

Kilkenny City Traffic Forum

July 5th 2011



Background to Traffic Management:

- Kilkenny City Traffic Model 2002
- Disability Act 2002
- Building Regulations Part M 2000
- Kilkenny City One Way Assessment 2003
- Kilkenny City Traffic Model Update 2007
- Traffic Management Advice 2008/2009
- DoT Traffic Management Guidelines 2003
- NRA Traffic Calming Guidelines 2000

The Ambition is:

- Reduction of travel times on Kilkenny Ring Road
 - Reduction in non essential car journeys
- Safety improvements at areas of conflict particularly at schools
- Introduction of cycleways and a Shared Space environment
 - Reduction in congestion/emissions
- Improved accessibility in city centre area
 - Reduction in fuel costs
 - Increase in tourist activity
 - Better health

As a result of the previous studies the following works have been carried out in Kilkenny City and Environs:

- Completion of Kilkenny Ring Road – Dublin Road to Castlecomer Rd
- Completion of Link Rd from Hebron Industrial Estate to Newpark(Eurospar)
- Capacity improvements at Bennettsbridge Rd Roundabout and Watershed Roundabout
 - Mac Donagh Junction Reconfiguration
 - Parade Reconfiguration
- One Way System introduced in Michael St/Back Lane, Jacob/Upper New St
 - Introduction of Bicycle lane network (50km approx)
 - Introduction of on street parking charges
 - John St Mobility Improvements
 - Phase 1 Car Park Information Signage

Programme 2011:

- Capacity improvements from Waterford Road to Callan Road (August – October)
- Introduction of One Way System on Fr Hayden Road including new footpaths (August)
 - Provision of Bus Shelters (Q4)
- Footpath Improvements on Wolfetone St and Greens Bridge St (September)
 - Construction of public amenity area at Johns Green (July – October)
 - High St and James' St mobility improvements (October – December)
 - Mobility improvements Upper Patrick St area (October – December)
 - Phase 2 of Car Park Information Signage (October – December)

Design Constraints – Urban Environment

- Footpath Widths 1.8m minimum (Dependant on pedestrian Volumes) 1.2m absolute minimum for very short lengths provided there is adequate provision of passing areas (Recessed Shop Front)
 - 1.2m clear width without obstruction (ex: Bollards/Litterbins)
- Carriageway width Two-way traffic - 5.5m minimum (2 No. Commercial Vehicles 2.6m wide + 0.3m clearance for wing mirrors)
- Carriageway width One-way Traffic - 3.5m-4.0m provision should be allowed for a broken down vehicle and an emergency vehicle needing to pass.
 - Two-way carriageway width with footpath either side - 9.1m
 - One-way carriageway width with footpath either side – 7.1m-7.6m range

Hazards:

- Person stepping off footpath and collides with a moving vehicle
- Visually impaired pedestrian collides with temporary obstruction on footpath (beer kegs, sandwich boards)
 - Vehicles mounting footpaths at pinch points (Vicar St)
- Inadequately warning of permanent obstructions on footpath (no tactile paving)
 - Doors and windows opening onto footpath
- Visually impaired person unable to locate kerb edge with cane for guidance
- Excessive crossfalls and uneven surfaces on footpaths for mobility impaired
 - Steps protruding onto footpath
- Service covers damaged by illegal parking on footpath leading to trip hazards and PL claims
 - Inadequate reinstatement around services
- Vehicles mounting footpaths at junctions where kerbs are low restricting visibility and obstructing pedestrians.

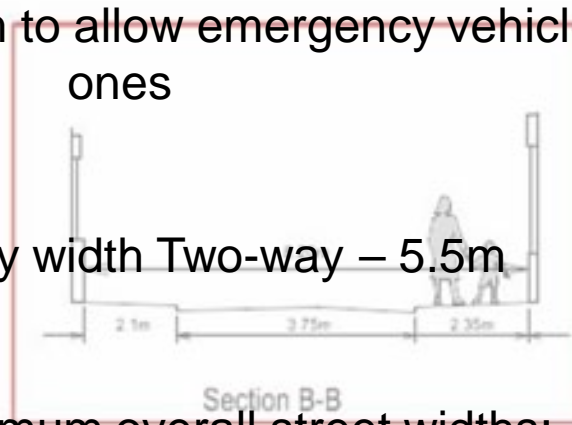
Due to the existing constricted built environment in Kilkenny it is considered that the following minimum standards should apply:

- Footpath 1.5m (1.2m + 0.3m wing mirror overhang)



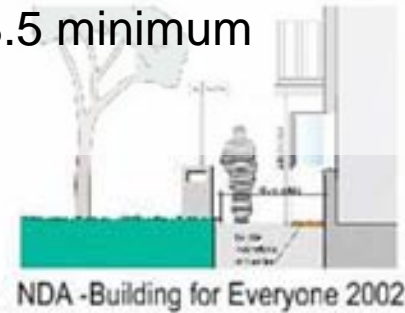
- Carriageway width one way - 3.75m to allow emergency vehicles to pass stationary ones

- Carriageway width Two-way – 5.5m



Therefore minimum overall street widths;

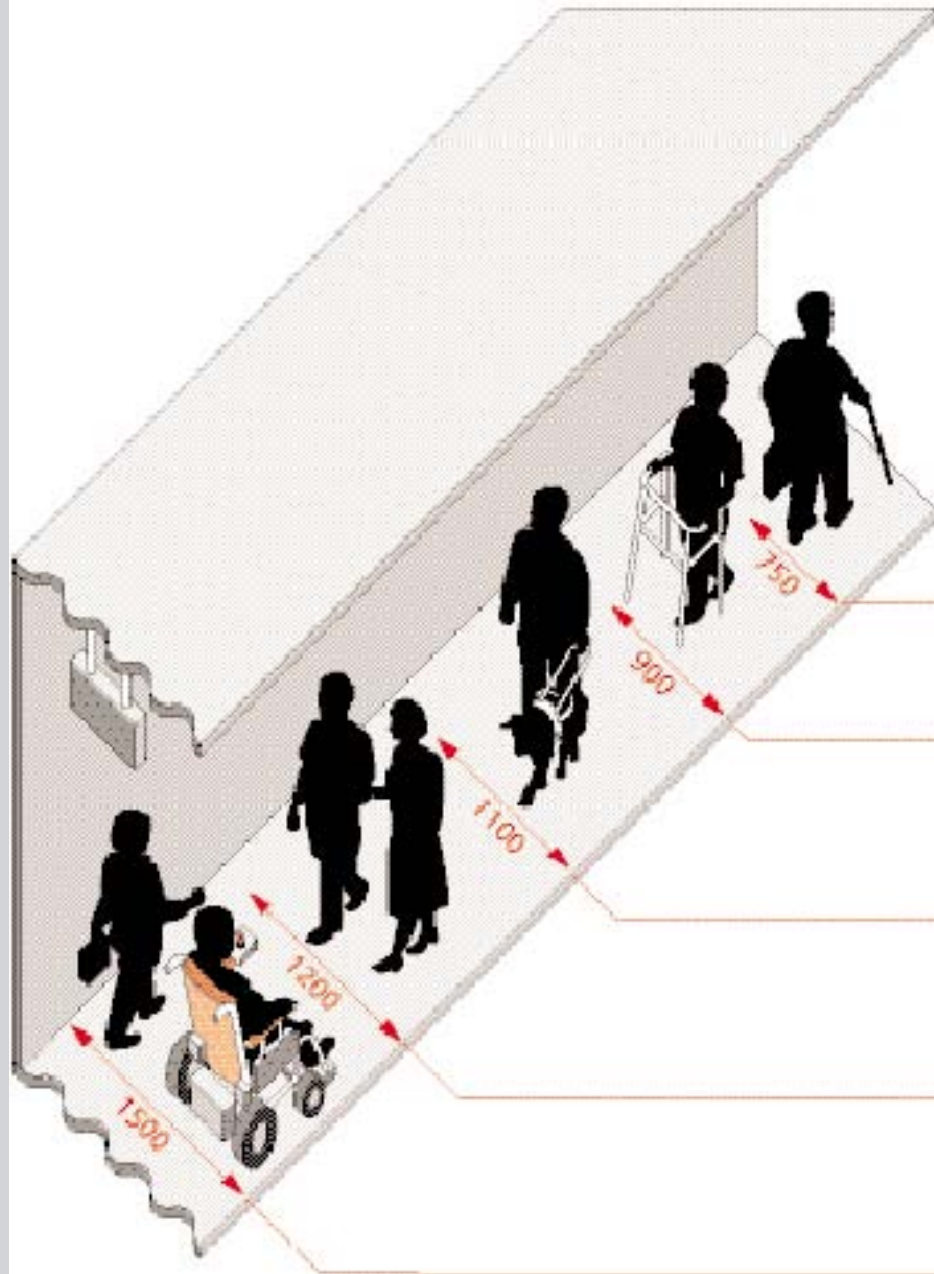
- One Way – 6.75 minimum
- Two Way – 8.5 minimum



Existing Clear Street Widths at Pinch Points within City:

- Rose Inn St at Xtravision – 6.75m
- Vicar St at Con O'Sheas – 7.2m
- High St at Dores Entrance – 8.05m
- High St at Dores Optometrist – 8.2m
- John St at Set Theatre – 8.1m
- John St at Co. Hall – 8.3m
- High St at Goods Corner - 9.1m
- High St at Town Hall – 9.42m
- High St at Manning Travel – 9.7m* (Includes Loading Bay)

All of the **RED** Highlighted widths are less than what is considered a safe minimum width for Two-way traffic.



Person with walking stick requires 750mm

Person with crutches or walking frame requires 900mm

Blind person with long cane or assistance dog requires 1100mm

A visually impaired person who is being guided requires 1200mm

A wheelchair user and an ambulant person side by side need 1500mm

Average Traffic Volumes Daily

High St

Vehicles – 4,803

Cyclists – 101

Pedestrians – 14,262

John St

Vehicles – 10,373

Cyclists – 210

Pedestrians – 5,985

Rose Inn St

Vehicles – 8,942

Cyclists – 176

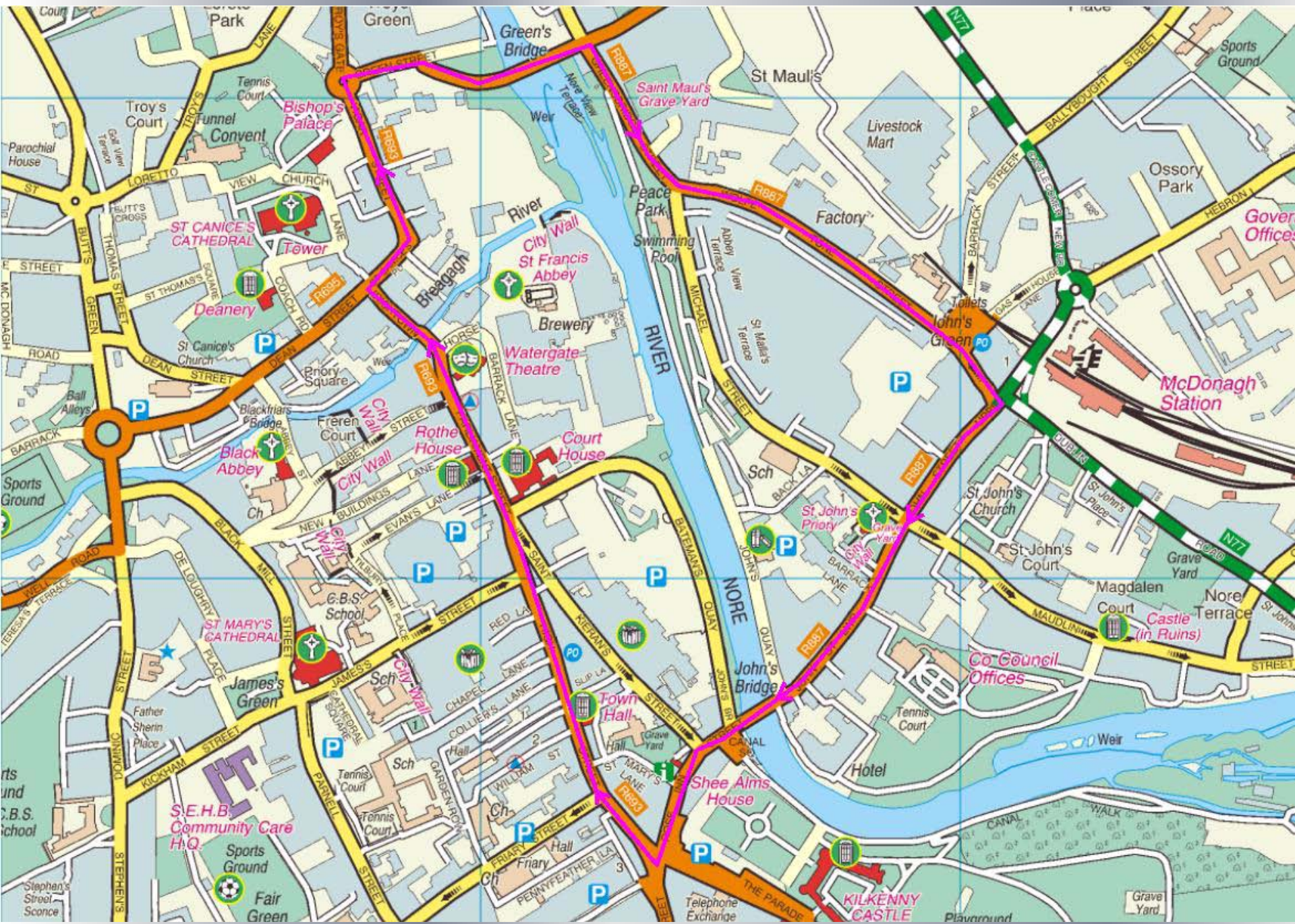
Pedestrians – 6,373

Proposal 1 – Clockwise Large Loop – Trialed in 1980's and 1990's during Fleadh Cheoil & Confederation Festival

John St, Rose Inn St, High St, Vicar St, Greens Bridge, Wolfetone St, John St.

It was found that:

- The travel distance from the eastern environs to schools and hospitals on the Freshford Road were excessive
 - Introduced un-necessary traffic to the City Centre
 - Increased speeds due to wider streets
 - Double parking
 - Decrease in pedestrian comfort and safety
 - Significant traffic increase on Wolfetone St/Michael St
 - Additional bridge crossing required

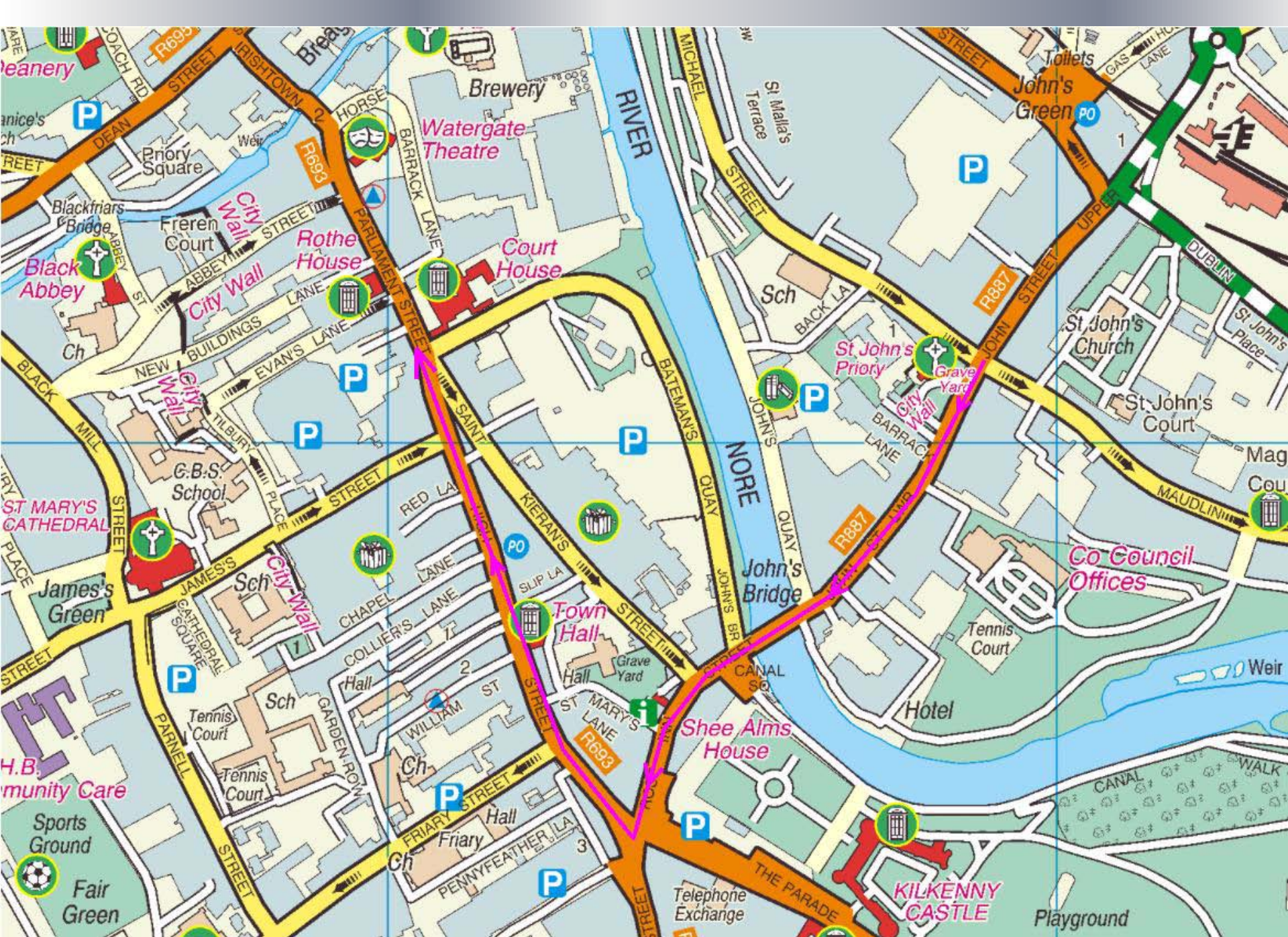


Proposal 2 – Clockwise Small Loop – Trialed in 2010

John St, Rose Inn St, High St One Way

It was found that:

- Excessive congestion on John St& Rose Inn St – reverted to two way after short period
- Excessive delays at exit from Market Cross, Irishtown Junction, Bateman Quay and Greens Bridge
 - Significant improvement in pedestrian environment
- Delays at Troys Gate Roundabout/Greens Bridge had rapid knock on effect on city centre.



Deanery

Blackfriars Bridge

Black Abbey

ST MARY'S CATHEDRAL

H.B. Community Care

Sports Ground

Fair Green

City Wall

City Wall

City Wall

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Watergate Theatre

Rothe House

G.B.S. School

James's Green

Sch

Tennis Court

Friary

Brewery

Court House

Town Hall

Hall

Hall

Friary

Telephone Exchange

Watergate Theatre

Court House

Town Hall

Hall

Hall

Friary

Telephone Exchange

RIVER

NORE

John's Bridge

Shee Alms House

Castle

Playground

St Malla's Terrace

Sch

St John's Priory

John's Bridge

Shee Alms House

Telephone Exchange

Playground

Toilets

John's Green

St John's Church

St John's Court

Co Council Offices

Hotel

KILKENNY CASTLE

Playground

North Arrow

St John's Place

St John's Church

St John's Court

Mag Cou

Co Council Offices

Tennis Court

Hotel

Hotel

Hotel

Hotel

Hotel

Hotel

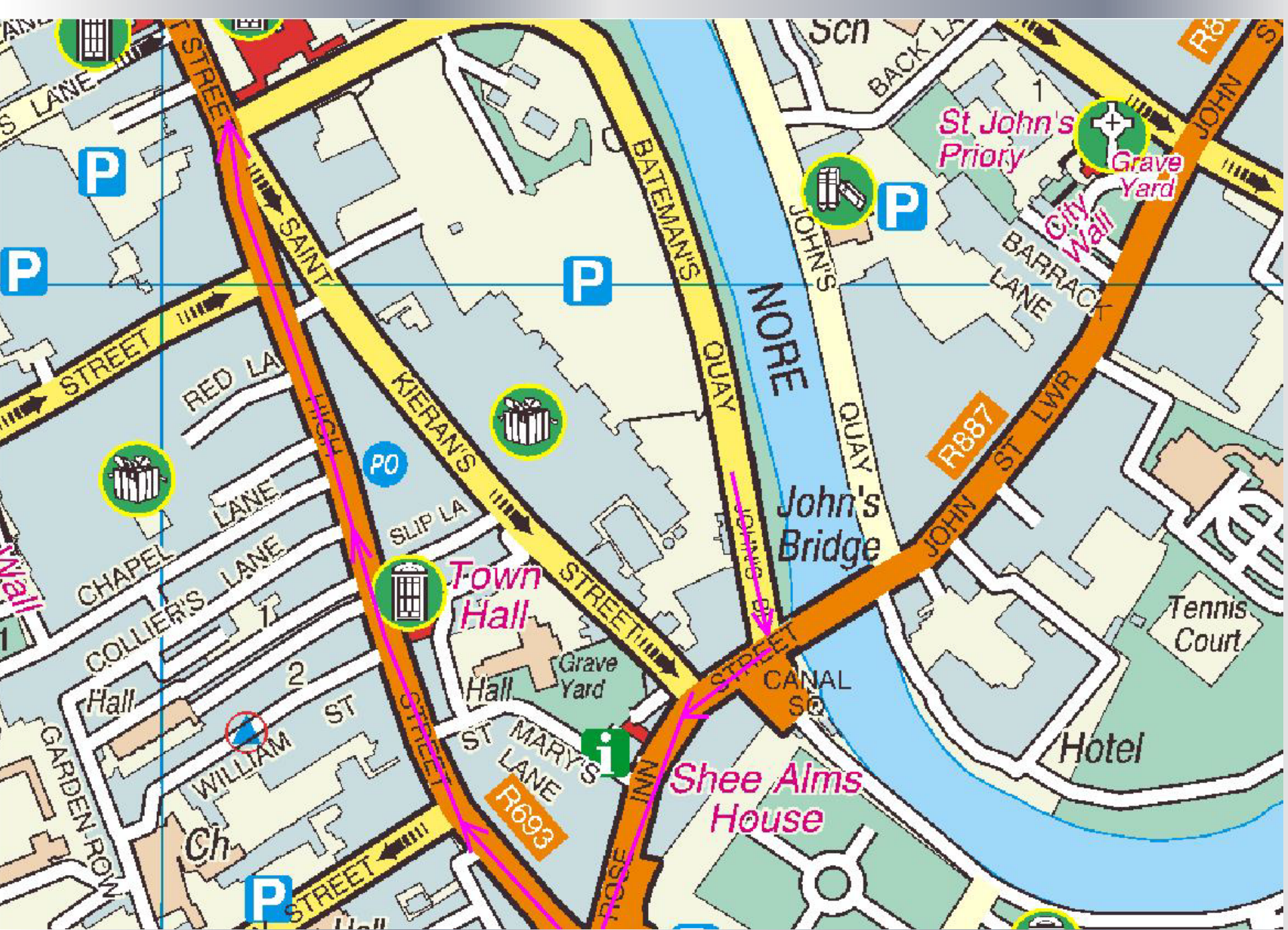
Proposal 3 – Clockwise Smaller Loop – Un tested

Rose Inn St, High St, and a portion of Bateman Quay One Way

- No Entry to Bateman Quay from Johns Bridge
- Cars entering Market Yard travel via High St or Greens Bridge
- John St remains two-way accessed from Bateman Quay only
 - 2 lane exit from Bateman Quay

Likely Effects:

- Reduction in delays on Bateman Quay
- Difficulties at Irishtown Junction and Market Cross but not as significant as 2010 trial
 - Would be alleviated by an exit from Market Cross onto James' St
 - Increased activity at Dominic St/Kickham St Junction (Possible Traffic Lights)
 - Left in/Left Out of Blackmill St with Roundabout at Kennyswell Road Junction



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PO



Town Hall

Shee Alms House

St John's Priory

Grave Yard

City Wall

John's Bridge

Hotel

Tennis Court

CHURCH STREET

RED LANE

COLLIERS LANE

CHAPEL LANE

GARDEN ROW

WILLIAM ST

STREET

ST MARY'S LANE

Hall

Grave Yard

ROSE INN

CANAL

NORE

JOHN'S QUAY

BATEMAN'S QUAY

JOHN'S QUAY

JOHN'S QUAY

STREET

BACK LANE

BARRACK LANE

JOHN'S QUAY

JOHN ST LWR

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Proposal 4 – Anti-Clockwise High St

- No Right turn from Bateman Quay onto Rose Inn St
- Traffic to Market Yard/Parliament St from John St via Bateman Quay
 - Reconfigure Market Yard/Parliament St Junction
- Traffic to Market Yard/Parliament St from Patrick St Via Rose Inn St/Bateman Quay
 - No Effect on Market Cross/Irishtown Junction
 - James St Reversed
 - May require Entry Only on Bateman Quay

Likely Effects:

- Significant congestion at Johns Bridge and John St
- Restricts buses and taxis operating from Bateman Quay
- Increases travel times from Patrick St/Loughboy Area with likely increases in Dominic St and Stephen St
 - John St congestion may increase traffic load on Greens Bridge



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PO

R887

R693

St John's Priory

Grave Yard

Town Hall

Shee Alms House

City Wall

John's Bridge

Tennis Court

Hotel

NORE QUAY

BATEMAN'S QUAY

JOHN'S QUAY

JOHN ST LWR

STREET

S SAINT STREET

RED LA

LANE

CHAPEL

HALL

WILLIAM ST

ST MARY'S LANE

ROSE INN

R6

R6

R6

S LANE

GARDEN ROW

Wall

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