

# BUNDORAN LANEWAYS AND WAYFINDING STRATEGY

## PART 8 REPORT DOCUMENT



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**Comhairle Contae  
Dhún na nGall**  
Donegal County Council

**Ár dTodhchaí  
Tuaithe**  
Our Rural  
Future



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## 1.0 - Introduction

The purpose of this report, in line with the requirements of the Planning and Development Regulations, is to describe the nature and extent of the proposed works to be carried out to Rennison's Lane, Central Lane & Meehan's Lane in Bundoran, Co. Donegal, as well as the Wayfinding and Information Signage strategy for the entire town.

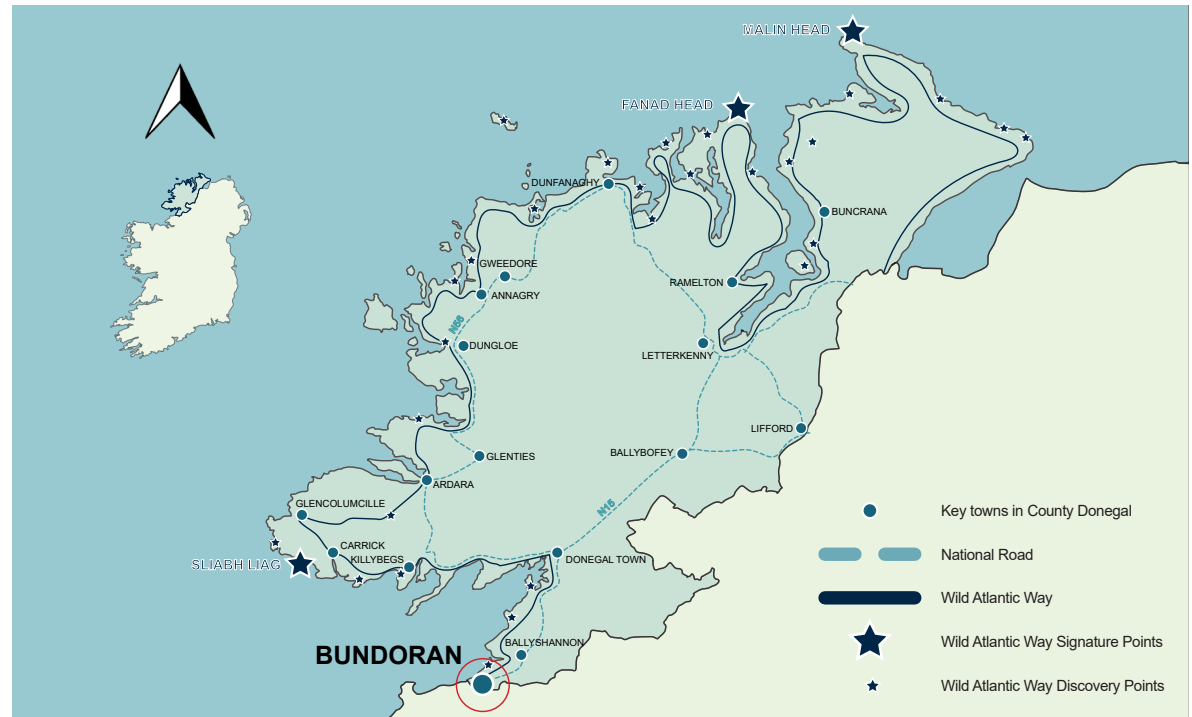
The proposal includes resurfacing of the laneways, installation of new public lighting and street furniture, Works to the surface of Main Street and Atlantic Way where they intersect with the Laneways and installation of various types of Wayfinding and Information signage and features throughout the Town.

This report should be read in conjunction with the following drawings:

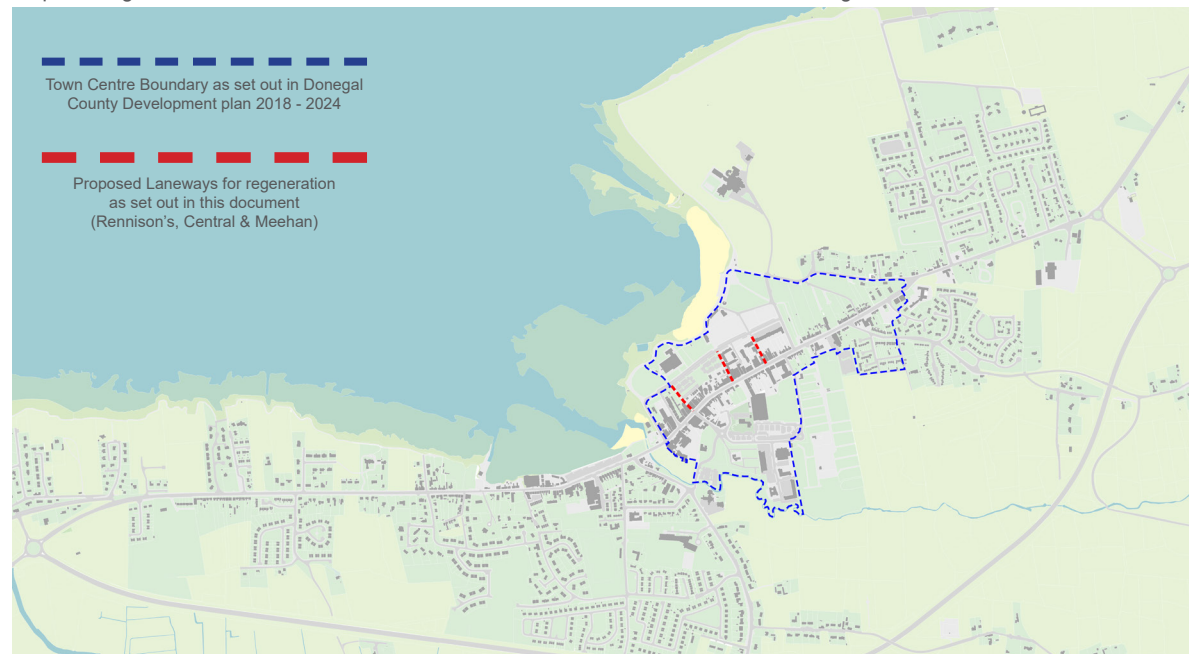
- PL.001 – Laneways Site Location Maps
- PL.002 – Meehan's Lane Site Location Map & Existing Images
- PL.003 – Central Lane Site Location Map & Existing Images
- PL.004 – Rennison's Lane Site Location Map & Existing Images

- PL.201 – Existing Meehan's Lane Site Layout
- PL.202 – Proposed Meehan's Lane Site Layout
- PI.202.1 – Proposed Meehan's Lane Features
- PL.203 – Existing Central Lane Site Layout
- PL.204 – Proposed Central Lane Site Layout
- PI.204.1 – Proposed Central Lane Features
- PL.205 – Existing Rennison's Lane Site Layout
- PL.206 – Proposed Rennison's Lane Site Layout
- PI.206.1 – Proposed Rennison's Lane Features

- PL.301 – Wayfinding & Information Signage Strategy Layout
- PL.302 – Wayfinding & Information Signage On Site (A1-B6)
- PL.303 – Wayfinding & Information Signage On Site (B7-D6)
- PL.304 – Wayfinding & Information Signage Types
- PL.305 – Wayfinding & Information Signage Feature (View Dial)
- PL.306 – Bike Maintenance / Cycle Hub on Atlantic Way



Map locating Bundoran within its context on the north-west coast of Ireland in Co. Donegal.



Map identifying the Town Centre Boundary & Proposed Laneways within the wider context of Bundoran



## 2.0 - Planning & Policy Context

The planning policy for the area is outlined in the following regional and national documents:

Document Title	Publication Date
National Spatial Strategy 2002	2002
National Planning Framework 2018	2018
Donegal County Development Plan 2018- 2024	2018
Regional Spatial & Economic Strategy Northwest Region 2020- 2024	2020
Corporate Plan 2020- 2024	2020
Our Rural Future 2021- 2025	2021
Town Centre First A Policy Approach for Irish Towns	2022

The following extracts, policies, objectives and accompanying map are taken from chapter 14 (Bundoran) of the County Donegal Development Plan 2018 - 2024.

### Key Areas for Intervention in Bundoran:

Urban and public realm enhancement throughout the town centre including visual appearance of the entrance gateways to the town.

Zone : Town Centre

Objective: To protect and enhance the vitality, viability and character of the Town Centre by providing for and improving retailing, residential, commercial, office, cultural and other uses appropriate to the centre of a developing town.

### Town Centre

BD-TC-O-1 (Objective): To enhance the towns attractiveness as a shopping environment through the delivery of a programme of environmental streetscape and shopfront improvements and the promotion of a high standard of architectural design and finishes for new development to provide a consolidated high quality town centre environment.

BD-TC-P-1 (Policy): Development proposals in the identified town centre area of Bundoran will be expected to contribute to the environmental improvement of the streetscape via the necessary upgrading of the public highway (roads and footpaths) and the delivery of complementary street furniture to a standard which will ensure they are not a public safety issue and to make the town fully accessible for the disabled.

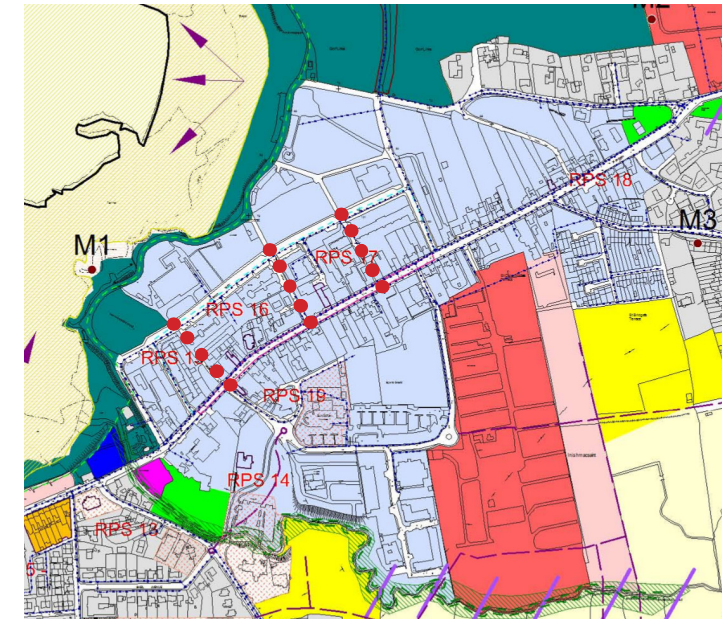
### Transportation

BD-T-O-1 (Objective): To prepare and implement a Traffic Management Plan for Bundoran and its environs which caters for all aspects of traffic and transportation and implement a programme of local measures to improve road safety as resources allow including traffic calming measures and the pedestrianisation of streets as appropriate.

BD-T-O-2 (Objective): To introduce pedestrian priority measures along Atlantic Way, Main Street and other locations as appropriate and in conjunction with the introduction of a one-way system within the town centre.

BD-T-P-1 (Policy): Development proposals will be considered against the need to promote road safety as a high priority and implement local measures to improve road safety including traffic calming, signage, signalisation, pedestrianisation, street lighting, coordinate a review of street furniture in conjunction with a scheme of environmental improvements as resources allow and implement a programme of road construction and improvement works closely integrated with existing and planned land uses as resources allow.

BD-T-P-2 (Policy): Development proposals will be considered against the competing needs of the car user and the visual amenities of the Main Street to promote the control of on-street parking in the interests of the viability, vitality and amenity of town and district centres.



Extract of Map 14.1 (Bundoran) from the Donegal County Development Plan 2018 - 2024

- = Area Zoned as Town Centre in County Development Plan
- = Laneways proposed for redevelopment (Left to right: Rennison's Lane, Central Lane, Meehan's Lane)



### 3.0 - Historical Context

The Seaside Town of Bundoran developed from 2 separate Settlements further East and either side of the Bradoge River. Each settlement was distinctive in terms of its Architecture, the East end 'Single Street' originally made up of many vernacular dwellings, the West end, and just to the East of the Bradoge River- 'Bundoran' was defined by the many fine 19thC Architectural examples such as Bayview Terrace, Daneville lodge, Rose Lodge and Rochford lodge in Magheracar. The advent of the Railway in 1866 provided a link between the two early settlements and from this the Town of Bundoran developed.

Bundoran has attracted visitors from all over the Island, who have continued over 2 centuries to avail of its coastal beauty with safe locations to swim & walk taking in the fresh air of the Atlantic ocean shores. Visitors have long come to spend extended holidays in this family-friendly resort. Many businesses and amenities have been created to provide for the needs and interests of those visitors many of whom return year after year, for the Bundoran experience. The range of Tourism offerings has grown and developed to provide for all seeking to enjoy Bundoran.

In September 1957 the trains ceased operations to Bundoran and like many areas of the West coast of Ireland, Bundoran relies on Car and Bus transport to bring visitors to the Town.

With a greater awareness of the many health and wellbeing advantages to increased pedestrianisation, Donegal County Council, Fáilte Ireland and Ár dTodhchaí have commissioned Paul Doherty Architects to provide enhancement proposals for 3 existing lanes which link the Main Street of Bundoran to the 'Atlantic way' shore front area. The purpose of these enhancements is to promote the greater pedestrian movement between the Urban and Coastal experiences and reduce unnecessary traffic movements on the Main street. Creating safe, well lit, attractive lanes will encourage better use of these lanes. Creating robust & attractive paving, feature installations for lighting, street furniture and Public Art will create interest and identity for the lanes. It is also hoped that with increased footfall, businesses either side of the lanes might create openings on to them, which will further increase the life and activity on these important permeable routes.

The extension of the lane paving surface across the Main Street at Central and Meehan's lanes will have the added benefit of slowing vehicular traffic on main street and act as a visual clue to the preferred pedestrian use for the lanes.



Photograph of Main Street circa 1890. Note Robert Renison's shop to the right. This is presumably where the lane got its name from. (Image from the Lawrence Collection / National Library of Ireland)



Photograph of people enjoying a day at the beach in Bundoran, with the Great Northern Hotel in the background circa 1890. (Image from the Lawrence Collection / National Library of Ireland)



View from the dining room of the Central Hotel showing hotel garden and tennis court. (Image from Discover Bundoran)



Photograph of Main Street circa 1890. (Image from the Lawrence Collection / National Library of Ireland)



Aerial view of Bundoran from 1955 showing (1) Rennison's Lane, (2) Central Lane & (3) Meehan's Lane. (Image from the Morgan Aerial Photographic Collection / National Library of Ireland)



Photograph of the beach in Bundoran, viewed from Roguey circa 1890. (Image from the Lawrence Collection / National Library of Ireland)



## 4.0 - Site Assessment

The two main arterial roads in the East End of Bundoran are Main Street and Atlantic Way. Although these two roads run parallel to each other at the distance of less than 100 metres apart, they each convey vastly different aspects of the urban fabric of Bundoran.

Main Street is a heavily trafficked route all year round and is the main route from one end of the town towards Ballyshannon and to the other end towards Sligo. The buildings on Main Street are long established, wide range of pubs, cafes & restaurants, tourist accommodation, amusement centres and retail. There is also some residential housing.

Atlantic Way is well frequented road all year round but much more so during the summer months. There are several attractions along Atlantic Way such as Water World and Bundoran Adventure Park however these are only open during the summer. Atlantic Way has almost uninterrupted views out to the Atlantic Ocean to the north, as well as views of the Rougey Cliffs and across Donegal Bay to Sliabh Liag. There is a high volume of car parking spaces both on-street along Atlantic Way, as well as off-street parking in the large surface car park that can be accessed from both Rennison's Lane and Central Lane. There are several apartment buildings which open onto Atlantic way but very few entrances or balconies due to prevailing winds and lack of direct sunlight.

These roads each show completely different defining characteristics of Bundoran. Main Street is much more urban, and it is densely populated with commercial activity. It is enclosed on both sides with 2-3 storey buildings which insulates it from the prevailing winds coming in from the Atlantic Ocean. While this is of benefit during times of high wind and rain, it can give the appearance of the town having its back to its most important natural amenity, the coastline.

Atlantic Way is completely different in that it is open to the coastline. It has direct access to amenities and facilities such as the Thrupenny Pool, the promenade, a children's playground, the Main Beach, and The Sea Sessions Music & Surf Festival during the June bank holiday. However, it is also very exposed during inclement weather.



View looking West along Main Street



View looking West along Atlantic Way



Increasing pedestrian permeability between Main Street and the Seafront will increase footfall for both, as well as bring life to the otherwise unused laneways making them safer and improving the visual amenity of the Town.



Although both roads are close to each other, the lane connections between them are not used to their best advantage, particularly by pedestrians. Promenade Road and Astoria Road at either end are used predominantly, over the existing lanes, by both vehicle and pedestrian traffic to access the shorefront from the Main Street and conversely the Main Street from the shorefront. Rennisan's Lane, Central Lane and Meehan's Lane all provide permeability and access from Main Street to Atlantic Way but at present are underutilised by pedestrians. This is due to a number of factors.

It is not clear to pedestrians when walking past Rennisan's Lane that it is an access route through. The rise of the surface from Main Street obstructs the view of the sea and the lack of a footpath and presence of double yellow lines gives it the appearance of an access or service road and doesn't make it particularly inviting. The lack of adequate lighting at night and blind facades do not give it a particularly safe feeling, particularly to people who are walking by themselves.

Central Lane is the most open of laneways, but it is also quite heavily trafficked by vehicles. Cars tend to drive at inappropriate speed on this road due to the lack of traffic calming measures. This, and the lack of adequate lighting, particularly beneath the colonnade can discourage pedestrians from using this route.

Meehan's Lane is particularly narrow and has high building facades on both sides. As a result, it is very dark, even during the day. This has resulted in the growth of moss and algae on the ground surface due to the absence of direct sunlight. The lack of lighting and the tightly enclosed walkway makes this a particularly intimidating laneway for pedestrians, particularly at night.

Improvements to these laneways through well designed lighting schemes, surface treatments that encourage and prioritises pedestrian access, and features and wayfinding that identify the laneways as access routes will increase footfall and reinforce the links between the urban artery of Main Street and the Coastal artery of Atlantic Way.



View from Main Street to Atlantic Way via Rennisan's Lane



View from Main Street to Atlantic Way via Central Lane



View from Main Street to Atlantic Way via Meehan's Lane



View from Atlantic Way to Main Street via Rennisan's Lane



View from Atlantic Way to Main Street via Central Lane



View from Atlantic Way to Main Street via Meehan's



## 5.0 - Laneway Proposals

The above images show the early concept ideas for Rennison's, Central, and Meehan's Lane when viewed from Main Street looking towards the shore. The design concept for all three laneways is to make them more inviting and appealing to pedestrians to increase permeability between Main Street and the Coast. This will be achieved through the reviving of the surfaces with new paving, installation of street furniture, and inclusion of lighting to make the streets safer, particularly at night, and to introduce colour to the spaces.

The new paving slabs will clearly illustrate to cars that the lanes are pedestrian priority areas. Although there will be no changes to the current access routes of vehicles through Meehan's or Central Lane, the change in surface material from the existing tarmac of Main Street and Atlantic Way to a paved surface will alert drivers to the fact that these are shared surfaces and to be aware of pedestrians who may be in their surrounding area. The continuation of the paved area across Main Street and Atlantic Way on both Meehan's and Central Lane will also have a traffic-calming effect on cars on both roads, and generally improve pedestrian safety throughout the town. There is currently no through access for vehicles from Main Street to Atlantic Way via Rennison's Lane and this is not being changed. However, paved areas, combined with the new footpath to be installed along the end of the Rennison's Lane surface car park, will calm traffic, and allow pedestrians safer access out of the car park.



Initial concept for Rennison's Lane



Initial concept for Central Lane



Initial concept for Meehan's Lane



Photomontage proposal for Rennison's Lane



Photomontage proposal for Central Lane



Photomontage proposal for Meehan's Lane

The lighting will serve several functions to the benefit of the urban realm of Bundoran. Most importantly it will make the laneways safer for pedestrians and cyclists at night, both from an anti-social and traffic point of view. This perception of safety is essential to promote pedestrian usage at all times of the day.

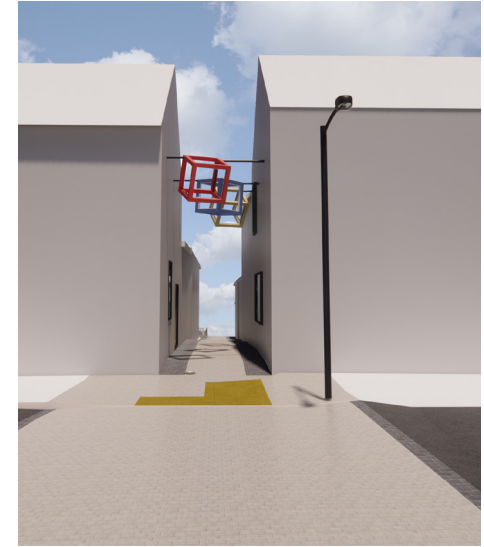
As well as increasing safety, coloured lighting can be changed throughout the year to coordinate with local and national events. This creates a more engaging atmosphere for of all ages. It also pays homage to the playful nature of the town, epitomised by Water World, Bundoran Adventure Park and the beach, all of which can be accessed through the laneways.



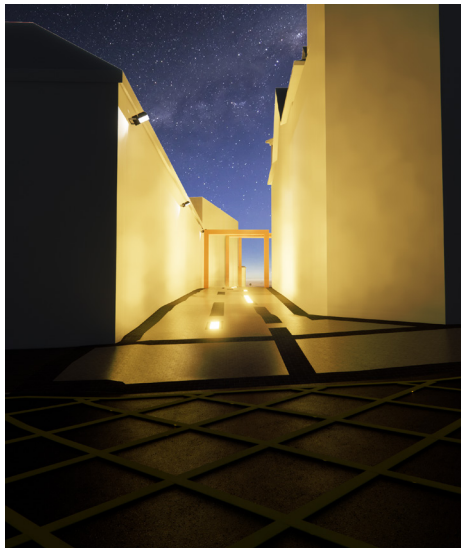
3D render for Rennison's Lane proposals by day



3D render for Central Lane proposals by day



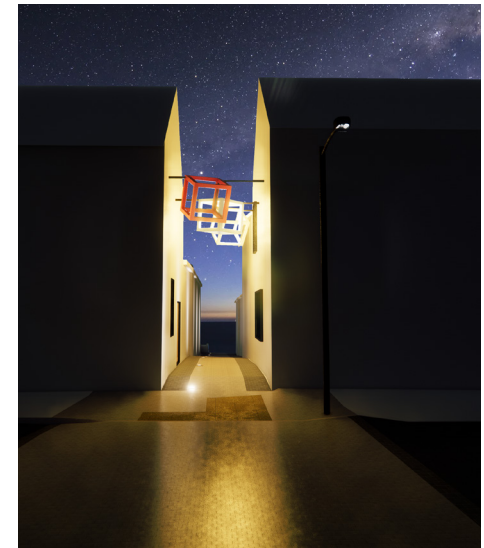
3D render for Meehan's Lane proposals by day



3D render for Rennison's Lane proposals by night

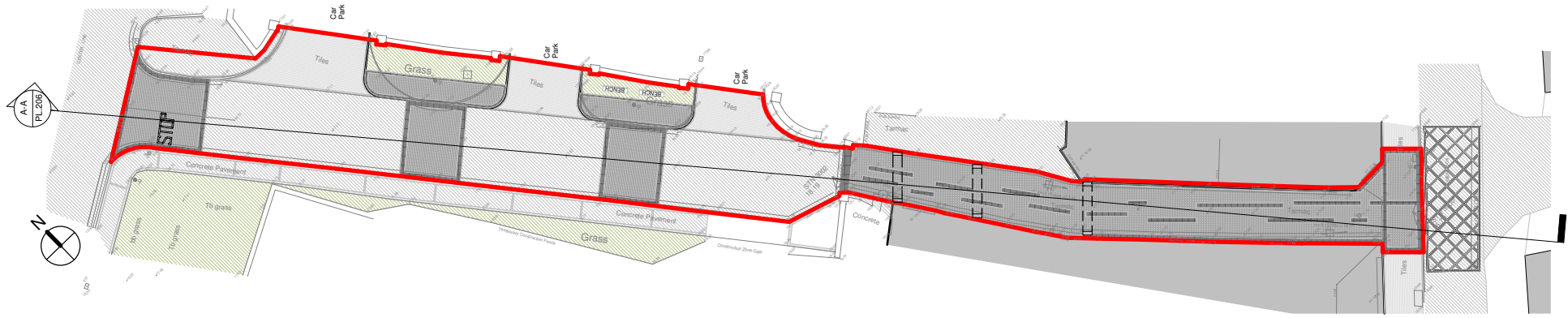


3D render for Central Lane proposals by night

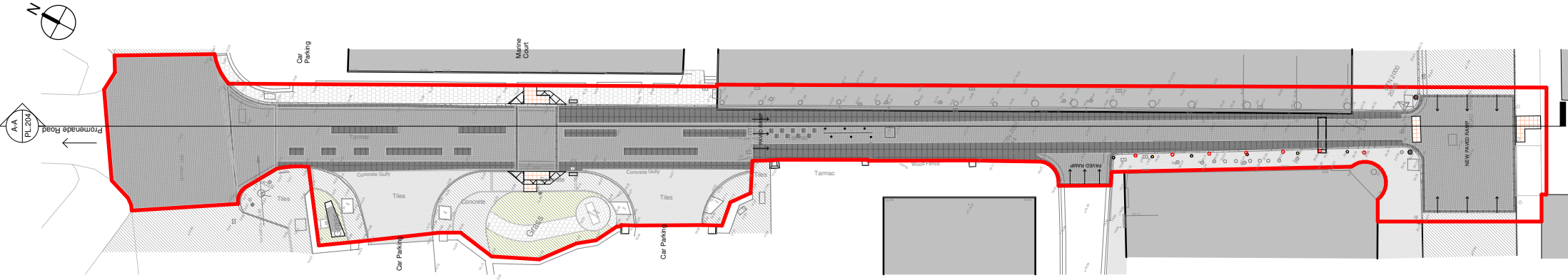


3D render for Meehan's Lane proposals by night

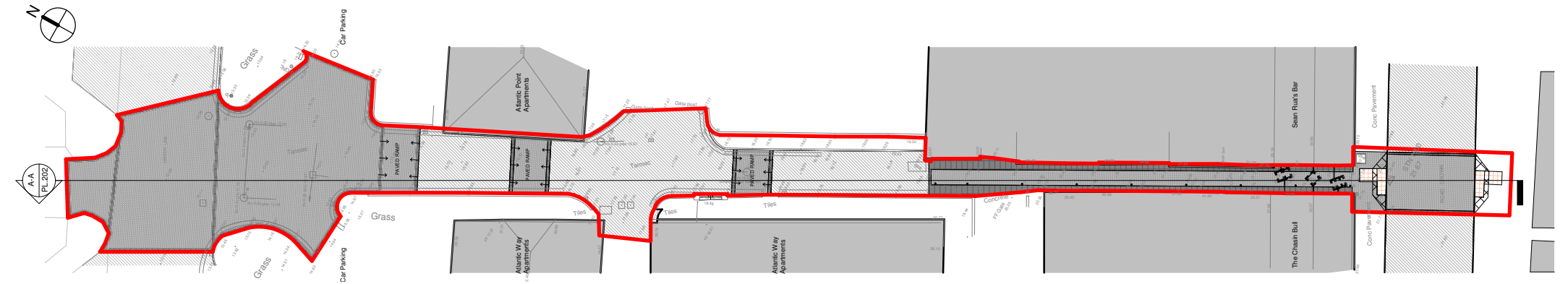




Proposed site layout for Rennison's Lane 1:500



Proposed site layout for Central Lane 1:500



Proposed site layout for Meehan's Lane 1:500



## 5.1 - Surface Materials

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Tobermore Fusion, Silver - A granite aggregate paver with a hard-wearing granite surface, vibrant long lasting colour and extremely low slip/skid risk.



Tobermore Braemar, Innis Black - A high quality concrete paver with natural granite aggregates on the top layer. Low slip/skid risk and hard-wearing, efflorescence resistant finish.



## 5.2 - Public Realm Lighting



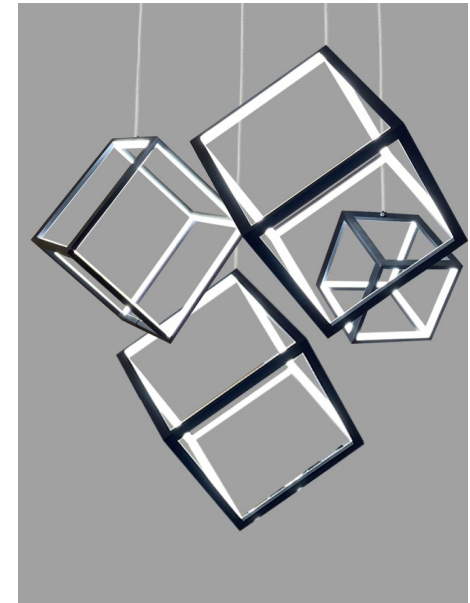
Colourful lamp standards from Sauchiehall Street, Glasgow. Utilising Flex Compact (24) & Burst Powercore (25) lighting by Color Kinetics as well as stand street lighting can create a well lit and safe streetscape that is also playful and fun.



BurstScape Powercore, IntelliHue by Color Kinetics is a recessed in-ground spot light which is excellent at washing light up columns and facades. It is extremely weather proof with a water and dust proof rating of IP67 and an impact rating of IK10.



## 5.3 - Street Furniture



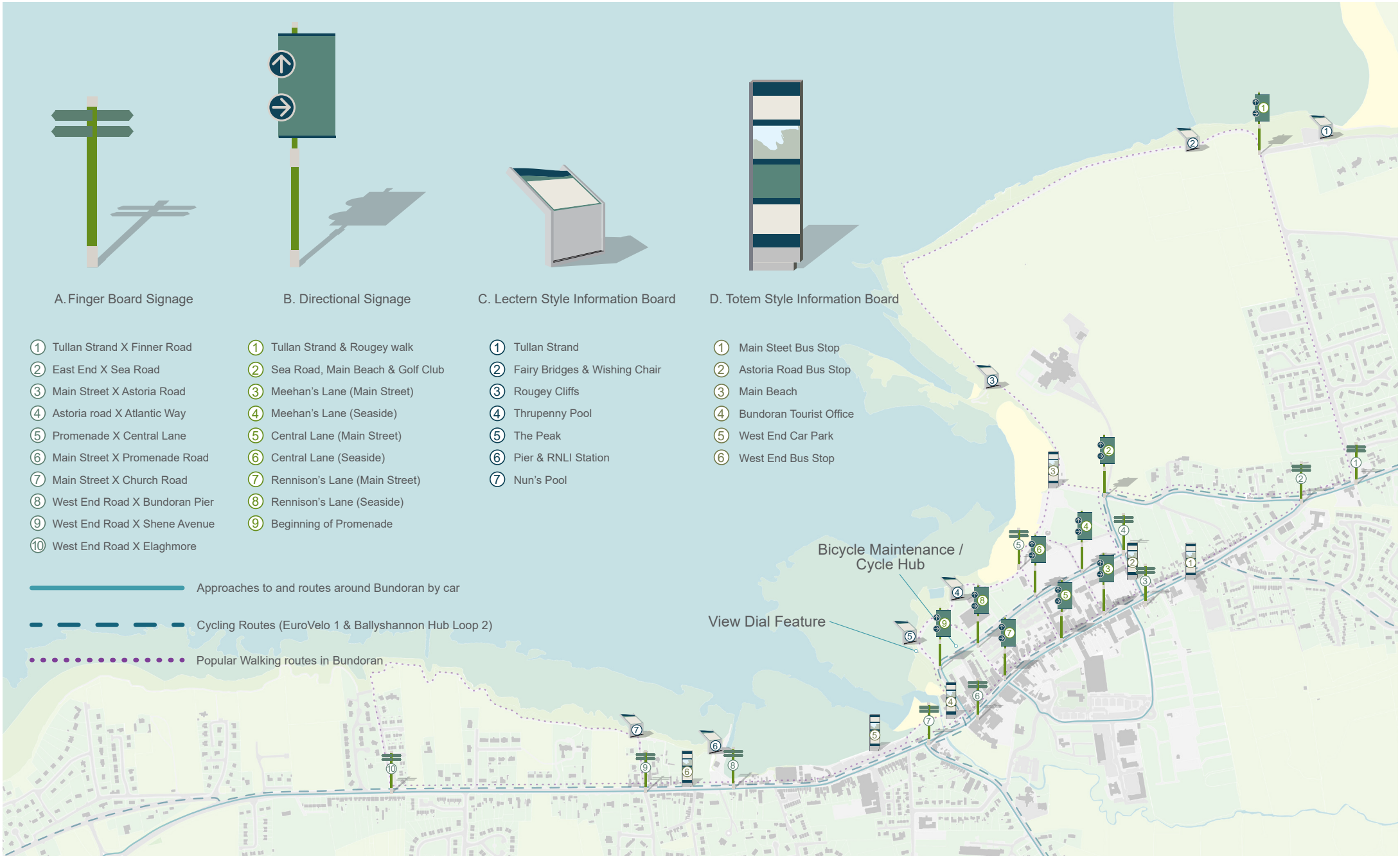
Philips Optispace Bollard light both illuminates the footpath and keeps footpaths clear by preventing car from parking on curbs, a Corten Steel Portal at City Cemetery Presov, Slovakia (STOA Architekti), Wire frame cubes with integrated lighting to be hung above Meehan's Lane.



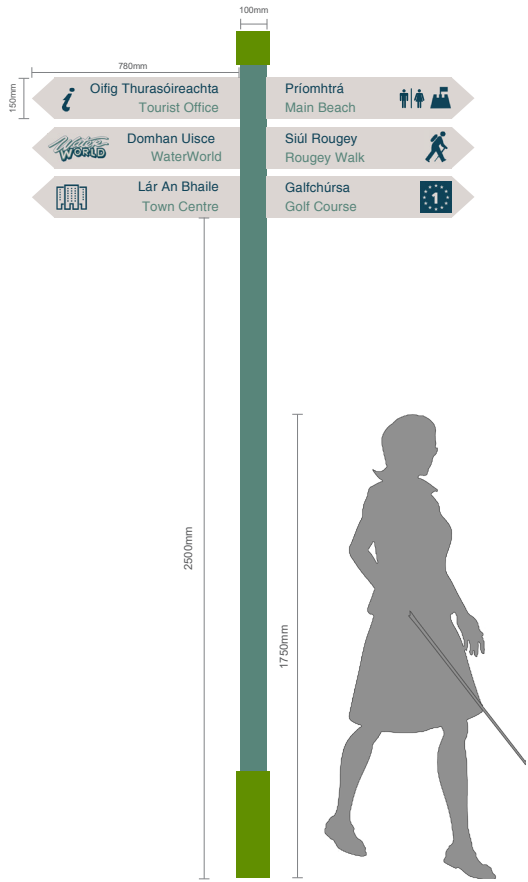
Examples of OMOS seating utilising a stone base with timber panels on top



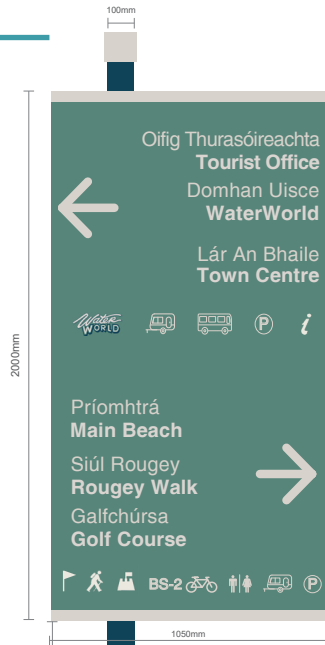
# 6.0 - Wayfinding & Information Signage Strategy



# 6.1 - Signage Types



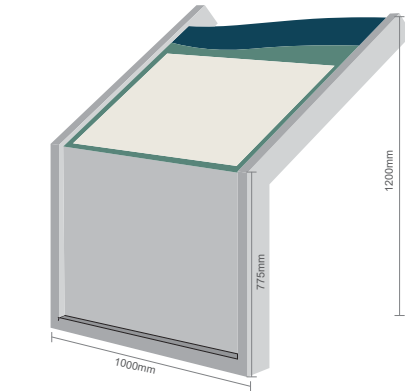
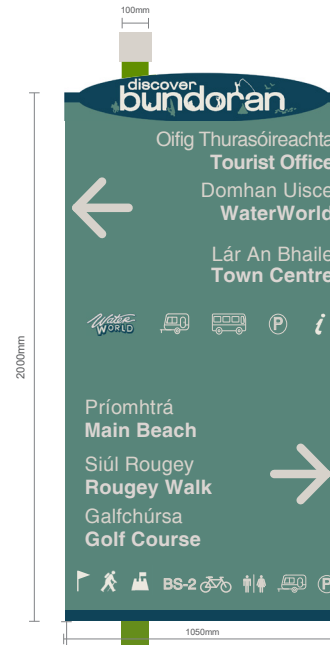
A. Finger Boards



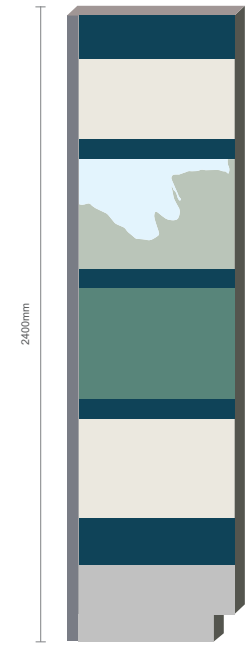
B. Directional Signage (Option A)



B. Directional Signage (Option B)



C. Lectern Style Information Board



D. Totem Style Information Board

## Wayfinding & Information Signage:

Wayfinding and information signage is very important to a town like Bundoran. Given the large number of tourists annually, a comprehensive and cohesive signage strategy is essential to ensure that people can find their way about the town safely and comfortably. Signage also helps to raise awareness of all the attractions that Bundoran has to offer, which people may not be aware of otherwise, such as the Thrupenny Pool, the Fairy Bridges and Roguey Cliff Walk.

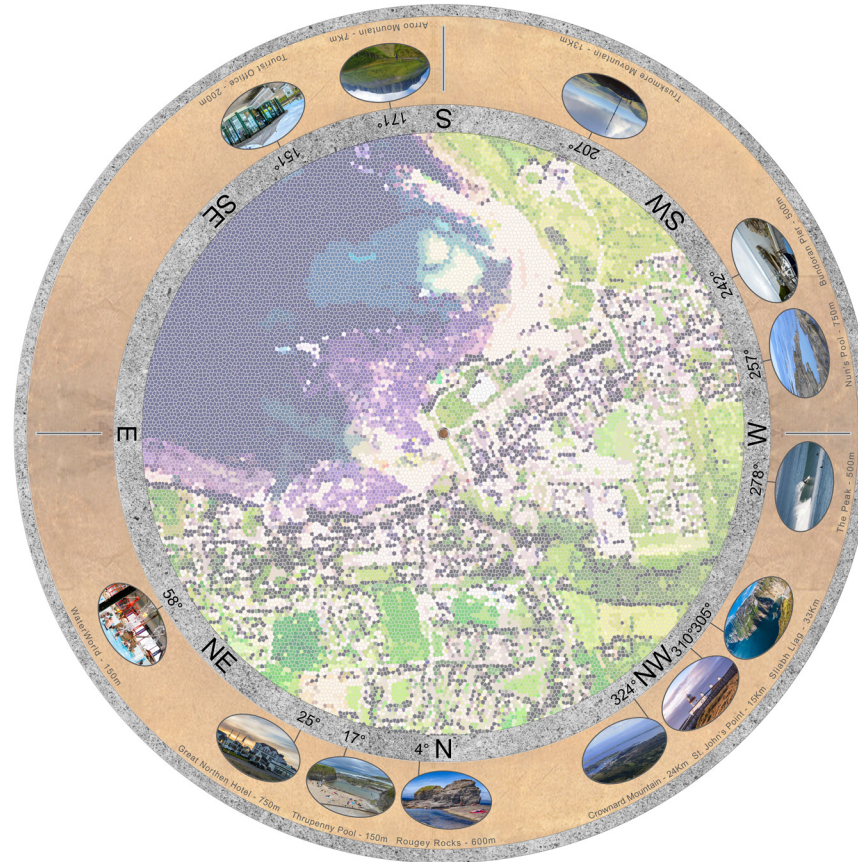
Information signage is also important in helping people understand what makes Bundoran unique, by sharing cultural, historical, and geographical information around different sites in the town. Being able to interpret these different sites with the help of information signage and ease of movement between them is fundamental to the experience and enjoyment of the town, but particularly first time visitors to Bundoran.

Signage can also help inform peoples first impression of a place. For this reason, the location of signage is of primary importance. Ensuring that signage is accessible to pedestrians as soon as they arrive in Bundoran ensures that they can get their bearings immediately and decide what areas of the town they want to visit. For this reason, signage has been proposed near car parks and bus stops and as well popular tourist accommodation sites.

A uniform colour scheme is essential so that people can identify and recognise wayfinding and orientation installations from a distance. The colour schemes of the proposed signage is based on the Donegal Brand Activation approved palette. This has the added benefit of making them instantly recognisable by tourists who may have visited other parts of the county. The installations may also bear logos such as the 'Wild Atlantic Way' and 'Discover Bundoran' branding which visitors may recognise.

While the colour scheme is important from a branding perspective, it is essential that the appearance of the signage utilises the principles of universal design such as high contrast colours for those with visual impairments, icons, and symbols, and avoiding highly reflective surface materials. Positioning of signage will be considered with regards to accessibility so as not to cause obstructions. These examples of 'Universal Design' practices benefit all.

## 6.2 - Feature 1: View Dial



Line of sight viewing dial for Bundoran Seafront



Option A: Free standing table on top of Pumping Station



Option B: Embedded in paving beside Carraige na Nean



The material selection of installations is an important factor, where they will be subject to high winds, and corrosive sea air. Hard wearing, durable and low maintenance materials such as powder coated aluminium, galvanised steel and UV treated graphics will be employed.

QR codes are a convenient form of providing tourist information, embedded in wayfinding installations. They are easily identifiable, immune to language barriers and can also be used as opportunities to incorporate branding.

In addition to the overall signage strategy for the entire town, there are two features proposed. The first is a View Dial for the promenade near the Carraige na Nean sculpture. This interactive artwork takes advantage of the panoramic views of Donegal Bay to the North and the Sligo & Leitrim mountains to the South. By lining up the icons on the perimeter of the dial with the centre point, users can pick out different landmarks within the town as well as the surrounding natural landscape and ascertain their distance and well as their compass bearing. The centre of the dial also contains a mosaic displaying a map of the town. Two potential sites for this are the roof of the old pump house or embedded in the pavement of the promenade.

The second feature proposal is a cycling hub / bicycle maintenance area at the Pleasure Ground on Atlantic Way. There are a number of long distance and shorter cycle routes which pass through Bundoran such as the Wild Atlantic Way, EuroVelo 1, the Northwest Cycle Trail and the Ballyshannon Hub 2 cycle route. These cycle routes encourage circulation around the town. Cycling is also a popular sport with several clubs in the surrounding area. Providing an area in Bundoran where people could carry out basic maintenance of their bikes such as pumping up tyres and adjusting seat heights would encourage people to stay and have lunch or stop for coffee in the town. The maintenance facilities could also be of use for wheelchair users and children's buggies. This area would also have information signage and maps on the different cycle routes in the area, as well as the different facilities and businesses in the town. This would not only encourage people to stop in the town, but to return to the town to explore the different cycle routes in the area.

### 6.3 - Feature 2: Cycle Hub



North West Trail



EuroVelo Route 1

	<b>EuroVelo 1</b>
<b>Route</b>	<b>Atlantic Coast Route</b>
<b>Length</b>	<b>9,110 km   5,661 miles</b>
<b>Start/End point</b>	<b>North Cape, Norway</b>
<b>End/Start point</b>	<b>Caminha, Portugal</b>
<b>Countries passed through</b>	<b>Norway, UK, Republic of Ireland, France, Spain and Portugal</b>
<b>Website</b>	<b><a href="http://www.eurovelo.com">www.eurovelo.com</a></b>



Photomontage of a concept for a bike repair hub at the Pleasure Ground



Public bike workstand by Turvec



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Produced in March 2023

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