street
 - 0 St Patricks Quay at the Chapel Steps
11. Regenerate the east end of South Main Street to incorporate a public amenity area and possibly the pedestrianisation of Bridge Street
12. Change priority at Market Street/South Main Street road junction
13. Remove fountain at Chapel Steps to facilitate right turn movements from St Patrick's Quay.
14. Consider permitting traffic to travel east-west along South Main Street



15. Restricting traffic movements on Market Street with signage or speed ramps and improved footpaths
16. Consider restricting vehicular access to Riverview Shopping Centre from South Main Street to disabled drivers and taxis. Upgrade the pedestrian facilities and the aesthetics of the area.
17. Provide Zebra Crossing across South Main Street near junction with Bridge Place to facilitate nearby car parks.
18. Widen footpath on Bridge Lane to accommodate buggies, wheelchairs
19. Reverse one-way flow on South Main Street and make Pearse Street one-way.
20. Improve pedestrian facilities to/from car parks including accommodating wheelchair use, i.e. improved widths, dropped kerbs.
21. Improve signage to car parks and to Town Centre
22. Give westbound traffic on the N71 Bypass priority at Bridge Place and at the Chapel Steps

Stakeholder plans for study area:

None

Other comments:

None



3. SCHOOLS CONSULTATION

3.1 Overview

3.1.1 School traffic is a significant contributor to congestion in the Bandon Town area during the peak periods. It is therefore important that this study understands the travel patterns associated with each of the local schools.

3.1.2 A total of 14 schools were contacted as part of the consultation process for the Bandon T-PREP. They were sent an introduction letter and a specifically designed schools questionnaire to complete and return. The schools contacted are listed in Table 3.1 below.

Table 3.1 Schools Contacted

School Name	School Type
Bandon Bridge National School	Primary School
Bandon Grammar School	Secondary School
Presentation College	Secondary School
Hamilton High School	Secondary School
Crossmahon National School	Primary School
Scoil Phadaig Noafa (Boys NS)	Primary School
St. Brogan's College	Secondary School
Laragh National School	Primary School
Teach na Nog	Montessori School
ECE Language School	Post-Secondary
Castlealack National School	Primary School
The Haven	Montessori School
Presentation Convent National School	Primary School
Gaelscoil Dhroichead na Banndan	Primary School

3.1.3 We received completed questionnaires/submissions from eight of the schools contacted. Appendix C provides the detail of the questionnaire which was provided to the schools.

3.1.4 A survey questionnaire was sent to each of the local schools. The questionnaire questions were grouped into a number of categories as follows:



- 0 School description
- 0 Cycling
- 0 Walking
- 0 Bus
- 0 Pick up and drop off
- 0 General traffic issues
- 0 Car parking
- 0 Staggered start times

3.1.5 There are five primary schools and four secondary schools within the study area. Crossmahon National School is located a short distance west of the study boundary, but given that their catchment is primarily within the study area, they are also considered to be a local school. The location of the local schools is shown below in Figures 3.1 to 3.3.

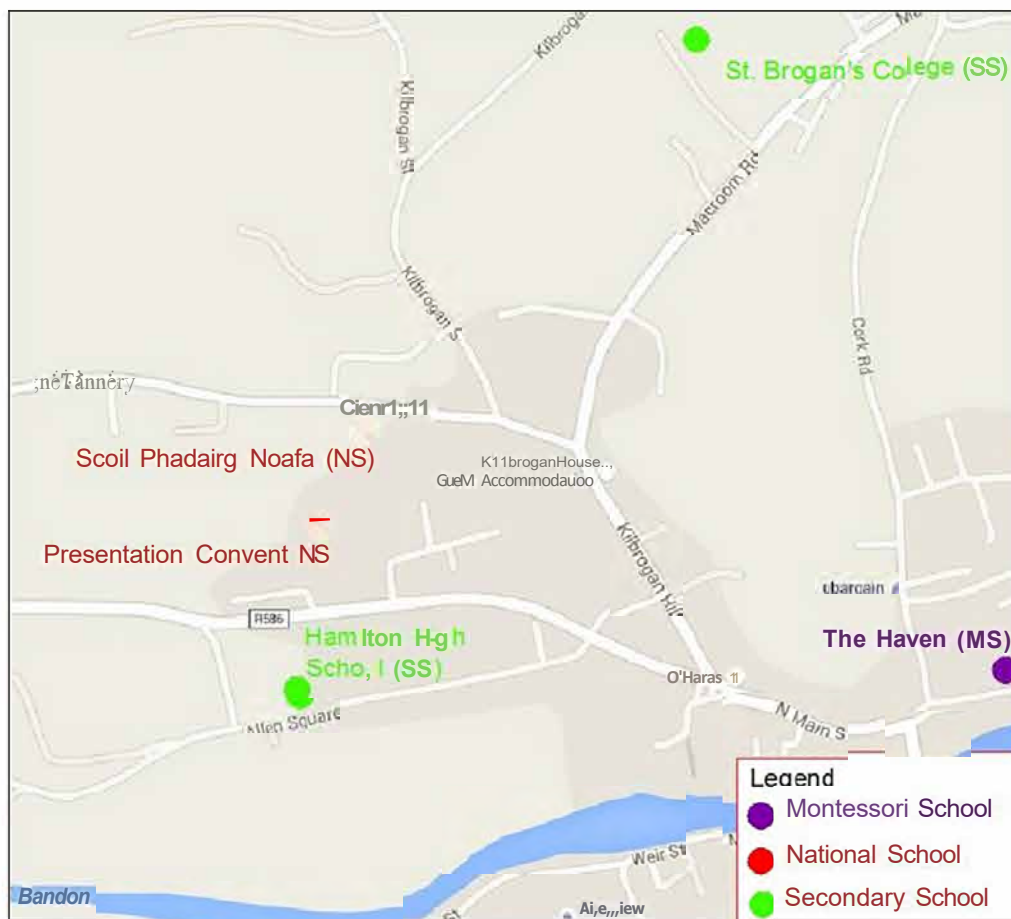


Figure 3.1 School locations north of Bandon Town

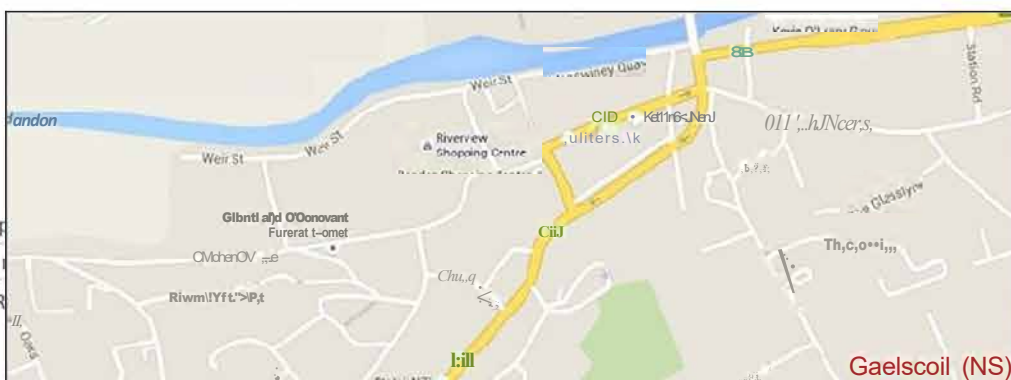




Figure 3.2 School locations south of Bandon Town

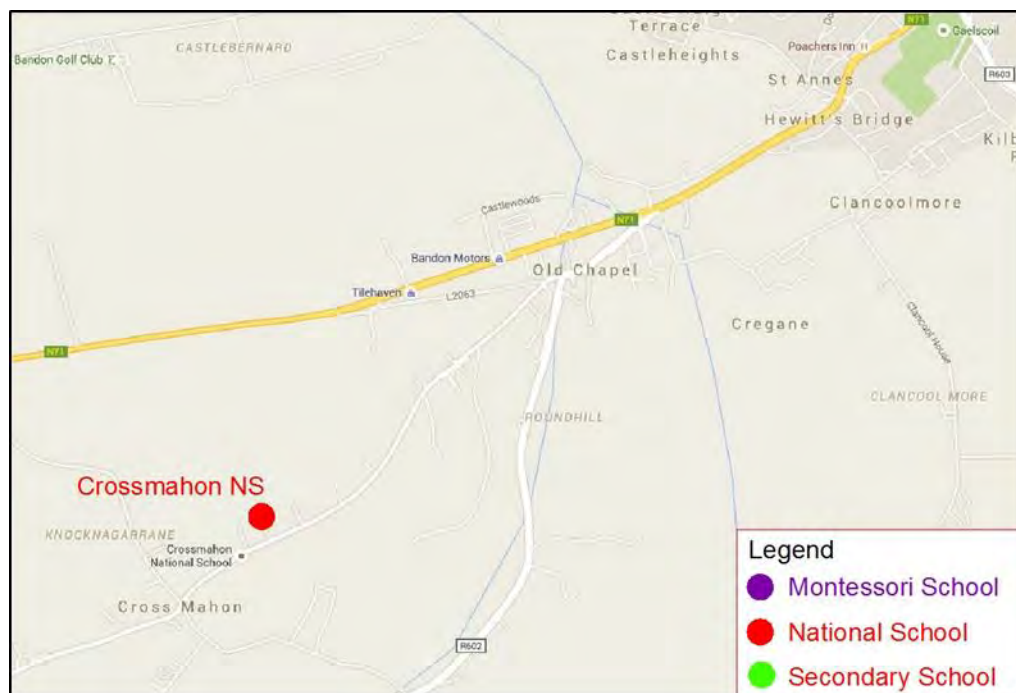


Figure 3.3 Crossmahon school location southwest of Bandon Town

- 3.1.6 A full statistical analysis of all the school questionnaires returned is included in Section 4.2 of this report.



3.2 Interviews with school personnel

3.2.1 All national primary and secondary schools within the study area were invited to participate in a consultation meeting with a member of the Bandon T-PREP team. This consultation gave the local schools an opportunity to talk through any issues or concerns they might have as well as providing a valuable source of information on travel behaviour in the study.

3.2.2 Principals and members of staff from the following eight schools accepted the invitation to take part in this phase of the consultation process:

- Bandon Bridge National School
- Bandon Grammar School
- Crossmahon National School
- Scoil Phadraig Noafa
- St. Brogan's College
- Presentation Primary School
- Hamilton National School
- Presentation College

3.2.3 The points raised and information gained from interviews with the schools above is outlined in the remainder of this section.



3.3 Bandon Bridge National School

3.3.1 The general characteristics of Bandon Bridge National School are outlined in Table 3.2 below.

Table 3.2 Characteristics of Bandon Bridge NS

Characteristics of Bandon Bridge NS	
Description of school	Mixed primary school
Number of pupils	213
No. of staff	20
School hours	8:55 to 14:35
Building opening hours	8:45 to 17:00

School Location and Catchment

3.3.2 The school is located south west of Bandon Town centre, circa 1.5km from Bandon Bridge. It is located on a steep and narrow access road serving Clancool Terrace and other residential developments.



Figure 3.4 Bandon Bridge NS location

3.3.3 The access road to the school has a junction with the N71 at an area known as Hewitt's Bridge.



- 3.3.4 Its catchment area is made up of the surrounding residential area and greater Bandon in general.

Traffic Issues

- 3.3.5 Traffic congestion occurs daily from 8:30 to 8:50 in the morning and from 14:15 to 14:40 in the afternoon. This is due to an inadequate set-down facility, narrow access road and lack of turning areas.

Walking

- 3.3.6 There are many students who access the school by walking.
- 3.3.7 Pedestrian facilities are very poor from the north (N71 direction). There are no footpaths along the access road north of the school. Because of the steep gradient, there is a concrete channel designed for drainage aligned along the edge of the road, which children tend to use as a footpath when dry.
- 3.3.8 There is a footpath provided along the school frontage and there is a narrow footpath to the south of the school which connects to the footpath network serving the greater Clancool area.
- 3.3.9 It is difficult for pedestrians to cross the N71 and the lack of connecting footpaths greatly impedes pedestrian access to the school and discourages remote set-down possibilities on the N71 (near the Preachers restaurant).
- 3.3.10 There is a pedestrian crossing provided on the N71 at the location of the mini roundabout with the Kilbrittain Road which is used by students walking from town but this is considered unsafe due to traffic speeds and poor visibility.

Drop Off and Pick Up Facilities

- 3.3.11 Drop off and pick up facilities are limited and involve cars reversing back into spaces adjacent to the footpath outside of the school. There are no turning facilities for parents who set down parallel to the road, so parents either use the surrounding back roads as a loop option or turn at the nearest T-junction to the south of the school.
- 3.3.12 There is a gated vehicular access to an internal car-park but this is restricted to staff and buses.

Cycling

- 3.3.13 Children do not cycle to school as the roads are perceived to be dangerous for cycling and too steep for primary school children to contend with on a daily basis.

Access to School by Bus

- 3.3.14 There are two dedicated school buses which travel to the school. The buses arrive at separate times and are allowed to access the school yard for set down / pick up purposes.

Staggered Start Times

- 3.3.15 It is not considered to be practical to change the school start/finish times.



3.4 Bandon Grammar School

3.4.1 The general characteristics of Bandon Grammar school are outlined in Table 3.3.

Table 3.3 Characteristics of Bandon Grammar School

Characteristics of Bandon Grammar School	
Description of school	Mixed secondary school (7-day boarding+ daytime)
Number of pupils	641
No. of staff	81
School hours	9:00 to 16:00
Building opening hours	7-day Boarding

School Location and Catchment

3.4.2 The school is located 1.5km southwest of Bandon Bridge. It has its own access off the N71. Access is also possible to the rear of the school via the estate roads of Clancool.



Figure 3.5 Bandon Grammar School location

3.4.3 Its catchment area is made up of the greater Bandon Area, West Cork, Cork County and Munster generally due to its boarding facility.

Traffic Issues

3.4.4 Traffic congestion is reduced significantly due to school drop/collection being catered for within the substantial school grounds.



3.4.5 No right turn access is permitted from the N71. All traffic exiting the school's entrance on the N71 has to turn left onto the Old Chapel Road from where all manoeuvres are then possible. This restriction limits the usefulness of the N71 road and places an increased burden on the rear access.

3.4.6 Access to the rear works well, although local residents have complained about the increased school related traffic using the narrow and substandard estate road network though Clancool.

Walking

3.4.7 Due to the schools boarding facility and its proximity to the town centre, there is a constant pedestrian activity to and from the school.

3.4.8 Pedestrian facilities are excellent within the school property. There is a public footpath on the northern (opposite) side of the N71. There are footpaths on the Clancool estate road but none on the last 100m of public road leading to the school rear entrance.

Drop Off and Pick Up Facilities

3.4.9 Drop off and pick up arrangements are accommodated within the school by way of an internal one-way system and segregated car and bus set-down areas. Short term and long term parking is also provided within the school grounds.

3.4.10 Because of the access restrictions on the N71, many parents use the rear access only or, similar to buses, enter by one entrance and exit by the other.

Cycling

3.4.11 Most children do not cycle to school as the roads are perceived to be dangerous for cycling.

3.4.12 There is currently no sheltered cycle parking area, but the school are amenable to installing a shelter if required.

Access to School by Bus

3.4.13 There are dedicated school buses which travel to the school and set-down within the school site. A separate submission from Bus Éireann raised concerns about the school access restrictions from the N71 (See Section 2.3.2 for detail).

Staggered Start Times

3.4.14 It is not considered to be practical to change the school start/finish times.



3.5 Crossmahon National School

3.5.1 The general characteristics of Crossmahon National School are outlined in Table 3.4.

Table 3.4 Characteristics of Crossmahon NS

Characteristics of Crossmahon NS	
Description of school	Mixed primary school
Number of pupils	222
No. of staff	18
School hours	9:00 to 15:15
Building opening hours	9:00 to 15:15

School Location and Catchment

3.5.2 The school is located 3.0km southwest of Bandon Bridge and 400m east of Crossmahon. It has a gated vehicular access to the school playground but this is not used for everyday use and is usually locked.



Figure 3.6 Crossmahon National School location

3.5.3 Its catchment area is made up of Crossmahon and the greater west Bandon area.



Traffic Issues

- 3.5.4 Traffic congestion is reduced significantly due to the school's informal policy to encourage parent to adhere to an informal one-way system which incorporates the road from Old Chapel, the N71 and a narrow rural county road which links both roads to form a triangular one-way system around the school.

Walking

- 3.5.5 The school is located in a very rural area and due to the lack of footpaths and the wider catchment area, it is consider too dangerous to walk to and from the school.

Drop Off and Pick Up Facilities

- 3.5.6 Drop off and pick up is accommodated at the side of the public road, by way of using a vacant parking space (dedicated for teachers) or setting-down on a 2.0m wide hard strip between the road and the school wall which extends east as far as the neighbouring dwellings.

Cycling

- 3.5.7 Most children do not cycle to school as the roads are perceived to be dangerous for cycling.

Access to School by Bus

- 3.5.8 There is a dedicated school bus set-down immediately outside the schools gate. Two buses transfer pupils to and from Killountain/Gaggan and Clancool areas.

Staggered Start Times

- 3.5.9 It is not considered practical or necessary to change the school start/finish times.



3.6 Scoil Phadraig Noafa

3.6.1 The general characteristics of Scoil Phadaig Noafa are outlined in Table 3.5.

Table 3.5 Characteristics of Scoil Phadraig Noafa

Characteristics of Scoil Phadraig Noafa	
Description of school	Boys primary school
Number of pupils	To be confirmed
No. of staff	To be confirmed
School hours	To be confirmed
Building opening hours	To be confirmed

School Location and Catchment

3.6.2 The school is located on Convent Hill, 750m north from Bandon Bridge. Convent Hill is a narrow (circa 6.0m wide), steep street with unregulated residential parking on both sides of the street.

3.6.3 The school provides on-site parking for its staff but it operates at capacity. Car and bus-set-down are provided outside the school.



Figure 3.7 Scoil Phadraig Noafa location

3.6.4 Its catchment area is made up of Bandon Town and surrounding area to the north.

Traffic Issues

3.6.5 The school has a significant impact on traffic congestion on Convent Hill and its junction with Kilbrogan Hill during school drop off and pick up times. This is due to the narrow width, steep incline and parking on both sides of the street. There is a lack of set-down and parking facilities which further exacerbate the situation.



Walking

- 3.6.6 There is a large percentage of children who walk to school. This could be encouraged even further with a remote a set-down area on Kilbrogan Hill requiring a short 3 to 5 min walk to the school.
- 3.6.7 Some students are set down at The Shambles area and walk to school via the Dunmanway Road and then via the adjoining Presentation Convent Girls National School. There is an internal pedestrian link between the two schools.
- 3.6.8 A lolly-pop lady helps children to cross Chapel Hill at its junction with Kilbrogan Hill. This service is also useful for children attending the close-by St Brogan's College.
- 3.6.9 Consideration should be given to signalling this junction.

Drop Off and Pick Up Facilities

- 3.6.10 There is a short drop-off area immediately south of the school which caters for 3 cars. The area immediately outside the school is reserved for bus set-down.
- 3.6.11 Parents also use the side of the street to temporarily park and bring their children to school. There is scope to provide additional set-down space in-lieu of parking and also encourage nearby set-down on Kilbrogan Hill.
- 3.6.12 Because of a lack of a turning area, cars turn where they set-down which can be unsafe and causes further congestion. Some cars use the wider section of road further to the north at The Tannery or the entrance to a residential courtyard car park area to carry out a 3-point turn.
- 3.6.13 Also, parents setting-down, turning and returning towards Kilbrogan Hill cause a doubling effect to the traffic congestion on Convent Hill.

Cycling

- 3.6.14 Most children do not cycle to school as the roads are perceived to be dangerous and too steep for cycling, especially for younger primary school children.

Access to School by Bus

- 3.6.15 There is a dedicated school bus set-down area immediately outside the school. Due to a lack of set-down facilities, a part-time traffic warden is required to patrol this area to ensure the bus set-down is kept clear for buses and to prevent cars from reversing at the entrance to the school car park, which is perceived to be dangerous due to small children walking on the adjacent footpath behind. The traffic warden only works 3 mornings per week and the congestion is considerably worse outside this period.

Staggered Start Times

It is not considered practical to change the school start/finish times.



3.7 St Brogan's College

3.7.1 The general characteristics of St Brogan's College are outlined in Table 3.6.

Table 3.6 Characteristics of St Brogan's College

Characteristics of St Brogan's College	
Description of school	Mixed secondary school
Number of pupils	460
No. of staff	51
School hours	9:00 to 15:30
Building opening hours	8:00 to 21:00

School Location and Catchment

3.7.2 The school is located on the Macroom Road, 900m north of Bandon Bridge. It has a gated vehicular access allowing car set-down and staff/visitor parking.



Figure 3.8 St Brogan's College location

3.7.3 Its catchment area is made up of Bandon Town and the greater Bandon area.

Traffic Issues

3.7.4 Traffic impacts are greatly reduced by allowing school set-down within the school grounds.

3.7.5 Students are not permitted to park within the school grounds. This has led to a number of students parking on the adjacent residential roads to the north which is perceived to be unsafe, unsightly and generally not welcomed by the local residents.



- 3.7.6 The Macroom Road is circa 7.5m wide with a relatively steep gradient passing the school. The school is located within a 50kmp speed limit zone but traffic speeds are excessively high along this section of road and traffic calming measures have been sought.

Walking

- 3.7.7 There are a large percentage of children who walk to school from their home within Bandon Town and also from the bus set-down area located at The Shambles.
- 3.7.8 There is a footpath with public lighting along the Macroom Road which is connected to the town's wider footpath network.
- 3.7.9 Circa 20 students drive to school, park within the adjacent residential estate road or on the footpath along a local country road known as the 'Cork Road' which is less than a 5 min walk away.

Drop Off and Pick Up Facilities

- 3.7.10 There is a set-down facility within the school. This is regulated by a short one-way system near the school building.
- 3.7.11 A further circular turning area is provided inside the school front gate to facilitate set down at this location.
- 3.7.12 Parents occasionally set-down on the side of Macroom Road at the school entrance.

Cycling

- 3.7.13 Most students do not cycle to school as the roads are perceived to be dangerous and too steep for cycling.

Access to School by Bus

- 3.7.14 The majority of school buses set-down at The Shambles area and students walk the short distance to the school (circa 10 mins).
- 3.7.15 One school bus which serves St Brogan's College travelling from the north, sets down at the school. This presents a safety concern as there are no adequate set down or crossing facilities and students are required to cross a busy and high speed road immediately in front or behind the parked bus.
- 3.7.16 The above practice should cease and the bus set-down at The Shambles area be used until such time as a formal bus set-down facility can be provided.
- 3.7.17 A planning application was made for a bus stop at this location but due to excessive costs, it was not implemented. This should be considered further.

Staggered Start Times

- 3.7.18 It is not considered practical or necessary to change the school start/finish times.



3.8 Presentation Primary School

3.8.1 The general characteristics of Presentation Primary School are outlined in Table 3.7.

Table 3.7 Characteristics of Presentation PS

Characteristics of Presentation PS	
Description of school	Girls primary school
Number of pupils	195
No. of staff	16
School hours	9:00 to 14:40
Building opening hours	8:30 to 15:00

School Location and Catchment

3.8.2 The school is located off the Dunmanway Road, 700m northwest of Bandon Bridge.



Figure 3.9 Presentation Primary School location

3.8.3 Its catchment area is made up of Bandon Town and the greater Bandon area.

Traffic Issues

3.8.4 The school has a gated vehicular access allowing access to an on-site school car park. School set-down is not permitted within the school grounds apart from disabled access.



- 3.8.5 The Dunmanway Road is circa 7.0m wide with a footpath linking the school to the town centre. The school is located within a 50kmp speed limit zone. Yellow rumble bar markings are located on the approach to the school from the town side.
- 3.8.6 The school entrance is located slightly off the main road and forms the minor road of a T-junction with a quiet estate cul-de-sac serving seven private houses.
- 3.8.7 The school's internal access road is steep, in the order of 8% (or 1/12).
- 3.8.8 There are no significant traffic congestion issues apart from when some parents set-down at the entrance to the estate/school which is not encouraged by the school.

Walking

- 3.8.9 There is a large percentage of children who walk to school from their home within Bandon Town and also from the bus set-down located at The Shambles.
- 3.8.10 There is a footpath with public lighting along the Dunmanway Road which is connected to the town's wider footpath network.
- 3.8.11 There is an internal pedestrian link between the Presentation Girls School and Scoil Phadaig Noafa boys school which allows children from both schools to gain access to either Convent Hill or Dunmanway Road.

Drop Off and Pick Up Facilities

- 3.8.12 Apart from disabled access, set-downs are not permitted within the school site. All set down occurs close to The Shambles, from where children walk to school.

Cycling

- 3.8.13 Children do not cycle to school as the roads are perceived to be dangerous for primary school children.

Access to School by Bus

- 3.8.14 The school bus sets-down in The Shambles area and school children walk the short distance to the school (circa 5 to 10 mins).

Staggered Start Times

- 3.8.15 It is not considered practical or necessary to change the school start/finish times.



3.9 Hamilton High School

3.9.1 The general characteristics of Hamilton High School are outlined in Table 3.8.

Table 3.8 Characteristics of Hamilton High School

Characteristics of Hamilton High School	
Description of school	Boys secondary school
Number of pupils	364
No. of staff	34
School hours	9:00 to 16:00
Building opening hours	8:30 to 16:10

School Location and Catchment

3.9.2 The school is located on Allen Square, 650m northwest of Bandon Bridge.

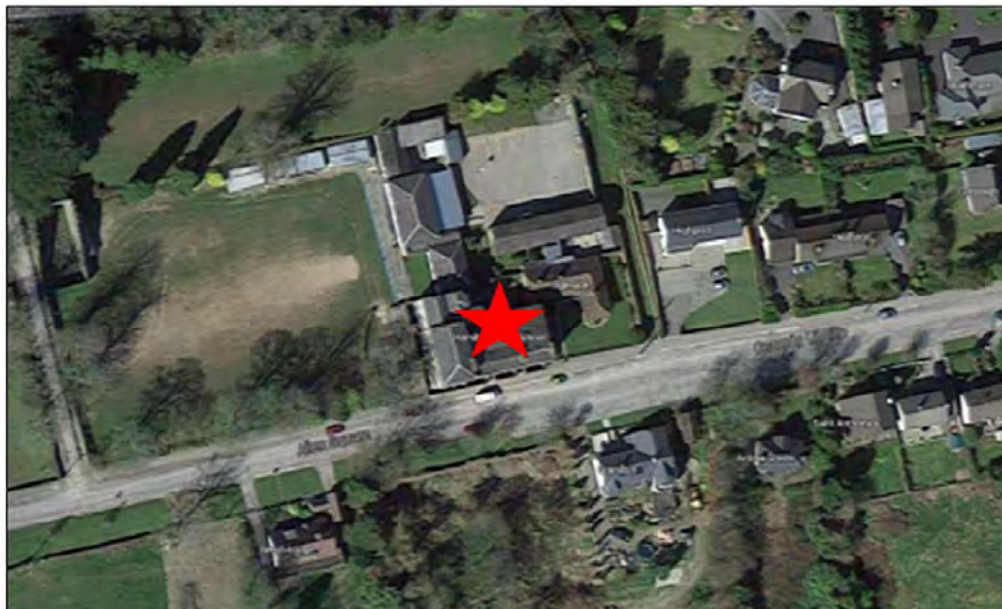


Figure 3.10 Hamilton High School location

3.9.3 Its catchment area is made up of Bandon Town and the greater Bandon area.

Traffic Issues

3.9.4 The main school building is accessed directly from a footpath. It does not have direct vehicular access. All parking is by way of a mixture of perpendicular and parallel parking along both sides of the public road.

3.9.5 This roadside parking is at capacity and at times causes further congestion along Allan Square.



- 3.9.6 Excessive traffic speeds combined with increased reversing manoeuvres and pedestrian activity leads to an unsafe situation. The school have been in touch with Cork County Council in relation to parking and speed control ramps.

Walking

- 3.9.7 There is a large percentage of students who walk to school from their home within Bandon Town and also from the bus set down located at The Shambles.
- 3.9.8 There is a footpath with public lighting along Allen Square which is connected to the town's footpath network.

Drop Off and Pick Up Facilities

- 3.9.9 Unregulated set-downs occur along the road side usually where there is vacant space. Remote set-down at The Shambles area could be encouraged and students would have a 10 minute walk to school from there.

Cycling

- 3.9.10 Students are encouraged to cycle but there has been little uptake. There is no on-site bicycle parking facilities.

Access to School by Bus

- 3.9.11 The school bus sets-down in The Shambles area and students walk the short distance to the school (circa 5 to 10 mins).

Staggered Start Times

- 3.9.12 It is not considered practical or necessary to change the school start/finish times.



3.10 Presentation Convent

3.10.1 The general characteristics of Presentation Convent are outlined in Table 3.9.

Table 3.9 Characteristics of the Presentation Convent

Characteristics of the Presentation Convent	
Description of school	Girls secondary school
Number of pupils	518
No. of staff	52
School hours	9:15 to 15:55
Building opening hours	8:00 to 18:00

School Location and Catchment

3.10.2 The school is located on a rural country road just off the N71 Bypass, 750m south of Bandon Bridge.



Figure 3.11 Presentation Convent location

3.10.3 Its catchment area is made up of Bandon Town and the greater Bandon area.

Traffic Issues

3.10.4 Staff and visitor parking is catered for within the site. No student parking is available. Traffic congestion occurs at the junction with the N71 bypass. The problem is exacerbated by the location of a pedestrian crossing located on Casement Road to facilitate the nearby Gaelscoil. Congestion also arises from cars wishing to access the Presentation Convent and when buses are parked waiting to collect students.



- 3.10.5 There are two main road safety concerns attributed to the public road network. The first refers to very poor visibility to the right (east) due to insufficient sight lines along the N71 bypass from the minor road. The second issue refers to high traffic speeds on the N71 and a substandard pedestrian crossing.

Walking

- 3.10.6 A large percentage of students walk to school from their home within Bandon Town.
- 3.10.7 There is a footpath along the N71 Bypass and along Casement Road. The footpath then enters the school property close to the N71 junction. Public lighting could be improved at this location with increased signage.
- 3.10.8 A student was struck by a car while using the crossing a few years ago. The crossing is wide with no tactile paving and the dropped kerbs opposite each other are slightly staggered. The pedestrian push button is also incorrectly located.
- 3.10.9 Rumble strips have been asked for by the school near the school entrance.

Drop Off and Pick Up Facilities

- 3.10.10 Set-down is catered for within the school site and does not present a problem. The school operate an efficient separate in/out system which works well in terms of car and bus set-down.

Cycling

- 3.10.11 Students are not encouraged to cycle to school as it is perceived to be too dangerous in terms of traffic speed, lack of facilities and steep road gradients. There is a cycle rack on-site.

Access to School by Bus

- 3.10.12 School buses can set-down within the school property in the morning as the bus arrival times are staggered accordingly. Bus pick-up in the afternoon occurs at the same time and therefore buses park along the public road adjacent to the school entrance and also closer to the N71 junction. There can be as many as seven buses waiting to collect students.
- 3.10.13 There is a need for a roadside footpath, better defined bus set-down area and improved public lighting.

Staggered Start Times

- 3.10.14 It is not considered practical or necessary to change the school start/finish times.



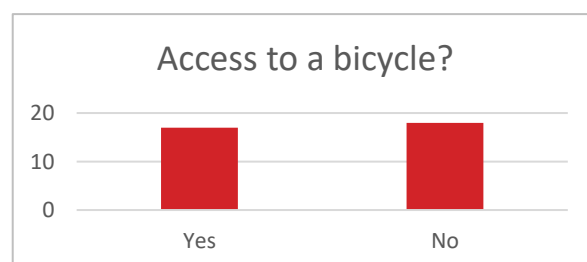
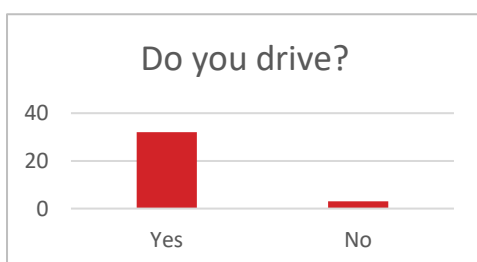
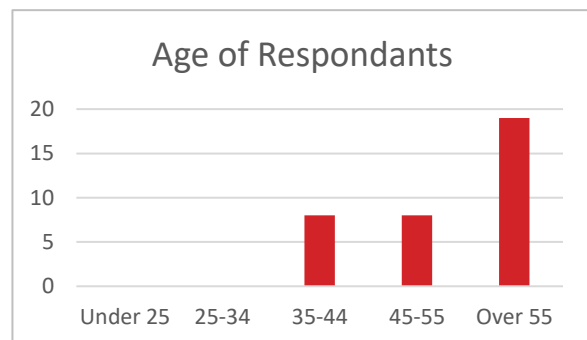
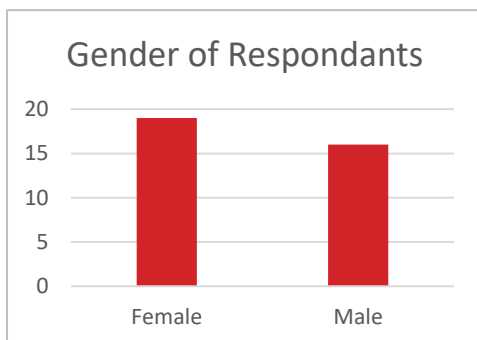
4. QUESTIONNAIRE ASSESSMENT

4.1 General Public Questionnaire

- 4.1.1 The following is the statistical information gathered from a total of 35 questionnaires completed by members of the general public. Whilst the sample rate is not sufficiently high to enable a disaggregation of findings, the results do provide a good overview of the perceived quality of transportation in Bandon and the key issues which need to be addressed.

General profile of respondents

- 4.1.2 A total of 54% (n=19) of the respondents were female and 46% (n=16) were male.
- 4.1.3 A total of 54% (n=19) of the respondents were over 55, 23% (n=8) were between 45 and 55 and 23% (n=8) were between 35 and 44 years old. None of the respondents were under 35 years.
- 4.1.4 A total of 91% (n=32) of the respondents used a car and 9% (n=3) did not.
- 4.1.5 A total of 49% (n=17) of the respondents had access to a bicycle and 51% (n=18) did not.

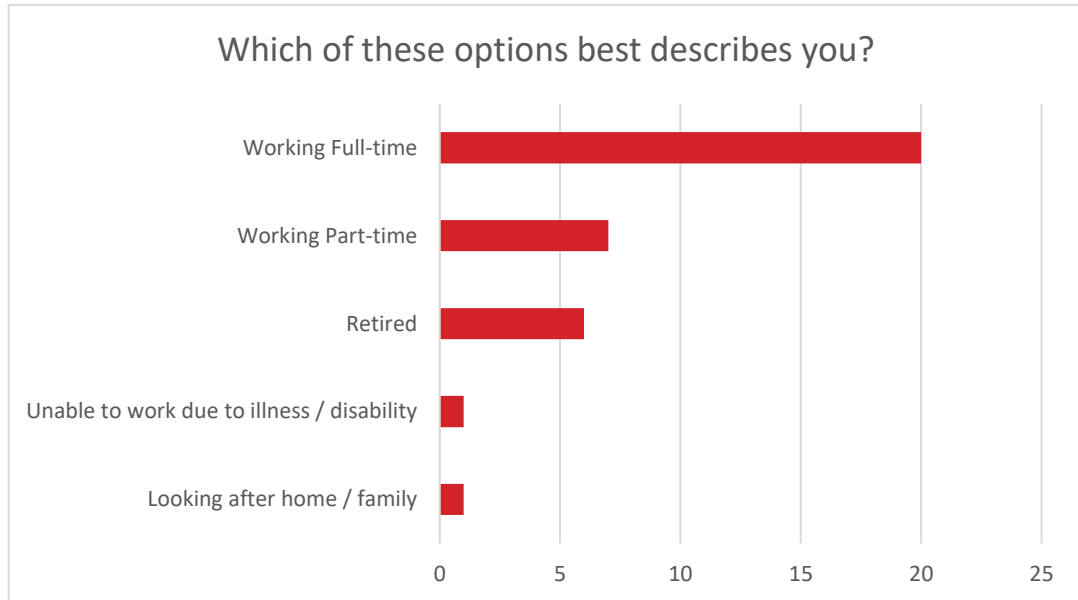


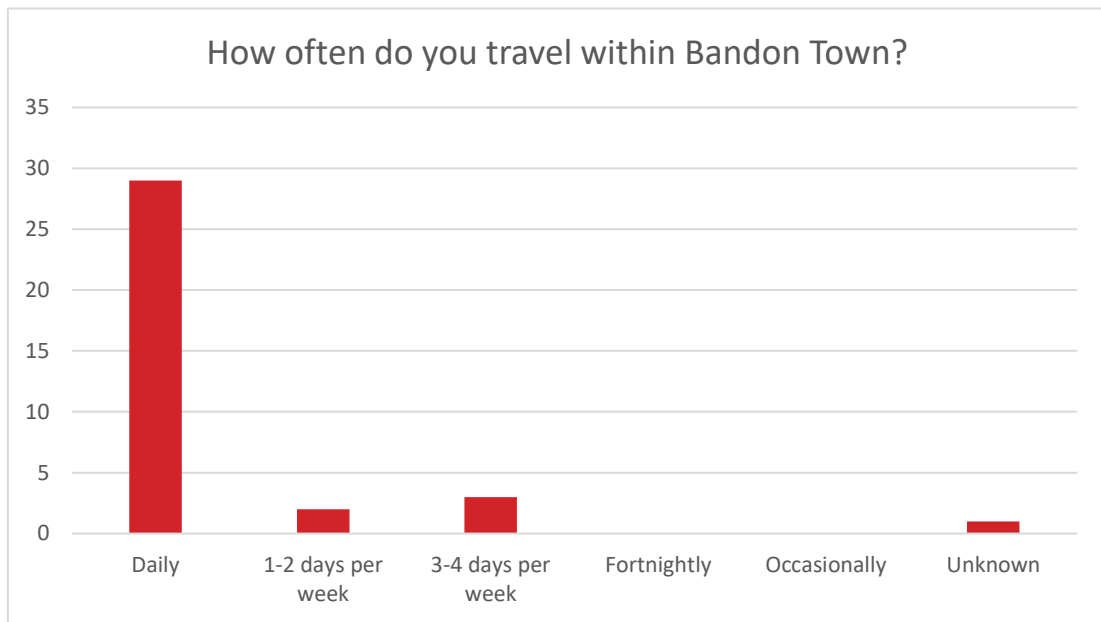
- 4.1.6 The respondents were asked about their employment status. A total of 57% (n=20) stated they worked full-time, 20% (n=7) part time, 17% (n=6) were retired, 3% (n=1) looked after home/family and 3% (n=1) were unable to work due to an illness/disability.
- 4.1.7 Of the respondents who said that they worked or studied, 70%, (n=19) stated they worked in Bandon Town, 15% (n=4) worked in Cork City and 4% (n=1) each worked in Skibbereen, Kilbrittian and Clonakilty.



4.1.8

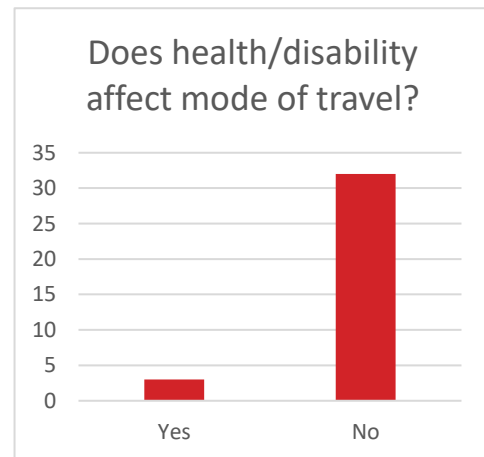
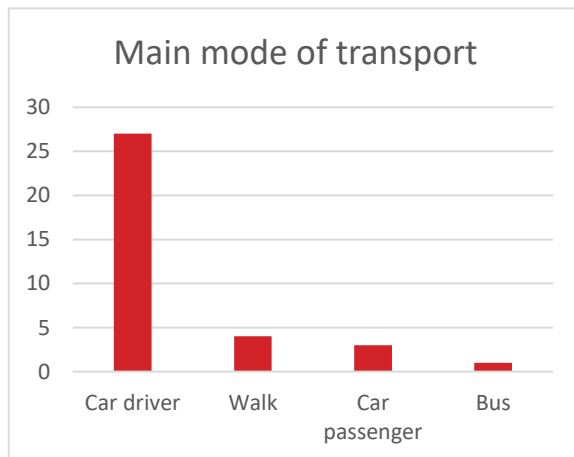
The respondents were asked how often they travel within Bandon Town. A total of 83% (n=29) stated they travel within Bandon daily, 6% (n=2) 1-2 days per week, 9% (n=3) 3-4 days per week and 3% (n=1) did not specify.



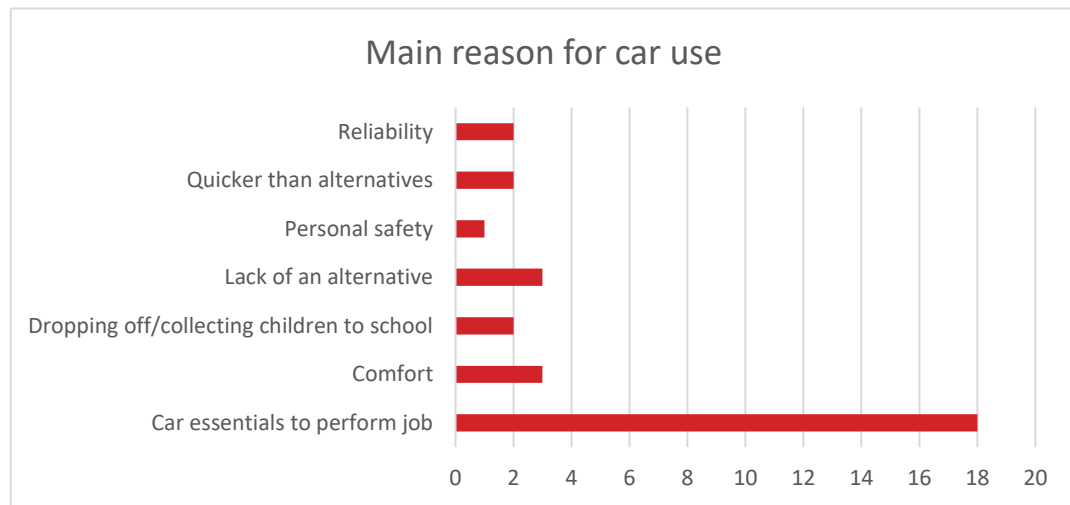


Travel Mode

- 4.1.9 The respondents were asked about which mode of travel they use most often. A total of 77% (n=27) stated that they drive a car most often, 11% (n=4) walk, 9% (n=3) are a car passenger and 3% use the bus.
- 4.1.10 A total of 91% (n=32) of respondents stated that they did not have a health problem/disability which affects their mode of travel and 9% (n=3) did have a health problem/disability.



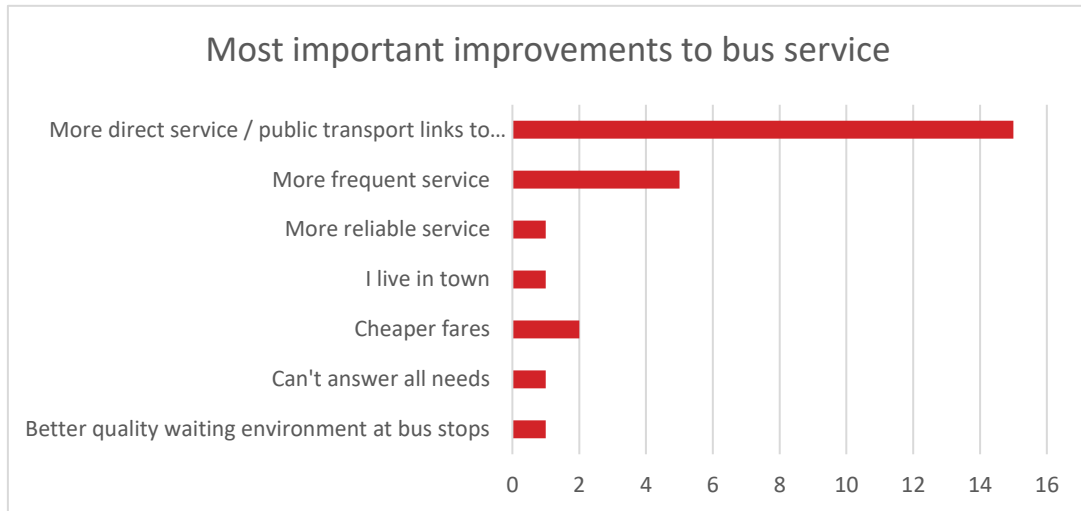
- 4.1.11 When asked what was the main reason for using a car, 58% (n=18) stated that a car was essential for work, 10% (n=3) stated comfort, 10% (n=3) stated lack of an alternative and 6% (n=3) each gave the reasons of school runs, quicker, and more reliable means of travel. A total of 3% (n=1) gave the reason of personal safety.



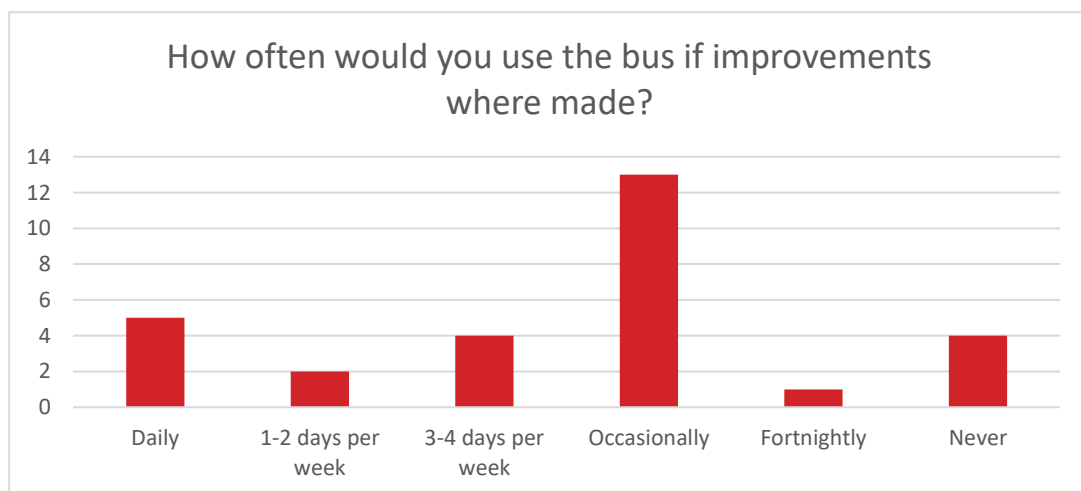


Public Transport

- 4.1.12 In respect to public transport and specifically to bus use, 58% (n=15) of respondents stated that a more direct service would be the most important improvement measure that could be made to the existing bus service. A total of 19% (n=5) stated that a more frequent service and 8% (n=2) stated cheaper fares.



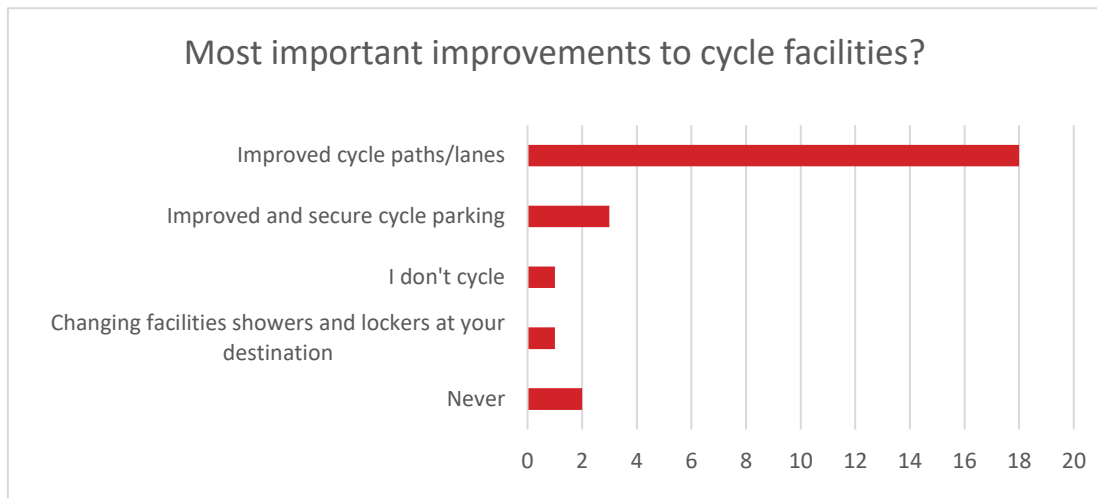
- 4.1.13 When asked how often each respondent would use the bus if their suggested improvement was made, over 45% (n=13) stated occasionally, 17% (n=5) daily, 14% (n=4) 3-4 days per week, 14% (n=4) never, 7% (n=2) 1-2 days per week and 3% (n=1) stated fortnightly.



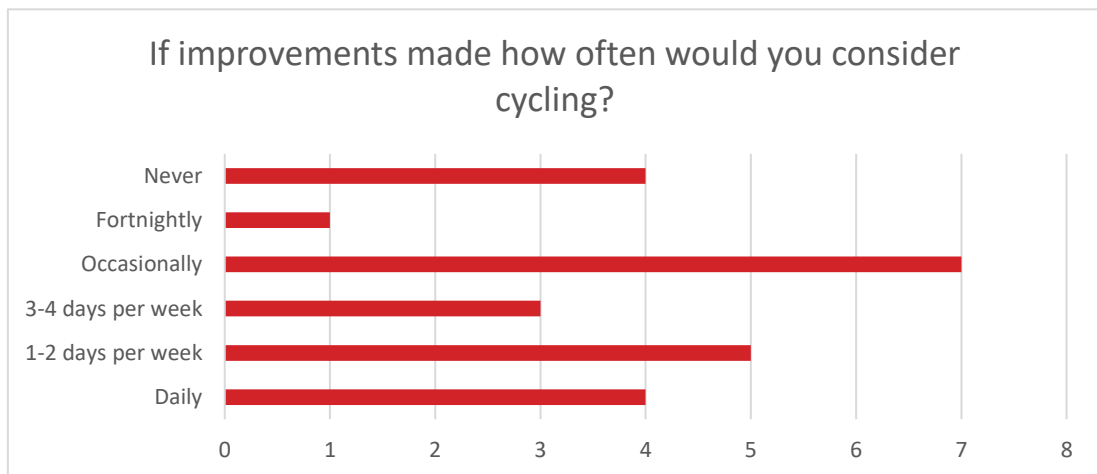


Cyclists

- 4.1.14 With respect to cycling, 72% (n=18) of respondents stated that improved cycle paths/lanes as the most important improvement measure that could be made to the existing cycling facilities. A total of 12% (n=3) stated improved and secure parking and 4% (n=1) stated that changing facilities/showers/locker at their destination point would be the most important improvement.



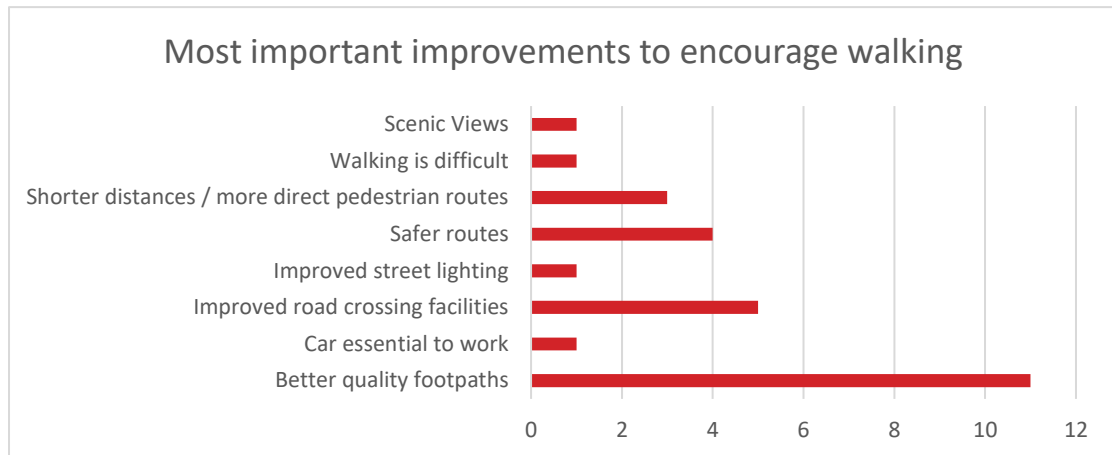
- 4.1.15 When asked how often each respondent would cycle if their suggested improvement was made, 29% (n=7) stated occasionally, 21% (n=5) stated 1-2 days per week, 17% (n=4) daily, 17% (n=4) never, 13% (n=3) 3-4 days per week and 4% (n=1) stated fortnightly.



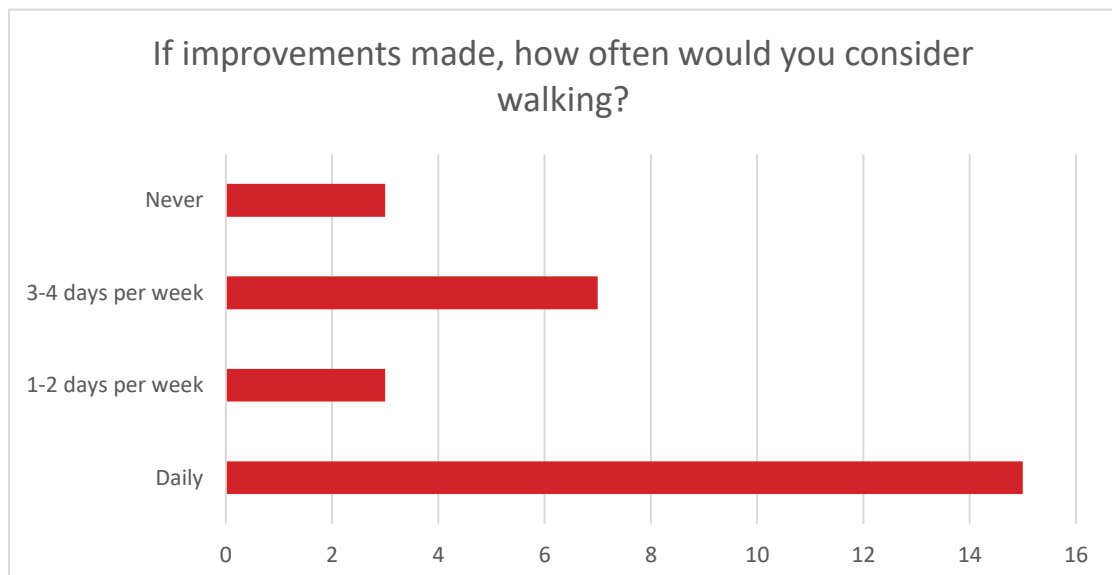


Pedestrians

- 4.1.16 With respect to walking, 41% (n=11) of respondents stated that better quality footpaths as the most important improvement that could be made to the existing pedestrian facilities. A total of 19% (n=5) stated improved road crossings and 15% (n=4) stated that safer routes would their most important improvement. A total of 11% (n=3) stated shorter distance/more direct routes and 4% (n=1) each stated improved street lighting, walking is difficult and that a car is essential to work.



- 4.1.17 When asked how often each respondent would walk if their suggested improvement were made, 54% (n=15) stated daily, 25% (n=7) stated 3-4 days per week and 11% (n=3) each stated 1-2 days per week and never.





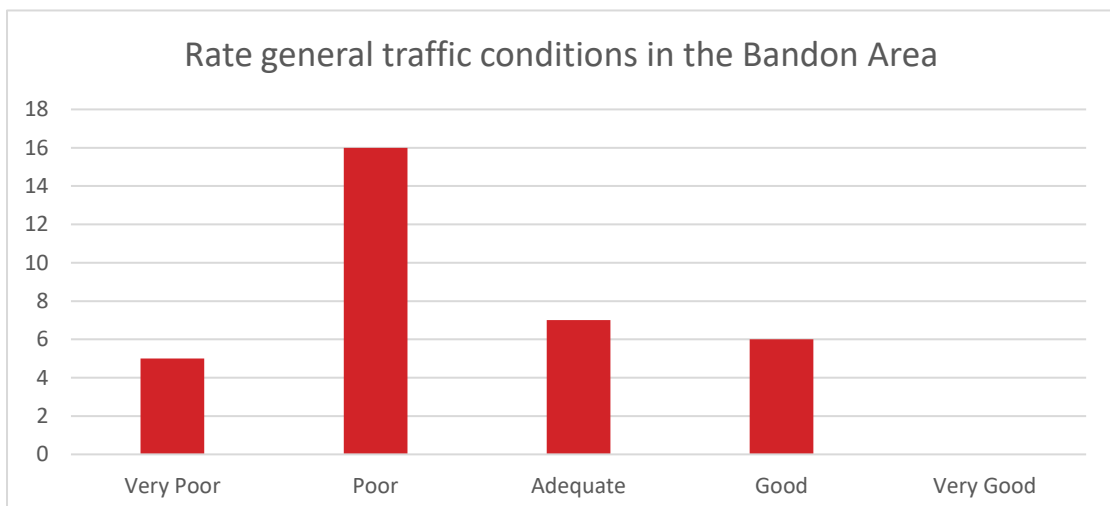
Parking

- 4.1.18 When asked where each respondent usually parked when travelling to Bandon Town, 31% (n=11) stated Town Centre off-street car park, 28% (n=10) stated free on-street cap park, 17% (n=6) stated a staff car park, 14% (n=5) paid for on-street parking, 6% (n=2) used an off-street car park outside of town and 3% (n=1) each paid for private parking and other (SuperValu).



Public perception

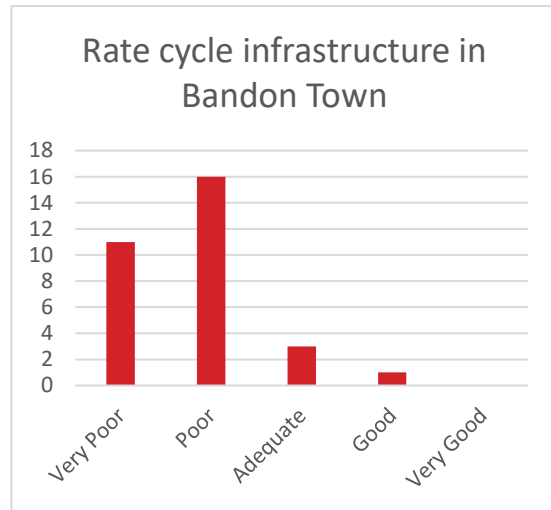
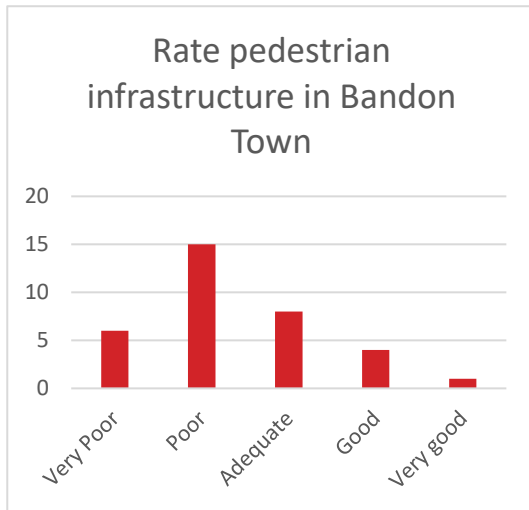
- 4.1.19 In terms of public perception, 47% (n=16) of respondents stated that they rate the general traffic conditions in Bandon area as poor, 21% (n=7) as adequate, 18% (n=6) as good and 15% (n=5) as very poor.



- 4.1.20 A total of 44% (n=15) of respondents stated that they rate pedestrian infrastructure in Bandon Town as poor, 24% (n=8) as adequate, 18% (n=6) as very poor, 12% (n=4) as good and 3% (n=1) as very good.

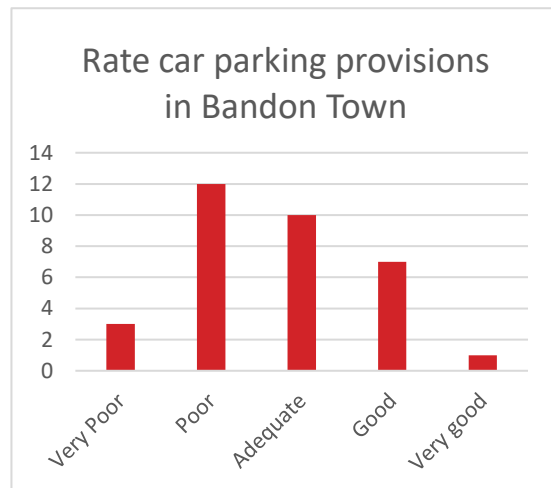
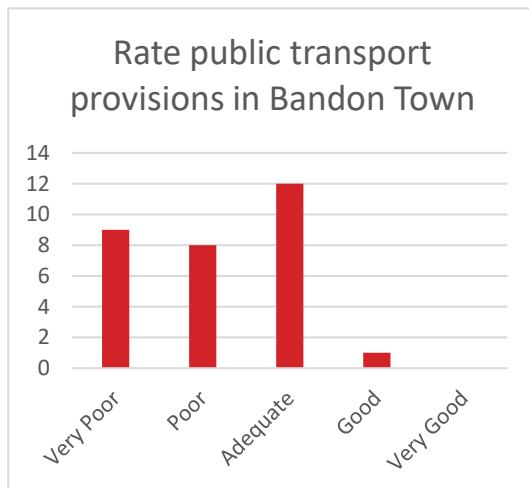


- 4.1.21 A total of 52% (n=16) of respondents stated that they rate cycle infrastructure in Bandon Town as poor, 35% (n=11) as very poor, 10% (n=3) as adequate and 3% (n=1) as good.



- 4.1.22 A total of 40% (n=12) of respondents stated that they rate public transport provision in Bandon Town as adequate, 30% (n=9) as very poor, 27% (n=8) as poor and 3% (n=1) as good.

- 4.1.23 A total of 36% (n=12) of respondents stated that they rate car parking provision in Bandon Town as poor, 30% (n=10) as adequate, 21% (n=7) as good, 9% (n=3) as very poor and 3% (n=1) as very poor.





4.2 School's Questionnaire

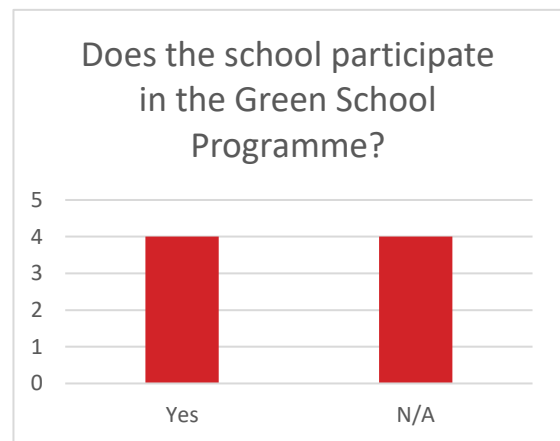
4.2.1 The following is the statistical information gathered from a total of eight questionnaires completed by the local schools.

School Travel Plans

4.2.2 The respondents were asked if there was a travel plan co-ordinator or a post with specific responsibilities for the development of a travel plan in the school. Only one school had a travel plan developed by their School Development Committee and the remaining schools stated that no such travel plan existed in their school.

4.2.3 Half of the surveyed schools stated that their school participated in the Green School Programme. These were all the primary school. The other 50% (n=4) did not have a Green School Programme. These were all the secondary school.

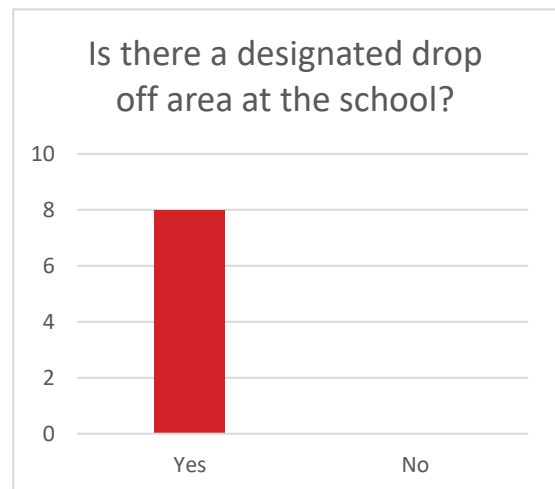
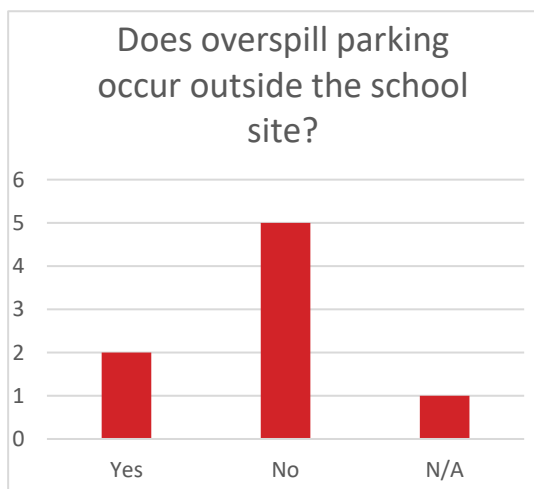
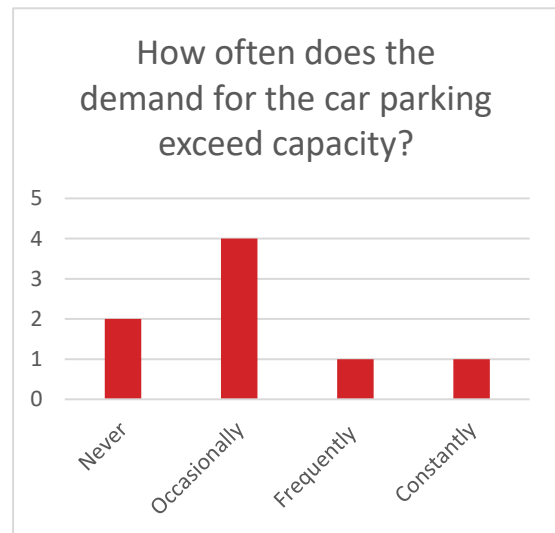
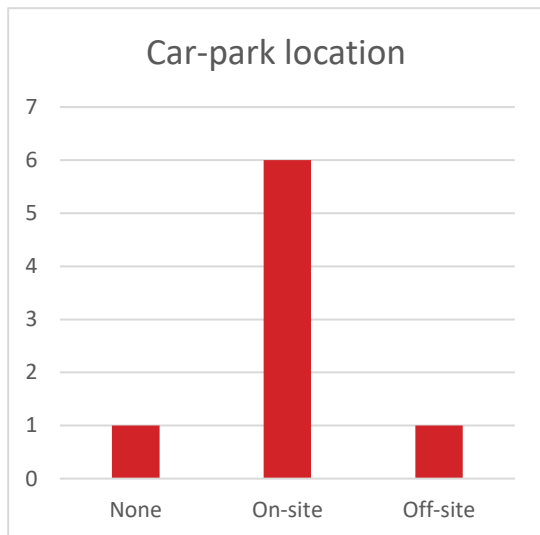
4.2.4 Of the surveyed schools, all but one stated that there was no personalised travel plan available for staff and the other school did not answer the question.





School Parking

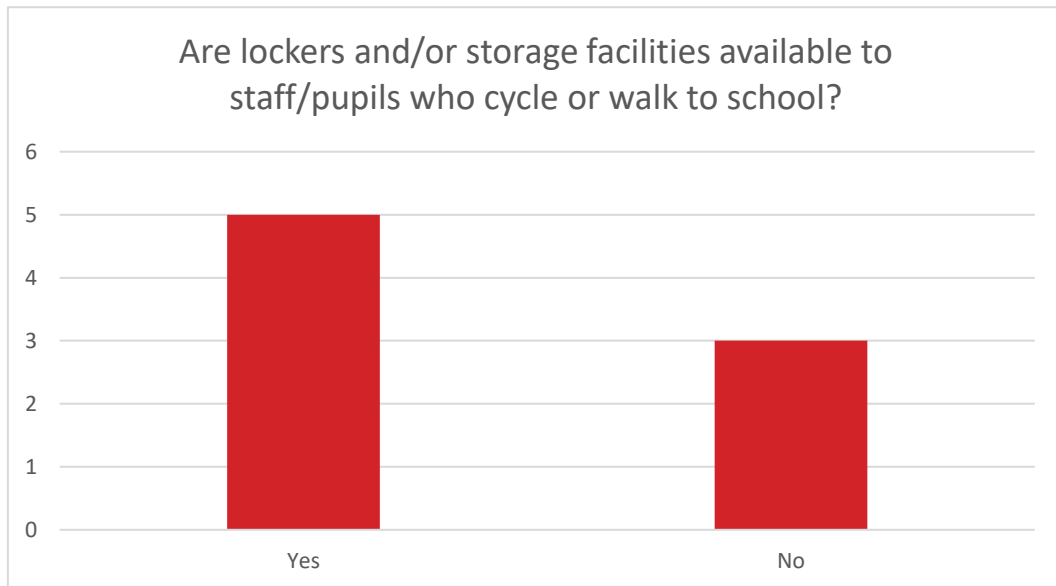
- 4.2.5 A total of 6 schools (75%) stated that they had a car park on the site of the school, 1 school had an off-site car park and 1 school had no car park designated for the school.
- 4.2.6 The respondents were asked how often the demand for the car parking exceeded capacity. Two of schools (25%) stated that demand for car parking never exceeded capacity, 4 schools (50%) stated occasionally, 1 school stated frequently and one school stated constantly.
- 4.2.7 The respondents were asked if overspill parking was observed in the surrounding roads. A total of 25% (n=2) observed overspill in the surrounding roads, 62.5% (n=5) observed no overspill and 1 school did not supply an answer.
- 4.2.8 When asked if there was a designated drop-off area at school for pupils, 100% (n=8) of schools had a designated drop off area.





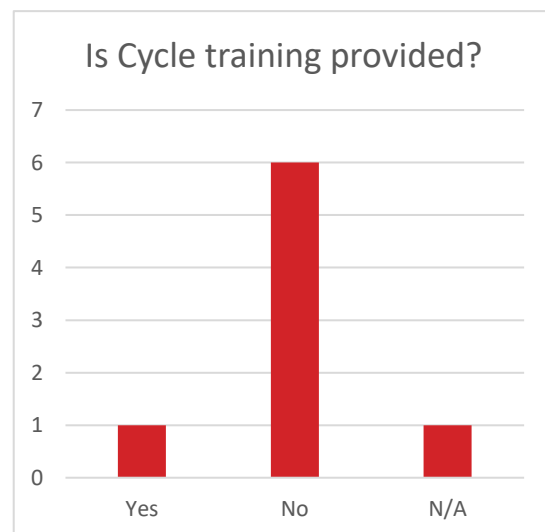
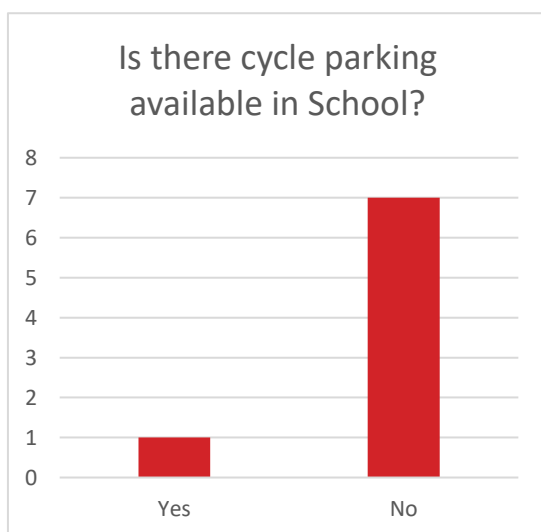
School Lockers

- 4.2.9 Respondents were asked are lockers/storage facilities available to staff /pupils who cycle or walk to work. A total of 62.5% (n=5) of the respondents provide locker/storage areas and 37.5% (n=3) did not have facilities.



Cycling to school

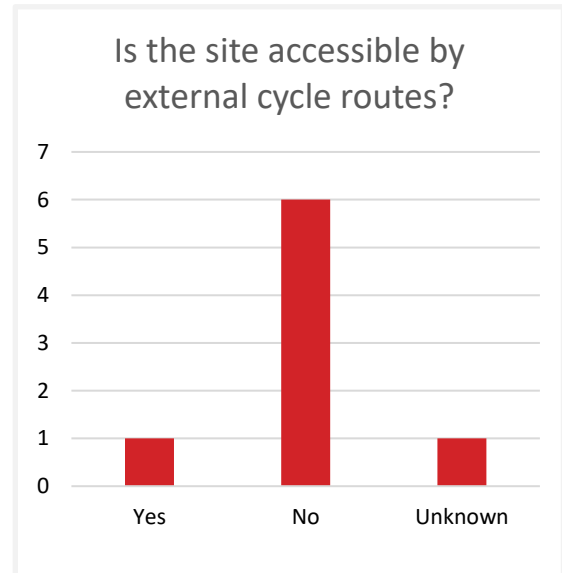
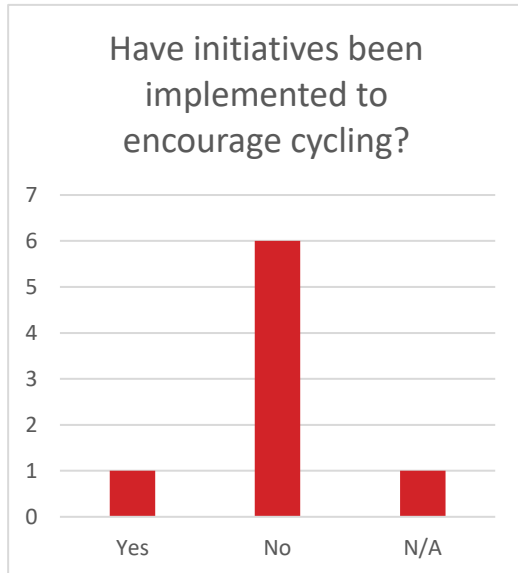
- 4.2.10 When asked is there cycle parking available within the school grounds, 1 school had on-site cycle parking facilities and 7 schools (87.5%) did not have cycle parking.
- 4.2.11 Respondents were asked if cycle training was provided to their pupils. One school did provide training and 6 schools (75%) did not. One school did not answer the question.





4.2.12 One school responded that it had initiatives implemented to encourage cycling and 6 schools (75%) had no initiatives implemented. One school did not answer the question.

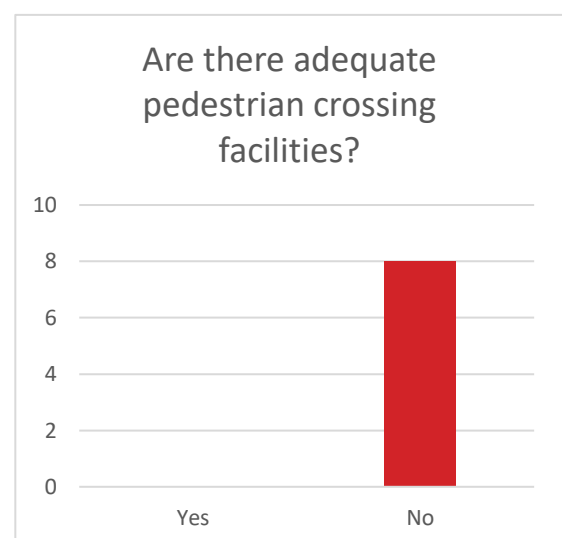
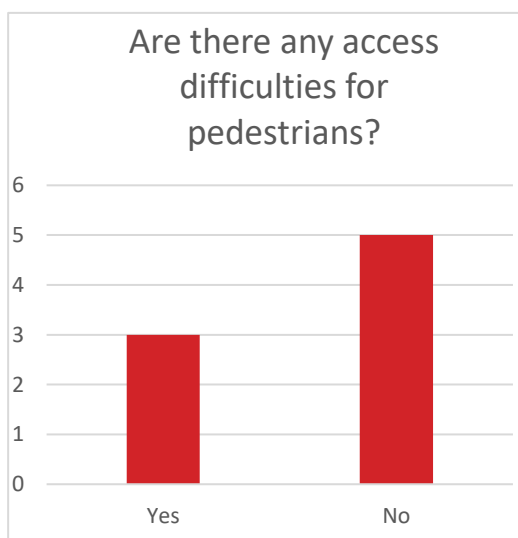
4.2.13 Respondents were asked was the school site accessible by external cycle routes. One school responded that it was accessible by an external cycle route and 6 schools (75%) were not accessible. One school did not know.



Walking to school

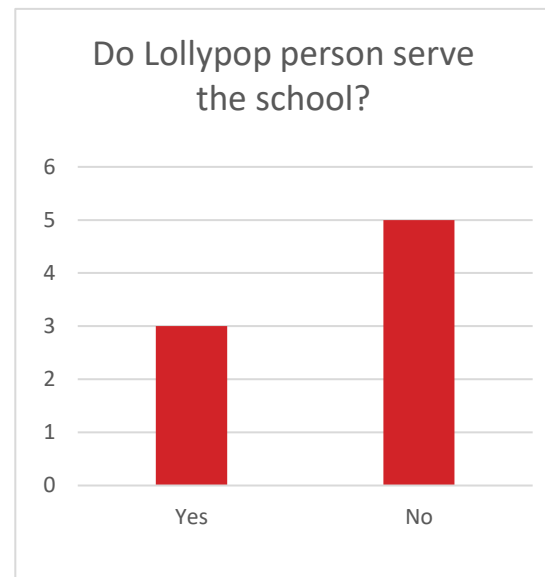
4.2.14 When asked if there are any access difficulties for pedestrians travelling to school, a total of 37.5% (n=3) of the respondents did have difficulties for pedestrians and 62.5% (n=5) did not have any difficulties.

4.2.15 When asked if there were adequate pedestrian crossing facilities to access the school, 100% of the schools (n=8) responded that there was not adequate crossing facilities.



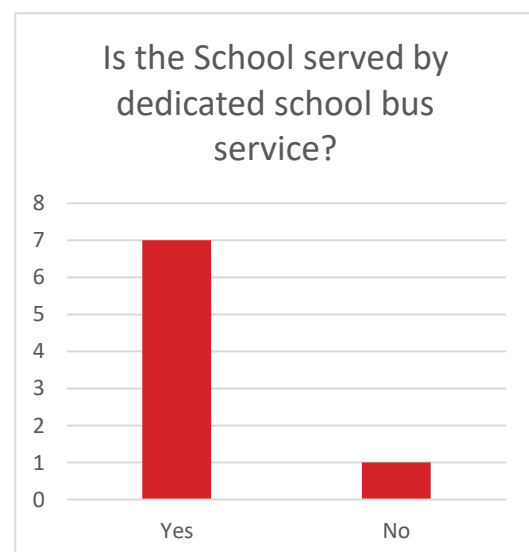
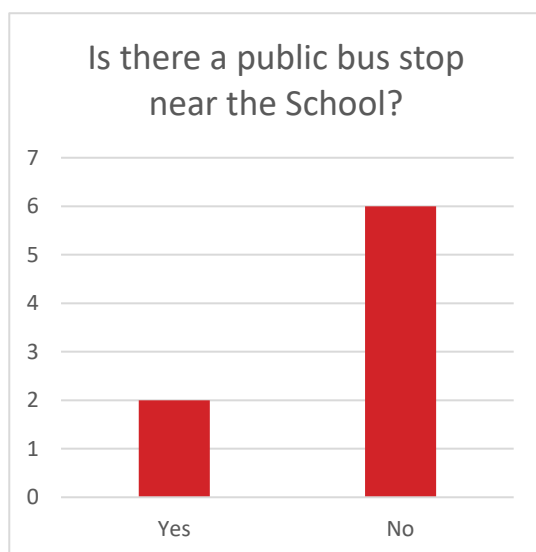


- 4.2.16 When asked have there been any 'Safer Routes to School' assessments for pedestrians, a total of 25% (n=2) stated they have had these programmes or similar assessments done for their schools and 75% (n=6) did not.
- 4.2.17 A total of 38% (n=3) have a Lollypop person serving their school and 62% (n=5) had no lollypop person.



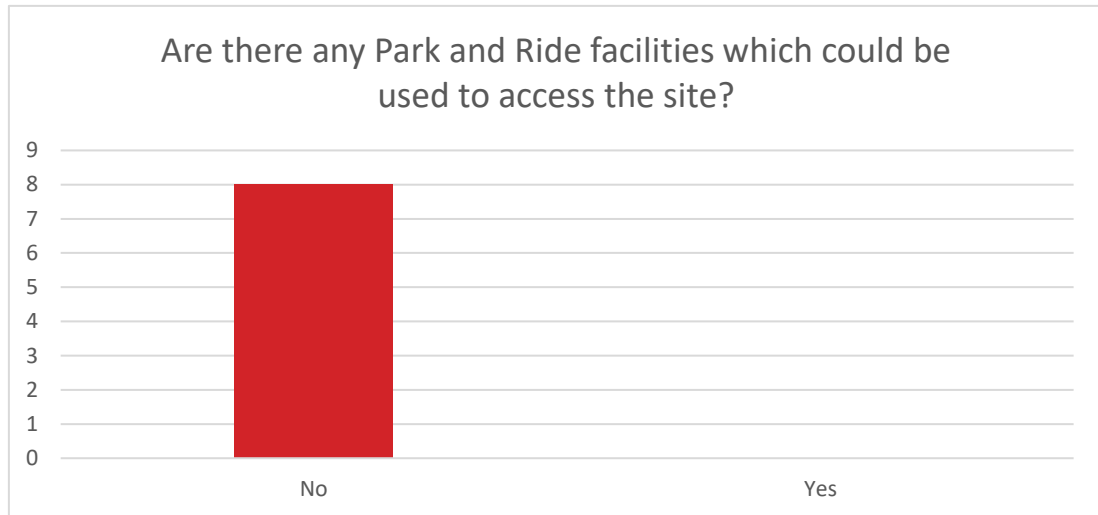
Bus transport to school

- 4.2.18 Respondents were asked was there a public bus stop near the school, a total of 25% (n=2) had a public bus stop near the school and 75% (n=6) had none.
- 4.2.19 A total of 87.5% (n=7) of school's were serviced by a dedicated school bus service. One of the eight schools was not serviced by a dedicated school bus.



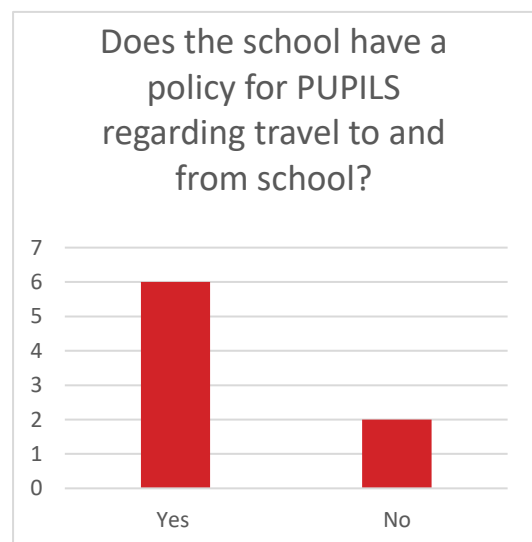


- 4.2.20 The respondents were asked about any Park and Ride facilities which could be used to access the site. A total of 100% of schools (n=8) responded that they did not have Park and Ride facilities.



School Policy

- 4.2.21 The respondents were asked if the school had a travel policy for staff. A total of 50% (n=4) of schools had a policy for staff and 50% (n=4) had no such policy.
- 4.2.22 The respondents were asked if the school had a travel policy for pupils. A total of 75% (n=6) of schools had a policy for pupils and 25% (n=2) had no such policy.





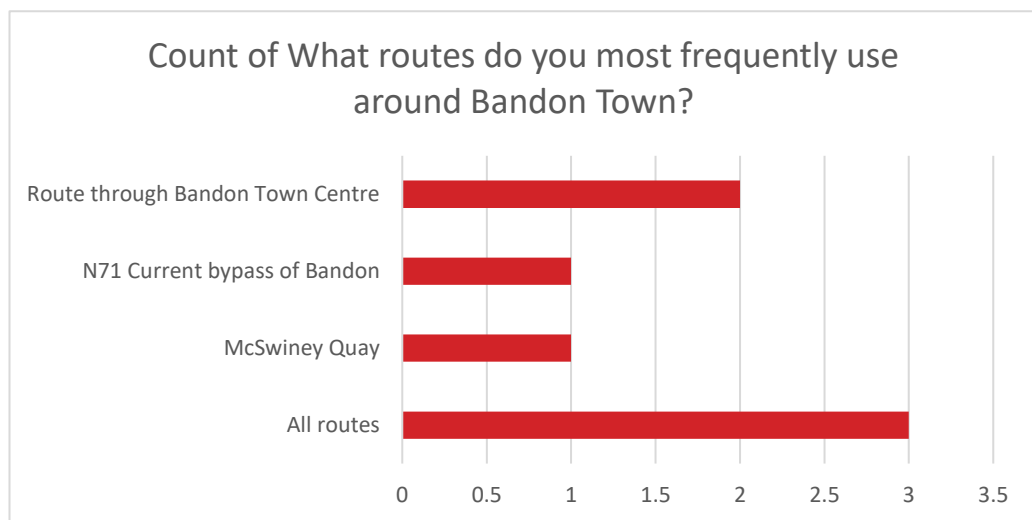
4.3 Transport Operator's Questionnaire

4.3.1 The following is the statistical information gathered from a total of seven questionnaires completed by various transport operators.

4.3.2 Note: Caution should be exercised when using this information due to the low volume of completed questionnaires returned.

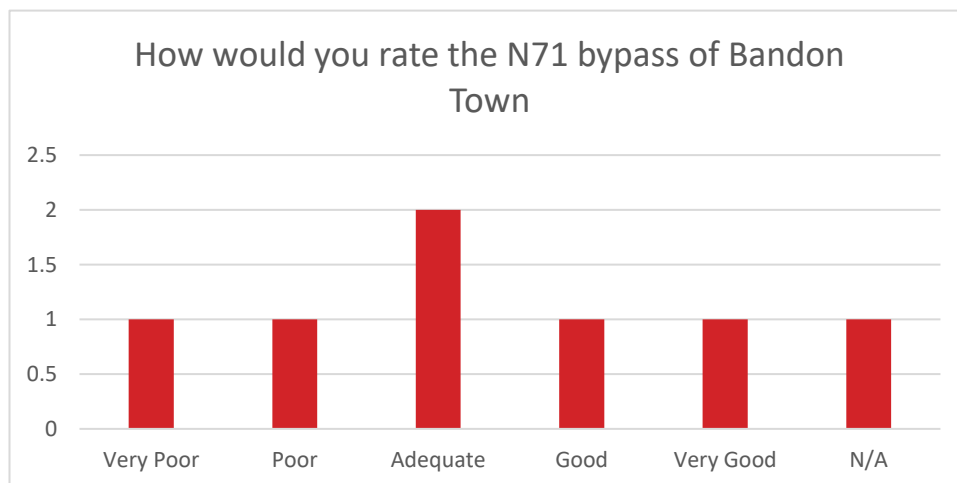
Road Network

4.3.3 The respondents were asked which were the most frequently used routes around Bandon Town, a total of 29% (n=2) travel the route through Bandon Town Centre, 14% (n=1) travel the N71 Bypass, 14% (n=1) travel McSwiney Quay and 43% (n=3) travel all routes.



4.3.4 It should be noted that from the above chart that more HGV traffic travels through Bandon Town Centre and McSwiney Quay than use the N71 Bypass route.

4.3.5 In terms of driver perception, 14% (n=1) of respondents stated that they rate the N71 bypass of Bandon as very poor, 14% (n=1) as poor, 29% (n=2) as adequate, 14% (n=1) as good, 14% (n=1) as very good and 14% did not answer the question.





5. SUMMARY AND CONCLUSIONS

5.1 First Public Consultation Summary

5.1.1 By the end of the consultation process a significant number of submissions had been received from a variety of different stakeholders. A review of these submissions identified the following main areas of concern:

- Traffic congestion is frequent within the town centre and is especially bad during peak hour periods
- A large volume of HGV's pass through the town centre as all of the alternative routes have deficiencies and the single river crossing limits viable options
- School traffic causes congestion near the schools during drop-off and pick-up periods. Each school has its own unique problems and safety concerns
- A number of junctions are congested due to lack of capacity and incorrect junction priority
- The N71 is not the preferred route for HGV's due to unsafe road gradient, inappropriate junction priority, poor sightlines and poor junction design
- Poor parking practises cause congestion especially within the town centre
- Road surfaces in general are in need of improvement
- Improved disabled parking facilities are required
- Bus facilities could be improved
- Pedestrian facilities are inadequate, particular issues include poor surfacing, footpath widths, lack of appropriate crossings, dis-jointed network, poor street lighting and limited pedestrian amenity areas
- Dangerous pedestrian access to Riverview Shopping Centre from South Main Street
- There are many derelict and vacant sites available with potential to increase the amenity and aesthetics of the town

5.1.2 It is evident there are a number of junctions, streets and roads that are in need of upgrading to improve transport network, traffic flow, public realm and the general viability and aesthetics of the town.

5.1.3 It is also evident that to make the above improvements, there is a need to reduce the large volume of HGV traffic using Bandon Bridge and other town centre streets.

5.1.4 The town has significant potential in terms of business, heritage and amenity attractions which can be realised in conjunction with an effective and well considered Bandon T-PREP.



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APPENDIX A: FIRST PUBLIC CONSULTATION EXHIBITION MATERIAL



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APPENDIX B: GENERAL PUBLIC QUESTIONNAIRE



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APPENDIX C: SCHOOL'S QUESTIONNAIRES



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PRIMARY SCHOOL QUESTIONNAIRE



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SYSTRA

SECONDARY SCHOOL QUESTIONNAIRE



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APPENDIX D: TRANSPORT OPERATOR QUESTIONNAIRE



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APPENDIX E: BUS ÉIREANN SUBMISSION



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APPENDIX F: NTA SUBMISSION



Cork
County Council
Comhairle Contae Chorcaí



APPENDIX G: [REDACTED] SUBMISSION



Cork
County Council
Comhairle Contae Chorcaí



APPENDIX H: [REDACTED] SUBMISSION



Cork
County Council
Comhairle Contae Chorcaí



APPENDIX I: [REDACTED] SUBMISSION



Cork
County Council
Comhairle Contae Chorcaí



APPENDIX J: [REDACTED] MCLOUGHLIN SUBMISSION



Cork
County Council
Comhairle Contae Chorcaí

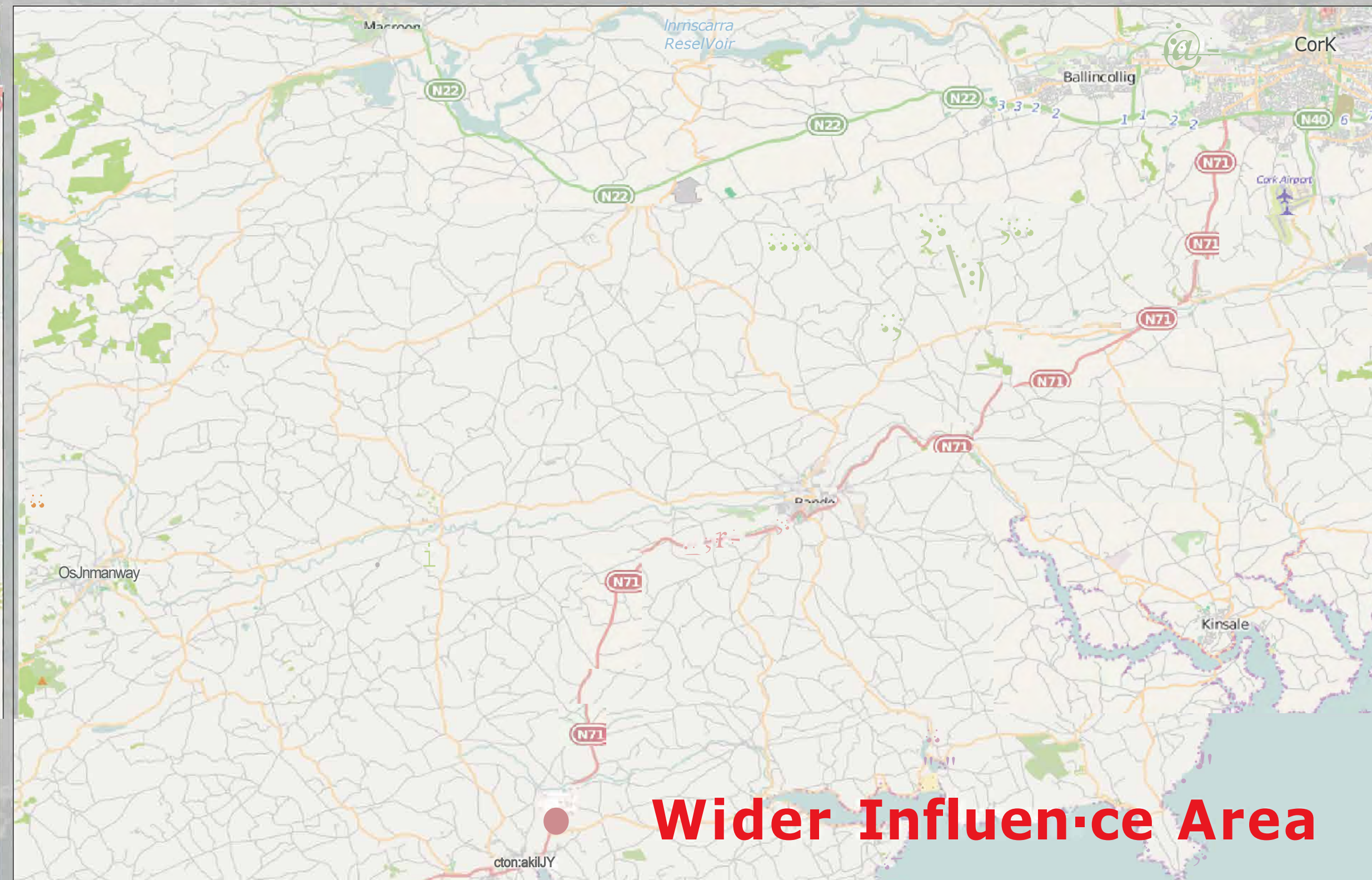


APPENDIX K: [REDACTED] SUBMISSION

APPENDIX L: [REDACTED] SUBMISSION

Introduction

Bandon T-PREP Study Area



what potential solutions you think should be explored?



Bandon Transportation and Public Realm Enhancement Plan

What is the Vision for Bandon?

An important element of the study is the creation of a clear vision setting out the future aspirations for Bandon. The vision will look to create a successful and vibrant town centre through improving the efficiency of the transport network. The vision will be guided by local, regional and national planning policy and will explore the key themes that are presented below, but we would welcome your views as to what should be included in the future vision for Bandon.



Create a vibrant Town Centre



Encourage greater levels of walking & cycling



Reduce congestion by providing for sustainable transport



Improved public realm shared space



More efficient transport network

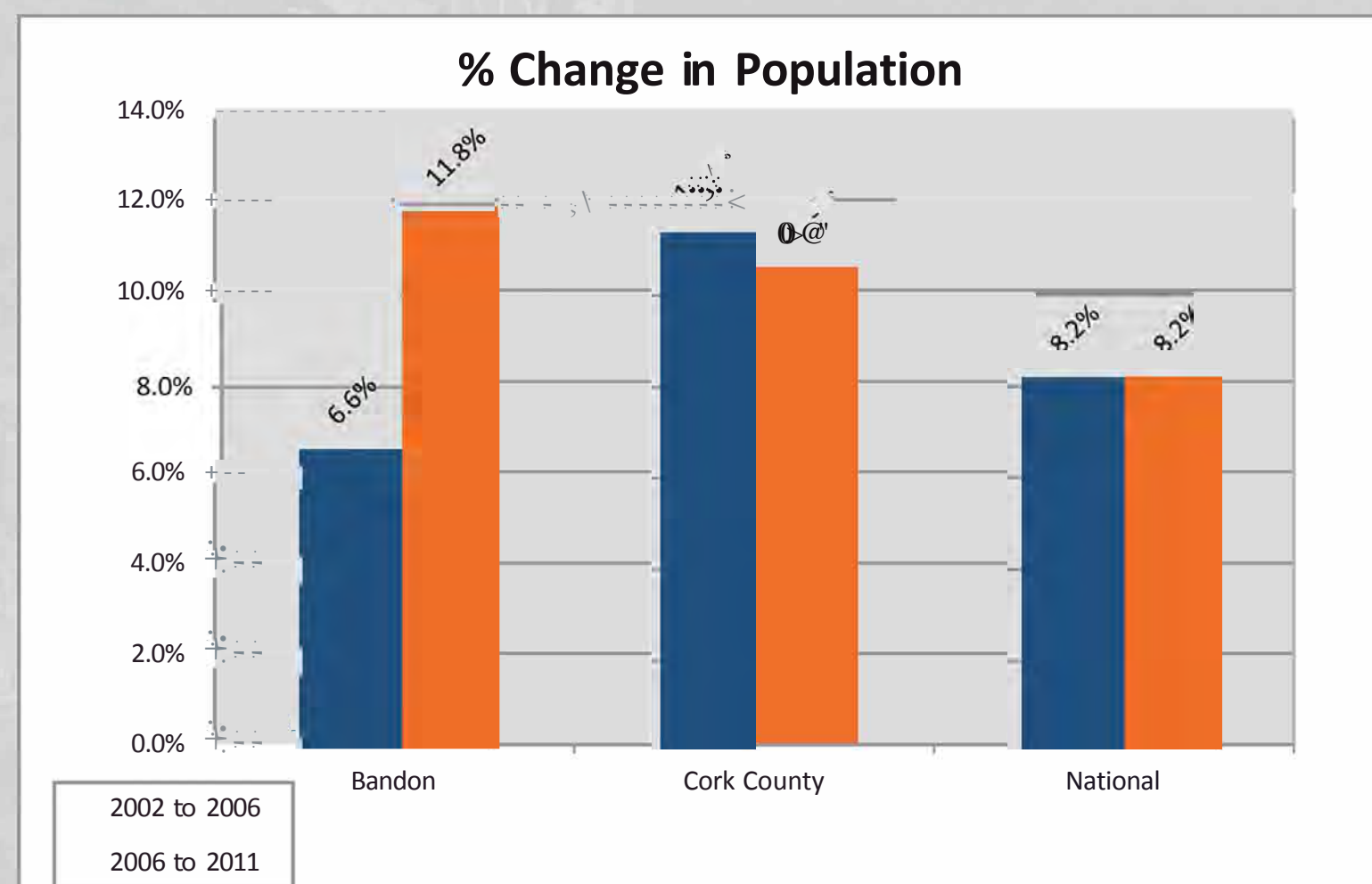
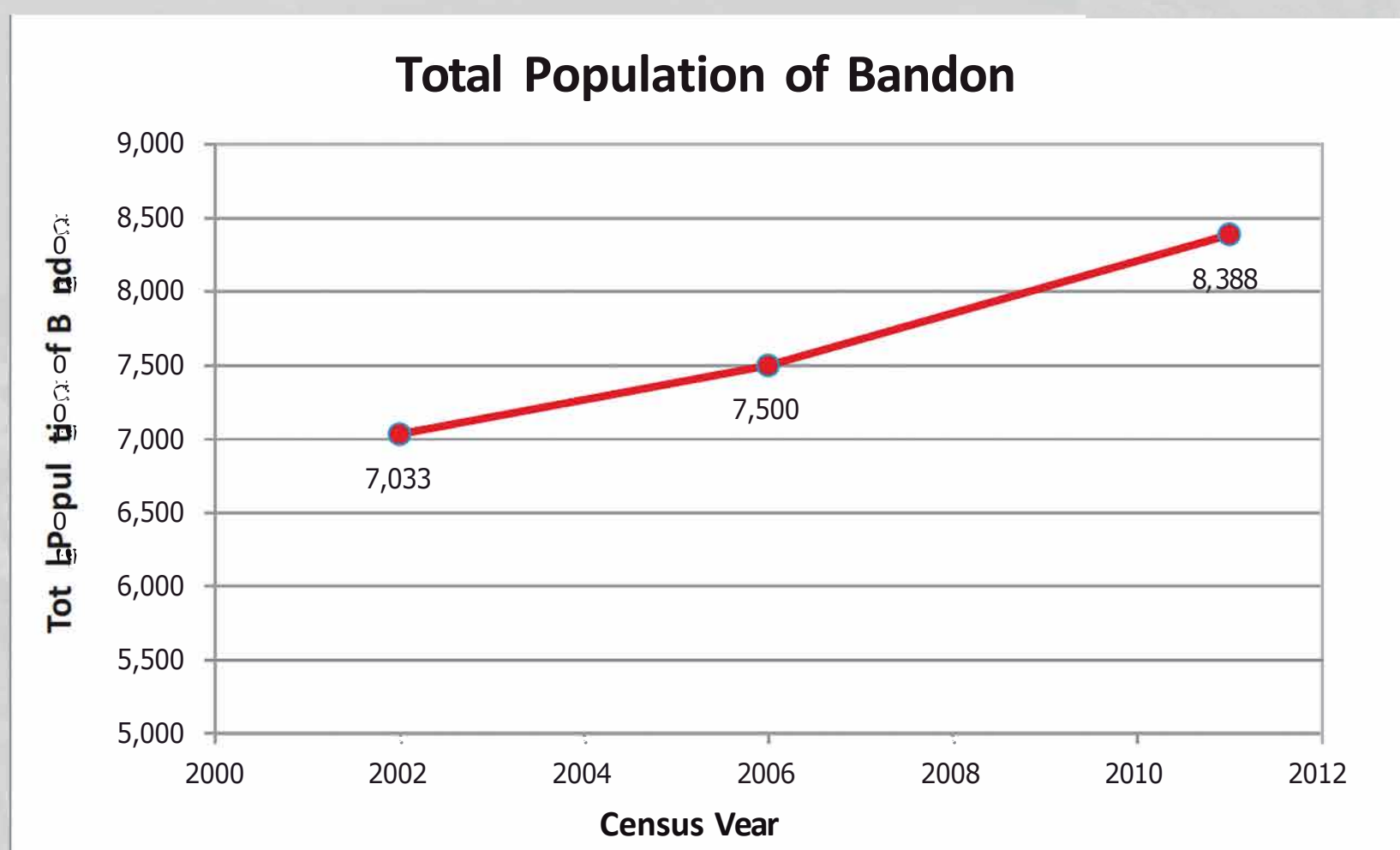
Bandon Transportation and Public Realm Enhancement Plan

Developing Directives

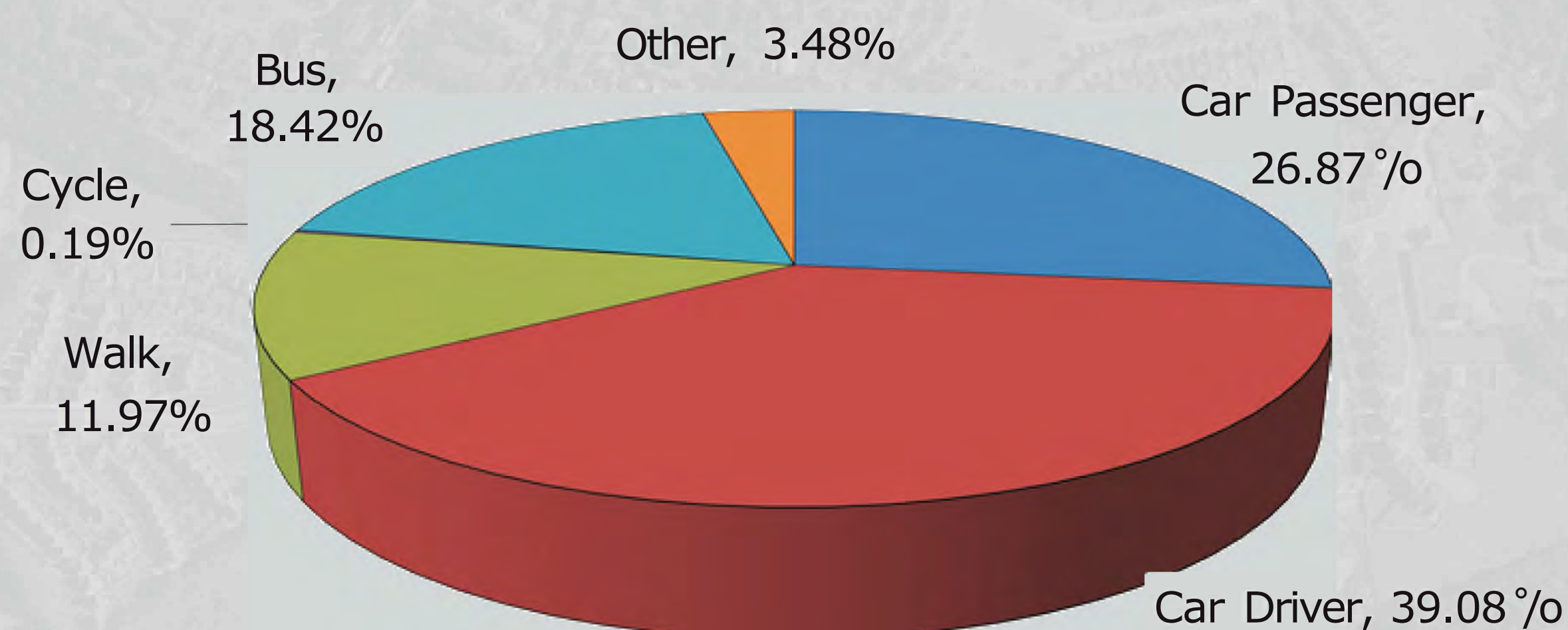
Economy	<ul style="list-style-type: none">to improve the vitality of Bandon Townto make it easier to get around, through and into Bandon Townto stimulate economic growth and employment in Bandon
Health & Safety	<ul style="list-style-type: none">to increase the level of activity of people living and working in Bandon Townto reduce the number of accidents and injuries on the roadto protect vulnerable road users, e.g. children, older people, people with disabilities, etc.
Environment	<ul style="list-style-type: none">to improve the attractiveness of the public realmto reduce the impact of noise, vibration and emissions generated by heavy trafficto provide for sustainable development
Integration, Accessibility & Social Inclusion	<ul style="list-style-type: none">to provide better access for pedestrians, cyclists, bus passengers, car users and delivery vehiclesto enhance the integration between land use (houses, businesses, schools, shops, etc.) and transportto make it easier to switch from one mode to another (e.g. to walk or cycle to the bus)

Bandon Transportation and Public Realm Enhancement Plan

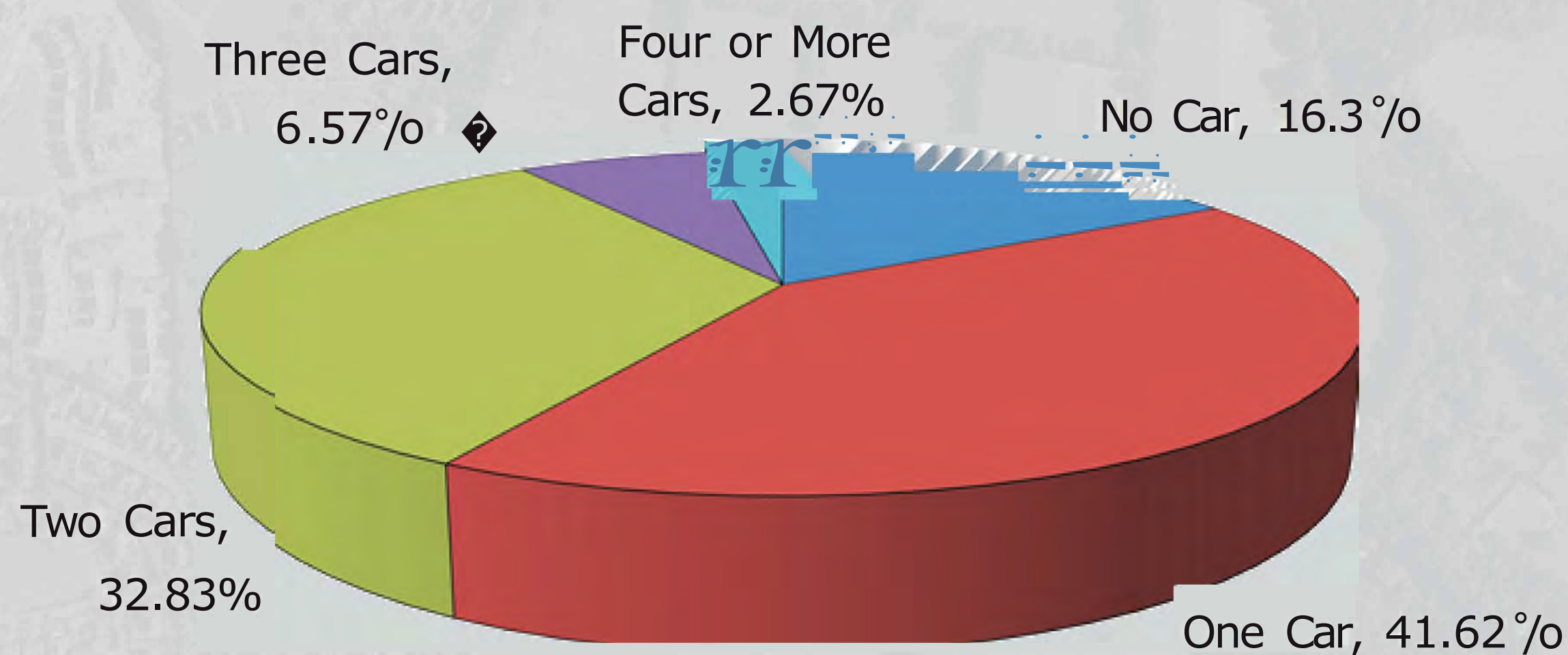
Bandon Today



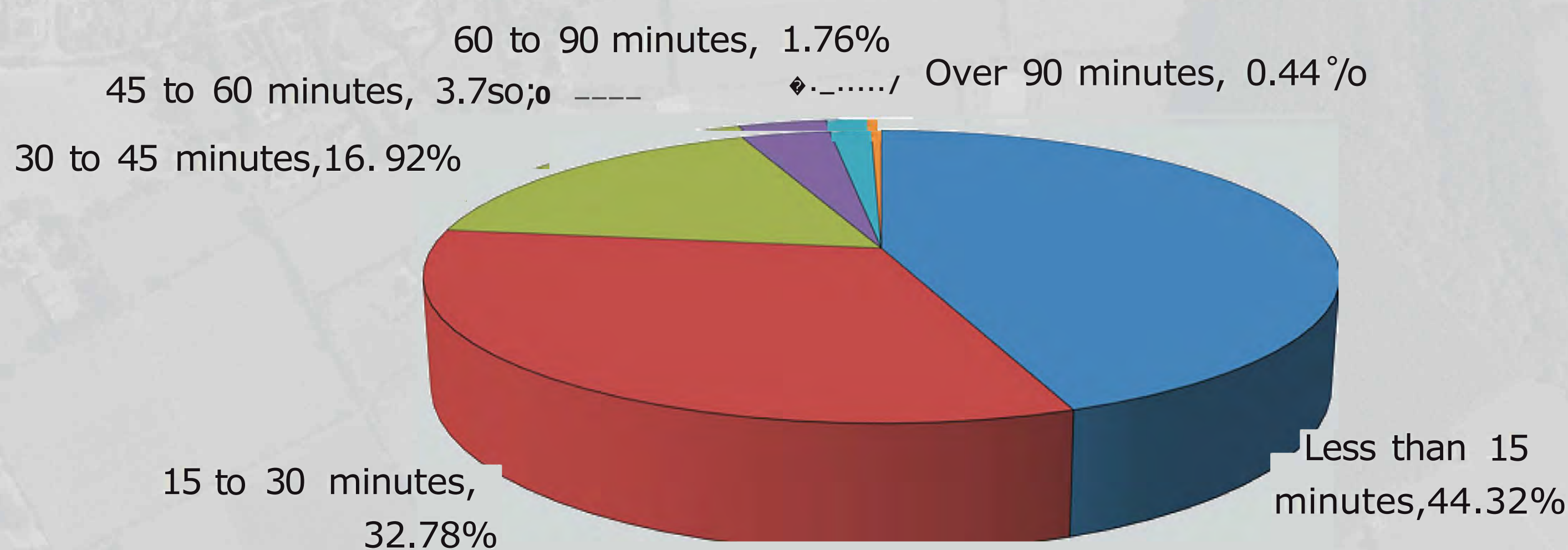
Population



Mode Choice



Car Ownership



Journey Time to Work and Education

*Source: All of the above information is derived from analysis of the Census 2011 Place of Work, School or College - Census of Anonymised Records (POWSCAR) and Small Area Population Statistics (SAPS)

Bandon Transportation and Public Realm Enhancement Plan

We Want to Hear Your Views of the Town Centre



"Do you find it easy to walk in the town centre?"

"Is it an attractive place to shop and meet friends?"

"Is there too much traffic in the town centre?"

"Is it easy to find parking?"



Bandon Transportation and Public Realm Enhancement Plan

We Want to Hear Your Views on Walking & Cycling in Bandon



"Is Bandon a safe and attractive town to walk & cycle?"

"Do you cycle in Bandon? if not, why?"

"Do children walk or cycle to school in Bandon?"

"What improvements do you think are required to encourage walking and cycling?"



Bandon Transportation and Public Realm Enhancement Plan

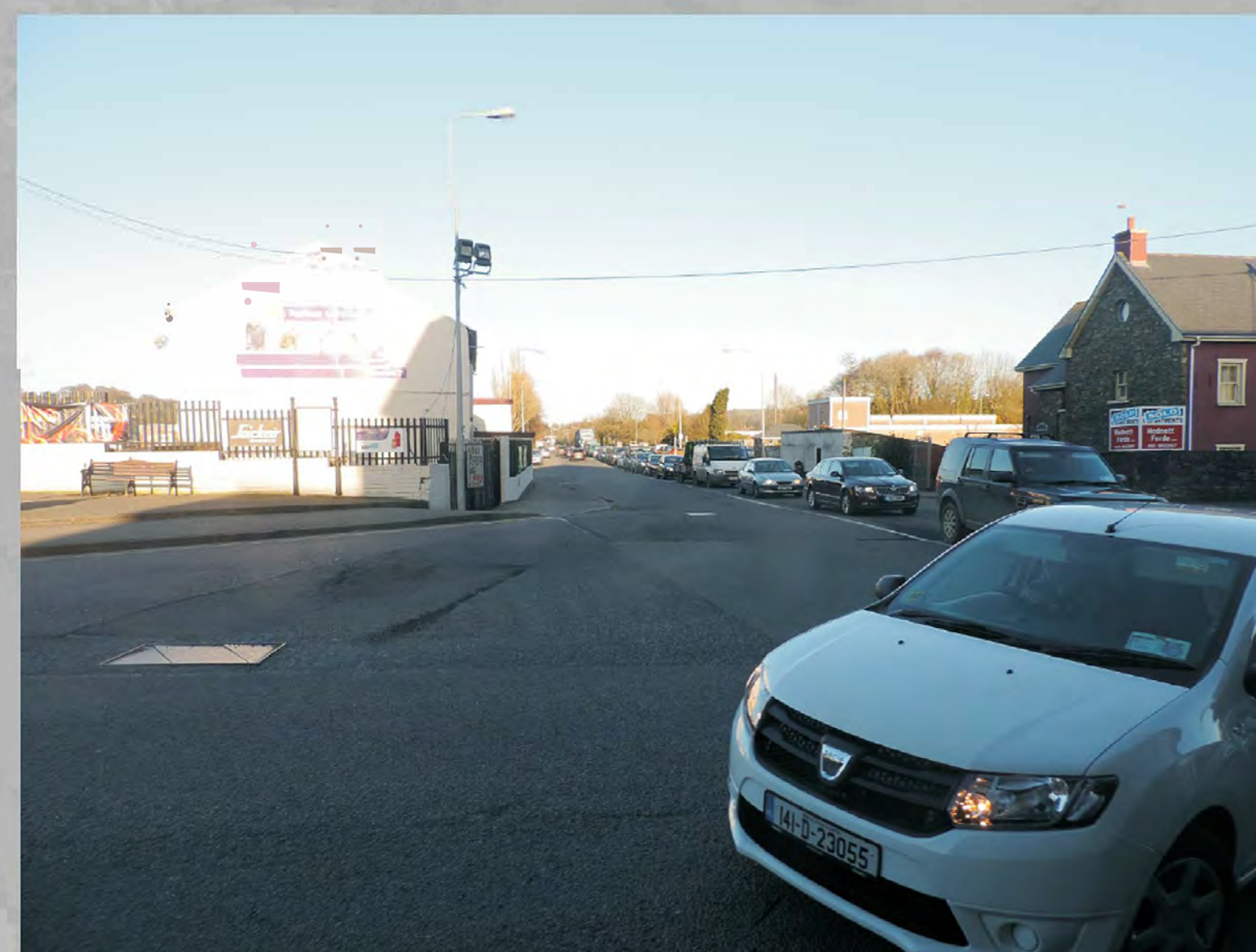
We Want to Hear Your Views on Traffic in Bandon



"Is traffic congestion an issue in Bandon?"

"Does traffic impact on the attractiveness of the town?"

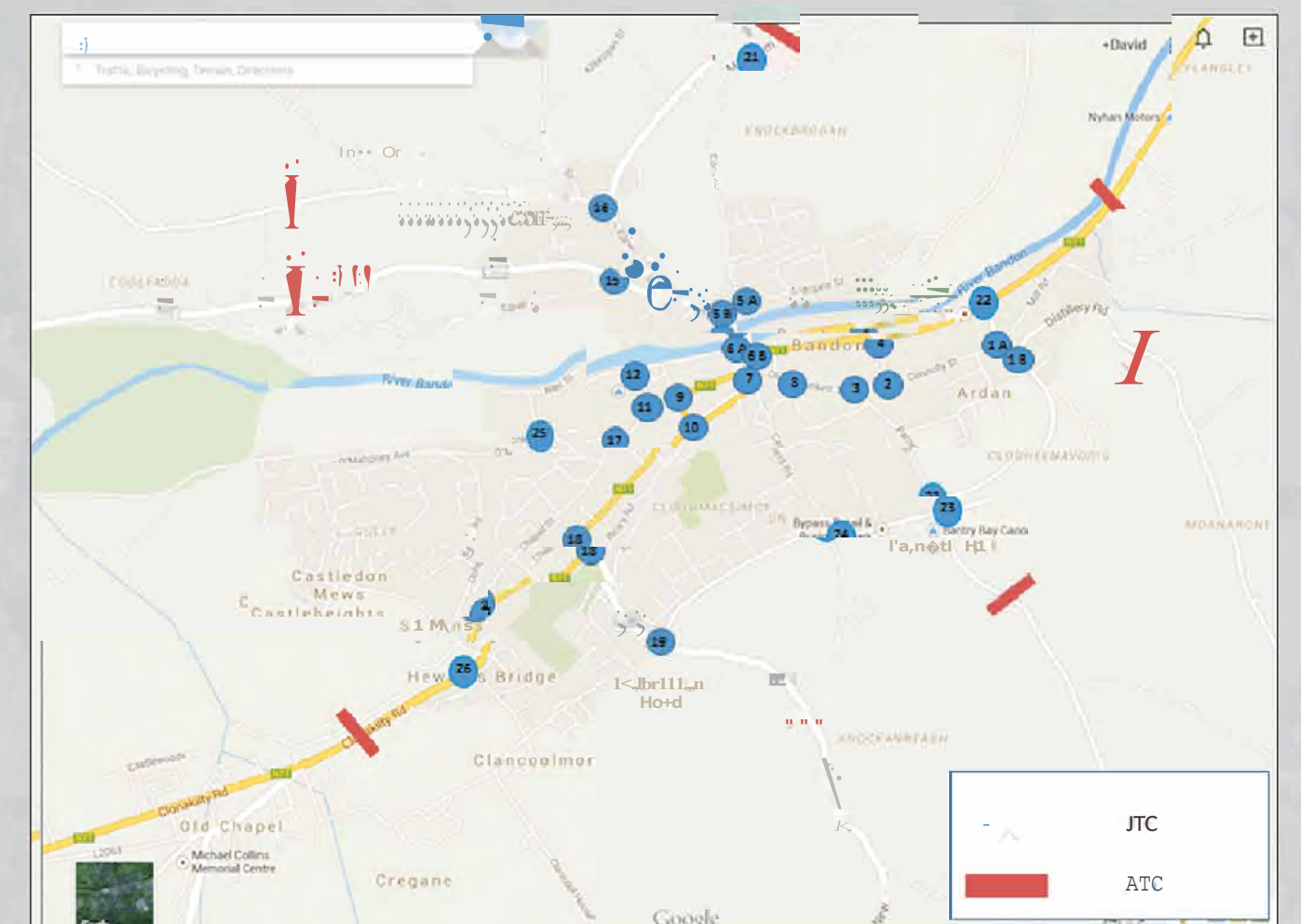
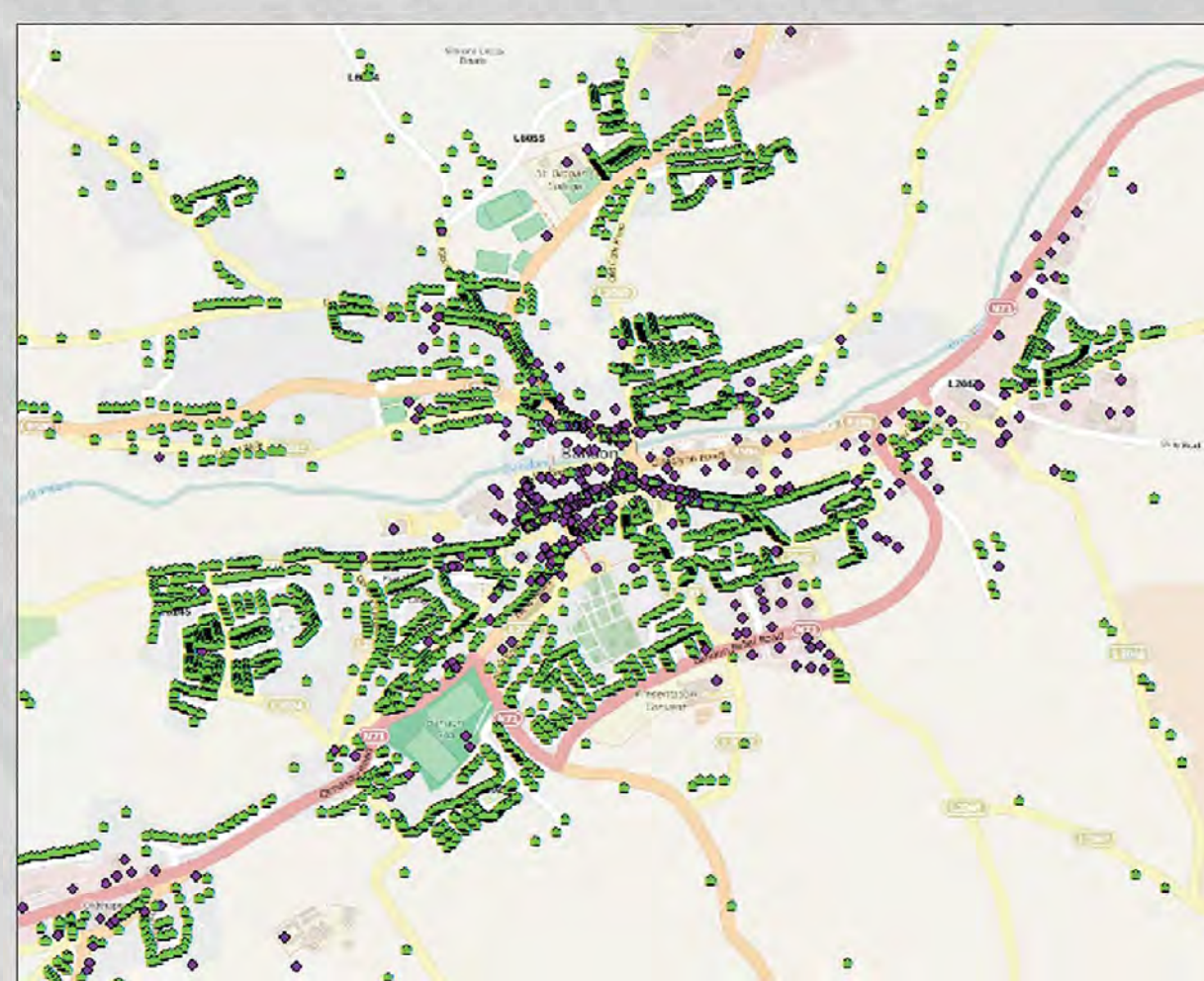
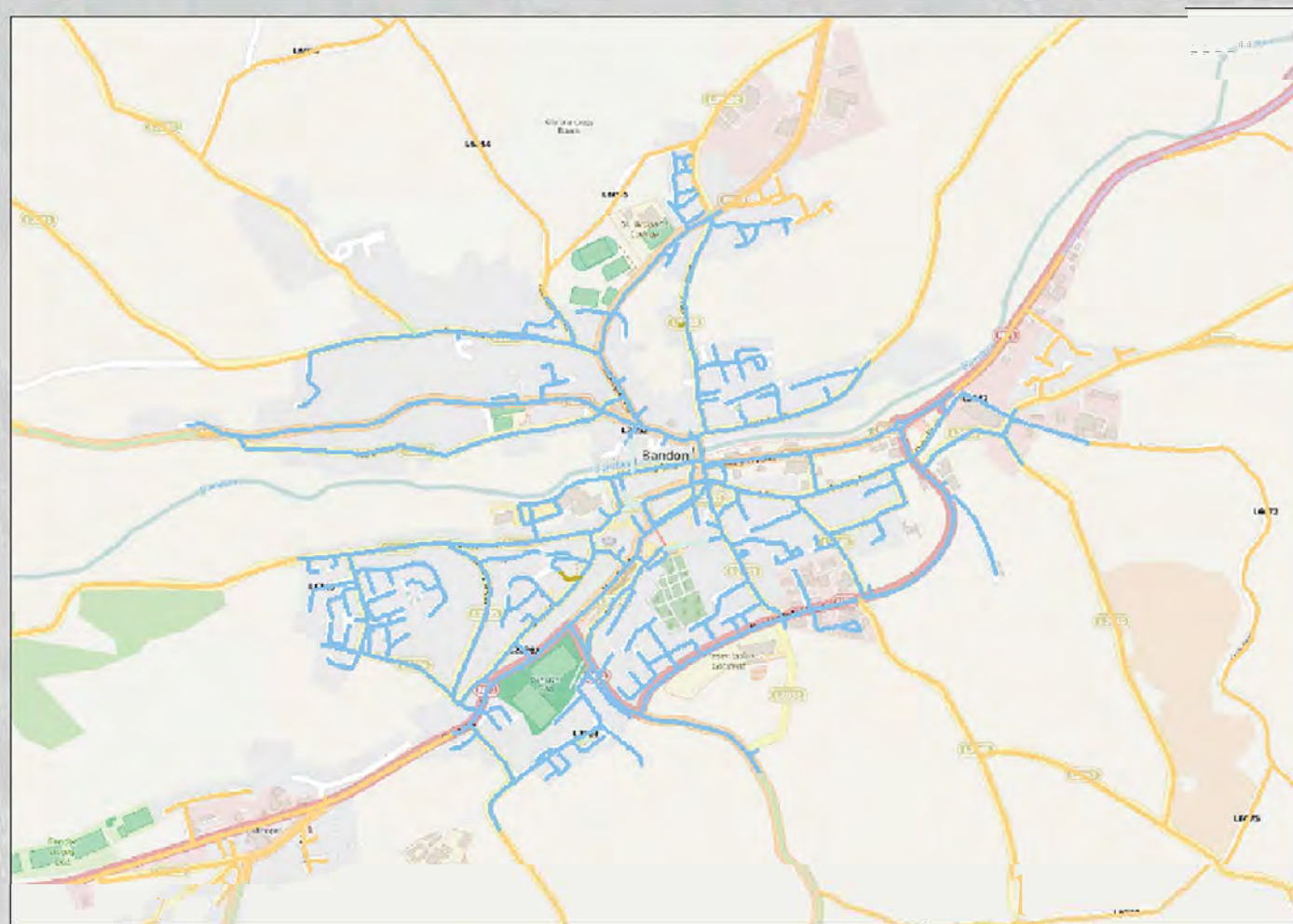
"What could be done to improve traffic flows in Bandon?"



Bandon Transportation and Public Realm Enhancement Plan

Next steps

- " Understand the existing land use and transport network - identifying issues
- " Consultation with stakeholders: e.g. local schools, transport agencies
- " Transport modelling
- " Future development options and testing
- " Recommendations for change
- " Further consultation in November
- " Draft Final Report by end 2015



- " Have you completed a questionnaire? Fill in one now or log on to www.corkcoco.ie to complete the questionnaire electronically.
- " Dates for your diary:
 - 15th May: Closing date for submissions on 1st public consultation
 - 27th November: 2nd Public Consultation Exhibition
 - 8th January 2016: Closing date for submissions on 2nd public consultation

May

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

November

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

January 2016

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Bandon Transportation and Public Realm Enhancement Plan

1st Public Consultation Exhibition

Venue: Bandon Town Hall

Date: 16th April 2015

Time: 4pm to 8pm

Cork County Council is currently developing the Bandon Transportation and Public Realm enhancement Plan. The plan will determine the transport interventions required to resolve existing traffic and transport issues, including current levels of traffic congestion, parking and safety issues in the town, and to ensure the sustainable future development of the Bandon Area.

The study will make recommendations on the short to medium term interventions required to improve the town centre public realm for residents and visitors of Bandon.

This is an important opportunity for you to inform the strategy and to let us know your views on:

- current traffic conditions in and around Bandon;
- current perception of Bandon Town;
- local transportation issues; and
- what potential solutions you think should be explored?



J.B. Barry and Partners Limited, in association with SYSTRA Limited, have been commissioned to assist Cork County Council in the preparation of the plan. Representatives from J.B. Barry and SYSTRA will be in attendance at the public consultation meeting

If you cannot attend the public consultation meeting and would like to participate in the consultation process, please email your comments to Tim Delaney (tdelaney@jbbarry.ie) or write to Tim at J.B. Barry and Partners Limited, Benchmark Business Centre, 3 Eastgate Road, Co. Cork, Ireland.

Log on to Cork County Council's website (www.corkcoco.ie) for updates on consultation activities. Closing date for submissions on the 1st public consultation is the 15th May 2015.



Bandon Transportation & Public Realm Enhance

1st Public Consultation - Questionnaire

Please return by post to Tim Delaney, JB Barry & Partners, 3 Eastgate Road, Eastgate, Little Island, Co. Cork (or email: tdelaney@jbbarry.ie) by 15 May 2015.

All information that you provide will be used in the strictest confidence. We fully adhere to the Data Protection Act and your details will be treated in the strictest confidence. Information will only be used for the purposes of developing the travel plan, no individual will be identified in the reporting, and your details will not be passed to any third party.

We sincerely thank you for taking the time to participate in the 1st public consultation for the Bandon Transportation & Public Realm Enhancement Plan (Bandon T-PREP).

SECTION A: ABOUT YOURSELF

A1 Where do you live?

(e.g. Convent Hill, Old Chapel, Kibbrittain Road, Inishannon, etc)

A2 Gender

- (1) Male ☐
- (2) Female ☐

A3 Age

- (1) Under 25 ☐
- (2) 25 - 34 ☐
- (3) 35 - 44 ☐
- (4) 45 - 55 ☐
- (5) Over 55 ☐

A4 Do you drive?

- (1) Yes ☐
- (2) No ☐

A5 Do you own or have access to a bicycle?

- (1) Yes ☐
- (2) No ☐

A6 How often do you travel within Bandon Town?

- (1) Daily ☐
- (2) 3-4 days per week ☐
- (3) 1-2 days per week ☐
- (4) Fortnightly ☐
- (5) Occasionally ☐
- (6) Never (please state why) ☐

A6b Why do travel within Bandon Town? (tick up to three)

- (1) Going to work within Bandon Town ☐
- (2) School run ☐
- (3) Shopping ☐
- (4) Visiting friends / family ☐
- (5) Accessing health facilities (e.g. doctors) ☐
- (6) Accessing social and recreational facilities during the day ☐
- (7) Going out in the evening (e.g. to restaurants, public houses) ☐
- (8) Travelling through to other destinations ☐
- (9) Other (please specify) ☐

A7 Do you have a health problem or disability that affects your choice of travel?

- (1) Yes ☐
- (2) No ☐

A8 Which of these options best describes you?

- (1) Working Full-time ☐
- (2) Working Part-time ☐
- (3) Full-time student ☐
- (4) Part-time student ☐
- (5) Unemployed ☐
- (6) Unable to work due to illness/ disability ☐
- (7) Retired ☐
- (8) Looking after home / family ☐
- (9) Other (please describe) ☐

SECTION B: ABOUT YOUR JOURNEY TO WORK or EDUCATION

If you are working or studying (i.e. ticked answer 1, 2, 3 or 4 to question AS), please complete this section. Otherwise go straight to Section C

B1 Where do you work / study?

Town (or City)/
Location

B2 What hours do you usually work or attend an educational facility (e.g. 09:00 to 17:00)?

From To

SECTION C: HOW DO YOU TRAVEL?

C1 What transport mode do you use most often (please tick one)?

- (1) Bus
- (2) Train
- (3) Bicycle
- (4) Walk
- (5) Taxi
- (6) Car driver
- (7) Car passenger
- (8) Motorbike/moped
- (9) Other (please specify)

☐
☐
☐
☐
☐
☐
☐
☐
☐

C2 Which of the following do you occasionally use instead of your main mode of transport (tick all that apply)?

- (1) Bus
- (2) Train
- (3) Bicycle
- (4) Walk
- (5) Taxi
- (6) Car driver
- (7) Car passenger
- (8) Motorbike/moped
- (9) Other (please specify)

☐
☐
☐
☐
☐
☐
☐
☐
☐

(10) None

☐

SECTION D: TRAVEL BY CAR

If you answered 'car driver' to C1 or C2, please complete this section. Otherwise go straight to section E

D1 Where do you usually park when travelling to Bandon Town?

- (1) Free on-street parking
- (2) Paid on-street parking
- (3) Town Centre off-street car park
- (4) Off-street car park outside of Town Centre
- (5) Staff car park
- (6) Other (please specify)

☐

☐

☐

☐

☐

D2 Why do you use a car to travel? (tick up to three)

- (1) Car essential to perform job
- (2) Dropping off/collecting children to school
- (3) Dropping off/collecting children to other
- (4) Dropping off/collecting partner
- (5) Health reasons
- (6) Lack of an alternative
- (7) Cheaper than alternatives
- (8) Reliability
- (9) Comfort
- (10) Personal safety
- (11) Quicker than alternatives
- (12) Other (please specify)

☐

☐

☐

☐

☐

☐

☐

☐

☐

☐

☐

D3 Which of the above is the most important reason?

Please insert number from list

SECTION E: TRAVEL BY PUBLIC TRANSPORT, CYCLE OR WALKING

E1 Which of the following improvements would most encourage you to use the bus more?

- (1) More direct service / public transport links to where I want to go
- (2) More frequent service
- (3) More reliable service
- (4) Cleaner/smarter buses
- (5) Cheaper fares
- (6) Annual season ticket loan
- (7) Better quality waiting environment at bus stops
- (8) Better security at bus stops
- (9) Easier access to timetable information
- (10) Having my journey planned for me
- (11) Other (please state)



E2 Which is the most important improvement?

Please insert number from list above



E3 If the above improvements were made, how often would you consider using the bus?

- (1) Daily
- (2) 3-4 days per week
- (3) 1-2 days per week
- (4) Fortnightly
- (5) Occasionally
- (6) Never (please state why)



E4 Which of the following improvements would encourage you to cycle more?

- (1) Improved cycle paths/lanes
- (2) Improved and secure cycle parking
- (3) Changing facilities, showers and lockers at your destination (e.g. at work)
- (4) Interest-free loan to purchase a bike
- (5) Public bike hire scheme
- (6) Discounts at cycle shops
- (7) Other (please state)



E5 Which is the most important improvement?

Please insert number from list above



E6 If the above improvements were made, how often would you consider cycling?

- (1) Daily
- (2) 3-4 days per week
- (3) 1-2 days per week
- (4) Fortnightly
- (5) Occasionally
- (6) Never (please state why)



E7 Which of the following improvements would encourage you to walk more?

- (1) Better quality footpaths
- (2) Safer routes
- (3) Improved street lighting
- (4) Improved road crossing facilities
- (5) Shorter distances / more direct pedestrian routes
- (6) Availability of a walking partner
- (7) Other (please specify)



ES Which is the most important improvement?

Please insert number from list above



E9 If the above improvements were made, how often would you consider walking?

- (1) Daily
- (2) 3-4 days per week
- (3) 1-2 days per week
- (4) Fortnightly
- (5) Occasionally
- (6) Never (please state why)



SECTION F: TRANSPORT INFRASTRUCTURE

F1 How would you rate general traffic conditions in the Bandon area?

- (1) very good
- (2) good
- (3) adequate
- (4) poor
- (5) very poor



F2 How would you rate pedestrian infrastructure in Bandon Town?

- (1) very good
- (2) good
- (3) adequate
- (4) poor
- (5) very poor



F3 How would you rate cycle infrastructure in Bandon Town?

- (1) very good
- (2) good
- (3) adequate
- (4) poor
- (5) very poor



F4 How would you rate public transport provision in Bandon Town?

- (1) very good
- (2) good
- (3) adequate
- (4) poor
- (5) very poor



FS How would you rate car parking provision in Bandon Town?

- (1) very good
(2) good
(3) adequate
(4) poor
(5) very poor



SECTION G: Issues of Concern to You

Are there any specific transport issues in Bandon Town and immediate area that are of concern to you?

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



Primary School Travel Survey

J.B. Barry & Partners/SYSTRA has been appointed by Cork County Council to advise on Traffic and Transport matters within Bandon Town as part of the Bandon Transportation and Public Realm Enhancement Plan (Bandon T-PREP). Part of our remit is to develop a strategy for improved access to schools within Bandon and to understand transport demand to nearby schools that attract students from the Bandon area.

We would be grateful if you could assist us by completing this questionnaire and tick the boxes where appropriate based upon your **school's location and characteristics**. If you need more space to respond, please use another piece of paper with the question number.

Should you have any questions or wish to discuss any transport related concern related to the Bandon T-PREP, please call us on 021 452 4418. Thank you for your cooperation and assistance.

Kind regards,

Tim Delaney, Assistant Project Manager, **J.B. Barry & Partners** in association with **SYSTRA**

Your Name: _____

Position: _____

School Address: _____

1 SITE DESCRIPTION & OPERATIONAL DETAILS

1.1 What is the main surrounding land use around the school? (tick all that apply)

☐

Residential

☐

Offices/High Street

☐

Industrial

☐

Other (please describe)

1.2 What is the total number of pupils in your school? _____

1.3 What is the total number of full-time employees in your school? _____

1.4 What is the total number of part-time employees in your school? _____

1.5 What are the school hours? (please use 24hr clock) _____

1.6 What are the opening hours of the school buildings? (please use 24 hr clock) _____

1.7 Are lockers and/or storage facilities available to staff/pupils who cycle or walk to work?

☐

Yes

☐

No

1.8 How many lockers are available in total? _____



2 TRAVEL INFORMATION

2.1 Is there a Travel Plan Co-ordinator or a post with specific responsibilities for the development of a travel plan?

<input type="checkbox"/> Yes (please specify)	<input type="checkbox"/> No

2.2 Does your school participate in the Green Schools Programme?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

2.3 Has your school implemented any initiatives under the Green Schools Programme to address travel to school?

<input type="checkbox"/> Yes (please specify)	<input type="checkbox"/> No

2.4 Is travel information available from any of the following sources (tick all that apply)?

<input type="checkbox"/> Staff Travel Guide	<input type="checkbox"/> School's internet site
<input type="checkbox"/> School's intranet site	<input type="checkbox"/> Other (please describe)

2.5 Is (or previously was) personalised travel planning available for staff?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------



3 CAR USE

- 3.1 Is there a car park for the school's own use? ☐ Yes ☐ No
- 3.2 Where is the car park located? ☐ On-site ☐ Off-site
- 3.3 What is the annual cost to the school? _____
- 3.4 How many spaces are available to the school? _____

- 3.5 How many spaces in the car park are dedicated to?

___ Employees	___ Pupils
___ Drop-off	___ Visitors
___ Car-sharers	___ Disabled
___ Other (please describe) _____	

- 3.6 How are the parking spaces managed?

<input type="checkbox"/> Free for all	<input type="checkbox"/> Needs based
<input type="checkbox"/> Seniority	<input type="checkbox"/> Allocated spaces
<input type="checkbox"/> Other (please describe) _____	

- 3.7 What are the car parking charges?

<input type="checkbox"/> No charge	<input type="checkbox"/> € _____
------------------------------------	----------------------------------

- 3.8 How often does the demand for car parking exceed capacity?

<input type="checkbox"/> Never	<input type="checkbox"/> Occasionally
<input type="checkbox"/> Frequently	<input type="checkbox"/> Constantly

- 3.9 Is overspill parking observed in surrounding roads?

<input type="checkbox"/> No	<input type="checkbox"/> Yes (please explain)
-----------------------------	---

- 3.10 Is there a designated drop off area at the school?

<input type="checkbox"/> No	<input type="checkbox"/> Yes (please describe)
-----------------------------	--

- 3.11 Are there traffic congestion/access problems on external roads due to drop off activity?

<input type="checkbox"/> No	<input type="checkbox"/> Yes (please explain)
-----------------------------	---



4 CYCLING

4.1 Is the site accessible by external cycle routes/lanes?

☐

Yes

☐

No

4.2 Is there cycle parking?

☐

Yes

☐

No

4.3 If yes, how many cycle spaces are provided? _____

4.4 If yes, where are the cycle racks located? _____

4.5 Are the cycle racks.....? (tick only one box per line)

Covered?

Secure?

Lit?

Overlooked by CCTV?

Near building entrance (s)

Yes	No	Some
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.6 Is cycle training provided?

☐

Yes

☐

No

4.7 Have any initiatives been implemented to encourage cycling (e.g. COW: Cycle on Wednesday's or

Cycle
Once a
Week)?

☐

No

☐

Yes (please explain) _____

☐

No

☐

Yes (please explain) _____

4.8 Is a _____
cycl
e loan/tax free scheme available to employees?



5 PEDESTRIANS

5.1 Are the on-site footpaths (tick only one box per line)

	Yes	No	Some
Covered?			
Secure?			
Lit?			
Overlooked by CCTV?			
Near building entrance (s)			

5.2 Are there any access difficulties for pedestrians?

D No **D** Yes (please explain) _____

5.3 Are there adequate pedestrian crossing facilities in the vicinity of the school?

D No **D** Yes (any outstanding issues/ areas of concern - please outline) _____

5.4 Do lollipop ladies / men serve the school?

D No **D** Yes (please provide details of numbers and hours of work)

5.5 Have there been any Safer Routes to School Assessment or similar for pedestrians?

D No **D** Yes (any outstanding issues/ areas of concern - please outline) _____

5.6 Are there any Walking Bus schemes organised for home to school trips?

D No **D** Yes (please explain) _____

5.7 Are there any Walking Bus schemes or similar organised for activities during the school day?

D No **D** Yes (please explain) _____



6 PUBLIC TRANSPORT

6.1 Is the season ticket/loan available to staff?

☐ No ☐ Yes (please explain) _____

6.2 Is there a bus stop near the site?

☐ Yes ☐ No

6.3 Which services currently serve these bus stops? _____

6.4 About the bus stop... (tick only one box per line)

Are there any shelters?

Are they clean?

Are they well lit?

Is there timetables/live travel information?

Are there seats?

Yes	No	N/A

6.5 Is the school served by dedicated school bus services?

☐ Yes ☐ No

6.6 If yes, approximately how many Pupils use this option? _____

6.7 If yes, please provide details (including timetables, pick up points, etc.)

6.8 Are there any Park & Ride facilities which could be used to access the site?

☐ No ☐ Yes (please describe services) _____



7 DELIVERIES

7.1 How many deliveries are made on site each week? _____

7.2 Are deliveries arranged at times other than peak arrival and departure times?

☐ No ☐ Yes (please explain) _____

8 POLICIES

8.1 Does school policy identify general conditions for STAFF regarding travel to and from school?

☐ No ☐ Yes (please explain) _____

8.2 Does school policy identify general conditions for PUPILS regarding travel to and from school?

☐ No ☐ Yes (please explain) _____

8.3 Are any members of staff required to have access to a car during the working day?

☐ No ☐ Yes (please explain) _____



Secondary School Travel Survey

J.B. Barry & Partners/SYSTRA has been appointed by Cork County Council to advise on Traffic and Transport matters within Bandon Town as part of the Bandon Transportation and Public Realm Enhancement Plan (Bandon T-PREP). Part of our remit is to develop a strategy for improved access to schools within Bandon and to understand transport demand to nearby schools that attract students from the Bandon area.

We would be grateful if you could assist us by completing this questionnaire and tick the boxes where appropriate based upon your **school's location and characteristics**. If you need more space to respond, please use another piece of paper with the question number.

Should you have any questions or wish to discuss any transport related concern related to the Bandon T-PREP, please call us on 021 452 4418. Thank you for your cooperation and assistance.

Kind regards,

Tim Delaney, Assistant Project Manager, **J.B. Barry & Partners** in association with **SYSTRA**

Your Name: _____

Position: _____

School Address: _____

1 SITE DESCRIPTION & OPERATIONAL DETAILS

1.1 What is the main surrounding land use around the school? (tick all that apply)

☐

Residential

☐

Offices/High Street

☐

Industrial

☐

Other (please describe)

1.2 What is the total number of pupils in your school? _____

1.3 What is the total number of full-time employees in your school? _____

1.4 What is the total number of part-time employees in your school? _____

1.5 What are the school hours? (please use 24hr clock) _____

1.6 What are the opening hours of the school buildings? (please use 24 hr clock) _____

1.7 Are lockers and/or storage facilities available to staff/pupils who cycle or walk to work?

☐

Yes

☐

No

1.8 How many lockers are available in total? _____



2 TRAVEL INFORMATION

2.1 Is there a Travel Plan Co-ordinator or a post with specific responsibilities for the development of a travel plan?

☐ Yes (please specify) _____

☐ No

2.2 Is travel information available from any of the following sources (tick all that apply)?

☐ Staff Travel Guide ☐ School's internet site
☐ School's intranet site ☐ Other (please describe) _____

2.3 Is (or previously was) personalised travel planning available for staff?

☐ Yes ☐ No

3 CAR USE

3.1 Is there a car park for the school's own use? ☐ Yes ☐ No

3.2 Where is the car park located? ☐ On-site ☐ Off-site

3.3 What is the annual cost to the school? _____

3.4 How many spaces are available to the school? _____

3.5 How many spaces in the car park are dedicated to?

___ Employees ___ Pupils
___ Drop-off ___ Visitors
___ Car-sharers ___ Disabled
___ Other (please describe) _____

3.6 How are the parking spaces managed?

☐ Free for all ☐ Needs based
☐ Seniority ☐ Allocated spaces
☐ Other (please describe) _____



3.7 What are the car parking charges?

☐ No charge ☐ € _____

3.8 How often does the demand for car parking exceed capacity?

☐ Never ☐ Occasionally
☐ Frequently ☐ Constantly

3.9 Is overspill parking observed in surrounding roads?

☐ No ☐ Yes (please explain)

3.10 Is there a designated drop off area at the school?

☐ No ☐ Yes (please describe)

3.11 Are there traffic congestion/access problems on external roads due to drop off activity?

☐ No ☐ Yes (please explain)

4 CYCLING

4.1 Is the site accessible by external cycle routes/lanes?

☐ Yes ☐ No

4.2 Is there cycle parking?

☐ Yes ☐ No

4.3 If yes, how many cycle spaces are provided? _____

4.4 If yes, where are the cycle racks located? _____

4.5 Are the cycle racks.....? (tick only one box per line)

	Yes	No	Some
Covered?			
Secure?			
Lit?			
Overlooked by CCTV?			
Near building entrance (s)			



4.6 Is cycle training provided?

0 Yes

11
No

4.7 Have any initiatives been implemented to encourage cycling?

D No **D** Yes (please explain) _____

4.8 Is a cycle loan/tax free scheme available to employees?

D No **D** Yes (please explain) _____

5 PEDESTRIANS

5.1 Are the on-site footpaths?(tick only one box per line)

	Yes	No	Some
Covered?			
Secure?			
Lit?			
Overlooked by CCTV?			
Near building entrance (s)			

5.2 Are there any access difficulties for pedestrians?

D No **D** Yes (please explain) _____

5.3 Are there adequate pedestrian crossing facilities in the vicinity of the school?

D No **D** Yes (any outstanding issues/ areas of concern - please outline) _____

5.4 Do lollipop ladies / men serve the school?

D No **D** Yes (please provide details of numbers and hours of work)



5.5 Have there been any Safer Routes to School Assessment or similar for pedestrians?

☐ No ☐ Yes (any outstanding issues / areas of concern - please outline) _____

6 PUBLIC TRANSPORT

6.1 Is the season ticket/loan available to staff?

☐ No ☐ Yes (please explain) _____

6.2 Is there a bus stop near the site?

☐ Yes ☐ No

6.3 Which services currently serve these bus stops? _____

6.4 About the bus stop... (tick only one box per line)

	Yes	No	N/A
Are there any shelters?			
Are they clean?			
Are they well lit?			
Is there timetables/live travel information?			
Are there seats?			

6.5 Is the school served by dedicated school bus services?

☐ Yes ☐ No

6.6 If yes, approximately how many Pupils use this option? _____

6.7 If yes, please provide details (including timetables, pick up points, etc.)

6.8 Are there any Park & Ride facilities which could be used to access the site?

☐ No ☐ Yes (please describe services) _____



7 DELIVERIES

7.1 How many deliveries are made on site each week? _____

7.2 Are deliveries arranged at times other than peak arrival and departure times?

☐ No ☐ Yes (please explain) _____

8 POLICIES

8.1 Does school policy identify general conditions for STAFF regarding travel to and from school?

☐ No ☐ Yes (please explain) _____

8.2 Does school policy identify general conditions for PUPILS regarding travel to and from school?

☐ No ☐ Yes (please explain) _____

8.3 Are any members of staff required to have access to a car during the working day?

☐ No ☐ Yes (please explain) _____



Haulier Travel Survey

J.B. Barry & Partners/SYSTRA have recently been appointed by Cork County Council to undertake the Bandon Transportation and Public Realm Enhancement Plan (Bandon T-PREP). The overall aim of the Bandon T-PREP is to identify traffic and transportation measures to enable the enhancement of the public realm and guide future investment in town centre activities.

As part of the study we will be developing a traffic model to simulate existing and future traffic movements in the town so that the impact of potential road improvements, traffic management measures or polices can be tested. In order to construct the model we will require information on the existing traffic movements within and through the town.

In this respect, we would be grateful if you could complete the following transport questionnaire relating to your business and return to the address below or email to tdelaney@jbbarry.ie. We are particularly interested in feedback relating to what haulage routes you most frequently use and your reasons for choosing them (i.e. shorter journey times, shorter distance, easier manoeuvrability, road gradients, other commercial reasons etc.).

The transport information that you provide will be used for the sole purpose of this study and will remain confidential. Should you have any questions, or wish to discuss any concerns related to the Bandon T-PREP, please do not hesitate to give me a call on 021 452 4418. Thank you for your cooperation and assistance.

Kind regards, Tim Delaney, Associate, J. B. Barry & Partners Limited,
3 Eastgate Road, Eastgate, Little Island, Co. Cork

Your Name: _____

Position: _____

Company Name: _____

Company Address: _____

1 OPERATIONAL DETAILS

1.1 What is the primary business of your company operating within close proximity to Bandon Town? (Tick all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Quarrying |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Food |
| <input type="checkbox"/> Retail | <input type="checkbox"/> Other (please describe)
_____ |



- 1.2 Please list below the start and end of journey for the Heavy Goods Vehicles (over 3 tonnes) you operate in the Bandon area. For each start and end of journey pair, please **provide information on the numbers of Heavy Goods Vehicles making these movements in the AM (08:00-09:00) and PM (17:00-18:00) peak periods.**

Start of Journey	End of Journey	Route Used	Number of Heavy Goods Vehicles (Over 3 tonnes)	
			AM	PM

2 TRAFFIC IN BANDON

- 2.1 How would you rate the N71 bypass of Bandon Town?

☐ Very Poor ☐ Poor ☐ Adequate ☐ Good ☐ Very Good

Please provide reasons for your selected score:



2.2 What routes do you most frequently use around Bandon Town?

- | | |
|---|---|
| <input type="checkbox"/> Route through Bandon Town Centre | <input type="checkbox"/> N71 Current bypass of Bandon |
| <input type="checkbox"/> Dunmanway Rd/R589 via Crossbarry | <input type="checkbox"/> Other (please describe) |

Please provide reasons for your selected route e.g. shorter journey times, better quality roads, road gradient etc.:

2.3 Do you have any further feedback relating to traffic issues in Bandon, in particular for Heavy Goods Vehicles?

Bus Eireann Submission to

Bandon Transportation and Public Realm Enhancement Plan

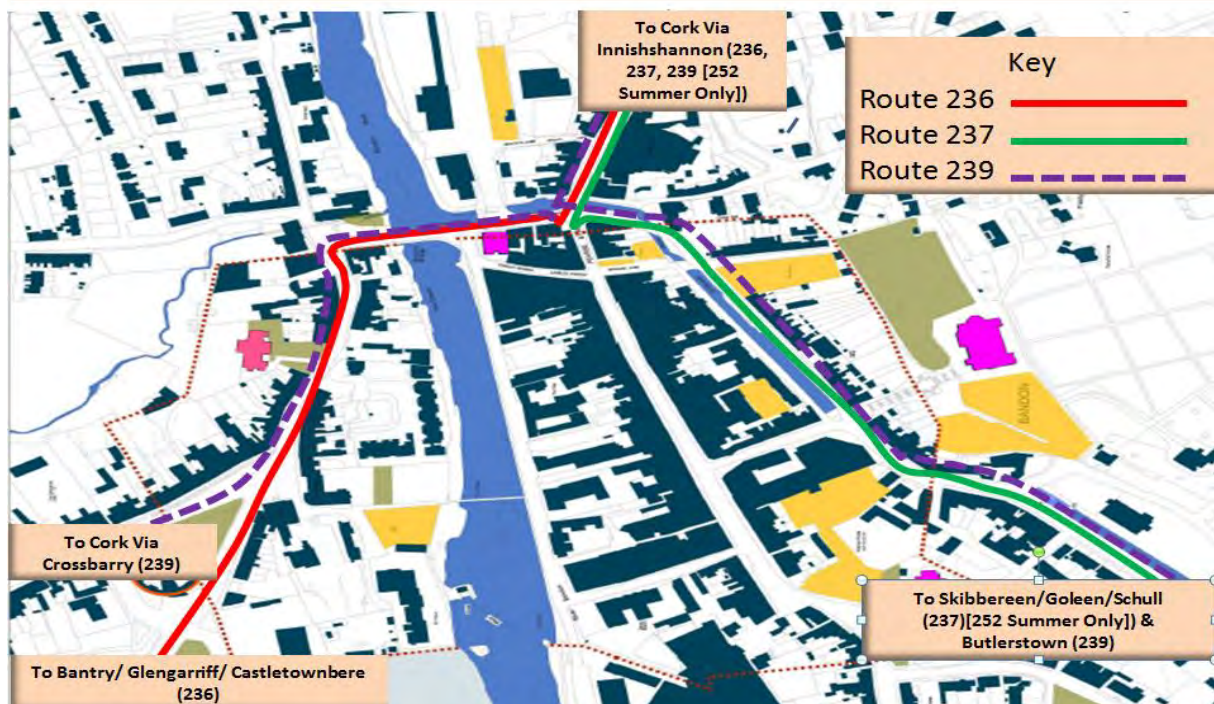
Bandon is an important location for bus routes to and from Cork City and West Cork with up to 45 timetabled bus movements through the town on a daily basis on Routes 236 237 239 and 252 (Summer Only) in addition to a significant number of school transport services.

Bandon services are due to be addressed in the near future as part of the review of public transport services in Cork, with plans to streamline and standardise timetabled trips. However, it is not envisaged that there will be any change to the routing of Bus Eireann services through Bandon.

1. Timetabled Services operated through Bandon in each direction

The majority of services ex Cork to Bandon operate via the N71 and small a number of 239 services operate via Crossbarry and approach Bandon from the north. Services diverge after serving Bandon, Glaslinn Road, with 236 services operating via the R586 and 237 services continuing along the N71. In addition a limited number of 239 services operate via the R602 in the direction of Butlerstown (See Map)

Summary Map of Routes Through Bandon



2. Location of Existing Bus stops in Bandon Area:

Eastbound : Bandon (Kelleher's) Glaslinn Road

- Bus Shelter for services ex Bandon toward Cork on Routes 236, 237 and 239 and 252(Summer Only)

Westbound: Bandon (ESB Depot) Glaslinn Road

- Bus Shelter for services ex Bandon towards Bantry and Castletownbere on Route 236, towards Clonakilty, Skibbereen, Schull and Goleen on Route 237, towards Butlerstown or as a Terminus on route 239 and towards Skibbereen, Bantry and Glengarriff on route 252 (Summer Only)

North Main Street /Alan Square (Courthouse and Opp Courthouse)

- Hail and Ride bus stops for Route 236 Services

Laragh (Bandon Industrial Estate and Opp Industrial Estate)

- Bus Poles for Route 236 Services, approx 5.5 km from Bandon Town Centre

R602 Old Chapel(Eastbound) and (Westbound)

- Hail and Ride bus stops for Limited Route 239 Services to/from Butlerstown:

3. Bus Movements through Bandon in each direction by route:

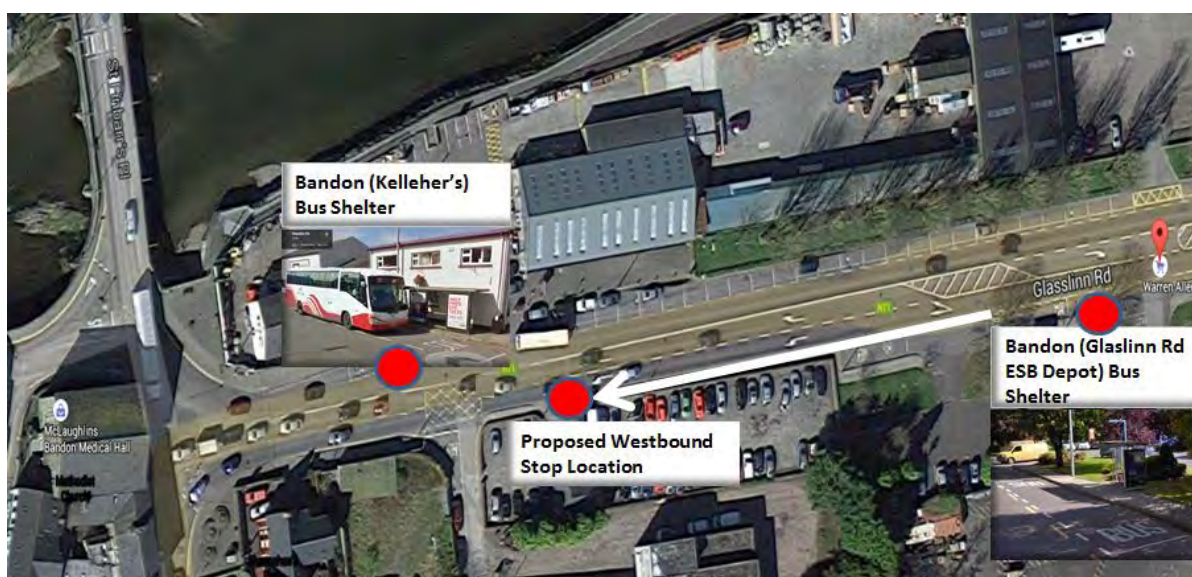
In summary, there are up to 22 services operating eastbound and 23 services operating westbound through Bandon daily (See Table)

Details	Mon-Fri Departures By Direction	Mon-Fri Total departures
Route 236		
Westbound Services to Banty, Glengarriff, Casteltownbere	7	
Eastbound Services to Cork	6	13
Route 237		
Services to Clonakilty, Skibbereen, Schull Goleen	8	
Eastbound Services to Cork	9	17
Route 239		
Services to Butlerstown	7	
Eastbound Services to Cork	6	13
Route 252		
Services to Glengarriff (Summer Only)	1	
Services towards Kinsale, Cork (Summer Only)	1	2
Sum Total {Movements Through sandon)		45

4. Improvements Required to Bus Stops

- Both existing bus stops shelters in Bandon need to be upgraded to accommodate wheelchair passengers inclusive of adequate curbing and pedestrian access.
- To provide closer access to the town Centre, it is recommended that the westbound bus shelter at the ESB Depot would be moved approximately 150 m west to be located adjacent to the Eastbound Stop. (See Image Below).
- It is recommended that a pedestrian crossing would be put in place on Glaslinn Road to safely connect the Eastbound and Westbound stops.

Location of Bandon Shelters and Proposed Westbound Bus Shelter location



- Clearly marked, designated, wheelchair friendly stopping areas need to be put in place at the North Main Street area of the town. This is to accommodate passengers from the North Western end of the town wishing to travel on Route 236
- Clearly marked, designated, wheelchair friendly stopping areas required near Old Chapel on the N71 in both directions to accommodate passengers from Old Chapel area wishing to travel on Route 237

5. School Transport Services

In total there are approx. 900 School children making return trips to/from Bandon on School Transport services each day. In total there are 49 daily school transport bus movements

Schools served are

- St Brogans, Macroom Rd,
- Hamilton High School, Alan Square,
- Colaiste na Tobairthe, The Bypass,
- Bandon Bridge and Bandon Grammar on the N71.
- Crossmahon School, Crossmahon

School Transport Arrivals and Departures in Bandon by Direction	Total Departures
Total Number of School Transport Services arriving in Bandon in the morning	24
Total Number of School transport Services Departing Bandon in the evening	25
Sum Total {School Transport Movements Through Bandon}	49

6. Issues for School Transport Services:

Access to Bus Yard/Depot :

- No right turn arrow/lane on road for services accessing bus depot on N71 Westbound. To access buses must cross a ghost Island which is a potential safety issue. This could be eliminated by replacing ghost island with right turn lane.

Stopping Points and Access to Schools

- Issue with stopping points inbound and outbound at St Brogans School on the Macroom Road approx. 0.5 kms from Bandon Town Centre. Road will need to be widened, pedestrian crossing provided and layby inserted for safe stopping and access to school. Bus presently unable to load at school.
- Provision of adequate stops at North Main Street /Alan Square (Courthouse and Opp Courthouse) will also provide safer access to the bus services for students from Hamilton High. Provision of pedestrian crossing would also assist
- Issues with access to Bandon Grammar when exiting to turn right towards the town (by Old Chapel). Bus must take a circuitous route on exiting Bandon Grammar.



Harcourt Lane, Dublin 2

Dún Scéine, Baile Átha Cliath 2

tel: 01 879 8300

fax: 01 879 8333

email: info@nationaltransport.ie

web: www.nationaltransport.ie

Tim Delaney
JB Barry and Partners Ltd
3 Eastgate Road,
Little Island,
Co. Cork

18th May 2015

Re: Bandon Transportation and Public Realm Enhancement Plan – Engagement of Stakeholders

Dear Tim,

I refer to the above-referenced transportation and public realm enhancement plan, in the preparation of which, the Authority would draw attention to the following issues, for your consideration.

One of the principal elements, informing the preparation of the plan, would be to gain a better understanding of Bandon and its environs in terms of:

- current trip patterns and journey purposes by mode, within, into and through the town;
- current road network characteristics, capacity constraints and traffic management measures;
- current development patterns and future development objectives;
- the operational requirements of public transport services and current issues relating to the operation of buses through the town;
- the walking and cycling environment, particularly in the vicinity of schools and the town centre;
- the operational requirements of a range of different commercial and non-commercial activities in the town, including town centre commercial uses, industrial/ distribution activities, primary / secondary schools and any hospital / medical centre facilities within the town; and related to this
- current on-street and off-street parking provision, parking demand patterns and requirements across a range of different locations and land use types;

taking into consideration,

- all modes of transport (walking, cycling, public transport, private car and goods vehicles); and
- a range of accessibility requirements, including the needs of mobility impaired people.

Based on a better understanding of the above, the plan should establish a range of policy and evidence-based objectives and measures, relating to the following:

- improving road safety and reducing the severance effect of local and through traffic;
- improving and facilitating the use of walking and cycling modes for local trips within the town, in particular to destinations such as the town centre and schools;

- increasing the use of public transport, through improved route legibility, accessibility to well-located bus stops and improved passenger waiting facilities;
- developing a parking management strategy for the town centre and its environs, relating to both on-street and public off-street parking; and
- the management of goods delivery within the town centre area;

From this, should come an integrated set of network objectives across all modes, with associated traffic management and sustainable transport objectives.

In regards public transport services, the plan should be informed by a clear vision of Bandon's function in the operation of bus-based public transport services. Currently, bus services operating from Cork City to both Skibbereen/ Mizen Peninsula and Bantry/ Beara Peninsula operate through Bandon. These fulfil an important economic and social function which places Bandon at the hub of services to West Cork. This strategic position in the West Cork bus network should be recognised in the plan and facilitated with a view to exploiting the commercial and other opportunities presented by this function and optimising travel time reliability through the town.

Finally, the preparation of the plan should be informed by a range of current guidelines, relating to the design of roads and streets, traffic management, cycle infrastructure provision and transport demand management.

I trust the Authority's comments will be taken into consideration in the preparation of the plan. The Authority would welcome the opportunity to discuss the issues raised, during the course of the plan's preparation.

Yours sincerely,

Owen Shinkwin

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Re; BANDON TRANSPORT AND PUBLIC REALM ENHANCEMENT PLAN

Dear sir/Madam,

I refer to the Bandon T-PREP and would like to take this opportunity to thank you for the opportunity to participate in this study.

Having spent an unknown amount of time stuck in traffic in Bandon we also have a good free flowing traffic management system at non peak times due to the absence of traffic light controlled junctions. The main Bandon Bridge was controlled by traffic lights many years ago and these caused more problems than what they solved. There are too many streets converging on one location and the installation of the traffic lights caused all the joining streets to back up. Since their removal the traffic flows away naturally at this junction.

Bandon town is not unique with its traffic management problems. The River Bandon splits the town and where this is a lovely feature it poses its problems too. With only one bridge crossing the river this draws most of the town's traffic to it and the streets in the town center. During peak times this causes major problems due to the priority given at a number of junctions. Simple solution here would be to construct another bridge. The footbridge on Mc Sweeney Quay could be upgraded to take vehicular traffic but limited to cars only as the exit onto North Main Street is restricted.

I have observed on many occasions the gridlock of traffic at peak times. Traffic approaching the town from the west is held up as it approaches St. Patrick's Church on the New Road (shown in yellow). This delay is caused by a build up of traffic on Market Street waiting to turn right onto South Main Street (Junction A). The priority at this junction is given to the traffic travelling east on South Main Street. This also causes traffic on Patrick's Quay turning right onto Market Street (Junction B) to get backed up along Patrick's Quay (shown in red).

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

This traffic on Patrick's Quay in turn builds up back as far as the junction with Patrick's Hill Uunction C) and at times backs up as far as the main bridge Uunction D) and over the bridge at times.

Traffic on South Main Street is very slow moving due to the parking on both sides. HGV's and coaches also cause problems, as the width of the street is not sufficient for these large vehicles and parking on both sides.

Vehicles at the junction of South Main Street and Oliver Plunkett Street Uunction E) intending to turn onto Oliver Plunkett are waiting to turn right and cause the flow of traffic to stop, resulting in a back up South Main Street. There are two more delays in the flow of traffic travelling north, first at the next junction where traffic attempts to turn right to follow the N71 to Cork Qunction D) and the second is over the bridge at Bank Place with traffic attempting to turn right to Watergate Street direction Uunction F).

It has often taken traffic 30 minutes to travelling from New Road to North Main Street via South Main Street. I have observed on many occasions the above-mentioned delays and when I turn onto North Main Street at junction F it is clear of traffic.

The traffic delays in my opinion are caused by the incorrect priority at a number of junctions, lack of road markings, lane identification and the geography of the town. One junction restricts the flow of traffic and this has a knock on effect along South Main Street, Market Street and Patrick's Quay. One delaying the other shown by the black triangle.

I recommend changing the layout and priority of a number of junctions, proper lane markings and a few more listed below.

Bank Place (junction F)

Change the junction by installing a mini roundabout painted on the road. One of these is in operation at the junction or New Road and Kilbrittain road. This would give northern bound traffic priority to turn right and clear the junction. This should eliminate build up of traffic on the bridge and Mc Sweeney Quay.

Pierce Street (Junction E)

Marking out of two traffic lanes. Left lane for N71 traffic and right lane for traffic travelling onto Oliver Plunkett Street.

There is a No Right Turn here and that could be removed with the two lanes.

Patrick's Hill (junction C)

Change priority at this junction to give the N71 west priority over Bridge Place.

Patrick's Quay Uunction B)

Change priority at this junction to give the N71 west priority over Market Street. Marking out of two traffic lanes. Left lane for the N71 west and right lane to turn right onto Market Street.

South Main Street Uunction A)

Change priority giving N71 east priority turning right onto South Main Street. Change the parking layout to only on one side. Mark out individual spaces running at approximately 30 to 40 degrees to the footpath. This would speed up parking and reversing out of spaces.

Public seating and pedestrian areas could be provided between car parking spaces.

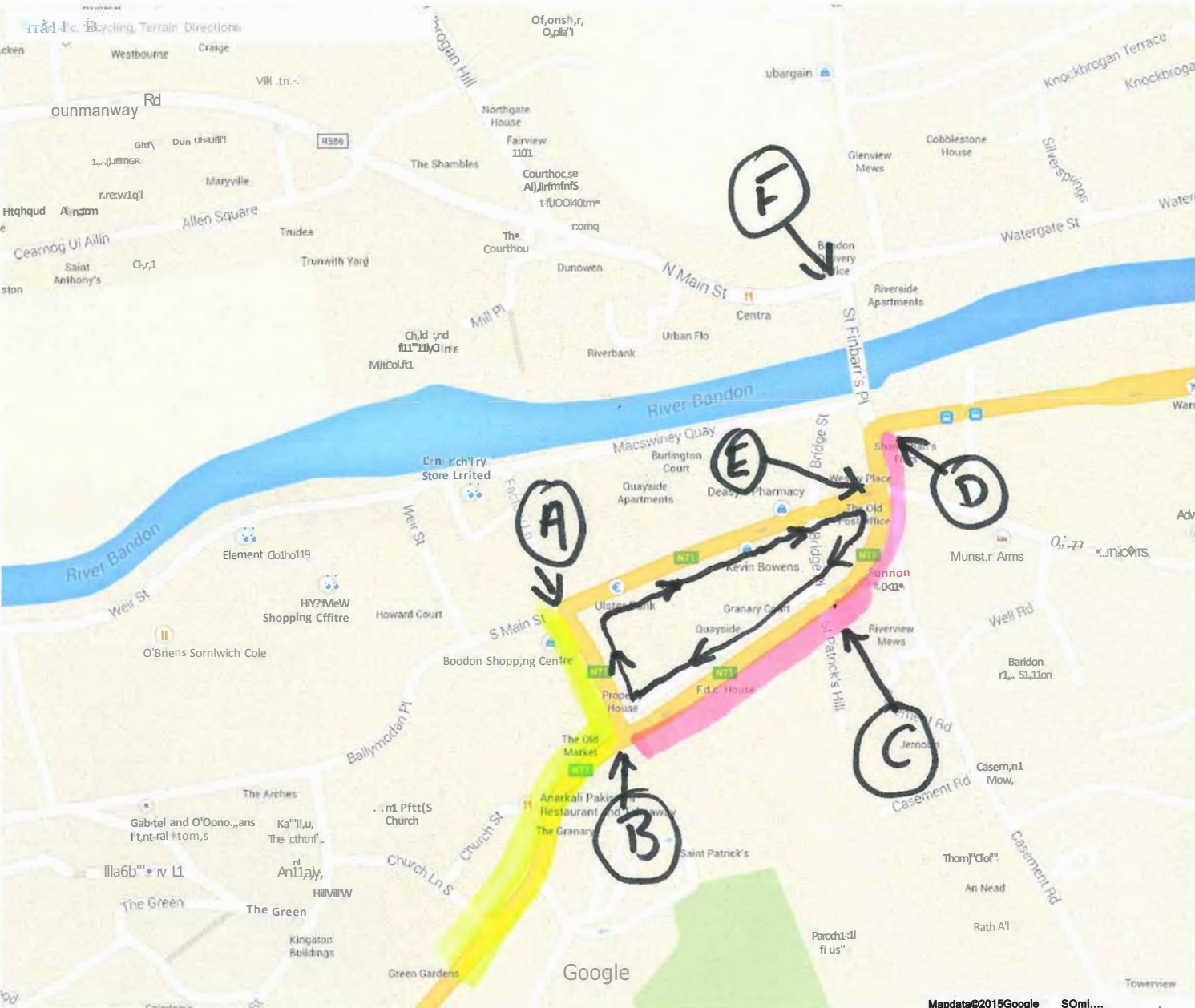
The banning of HGVs and large vehicles should be considered. There is a lot of potential for the redevelopment of South Main Street and Mc Sweeney Quay for both pedestrians and vehicular traffic.

There are a number of other small ideas but have little or no bearing on traffic management.

Please do not hesitate to contact me should you have any questions or I'm available anytime should you want to meet, I look forward to your reply.

Regards

[Redacted Signature]



Bandon is set to become one of the most attractive towns in the region



Pictured at the Public Consultation meeting on the future plans for Bandon (from left) Kevin O'Mahony, MCC, Gilhan Vaughan, Cork County Council, Alan Coleman, Mayor of County Cork, Margaret O'Mahony, MCC and Catherine Keating. PHOTO DENIS BOYLE

Bandon is set to become one of the most attractive towns in the region, within a matter of three to four years. J. B Barry and Partners, in association with Systra, have been appointed to work with Cork County Council in the development of the Bandon Transport and Public Realm Enhancement Plan for the town.

This month the public got an opportunity to give their views before the town faces into its major €20m drainage and flood relief schemes. Needless to say things are going to get worse before they get better, as many disruptions lie ahead as the infrastructural improvements are carried out. However the aftermath of the works should see a greatly enhanced Bandon with new roads, footpaths, improved transport and traffic flow, cyclist/pedestrian lanes, greater disability access and enhancement of the public

environment. Bandon is the largest settlement in the Bandon Electoral Area which includes Kinsale as a second major settlement. Much of the Bandon Electoral Area is within the CASP Ring SPA and Bandon is located within the Strategic Transportation Improvement Corridor linking Cork City and environs with Clonakilty further to the West.



A lone angler is caught on camera under the arch of the main Bandon bridge

Seeing past Bandon's twin schemes

Public Consultation in Town

By Colette Olney

Another step towards a post-Drainage and post-Flood Relief Scheme scenario was taken on April 16th with a Public Consultation session on future plans for the town hosted by Cork County Council at Bandon Town Hall.

Have your say in plans for Bandon town

In attendance was CCC's Senior Traffic and Transport Engineer Peter O'Donoghue, a director of the Bandon Transportation and Public Realm Enhancement Plan [BTPREP], along with County Mayor Alan Coleman, councillors, CCC personnel, planning consultants Systra and County Architect Sean McLoughlin who noted that the plans to hand, displayed on charts, maps and questionnaires were primarily meant to encourage input from the public and offered an opportunity for interested parties and individuals to have a say in matters like lighting, seating, planting, street furniture, green spaces, highlighting historical and architectural features and generally styling the town in line with various needs of inhabitants, traders, motorists and visitors. A detailed questionnaire was available to fill out and must be submitted before May 15th to JB Barry & Partners, Benchmark Business Centre, 3 Eastgate Road, Cork.

Meanwhile CCC Executive Engineer, Charlie McCarthy told *The Opinion* that the Drainage Scheme would go to tender before the year's end. Clonakilty's enhancement process is moving faster, he noted, since Clonakilty's infrastructural schemes did not experience delays, the Engineer said.

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 = 11 Jst 111 €325,000



Adel' is an exceptional 4 bedroom detached residence standing on a 1 acre of lawned garden and offering beautiful views of the surrounding countryside. It was built in 2008 and has planning permission for a detached garage. It is in 'showhouse' condition throughout and offers a beautiful kitchen, polished porcelain tiled floor and master bedroom en-suite. It measures 223 sq. mtrs and is 4 miles from Bandon, 4 miles from the sea and 12 minutes drive from Kinsale. **Sherry FitzGerald Brennan Busteed** are the selling Agents and are asking €325,000 for the property.



Attending a meeting at Inchydoney Island Lodge & Spa Hotel, regarding the future of Cork Airport (from left) Peter Nash, Tourism Ireland; Emma O'Brien, Cork Airport Development Board; Josephine O'Driscoll, Failte Ireland; Ruairi O'Connor, Hotels Federation; Alan Coleman, Cork County Mayor; Paschal Donohoe, Minister for Transport, Tourism and Sport; Jim Daly TD, meeting organiser; Kevin Cullinane, Cork Airport; Fiona Buckley, Failte Ireland; Louis Duffy, Cork County Council and Niall McCarthy, Cork Airport manager. PHOTO PADDY FEEN



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Pictured at the launch of the Bandon Transportation and Public Realm Enhancement Plan (from left) Kathleen

PHOTO DENIS BOYİ£

House Prices Up

Ireland's house prices were 163% higher in the last quarter of 2014 than in the last quarter of 2013, according to Eurostat estimates. This is the highest annual house price increase in the EU.

The estimates also show that the rate at which Irish house prices increased over the year in 2014 was by far the fastest in the EU. However, the rate of increase slowed down as the year passed - from being up by 68% in Q2, then up by 62% in Q3, followed by a lower rate of increase of 38% for Q4.

Ounc calls for airport investment

Ireland South MEP Deirdre Clune has called upon the EU Commission to invest in our airports in Cork, Shannon, Kerry and Waterford. Addressing a high level aviation conference in Dublin attended by the Association of European Airlines, the Regional Airlines association, low cost carriers and a host of other airline associations, Ms Clune said that airports in her constituency are valuable parts of our infrastructure, bringing much needed tourism revenue and therefore deserve support.

€77.6 IS The Average
Rent For Rented
Dwellings In Co. Cork

The average rent for all dwellings let in County Cork in Q4 2014, and which were registered with the **Private Residential Tenancies Board (PRTB)**, was €76. That was up €4 when compared to the prevailing average rent in Q4 2013, when the amount was €72.

This data comes from the **PRTB'S Quarterly Rent Index** which is compiled by the **Economic and Social Research Institute (ESRI)** for the Board. It is the most accurate and authoritative rent report of its kind on the private accommodation sector in Ireland. This is because it is based on the **actual** rents being paid, according to the **PRTBs** records, as distinct from the **asking** or **advertised** rent. It is important to bear in mind that the average rent cited above is based on rents registered with the **PRTB** for all dwelling types (houses and apartments; one, two or more rooms). However, if people are interested in seeing the rent that applies to different dwelling types (number of bedrooms) and for different locations, they can check this out at www.prtb.ie (**click "rent index"** and go to the **Average Rents in my Area (Dataset)**)

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021-8814864
or 087-2ZZ0117**

‘Bandon a very important town’

As a child my father wrote these words in a ‘composition’ dated 4/6/1928 in a school essay written in rural school in Bandon Parish; remarkably I still have this jotter. He began with the words ‘*Bandon is a very important town*’ and then mentioned the diversity of shops and stores (dealing in agricultural produce) to be found in the town. He wrote of the ‘*big river running through the town called the Bandon River*’ and ‘*a barrack which is now a ruin*’ and strangely in the same sentence ‘*three schools and a distillery in which there is whiskey made*’. In a childish way he captured some fundamental details and alluded to the historical evolution of the place. The only recognisable details of relevance today are the river that bisects charms and occasionally threatens the town and the regional importance of Bandon as a centre of education. Its importance as a country town is now diminished as is its significance as a centre of provisions for the agricultural hinterland. The nature of those provisions has evolved. Could Bandon reasonably be described by anyone today as ‘a very important town’? Sadly, I think not.

For many people Bandon is no more than a community suburb of Cork City. For others it is known as a traffic hold-up on any journey to or from West Cork (for some it is even synonymous with the enforcement of road traffic violations). Mostly its character is unremarkable as its image merges with so many other Irish rural towns; a Centra, Supervalu, Lidl, betting shop, Chinese takeout, a chipper, a few pharmacies and a few pubs. In truth Bandon still has a little more than this, but not so much as to make it stand out from the crowd.

Bandon is neither a Viking nor Medieval town, nor is it a rural Irish quaint town, but instead has the dubious distinction as a place once famed for racism and sectarianism; the old adage is still repeated the length and breadth of Ireland (I will not repeat that here, lest in doing so I promote it to those who no longer know it). The town with a foundation date of post 1601 is relatively modern in relation to many Irish towns and while it might be considered ‘old’ in America and ‘prehistoric’ in Australia it is downright modern in the context of Western European towns. There is no iconic historic building or ancient monument, no beach, no lakes, no mountains, it is not associated with any famous pop star or celebrity (except as the sometime home of [REDACTED] it is not synonymous with any product (except perhaps butter), has no reputation as a centre for food or fishing or fine dining and is an unlikely

destination for stag or hen parties. In short, it is neither a visitor nor tourist destination and yet may tourists pass through the town.

The problems that prevail in Bandon today can be seen to a greater or lesser extent as common to most of the small to medium sized towns of Ireland, especially those lying within commuting distances of large urban centres. Bandon is characterised by the disappearance of a once thriving industrial base, wherein many of the townspeople once worked. The erosion of the traditional hinterland, whereby people now travel periodically for longer distances to suburban shopping centres rather than regularly ‘to town’ is another depilating characteristic feature of modern times. The bulk of the residential dwellings are in the suburbs and semi-suburban rural roads, where most people spend the greater part of their recreation time within their own homes. As a consequence, the economy of the town centre is stagnant or even depressed. Footfall on the streets is low, excepting on Saturdays. After 6pm the streets are all but deserted except for a bit of activity in the Shopping Centre (Riverview) and outside takeouts and off licences. Young people standing on the streets smoking in front of a few pubs (at weekends only) is the only form of thriving urban street life worth talking about.

Though I cannot put a figure on it, there seems to be a very low level of occupation of the upper floors of traditional street-fronting buildings on the main streets—the only residential buildings of this type I know of are the Bridge House and a few flats ‘over the shops’ of North Main Street. Even the newly built, tax-incentivised apartment buildings are seldom occupied to capacity and many of the residents appear to be short term non-nationals, who in ‘minding their own business’—are not well integrated or overly concerned with Bandon’s culture, history or identity.

Many of the issues effecting Bandon are national, complex and social, beyond my scope and certainly beyond the scope of this comment.

Perhaps all I can attempt here is to broadly assess what we have and how we might attempt to mitigate a few of the problems.

Bandon needs to identify the characteristics that make it special and not claim to be something it is not and above all not exaggerate its claims to uniqueness; it is often detrimental when claims are made that have no basis in reality.

The reality is that for most people the many car-showrooms at the outskirts of the town are the most characteristic feature of Bandon. For those who drive through the town, the narrow

streets, poorly designed traffic management and dangerously located pedestrian crossing points are a stressful feature leaving most people with a mere glimpsed image of large grey buildings, dominated by competing churches perched above the rooflines. I would be very surprised if more than a handful of people who visit or pass through the town are ever struck by the beauty of its setting, the quality of its architecture, the historical associations of the town or can remember or name one remarkable, worthwhile feature of the place. So before we begin to enumerate the features that make Bandon special it is well to remember that the odds are strongly stacked against us.

In my opinion the best feature of Bandon is the beauty of its setting and natural environment. The River Bandon, whether reduced to a mid-summer trickle or a raging brown foaming torrent, is the key element of the place. The beauty of the River Valley between Innishannon and Bandon is well known and easily appreciated from the roadside, but the beauty of the river valley on the western side is hardly recognised at all. It is remarkable how the Castle Bernard Estate and ruined mansion on the doorstep of the town is shunned by most people, excepting perhaps golfers. Could this be the result of lingering feudal cultural residue or simply a lack of accessibility?

Strangely, the housing of Bandon has traditionally turned its back to the river. The builders of the formal facades of three storey 18th century houses with ground floor shops seemed not overly concerned how they appeared from the river (and yet this is now the more common view in a wide panorama from the bridge, while few stand back and look up from the narrow streets. The unflattering rear views consist of undecorated walls, an irregular arrangement of windows, and a hotchpotch of annexes and sheds. Sadly the new tax-incentivised buildings are architecturally undistinguished, and even in the short time since their construction (c. 10 years) many appear to have grown shabby.

Bandon was described in 1680 as follows *‘It is divided by a large pleasant river, an united by a handsome bridge of six arches....These rivers are so situated and the streets so placed that almost every house has a garden backward that reaches to the river, and the garden being planted with trees in convenient places, in summer time this town seems to be build in a wood’* (from Day 1902).

And today vestiges of this beauty can still be glimpsed, for the river retains a power to regenerate itself despite the worst intrusions of the works of man (ironically the power of the river must be tempered as well as admired so that the very survival of the town can be secured). The charming view of the river is only one element; the diversity of plant life is a major feature, not least the few trees by the footbridge but most notably the water crowfoot which can be breath taking in May and June when covered with white and yellow flowers and from whence the name *Glass Lynn* is reputedly derived. The red, pink and white valerian growing in the old stone walls are very beautiful in season. Swans, Herons, Otters, Ducks, Gulls, Jackdaws and occasionally Kingfishers or Cormorants can be seen in the river. Many townspeople (both Irish and not) enjoy feeding the ducks. Access to the feeding places seems unnecessarily restricted.

The weir (unremarkable in itself), the nearby mural turrets (one by the Riverview entrance and one obscured by vegetation on an island in the river), the beautiful built electricity generating building and the rudimentary riverside walk and adjacent (unremarkable) playground all contribute or have the potential to contribute to as fine a resource as is possessed by any town in Ireland.

Buildings

Claims for unique architectural distinction in Bandon are clearly unfounded and there are no buildings of great aesthetic distinction, remarkable historical association or possessed of unique merit. Nevertheless there are a great many of good buildings in Bandon. North Main Street, Kilbrogan Hill is undoubtedly possessed of the best ensemble of buildings. Most of the street-fronting houses are good 18th century and early 19th century, three storey, two/three bay houses with fan lighted doorways. A few traditional shop-fronts, in a poor state of repair still survive. Ironically it is often the buildings which have been the most neglected that retain the greatest degree of historical authenticity and architectural integrity. Sadly since the *An Foras Forbartha* catalogue of Bandon architecture was compiled in the 1970's, the loss through ill-informed rebuilding or refurbishment has been enormous. The constant flow of heavy traffic continues to be a problem, long after most towns in Ireland have resolved this issue.

The stone enclosure of the Shambles, flanked by a green tree-lined little park is a fine feature, together with the Court House, Town Hall and former Masonic Hall. All of these make a good group of 'Public' buildings, but the treatment of the adjoining space (street surface) does nothing to enhance the setting. Kilbrogan Church has the best claim for historical association as it is one of only two churches built specifically for Protestant worship in the 17th century in Ireland. The historical association of the site, a possibly Early Christina monastery, is historically and culturally significant. It is however, difficult to see or appreciate the Kilbrogan Church and its site unless you specifically stop to visit; I imagine many potential visitors are swept along in the traffic flow, and by the time there is a place to pull over many have probably already gone too far to consider it worthwhile going back.

The Allen Institute is an early 20th century building (replacing an earlier) of no architectural merit and is usually closed. Sadly Bandon Bridge is not easily viewed or appreciated by the car-borne visitor; one has to be a dedicated visitor to good view of it.

The town walls of Bandon are of late date (early 17th century) and were built more as a statement than for defence. Today, the walls have little visibility or surface expression. Sections can be seen here and there, most notably by Riverview where two faces of the wall enclose a rubble-filled core. Few visitors can relate to the fragments as of any historical or monumental significance. Other than during *medieval walled town day* I have never seen anyone looking at it or photographing it, but occasionally people do photograph and admire the flanking bed of hydrangeas.

The line of the town wall is marked by an arrangement of grey tiles on the floor of the adjacent Riverview Mall. This feature was included in the design to compensate for the destruction of a length of town wall just before the shopping centre was build (2001). I do not know of anybody who is aware of the significance of this feature in the mall floor. Strangely this feature was not even mentioned in a recent study of the town walls of Bandon (2013).

Historically the walls of Bandon were synonymous with the sectarian and racist early development of the colonial town. Even today, a resentment of the symbolism of the walls of Bandon can be detected in certain quarters, though I doubt if the opinion has been publicly voiced in recent years. There are some who believe the failure of the Irish government to support Bandon's infrastructure and industrial development was rooted in a lingering sentiment of resentment. Regardless of historic symbolism, the remains of the town walls of Bandon are so poorly presented that they are unlikely to be the subject of destination visits.

Efforts to capitalise on the town walls as a feature of touristic potential is probably a waste of time and resources. The town walls are of course protected under the National Monument Acts and cannot be damaged or altered in any way. To present the walls as a feature worth visiting the dividend from the investment is likely to be very meagre in proportion to the amount of outlay required.

As for symbolic value who knows how people might view this subject in the future.

[Redacted Signature] [Redacted Title]

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11/11/2016

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Possible community education actions during and after the upcoming archaeological investigations in Bandon

The Irish Walled Towns Network (IWTN) grant aids conservation projects throughout the country. As part of our conditions of offer we stipulate that at least three community interaction actions take place. To make this possible up to 2% of our grant can be used to cover the costs.

A series of ground excavations are about to occur in Bandon. This is a fantastic opportunity to learn about the town and educate people about the place's past. Within this document are some ideas of how the heritage of Bandon may be communicated both during and after the excavations.

For relatively little cost the benefits of the communication actions are:

- Enhanced attractiveness of the town to tourists
- Improved appreciation by locals of the need to conduct archaeological investigations
- Greater understanding by residents of the educational and tourist opportunities such excavations present
- Improved public profile of contracting organisations
- Improved relations between contractors and local business and residents

Recommendations during excavation

Safety fencing

Harris fencing should be used to allow people to look in at the trenches. Plywood hoardings should not be used.

Meet and greet!

Twice a day, for 15 minutes, there is to be an archaeologist made available to answer questions on what has been discovered. The archaeologist should explain the context of the discoveries within the history of the town and country. For the purpose of education, the 19th and 18th remains should not be ignored. The session times could be displayed on a simple chalk board or white board located on the safety fencing. Local schools and businesses associated with the tourist sector should be notified about the opportunity to witness archaeological investigations. The image below is from a presentation to students at an IWTN funded conservation project in Clonmel.



Cost

An archaeological site assistant costs typically €11 an hour. Total daily cost €5.50.

An archaeological site site director costs typically €35 an hour. Total daily cost €17.50.

Where possible, preference should be given to community interaction by a site assistant rather than a site director.

Signage

A weatherproof temporary sign should be erected at the locations of ongoing archaeological investigations. Its purpose is to provide information on the general archaeology of Bandon and explain why archaeological monitoring and investigations are necessary. The information for the sign should be based on the archaeological assessment. The image below is from an IWTN funded conservation project in Wexford.

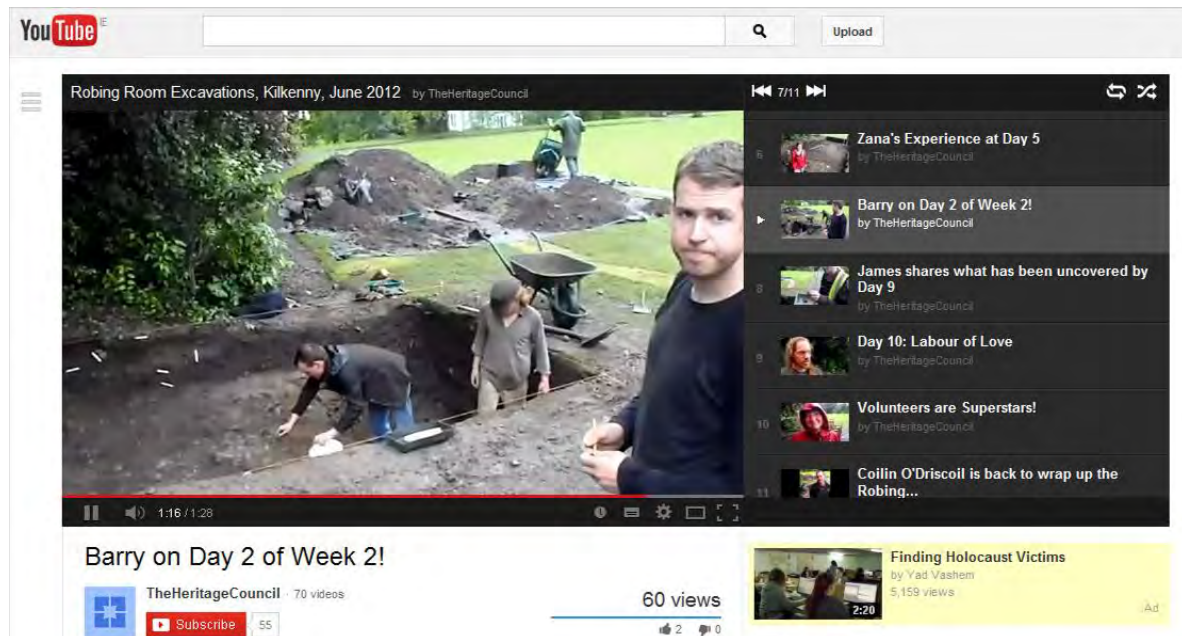


Cost

Approximately €250 for design and production.

Video blog

A weekly two minute video blog could be uploaded to YouTube. The video should be a simple two minute description by an archaeologist on progress at the excavation(s). It should be recorded and uploaded by students and/or a voluntary group. The image below is from a video blog that was done during an excavation in Kilkenny.



Cost

Negligible

Facebook/Twitter

Students and/or a community group should run Facebook and twitter accounts with regular updates and images.

Cost

Negligible

Public lecture

A public lecture either after or during the excavations would be a great way of communicating to people what has been discovered. Artefacts could be brought in for viewing and handling (where appropriate).

Cost

Negligible if done voluntarily by the contract archaeologist as is the norm.

Recommendations after excavation

Pop-up museum

In an area of high footfall create a temporary pop-up museum with artefacts on display. Some artefacts should be able to be handled. The image below is from the pop-up museum in Kilkenny. Costing €11,000, it attracted 3,080 people in four days.



Cost

€2000-8000. The cost depends on the scale and scope of the pop-up. Grant aid is available from the IWTN.

Insert paving

Insert paving showing where archaeology has been uncovered is a great way of animating the past. In this example from Dublin, different coloured stones mark the location of a Viking house. A plaque on the ground provides additional interpretation.



Line of city wall, Kilkenny

At several locations in Kilkenny the line of the largely now gone medieval city wall is marked by distinctive but uniform paving. There is an inscription in English and Irish noting what the line is and the date of the town wall. Where Bandon's town walls are uncovered, a similar demarcation could be installed.



Line of town wall, Fethard, Co. Tipperary

In Fethard, the line of the town wall is marked on the roads entering the town centre.



Cost

Depends on specification

Other ideas

A selection of other heritage interpretation ideas can be found in the document *Bored of boards: ideas for interpreting heritage sites* available on www.heritagecouncil.ie

**Meeting Future Bandon Friday 14th November 2014 to explore ways
of making the Town a best possible place to visit during the
forthcoming Main Drainage & Sewage & Flood Relief Schemes**

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Also invited but unable to attend:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Purpose of Meeting: [REDACTED] from the Heritage Council was invited to Bandon on Friday 14th for a meeting at 2pm in the Town Hall. The purpose of this meeting was to come up with some innovative, imaginative ideas about what we could do to inform the people of Bandon and to attract people to the town during the projected 18 months to 2 years works. Business people in particular are very concerned about the impact of the work on their livelihoods but at the same time understand only too well that the works are vital. A round table discussion should be able to come up with ideas that would minimise the impact on the businesses and townspeople while maximising the positive aspects of the two schemes. At no time would these suggestions interfere with the works.

Outcome: It was an interesting meeting which discussed the disseminating of archaeological information that is uncovered during the course of the Flood Relief and Main Drainage & Sewage Schemes. [REDACTED] highlighted a number of ideas that could be put into operation during the works such as: provision of information boards, liaison officer, pop up museum, blogs etc. All were in agreement that this would be a positive benefit to the town and visiting tourist. It was noted that the Bandonians are very interested in their heritage and would put a positive spin on what is going to be quite a disruptive process.

However, all the Council people strongly advise that none of the proposals should in any way impede the works and must be carried on outside of the works and not slow down or interfere

with the appointed contractor or their appointed archaeologist. It was agreed that the appointment of a liaison education officer would be great to overcome this. The recommendation is that dissemination of information during the works should be provided for in the preparation of the tender documents and would be a recommendation for inclusion in the tender documents. [REDACTED] will look into it in regards to Irish Water's Main Drainage & Sewage Scheme. [REDACTED] to get in touch with [REDACTED] OPW in regards same for the Flood Relief Scheme.

[REDACTED] pointed out the importance of Health & Safety & Insurance throughout the process of the two Schemes – this will be his main priority.

[REDACTED] mentioned the Transportation Study currently being tendered to Consultants which would have a Public Realm element – townspeople would be consulted in due course and be able to voice their opinions in relation to how the town should look following all the works over the next 2 years.

Some ideas mooted at the beginning of the meeting were:

Extra Parking Spaces – identify areas of remedial parking – i.e. St Patrick's Church, GAA Grounds, Rugby Grounds, on North Main St (we'll be losing the Car Park next to Cluid to house machinery for the Flood Relief Scheme) at the back of DuBarra's, Post Office, Riverside Flats.

Shuttle Bus: To take motorists from the remedial car parks to the shops (all the shops!) every half hour.

Space in Town Hall/down Town: To Display a "What Was Found Today" slot.

Web Cam: People opted for a Video Blog and/or Facebook Page instead of a Web Cam

Talk & Touch: That during the working day one Archaeologist take 2 x 15 minute slots to talk to people about the dig and find – this would be targeted at Schools, Tourists, relevant Interest Groups and interested Locals

Gate & Interpretation Panel for Sally Port: We asked [REDACTED] to prepare a quote for a Gate onto the River to mark the Sally Port tunnel – see attached – these is a difficulty in that it's on private property but we may be able to overcome this – the interpretation panel "drawing" of the tunnel and its purpose would be approx €750

[REDACTED] advised that they are designing both projects to avoid archaeology as far as possible – nobody saw this as an issue – obviously older artefacts would be at a deeper level but as [REDACTED] [REDACTED] pointed out there was a huge value in all aspects of archaeology from early modern to older artefacts, all can be made exciting – [REDACTED] experience led him to believe that what people wanted to know was how their parents and grandparents lived, [REDACTED] echoed this and in her experience with people searching for their ancestors who wanted to know how they lived before they left to settle elsewhere in the world and what kind of life they would have had here.

■■■■■ felt this was an ideal opportunity for organisations to get excellent PR for very little outlay taking an encompassing view – highlighting the educational and information value of each step of the process – he thought that this approach could be used as a template for other towns in similar positions.

■■■■■ had prepared a slide show with innovative examples of what was done in other parts of Ireland and abroad.

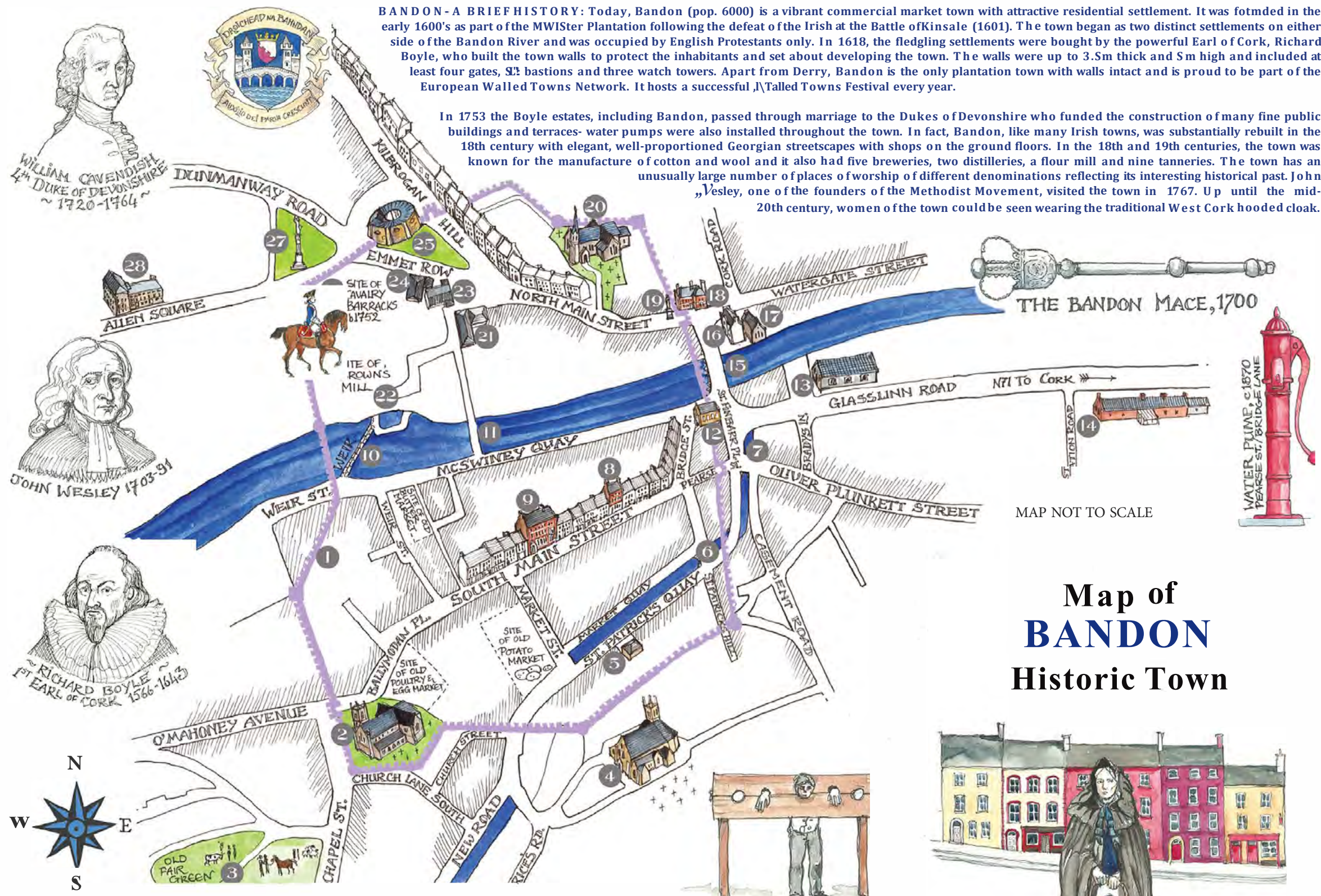
Very briefly what the group recommend is:

1. An interpretive Board/s be in place from the outset explaining the overall process and the Archaeologists role in it – this could have a section that could contain the “find of the day” which could be posted up on a regular basis
2. ■■■■■ will email everyone outlining the benefits citing examples, economic and social, that have been seen elsewhere that might be considered for Bandon to galvanise interest in the Town while the Town is dug up over the next 2 years
3. Touch base with ■■■■■, Irish Water Capital Works based in Mallow to demonstrate the value in this opportunity to disseminate information to Bandonians who are very interested in their heritage. This year’s Walled Town Festival had 3,000 people in attendance, the First World War Exhibition held during the Festival attracted 1,500 visitors, and a Lecture on Boyle’s Bandon attracted 50 people earlier on this year. See Liam’s ideas being emailed separately – Liam also mentioned the low cost high impact value such a progressive approach would be for Irish Water on their first ground breaking Munster Project
4. Explore ideas such as a Pop Up Museum of Artefacts found – ■■■■■ that Kilkenny had a very successful experience of such a project under canvas for 3 consecutive Thursdays between Kilkenny Arts Festival and Heritage Week where Archaeologists were at hand to talk about the pieces on exhibition which people were able to ask questions about and touch (people particularly loved being able to touch the artefacts). This was funded by Kilkenny County Council, The Heritage Council & Failte Ireland. ■■■■■ also recommended we check out Trim Blackfriars Archaeological Project and see what they did there
5. Explore ideas/materials in the public realm of ways to represent heritage features such as Walls of Bandon where it cross roads, footpaths. ■■■■■ said Fethard recently did this – we will talk to those involved there about the process
6. Explore ideas for Installations/Art Schemes or Exhibitions during the works with a view to seeking funding from Arts Organisations – ■■■■■ mentioned Thomastown who placed a cot or small boat in the river as an Art Programme based around the River – in Bandon this could mirror the 1765-1773 cross river ferry flowing the loss of the bridge in 1765 - ■■■■■ Mc to contact ■■■■■ about this.

7. We want to interpret the Archaeology as we go and take Videos of anything of specific interest – the benefit of a commitment to disseminating such information would be enormous and novel.
8. Further to the meeting, [REDACTED] contacted [REDACTED] to say she had originals of the 1883 water works in Bandon and these could be made available for consultation if these would assist.



- r. Town walls, built 1620-25. The line of the walls can still be traced and upstanding remains can be seen in the foundations of St Peter's Church and in the Riverview Shopping Centre.
2. St Peter's Church of Ireland designed in the Gothic Revival style by Joseph Welton and built in 1847-9 on the site of an earlier church built in 1614.
3. The former Fair Green was also the site of the town gallows.
4. St. Patrick's Catholic Church (1856-61); designed in the Gothic Revival style by George Goldie. Following Catholic Emancipation in 1829, Catholics began building small churches. Here in Bandon, the first RC church was built on Chapel St. It was replaced in the mid 19th century by St. Patrick's, which occupies a more prominent site.
5. Former Methodist Meeting House, built c.1820, extended 1881.
6. Bridge Lane Bridge, dated 1858, spanning the Bridewell River.
7. Irish Town Bridge built in 1864. It leads to what was known as Irish Town, a native settlement located to the east of the original walled town.
8. Bank of Ireland, built in 1882.
9. Allied Irish Bank; built for the Munster Bank in 1877, to a design by the prominent Victorian architect, J. N. Deane.
10. Weir, built c.1720 using stone from the town wall. It was originally used to divert water to power Bandon Corn Mill and today is used to power electricity generating turbines.
- n. Footbridge, built in 1908.
12. Methodist Church built in 1821. A classically inspired building which was partly funded by the Duke of Devonshire.
13. Goods store, built in 1865 to serve the Cork and Bandon Railway which opened in 1849.
14. Former railway station built in 1894 to serve the Cork Bandon and South Coast Railway, it now houses Cork County Council offices.
15. Bandon Bridge built in 1773 and extended in 1838. It replaced an earlier bridge located a short distance to the west.
16. The Allin Institute, a former school built in 1867 by James Allin of Youghal for Protestant young men. It was rebuilt in 1924 in the Arts and Crafts style.
17. Former Scots Presbyterian church, built in 1847.
18. Bandon post Office, built c.1870 for the Provincial Bank.
19. Monument to Sean Hales, C. O. in the O'ld IRA [1918-21], T.D. for South Cork (1921) & Brigadier General in the Free State Army /1922/.
20. Christ Church, built in 1610 and extended in 1625. It is reputed to be the first church to be built in Ireland for Protestant worship. It now houses the West Cork Heritage Centre. The 17th century town stocks are on display in the centre.
21. Town Hall, built in 1862.
22. Site of Bandon Mill built in the 18th century as a corn mill.



BANDON - A BRIEF HISTORY: Today, Bandon (pop. 6000) is a vibrant commercial market town with attractive residential settlement. It was founded in the early 1600's as part of the Munster Plantation following the defeat of the Irish at the Battle of Kinsale (1601). The town began as two distinct settlements on either side of the Bandon River and was occupied by English Protestants only. In 1618, the fledgling settlements were bought by the powerful Earl of Cork, Richard Boyle, who built the town walls to protect the inhabitants and set about developing the town. The walls were up to 3.5m thick and 5m high and included at least four gates, six bastions and three watch towers. Apart from Derry, Bandon is the only plantation town with walls intact and is proud to be part of the European Walled Towns Network. It hosts a successful Walled Towns Festival every year.

In 1753 the Boyle estates, including Bandon, passed through marriage to the Dukes of Devonshire who funded the construction of many fine public buildings and terraces - water pumps were also installed throughout the town. In fact, Bandon, like many Irish towns, was substantially rebuilt in the 18th century with elegant, well-proportioned Georgian streetscapes with shops on the ground floors. In the 18th and 19th centuries, the town was known for the manufacture of cotton and wool and it also had five breweries, two distilleries, a flour mill and nine tanneries. The town has an unusually large number of places of worship of different denominations reflecting its interesting historical past. John Wesley, one of the founders of the Methodist Movement, visited the town in 1767. Up until the mid-20th century, women of the town could be seen wearing the traditional West Cork hooded cloak.

THE BANDON MACE, 1700

MAP NOT TO SCALE

Map of BANDON Historic Town



Design and images by R. Cronin-Allanic 2015
© CORK COUNTY COUNCIL

23. Courthouse, a neo-classical building built in 1806. Reconstructed in 1840, 1886 and 1927.
24. Kingdom Hall, built as a bank in 1835. Became a Masonic Lodge in 1890.
25. Unique 16-sided former shambles or meat market, built in 1818.
26. Site of a cavalry barracks built in 1706 and improved in 1752. A tower and part of the wall survive.
27. The Maid of Erin, originally erected on the main bridge in 1901 to commemorate the 1798 rebellion and the uprisings of 1848 and 1867, the statue was destroyed in 1921. A replacement was erected in 1925. It was moved to its present site in 1986.
28. Hamilton High School, originally built as a terrace of houses by the Duke of Devonshire 1812. It housed Bandon Grammar School between 1825 and 1854.

17th C. STOCKS



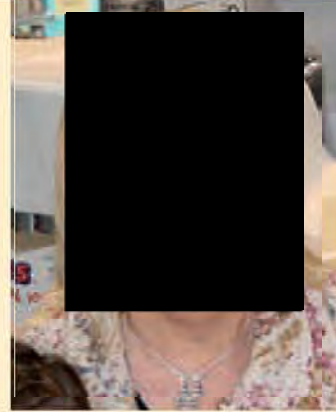




BUSINESSWOMAN PRESENTS A VERY IMAGINATIVE PROPOSAL TO CHANGE THE ENTIRE FABRIC OF BANDON TOWN CENTRE

This proposal deserves serious consideration as it would entice people back onto the main street

Businesswoman [REDACTED] like many other Bandonians, regrets the absence of a town square in Bandon. A look at what Clonakilty has achieved with Emmet Square and Kennedy Gardens and the magnificent new development at Asna Square illustrates what can be achieved when the will and the finance is there to do it. Bantry boasts a splendid plaza and Dunmanway also has a focal point with its Sam Maguire Square. Now with the old SuperValu premises in Bandon Shopping Centre up for sale, [REDACTED] believes the opportunity has arrived for Bandon to take a bold, imaginative and challenging step to change the fabric of the town for the better. (Readers should note that the proposal relates only to the section of the Shopping Centre complex that is for sale, viz the former SuperValu premises and ancillary offices and retail units.) Hereunder is Rita's proposal.



My Proposal ... By [REDACTED]

People arriving to Bandon from the Bantry/Macroon direction travel through North Main Street. This is a shocking entrance to Bandon. It has to be said not all premises are in bad condition but sadly the majority are in decay.

If travelling in the Clonakilty direction the one-way traffic again takes the driver away from the main street and gives a view of apartments and backs of premises, but nothing to entice them onto the main shopping street. They get no feel of a town centre.

I believe an opportunity has presented itself now to change the fabric of the town centre, with the sale of the site of the old SuperValu, now known as The Market.

I wish to put forward a plan on how to change the



The present inner relief road gives motorists no feel of a town centre.



entire appearance of Bandon by creating a town square. The west flowing traffic would emerge from the inner bypass at this square and this would entice people to park and walk into our main street. I am well aware of the shortage of funds for major development but this is a once off

chance to create a heart in the centre of Bandon town. This is a chance to rejuvenate the life in the centre and rebalance the town. Bandon has been called the gateway to West Cork but as the oldest town it should be actively attracting passing traffic to stop and spend time and money here.

The plan is as follows:

PHASE 1

- The Council to acquire the Old Market (old SuperValu premises) which is now up for sale. (By purchasing this site now, the council could plan for the future development).

PHASE2

- Demolish this entire site.
- Create green area with parking around it. The area would be landscaped with attractive lighting, planting, water feature and seating.
- With agreement of owners of the old shopping centre:
 - Demolish the library
 - Open up a pedestrian access through the library footprint to access the carpark behind The Old Market Bar and open up a frontage to Jakes Restaurant.



- The pedestrian access would be paved and landscaped and could create an outside eating area for The Market Bar and Jakes.
- This would rejuvenate this old Shopping Mall.
- In the carpark of the old SuperValu site (backing to St Michael's Care Home) I would propose the building of a new library with proper facilities with

- additional spaces for workshops, galleries, etc.
- By clearing this entire area and replacing with a community area (without affecting parking), the town is opening up and showing off two of its finest buildings, St. Peter's and St. Patrick's churches.

██████████ is a well known businesswoman in Bandon who has over the years played a significant role in progressing the commercial and community life of the town. A most successful interior designer, ██████████ runs the well established Moonlight Designs. Tel 086 818 5691. www.moonlightingbandon.com

Age-Friendly Bandon?

An Assessment of Bandon's Outdoor Spaces and Buildings Using the World Health Organisation Guidelines on Age-Friendly Cities



CARL Research Project



Name of student(s):	
Name of civil society organization/community group:	Network of Social Groups
Supervisor(s):	
Name and year of course:	Master of Social Work Year 2
Date completed:	18th April 2012

What is Community-Academic Research Links?

Community Academic Research Links (CARL) is a service provided by research institutes for the Civil Society Organisations (CSOs) in their region which can be grass roots groups, single issue temporary groups, but also well structured organisations. Research for the CSOs is carried out free of financial cost as much as possible.

CARL seek to:

- provide civil society with knowledge and skills through research and education;
- provide their services on an affordable basis;
- promote and support public access to and influence on science and technology;
- create equitable and supportive partnerships with civil society organisations;
- enhance understanding among policymakers and education and research institutions of the research and education needs of civil society, and
- enhance the transferrable skills and knowledge of students, community representatives and researchers (www.livingknowledge.org).

What is a CSO?

We define CSOs as groups who are non-governmental, non-profit, not representing commercial interests, and/or pursuing a common purpose in the public interest. These groups include: trade unions, NGOs, professional associations, charities, grass-roots organisations, organisations that involve citizens in local and municipal life, churches and religious committees, and so on.

Why is this report on the web?

The research agreement between the CSO, student and CARL/University states that the results of the study must be made public. We are committed to the public and free dissemination of research results.

How do I reference this report?

Author (year) Project Title, [online], School of Applied Social Studies, Community-Academic Research Links/University College Cork, Available from:
<http://www.ucc.ie/en/scishop/completed/> [Accessed on: date].

How can I find out more about the Community-Academic Research Links and the Living Knowledge Network?

The UCC CARL website has further information on the background and operation of the Community-Academic Research Links at University College Cork, Ireland. <http://carl.ucc.ie>

CARL is part of an international network of Science Shops. You can read more about this vibrant community and its activities on this website: <http://www.scienceshops.org>

Disclaimer

Notwithstanding the contributions by the University and its staff, the University gives no warranty as to the accuracy of the project report or the suitability of any material contained in it for either general or specific purposes. It will be for the Client Group, or users, to ensure that any outcome from the project meets safety and other requirements. The Client Group agrees not to hold the University responsible in respect of any use of the project results. Notwithstanding this disclaimer, it is a matter of record that many student projects have been completed to a very high standard and to the satisfaction of the Client Group.

EXECUTIVE SUMMARY

BACKGROUND TO THE STUDY

The World Health Organisation introduced the concept of age-friendly cities in 2005. It is based on the notion of active ageing whereby an age-friendly city adapts its environment, services, organisations and policies to support its citizens to participate, be healthy and feel secure. The Network of Social Groups, in collaboration with University College Cork Community and Academic Research Links, engaged in this community based research study to evaluate the age-friendliness of Bandon town's outdoor spaces and buildings.

METHODOLOGY

This was a community based research study conducted collaboratively by academic researchers and community members to solve a community issue. A participatory research framework was employed in this study meaning the research was carried out with and by local people using local perspectives to answer the research questions. Research data was collected by local community members through their photographs of Bandon's outdoor spaces and buildings. They then analysed these photographs in focus groups. Photographs allowed local settings to become visible while the focus groups ensured collective reflection and dialogue about the age-friendliness of Bandon's environment.

RESULTS

This study suggests that some aspects of Bandon's outdoor spaces and buildings are age-friendly, such as the river setting, outdoor seating and location of services. The co-researchers also suggested that other aspects of Bandon's environment need improvement in order to become more age-friendly. They highlighted the negative effects that high traffic volumes, poor driver/pedestrian relationships, poorly maintained footpaths and perceptions of safety can have on their use of the town. The co-researchers felt strongly about the positive impact of improving Bandon's outdoor spaces and buildings and highlighted the benefits of an age-friendly town for all citizens.

RECOMMENDATIONS

This study makes a number of recommendations for upgrades to Bandon's environment, footpaths, traffic, safety, buildings and services. This study also recommends the creation of an age-friendly forum in Bandon town. This forum would promote action towards creating an age-friendly Bandon including consultation with relevant agencies to upgrade the town as suggested by this study. Finally this study recommends the submission of these research results to local government leaders, local business leaders, local decision makers and local agencies to advocate for the creation of age-friendly outdoor spaces and buildings.

AUTHOR'S CONCLUSIONS

This research study was created by local people using their local knowledge to create solutions for change in their community. The role of this author was to facilitate this process. The research process was one of learning for both the author and the local community involved and it is hoped the research results will lead to real age-friendly changes in Bandon town.

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ABSTRACT

Where we live, the physical, social and cultural environment impacts hugely on how we live. An age-friendly community provides access to public transport, outdoor spaces and buildings, appropriate housing, community support and health services. It also supports people to be active participants in society and provides greater opportunities for civic participation and employment. This study evaluates the age-friendliness of Bandon's outdoor spaces and buildings. It does this by harnessing the knowledge and skills of local community members to assess the age-friendly supports and challenges of Bandon's physical environment. Members of the community photographed the town's environment and then discussed these images to highlight the impact of age-friendly features and difficulties on their daily lives. This research suggests that while Bandon's environment does have age-friendly aspects, it also requires improvements to become more age-friendly and accessible for its citizens. It highlights that high traffic volumes, poor driver/pedestrian relationships, poorly maintained footpaths and perceptions of safety all impact negatively on the community member's use of the town. It concludes that age-friendly planning benefits all members of a community by facilitating accessibility, mobility and involvement of people, of all ages, for the duration of their lifetimes.

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CHAPTER ONE: INTRODUCTION

1.1 TITLE

Age-Friendly Bandon? An Assessment of Bandon's Outdoor Spaces and Buildings Using the World Health Organisation Guidelines on Age-Friendly Cities.

1.2 INTRODUCTION TO THE RESEARCH

“One of the greatest achievements of the last century is that we are living longer than ever before” (Centre for Ageing Research and Development in Ireland, 2010, p.3). Ageing well throughout the life-course, in a way that feels productive is every person’s aim and is worthy of attention in today’s society (Russell, 2011). An age-friendly town allows people to age well by supporting opportunities to participate, be healthy and feel secure. The World Health Organisation (hereafter WHO) (2007) defines an age-friendly community as one in which its physical, social and cultural environments are accessible to and inclusive of older people with varying needs and capabilities. Furthermore, with an emphasis on enablement, an age-friendly community anticipates users with different capabilities and is thus friendly for all ages (Plouffe and Kalache, 2010).

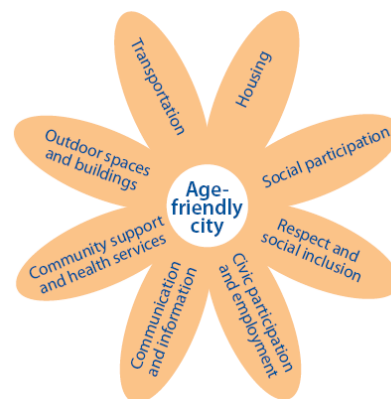
The Network of Social Groups (hereafter the Network) comprises representatives from eight social groups for older adults located in the mid to west Cork area (Ballinspittle, Bandon, Crookstown, Kilbrittain, Newcestown and Innishannon). These social groups have been active in their local communities for the past 10 to 16 years and involve over three hundred older people across the groups. In 2005, they formed a network in the belief that there is strength in togetherness and adopted a collective and pro-active approach to sourcing the supports, facilities and resources necessary to ensure that older people in local communities are enabled to have a good quality of life (HSE South, 2008). In 2008, the Network commissioned a research report, *Doing it our Way* (HSE South, 2008), to identify the needs of older people living in the region. The results of this research led to a number of community initiatives and supports being implemented by the Network itself.

In 2011, the Network looked at the World Health Organisation (2007) *Global Age-Friendly Cities Guide* to investigate the possibility of creating age-friendly communities in their region. The Network,

through [REDACTED] (hereafter Network researcher) and [REDACTED], Community Worker HSE (hereafter Network representative) contacted University College Cork Community and Academic Research Links (hereafter UCC CARL) service, to conduct collaborative research in their community. The UCC CARL (formerly Science Shop) is a partnership of students, university and community members who together engage in research to solve a community issue (Strand *et al.*, 2003).

1.3 BACKGROUND TO THE RESEARCH

The concept of age-friendly cities and communities was introduced by the WHO through their *Global Age-Friendly Cities Project* (hereafter Cities Project) (2007). The concept developed from WHO's active ageing framework (2002), where active ageing is seen as a process of increasing possibilities for participation, health and security in order to improve quality of life as people age (Novek *et al.*, 2011). The Cities Project subsequently published *Global Age-friendly Cities Guide* (WHO, 2007) which provides a checklist of core age-friendly features of a city or town. These age-friendly features identify eight domains as key aspects necessary for an age-friendly community:



(WHO, 2007)

Following an initial discussion between the Network representatives and UCC CARL on the feasible size and scale of this study, the Network chose to focus on the age-friendliness of Bandon, the largest town in their region. More specifically, the Network decided to concentrate this study on Bandon's physical environment, that is, its outdoor spaces and buildings. A town's physical environment can have a significant impact on the mobility, independence and quality of life of its residents, therefore the creation of an age-friendly urban landscape is a central component of a positive approach to ageing (Lui *et al.*, 2009). Ensuring that Bandon's outdoor spaces and buildings are age-friendly in order to support the active ageing of its community is a priority for the Network.

Droichead na Banndan, meaning the bridge of the Bandon river, is located 30km west of Cork city (Bandon.ie, 2012). The town was founded circa 1604 as an English focus for plantation settlers and today performs an important service function to a wide hinterland as well as being the key gateway to West Cork (Cork County Council, 2011). The 2006 Census recorded a population of 5,822 for Bandon (ibid, 2011). Bandon has a strong civic society in the form of a Town Council, Chamber of Commerce, Bandon Business Group, Bandon Action Group and Business Association, all of which actively promote the amenities and business life of the town (Bandon.ie, 2012). There are 3 social groups for older people in Bandon providing opportunities for social interaction.

1.4 RATIONALE FOR THE RESEARCH

In Ireland, the number of people over 65 (around 11% of the population for decades) is rising and is projected to stand at 20% of the population by 2036 (Ageing Well Network, 2012a). Irish government policy has a vision of Ireland which provides the supports, where required, to allow older people to maintain their health and wellbeing, together with living active full lives, in an independent manner, in their own homes and communities for as long as possible (Government of Ireland, 2006). An age-friendly community supports this ageing-in-place policy as it provides the opportunities for people to live full active lives and also enhances the quality of life of its citizens by optimising their opportunities for health, participation and security.

A key feature of creating an age-friendly community is that older adults are an integral part of the decisions, policies and planning. WHO, (2007, p.7) describe it as a “bottom-up participatory approach” whereby older people are involved as full partners at all stages of assessing a community’s age-friendliness. The Network chose to undertake a community based research study in order to involve local community members as active partners in assessing their local town’s outdoor spaces and buildings. Community based research is collaborative research conducted by academic researchers and community members to solve a community issue (Stoecker, 2002) with an emphasis on locally defined priorities and local perspectives (Cornwall and Jewkes, 1995). The benefits of this local community involvement are numerous. Local knowledge is utilised to provide solutions to local problems thereby producing relevant results to effect change. Community members who participate in solving local issues can also become more confident that they can make a difference in their own communities (Strand *et al.*, 2003). Finally the dissemination of results can also enable local community members to

make important connections with decision makers and organisations that can effect change in the community.

From a social work perspective, working with a local community on a research study to solve a local issue provided rich learning opportunities. This was a group of people who chose to come together to act directly on improving the environment of their local town. The group's strength and influence lay in its shared experiences, understandings and hopes for building better outdoor spaces and buildings in Bandon. The concept of community social work practice supported this research as the study involved community members identifying their need and working to meet this need, while the researchers were primarily facilitators. Community social work skills were used to provide local people with knowledge and opportunities to bring about their own changes to Bandon, to value their skills and knowledge, to nurture the research process being undertaken and to link the research to the long term vision of an age-friendly Bandon.

1.5 AIMS OF THE RESEARCH

The Network's aim is to understand the changes required to Bandon town to create more age-friendly outdoor spaces and buildings. This understanding will come from local people photographing the age-friendly features and challenges of Bandon's physical environment. Through this process, the local community members will highlight what they believe to be the areas for improvement to the town's outdoor spaces and buildings. Kolb (2002), states that creating research results from a local community process may improve the implementation and sustainability of any solutions or actions. The aim of the Network is to produce practical, relevant and valid suggestions to increase the age-friendliness of Bandon's outdoor spaces and buildings.

1.6 RESEARCH QUESTIONS

The research for this community based research study was undertaken by volunteers from the Bandon locality. The group formed for the specific purposes of undertaking this research study. The group selected to be called the Social Observation Group for the study. Chapter Two provides more detail on this group and the research process. The research questions to be answered in this research are:

1. What are the Social Observation Group's views and experiences of Bandon's outdoor spaces and buildings?
2. What does the Social Observation Group believe are the areas of improvement required to make Bandon's outdoor spaces and buildings more age-friendly?
3. Does the Social Observation Group believe that Bandon's outdoor spaces and buildings are age-friendly?

1.7 CONCLUSION

The notion that the environment in which people live profoundly impacts their lives has an extensive history (Menec *et al.*, 2011). Physical environments that are age-friendly can make the difference between independence and dependence for all people. An age-friendly community is one in which people can participate, be healthy and feel secure. Local community members of Bandon, in collaboration with the Network and UCC CARL, wish to create an age-friendly town. This community based research study forms part of this goal and aims to understand what needs to happen in Bandon town to create age-friendly outdoor spaces and buildings. This understanding will come from the perspectives of local people, illustrated through their photographs of the town. In playing a lead role in this research, local people are taking action to create an age-friendly town in which they can age well.

1.8 OVERVIEW OF CHAPTERS

Chapter Two will examine the research methodology, theoretical frameworks and research methods engaged in this research. The research roles played by the Network researcher and the Social Observation Group will be discussed. Limitations and the ethical considerations of the research will also be considered.

Chapter Three will provide a review of the literature relevant to this research. The concept and features of age-friendly communities will be discussed along with their influence on the well-being of residents. Government policy and positive discourse on ageing will then be considered.

Chapter Four will present the findings and analyse the data. It is split into two sections so as to allow the co-researchers to illustrate their views, uninterrupted. This will then be followed by a discussion of the data using relevant literature.

Chapter Five will draw conclusions from the themes analysed in Chapter Four. It will make research recommendations for the Network based on the co-researchers views. It will also reflect on the research process and make conclusions.