

Castletownbere Transportation Study

Report on 2nd Round Public Consultation

Cork County Council

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Quality information

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1. Introduction

1.1 Purpose of this Report

This report outlines the 2nd Round public consultation process undertaken for the 'Castletownbere Transportation Study' (hereafter referred to as 'the Study').

This report has been prepared to brief the Elected Members of the West Cork Municipal District Committee in advance of a meeting on 1st October 2018, whereby a decision will be considered by the Committee in relation to the Study.

The purpose of this report is to table the final recommendations having considered the submissions received during the public consultation so that an informed decision can be taken in relation to the Study.

1.2 Purpose of the Castletownbere Transportation Study

There has been under investment in the transport network in Castletownbere over many years. As a result there is a significant deficient in the provision of safe and appropriate facilities for pedestrians and wheelchair users in particular. Evidence for this includes the volume and content of the written submissions received from the general public as part of the Study.

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.

The purpose of the Study is to identify the transport strategy to address the traffic congestion, parking and active travel deficiencies within the network. The Study will guide future investment over the next 20 years. It will also provide a guide to and reference point for future development proposals.

Implementation of the strategy will involve a number of schemes which will be the subject of planning applications. The Study is not intended to address each and every issue of detail. The planning applications for each scheme will consider the detail and provide opportunities for further participation and engagement with the general public.

The Study recommendations and the modifications proposed in this report will contribute to making Castletownbere a safer, healthier, more attractive and pleasant town to live, work and visit. As a result it will support Castletownbere to fulfil its role as the strategic hub on the Beara peninsula and in doing so create the infrastructure that enhances ease of movement and improves the quality of life for the local and wider community.

Importantly obtaining the support of the community as expressed by the Elected Members will provide a stronger basis for seeking funding to implement the Study recommendations. In this way the under investment in the transport network in Castletownbere can be addressed, and the town can keep pace with others, who are actively seeking to secure similar funding.

1.3 Consultation Process

The Study was undertaken in accordance with best practice methodologies developed for similar studies in Douglas, Bandon, Midleton, Little Island, Mallow, and Kinsale amongst others.

The Study is a non-statutory document. Nevertheless in the interests of obtaining community participation the consultation process followed the statutory requirements specified in the Planning and Development Act 2000 (including amendments).

Two rounds of public consultation were undertaken. The purpose of the 1st round public consultation was to obtain first-hand knowledge from the community on the issues, constraints, opportunities and requirements for the study. This enabled the project team to develop a good understanding of the challenges and potential solutions.

The purpose of the 2nd Round public consultation was to present, explain, and clarify the recommendations outlined in the draft final report. This provided the project team with valuable feedback. It also assisted the public in understanding the recommendations contained within the report.

The consultation process involved engagement with stakeholder including bodies such as the Department of Fisheries Agriculture and Marine, Bus Eireann, local schools, disability groups, tidy town committee, development association and other interested groups.

An overview of the consultation process is outlined below:

1st Round Public Consultation

- Introductory briefing provided to the Elected Members of the West Cork Municipal District Committee on 3rd October 2016 in Clonakilty;
- Press notice placed in local newspaper notifying the public that the study was commencing and a consultation event would be held in Beara Coast Hotel;
- Leaflet drop undertaken to local residents and businesses;
- 1st Round Public Consultation Exhibition in Beara Coast Hotel on 11th October 2016 between 4-8pm. Attended by 110 people;
- Stakeholders meetings held with local groups and interested bodies on 12th and 13th October 2016;
- During the following 4 week period a total of 60 written submissions were received by the project team.

2nd Round Public Consultation

- Presentation briefing provided to the Elected Members of the West Cork Municipal Committee on 20th March 2018 in Castletownbere;
- Presentation briefing to the Castletownbere Development Association on 20th March 2018 in Castletownbere;
- Press notice placed in local newspaper notifying the public a 2nd round consultation event would be held in Beara Coast Hotel;

- Leaflet drop undertaken to local residents and businesses;
- 2st Round Public Consultation in Beara Coast Hotel on 10th April 2018 between 2-8pm. Attended by over 230 people;
- During the following 6 week period a total of 223 written submissions were received by the project team.

It is clear from the above that significant effort and resources were allocated to the public consultation element of the Study. This resulted in high levels of engagement and participation with the local community. The Study recommendations are more comprehensive as a consequence of being subjected to this rigour.

1.4 Documentation Available

The following is a list of documentation that was made available to the public during the consultation:

- Castletownbere Transportation Study Draft Final Report for 2nd Round Public Consultation including;
 - Appendix A Report on 1st Round Public Consultation;
 - Appendix B Assessment Framework;
 - Appendix C Traffic Microsimulation Report;
 - Appendix D Car Parking Data;
 - Appendix E Drawings;
 - Appendix D Proposed Hard Surfaces Palette (Public Realm).
- Public Exhibition Posters (19 in total);
- Traffic survey data including:
 - Pedestrian counts (weekday peak hours);
 - Junction turning counts (weekday peak hours);
 - Automatic traffic counts (week long) including speed surveys;
 - Car parking survey data (weekday and weekend);

This documentation was available online from Cork County Councils website. The posters displayed during the public exhibition were available in the lobby of the Beara Coast Hotel for several weeks after the event. The Castletownbere Development Association made hard copies available locally to anyone without access to the internet.

It is clear from the above a significant volume of material was made available to anyone interested in reviewing the work that led to the Castletownbere Transportation Study Draft Final Report

2. Planning Context

2.1 Cork County Development Plan

The Cork County Development Plan sets out detailed objectives under TM 2-1(Walking) and TN 2-2 (Cycling) which seek to encourage and promote walking and cycling as important modes of travel. These objectives reflect national policy as articulated in ‘Smarter Travel’.

2.2 West Cork Municipal District Local Area Plan

The planning context for the Study is provided by the West Cork Municipal District Local Area Plan (21st August 2017). Section 3.6.26 outlines the following in relation to Castletownbere:

“there is a persistent problem with traffic congestion on Main Street...Improvements to the public realm of the town could greatly improve the overall attractiveness of the town, enhancing business confidence in the town and the overall public perception of Castletownbere as a place to visit...It is intended that the Traffic and Transportation Study will provide further guidance to address these issues and this plan will support the implementation of the strategy when completed’.

The following policy objectives contained within the West Cork Municipal District Local Area Plan are of relevance:

Table 1 Policy Objectives

Objective No.	Local Area Objective
CR-T-01	Town Centre. To promote the town centre as the primary area for retail and mixed use development, encourage sensitive refurbishment / redevelopment of existing sites and promote public realm improvements.
CR-T-02	Town Centre. Provide for the expansion of the town centre to facilitate additional retail/mixed use development, provision of community facilities, and construction of part of CR-03 northern relief road. Any proposals should make provision for a new public car park, provide for new town centre streets with connectivity to the town centre, and include proposals for public realm improvements.
CR-U-07	Identify an appropriate route for a southern relief road from the docks west of the X-01 linking to the R572 road (west).
CR-GO-05	Implement the recommendations of the Traffic and Transportation Study for Castletownbere.

Source: West Cork Municipal District Local Area Plan (21st August 2017)

From the above it is clear the Study is supported by a strong planning policy context. Furthermore a number of the Study recommendations are already policy objectives for this area.

3. Submissions Received

3.1 Persons/Bodies who made a Submission

In total 226 submissions were received during the 2nd Round public consultation. This represents a very significant proportion of the population of the town and demonstrates the high levels of engagement and participation with the Study.

3.2 Overview of the Submissions

Each submission has been reviewed very carefully. The following categorisation was developed:

- Supportive: the submission is totally supportive or generally supportive for the broad thrust of the Study;
- Neutral: the submission does not identify a supportive or unsupportive position but raises a specific localised issue of concern;
- Unsupportive: the submission is unsupportive for the broad thrust of the Study.

In total 58 (26%) submissions were supportive, 39 (18%) were neutral and 123 (56%) were categorised as unsupportive.

Many of the 'unsupportive' submissions were issued twice or more (once under the business name and once under the personal name). It is clear while the Study recommendations have some support there is a sizeable quantity of 'unsupportive' submissions. This indicates a number of issues require a review.

The vast majority (80%) of 'unsupportive' submissions consisted of a pro forma template. The pro forma outlined seven issues of concern. These are summarised and responded to in Section 3.4.

3.3 Supportive Submissions

Many of the 'unsupportive' submissions were copied by the Submitter to the Elected Members. In the interest of balance and fairness a selection of quotes are provided below from supportive submission as none of these were copied to the Elected Members:

- *I found the recent exhibition very exciting. Some very good ideas;*
- *I think it's a well thought out overdue plan for Castletownbere. Great plan and hope it all gets the go ahead to bring Castletownbere out of the 1900s;*
- *I think the proposed plan is very impressive;*
- *Having read the study online I'm impressed with the solutions of getting cars out of the middle of town;*
- *The Plan is fantastic. It adds greatly to the town and will be of benefit to tourists and locals alike. I hope it is implemented as soon as possible as it is very much needed. I particularly like the car parks and pedestrian areas. The bypass will be a major boast for the town as it is very congested at the moment. I think there is ample parking provided in the plan;*

- *I think the Plan for Castletownbere is very good. I hope it is implemented ASAP;*
- *What a fantastic plan you have constructed for Castletownbere. It has been a long time coming – the town needs a revamp. I hope this goes ahead for future generations in Castletownbere;*
- *We are in favour of the plan. We would love to see the town move into the 21st century;*
- *I am in full agreement with the proposed changes to Castletownbere roads and parking;*
- *The proposed plan is impressive and would alleviate a lot of congestion;*
- *I wish to confirm my support. The proposal to bypass the town would greatly benefit both drivers and pedestrians as the town tends to get dangerously congested as it is now. The provision of car parks would put a stop to parking in unsuitable/dangerous places.*
- *I hope it goes ahead. There is a big need for it and the plan has ticked all the boxes in terms of giving us what we need in our town;*
- *I am pleased to see the new traffic system as proposed for Castletownbere. The system at the moment does not work at all and always causes traffic delays at peak periods;*
- *It is wonderful to see such a fantastic display of brave and future thinking and we appreciate the hugh amount of work involved in bringing the project to this stage. The bypass road is an excellent idea and would really open up the possibility of town expansion in the future, as well as helping with traffic congestion which is near impossible during the height of the summer season;*
- *We strongly believe 2 hour parking should be put in place in the Square and opposite Super Valu as both areas are regularly full to the brim. Many of the parking places are taken by local business owners, employees, and others that park there all day;*
- *If this plan is carried out it will be a tremendous improvement to the town and better conditions for the inhabitants as well as making it more attractive for visitors. The car parking strategy is a very thoughtful solution to a problematic situation. I welcome the proposal to make the Square a better place going away from just using it as a car park. I like the positive careful approach of this study to deal with severe issues of the town;*
- *The footpaths in the town are not adequate. It is not acceptable that children and adults alike are forced to step out into the carriageway in order to pass on the footpaths. Improvements to the public realm would greatly enhance the ambience and enjoyment of the town. This is an ambitious project. It is nice to see Cork County Council bring a bit of ambition to West Cork for a change;*
- *As a business owner I think the roads strategy would be a hugh improvement and greatly benefit the town;*
- *We are very much in favour of the improvements. The pedestrainised areas would be a real boast. I have two children. It was a nightmare walking through the town with them. For parents with young children the footpaths should be widened;*

- *We have studied the proposals and feel it would be a huge improvement to traffic movement and safety in Castletownbere. As a Company we are wholeheartedly behind this project going ahead. We think the town needs it badly to alleviate congestion;*
- *Driving through town is nerve wracking and unsafe. There are no rules abided by. People against the plans are only making it harder for customers. The new plans will contribute to a safer and more amenable town. I am totally in favour of the new plans for Castletownbere;*
- *We commend Cork County Council for their works in getting the designs done for the town. Hoping that these works can be completed in the coming years as it will make Castletownbere a destination for tourists;*
- *I am 15 years in business and our town is a disgrace and only getting worse. I love the idea of a relief road and just generally making the town safer for all. I am totally in favour of this plan for the town;*
- *As an owner of a business we wish to support the new town plan. The new parking areas, recreation areas and relief road will be of great assistance in making Castletownbere a destination for visitors;*
- *On the whole it is a good plan and I think generally there is support for it in the overall sense but it needs to be handled delicately locally. It is imperative that we come out of this with a development strategy going forward from this;*
- *Suggestions for one way systems, pedestrian areas and increased road safety are of great value to locals and visitors alike. This is an opportunity for increased business within the town also, allowing businesses both new and old to flourish. I understand reluctance to change is a big issue in small towns like ours however I feel with improvements such as those proposed, people will inevitably see the positive implications it will have on the town. I would like to cite my support and backing for this fantastic project;*
- *I would like to commend your company on the excellent plan you have drawn up for our town. The town is in much need of a revamp take us forward to the future;*
- *The town has undergone many changes over the years but safety of the public walking, driving and parking are major issues that have never been addressed properly. Your excellent study and draft plan goes a long way to addressing these issues and I commend you for your excellent work;*
- *The current junction at SuperValu is incredibly dangerous both for drivers and pedestrians. The proposed layout is certainly much safer and will reduce the current system of abandoning cars. Well done on the design.*

3.4 Issues Raised in Pro Forma Template

3.4.1 Public Realm

Summary of Issue Raised by Submitter:

The public realm is totally out of proportion, and is counterproductive for residents and businesses living and trying to make a living in the area. The grounds of St Peters Church should become the public realm.

Response:

Public realm is defined as the space around and between buildings that is publicly accessible for the benefit of the community. Rather than the public realm being out of proportion, it is understood that the submitters consider the amount of space proposed to be reallocated from car parking to pedestrians is too large. The quantity of car parking provided in the Town Square is addressed in the following section.

Public realm is a valuable asset. The study is seeking to ensure the best possible use of this asset for the entire community. Investment in well-designed public realm schemes has proven to have positive outcomes for businesses and the general community. Many other towns are developing public realm schemes similar to the one proposed.

Research by the Commission for Architecture and the Built Environment¹ shows how good street design contributes both economic value and public benefits. It shows that investment in design quality brings quantifiable financial returns and that people value improvements in their streets. Anecdotally this would appear to be the case in Clonakilty.

The public realm improvements will entice and encourage people to stay, spend time and money within the Town Square. The Town Square will provide a visual identity for future enhancements to the town. The public realm of St Peters Church can be designed to be consistent with these proposals.

Recommendation:

It is recommended that additional car parking be provided in Town Square. There is potential to provide an additional 7 car parking spaces. Refer to Appendix B. This will result in 42 car parking spaces being available in Town Square which matches the number currently available for short term use in this location. There will be no loss of short term car parking in the Town Square. People who wish to park for periods longer than 2 hours will be provided with new car parks in the harbour area (over 121 car parking spaces). This is a very short distance away approximately 2 - 4 minute walk.

3.4.2 Car Parking Provision along Main Street

Summary of Issue Raised by Submitter:

The proposed reduction in parking in the Square and adjacent Main Street, both east and west would be detrimental to the business community and local residents.

Response:

As a result of the submission the provision for car parking on Main Street and the Square has been reviewed. The review has identified the potential to provide an additional 20 car parking spaces along Main Street and an additional 7 spaces in the

¹ The Real Value of Good Street Design Commission of Architecture and Built Environment 2007

Square. This is possible by setting back a boundary wall adjacent to the Garda Station and reducing footways to the minimum permissible width of 1.8m. Refer to Appendix A and B.

Recommendation:

It is recommended that additional car parking be provided along Main Street. An additional 20 car parking spaces can be provided. This is possible by setting back a boundary wall and reducing footways to the minimum permissible width. Refer to Appendix A and B.

3.4.3 Widening of Footpaths

Summary of Issue Raised by Submitter:

The widening of footpaths is unnecessary and constrictive to the day to day business of the town in particular between the Church Gate and the Square.

Response:

It is mandatory in Ireland that the design of streets complies with the Design Manual for Urban Roads and Streets. Widening of footpaths is required to comply with the Design Manual for Urban Roads and Street. This will provide safer facilities for the most vulnerable road users.

Recommendation:

To address the current inadequacies it is recommended that footways are widened to comply with the Design Manual for Urban Roads and Streets. The implementation of a one way traffic management is required to facilitate this recommendation.

3.4.4 'Garden Street'

Summary of Issue Raised by Submitter:

Completely reject the 'Rain Garden' in its current position because it will have a detrimental effect on surrounding commercial properties and obstruct lifesaving actions of the fire brigade. It should be incorporated with the public realm within the grounds of St. Peter's Church.

Response:

The pedestrianisation of Garden Street will greatly improve the provision for pedestrians in the Town Square. It will encourage people to spend time and money in the surrounding businesses.

The firefighting services have made a submission to the Study and not raised concerns in relation to the proposed pedestrianisation of 'Garden Street'.

Safe and convenient pedestrian connections should be provided from this street to Town Square and onwards to St. Peter's Church. This will support pedestrian movement through the town.

Recommendation:

It is recommended that 'Garden Street' be pedestrianised in the interests of providing safer and more welcoming conditions so that the community, business and tourism activities in Town Square can be facilitated and supported.

3.4.5 Car Parking Time Limits

Summary of Issue Raised by Submitter:

Any parking limit will have a negative impact on the economy and would be grossly unfair to residents of the town.

Response:

Most towns in Ireland have a car parking limit in the areas with the highest demand. Car parking time limits have been implemented in Bantry, Skibbereen, Clonakilty, Bandon, Macroom, Mallow, and Fermoy. This is a widely accepted traffic management measure in other places which has proven successful in supporting the economic activity of these towns.

Time limits on car parking encourages greater turnover of spaces so that more customers have convenient access to businesses. The traffic surveys reveal 24% of the parking that currently occurs in Town Square is for longer than 2 hours. The implementation of the 2 hour limit will therefore increase the availability of parking for customers. In addition to support compliance Cork County Council will make the services of a traffic warden available to support the new traffic management system proposed for Castletownbere.

Recommendation:

It is recommended that time limits on car parking be introduced in Town Square and Main Street. This will result in greater turnover of spaces so that more customers have convenient access to businesses. In addition it is recommended that a traffic warden be made available to support the new traffic management system proposed for Castletownbere.

3.4.6 Direction of One Way System

Summary of Issue Raised by Submitter:

If a one way system is implemented the flow of traffic should be brought up through the town from East to West to encourage visitors and trade to enter Castletownbere.

Response:

The direction of flow of traffic on Main Street was considered in detail. A West to East direction of travel on Main Street was recommended as it provides the most efficient arrangement from a traffic circulation perspective and most importantly provides the safest conditions by reducing the number of conflicting vehicular and pedestrian movements at the 'Super Valu' junction. The volume of pedestrian movement is particularly high at this location so providing safe and comfortable for pedestrians is very important.

Appendix C of the draft final report outlines the traffic modelling conducted for the Study. This outlines that should the flow of traffic be East to West a 28% increase in total travel time through the network can be expected. Therefore it is recommended that a West to East direction of travel be implemented as it will lead to safer conditions for pedestrians and more efficient traffic circulation within the town.

Recommendation:

It is recommendation that the direction of one way system be east to west as the traffic modelling and analysis has demonstrated this will result in safer conditions for pedestrians and more efficient traffic circulation within the town. It is noted that the circulation proposed is similar to the system implemented successfully during festivals and regattas.

3.4.7 Provision of Car Parking by Reclamation from the Sea

Summary of Issue Raised by Submitter:

The car park should be extended by reclamation from the foreshore between Blackrock Terrace and the slipway to Bere Island. This could be done in an extensive manner to greatly increase the level of parking adjacent to the town. This would also facilitate the construction of a marina.

Response:

An additional 61 spaces are required to the east of the town to serve the longer stay parking requirements of the town. A separate feasibility study will be undertaken to determine the most suitable locations for these additional spaces. The proposed study will include assessing land reclamation options in the area.

Recommendation:

It is recommended that a feasibility study be undertaken to determine the optimum location for additional long stay car parking spaces to the east of the town.

3.5 Other Issues Raised

3.5.1 Bridewell Car Park

Summary of Issue Raised by Submitter:

The submission from the owner of the Bridewell lands outlines the view that the proposed car park will not be used as it is too distant from the town. It will attract discarded cars, trailers and rubbish. As a result the landowners are strongly opposed to the Bridewell car park proposal.

Response:

The study has established the parking requirements for the town over a 20 year period. It concludes that additional parking is required and the Bridewell is considered to be the optimum location in terms of delivering the greatest benefit for the town. As a result it is proposed to retain the recommendation to develop a car park at the Bridewell to serve the longer term requirements of the town.

Nevertheless the opposition of the landowner is noted. It is important that car parking is provided in conjunction with the junction improvements. In other words it is difficult to see how the 'Super Valu' junction could be upgraded without additional car parking being provided at the same time.

For this reason it is recommended that the potential to develop public car parking in conjunction with the redevelopment 'Super Valu' store be explored. In this way the upgrade of the junction can be undertaken to address the safety issues associated with the current provision for pedestrians.

Recommendation:

It is recommended that a separate feasibility study will be undertaken to determine the optimum location for long stay parking requirements to the east of the town.

3.5.2 Junction of Bridewell Road and R571

Summary of Issue Raised by Submitter:

The submission from the owner of the Bridewell lands objects to the proposals to setback the boundary wall at the junction of North Road and the R571.

Response:

There are a number of developments progressing in Castletownbere which will result in additional traffic travelling through the subject junction. The boundary wall has already been struck. It is most likely with additional traffic travelling through the junction. The junction does not provide safe or appropriate facilities for pedestrians. In order to address these issues it is necessary to setback a number of boundary walls at this location.

Recommendation:

In the interests of road safety it is recommended that the boundary walls be set back to facilitate a safer junction arrangement at this location. It is recommended that further engagement be undertaken to identify suitable mitigation works with the impacted landowners.

3.5.3 Southern Relief Road

Summary of Submitters Issue:

A number of submitters highlighted their objection to the proposed southern relief road. The objections were submitted predominately by those located immediately adjacent to the proposed road. The reasons for objection include the impact the proposal would have on their properties, access to the foreshore and quality of life.

Response:

The objections are noted however the proposal is considered to be for the greater good of the town. It will improve circulation of traffic movements and contribute to safer and more convenient pedestrian movements. The proposal in conjunction with the footbridge will assist with making the town more accessible for pedestrians and cyclists.

Recommendation:

It is recommended that the southern relief road be retained. The proposal offers considerable benefits to support the consolidated development of the town centre. It is recommended that further engagement be undertaken to identify suitable mitigation works with the impacted landowners.

3.5.4 Car Parking for the Fire Station

Summary of Submitters Issue:

Access to car parking for fire fighters to enable them respond to emergency call outs was raised as an issue.

Response:

It is recommended that the fire station be relocated away from the town centre. The current location in the heart of the town may not be the best location in terms of delivering rapid response times and ensuring pedestrian safety. In advance of any proposals to relocate the station, given the importance of the service, it is proposed to allocate a number of car parking spaces to assist the fire-fighting service.

Recommendation:

It is recommended that the fire station be relocated away from the town centre. In advance of this occurring given the importance of the service, it is proposed to allocate a number of car parking spaces to assist the fire-fighting service. Refer to Appendix B.

3.5.5 Fishing Pot Storage and Access to Slip

Summary of Submitters Issue:

The proposal to provide a southern relief road impacts on a location close to the Old Council Yard that is used for storage of fishing pots. The proposal could also impact on a slip that provides access to the sea.

Response:

An alternative location will be identified for the fishing pots. Subject to further engagement between the individual concerned and Cork County Council an alternative location will be established in co-operation with the Department for Agriculture Fisheries and Marine. The access to the sea by means of the slip will need to be replaced.

Recommendation:

It is recommended that further engagement be undertaken between the individual concerned and Cork County Council to identify an alternative location in co-operation with the Department for Agriculture Fisheries and Marine. It is recommended that the design of the southern relief road include a new slipway to ensure access to the sea is retained at this location.

3.5.6 Creperie

Summary of Submitters Issue:

The proposals for the Town Square would negatively impact a Creperie business. The business operates from a mobile van that occupies a location that is proposed to be used for car parking.

Response:

The public realm improvements proposed will entice and encourage people to stay, spend time within the Town Square. As a result it can be anticipated that businesses will benefit for the proposals. Through further engagement with Cork County Council it is anticipated that alternative suitable locations can be identified.

Recommendation:

It is recommended that further engagement be undertaken by the business owner and Cork County Council to identify a satisfactory resolution to the issue raised. Proposals for Town Square will require Part 8 planning approval and will therefore involve further public consultation. This provides an opportunity for detailed issues to be resolved.

4. Recommendations

Following consideration of all the submissions the following recommendations are proposed:

1. Town Square Car Parking

It is recommended that additional car parking be provided in Town Square. There is potential to provide an additional 7 car parking spaces. Refer to Appendix B. This will result in 42 car parking spaces being available in Town Square which matches the number currently available for short term use in this location. There will be no loss of short term car parking in the Town Square. People who wish to park for periods longer than 2 hours will be provided with new car parks in the harbour area (over 121 car parking spaces). This is a very short distance away approximately 2 - 4 minute walk.

2. Main Street Car Parking

It is recommended that additional car parking be provided on Main Street. An additional 20 car parking spaces can be provided. This is possible by setting back a boundary wall and reducing footways to the minimum permissible width. Refer to Appendix A.

3. Footpath Widths

To address the current inadequacies it is recommended that footways are widened to comply with the Design Manual for Urban Roads and Streets. The implementation of a one way traffic management is required to facilitate this recommendation.

4. Garden Street

It is recommended that 'Garden Street' be pedestrianised in the interests of providing safer and more welcoming conditions so that the community, business and tourism activities in Town Square can be facilitated and supported.

5. Car Parking Time Limits

It is recommended that time limits on car parking be introduced in Town Square and Main Street. This will result in greater turnover of spaces so that more customers have convenient access to businesses. In addition it is recommended that a traffic warden be made available to support the new traffic management system proposed for Castletownbere.

6. Direction of One Way System

It is recommendation that the direction of one way system be east to west as the traffic modelling and analysis has demonstrated this will result in safer conditions for pedestrians and more efficient traffic circulation within the town. It is noted that the circulation proposed is similar to the system implemented successfully during festivals and regattas.

7. Provision of Car Parking for East End of Town

It is recommended that a feasibility study be undertaken to determine the optimum location for additional long stay car parking spaces to the east of the town.

8. Junction of Bridewell Road and R571

In the interests of road safety it is recommended that the boundary walls be set back to facilitate a safer junction arrangement at this location. It is

recommended that further engagement be undertaken to identify suitable mitigation works with the impacted landowners.

9. Southern Relief Road

It is recommended that the southern relief road be retained. The proposal offers considerable benefits to support the consolidated development of the town centre. It is recommended that further engagement be undertaken to identify suitable mitigation works with the impacted landowners.

10. Car Parking for Fire Station

It is recommended that the fire station be relocated away from the town centre. In advance of this occurring given the importance of the service, it is proposed to allocate a number of car parking spaces to assist the fire-fighting service. Refer to Appendix B.

11. Fishing Pot Storage and Access to Slip

It is recommended that further engagement be undertaken between the individual concerned and Cork County Council to identify an alternative location in co-operation with the Department for Agriculture Fisheries and Marine. It is recommended that the design of the southern relief road include a new slipway to ensure access to the sea is retained at this location.

12. Creperie

It is recommended that further engagement be undertaken by the business owner and Cork County Council to identify a satisfactory resolution. Proposals for Town Square will require Part 8 planning approval and will therefore involve further public consultation. This provides an opportunity for detailed issues to be resolved.

5. Conclusion

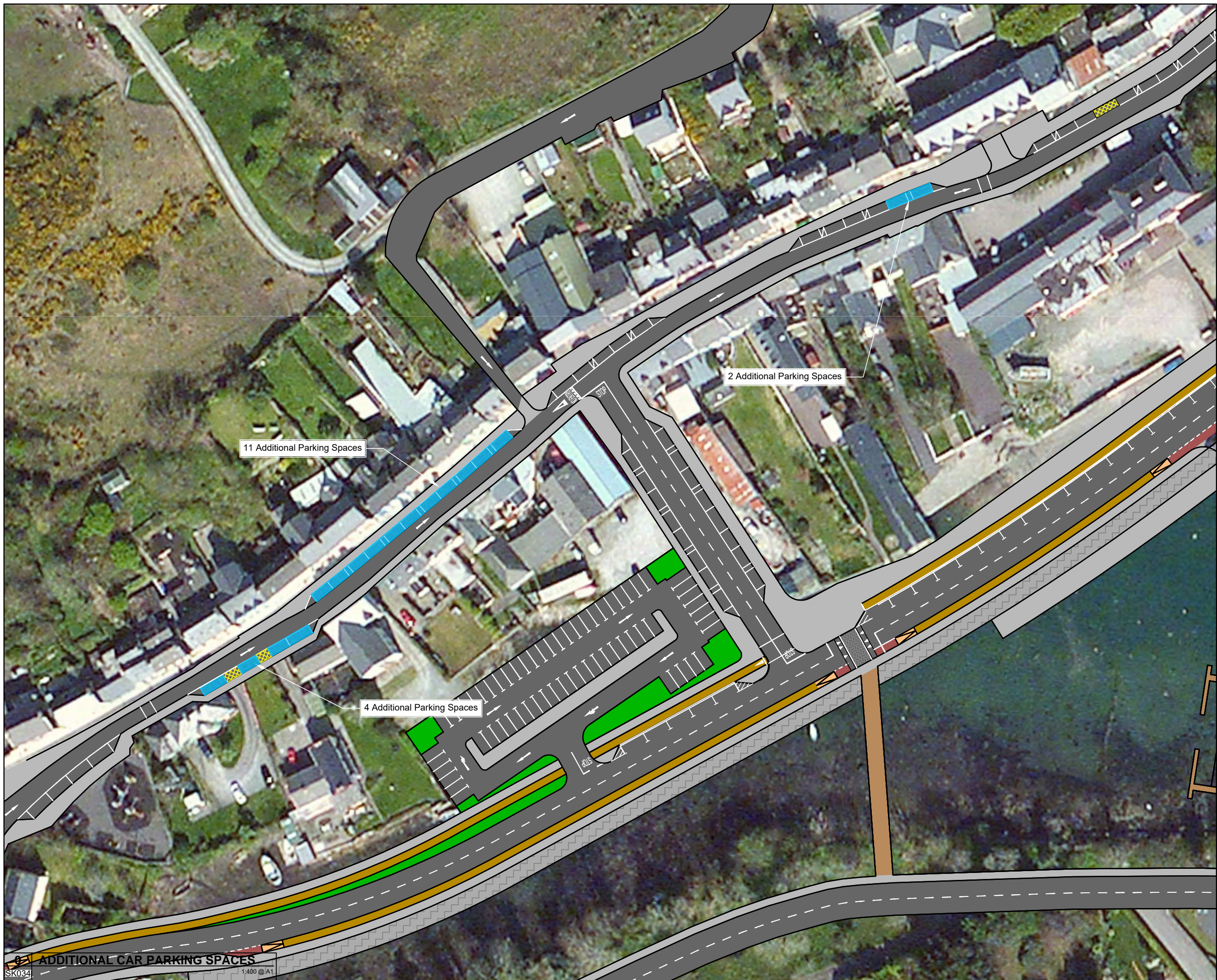
The Castletownbere Transportation Study and the recommendations proposed in Section 4 of this report will contribute to making Castletownbere a safer, healthier, more attractive and pleasant town to live, work and visit. It will also contribute to making Castletownbere even more of a destination in its own right.

As a result it will support Castletownbere to fulfil its role as the strategic hub on the Beara peninsula and in doing so create the infrastructure that enhances ease of movement and improves the quality of life for the local and wider community.

Importantly obtaining the support of the community as expressed by the Elected Members will provide a stronger basis for seeking funding to implement the Study recommendations. In this way the under investment in the transport network in Castletownbere can be addressed, and the town can keep pace with others, who are actively seeking to secure similar funding.

Having considered the submissions it is recommended to the Elected Members of the West Cork Municipal District that they should approve the Study.

Appendix A: Figures



11 Additional Parking Spaces

2 Additional Parking Spaces

4 Additional Parking Spaces

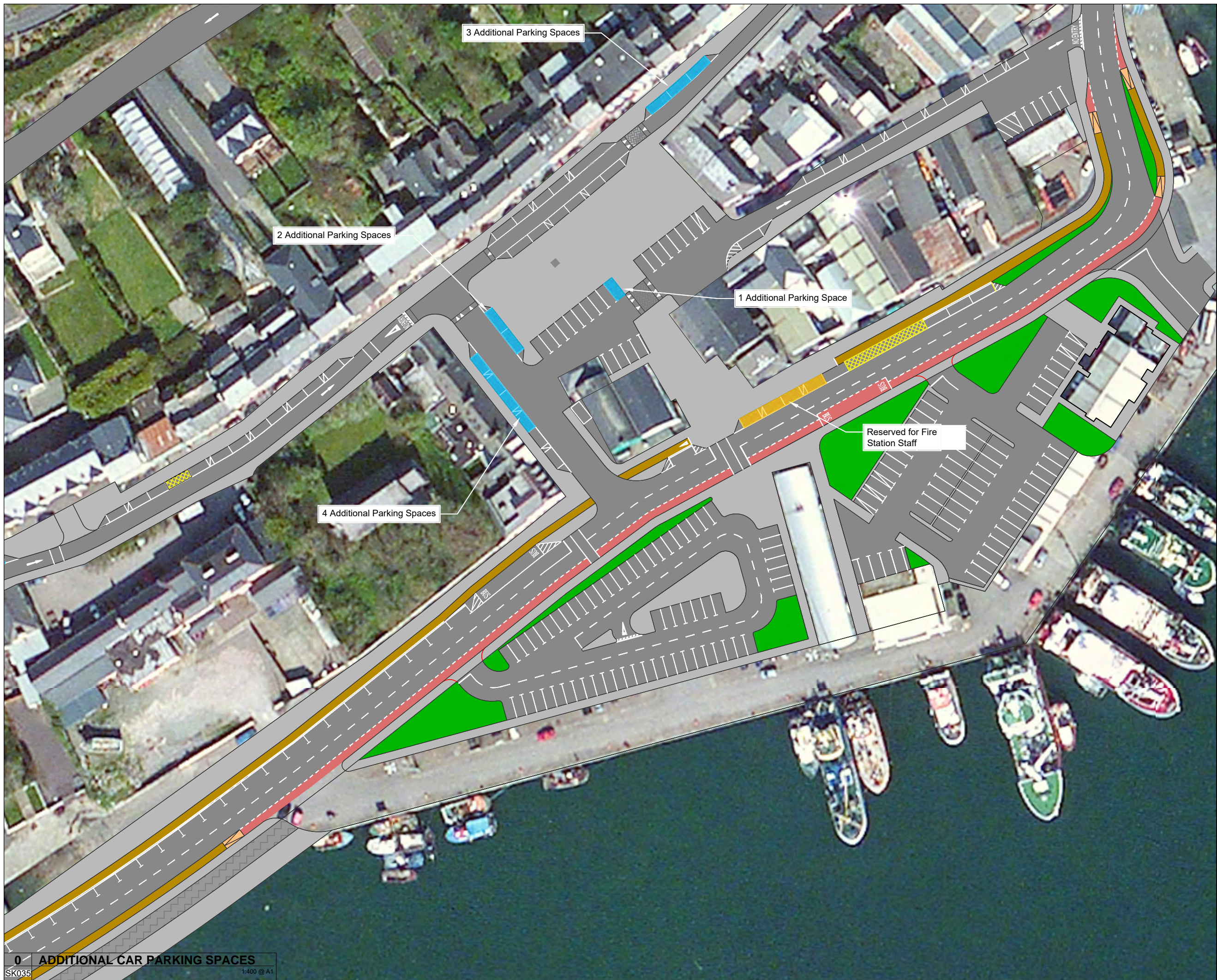
6 ADDITIONAL CAR PARKING SPACES
 SK034 1:400 @A1



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I/R	DATE	DESCRIPTION
01	27/09/2018	AMMENDED AS PER COMMENTS
0	30/08/2018	GENERAL ARRANGEMENT

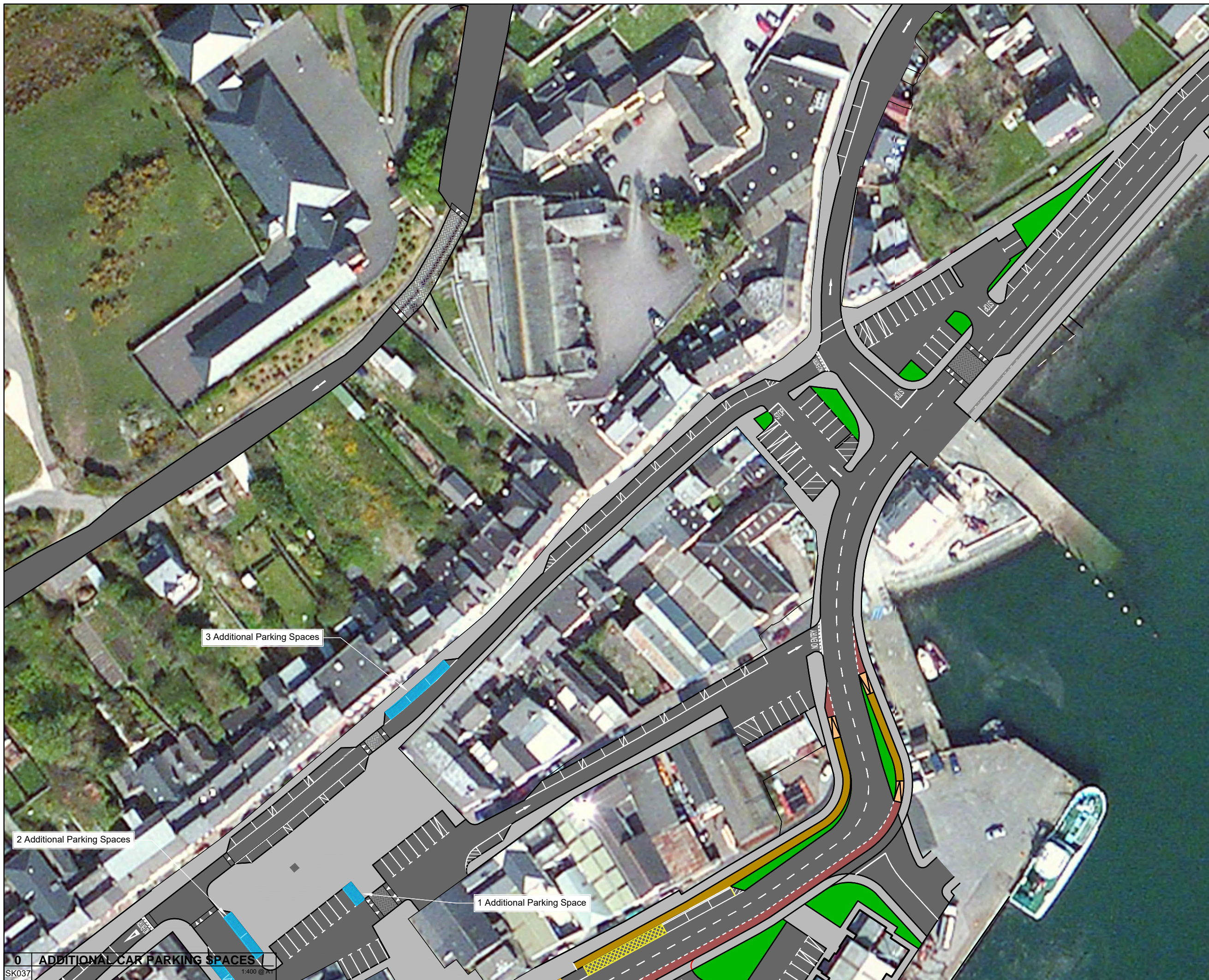
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