

PROJECT OVERVIEW

INTRODUCTION

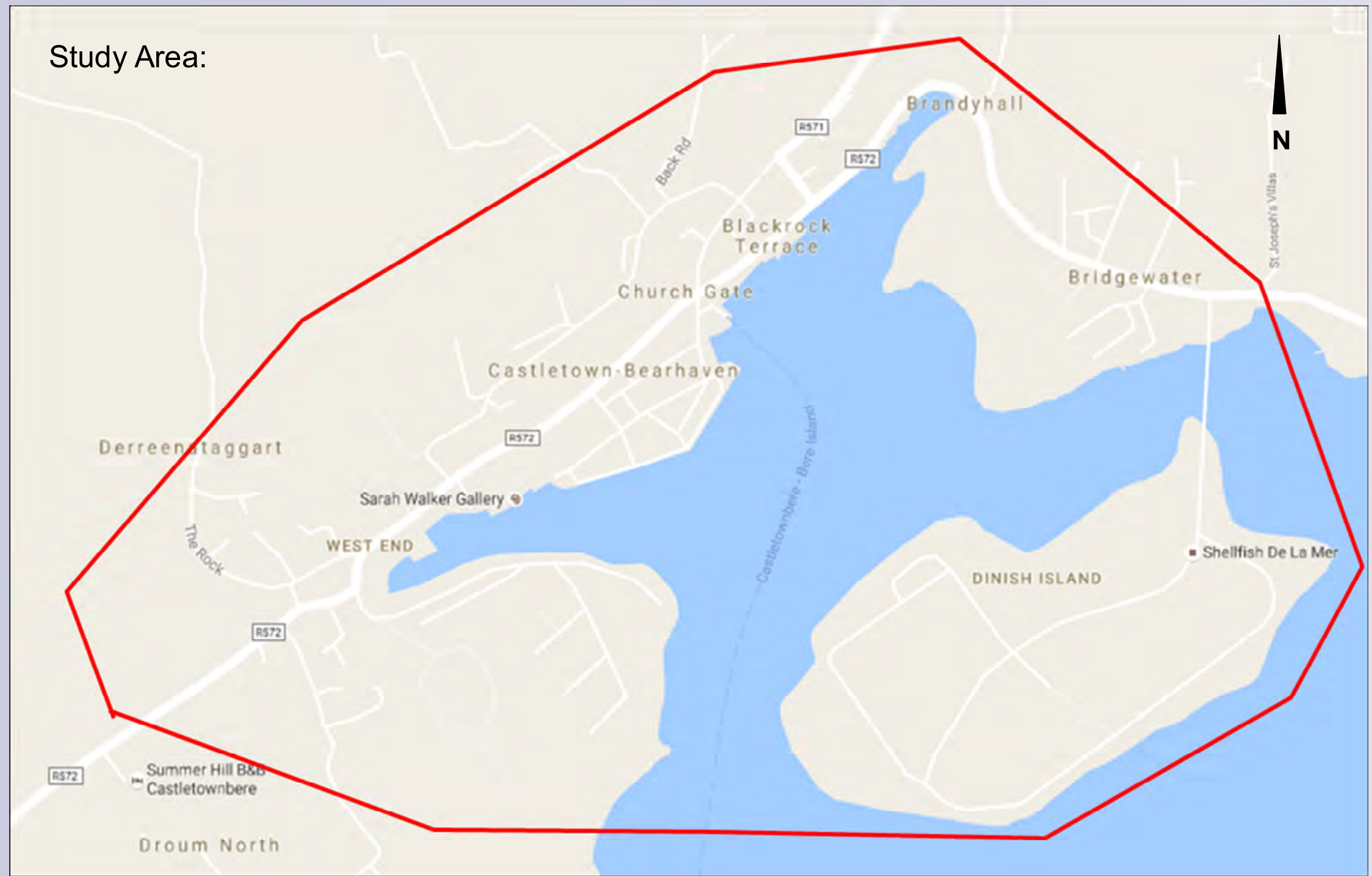
AECOM were appointed by Cork County Council to prepare the Castletownbere Transportation Study. The study examines the current transport situation and identifies measures to support the transport requirements of the town.

Specifically the aims of the study are to:

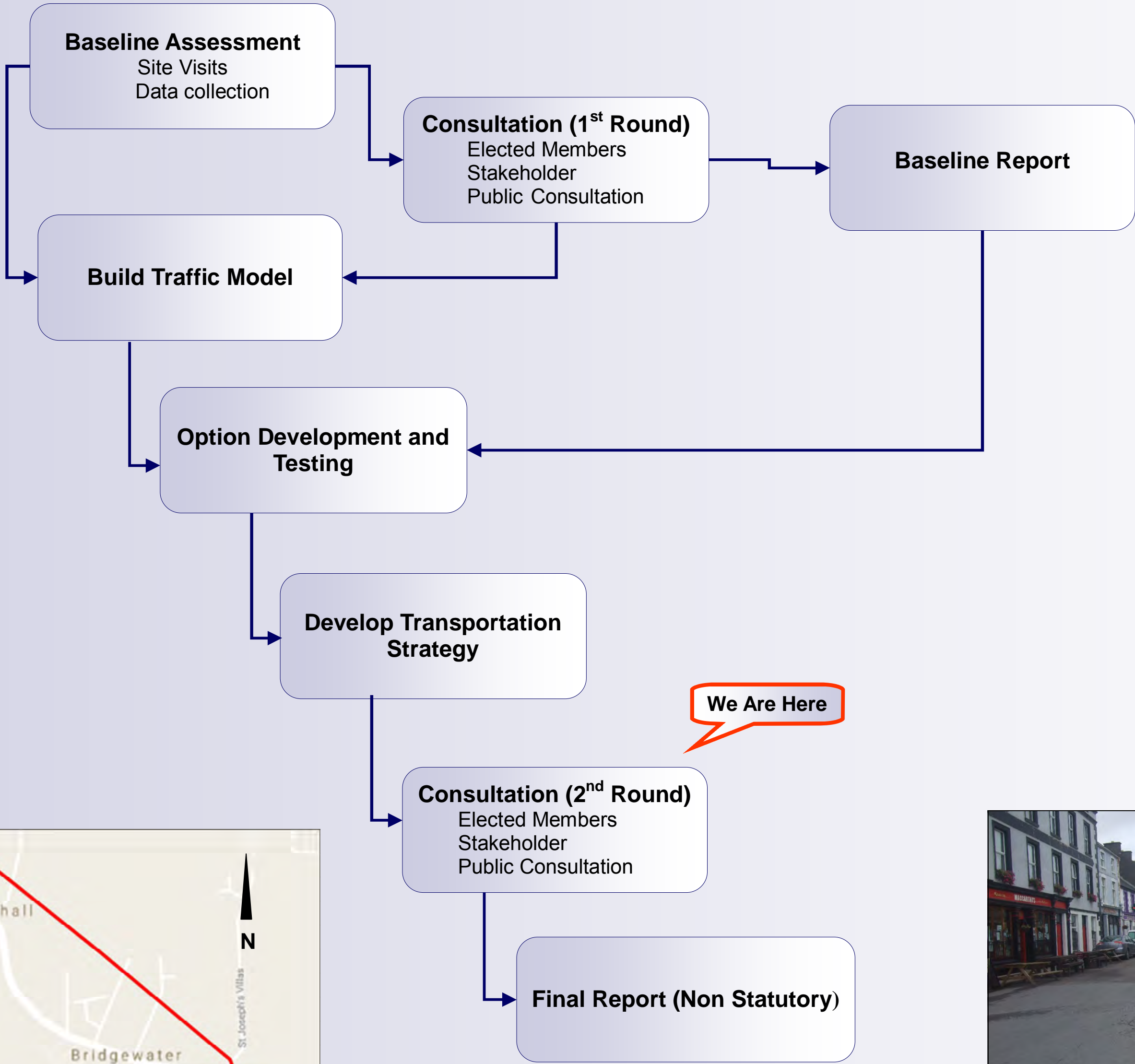
- Establish how the accessibility and the safety of transport movement can be improved;
- Identify the opportunities to optimise the current transport network;
- Establish the future transport network required to support the town;

Growth in population, employment, and tourism in this area of West Cork is forecast in various planning policy documents including the West Cork Local Area Plan. Castletownbere is well positioned along the Wild Atlantic Way. The Wild Atlantic Way has been successful in attracting tourists and further investment is proposed along the route.

This growth will result in an increase in vehicular, pedestrian, cyclist and public transport journeys. This study outlines the transport infrastructure and policy measures required to support the growth of the town. Opportunities to enhance the public realm have also been identified as this will support the vibrancy and attractiveness of the town and also support active travel.



STUDY METHODOLOGY



PURPOSE OF THIS CONSULTATION

The purpose of this public consultation is to present the draft recommendations that have been developed. Please make a submission to provide feedback on the study.

Written submissions should be sent to:

Eoin O'Mahony, AECOM, 1st Floor, Montrose House, Douglas Business Centre, Carrigaline Road, Douglas, Co. Cork

Email: eoin.omahony@aecom.com

Please let us know your views on:

- Car parking strategy
- Roads and streets strategy
- Walking and cycling strategy
- Public realm proposals
- Junction improvements



EXISTING SITUATION

CENSUS

This section provides details on the current travel characteristics of the study area. This involved analysis of the 2016 Place of Work, School or College Census of Anonymised Records (POWSAR).

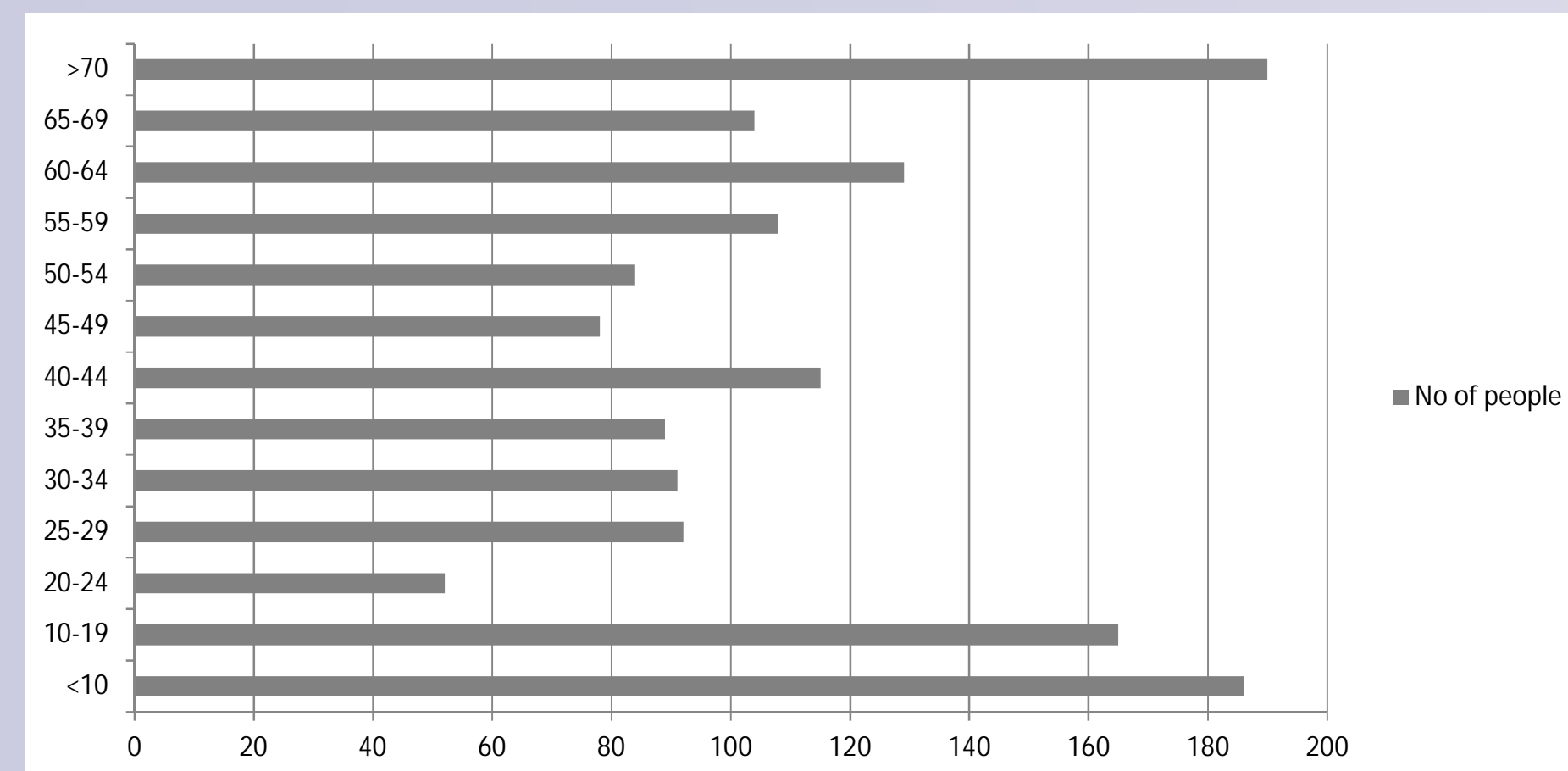


Figure: Age profile of the population within the study area

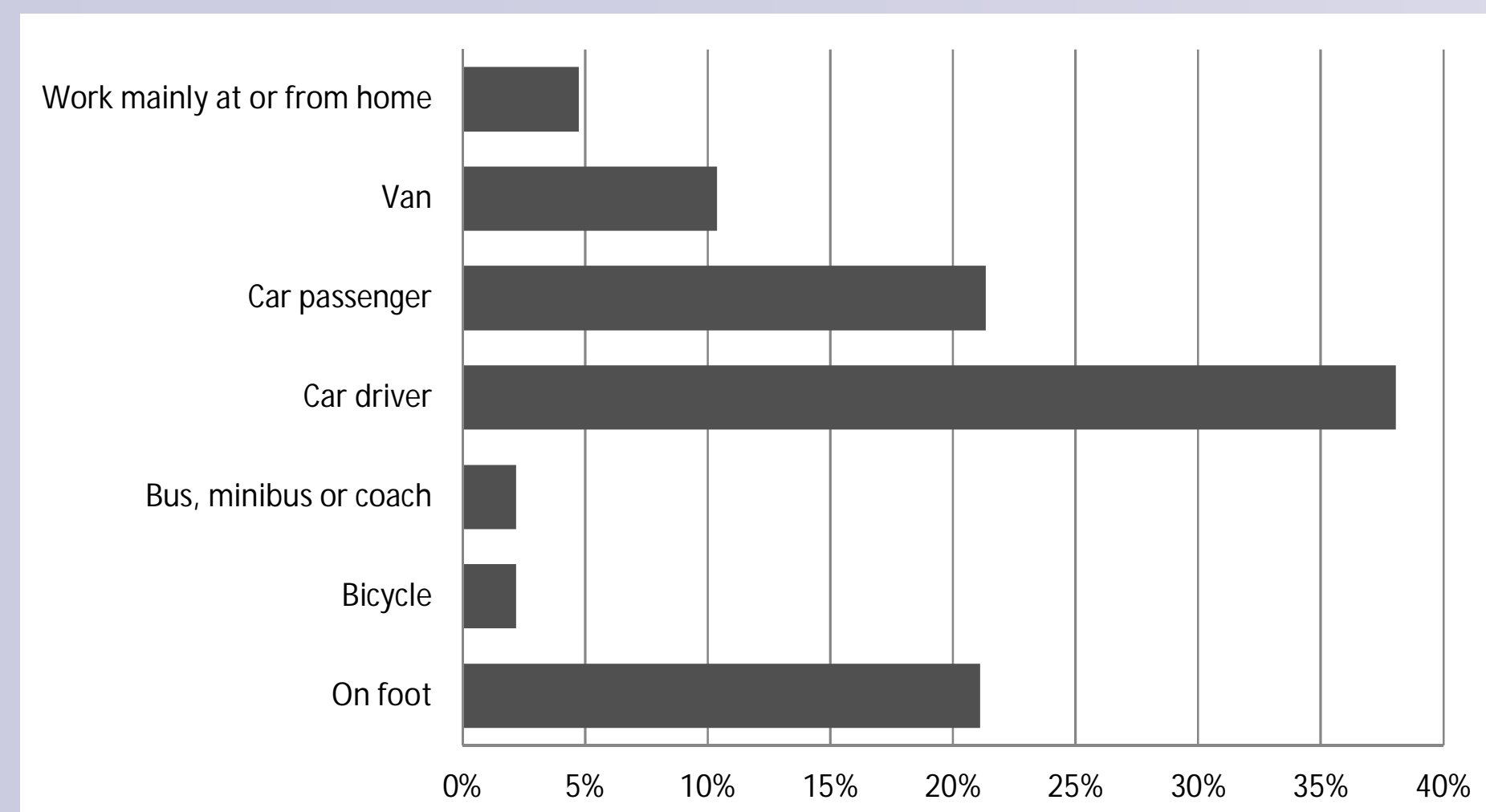


Figure: Means of Travel to Work, School or College

The population of the study area includes a significant proportion (25%) are within the dependant age groups (both young (<10) and older age groups (>70)). This suggests the transport provision will need to provide for the needs of these more vulnerable age groups by being more forgiving and supportive.

Walking is already a popular means of travel. This is very interesting given the relatively poor provision which will be outlined later. Proposals to improve the quality of the pedestrian provision and the public realm will encourage more active travel and support existing pedestrians.

EXISTING CONDITIONS



FIRST ROUND PUBLIC CONSULTATION

The following summarises the issues raised in the submissions received:

- Car parking – the quantum, location and availability of car parking was raised extensively and vigorously throughout the consultation. It was suggested that a detailed parking survey be undertaken in the town to identify the existing demand and length of stay. More parking in specific areas was a focus of a number of submissions.
- Pedestrian facilities – Several submissions outline the view that the pedestrians are not well provided for within the town. The streets do not feel comfortable for pedestrians. There is an absence of safe crossing facilities and the speed of traffic is too high. Cars parked on the footpaths create difficulties for pedestrians, buggies and wheelchairs.
- Public realm – A number of submissions expressed the view that the public realm of Castletownbere town could be more attractive. These submissions outlined the town centre is dominated by car parking which does little to reflect the unique, picturesque location of Castletownbere in West Cork.
- Traffic circulation – many submissions expressed the opinion that the current circulation system for traffic in the town is not efficient and proposed the introduction of one way system to improve traffic flow.
- Relief road – To support a one way system a relief road along the inner harbour was proposed. Others did not support this as it had the potential to cut off pedestrian access to the sea and encouraging HGVs and other traffic. Others preferred a relief road to the north of the town as contained in the Local Area Plan.
- HGV routing – The routing of HGVs through the town is an issue that causes distress as outlined in a number of submissions.
- Junction and road improvements were suggested as being required for a number of junctions.
- Public transport – The existing bus stop although centrally located is not particularly prominent or visible. The issue of school bus set down and the impacts of this on other businesses were also raised.



VISION AND OBJECTIVES

VISION STATEMENT

The identification of a Vision Statement is a very important part of the Castletownbere Transportation Study process, as, without it, the evaluation objectives would be developed in isolation.

The Vision Statement creates a sense of what the Castletownbere Transportation Study will achieve in the medium to long term so that the public can easily identify with its rationale and purpose. It communicates the desire to improve quality of life in the Castletownbere Area.

Information gathered through a review of national and local policy, baseline studies and consultation with the public was utilised to develop the following Vision Statement:

VISION STATEMENT:

“To support the role of Castletownbere as the strategic hub on the Beara peninsula and in doing so create the infrastructure that enhances ease of movement and travel for all, and improves the quality of life for the local and wider community”.

OBJECTIVES

A series of evaluation objectives have been developed to assist in achieving the defined vision for Castletownbere. The Department of Transport, Tourism and Sport's (DTTAS) Guidelines on a Common Appraisal Framework for Transport Projects and Programmes sets out high level objectives which can be applied. These can be broadly categorised as follows:

- Economic;
- Health and Safety;
- Environment; and
- Integration, Accessibility and Social Inclusion.

ECONOMIC OBJECTIVES

- Support improved economic competitiveness of Castletownbere Town;
- Regenerate Castletownbere Town centre to increase footfall;
- Support the economic expansion of the town in keeping with the Local Area Plan;
- Improve the attractiveness of the town centre

HEALTH AND SAFETY OBJECTIVES

- Facilitate a healthy lifestyle for all people living and working in Castletownbere;
- Create a cleaner environment;
- Improve safety for road users

ENVIRONMENT OBJECTIVES

- Promote the natural and built heritage of Castletownbere;
- Reduce the adverse impact of noise, vibration and emissions generated by traffic movements;
- Improve the public realm of Castletownbere

INTEGRATION, ACCESSIBILITY AND SOCIAL INCLUSION OBJECTIVES

- Facilitate high levels of sustainable travel;
- Improve access to public transport;
- Integration of new development areas with the existing town to encourage sustainable travel.



CAR PARKING

PARKING SURVEYS

While recognising the need to support activity in the town with an appropriate parking provision, it is accepted that excessive parking has the potential to choke the town with traffic, create an unpleasant environment and discourage walking and cycling. Striking the right balance is therefore a critical issue for the Transportation Study.

A parking survey was undertaken. The purpose of the survey was to establish the current demand for parking and the typical length of stay. The surveys were carried out over three days, two weekdays and one week-end day from the 1st – 3rd December 2016 over a 12 hour time period from 07:00 to 19:00 each day. The surveys were repeated during the busy summer period 24th - 26th August 2017. The town was divided into five car parking zones Zone A to Zone E which are displayed in the figure below.

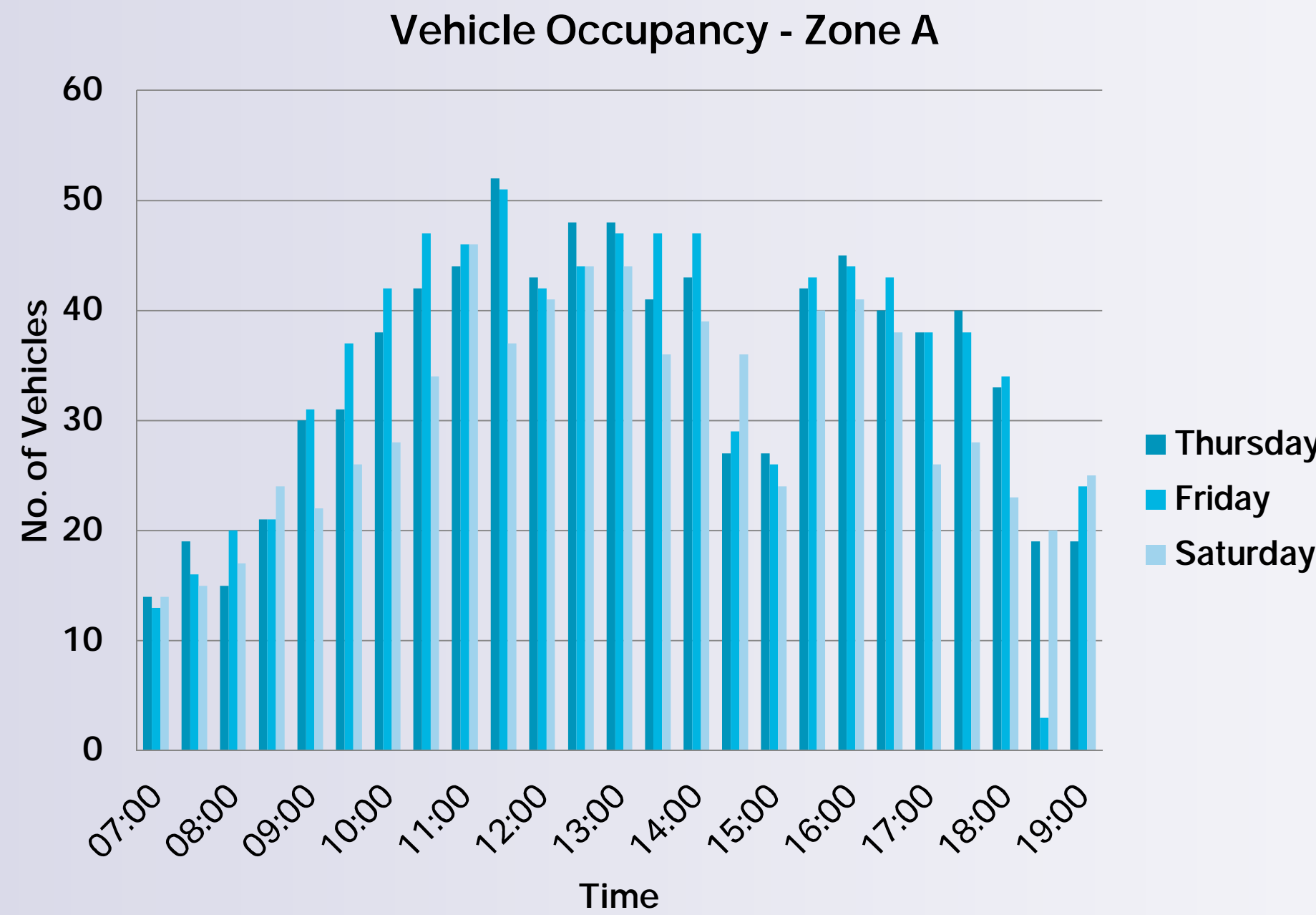


The parking surveys indicate the 2 areas with the highest demand are the R571/R572 SuperValu Junction and the Town Square.

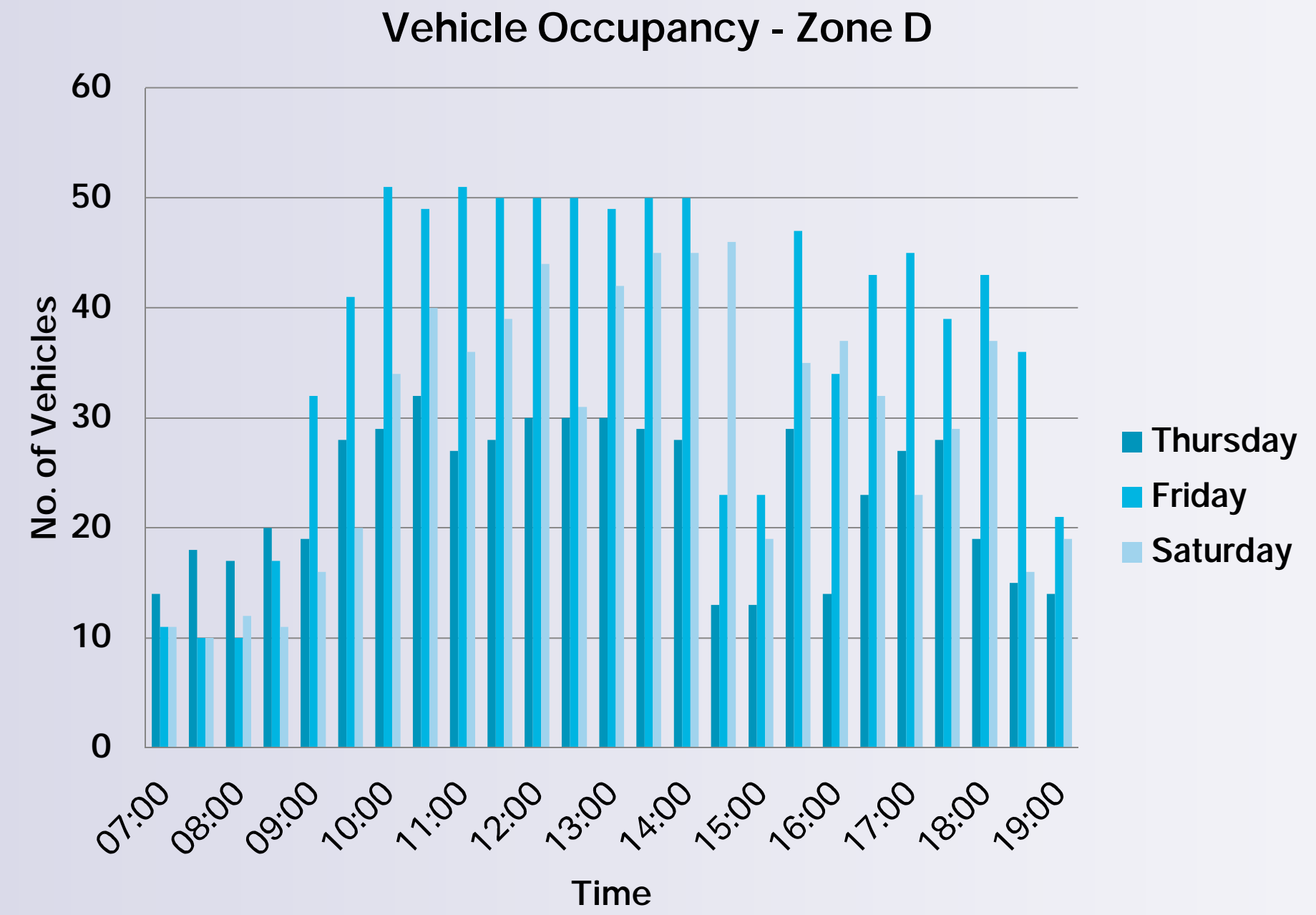
Although strong demand is registered in these located the surveys identify some long stay parking occurs. This may be associated with employees working in the nearby businesses, residents and islanders.

If some of this longer stay parking could be relocated from the 2 areas of highest demand it would ease some of the pressure recorded at these locations.

PARKING SUPERVALU JUNCTION



PARKING AT THE TOWN SQUARE

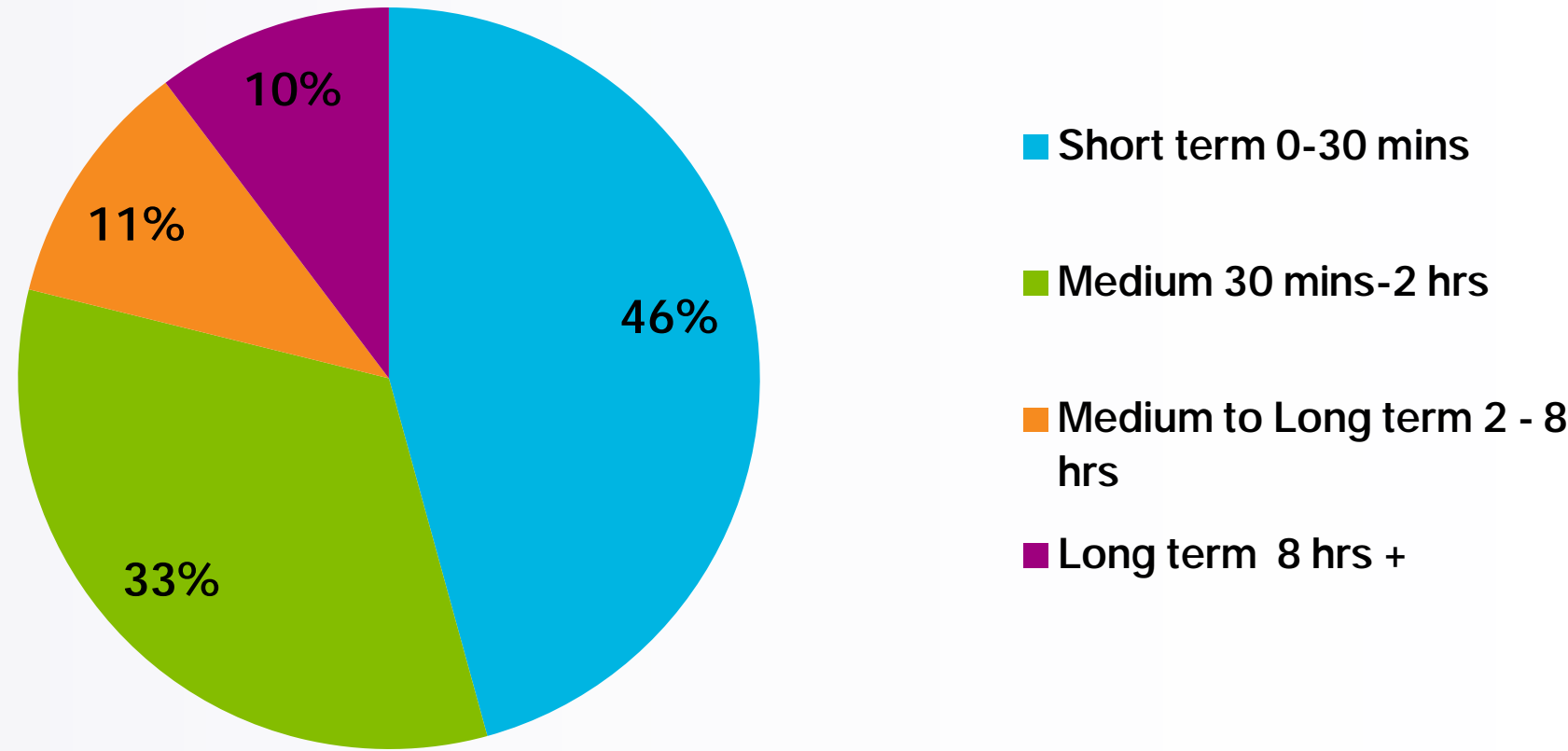


PARKING SURVEY

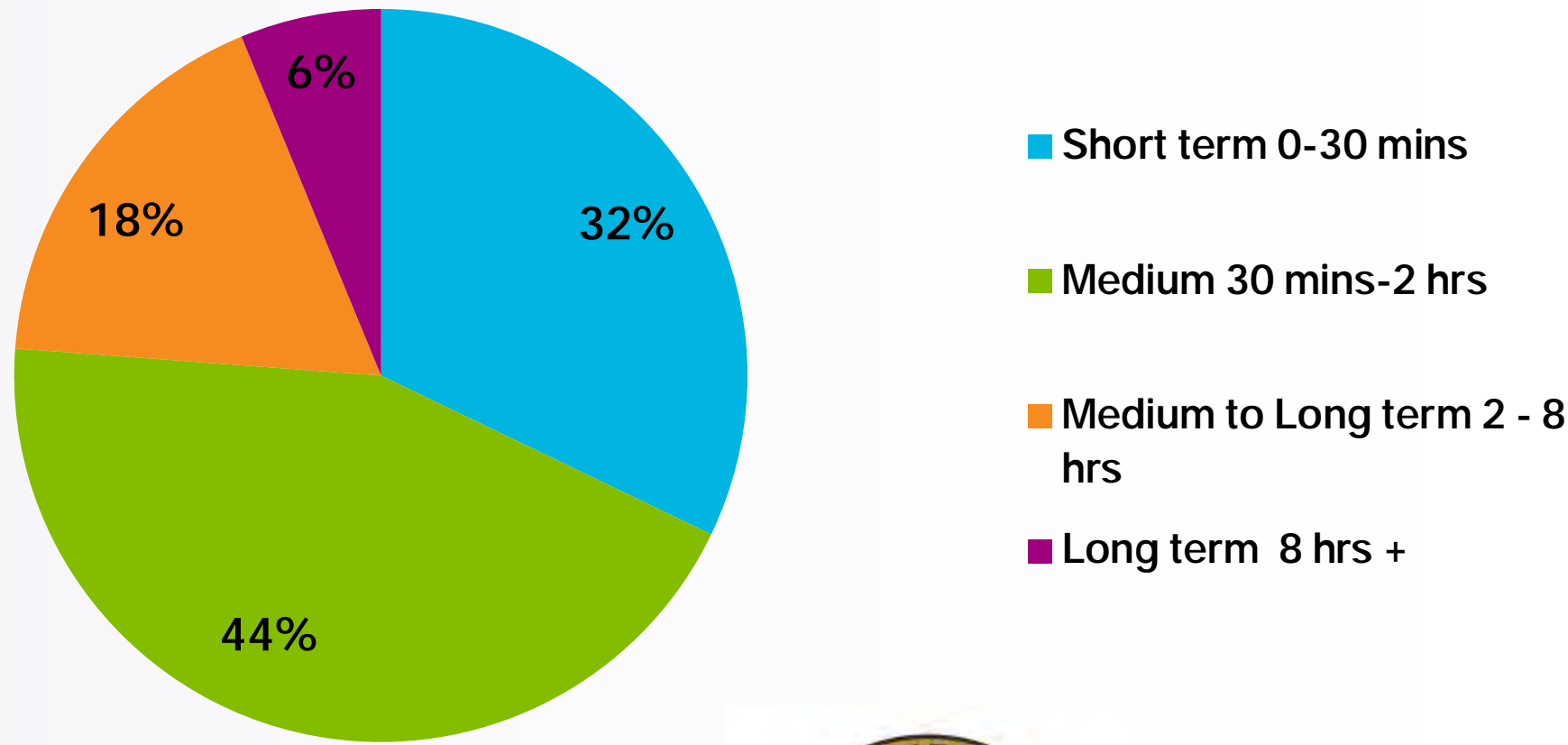
The survey demonstrates the east end of the town does indeed experience parking pressures. Where demand is greatest (Zones A and D) there is insufficient spaces available. It is important that the provision is sufficiently robust to cater for growth and seasonal peaks.

The survey also provided data on the length of stay in each of the zones. An important output from the survey is that short term parking (<2 hours) is evident in Zone A, more longer term (> 8hours) in Zone B, whilst Zone C, D and E contain a mix of short and medium (<8 hours) durations.

Length of Stay at SuperValu Junction



Length of Stay at Town Square



CAR PARKING

CASE FOR ADDITIONAL PARKING

The case for additional parking was made vigorously by the community during the public consultation. It was clear the community believe additional parking is required. The extent and frequency of parking on footpaths indicates a frustration with the current provision.

The provision of new off-street car parking in the town is therefore required as a consequence of;

- Projected growth in the town identified in the Local Area Plan;
- Proposals for extension to the Pier facility on Dinish Island.
- Seasonal increase in traffic associated with summer traffic on Wild Atlantic Way;
- Enhancements to the town will improve the public realm and accessibility but will require some loss of parking in specific locations;
- The removal of parking on footways so they are available to pedestrians and mobility impaired road users.

PARKING STRATEGY

The parking strategy has been developed based on the following guiding principles:

- Parking on footpaths will not be accepted by the Community when a reasonable traffic management system is implemented, in conjunction with investment in the public realm and new car parking areas. This is an issue that the Community itself will need to take ownership of in the interests of the making the town more accessible.

- The R571/R572 'SuperValu' junction requires a redesign to provide more appropriate facilities and safer conditions for pedestrians, to improve accessibility to the development lands to the north, and enhance the operational efficiency which is impacted by the various demands associated with Bere Island ferry, the SuperValu store, the Lifeboat Emergency service, and other services.

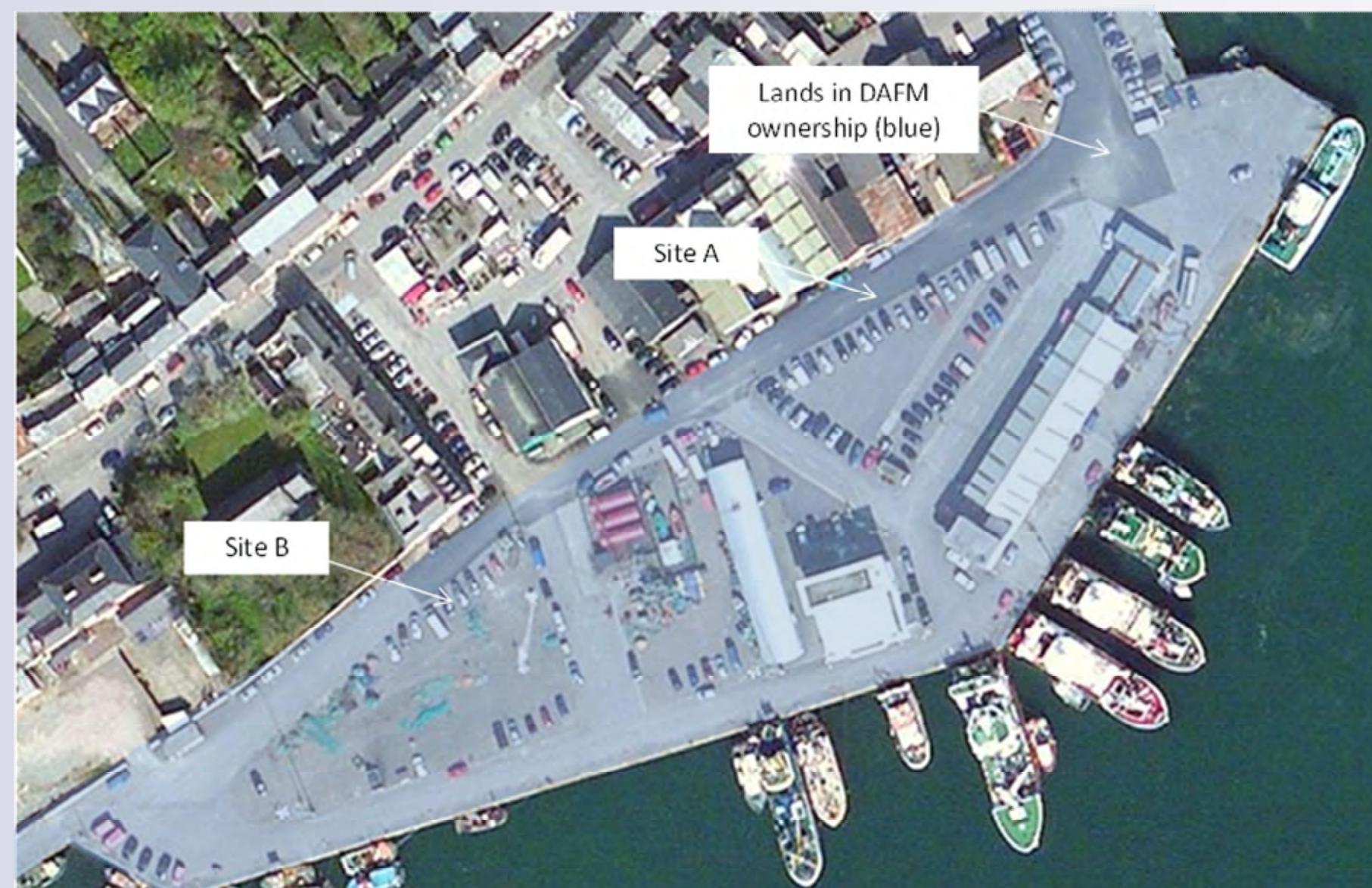
- Similarly the Main Square will be redesigned to accommodate a public realm scheme. This scheme will reduce the parking provision at this location however a number of nearby sites have been identified to provide replacement parking.

- These proposals will reduce the parking provision at these locations however a number of nearby sites have been identified to provide replacement parking.

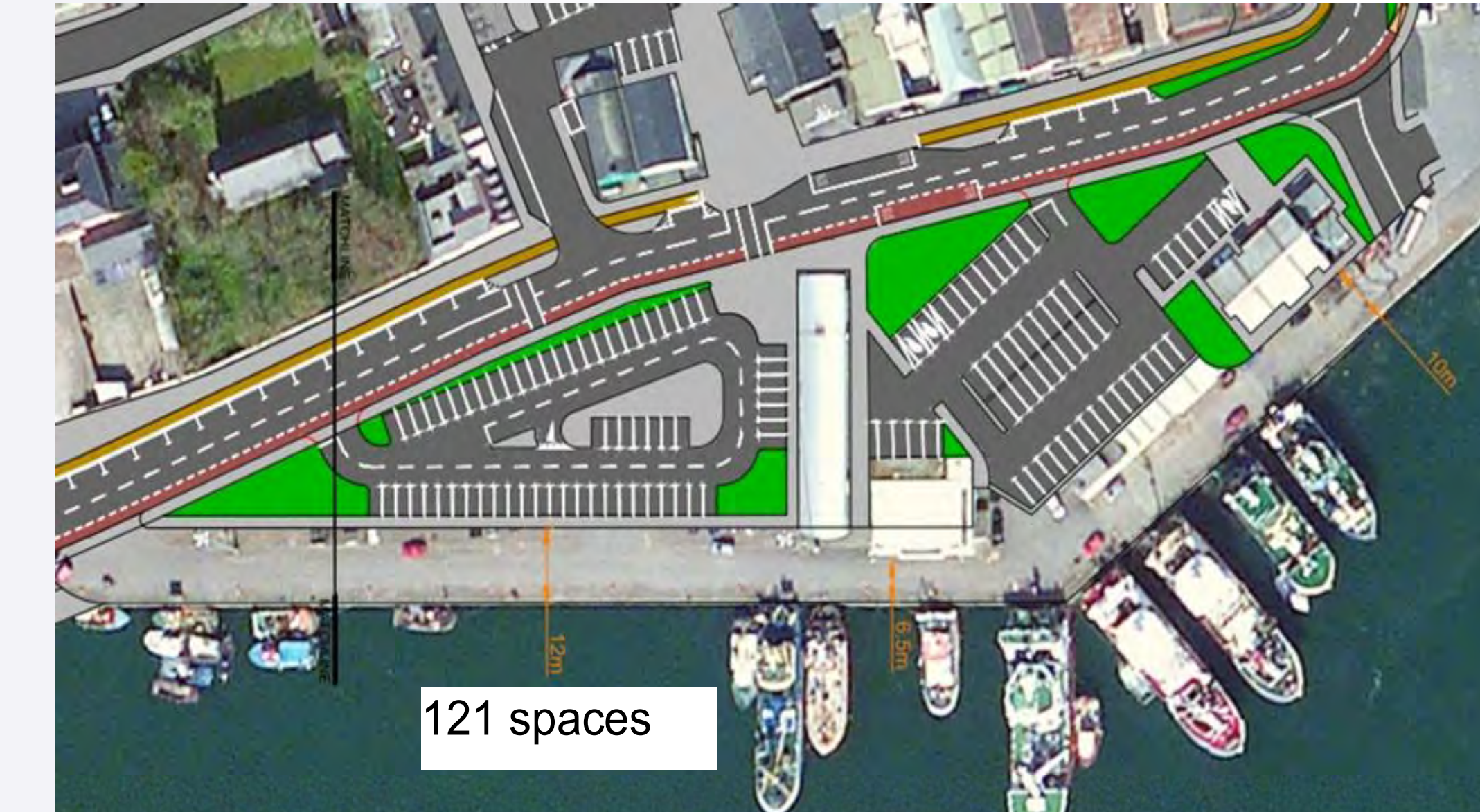
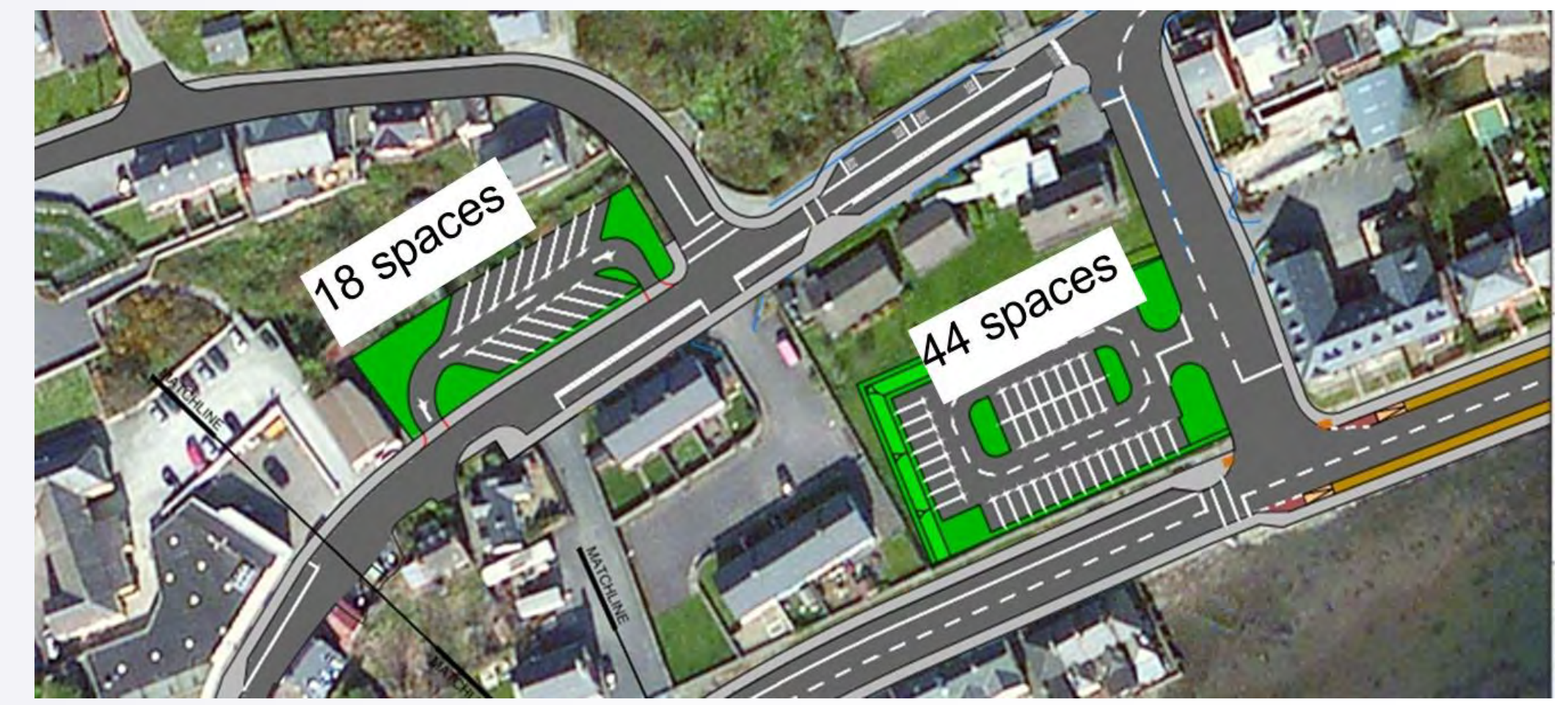
- A short stay (2 hours max) policy will be implemented for Town Square, Main Street and the R571/R572 'SuperValu' junction. This will deliver better utilisation of the spaces which are in the most demand. The North Road, Bridewell and DAFM car parks will accommodate the longer stay requirements.

In total off street parking will increase by 38% from 245 to 337 spaces

NEW CAR PARKING PROPOSED



PARKING LAYOUTS



CAR PARKING

PARKING PROVISION

The impacts of these proposals on the parking provision is summarised in the table below.

Parking Zones	Current Total	In Medium to Shorter Term Use (< 2hours)	Proposed Provision
North Road	0	0	18
Bridewell	0	0	44
Western Infill	0	0	64
New Street (Old Council Yard)	0	0	16
Zone A	50	11	38 ^{1,2}
Zone B	22	11	0
Zone C	54	29	57
Zone D	55	13	36 ²
Zone E	64	27	64
Total	245		337

¹ Includes 11 spaces which are proposed to be allocated for Bere Island ferry. This will assist the operational efficiency of the junction.

² Zones A (R571/R572 ‘SuperValu’ junction) and Zone D (Town Square) will be designated as short to medium term stay (< 2 hours). This will deliver better utilisation and turnover of spaces.



RECOMMENDATIONS ON CAR PARKING

An increase on the existing car parking provision is required.

- The purchase of a number of potential sites for additional parking should be pursued. A number of sites have been identified for this purpose on North Road, and the Bridewell, DAFM lands and the Western infill site. This will deliver a 38% increase on the current provision.
- It is recommended that a maximum stay be introduced of 2 hours for the locations with the highest demand (R571/R572 junction, the Town Square and Man Street). This will deliver higher turnover in locations with the greatest demand.
- Parking on footpaths will not be accepted by the Community when a reasonable traffic management system is implemented, in conjunction with investment in the public realm and new car parking areas. This is an issue that the Community itself will need to take ownership of in the interests of the making the town more accessible.



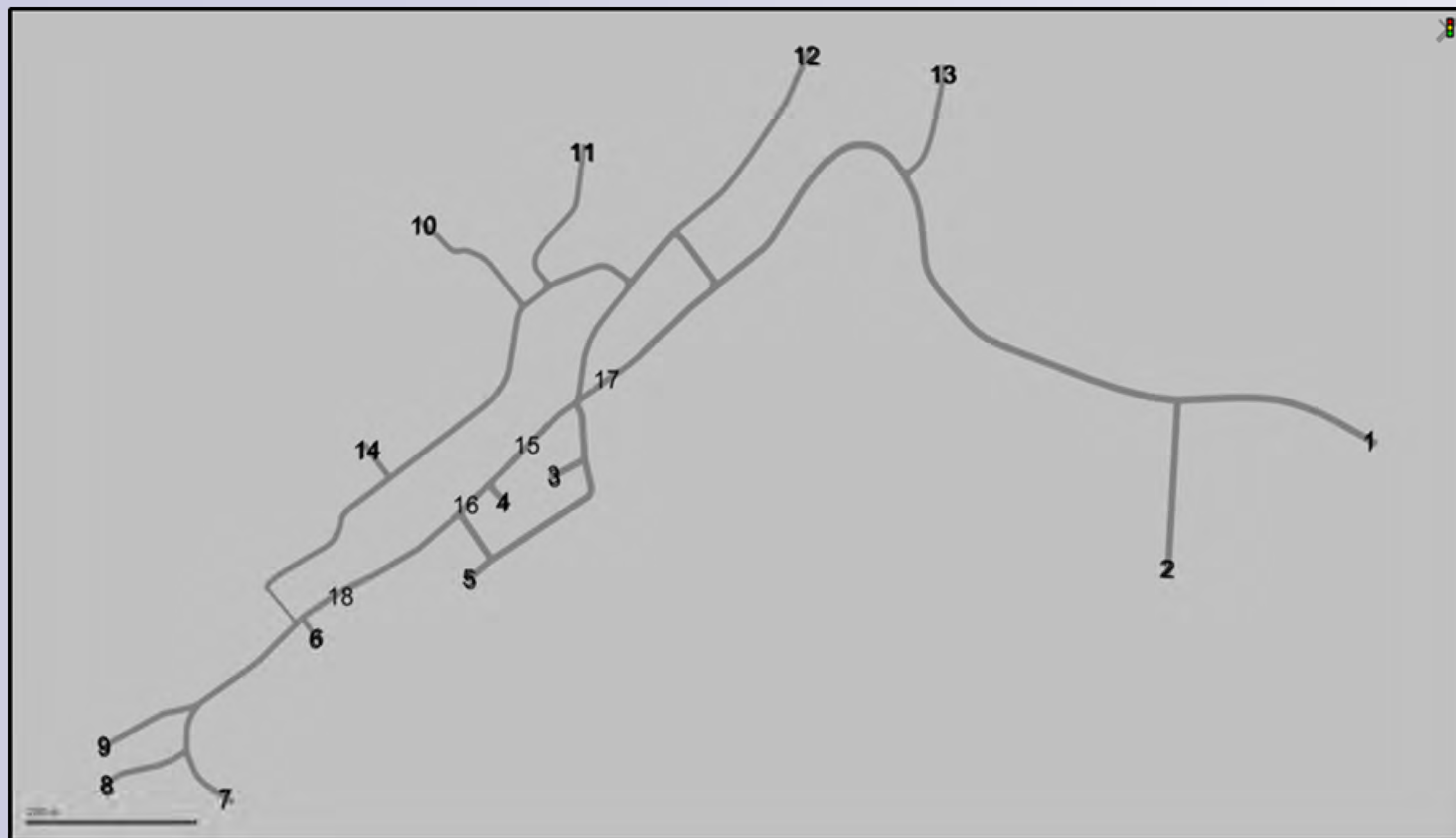
ROADS AND STREET STRATEGY (SHORT /MEDIUM TERM)

INTRODUCTION

Three town centre circulation options were identified and assessed against the objectives for the study. The preferred town centre circulation option was then tested against a 'Do Nothing'. The 'Do Nothing' scenario essentially represents baseline conditions i.e. growth in traffic volumes however no alterations to the current road network. The preferred town centre circulation is outlined below

TRAFFIC MODELLING

To assist in understanding how the options perform against the study objectives a traffic model was developed for the study area. The model was developed using the microsimulation software VISSIM. The extent of the traffic model is outlined in the figure below. The assessment framework identified the introduction of a one way system on main-street will deliver the optimum traffic circulation in the short to medium term. It is understood this is the traffic circulation system implemented during festivals in the town. Feedback from the community is that the system is successful.



Survey data collected during 2016 was used to develop the model. The model was calibrated to ensure that the model assignments reflect the existing travel situation. Calibration is an iterative process, whereby the model is continually revised to ensure that the most accurate replication of the base year conditions is represented. The model calibration process was undertaken based on the requirements of the **TII Project Appraisal Guidelines for National Roads Unit 5.1: Construction of Transport Models**.

Both AM and PM peak models satisfy the PAG requirement that 85% of all modelled journey times are within 15% of observed data or less than 60 seconds if higher. The Base models are therefore validated to the requirements of PAG.

ROADS AND STREET STRATEGY (SHORT /MEDIUM TERM)

Main Street between Main Square and the R571/R571 'SuperValu' junction will change from two way traffic to one way eastbound. The North Road between the R571/R571 'SuperValu' junction and the North Road junction will be northbound only. This will facilitate a significant investment in the public realm of Main Square. On North Street new and wider footpaths, on street parking, bus set down areas and pedestrian crossing facilities will be provided. This will significantly improve the provision for all users.



Overall, the modelling results show that this proposed one-way system on Main Street eastbound is the best performing option for the short/medium term scenario.



ROADS & STREET STRATEGY (SHORT /MEDIUM TERM)



ROADS & STREET STRATEGY (LONGER TERM)

ROADS AND STREET STRATEGY (LONGER TERM)

Two significant transport interventions are proposed for longer term strategy:

- A new road to the north of the town centre which primarily serves zones development lands;
 - A new road to the south of the town which be provided by reclaiming land from the sea and would provide for traffic travelling through the town.
- This new road will facilitate Main Street being converted to one way eastbound. This will provide new and wider footpaths, on street parking, and pedestrian crossing facilities will be provided. This will significantly improve the provision for all users. The longer term roads strategy is outlined in the figure below.



A new street will be provided through the Old Council Yard. This will provide opportunities for redevelopment and facilitate the consolidation of the town. Consolidation of development in the town support the investment proposals for Town Square and will be more accessible by active modes. A new pedestrian and cyclist bridge is proposed to improve connectivity in the town.

In the longer term the provision of new road to the south of Main Street is recommended to accommodate the through traffic and support the long term development of the town. This new road will facilitate Main Street being converted to one way eastbound. A new car park will be provided to support the redevelopment of the West end of the town. This road is fundamental to the development of the town and will be required in advance of the Northern Road whose function will be to provide access to the development lands rather than relief the pressure on Main Street.



JUNCTION IMPROVEMENTS

R572/DINISH ISLAND JUNCTION



This junction will be upgraded to provide a right turn lane onto Dinish Island. This will ensure the development proposals for Dinish benefit from an increase in capacity through the junction. Public lighting, footpaths and cycle tracks will be provided on the R752 to accommodate the pedestrian and cyclist movement through the junction.

Benefits of the new layout:

- Will support the strategic role of Castletownbere in the commercial fishing industry by increasing the capacity of the junction. This will safeguard Castletownbere as a centre of fleet activity, processing and ancillary services;
- Walking and cycling will be supported with wider footpaths and new cycle tracks on both sides of the junction. Recreational walking between the town centre and the petrol station to the east of the junction will also benefit from these facilities.
- Provision of right hand turn lane provides safer storage and capacity for the large proportion of heavy good vehicles accessing Dinish Island.
- Public lighting will be improved to assist in providing safer conditions at the junction.

NORTH ROAD JUNCTION



Footpaths will be provided along the North Road to connect the Co – Action with the town centre. The boundary wall that has been repeatedly struck at this location will be set back to prevent further material damage.

Footpaths will connect with the R571 so a walking network is developed that connects to the attractors such as the Primary School and the Co- Action facility.

Benefits of the new layout:

- The potential for damage to the boundary wall as a result of the heavy good vehicles travelling through the junction will reduce. Less heavy good vehicles will be forced into the town to travel northbound on the North Road;
- Footpaths at least 2m wide will be provided throughout. This will support safer pedestrian movement through the junction. Pedestrian crossing facilities including a signalised crossing of the North Road will provide greatly improved accessibility to the Co- Action facility.
- Bus set down facilities and parallel parking will also improve conditions at this location.

BACK ROAD/NORTH ROAD JUNCTION



A one way northbound system will be implemented along the R571. This will facilitate footpaths, bus set down, and car parking for the businesses and services. A footpath will provide connection from this junction to the Primary School on the Back Road. Footpaths will also be provided on the North Road.

Benefits of the new layout:

- Additional parking supports the business and services located in close proximity to the junction;
- The bus set down area will provide a safer refuge for passengers alighting from buses. The footpath will greatly improve accessibility to the Primary School.
- The one way northbound system supports reduced and calmer traffic conditions along this stretch of the North Road.

JUNCTION IMPROVEMENTS

R571/R572 SUPER VALU JUNCTION



The junction will be realigned to improve the levels of service delivered by the junction. The primary traffic route will move to the south to support the new one way eastbound traffic circulation on Main St. This provides opportunities to accommodate the short term parking demands at the junction.

The surveys identify the majority of parking that currently occurs is short stay. The surveys also indicate this location is a 'hotspot' for parking with the demand regularly meeting the allocation. It is therefore proposed that the parking in this location is identified as maximum 2 hour stay. This will deliver greater turnover and better utilisation of the spaces which are in the greatest demand.

It is proposed that 38 car parking spaces will be provided. This excludes the parallel parking on Main Street and the R572 which is located very close by. This is approximately 12 spaces less than currently park at this location so new car parks on the North Road (18 spaces) and the Bridewell site (44 spaces) will be provided to address this and support the longer stay parking requirements. These car parks are located a short 2 minute walk from the junction.

Stacking space will be provided on the southern side of the R572 for vehicles wishing to use the Bere Island ferry. This will accommodate 11 vehicles. The one way system on Main Street provides the opportunity for additional parking at the steps to the Church. Furthermore the parallel parking on the R572 will be formalised through resurfacing, road markings and signage.

The U-turns undertaken by heavy good vehicles in the harbour area will be eliminated and the North Road will be upgraded to provide a footpath and parallel parking will be provided where the width is sufficient. Overall this layout will provide greatly improved levels of service to all users. It will also provide a much better introduction to Castletownbere town.

TOWN SQUARE JUNCTION



A transformational public realm scheme is proposed for Town Square. This will be supported by a traffic management system involving one way eastbound traffic circulation on Main Street. This facilitates the provision of wider footpaths and parking on Main Street.

The Local Area Plan outlines:

'improvements to the public realm of the town could greatly improve the overall attractiveness of the town centre, enhancing business confidence in the town and the overall public perception of Castletownbere as a place to visit'.

The proposals for Town Square aim to deliver this.

The overall vision is to enhance the towns assets, such as landmark buildings and colourful shopfronts, create a pedestrian friendly network of paths and spaces and provide a template for a visually identity which can be used for future (phased) enhancements. There is an opportunity to celebrate local heritage in the streetscape and include bespoke elements to enrich the space.

The proposed works will provide an improved pedestrian and vehicular safety while creating a legible public realm amenity. The enhancement of the square will create a contemporary and pedestrian focused space, forming a central town 'heart' and primary public realm space. The square will be activated by informal walk-throughs, café tables and chairs.

The surveys outlined identified the majority of parking that currently occurs is short stay. The surveys also indicate this location is a 'hotspot' for parking with the demand regularly meeting the allocation. It is therefore proposed that the parking in this location is identified as maximum 2 hour stay. Greater turnover of the spaces will support better utilisation of the spaces for the higher demands. Longer stay parking will be accommodated in two new redesigned car parks to the south.

BACK ROAD AND MAIN STREET



A one way westbound system is proposed for Back Street travelling in the opposite direction to Main Street. The 30kph speed limit on the approach to Main Street will be retained.

A new street will be provided through the old council yard. This street will be designed to support the redevelopment of the town centre. Consolidating the town centre supports the public realm investment proposed for Town Square and will promote sustainable active travel.

The new street through the old council yard can support and encourage redevelopment and consolidation in the town centre. Setting back the building line from the new street would facilitate street tree planting.

Benefits of the new layout:

- One way system on Back street and Main Street will improve pedestrian and vehicular safety;
- Additional parking on the new street through the Old Council Yard and Main Street ;
- The new street through the old council yard can support and encourage redevelopment and consolidation in the town centre.



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PROJECT

CASTLETOWNBERE
TRANSPORTATION
STUDY

CLIENT



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NOTES

- A. CONCRETE STEPPED PLAZA
B. FOOTBRIDGE/BOARDWALK
C. LEISURE MARINA

FOR CROSS SECTIONS PLEASE REFER TO SK110

ISSUE/REVISION

0	06/03/2018	GENERAL ARRANGMENT
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60312195

SHEET TITLE

CASTLETOWNBERE
PROPOSED GENERAL ARRANGEMENT
SHEET 1 OF 5

SHEET NUMBER

SK_100

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0 PROPOSED GENERAL ARRANGEMENT
SK101 Scale: 1:1000 @ A1

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PROJECT

CASTLETOWNBERE
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SHEET TITLE

CASTLETOWNBERE
PROPOSED GENERAL ARRANGEMENT
SHEET 2 OF 5

SHEET NUMBER

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PROJECT

CASTLETOWNBERE
TRANSPORT STUDY

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SHEET TITLE

CASTLETOWNBERE
PROPOSED GENERAL ARRANGEMENT
SHEET 3 OF 5

SHEET NUMBER

SK_102

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0 PROPOSED GENERAL ARRANGEMENT
SK103 Scale: 1:1000 @ A1

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SHEET TITLE

CASTLETOWNBERE
PROPOSED GENERAL ARRANGEMENT
SHEET 4 OF 5

SHEET NUMBER

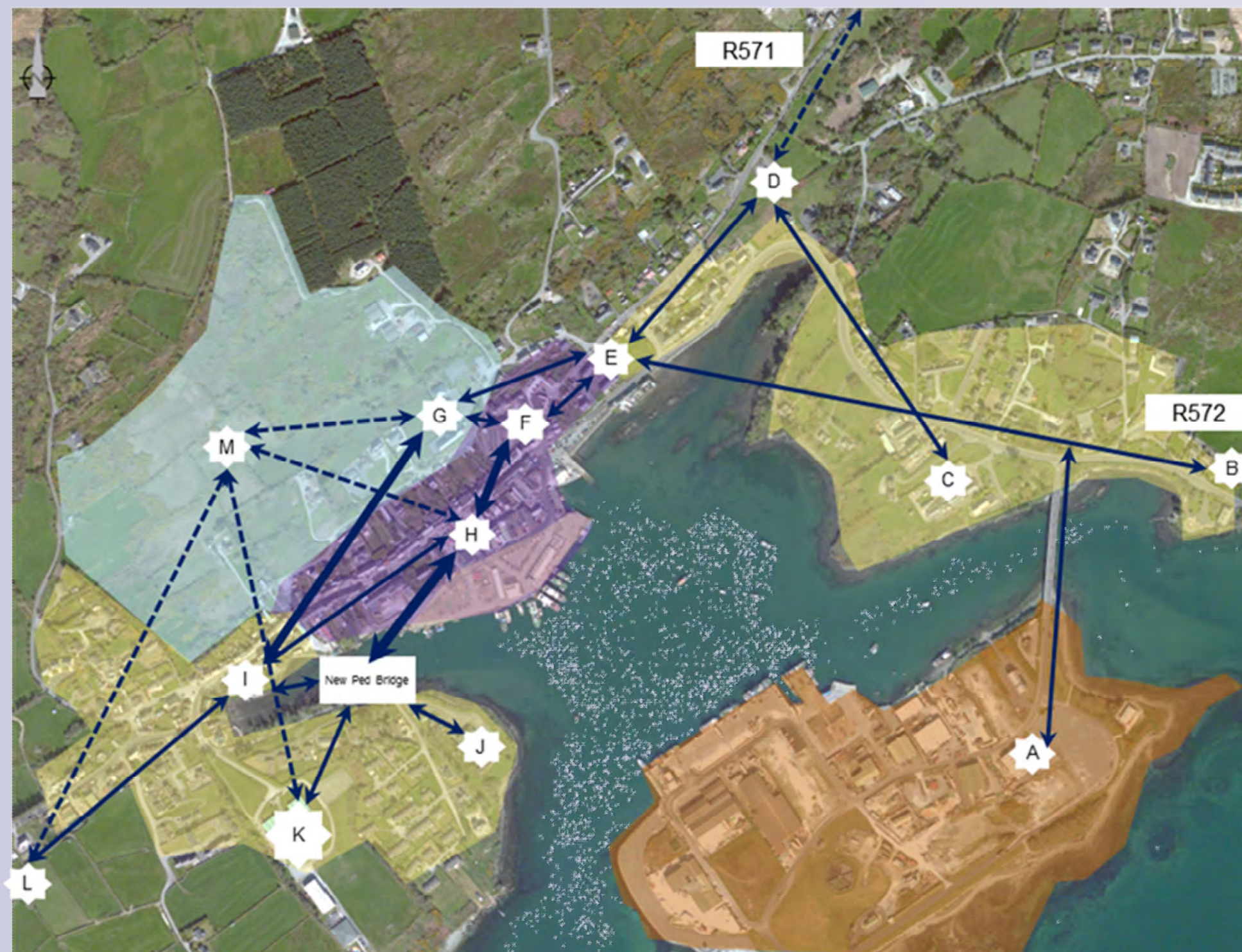
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WALKING AND CYCLING

WALKING AND CYCLING STRATEGY

There are a number of key walking and cycling generators in Castletownbere. Walking trips in the town comprise walking for leisure and walking for travel. The key pedestrian generators/attractors for include:

- a) Dinish Island;
- b) Recreational Walk to Petrol Station along R572;
- c) Community Hospital;
- d) Co Action;
- e) Doctors Surgery;
- f) SuperValu, Dentist Surgery, Emergency Response Lifeboat;
- g) Primary School;
- h) Town Square – Cafes, Shops and Pubs;
- i) Playground;
- j) Hotel;
- k) Secondary School;
- l) GAA grounds;
- m) Development lands.

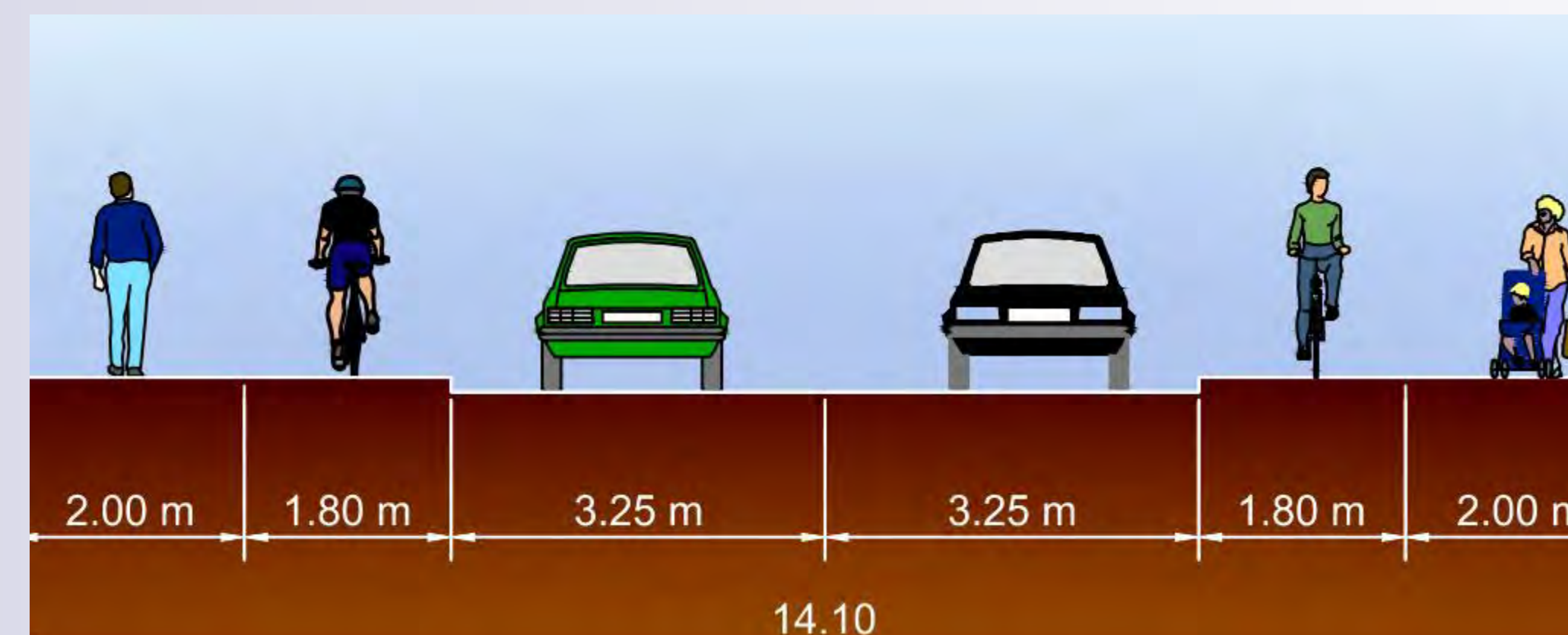


The width of footpaths will be a minimum of 2m. A key benefit of the strategy for pedestrians is the improved pedestrian environment on Main Street, facilitated by the narrowing of the carriageway due to introduction of one-way system and widening of footpaths.

The introduction of the southern road also provides opportunity for a high-quality walking environment for pedestrians, with footways proposed on both sides of the road along its length.

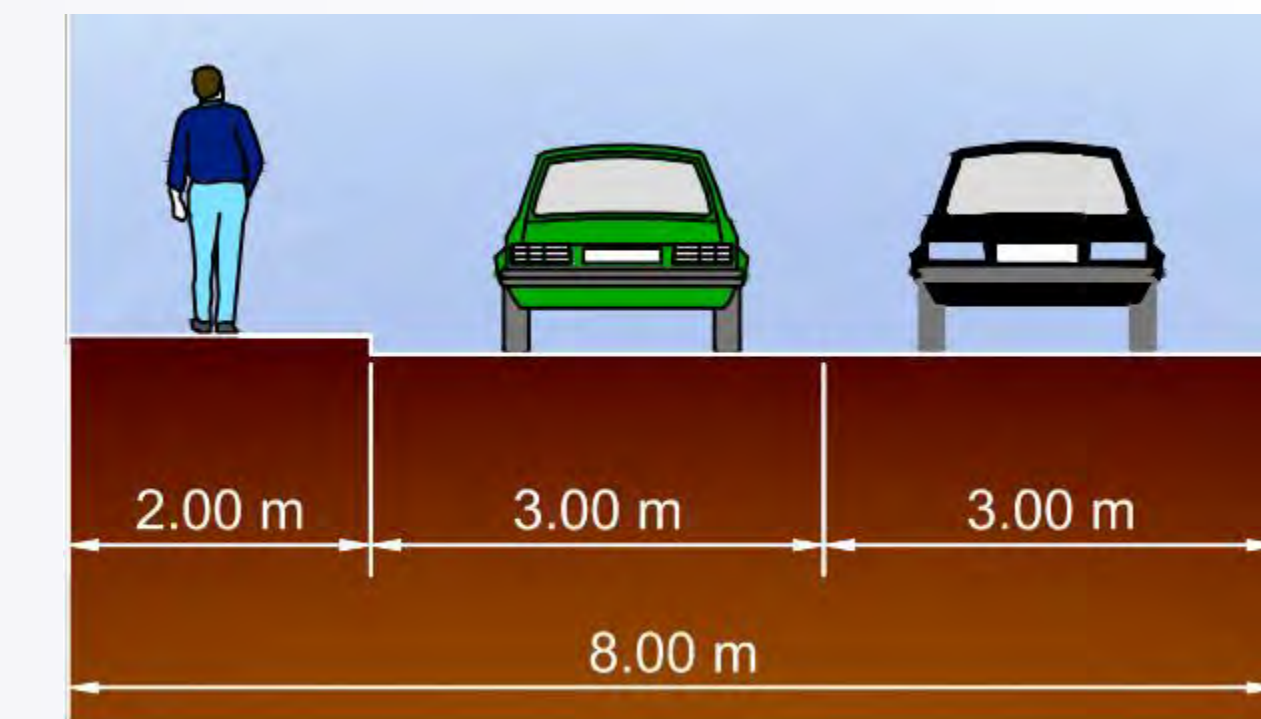
RECOMMENDATIONS

- A new footbridge is recommended to serve the desire line linking the Secondary School and Main Street, as well as providing a high amenity route to the hotel and amenity walk. The footbridge will meet the southern relief road at a signalised pedestrian crossing, which provides a controlled crossing enabling pedestrian movement to Main Street and also connecting to the wider footpath network.
- It is recommended that pedestrian travel between the Co-Action Centre and Main Street will be improved by the provision of a footway on the north side of North Road, continuing through the junction with R572. Approximately 70 metres from the junction, a signalised pedestrian crossing is proposed across R572 which links to a footway along the southern side of the road, providing access to the Co-Action Centre.
- The reconfiguration of the Main Street junction adjacent the Bank and Spar with a raised table, and the inclusion of the southern road, redirects traffic away from this junction. This combined with the new parking layout and pedestrian crossings at the junction, improves conditions for pedestrians considerably.
- It is recommended that methods to engage the Community are explored. The purpose of this engagement should be to encourage the Community in taking ownership to ensure car parking on footpaths is no longer accepted.

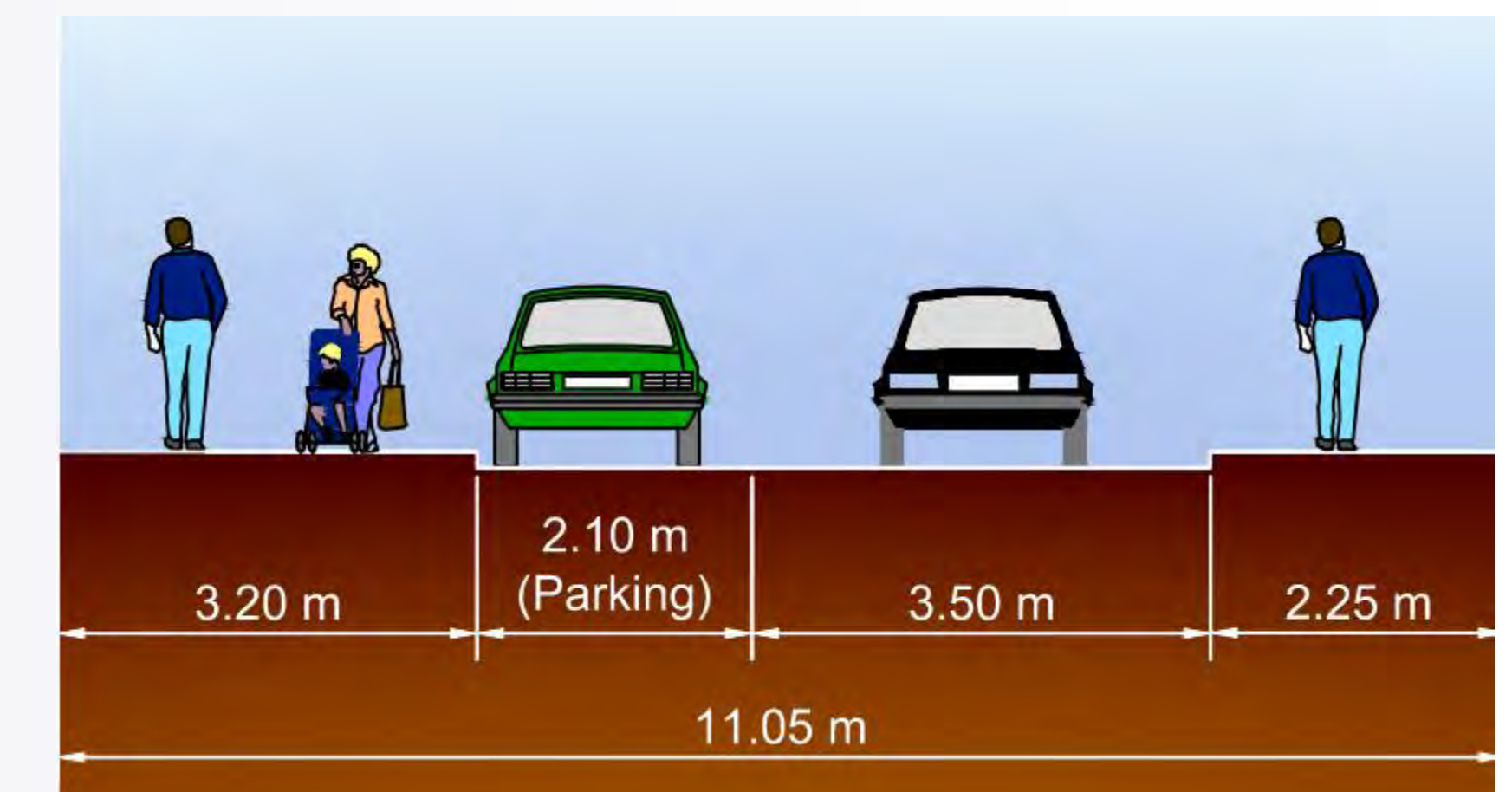


New Cross Section Along the R572

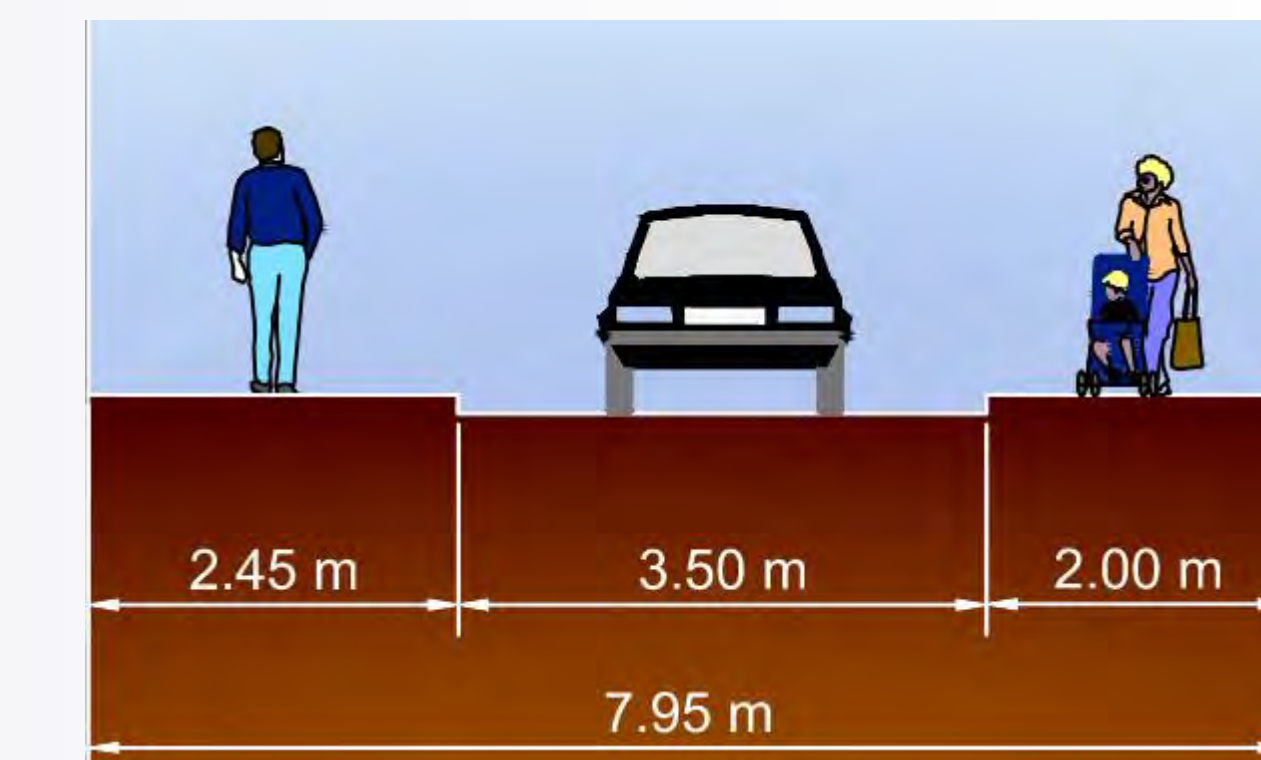
CROSS SECTIONS



New Cross Section along the North Road



New Cross Section along the wider sections of Main Street



New Cross Section along the narrower sections of Main Street



PUBLIC REALM

TOWN SQUARE

The vision for Town Square is for a vibrant, high quality space that will be a community focus point and destination for people visiting Castletownbere. It will be a key public space and a destination hub for pedestrian movement around the town. The role of town square will be to provide a shared civic space. The place should portray a strong, positive image of comfort and enjoyment, creativity and inclusiveness, which gives a positive impression of Castletownbere.



GARDEN STREET

The proposals will pedestrianize this newly termed 'garden street'. The proposals will enhance the setting for the external dining which already occurs here. The planting will enhance the appearance of the space and filter views of the nearby car parking spaces. The concept sketch and precedent images show community gardens, which would require a community champion/tidy towns committee to support and maintain.



PUBLIC REALM

NEW STREET (OLD COUNCIL YARD)

The New Street could support and encourage redevelopment and consolidation of development in the town. Setting back the building line from the new street would facilitate street tree planting and 'green' the street. The sketch below illustrates the key elements of the street and shows how tree planting may be included to enhance the streetscape.



PRECEDENT SCHEME CLONAKILTY

Clonakilty is a relevant recent scheme. Of note is the main street with its bespoke paving features and street seating. The restoration of this street took advantage of the drainage works being undertaken to reduce threats of further flooding to create an opportunity to redesign the street at the same time. The works were extensive but undertaken in close consultation with the local businesses who celebrated the completion of the public works with a street party including a sit down meal in the street.



BENEFITS OF THE TRANSPORTATION STUDY

PARKING

- 38% increase in parking provided;
- 2 hour limit in locations with highest demand supports better utilisation;
- Provides opportunities to improve junction layouts to provide a safer network.



ROADS AND STREET STRATEGY

Traffic modelling demonstrates:

- Less congestion;
- Less traffic queuing;
- More efficient transport network for all;
- Network can accommodate growth in population, employment and tourism.

PUBLIC REALM

- Will support the role of Castletownbere as the strategic hub on the Beara peninsula;
- Will support employment tourism and economic activity in the town;
- Will make Castletownbere a more attractive place which will increase footfall and the vitality of the town.

WALKING AND CYCLING

- Network of footpaths and cycle tracks supports active travel;
- Junctions provide safer conditions;
- New pedestrian and cyclist bridge provides better connectivity.



DELIVER ON THE VISION STATEMENT

“To support the role of Castletownbere as the strategic hub on the Beara peninsula and in doing so create the infrastructure that enhances ease of movement and travel for all, and improves the quality of life for the local and wider community”.

CONCLUSION

Study recommends measures that will bring health, tourism, town regeneration, and public realm benefits. There are funding streams associated with these areas that could be applied for.

Irish Water will be commencing a major upgrade of the network in 2019/2020 which presents an opportunity;

The study positions Castletownbere ahead of other towns (without similar studies) for funding applications.

