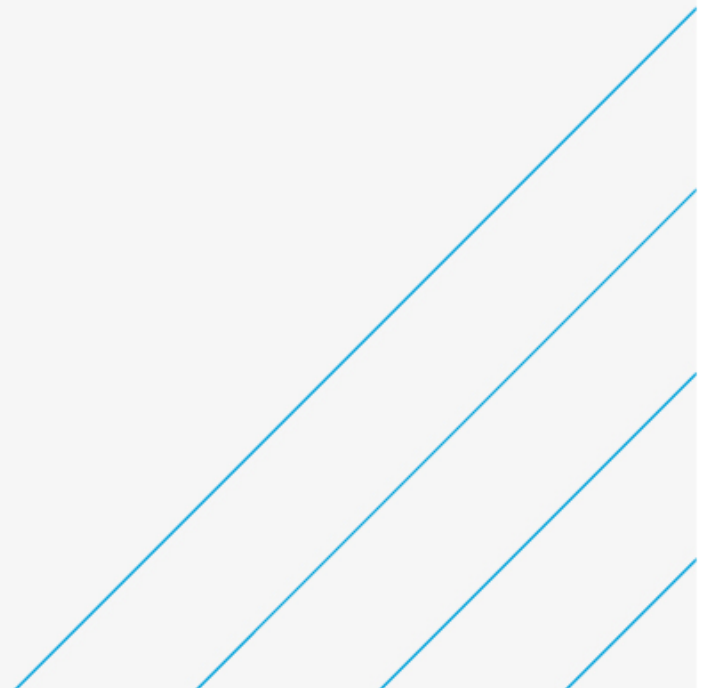


Castlecomer Mobility Management Plan (2021 – 2026)

Mobility Management Plan

Kilkenny County Council

August 2022



Notice

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This document has 76 pages including the cover (excluding appendices).

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Contents

Chapter	Page
1. Introduction	4
2. Policy Review	5
2.1. National Level Policy	5
2.2. Regional Level Policy	9
2.3. Local Level Policy	12
2.4. Conclusion	16
3. Baseline Assessment	18
3.1. Local Road Network	18
3.2. Pedestrian and Cycling Facilities	22
3.3. Parking Facilities	23
3.4. Public Transport Provision	25
3.5. Land-Use	27
3.6. Connectivity	32
4. Stakeholder Engagement	34
4.1. Kilkenny County Council	34
5. Data Review and Transport Survey	35
5.1. Data Review	35
5.2. Transport Surveys	36
6. Proposed Projects and Initiatives	39
6.1. Junction Upgrades	39
6.2. Parking Review	41
6.3. Permeability Links	46
6.4. Pedestrian Crossings	52
6.5. Dedicated Cycle Paths	58
6.6. Gateways	60
6.7. Safe School Routes	62
6.8. Bus Stop Upgrades	66
7. Implementation Plan	67
8. Conclusion	70
Appendix A. Study Area Road Network	71
Appendix B. Castlecomer LAP Land-use	72
Appendix C. Oak Hill Walking Isochrone	73
Appendix D. Maryville Walking Isochrone	74
Appendix E. Town Centre Walking Isochrone	75
Appendix F. Revised Junction Layout	76

1. Introduction

The Castlecomer Local Area Plan (2018 – 2024) recommended that a Mobility Management Plan (MMP) be carried out, focusing on relieving traffic congestion and providing a safer and more attractive environment for walking and cycling in Castlecomer. In order to achieve this objective, Atkins were engaged by Kilkenny County Council to develop an MMP for Castlecomer.

Castlecomer is a town in the north of County Kilkenny, Ireland. The town is located approximately 20km north-east of Kilkenny City, 33km from Portlaoise and 100km from Dublin City and has a population of 1,502 inhabitants according to the 2016 census. The town acts as a market and service centre for the surrounding area and enjoys good road connections to employment locations such as Kilkenny, Carlow, Athy, Portlaoise and Dublin.

Castlecomer has historically been the converging point of parts of the national and regional road network, including the N78, the R694 and the R426. The N78 provides a connection with Kilkenny City and the N77 National Road to the south while also providing a connection with Athy via Ballylynan, the N80 and M9 to the north and north-east. The R694 provides a connection between Castlecomer and Ballyragget to the west. The R426 provides connectivity with villages to the north of Castlecomer such as Clogh and Swan.

The preparation of this MMP has incorporated a baseline review of relevant policy, onsite characteristics and background information and data to identify a range of measures to improve connectivity and support a better balance between vehicular traffic and more sustainable modes such as walking, cycling and public transport. The study area is shown in Figure 1-1.



Figure 1-1 - Study Area

The MMP is presented in the following chapter structure:

- Policy Review;
- Baseline Assessment;
- Stakeholder Engagement
- Data Review and Transport Survey;
- Proposed Projects and Initiatives;
- Implementation Plan; and
- Conclusion.

2. Policy Review

This chapter outlines the review of the relevant transport policies, guidance and studies for the development of the MMP. Numerous plans and policy documents at all levels have been identified and incorporated in the policy review. These are presented in the following order:

- National Level Policy;
- Regional Level Policy; and
- Local Level Policy.

2.1. National Level Policy

2.1.1. National Planning Framework

The National Planning Framework, published in 2018, sets out policies and plans that are expected to ensure Ireland's long term economic, environmental, and social progress for all parts of Ireland up to 2040. The plan is intended to guide and direct future development and investment and will be the plan from which other, more detailed plans, will follow. In the context of transportation, the framework is intended to guide all future Regional and Metropolitan Area Strategic Planning. The National Policy Framework supports the following principles with National Strategic Outcomes. Figure 2-1 below presents the National Strategic Outcomes.



Figure 2-1 - National Strategic Outcomes

The objectives relevant to this MMP are as follows:

- **National Strategic Outcome 1: Compact Growth**

Deliver a greater proportion of residential development within the existing built-up areas of our towns, and villages. This will require strategies such as improved connectivity, ensuring transition to more sustainable modes of transport (walking, cycling, public transport) and improved energy consumption (renewable energy).

- **National Strategic Outcome 2: Enhanced Regional Accessibility**

This outcome builds on from Outcome 1, enhancing connectivity between centres of population of scale that will support the objectives of National Planning Framework. The outcomes will be achieved by maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements, improving journey times between centres and reallocation of inner-town road-space in favour of bus-based public transport services and walking/cycling facilities.

- **National Strategic Outcome 3: Strengthened Rural Economies and Communities**

Strategies include providing a quality nationwide community based public transport system in rural Ireland which responds to local needs under the Rural Transport Network and similar initiatives. It also includes the maintenance of regional and national roads to retain connectivity as well as the investment in greenways, blueways and peatways as part of a nationally coordinated strategy.

- **National Strategic Outcome 4: Sustainable Mobility**

The provision of a well-functioning, integrated public transport system, enhancing competitiveness, sustaining economic progress, and enabling sustainable mobility choices for citizens. Strategies include expanding attractive public transport alternatives to car transport in order to reduce congestion and emissions and cater for the long-term population. Delivery of key public transport objectives proposed in local/regional transportation plans – particularly in smaller towns and villages. Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.

- **National Strategic Outcome 8: Transition to Low carbon and Climate Resilient Society.**

The objective of the National Climate Policy is achieving transition to a low-carbon, climate resilient and environmentally sustainable economy by 2050. It involves increasing the prominence of low-carbon power generation and a corresponding reduction in use of fossil fuels. This includes the use of renewable energy sources such as wind, solar and biomass. The use of carbon-power can be also reduced through large-scale use of electric vehicles along with cleaner technologies.

2.1.2. National Cycle Manual

In 2013, the National Cycle Manual was published by the National Transport Authority (NTA) to support local authorities and various organisations with the demand for walking and cycling. The following information set out in the National Cycle Manual is relevant to Castlecomer and any measures arising out of the MMP:

- The safe design for the transition of cyclists from cycle lane or cycle track to shared street provision;
- Appropriate design improvements to create a self-regulating design to facilitate the reduction in prevailing traffic speeds from maximum speed of 50kph to a maximum speed of 30kph through the gateways to the towns from the rural environs along the local, regional and national roads;
- Monitoring of traffic speeds at the gateways and along the town centre streets to measure the effectiveness of traffic calming and traffic management measures and compliance with the speed limit;
- Propose solutions along streets where cyclists share the street with vehicular traffic, where monitoring suggests that additional design measures are required to reinforce a self-regulating 30kph design speed.

2.1.3. National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy in April 2022. The Policy sets out a strategic framework for active and sustainable travel for the period up to 2030 to help Ireland meet its international and national climate obligations to achieve a 51% reduction in carbon emissions by end of this decade.

The overall target is to “deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

To achieve this target there are a number of initiatives including:

- Integration of land use and planning
- Improvement to walking and cycle infrastructure
- Improved public transport capacity
- Identifying and implementation of suitable demand management measures
- Behavioural change programmes and measure

- Improved safe, accessible, comfortable, safe and affordable journey for all people and all trips

The policy document is supported by Action Plan 2022-2025 to measure performance of the aims, targets or objective identified in the Policy.

The MMP will align with this Policy document through the identification of measures which cater for and enhance access for active travel modes, public transport, facilitating new and enhanced access and connections to services and amenities in the local area.

2.1.4. Climate Action Plan

The updated Climate Action Plan was published in 2021, which outlines the current state of play across key sectors including Electricity, Transport, Built Environment, Industry and Agriculture and charts a course towards ambitious decarbonisation targets. In order to reduce the carbon footprint of the transport sector, several proposals are to be implemented such as carbon pricing and cross cutting policies. In overall terms the key transport related policies are as follows:

- The successful execution of the NPF designed to promote compact, connected, and sustainable living;
- Expansion of walking, cycling and public transport to promote a modal shift from private vehicles;
- Better use of market mechanisms to support modal shift;
- The successful roll-out of the National Broadband Plan, which can promote remote working and wider activities which reduce unnecessary journeys;
- Bus and rail vehicles and carriages to be low or zero carbon by 2030 with replacements; and
- Through Connecting Ireland Rural Mobility Plan introducing new services of rural public transport. (which will result in 42-50% reduction in emissions by 2030.)

Other important influences include renewed focus on EV's, land use charges, decarbonising the public transport fleet, enhancing public transport priority and, alternative energy sources such as biofuel.

The MMP has looked at and identified measures which can enhance the local walking, cycling and public transport network, identified locations where remote working hubs could potential be sited and identified quantum's and locations where EV, Bicycle and Age Friendly Parking could be provided.

2.1.5. Healthy Ireland Strategy

The vision of the 'Healthy Ireland Strategy 2019-2025' is to create a healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level and is everyone's responsibility. According to the Association for the study of Obesity in Ireland (ASOI) and Irish health societies, if the current scenario remains same, by 2025 around 33% of adults will be overweight and the cost of treating obesity related disease will be € 2.1 billion. This policy is developed to encourage walking and cycling by developing physical activities into daily life, decreasing the dependency on private cars. These trips are to be replaced with walking, cycling and public transport which is also anticipated to improve local air quality and play a vital role in overall obesity reduction. The document sets out four central goals for improved wellbeing and outlines clear routes and strategies to achieve these goals. These goals are as listed below:

- Increase the proportion of people who are healthy at all stages of life.
- Reduce health inequalities;
- Protect the public from threats to health and wellbeing; and
- Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

The MMP will align with the Healthy Ireland Strategy enhancing the local walking, cycling and public transport network to make the undertaking of these trips, be they utility or recreational, more attractive, accessible and thereby encouraging more physical activity for people at all stages of life.

2.1.6. Our Rural Future

In March 2021, 'Our Rural Future: Rural Development Policy 2021-2025' was published. This document provides the framework to achieve the vision of transforming the quality of life and opportunity for people living in rural areas over the next coming years. The relevant objectives and policies of this documents are as follows:

- To optimise digital connectivity;
- To support employment and careers in rural areas;
- To revitalise rural towns and villages;

- To enhance participation, leadership, and resilience in rural communities;
- To enhance public services in rural areas;
- To transition to a climate neutral society;
- To support the sustainability of agriculture, the marine and forestry; and
- To support the sustainability of our islands and coastal communities.

The MMP will align with the Our Rural Future, through the identification of measures that will make Castlecomer a more attractive and accessible place to get around, supporting enhanced access to key services and amenities and through the identification of potential sites with the town that could act as remote working hubs, support local employment and careers.

2.1.7. Town Centre First

In 2022, 'Town Centre First Policy' was published. The Town Centre First Policy identifies that every town is unique, and it provides the framework to create town centres which function as viable, vibrant, and attractive locations for people to not only live, work and visit but also effective as the service, social, cultural, and recreational hub for the local community.

The COVID-19 pandemic has made people more aware about the importance of the quality of public realm, Streets, and other community facilities. Therefore, Town Centre First Policy has developed this plan in response to the mandatory changes in transport and mobility behaviours that have arisen during the pandemic. As this document focus on work and enterprise with new opportunities and newly presented remote working. This policy focuses on wide range of towns with population size and varying characteristics. The key objectives and policies of this document are mentioned below:

- Developing the Town Centre First Plan.
- National and regional funding and structures.
- Building capacity, sharing experience.
- Data-Informed Development.

The MMP identifies a number of measures that will facilitate active travel modes. These measures will naturally improve the public realm of Castlecomer by reallocating road space to spaces for the public realm. Further studies and plans can be developed to enhance the street scape of these areas.

2.1.8. Design Manual for Urban Road and Streets

Design Manual for urban road & streets was updated in 2019 by department of Transport, Tourism and sport 2019. This document provides guidance and integrated design approach for roads and streets to fulfil needs of every users. The design and development of these areas must be based on providing convenient and prioritised access to the existing links and on prioritising pedestrian and cyclist linkages within these new development areas to promote access by walking, cycling and use of public transport through the adoption of the design principles and standards set out in the relevant best practice and design guidance publications such as Design Manual for Urban Roads and Streets and the National Cycle Manual.

At a development scale all new developments must present as sustainable developments in terms of transport provision in accordance with the broader objects, initiatives and plans set out in the Town Mobility Management Plan. Developments must be planned to have a high level of permeability to existing and proposed transport infrastructure and local amenities and adjacent development sites. Priority such be given to the highest level of permeability for pedestrians and cyclists with appropriate access for vehicular traffic.

- Promote walking, cycling and public transport and minimise the need to use cars.
- Connectivity & Permeability
- Pedestrian and Cyclist Environment.
- Provide a mix land uses to minimise transport demand.
- Reduce carbon emissions and reliance on fossil fuels.
- Improve accessibility to public transport.

All measures proposed within the MMP are in keeping with the principles of DMURS.

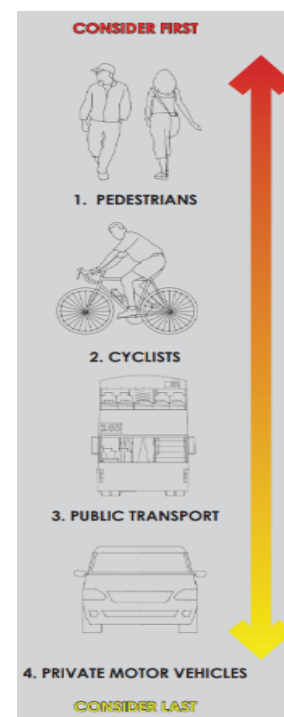


Figure 2-2 - Development Standards for Sustainable Travel

2.2. Regional Level Policy

2.2.1. Kilkenny City and County Development Plan

The Kilkenny City and County Development Plan (2021-2027) was published on 25th May 2021 and adopted on the 15th October 2021. The strategic aim of the plan, from a movement and mobility perspective, is to co-ordinate transport and land-use planning, reducing the demand for travel and the reliance on the private car in favour of public transport, cycling and walking. This is to be achieved by providing for a greater mix of suitable uses and by promoting and facilitating the transition to electrification of our public transport systems and moving away from carbon intensive modes to new technologies such as electric vehicles.

The council acknowledges that, for a County with a very significant rural based population, some essential travel will continue to be made by cars and goods vehicles. The plan also facilitates improvement in road infrastructure to cater for these movements.

At a local level, the plan aims to achieve the following:

- Delivering a high level of permeability through walking, cycling and public transport modes;
- Complementary traffic management measures to facilitate the use of private car; and
- Prioritising walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools.

A focus of the plan is designing permeability for walking and cycling in new development areas and retrospectively implementing walking and cycling facilities into existing neighbourhoods where feasible and practicable.

Workplace travel plans will become increasingly important for all major trip generating uses including schools. Travel plans with a strong emphasis on sustainable travel modes will be conditioned as part of planning permissions and be carried out in a manner consistent with published NTA guidance. Where space or other constraints prevent the full implementation of the provisions of the Design Manual for Roads and Streets, best reasonable efforts in the interests of providing accessibility for pedestrians and cyclists should be used.

The Plan aims to promote cycling and walking as efficient, fast and relatively inexpensive forms of transport. Policies of Compact Growth will re-focus the design and location of residential development so as to create an urban form which is more conducive to the provision of infrastructure for public transport, walking and cycling. The improved provision of alternatives to the private car should bring about a reduction in demand for private car journeys and a commensurate increase in public transport, walking and cycling. Providing public transport and a network of safe, well-lit and convenient footpaths and cycleways within residential areas with links to schools, local neighbourhood centres, public transport stops, and workplaces will encourage walking and cycling.

There is one direct objective identified in the plan, Objective 8Ka, that relates specifically to Castlecomer. This objective states that the Council will investigate the potential of developing a Greenway from Kilkenny to Castlecomer and Ballyragget and onwards to Co. Laois as part of the development of Greenways and Blueways within the County.

2.2.2. Regional and Economic Strategy for the Southern Region

Castlecomer lies within the Southern Region, one of three Regional Assemblies in Ireland. The region is tasked with specific functions regarding spatial planning and economic development as well as EU funding programmes, oversight of local authority performance and Local Economic and Community Plans, and implementation of national policy.

The Regional Spatial and Economic Strategy (RSES) for the southern region which puts a 12-year strategic development plan for southern region reports the effective integration of transport and land use planning in metropolitan areas, settlements, towns, and villages. In the context of Castlecomer, County Kilkenny, transport investment in the region aims to meet the following objectives:

- To reduce environmental impact of travel on the region;
- To provide for the integrated development of sustainable transport infrastructure, including walking, cycling (including emerging e-modes) and public transport to accommodate a modal shift from private vehicles;
- To manage sustainably the existing and future demand for travel, primarily through appropriate integrated land use planning to reduce the distance between origin and destination of the greatest proportion of trips generated;
- To expand attractive public transport and other alternatives to car transport;
- To reduce congestion;
- To cater for the demands of longer-term population and employment growth, in a sustainable manner; and
- To provide for the safe and most efficient movement of people and goods

These objectives are expected to be accomplished using the following guiding principles which will inform the integration of land use and transport planning in the region over the period of the RSES:

- Supporting compact and smart growth through the achievement of mutual consistency between land use and transport planning, investment, and service provision;
- Providing public transport infrastructure and services to meet the needs of smaller towns, villages, and rural areas;
- Developing a comprehensive network of safe cycling routes in towns and villages where appropriate;
- Ensuring that future developments are planned and designed to maximise their accessibility by public transport, walking and cycling;
- Local Transport Plans (LTP's) are to be prepared by local authorities and are to be based on the Area Based Transport Assessment (ABTA) guidance. The purpose of these LTP's is to:
 - Maximise land and transport planning opportunities;
 - Assess existing traffic, transport and movement of people, goods, and services within, to and from the plan area;
 - Identify the transport interventions required within the plan area and in the wider context, to effectively accommodate the anticipated increase in demand; and
 - Plan and target actions to retrofit permeability for green modes (walking and cycling).

The MMP, whilst not an LTP nor a ABTA, is an appropriate level mobility plan document which identifies opportunities for new and enhanced transport infrastructure, with a particular focus on reducing congestion within the town and promoting active travel uptake.

2.2.3. Connecting Ireland

The Connecting Ireland Rural Mobility Plan is a major national public transport initiative developed by the NTA and published in November 2021. The document proposes plans with the aim of increasing connectivity especially for those living outside of major towns. The objectives of this document are as follows:

- To improve current services;
- To increase additional new services; and

By enhancing the existing Demand Responsive Transport (DRT) route connection for remote location commuters.

It should be noted that no new routes are proposed which directly serve Castlecomer. Nearby routes are proposed which could be used by the residents of Castlecomer. These routes include:

- Route 15: Athlone – Kilkenny; and
- Route A82: Abbeyleix – Carlow.

The existing public transport network is shown in Figure 2-3 while the future network is shown in Figure 2-4.

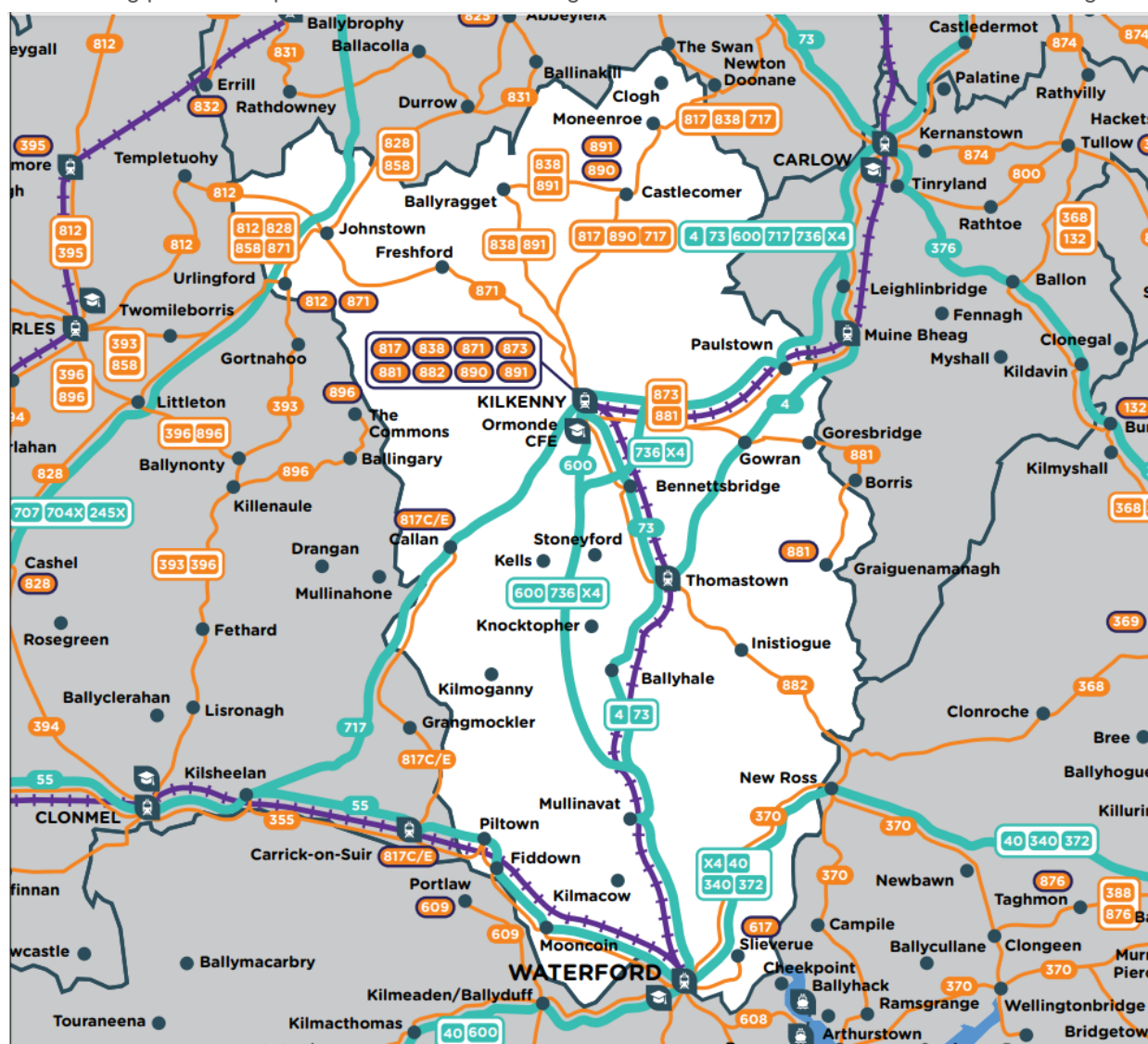


Figure 2-3 - Existing Kilkenny Rural Public Transport Services (Connecting Ireland, Nov 2021)

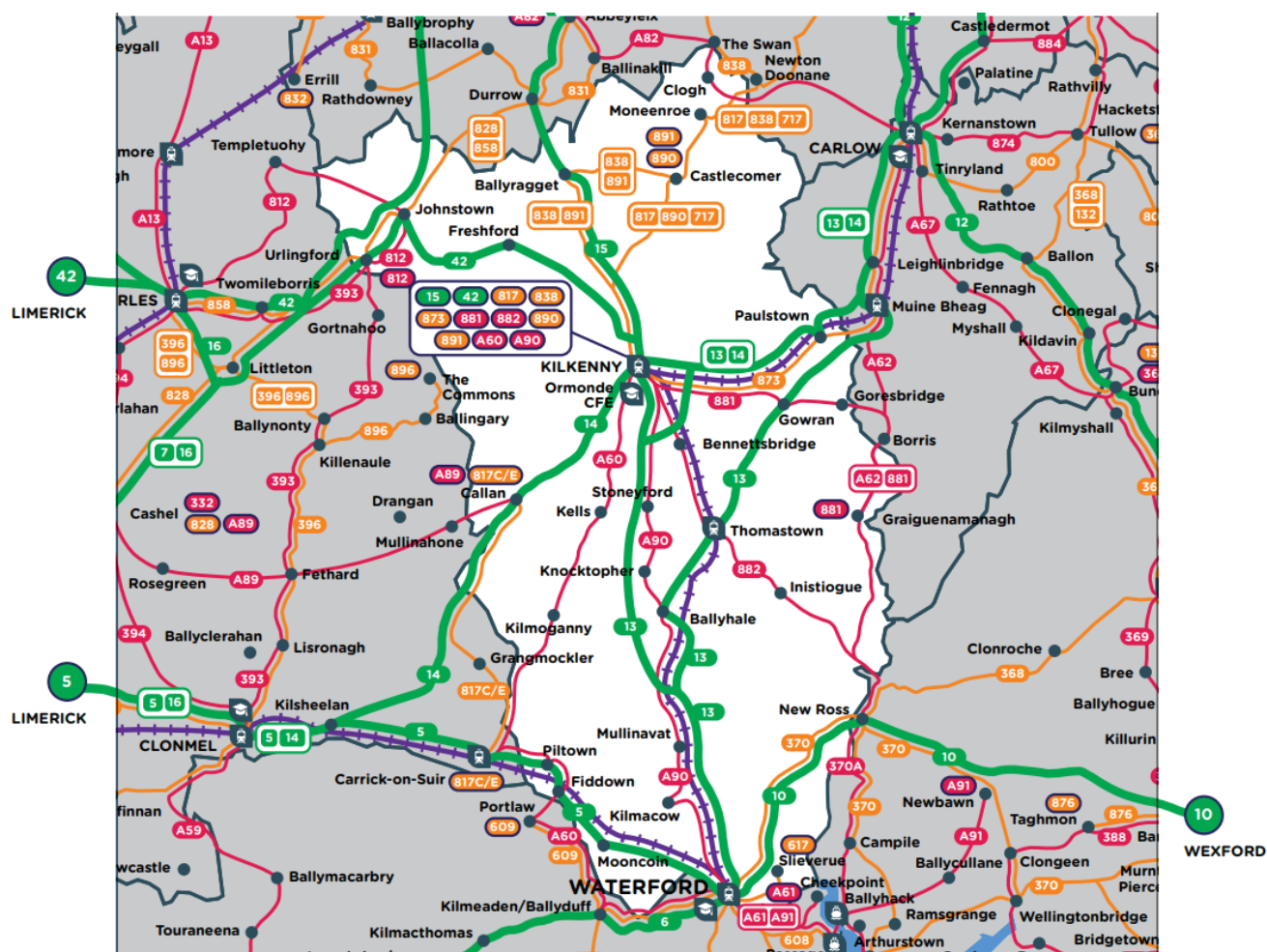


Figure 2-4 - Proposed Kilkenny Rural Public Transport Services (Connecting Ireland, Nov 2021)

The MMP will identify measures to be implemented to enhance existing bus stops within Castlecomer and provide attractive and accessible routes to these to encourage and support the current services which will connect to services identified for implementation in the Connecting Ireland Rural Mobility Plan.

2.3. Local Level Policy

2.3.1. Castlecomer LAP

The Castlecomer Local Area Plan (LAP) 2018-2024 was adopted on 16th April 2019 by the Kilkenny County Council which provides an overall strategy for development of Castlecomer. The following key transport issues identified to be resolved in the LAP are as follows:

- A key finding in the LAP is that the N78, which goes through the heart of the town, has increased in traffic over time. This has led to concerns around the future management of this traffic so as to allow for a walkable town with a minimum of conflict with local and through traffic;
- The top of the town is experiencing some conflict at the junctions of the R694/Barrack and Chatsworth Streets with the N78 and a traffic management plan has been prioritised and should be implemented over the plan period;
- The current parking configuration around the square in Castlecomer was brought about over many years and this existing arrangement, in particular with cars having to reverse into the traffic from bays along the N78 is of concern and a parking review and strategy, which will include alternative parking opportunities, may be able to provide some solutions; and
- Active encouragement to utilise pedestrian and cycling opportunities should be prioritised to encourage long stay occupiers of parking spaces to leave their cars at home.

In order to resolve these key issues, the LAP outlines several projects which are expected to increase connectivity in the area. The projects are categorised as transport objectives (T) and pedestrian/cycle links (PL). The details of each are as follows:

Pedestrian/Cycle Links:

- PL1 - Link between the Discovery Park and the town centre via a new pedestrian bridge over the river Dinin;
- PL2 - Link between the Discovery park and the Prince grounds via a new pedestrian bridge over the river Dinin;
- PL3 - Link along the Dinin between the Athy road bridge and the former Convent along the Kilkenny Road, with a branch exiting through the lane central to Florence terrace; and
- PL4 - Link between the Council Yard at Maryville and The Acorns.

The links listed above formed the basis upon which additional pedestrian and cycle links were proposed as part of this MMP.

Transport Objectives

- T1 - To create a new street between Barrack Street and Maryville and provide co-located pedestrian and cycle lanes and public lighting
- T2 - To create a new street from Chatsworth Street to the Ballinakill road via the old Creamery site with co-located pedestrian and cycle lanes and public lighting
- T3 - To link the street through the Old Creamery site to love lane and provide co-located pedestrian and cycle lanes and public lighting
- T4 - As a long term objective to link the Kilkenny Road/N78 to the Kilkenny Road employment area, extending to the Acorns upper/Oak hill.
- T5 - To support the extension and upgrade the footpath along the N78 as far as Erin's Own GAA grounds.
- T6 - To facilitate and support the provision of a pedestrian link across the River Dinin from the Discovery Park into the town.
- T7 - To review the Traffic Management Scheme for the town centre in particular the junction between The Square, Chatsworth Street and R694/Barrack Street
- T8 - To support the provision of age friendly bus shelters at appropriate locations
- T9 - To facilitate and support the provision of electric car charging stations at appropriate locations
- T10 - To implement the smarter travel policy framework as produced by the Department of Transport and to encourage the sustainable creation of cycle and pedestrian friendly communities.

In terms of the broader transport objectives, the MMP has sought to further identify the measures that could be implemented to support active travel access to some of the objectives listed above, including connections to the Discovery Park, potential layouts for the main junction on the N78, i.e. The Square, Chatsworth Street and R694/Barrack Street Junction, and measures related to parking and bus stops.

A map indicating the location of each of these projects, where possible, is shown in Figure 2-6 below.

It should be noted that T6, the N78 Castlecomer Footbridge, was recently completed and opened on the 28th January 2022. This bridge links the Discovery Park to the town centre over the River Dinin. This bridge location and layout is shown in Figure 2-5.

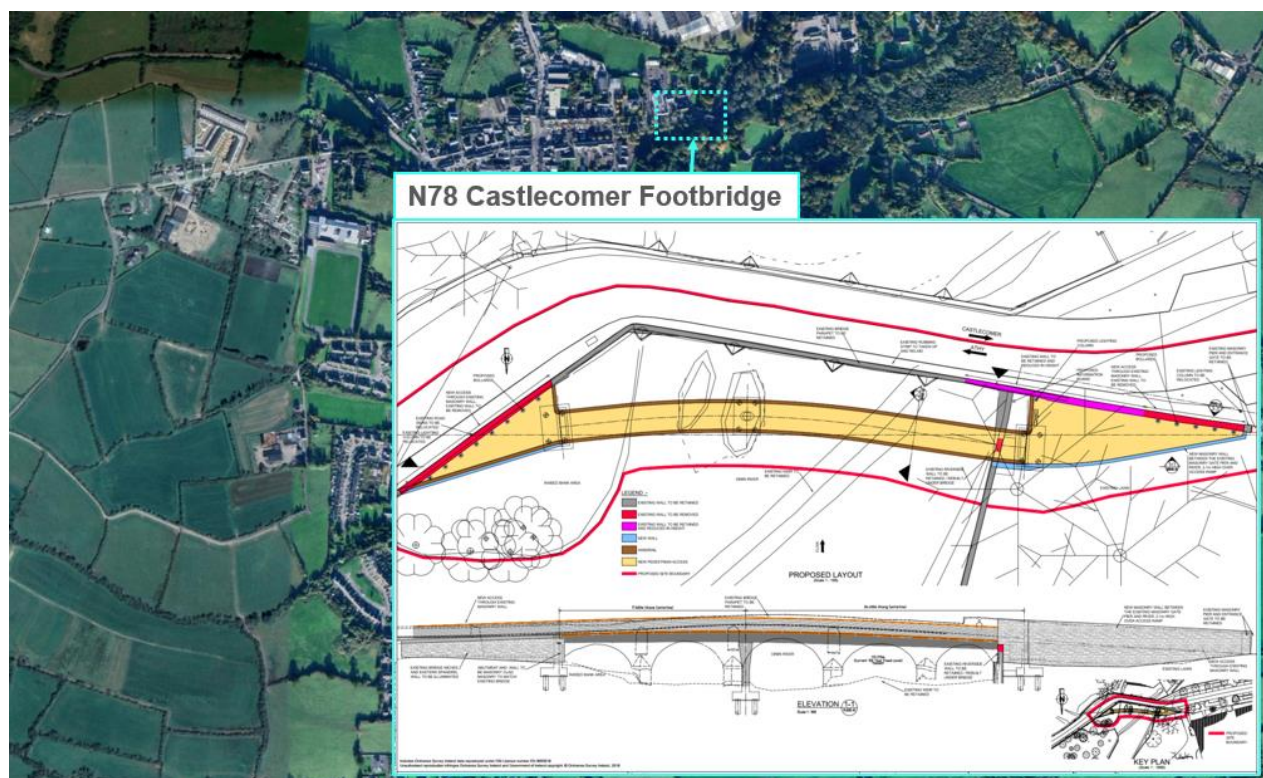


Figure 2-5 - Proposed N78 Castlecomer Footbridge



Figure 2-6 - Proposed Projects (Castlecomer LAP)

2.3.2. HD15 VRU Scheme

Kilkenny County Council proposes to undertake traffic management works in the town of Castlecomer from the Garda Station on the N78 Kilkenny Road to the Community Hall. This section of the N78 was identified as a High Collision Location as part of the TII's Network Safety Analysis. The following improvements were recommended as part of the scheme:

- 2 no. Signalised Pedestrian Crossings;
- 1 no. Upgrade to existing uncontrolled crossing;
- 2 no. Junction Improvements;
- Planters and Benches along wide footpaths.

The locations and details of each project are shown in Figure 2-8 below.

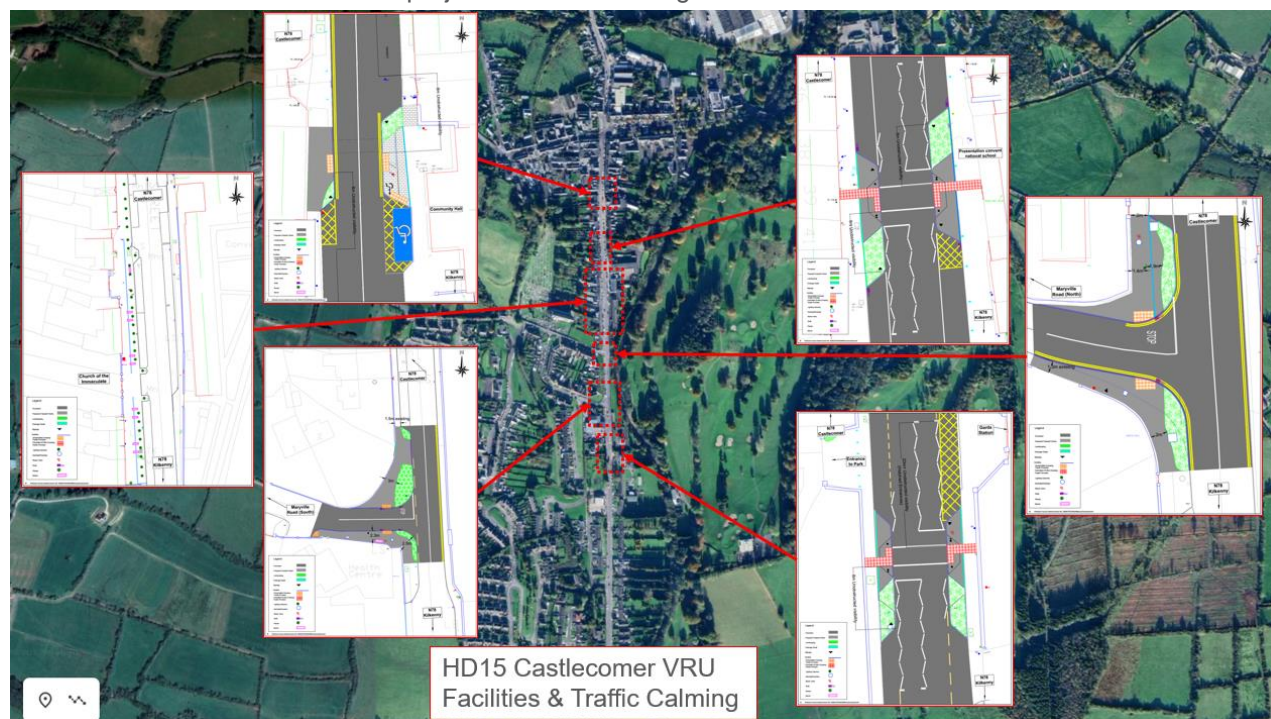


Figure 2-8 - Proposed HD15 Castlecomer VRU Facilities & Traffic Calming Scheme

Due to the detailed nature of the scheme as well as the number of upgrades, additional measures on this section of the N78 as part of this MMP are not expected.

2.4. Conclusion

The most significant planning policy documents for the town of Castlecomer are the Castlecomer LAP (2018 – 2024) and Kilkenny City and County Development Plan (2021-2027). The Castlecomer LAP provides a comprehensive list of future developments, pedestrian links as well as transport objectives. The Kilkenny City and County Development Plan provides additional details in relation to the context of Castlecomer from a regional planning perspective.

The information provided in these two planning documents have been holistically integrated into the MMP while acknowledging the guidance provided in National planning policy documentation such as the National Planning Framework, National Cycle Manual, National Sustainable Mobility Policy, Climate Action Plan, Healthy Ireland Strategy as well as Our Rural Future.

The measures identified in this policy review section are carried forward into the MMP and form the basis for the proposed measures later in the report. These measures aim to reduce the demand for and use of cars by increasing the attractiveness and practicality of other modes of transport. A summary table of the relevant projects arising out of the policy review are presented in Table 2-1 below. The ultimate set of proposed measures are a combination of the projects in Table 2-1 and new projects proposed as part of this MMP.

Table 2-1 - Individual projects

Project Code	Project Description	Source
PL1	Between the Discovery Park and the town centre via a new pedestrian bridge over the river Dinin	Castlecomer LAP
PL2	Between the Discovery park and the Prince grounds via a new pedestrian bridge over the river Dinin	Castlecomer LAP
PL3	Along the Dinin between the Athy road bridge and the former Convent along the Kilkenny road, with a branch exiting through the lane central to Florence terrace	Castlecomer LAP
PL4	Between the Council Yard at Maryville and The Acorns	Castlecomer LAP
T1	To create a new street between Barrack Street and Maryville and provide co-located pedestrian and cycle lanes and public lighting	Castlecomer LAP
T2	To create a new street from Chatsworth Street to the Ballinakill road via the old Creamery site with co-located pedestrian and cycle lanes and public lighting	Castlecomer LAP
T3	To link the street through the Old Creamery site to love lane and provide co-located pedestrian and cycle lanes and public lighting	Castlecomer LAP
T4	As a long term objective to link the Kilkenny Road/N78 to the Kilkenny road employment Area, extending to the Acorns upper/Oak hill	Castlecomer LAP
T5	To support the extension and upgrade the footpath along the N78 as far as Erin's Own GAA grounds	Castlecomer LAP
T6	To facilitate and support the provision of a pedestrian link across the River Dinin from the Discovery Park into the town	Castlecomer LAP
T7	To review the Traffic Management Scheme for the town centre in particular the junction between The Square, Chatsworth Street and R694/Barrack Street	Castlecomer LAP
T8	To support the provision of age friendly bus shelters at appropriate locations	Castlecomer LAP
T9	To facilitate and support the provision of electric car charging stations at appropriate locations	Castlecomer LAP
8Ka	Investigate the potential of developing a Greenway from Kilkenny to Castlecomer and Ballyragget and onwards to Co. Laois as part of the development of Greenways and Blueways within the County	Kilkenny City and County Development Plan
HD15	Traffic management works in the town of Castlecomer from the Garda Station on the Kilkenny Road to the Community Hall.	Kilkenny County Council

3. Baseline Assessment

3.1. Local Road Network

Castlecomer has historically been the converging point of the national and regional road network, including the N78, the R694 and the R426. The local road network for the town and surrounding area is shown in Figure 3-1 below. A more detailed map is provided in Appendix A. The town centre is characterised by the convergence of key Regional and National routes. The main junction within the town (N78 / R426 / R694) is a priority-controlled junction with a mixture of controlled and uncontrolled crossings located on all approaches. This junction is shown in Figure 3-2 below.



Figure 3-1 - Local Road Network



Figure 3-2 - Key Junction Town Centre

A description supplemented by on site photographs of each of the key national and regional roads in the study area is presented over the following sections:

- **N78** – The N78 is an 80km/hr National Road which provides a connection with Kilkenny City and the N77 National Road to the south while also providing a connection with Athy via Ballylynan, the N80 and M9 to the north and north-east. The section of the N78 is reduced 50km/hr within the town. The road is currently relatively wide but does allow for on-street parking which reduces actual trafficable carriageway width to approximately 6–7m. The road has different characteristics in the town centre and further away on approach to the town and town centre at the rural/urban fringe transition. Pedestrian provision is adequate throughout in terms of width with footpaths on both sides of the road. There are locations where surface quality and defects should be repaired and where side road crossings could be improved for mobility and visually impaired users. Typical cross-sections are shown for each road characteristic type in Figure 3-3 and Figure 3-4 below.



Figure 3-3 - N78 Cross Section - Town Centre



Figure 3-4 - N78 Cross Section - Rural/Urban Fringe

- R694** – The R694 is an 80km/hr Regional Road which provides a connection between Castlecomer and Ballyraggot to the west. The section of the R694 is reduced 50km/hr within the town. The road is also relatively wide (6–7m) but does not allow for on-street parking. On site observation within the town centre do however indicate a clear residential and commercial demand for parking. This results in vehicles parking on both sides of the road, reducing carriageway width. The road has different characteristics in the town centre and further away from the town centre at the rural/urban fringe. Towards the town centre, pedestrian footpaths are provided on both sides of the road with widths of approximately 1.5m and 2m on the southern and northern sides respectively. The carriageway remains consistent along the rural/urban fringe, but no footpaths are provided on either side. Typical cross-sections are shown for each location in Figure 3-5 and Figure 3-6 below.



Figure 3-5 – R694 Cross Section - Town Centre



Figure 3-6 – R694 Cross Section - Rural/Urban Fringe

- R426** – The R426 is an 80km/hr Regional Road which provides connectivity with villages to the north of Castlecomer such as Clogh and Swan. The section of the R426 is reduced 50km/hr within the town. The road is also relatively wide (6–7m) and does not allow for on-street parking. On site observation within the town centre do however indicate a clear residential and commercial demand for parking. This results in vehicles parking on both sides of the road, reducing carriageway width. The road has different characteristics in the town centre and further away from the town centre at the rural/urban fringe. Towards the town centre, pedestrian footpaths are provided on both sides of the road with widths of approximately 1.5m and 1.8m on the eastern and western sides respectively. The carriageway remains consistent along the rural/urban fringe but only has a footpath on the eastern side. Typical cross-sections are shown for each location in Figure 3-5 and Figure 3-6 below.



Figure 3-7 – R426 Cross Section - Town Centre



Figure 3-8 – R426 Cross Section - Rural/Urban Fringe

3.2. Pedestrian and Cycling Facilities

As described in the previous section, all the roads in the town centre have pedestrian footpaths on both sides. In general, footpath widths range between from 1.5m – 2m with pedestrian crossings at a reasonable frequency. The main pedestrian area in the town is “The Square” which is home to the majority of retail and business activities. As a result, dedicated footpaths are provided on both sides of the square with pedestrian crossings at intervals of between 60 – 100m. Examples of the pedestrian facilities within the town centre are shown in Figure 3-9 and Figure 3-10 below. There are currently no dedicated cycle lanes or cycle parking in Castlecomer. It is,

however, noted that the regional roads around Castlecomer are used as recreational routes and the Discovery Park is home to an off-road cycling route which may be accessed by residents on bike.



Figure 3-9 - Pedestrian facilities at Town Centre Junction (1)



Figure 3-10 - Pedestrian facilities at Town Centre Junction (2)

3.3. Parking Facilities

The majority of car parking within the town centre is situated within “The Square” which is predominantly retail and commercial. Parking on the southern side of “The Square” is off-street with several accesses into the parking areas while parking located on the northern side are perpendicular bays accessed directly on / off the carriageway. All parking is free with no pay and display parking system in operation. The existing layout for

Formal parking areas are provided on the N78 (S), initially on the eastern side of the road, but develops onto both sides of the road after leaving the town centre.

Informal parking exists on both the R694 (west) as well as the R426 (north). This informal parking was observed to result in the disruption of pedestrian movements as well as vehicles. A significant parking area is also provided (approx. 75 spaces) at Avalon House which is located on the northern side of the N78. Existing parking provision outside of “The Square” is shown in Figure 3-12 below.



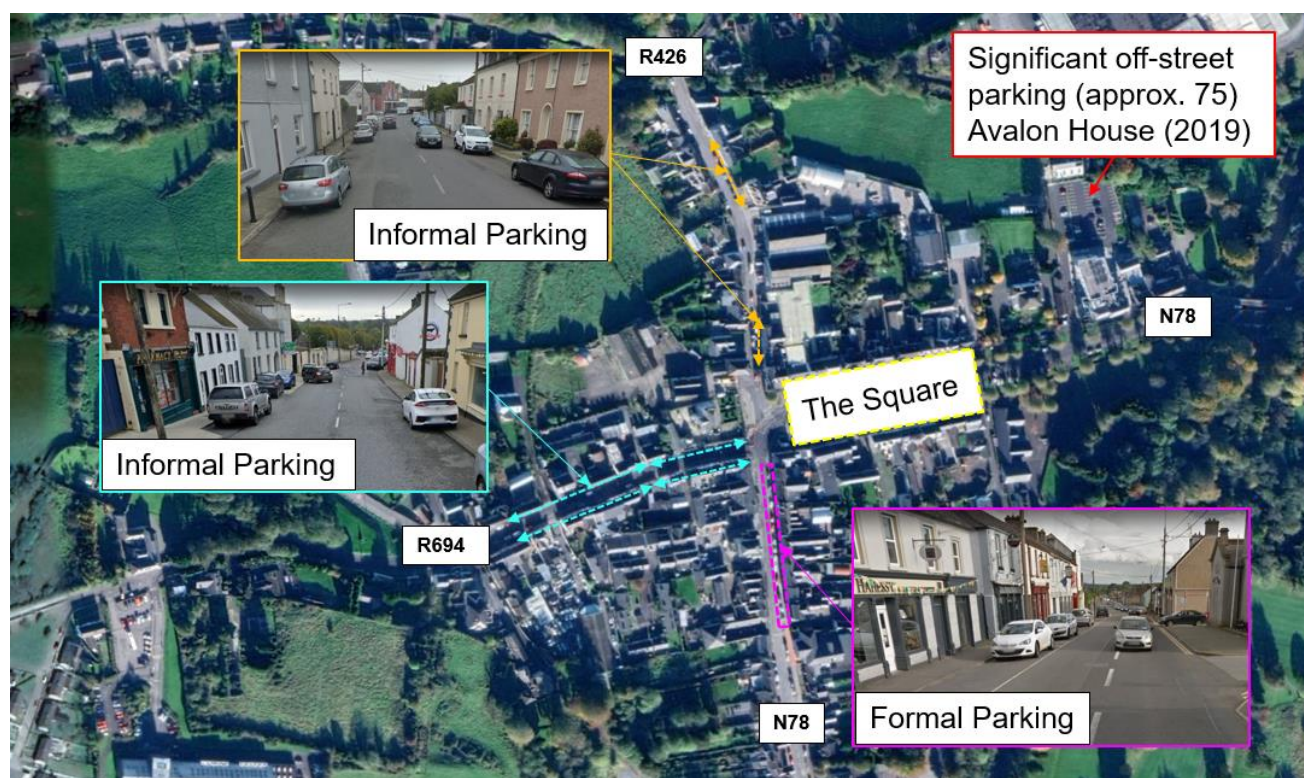


Figure 3-12 - Town Centre parking Outside of "The Square"

3.4. Public Transport Provision

At present, Castlecomer is served by several bus services as shown in Table 3-1 below. The corresponding routes and associated bus stops are shown in the subsequent figures below (the regional map for each of these routes is shown in Figure 2-3). It should be noted that the town is also served by a demand-based service called "Ring-a-Link" which provides accessibility for residents outside of the town. The routes and areas of operation for this service is shown in Figure 3-14

Table 3-1 - Bus Services

Bus Route	Service provider	Service Description	Service Timetable
717	JJ Kavanagh	Clonmel-Kilkenny-Dublin City- Dublin Airport through Callan	Operates on daily basis, schedule hours 7.30pm, which runs 4 times a day.
817	Bernard Kavanagh & Sons Ltd.	Kilkenny-Ormond Road-Dublin, Eden Quay	Operates on every day, schedule hours 10.30 am
890 & 891	Buggy's Bus Service	Castlecomer-Kilkenny	Operates on every day, runs 5 times a day.
Local Bus Service	Ring-a-link	County Carlow-Kilkenny-South Tipperary.	Operates 3 times a day i.e., each Thursday, Friday, Saturday,

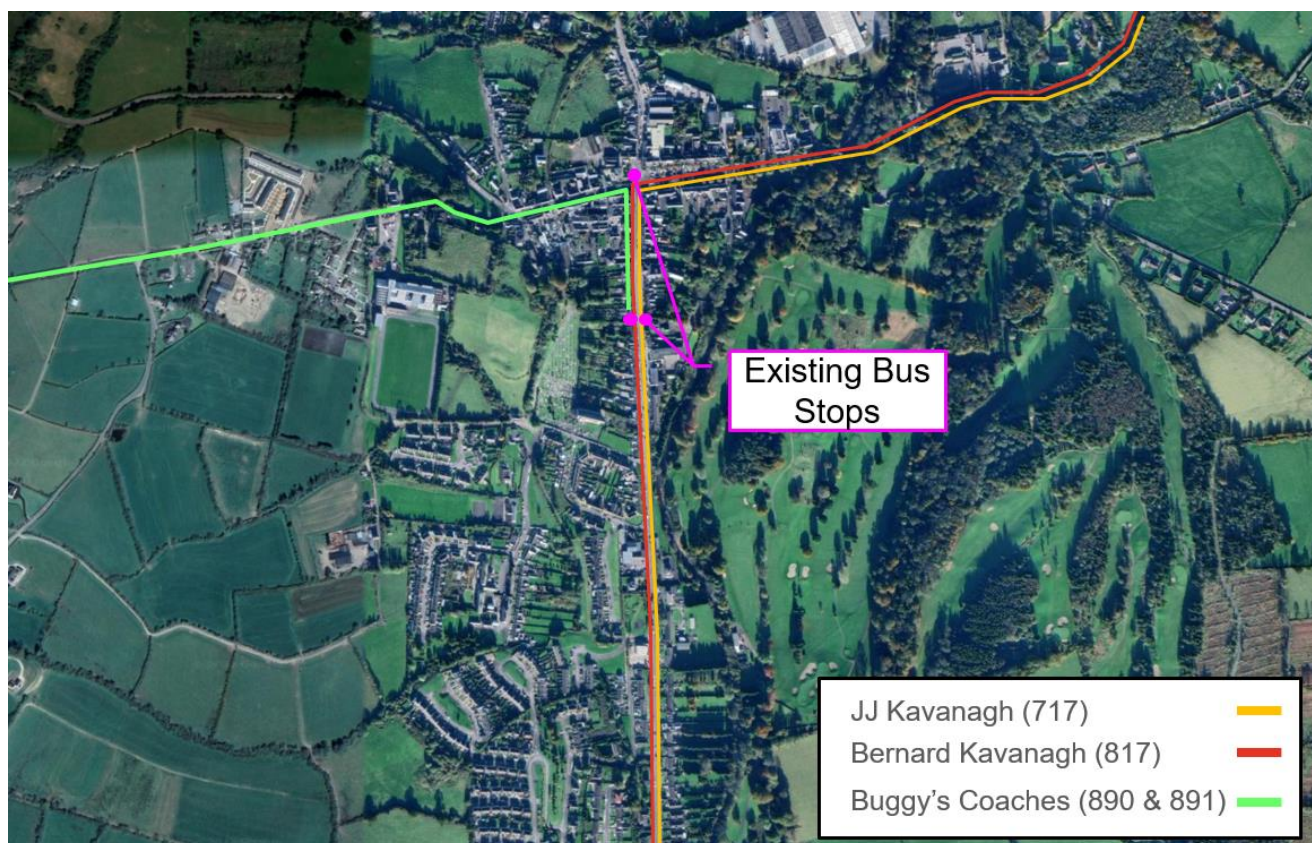


Figure 3-13 - Public Transport Services

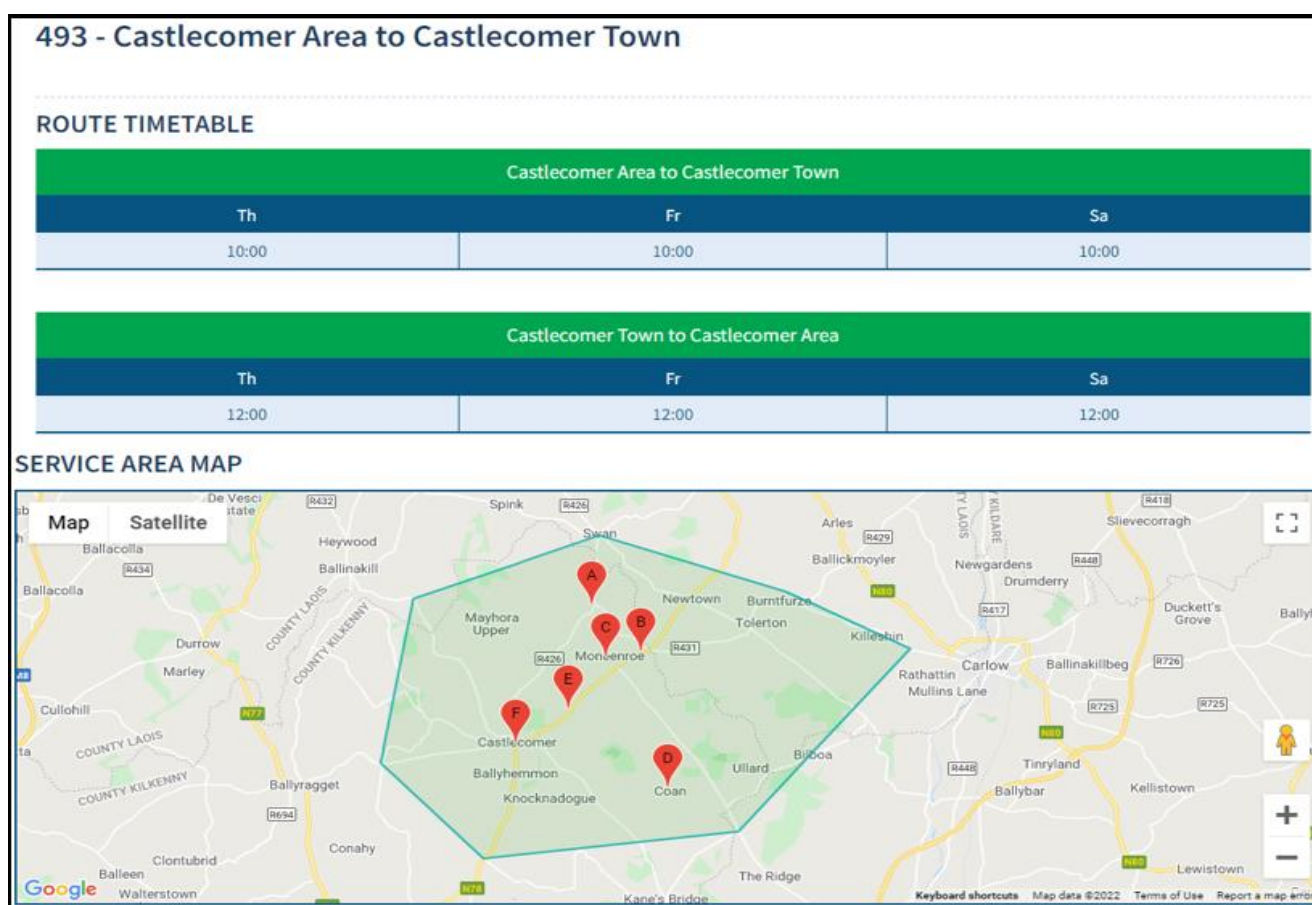


Figure 3-14 - Ring-a-Link Service

3.5. Land-Use

3.5.1. Existing

Castlecomer town centre has a variety of land-uses such as residential, general business, industrial, community facilities as well as agriculture and open space. The town is also home to several schools and sports clubs which provide for residents both within the town and surrounding areas.

There are several community facilities such as schools and hospitals which require good connectivity. The schools and hospital are spread adequately throughout the town with most lying on the western side of the town. The schools are as follows:

- Castlecomer Community School;
- Wandesforde Mixed National School;
- Castlecomer Boys National School; and
- Presentation Convent School.

Castlecomer District Hospital lies to the south west of the town centre and has overall good connectivity from the east and south while connectivity is constrained to the north. The majority of major retail outlets are in the town centre. The major points of interest in the town are shown in Figure 3-15 and Figure 3-16.



Figure 3-15 - Castlecomer Points of Interest (Town Centre)



Figure 3-16 - Castlecomer Points of Interest (South)

3.5.2. Proposed Land-Use

The proposed land-use for the town is based on the Castlecomer Local Area Plan (LAP) and shown in Figure 3-17 below. A more detailed map is provided in Appendix B. A large proportion of the plan represents the existing land-use of the town but does include several “Key Development Areas” which are indicated in the LAP. These sites are shown in Figure 3-18. These sites are described individually in the following sections.

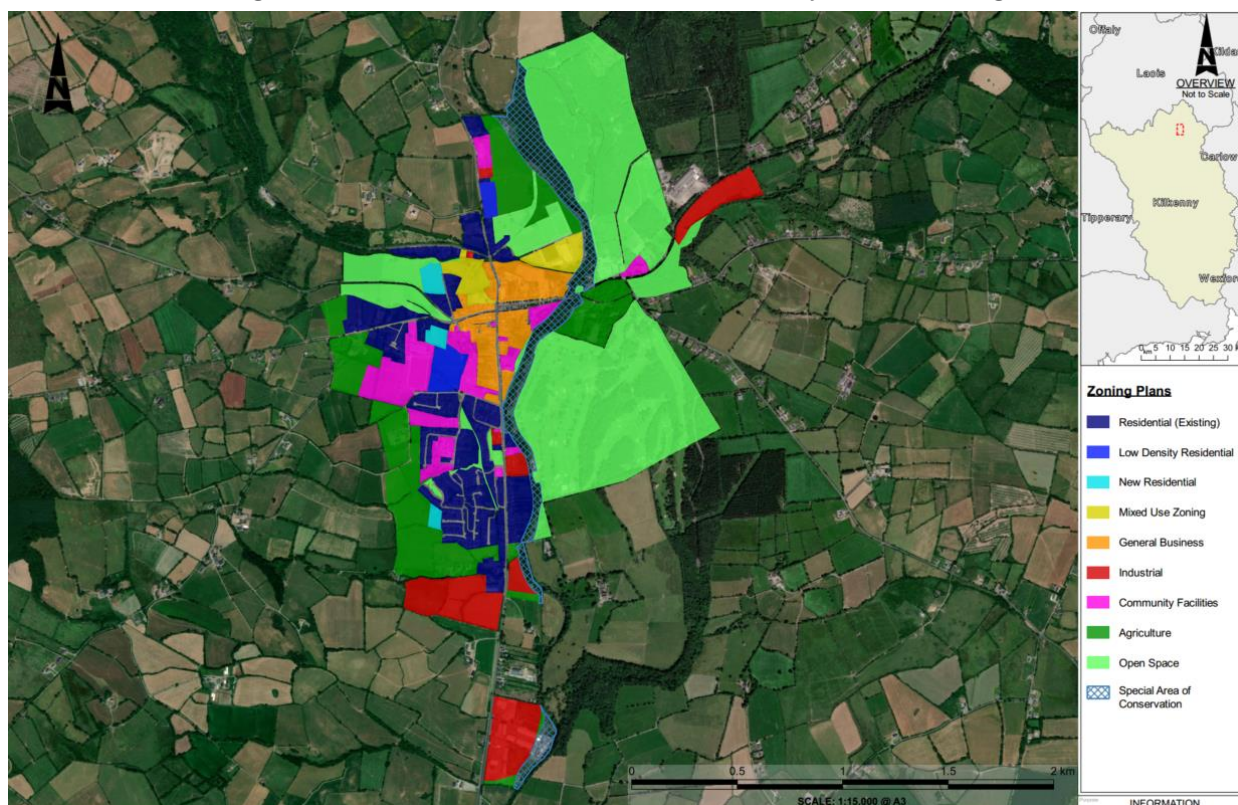


Figure 3-17 - Proposed Land-use (Castlecomer LAP, 2018 - 2024)

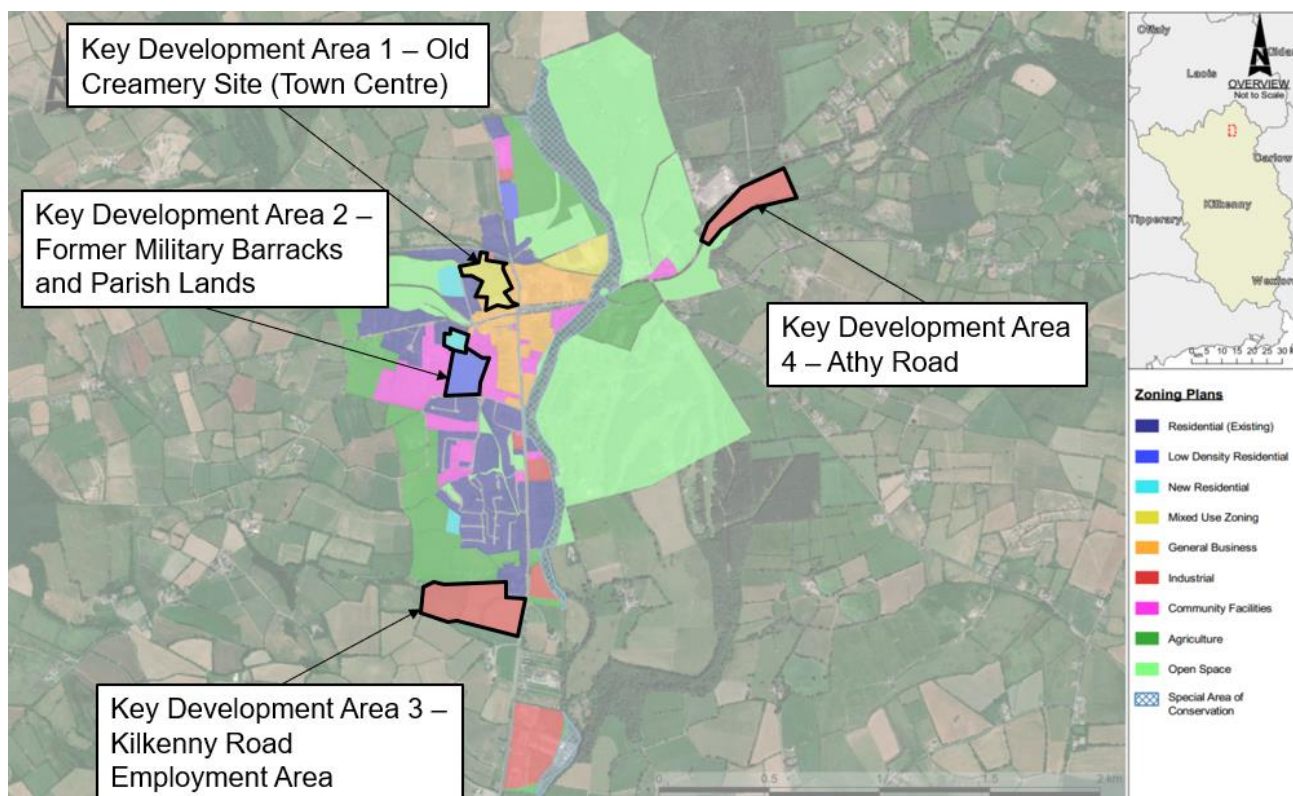


Figure 3-18 – Key Development Areas

3.5.2.1. Key Development Area 1 – Old Creamery Site (Town Centre)

The site situated in the centre of the town close to 'The Square' and has been zoned for Mixed Use. The development of this area will require the establishment of a new street with access point from Chatsworth Street, linking across the site and via a bridge across the tributary of the Dinin to the Ballinakill Road and through to Love Lane. Pedestrian/cycle linkages are also required to ensure permeability through the entire site. The key opportunity in terms of connectivity is the potential to improve permeability in the town. The site location is shown in Figure 3-19 below.

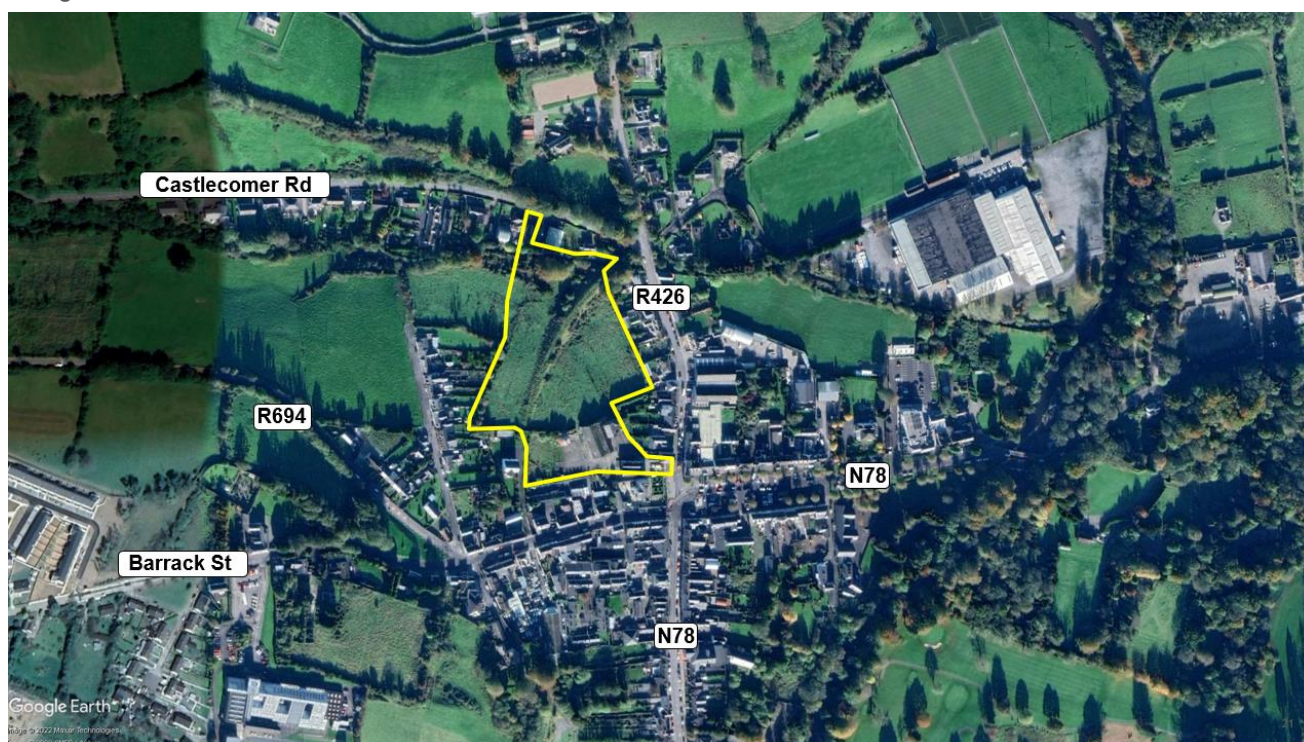


Figure 3-19 - Development Site 1 - Location

It should be noted that a key component for this site will be to facilitate objectives T2 and T2 from the Castlecomer LAP as shown in Figure 2-6. The indicative layout is shown in Figure 3-20 below.

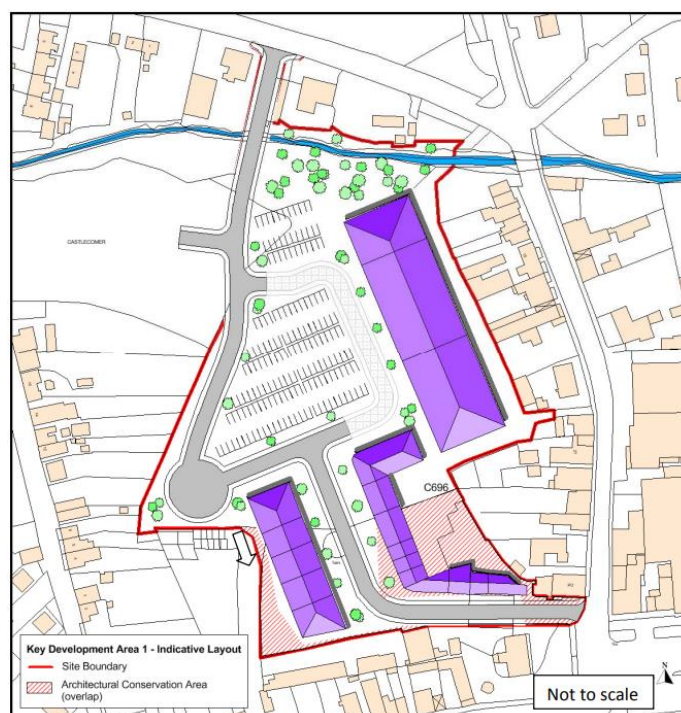


Figure 3-20 - Development Area 1 - Old Creamery Site

3.5.2.2. Key Development Area 2 – Former Military Barracks and Parish Lands

The area is comprised by Parish lands and the former Military Barracks site. The development aims to create a high quality, connected and sensitively designed residential and community development with links through the site providing for improved connectivity between new and existing developments in the area. The development of this area will require the establishment of public vehicular access through the site from Barrack Street through to Donaguile/Maryville. Pedestrian/cycling linkages will be required in combination with vehicular access to ensure permeability through the entire site. The site location is shown in Figure 3-21 below.

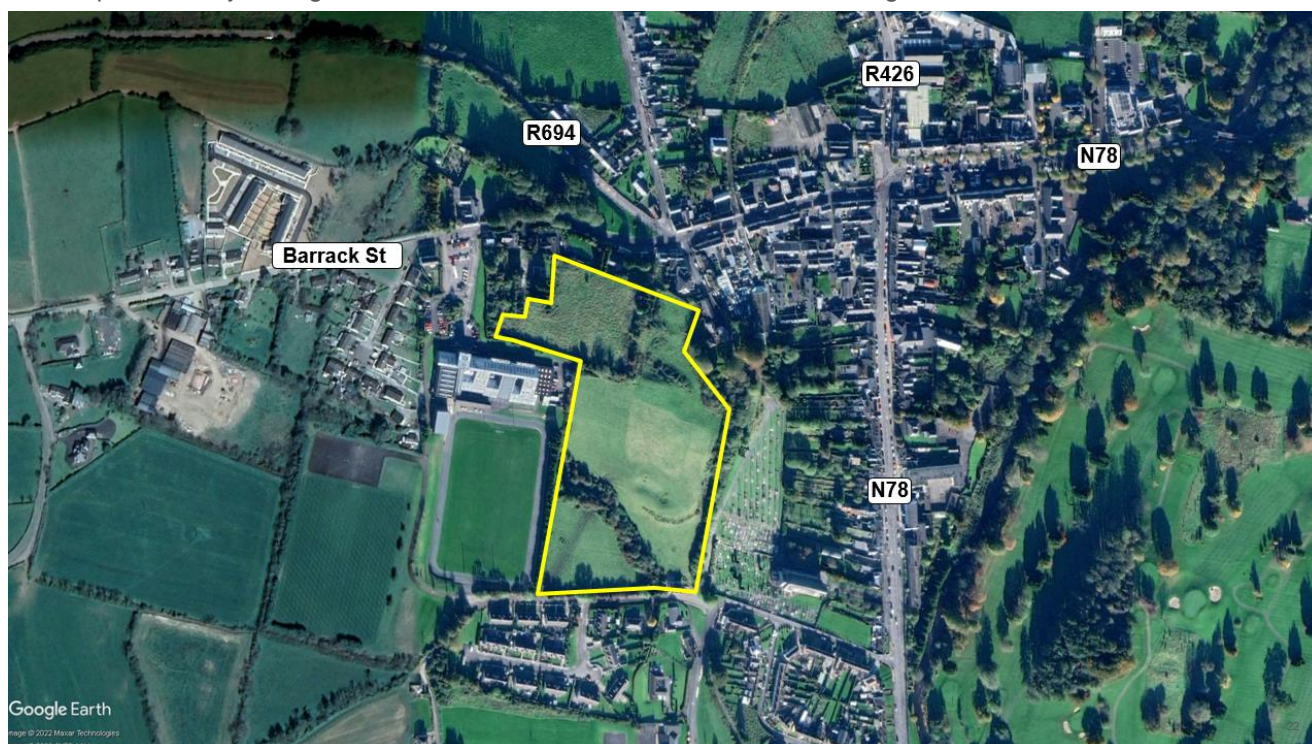


Figure 3-21 - Development Site 2 - Location

It should be noted that a key objective for this site will be to facilitate objective T1 from the Castlecomer LAP as shown in Figure 2-6.

3.5.2.3. Key Development Area 3 – Kilkenny Road Employment Area

These lands are located to the south of the town. The objective of this development is to create a high quality mixed employment related development of high quality design to minimise the visual impact at this location. The development of this area will require the establishment of a new or improved access point/s to Kilkenny Road/N78 and to adjoining developed areas. Pedestrian linkages are also required to ensure permeability through the entire area. The site location is shown in Figure 3-22 below.

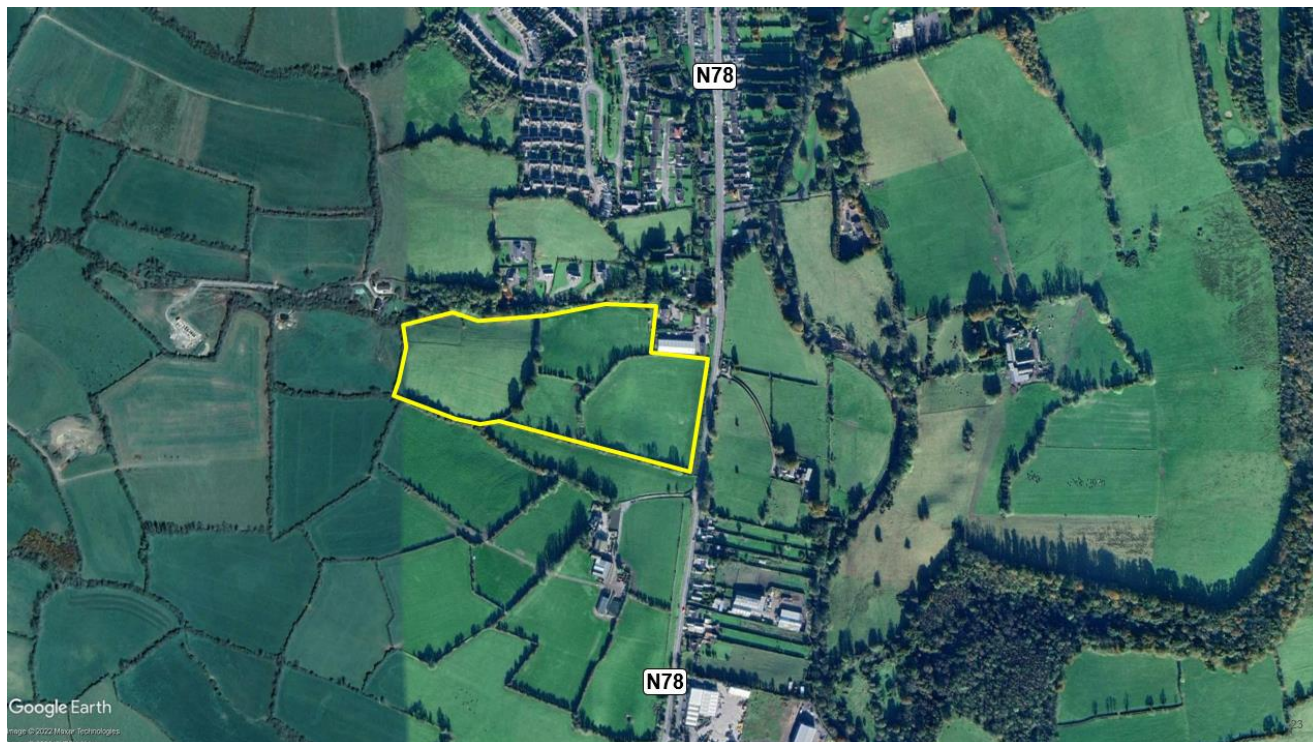


Figure 3-22 - Development Site 3 - Location

It should be noted that a key objective for this site will be to facilitate objective T4 from the Castlecomer LAP as shown in Figure 2-6.

3.5.2.4. Key Development Area 4 – Athy Road

These lands are located along the N78 on the North Eastern Outskirts of Castlecomer town, opposite the former Ormonde Brick works. The purpose of this development is to create a low impact, low density mixed employment related development of high quality design to minimise the visual impact and environmental impact at this location. The development of this area will require the establishment of a new access point/s to Kilkenny Road/N78. Pedestrian and cycling linkages to town are also required to ensure connectivity to the town. The site location is shown in Figure 3-23 below.

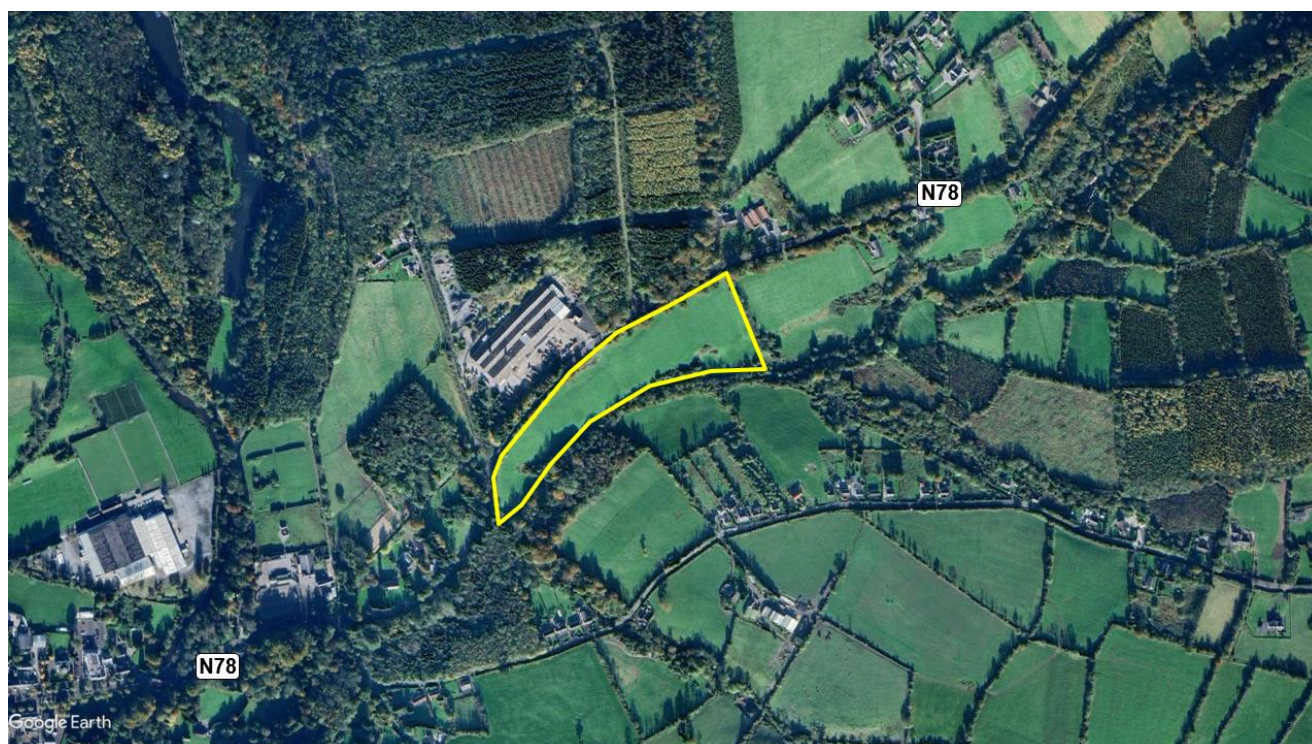


Figure 3-23 - Development Site 4 – Location

3.6. Connectivity

An analysis of the walking catchments in terms of journey distance and time has been undertaken and the results of this are presented below. These are represented in the form of isochrones radiating outwards from various strategic locations in 5 minute, 10 minute and 15 minute journey time intervals. The assumed average walking speed is 1.5 m/s. The walking distances achievable with these average speeds are presented in Table 3-2 below.

Table 3-2 - Walking / Cycling Distances and Times

Time Interval	Walking Distance
5 minutes	450m
10 minutes	900m
15 minutes	1350m
30 minutes	2700m

The purpose of this exercise is to address deficiencies with the existing pedestrian network and assist in the identification of new links.

The first isochrone, shown in Figure 3-24, was positioned in the Oak Hill residential area towards the south-west of the town. The walking isochrone indicates that connectivity is restricted to routes which connect directly with the N78 to the east. No links exist between this residential zone and the residential areas, school and hospital to the north. A more detailed map of this isochrone is provided in Appendix C.

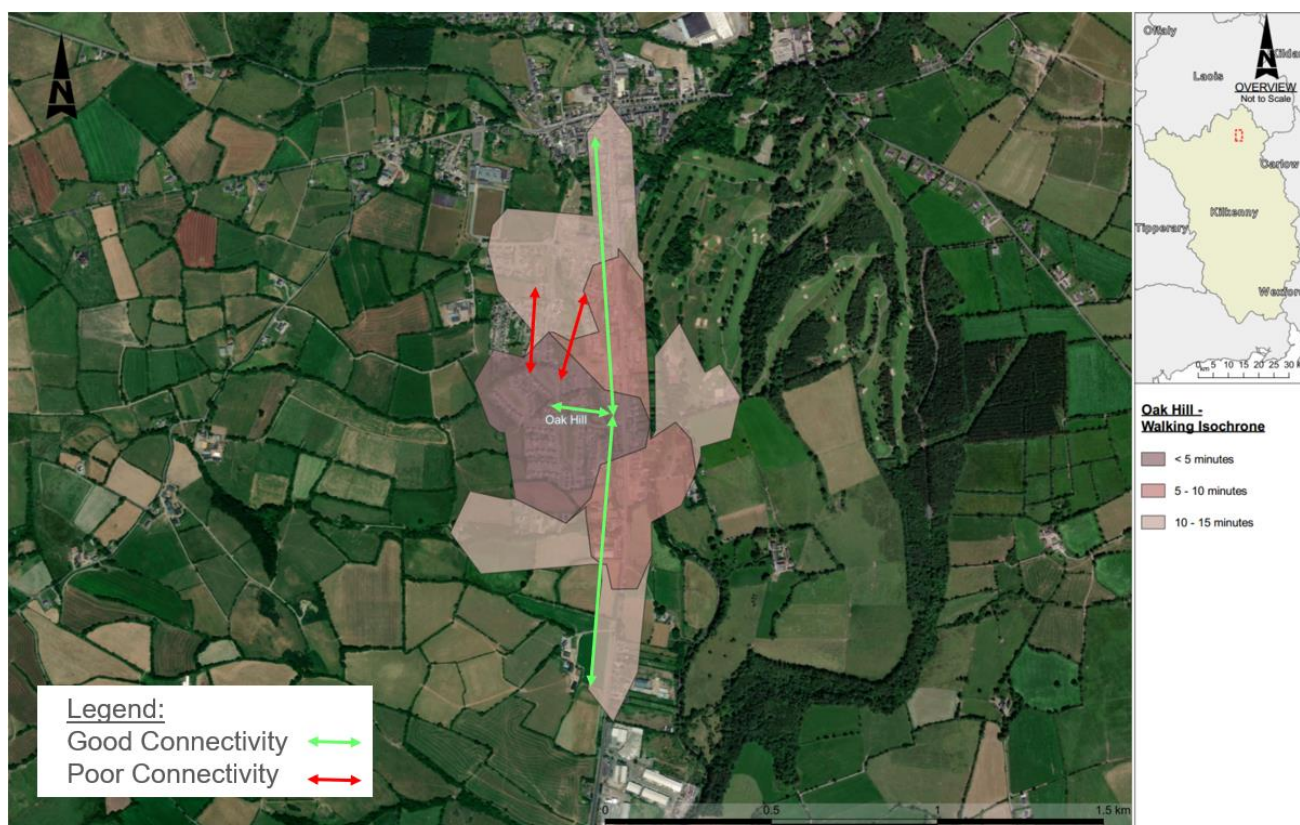


Figure 3-24 - Oak Hill Walking Isochrone

The second isochrone, shown in Figure 3-25, was positioned in the Maryville residential area towards the south-west of the town as well. The walking isochrone highlights ongoing north-south connectivity restrictions between the residential areas to the north and south. A more detailed map of this isochrone is provided in Appendix D.

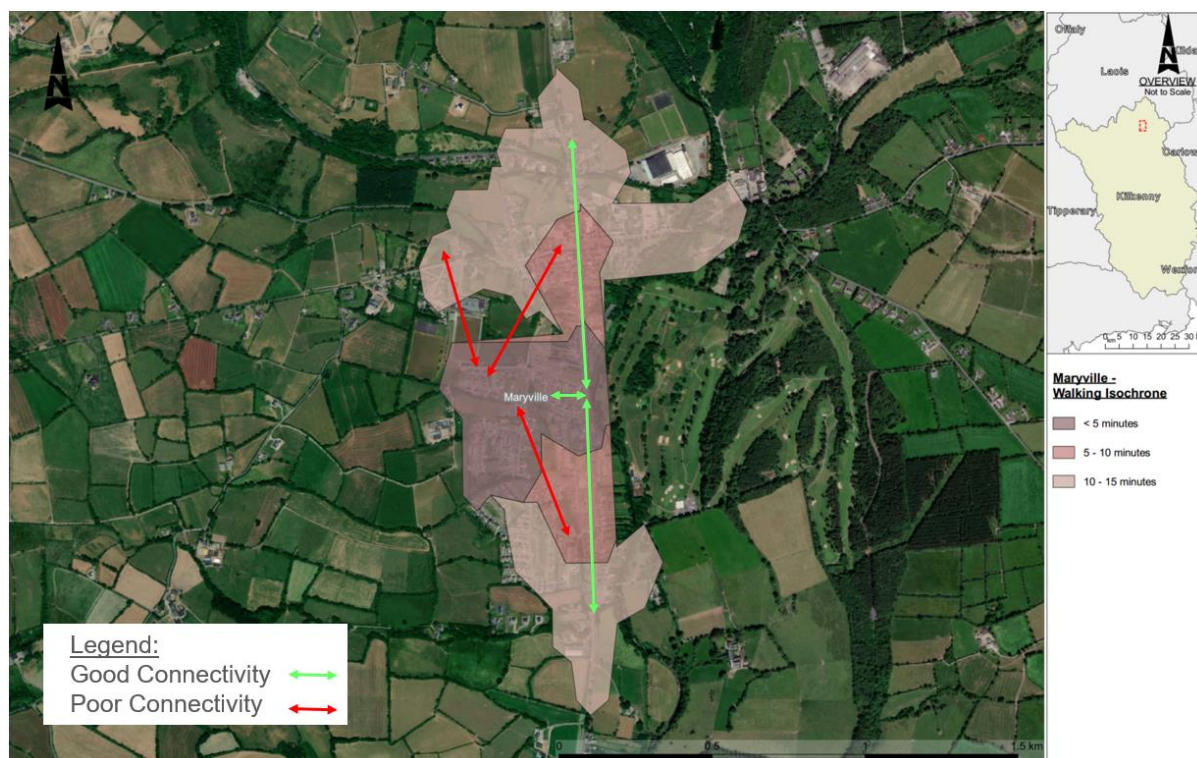


Figure 3-25 - Maryville Walking Isochrone

The final isochrone, shown in Figure 3-26, is positioned in the town centre and illustrates good connectivity overall, particularly along the main arterials in and out of the town. Outside of the main roads, connectivity is poor, with very few connectivity routes outside of the town centre. A more detailed map of this isochrone is provided in Appendix E.



Figure 3-26 - Town Centre Walking Isochrone

4. Stakeholder Engagement

4.1. Kilkenny County Council

The primary means of public consultation is anticipated to be via a public information meeting. This meeting will present the initial draft report, encourage feedback on the draft plan which will then be collated together, reviewed, and responded to in order to develop the final plan. It is anticipated that the following stakeholders will be present during these meetings:

- Local councillors;
- Traders;
- Tidy town committee;
- Castlecomer Town Network;
- Age Friendly Committee;
- HSE; and
- Gardai.

The report is currently in its draft stage and will therefore be updated following the public information meetings.

5. Data Review and Transport Survey

5.1. Data Review

In the absence of travel data from the schools in the area, modal share data was extracted from the 2016 Census Database for the “Settlements Castlecomer-Donaguile” area. The modal split was separated into work purpose as well as school/college. The results are shown in Table 5-1 while graphical representations are shown in Figure 5-1 and Figure 5-2.

Table 5-1 - Population aged 5 years and over by means of travel to work (Census 2016 - Castlecomer-Donaguile)

Modal Distribution	Work		School or College		Total	
	Count	Percentage	Count	Percentage	Count	Percentage
On foot	52	10%	135	43%	187	23%
Bicycle	0	0%	2	1%	2	0%
Bus minibus or coach	13	3%	23	7%	36	4%
Train DART or LUAS	2	0%	1	0%	3	0%
Motorcycle or scooter	2	0%	0	0%	2	0%
Car driver	337	66%	10	3%	347	42%
Car passenger	27	5%	136	43%	163	20%
Van	43	8%	0	0%	43	5%
Other (incl. lorry)	3	1%	0	0%	3	0%
Work mainly at or from home	21	4%	0	0%	21	3%
Not stated	11	2%	9	3%	20	2%
Total	511	-	316	-	827	-

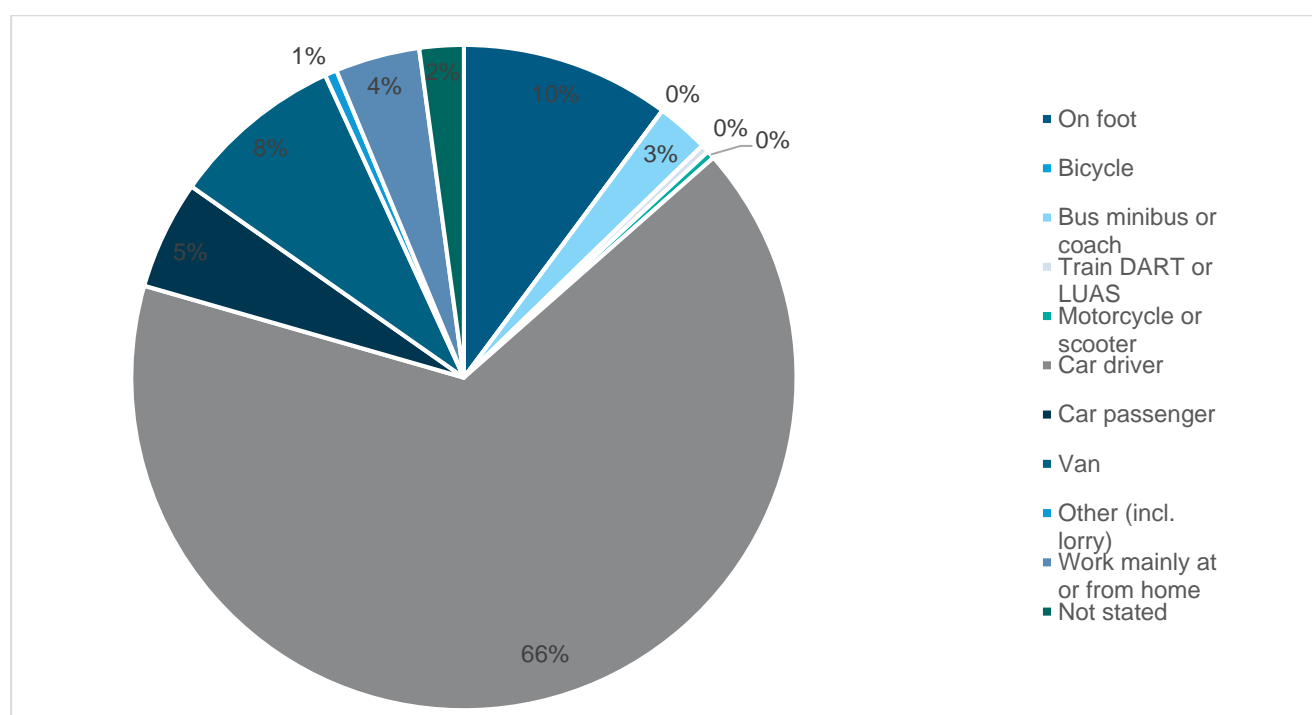


Figure 5-1 - Census 2016 Castlecomer-Donaguile - Mode of Travel (Work)

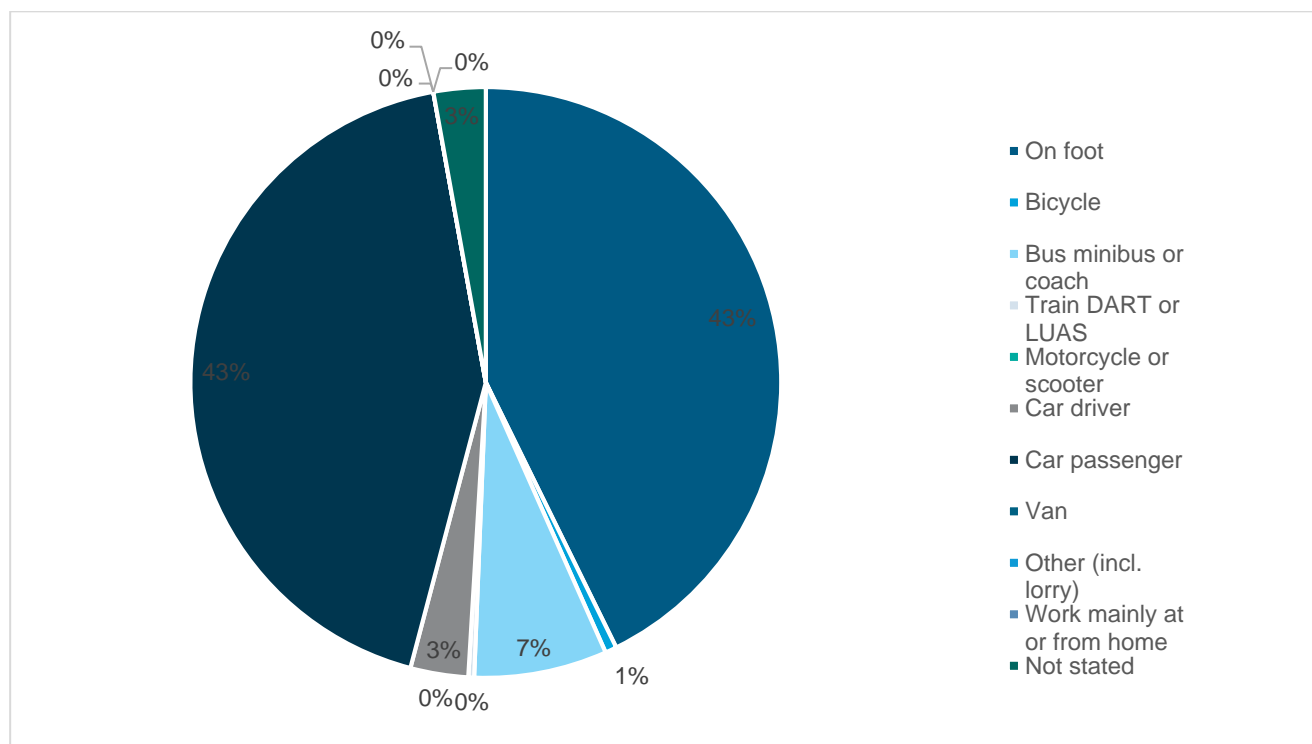


Figure 5-2 - Census 2016 Castlecomer-Donaguile - Mode of Travel (School or College)

The results indicate that private vehicles are responsible for approximately 80% of work trips. This value accounts for car driver, other, car passenger and van categories in the survey. It is shown that only 10% of all work trips are undertaken on foot and a further 3% via public transport. According to the survey information, there are currently no residents that utilise bicycles as a mode of travel. It is anticipated that the measures promoted as part of this MMP will improve the modal significance of walking, cycling and via public transport.

The school/college results indicate an improved modal shift with approximately 43% of students walking to school with an additional 1% and 7% associated with cycling and public transport respectively. The results also indicate that approximately 43% of trips are via private vehicles. The measures recommended in this MMP will seek to reduce this component of the trips.

5.2. Transport Surveys

A total of 4 No. ATC (Automatic Traffic Counts) were undertaken in Castlecomer on all four of the main routes in and out of the town. The counts were undertaken over the course of a week from Monday the 31st January 2022 to Sunday the 6th February 2022. The primary function of the ATC count is to determine vehicle speeds as well as daily vehicle flows in both directions on each road. The daily flow volumes can then be expanded to Annual Average Daily Traffic (AADT). The following information is recorded:

- Total vehicles per direction in 15 minute intervals;
- Vehicle counts are classified by type and axle length;
- Vehicle speed

The locations of the counts are shown in Figure 5-3 while the count summary tables are shown in Table 5-2, Table 5-3, Table 5-4 and Table 5-5 below.

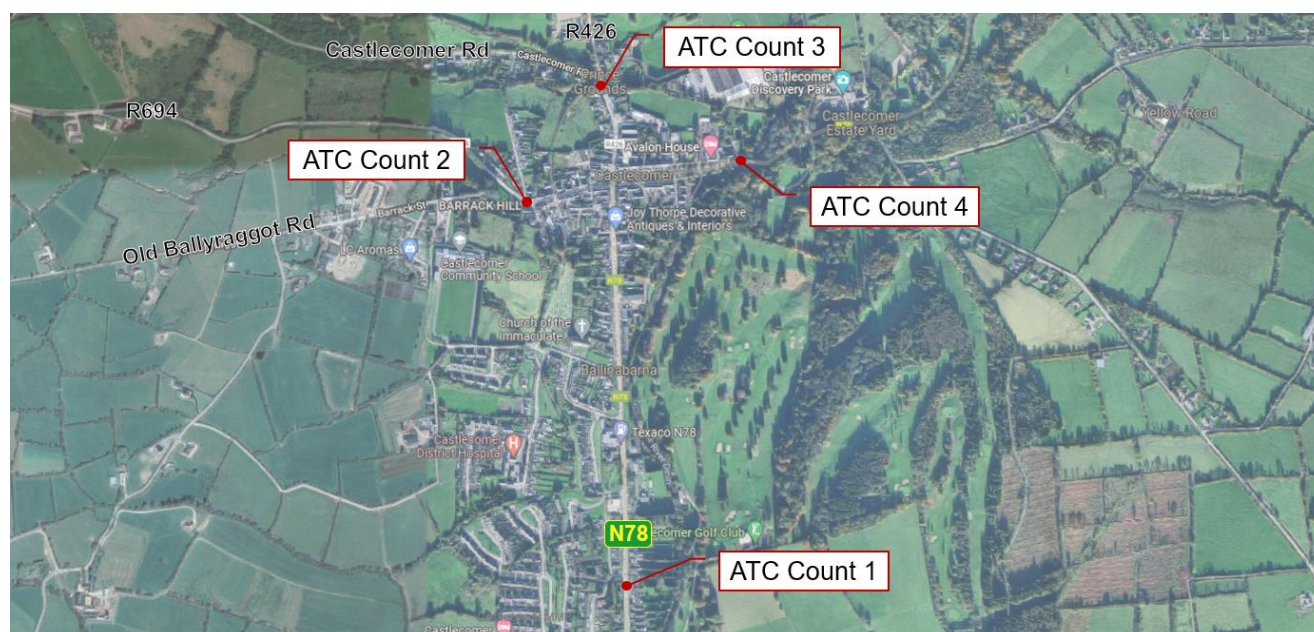


Figure 5-3 - ATC Traffic Count Locations

Table 5-2 - ATC 1 - Count Summary

Site No.	Location.	Direction.	Speed Limit PSL (km/h)	Start Date.	End Date.	Total Vehicles.	No. > Speed Limit.	% > Speed Limit.	Mean Speed	85%ile Speed
1	N78, directly South of entrance to Oak Hill estate	Northbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	18049	13043	72.3	55.2	64.5
		Southbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	17962	15555	86.6	60.8	71.2
		Northbound / Southbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	36011	28598	79.4	58.0	68.3

Table 5-3 - ATC 2 - Count Summary

Site No.	Location.	Direction.	Speed Limit PSL (km/h)	Start Date.	End Date.	Total Vehicles.	No. > Speed Limit.	% > Speed Limit.	Mean Speed	85%ile Speed
2	R694, 200 metres West of junction with N78	Eastbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	11891	180	1.5	32.2	40.1
		Westbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	11571	412	3.6	34.3	42.8
		Eastbound / Westbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	23462	592	2.5	33.2	41.4

Table 5-4 - ATC 3 - Count Summary

Site No.	Location.	Direction.	Speed Limit PSL (km/h)	Start Date.	End Date.	Total Vehicles.	No. > Speed Limit.	% > Speed Limit.	Mean Speed	85%ile Speed
3	R426, 200 metres North of junction with N78	Northbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	10926	2580	23.6	42.0	54.5
		Southbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	10909	2029	18.6	38.4	52.1
		Northbound / Southbound	50	Monday, 31 January 2022	Sunday, 06 February 2022	21835	4609	21.1	40.2	53.3

Table 5-5 - ATC 4 - Count Summary

Site No.	Location.	Direction.	Speed Limit PSL (km/h)	Start Date.	End Date.	Total Vehicles.	No. > Speed Limit.	% > Speed Limit.	Mean Speed	85 th ile Speed
4	N78, 330 metres West of junction with R426, right after bridge over river Dinin	Eastbound	50	Thursday, 03 February 2022		2280	77	3.4	37.3	43.6
		Westbound	50	Thursday, 03 February 2022		2937	94	3.2	38.4	44.6
		Eastbound / Westbound	50	Thursday, 03 February 2022		5217	171	3.3	37.9	44.2

It is important to note that the most significant vehicle volumes are experienced on the N78 (S) – ATC Count 1. Speeds on this road are also significantly higher than the posted speed limit of 50km/hr. The vehicle volumes on the N78 are relatively high with a total of 36,000 no vehicles over the count period (31st January to 6th February).

The survey indicates that the 85th percentile vehicle speed on the N78 (S) is 68.3km/hr, 18.3km/hr above the posted speed limit. It was also found that approximately 80% of all vehicles on the N78 (S) are found to be exceeding the speed limit.

It was also found that vehicles on the R426 – ATC Count 3 were observed to exceed the speed limit. These speeds were, however, not found to excessively exceed the limit with an 85th percentile speed of 53.3km/hr.

Nothing notable was observed on the R694 and N78 (E) (ATC Counts 2 & 4). Based on the results of the survey, measures which reduce vehicle speeds on all major town access routes have been developed as part of this MMP. This will both enhance pedestrian and passenger safety while acting as an additional measure to manage and reduce private vehicle use.

6. Proposed Projects and Initiatives

The approach for this section is to identify any projects which supplement projects already identified in the LAP, County Development Plan as well as other schemes. The final list of proposals will be a consolidated list of projects which include and expand upon previously identified schemes. The proposed projects are broadly defined into the following categories:

- J - Junction Upgrades;
- PR - Parking Review;
- PL - Permeability Links;
- PC - Pedestrian Crossings;
- CP - Dedicated Cycle Paths;
- GW - Gateways;
- AF - Age Friendly Initiative;
- SS - Safe School Routes; and
- BS - Bus Stop Upgrades.

It should be noted that the actual delivery of these suggested measures will be dependent on the results of the various feasibility assessments, subsequent further consideration, planning, detailed design, procurement, construction period and the availability of funding to the Local Authority to implement the measures that are ultimately determined to be feasible.

6.1. Junction Upgrades

It is proposed that the main junction in the middle of the town (J1) be upgraded / reviewed in order to improve pedestrian connectivity. The junction layout currently prioritises vehicular movements at the expense of pedestrian and cycling. It is recommended that the junction be reviewed in order to satisfy the following principles:

- A signalised junction is recommended;
- Raised crossings to be provided for all pedestrian movements – there is potential for the whole junction to become a raised table;
- Revised junction turning radii of 6m; and
- Swept path analysis will be required for HGV's. This will determine the ultimate junction radii which could be increased to 9m.

The existing junction location as well as layout is shown in Figure 6-1 below. Two potential junction layouts are shown in Figure 6-2 and Figure 6-3 below. A more detailed drawing of the potential junction layouts is provided in Appendix F. It should be noted that this layout will have to account for Key Development Area 1 as shown in Figure 3-18 below.

It should be noted that either option may be priority or signal controlled. This will be determined following a detailed design/planning investigation outside of this project.



Figure 6-1 - Existing N78/R694/R426 Junction Layout – J1

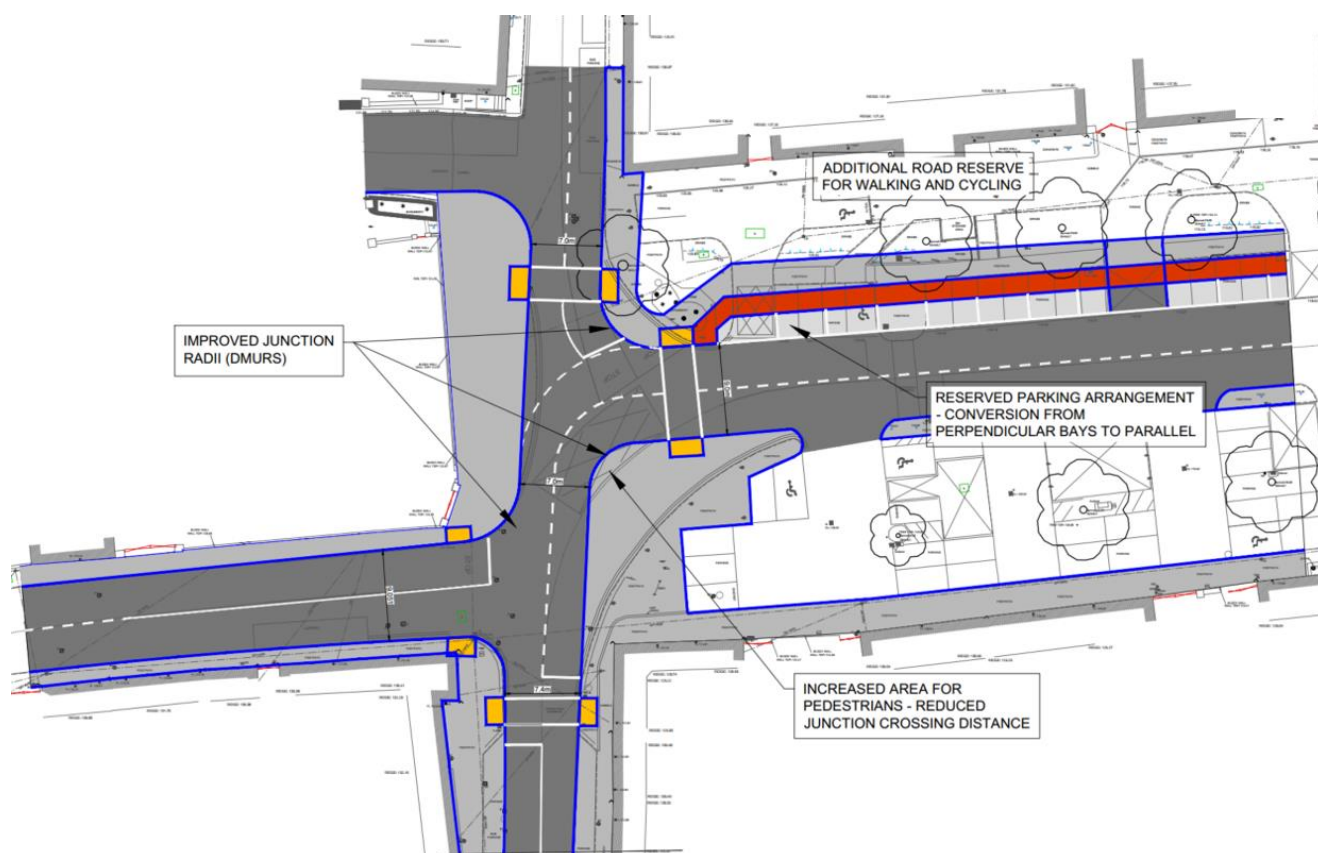


Figure 6-2 - Potential Junction Layout (Option 1) – J1

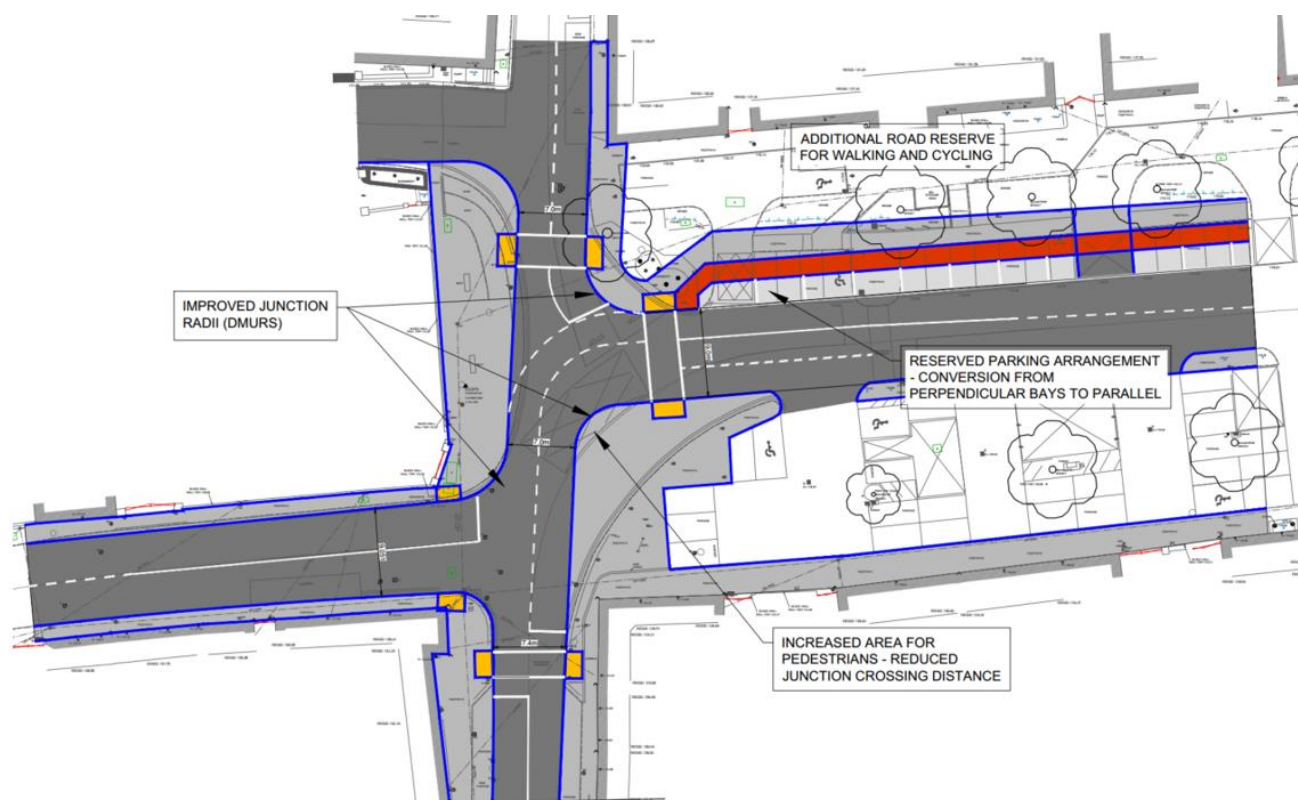


Figure 6-3 - Potential Junction Layout (Option 2) – J1

6.2. Parking Review

6.2.1. Car Parking

It is recommended that the parking arrangement be revised (PR1) on the northern side of “The Square”. The current parking arrangement is perpendicular bays as shown in Figure 6-4. It is recommended that this arrangement be converted to parallel parking. This arrangement is anticipated to reduce congestion from vehicles as well as generate additional road reserve for pedestrians and cyclists. The potential revised car parking arrangement is shown in Figure 6-2 below.

It is recommended that this parking revision be carried out throughout the N78, including the parking area outside of Wandesforde School (PR2) as shown in Figure 6-5 below.

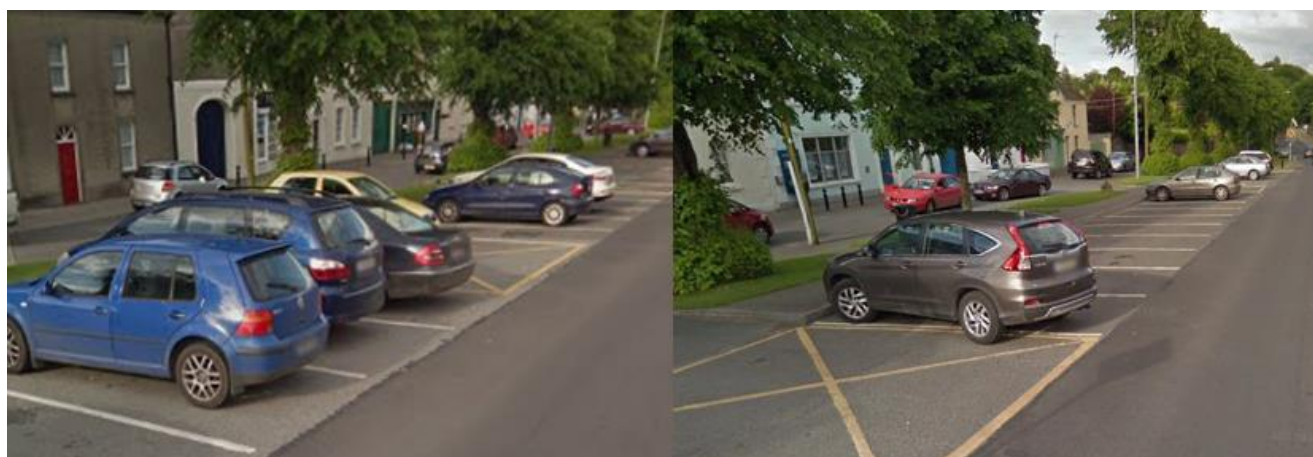


Figure 6-4 - Existing Parking Arrangement on the Northern side of The Square – PR1



Figure 6-5 - Existing Parking outside Wandesforde School - PR2

6.2.2. Cycle Parking

For the purposes of this study, the national cycle manual is deemed to be the most appropriate guideline document in determining bicycle parking requirements. No bicycle parking rates are provided for existing developments, but rates are provided for new developments. Due to the mixed nature of the town centre of Castlecomer, it is not possible to determine the exact bicycle parking provision. The National Cycle Manual does, however, provide rates for “Other Developments” at a rate of 1 bicycle parking space per car parking space. Based on the existing car parking capacity of 140 spaces, it is therefore recommended that a total of 140 spaces be provided which equates to a total of 70 no. bicycle parking stands. The stands are to be located at key positions throughout the town centre but should also be included at nearby schools – particularly Wandesforde Mixed National School which lies alongside “The Square”. Potential locations are shown in Figure 6-6 below. The stands may be provided in a phased manner over a period based on current usage.

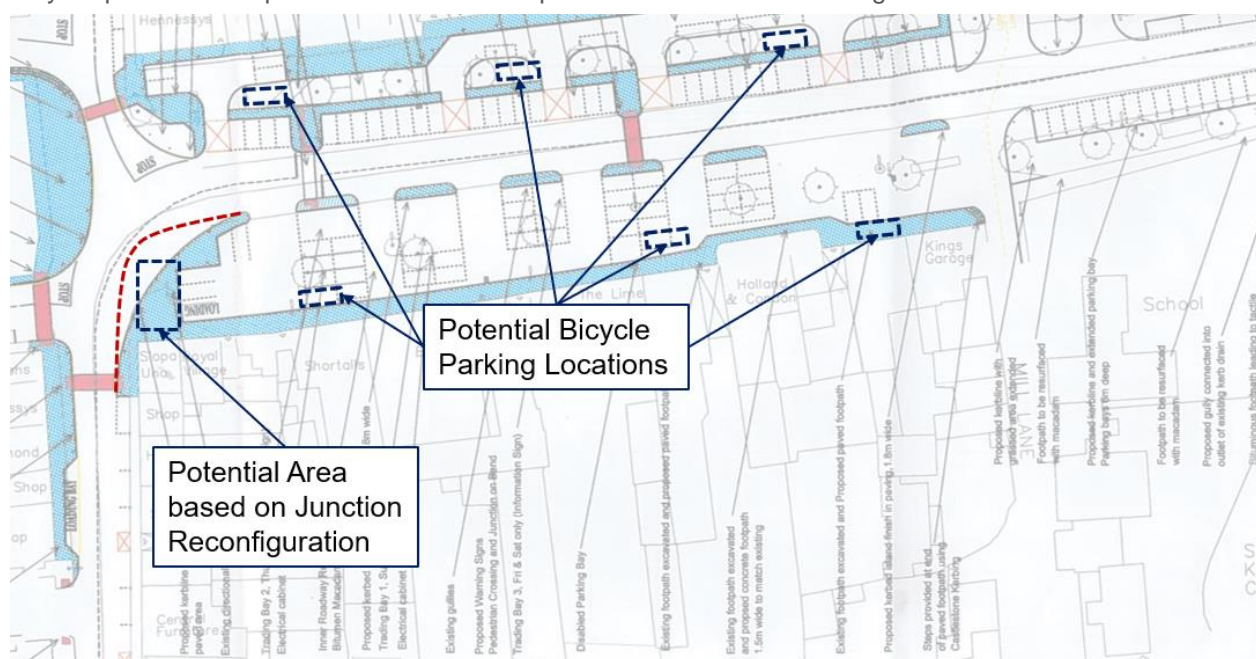


Figure 6-6 - Potential Cycle Parking Locations – CP1

6.2.3. EV Parking

According to the Kilkenny County Development Plan (2021 – 2027), developments with publicly accessible spaces (e.g. supermarket car park, cinema etc.) should have at least one parking space equipped with one fully functional EV charging point and it should be possible to expand the charging system at a future date so that up to 20% of all spaces can be fitted with a similar charging point. Charge Point Parking space(s) should be clearly marked with appropriate signage should be capable of communicating usage data with the national charge point management system.

It should, however, be noted that the locations of the charging stations are only indicative and would be subject to a detailed design process which would account for availability of services and costs.

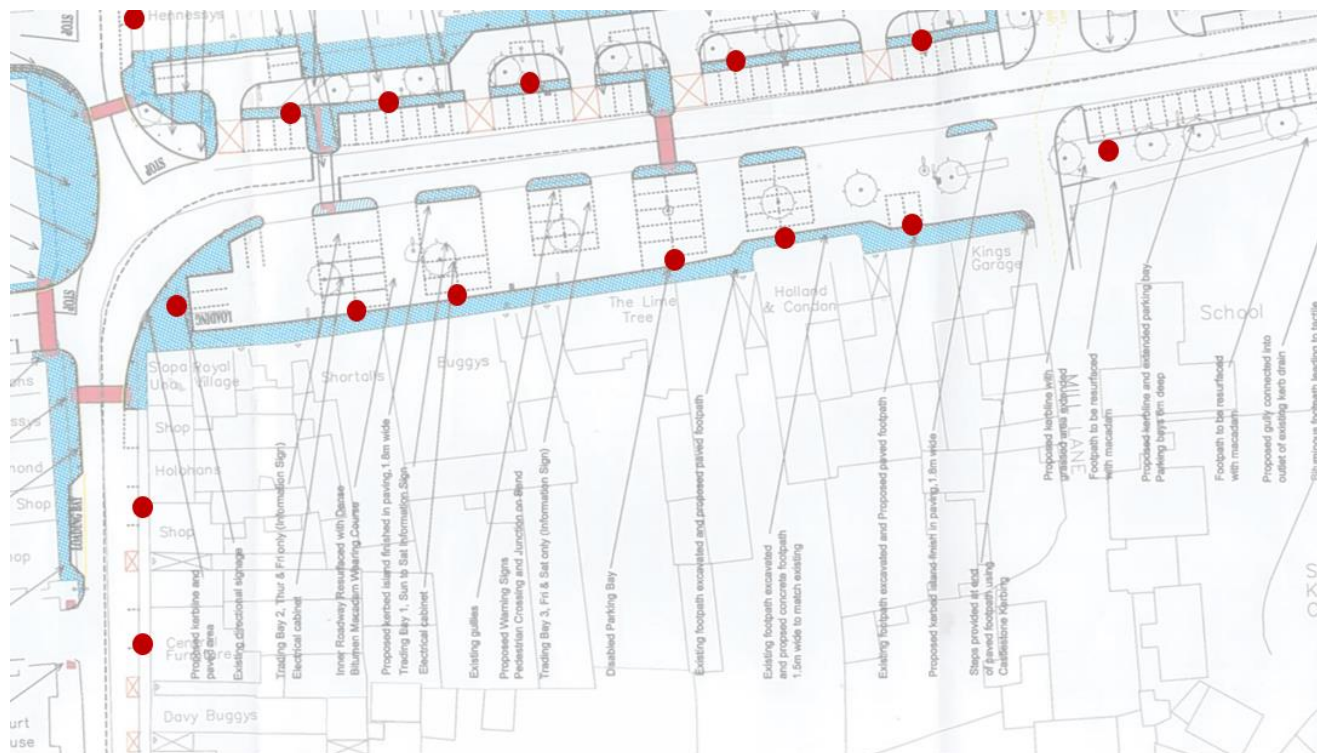


Figure 6-7 - Potential EV Charging Points (EV1)

6.2.4. Age Friendly Initiative

Age Friendly Parking is an attempt to provide dedicated parking for older persons. The findings of the age friendly town's programme show a need for age friendly parking. Providing convenient parking spaces near older people's desired destinations increases accessibility and usage of public and other essential services, for those whose mobility and walking speed has reduced. Age Friendly parking supports older people of reduced mobility to get out and about and lead fuller lives. Age Friendly Parking space are reserved for older people aged over 55 years.

Although no specific guidance is provided for the number of bays to be provided, three potential parking bays have been identified which provide access to the Post Office, Bank of Ireland as well as the Credit Union. The locations are shown in Figure 6-10, Figure 6-11 and Figure 6-12. It should be noted that the location identified outside the post office is to be implemented in conjunction with the pedestrian crossing upgrade at the main junction. The bays may be implemented in both perpendicular and parallel parking locations. The associated layout for each is shown in Figure 6-8 and Figure 6-9 below.

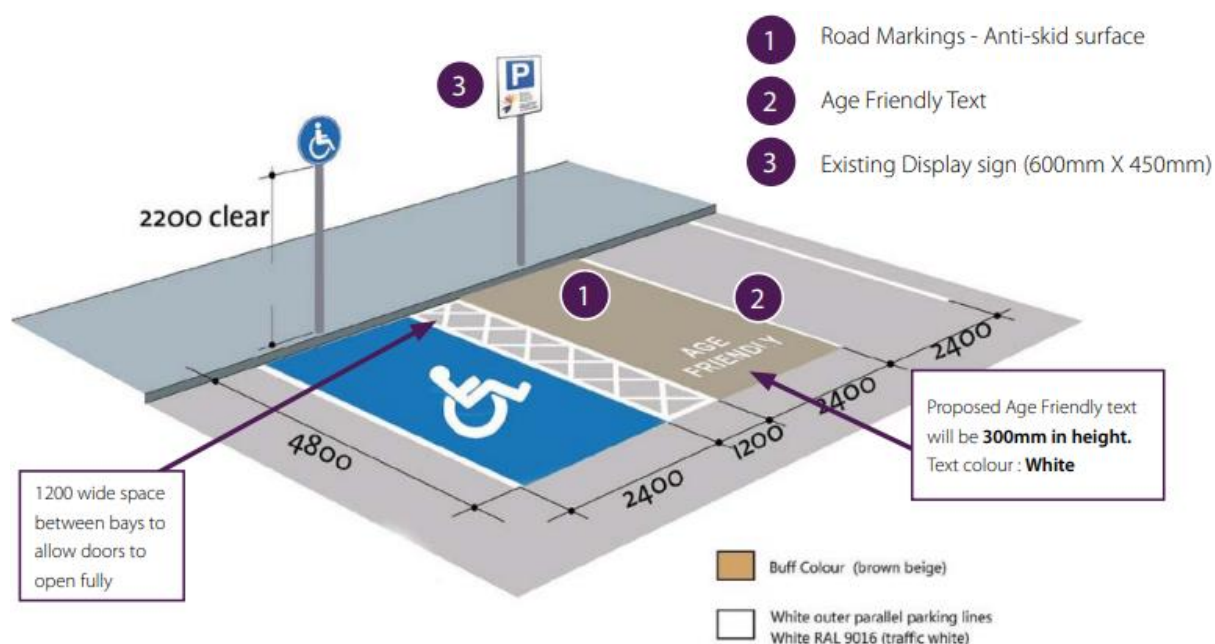


Figure 6-8 - Perpendicular Age-Friendly Bay (National Age Friendly Parking Space Guide, 2021)

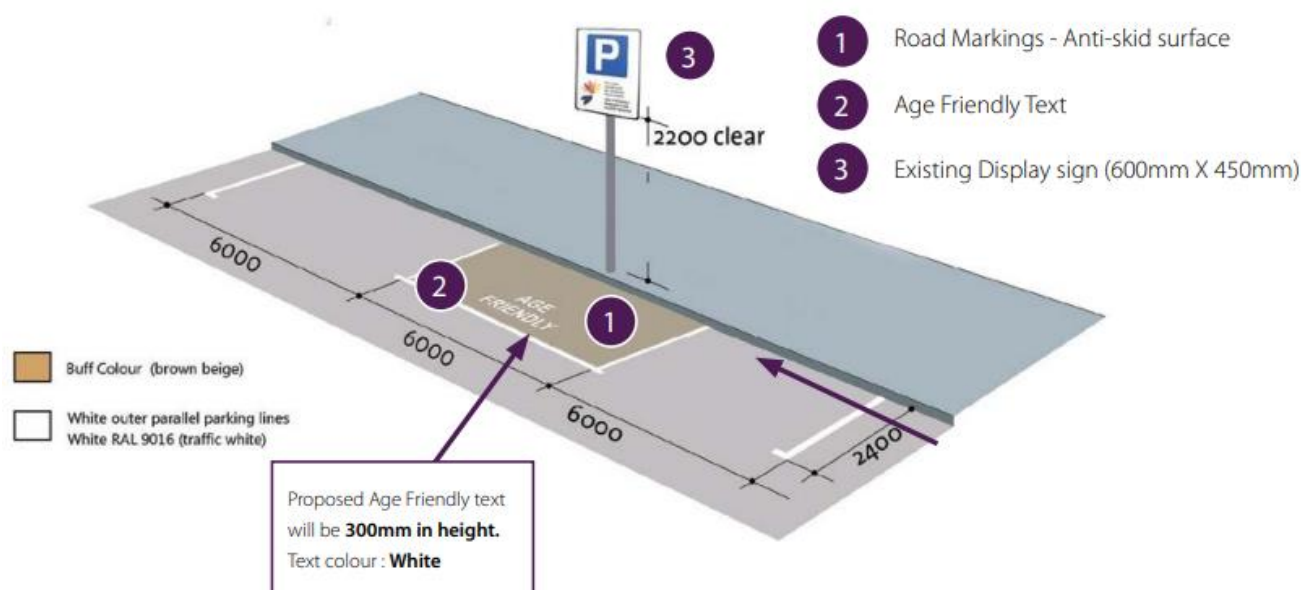


Figure 6-9 - Parallel Age-Friendly Bay (National Age Friendly Parking Space Guide, 2021)



Figure 6-10 - Age Friendly Parking Bay - Post Office



Figure 6-11 - Age Friendly Parking Bay - Bank of Ireland



Figure 6-12 - Age Friendly Parking Bay - Credit Union

6.3. Permeability Links

Several permeability links were proposed as part of the Castlecomer LAP as covered earlier in the report. The purpose of this section is to identify any projects over and above those listed in the LAP. Identification of these links has been confirmed through the pedestrian isochrone exercise undertaken in Section 3 of this report. Two additional pedestrian & cycling links are proposed which seek to address the permeability and overall connectivity constraints identified in Figure 3-24, Figure 3-25 and Figure 3-26. These projects are perceived as immediately implementable and are expected to be cost effective. The locations of all links are shown in Figure 6-13 below.

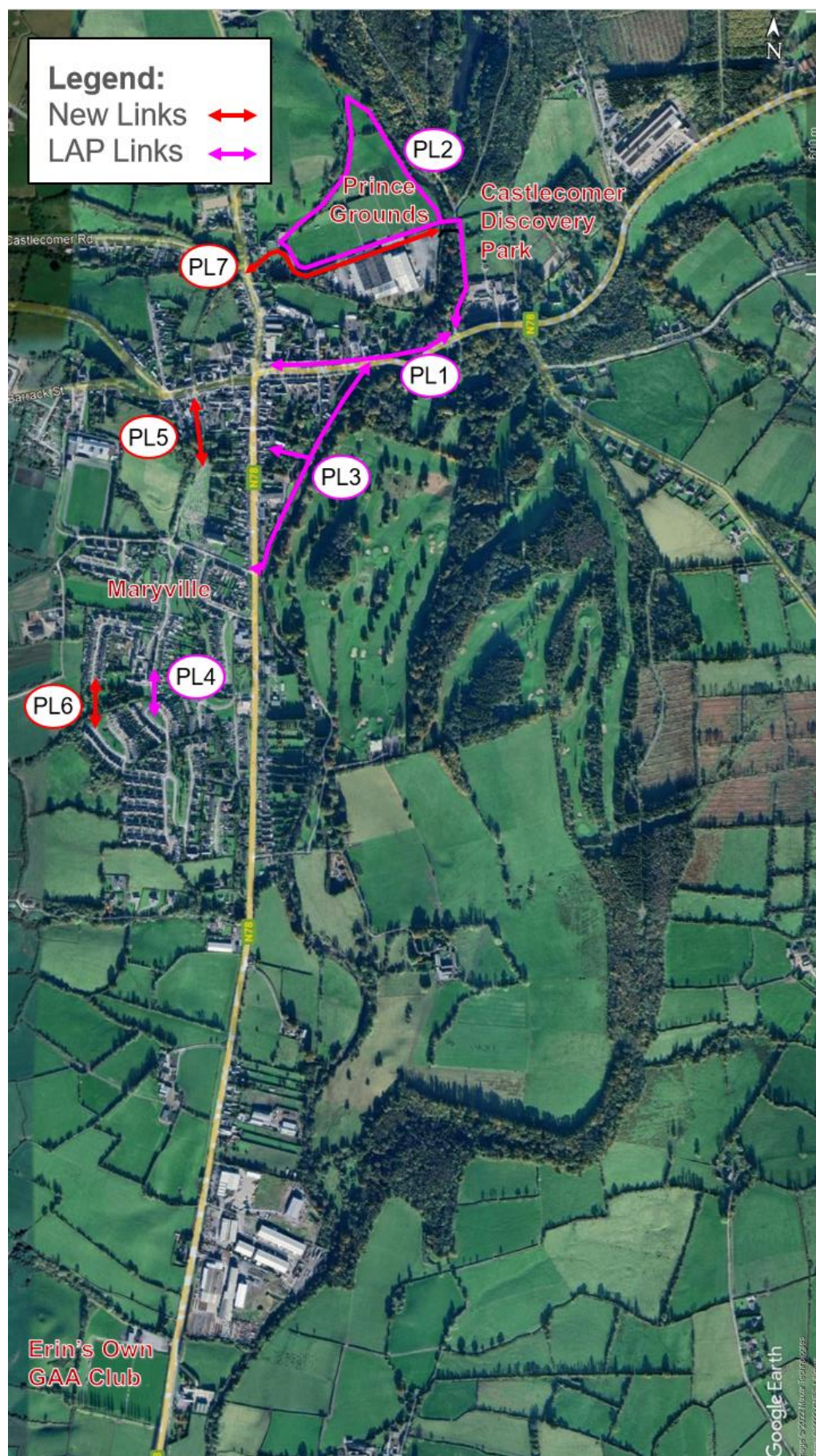


Figure 6-13 - Proposed Pedestrian / Cycle Links

Permeability Link 5 (PL5) is expected to provide a more direct connection between the R694 and residential areas to the south of Castlecomer as well as schools and the local hospital. Currently, the only connection for pedestrians and cyclists is via the N78 which has limited facilities and little potential for improvement as a result of limited road reserve. The land through which the link would be developed is currently zoned as “Community Facilities” as per the LAP (2018 – 2024) and therefore anticipated to allow such a link. Any application for this site should be conditioned to include a route that could facilitate this link, should such an application be forthcoming prior to the council seeking to implement it themselves. The proposed start and end connection points are shown in Figure 6-15 and Figure 6-16 below.

An alternative option for this link would be to integrate PL5 into the “Key Development Area 2 – Former Military Barracks and Parish Lands” as shown in Figure 6-14 below. The proposed connection points are expected to be the same.

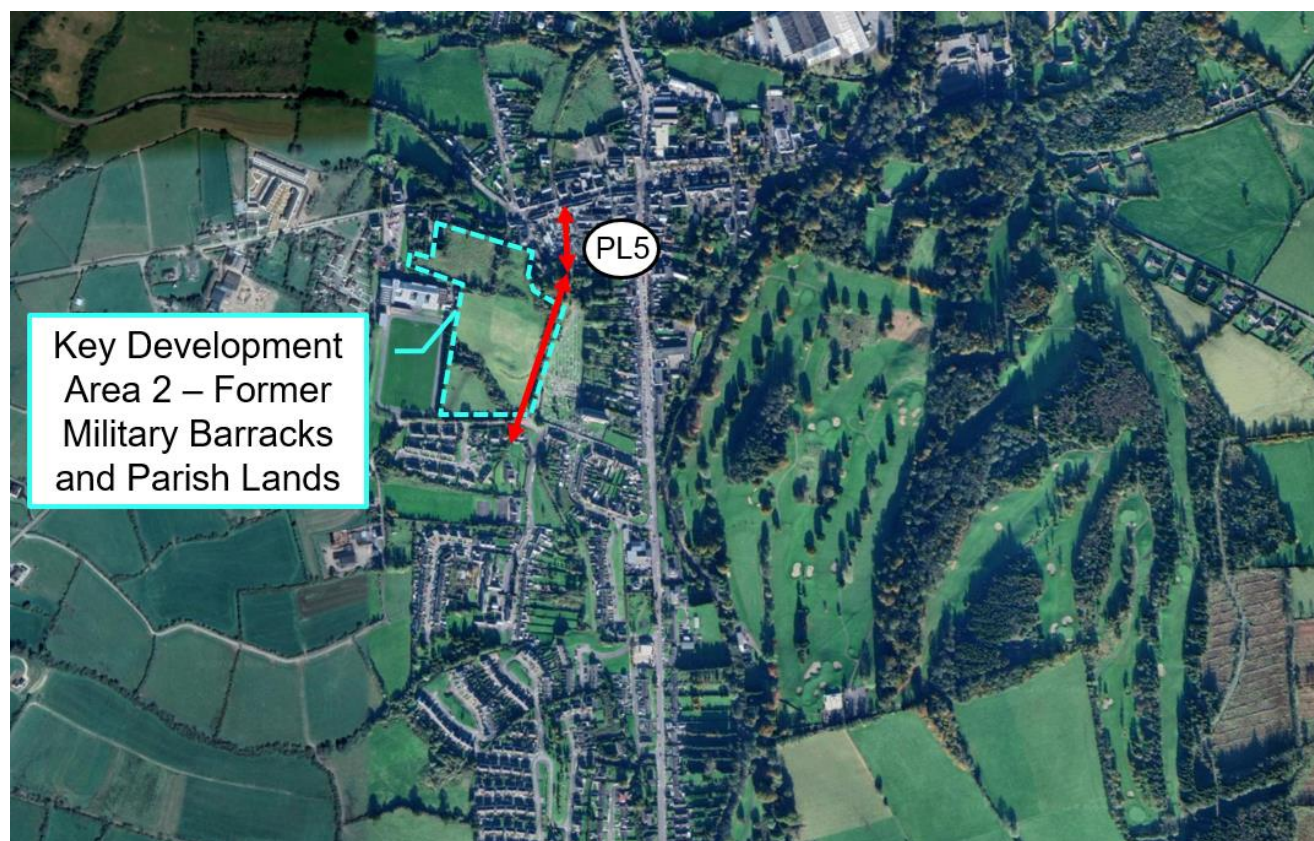


Figure 6-14 – Potential Link for PL5 via Key Development Area 2 (LAP)

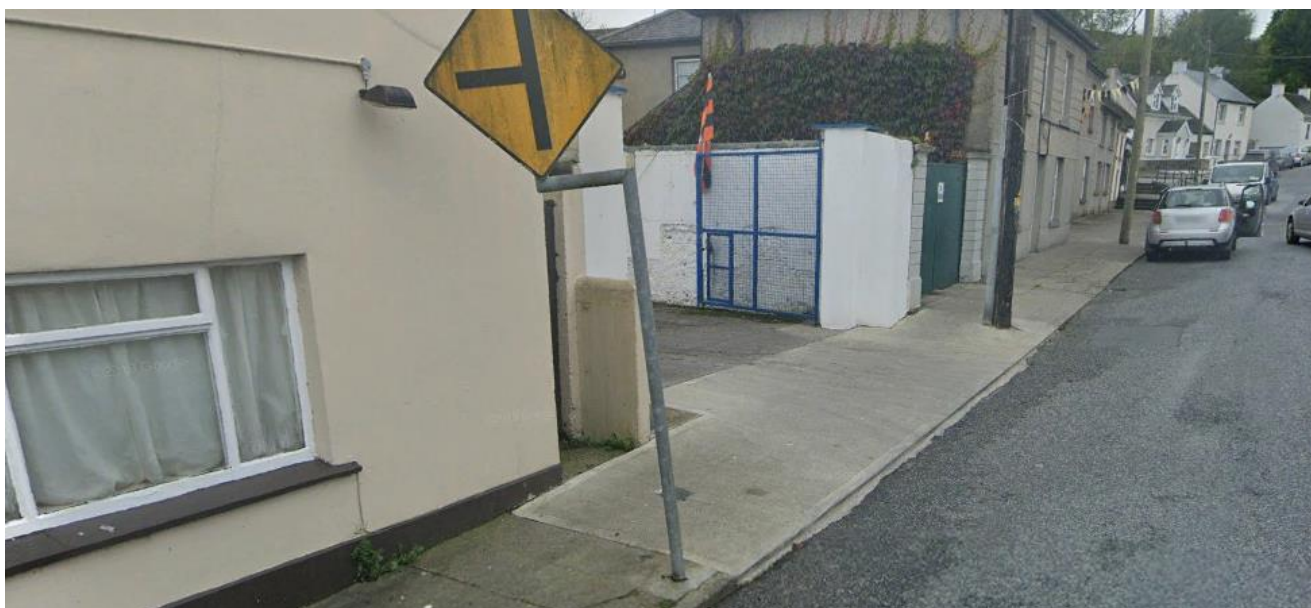


Figure 6-15 – PL5 Connection onto R694



Figure 6-16 – PL5 Connection onto Maryville Rd

Permeability Link 6 is expected to perform a similar function by broadly connecting the Maryville & Oak Hill residential areas together. This connection is closely aligned with PL4 as per the Castlecomer LAP which provides a link between the Council Yard at Maryville and The Acorns. As indicated in Figure 3-24 and Figure 3-25, connectivity is very poor between these two areas and currently require pedestrians and cyclists to travel via the N78. This system is considered to be inefficient and would have a negative effect on walking and cycling.

PL6 is expected to provide a pedestrian & cycling connection between Hillside View Road to the north and Oak Hill Rd to the south. This connection will provide convenient access to the Castlecomer District Hospital and Castlecomer boys National School. The two connection points are shown in Figure 6-17 and Figure 6-18 below.



Figure 6-17 – PL6 Southern Connection



Figure 6-18 – PL6 Northern Connection

Permeability Link 7 (PL7) is expected to provide a safe facility for cyclists and pedestrians in order to access the Deen Celtic football grounds as well as the Modubuild manufacturing facility from the R426. It is noted that Modubuild is the largest employer within Castlecomer and the facility would serve a dual function, building onto PL2. The proposed route is shown in Figure 6-19 while the connection point is shown in Figure 6-20 below.



Figure 6-19 - PL7 Connection from R426



Figure 6-20 - PL7 Connection

6.4. Pedestrian Crossings

The projects associated with pedestrian crossings are divided into two general categories, namely new crossing locations as well as existing crossing upgrades.

The proposed crossings are either to be Zebra Crossings or Toucan Crossings, depending on the type of connection that they are required to facilitate. Toucans are only to be provided where a crossing is facilitating connection between dedicated pedestrian and cycle facilities. This is, however, dependent on factors such as road design speeds, forward sight distance, road furniture and other. A follow-on study would be required to determine the typology of each crossing. The typical details of Zebra and Toucan Crossings are shown in Figure 6-21 and Figure 6-22 below. The following sections describe each project individually.

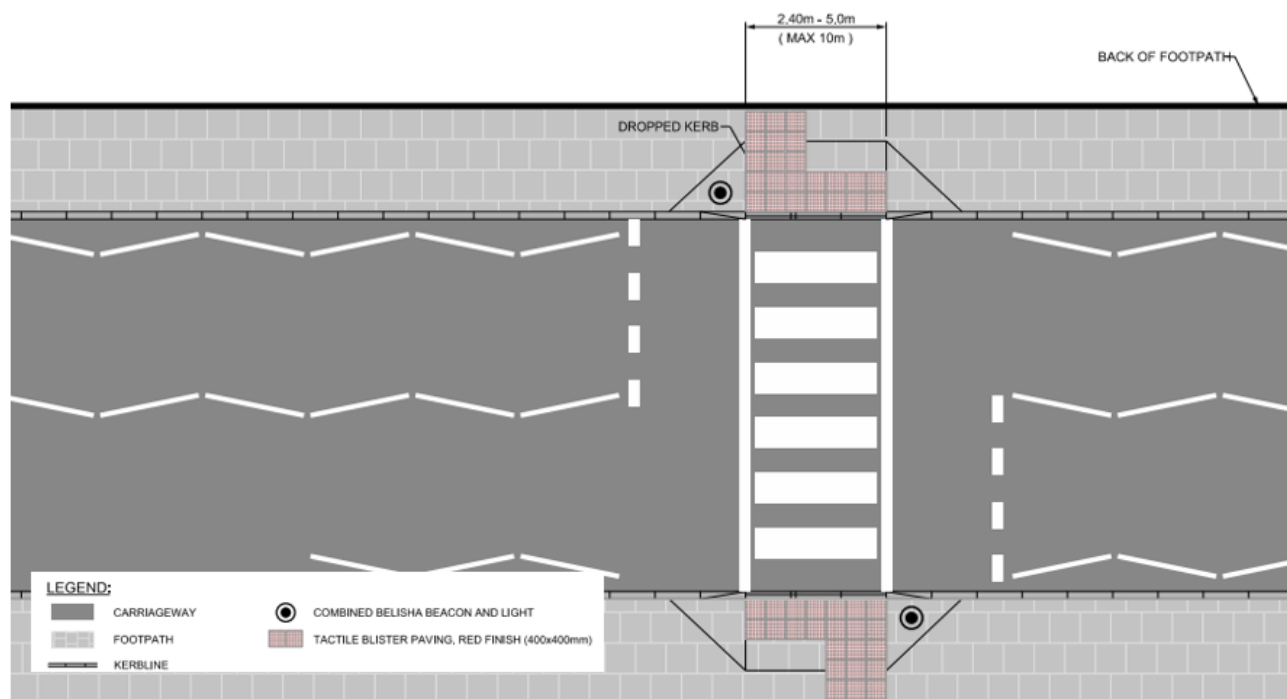


Figure 6-21 - Zebra Crossing (TII Series 5100 SCD - 05125)

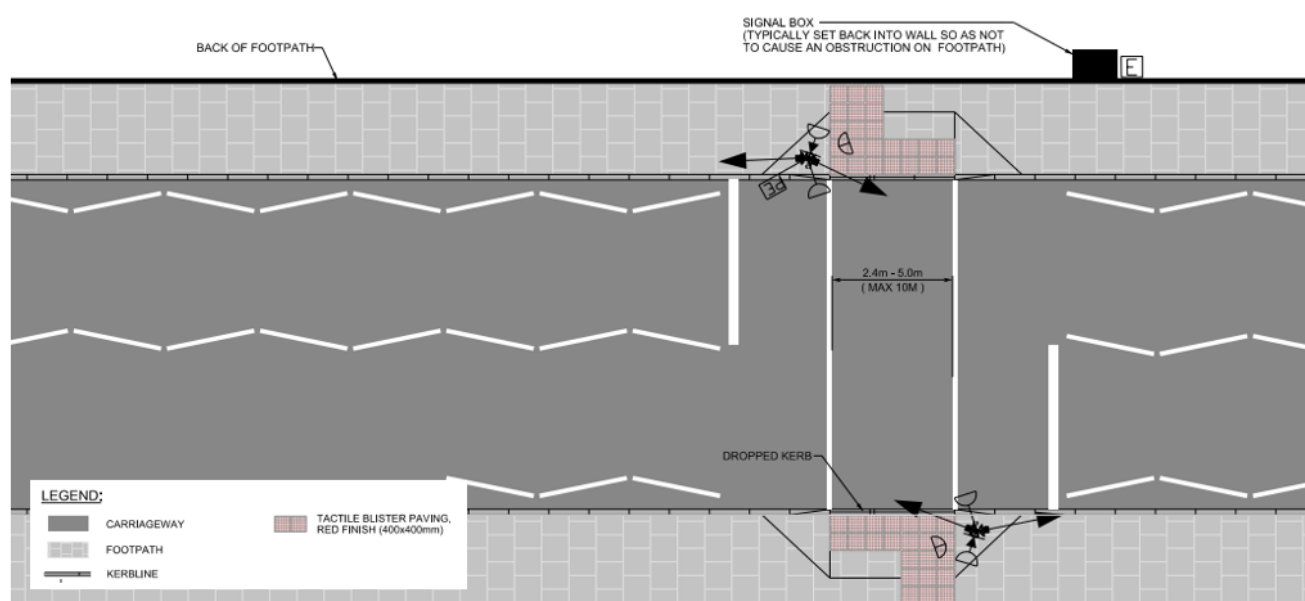


Figure 6-22 – Toucan Crossing (TII Series 5100 SCD – 05127)

6.4.1. New Crossing Locations

Several pedestrian crossings are proposed in order to assist pedestrian movement, particularly within the town centre. The locations of each new crossing are shown in Figure 6-23 below.

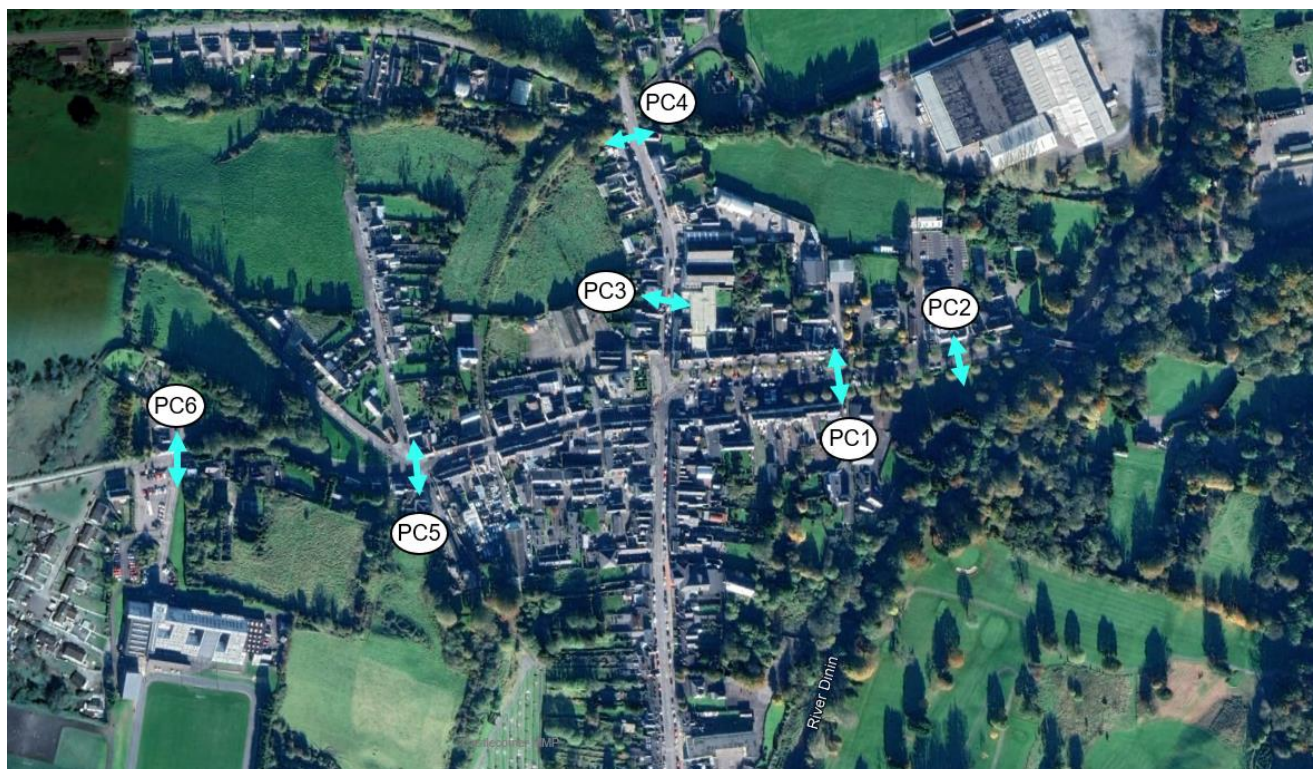


Figure 6-23 - New Pedestrian Crossing Locations

The majority of the crossing locations are recommended in order to encourage pedestrian movement within the town centre as well as function as a traffic calming measure. The crossing locations are also expected to prevent unsafe crossing at locations where no facilities are available. These locations are shown in Figure 6-24, Figure 6-26, Figure 6-27, Figure 6-28 and Figure 6-29.

PC2 is expected to align with the proposed N78 Castlecomer Footbridge. According to the current bridge design, the southern pedestrian footpath on the N78 ends at the existing vehicle bridge and provides no means of crossing the N78 without backtracking along the road. This crossing will allow for pedestrians and cyclists to travel on both sides of the road. This pedestrian footpath is shown Figure 6-25 below.

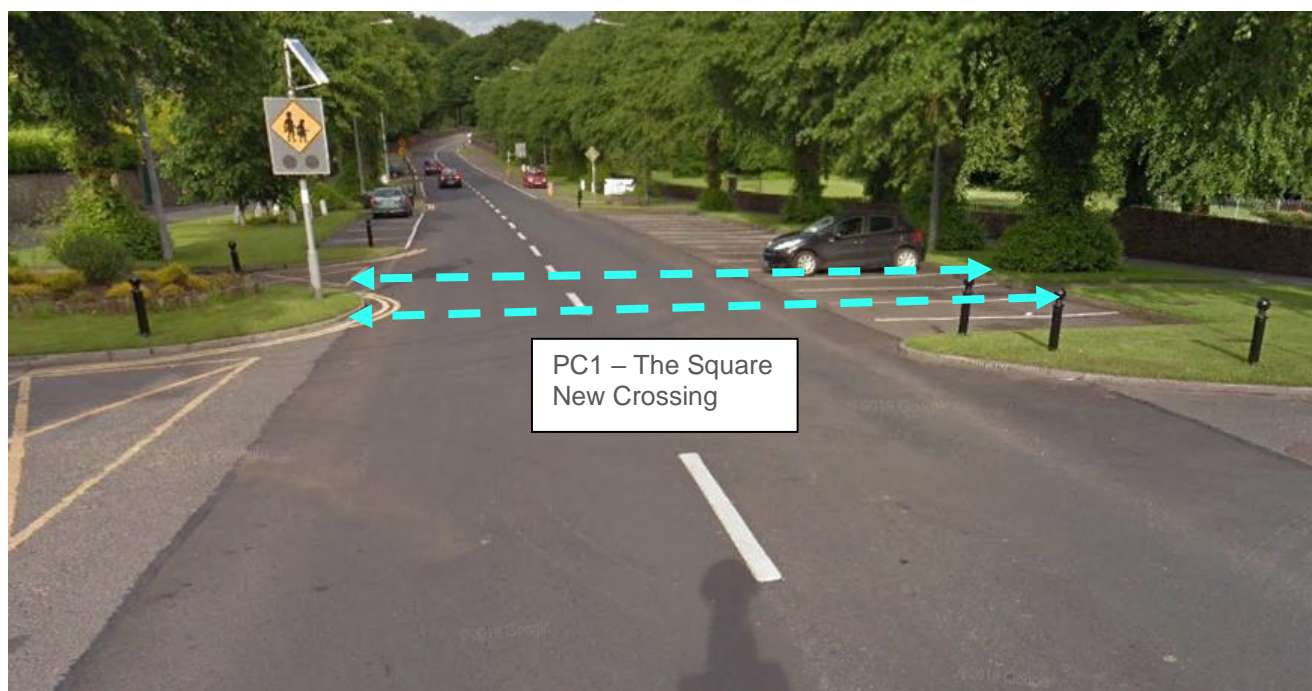


Figure 6-24 - PC1 Location

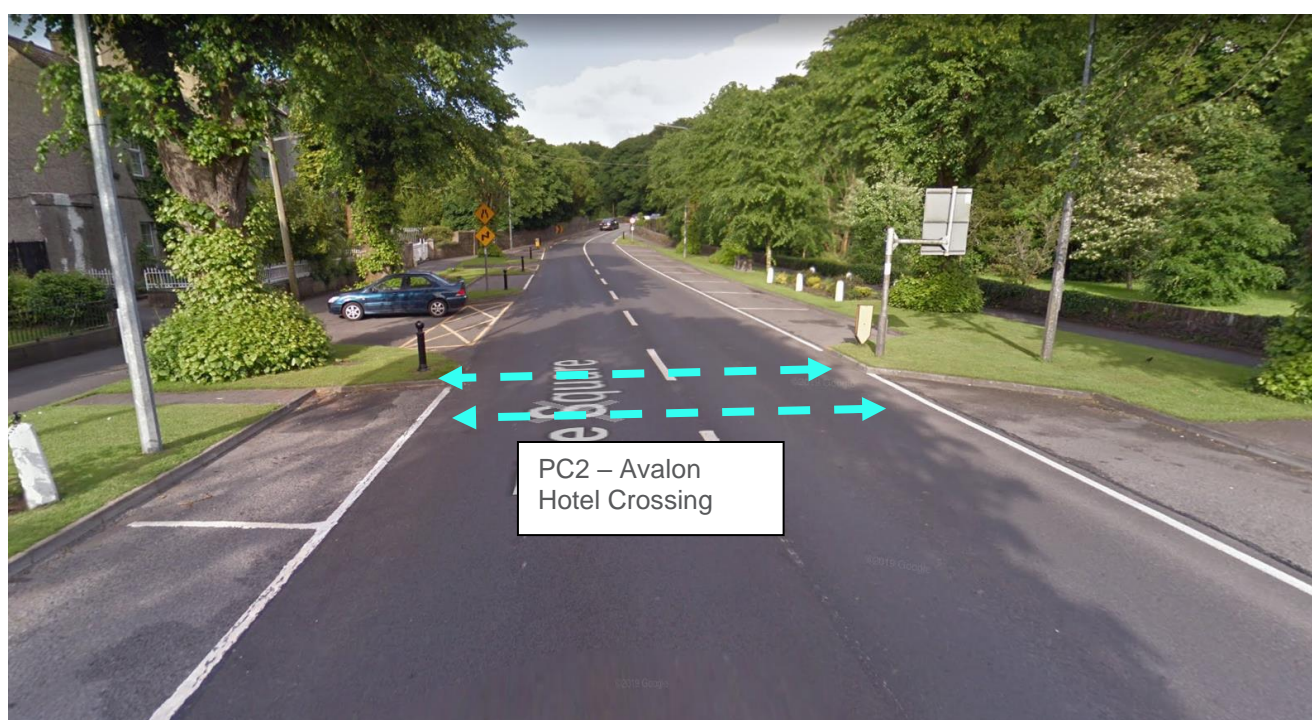


Figure 6-25 - PC2 Location

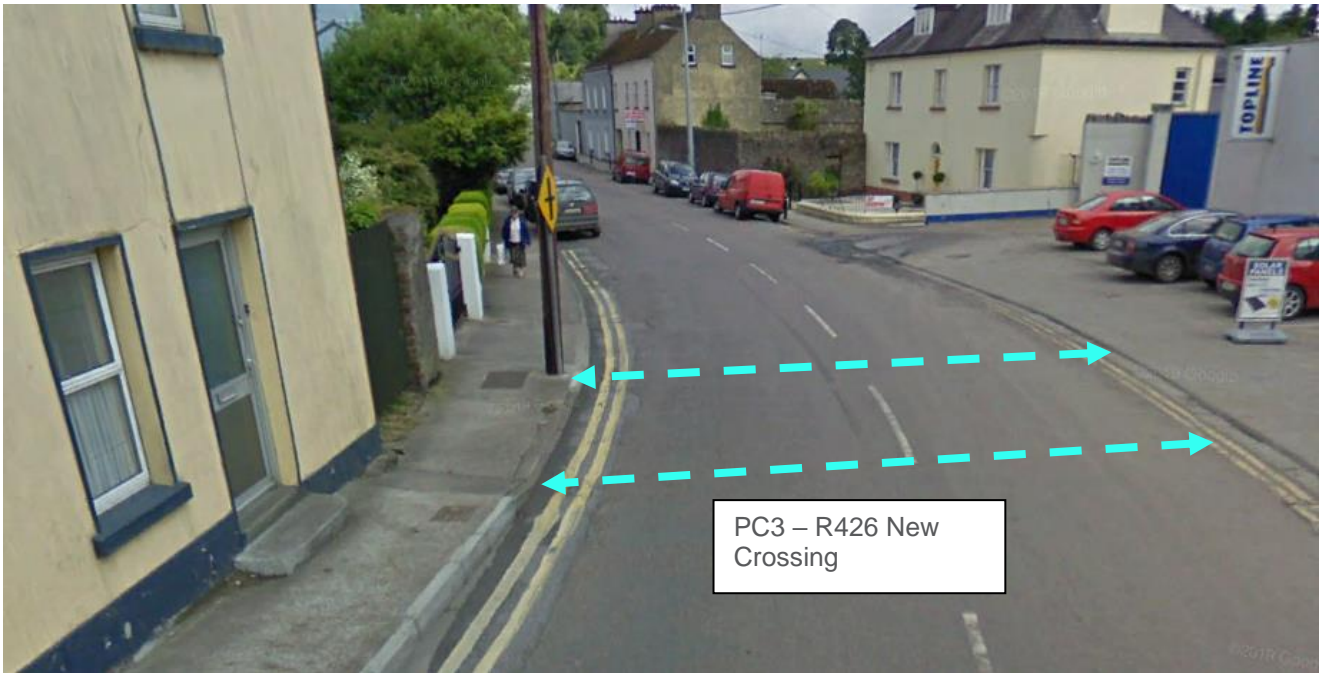


Figure 6-26 - PC3 Location

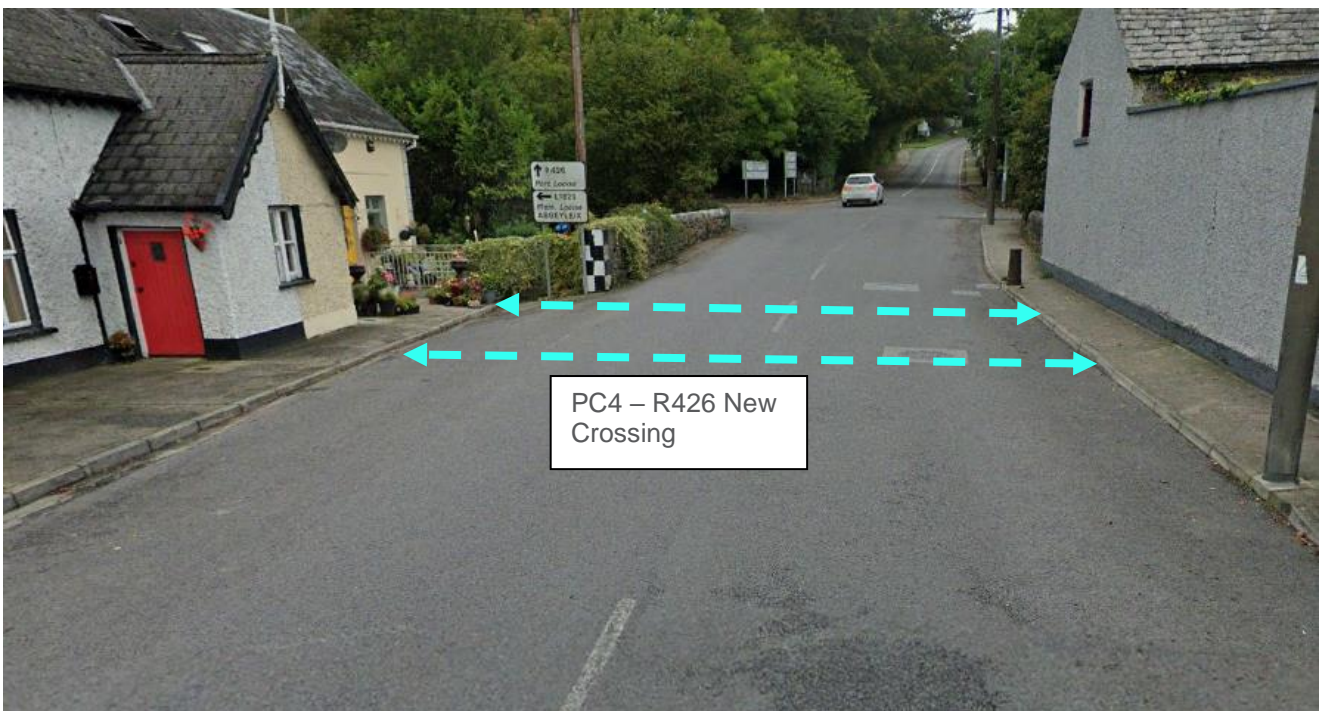


Figure 6-27 - PC4 Location

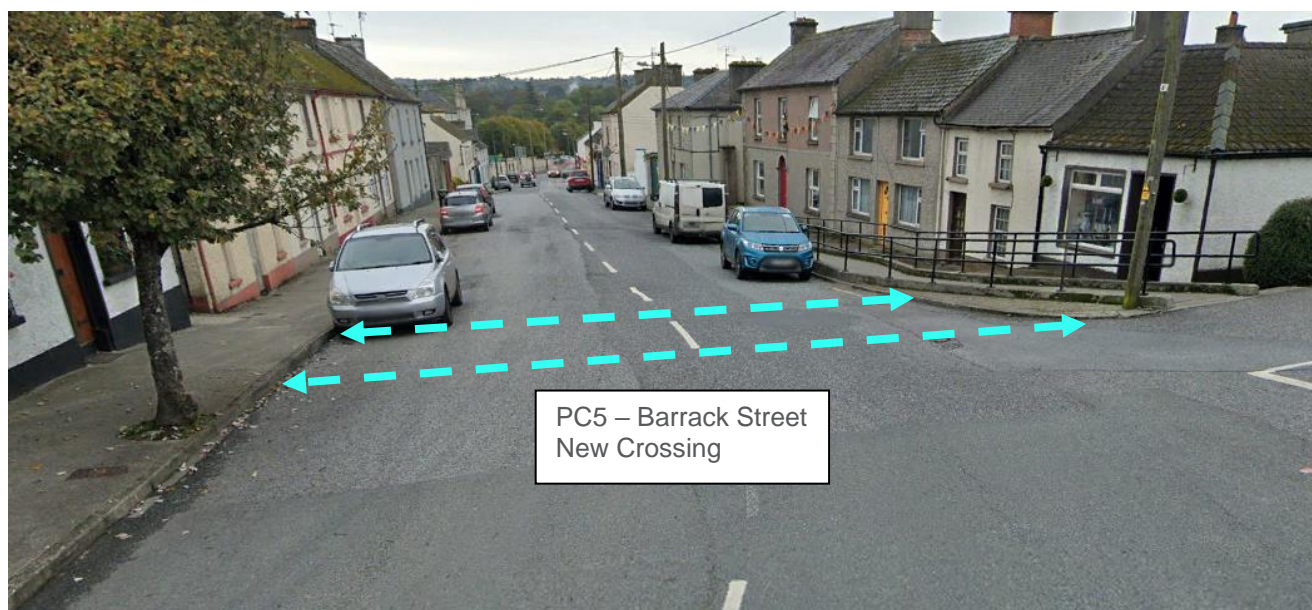


Figure 6-28 - PC5 Location



Figure 6-29 - PC6 Location

6.4.2. Existing Crossing Improvements

Several pedestrian crossings in the town centre were observed to lack supporting connections to the greater pedestrian network as well as insufficient marking. The locations are named PU1, PU2 and PU3 and are shown in Figure 6-30 below.



Figure 6-30 - Pedestrian Crossing Upgrades

It is recommended that locations PU1 & PU2 are connected to the pedestrian footpaths which lie on either side of “The Square”. The connection is recommended to be in the form of a dedicated footpath which runs directly between the two rows of parking. The location of each crossing and recommended connections are shown in Figure 6-31 and Figure 6-32.

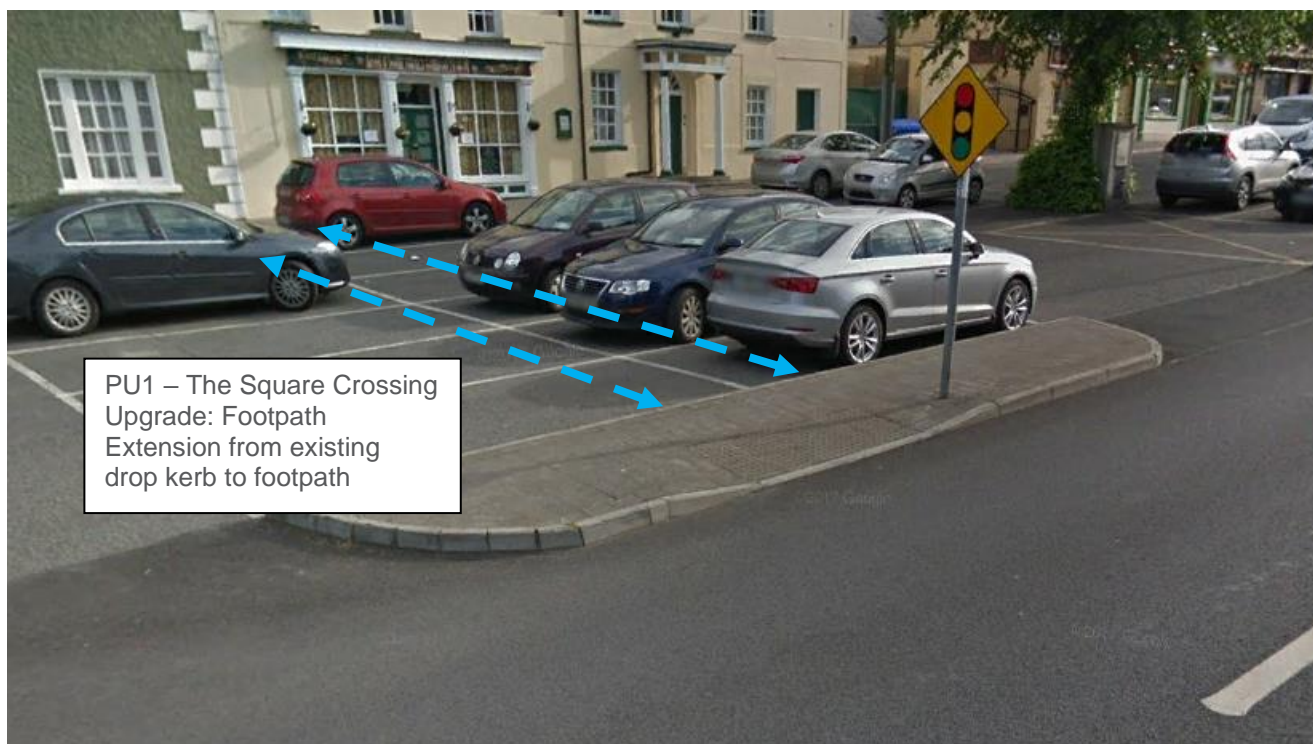


Figure 6-31 – PU1 Upgrade

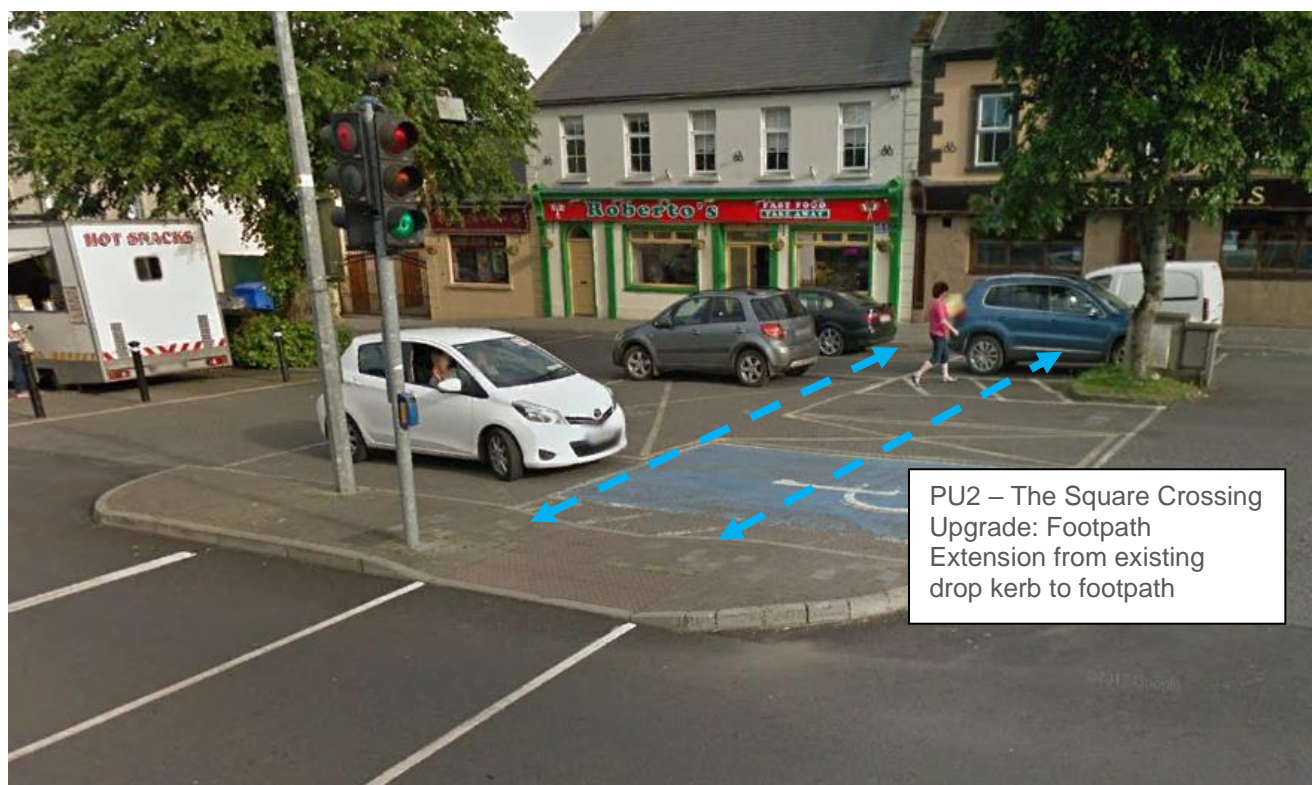


Figure 6-32 - PU2 Upgrade

The PU3 is recommended to be upgraded to a raised table. This will allow for the safe crossing of pedestrians and cyclists while assisting with traffic calming on the R426. It is anticipated that this pedestrian crossing upgrade will be implemented in conjunction with the proposed overall junction upgrade.

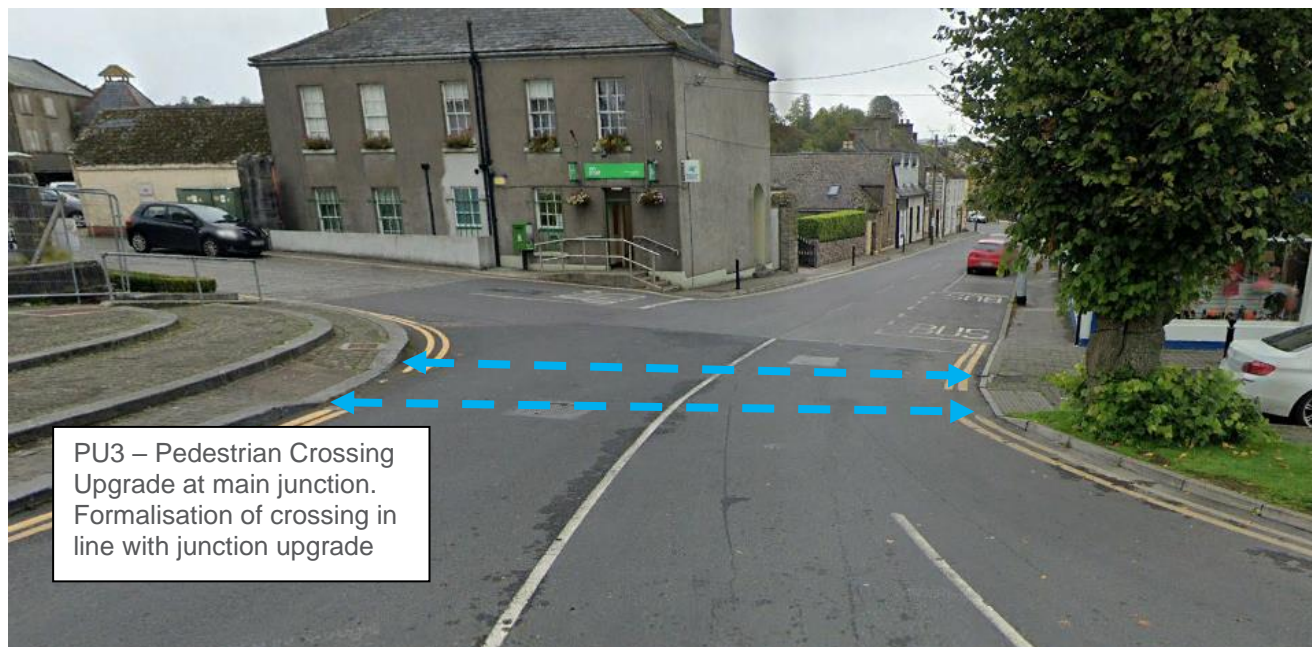


Figure 6-33 - PU3 Upgrade

6.5. Dedicated Cycle Paths

As identified in the Kilkenny City and County Development Plan (2021-2027), the Council will investigate the potential of developing a Greenway from Kilkenny to Castlecomer and Ballyragget and onwards to Co. Laois as part of the development of Greenways and Blueways within the County (G1).

As the route within Castlecomer is not known at this stage, it is recommended that the Greenway be considered along the banks of the River Dinnin. The proposed route is shown in Figure 6-34 below.



Figure 6-34 - Potential Greenway Route – G1

In addition to the proposed greenway, a dedicated cycle (G2) lane is proposed on the N78 within “The Square” which would connect the town centre with the Discovery Park. This cycle path would be implemented in conjunction with the parking review, creating additional space on the northern side of the N78. The proposed route is shown in Figure 6-35 while the anticipated cross-section is shown in Figure 6-36.

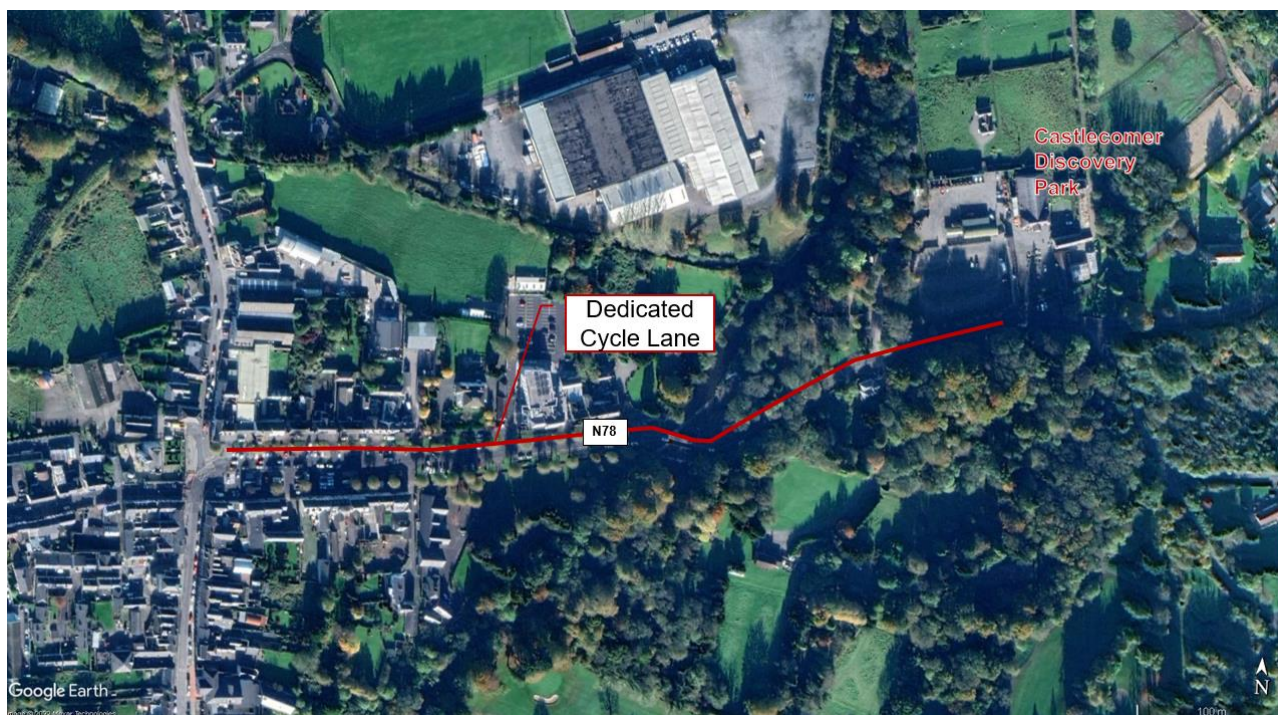


Figure 6-35 - Dedicated Cycle Path - Proposed Route – G2



Figure 6-36 - Dedicated Cycle Path - Anticipated Cross-section – G2

A shared cycle and pedestrian lane (G3) is proposed on the western side of the N78 between the town centre and Erins Own GAA Club. This is to be facilitated by narrowing of the N78 within the town centre. The proposed route and anticipated cross-section is shown in Figure 6-37 and Figure 6-38 respectively.



Figure 6-37 - Shared Cycle/Pedestrian Path - Proposed Route – G3

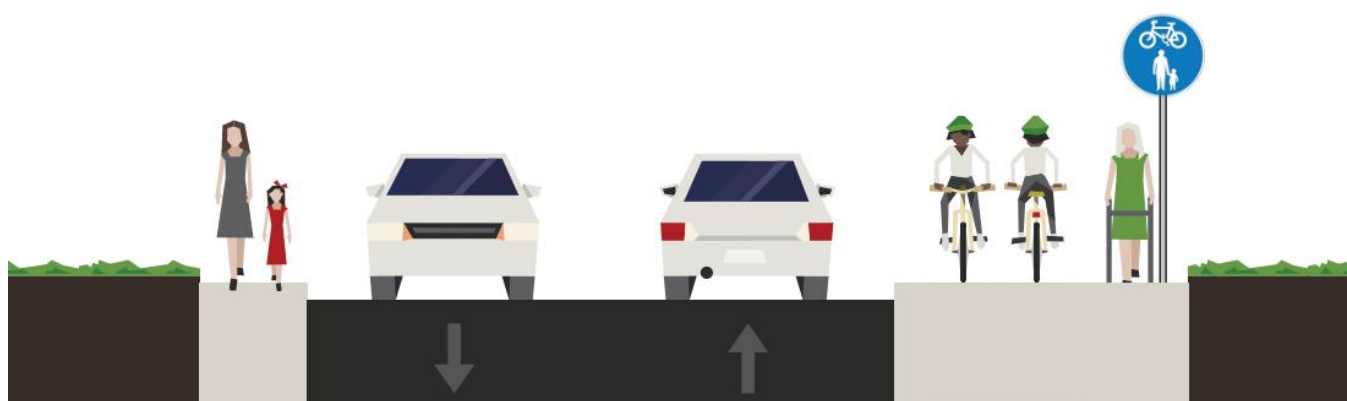


Figure 6-38 - Shared Cycle/Pedestrian Path - Anticipated Cross-section – G3

6.6. Gateways

As discussed in Section 4, excessive vehicle speeds were observed on the N78 and R426. This is partly as a result of many sections of the National Road network that run through towns and villages which are wide to reflect

the traditional use of rural towns as marts and marketplaces where wide roads could accommodate a wide range of uses.

It is therefore recommended that gateways be proposed on four of the main routes in and out of the town. These gateways are proposed on the both approaches on the N78, R694 as well as the R426. The location of each gateway is shown in Figure 6-39 while the standard construction details are shown in Figure 6-40 below.

The purpose of these gateways is to reduce the negative impact of wide streets which encourage lower vehicle speeds on roads within the town in order to improve the public realm and safety of the streets. It should be noted that the proposed gateways would benefit with input from a landscape architect in order to improve the aesthetic of each one. These could be implemented in conjunction with art/sculpture projects.

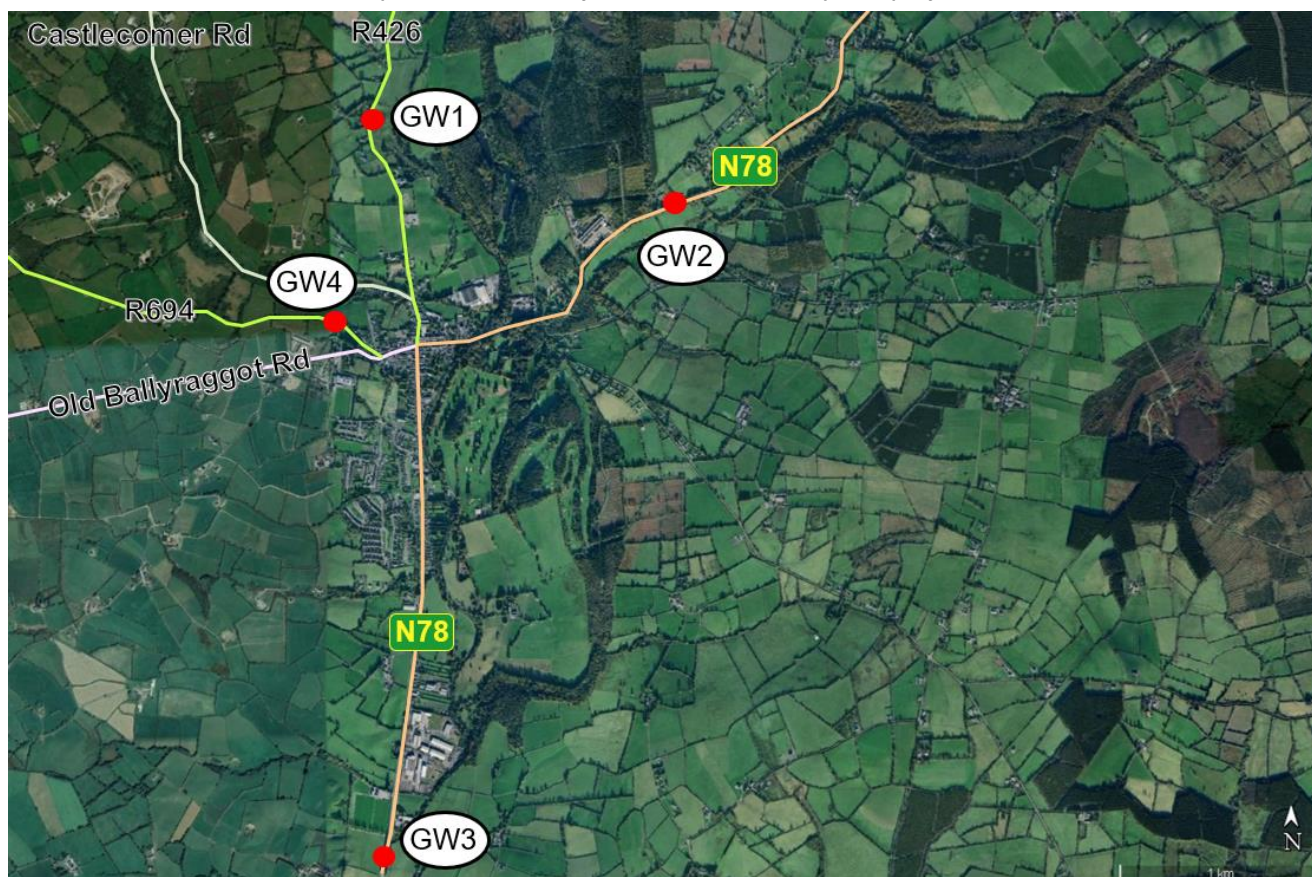


Figure 6-39 - Proposed Gateway Locations

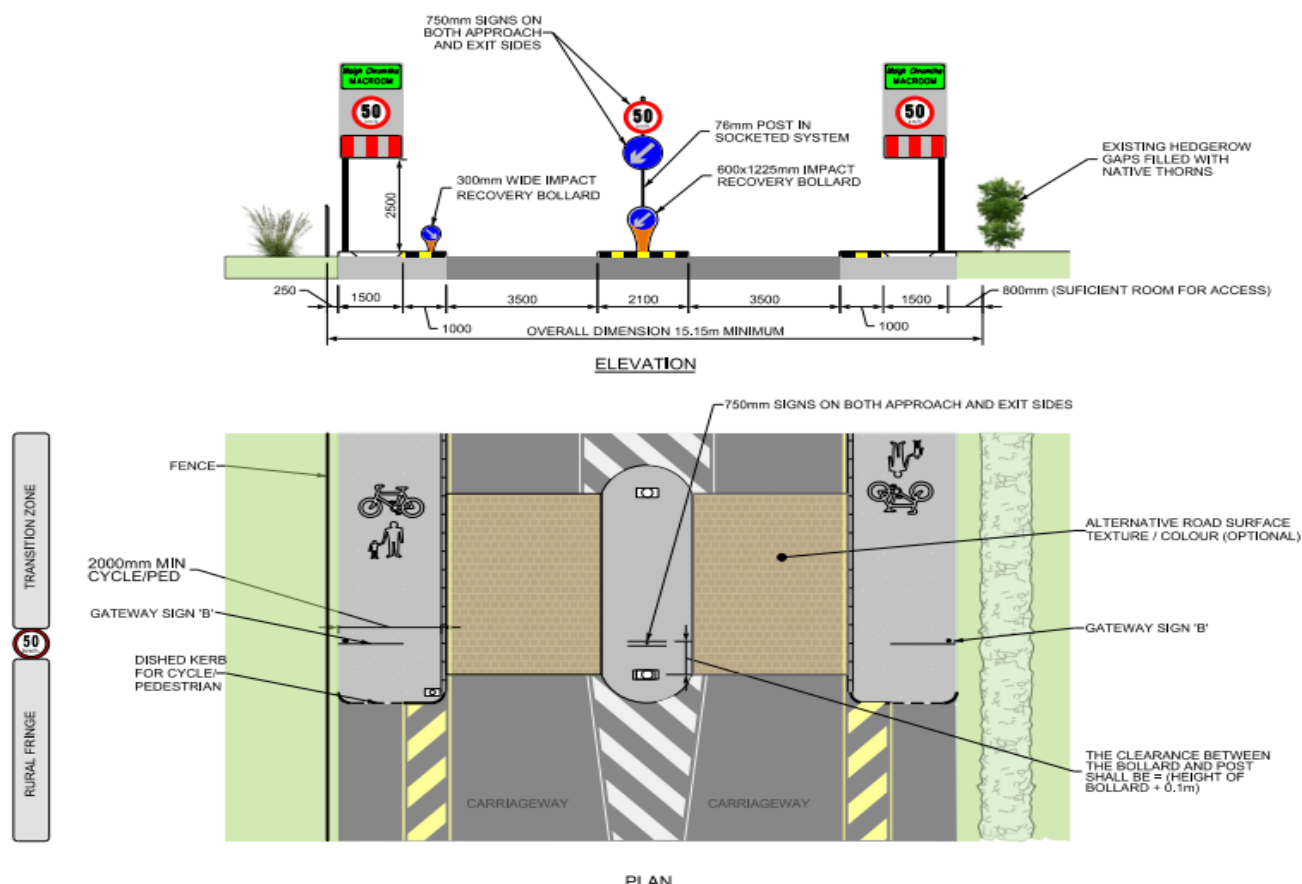


Figure 6-40 - TII Gateway Standard Construction Detail Drawing (TII Series 5100 SCD - 05102)

6.7. Safe School Routes

School travel forms an inherent and tangible aspect of the Mobility Management Plan. The volume of school trips, particularly the morning peak hour, has a significant impact on vehicular traffic volumes. Younger school children are vulnerable road users who require safe routes to schools from the pedestrian and cycle network.

The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and Green-Schools in 2020 as a response to the need to support schools to increase walking and cycling to school. The aims of this programme are as follows:

- Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access;
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

The primary method of implementing safe school routes is to ensure that pedestrian and cycling infrastructure on the main commuting routes is enough. The SRTS recommends the following in terms of pedestrian infrastructure:

- Footpaths at least 1.8m wide;
- Footpaths outside schools should be wider if possible due to peak loading;
- Reduce street clutter;
- Is it possible to create space for cycling by making the street one way or restricting vehicular traffic during school opening and closing times (e.g. create a school street); and
- Combine seating, landscaping, street lighting to reduce footprint.

It is anticipated that a full audit of the existing pedestrian and cycling infrastructure in the near vicinity of the schools be conducted. The audit is to be conducted in the safe routes identified in Figure 6-41 below.

It is recommended that a school zone (SZ) be implemented directly outside of Castlecomer Community School which lies on the rural/urban fringe. The existing layout of the school access is shown in Figure 6-42 while the recommended school zone layout is shown in Figure 6-43.

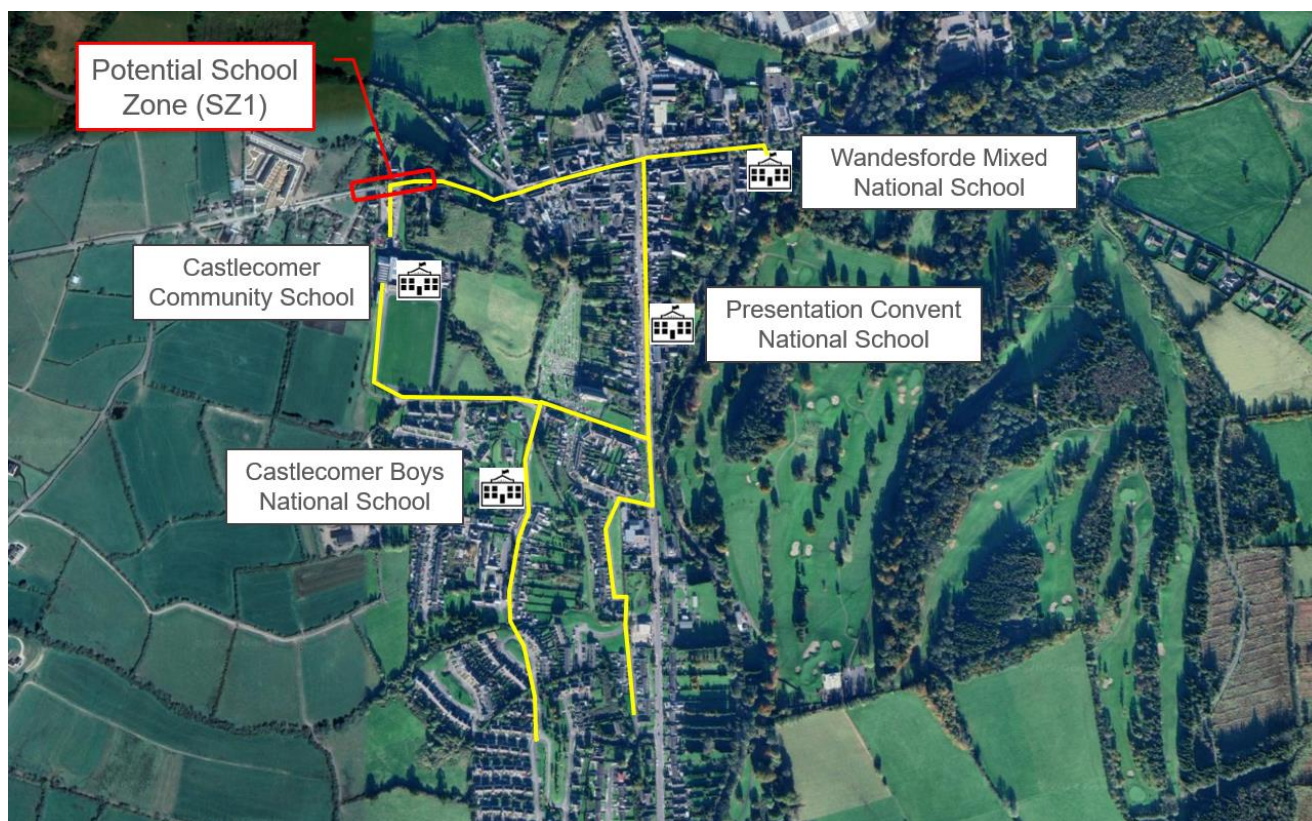


Figure 6-41 - Proposed Safe School Routes



Figure 6-42 - Existing Access to Castlecomer Community School

School Zone Layout

- ① Coloured surfacing applied within School Zone (buff colour HFS shown).
- ② Virtual ramp (i.e. no vertical deflection) at Gateway.
- ③ Kerb on left side to define carriageway edge.
- ④ Gateway totem on each side of road.
- ⑤ Public lighting.
- ⑥ School Zone Banner.
- ⑦ Planting and trees.
- ⑧ Micro-art in footpath.



Figure 6-43 - Recommended School Zone Layout (SRTS, 2020)

In tandem with walking and cycle infrastructure improvements, the Council will work with the schools in the Town to either update their existing travel plans or to implement such a plan if not done so already. These plans will more accurately determine existing travel patterns, catchment areas and preferred routes. This will allow for a more accurate set of proposals in which to be implemented. The following sections describe various measures that can be undertaken by each school in order to improve mode share.

6.7.1. School Bus

- **Raise awareness** – like other modes you can do this by having a poster competition to encourage students to use school bus. Highlight the benefits of using the school bus.
- **Improve school bus availability** - Undertake a survey about students' place of residence and based on this improve school bus availability to facilitate as much as possible students and give them an opportunity to use school bus.
- **Create an incentive** – you can use an incentive to encourage students to use school bus. You could have a sustainable travel healthy breakfast or cups of tea for anyone who is coming with school bus on a particular day. Have 'goodies' such as pens or rulers to give away to students travelling by school bus.

6.7.2. Walking

- **Raise awareness of walking** – run a poster competition to encourage people to start walking more. You could also promote local walking trails and the health benefits of walking. You could also look at setting up an Irish Heart Foundation 'Slí na Sláinte' walking route in your local area.
- **Create an incentive** – some people may need a little encouragement to start walking. This could be a simple prize for the top walker of the month, or you could have a healthy breakfast morning for all those who choose walking as their mode of choice on a certain day.
- **Develop an initiative** – you could start a walking initiative such as Walk on Wednesday (WOW). Simply pick a day you would like people to walk and then promote it. This could be linked to raising awareness and creating an incentive e.g. a poster competition to promote WOW and then provide a healthy breakfast the last Wednesday of every month.
- **Walking Bus** – where children are deemed too young to walk independently consider setting up a 'Walking Bus'. A walking bus is run by a group of adult volunteers who walk a route to a school, stopping off at certain points to collect and drop off children. Walking buses can be time-consuming to set up as they require buy in from a lot of people. But once up and running, they can work brilliantly and really set children up for independent walking.
- **Fancy Dress Walks** – around certain times of the year organise fancy dress walks to school, for example at Halloween, Christmas or St. Patrick's Day. You could also have a 'no uniform walking day' to raise money for your school or a local charity.
- **Themed Walks** – Consider running a themed walk, such as a ghost tour, sports tour, local history tour around your local area or go for a nature walk and learn about the local biodiversity. This could be tied into Geography, Science or History classes.

- **International Walking Events** – did you know that Green-Schools National Walk to School Week takes place in May and International Walk to School month occurs in October?
- **Network** – Speak to your Local Authority and Community Guard about managing parking and traffic outside your school or to improve pedestrian infrastructure in your area.
- Carry out a '**Walkability Audit**' of your school and the area around it. This involves pupils and teachers walking around their school or local area with clipboards, paper and a camera to 'log' areas for improvement.

6.7.3. Cycling

- **Cycle training** – a good way to become experienced and confident as a cyclist is to undertake a cycle training course. A cycle training course will allow you to practice your cycling skills away from traffic, before venturing into quiet traffic situations. Contact your Local Authority or Road Safety Officer for further information and to find out if it is happening in your area. Cycle training can take place during or after class time depending on your school's situation.
- **Raise awareness** – you could have a poster competition in your school or community to promote cycling. You could also create a map of the area showing local cycling routes and cycle parking locations. Ask your local library or sports centre to display the winning entries.
- **Create an incentive** – sometimes it is a good idea to offer an award as this will create an incentive. Award a 'Cyclist of the Month' by giving them a prize for cycling the most often or the furthest. You could reward cyclists by offering them a healthy breakfast or a refreshing smoothie for each day they cycle during a dedicated week. This could be sponsored by a local business. The bicycle lottery could be another incentive by giving a raffle ticket to an individual every time they cycle. The more you cycle the more tickets you get, thus increasing your chances of winning.
- **Create an initiative** – to get people to trial cycling or to feel more confident on a bike, you could encourage them to cycle one day a week. Green-Schools Travel has a Cycle on Wednesday (COW) initiative which encourages pupils, staff and parents to cycle to school on a Wednesday. This is a great way to instil a cycling culture as the more people cycle once a week the more likely they will cycle on other days of the week.
- **Get some cycle parking** – Ensure your parking is suitable for the bicycles in question and that it is in a suitable place for cyclists to use, for example, parking where cyclists can lock their bike frames (not the wheels), near entrances, covered, well-lit with people passing by. Publicise your cycle parking. If people don't know where it is, then it will not be used. Contact your local authority for possible funding sources for cycle parking.
- **Bike doctor** – lots of bicycles lie at the bottom of the garden rusting away or in the shed because they have a flat tyre. Why not organise a bike mechanic to deliver a workshop to get those bikes back in shape? Contact a local cycling enthusiast or bike shop mechanic to deliver a workshop.
- **Bike Week** – National Bike Week takes place every June - Check out www.bikeweek.ie to register an event or to find events to take part in. There are also lots of tips and advice on other events that will inspire ideas for your school.
- **Cycle Champion** – you will need to get someone to oversee all the organising and administering of any cycling event taking place. Therefore, it would be a good idea to select a Cycle Champion to do this for you. This person should enjoy cycling, be friendly and well organised. Having a Cycle Champion will ensure that events run smoothly and it will also provide a contact if dealing with funding applications for cycle training or parking in your school.

6.7.4. Car Sharing

Car sharing may be one of the best ways of reducing private car use by the schools in the area, particularly as many students at the schools would travel from the surrounding rural hinterland.

A key tool in the implementation of car sharing is the compilation of a database for both pupils and staff. Pupils will be able to avail of this service in order to get in contact with other people who are travelling to and from similar destinations with the aim of sharing the costs and increasing the number of people travelling as passengers. Car-sharing could also be further promoted through various other means such as reserved parking specifically for car-sharers. Examples include:

- **Information day** – have an information day in your school. This could be incorporated into a sustainable travel open evening where people can be invited to pin their details and location on a map allowing for connections to be made between potential car poolers.
- **Coffee Mornings** - People who are new to car-sharing may feel a bit apprehensive about car shares or may be worried that once they start giving someone a lift, they have to continue to car-share even if it doesn't suit. 'No pressure' meetings or coffee mornings give people a chance to get together, find out what's involved and see if it's for them. You could also come up with a code of conduct to ensure good behaviour amongst younger car poolers.
- **Raise awareness** – this could be linked to information days or you could run a separate competition. This is a good way to get people thinking about car shares and perhaps get them interested.
- **Create an incentive** – Incentives are a good way to encourage people to car-share. In places with lots of demand for parking, the most effective way to encourage car-sharing is to allocate priority parking for car-sharers, allowing them to access parking easier than those who don't car share.
- **Be creative** – just because you car share it doesn't mean you have to drive the entire way you could do car share Park 'n' Stride. You could also look at car share schemes in your local community such as sharing several cars between households.

6.8. Bus Stop Upgrades

As described in section 2.6 Public Transport Provision, the majority of public transport services are located on the N78, approximately 250m of the town centre. The routes associated with this facility (717 & 817) are generally long distance services and cater for passengers often carrying luggage. In order to encourage the use of these services, it is recommended that a sheltered bus stop (BS1) be implemented with associated real-time information board. The shelter will safeguard passengers from wind and rain as well as enhance the overall experience of the passengers waiting for the bus. An example of a bus shelter is shown in Figure 6-44 below.



Figure 6-44 - Bus Shelter (BS1)

7. Implementation Plan

The phasing of the study's suggested projects are listed in Table 7-1 below. The proposed actions are classified according to an indicative timeframe for delivery as follows:



Immediate to Short Term

Quick wins which may be planned and delivered within a short period of less than two years.



Short Term to Medium Term

Priority actions which require more detailed planning and design and can be delivered within a two to three year timeframe



Long Term

These actions require a longer planning period and may be dependent on other factors such as agreement with external stakeholders and or other projects to be delivered to facilitate their implementation. It is envisaged that these actions can be delivered in a three year plus time frame.












The immediate to short term objectives should aim to be assessed and potentially implemented within the first two years of the study lifetime. Short to medium objectives are anticipated to be implemented within a two to five year timeframe while long term objectives are only expected to be implemented after five years.

It should be noted that the actual delivery of these suggested projects will be dependent on the results of various feasibility assessments, planning, detailed design, procurement, construction period and the availability of funding to the Local Authority to implement the measures that are ultimately determined to be feasible. However, there would be no disadvantage to bringing forward the feasible assessment of longer-term suggestions should they become more critical and/or funding becomes available in the meantime.

Table 7-1 - Phasing of Implementation

Project	Phase	Source	Description
PL3	Immediate to Short Term	Castlecomer LAP	Pedestrian/Cycle link along the Dinin between the Athy road bridge and the former Convent along the Kilkenny road, with a branch exiting through the lane central to Florence terrace.
T5	Immediate to Short Term	Castlecomer LAP	To support the extension and upgrade the footpath along the N78 as far as Erin's Own GAA grounds.
PC1	Immediate to Short Term	Castlecomer MMP (2021 – 2026)	New Pedestrian Crossing at "The Square" over the N78.
PC2	Immediate to Short Term	Castlecomer MMP (2021 – 2026)	New Pedestrian Crossing across the N78 near the N78 Castlecomer Footbridge.
PC3	Immediate to Short Term	Castlecomer MMP (2021 – 2026)	New Pedestrian Crossing across the R426 outside Rows Hardware.
PC4	Immediate to Short Term	Castlecomer MMP (2021 – 2026)	New Pedestrian Crossing across the R426 at river crossing.
PC5	Immediate to Short Term	Castlecomer MMP (2021 – 2026)	New Pedestrian Crossing at the R694/Barrack Street Junction.
PC6	Immediate to Short Term	Castlecomer MMP (2021 – 2026)	New Pedestrian Crossing outside Castlecomer Community School.

PU1		Immediate to Short Term	Castlecomer MMP (2021 – 2026)	Pedestrian Crossing Upgrade across “The Square” at Lime Street Café.
PU2		Immediate to Short Term	Castlecomer MMP (2021 – 2026)	Pedestrian Crossing Upgrade across “The Square” at Eurospar.
PU3		Immediate to Short Term	Castlecomer MMP (2021 – 2026)	Pedestrian Crossing Upgrade across the R426 outside Post Office.
CP1		Immediate to Short Term	Castlecomer MMP (2021 – 2026)	Provision of 70 no. bicycle parking stands in “The Square” at various locations.
EV1		Immediate to Short Term	Castlecomer MMP (2021 – 2026)	Provision of 14 no. EV charging stations at various locations within “The Square”. Initially a pilot project of 7 no. EV charging stations within the square.
AF1		Immediate to Short Term	Castlecomer MMP (2021 – 2026)	Provision of 3 no. age friendly parking bays at the post office, Bank of Ireland and Credit Union.
PL7		Short to Medium Term	Castlecomer LAP	Pedestrian/Cycle link from the R426 to the Deen Celtic AFC football grounds and the Modubuild factory.
PL4		Short to Medium Term	Castlecomer LAP	Pedestrian/Cycle link between the Council Yard at Maryville and The Acorns.
PL5		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Pedestrian/Cycle link between Maryville and the R694.
T3		Short to Medium Term	Castlecomer LAP	To link the street through the Old Creamery site to love lane and provide co-located pedestrian and cycle lanes and public lighting.
T6		Short to Medium Term	Castlecomer LAP	To facilitate and support the provision of a pedestrian link across the River Dinin from the Discovery Park into the town.
J1		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Upgrade of the main junction in the middle of the town in order to improve pedestrian connectivity in order to satisfy the guidelines outlined in DMURS. This proposal is aligned with T7 of the Castlecomer LAP.
PR1		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Revision of current car parking on the northern side of “The Square”. It is recommended that these spaces be converted to parallel parking in order to reduce congestion from vehicles as well as generate additional road reserve for pedestrians and cyclists.
PR2		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Revision of current car parking on the northern side of “The Square”. It is recommended that these spaces be converted to parallel parking in order to reduce congestion from vehicles as well as generate additional road reserve for pedestrians and cyclists.
GW1		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Provision of a Gateway on the southern segment of the N78 to the south of Erin's Own GAA Club.

GW2		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Provision of a Gateway on the eastern segment of the N78 to the east of the Castlecomer Discovery Park.
GW3		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Provision of a Gateway on the R426 on the northern side of Quinn Motors Kilkenny.
GW4		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Provision of a Gateway on the R694 (Ballyraggot Road).
BS1		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Implementation of a Bus Shelter on the N78 in order to serve 717, 817, 890 and 891 bus services.
SZ1		Short to Medium Term	Castlecomer MMP (2021 – 2026)	School Zone outside Castlecomer Community School.
G2		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Dedicated cycle lane between “The Square” and the Discovery Park.
G3		Short to Medium Term	Castlecomer MMP (2021 – 2026)	Shared cycle and pedestrian lane between the town centre and Erins Own GAA grounds.
T1		Long Term	Castlecomer LAP	To create a new street between Barrack Street and Maryville and provide co-located pedestrian and cycle lanes and public lighting.
T2		Long Term	Castlecomer LAP	To create a new street from Chatsworth Street to the Ballinakill road via the old Creamery site with co-located pedestrian and cycle lanes and public lighting.
T4		Long Term	Castlecomer LAP	As a long term objective to link the Kilkenny Road/N78 to the Kilkenny road employment Area, extending to the Acorns upper/Oak Hill.
G1		Long Term	Kilkenny City and County Development Plan	Potential Greenway from Kilkenny to Castlecomer and Ballyragget and onwards to Co. Laois as part of the development of Greenways and Blueways within the County.

8. Conclusion

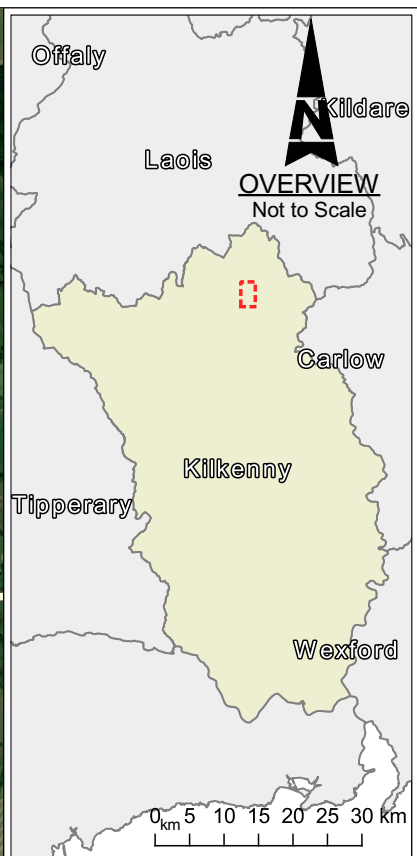
Atkins have been engaged by Kilkenny County Council to develop an MMP for Castlecomer which is to focus on relieving traffic congestion and providing a safer and more attractive environment for walking and cycling in Castlecomer.

Kay national, regional and local policies were reviewed, and it was found that the most applicable policies for use in this MMP were the Castlecomer MMP (2018-2024) and the recently adopted Kilkenny City and County Development Plan (2021-2027).







The baseline assessment identified a number of deficiencies in the existing pedestrian and cycle network as well as a number of existing facilities to be upgraded. Several specific projects were then proposed based on a combination of proposals identified in various policy documents and deficiencies in the existing environment. The proposed projects and initiatives included junction upgrades, parking reviews (car, electric vehicle, bicycle and age-friendly), permeability links, pedestrian crossings, dedicated cycle paths, gateways, school zones and bus stop upgrades.

The actual delivery of these suggested measures will be dependent on the results of the various feasibility assessments, subsequent further consideration, planning, detailed design, procurement, construction period and the availability of funding to the Local Authority to implement the measures that are ultimately determined to be feasible. However, there would be no disadvantage to bringing forward the feasible assessment of longer-term suggestions should they become more critical and/or funding becomes available in the meantime.

Appendix A. Study Area Road Network



OpenStreetMap Roads

-  Primary
 Secondary
 Tertiary
 Unclassified
 Residential
 Zoning Plan Boundary

Purpose	INFORMATION
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Roads

Original Scale 1:15,000 @ A3		Design/Drawn MT	Checked NvdB	Authorised NvdB
		Date 21.02.22	Date 21.02.22	Date 21.02.22
Status I	Drawing Number 5209966_TT_CC_07_1_1			Rev 1



Kilkenny County Council
Comhairle Chontae Chill Chainnigh

1	FOR INFORMATION	MT	21/02	NvdB	NvdB
Rev	Description	By	Date	Chk'd	Aut

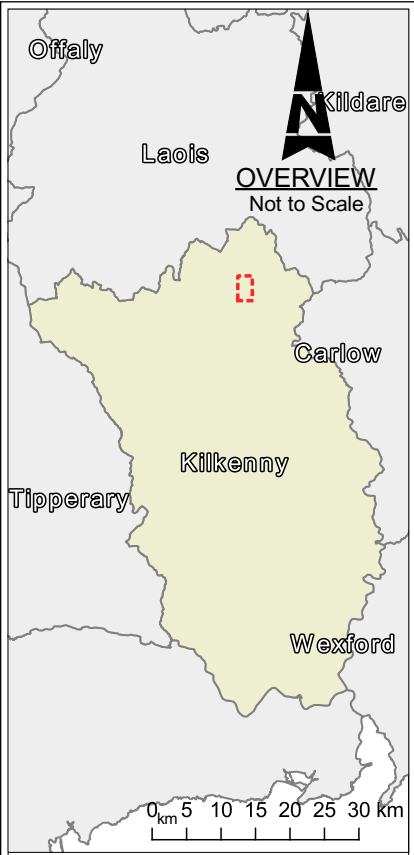
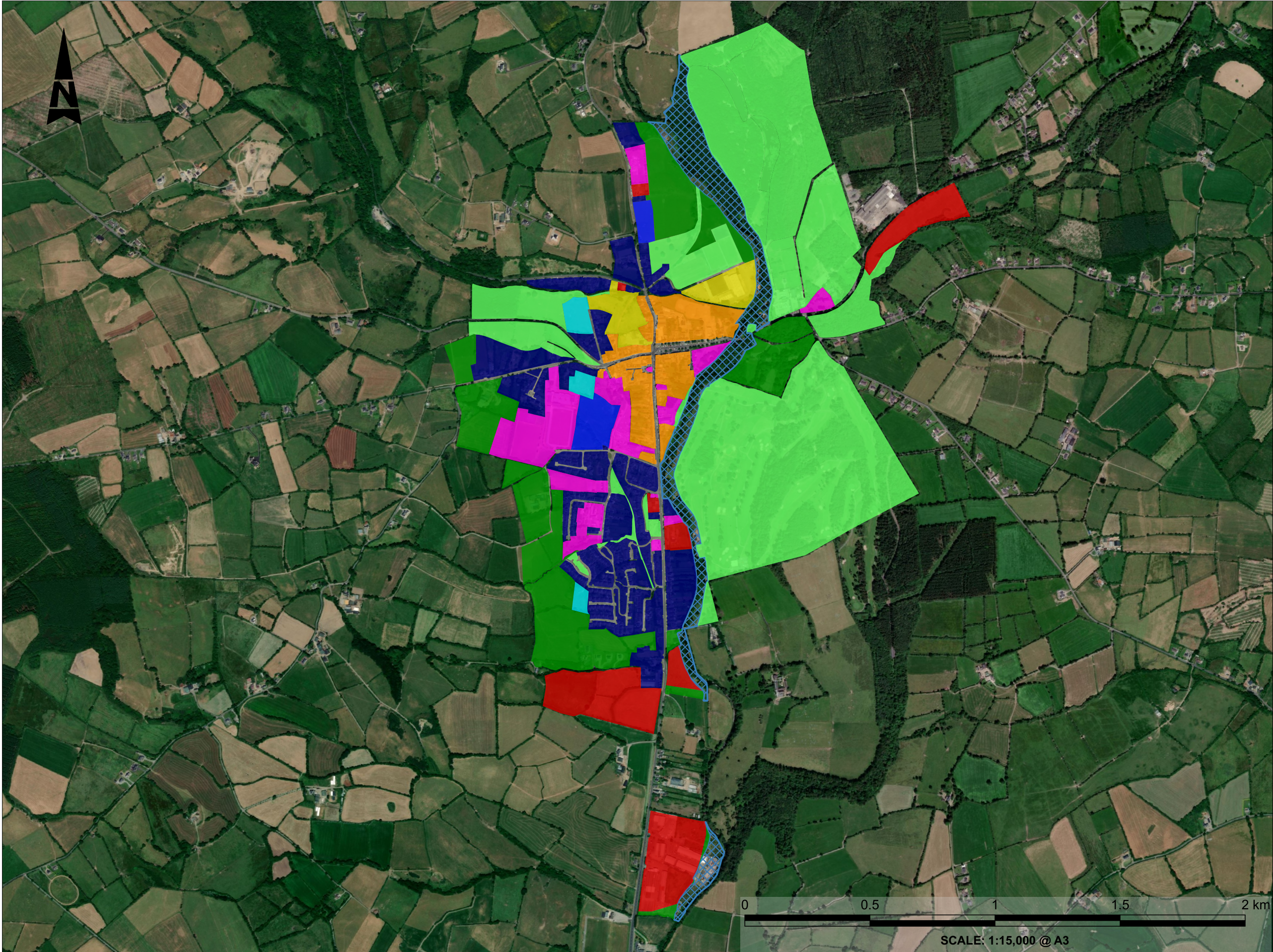
Atkins House, 150-155 Airside Business Park, Swords, Co. Dublin	Unit 2B, 2200 Cork Airport Business Park, Cork Tel (+353) 021 429 0300 Fax (+353) 021 429 0360	1st Floor Technology House Parkmore Technology Park, Galway Tel (+353) 091 786 050 Fax (+353) 091 779 830
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Castlecomer - Local Mobility Management Plan

Appendix B. Castlecomer LAP Land-use



Zoning Plans

- Residential (Existing)
- Low Density Residential
- New Residential
- Mixed Use Zoning
- General Business
- Industrial
- Community Facilities
- Agriculture
- Open Space
- Special Area of Conservation



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Business Park, Cork
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Fax (+353) 021 429 0360

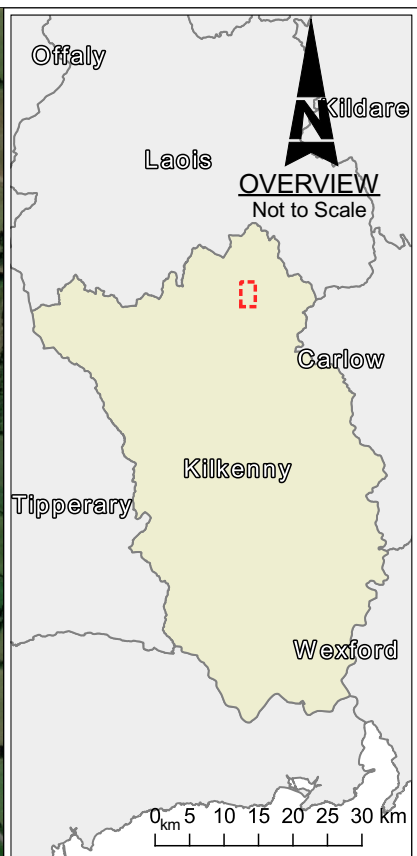
1st Floor Technology House
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Galway
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Fax (+353) 091 779 830

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Project
Castlecomer - Local Mobility
Management Plan

INFORMATION			
Purpose	Title		
	Local Area Plan		
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	Date	Date	Date
	21.02.22	21.02.22	21.02.22
Status	Drawing Number	Rev	
I	5209966_TT_CC_01_1_2	2	


Appendix C. Oak Hill Walking Isochrone



Oak Hill - Walking Isochrone

-  < 5 minutes
-  5 - 10 minutes
-  10 - 15 minutes

Purpose		INFORMATION			
Title					
Oak Hill Walking Isochrone					
Original Scale		Design/Drawn	Checked	Authorised	
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		Date 21.02.22	Date 21.02.22	Date 21.02.22	
Status	Drawing Number			Rev	
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Kilkenny County Council
Comhairle Chontae Chill Chainnigh

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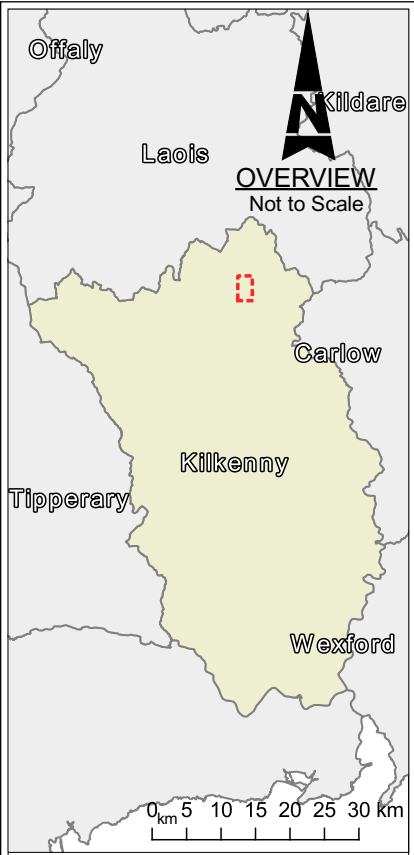
Atkins House, 150-155 Airside
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Business Park, Cork
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Client	Kilkenny County Council
Project	Castlecomer - Local Mobility Management Plan


Appendix D. Maryville Walking Isochrone



**Maryville -
Walking Isochrone**

 < 5 minutes

 5 - 10 minutes

 10 - 15 minutes



Kilkenny County Council
Comhairle Chontae Chill Chainnigh

1	FOR INFORMATION	MT	21/02	NvdB	NvdB
Rev	Description	By	Date	Chk'd	Auth



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Fax (+353) 021 429 0360

1st Floor Technology House
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Galway
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Fax (+353) 091 779 830

Client	Kilkenny County Council
Project	Castlecomer - Local Mobility Management Plan

Purpose				INFORMATION			
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		Date 21.02.22	Date 21.02.22	Date 21.02.22			
Status	Drawing Number					Rev	
I	5209966_TT_CC_03_1_1					1	

Appendix E. Town Centre Walking Isochrone

Kilkenny County Council
Comhairle Chontae Chill Chainnigh

1	FOR INFORMATION		MT	21/02	NvdB	NvdB		
Rev	Description		By	Date	Chk'd	Aut		

Atkins House, 150-155 Airside
Business Park,
Swords, Co. Dublin
Tel (+353) 01 810 8000
Fax (+353) 01 810 8001

Unit 2B, 2200 Cork Airport
Business Park, Cork
Tel (+353) 021 429 0300
Fax (+353) 021 429 0360

1st Floor Technology House
Parkmore Technology Park,
Galway
Tel (+353) 091 786 050
Fax (+353) 091 779 830

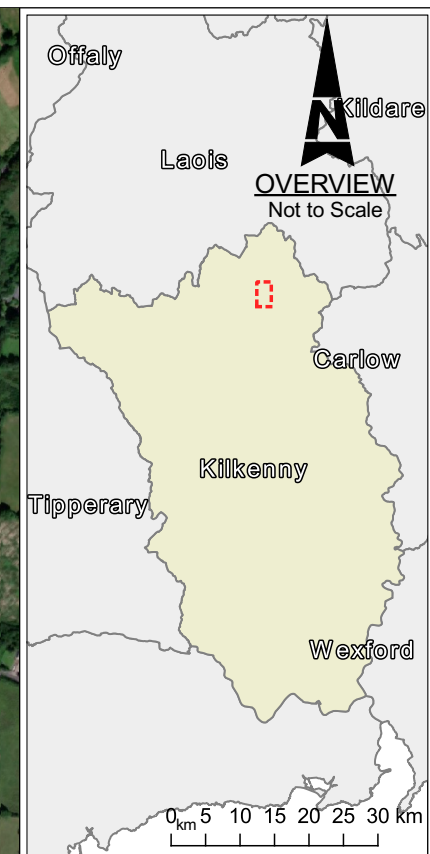
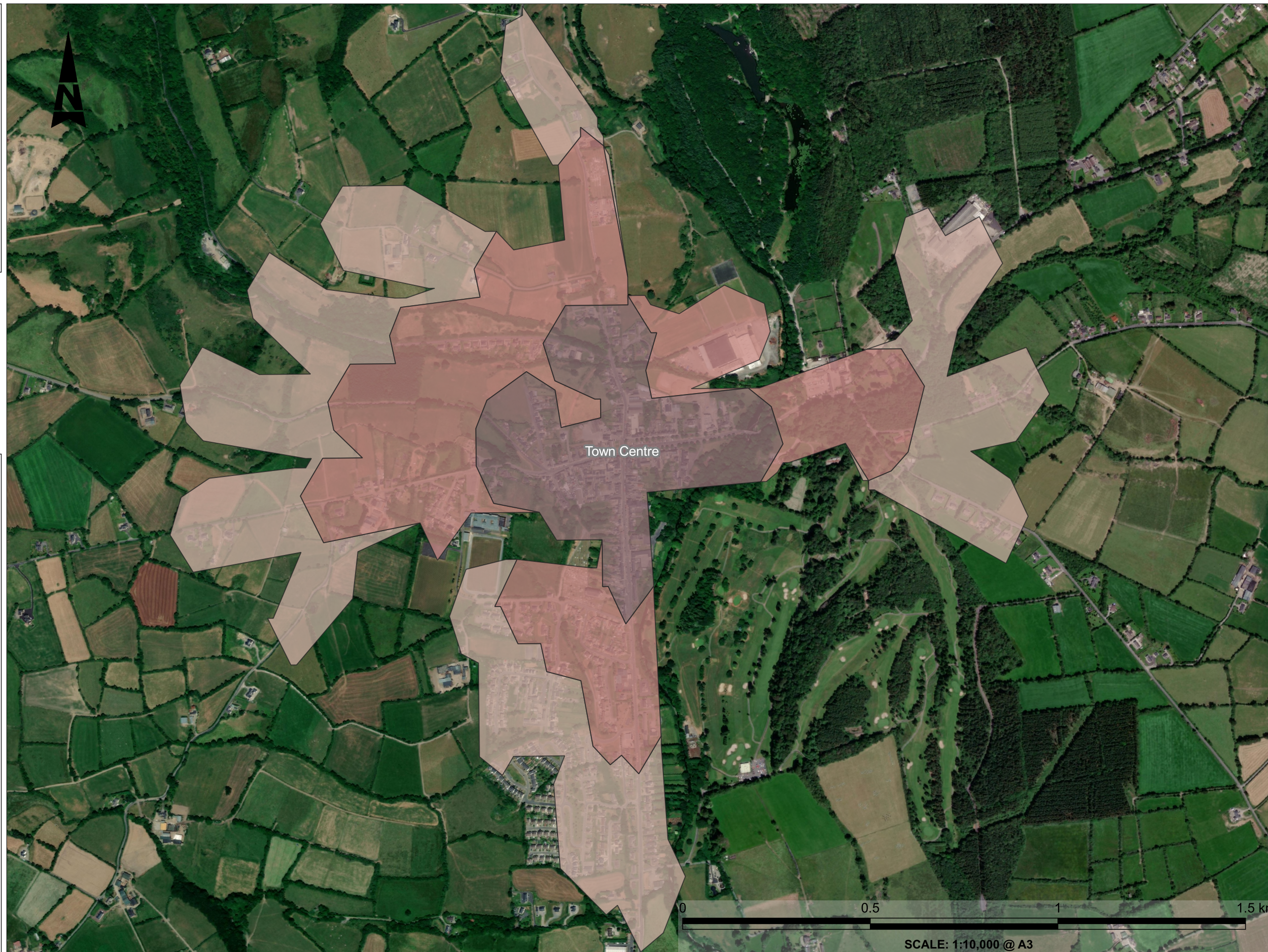
ATKINS

Client

Kilkenny County Council

Castlecomer - Local Mobility Management Plan

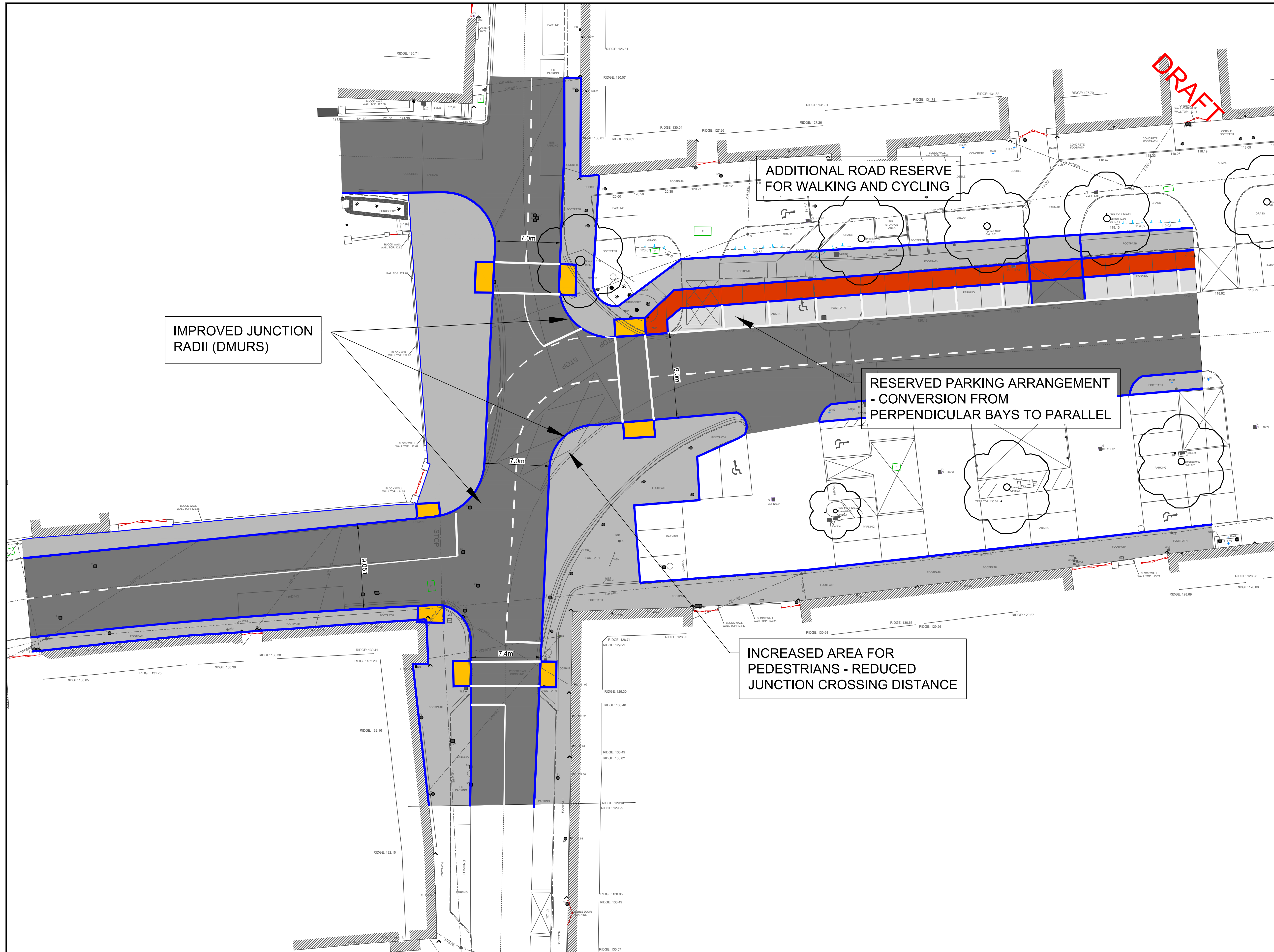
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	Date 21.02.22	Date 21.02.22	Date 21.02.22		
Status	Drawing Number			Rev	
I	5209966_TT_CC_04_1_1			1	



Town Centre - Walking Isochrone

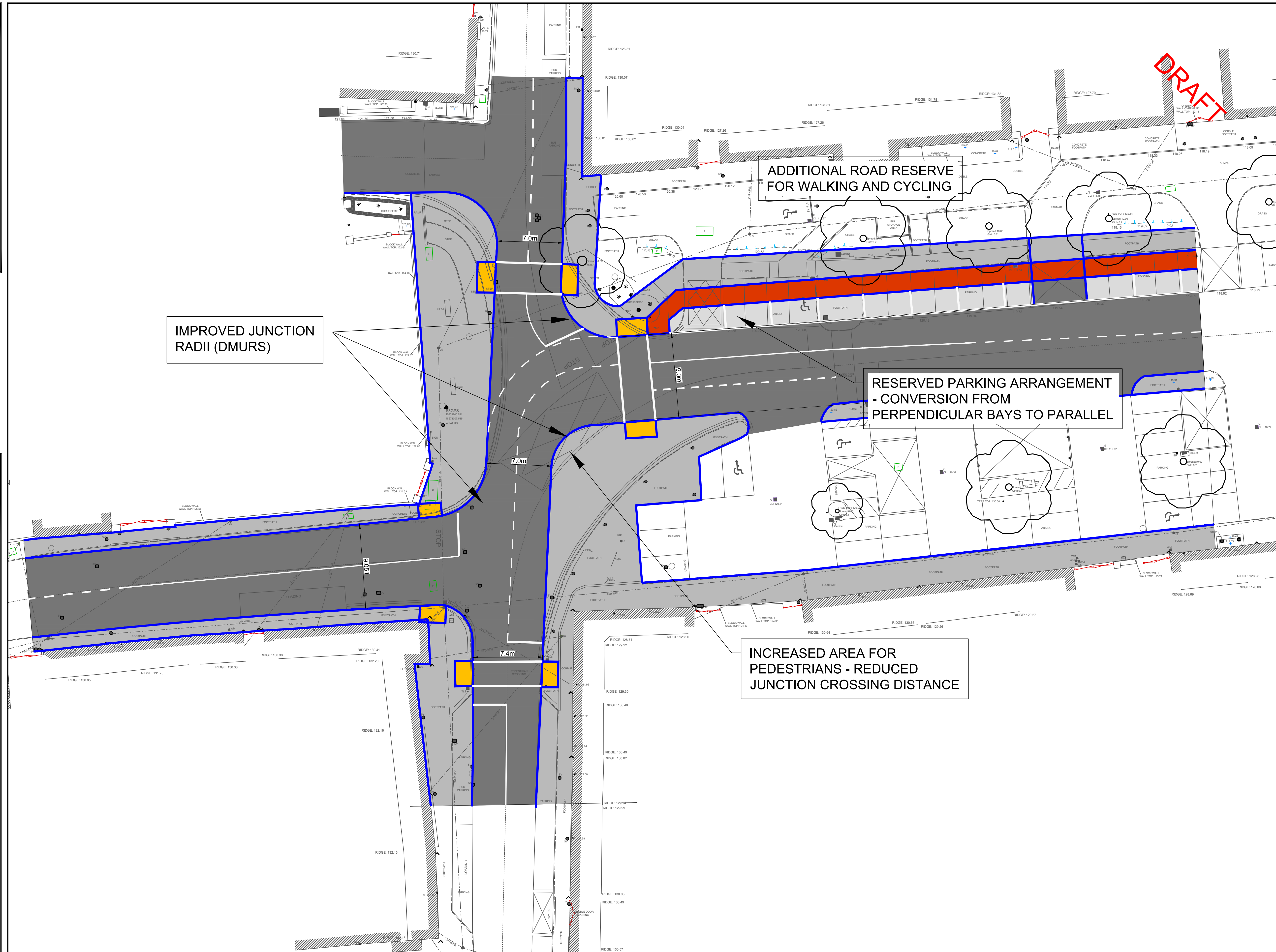
-  < 5 minutes
 5 - 10 minutes
 10 - 15 minutes

Appendix F. Revised Junction Layout



- ### GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

[illegible]



- ### GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

Purpose					
INFORMATION					
Title					
RECONFIGURATION OF A JUNCTION AND ROAD NETWORK OPTION 2					
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1:400 at A3		Date 28.07.22	Date 28.07.22	Date 28.07.22	Date 28.07.22
Status	Drawing Number				Rev
I	5209966 / HTR / SK / 0002				-