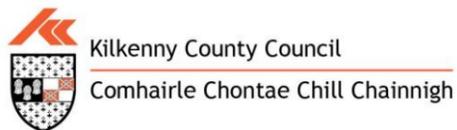


Enhanced Pedestrian and Cyclist Facilities on the Radial Routes Within Kilkenny City

Public Consultation
March – April 2023



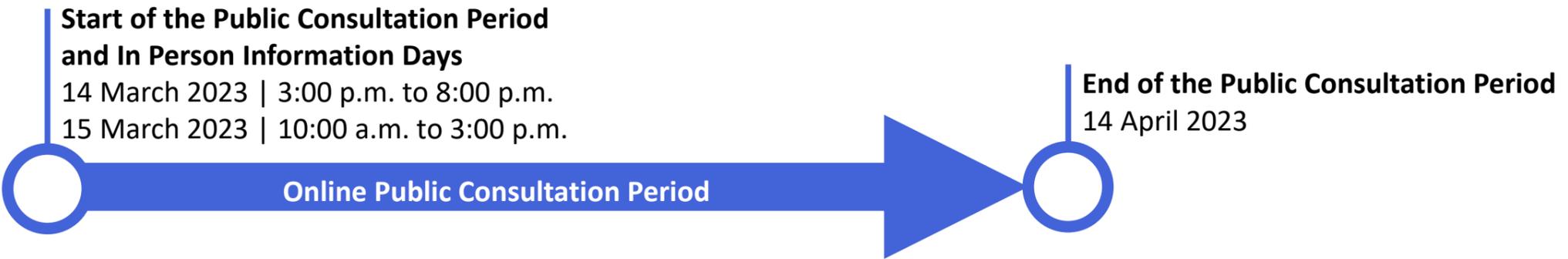
Enhanced Pedestrian and Cyclist Facilities on the Radial Routes Within Kilkenny City Public Consultation

Welcome!

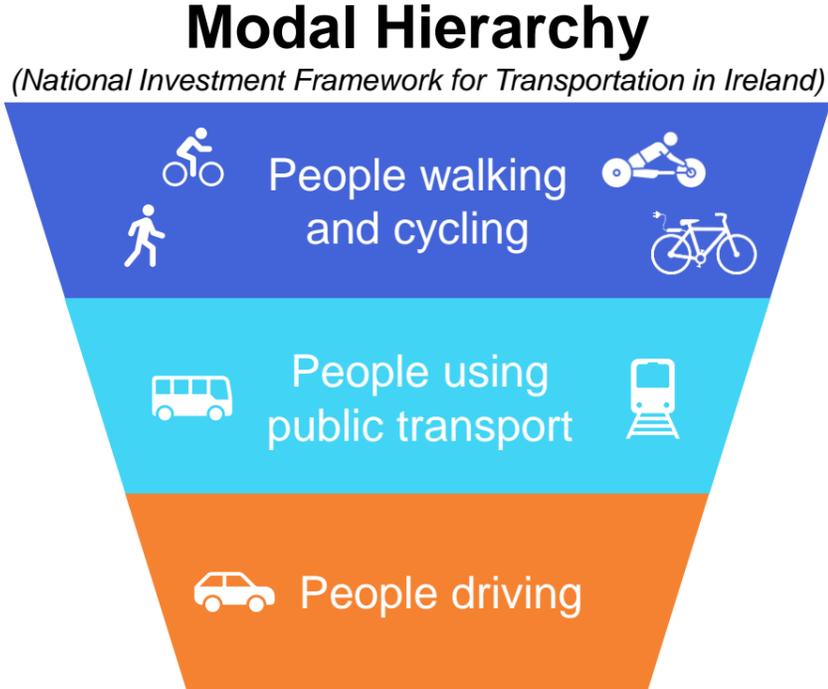
Kilkenny County Council and the National Transport Authority (NTA) are in the processes of developing the urban cycling network within Kilkenny City along the key radial routes into and out of the city centre.

Purpose of the Public Consultation

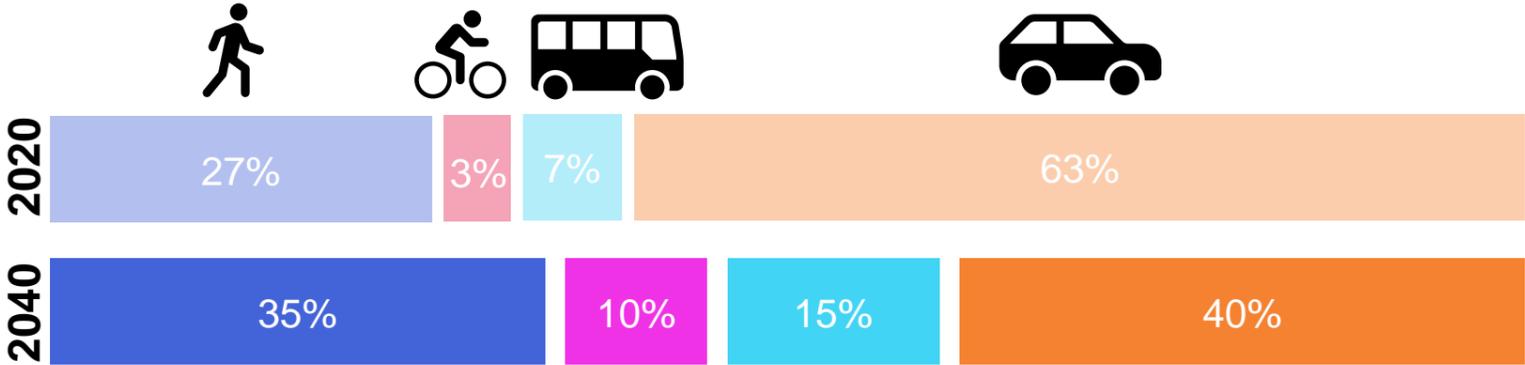
The project has identified preferred options for each of the routes and is seeking feedback and input on how these routes can best be designed to meet community needs. This input will be used to guide the upcoming design process.



The Strategic Vision



Kilkenny City is committed to having **60% of trips made by sustainable modes** (walking, wheeling, cycling and public transport) by 2040.
 (Kilkenny City and County Development Plan 2021-2027)



Scheme Goals and Objectives

Purpose of the Schemes

The purpose of the proposed project **is to provide** the highest level of feasible **walking, wheeling and cycling infrastructure** along the designated corridors **to encourage more people to choose walking and cycling** in support of Kilkenny's active travel mode split goals.

Goals & Objectives

- Provide high-quality walking and cycling routes between residential areas, schools, institutions and businesses
- Design traffic calming provisions to reduce excessive vehicle speeds



Study Corridors



15 km of new / improved walking, cycling and wheeling routes



2,800 m² of potential additional green space



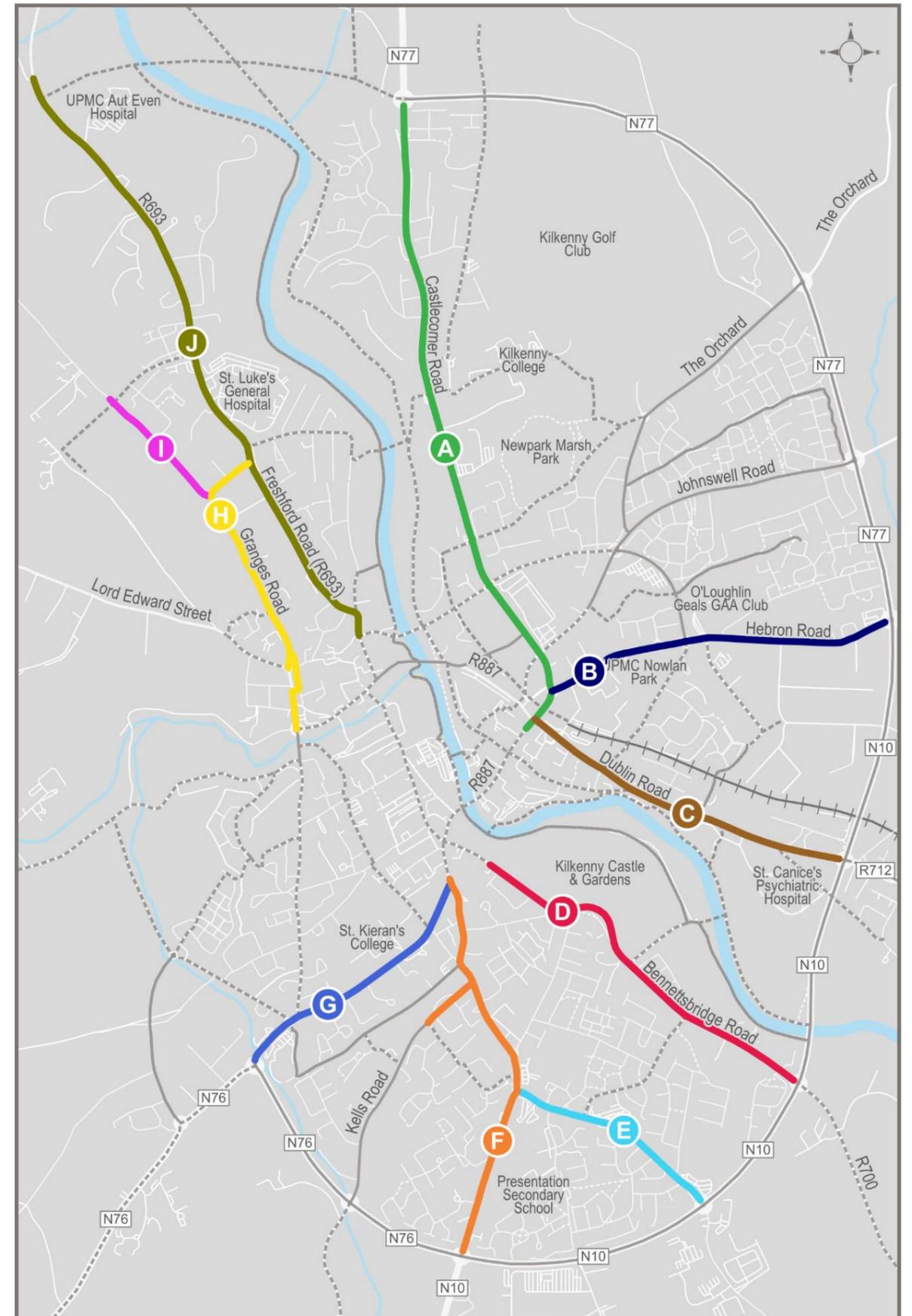
25 improved junctions

Other Cycle Routes

- Existing Routes
- - - Conceptual / Planned Routes

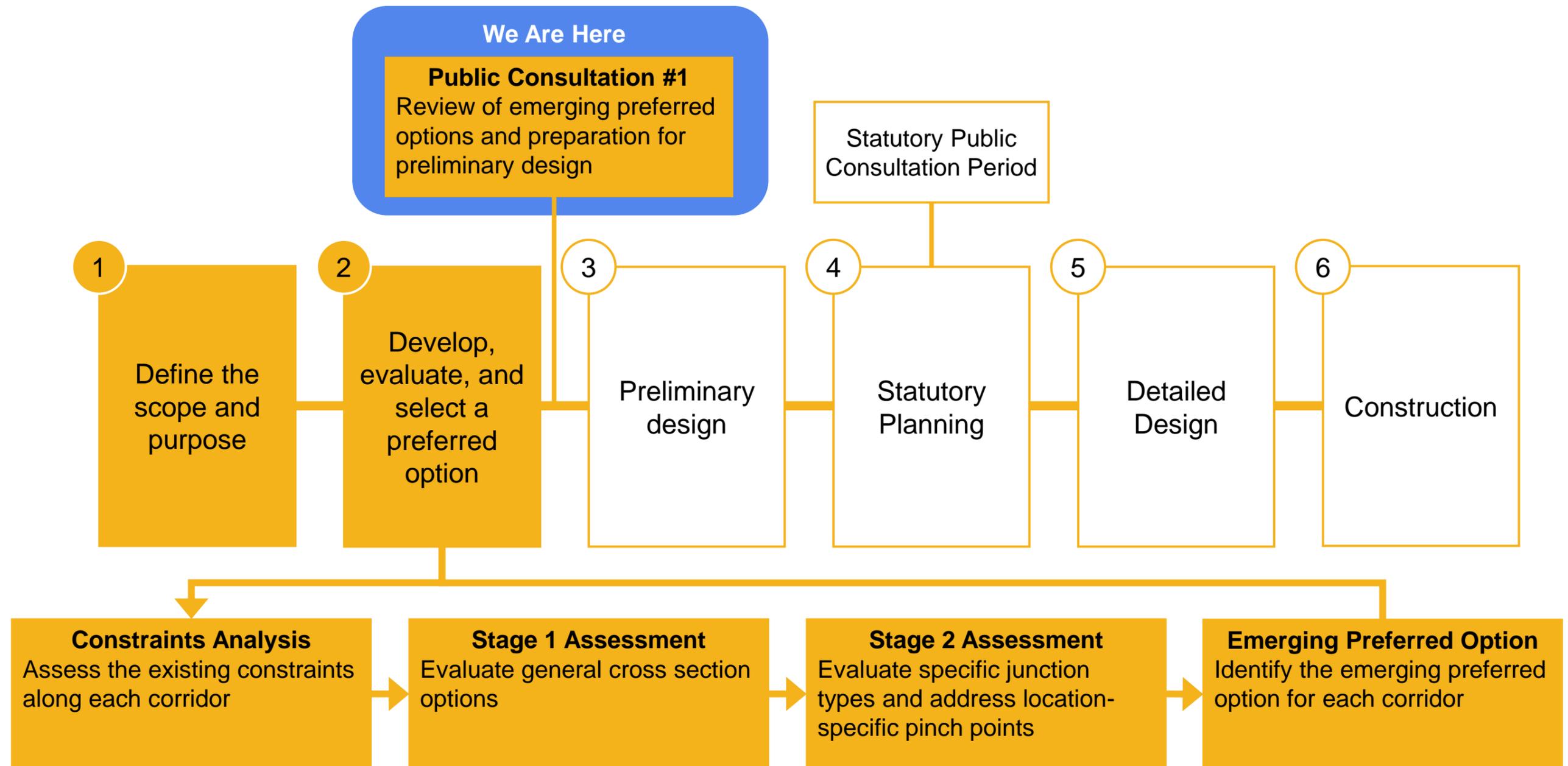
Scheme Corridors

- A** Castlecomer Road Corridor
- B** Hebron Road Corridor
- C** Dublin Road Corridor
- D** Bennettsbridge Road Corridor
- E** Bohernatounish Road Corridor
- F** Waterford Road Corridor
- G** College Road Corridor
- H** Grange's Road Corridor
- I** Dunningstown Road Corridor
- J** Freshford Road Corridor



Scheme Development Process

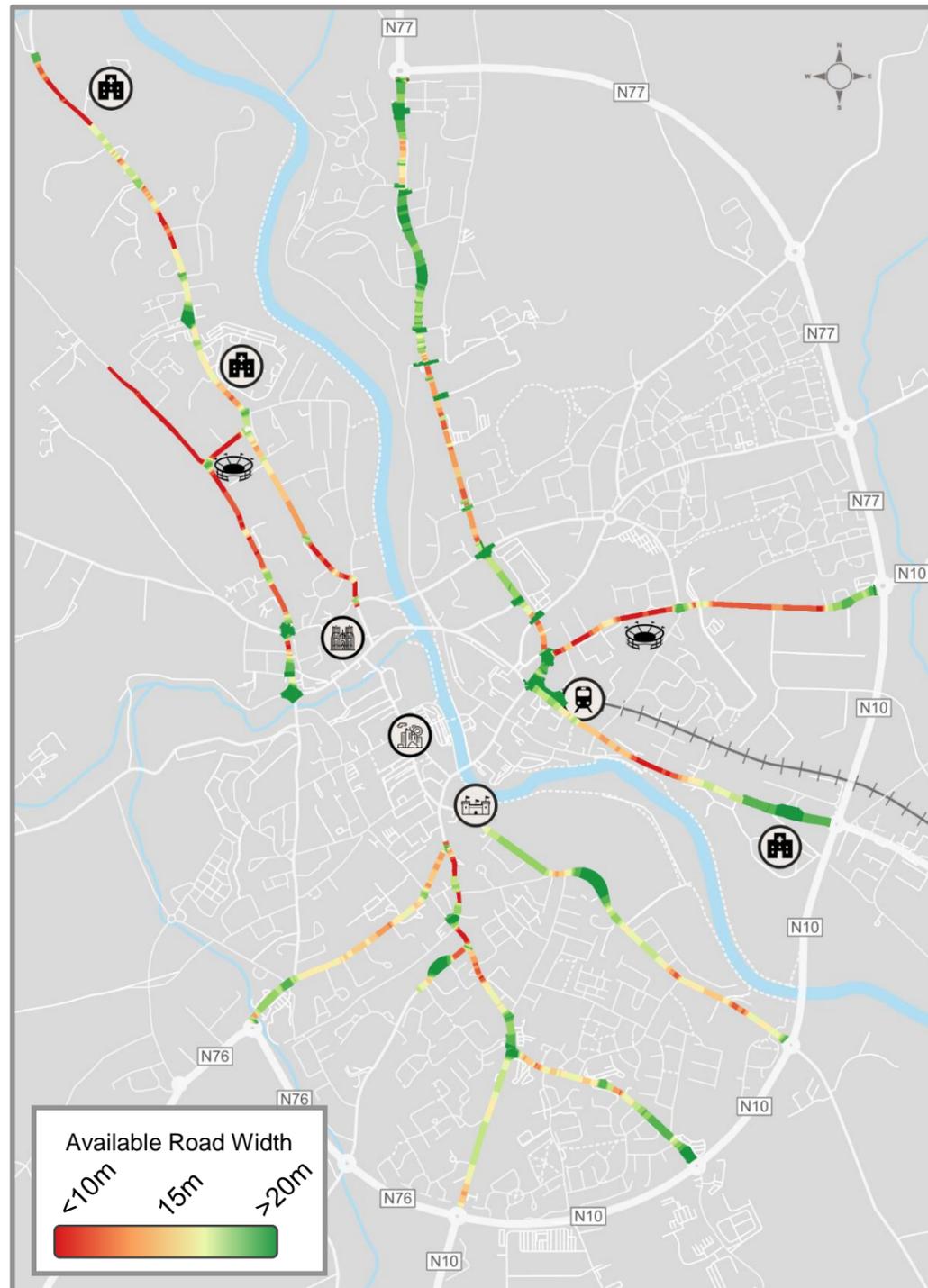
The Kilkenny active travel schemes are being developed based on the National Transport Authority's (NTA's) project management and appraisal process. This provides a consistent, transparent and accessible process for all stakeholders.



Key Constraints

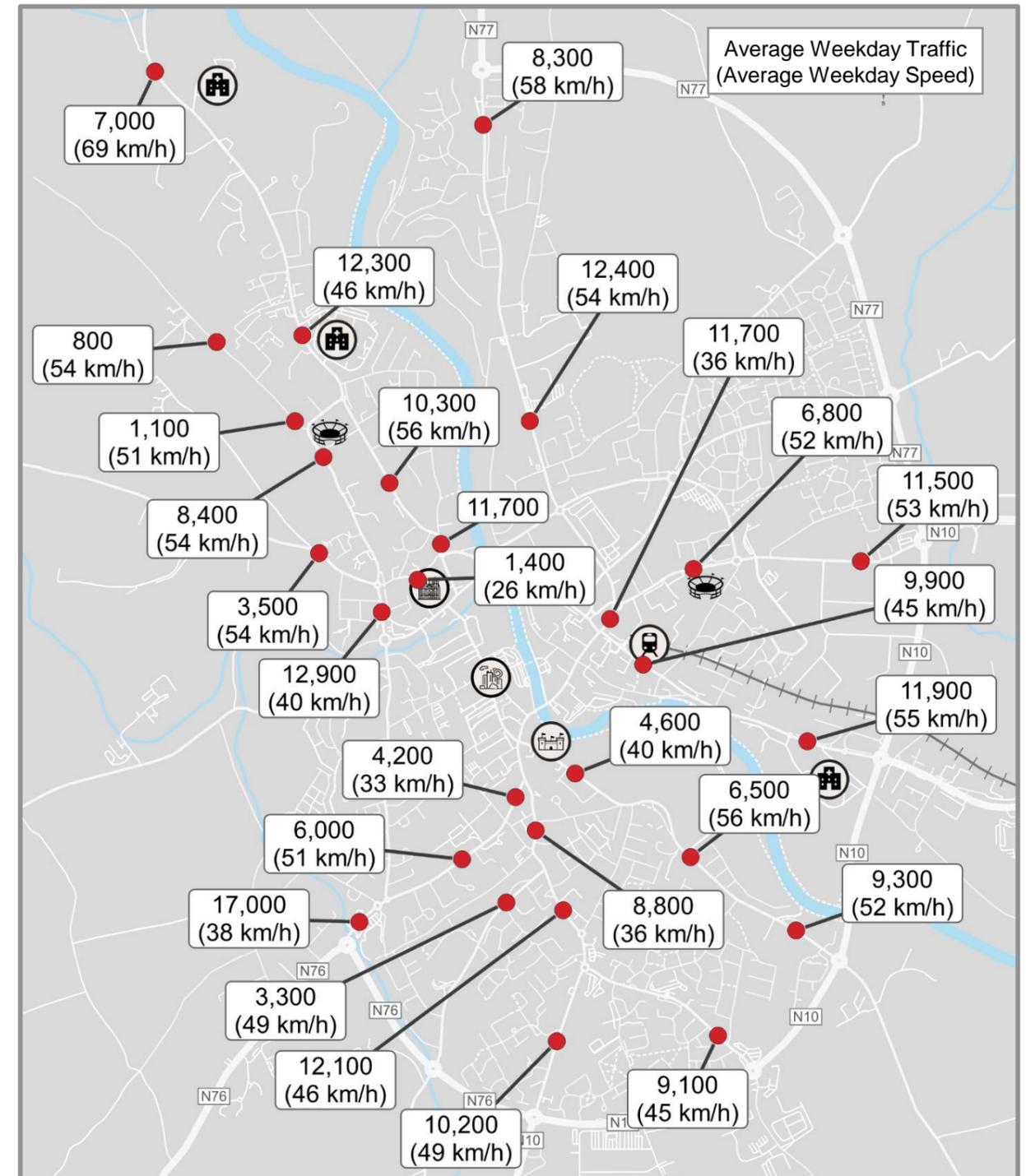
Space Constraints

To meet climate and mobility goals, it is critical to maximise the use of the limited available space. Typically, 14m of space is required to provide recommended width footpaths, cycle tracks and carriageway.



Traffic Constraints

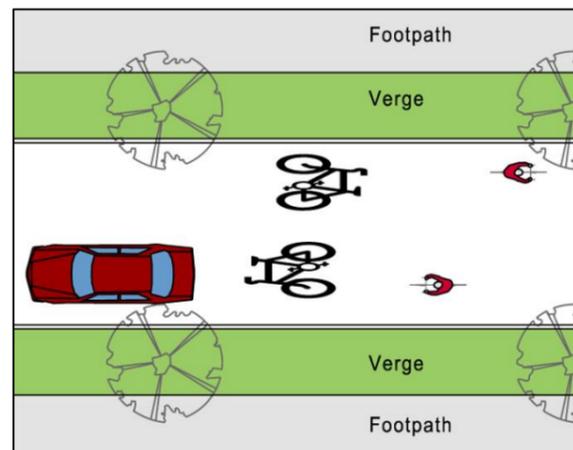
The National Cycle Manual recommends that segregated cycling facilities be provided whenever vehicles volumes are greater than approximately 10,000 vehicles per day and/or speeds are greater than 30 km/h.



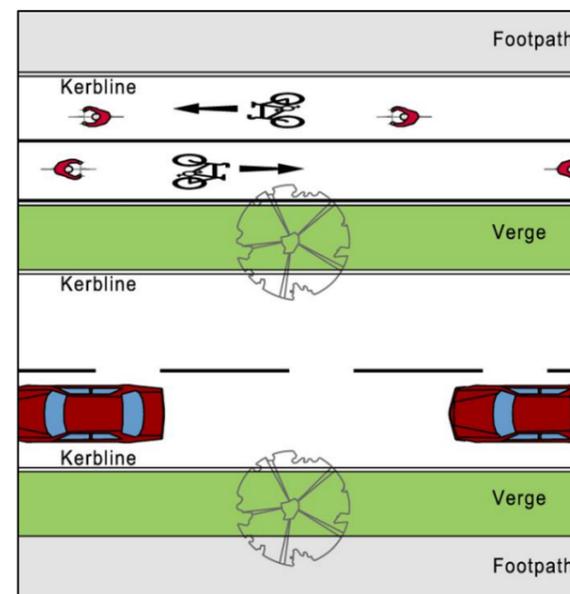
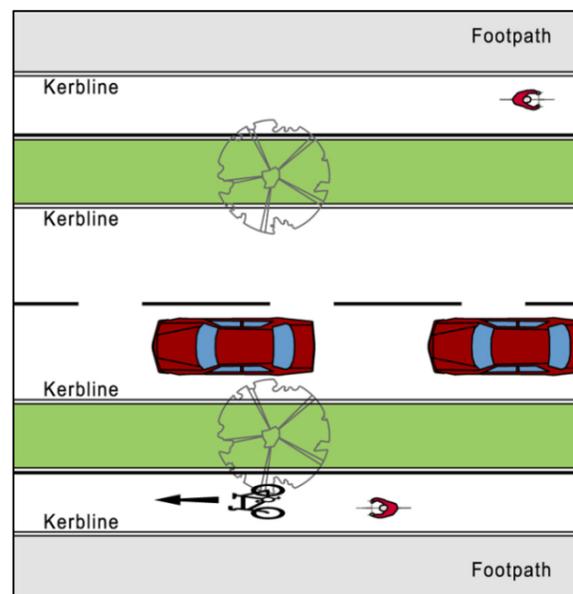
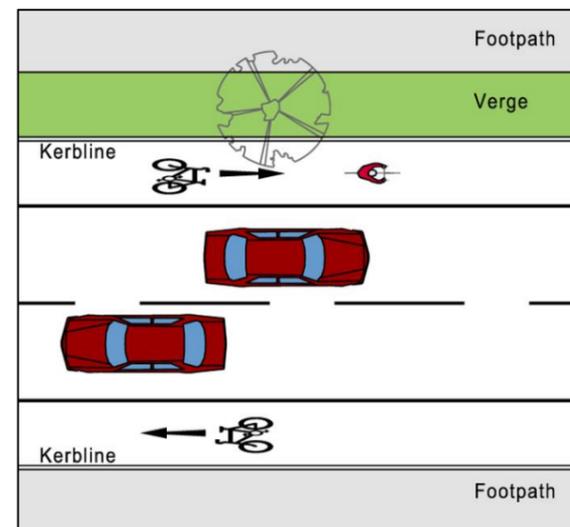
Stage 1 Assessment Process

The initial assessment (Stage 1) examined the general cross section to be implemented along each corridor.

Shared Streets



Cycle Lanes



One-Way Cycle Tracks

Two-Way Cycle Tracks

When considering different options, each cross section was qualitatively evaluated based on its potential benefits and impacts to:

-  Safety
-  Directness
-  Coherence
-  Attractiveness
-  Comfort for Users of All Ages and Ability
-  Roadway Operations
-  Businesses
-  Residents
-  The Environment
-  Cost
-  Implementation Timeframe

*Note, the provision and width of specific elements varies based on the available road space.
Figure Source: NTA National Cycle Manual*

Stage 2 Junction Types

The second assessment (Stage 2) refined the general cross sections selected from Stage 1. This included considering junction types and more bespoke details at highly space constrained areas (pinch points). Two different configurations were considered at major junctions.

Cycle Friendly Roundabout

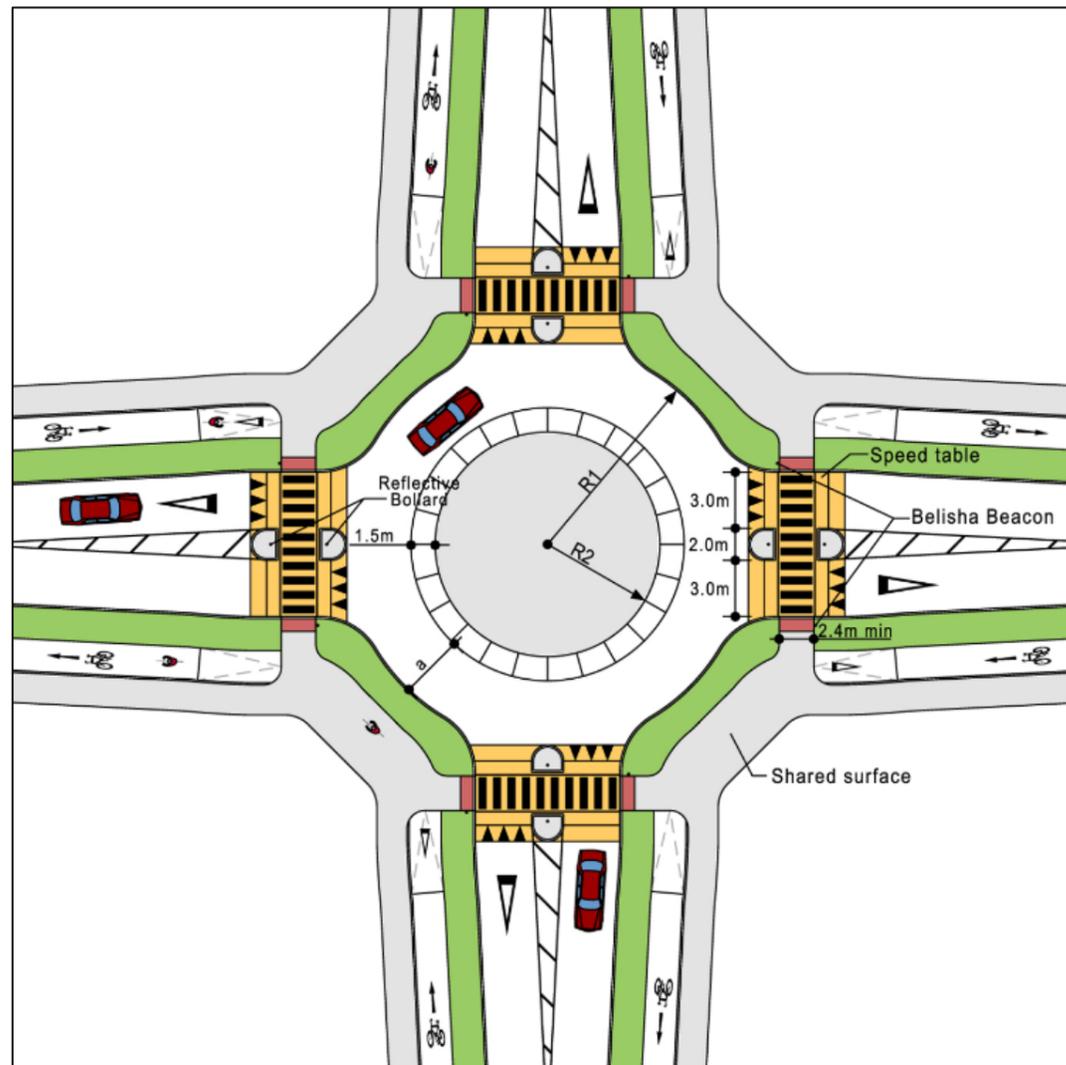
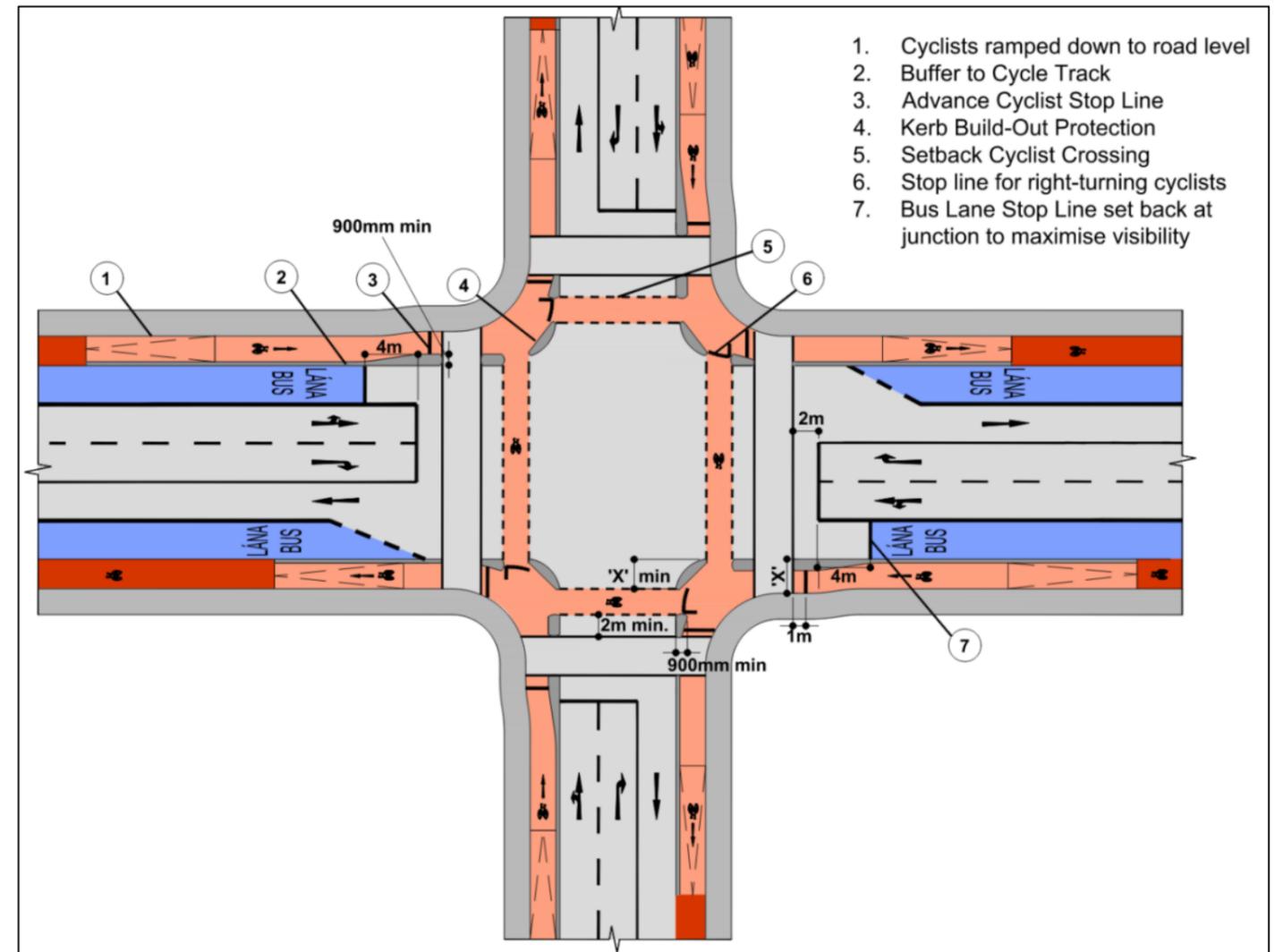


Figure Source: NTA National Cycle Manual

Protected Signalled Cycling Junction



Note, the diagram is for example purposes only. Bus lanes are not being considered as part of this scheme.
Figure Source: Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors

Stage 2 Assessment Considerations

Safety	How well does the option avoid and/or manage conflicts between different users?		What are the potential ecological impacts of the option?
			What are the potential noise and vibration impacts of the option?
			What are the potential air quality and climate impacts of the option?
Junction Operations	How much delay might pedestrians experience? How much delay might cyclists experience? How much delay might drivers experience?	Environment	What are the option's potential impacts to Seveso sites?
			What are the potential archaeological and cultural heritage impacts of the option?
			What are the potential soil and geological impacts of the option?
Directness	What is the difference in distance between the shortest path and the proposed path for pedestrians? What is the difference in distance between the shortest path and the proposed path for cyclists?		What are the potential hydrologic and hydrogeological impacts of the option?
			What are the potential landscape and visual impacts of the option?
Coherence	Does the option provide consistent and intuitive facilities for all users, or does it often require people to transition to different facility types?	Physical Activity	Would the option provide a facility of high enough quality to encourage more people to choose active travel modes and thus live more active lifestyles?
Attractiveness	How much verge can the option provide? How many trees might be impacted by the option? How much additional green space can be provided?	Integration	Does the option align with the modal and investment priorities of the National Investment Framework for Transport in Ireland (NIFTI)? Does the option provide high-quality bus stops?
Comfort	How much of the route would have full width pedestrian facilities? How much of the route would have full width cycling facilities?	Accessibility & Social Inclusion	Does the option meet the needs of people of all ages and abilities?
Economics	How much would the option cost to build? Does the option fit within the existing road space or would it require land take?		

Castlecomer Road Corridor

Castlecomer Road Corridor

This route provides opportunities for additional tree planting and verges on the wider stretches, enriching the biodiversity of our city, and increasing the attractiveness of our routes. The route will connect the north-east of the city with public and sustainable transport options at MacDonagh Junction.

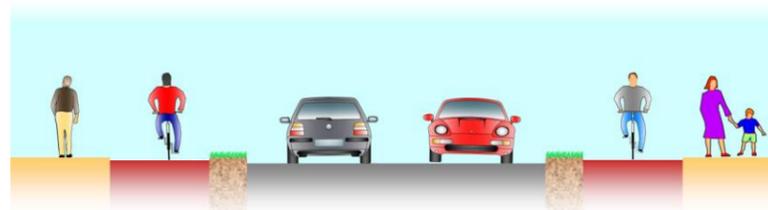
Proposal

- Implement one-way cycle tracks on both sides of the road from the N77 Roundabout to Dublin Road
- 2.6km of new and improved walking, wheeling and cycling infrastructure
- Improvements to five major junctions to make them safer and more comfortable for all users
- Opportunities for additional green space

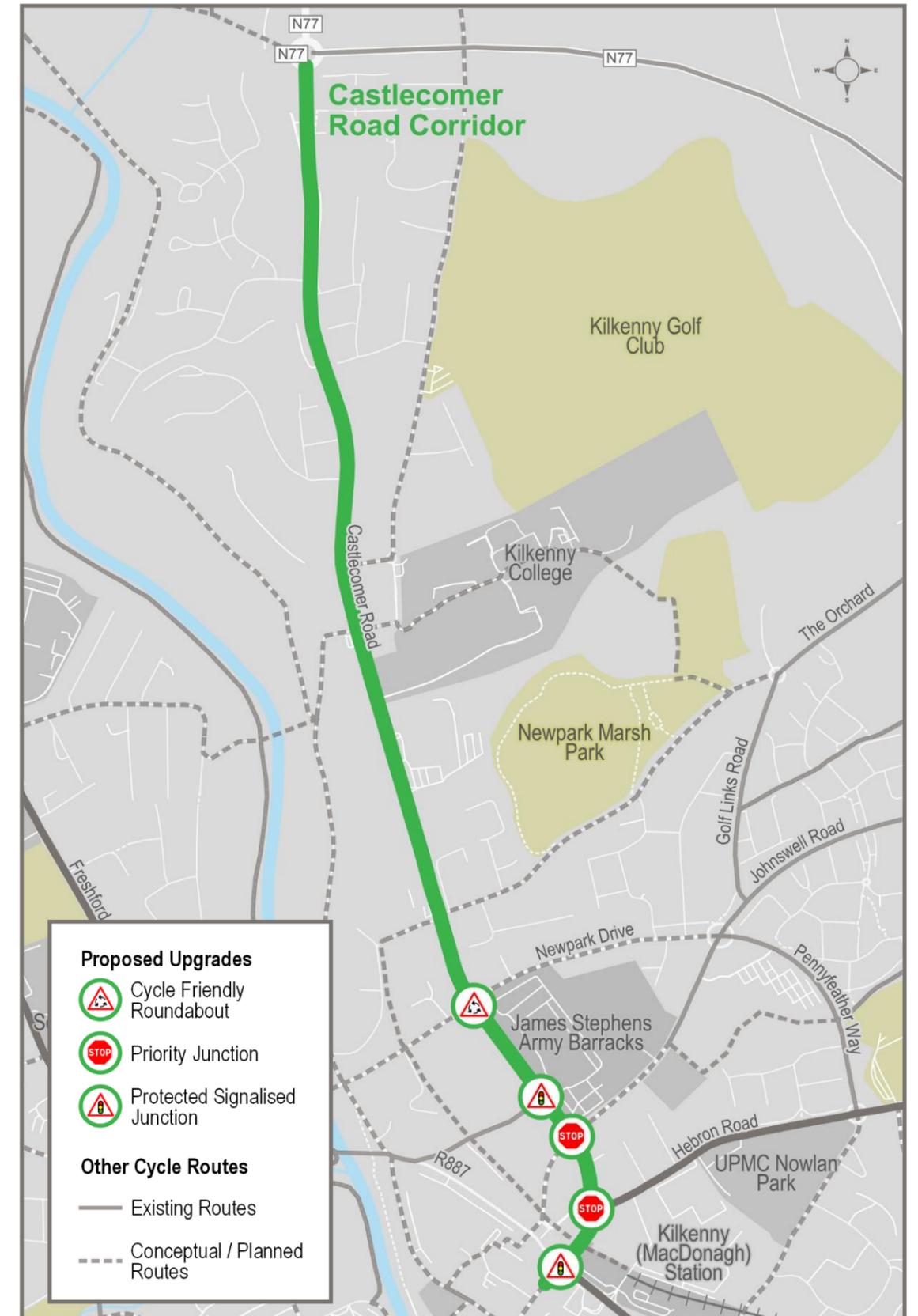
Considerations

- Impacts to on-street parking and loading areas
- Potential impacts to trees

One-Way Cycle Track Cross Section



- | | |
|---|--|
|  Footpath (1.8m – 2.0m) |  Verge |
|  Cycle Track (1.5m – 2.0m) |  Carriageway (6.0m) |



Hebron Road Corridor

Hebron Road Corridor

This route will add to linkages already developed in the Hebron, Johnswell Road and Newpark area, linking houses to schools, employment, retail and health services and green spaces. These routes take in the beauty spots of Newpark Fen and the Lake.

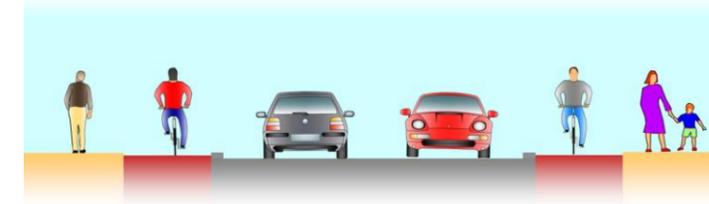
Proposal

- Implement one-way cycle tracks on both sides of the road from the N10 Roundabout to Castlecomer Road
- 1.4km of new and improved walking, wheeling and cycling infrastructure
- Improvements to three major junctions to make them safer and more comfortable for all users

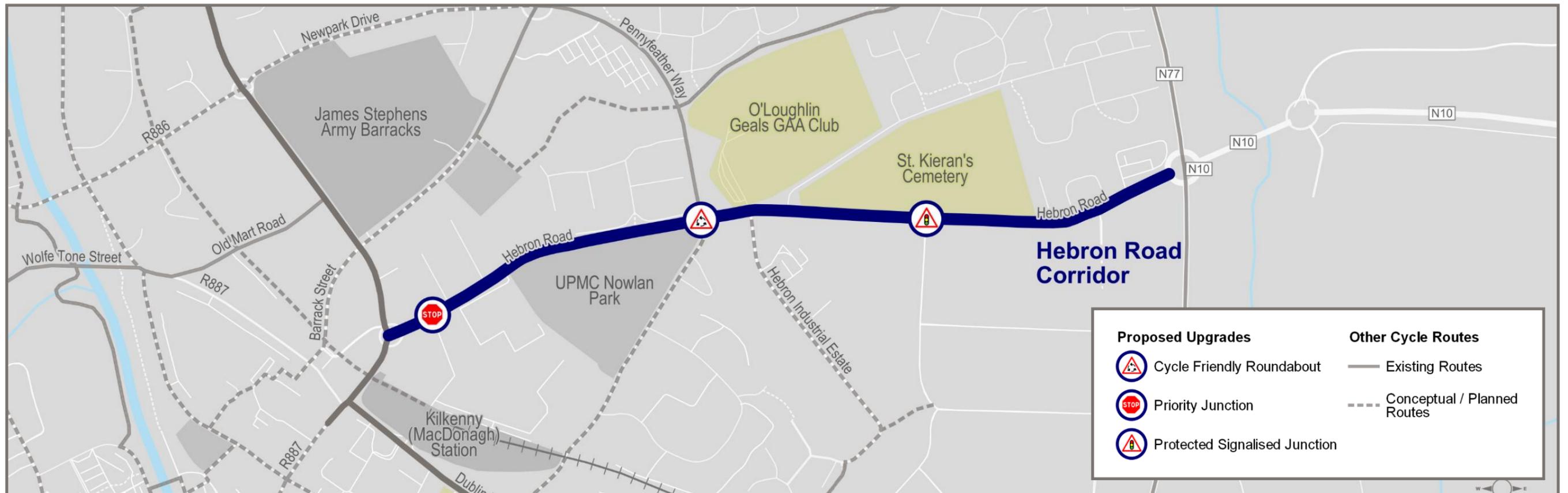
Considerations

- Subject to land acquisition by agreement
- Potential impacts to trees

Recommended Typical Cross Section



- Footpath (1.8m – 2.0m)
- Cycle Track (1.5m – 2.0m)
- Carriageway (6.0m)



Dublin Road Corridor

Dublin Road Corridor

This route will provide views of the Nore Valley and Kilkenny Castle and will link to the off-road path by the Nore, along which people can enjoy a traffic free link to the city centre. Future plans will link this route to the parklands to be developed at the St. Canices site.

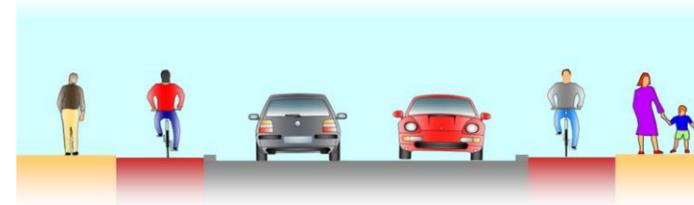
Proposal

- Implement one-way cycle tracks on both sides of the road (where space allows) from the N10 Roundabout to the Castlecomer Road Junction. Where the road narrows, have uphill (outbound) cyclists travel on a shared path with pedestrians and downhill (inbound) cyclists travel in-lane with vehicles
- 1.3km of new and improved walking, wheeling and cycling infrastructure
- Improvements to four major junctions to make them safer and more comfortable for all users

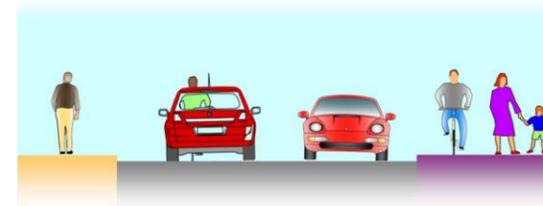
Considerations

- Impacts to on-street parking

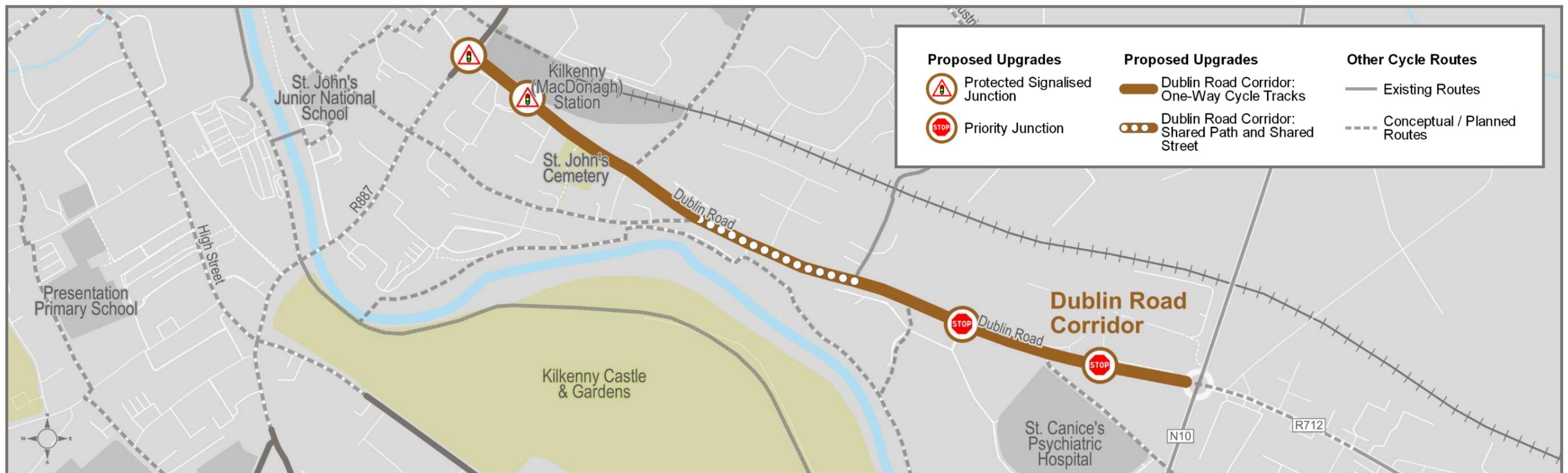
One-Way Cycle Track Cross Section



Shared Path Cross Section



- Footpath (1.8m – 2.0m)
- Cycle Track (1.5m – 2.0m)
- Shared Path (3.0m)
- Carriageway (6.0m)



Bennettsbridge Road Corridor

Bennettsbridge Road Corridor

This is the gateway to the city for many visitors to Kilkenny. The route travels along by the historic walls of Kilkenny Castle and parklands. This route also links to many of the shortcuts to the city centre for residents in the Loughboy and Nuncio Road areas.

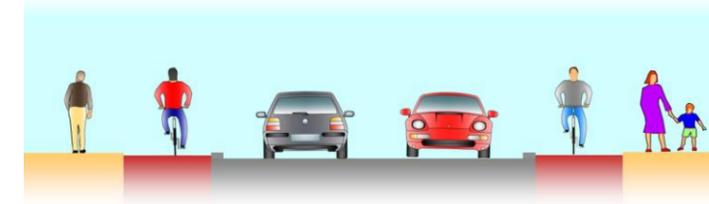
Proposal

- Implement one-way cycle tracks on both sides of the road from the N10 Roundabout to The Parade
- 1.5km of new and improved walking, wheeling and cycling infrastructure

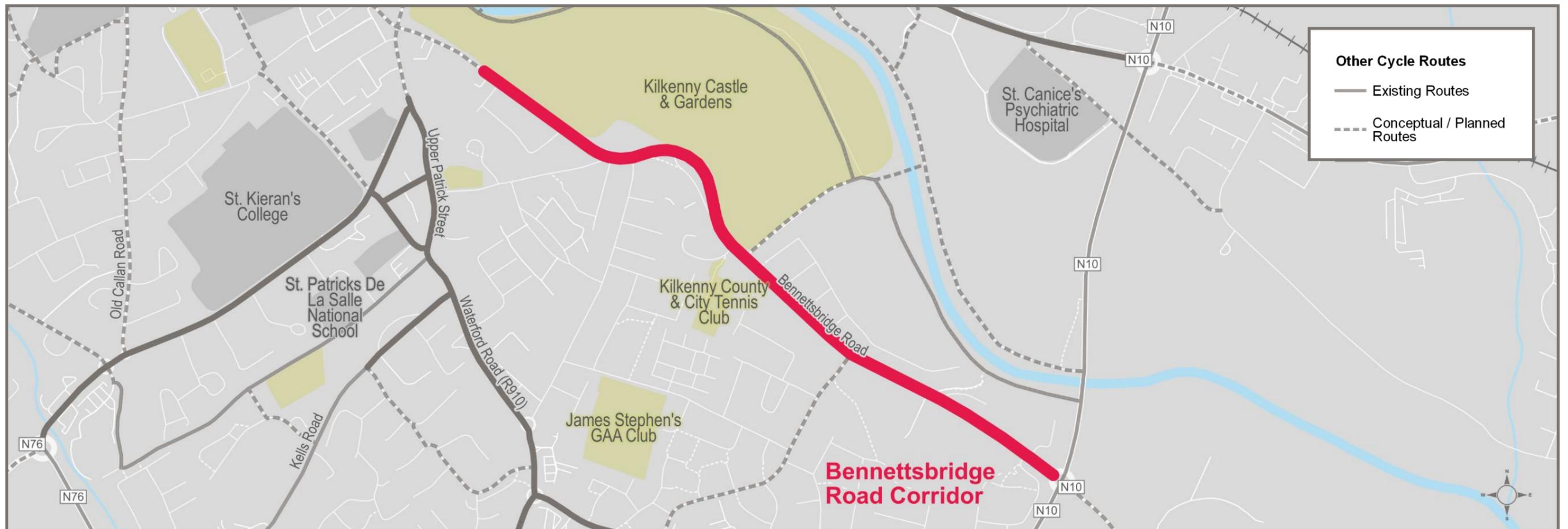
Considerations

- Impacts to on-street parking

Recommended Typical Cross Section



-  Footpath (1.8m – 2.0m)
-  Cycle Track (1.5m – 2.0m)
-  Carriageway (6.0m)



Bohernatounish Road Corridor

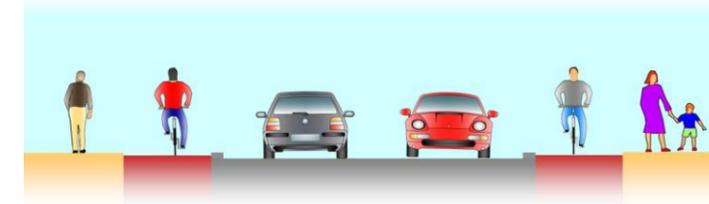
Bohernatounish Road Corridor

This busy corridor links residential areas to the Presentation Secondary School, Gaelscoil Osraí and Kilkenny School Project. The route also serves the shopping centre, medical services, The Watershed and large employment centres.

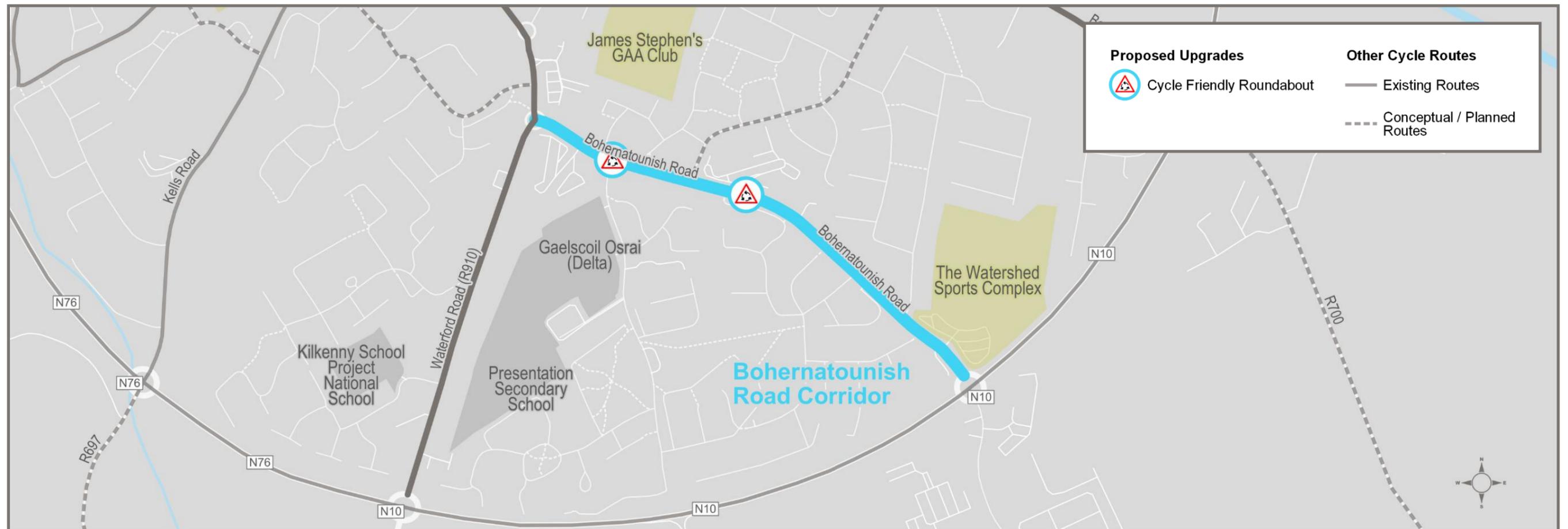
Proposal

- Implement one-way cycle tracks on both sides of the road from the N10 Roundabout to Waterford Road
- 0.9km of new and improved walking, wheeling and cycling infrastructure
- Improvements to two major junctions to make them safer and more comfortable for all users
- Opportunities for additional green space

Recommended Typical Cross Section



- Footpath (1.8m – 2.0m)
- Cycle Track (1.5m – 2.0m)
- Carriageway (6.0m)



Waterford Road Corridor

Waterford Road Corridor

Pedestrian and cyclist enhancements on the Waterford Road will provide opportunities for additional greening through tree planting and wildflower verges, enriching the biodiversity of our city, and increasing the attractiveness of our routes. This route will provide a safe, segregated facility for students attending the Presentation Secondary School and Gaelscoil Osraí.

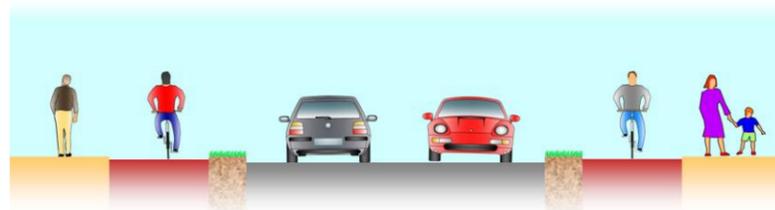
Proposal

- Implement one-way cycle tracks on both sides of the road from the N76 Roundabout to Patrick Street
- 2.4km of new and improved walking, wheeling and cycling infrastructure
- Improvements to two major junctions to make them safer and more comfortable for all users
- Opportunities for additional green space

Considerations

- Impacts to on-street parking

One-Way Cycle Track Cross Section

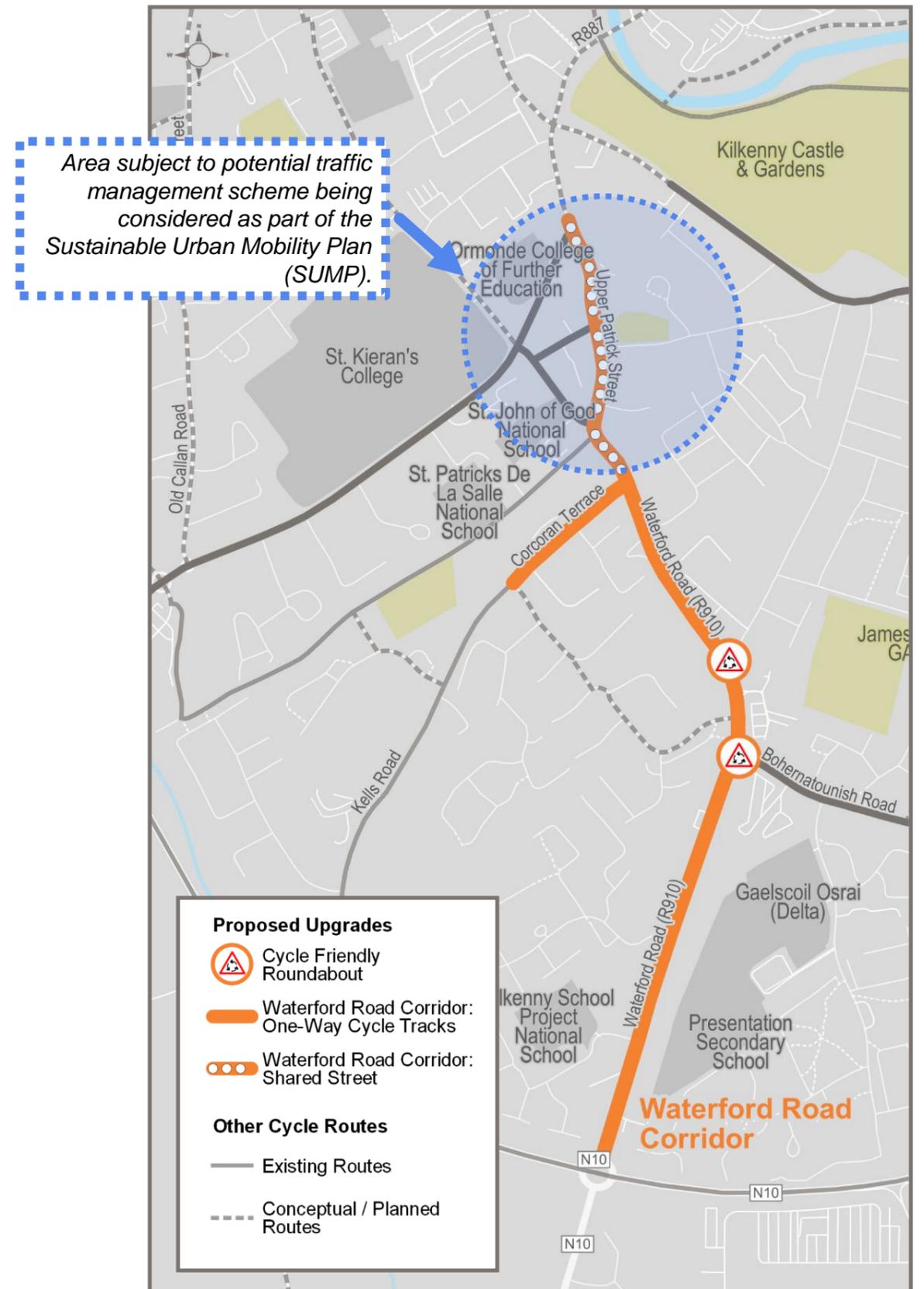


- Footpath (1.8m – 2.0m)
- Cycle Track (1.5m – 2.0m)

Shared Street Cross Section



- Verge
- Carriageway (6.0m)



College Road Corridor

College Road Corridor

Improved and safer walking, wheeling and cycling connections to St. Kieran's College, Ormonde College of Further Education and the city centre.

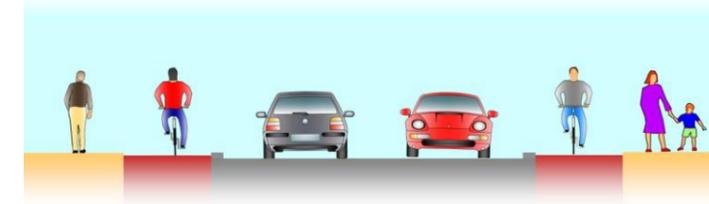
Proposal

- Implement one-way cycle tracks on both sides of the road from the N76 Roundabout to Patrick Street
- 1.1km of new and improved walking, wheeling and cycling infrastructure
- Improvements to three major junctions to make them safer and more comfortable for all users
- Opportunities for additional green space

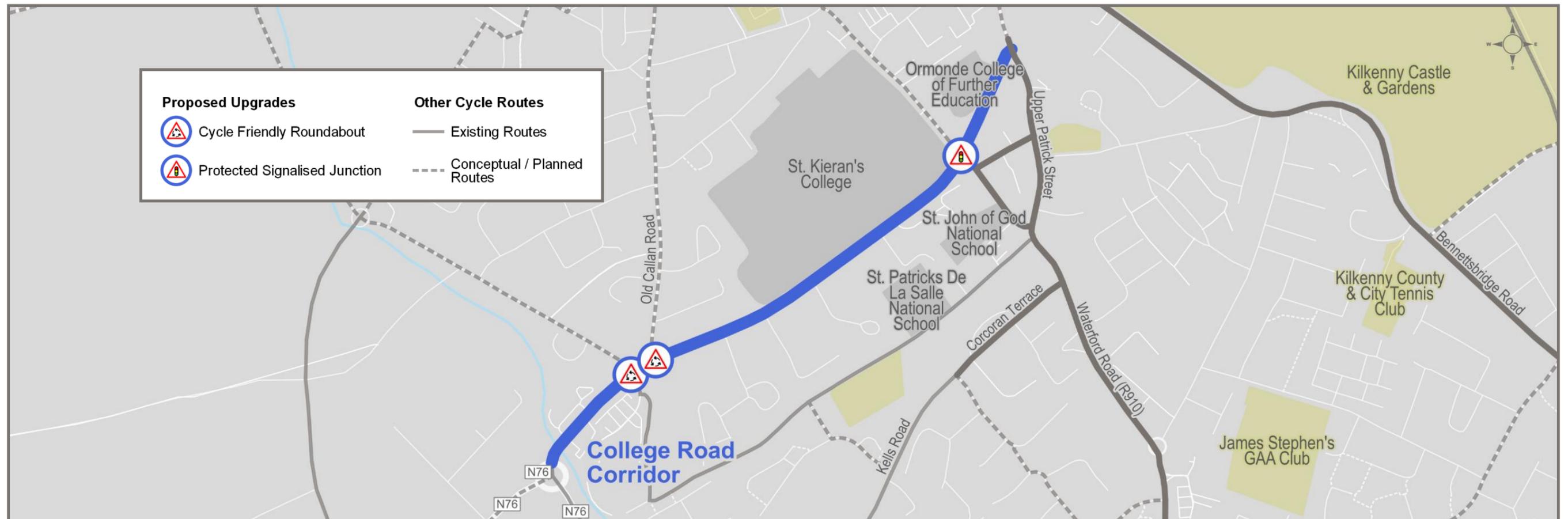
Considerations

- Impacts to on-street parking

Recommended Typical Cross Section



-  Footpath (1.8m – 2.0m)
-  Cycle Track (1.5m – 2.0m)
-  Carriageway (6.0m)



Grange's Road Corridor

Grange's Road Corridor

Approximately 3,000 school-age children will commute to school along the Freshford or Grange's Roads. Thomas Square provides a low traffic, shortcut from the Grange's Road to Dean Street and on to the city centre via Abbey Street.

Proposal

- Implement one-way cycle tracks on both sides of the road from Freshford Road to Dean Street. Divert cyclists to St. Thomas Square to avoid impacts along Butt's Green.
- 1.3km of new and improved walking, wheeling and cycling infrastructure
- Improvements to four major junctions to make them safer and more comfortable for all users
- Opportunities for additional green space

Considerations

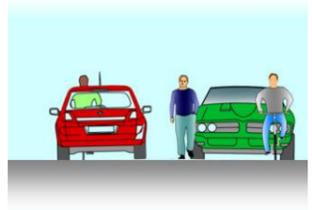
- Impacts to on-street parking
- Potential impacts to trees
- Subject to land acquisition by agreement

One-Way Cycle Track Cross Section

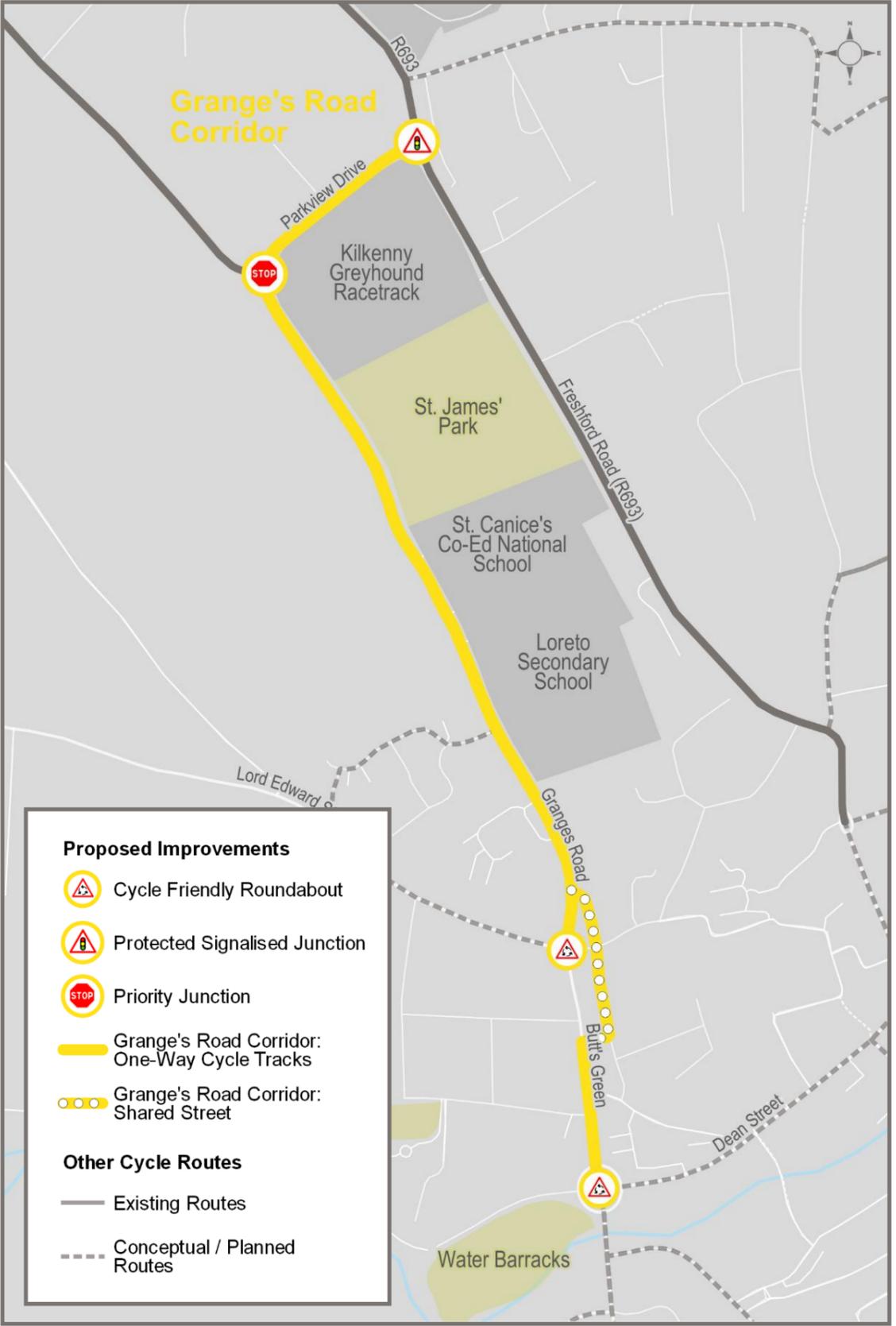


- Footpath (1.8m – 2.0m)
- Cycle Track (1.5m – 2.0m)

Shared Street Cross Section



- Carriageway (6.0m)



Dunningstown Road Corridor

Dunningstown Road Corridor

Improved and safer walking, wheeling and cycling connections to the new CBS Kilkenny.

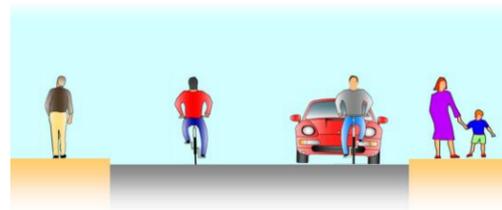
Proposal

- Implement new and upgrade existing footpaths along both sides of Dunningstown Road between the future Loughmacask Link Road and Grange's Road/Parkview Drive.
- 0.6km of new and improved walking infrastructure
- Improvements to two major junctions to make them safer and more comfortable for all users

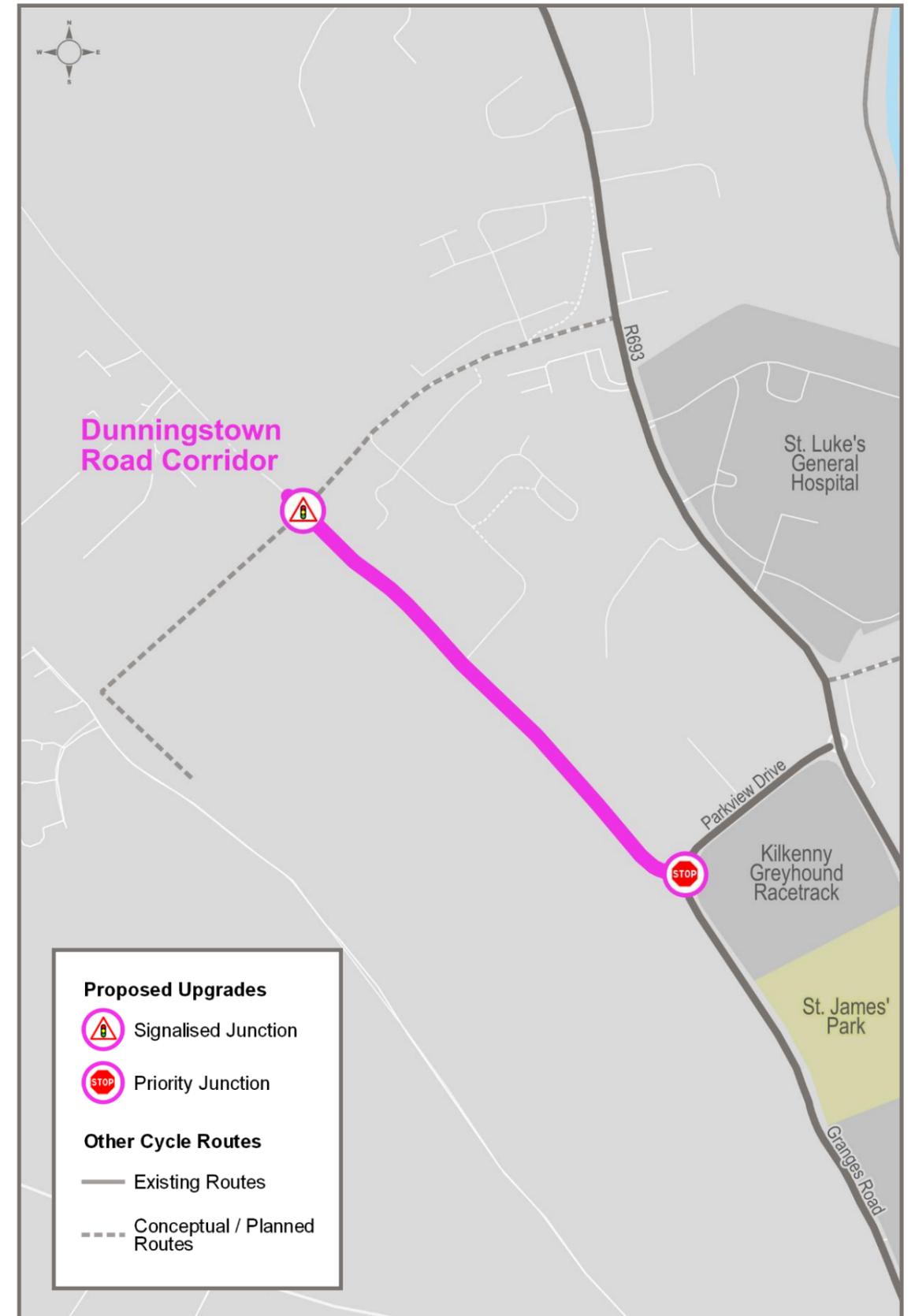
Considerations

- Subject to land acquisition by agreement

Recommended Typical Cross Section



-  Footpath (1.8m – 2.0m)
-  Carriageway (6.0m)



Freshford Road Corridor

Freshford Road Corridor

Approximately 3,000 school-age children will commute to school along the Freshford or Granges Road. Safe, segregated facilities will allow students to walk, wheel or cycle to school. The Freshford Road is also a key link to St. Luke's and Aut Even Hospital, one of the largest employers and trip generators in Kilkenny City.

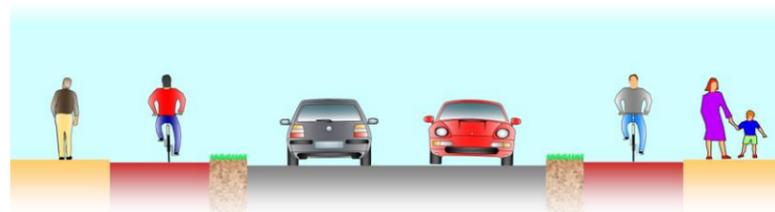
Proposal

- Implement one-way cycle tracks on both sides of the road from Thornback Road to Bishop's Hill. Implement a traffic calming scheme south of Bishop's Hill to facilitate safe and comfortable travel for cyclists mixed with vehicles.
- 2.6km of new and improved walking, wheeling and cycling infrastructure
- Improvements to three major junctions to make them safer and more comfortable for all users

Considerations

- Impacts to on-street parking
- Potential impacts to trees
- Subject to land acquisition by agreement

One-Way Cycle Track Cross Section

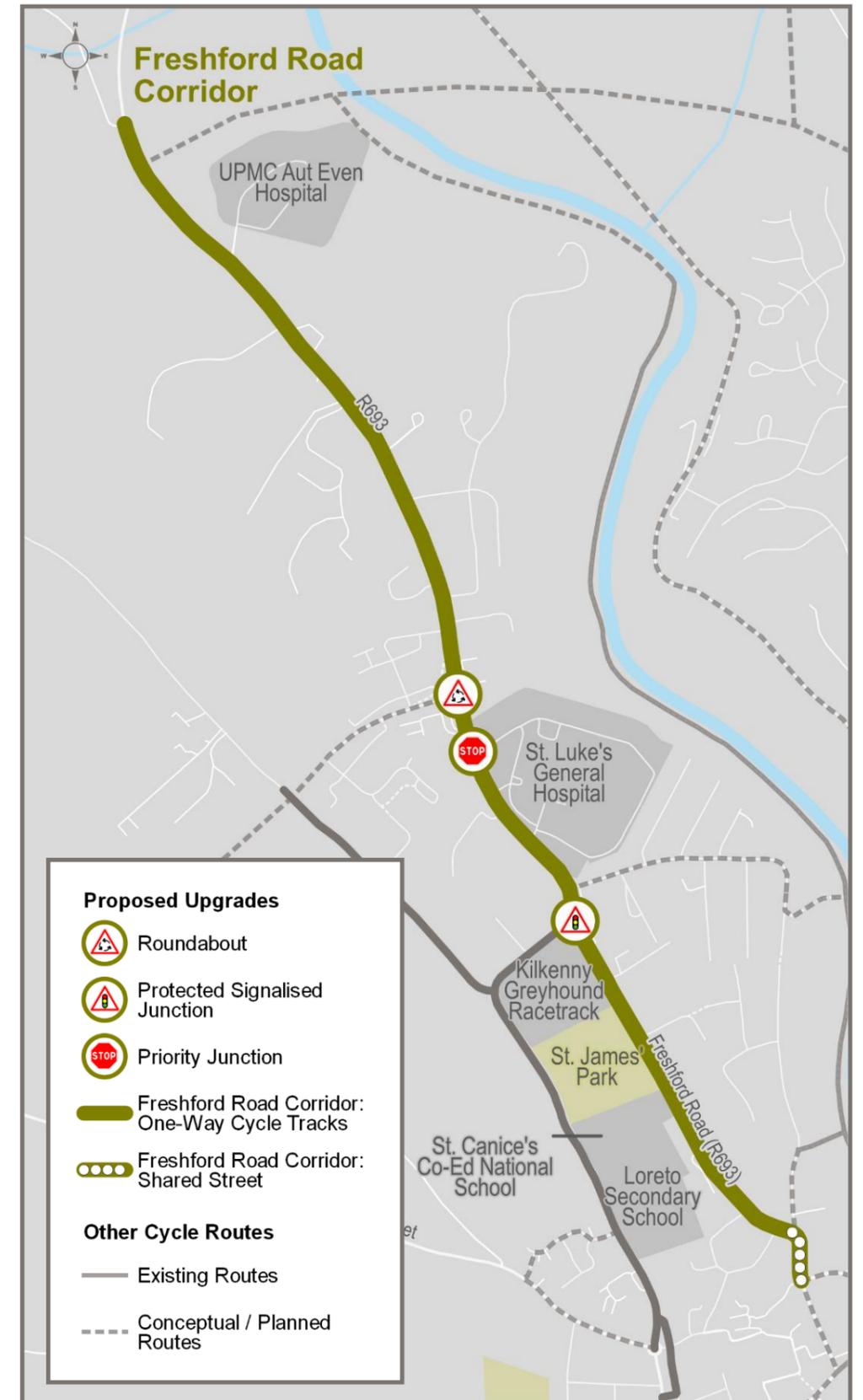


- Footpath (1.8m – 2.0m)
- Cycle Track (1.5m – 2.0m)

Shared Street Cross Section



- Verge
- Carriageway (6.0m)



How to Participate

The current **public consultation** period starts on 14th March 2023 and **ends on 14th April 2023.**

In Person Events

Come and talk to the project team to learn more about the schemes and ask questions!

Pembroke Hotel

Patrick Street, Kilkenny
R95 E40W

Tuesday 14th March 2023

3:00 p.m. — 8:00 p.m.

Presentation at 3:30 p.m. & 6:30 p.m.

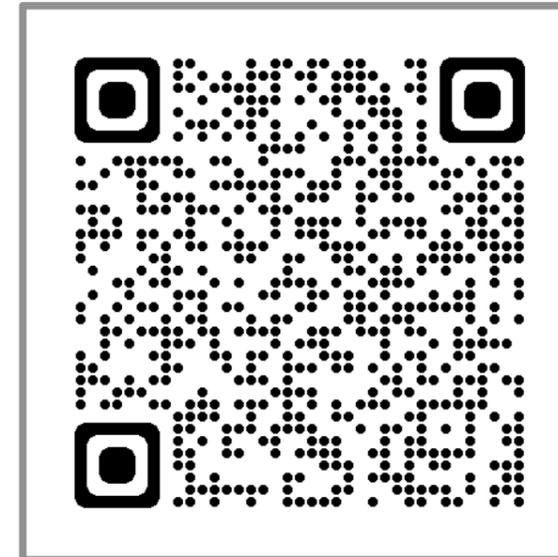
Wednesday 15 March 2023

10:00 a.m. — 3:00 p.m.

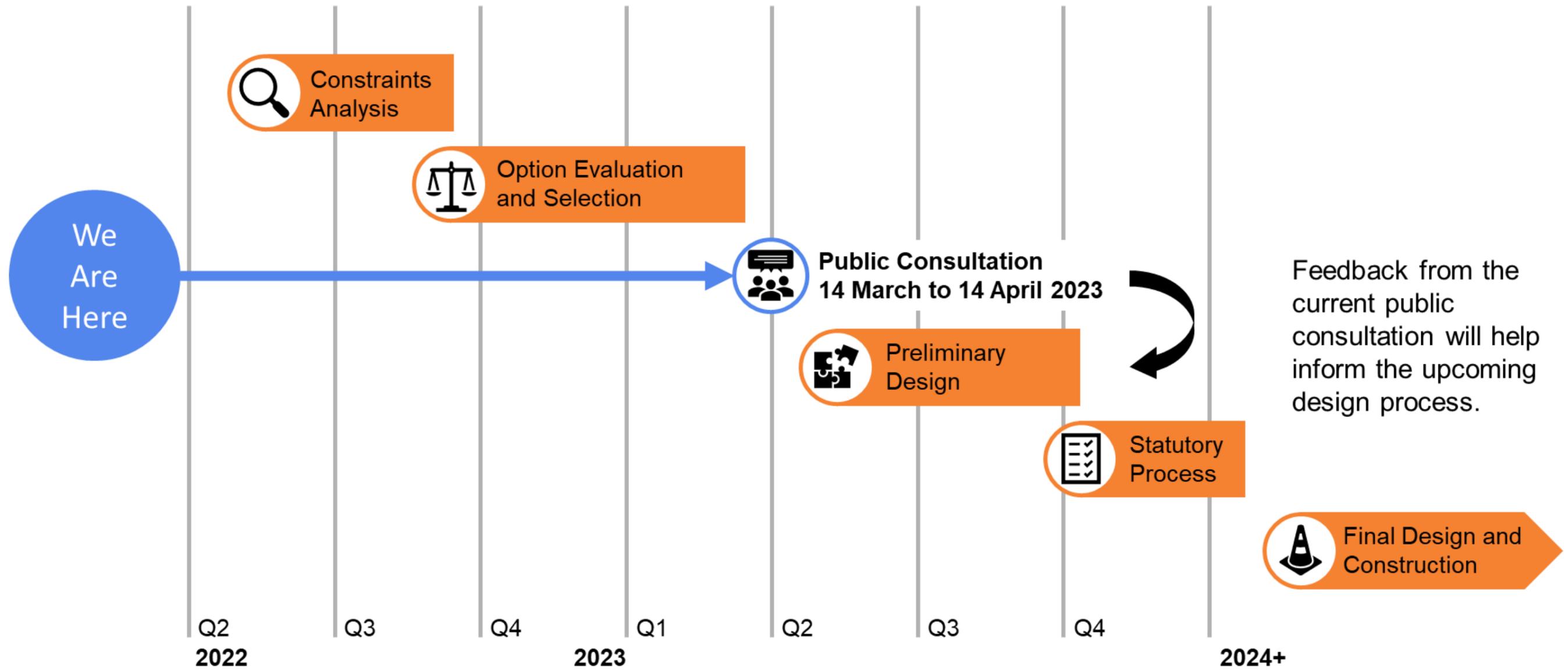
Presentation at 11:00 a.m.

Visit the project website to learn more about the scheme and submit your comment!

consult.kilkenny.ie



Next Steps



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