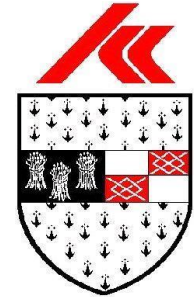


ROADPLAN

CONSULTING

Piltown-Fiddown Mobility Management Plan Elected Members Presentation

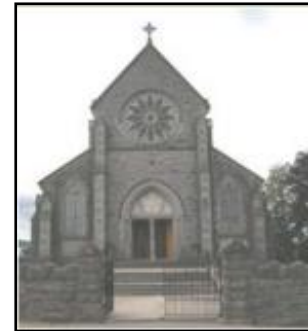
Wednesday, 6th September 2023



Tionscadal Éireann
Project Ireland
2040

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1. Introduction
2. Characteristics of the Study Area
3. Policies & Plans
4. Assessment & Recommendations – Overview
5. Implementation & Phasing
6. Proposed Projects / Initiatives
7. Timeline



1. INTRODUCTION

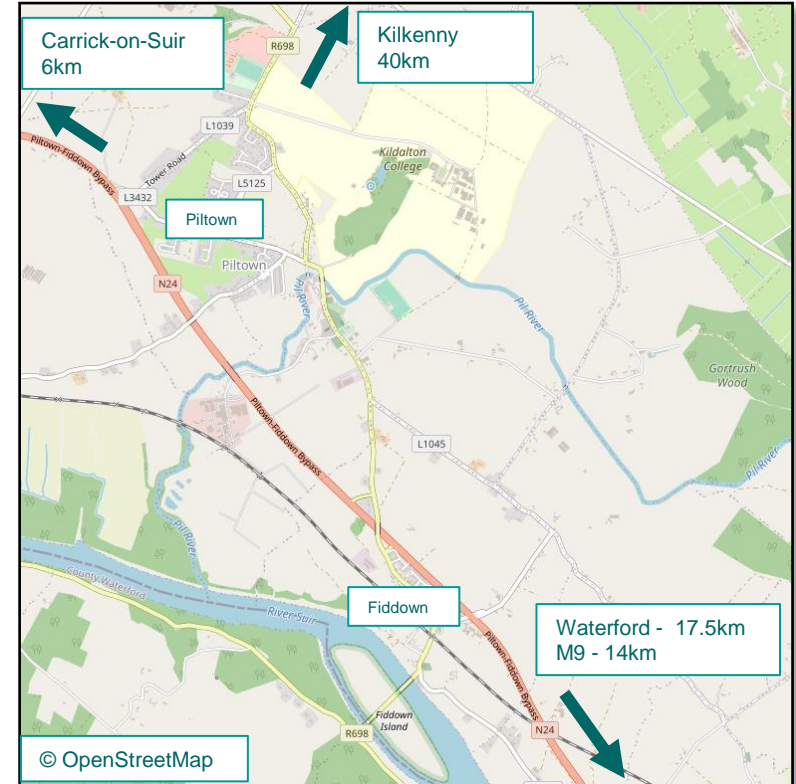
“improve connectivity and support a better balance between vehicular traffic and more sustainable modes such as walking, cycling and public transport”

The Plan comprises a review of the transportation network in and around the settlements and an assessment of the associated travel demands and suggests actions that could be taken to secure the optimal and sustainable movement of people, goods and vehicles. It further provides a set of mobility management objectives in line with the below hierarchy:

- Exploring the feasibility of supporting improvements for pedestrians, cyclists and vehicles mobility.
- Exploring the feasibility of providing additional footway and cycleway links.
- Exploring the feasibility of supporting improvements for increased safety and accessibility of all modes of transport particularly public transport.
- Exploring the feasibility of reducing traffic congestion through traffic management and junction improvements.
- Exploring the feasibility of supporting improvements to car parking facilities

2. CHARACTERISTICS OF THE STUDY AREA

- Adjacent to the N24 National Primary Road
- Two villages, Piltown approx. 2.1km northwest of Fiddown
- 1 No. Regional Road, R698, connects villages and forms Main Street of Fiddown. R698 has junctions with all key local roads in Piltown and many community services are located on it
- R680 located south of Piltown connecting to Carrick-On-Suir and Kilmeadan
- Piltown is located on the River Pil, which is a tributary of the River Suir, while Fiddown is located north of the River Suir
- 1 No. Primary School in Piltown
- 2 No. Creche's / Montessori's
- 2 No. Churches
- Free Parking



2. CHARACTERISTICS OF THE STUDY AREA - Piltown

CSO Data – 2016 Census

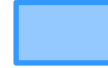
Modal Split

Persons at Work, School or College		Piltown		
		Persons	Percentage	
Walk / Cycle	On foot	81	11%	12.0%
	Bicycle	7	1%	
Public Transport	Bus, minibus or coach	53	7.2%	7.3%
	Train	1	0.1%	
Car Based Transport	Motorcycle or scooter	2	0.3%	74%
	Motor car: Driver	335	45.5%	
	Motor car: Passenger	176	23.9%	
	Other (incl. Lorry or van)	32	4.3%	
Work mainly at or from home		16	2.2%	2.2%
Not stated		33	4.5%	4.5%
Total		736	100%	100%

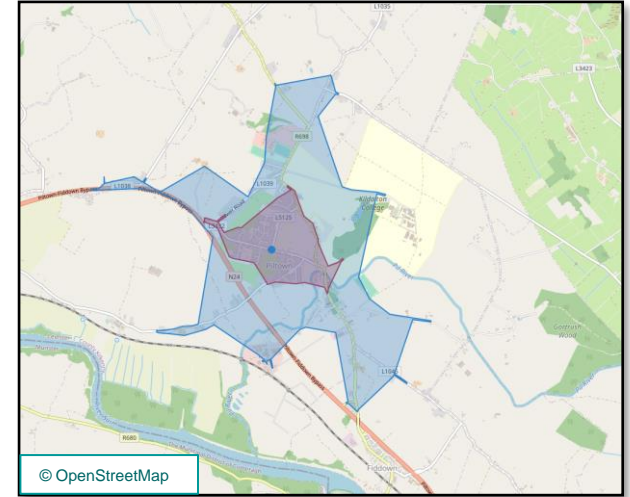
Journey Times

Journey Time	Persons	
Under 15 mins	305	42.4%
1/4 hour - under 1/2 hour	157	21.8%
1/2 hour - under 3/4 hour	160	22.2%
3/4 hour - under 1 hour	17	2.4%
1 hour - under 1 1/2 hours	19	2.6%
1 1/2 hours and over	16	2.2%
Not stated	46	6.4%
Total	720	100%

10 minute cycle



10 minute walk



School Survey Data – Sept-2022

Mode of Travel	Percentage
Walk	22.2%
Cycle	0.4%
Bus	20.4%
Car	57%
School population	324
No of pupils surveyed	308
% of population surveyed	95%

2. CHARACTERISTICS OF THE STUDY AREA - Fiddown

CSO Data – 2016 Census

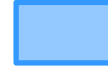
Modal Split

Persons at Work, School or College		Fiddown		
		Persons	Percentage	
Walk / Cycle	On foot	14	5.3%	5.7%
	Bicycle	1	0.4%	
Public Transport	Bus, minibus or coach	17	6.5%	6.5%
	Train	0	-	
Car Based Transport	Motorcycle or scooter	0	-	81.4%
	Motor car: Driver	132	50.2%	
	Motor car: Passenger	72	27.4%	
	Other (incl. Lorry or van)	10	3.8%	
Work mainly at or from home		3	1.1%	1.1%
Not stated		14	5.3%	5.3%
Total		263	100%	100%

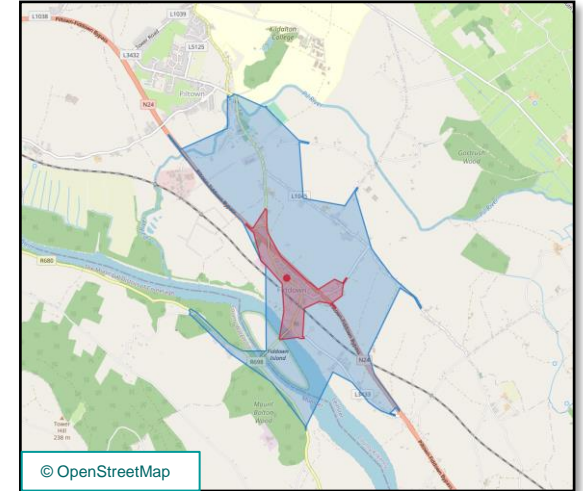
Journey Times

Journey Time	Persons	
Under 15 mins	94	36.2%
1/4 hour - under 1/2 hour	55	21.1%
1/2 hour - under 3/4 hour	66	25.4%
3/4 hour - under 1 hour	7	2.7%
1 hour - under 1 1/2 hours	9	3.5%
1 1/2 hours and over	5	1.9%
Not stated	24	9.2%
Total	260	100%

10 minute cycle



10 minute walk



3. POLICIES & PLANS

- Project Ireland 2040,
- Smarter Travel – A Sustainable Transport Future 2009 – 2020,
- National Sustainable Mobility Policy
- National Sustainable Mobility Policy Action Plan 2022-2025
- National Cycle Policy Framework 2009 – 2020
- Cycle Connects
- NTA Permeability Best Practice Guide,
- Design Manual for Urban Streets & Roads,
- Safe Routes to School Design Guide NTA
- Traffic Management Guidelines,
- Our Journey Towards Vision Zero, Ireland’s Government Road Safety Strategy 2021–2030
- Climate Action Plan 2021
- Town Centre First, A Policy Approach for Irish Towns
- Piltown Local Area Plan 2011,
- Fiddown Local Area Plan 2011,
- Kilkenny City and County Development Plan 2021-2027,
- Kilkenny Age Friendly County Strategy 2017 – 2022.

4. ASSESSMENT & RECOMMENDATIONS OVERVIEW

The mobility needs of Piltown and Fiddown were assessed under the following categories:

1. Footways and Cycleways
2. Bus Routes and Stops
3. Schools
4. Traffic Management and Calming
5. Parking
6. Taxis



In addition, proposed developments in the villages were considered in terms of how they affect or would be affected by the proposed initiatives.

In total, 49 individual projects / initiatives were identified and subsequently recommended for implementation during the lifetime of the MMP.

5. IMPLEMENTATION & PHASING

Proposed measures were evaluated and divided across three phases for delivery based on priority and anticipated feasibility:

1. Immediate to Short Term:

- most urgent
- targeted for completion within a 1 to 2 year period.
- 29 No. proposed projects / initiatives

2. Short to Medium Term:

- targeted for completion within a 2 to 4 year period
- 6 No. proposed projects / initiatives

3. Medium to Long Term:

- targeted for completion within a 5 year period, or beyond
- 13 No. proposed projects / initiatives

The actual delivery of the measures will be dependent on the availability of funding to Kilkenny County Council however there would be no disadvantage to bringing forward delivery of the medium- or long-term measures should funding become available.

No	Phase	Item	Suggested Measures	No	Phase	Item	Suggested Measures
1	Immediate to Short	S1.1	Footways & Cycleways	31	Short to Medium	M1.1	Footways & Cycleways
2		S1.2	Footways & Cycleways	32		M1.2	Footways & Cycleways
3		S1.3	Footways & Cycleways	33		M4.1	Traffic Management
4		S1.4	Footways & Cycleways	34		M4.2	Traffic Management
5		S1.5	Footways & Cycleways	35		M4.3	Traffic Management
6		S1.6	Footways & Cycleways	36		M5.1	Parking
7		S1.7	Footways & Cycleways	37		M5.2	Parking
8		S1.8	Footways & Cycleways	38		L1.1	Footways & Cycleways
9		S2.1	Bus Routes & stops	39		L1.2	Footways & Cycleways
10		S2.2	Bus Routes & stops	40		L1.3	Footways & Cycleways
11		S2.3	Bus Routes & stops	41	L1.4	Footways & Cycleways	
12		S2.4	Bus Routes & stops	42	L1.5	Footways & Cycleways	
13		S2.5	Bus Routes & stops	43	L1.6	Footways & Cycleways	
14		S3.1	Schools	44	L1.7	Footways & Cycleways	
15		S4.1	Traffic Management	45	L1.8	Footways & Cycleways	
16		S4.2	Traffic Management	46	L1.9	Footways & Cycleways	
17		S4.3	Traffic Management	47	L1.10	Footways & Cycleways	
18		S4.4	Traffic Management	48	L3.1	Schools	
19		S4.5	Traffic Management	49	L4.1	Traffic Management	
20		S4.6	Traffic Management				
21		S4.7	Traffic Management				
22		S4.8	Traffic Management				
23		S4.9	Traffic Management				
24		S4.10	Traffic Management				
25		S4.11	Traffic Management				
26		S4.12	Traffic Management				
27		S5.1	Parking				
28		S5.2	Parking				
29		S5.3	Parking				

6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Footways & Cycleways:

- | | | | |
|------|---|------|--|
| S1.1 | Provision of new footpaths at various locations to provide continuity of access for pedestrians around the villages of Piltown and Fiddown. | S1.5 | Provision of a dedicated bicycle parking facility near the old Garda Station in Piltown which is being developed into a remote working hub. |
| S1.2 | Footpath improvements at various locations to ensure suitable width and kerbing for all pedestrians. | S1.6 | Engage with the proprietors of Merry's Garage in Fiddown to allow provision of appropriate facilities for pedestrians and other VRU's, including bicycle parking, in the vicinity of the property. |
| S1.3 | Improve pedestrian connection across rail line in Fiddown by revising box markings to indicate designated pedestrian crossing zone. | S1.7 | Provision of a dedicated bicycle parking facility at Meade's Pub in Fiddown. |
| S1.4 | Provision of new pedestrian crossings adjacent to road junctions and corresponding with pedestrian desire lines as much as possible. Raised table crossings to be used in places to act as traffic calming measure as per S4.5. | S1.8 | Complete an accessibility audit/assessment in respect of existing facilities. |

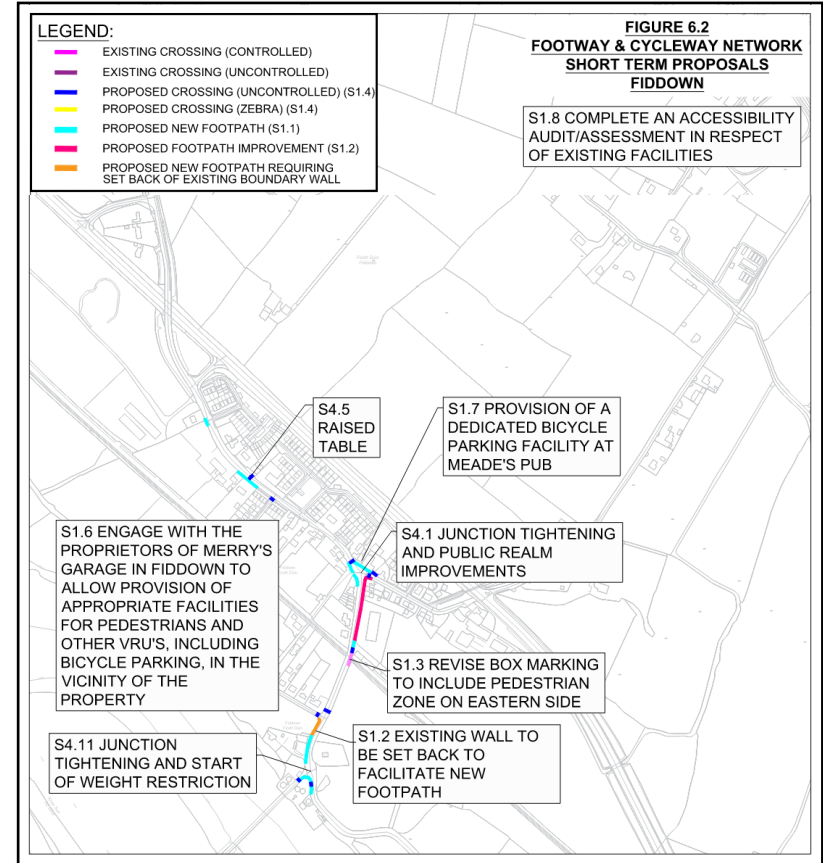
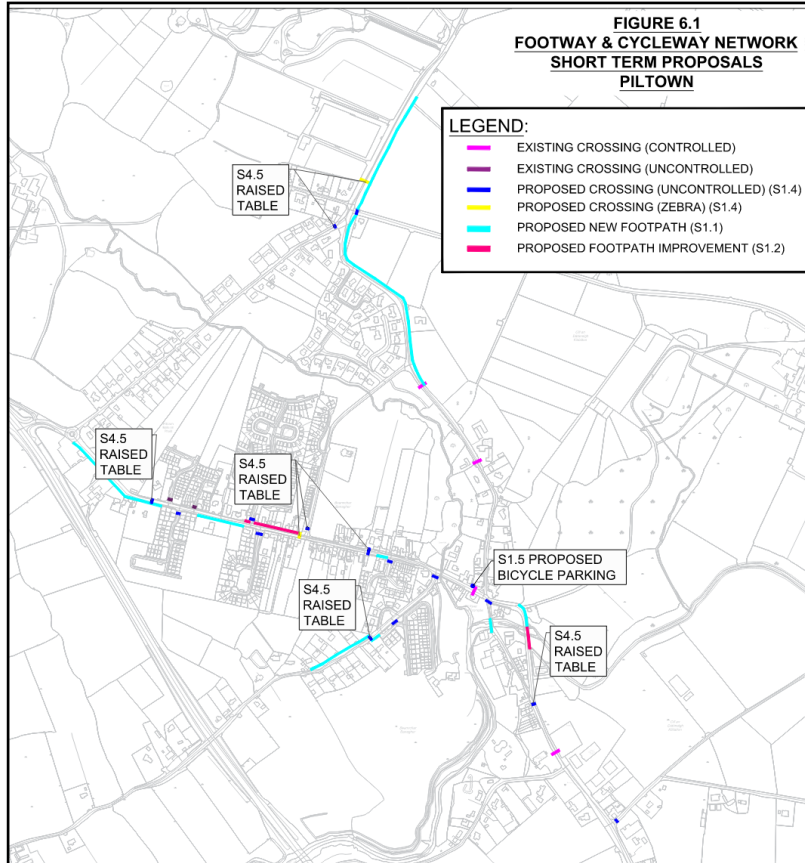
6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term



6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

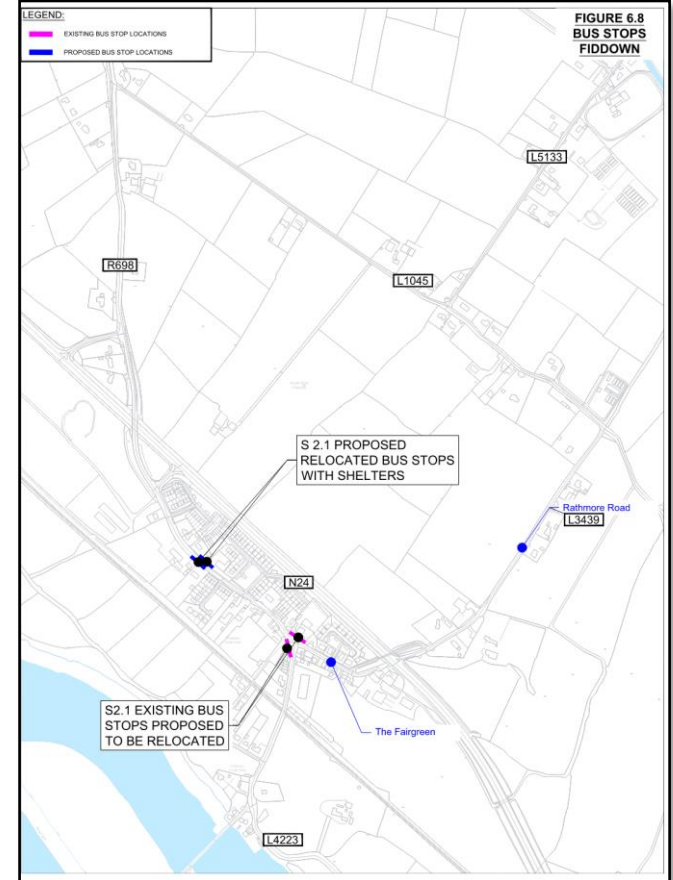


6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Bus Routes and Stops (Fiddown):

S2.1 Relocate the bus stops in Fiddown to allow provision of formal bus stops, including age friendly shelters and Kassel kerbing, in lieu of the existing informal bus stops in the vicinity of Meade's Pub. New stops to be located in the vicinity of Merry's Garage.

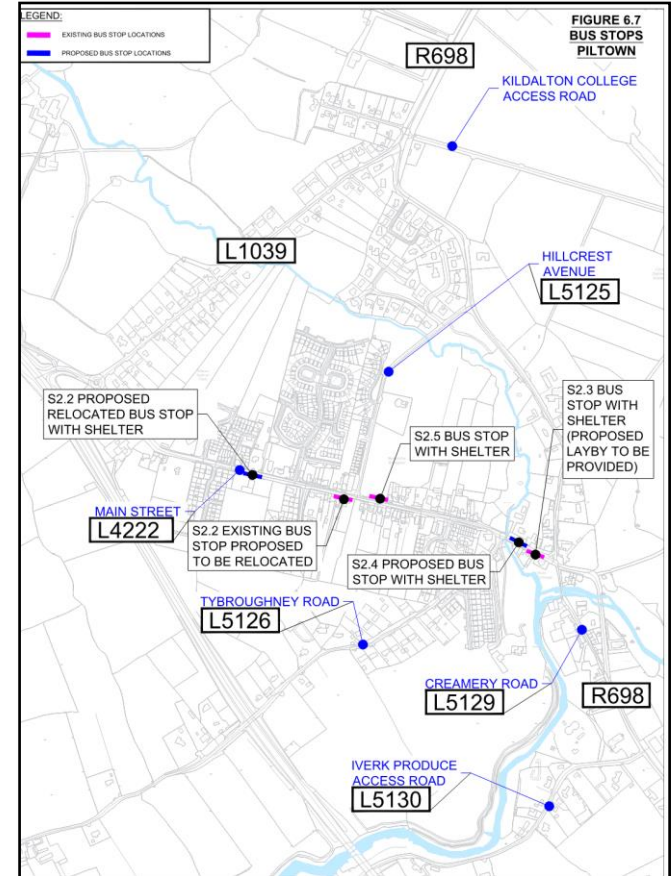


6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Bus Routes and Stops (Piltown):

- S2.2 Relocate the bus stop on the westbound carriageway of the L4222 (Piltown Main Street) near Centra to be located further west, in front of the petrol station, allowing provision of formal a bus stop including an age friendly shelter and Kassel kerbing.
- S2.3 Provision of a layby for the existing bus stop on the westbound carriageway of the L4222 (Piltown Main Street), just west of the existing zebra crossing adjacent to the Old Garda Station.
- S2.4 Provision of a new formal bus stop, including age friendly shelters and Kassel kerbing, on the eastbound carriageway of the L4222 (Piltown Main Street), just west of the existing zebra crossing adjacent to the Old Garda Station.
- S2.5 Provide an in-carriageway bus cage for the existing bus stop on the eastbound carriageway of the L4222 (Piltown Main Street) near Centra.



6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Schools:

S3.1. Consult with and encourage Piltown National School to engage with Kilkenny County Council and an Taisce with a view to having a Mobility Management Plan undertaken under the travel theme of An Taisce's Green Schools Programme/Safer Routes to School Programme/Subject School's own programme. This would include detailed proposals for maintaining and increasing the percentages of those walking and cycling to school e.g. initiate lessons where the benefits of walking and cycling are highlighted, arrange challenges to encourage walking/cycling, monitor progress through surveys etc.

6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Traffic Management and Calming:

S4.1 Improvement of junction between R698 and L3440 in Fiddown to a tightened priority junction to provide greater junction definition and improved pedestrian facility align with public realm improvements. Crossing locations to be added based upon pedestrian travel design lines.

S4.2 Improvement of junction between R698 and L1045 between Piltown and Fiddown to provide greater junction definition and improved pedestrian facility.

S4.3 Improvement of junction between L4222 (Piltown Main Street) and L5126 (Tybroughney Road) to provide greater junction definition and improved pedestrian facility.

S4.4 Implement priority give way system on R698 in the vicinity of the river crossing and the pedestrian access to Kildalton.

S4.5 Provide raised table pedestrian crossings at

locations on the L4222 (Piltown Main Street), L5126 (Tybroughney Road), L1039 (Tower Road) and L5125 (New Road / Hillcrest Avenue) to limit speeds of motorized road users.

S4.6 Provide speed bumps at three locations on the R698, between its junction with the L4222 (Piltown Main Street) and the L5125 (New Road / Hillcrest Avenue).

S4.7 Various improvements on L5129 (Creamery Road) including implementation of priority give way system over the bridge, provision of footpath on the western side of the existing bridge, and formalizing of parking throughout.

S4.8 Provide speed feedback signage on the northern approach to Piltown for southbound traffic, inside the first traffic calming sign.

6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Traffic Management and Calming:

S4.9 Cross-section and layout optimisation of the existing street parking on L4222 (Piltown Main Street) to improve two-way traffic flow, provide continuity of footpaths and to provide defined parking bays where possible. 6.0m road width to be provided throughout.

S4.10 Cross-section and layout optimisation of the existing street parking on L5126 (Tybroughney Road) to improve two-way traffic flow, provide continuity of footpaths and to provide defined parking bays where possible. 6.0m road width to be provided throughout.

S4.11 The implementation of a weight restriction throughout Fiddown with the purpose of diverting larger HGV's while still accommodating local agricultural vehicles. An alternative route to the bridge crossing south of Fiddown is identified in Fig 6.11. This measure would include junction

tightening to the L698 and L4223 junction north of the bridge, alongside weight restriction and alternate HGV route signage as per examples below

S4.12 Junction tightening at the R698 and L5131 junction to reduce the crossing distance for those travelling along the R698.

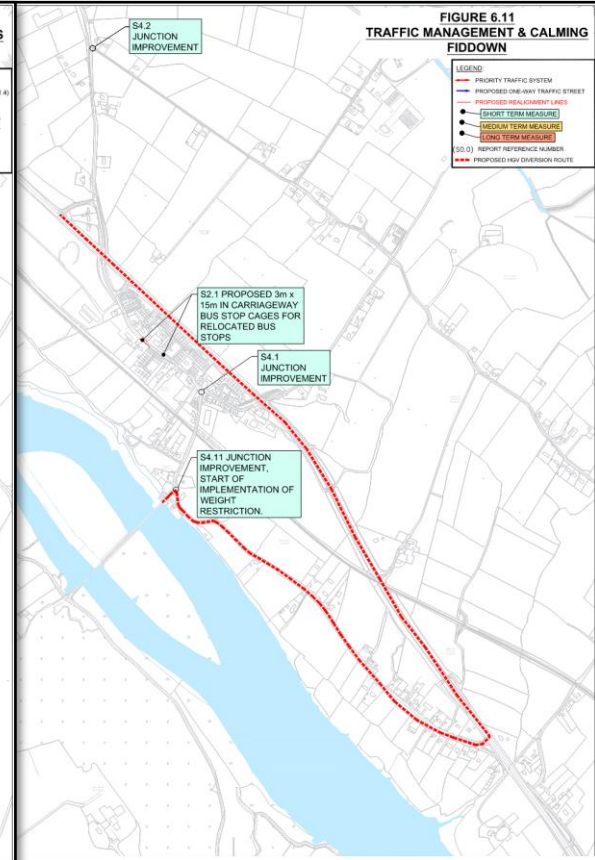
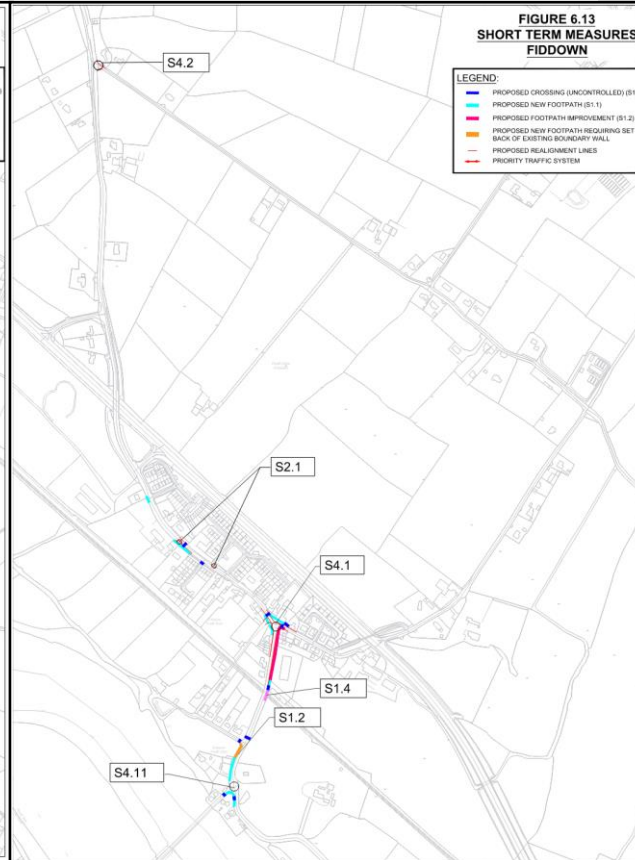
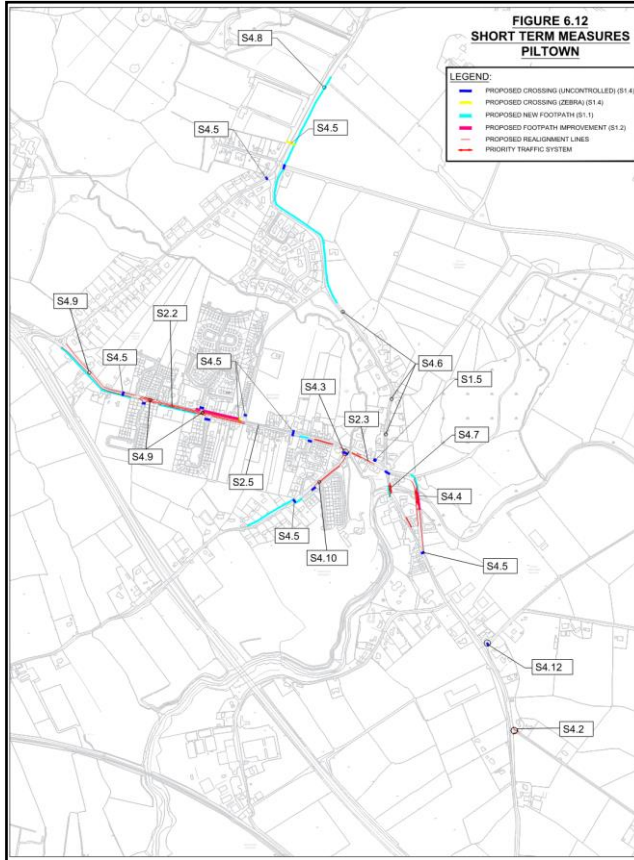
6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term



6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term



6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Car Parking:

- S5.1 Installation of two electric car charging stations at Belline Vale in Piltown. Location to be determined in consultation with local community however along the western side of the entry road appears appropriate.
- S5.2 Installation of two electric car charging stations at existing parking area on the northern side of the R698 opposite the entrance to Inis Álainn in Fiddown. Location to be determined in consultation with local community.
- S5.3 Creation of 1 No. accessible parking bay at existing parking area on the northern side of the R698 opposite the entrance to Inis Álainn in Fiddown. Location to be determined in consultation with local community.

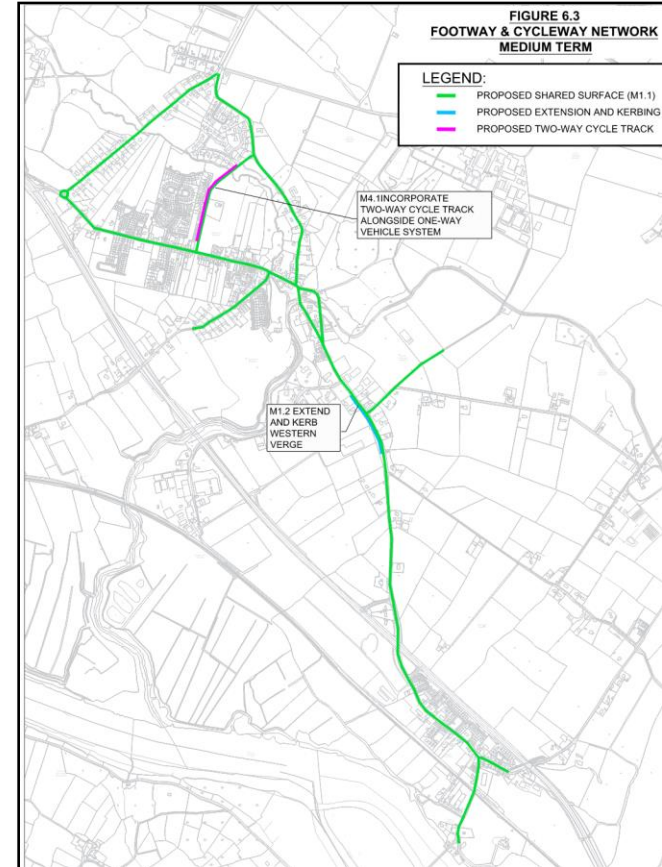
6. PROPOSED PROJECTS / INITIATIVES

Short to Medium Term

Footways & Cycleways:

M1.1 Introduction of a shared use zones

M1.2 Extend and kerb western verge of R698 from approx. 100m south of the junction with the L1045 to the southern corner of the graveyard on the western side of the road to reduce carriageway width to 7m.



6. PROPOSED PROJECTS / INITIATIVES

Short to Medium Term

Traffic Management and Calming:

- M4.1 Change the traffic flow on L5125 (New Road / Hillcrest Avenue) from two-way to one-way northbound as far as Kildalton Close, incorporating a two-way cycle track beside the one-way vehicular link. Requires installation of physical build outs to restrict southbound traffic and unwanted parking. To be done in coordination with the revision of parking in the vicinity of Centra and modification of the junction at Main Street. Note that the approved Part 8 for the Piltown Urban Enhancement Scheme proposes a roundabout at this location however it is considered that this will not eliminate the issue relating to undesired parking.
- M4.2 Improvement of junction between R698 and Tower Road to provide greater junction definition and improved pedestrian facility.
- M4.3 Improvement of the junction between R698 and

L4222 (Piltown Main Street), removing the left turn slip lane from the L4222 (Piltown Main Street) and revising the cross section to accommodate parking on the southern side of the road.



6. PROPOSED PROJECTS / INITIATIVES

Short to Medium Term

Car Parking:

- M5.1 As part of the proposed junction improvement at Meades Tavern in Fiddown parking will be removed from the roadside. Consideration should be given to the provision of parking to the rear of Meades Tavern.
- M5.2 Public car parking for playground, in line with proposal in approved Part 8 drawings for the Piltown Urban Enhancement Scheme. Car park to include three electric car charging stations

6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term

Footways & Cycleways:

- | | | | |
|------|---|------|---|
| L1.1 | River trails providing walking and cycling loops between the River Suir and Piltown, south of the L4222 (Piltown Main Street) and the River Pil. | | |
| L1.2 | River trails providing walking and cycling loops north of the L4222 (Piltown Main Street). These loops would support cycling and walking as both functional modes of transport and active recreation. | | |
| L1.3 | Heritage trails to be developed in coordination with proposed river trails to highlight the rich heritage in the area allowing engagement with the history of both Piltown and Fiddown in an accessible manner. | | |
| L1.4 | Widening of R698 between its junctions with the L4222 (Main Street) and L1039 (Tower Road) on the southern side of the school to provide suitable foot and cycle paths. This is to be done to tie in | | |
| | | | with works in the vicinity of the Tower Road Roundabout as part of the proposed N24 Tower Road Junction Improvement Scheme |
| | | L1.5 | Improve existing access from Fiddown to the River Suir via Strand Road and provide picnic facilities at the River Suir. This would facilitate walking and cycling connection to the river and the proposed river walk. |
| | | L1.6 | Widen R698 between Piltown and Fiddown to enable provision of cycle facilities. |
| | | L1.7 | Provide footpath along the western side of the R698 and a footpath, an uncontrolled pedestrian crossing and designated parking on the L5130 (Iverk Produce Access), all serving the graveyard and the church. Requires set back of the existing church boundary wall. |

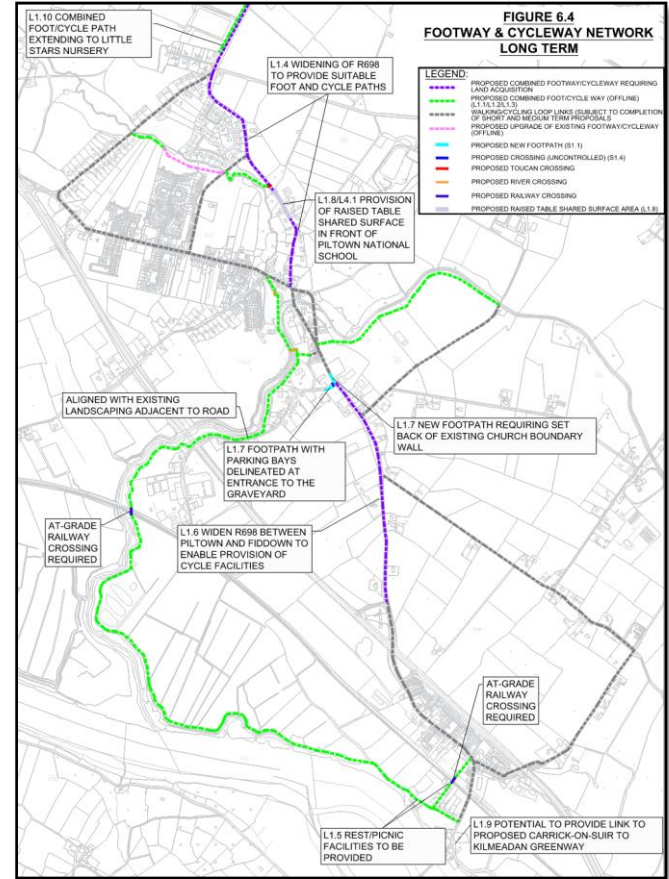
6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term

- L1.8 Provide a raised table shared surface area in front of Piltown National School, including appropriate approach and gateway signage and roadmarkings, to indicate the removal of priority from vehicles in this area. To be done in conjunction with extension of the off-road drop off as per proposal L4.1 which will allow removal of the bus drop off location in front of the school along the R698 and continuous delineation of footways throughout.
- L1.9 Consider feasibility of providing a connection to proposed Carrick-on-Suir to Kilmeadan Greenway.
- L1.10 Widen existing path on western side of the R698 between the proposed pedestrian crossing north of Kildalton College to provide a combined foot / cycle path, with separation from the regional road, extending to the Little Stars Nursery on the L1035.
- Includes narrowing of the junction between the R698 west and the R698 South / L1035 along with traffic calming at the junction and addition of crossing facilities

6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term

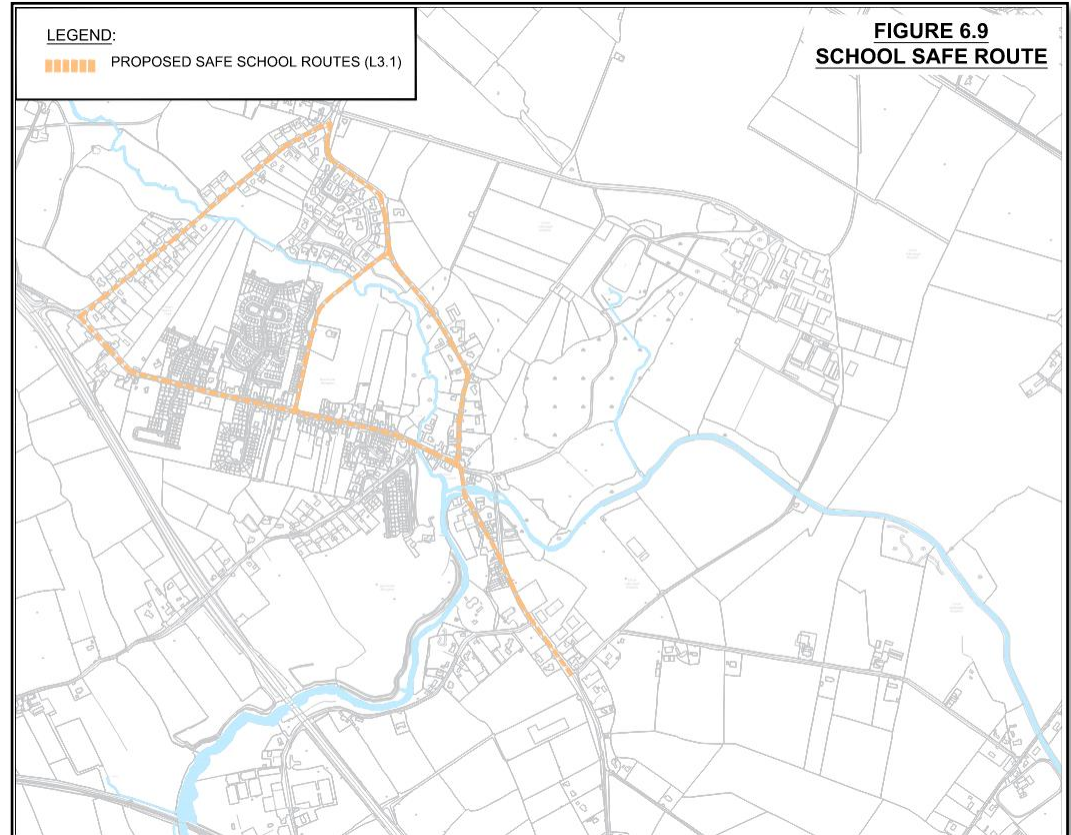


6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term

Schools:

- L3.1 Construct an accessible route, suitable for use by school children, extending from Piltown National School towards the main residential areas in Piltown comprising continuity of quality footpath and cycle facilities along the R698, L4222 (Piltown Main Street), L1039 (Tower Road), L5125 (New Road / Hillcrest Avenue), and L5126 (Tybroughney Road).



6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term

Traffic Management and Calming:

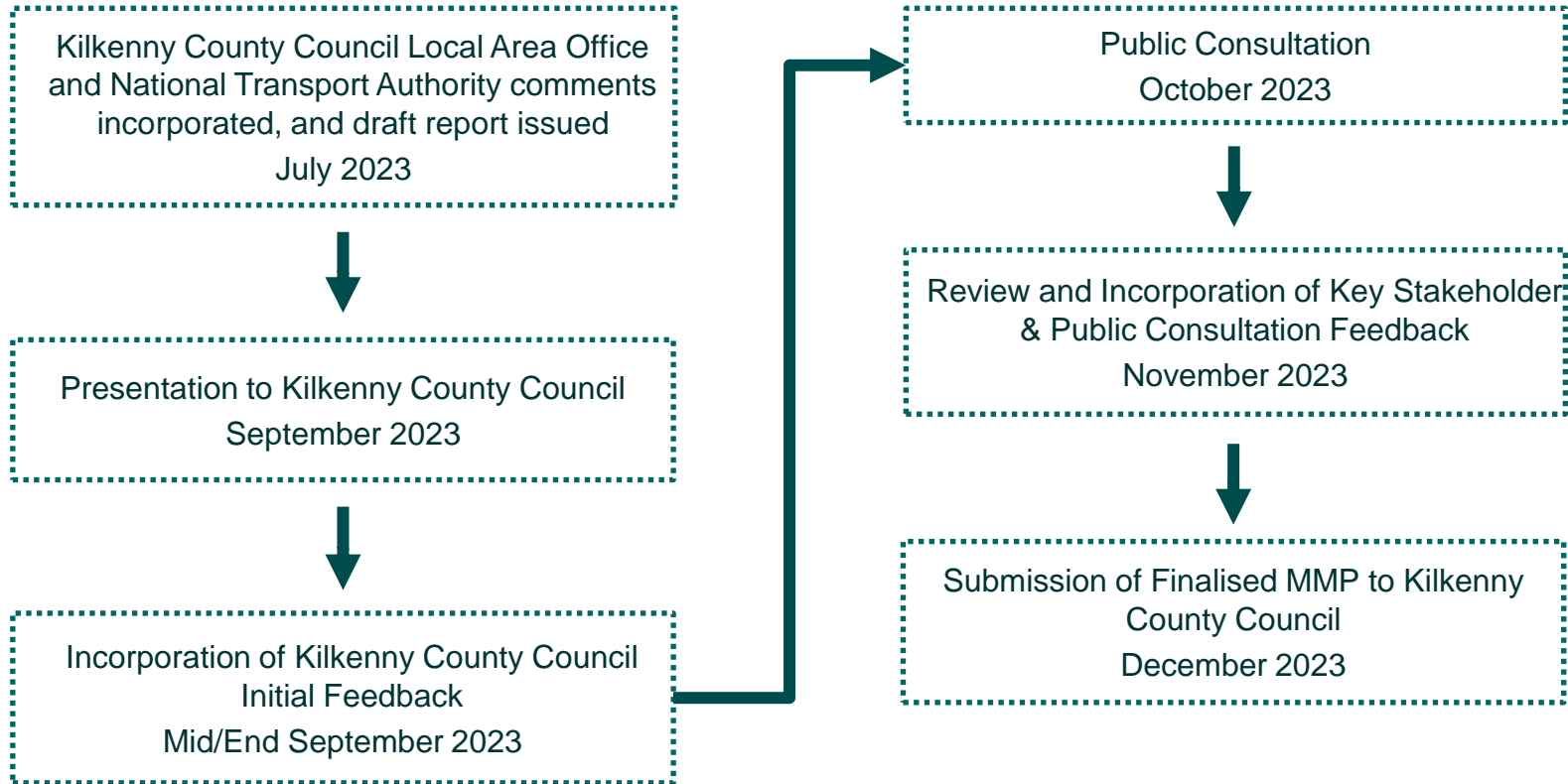
- L4.1 Extension of school drop off area to northwest including bus drop off facilities at the school and direct pedestrian access to the school grounds.

Car Parking:

- L5.1 Explore the possibility of providing parking for Fiddown Church in adjacent lands to the north of the church.



7. TIMELINE





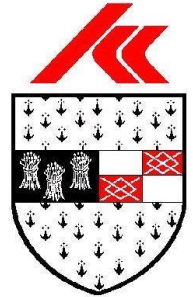
THANK YOU

ROADPLAN

CONSULTING

Piltown-Fiddown Mobility Management Plan Elected Members Presentation

Wednesday, 6th September 2023



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