



# FAQ

## FREQUENTLY ASKED QUESTIONS

### How will this plan be implemented?

The implementation of this plan will be led by Kilkenny County Council, supported by many stakeholders. Many aspects of the plan will require additional planning processes and therefore there will be different timeframes for delivery, depending on processes and constraints. The final version of the plan will outline the measures that can be delivered in the short, medium and longer terms. Some aspects have been progressed on an ongoing basis, such as planning for the park and strides, the cycle network and piloting the bike share scheme. The 10-minute city and four neighbourhood concept has underpinned the planning of Kilkenny city and will contribute to reducing the overall travel demand by having essential services accessible within 10 minutes of where people live, by walking, wheeling, cycling or public transport.

### When will this plan be implemented?

This plan will be implemented over a phased basis from 2024. The final version of the plan will outline the measures that can be delivered in the short, medium and longer terms, identifying dependencies and priority actions.

### How does this support businesses & their needs?

A Sustainable Urban Mobility Plan will reduce the reliance on private cars and provide sustainable options for people to travel to, from and within Kilkenny. This will lead to reduced carbon emissions, improved air quality, reduced noise pollution and a cleaner city, making Kilkenny a more attractive place to live, work and visit. Less space dedicated for cars, allows for more efficient use of public realm, such as additional green spaces, meeting spaces, play spaces, restoration of biodiversity and healthier streets. These all contribute to making Kilkenny a more attractive place for city dwellers, workers and visitors. More residents, workers and visitors contribute to the economic vibrancy of Kilkenny City.

A SUMP can improve the accessibility of businesses by providing better transport options for employees and customers. This can include improved public transport, cycling and walking infrastructure, and car sharing schemes.

A SUMP can also support businesses by providing them, their customers and their employees with more efficient, cost-effective, and sustainable transport options, which can help them to improve their productivity, reduce costs.





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### **How will older people who need to park within a few metres of a business be catered for?**

The SUMP will fully consider the needs of older adults and people with mobility issues. The importance of accessible and at grade parking is understood. A reduction in traffic volumes and speeds will greatly enhance the safety of all vulnerable road users and will provide a more navigable city for all users.

**Disabled parking bays:** The city centre will have designated disabled parking bays where older people with disabilities can park close to the businesses they need to visit. These parking spaces will be clearly marked and easily accessible.

**Parking permits:** Local authorities can issue parking permits to older people who need to park near businesses or services. These permits can be issued based on need and should be clearly displayed in the vehicle.

Many pedestrianised cities offer options such as electric shuttle services and bus services in pedestrianised areas.

### **Are there plans to finish the Ring Road?**

The completion of the Ring Road is in the Development Plan. The Council is actively seeking funding from the Castlecomer to Freshford Rd. This is a pre planning stage, is dependent on approval and as of yet there is no timeframe confirmed.

### **What is a pricing management strategy / a strategic parking pricing strategy?**

Pricing is a big driver of car parking and car journeys. The implementation of a proper pricing structure can ensure that there is available parking where it is needed, such as at services and retail areas. People who need to park all day can be encouraged to park in appropriate areas, such as park and strides/ park and at car parks on the outskirts of the city.

### **In terms of a logistics hub for deliveries - how would businesses get the products from the hub? Would they need to invest in cargo bikes, vans/trucks themselves?**

Logistics hubs are being developed on the outskirts of cities to streamline the movement of goods and reduce transportation costs, while improving efficiency and delivery times. By consolidating the storage and distribution of goods in one central location, logistics hubs can help reduce the number of trucks and other vehicles on the road, which can ultimately reduce traffic congestion and emissions. The goods are then moved in the city by smaller vehicles. There may be opportunities to explore the provision of a logistics hub under the Sustainable Urban Mobility Plan.





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### Next steps:

- The measures will be further refined based on the feedback from this public consultation.
- A report summarising the feedback from this consultation will be uploaded online along with the second iteration of the measures.
- During the summer the council will continue to have workshops with stakeholders to create a plan for collaborative implementation of the measures. The participants will be those who can potentially support implementation of the measures.
- During this time transport consultants will be modelling the Options for city centre traffic management (presented under objective 1).
- NB. It is important to note the objectives & measures may change slightly during the summer based on discussions around implementation. The SUMP content will be ever evolving based on continuous engagement until the final plan is produced at the end of the year.
- If all goes to schedule we will consult the public again toward the end of the year with the final plan

