18127-01-002

Proposed Residential Development at Parcnagowan, Kilkenny.

Traffic Statement

for

Kilkenny County Council

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ROADPLAN CONSULTING

7, Ormonde Road
Kilkenny.
R95 N4FE

Tel: 056 7795800
info@roadplan.ie

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1 Introduction

Roadplan Consulting was requested by Kilkenny County Council to provide a Traffic Statement on the proposed residential development at Parcnagowan, Kilkenny. This statement has been complied in accordance with the guidance provided in the Transportation Infrastructure Ireland (TII) document "*Traffic and Transport Assessment Guidelines - 2014*" (TTA Guidelines).

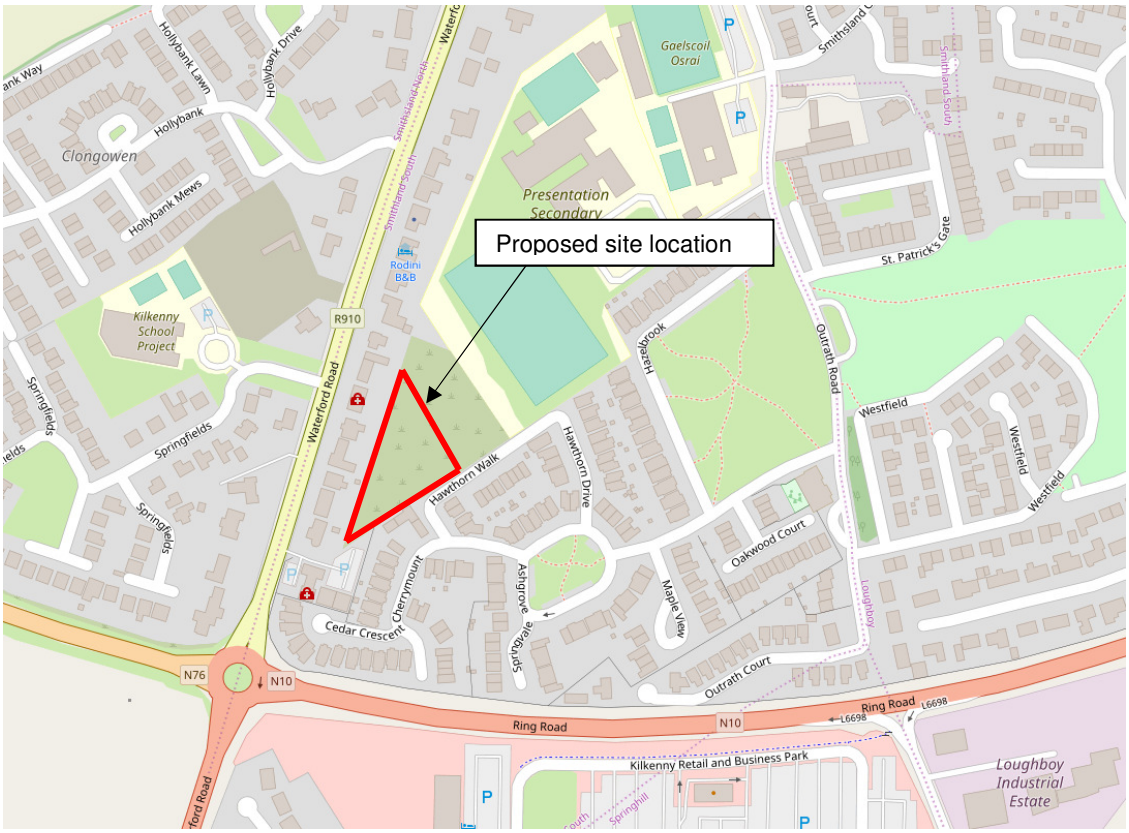

Fig 1.1 Site Location

2 Proposed Development

The existing site is undeveloped at present. It is however zoned for Phase 1 Residential development in the *Kilkenny County Development Plan 2014 – 2020.*

The proposed development is a cluster of 6 houses within Parcnagowan housing estate. Access to the development will be via Hawthorn Walk.

3 Existing Road Network

Access to Parcnagowan housing estate is via Outrath Road. Outrath road is a single carriageway road that is approximately 7m wide. It has a footpath on

both sides of the carriageway and there are a number of speed ramps located along Outrath Road. Street lighting is provided along Outrath Road. Outrath road is governed by a 50kph speed limit.

Within Parcnagowan housing estate the spine road is approximately 6.5m wide. Footpaths are provided within Parcnagowan housing estate to cater for pedestrian movement. Street lighting is provided with the housing estate.

4 Existing and Proposed Traffic Conditions

Access to Parcnagowan housing estate is via Outrath Road. In 2017 a 12-hour traffic count was carried out along Outrath Road by Roadplan Consulting as part of a planning application for a medical centre (Planning Number 17/586). The traffic flows travelling along Outrath road during the AM and PM peak hours were abstracted from the surveyed data.

It should be noted that the traffic counts have been factored up using the TII National Traffic Model growth factors in order to determine the traffic flows for 2019. The zone in which the site is located is numbered 6262 in the TII National Traffic Model. The growth factor for 2019 is 2.03%.

The above percentage has been used to predict the increase in background traffic flows from 2017 to 2019. The traffic flows during the AM and PM peak hours are shown in the following tables.

2019 AM Peak Flows (08:15 - 09:15)

From / To	Outrath Rd (North)	Outrath Rd (South)	**Total**
Outrath Rd (North)	0	503	**503**
Outrath Rd (South)	572	0	**572**
Total	**572**	**503**	**1075**

2019 PM Peak Flows (17:00 - 18:00)

From / To	Outrath Rd (North)	Outrath Rd (South)	**Total**
Outrath Rd (North)	0	234	**234**
Outrath Rd (South)	149	0	**149**
Total	**149**	**234**	**383**

The planning application is for a small number of houses, 6 in total, which would generate a small amount of additional traffic on the road network. The

TRICS database has been used to predict the trip generations to and from the proposed development for the AM and PM peak periods and the category residential has been interrogated to determine trip generation rates:

Trip rates per dwelling

	Trip rate to development	Trip rate from development
AM Peak	0.190	0.351
PM Peak	0.419	0.306

For the proposed housing development of 6 units, this would give the following trips to and from the development onto the existing Outrath Road:

Trip Generation – 6 Dwellings

	Trips to development	Trips from development
AM Peak	1	2
PM Peak	3	2

The total number of trips generated by the proposed development during the AM peak period is 3 trips and during the PM peak period is 5 trips. In comparison with the existing flows on the Outrath Road, the development flows will increase the background flows on the existing Outrath Road by 0.3% in the AM peak and by 1.3% in the PM peak. It is considered therefore that the additional trips generated by the proposed development will have minimal impact on the local road network.

Full details of the TRICS information used are provided in Appendix A – TRICS Information.

5 Pedestrian Connectivity

Footpath connectivity is shown to be provide within the proposed development and connecting to existing footpaths within Parcnagowan housing estate. The construction of 6 residential units will result in additional pedestrian movement within Parcnagowan housing estate. Pedestrian facilities provided within the existing housing estate are generally good. However, at the existing Ashgrove one-way circulating system there are a number of pedestrian safety issues that need to be addressed which are outlined below:

- The existing footpath which provides linkage across the green terminates adjacent to a parking space. When a vehicle is parked in

this space pedestrians are forced to step out onto the grass in order to access the adjacent footpath. It is recommended that the footpath is realigned so pedestrians do not need to step out onto the grass.

- The inter visibility of a vehicles and a pedestrian crossing the existing footpath shown in the photo below may be obstructed by the existing vegetation. It is recommended that the vegetation be cut back / removed in order to provide adequate inter visibility at the crossing point.

6 Conclusions

The main conclusions from this traffic report are as follows:

- Traffic counts show that the existing traffic volumes along Outrath Road are significantly higher in the AM peak compared to the PM peak.
- The number of trips that will arise from the development during the AM and PM peak periods is small.

- The proposed development will increase the existing flows on Outrath road by 0.3% in the AM peak and by 1.3% in the PM peak.
- The additional trips generated by the proposed development will a minimal impact on the operational performance of the local road network.
- The existing pedestrian facilities at the existing Ashgrove one-way circulating system should be upgrade as outlined above.

Overall, it is considered that the proposed residential development can be catered for by the existing road network.

APPENDICES

APPENDIX A – TRICS INFORMATION