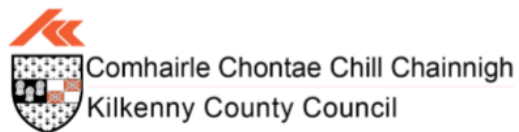




Safe Routes to School
Loreto Secondary School and St. Canice's Primary School



Section 38 Submissions Responses Document

Submission Reference	Submission Date	Submission from	Key issues raised	KCC Response
001	08/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Difficulty identifying James' Park, Greensfields, etc. on drawings. • Issues with parking in Riverside Drive at school drop off / pick up. Also people using the linear park. Creating traffic hazard at junction with Bishops Hill. • Tightening the junction at Riverside Drive will lead to traffic jams on the Freshford Road / Bishops Hill. • Crossing #10 is poorly located. Traffic travelling around the corner at speed will not see users – suggestion to relocate half-way down Troy's Gate. 	<ul style="list-style-type: none"> • Noted. Additional local labels will be included on future consultation drawings. • Additional park and stride locations at James's Park and St. Canice's Carpark can be utilised as a result of improvements on the routes around the schools which should reduce pressure on parking areas currently used for this purpose. • The design here will require cars to further slow down when turning into Riverside Drive but will not affect the capacity of the junction. The proposals will not lead to traffic congestion on Bishops Hill or the Freshford Road. The proposal will improve pedestrian safety by reducing traffic speeds and the distance pedestrians have to cross the road. • Visibility to the proposed crossing is in excess of the minimum as required under the Design Manual for Urban Roads and Streets (DMURS). In addition as a wide-ramped crossing point, the crossing will serve a secondary self-benefitting function in terms of traffic calming. It is also noted that works due to commence on Vicar Street in 2024 include amendments to the Troy's Gate / Vicar Street junction which will see a new crossing at the start of Troy's Gate.
002	31/10/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Too many pedestrian crossings. 	<ul style="list-style-type: none"> • The scheme is designed to improve the safety of vulnerable road users and in particular children walking and cycling to school. The scheme is approximately 1.7km in length and will in total have 13 crossing points across 3 separate roads. This is not considered excessive in a high pedestrian usage area. For comparison purposes, High Street to Irishtown which is

			<ul style="list-style-type: none"> • Right-turning traffic from Dunningstown Road to Granges Road would create traffic back-up on Dunningstown Road. • New signalised junction with link road to new CBS may exacerbate this problem. Junction should have been a flyover. • Cites example of poor planning and co-operation and disappointed to see material being excavated from CBS site when it could be used for flyover construction. 	<p>approximately 650m in length has 8 controlled crossing points.</p> <ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road. • Noted, however this is outside the scope of this scheme and was subject to a separate planning process. • Noted, however this is outside the scope of this scheme.

003	25/10/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Would like to see a zebra crossing or two lines to denote a courtesy crossing on Freshford Road before the Roundabout. • Would like to see a zebra crossing or two lines to denote a courtesy crossing on Freshford Road before the Roundabout. 	<ul style="list-style-type: none"> • Noted, however this is outside the scope of this scheme. It is envisaged to continue the Active Travel improvements on the Freshford Road as part of a future scheme and this proposal will be incorporated into such a scheme.
004	24/10/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Plans welcome. • Drains often overflow forcing cyclist onto road. • Leaves are often an issue in these cycle lanes. • Existing build-outs for pedestrian crossings are problematic for cyclists. 	<ul style="list-style-type: none"> • Noted. • This is a drainage maintenance issue but it is proposed to replace existing gully gratings with cycle-friendly gully gratings. • The procurement of a new sweeper that can access cycle lanes is currently being considered. • The existing buildouts are being removed as part of these proposals.
005	23/10/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned about Route from Drakelands to Granges Road. • Query regarding timeline from road proposed from Kilcreen Lodge to Waterbarrack with link across Tullaroan Road to new Road at CBS site. • 	<ul style="list-style-type: none"> • Noted, however this is outside the scope of this scheme. • Noted, however this is outside the scope of this scheme.

006	19/10/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Observes the proposals to the Dunningstown Road Junction will result in the removal of what is currently in effect a left turn filter lane and notes concerns re impact of same. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.
007	18/10/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned zebra crossings will not be adequate lit – in terms of public lighting. • Concerned about visibility to the new zebra crossing on Bishops Hill. 	<ul style="list-style-type: none"> • The lighting in this area is programmed to be upgraded to LED in the near future which will improve the lighting provision. Where lighting is still considered lacking at a zebra crossing then the provision of additional lighting will be considered. • Visibility to the proposed crossing is in excess of the minimum as required under the Design Manual for Urban roads & Streets (DMURS). In addition, as a wide-ramped crossing point, the crossing will serve a secondary self-benefitting function in terms of traffic calming.

		<ul style="list-style-type: none"> • Identifies the need for a controlled crossing at the mini-roundabout at Troys Gate. • Consider closing the Troys Lane access. • Concerned that bollards on Freshford Road will push parking down onto Bishops Hill. • Scheme should also incorporate improvements to the existing footpath on James' Park side. • Design should include the access to James's Park. • All junctions should be upgraded in line with Design Manual for Urban Roads and Streets (DMURS). • All footpaths on the Granges Road should be upgraded. • Parkview Drive Junction should be upgrade in accordance with DMURS. • Zebra Crossing near the mini-roundabout should be moved closer to Freshford Road Desire line & Scheme should include the mini roundabout. • Concerns re visibility of Zebra Crossing on Dunningstown Road. • Has visibility and traffic volumes been considered in the design of the zebra crossing close to the access with the new housing development (under construction)? 	<ul style="list-style-type: none"> • Works due to commence on Vicar Street in 2024 which includes amendments to the Troy's Gate / Vicar Street junction will see a new crossing at this location. • Noted, however this is outside the scope of this scheme. • Part of the philosophy of Safe Routes to School is to reduce/remove parking in the vicinity of schools. A park and stride facility is available at St. James's Park. Illegal parking will be monitored and enforced where necessary. • It is acknowledged that additional maintenance to existing footways could be included in this scheme. It is however externally funded through the National Transport Authority (NTA) and Kilkenny County Council (KCC) is constrained, to an extent, in terms of the scope of the scheme. Having regard to the ambitious targets under the Transport Sector of the Climate Action Plan however, the proposals being put forward here are considered to be the key strategic interventions which will allow increased safe walking and cycling to the schools. • Zebra crossing near mini-roundabout will be moved closer to Freshford Road desire line (in conjunction with improvements to visibility). • Design has been altered to improve visibility of this crossing. • Yes.
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008	18/10/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Welcome crossing at Riverside Drive but is Crossing #10 too close to corner – i.e. is the visibility of crossing adequate. • Would welcome the integration of cycle facility along existing raised footpath (going up Bishops Hill). 	<ul style="list-style-type: none"> • Visibility to the proposed crossing is in excess of the minimum as required under the Design Manual for Urban Roads & Streets (DMURS). In addition, as a wide-ramped crossing point, the crossing will serve a secondary self-benefitting function in terms of traffic calming. • Bishops Hill is particularly constrained in terms of width with little or no prospects for land acquisition. Similarly the raised footpath is subject to a number of pinch points which make it unsuitable in terms of a shared pedestrian-cyclist environment. However, the improvements at Troy’s Lane and at the top of Bishop’s Hill will facilitate improved access to the footpath and it is expected that it will continue to function as

			<ul style="list-style-type: none"> • Section along Troy's Gate is too narrow and is dangerous for cyclists. • Existing bollards allow cars to park in between. • Suggestion for additional crossing at Lord Edward Street. • Whilst improvements on the Granges Road / Freshford Road are welcome there are other streets and roads which users need to use to get to the Granges Road / Freshford Road including Troy's Gate, Green's Bridge, Vicar Street, etc... • Observation that KK1 and KK2 bus service should services all 3 schools in this area and that the KK1 drop point on Dean Street may be too far from the new CBS when it opens. 	<p>an informal shared space – particularly for younger and less confident cyclists.</p> <ul style="list-style-type: none"> • This is acknowledged. As with previous point there is very limited available space. For users coming from the Green's Bridge direction, KCC are currently examining alternative routes for cyclists in this area. • Proposed bollards will be at 4m spacings to prevent illegal parking. • This is a valid suggestion. However, the Lord Edward Street mini-roundabout is outside of the scope of the current scheme. • The ambition and intention is to create an improved, safer, joined-up active travel network within Kilkenny City to cater for cycling and walking. Such a network will not be delivered as a single project however, it will be developed as individual components and as such it will always be possible to (very validly) point to elements on the periphery of individual schemes that should be included. • Noted, however this is outside the scope of this scheme.
009	10/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Can provision be made for cyclists turning left from Granges Road onto the Freshford Road? 	<ul style="list-style-type: none"> • This is a valid suggestion. However, current proposals based on budgetary and capacity constraints end at the mini-roundabout on the Freshford Road. It is hoped and expected to continue the Active Travel improvements on the Freshford Road as part of a future schemes. It is advised though that informal access to the existing wide footway will be provided

				from the last crossing on the Granges Road which will allow less confident cyclists the option to continue onto the outbound Freshford Road without having to use the mini-roundabout.
010	13/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • May not have a big impact in terms of modal shift due to the locality of the proposals. • Access to Safe Routes from residential areas outside of Safe Routes. • No Traffic Impact Assessment. • Segregation type not clear. • Bishops Hill is unsafe for cyclists and not addressed in current proposals. • Welcome the overall proposal – but could be regarded as an “initial project and be enhanced by further projects in the future...” 	<ul style="list-style-type: none"> • This scheme forms part of a wider ambition and intention to create an improved, safer, joined-up active travel network within Kilkenny City to cater for cycling and walking. • This is not a development for which a Traffic Impact Assessment is required. • Light segregation with bollards is proposed as part of this scheme. • Bishops Hill is particularly constrained in terms of width with little or no prospects for land acquisition. Similarly the raised footpath adjacent is subject to a number of pinch points which make it unsuitable in terms of a shared pedestrian-cyclist environment. However the improvements at Troy’s Lane and at the top of Bishop’s Hill will facilitate improved access to the footpath and it is expected that it will continue to function as an informal shared space – particularly for younger and less confident cyclists. • This is a fair assessment. Also as noted above re ambition and intention to create an improved, safer, joined-up active travel network within Kilkenny City.
011	13/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Highlights issue with visibility of existing crossing on Granges Road. • Replacment of Lolipop Lady. 	<ul style="list-style-type: none"> • Noted. Existing crossing is to be decommissioned and relocated as shown on drawing no. 4.

				<ul style="list-style-type: none"> • It is not feasible to have lollipop persons at all approaches to all schools. The aim of the Safe Routes to Schools programme is to create a safer environment in the vicinity of schools including the provision of safe controlled crossing points.
012	13/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned about the replacement of a pelican crossing with a zebra crossing on the Freshford Road – in particular the zebra may not be as safe. • Concerned that bollards only shown at Banim Terrance 	<ul style="list-style-type: none"> • Zebra crossings give greater priority to pedestrians over pelican crossings where pedestrians have to wait for a green light. Zebra crossings will be ramped with a 4m flat top which means that vehicles are required to slow down approaching them regardless of whether they are in use or not by a pedestrian. Issues have been noted at pelican crossings with motorists driving through red lights while pedestrians are crossing. Zebra crossings promotes greater observance of other road users which creates a safer crossing environment. Kilkenny County Council has already replaced some pelican crossings with zebra crossings and this has proved successful. • It should be noted that bollard locations are indicative only. Bollards shall be placed at 4m centres – generally – but will be adjusted for access points, visibility, etc...
013	13/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned about the replacement of a pelican crossing with a zebra crossing on the Freshford Road – in particular the zebra may not be as safe. 	<ul style="list-style-type: none"> • Zebra crossings give greater priority to pedestrians over pelican crossings where pedestrians have to wait for a green light. Zebra crossings will be ramped with a 4m flat top which means that vehicles are required to slow down approaching them regardless of whether they are in use or not by a pedestrian. Issues have been noted at pelican crossings with motorists driving through red lights while pedestrians are crossing. Zebra crossings promotes greater observance of

				<p>other road users which creates a safer crossing environment. Kilkenny County Council has already replaced some pelican crossings with zebra crossings and this has proved successful</p>
014	13/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Junction tightening on Dunningstown Road will result in cars having to stop to get around the corner. • Proposed footpath on the Granges Road side of the flower bed could discourage pedestrians from using the proposed crossing on the Dunningstown Road – possible safety issue. • Proposal to remove what is in effect a right / left turn filter lane at junction would create traffic back-up on Dunningstown Road. • The junction (due to its extreme width) is used by buses and large vehicles to turn. Would be concerned if larger vehicles continued to turn at this location post improvement works. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road. • This is not an appropriate location for large vehicles to turn and it will not be designed to facilitate such a manoeuvre.

015	13/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned about the replacement of a pelican crossing with a zebra crossing on the Freshford Road – in particular the zebra may not be as safe. • Concerned that bollards only shown at Banim Terrance 	<ul style="list-style-type: none"> • Zebra crossings give greater priority to pedestrians over pelican crossings where pedestrians have to wait for a green light. Zebra crossings will be ramped with a 4m flat top which means that vehicles are required to slow down approaching them regardless of whether they are in use or not by a pedestrian. Issues have been noted at pelican crossings with motorists driving through red lights while pedestrians are crossing. Zebra crossings promotes greater observance of other road users which creates a safer crossing environment. Kilkenny County Council has already replaced some pelican crossings with zebra crossings and this has proved successful • It should be noted that bollard locations are indicative only. Bollards shall be placed at 4m centres – generally – but will be adjusted for access points, visibility, etc...
016	14/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Proposal to remove what is in effect a right / left turn filter lane at junction would create traffic back-up on Dunningstown Road. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this

				location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.
017	14/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Proposal to remove what is in effect a right / left turn filter lane at junction would create traffic back-up on Dunningstown Road. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.
018	14/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned about the replacement of a pelican crossing with a zebra crossing on the Freshford Road – in particular the zebra may not be as safe. 	<ul style="list-style-type: none"> • Zebra crossings give greater priority to pedestrians over pelican crossings where pedestrians have to wait for a green light. Zebra crossings will be ramped with a 4m flat top which means that vehicles are required to slow down approaching them regardless of whether they are in use or not by a

			<ul style="list-style-type: none"> • Suggest the existing zebra crossing on Granges Road is upgraded to Pelican. • Concerned that bollards only shown at Banim Terrance 	<p>pedestrian. Issues have been noted at pelican crossings with motorists driving through red lights while pedestrians are crossing. Zebra crossings promotes greater observance of other road users which creates a safer crossing environment. Kilkenny County Council has already replaced some pelican crossings with zebra crossings and this has proved successful</p> <ul style="list-style-type: none"> • The existing zebra crossing is poorly sited. It is proposed to move the location and change the type as shown on drawing no. 4. • It should be noted that bollard locations are indicative only. Bollards shall be placed at 4m centres – generally – but will be adjusted for access points, visibility, etc...
019	14/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Proposal to remove what is in effect a right / left turn filter lane at junction would create traffic back-up on Dunningstown Road. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right

				<p>turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.</p>
020	14/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned re Junction Tightening at Dunningstown Road. Will result in longer journey times for vehicles. • Proposals would remove quick / easy access for a range of people. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road. • Noted. In general though urban improvement works when it comes to prioritising road users will give priority to pedestrians,

021	14/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Proposal to remove what is in effect a right / left turn filter lane at junction would create traffic back-up on Dunningstown Road. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.
022	14/11/23	XXXXXXXXXX	<ul style="list-style-type: none"> • Suggestion to incorporate a filter lane (presumed to relate to Dunningstown Road / Granges Road) 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the

				Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.
023	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> Concerned about the replacement of a pelican crossing with a zebra crossing on the Freshford Road – in particular the zebra may not be as safe. Concerned that bollards only shown at Banim Terrance 	<ul style="list-style-type: none"> Zebra crossings give greater priority to pedestrians over pelican crossings where pedestrians have to wait for a green light. Zebra crossings will be ramped with a 4m flat top which means that vehicles are required to slow down approaching them regardless of whether they are in use or not by a pedestrian. Issues have been noted at pelican crossings with motorists driving through red lights while pedestrians are crossing. Zebra crossings promotes greater observance of other road users which creates a safer crossing environment. Kilkenny County Council has already replaced some pelican crossings with zebra crossings and this has proved successful. It should be noted that bollard locations are indicative only. Bollards shall be placed at 4m centres – generally – but will be adjusted for access points, visibility, etc...
024	14/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> Busy HGV Route. 3m width is not appropriate. 	<ul style="list-style-type: none"> The reduction in road width to 3m will facilitate wider and safer cycle lanes. A 6m wide carriageway will also result in reduced traffic speeds including for HGV's which is a particular issue in this area.

			<ul style="list-style-type: none"> • In-lane bus set-down at Loreto will restrict flow of traffic. • HGVs will not be able to traverse the Granges Road at the bend around the Dunningstown Road without crossing the centreline. • Should be more off-carriageway set-down areas. • Provision of R7 Roads Objective as per Development Plan would provide multiple benefits. 	<ul style="list-style-type: none"> • Busses currently set down in the traffic lane at school times. This is infrequent resulting in minimal delays. • Road widening will be provided at sharp bends on Granges Road at Dunningstown Road Junction to facilitate larger vehicles. • It is a policy of Safer Routes to School to limit set down areas near schools to provide a safer school environment. • Noted, however this is outside the scope of this scheme.
025	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Bus set-down area near Ayrfield Housing Development is contrary to condition of P07/075, would be unsafe for cyclists and visually intrusive and unsafe for residents in Ayrfield. • Concerned that junction tightening at Ayrfield will make it difficult to access for vehicles. • Query as to length of Raised Platforms. • Seeking assurance as to no ramps, no light pollution, no noise. • Suggests the cycle lanes should be vertically segregated from the road. 	<ul style="list-style-type: none"> • P07/075 included a request for further information (RFI) (quoted in submission). The response to the RFI which included proposals for bollards to prevent parking on footpaths, was accepted by the Planning Authority at the time. There is no planning constraints with respect to the proposed school bus set down. The proposal is in line with the National Cycle Manual and will not affect the safety of Ayrfield residents. • Junction tightening proposed will not impact capacity or accessibility for vehicles. Some vehicles may need to drive slower at the access that they may currently do which is positive in terms of road safety. • Raised platforms are 10m in lengths. They are a 'gateway' feature to inform road users of the presence of schools and calm traffic speeds. • Crossings are ramped – albeit low-profile ramps to minimise noise and discomfort for users travelling at or below speed limit. Zebra bellisa beacons will be hooded. • Agreed. However, current proposals based on budgetary and capacity constraints include for light-segregation only. KCC

			<ul style="list-style-type: none"> Request for yellow-box road markings at entrance to Ayrfield and at entrance to house 5 & 6. 	<p>are also advancing design works for a full upgrade / full reconstruction of all footways and the provision of segregated cycling facilities all in full compliance with current Cycle Manual and DMURS. This scheme will be advance in the medium term subject to funding.</p> <ul style="list-style-type: none"> A yellow box junction is not appropriate for individual dwellings such as 5 & 6. On completion of the scheme the Ayrfield access will be monitored to see if a yellow box junction is warranted.
026	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> Concerned about junction tightening at Dunningstown Road. Suggest the junction should be widened as is not safe for agricultural traffic. Suggests a mini-roundabout at Granges Road / Dunningstown Road. 	<ul style="list-style-type: none"> The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road. A roundabout at this location would have to be designed in accordance with current guidance – including the National

			<ul style="list-style-type: none"> • Notes the lack of the Northern Ring Road. 	<p>Cycle Manual. A mini shared roundabout with cyclists in lane would not be suitable due to traffic volumes. A segregated roundabout would therefore be required. This would necessitate land acquisition and could not be accommodated within existing budgetary constraints. Furthermore a roundabout at this location could in fact deliver unintended consequences with a possible increase in traffic on the Dunningstown Road. Traffic modelling would need to be undertaken to determine the exact extent.</p> <ul style="list-style-type: none"> • Noted, however this is outside the scope of this scheme.
027	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Notes varying cycle lane width stating a consistent 2m width is essential – particularly for novice and elderly cyclists. • Notes the requirement for a protective wall to segregate the cycle track. • Suggests the use of Service Road on the permit of the adjoining dog track for a cycle facility. • Suggests a single bi-direction cycle facility might offer additional benefits over 2 single directions. 	<ul style="list-style-type: none"> • Agree. However, it is noted that this scheme is externally funded through the National Transport Authority (NTA) and Kilkenny County Council (KCC) is constrained, to an extent, in terms of the scope of the scheme. Having regard to the ambitious targets under the Transport Sector of the Climate Action Plan however, the proposals being put forward here are considered to be the key strategic interventions which will allow increased safe walking and cycling to the schools. The current proposals based on budgetary and capacity constraints include generally for improvements within existing kerb lines. Segregation will be 'light segregation' with bollards. KCC are also advancing design works for a full upgrade / full reconstruction of all footways and the provision of consistent and segregated cycling facilities all in full compliance with current Cycle Manual and DMURS. The final proposals emerging from that design will be based on various considerations including b-directional versus single. This scheme will be advanced in the medium term subject to funding.

028	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Proposal to remove what is in effect a right / left turn filter lane at junction would create traffic back-up on Dunningstown Road. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.
029	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Proposal to remove what is in effect a right / left turn filter lane at junction would create traffic back-up on Dunningstown Road. 	<ul style="list-style-type: none"> • The intention of the proposed works at the Dunningstown Road Junction is to tighten the junction. The current layout requires a pedestrian to walk approximately 45m across the mouth of the junction which can take in excess of 30 seconds for a healthy adult. Taken in tandem with the current junction geometry which facilitates turning off the Granges Road with little or no speed reduction, the junction is particularly unsafe for vulnerable road users. It is acknowledged however that the current layout does facilitate left / right turn filters from the Dunningstown Road. In the

				<p>absence of a current alternative for traffic coming from the Dunningstown Road, it is also acknowledged that a right turning vehicle could lead to traffic back up on the Dunningstown Road. It is proposed to alter the design at this location without significantly compromising vulnerable road users. A filter lane will be provided for on the Dunningstown Road.</p>
030	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned about changing pelican crossing on Freshford Road to Zebra Crossing. • Suggests ramps to reduce speed. <ul style="list-style-type: none"> • Agrees with other submission re extending loop of KK1 bus route. 	<ul style="list-style-type: none"> • Zebra crossings give greater priority to pedestrians over pelican crossings where pedestrians have to wait for a green light. Zebra crossings will be ramped with a 4m flat top which means that vehicles are required to slow down approaching them regardless of whether they are in use or not by a pedestrian. Issues have been noted at pelican crossings with motorists driving through red lights while pedestrians are crossing. Zebra crossings promotes greater observance of other road users which creates a safer crossing environment. Kilkenny County Council has already replaced some pelican crossings with zebra crossings and this has proved successful. • Noted, however this is outside the scope of this scheme.
031	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Too many crossing points. 	<ul style="list-style-type: none"> • The scheme is approximately 1.7km in length and will in total have 13 crossing points across 3 separate roads. This is not considered excessive in a high pedestrian usage area. For comparison purposes, High Street to Irishtown which is

			<ul style="list-style-type: none"> • Concerned that crossings are ramped – in terms of noise. • Need lighting for crossings. • Concerned re impact on emergency services. • Suggests the provision of park and stride locations. 	<p>approximately 650m in length has 8 controlled crossing points.</p> <ul style="list-style-type: none"> • Crossings have low-profile ramps to minimise noise and discomfort for users travelling at or below speed limit. • The lighting in this area is programmed to be upgraded to LED in the near future which will improve the lighting provision. Where lighting is still considered lacking at a zebra crossing then the provision of additional lighting will be considered. • It should be noted that urban streets are not designed for high-speed emergency-services-access. Emergency Services' Drivers have specialised training to ensure they can safely navigate the particular urban environment in which they may be operating in a time-efficient manner. • Proposed works will facilitate better use of parking at James's Park and St. Canice's Carpark as park and stride locations.
032	15/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Notes the difficulties with road sweeping and maintenance issues with bollard-segregated cycle lanes. • Concerned about bus set-down near Loreto – replaces an existing pedestrian crossing and will block cycle lane. • Concerned about possible safety issue with crossing through bus-bay. 	<ul style="list-style-type: none"> • The procurement of a new sweeper that can access cycle lanes is currently being considered. • School bus set down location does not replace an existing pedestrian crossing. It does use the same road space as the north-bound cycle lane and give the space constraints the only option, as per current Cycle Manual, is the layout shown where a cycle must yield to a school bus using the facility. • Noted. The crossing through the bus bay is ramped and must be kept clear by the small number of buses using the bay. The length of the bay is extended to mitigate. The design may be

			<ul style="list-style-type: none"> • Concerned re locations of bollards – potentially blocking entrances and visibility. • Suggestion of ‘library’ of surface treatments, materials, surfaces, bollards, etc, for use in City for consistency purposes. • Scheme welcome in terms of recent Department Announcement regarding changes to speed limits. 	<p>revised slightly at this location subject to landowner agreement.</p> <ul style="list-style-type: none"> • It should be noted that bollard locations are indicative only. Bollards shall be placed at 4m centres – generally – but will be adjusted for access points, visibility, etc... • Noted. Probably a more general point rather than specific to this scheme. Having an agreed library of materials would have pros and cons but will be further considered. • Noted.
033	20/11/2023	XXXXXXXXXX	<ul style="list-style-type: none"> • Concerned about changing pelican crossing on to Zebra Crossing. 	<ul style="list-style-type: none"> • Zebra crossings give greater priority to pedestrians over pelican crossings where pedestrians have to wait for a green light. Zebra crossings will be ramped with a 4m flat top which means that vehicles are required to slow down approaching them regardless of whether they are in use or not by a pedestrian. Issues have been noted at pelican crossings with motorists driving through red lights while pedestrians are crossing. Zebra crossings promotes greater observance of other road users which creates a safer crossing environment. Kilkenny County Council has already replaced some pelican crossings with zebra crossings and this has proved successful.