

Bandon Transport and Public Realm Enhancement Plan (T-PREP)

Design Team's Report on the Second Round Public Consultation Report

August 2016

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SECTION 1: Introduction

1.1 Overview

SYSTRA and J.B. Barry & Partners were 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 ensure that there is an integrated approach to public realm enhancement and transportation engineering for the future development of the town.

A first round of public and stakeholder consultations took place in April 2015. The central aim of this consultation was to gather information concerning existing mobility issues in the town and to identify potential transport solutions for inclusion in the Bandon TPREP. Based on the 1st round consultation feedback and following a review of previous studies and site assessments, a number of integrated transport strategies were developed for Bandon.

Using a traffic model developed for the town, the various strategies developed for Bandon were tested through the evaluation framework to identify which options performed best in terms of achieving the defined TPREP vision and objectives. Based on the results of the strategy testing, and through a series of steering group workshops, the Bandon TPREP 2020 and 2030 recommendations for urban design and transport were produced and compiled into the Draft Bandon Transportation and Public Realm Enhancement Plan.

A second round of public consultation took place in May and June 2016. The purpose of the second consultation was to present the future transport strategy for Bandon and to give members of the public and stakeholders a further opportunity to inform the plan.

This report summarises the submissions received on the draft strategy, provides a response to each of the submissions and a recommendation in terms of the amendments which should be included in the Final Report. The Second round public consultation report will be presented to the Members of the **Council's Bandon/Kinsale Municipal District Committee. Approval of this report by the Committee will result in the report achieving "adopted" status.** The key recommendations and objectives of the Bandon T-PREP will then be incorporated into the Local Area Plan for Bandon, thereby providing a statutory footing for the plan measures.

1.2 Public Consultation Process

On the 31 May 2016, 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, on Cork County Council's website, on local press and radio. The purpose of the exhibition was to present the draft Plan and to invite feedback to inform the Team of any issues or concerns that may exist.

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 summarised the Plan and the exhibition included large drawings of some of the major junction upgrade and public realm proposals.

Visitors were encouraged to talk to members of the team and discuss any issues or concerns in relation to the draft Plan. Blank feedback forms were available for visitors to fill out and return before 21 June 2016. A copy of the advertisement poster, blank feedback form and exhibition boards are included in Appendix 1.



1.3 Structure of this Report

Section 1 of this report provide an overview of the previous stages involved in the preparation of the Plan, the public consultation process and the steps required to finalise the plan.

Section 2 comprises a detailed discussion on the principle issues raised by the submissions and includes the Response and Recommendations in relation to 'Matters to be included in the Final Report'.

Section 3 provides a short summary of the modifications to the Draft Bandon T-PREP following this second round of public consultations.

Appendix 1 contains all of the public consultation material including the press advertisement, comments sheet and the exhibitions posters (reduced from A0 to A4).

Appendix 2 includes a table listing all of the submissions received and a short description of the issues raised and a reference to the relevant section of the report where these issues are addressed.

Appendix 3 comprises of all the relevant preliminary junction design drawings with the relevant amendments made as a result of this public consultation

Appendix 4 contains a copy of Architectural Conservation Area maps.



SECTION 2: Principle Issues and Design Team's Recommendation

2.1 Introduction

A total of 51 submissions were received by post, email and collected from the Comments Box located in Bandon Town Hall. Most submissions contained multiple points referring to various locations and aspects of the draft Plan. Within the 51 submissions received, there were a total of 182 comments made. Common themes emerged in terms of location and issues of concern.

In terms of location, the following groupings emerged:

- Bandon Town General (50 comments);
- The Shambles/Kilbrogan Hill/North Main Street (37 comments);
- Relief Roads (20 comments);
- Ballymoden Place (14 comments);
- MacSwiney Quay (13 comments);
- St Patrick's Quay, Market Street and Market Quay (10 comments);
- South Main Street (8 comments);
- Bank Place (6 comments);
- Fishmarket Square and Bridge Street (6 comments);
- Glasslynn Road (6 comments);
- Oliver Plunket Street and Brady Lane (4 comments);
- River Bandon (4 comments);
- Surrounding Rural Road Network (4 comments).

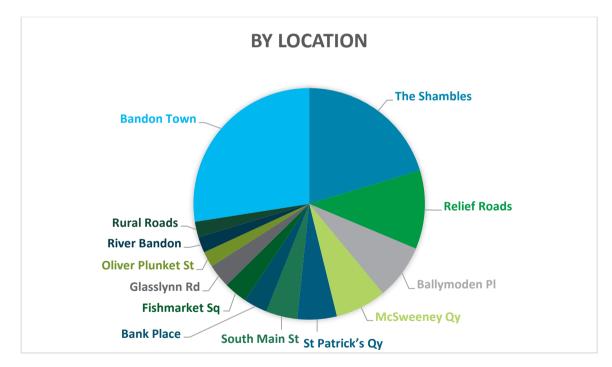


Figure 1: Grouping of comments by location



In terms of the issues of concern, the following classifications emerged:

- Parking (37 comments);
- Amenity inc. public realm (36 comments);
- Traffic inc one-way systems (23 comments);
- Junction and road improvements (22 comments);
- General inc. public realm (19 comments);
- Pedestrians inc. public realm (15 comments);
- Traffic calming inc. public realm (12 comments);
- Plan implementation (12 comments);
- HGV volumes (6 comments).

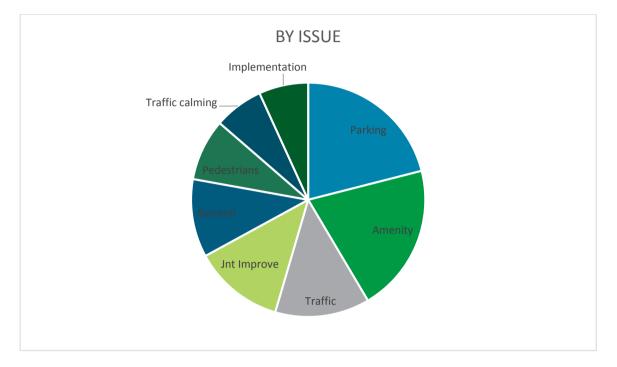


Figure 2: Grouping of comments by issue

2.2 Key Issues

All of the submissions received were recorded and processed in the form of a spreadsheet. A summary of this spreadsheet is contained in Appendix 2 of this report.

Because of the large amount of submissions received and because the majority of the submissions raised multiple issues, the following section groups the feedback first by location and then sub-divides each location into a range of sub-categories from the following list:

- Parking
- Junction and Road Improvements
- Amenity
- Pedestrian Facilities
- Traffic
- Traffic calming
- Implementation

This section also contains the Team's response which includes the **Design Team's** Opinion and the Design **Team's** Recommendation. In response to the feedback, some of the sections of the draft Bandon T-PREP



and some of the Preliminary Junction Designs were amended accordingly. All amended drawings are contained in Appendix 3 of this report.

2.3 Kilbrogan Hill/ The Shambles Area

2.3.1 Parking (and deliveries)

Summary of the issues raised

Residential and business owners raised concerns about the overall loss of parking numbers for the area (loss of 45 spaces and 70 spaces quoted in two separate submissions) and the loss of convenient parking located directly outside or close to residencies. Many elderly persons and people with a mobility impairment reside on Kilbrogan Hill and may require front door parking or a disabled space for their own use or for that of their helpers. No allowance is made in the plan for disabled parking at various dwellings on Kilbrogan Hill. Businesses such as public houses will suffer greatly by loss of business due to lack of adjacent parking. The removal of parking will also make it more difficult for deliveries to bars/restaurants. Current parking is at a premium due to available space being used for long stay parking by workers.

Design Team's Opinion

The main purpose of the proposed improvements at Kilbrogan Hill/ Shambles was to improve pedestrian safety and accessibility, improve the efficiency and safety of the road network, accommodate public transport needs and enhance the civic value of the area. In achieving these aims, it is acknowledged that the draft design resulted in a loss of valuable on-street parking. Scope exists to revise the current design to address the parking concerns raised by local residents, whilst still delivering a design solution which meet the objectives of this area.

Design Team's Recommendation

The proposed layout has been revised to limit the loss of parking and provide for deliveries (see Appendix 3). Most of the on- street parking on Kilbrogan Hill has been retained apart from the immediate area at the proposed traffic signals. This has been supplemented by additional parking provided along the Dunmanway Road. The current perpendicular parking along Kilbrogan Hill has been retained and increased by 4 spaces. The proposed bus stops have been relocated from Kilbrogan Hill to Emmet Row to facilitate necessary improvements to public transport access.

The existing disabled parking space on Kilbrogan Hill has been retained. The final design stage will consider raising street levels to reduce the existing high kerb to a standard height of 125mm with dropped kerbs and footpaths dished where required.

Additional parking and three additional loading areas have been provided along North Main Street, Dunmanway Road and Emmet Row which will serve businesses in this area.

Parking along Emmet Row has been changed to angled parking which will produce more parking spaces for business, residents, the Court House and Town Hall. Much of the parking which provides a buffer between traffic and pedestrians is now being retained apart from in the immediate vicinity of the proposed traffic signals. It was not feasible to remove traffic lanes or reduce their length on approach to the junction without severely reducing the capacity of the junction and introducing safety hazards.



2.3.2 Junction and Road Improvements

Summary of the issues raised

Residents and business owners stated that the new layout created an inconvenient detour, especially for Dunmanway Road and Emmet Row road users, and that Emmet Row should remain two-way. The new layout will exacerbate traffic congestion in this area. Some submissions raised concern that HGVs will struggle to manoeuvre at this junction, noting:

- The up-hill starts at the traffic lights will be very difficult for HGVs;
- Left turning HGVs from Dunmanway Road to Macroom Road, at the Copper Grove premises, may experience difficulties crossing over lanes;
- Traffic congestion arising from Hamilton High School will make it very difficult for HGVs to exit from the Trunwit yard onto Allan Square;

Other comments stated that there was little consideration for the large number of school busses settingdown at The Shambles and the revised layout will cause chaos during school drop-off/collection times. One submission suggested that a large one-way gyratory system should be considered around The Shambles area instead of traffic lights. Another comment raised the issue that the reduced road width and corner radii proposed at the junction with Convent Hill is too small and should be increased.

Design Team's Opinion

The purpose of the proposed junction reconfiguration is to:

- introduce a traffic calming effect especially with respect to curtailing downhill speeds on the Dunmanway Road and Emmet Row approaches;
- reduce existing traffic congestion occurring at the Bandon Bridge junction;
- Encourage vehicles (especially HGV's) to use alternative routes such as the N71 Bypass (via Baxters Bridge) and Crossbarry Road as an alternative to Bandon Bridge;
- improve public realm and increase the amenity potential of The Shambles green area;
- improve pedestrian facilities in terms of road crossings and address desire lines (ie where people naturally tend to cross a street);
- accommodate formal bus stops.

Emmet Row was made one-way to reduce through-traffic while still facilitating local access. The traffic model shows that traffic congestion will be reduced within the area as a result of the proposed junction solutions.

In relation to HGVs:

- HGVs currently have to occasionally stop on Emmet Row to wait for other vehicles turning right to access Kilbrogan Hill or in order to turn right onto Kilbrogan Hill;
- Many HGVs have the choice to use alternative routes and avoid The Shambles altogether;
- The traffic model takes accounts for slow take off speed due to uphill stop/start and shows the junction will perform within acceptable capacity limits;

A large one-way gyratory system was considered but was deemed not to be appropriate for this area. Whilst the gyratory may assist traffic movements, it would result in additional circulating vehicles around **the shambles and higher vehicular speeds at this location. In particular, HGV's travelling from Kilbrogan** Hill towards the Dunmanway Road, would need to perform an acute turning manoeuvre whilst travelling up the hill towards Dunmanway.

Given its urban setting, any solution at this location must afford a high degree of priority to pedestrians and cyclists and the original proposal is considered to fulfil this function to a higher degree than the gyratory proposal.

The reduction of road width and corner radii at the bottom of Convent Hill is proposed in order to create a calmer traffic environment for pedestrian and especially school children. The design has been tested (Using Autotrack) and can accommodate the turning movements of HGV's and buses.



Notwithstanding the above, there is scope to modify the road layout to address many of the layout issues raised.

Design Team's Recommendation

It is proposed that stop lines be set further back from the junction in order to accommodate turning HGVs. All manoeuvres have been tested using vehicle swept path assessment software (i.e. AutoTrack) to validate the design. Traffic congestion arising from Hamilton School will be reduced by repositioning the junction with the Dunmanway Road. Yellow boxes have now been provided to assist traffic exiting side roads/adjacent accesses. A formal bus stop will be provided along Emmet Row with improved pedestrian facilities to facilitate school drop off and pickups by buses.

2.3.3 Amenity

Summary of the issues raised

One comment expressed the view that the large space around the Shambles building was shown as a **'blank canvass' with** no specific designated purpose.

Design Team's Opinion

One of the main intentions of the Shambles design is to improve pedestrian accessibly to the green area and increase its amenity value, with the potential to host occasional events. The final design of this area will be subject to a Part 8 process, at which stage further consultation will take place with local residents, and interest groups to identify the specific design requirements for this area.

Design Team's Recommendation

No further amendments to the report are recommended.

2.3.4 Traffic Calming

Summary of the issues raised

A number of residents suggested that the plan offers no solution for poor, very dangerous and unpleasant pedestrian conditions on North Main Street, Kilbrogan Hill and Convent Hill. The HGV restriction does not consider the safety of school children. North Main Street will continue to deteriorate until there is a solution to the HGV situation. Traffic speeds are too high on Dunmanway Road and the 30kph speed restriction should be extended as far as Scoil Phadraig Naofa and Presentation the Convent National School.

Design Team's Opinion

The Plan accommodates improved pedestrian facilities such as:

- Signalised pedestrian crossings at the junction.
- A pedestrian crossing across North Main Street near Town Hall which will allow pedestrians to utilise footpaths along both sides of North Main Street and Kilbrogan Hill.
- Pedestrian Crossings across Allen Square allowing direct access to the Dunmanway Road.
- Build-outs and a raised pedestrian crossing across Convent Hill at its junction with Kilbrogan Hill to accommodate school children crossing and reduce traffic speeds.

The HGV restriction will remove HGV's from North Main Street and the town centre, thereby significantly improving safety for pedestrians in the town centre and enabling necessary enhancements to the streetscape. However, HGV restrictions on the bridge will not be implemented until such a time as supporting infrastructure for alternative HGV routes are delivered (e.g. Northern Link Road).

With respect to extending the 30kph to include schools within the town, individual measures have been provided at each of the schools to manage traffic speeds and improve safety for all road users. At this



stage, it is not considered advisable to extend the 30kph to beyond the location of the old town walls of Bandon as it would be difficult to enforce this lower speed limit over a large area. Notwithstanding this, the effectiveness of the 30kph zone will be monitored following implementation, and further improvements made with respect to its operation and coverage if considered appropriate.

Design Team's Recommendation

No further amendments to the report are recommended.



2.4 Ballymodan Place/Farmers Market area

2.4.1 Parking

Summary of the issues raised

Residential and business owners expressed concerns about the loss of parking within the town centre and that the 42 of existing public parking spaces at Ballymodan Place should be reclassified from longstay to short-stay. Comments suggest that the plan needs to identify an appropriate area for long-stay parking. Church car park (130 spaces) is private and only the bottom section of the car park is permitted to be used by the general public.

Design Team's Opinion

As noted in the draft report, the parking strategy seeks to maintain a balanced approach whereby a limited number of parking spaces may be removed where necessary to support the overarching objectives of the study, however these will be re-located to other areas in the town to ensure that there is no loss in overall supply. Within the strategy, it is proposed that a number of long stay parking spaces currently situated within the town centre be converted to short stay parking areas. To account for this displacement, it is recommended that a suitable site for an off-street car park be identified within acceptable walking distance of the town centre (400metres) to accommodate long stay / commuter parking. This will have the effect of ensuring that there is no loss of short stay parking in the vicinity Ballymodan Place and will provide additional long stay parking spaces within walking distance of the town centre.

Design Team's Recommendation

Report to be amended to include for the provision of an additional long stay car park within reasonable walking distance of the town centre.

2.4.2 Traffic Calming

Summary of the issues raised

Some submissions expressed concern that the closing of Ballymodan Place to facilitate occasional events or markets will prohibit vehicle access to Riverview Shopping Centre, Ballymodan Place car park and other premises and that the proposal would hinder plans to build a car park by the Riverview Shopping Centre. The raised road surface would be unsafe during normal traffic flow conditions. There was no direct consultation between the Team and River View Shopping Centre.

Design Team's Opinion

The closing of Ballymodan Place to facilitate occasional / special events will still enable vehicles to circulate around the town centre and access key parking areas. Emergency vehicle access routes will be maintained through the event space at all times.

Whilst additional parking can potentially be provided at Riverview Shopping Centre (Subject to planning process), in the context of this strategy, it would not be advisable to access additional parking from Ballymodan Place, as this will significantly increase vehicular movements in an area where public realm enhancements and a town centre focal area is proposed.

With respect to the paving treatment, contrasting pavement colours, surface textures and materials along with street furniture, planning and pedestrian bollards will be used to delineate the carriageway from footpath areas during normal operational periods. Raised road surfaces have recently been introduced along the Main Street in Clonakilty and are working very well to date. They have resulted in a considerable lowering of traffic speeds and have provided opportunities for pedestrians to safely cross to the main shopping district. Raised road surfaces have performed similarly well in Ballincollig.

A more detailed design will be prepared at the Part 8 Planning stage. Further Public and stakeholder consultation will take place at this stage of the design process.



Design Team's Recommendation

No further amendments to the report are recommended.



2.4.3 Amenity

Summary of the issues raised

Market stall owners stated that the Plan should consider providing facilities such as water and electricity in existing market carpark and that the Ballymodan Place proposals should incorporate facilities appropriate for a market. The closing off of the street for occasion events is a great idea but the sites of disused buildings should be incorporated into the Plan. There was some concern expressed about placement of trees and street furniture.

Design Team's Opinion

The provision of facilities such as water and electricity for existing and future market areas is desirable and will be considered in the final design stage. The issue of disused buildings will be addressed in the forthcoming Bandon Kinsale Municipal District Local Area Plan which will be subject to public consultation.

All concerns of placement of trees and street furniture will be considered during a final design stage and will involve full consultation with local businesses, residents and market traders. No other properties are required to implement the design.

Design Team's Recommendation

No further amendments to the report are recommended.



2.5 MacSwiney Quay and Weir Street

2.5.1 Parking

Summary of the issues raised

One property owner stated that the junction design between Weir Street and MacSwiney Quay resulted in the removal of some existing parking bays which are private and are needed for tenants.

Design Team's Opinion

The main aim at this junction is to streamline traffic flows and improve pedestrian facilities. It is possible to amend the junction design to achieve this aim whilst reinstating the existing parking.

Design Team's Recommendation

The MacSwiney Quay/Weir Street junction has been revised to retain the existing parking bays at the junction (see Appendix 3).

2.5.2 Traffic

Summary of the issues raised

Some submissions expressed concerns that the proposed one-way system will have the following negative impacts:

- Increased traffic congestion arising from traffic exiting from Riverview Shopping Centre, exacerbated further by priority changes at Market Street/South Main Street junction.
- Junction cannot accommodate HGV deliveries to River View Shopping Centre;
- Increase in the volume of traffic using Castle Road/O' Mahoney Avenue and associated link roads which cannot accommodate additional traffic;
- Reduced business and atmosphere;
- Require delivery time restrictions on Weir Street.

Design Team's Opinion

The rationale behind making MacSwiney Quay one-way in a westbound direction was to:

- Improve the performance of the Bandon Bridge staggered junction arrangement;
- Allow for much needed improved pedestrian facilities such as footpath widening while still retaining all of the existing on-street parking;
- To compliment the current eastbound one-way system on South Main Street;
- A westbound flow maintains a direct access into Riverview and Lidl.
- Provide improved pedestrian facilities and encourage activity along the river's edge.

With respect to the operational performance of the one-way system, the results of the traffic model assessment indicated that the proposed measures will improve traffic circulation in the town centre, whilst enabling the delivery of the proposed public realm enhancements.

A vehicle sweep assessment (using AutoTrack) was carried out which showed that both the Weir Street/South Main Street and Castle Street /O'Mahoney Avenue junctions can accommodate HGV movements (see Appendix 3).

Design Team's Recommendation

No further amendments to the report are recommended.

2.5.3 Amenity

Summary of the issues raised



22/08/2016

One comment recommended that the boardwalk is needed to enhance the view of the river and another comment stated that the footbridge should be replaced soon. Maintenance costs associated with a glass partition and general wall improvements needs to be looked at.

Design Team's Opinion

The boardwalk, of sufficient width to accommodating the needs of pedestrians and cyclists, is a recommendation to enhance the view of the river but its construction will depend on available funds and will require further public consultation. All future and proposed schemes will take cognisance of maintenance costs at design stage. It is proposed to replace the footbridge as part of the Flood Relief Scheme.

Design Team's Recommendation

No further amendments to the report are recommended.

2.5.4 Pedestrian Access

Summary of the issues raised

One business owner states that a Zebra crossing was needed at Weir Street and that footpaths should be widened if made one-way. Another submission raised the issue that more pedestrian facilities for the elderly at Weir Street/South Main Street are required, especially if HGV traffic is to increase.

Design Team's Opinion

Uncontrolled raised pedestrian crossings are deemed more appropriate for this location and have been provided across MacSwiney **Quay at its junctions with Weir Street and St Finbarr's Place. The riverside** footpath will be widened along MacSwiney Quay. All crossings will be raised at the junction of Weir Street/South Main Street which will cater for the elderly or anyone with a mobility impairment.

Design Team's Recommendation

No further amendments to the report are recommended.

2.5.5 Traffic Calming

Summary of the issues raised

Traffic speeds on Castle Road are too high.

Design Team's Opinion

In conjunction with the MacSwiney Quay/Weir Street proposals, it is proposed to improve the Castle Lane/Castle Road junction to include build-out and improved pedestrian facilities. A full review of Castle Road will be carried out at this stage to see if further traffic calming measures are necessary.

Design Team's Recommendation

No further amendments to the report are recommended.



2.6 Bank Place Roundabout

2.6.1 Traffic (HGVs)

Summary of the issues raised

A few submissions raised concerns that the proposed roundabout will not adequately accommodate HGV moments especially left turning vehicles from Bandon Bridge to North Main Street. The proposal to reduce the width of Bandon Bridge from 6.5 to 6.0m is insufficient for HGVs.

Design Team's Opinion

The advantages of a roundabout at this location are that it:

- Accommodates HGV turning movements better than the current T-junction arrangement. The roundabout design has been tested with vehicle sweep assessment software and shown to work (see Appendix 3).
- Gives right turning vehicles coming from the bridge more priority so as to reduce queuing and delay on the bridge.
- Enables left turning vehicles from Bandon Bridge to North Main Street to cross over the centre island and turn left without impeding the progression of cars and light goods vehicle coming from North Main Street.
- Improves the overall capacity of the junction

It is not proposed to reduce the width of Bandon Bridge from 6.5 to 6.0m.

Design Team's Recommendation

No further amendments to the report are recommended.

2.6.2 Parking

Summary of the issues raised

Concern was expressed that a disabled car parking space was removed by the proposed roundabout.

Design Team's Opinion

A disabled car parking space should be provided.

Design Team's Recommendation

The roundabout design has been revised to include a disabled parking space on the western side of the post office on Cork Road (see Appendix 3).



2.7 N71, Southern and Northern Relief Roads

2.7.1 Traffic

Summary of the issues raised

One submission recommended that the N71 be realigned to bypass Inishannon and Bandon as far as Baxter's Bridge. There was a suggestion to extend the Southern Bypass as far as R586 (Enniskeane Rd) and another suggestion to consider a roundabout on the Bypass at Presentation College junction.

Design Team's Opinion

The study has focussed on the delivery of smaller pieces of road infrastructure which would still achieve the aim of reducing traffic congestion within Bandon Town.

The Plan also proposes some improvement at both ends of the Civic Amenity Road at the N71 and R586 to improve sight distances and promote the existing link and to calm traffic speeds at these two junctions.

A roundabout on the Bypass at Presentation College would not be the preferred choice due to approaching steep gradients of the side roads. Roundabouts are more difficult for pedestrians to cross and would reduce the capacity of the N71 Bypass Road.

A re-alignment of the N71 Southern Bypass at its junction with the Kilbrittain Road is proposed in order to give priority to N71 traffic and lessen the impact of the road's gradient for N71 traffic.

The provision of a bypass on the N71 for both Bandon and Innishannon would be a consideration of TII and is beyond the scope of Bandon T-PREP.

Design Team's Recommendation

No further amendments to the report are recommended.

2.7.2 Pedestrian Access

Summary of the issues raised

One comment asked that a pedestrian underbridge be located at the junction with Presentation College instead of the signalised crossing on grounds of safety.

Design Team's Opinion

An underpass is not considered feasible or the right solution at this location. It is proposed to upgrade the existing pedestrian crossing so that it provides a safe controlled crossing.

Design Team's Recommendation

No further amendments to the report are recommended.

2.7.3 Implementation

Summary of the issues raised

A number of the submissions stated that both relief roads are strategically important to the town and need to be top of the priority list when implementing the Plan with a definite timescale in order to reduce traffic congestion and remove HGVs from the town centre. One submission highlighted the point that the Northern Relief Road should not be dependent on development contributions as this would result in delay its construction.

Many submissions referred to the importance of the sequence of which the Plan's measures is implemented in respect to carrying out the major infrastructural projects first, such as finishing the N71 Southern Bypass, constructing a Northern Relief Road and carrying out road improvements work on the Crossbarry Road before other Town Centre improvement projects are started. A few submissions



highlighted the point that Crossbarry Road is not at present suitable for HGV traffic. All the bridges on this road need to be widened first.

Bringing forward the design and construction of the Northern Relief Road will create opportunities to develop the town and the extensive area of zoned residential land north of the river. One submission stated that Phase 1 of the Northern Relief Road (i.e. N71 to Kilbeg Road) should not happen until detailed proposals for the greater Bandon Bypass to the north are prepared and are certain to proceed.

Design Team's Opinion

Both relief roads are strategically important to the town as they will help reduce traffic congestion and enable the removal of HGVs from the town centre, however, their delivery will be dependent on available funding and it is not feasible to be definite on timescale at this stage of their development.

There are a number of smaller, cost effective, schemes in the plan which will deliver substantial benefits to the town and which can be delivered in a short timescale. Therefore it is not advisable that these measures be put on hold until completion of the larger pieces of infrastructure.

Design Team's Recommendation

No further amendments to the report are recommended.



2.8 South Main Street

2.8.1 Parking

Summary of the issues raised

A number of submissions were received relating to the loss of parking along South Main Street. Parking is vital for business and should be more evenly distributed between east and west of the town centre. A submissions raised the issue that stricter parking control is needed and more disabled parking, especially at pharmacies and prominent buildings.

Design Team's Opinion

There will be a small loss of parking along South Main Street due to the Public Realm proposals. Parking will be lost close to side road junctions, at raised pedestrian crossings and at build-outs. As noted previously, within the strategy it is proposed that a number of long stay parking spaces currently situated within the town centre be converted to short stay parking areas. To account for this displacement, CCC is actively considering purchasing a site for long stay parking that is within reasonable walking distance of the town centre.

Design Team's Recommendation

Report to be amended to include for the provision of an additional long stay car park within acceptable walking distance of the town centre.

2.8.2 Traffic

Summary of the issues raised

A comment wade made that Cork County Council should consider purchasing properties to allow a new road linking MacSwiney Quay and South Main Street.

Design Team's Opinion

The Bandon TPREP has identified traffic circulation and public realm solutions within the town centre which are not dependent on the purchase of properties to construct new links. Notwithstanding this, Cork County Council may consider purchasing properties in the future to improve access or the public realm in the town centre, however there is currently no such commitment included in this Plan.

Design Team's Recommendation

No further amendments to the report are recommended.

2.8.3 Amenity

Summary of the issues raised

One submission raised the issue of whether Cork County Council personnel would be made available to maintain the new paved and landscaped areas. Other submissions included the need for improved lighting on South Main Street which is currently very poor and that a drawing showing the full extent of South Main Street should be prepared.

Design Team's Opinion

Cork County Council maintenance personnel will be made available on completion of the scheme. Public lighting on South Main Street will be upgraded in conjunction with any improvement works and lighting levels will be designed to best contemporary practice. This will be addressed at the Part 8 Planning stage of the project.

Design Team's Recommendation

No further amendments to the report are recommended.



2.9 Glasslynn Road

2.9.1 Amenity

Summary of the issues raised

The boulevard concept should be extended from Cahalanes Garage to the Kevin O'Leary roundabout to enhance the first impressions of Bandon Town. Glasslynn Road should be earmarked for future growth as there are many vacant/disused sites. TII commented that any gateway proposal should not lead to a diminution in the role of speed limit transition zones.

Design Team's Opinion

The Glasslynn Road boulevard concept starts at the roundabout with the N71 Bypass Road in order to provide a clear distinction between the town centre environment and the N71 Bypass.

Vacant/disused sites will be addressed in the update to the Local Area Action Plan.

The Gateway proposal contained in the plan will not lead to a diminution in the role of speed limit transition zones. Any modifications to the N71 will be done in full consultation with the TII.

Design Team's Recommendation

No further amendments to the report are recommended.

2.9.2 Implementation

Summary of the issues raised

One comment suggested that the proposals to upgrade the entrance to the town from Innishannon should be prioritised. This is the first impression many get of Bandon and it is of a very poor quality. A formal layby or alternative arrangement is needed to counteract some of the illegal parking on the hard shoulder opposite the petrol filling station.

Design Team's Opinion

This portion of the plan could be carried out in the short term subject to available funding and approval by TII. It will also need to be sequenced in conjunction with the Bandon Flood Relief and the Main Drainage schemes.

Design Team's Recommendation

No further amendments to the report are recommended.



2.10 Market Quay, St Patrick Quay and Market Street

2.10.1 Traffic Calming

Summary of the issues raised

A number of submissions noted that traffic calming measures on Market Quay need to be made clearer, and that rat running and anti-social behaviour should be discouraged. Traffic calming, such as ramps, are required as many children from apartments use this road. Traffic volumes on Market Quay have increased since the **"NO LEFT TURN"** sign was removed at Bridge Place junction.

Design Team's Opinion

It is intended to retain Market Quay as one-way in an eastbound direction and to install a raised table top junction at its junction with Market Street to reduce traffic speeds. It is also proposed to improve Market Quay in terms of pedestrian facilities by increasing the amenity attributes of the waterfront. Further traffic calming measure may be considered during the final design stage to include, build-outs, raised crossings, planting and improved street lighting.

Design Team's Recommendation

No further amendments to the report are recommended.

2.10.2 Amenity

Summary of the issues raised

Local residents want reas**surance that there will be no loss of existing trees along St Patrick's Quay.** Local residents are also concerned that the proposed amenity platforms and street furniture will make the existing anti-social behaviour worse although some see it as an opportunity to open shops/café to the river with seating etc.

Design Team's Opinion

It is not proposed to remove any of the existing trees along St Patrick's Quay as part of the Bandon TPREP study. Should the need arise to remove any trees due to their condition, then they will be replaces as part of the scheme. The provision of amenity platforms and street furniture would discourage antisocial behaviour by improving passive surveillance. This Plan seeks to create an environment which encourages shops/café to open up towards the river with seating etc.

Design Team's Recommendation

No further amendments to the report are recommended.

2.10.3 Parking

Summary of the issues raised

One comment related to stricter control of illegal parking on double lines along St Patrick's Quay.

Design Team's Opinion

Parking control is an operational matter for Cork County Council and the Garda Siochána.

Design Team's Recommendation

No further amendments to the report are recommended.

2.10.4 Traffic

Summary of the issues raised

Priority should be changed at Bridge Lane and St Patricks Place. Market Street should be made oneway and an additional traffic lane added at St Patricks Quay.

Design Team's Opinion



It is proposed to retain the current one-way flow systems on St Patrick's Quay and South Main Street. It is proposed to make Market Quay one-way in an eastbound direction. It is proposed to change the priority at the St-Patrick Quay/Market Street, the Market Street/South Main Street and the Pearse Street/St Patrick's Quay junctions in order to increase the capacity of these junctions and reduce queuing. This arrangement has been tested using the traffic model developed for Bandon Town and shown to be beneficial in reducing traffic congestion.

Design Team's Recommendation

No further amendments to the report are recommended.



2.11 Fishmarket and Bridge Street

2.11.1 Traffic

Summary of the issues raised

One submission stated that Bridge Street should be made one-way.

Design Team's Opinion

It is proposed in the Plan that traffic flow on Bridge Street be made one way.

Design Team's Recommendation

No further amendments to the report are recommended.

2.11.2 Pedestrian Facilities

Summary of the issues raised

A few submissions requested that Bridge Street should be pedestrianised and made tree lined. Another submission requested that the paved area at Fishmarket be extended to include Bridge Street.

Design Team's Opinion

The pedestrianisation of Bridge Street was considered as part of the design process, however it was determined that it should remain open to vehicular traffic, in a one way direction only, to facilitate access to local businesses, support a level of on-street parking and aid traffic circulation. Notwithstanding this, as part of the re-design of this street, improvements will be made to footpaths and street furniture.

Design Team's Recommendation

No further amendments to the report are recommended.

2.11.3 Amenity

Summary of the issues raised

Concerns were expressed about the placement of trees and street furniture which might prohibit market stalls. Another submission requested that the existing public toilets be relocated from Jeffersport to Harts carpark. Another submission expressed disappointment with the lack of landscaping and seating at Harte's carpark and its link with Bridge Lane.

Design Team's Opinion

The exact location and type of trees and street furniture will be addressed during the Part 8 design stage when more detailed proposals will be published for consultation. There are no plans to relocate the Public toilets from Jeffersport to Harts carpark, although the proposed improvement to the area should discourage anti-social behaviour.

Design Team's Recommendation

No further amendments to the report are recommended.



2.12 Oliver Plunket Street and Brady's Lane

2.12.1 Traffic

Summary of the issues raised

A submission raised the issue of possible delays for traffic exiting onto Glasslynn **Road from Brady's Lan**e as a result of the one-way system and another submission expressed concerns about the impact the one-way traffic flow system would have on fire service access.

Design Team's Opinion

The traffic model generated for the town demonstrated that there will not be any significant delays for traffic exiting onto Glasslynn Road from Brady's Lane as a result of the one-way system. This is largely because traffic will use St Finbarr's Place and Station Road as primary routes to access Glasslynn Road.

A vehicle swept assessment (AutoTrack) was carried out which shows that a fire tender can safety **negotiate Casement Road, Brady's Lane and the Oliver Plunket Street junction with St Patrick's Quay** (i.e. traveling against the one-way flow on Oliver Plunket Street during an emergency situation). The **central traffic island at Oliver Plunket Street/St Patrick's Quay junction will be** realigned to facilitate safe egress of emergency vehicles.

Design Team's Recommendation

The contra-flow cycle lane on Oliver Plunkett Street will be widened to 3.0metres to facilitate cyclists and the safe passage of a fire tender during emergency events. Further consultation regarding this design to take place with the Chief Fire Office and other relevant personnel.

2.12.2 Traffic Calming

Summary of the issues raised

A submission noted that Casement Road and Oliver Plunkett Street is frequently used by schoolchildren and pedestrians and there are currently serious issues with the quality of the footpath and traffic volumes on this street and that it would benefit from local access only.

Design Team's Opinion

The junction realignment at St Finbarr's Place, in conjunction with the one-way system, new cycle lane, improved footpath widths and raised crossings across side roads will improve pedestrian safety along Oliver Plunket Street.

It is recommended that traffic calming be implemented on casement road to reduce traffic speeds and encourage through traffic to use alternative routes.

Design Team's Recommendation

Traffic calming measures to be implemented on Casement Road.



2.13 General and Draft Bandon T-PREP

2.13.1 Parking

Summary of the issues raised

One submission requested that Cork County Council should carry out a review to determine if all parking should be free. A joint venture with the GAA to locate a long-stay carp park should be examined. Many of the parking spaces available to the town are actually in private ownership and should not be counted on. Another submission states that there has to be restrictions on parking in some areas to allow for free flow of traffic but this may cause difficulty with the residents involved.

Design Team's Opinion

The current pay parking scheme encourages short stay events which results in a higher turnover of parking spaces which is beneficial for retail activities. **Designated free 'public' parking areas for long**-stay parking should be located on the periphery of the town centre. Parking restriction will apply at junctions to be improved which will ensure free flow of traffic, accommodate HVG movements, improve sight lines and provide a safer environment for pedestrians to cross.

Design Team's Recommendation

Report to be amended to include for the provision of an additional long stay car park within reasonable walking distance of the town centre.

2.13.2 Amenity

Summary of the issues raised

One submission requested that a review of street lighting be carried out. Two submissions suggested that design competitions could be considered for some of the street furniture. Another requested that areas be provided with sound systems for GAA home comings, processions, music festivals etc. One submission expressed disappointment with the lack of seating near and within public buildings, bus stops, etc. for older persons.

Graham Norton Walk should be extended to the start of the railway walk and should be connected with a high level pedestrian bridge. Graham Norton Walk should be linked with the northside of the river with the proposed cantilevered-boardwalk on Bandon Bridge and that a riverwalk west of town as far as Castlebernard should be explored. The riverside walks could be extended to maximise the attractiveness of the river. Viewing platforms should be considered.

Design Team's Opinion

Details regarding public lighting, street furniture etc. will be addressed at Part 8, at which stage the designs will go on public display and further submissions will be invited from the public.

The extension of the riverside walk is considered a good idea and will be included in the final plan.

Design Team's Recommendation

Plan to be amended to include extension of the riverside walk.

2.13.3 Implementation

Summary of the issues raised

The plan measures should be delivered as soon as feasible and coordinated in a manner which minimises disruption in the town centre. One submission noted that the overall timeline is not acceptable as it extends to 2028. Another submission asked if there are funds set aside to implement the Plan.

Design Team's Opinion



There are many parts of the plan which are referred to as 'short term' actions and these can be implemented as soon as funding is available. Other measures will need to be sequenced with other works to be carried out as part of the Bandon Drainage Scheme and the Flood Prevention Scheme.

Given the overall number of measures proposed, the estimated time scale is considered ambitious, yet realistic and achievable. Whilst no funds have been set aside for implementing the Plan at this stage, a number of potential funding streams have been identified and these will be pursued on finalisation of the plan.

Design Team's Recommendation

No further amendments to the report are recommended.

2.13.4 Traffic

Summary of the issues raised

The Plan itself is very "safe" and other driving policies for dealing with traffic do not appear to have been considered.

Design Team's Opinion

The design team believes that the integrated package of measures meets the objectives and overall vision of the plan.

Design Team's Recommendation

No further amendments to the report are recommended.



SECTION 3: Summary

3.1 Summary

Following feedback received on the Draft Bandon Transport and Public Realm Enhancement Plan, the design team recommends the following changes be made to the Plan.

3.1.1 The Shambles/Kilbrogan Hill

- Overall loss of parking reduced within the Shambles area;
- Retention of as much of the street-side parking along Kilbrogan Hill as is safely possible;
- Pedestrian crossing relocated to accommodate more parking;
- The existing disabled parking space on Kilbrogan Hill is to be retained and more disabled spaces allocated near the Town Hall and Court House;
- Loading areas designated close to bars/restaurants;
- Turning lanes widened to accommodate HGVs;
- Bus-bay relocated from Kilbrogan Hill to Emmet Row;
- The plaza area northwest of the Shambles building has been redesigned to accommodate improved access and pedestrian facilities;
- Yellow box road markings incorporated to mitigate against any possible queueing on Allen Square during school drop-off/collection periods.

3.1.2 Bank Place mini roundabout

• A disabled parking space will be provided beside the Post Office (i.e. on Cork Road).

3.1.3 Oliver Plunkett Street/St Finbarr Place junction

• Central raised traffic island to be realigned to facilitate emergency vehicle access and contra flow cycle lane widened to accommodate shared emergency vehicle access.

3.1.4 MacSwiney Quay/Weir Street junction

• Existing parking bays retained.

3.1.5 Plan text revised to include:

- Extension of the Bandon River amenity walk;
- Additional long-stay parking;
- Traffic calming measures on Casement Road
- The town's historic townscape and Architectural Conservation Area designations will need to inform the design of street furniture and choice of materials used.



Appendix 1: Second Public Consultation Exhibition Material



21/07/2016

Bandon Transportation and Public Realm Enhancement Plan

2nd Public Consultation Exhibition

Venue: Bandon Town Hall

Date: 31st May 2016

Time: 4pm to 8pm

Cork County Council has developed a final draft of the Bandon Transportation and Public Realm Enhancement Plan which it intends to present to the general public for feedback. The vision of this plan is:

"To strengthen Bandon's position as a premier market town through the creation of a unique sense of place, which supports ease of movement for all, embraces its rich built and natural heritage, and enhances its role as the Gateway to West Cork."

The plan contains recommendations on the short, medium and long term transport interventions required to improve access to the town centre and enhance its public realm for residents and visitors of Bandon. This is an important opportunity for you to let us know your views on the plan before it is finalised.



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 Cork County Council, J.B. Barry and SYSTRA will be in attendance at the public consultation exhibition.

If you 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) to view the draft plan. Closing date for submissions on the 2nd public consultation is the 21st June 2016.



21/07/2016

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| FINAL DRAFT REPORT FEEDBACK FORM | | | | | |
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| RETURNS | | | | | |
| Return feedback form by 21 June 20 | | | | | |
| Placing the form in the ballot box is Emailing the form or just your com | ocated in Bandon Town Hall; | | | | |



21/07/2016

Bandon Transportation and Public Realm Enhancement Plan

Introduction

Cork County Council is currently preparing the Bandon Transportation and Public Realm Enhancement Plan (TPREP). The overall aim of the Bandon TPREP is to identify transportation measures to improve access to the town, enable the enhancement of the public realm and guide future investment in town centre activities. J.B. Barry and Partners Ltd., in association with SYSTRA Ltd., have been commissioned by Cork County Council to assist in the preparation of the Strategy.

The Study Area

Bandon TPREP Vision

To strengthen Bandon's position as a premier market town through the creation of a unique sense of place, which supports ease of movement for all, embraces its rich built and natural heritage, and enhances its role as the Gateway to West Cork





21/07/2016

Bandon Transportation and Public Realm Enhancement Plan

Existing Situation

Key Issues for Bandon:

- > High levels of car mode share and car ownership;
- > A number of junctions are congested due to lack of capacity and incorrect junction priority;
- 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;
- 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 alternatives;
- > The N71 (Southern Bypass) is not the preferred route for HGV's due to steep road gradient, inappropriate junction priority, poor sightlines and poor junction design;
- > Road surfaces in general are in need of improvement;
- Poor Public Realm conditions with generally low quality of finishes, dated street furniture and a lack of amenity space throughout the town.



Narrow footpaths and high volumes of HGV traffic creates an unattractive environment for pedestrians



Large volume of HGVs, narrow road widths and steep gradients create a poor cycling environment

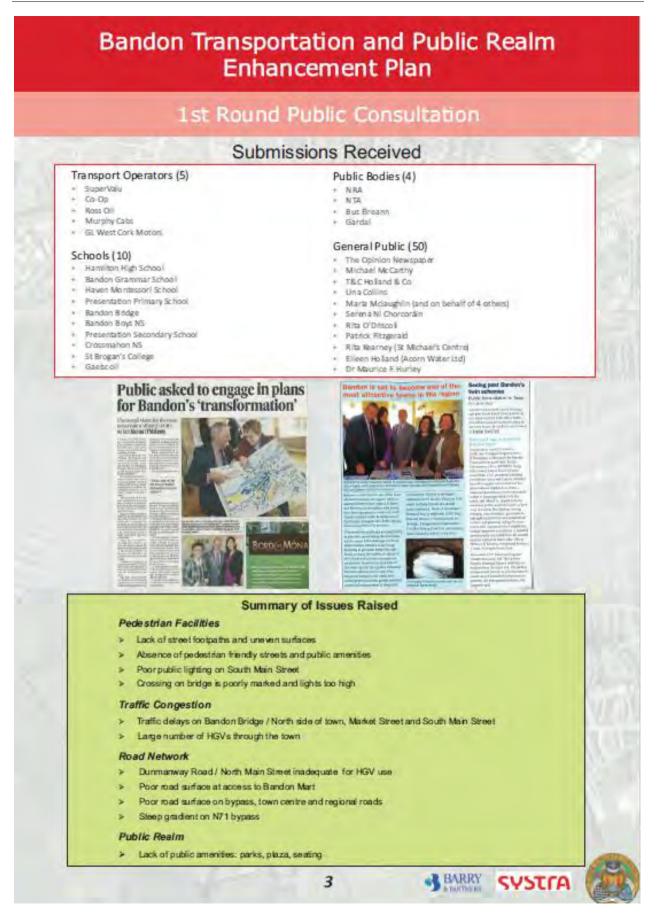


Lack of amenity space - All along the river front, no seats or break out points





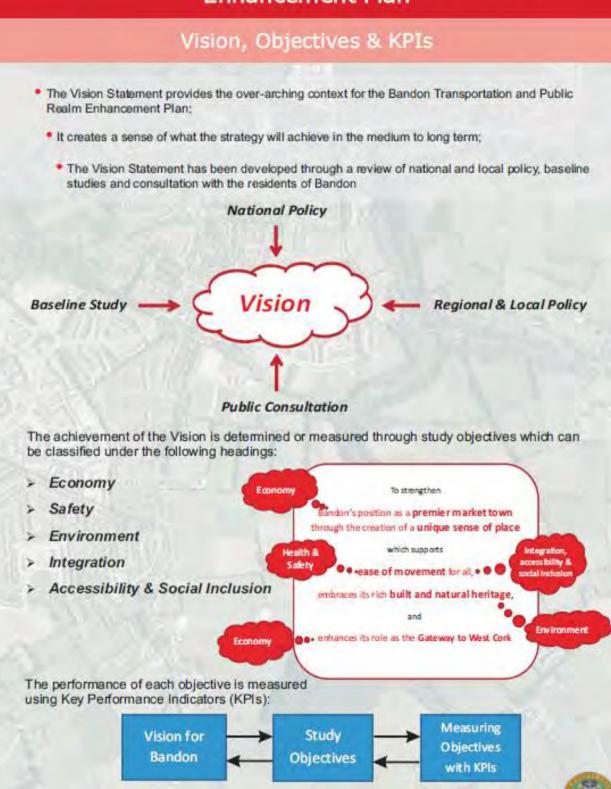
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Bandon Transportation and Public Realm Enhancement Plan





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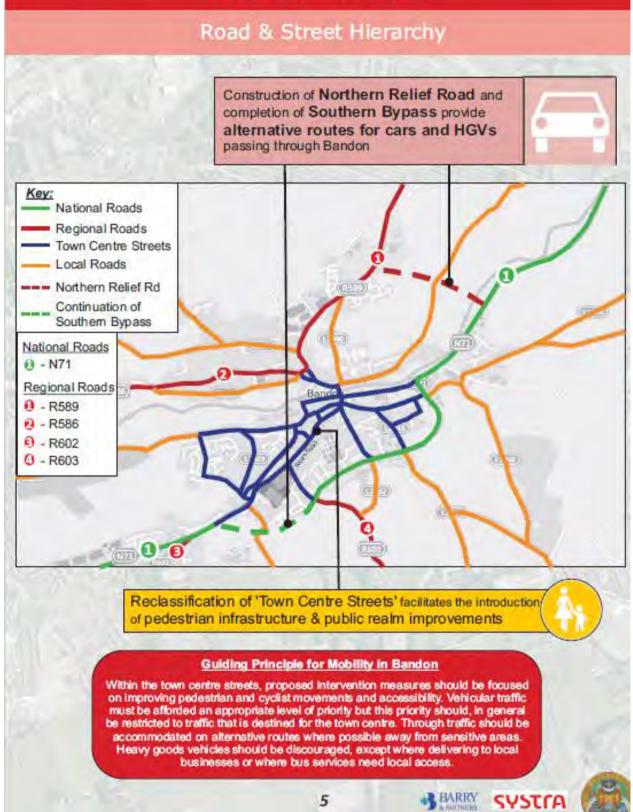
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Bandon Transportation and Public Realm Enhancement Plan



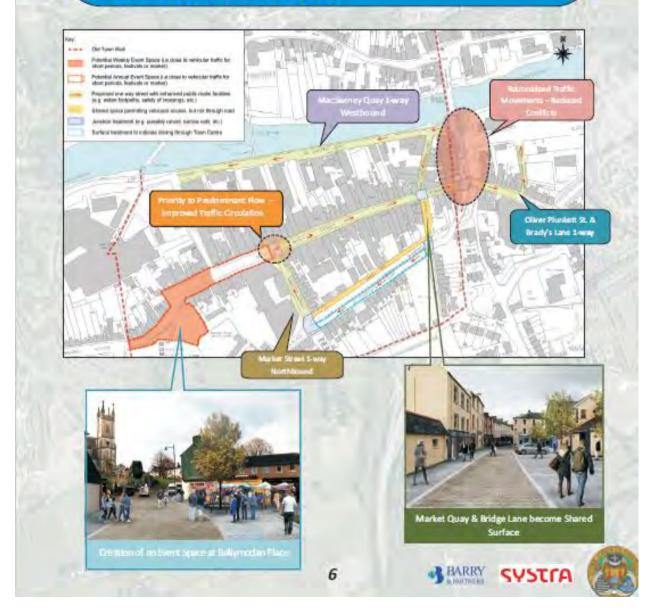


21/07/2016

Town Centre Circulation

Central Aims

- > Enhance the visitor experience and promote the economic viability of the town
- > Improve internal circulation and reduce conflicts
- > Afford appropriate levels of priority for town centre traffic
- > Improve accessibility and safety for pedestrians and cyclists
- > Releases space for public realm improvements
- > Facilitate the creation of event spaces

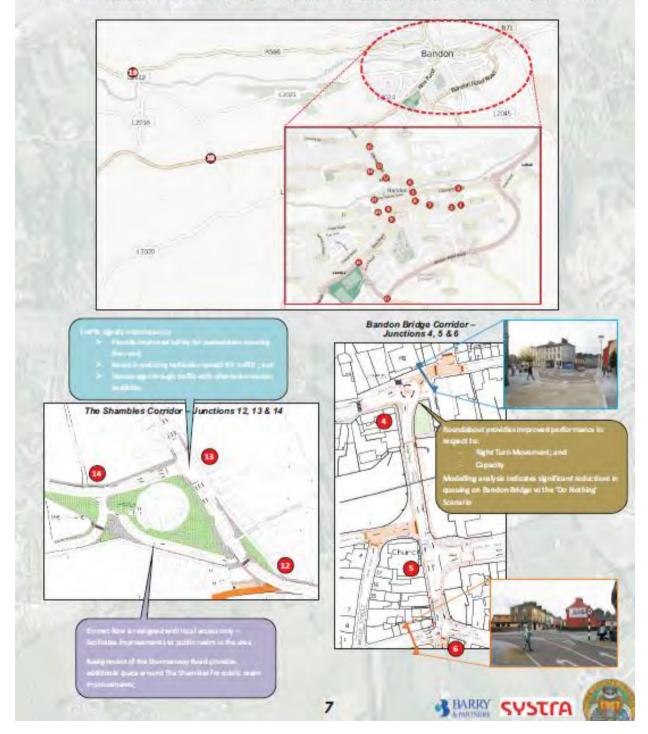




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Junction Improvements

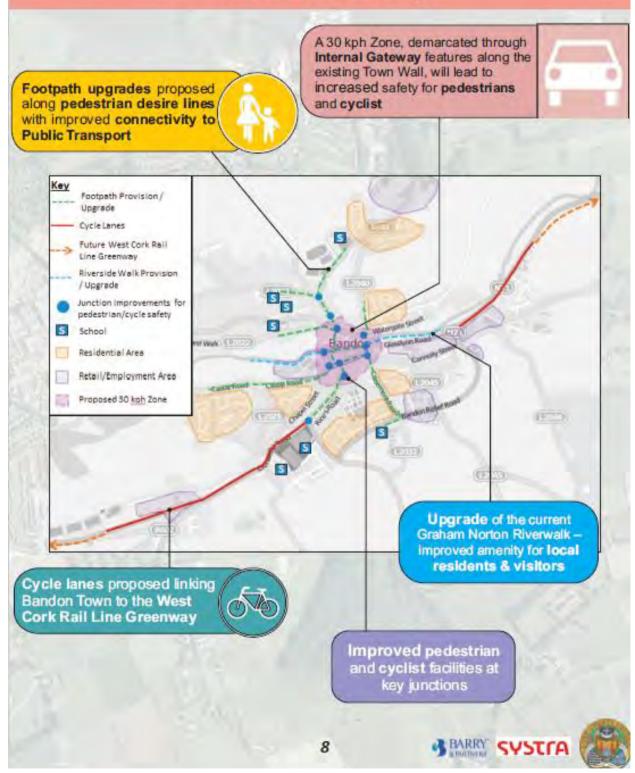
19 Junctions upgraded to improve operational efficiency & pedestrian and cycle facilities





21/07/2016

Walk & Cycle Strategy





21/07/2016

Schools Strategy

Current Issues

- > lack of pedestrian crossing facilities near the school entrances;
- > A lack of pedestrian pavements in certain locations;
- > Pick up and drop off activity at the school results in traffic congestion;
- > The rate of cycling to school is very low in the area

Recommendations arising from the Bandon TPREP

requirement & statement Principal Principal and and the for both the Unamption (

Will promote walking, cycling & public transport as an alternative to car travel

represe Walking & Cycling Catwords.

- Will connect large residential areas directly to schools.
- > Will support a Shift away from car towards sustainable modes

distancia providence cara. Alternation

- Increase kinth buildouts to improve pedestrian space;
- Widen footpaths:
- Improve pedestrium crossing facilities;
- Introduce traffic calming measures;
- increase provision of cycle lanes;
- Upgrade Bus Set-down areas for safer access/egre



BARRY SYSTIA

The Delivery of the TPREP Schools Strategy will:

- > Support healthler lifestyles for children;
- > Provide safer access and journeys to school for all;
- Reduce traffic congestion and pollution in the vicinity of schools

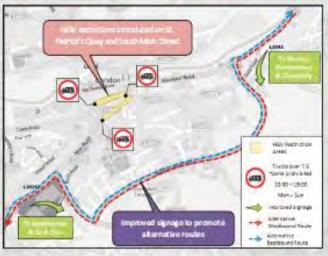




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HGV Strategy

Short Term HGV Management Strategy

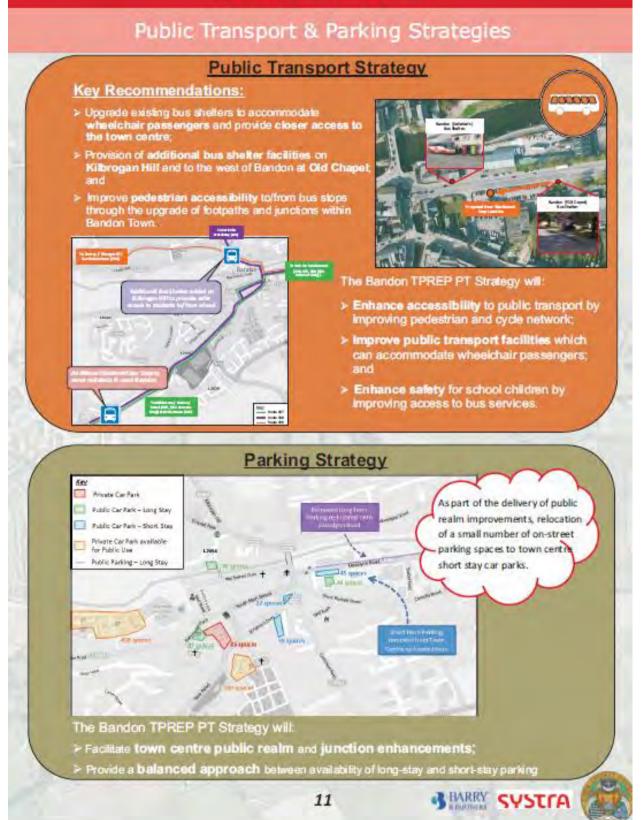


Medium/Long term HGV Management Strategy





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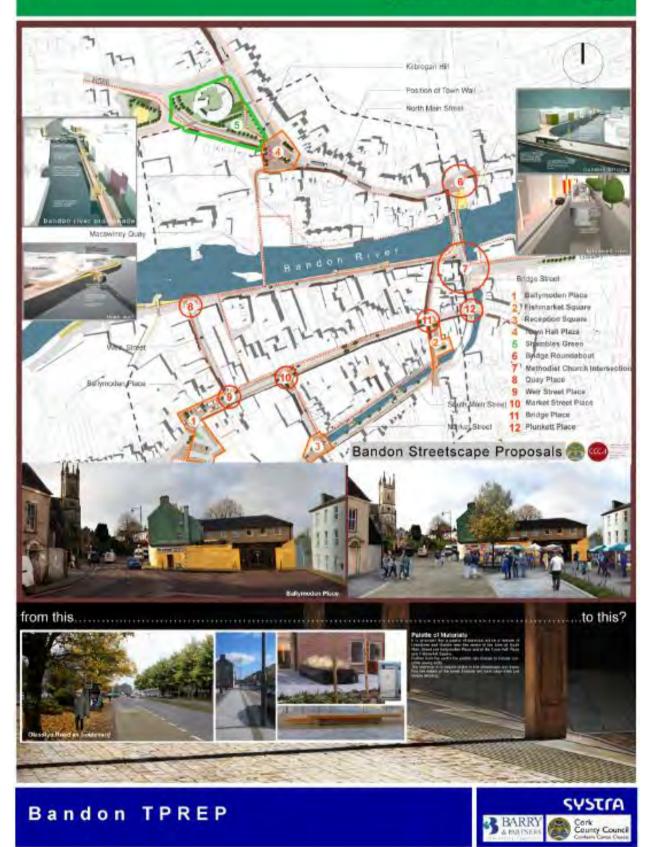




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12.

public realm strategy

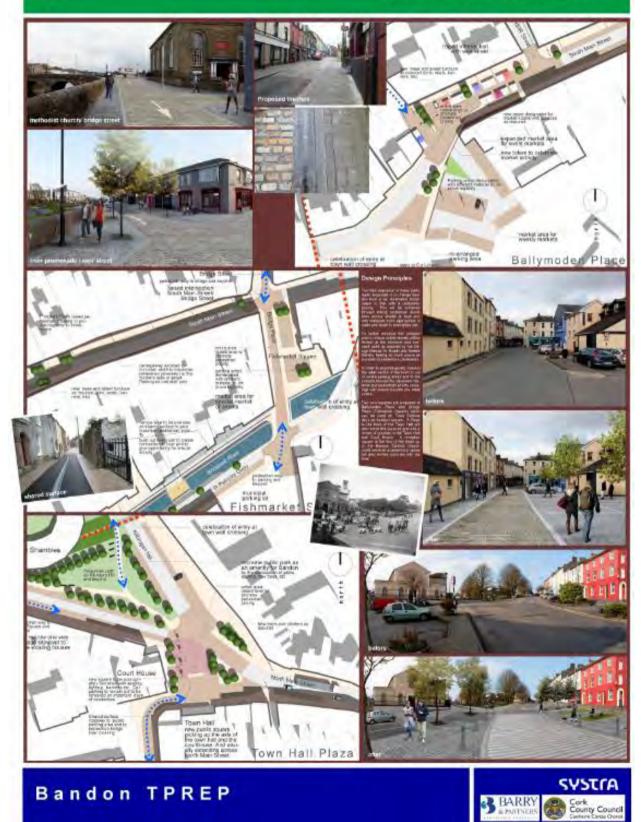


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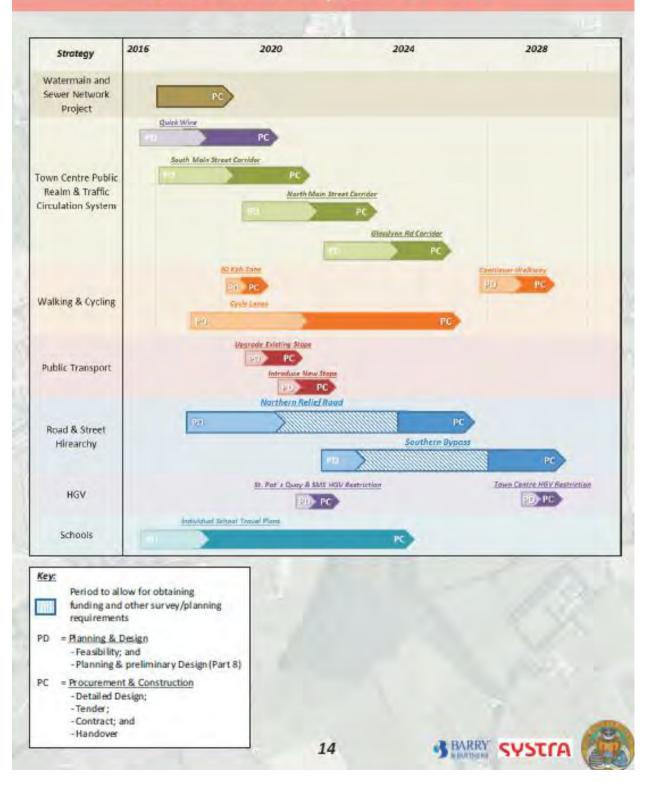
public realm strategy





21/07/2016

Bandon TPREP Implementation Plan





21/07/2016

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Bandon Transportation and Public Realm Enhancement Plan

Summary of Benefits

The delivery of the Bandon TPREP will:

- Make Bandon a better place to live in and a more attractive place to visit;
- Help make Bandon a better place to do business and improve it's standing as a significant market town in Cork;
- Act as a guide to show how investment in transport infrastructure and public realm enhancements can deliver the greatest impact for the people of Bandon;
- Provide a clear direction for how private development should take place in Bandon so as to git the greatest benefit to the development itself and to the town of Bandon as a whole.
- Enhance pedestrian and cycle facilities;
- Enhance safety for pedestrian movements, in particular for vulnerable road users such as school children and the mobility impaired;
- Provide better access to Public Transport and local schools;
- > Improve the vibrancy of the town centre;
- > Facilitate the creation of an event space within the town centre
- Reduce conflicts at junctions within Bandon e.g. Market St / South Main Street and MacSwiney Quay / St. Finbart's Place;
- Enhance efficiency of traffic movements;
- Reduce levels of congestion in Bandon, particularly around Bandon Bridge;
- Reduce traffic congestion and pollution in the vicinity of schools;
- Reduce the volume of traffic in the town centre, particularly HGVs, by promoting alternative routes, thus impacting positively on congestion and delay.
- Enhance accessibility to public transport by improving pedestrian and cycle network;
- Improve public transport facilities which can accommodate wheelchair passengers; and
- Enhance safety for school children by improving access to bus services

We would welcome your comments on the Draft Bandon Transportation and Public Realm Enhancement Plan presented today

Dates for your Diary:

> 21st June: Closing date for submissions on 2nd public consultation





21/07/2016

Appendix 2: Summary of Submissions Received



21/07/2016

Table A2.1: Written Submissions Received

| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|----------------------|-----------------|--|--------------|
| 1 | | N71 | Traffic | Realign N71 to bypass Inishannon and Bandon as far as Baxters Bridge | 2.7.1 |
| | | MacSwiney Quay | Pedestrian | Needs to be replaced soon | 2.5.3 |
| 2 | | Fishmarket Square | Amenity | Relocate paid public toilet from Jeffersport to Harts carpark due to anti-social behaviour (no change) | 2.11.3 |
| | | Southern Bypass | Pedestrian | Underpass needed at Pres Convent instead of signal crossing due to safety and congestion. | 2.7.2 |
| 3 | | Kilbrogan Hill | Parking | Concerns about removal of parking (management and need close parking) | 2.3.1 |
| 4 | | Town Centre | Amenity | Allocate areas for sound system for GAA Homecomings, Processions, music festivals etc. | 2.13.2 |
| | | General/T-PREP | Parking | Review if parking could be free | 2.13.1 |
| | | General/T-PREP | Pedestrian | Review lighting levels | 2.13.2 |
| | | Northern Relief Road | Traffic | Increase its priority to construct | 2.7.3 |
| | | General/T-PREP | Traffic Calming | Need to review plan to make Town Centre more ???? + traffic calming | 2.13 |
| 5 | | Innishannon | Traffic | Widen R589 as suggested | 2.7.3 |
| | | Innishannon | Traffic | Review timing of traffic lights in village including a flashing yellow phase | 2.7.3 |
| 6 | | General/T-PREP | Amenity | Love the idea of the Cycle Tracks! | 2.13 |
| | | Bridge Street | Pedestrian | Pedestrianise Bridge Street. Make street tree lined. | 2.11.2 |
| | | Fishmarket | Pedestrian | Continuation of paved area from The Fishmarket area to include Bridge Street | 2.11.2 |
| 7 | | MacSwiney Quay | Pedestrian | Zebra Crossing badly needed | 2.5.4 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|------------------------------|----------------|---|--------------|
| | | MacSwiney Quay | Amenity | Recommended Boardwalk need to enhance view of river | 2.5.3 |
| | | MacSwiney Quay | Pedestrian | Wide footpaths if to be one-way | 2.5.4 |
| | | General/T-PREP | Pedestrian | Approves the proposals ref: shared level and one-way systems | 2.13 |
| | | St Finbarr's Place | Pedestrian | Maximum traffic calming measure needed | 2.12.2 |
| 8 | | General/T-PREP | Amenity | Disappointed by lack of seating near and within public buildings, bus stops, etc and free parking near shopping centres on certain days. | 2.13.2 |
| 9 | | General/T-PREP | Implementation | Whatever part of the plan that can be started now, should be and funding needs to be made available as a matter of urgency | 2.13.3 |
| | | General/T-PREP | Implementation | Don't let negativity of a few spoil it for the many in respect to 'fully' adopting this plan | 2.13.3 |
| | | Riverview Shopping Centre | Traffic | Problems with traffic exiting shopping centre at Weir Street not addressed within plan. | 2.5.2 |
| 10 | | MacSwiney Quay | Traffic | One-way system will reduce business and atmosphere (by 50%) in a similar way as South Main Street did. It would be better to concentrate on repairing footpaths, cracks in quay wall, drains and river flooding | 2.5.2 |
| 11 | | Southern Bypass | Traffic | Finish the Bypass to remove HGVs from town centre | 2.7.3 |
| | | Bank Place | Traffic | Yield sign on bank place to allow right turning traffic coming from the bridge | 2.6.1 |
| | | Market Street | Traffic | Give priority to traffic from Market Street onto South Main Street. | 2.10.4 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|--|-----------------|---|--------------|
| | | Church Steps | Parking | Strict control of illegal parking on double yellow lines | 2.10.3 |
| | | South Main Street | Parking | Strict control of parking | 2.8.1 |
| | | Southern Bypass | Pedestrian | Underpass needed at Pres Convent instead of signal crossing due to safety and congestion. | 2.7.2 |
| 12 | | Castle Road | Traffic | Very high volumes | 2.5.2 |
| | | Castle Road | Traffic Calming | Traffic travels too fast | 2.5.5 |
| 13 | | Glasslynn Road | Amenity | Boulevard concept on Glaslynn Road welcomed but should be extended from Cahalanes Garage to the Kevin O'Leary roundabout to enhance the first impressions of Bandon Town upon entering from the N71 Innishannon Road. | 2.9.1 |
| | | River walkways | Amenity | Happy with Graham Norton lighting upgrade. The walkway should be extended to the start of the railway walk connected with a high level pedestrian bridge (in conjunction with Flood Relief scheme). Link the Graham Norton walk with the northside of the river with the proposed cantilevered-boardwalk on Bandon Bridge. A riverwalk west of town as far as Castlebernard should be explored. | 2.13.2 |
| | | North Main Street and Glasslynn Road | Implementation | Planning and Design phase of the various elements such as the North Main St Corridor and the Glasslynn Road corridor brought forward. Having works going on continuously in the town for over 10 years will be very disruptive. | 2.13.3 |
| | | Northern Relief Road | Implementation | The proposed Northern Relief Road is strategically important to the development of the town and its delivery should be expedited. The proposed alignment should be incorporated into the new Local Area Plan for Bandon. | 2.7.3 |
| | | Ballymoden Place | Parking | Existing 42 space should be reclassified from long-term to short-term due to their location to shops | 2.4.1 |
| | | Public Realm | Pedestrian | The Public Realm proposals are impressive. It is important that the design for South Main St maximises the pedestrian experience such as in Westport Town for example | 2.13.2 |
| 14 | | Car Park Access at Ballymoden | Amenity | Soon to commence construction of 9 houses for the elderly at Avenue House adjacent to Council car park at Ballymoden Place. BGCC has a legal right of way from the Council through the car park to our site which needs to be maintained. There is a proposal to realign the car parking spaces and block up the current exit from the car park. | 2.4.2 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|--|----------------|--|--------------|
| | | General/T-PREP | Amenity | Plan for Bandon is very impressive, long overdue and welcomed. The emphasis on making the town centre pedestrian friendly will assist the older people in the town | 2.13.2 |
| | | Weir Street | Traffic | BGCC premises is located at the junction of Weir St and South Main St. Due to making MacSwiney Quay one-way, HGV delivery time restrictions needed for shopping centre | 2.5.4 |
| 15 | | Ballymoden Place Market | Amenity | Glad that market is to remain at Ballymoden. Power points and a water supply should be provided for stallholders. A new surface and landscaping will make it very attractive. The closing of the road for occasional events is a great idea. For those type of events the market could spread in there as well. | 2.4.3 |
| 16 | | Glasslynn Road | Implementation | In terms of public realm improvements, upgrading the entrance to the town from Innishannon should be prioritised. This is the first impression many get of Bandon and is of very poor quality. The proposed layout here is supported. A formal layby or alternative arrangement is needed to counteract some of the illegal parking on the hard shoulder opposite the petrol filling station. | 2.9.2 |
| | | N71 Bypass and Northern Relief Road | Implementation | Supports the plan as a resident. The northern bypass and the upgrade and extension of the southern bypass N71 need to be delivered and the plan should be more definitive in timescales and reporting on the feasibility work required, engagement with the TII and lobbying/other measures to secure funding and fast track delivery. These are pieces of infrastructure that will contribute to fundamental positive change in Bandon improving quality of life and an improved town centre environment, as well as critical improvements to the strategic road network in west cork, which is presently characterised by regular road closures, congestion and safety issues | 2.7.3 |
| | | Northern Relief Road | Implementation | It was suggested that the northern bypass would be funded by way of development contributions. This is worrying. There is little development interest in Bandon at present, which is on the margins of development viability. This is evidenced by 3 no. land zoning submissions only during the recent LAP review consultation. There is a residential 'over-zoning' issue in the Bandon which needs to be rationalised and this may distort financial projections. A key issue is the age and deteriorating quality of town centre properties and an older aging population here. It will not be viable to deliver new homes in Bandon in the short to medium term. Placing the cost of strategic infrastructure on this will render much needed housing as completely unviable. | 2.7.3 |
| | | Oliver Plunket Street | Traffic | Proposed changes to the Bridewell Junction, including one-way system will compound problems with the latter i.e. no direct access to the town, without being re-routed to areas of queuing. | 2.12.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|--|----------------------------|--|--------------|
| 17 | | General/T-PREP | Environmental Screening | See detailed letter | Noted |
| 18 | Ξ | Ballymoden Place | Amenity | Lack of facility for proposed market place on the street. Better to invest in improving the currently used carpark with water and electrify which is safer for children | 2.4.3 |
| | | Ballymoden Place | Amenity | The raised road level idea would be unsafe when used for traffic. | 2.4.2 |
| | | General/T-PREP | Amenity | Consider using the Engage Arts Festival publicly advertised for a design of a chair for an open space | 2.13.2 |
| | | General/T-PREP | Amenity | Existing walking routes should be upgraded. Graham Norton walk continued as far as the railway line. The current walkway from Lidl to town should be improved and marketed as a 1mile long walk. | 2.13.2 |
| | | Glasslynn Road | Amenity | Consider extending the gateway treatment as far as Cahalanes Garage. Previous NRA Traffic Calming Measures were not acted on. | 2.9.1 |
| | | MacSwiney Quay | Amenity | Maintenance costs associated with a glass partition and general wall improvements needs to be looked at. | 2.5.3 |
| | | The Shambles | Amenity | The needs of Town Hall not addressed by a blank area of ground with no particular use in mind. More detailed practical recreational purpose needed. | 2.3.3 |
| | | General/T-PREP | Implementation | Overall timeline is not acceptable as it extends to 2028. Bandon needs investment well in advance of this timeline. | 2.13.3 |
| | | Southern Bypass and Northern Relief Road | Implementation | CCC to check on timeline for both projects. Making MacSwiney Quay one-way would cause significant delays with Northern Relief Road. Needs to be looked at. Minor road works on Kilbrittain Road welcome in the short term | 2.7.3 |
| | | Weir Street/South Main Street | Traffic | This Jnt has not been addressed at all. Very tight junction will not cope with additional traffic from one-way. Overspill onto Castle Road with is inadequate with poor sightlines. | 2.5.2 |
| | | General/T-PREP | Parking | There is a lack of long term parking. CCC consider joint venture with GAA to resurface their car park for long term use during the day with improved pedestrian links to the town. This would be used by office workers as opposed to Glaslynn Road. | 2.13.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|-----------------------------------|---|------------------------------|--|--------------|
| | | North Main Street (and Copper Grove) | Pedestrian | North Main Street needs to be considered more. Use the currently too wide, tiered, unsafe footpath as a third westbound lane (at Copper Grove junction) | 2.3.2 |
| | | Ballymoden Place | Traffic | Access to shopping centre not taken into account | 2.4.2 |
| 19 | Meeting (Thursday 16/06/16) | Glasslynn Road | Amenity | Consider extending "Boulevard" as far as Billies restaurant | 2.9.1 |
| | | St Patrick's Quay | Amenity | Very positive comments from residents living on St. Patrick's Quay. Ensure minimum loss of existing large trees. | 2.10.2 |
| | | Oliver Plunket Street | Traffic | Fire Service impacts? | 2.12.1 |
| | | South Main Street | Amenity | Full layout for South Main Street needs to be available | 2.8.3 |
| | | The Shambles | Jnt and Road Improvements | concerns re artics exiting from his premises onto the side road at Allen Square and that this will be badly congested at school times in particular. was also concerned re revised road layout at the Shambles and that introducing traffic signals could cause traffic congestion. In order to avoid congestion on the bridge, is certainly open to the possibility of using the Crossbarry Road in advance of the Northern Relief Road but only if pinch points could be improved – namely Brinny Bridge, Crossbarry Bridge and Killeady Bridge | 2.3.2 |
| | | Ballymoden Place | Parking | long term car parking in Ballymoden is full at 08:45 each morning so recommends that this be short-term | 2.4.1 |
| | | Ballymoden Place | Parking | Do we need to identify a location for a long stay car parking, considering that we are recommending the conversion of approx. 160 spaces (over time) to high turnover? | 2.4.1 |
| | | The Shambles | Parking | Loss of car parking around Shambles cause for concern. Parking at Shambles area needs to be reconsidered. | 2.3.1 |
| | | South Main Street | Parking | - very worried about loss of parking on Sth Main Street and how many exactly?! (I said possibly 15-20 but subject to detail design). would greatly welcome a disabled parking space close to for customers | 2.8.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|-----------------------|-----------------|---|--------------|
| | | South Main Street | Parking | Loss of parking on South Main Street needs to be clear. Loss of parking needs to be tied, on a scheme by scheme basis, to replacement by converting existing long stay to short stay on each of the following: Ballymoden Place Car Park; 2 no car parks in the vicinity of Brady's Lane and; Also consider new car park next to playground | 2.8.1 |
| | | The Shambles | Traffic | Bus stops in the area to be on former Dunmanway Road | 2.3.2 |
| | | Oliver Plunket Street | Traffic | Concern over one-way on Oliver Plunkett Street and possible delays exiting onto Glasslynn Road from Brady's Lane. How will the conflict at Brady's Lane, as a result of the introduction of one-way, be managed? | 2.12.1 |
| | | South Main Street | Traffic | - Very positive re Plan. still thinks that a property linking Sth Main Street to MacSwiney Quay (i.e. roughly half way between Bridge St & Weir St) should be purchased by CCC for permeability. also commented on how Main St is 'hidden' and difficult for passing traffic to 'stumble' upon | 2.8.2 |
| | | St Patrick's Quay | Traffic Calming | Treatment of quay opposite St Patrick's Quay needs to be clear, rat running discouraged and anti-social behaviour also discouraged | 2.10.1 |
| 20 | | Ballymoden Place | Amenity | In favour of improving and supporting the current market area in terms of amenities and improved pedestrian links to the shopping centre. | 2.4.3 |
| | | General/T-PREP | General | Plan does not address one of its goals: "identify the capacity of the town centre for additional retail and other development" | |
| | | Ballymoden Place | Parking | Against the proposed extended market place/ performance area as it will close off their access. Plans are being finalised for a car park to also serve SMS traders. No discussion has taken place with the shopping centre. | 2.4.2 |
| | | Ballymoden Place | Pedestrian | Plan excludes the covered pedestrian link at Sherry Fitzgerald. Scope for improved pedestrian linkages by targeted public realm improvements including wayfinding initiatives. Plan needs more engagement with traders. | 2.4.2 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|----------------|------------------------------|---|--------------|
| | | MacSwiney Quay | Traffic | The proposed one-way system will seriously damage business, create more traffic congestion on SMS esp. due to priority change at Market Street and have a negative impact on Castle Street and Church Lane South. | 2.5.2 |
| 21 | | The Shambles | Jnt and Road Improvements | Large artics will not be able to turn left from the Dunmanway side and heading towards Crossbarry. Presently they have to go across the road to go up the hill. This cannot happen with three lanes. | 2.3.2 |
| | | The Shambles | Parking | 45 car spaces lost between Kilbrogan Hill and Allen Square. Business will suffer if people cannot park outside premises. | 2.3.1 |
| | | The Shambles | Parking | No allowance to replace lost car park spaces | 2.3.1 |
| | | The Shambles | Parking | We have deliveries six days a week and with no parking on Kilbrogan Hill, the delivery trucks will have to park on the road, because as per your plan there is nowhere else for them to park. | 2.3.1 |
| | | The Shambles | Parking | No allowance is made for disability/ wheelchair parking at our building | 2.3.1 |
| | | The Shambles | Parking | Should the Bandon TPREP proceed as outlined, the damage to our business is immeasurable, in reality it will close the business and impact on 25 employees. | 2.3.1 |
| 22 | | Kilbrogan Hill | Parking | walking frame, wheelchair and needs parking outside home for home help and family support. There are a lot of private residences on this street and except for short periods occasionally, parking is not a problem at present. How are residents supposed to access their homes? | 2.3.1 |
| 23 | | Kilbrogan Hill | Parking | Where we are supposed to park our cars if there will be no parking allowed outside our doors. We do not have the luxury of a back entrance to our houses. There are three cars in my house for example. Next door neighbour has a disable parking Bay outside door. | 2.3.1 |
| 24 | | Kilbrogan Hill | Parking | Strongly OBJECTS to the proposals for this project. We are very dissatisfied with several parts to this project, especially the loss of residents parking on Kilbrogan Hill. The has very limited mobility and currently has a disabled box parking space at our front door. Where are the residents to park? Also the extra volume of traffic will potentially cause serious traffic issues on Convent Hill, Kilbrogan Hill and North Main St. | 2.3.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|--|-----------------|--|--------------|
| 25 | | Kilbrogan Hill | Parking | This road is residential with families, with young children, the elderly and people with disabilities relying on the parking. I strongly object to losing the parking on Kilbrogan Hill. Cars parked provide a buffer for pedestrians and the homeowners from the traffic. | 2.3.1 |
| | | Oliver Plunkett Street | Traffic Calming | No recommendations for the Gaelscoil. Where Casement meets Oliver Plunkett St. is frequently used by schoolchildren and pedestrians, there are currently serious issues with footpaths and traffic on this street and would benefit from local access only. | 2.12.2 |
| | | North Main Street, Kilbrogan Hill and Convent Hill | Traffic Calming | Plan offer no solution for poor pedestrian conditions on North Main Street, School children walk this street in very dangerous and unpleasant conditions. The HGV restriction commence at 10am which does not provide for the school children. North Main Street will continue to deteriorate until there is a solution to the HGV situation on North Main Street. Traffic calming/enforcement of the existing speed limits required on Kilbrogan and Convent Hill. | 2.3.4 |
| 26 | | Northern Relief Road | Implementation | Strongly believes that Phase 1 of the Northern Relief Road (ie N71 to Kilbeg Road) should NOT happen until detailed proposals for the greater Bandon Bypass to the north are prepared and are certain to proceed (unlike current Bypass) | 2.7.3 |
| 27 | | Southern Bypass | Traffic | HGV's heading west are forced to use Bandon Bridge as they cannot use the southern relief road as the gradient on the hill is too steep and the bypass is not finished. | 2.7.1 |
| | | Northern Relief Road | Implementation | Crossbarry Rd is not at present suitable for HGV traffic. All the bridges on this road need to be widened first | 2.7.3 |
| | | The Shambles | Traffic | Strongly objects to the new road layout proposed for Allen Square will totally block us in and cause major congestion, trucks will not be able to leave our yard. | 2.3.2 |
| 28 | NTA | Bandon T-PREP | General | NTA satisfied with plan and welcomes the opportunity to discuss the plan in more detail along with the other key stakeholders such as the TII and CCC | Noted |
| 29 | | Bandon T-PREP | General | Refer to report | Noted |
| 30 | | Ballymoden Place market | Amenity | The site of the disused building at Ballymoden Place should be incorporated in the plan for the proposed country market. | 2.4.3 |
| | | Begley Lane | Amenity | Begley's lane should be repaved, entrance decorated and given adequate night lighting | Noted |
| | | Glasslynn Road | Amenity | Glasslynn Road should be earmarked for future growth as there are many vacant/disused sites. | 2.9.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|---|------------------------------|--|--------------|
| | | General/T-PREP | Amenity | A handball alley should be considered. The walls of the flood relief scheme could be used to minimise costs. I would suggest locating beside the car park at Kevin O'Leary's roundabout. | 2.13.2 |
| | | General/T-PREP | Amenity | The site of the old Super Valu (currently a shopping mall) should become a park for the town. The perimeter buildings would remain with the central car park and mall buildings being removed. | 2.13.2 |
| 31 | ТП | N71 | Jnt and Road Improvements | Any local improvements to the national road network requires TII agreement and standards. TII may not be responsible for funding. | Noted |
| | | N71 | Traffic | Welcomes paragraphs 5.2.4-5.2.6 | Noted |
| | | Glasslynn Road | Traffic Calming | Gateway proposal should not lead to a diminution in the role of transition zones. | 2.9.1 |
| 32 | | General/T-PREP | General | Welcomes the plan esp. completion of Southern By-Pass, Northern Relief Road and general improved appearance of town, but | Noted |
| | | Bandon Bridge | Traffic | Proposed to narrow carriageway from 6.5m to 6.0m which is not as per DMURS, please use 6.5m min until opening of Northern Relief Road and Southern By-pass | 2.6.1 |
| | | Southern Bypass | Traffic | Welcome completion and suggest extending as far as R586 (Enniskeane Rd) | 2.7.1 |
| | | Southern Bypass/Northern Relief Roads | Implementation | A viable alternative (ie Southern and Northern Relief Roads) needed before any restrictions should be enforced | 2.7.3 |
| | | Jnt15 (Convent Hill) | Traffic | Proposed to reduce widths and radii. Request to re-consider design and increase radii to 4.5m to 6.0m | 2.3.2 |
| | | Jnt4 (Bank Place) | Traffic | Request that the radii be between 6 and 9m min in accordance with DMURS | 2.6.1 |
| 33 | | Crossbarry Road | Traffic | Request for improved Crossbarry Road at Brinny Bridge and the sand corner at Kilpatrick to accommodate existing traffic volumes who use this route to avoid the town centre. | 2.7.3 |
| | | N71 Bypass | Traffic | Re-grade the unfinished bypass from Colaiste na Toirbhiate to Kilbrittain Road. | 2.7.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|-------------------------------|----------------|---|--------------|
| | | MacSwiney Quay | Parking | It is proposed to remove parking which on is private property and is required for tenants. | 2.5.1 |
| 34 | | General/T-PREP | Amenity | West Cork Heritage Centre was not mentioned as an integral part of the Plan, let alone one of such richness in artefacts. It does really come under the Transport umbrella in the sense of the visitor access traffic to this nationally important Heritage Centre. There is an excellent opportunity for the Council to buy up Horgan's land at the back of Christ Church aka West Cork Heritage Centre and have a well-placed Heritage Park and an opportunity to regenerate the North Main Street area within the next 20+ years. | 2.13.2 |
| | | MacSwiney Quay | Traffic | Welcomes the Plan but disappointed that Option 1 has been abandoned in favour of Option 3 | 2.5.2 |
| | | South Main Street | Parking | There is no serious attempt or commitment to rebalance the town and this is very evident throughout the plan as a whole. | 2.8.1 |
| | | General/T-PREP | Traffic | The Plan itself is very "safe" in its essence and possibilities of introducing "considerate" driving policies and/or other newer ways of dealing with traffic do not appear to have been considered an option. | 2.13.4 |
| | | General/T-PREP | Implementation | The frills of the Plan like the various boardwalks, jetties etc. look very exciting but Bandon has been here before - the mundane gets introduced and none of the frills materialise. What funds have been put aside for how many years for this Plan? | 2.13.3 |
| | | General/T-PREP | Implementation | Timeframe of the elements? Bandon has been sadly neglected for the last 50+ years as will have been evident to you during your study - the Town has waited long enough - it would be good to see a significant difference in the near future besides waiting until 2025 to see the more exciting aspects of the plan! | 2.13.3 |
| | | South Main Street | Parking | On the western side of town there are 707 parking spaces, a gain in spaces, whilst on the eastern side there's a drop to 132 - of the 707 parking spaces there are over 440 free parking spaces compared to 20 on the eastern side - this does nothing to rebalance the town which we were assured this exercise would address. | 2.8.1 |
| 35 | | Second Public Consultation | General | Contradiction between exhibits in respect to parking numbers on Kilbrogan Hill. Photographs taken from other location highly misleading. | 2.13.2 |
| | | Bank Place | Traffic | Roundabout is problematic and not feasible by HGVs. Special loads such as windmill blades take over an hour at this junction during the night. | 2.6.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|----------------------|------------------------------|---|--------------|
| | | Kilbrogan Hill | Jnt and Road Improvements | Not physically possible for HGVs to negotiate the new layout. The current congestion is result of Methodist Church junction and parking on North Main Street. | 2.3.2 |
| | | Inner Ring Road | Traffic | Wants priority changed at Bridge Lane, St Patricks Place, Market Street made one-way and additional lane at St Patricks Quay. | 2.10.4 |
| | | Market St/Plunket St | Traffic | Agree with changing priority of Market Street / Plunket Street | 2.10.4 |
| | | Church Carpark | Parking | Church car park (130 spaces) is private and only bottom section of car park is permitted to be use and not the upper section. No parking allowed during a funeral etc. | 2.4.1 |
| | | General/T-PREP | Parking | CCC need to build a car park such as in Deasy's Yard in Clonakilty. It is proposed to remove all long term parking on the approach roads used by residents and offices and replace with nothing. | 2.13.1 |
| | | South Main Street | Parking | Proposal will kill off business in Bandon | 2.8.1 |
| | | Kilbrogan Hill | Parking | Vehemently disagrees with the Shambles layout. Removes excess of 70 spaces and not a single car park space been produced within the town. Number of elderly retired people living on Kilbrogan Hill need specialised parking outside their door. | 2.3.1 |
| | | General/T-PREP | Parking | 85 spaces at the Old Supervalu carpark are private with no guarantee they will always be available | 2.13.1 |
| | | General/T-PREP | Parking | 450 spaces at Riverview Shopping Centre carpark have a 3-hour limit. Limited long term parking available. | 2.13.1 |
| 36 | | Riverwalk's | Amenity | With further enhancement of walkways and cycle lanes the entrance to the town could be improved creating an amenity for everyone to enjoy. The riverwalk could be extended to maximise the attractiveness of the river. | 2.13.2 |
| | | Northern Relief Road | Implementation | Concerned that the time for completion of the road will be too late - bringing forward the design and construction of the Northern Relief Road will create opportunities to develop the town and the extensive area of zoned residential land north of the river. | 2.7.3 |
| | | Glasslynn Road | Traffic Calming | Plans for this in the pipeline since 2006. The boulevard concept for Glaslynn Rd should be extended as far as Cahalanes and Kevin O'Leary's roundabout. | 2.9.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|-------------------|-----------------|--|--------------|
| 37 | | Fishmarket Square | Amenity | Plan looks good. Disappointed with lack of landscaping and seating at Harte's carpark and to link with Bridge Lane. | 2.11.3 |
| | | General/T-PREP | Amenity | Finer detail will be the crowning glory in this final plan. Encourages imaginative designs for furniture and fittings. Perhaps a design competition could be run to create a feeling of inclusion in the design? Attached some ideas. | 2.13.2 |
| | | South Main Street | Amenity | Improve lighting on South Main Street which is poor and bleak during winder evenings and weekends. | 2.8.3 |
| | | South Main Street | Amenity | Will there be an increase in council personnel charged with the maintenance of the new paved and landscaped areas? | 2.8.3 |
| | | South Main Street | Parking | Wants more disabled parking esp. along main street and at key points such as at pharmacies | 2.8.1 |
| | | Baxters Bridge | Traffic Calming | 'SLOW' markings be placed is on the approach to the Baxter Bridge turn off from the Enniskeane/Dunmanway Road due to bend. It is very dangerous. A series of 'SLOW' markings on the Bandon side of the junction would warn westward traffic to slow down. | 2.7.1 |
| | | Dunmanway Road | Traffic Calming | Traffic speed too high on Dunmanway Road. Asks that new markings be placed immediately before the incoming approach to the entrance of Ball Alley near Hamilton High School. Lives on Dunmanway Road and seen so many close misses as incoming traffic encounters slow traffic at this point at school time. Walking on the Dunmanway Road is unpleasant due to the speed of trucks passing so close to pedestrians. | 2.3.4 |
| 38 | | Market Quay | Amenity | Proposed amenity platforms and street furniture will make the existing anti-social behaviour (drinking and hanging around) even worst. | 2.10.2 |
| | | Ballymoden Place | Parking | Market proposals will further remove parking from town centre. | 2.4.1 |
| | | South Main Street | Parking | How many spaces lost on South Main Street? Parking is vital for business. All roads appear to lead to Riverview Shopping Centre. A CCC car park is needed. | 2.8.1 |
| | | Bridge Street | Traffic | Bridge St is to remain two-way. Ironic that the two narrowest streets (Market Quay) in Bandon are to remain two-way | 2.11.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|-----------|--|------------------------------|--|--------------|
| | | The Shambles Traffic Shambles proposal to ma | | Shambles proposal to make Emmet Row one-way will cause chaos during school times. | 2.3.2 |
| | | Market Quay | Traffic Calming | Keeping two-way means it will continue to be very dangerous for pedestrians. Traffic Calming needed on street. | 2.10.1 |
| 39 | Anonymous | General/T-PREP | Traffic | Agree with the roundabout at the old post office and at the Grammar School | Noted |
| 40 | | Kilbrogan Hill (and general?) | Traffic | Strongly objects to plan as it makes bad traffic worst. | 2.3.2 |
| 41 | | Kilbrogan Hill | Jnt and Road Improvements | HGVs will have trouble taking off | 2.3.2 |
| | | Kilbrogan Hill | Parking | Residents need parking | 2.3.1 |
| | | The Shambles | Traffic | Plan is ridicules. Traffic from south-to-north unworkable. Should go through rural townlands. Note 4 school in area. Traffic from west will have to cross road to go north. Emmet Row should remain two-way. | 2.3.2 |
| 42 | | Ballymoden Place | Parking | Proposal looks great but a lot of parking lost | 2.4.1 |
| | | Kilbrogan Hill | Parking | More parking lost needed for functions in Town Hall | 2.3.1 |
| | | Market Quay | Traffic Calming | Great aspirations in general. Traffic on Market quay increased since "NO LEFT TURN2 sign removed at Bridge Place junction. Would like to see ramps as many children from apartment use this road. | 2.10.1 |
| 43 | | Market Quay | Amenity | What are the plans? No flow direction given. Opportunity to open shops/café to the river with seating etc | 2.10.2 |
| | | South Main Street | Amenity | Streetscape looks good. There is no 'Centre', no 'heart' to Bandon. | 2.8.3 |
| | | Southern Bypass | Traffic | Should be roundabout at Presentation College | 2.7.1 |
| | | Oliver Plunket Street | Traffic | One-way flow an issue and make the school run much longer, ie Brady's Lane, Glaslynn Road, St Finbarr's Place, St Patricks Quay. Can't take turn right down Market Quay. | 2.12.1 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|------|-----------------------|---|--|--------------|
| 44 | | General/T-PREP | General/T-PREP Amenity Too much focus on café culture rather than consulting and establishing real needs. | | 2.13.2 |
| | | Ballymoden Place | Amenity | Designated areas for pop-up shops or market stalls | 2.4.3 |
| | | General/T-PREP | Amenity | Wild life viewing platforms | 2.13.2 |
| | | Southern Bypass | Implementation | Build Bypass first before implementing town centre changes | 2.7.3 |
| | | General/T-PREP | Pedestrian | Focus on river, link river walks, consider anti-social behaviour | 2.13.2 |
| 45 | | The Shambles | Parking | Remove turning lane to allow parking. | 2.3.2 |
| | | The Shambles | Parking | Large portion of local residents/businesses want their parking/loading including many who are pensioners | 2.3.1 |
| | | The Shambles | Traffic | Emmet Row should remain two-way. | 2.3.2 |
| 46 | | The Shambles | Traffic | Very bad idea to bring all the traffic to a signalised junction 13 resulting in large tail backs esp. at school times. Rem what happened to the signals at the bridge! | 2.3.2 |
| 47 | | General/T-PREP | Implementation | I deas are fantastic. Please, please make it work for our town | 2.13.3 |
| | | Oliver Plunket Street | Traffic | Concerned about one-way and fire service access | 2.12.1 |
| 48 | | North Main Street | Traffic | Welcomes the plan after long wait. Traffic too heavy, noisy and dusty and Northern Relief Road required. | 2.3.2 |
| | | Dunmanway Road | Traffic Calming | 30kph proposed should be extended as far as the entrances to both Scoil Phadraig Naofa and Presentation Convent national schools. | 2.3.4 |



| Sub No. | Name | Location | Issue | Summary | Response Ref |
|------------|----------------------|--------------------------------------|------------------------------|--|---------------|
| 49 | | The Shambles | Traffic | DISASTER in capitals. Not to be able to drive to homes in a normal fashion is a huge disaster and a big mistake. We need passing trade. | 2.3.2 |
| 50 | | Fishmarket and Ballymoden markets | Amenity | Main concerns refer to placement of trees and street furniture at both Fishmarket Square and Ballymoden Place | 2.4.3, 2.11.3 |
| | | Fishmarket and Ballymoden markets | Amenity | Suggestions made for Fishmarket Square, Ballymoden Place and the Market Totem | 2.4.3, 2.11.3 |
| | | General/T-PREP | General | Welcomes the plan and its vision esp. its plans for Fishmarket Square and Ballymoden Place for special markets/events | Noted |
| | | General/T-PREP | General | Outlines Bandon Market Traders association, Market Right in Bandon, Designating a Casual Trading Area | Noted |
| 51 | An Garda Siochána | Southern Bypass | Implementation | Useable Bypass needed | 2.7.3 |
| | | The Shambles | Jnt and Road Improvements | Traffic lights not solution. Considered a large one-way system coming down Knockbrogan, out Dunmanway road, and then right at The Shambles with two lanes on each straight to facilitate any vehicles continuing to travel around. The only issue would be HGVs coming down Kilbrogan and then turning right at the court house, the camber of the road would have to be changed with traffic calming at each traffic jnt. The central area could be made into a recreation area, with appropriate railings to limit the pedestrian access across vehicle routes except at the appropriate crossings. Free movement of vehicles in a clockwise direction, with yield/stop signs to give priority to the main traffic route. Each entry and exit point would have traffic calming and lane division to allow safe zones for pedestrians. | 2.3.2 |
| | | General/T-PREP | Traffic | For reasonable traffic flow in the town, there has to be restrictions on parking in some areas but this may cause difficulty with the residents involved. | 2.13.1 |



Appendix 3: Amended Drawings

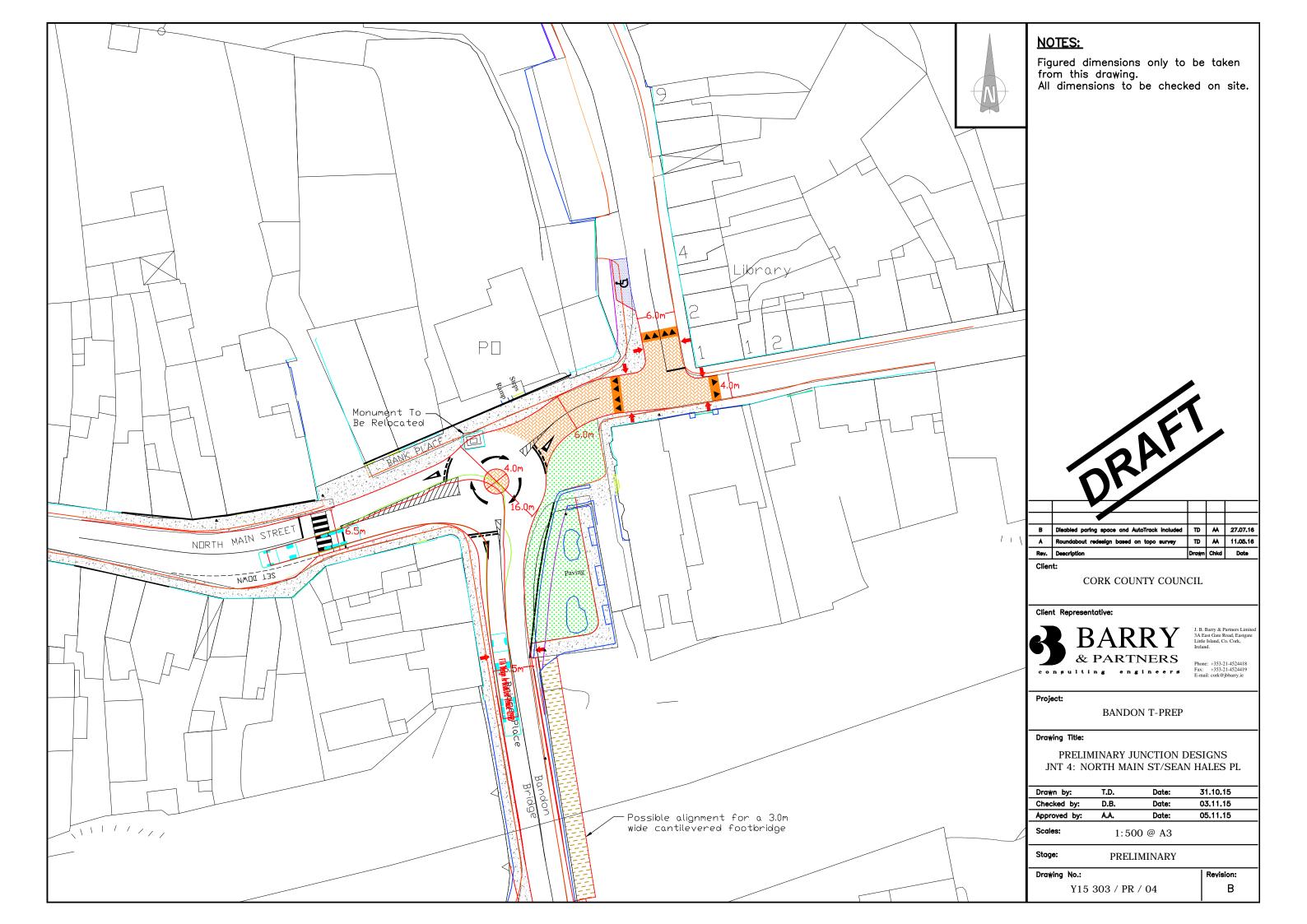


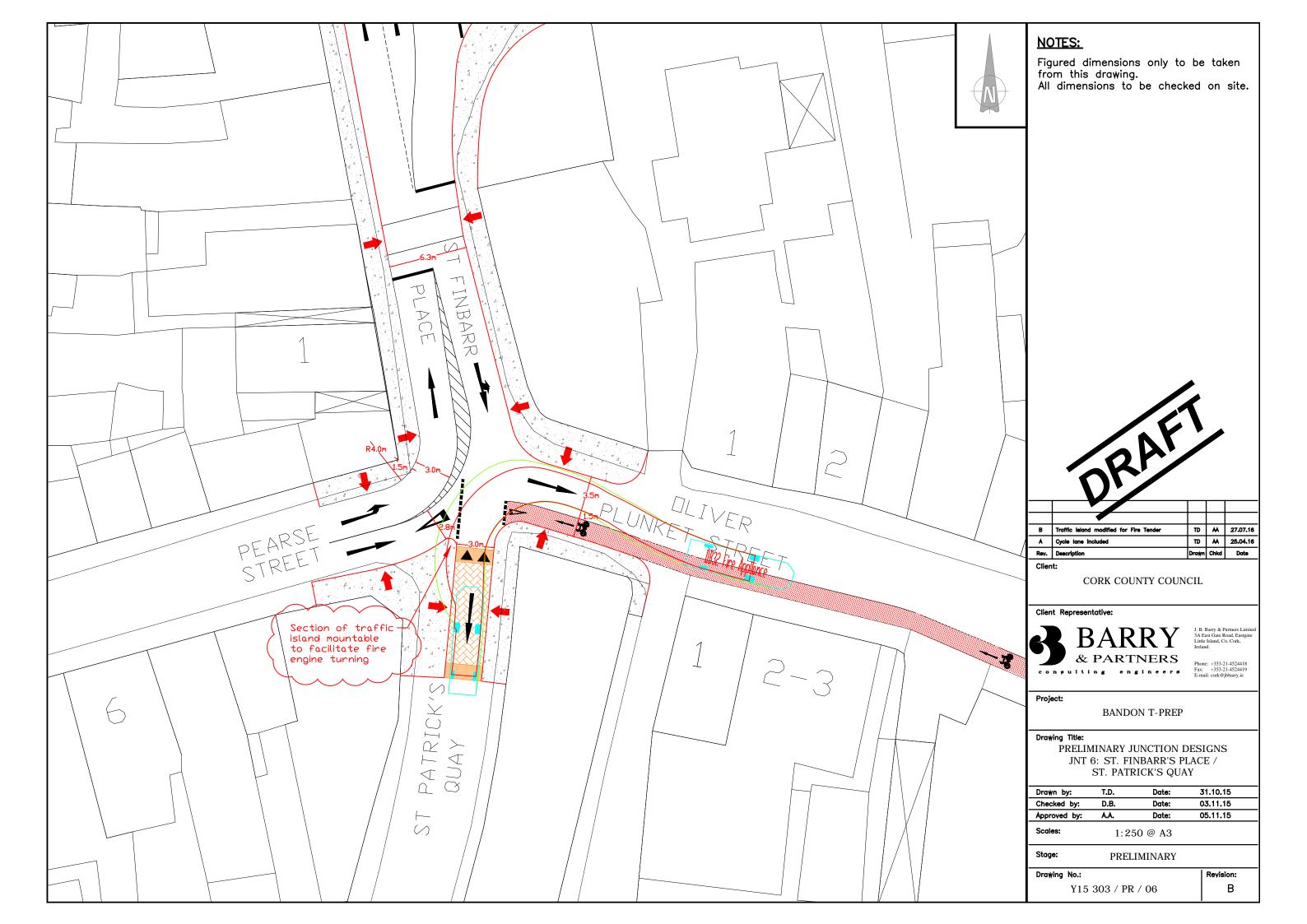
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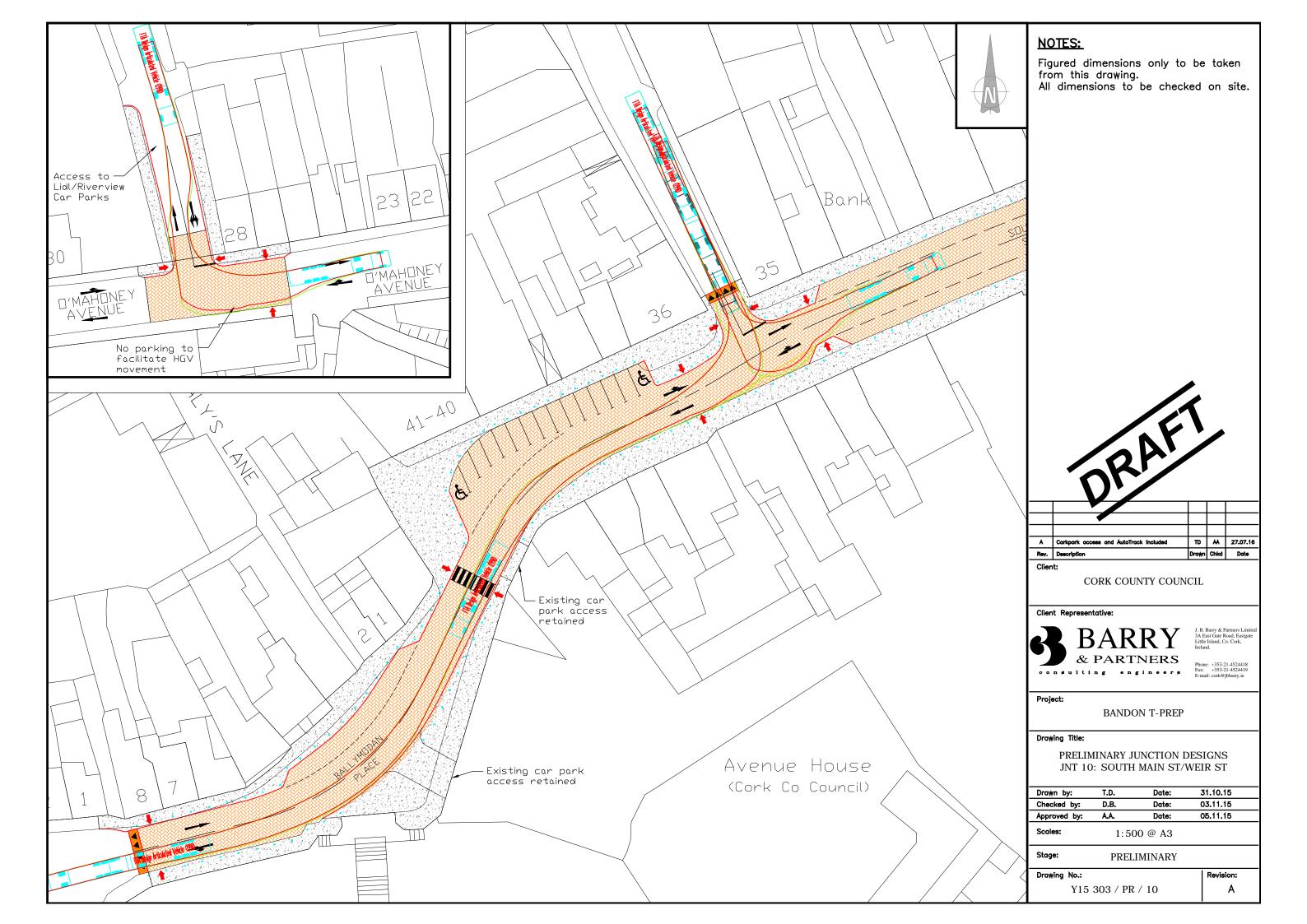
Appendix 4: Architectural Conservation Area maps

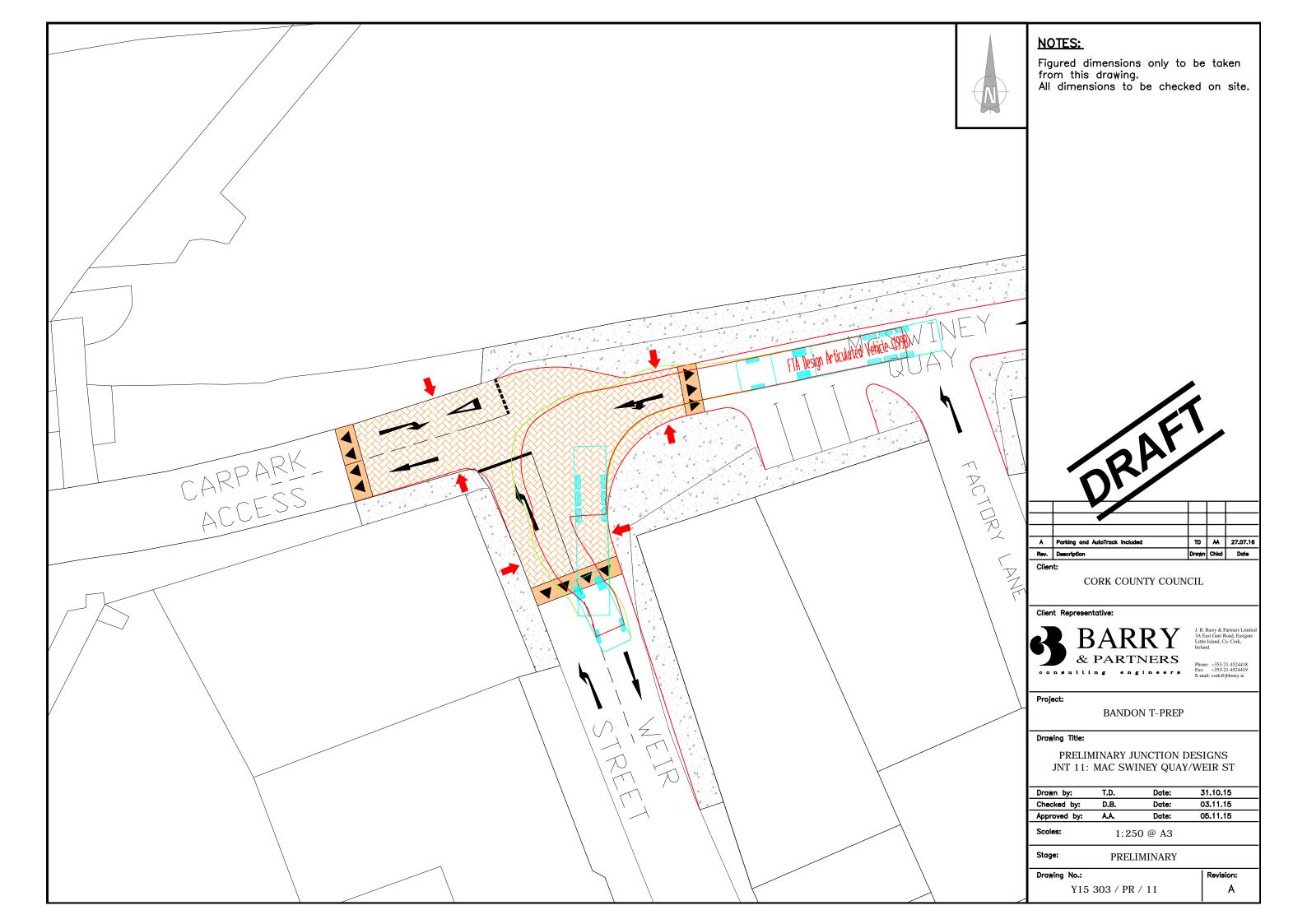


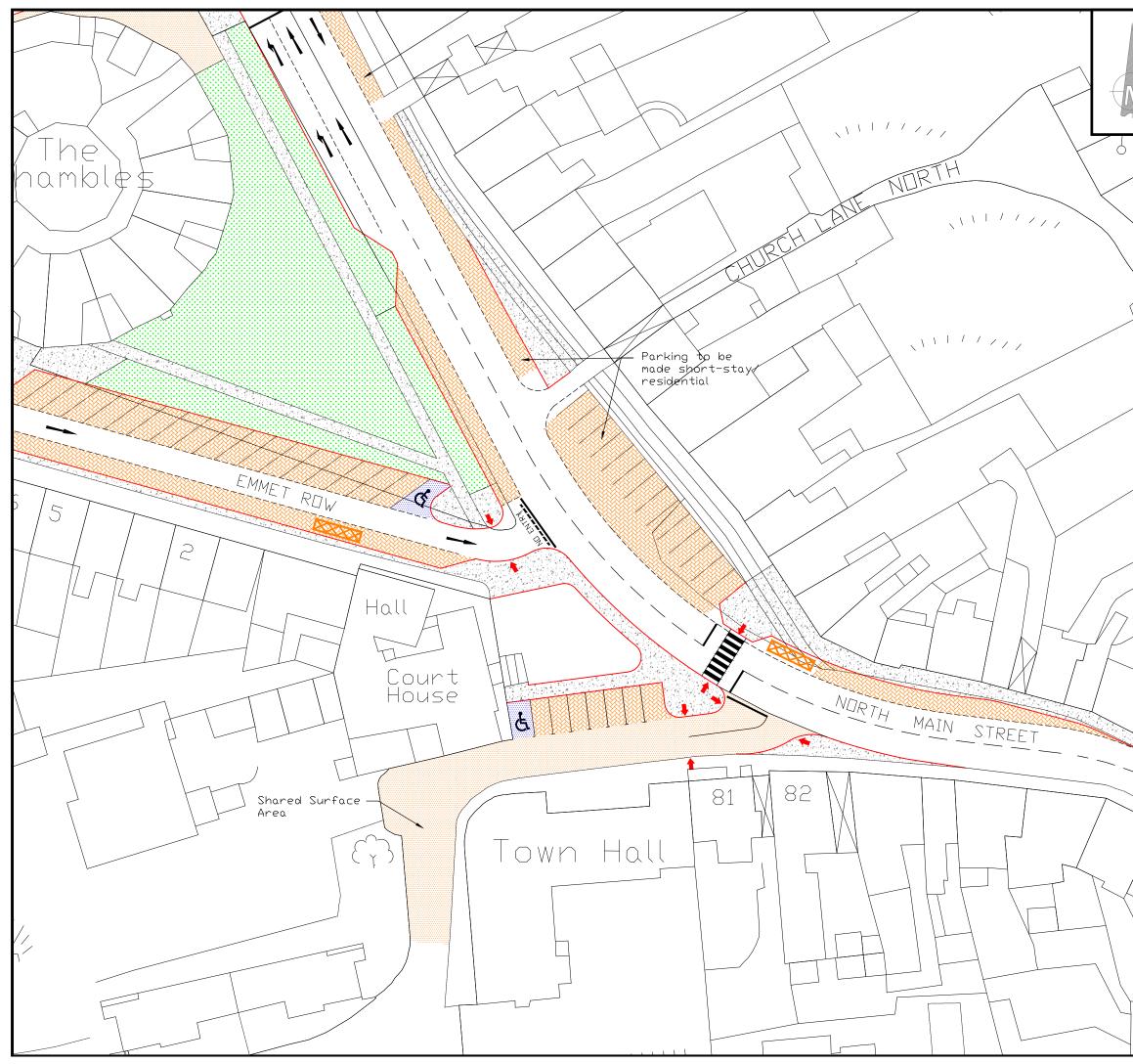
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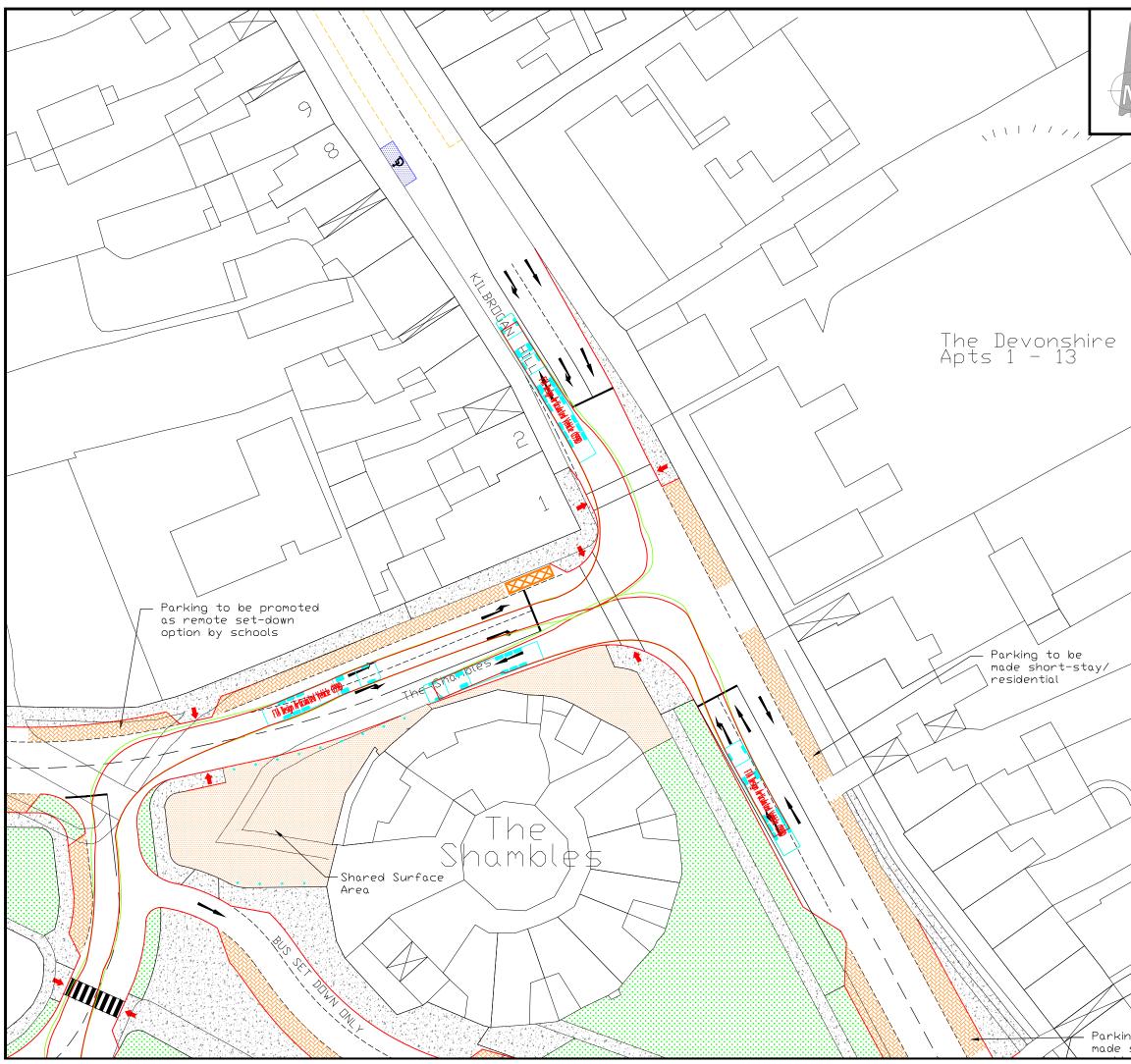








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