



West Cork Greenway – Bandon Sections

Public Consultation No. 2 Report

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Executive Summary

Cork County Council are at the early stages of developing a greenway between Crossbarry, Bandon and Clonakilty with possible links to Timoleague and Enniskeane. The proposed project title is the 'West Cork Greenway – Bandon Sections'.

The project is currently at Phase 2 Options Selection. The purpose of Phase 2 is to assess and evaluate route corridor options and identify an Emerging Preferred Route corridor, and then finally a preferred route corridor.

The non-statutory public consultation on the route corridor options took place between April 22nd and June 2nd, 2025.

The following report sets out the feedback received during this period of public consultation. It includes the results from the online feedback form that was available to stakeholders throughout the consultation period, and feedback submitted to the project email address and via post. The report presents a thematic analysis of the feedback under a number of themes including:

- Impact to Land Holdings
- Connectivity
- Sustainability
- Scenic Value
- Safety
- Tourism
- Value for money and
- Environment.

In the interests of data protection, no information linking a submission to a particular person or landholding has been included in this report, however all feedback received has been reviewed and considered by the project team

The information and views included in the feedback presented, represents the view of stakeholders who made submissions during this period of consultation and engagement. Inclusion of any information in this report does not imply endorsement by the authors of this report or validity of any claims made.

Cork County Council would like to thank all stakeholders who took the time to make a submission or attend a consultation event. All feedback is valued and welcomed and will be considered as we continue the development of this project. Project updates will be published on www.wcgbandon.ie and we look forward to engaging with stakeholders again at our next phase of public consultation on the Emerging Preferred Route Corridor.

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1 Introduction

Cork County Council are at the early stages of developing a greenway between Crossbarry, Bandon and Clonakilty with a possible link to Timoleague and Enniskeane.

The West Cork Greenway – Bandon Sections project is funded by Transport Infrastructure Ireland (TII).

RPS has been appointed by Cork County Council to provide multi-disciplinary consultancy services to progress the project through the design and planning stages, following Phases 1-4 of the [TII Project Management Guidelines](#).

The project is currently at Phase 2 Options Selection. The purpose of Phase 2 is to assess and evaluate route corridor options and identify an emerging preferred route corridor.

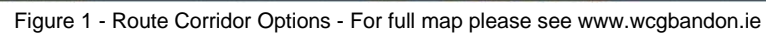
As part of Phase 2, Cork County Council identified a number of route corridor options within the study area (presented during Phase 1, and updated based on public consultation feedback), where it is considered, a Greenway could be developed. These are generally 400m wide but vary in certain areas due to environmental and topographical features. The corridors were established based on initial engineering and environmental assessments, which considered natural and artificial characteristics within the study area and were informed by feedback received from the first non- statutory public consultation.

The consultation presented the route corridor options in three sections:

- Section 1 – Crossbarry to Bandon: Green Route, Brown Route and Pink Route
- Section 2 – Bandon to Clonakilty: Light Blue Route, Light Green Route, Dark Purple Route and Yellow Route
- Section 2 – Link to Enniskeane: Purple Route and Red Route
- Section 3 – Clonakilty / Ballinascarthy to Timoleague: Cyan Route, Dark Blue Route and Orange Route

The map also presented a link between Clonakilty and Inchydoney Island. Individual route corridors haven't yet been identified due to environmental and topographical constraints.

The non-statutory public consultation on the route corridor options took place between April 22nd and June 3rd 2025.



2 Public Consultation Process

This report sets out the detail of the public consultation process that was undertaken, and to present a summary of the feedback received.

An extensive promotional campaign was implemented to raise awareness of the public consultation. This included coverage in print and local media, a dedicated project website, direct mail to stakeholders in the project area, and briefings to local elected members.

The following sections outlines how the public consultation was promoted.

2.1 Promotion of the Public Consultation

2.1.1 Briefing to Elected Members (Councillors)

On the 22nd April 2025, elected members of the Bandon-Kinsale and West Cork Municipal Districts were invited to attend a briefing by the West Cork Greenway Bandon Sections Project team.

The meeting was held in the County Council chamber in Clonakilty and provided elected members with an overview of the project, an update on the project's status and details of the upcoming public consultation including where to access project information and the dates for in-person public information events.

Elected Members were encouraged to share the details of the consultation with their constituents via social media and any other relevant communications channels.

2.1.2 Project Website

A project website www.wcgbandon.ie has been live since the first non-statutory public consultation and serves as a source of project information for all stakeholders. The website will be updated regularly throughout the project lifetime.

The website was updated at the beginning of the second consultation period to include an interactive map, project information leaflet including route corridor option descriptions, details of public information events, and an online feedback form for stakeholders to make submissions.

Over the course of the consultation, the website had 3,365 visits.

A QR code printed in the newspaper advertisements and gave direct access to the project website.

The project website includes all materials presented during this public consultation. All publications and mapping related to Public Consultation No. 2 can be found at [Publications and Mapping Public Consultation No. 2 - West Cork Greenways](#).

2.1.3 Newspaper Advertisements

Advertisements were placed in the Irish Examiner newspaper (3rd May 2025), the Southern Star newspaper (3rd May 2025 and 10th May 2025) and the West Cork People newspaper (May 2nd - June 5th 2025 edition), including information on the three public information events. A copy of the published advert is included in Appendix B.

2.1.4 Social Media

Social media posts on Cork County Council's Facebook, X, LinkedIn and Instagram pages were posted at the outset of the consultation. Regular reminders were shared across the Council's social media platforms throughout the consultation period.



Figure 2 - Example of Social Media Ad (May 31st 2025, X). Cork County Council also promoted the consultation on Facebook, Instagram and LinkedIn.

2.1.5 IFA and Co-Op Information Service

Cork County Council provided details of the public information events to the Irish Farmers Association (IFA) West Cork branch and local Co-Ops for distribution on their text mailing list to their members in this area.

2.1.6 Stakeholder Email

An email providing details of the consultation was sent to stakeholders who had engaged with the previous consultation either by making a submission or providing their email at a public information day.

2.1.7 An Post AdMailer

As part of the promotion of the consultation, a project information postcard was distributed to over 10,000 households within the study area using the An Post AdMailer system. The information postcard / leaflet contained details of the upcoming public information events, a map of the route corridor options, and information on how submissions could be made. The postcard was distributed

in accordance with An Post's Terms and Conditions where delivery cannot be guaranteed to non-unique addresses.

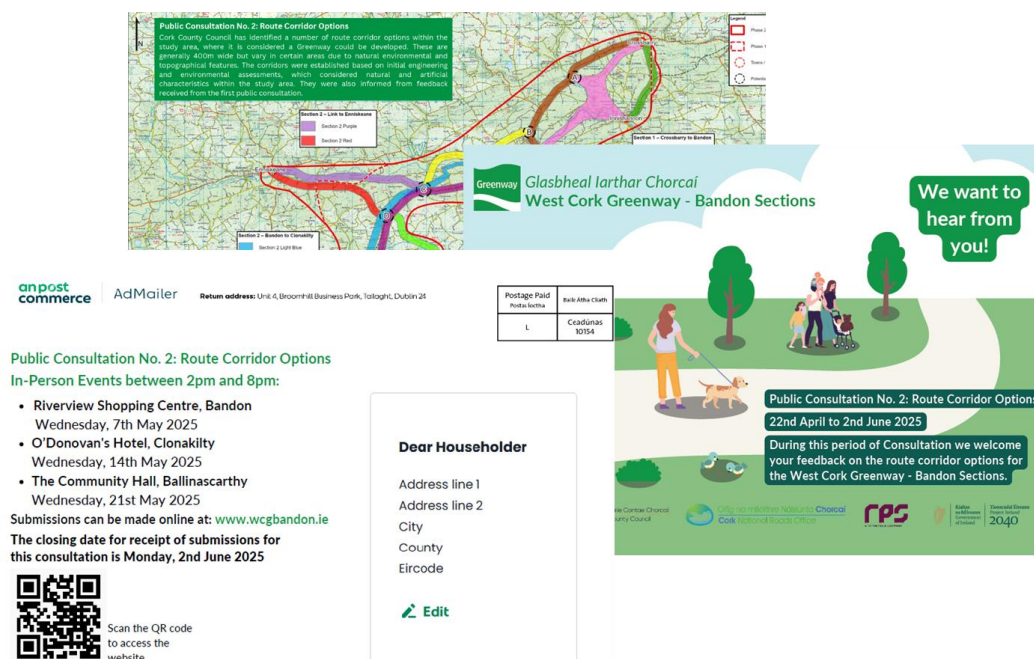


Figure 3 - Cork County Council circulated an AdMailer via An Post to households in the Project Area

2.2 Public Information Events

Three in-person public information events were held as part of this consultation to allow the public to meet the project team, learn about the project, provide feedback directly to the project team, and have their questions on the project answered. Approximately 281 people attended the consultation events, based on signatures logged on the event sign-in sheets.

7 th May 2025	2.00pm – 8.00pm	Riverview Shopping Centre Bandon	92 Attendees
14 th May 2025	2.00pm – 8.00pm	O'Donovans Hotel, Clonakilty	112 Attendees
21 st May 2025	2.00pm – 8.00pm	Ballinascarthy Community Hall, Ballinascarthy	177 Attendees

The public information events also enabled the project team to gather critical local knowledge of the route corridor options including local environmental features, localised concerns, and suggestions for points of interest to include on the route.

In addition, a number of meetings with landowners (who met or reached out to the project team), were facilitated by the project team over the course of the consultation to discuss their landholdings within the route corridor options. It is important to note that individual landowner engagement forms a key part of the next phase of the project, once a Preferred Route Corridor has been identified.

The project team would like to thank all who attended the in-person events for taking the time to meet with the project team and provide feedback to this consultation process.



Figure 4 - Consultation Event Set Up (Clonakilty) including Interactive Screens



Figure 5- Consultation Set Up (Bandon)



Figure 6 - Project Team speaking with stakeholders at consultation event in Clonakilty

3 Public Consultation Feedback Received

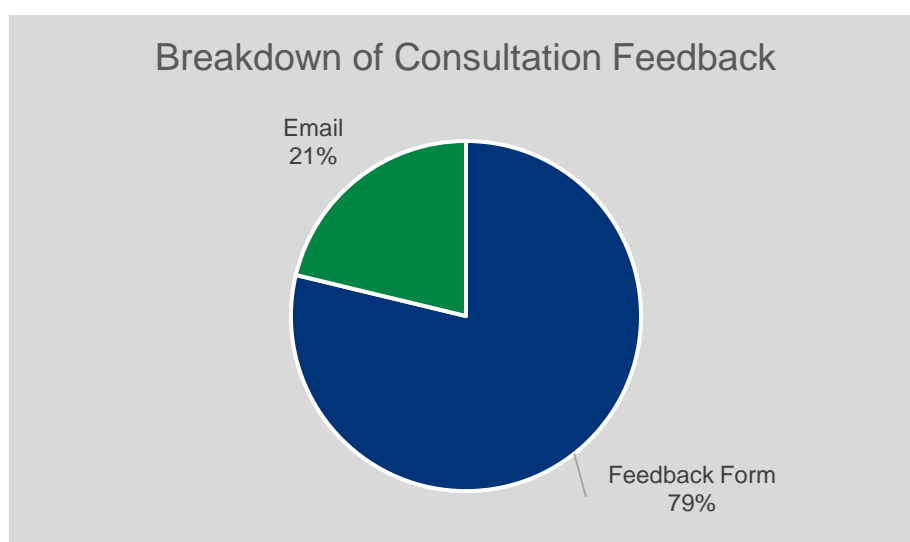
The submissions received to the consultation have been categorised under a number of themes, presented in the following sections. In the interests of data protection any information that might link a submission to an individual or property is not included in this consultation report. However, all information shared by stakeholders throughout the consultation process and beyond is being considered by the project team.

3.1 Feedback Submission Channels

Stakeholders were welcome to provide feedback via a number of channels:

- A dedicated online feedback form (also available in print form at consultation events)
- Project email address
- Cork National Roads Office Postal Address
- In-person at consultation events.

All written submissions received to the consultation came in via email (39 submission) or feedback form online (140 submissions) and feedback forms submitted via post (8 submissions).



3.2 Feedback Form Responses

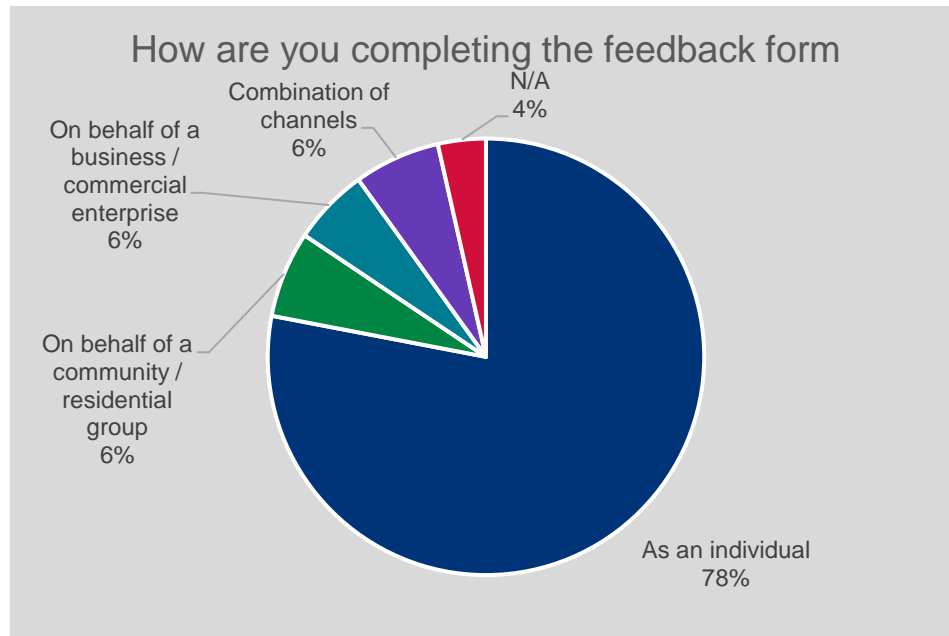
A feedback form was available on the project website in digital feedback form and was available in paper copy at the consultation events. The feedback form was made up of a series of closed-ended questions and open-text response questions. The responses to the feedback form are outlined in the following sections and a copy of the feedback form is included in Appendix A.

3.2.1 Background of respondents

The majority of those who completed the feedback form stated that they were responding as an individual. The remainder who answered this question stated that they were responding on behalf of a community or residential group, a business or commercial enterprise, or some combination of the above. The groups / organisations named in responses include:

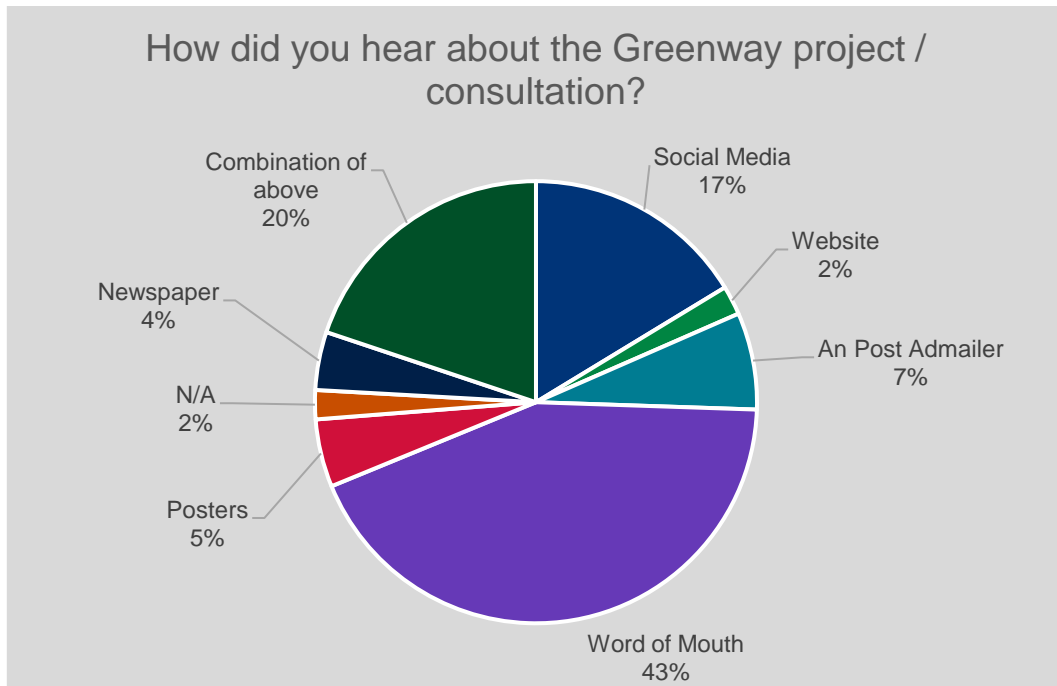
- Timoleague National School
- Ballinascarthy Community Group

- Transbound Transport
- Clonakilty Bicycle Festival
- E-Whizz Electric Bike Tours
- Clonakilty Tidy Towns
- Sustainable Bandon Energy Community
- Innishannon Traffic Action Committee
- Shannonvale Community Group
- Innishannon Tidy Towns
- Laragh Model Dairy Ltd.
- Ballineen and Enniskeane Development Association



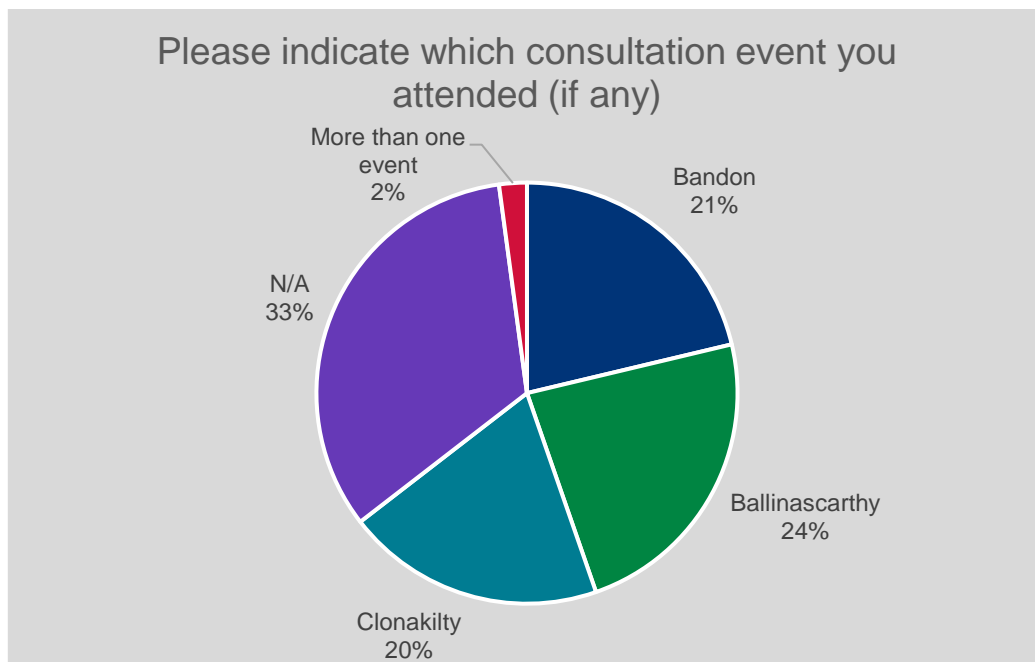
3.2.2 Where did you hear about this Greenway Project and the Public Consultation?

Word of Mouth was the most common way respondents heard about the consultation, however 20% of respondents reported hearing about the consultation through multiple channels. This was followed by social media.



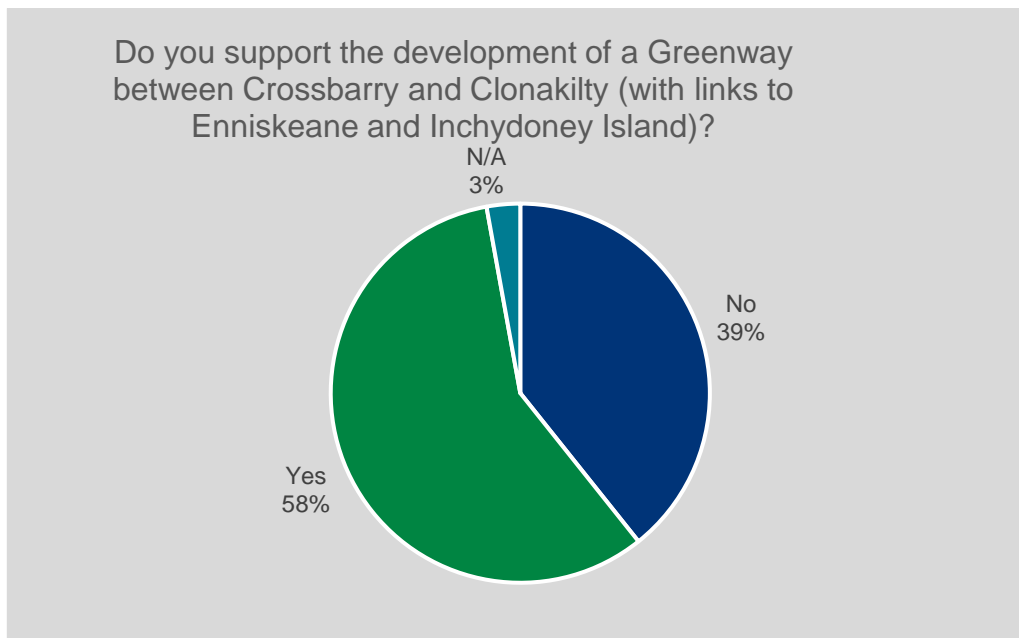
3.2.3 Consultation events attended by respondents

Of those who returned a feedback form, 67% advised that they had attended at least one of the public information events held during the consultation.

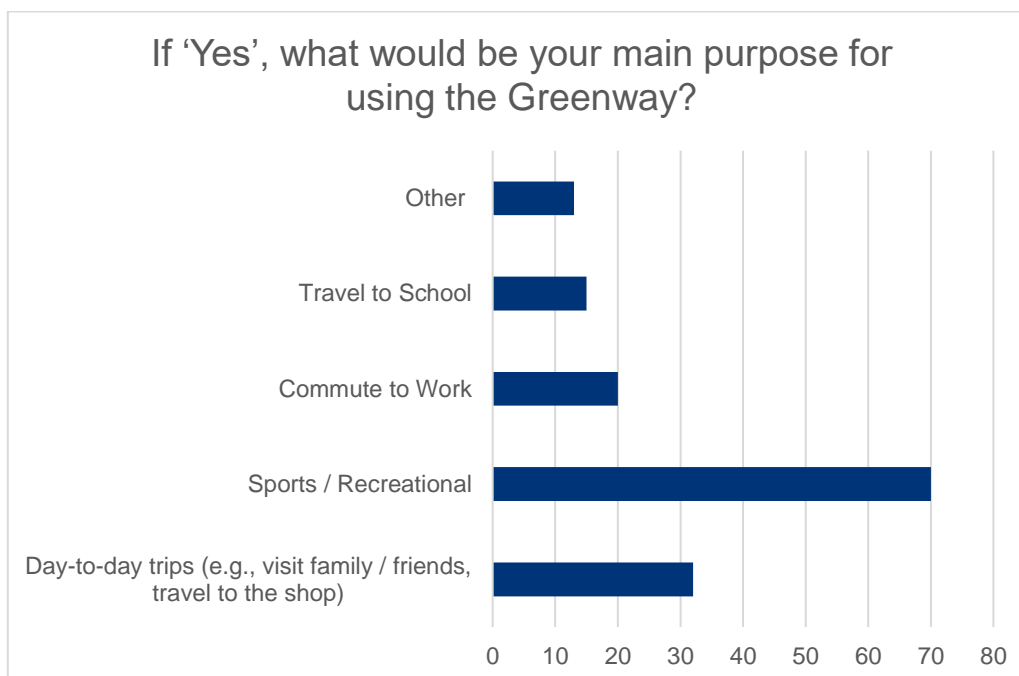


3.2.4 Support for the development of a Greenway between Crossbarry and Clonakilty (with links to Enniskeane and Inchydoney Island)

Over half of feedback from respondents reported that they support the development of a Greenway between Crossbarry and Clonakilty. However, a substantial number (39%) responded in the negative.



Those who answered yes to the question of whether they supported the development of a Greenway were prompted to add what their main purpose for using the Greenway would be.



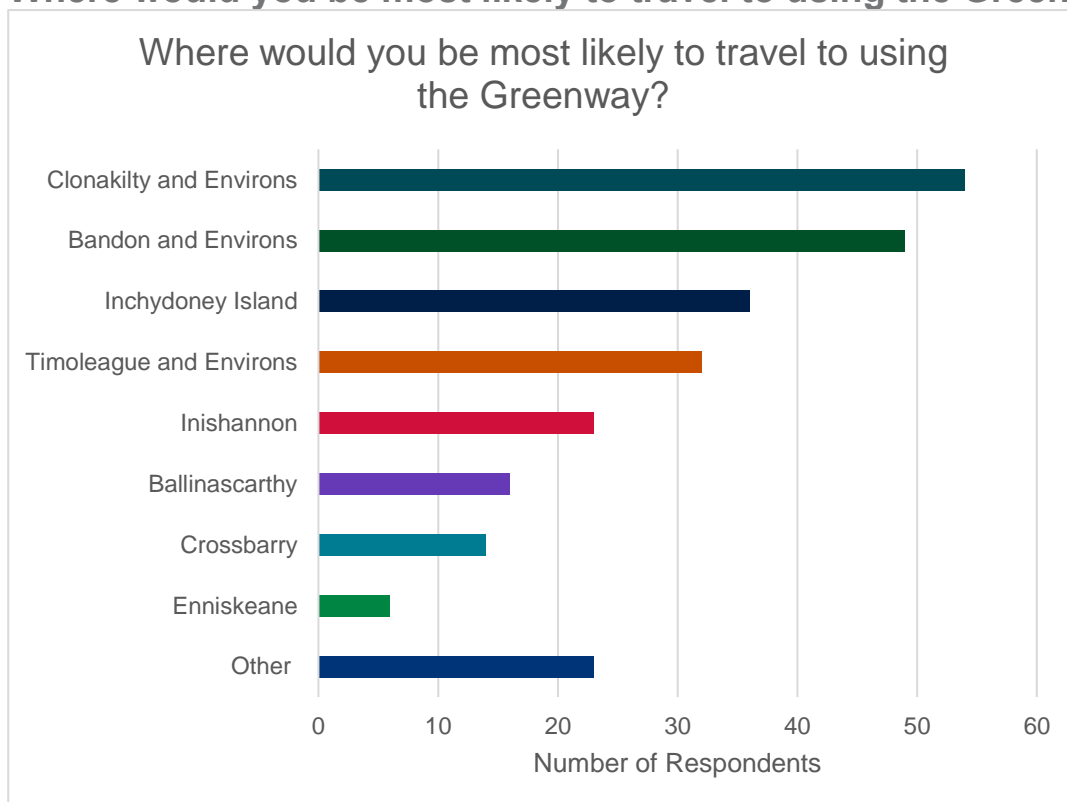
Respondents could choose multiple answers to this question.

Of those who supported the Greenway proposal, their majority responded that their main purpose for using the Greenway would be for Sporting or Recreational purposes.

Feedback received under the 'Other' category included:

- A Greenway could provide linkages to public transport
- A Greenway would be an valuable resource for local schools.
- A Greenway would allow safe access to local amenities including sports facilities.
- A safe walking route provided by a Greenway could facilitate learning opportunities for students.
- A Greenway would improve pedestrian / cyclist safety between Clonakilty and Inchydoney Island.
- Greenway users could use bikes for transport on holiday and not drive.
- The route as could form a Heritage Trail - Old West Cork Railway Trail.

3.2.5 Where would you be most likely to travel to using the Greenway?



Respondents could choose multiple answers to this question.

Feedback received under the 'Other' category included:

- A response from someone referring to themselves as a "Domestic tourist" stated that they would use all options.
- Shannonvale was suggested as a location that Greenway users could travel to.
- It is important to note that many of the respondents who chose 'Other' remarked that they would not use the Greenway or did not agree with its development.

3.2.6 Ranking of Potential Route Options

In completing the feedback form, respondents were asked to consider each 'section' of the Greenway as presented at the consultation, and to rank the proposed route corridors in order of their personal preference.

These questions were asked to better understand the views of the public with regard to the route options presented. They do not determine the Emerging Preferred Route, which will be assessed through a Multi-Criteria Analysis (MCA). The MCA process considers environmental and technical feasibility, as well as the feedback received to the public consultation. The following graphs represent the responses to the public consultation via the online consultation feedback form.

The sections of the Greenway are as follows:

- Section 1 – Crossbarry to Bandon: Green Route, Brown Route and Pink Route. Respondents were asked to rank these routes from 1-3 in order of preference.
- Section 2 – Bandon to Clonakilty: Light Blue Route, Light Green Route, Dark Purple Route and Yellow Route. Respondents were asked to rank these routes from 1-4 in order of preference.
- Section 2 – Link to Enniskeane: Purple Route and Red Route. Respondents were asked to rank these routes 1 and 2 in order of preference.
- Section 3 – Clonakilty / Ballinascorthy to Timoleague: Cyan Route, Dark Blue Route and Orange Route. Respondents were asked to rank these routes from 1-3 in order of preference.

An interactive map of the proposed route corridors is available [here](#).

3.2.6.1 Section 1: Crossbarry to Bandon

The route corridor options for Section 1: Crossbarry to Bandon are as follows and shown in Figure 7:

Pink Route: Broadly follows the alignment of the former Cork, Bandon and South Coast railway line from Crossbarry to Bandon. Between Brinny, Upton and Innishannon, the corridor is widened to assess linkages between Innishannon and Brinny. The corridor takes into consideration the Clare O'Leary Walkway.

Brown Route - Broadly follows the R589 through Brinny and onwards towards Bandon. On approach to Bandon the corridor turns south from the R589 to connect with the Pink Route approaching Bandon.

Green Route - Commences at Crossbarry and broadly follows the L-2234 and L-3224 south of the village as far the N71. The corridor goes along the N71 and goes through Innishannon.

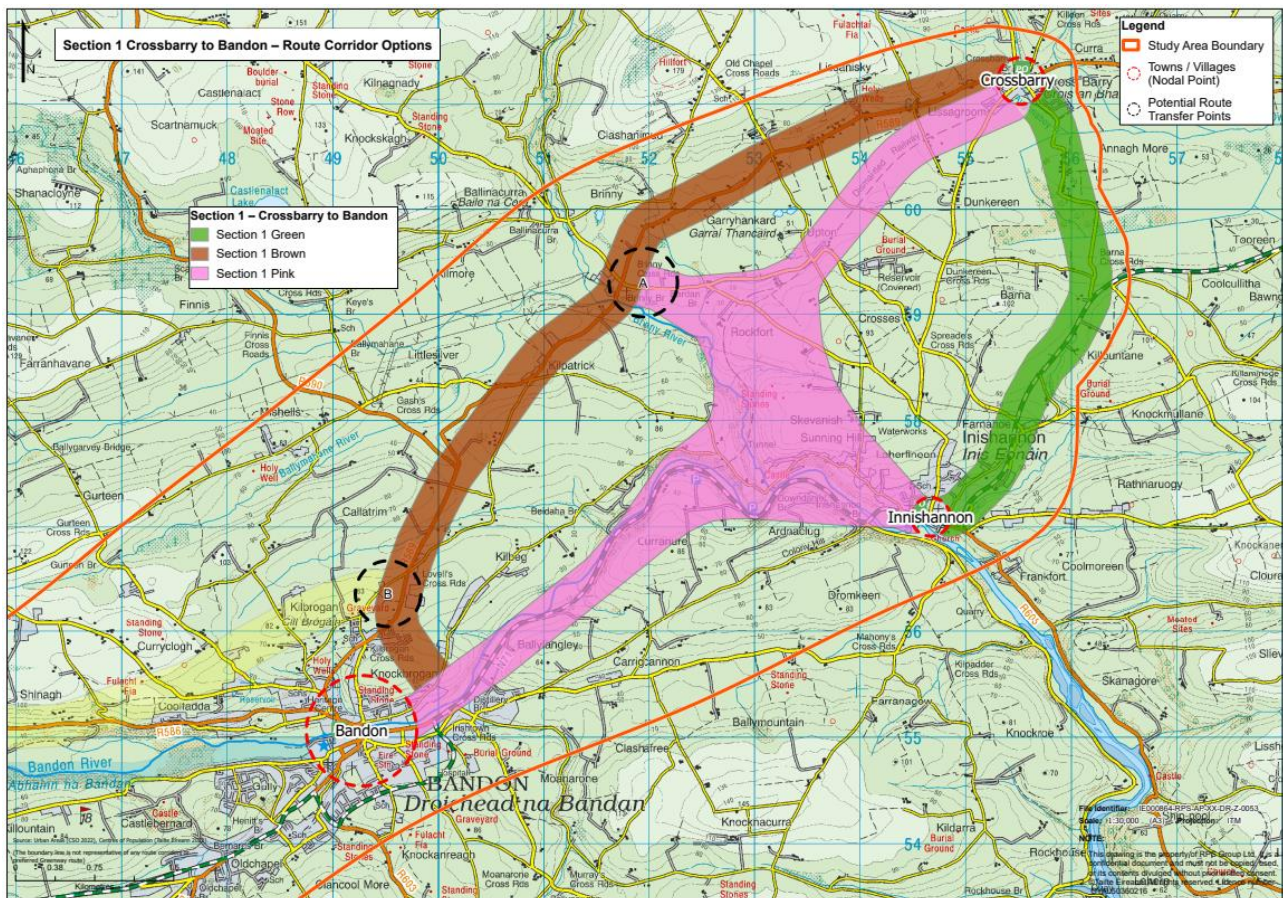
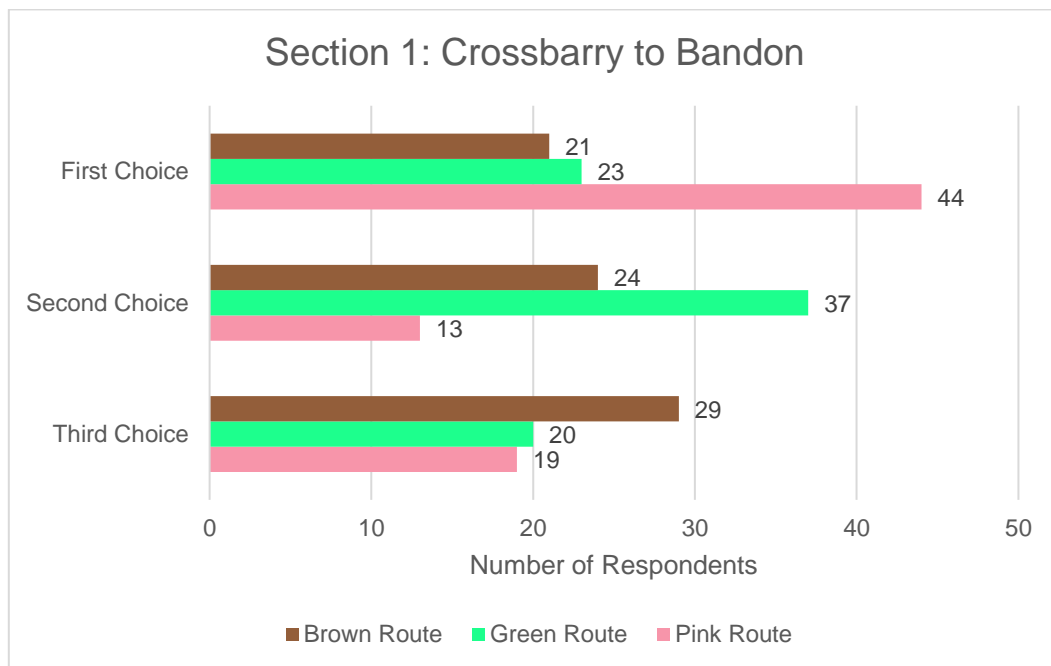


Figure 7 - Crossbarry to Bandon Proposed Route Corridors

When asked to rank the order of preference for the Section 1: Crossbarry to Bandon route options presented at Public Consultation, the following was the feedback received:



The most popular route as a first choice was the Pink Route (which incorporates elements of the former railway corridor and offline sections away from the former railway corridor), with 44 respondents identifying this route as a 'First Choice'. This was followed by the Green Route (broadly along the N71 and through Innishannon) with 23 first choice responses and the Brown Route (broadly along the R589) with 21 first choice responses.

3.2.6.2 Section 2: Bandon to Clonakilty (and link to Enniskeane)

The route corridor options for Section 2: Bandon to Clonakilty are as follows and shown in Figure 8:

Dark Purple Route - Broadly follows the alignment of the former Cork, Bandon and South Coast railway line from Bandon to Clonakilty. The corridor broadens to include the village of Shannonvale to ensure that there is a link between Shannonvale and the West Cork Business and Technology Park.

Light Blue Route - Travels west along the Bandon River Valley, before turning south and following the L-2019 and L-6037 as far as the N71 at Gaggan. Going south the corridor travels broadly in line with the N71 as far as the Joe Walsh Walkway.

Yellow Route - Follows a route north of Bandon (along the potential alignment for the northern relief road) and along sections of the R586 parallel to the River Bandon. It turns sharply to the east of Baxter's Bridge and goes along the L-2018 and joins the Pink and Light Blue Corridors at Gaggan.

Light Green Route - Travels along the eastern side of the study area. It travels directly south from the N71 through undulating open country and through state owned lands (Skeaf Wood, Monteen Wood) where it rejoins the route going from Ballinascarthy to Timoleague.

The route corridor options for the links to Enniskeane are as follows and are also shown in Figure 8:

Light Purple Route - Broadly follows the alignment of the former Cork, Bandon, South Coast railway line from Gaggan to Enniskeane and also traverses the River Bandon.

Red Route - Broadly follows the direction of the L-2014 from the N71, goes over Pikes Cross and lands adjacent to the local road. It runs to the south of the River Bandon and traverses it on approach to Enniskeane.

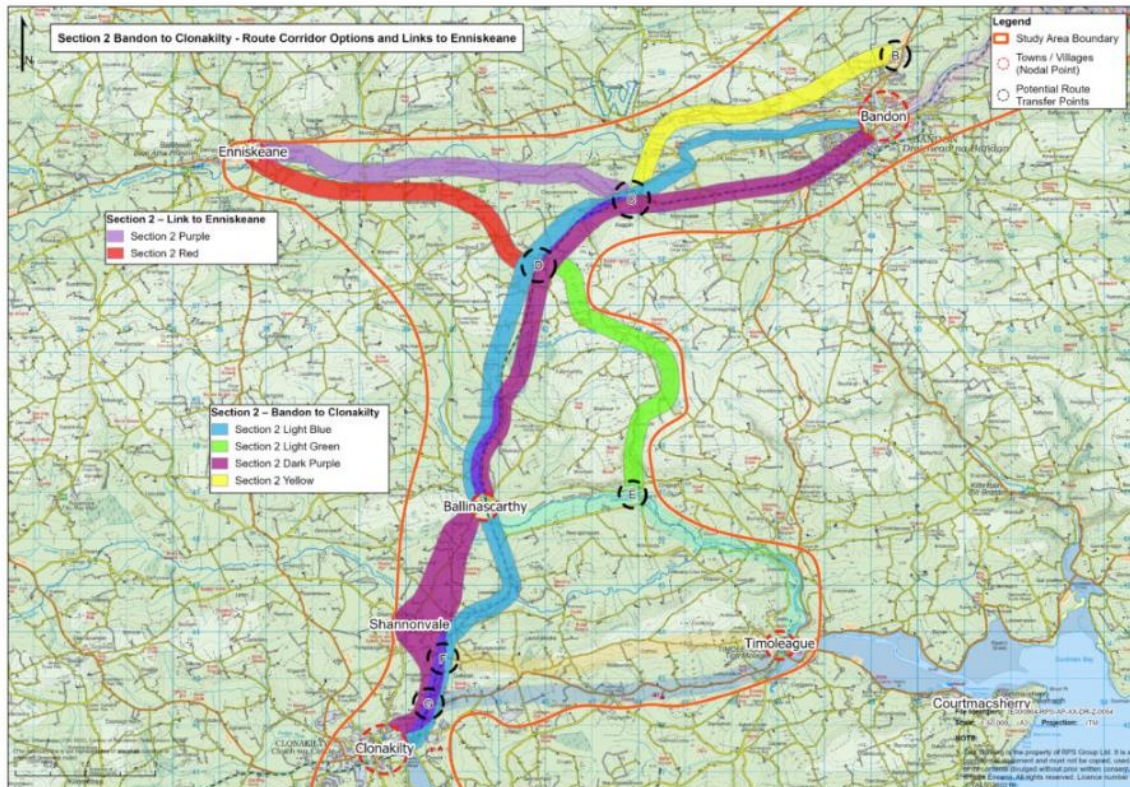
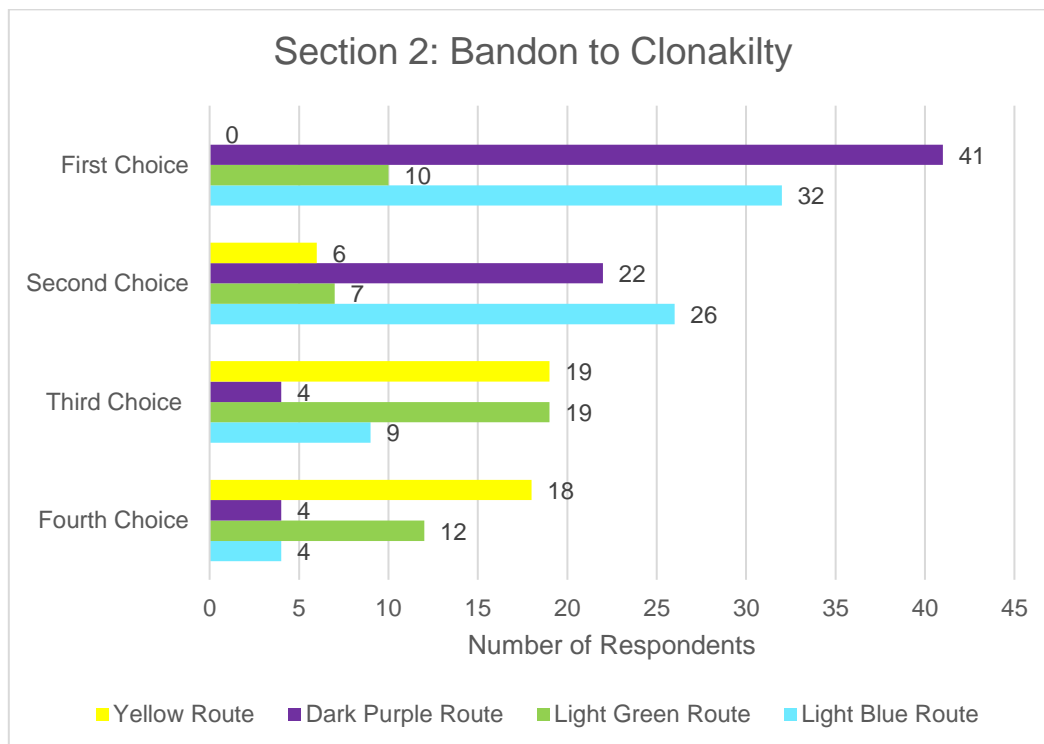


Figure 8 - Bandon to Clonakilty (and Links to Enniskeane) Proposed Route Corridors

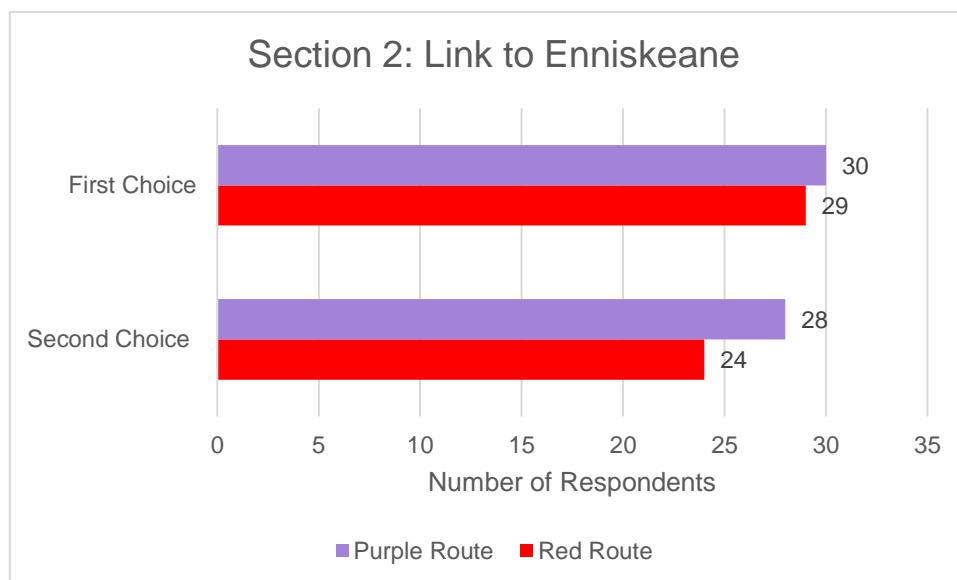
When asked to rank the order of preference for the Section 2: Bandon to Clonakilty route options presented at Public Consultation, the following was the feedback:



The most popular route as a first choice was the Dark Purple Route (Broadly follows the alignment of the former Cork, Bandon and South Coast railway line from Bandon to Clonakilty with links to Shannonvale), with 41 respondents identifying this route as a 'First Choice'. This was followed by

the Light Blue Route (broadly along the Bandon River Valley and N71) with 32 first choice responses and the Light Green Route (going across open grounds through Skeaf and Monteen Woods), with 10 first choice responses. No respondents identified the Yellow Route as a preferred First Choice.

When asked to rank the order of preference for the link to Enniskeane route options presented at Public Consultation, the following was the feedback:



Both routes received nearly an equal number of respondents identifying this route as a 'First Choice' with the Purple Route (broadly following the alignment of the former Cork, Bandon and South Coast railway line from Gaggan to Enniskeane), getting 30 respondents identifying this route as a 'First Choice' and the red route (broadly follows the direction of the L-2014 from the N71), getting 29 first choice responses.

3.2.6.3 Section 3: Ballinascarthy / Clonakilty to Timoleague

The route corridor options for Section 3: Ballinascarthy / Clonakilty to Timoleague are as follows and shown in Figure 9:

Cyan Route - Broadly follows the alignment of the former Ballinascarthy to Timoleague branch of the Cork, Bandon and South Coast railway line. The corridor goes through woodland and alongside the Argideen River at Inchy Bridge.

Orange Route – Broadly goes along the L-8090 to the east of West Cork Business and Technology Park and across the existing local road network (past the Michael Collins Centre) to Timoleague.

Dark Blue Route - Broadly follows the R600 to Timoleague. It travels to the north of the Clonakilty Agricultural College.

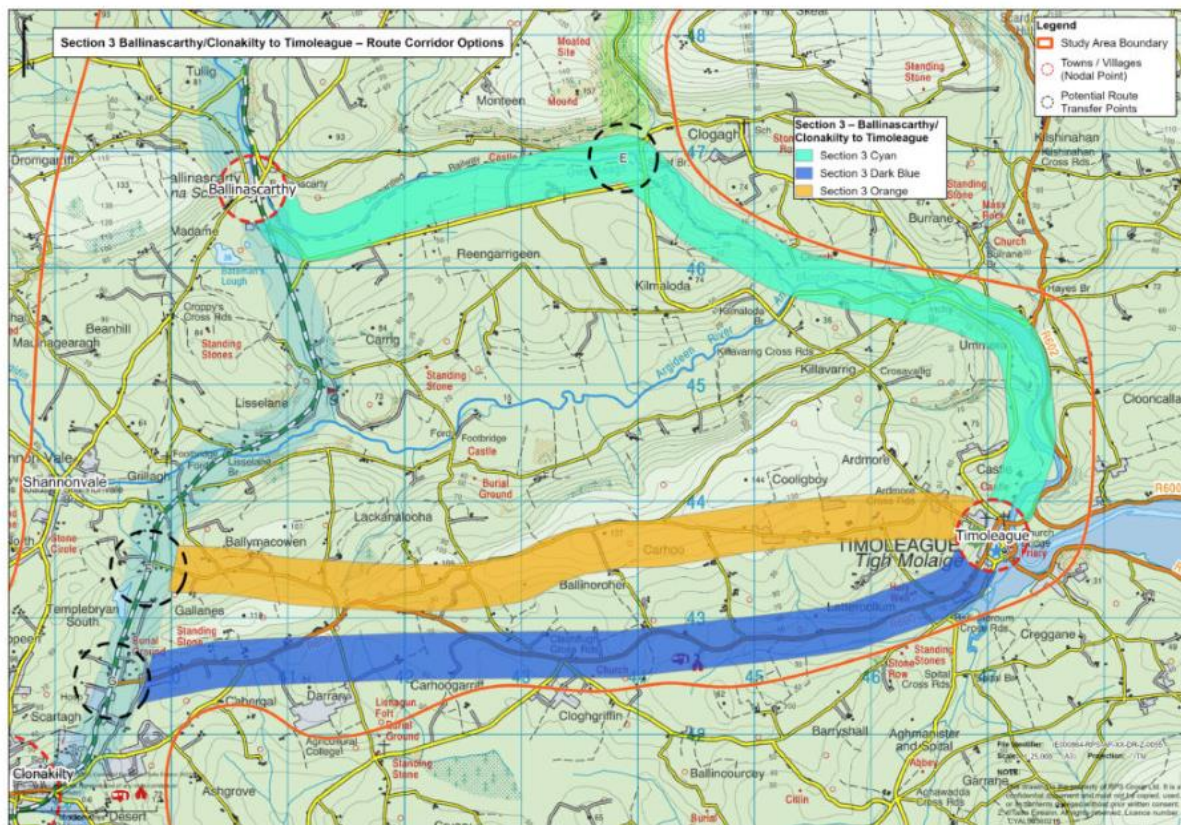
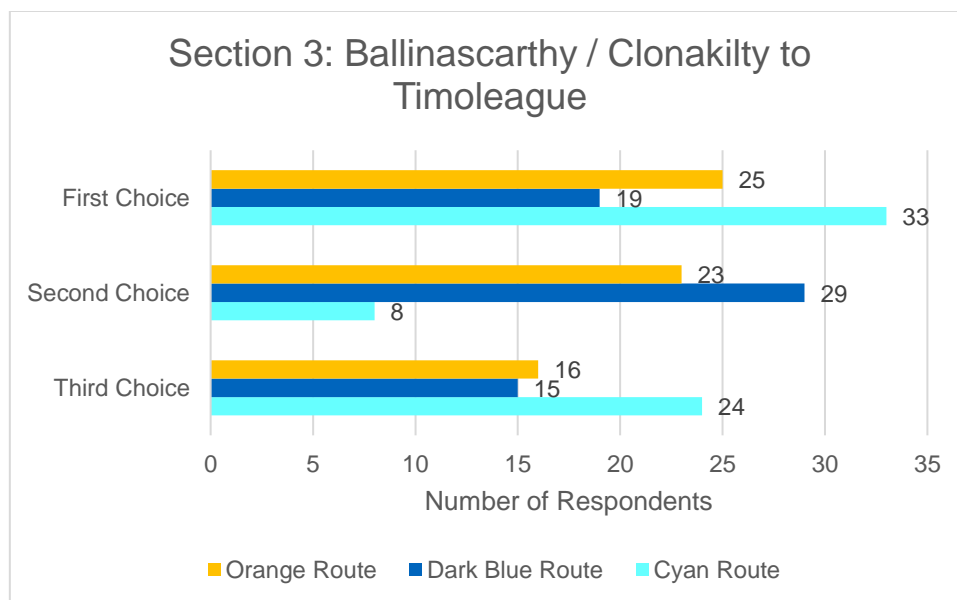


Figure 9 - Ballinascarthy / Clonakilty to Timoleague Proposed Route Corridors

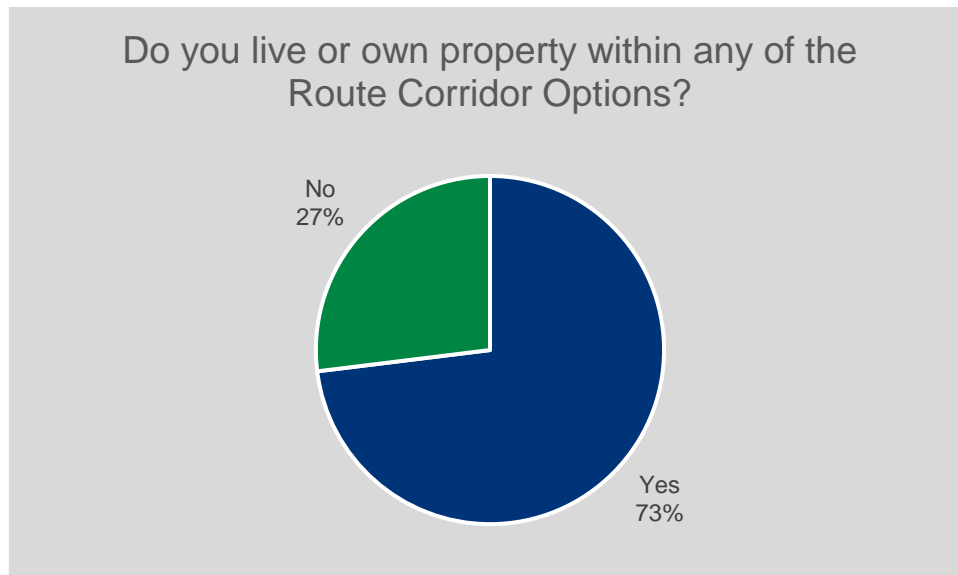
When asked to rank the order of preference for the Section 3: Ballinascarthy / Clonakilty to Timoleague route options presented at Public Consultation, the following was the feedback



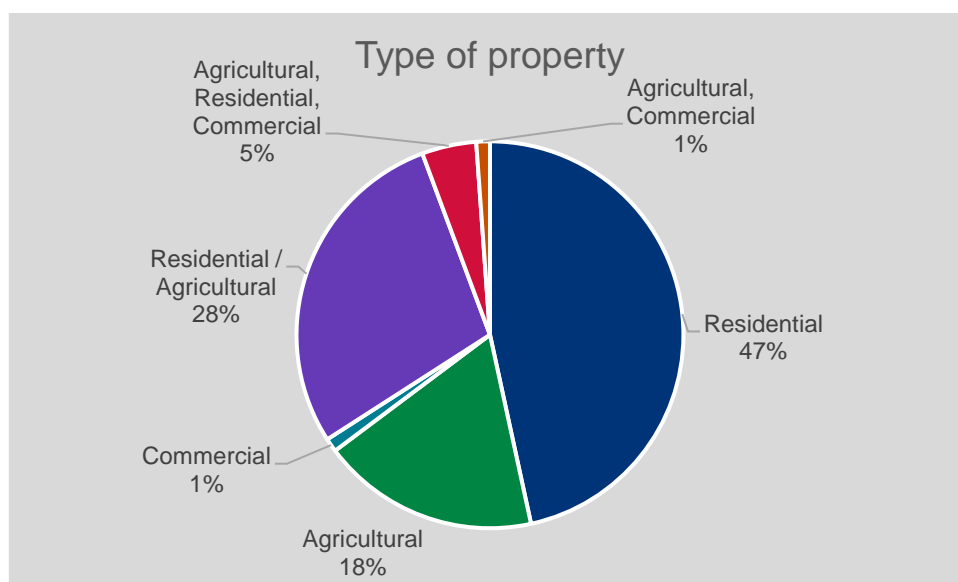
The most popular route as a first choice was the Cyan Route (Broadly follows the alignment of the former Ballinascarthy to Timoleague branch of the Cork, Bandon and South Coast railway line), with 33 respondents identifying this route as a 'First Choice'. This was followed by the Orange Route (broadly goes along the existing local road network past the Michael Collins Centre) with 25 first choice responses and the Dark Blue Route (broadly along the R600), with 19 first choice responses.

3.2.7 Do you live or own property within any of the Route Corridor Options?

Respondents were asked whether they live or own property within any of the Route Corridor Options. Of the feedback form responses, 73% responded that they do.



Respondents who answered 'Yes' were asked to identify the type of property. Multiple answers could be selected for this question, reflecting multi-use properties. The most common response was Residential (47%), followed by Residential / Agricultural (28%).



Respondents who answered that they lived or owned property on the Greenway were then asked what kind of impact they believe the development of a Greenway would have on their property. Of those who responded, half believe that the impact of the development would be negative. A further 22% believe a development would be positive, while 28% did not provide a response to this question. A summary of the reasons given for answers is included in the table below.

Do you think the development of a Greenway may impact your area / property / business...

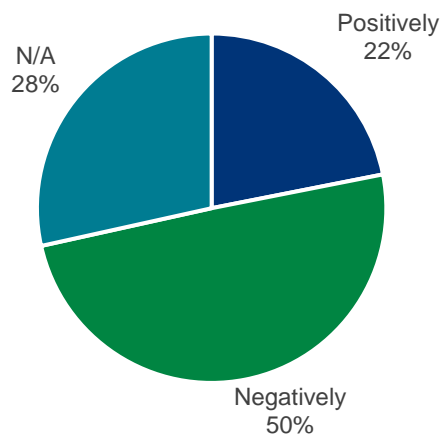


Table 1: Reasons for Perception of Impact on Property as Answered in the Feedback Form

Positive	Negative
<ul style="list-style-type: none"> • It would transform the community • Provision of safe footpaths and cycle ways • Decrease traffic congestion • Providing safe connections between towns and points of interest • Access for children to school and recreation via Active Travel • Tourism opportunities • Community Resource 	<ul style="list-style-type: none"> • Disturbance to privacy and personal enjoyment of property • Fears for personal safety • Devaluation of property • Disruption to farming activity (see Section 3.3.1 for more detail) • Health and Safety when traversing commercial and farming enterprises • Impact on biodiversity • Impact on views

3.3 Summary of Feedback Received

The following provides a summary of qualitative feedback received via the feedback form and email submissions. All feedback received to the consultation, including written and verbal feedback received at events and meetings, will be carefully considered by the project team in progressing the project to the next stages.

3.3.1 Theme 1 – Impact on Landholdings

Several submissions were received from landowners along several of the route corridor options. The feedback in relation to impact on landholdings can be summarised as follows:

- Landowners expressed frustration on their perceived lack of one-to-one engagement to date.

- Concerns for possible loss of agricultural land for grazing and tillage and lower viability of farms.
- Division of farmland and resulting access issues.
- Potential impact on listed buildings on routes.
- Safety concerns including for livestock, equipment and private homes, perceived increased risk of trespassing and theft, and safety for Greenway users travelling through farmland.
- Access for agricultural vehicles to cross a Greenway.
- Negative mental health impact on landowners.
- Privacy and enjoyment of property.
- Risk of biosecurity breaches and potential spread of Bovine TB.
- Increase in insurance premiums.
- Fears of evaluation of sites and property, and risks to future loan viability.
- Negative impact on vegetable farming and crop rotation.
- Concerns around presence of dogs on Greenway.
- Impact on the implementation of Nitrates Derogation.
- Potential negative impact on farm employment and knock-on impact on local co-ops.
- Future development of lands impacted by the Greenway and affect on planning permission.
- Concerns that landowners should not share the burden of maintenance, upkeep, insurance etc. and this should be the responsibility of the County Council.

We recognise that landowners may have individual issues or concerns which may not be captured in the above. As per the Code of Best Practice, Individual landowner engagement happens post the next consultation period, which is the Preferred Route Corridor Public Consultation. In the meantime, the West Cork Greenway – Bandon Sections team can be contacted by emailing info@wcgbandon.ie.

3.3.2 Theme 2 – Connectivity

There was broad support for the Greenway in terms of how it will facilitate increased connectivity between towns and villages. These included the following:

- Potential for people to use the Greenway to travel to school and work.
- Development of a Greenway should be considered in terms of how people can best use it as part of their day to day lives.
- Hope that children will be able to use the Greenway to travel to the coast to participate in water sports.
- Connecting pitches, schools and other services should be a priority.
- A spur should be provided that links Innishannon with the Clare O’Leary Walkway in a way that avoids close proximity between Greenway users and road traffic.
- The Greenway be extended to include Dromkeen Woods and access to the Kilmacsimon Road.
- It may provide a safe route for recreational activity.

- Connecting to Shannonvale village to the Greenway would allow the community to thrive through access to work, sporting facilities and public transport.
- A Greenway would allow Bandon to host its own Parkrun.
- Hills should be avoided where possible, with longer, flatter routes preferable to shorter hilly routes.
- The routes should reflect current and future demographic and population trends.
- A Greenway should consider connectivity to rural schools.
- Deviations from the existing road network may cause properties and businesses to be cut off from access to the Greenway and undermining the connectivity objectives of the route.
- The old railway route provides advantages in that it is relatively flat and provides direct town-to-town links.
- The gates used at main junctions should be wide enough for accessibility trikes to fit through.
- A light rail network be delivered alongside the Greenway.

Other locations mentioned in relation to improved connectivity include: Staunton Food Factory, Argideen Rangers GAA, Sexton's Caravan Park, Lis na Gun Historical Site, Lady's Well, Timoleague Community Field, The Bleach, Inchydoney beach, Timoleague National School and more.

3.3.3 Theme 3 – Sustainability

One of the '5S' criteria outlining Greenways is Sustainability. The feedback in relation to sustainability can be summarised as follows:

- Using existing infrastructure including local roads, existing walkways (e.g., Clare O'Leary Walkway, Joe Walsh Walkway) to reduce the need to build new infrastructure.
- Widening and improving existing infrastructure to accommodate cyclists and pedestrians in a cost-effective way.
- Considering direct routes between towns and villages according to current and future demographic trends rather than routes solely based on scenic / cultural value.
- That the Greenway would keep people in local areas and provide job opportunities.
- Request to reduce the use of tarmac paths and use materials more in-keeping with the environment.
- That smaller / tertiary / low traffic roads be used to implement cycling infrastructure more quickly.
- Suggestion to utilise the existing footpath network to minimise disruption.
- Suggestion to link up existing walkways to lower the environmental impact of the project,

3.3.4 Theme 4 – Scenic / See and Do

Two of the '5S' criteria outlining Greenways is that they should be Scenic with lots to See and Do. The feedback in relation to these criteria can be summarised as follows:

- Many submissions preferred the use of the old railway line for the Greenway, citing scenic value and old interesting features. Some however say that the railway line in many places has disappeared beyond restoration, and that much of the land is now privately owned and being used for farming / private residences.
- Concerns were raised for Route Corridor Options that follow main roads for their perceived lack of scenic or coastal attraction.
- That the Greenway should maximise the potential views where it can run alongside a water body (river, lake, sea).

3.3.5 Theme 5 – Safety

A number of points raised related to safety on the Greenway. These points can be summarised as follows:

- The Greenway could make access to some facilities safer including access to local sports facilities and to coastal amenities.
- The Greenway could provide safe routes from Clonakilty to Inchydoney.
- The Greenway could provide safe routes from Shannonvale to the Joe Walsh Walkway.
- Concerns for risks of increased anti-social behaviour on the Greenway. Related issues included a suggested shortfall in the number of Gardaí needed to police the Greenway in relation to anti-social behaviour.
- There were concerns in relation to the risk of dogs to livestock.
- There were concerns in relation to the risk of littering and the maintenance of the Greenway.
- Safety of Greenway users from dangers of agricultural land including pest control (shooting) and risk of livestock (e.g., cattle, bulls) escaping onto Greenway.
- A Greenway may unintentionally facilitate illegal fishing if it comes too close to the river.
- Risk to Greenway users and road users where the Greenway crosses a road / entrance to property.
- Concern for increased liability and insurance concerns for landowners.
- Concern for increased traffic in rural areas of people travelling to use the Greenway and associated parking issues.
- Suggestion that provision of lighting should be considered.
- That access to the Greenway for horse riders on certain routes / times be considered as they are vulnerable road users.

3.3.6 Theme 6 – Tourism

Some submissions in support of the Greenway highlighted its potential for improving tourism in West Cork. These points can be summarised as follows:

- A Greenway could provide the potential for increased tourism and amenities for visitors and residents of the area.
- An extension of the Greenway to include Inchydoney could be an essential safe walking route for tourists and locals.

- The old railway route from Timoleague to Courtmacsherry should be included as part of the scheme to further improve the amenity for residents and visitors.
- The use of the former railway would add character to the Greenway and revive the historic route.
- Areas of interest identified in the vicinity of Shannonvale include the Templebyran Stone Circle, Kilagross Church, and the site of the Battle of the Big Cross.
- Seating and picnic tables should be included along the route.
- Landowners could potentially establish glamping sites or cyclist accommodation alongside the Greenway.
- Potential for the Kikagross Church to become a café / hub for the community if the Greenway is built.
- Points of interest along the Greenway routes including churches of different styles and varying histories.
- Concern that walkers might disrupt anglers if routes along rivers are chosen.

3.3.7 Theme 7 – Cost and Value for Money

Submissions received in respect of the cost and value for money presented by the Greenway are summarised as follows:

- Thoughts that the Greenway is a ‘vanity project’ and that money would be better spent elsewhere.
- Suggestions that money should be spent on improving the existing road network and provision of other services instead.
- Concerns that the environmental and agricultural costs were not covered in the consultation materials.
- That while it might cost more to utilise former railway bridges and tunnels, it would be worth it.
- Concern at how long construction will take – with reference to other projects running over budget and timelines.
- Concerns that the route cost would increase by being over-engineered.
- A Greenway could help to revive Bandon town centre.

3.3.8 Theme 8 – Environment

Submissions often referenced the environmental impact or benefits presented by the Greenway project. A high-level summary of the points raised is as follows:

- Stakeholders raised concerns for the impact on mature trees, with some sections of the Greenway proposed to pass through wooded areas, some of which was referenced as being protected, with fears the Greenway might remove sections of native woodland.
- The Council should manage woodland for nature and recreation rather than build a Greenway through it, and that more trees should be planted along the Greenway.
- A number of different species were referenced in submissions, with stakeholders expressing concern or asking that careful consideration to be given to wildlife along the route options as part of further assessments. Species referenced included:

- Birds: Buzzards, Pheasants, Hen Harries, Owls, Whooper Swans, Kingfishers
 - Mammals: Bats, Rabbits, Foxes, Badgers, Otters
 - Fish: Salmon and Bass
 - Amphibians: Frogs
 - Insects: Bees
- The presence of Ringforts and Standing Stones in the project area was referenced, with requests for careful consideration / avoidance of these features in selecting a route. Others argued that the Ringforts could be a potential tourist attraction.
 - While the construction of the Greenway may be disruptive to wildlife, it will recover upon completion.
 - Requests for bogland habitat to be protected.
 - Noise levels for the chosen locations be considered to allow people to enjoy the area recreationally. A submission suggested that people with sensory issues may be less likely to use a Greenway if it is too close to a busy road.
 - The impact on natural watercourses and private water supplies was questioned.
 - Areas that are prone to flooding were cited in submissions particularly in respect of the Dark Blue route, with submissions suggesting that tidal flooding made worse by sea level rise may risk the safety and usability of the route. It was further suggested that efforts be made to retain as many of the trees on the route as possible.
 - Protected areas including Courtmacsherry SPA were mentioned as needing careful consideration or avoided completely.
 - Requests that the estuary at Inchydoney should be protected as part of any development and could potentially include boardwalks and places for bird watching.
 - Suggestions that the Greenway should prioritise natural boundaries including hedgerows and natural materials rather than walls.
 - Bins be provided along the Greenway to prevent littering.

3.3.9 Feedback on Specific Routes

In addition to the general themes listed above, feedback specific to the route corridor options was also received to the consultation. This section reflects the feedback received on specific sections of the route corridors options.

3.3.9.1 Section 1 Crossbarry to Bandon

Green Route	<p>Negative Feedback</p> <p>Requests that this route should be provided as an additional branch serving Innishannon, rather than as the main route.</p>
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Pink Route	<p>Positive Feedback</p> <p>Thoughts that this route to Bandon is scenic, takes in the old railway features including the railway tunnel, and follows natural desire lines.</p> <p>That this provides continuous off-road route and minimises changes in grade.</p> <p>Proposals to link with existing infrastructure using this route (e.g., Clare O’Leary Walkway) to be more sustainable and environmentally friendly.</p> <p>Negative Feedback</p> <p>Suggestion that instead of traversing private farmland, the route should go through stated owned lands.</p>
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3.3.9.2 Section 2: Bandon to Clonakilty (with link to Enniskeane)

Light Blue Route	<p>Positive Feedback</p> <p>Support for the route to follow an old carriageway through woodland.</p> <p>Thoughts that the route largely does not interfere with farmland.</p> <p>Negative Feedback</p> <p>Concerns that the route would impact local wildlife.</p> <p>Concerns that the crossing point at the Golf Club is already dangerous and this route would increase traffic.</p>
Yellow Route	<p>Positive Feedback</p> <p>Proposals to link Laragh Business Park via regular footpath rather than a full Greenway.</p> <p>Negative Feedback</p> <p>Thoughts that this route does not benefit Bandon from tourism perspective.</p> <p>The route would pass close to many private residences.</p> <p>Concerns there is a steep gradient on this route which would make it unsafe for some users.</p>
Dark Purple Route	<p>Positive Feedback</p> <p>Support for the route as providing a continuous off-road route and minimises changes in grade.</p> <p>Negative Feedback</p> <p>Concerns that the route may be unsuitable as it follows the main road with no scenic or coastal attractions.</p> <p>Thoughts that this route is safer than the Light Blue route.</p>

Light Green Route	<p>Negative Feedback</p> <p>Concern's on possible impact on mature trees and knock on impact on local wildlife.</p>
Red / Purple Route (Link to Enniskeane)	<p>Negative Feedback</p> <p>Concerns that the population size of Enniskeane would not support sufficient numbers of users of the scheme.</p> <p>Worries that the routes passe close to Whooper Swan grounds and would cause disturbance.</p>

3.3.9.3 Section 3: Ballinascarthy / Clonakilty to Timoleague

Dark Blue Route	<p>Positive Feedback</p> <p>Submissions in favour of the Dark Blue route cite the variety of features and facilities the route will service (e.g., sporting grounds and community facilities), with benefits to locals and visitors.</p> <p>Praise that the route best represents actual commuter needs and local travel behaviour.</p> <p>Thoughts that the route provides the most direct connection between Clonakilty and Timoleague, opening opportunities for travel and commuting.</p> <p>Belief that the route would open up access for schools to use other facilities, expanding their opportunities to engaging in sports.</p> <p>Thoughts that the route would encourage tourists visiting Clonakilty to take a day trip to Timoleague / Courtmacsherry.</p>
Cyan Route	<p>Negative Feedback</p> <p>That the route would be less utilised by those seeking an easy connection to Timoleague.</p> <p>That the route would go through sensitive woodlands and a Greenway would disturb this area.</p> <p>That the route does not reflect commuting / recreational patterns in the community.</p> <p>That the location of the route is known to flood frequently, and may be potentially hazardous and may worsen local flood impacts.</p> <p>That the route lies within a Special Protection Area and that any works may impact on the bird population.</p>
Orange Route	<p>Positive Feedback</p> <p>That this route provides positive connections from Timoleague to the West Cork Technology Park and Joe Walsh Walkway.</p> <p>Negative Feedback</p> <p>That there are ringforts on this route that should be protected</p>

	That a Greenway on this route will disrupt the local wildlife.
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3.3.9.4 Link to Inchydoney

As environmental and engineering assessments are ongoing on the link to Inchydoney Island, no specific route options were presented at this consultation stage. Feedback received to the consultation in respect of potential connections to Inchydoney Island include:

- A walkway along the water's edge as something natural and appealing to users that could be flat and wide for accessibility.
- Altering the existing wall sensitively in places to allow for the footpath to be widened.
- Traffic calming measures e.g., one-way system, park-and-ride service to the beach, to make the road safer.
- That a one-way route would cause traffic jams and delays and would not provide an enjoyable experience for cyclists or pedestrians.
- That a route using the existing road network would not meet the requirements for a Greenway, and that an offroad facility should be the focus.
- That a separate consultation on the Clonakilty to Inchydoney route would be welcomed.
- That a route to Inchydoney would improve air quality.
- That the two access roads to Inchydoney would benefit from footpaths.
- That existing roads and paths be examined for feasibility and cost effectiveness.
- That a section of the bay is designated as a Special Area of Conservation, and that a new walking route may be visually intrusive.
- That a route that deviates from the main road may not be well used.

3.3.9.5 Link to Courtmacsherry

The maps published as part of the consultation outlined that there is potential for the walkway to Courtmacsherry to be upgraded, but that this is outside the scope of the present scheme. Submissions were received in respect of this connection, including:

- That the route should be included as part of the wider Greenway Project to improve access to the village.
- That extending the Greenway to Courtmacsherry and upgrading the existing path would improve safety and usability for walkers and cyclists.

3.3.10 Out-of-scope Items

Additional feedback received via the consultation, which was not directly focused on the West Cork Greenway – Bandon Sections included:

- Level of heavy goods vehicle traffic through Innishannon.
- Zoning of land for housing following completion of the Greenway (Ballinascorthy).
- Disruption caused by other infrastructure works in Bandon.

3.4 Alternative Route Corridor Options

A number of stakeholders suggested alternative route corridor options to the route corridor options developed and displayed by the project team. The project team welcomed this feedback, and it will now be reviewed and considered as part of the option selection process.

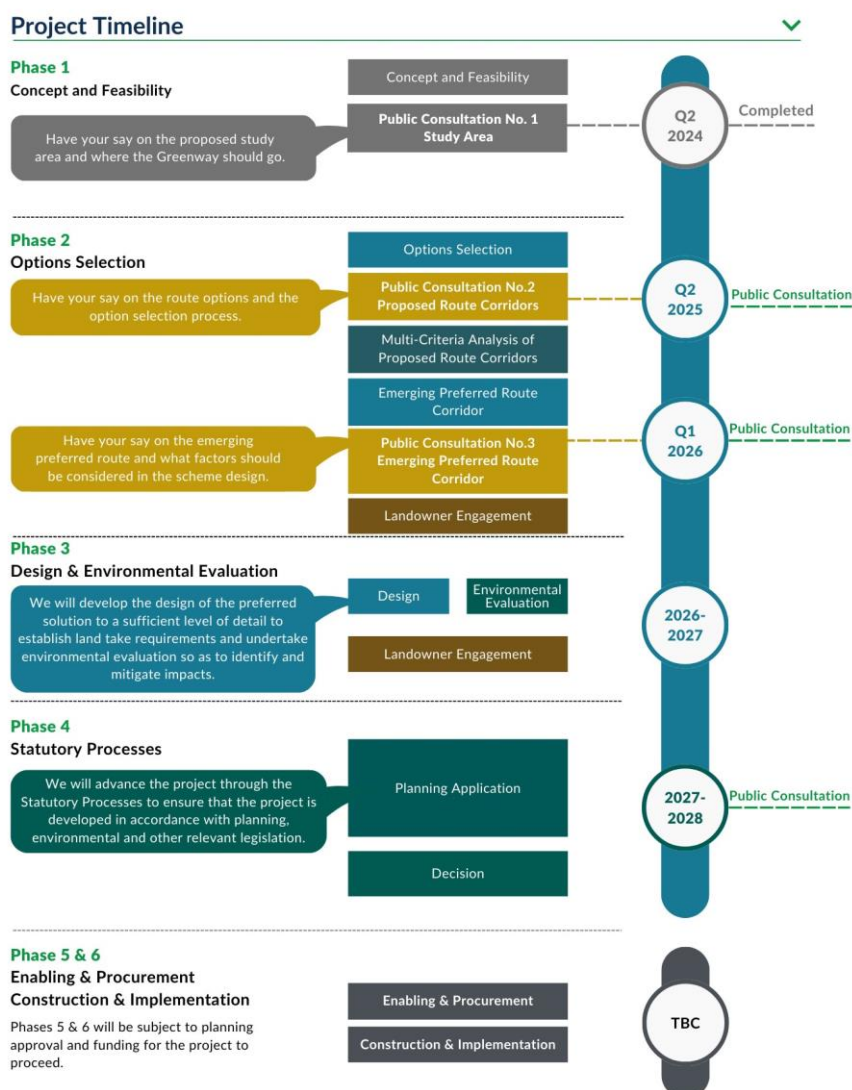
4 Next Steps

This is the second of three non-statutory public consultations to take place as part of the route corridor selection process. The third non-statutory public consultation will be on emerging preferred route for the proposed project. The project will then move to Phase 3 (Design / Environmental Evaluation) subject to TII approval and funding.

Individual landowner consultation will be extensive and on-going during Phase 3, as part of the process of designing the preferred route.


There will also be a further opportunity to submit views on the project during the next non-statutory public consultation and again during a statutory consultation in Phase 4. The projects indicative timeline can be seen below.

The project team is available to discuss the project with stakeholders including landowners outside of the consultation periods. Please email info@wcgbandon.ie and a member of the project team will be happy to assist with your query.



Appendix A – Consultation Feedback Form

Public Consultation No. 2: April - June 2025



Glasbheal Iarthar Chorcaí
West Cork Greenway - Bandon Sections

Feedback Form



Name

Email (Optional)


Eircode (Optional)

Phone (Optional)


1. **What is your gender?** ☐ Female ☐ Male ☐ Other ☐ Prefer not to say
2. **What is your age group?**
☐ Under 18 ☐ 18-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-65 ☐ Above 65
3. **Are you responding:**
☐ As an individual ☐ On behalf of a business / commercial enterprise ☐ On behalf of a community / residential group
 If you are responding on behalf of a group or organisation, please provide the name:
4. **Where did you hear about this Greenway Project and the Public Consultation?**
☐ Social Media ☐ Letter ☐ Website ☐ Posters ☐ Word of Mouth ☐ Newspaper
5. **Please indicate which consultation event you attended (if any):** ☐ Bandon ☐ Ballinascorthy ☐ Clonakilty
6. **Do you support the development of a Greenway between Crossbarry and Clonakilty (with links to Enniskeane and Inchydoney Island)?** ☐ Yes ☐ No
7. **If 'Yes', what would be your main purpose for using the Greenway?**
☐ Sport / Recreational ☐ Commuting to work ☐ Travel to school ☐ Day-to-day trips (e.g., visit family / friends, travel to the shop)
☐ Other (please state)
8. **Where would you be most likely to travel to using the Greenway?**
☐ Bandon & Environs ☐ Timoleague & Environs ☐ Ballinascorthy ☐ Crossbarry ☐ Enniskeane
☐ Clonakilty & Environs ☐ Inishannon ☐ Inchydoney Island ☐ Other (please state)

Comhairle Contae Chorcaí
Cork County Council



Oifig na mBóithre Náisiúnta Chorcaí
Cork National Roads Office





9. What is your primary interest in the Greenway project?

<input type="checkbox"/> Tourism / Recreation	<input type="checkbox"/> Environmental	<input type="checkbox"/> Community Development	<input type="checkbox"/> Transport / Accessibility	<input type="checkbox"/> Residential
<input type="checkbox"/> Commercial	<input type="checkbox"/> Farming / Agriculture	<input type="checkbox"/> Other (please state)	<input type="text"/>	

10. For each Section, please rank the Route Corridor Options in order of your preference, with 1 being your most preferred:

Section 1: Crossbarry to Bandon (Rank 1-3)

<input type="checkbox"/> Green
<input type="checkbox"/> Brown
<input type="checkbox"/> Pink

Section 2: Bandon to Clonakilty (Rank 1-4)

<input type="checkbox"/> Light Blue
<input type="checkbox"/> Light Green
<input type="checkbox"/> Dark Purple
<input type="checkbox"/> Yellow

Section 2 Link to Enniskene (Rank 1/2)

<input type="checkbox"/> Purple
<input type="checkbox"/> Red

Section 3 Ballinascorthy/Clonakilty to Timoleague (Rank 1-3)

<input type="checkbox"/> Cyan
<input type="checkbox"/> Dark Blue
<input type="checkbox"/> Orange

11. What do you think are the most important elements to consider when identifying a proposed route for the Greenway?

<input type="checkbox"/> Most Direct	<input type="checkbox"/> Part of my commute to work/school	<input type="checkbox"/> Better connected with other trails / transport	<input type="checkbox"/> Improved access to nature	<input type="checkbox"/> Tourism Opportunities	<input type="checkbox"/> Passes locations of interest to me	<input type="checkbox"/> Connects places I want to travel between
<input type="checkbox"/> Minimises impact on my property	<input type="checkbox"/> Minimises impact on the environment	<input type="checkbox"/> Other (please state)	<input type="text"/>			

12. Are you aware of any physical or environmental features that should be considered by the project team when considering a route for future Greenway development?



13. Do you live or own property within any of the Route Corridor Options?

- Section 1: Crossbarry to Bandon: ☐ Green ☐ Brown ☐ Pink
- Section 2: Bandon to Clonakilty: ☐ Light Blue ☐ Light Green ☐ Dark Purple ☐ Yellow
- Section 2: Link to Enniskeane: ☐ Purple ☐ Red
- Section 3: Ballinascorthy/Clonakilty to Timoleague: ☐ Cyan ☐ Dark Blue ☐ Orange
- If you do, is this property: ☐ Agricultural ☐ Residential ☐ Commercial

14. Do you think the development of a greenway may impact your area / property / business...

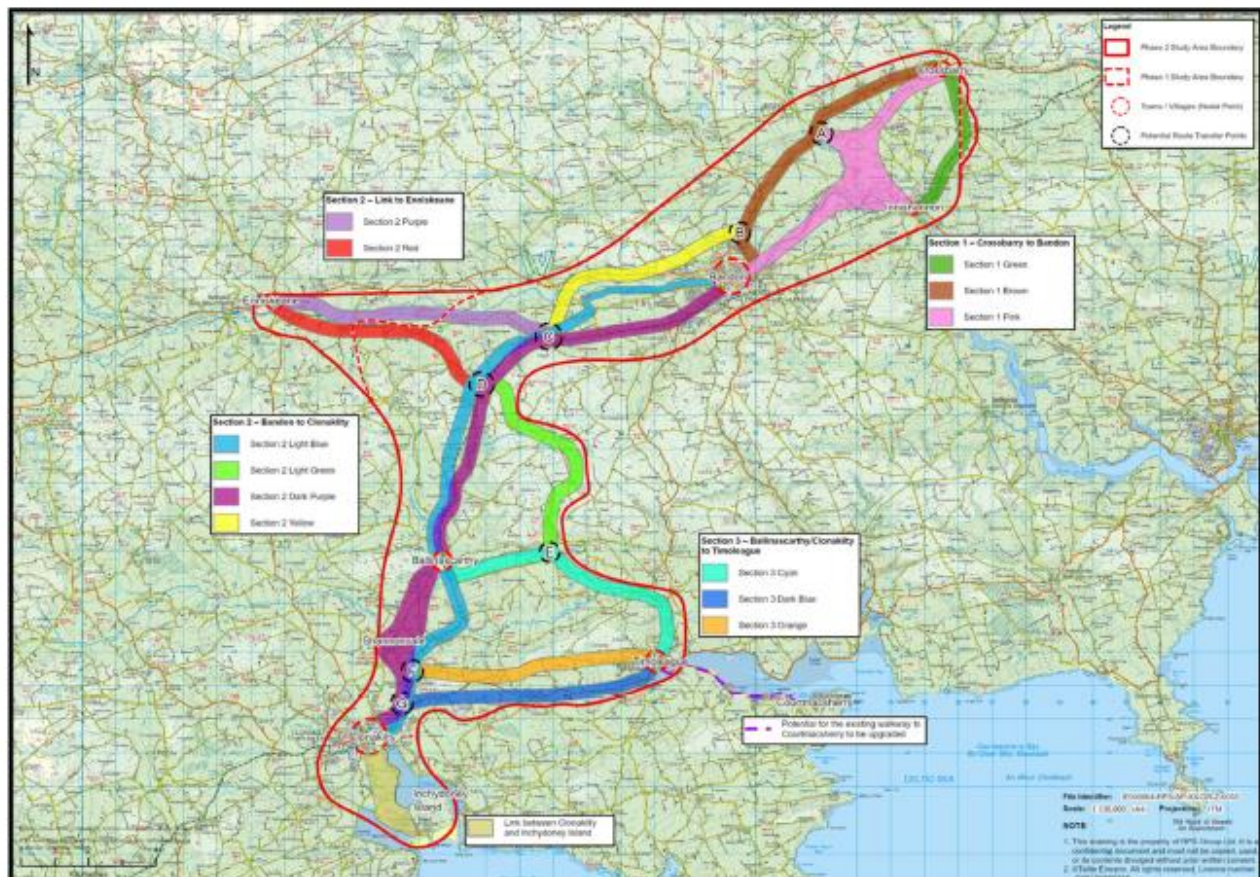
- ☐ Positively ☐ Negatively ☐ No Impact

Please provide a reason for your answer:

15. Local feedback is vital to the success of the project. If you have specific information or feedback in relation to any of the Route Corridor Options that you want the project team to be aware of, or if you would like to make any other comments on the project, please let us know.



Route Corridor Options (see project website www.wcgbandon.ie for detailed maps)



Please return this feedback form by either email to info@wcgbandon.ie or by post to: Cork National Roads Office, Cork County Council, Richmond, Glanmire, Cork. T45 WA44.

The closing date for returning completed questionnaire is 2nd June 2025.

By providing my details in this feedback form, I consent to the use of my personal data in accordance with Cork County Council's Privacy Notice which is available at: <https://www.corkcoco.ie/en/council/data-protection-and-freedom-of-information/data-protection-privacy-statement>




Comhairle Contae Chorcaí
Cork County Council



Oifig na mBóithre Náisiúnta Chorcaí
Cork National Roads Office



Appendix B – Newspaper Advert



**West Cork Greenway
Bandon Sections**

Public Consultation No. 2 Route Corridor Options

**Your Opinions are vital to the Project so
Please Come Meet Us:**

Wednesday 7th May 2025 - Bandon

2:00pm - 8:00pm

Riverview Shopping Centre,
Bandon, Co Cork, P72 NX81

Wednesday 14th May 2025 - Clonakilty

2:00pm - 8:00pm

O'Donovans Hotel, Pearse Street,
Clonakilty, Co Cork, P85 V205


Wednesday 21st May 2025 - Ballinascarthy

2:00pm - 8:00pm


Ballinascarthy Community Hall,
Ballinascarthy, Co. Cork, P85 PH04

**Please submit your views and feedback
online or send by post or email on or
before 2nd June 2025:**

Website: wcgbandon.ie
Email: info@wcgbandon.ie
Post: Cork National Roads Office
Cork County Council
Richmond
Glanmire
Cork
T45 WA44



Scan the QR code
to access the
website



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Cork National Roads Office

