



Cork
County Council
Comhairle Contae Chorcaí



SYSTRA

Bandon Transportation and Public Realm Enhancement Plan

September 2016

Vision Statement:

"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."

Background

Bandon is a 400 years-old market town of approximately 7,000 residents, situated 30 km south west of Cork City along the N71 National Secondary Road. Whilst the town is a popular place to live, work and visit, it suffers from high levels of traffic and congestion due to the layout of the existing road networks. There is also a need to improve the public realm in the town centre, so that the town can enhance its position as an attractive destination.

In response to these issues, Cork County Council commissioned the Bandon Transportation and Public Realm Enhancement Plan (Bandon TPREP). The overall aim of the Bandon TPREP is to ensure that there is an integrated approach to public realm enhancement and transportation engineering for the future development of the town.

Specifically, the goals of the study are to:

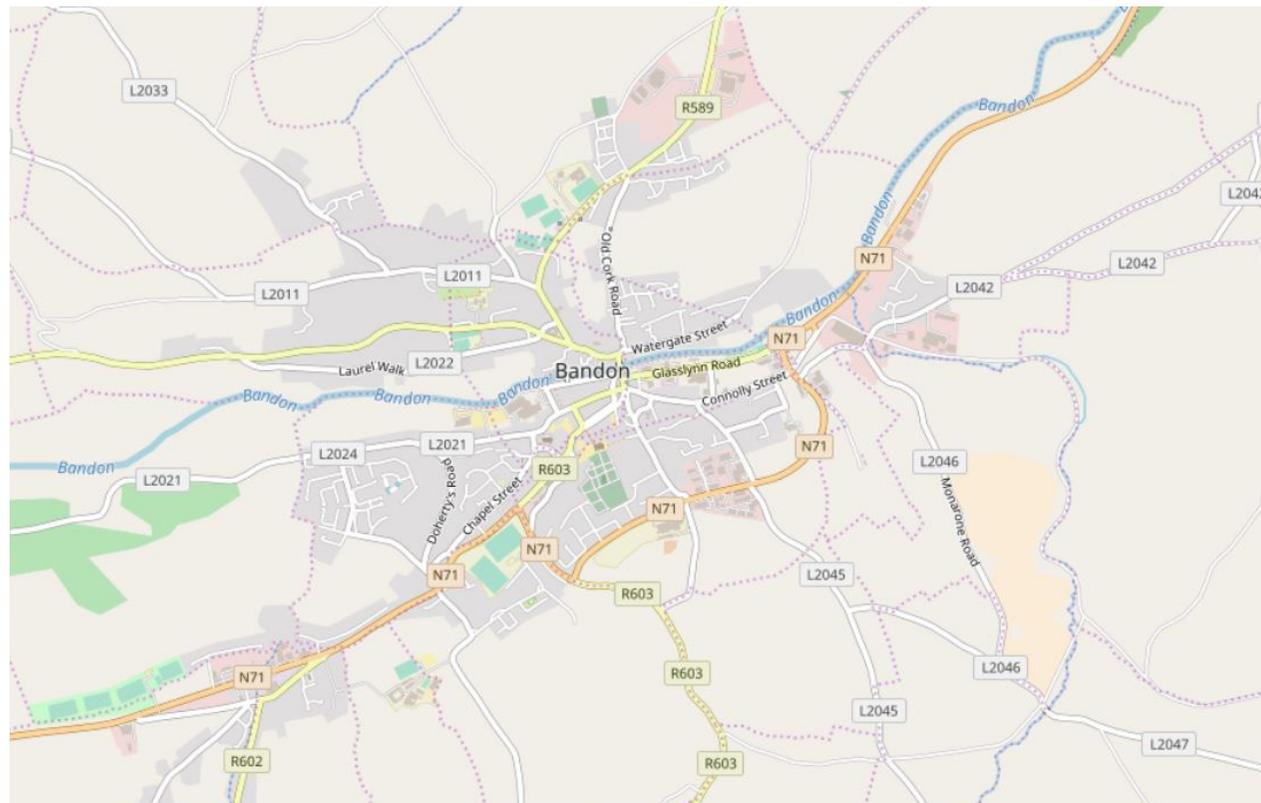
- Optimise the transport network to improve accessibility and safety for all modes of transport
- identify opportunities for improving the Public Realm in Bandon to enhance the movement experience and social interaction throughout the town
- provide a guide to future investment in transport infrastructure and public realm enhancement

The study determines the transport infrastructure improvements and policy measures required to accommodate the anticipated expansion of the town that will result in a growth in vehicular, pedestrian and cyclist traffic volumes. The study also examines the potential to enhance the public realm in specific locations to increase the vibrancy and attractiveness of the town and to encourage active travel.

Overview of the Bandon TREP Study Area

The study area incorporates the town centre and strategic road network accessing Bandon. The extent of the study area allows the Bandon TPREP to examine both local issues within the town centre, and issues associated with the strategic routing of traffic through Bandon.

Electoral District	2006 population	2011 population	% change
Ballymodan	4250	4469	5%
Bandon	1721	1920	12%
Kilbrogan	1529	1999	31%
Total	7500	8388	12%



Project Preparation

The project preparation used to develop the Bandon TPREP involved six key stages:

Project Inception:

- to ensure that a full understanding of the requirements was established
- Evaluation of Existing Situation: by undertaking Baseline Study, Traffic Surveys and 1st Round Public Consultation
- Visioning, Evaluation Framework & Strategy Development: to develop the specific objectives and Bandon Key Performance Indicators
- Strategy Assessment: Testing of Scenarios

Future Plan:

- Emergence of preferred options
- Final Report

Bandon TPREP Vision Statement

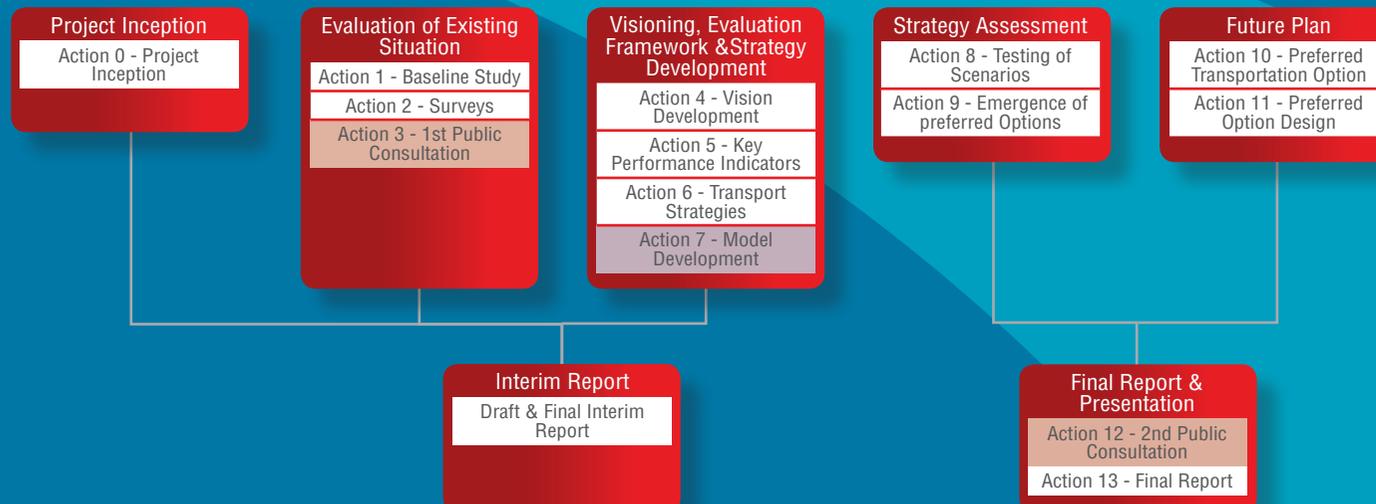
“To strengthen Bandon’s position as a premier market town through the creation of a unique sense of place, which supports ease of movement for all, embraces its rich built and natural heritage, and enhances its role as the Gateway to West Cork.”



Consultation with Public and Key Stakeholders

A Public Exhibition was held on the 16th April 2015 and Travel Surveys Questionnaires were prepared and sent to the key stakeholder (major employers and interest groups), members of the general public, Local Schools, and Local Transport Operators.

VISION STATEMENT	Provides the over-arching context for the study
OBJECTIVES	Objectives identified to achieve the study vision
TEST STRATEGIES	Strategies defined to achieve the chosen objectives
KPI EVALUATION	Key performance indicators used to assess how well the test scenarios achieve the specified objectives
PREFERRED STRATEGY	Selection of preferred strategy



Main issues facing Bandon

Following a comprehensive number of surveys and studies (Baseline Study, Traffic Surveys and 1st Round Public Consultation) the following set of issues emerged from the analysis:

Traffic and Transportation

- A town centre dominated by traffic with high levels of congestion during peak periods
- Large volume of HGV's pass through the town centre as all of the alternative routes have deficiencies and the single river crossing limits viable options
- School traffic causes congestion near the schools during drop-off/pick-up periods
- A number of junctions are congested due to the lack of capacity and incorrect junction priority
- The N71 is not the preferred route for HGV's due to the unsafe road gradient and inappropriate junction
- Poor parking practices cause congestion especially within the town centre

Pedestrian/Cyclist Facilities/Public Transport

- Bus facilities need to be improved
- Pedestrian facilities are inadequate, particular issues include poor surfacing, footpath widths, lack of appropriate crossings, dis-jointed network, poor street lighting and limited pedestrian amenity areas
- Unsafe pedestrian access to Riverview Shopping Centre from South Main Street
- There are no dedicated cycle lanes on any routes within the town centre, and there is only one bike parking facility located on South Main Street
- Poor pedestrian facilities to schools

Public Realm

- Wide road widths and narrow footpaths
- Fragmented pedestrian desire lines
- Poor quality of urban space and streetscape
- Traffic pedestrian conflict
- Lack of amenities
- Poor quality of finishes
- Lack of reference points
- Car has high priority
- Improved disabled parking facilities are required



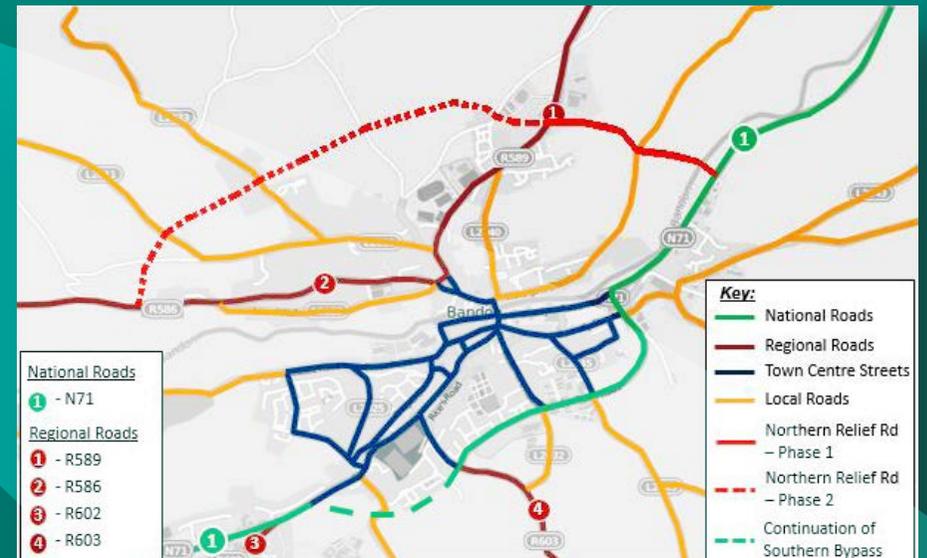
Recommended Transport Strategy



In summary, the traffic and transportation proposals involve a number of investments in:

- Introduction of 30kph zone within the town centre to provide a safer environment for walking and cycling
- HGV restrictions on St. Patricks's quay and South Main Street
- Northern Relief Road and Southern By-pass to be developed at medium-long term, to provide an alternative route for HGV traffic travelling through Bandon and reduce through traffic travelling in Bandon Town Centre
- 19 key junctions to be upgraded to provide enhanced safety and accessibility for pedestrian/cyclists, and improve efficiency of traffic movements
- Town centre circulation to be altered to reduce conflicts at key junctions:
 - MacSwiney Quay to operate one-way in a westbound direction
 - Market Street to operate one-way in a northbound direction
 - Bridge Street to operate one-way in a southbound direction
 - Western end of St. Oliver Plunkett St and Brady's Lane to operate one-way in an eastbound and northbound direction respectively

- Footpath upgrades proposed along pedestrian desire lines linking key residential areas within Bandon to local schools and the town centre
- Cycle lanes proposed linking Bandon Town to the West Cork Rail Line Greenway
- Upgrade and extend the current Graham Norton Riverwalk
- Schools Travel Plans should be implemented and maintained throughout all schools in Bandon
- Specific junction upgrades, improvements to walking/cycling facilities and Bus set-down areas to be provided to improve safety and accessibility for schools pupils
- Re-designation of the existing long-stay and short-stay parking in town centre to increase availability of parking for shoppers. Additional public long-stay car park to be provided

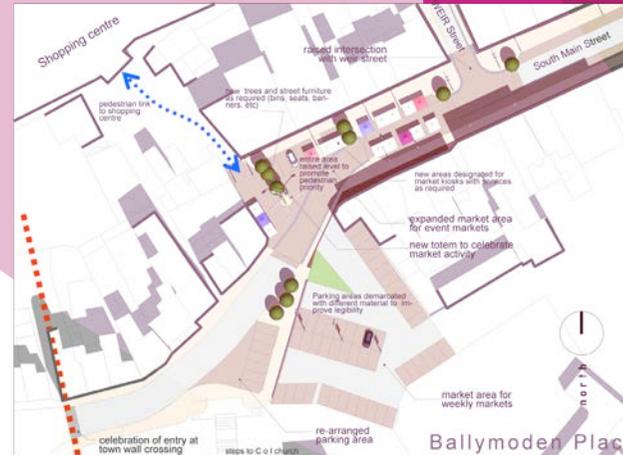


Town Centre Public Realm Design

The overriding aim of the public realm recommendations is to create a safe and convenient environment, particularly for pedestrians that will enhance connectivity and provide for an improved shopping and leisure activity experience through the provision of an aesthetically pleasing setting.

In summary, the key public realm recommendations:

- A town wall heritage trail
- New public spaces: Ballymodan Place, Fishmarket Square, Market St/St. Patrick's Quay, and a town reception square will create flexible spaces for a variety of activities including community events, seasonal /farmers markets/ concerts
- An enhanced Main Street: South Main Street will become a pedestrian-friendly priority retail core by reducing the dominance of traffic and parking, widening footpaths and de-cluttering the street. This will allow people to sit out and enjoy the town's vibrant atmosphere and attractive townscape
- Realignment of Glasslynn Road to create an attractive new boulevard
- Reconfiguration at the Shambles, the Courthouse and the Town Hall, this will create a focus for the community, reduce the negative impacts of high traffic speeds and HGV volumes on Kilbrogan Hill and create a safer pedestrian environment



Benefits

The Bandon TPREP will ensure that there is an integrated approach to public realm enhancement and transportation engineering for the future development of the town:



- New cycle lanes linking Bandon Town to the West Cork Rail Line Greenway
- Upgrade and extension of the current Graham Norton Amenity Riverwalk for cyclists
- 30kph Zone in Town Centre increased safety for cyclists



- Shared surface
- Upgrade and extension of the current Graham Norton Amenity Riverwalk
- 30kph Zone in Town Centre increased safety for pedestrians
- Improved pedestrian crossing facilities, in particular for vulnerable road users such as school children, the mobility/visually impaired and elderly users



- Improve and increase number of bus stop facilities
- Improve connectivity to Town Centre



- School Travel Plans should be drafted for all schools to encourage pupils, parents and staff to travel to school by means other than private car
- Improve bus and cars set down areas
- New and improved pedestrian crossings



- Reduce traffic in Town Centre
- Reduce congestion
- Better use of strategic routes
- Key junctions' improvements will ensure more efficient traffic movement



- Improved public realm in town centre
- Improve vitality and vibrancy
- Reduce Vacancy



- Improve economic competitiveness of Bandon Town
- Regenerate Bandon Town Centre to increase footfall
- Improve the attractiveness of shopping in the town centre



- Facilitate a healthy lifestyle for all people living and working in the Bandon Area
- Provide a safer environment for vulnerable road users
- Creation of a cleaner environment



- Reduce vibration and emissions generated by traffic
- Environment which supports sustainable travel
- Promote the natural and built heritage of Bandon Town.



Implementation

Short Term (2016-2020)

- Feasibility, Planning and Preliminary Design of the recommended measures
- The introduction of a 30 Kph zone
- Upgrading of existing bus stops and introduction of new stops
- Co-ordinate and support Schools in the preparation of the individual school travel plans
- Bandon Watermain and Sewer Network Project
- Commencing of the public realm, junction improvements and pedestrian and cycle infrastructure improvements on the South Main Street Corridor
- Feasibility Studies for the Northern Relief Road and the Southern Bypass

Medium Term (2020-2025)

- Completion of the public realm, junction improvements and pedestrian and cycle infrastructure improvements on the South Main Street and the North Main Street Corridors
- Introduction of HGV restrictions on South Main Street and St. Patrick's Quay
- Implementation of the school travel plans
- Preliminary design for the Northern Relief Road and the Southern Bypass

Long Term (2025-2030)

- Completion of the public realm, junction improvements and pedestrian and cycle infrastructure improvements on the Glasslynn Road Corridor
- Delivery of the Northern Relief Road and second river crossing
- Delivery of the Southern Bypass
- New cantilever walkway on Bandon Bridge
- Town centre HGV Restriction



Summary

The Bandon TPREP strategy will facilitate the sustainable transformation of Bandon into a more vibrant and economically sound business centre, providing jobs and improved public realm.

Bandon will be a more attractive place to visit, do business in a healthier place to live in. The Bandon TPREP strategy plots out the road map that shows how all of this can be achieved. The challenge to residents of Bandon is to embrace the strategy and change the way they make their day to day decisions on travel options to work, school, leisure and shopping.

This strategy's recommendations will be incorporated into the statutory plan (Bandon Kinsale Municipal District Local Area Plan Preliminary Consultation Document 2016) by way of an amendment and the project will continue to be implemented by the local authority. Full report available online at www.corkcoco.ie.