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# Piltown-Fiddown Mobility Management Plan 2022 – 2027

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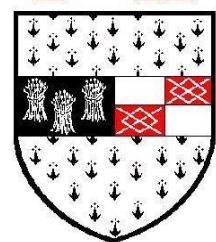
## Kilkenny County Council



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Tionscadal Éireann  
Project Ireland  
**2040**



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# 1. Introduction

## 1.1. GENERAL

Kilkenny County Council have appointed Roadplan Consulting to prepare a Mobility Management Study for Piltown and Fiddown in South Kilkenny to capture measures to *“improve connectivity and support a better balance between vehicular traffic and more sustainable modes such as walking, cycling and public transport”*.

This study therefore comprises a review of the transportation network in and around the two settlements and an assessment of the associated travel demands, with the objective of suggesting potential transport management improvements needed to cope with the expansion of the villages and to encourage the shift to healthier and more sustainable modes of travel.

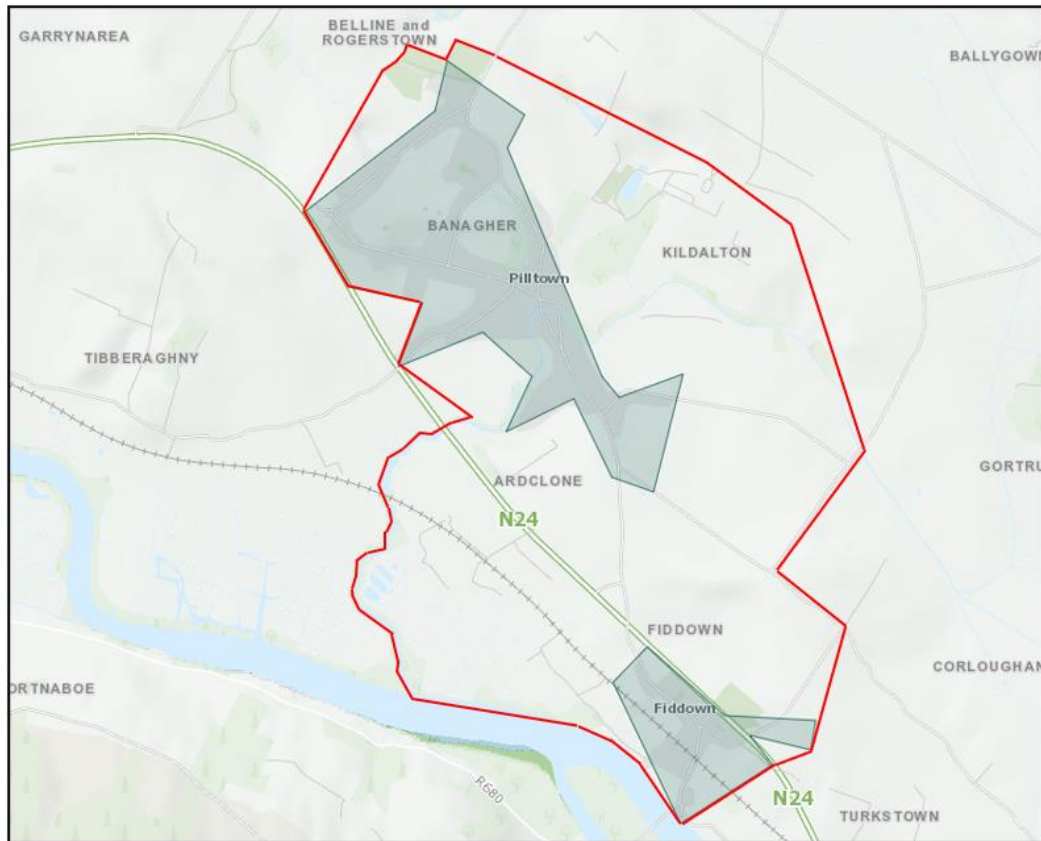
The Study suggests actions that could be taken to secure the optimal and sustainable movement of people, goods and vehicles and provides a set of mobility management recommendations in line with the below hierarchy:

- 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.

The suggestions provided in this Study are intended to inform responses to transport needs in Piltown-Fiddown. These suggestions do not define rules that must be compiled with when administrative consent of projects is being granted. They are non-binding and advisory and do not comprise public policy.

## 1.2. STUDY AREA

The study area of this Piltown-Fiddown Mobility Management Study includes the area enclosed by the development boundaries of the Piltown and Fiddown Local Area Plans (LAP), both issued in 2011, as well as their environs as indicated by the outer boundary in Figure 1.1. This includes the Pil River, Kildalton College, Piltown AFC, and the section of R698 connecting the two villages.



**Figure 1-1 – Piltown and Fiddown Study Area and Settlement Boundaries**

### 1.3. CONTEXT

Piltown and Fiddown are settlements with populations of approximately 1220 and 369 persons respectively, living within the areas as shown on Figure 1.1 (source cso.ie: Settlement Populations from Census 2016). The two settlements are closely linked, with Piltown being located approx. 2.1km northwest of Fiddown along the R698 which includes a roadside footpath along this length. The amenities that are present in Piltown, and to a lesser extent in Fiddown, see use from both villages, meaning that any study of mobility must consider one when considering the other. Hence, this Mobility Management Study will cover both villages.

Both villages are situated in close proximity to the N24 National Primary Route, the “Piltown-Fiddown bypass”, which links Waterford City to Limerick Via Carrick-On-Suir. The Piltown settlement is located approx. 34km South of Kilkenny City, 18km North-West from Waterford City and approx. 6km east of Carrick-on-Suir. Similarly, the Fiddown settlement is located approx. 36km South of Kilkenny City, 16km North-West from Waterford City and approx. 7km east of Carrick-on-Suir. These locations are shown in Figure 1.2.

Piltown and Fiddown are located in the valley of the river Suir in the southwest of County Kilkenny which is surrounded by upland areas including Slievenamon Mountain to the northwest, an outlier of Slievenamon to the north, and the Comeragh Mountains to the Southwest. Piltown village is located on a tributary of the river Suir, the River Pil, which runs through the centre of the town. Fiddown village is located to the north of a bridge across the river Suir, which is an important crossing route to County Waterford via the R698/R680 Junction.

Piltown village today covers an area of about 1.327 km<sup>2</sup> / 133 hectares (the area contained within the Piltown Settlement boundary shown in Figure 1.1) while Fiddown village covers an area of about 0.337 km<sup>2</sup> / 34 hectares (the area contained within the Fiddown Settlement boundary shown in Figure 1.1).



**Figure 1-2 - Location within County Kilkenny**

The populations of Piltown and Fiddown have been continually increasing since their 1966 and 1971 Censuses respectively. This is evident from the construction of new residential units in both villages over time. The continuous population growth of the two villages has exacerbated the connectivity issues within and between the villages, and an updated transport network focusing on pedestrian and cyclist travel is required.



**Figure 1-3 - Piltown and Fiddown Villages, 2022**



**Figure 1-4** - First edition Ordnance Survey Maps of Piltown and Fiddown, c.1840

The development of Piltown is historically linked to the development of Kildalton College (historically the Bessborough Estate), and the establishment of the village as a transport hub using Anthony's Inn as a staging post for stagecoaches, and the river Pil (which Bisects the Town) to transport goods downriver on Barges.

Development of the village has been in stages over time, with the initial centre focusing along the Main Street, pre-1940's, before spreading outwards. Post-2000, higher density development occurred along the Main Street and Tybroughny Road.

Fiddown was originally a monastery at what was at the time a river crossing, and development was initiated from this function and location. In time the village became a strategic location on the river Suir whose transport links, primarily the bridge across the Suir and subsequently the railway station, ensured Fiddown's continuous development. The railway station is no longer in use and has been repurposed for accommodation.



**Figure 1-5:** Hatchet's Well in Piltown

Historically the core of Fiddown lay to the south of the village along the river, comprising Fiddown House, the Church and graveyard, the toll house and bridge and the site of the Castle, now an amenity area. There is now an oil storage facility located on the banks of the River Suir, run by Morris Oil company. The core then moved further inland and became centred around the junction of the Rathmore Road and the former N24 where dwellings grouped around Meade's Toll Bridge Tavern, Fiddown's only licensed premises, Royal Irish Constabulary Barracks, and the Railway station. Since the 1990's, development extended northwest and east, with the core now comprising that part of the R698 between Meade's Tavern and the service station.

#### **1.4. TEMPORAL RELEVANCE OF THE STUDY**

The Study reflects current conditions in Piltown and Fiddown, in terms of land use and demand for travel, and it also reflects the conditions predicted to exist over the coming five year period. However, those conditions are very much influenced by external factors such as the state of the national economy, public health travel restrictions, the cost of travel etc., and is therefore a high level of uncertainty attaching to long-term predictions.

For example, connected autonomous electric vehicles are predicted to cause significant changes in how personal travel is undertaken in the coming decades, and the infrastructure needed to support such future travel may be quite different to that required today. For such reasons, it is considered that the study will be most relevant over the following five years.

Many of the suggested measures stated to be long-term are unlikely to be completed during the currency of the Study; however, the land required for their implementation could be retained free from development that could compromise future implementation of the measure, and the continuing relevance of the proposed measure should be re-assessed during the preparation of the next mobility management study for Piltown-Fiddown. It is further intended that the findings of the current mobility management plan for Piltown-Fiddown be considered as part of the forthcoming masterplan for Piltown.

#### **1.5. STUDY METHODOLOGY**

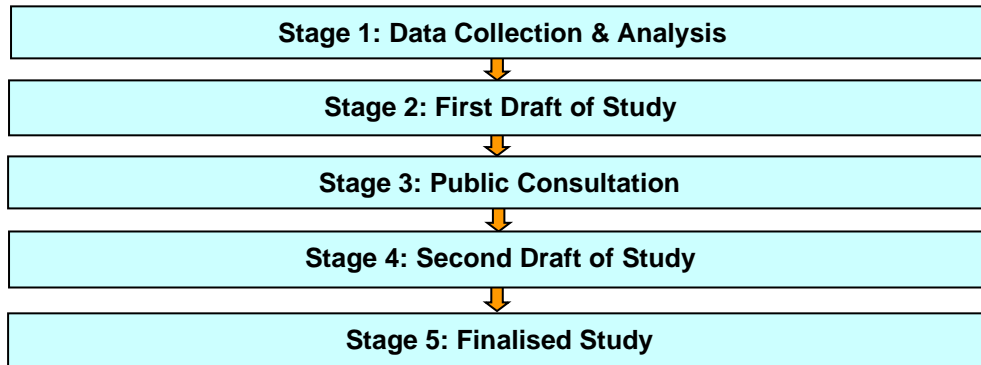
The key steps in building an evidence-based approach to development of this Study were as follows:

- Data gathering:
  - Consultation with key stakeholders (e.g. local authority representatives, community groups, schools etc).
  - Identification of existing transport conditions.
  - Framing of the policy context for the study.
- Identification of suggestions:
  - Outlining a set of measures and predicted outcomes.



Stakeholder engagement was a vital component of the compilation of this Study. Those who live, work and do business in the area have a keen understanding of current traffic and transportation issues, and it was necessary for that knowledge to be reflected in the Study. In addition, the suggestions identified by the Study would, if progressed, have the potential to impact upon the urban environment and on the daily lives of the local population and it is therefore important that the public is made aware of the reasons for the Study's suggestions.

The staging and sequencing of the Study methodology is outlined in Figure 1.6. The current report is the Stage 2 deliverable.



**Figure 1-6 - Methodology**

A functioning transport system consists of:

- Transport modes (i.e., foot, cycle, bus, rail, motor vehicle etc).
- Infrastructure provided for each mode (i.e., Footway, cycleways, bus-stops, streets etc.).
- Users (i.e., pedestrians, cyclists, passenger, drivers etc.).
- Regulations (i.e., signs, road markings, traffic signals etc) – the rules governing the use of the infrastructure by users of the various transport modes.

In that general context, and through the implementation of the methodology outlined above, the following transportation aspects emerged as being of relevance to Piltown and Fiddown, and have therefore been considered in this Study:

- Pedestrian and cycle facilities.
- Public transport.
- School traffic.
- Village centre traffic management.
- Street and public realm enhancements.
- Car parking.

## 1.6. STRUCTURE OF REPORT

This mobility management study is set out as follows:

- Chapter 2 - Provides an overview of existing transport facilities in the settlements.
- Chapter 3 - Outlines policies and plans applicable to study areas.
- Chapter 4 - Provides a summary of the data collected as part of this Study.
- Chapter 5 - Provides a summary of the issues highlighted by public consultation.
- Chapter 6 - Describes the suggested transport management improvements.
- Chapter 7 - Provides an overview of proposed next steps.

## 2. Transportation Characteristics of the Study Area

### 2.1. OVERVIEW

In general, the qualities of a transport system that would be desirable for villages such as Piltown and Fiddown are as follows:

- The absence of congestion and queues.
- Sustainable travel (i.e., walking, cycling and public transport) as the main travel mode.
- Consistent and reliable urban travel speeds.
- Sufficient bike parking, car parking, accessible parking, public transport stops and goods loading areas.
- A high level of transport safety; a low level of collision occurrence and low level of collision severity.
- A public realm of high quality; well-connected streetscapes providing enjoyment to all users.

In parallel with this, urban design is the process of shaping the public realm for life in our towns. One of the key issues to address is how the public realm works together with the built form and transportation infrastructure.

Some simple standard design measures that can achieve an appealing public realm are:

- Wide, even footpaths with public seating on the sunnier side of the street.
- Well-designed pedestrian crossing points where pedestrian priority is clear by design.
- Removal or undergrounding, as appropriate, of unsightly utilities.
- Simple clear signage.
- Increased permeability for pedestrians and cyclists.
- Increased accessibility to specific points of interest.

The intention is to create a comfortable and stimulating public realm that encourages social interaction through detailed attention to the structure of space and the elements it contains.

A prerequisite is the removal of through traffic. Traffic, particularly heavy vehicles make public spaces unusable by pedestrians and cyclists. Traffic needs street space to flow and the space it requires increases with congestion; heavy vehicles require additional space to manoeuvre and turn. This street space is therefore not available to those who would wish to use it to walk, cycle, shop or socialise in the village. High levels of motor traffic are unpleasant and potentially unsafe; a low level of motor traffic is generally acceptable and can assist with passive surveillance. Reduction in traffic is required to create a comfortable and stimulating public realm that encourages social interaction.

Piltown and Fiddown are located approximately 34km and 36km south of Kilkenny respectively. The two settlements are situated just off the National Primary Route linking Waterford City to Limerick via Carrick-on-Suir (the N24). The regional road R698 runs through Piltown and Fiddown, linking both villages to each other, Piltown to Callan via Owing, and Fiddown to Carrick-on-Suir and Waterford City via the R698/R680 junction just south of Fiddown village.

The settlement of Piltown is spread over a relatively large area considering its population, with areas of moderate development density separated by greenfield areas. This results in the key destinations and services being similarly spread across relatively large distances. Also, a range of local businesses in addition to the presence of Kildalton College generate a relatively high level of traffic and high percentage of HGV's. These factors combine to create an environment which is not naturally compatible with, or encouraging of, non-vehicular travel.

Settlement in Fiddown is more uniform in density than Piltown, however the absence of many services necessitates travel to Piltown which introduces a sense of severance in the village.

The historic road width and layout is an issue in places throughout Piltown in terms of how potential modifications are constrained. This issue is less prevalent in Fiddown, largely due to the scale of the village. The connection between the two villages, and the surrounding rural areas,

are not served well with regard to cycle facilities, and pedestrian facilities require further development in areas. In general, however, there is good potential for improvement of transport services and connections within the villages.

## 2.2. ROADS INFRASTRUCTURE

The R698 regional road is the main road running through Piltown and Fiddown. It runs in a north-south direction and, along with the nearby N24 national road which bypasses the villages, links Piltown and Fiddown with other neighbouring towns and villages. The R698 links Piltown and Fiddown with Callan to the north and with the R698/R680 intersection to the south. The R698/R680 intersection connects with Carrick-On-Suir to the west and Kilmeadan, Waterford city east and the N25 to the east. These road corridors are key assets for the settlements of Piltown and Fiddown and the greater area.

Together with the R698, three local roads, all forming junctions with the R698, make up Piltown's main streets and access to amenities and residential districts: the L4222 (Main Street), the L5125 (New Road / Hillcrest Avenue) and the L1039 (Tower Road). Other local roads that extend from the R698 and/or central village zone to peripheral areas and which lead to residential clusters and farming/commercial enterprises include the L5126 (Tybroughney Road), the L5130 (Iverk Produce Access), the L5131 (Kildalton Close) and the L1045.

Fiddown has a central junction in the village, one arm being the continuation of the R698 and the other, L3440 (Rathmore road), providing local residential and amenity access, as well as to the local link roads.

Despite the presence of the N24 national primary route bypassing both Piltown and Fiddown, traffic numbers on the R698 and on the L4222 (Piltown Main Street), and percentages of HGV's, are relatively high.

The location of the settlements and their connecting road networks are shown in Figure 2.1.

All junctions in both villages are priority junctions. There are four signalised crossings in Piltown however there are no controlled crossings in Fiddown. Refer to section 2.4 for details of the crossings.

A number of types of speed bumps are present in Piltown, on the L5125 (New Road / Hillcrest Avenue), L1039 (Tower Road) and along the stretch of the R698 from its junctions with the L4222 (Main Street) and L1039 (Tower Road).

Speed feedback signage is present at 5 No. locations, including:

- Fiddown
  - just north of church and Strand Road junction facing northbound traffic
  - just north of Merry's Garage facing southbound traffic
- Fiddown-Piltown road between R698 junctions with L5131 (Kildalton Close) and L1045, facing northbound traffic
- Piltown:
  - just south of Piltown coaches on L4222 (Main Street) road facing southbound traffic
  - at R698/ L1039 (Tower Road) junction facing southbound traffic on R698

There are illuminated school ahead warning signs on both approaches to Piltown National School.

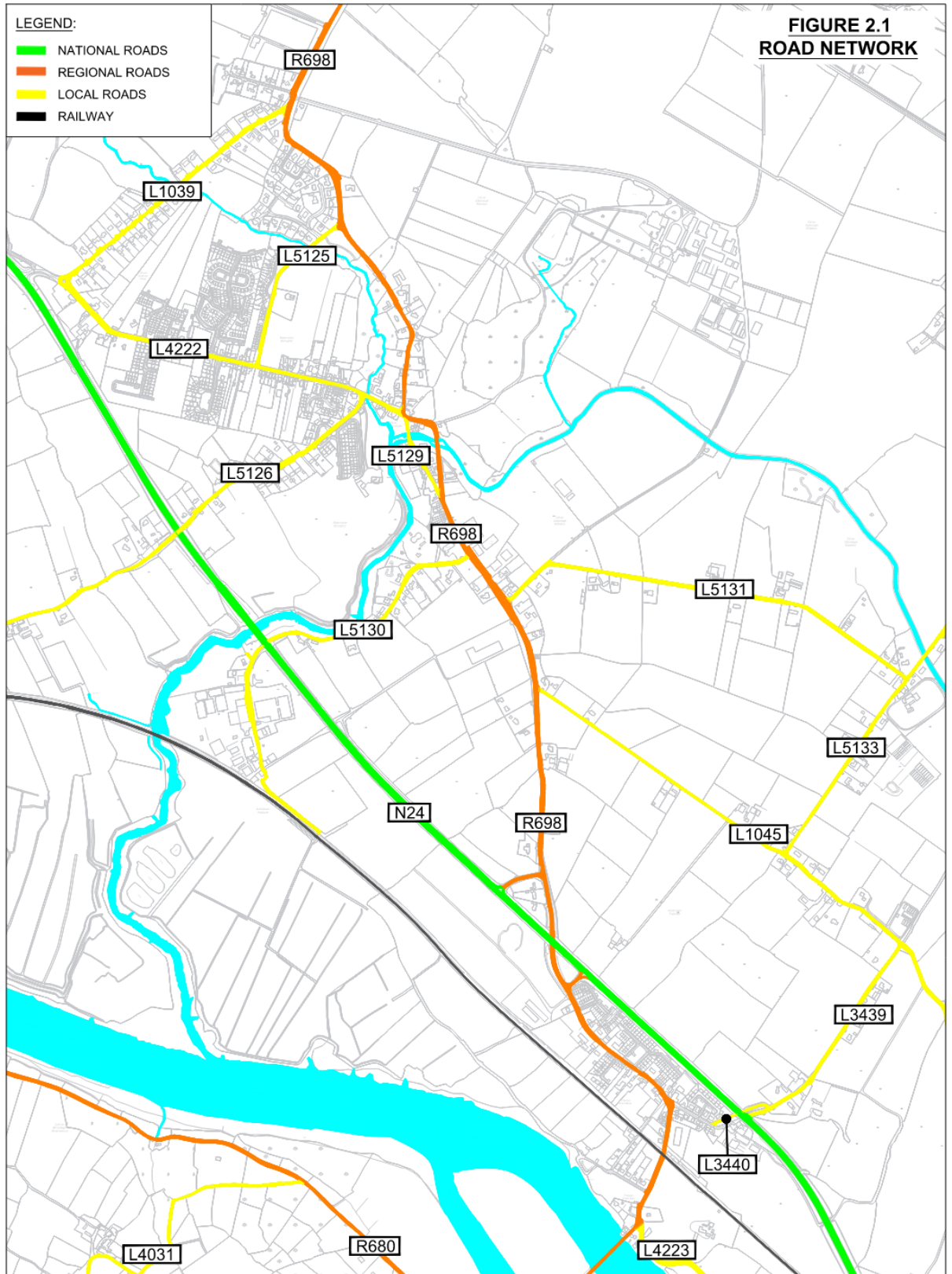


Figure 2-1 - Piltown / Fiddown Road Network

### 2.3. VILLAGE CENTRES

Figure 2.2 shows the street network in addition to key amenities and locations in Piltown and Fiddown villages.

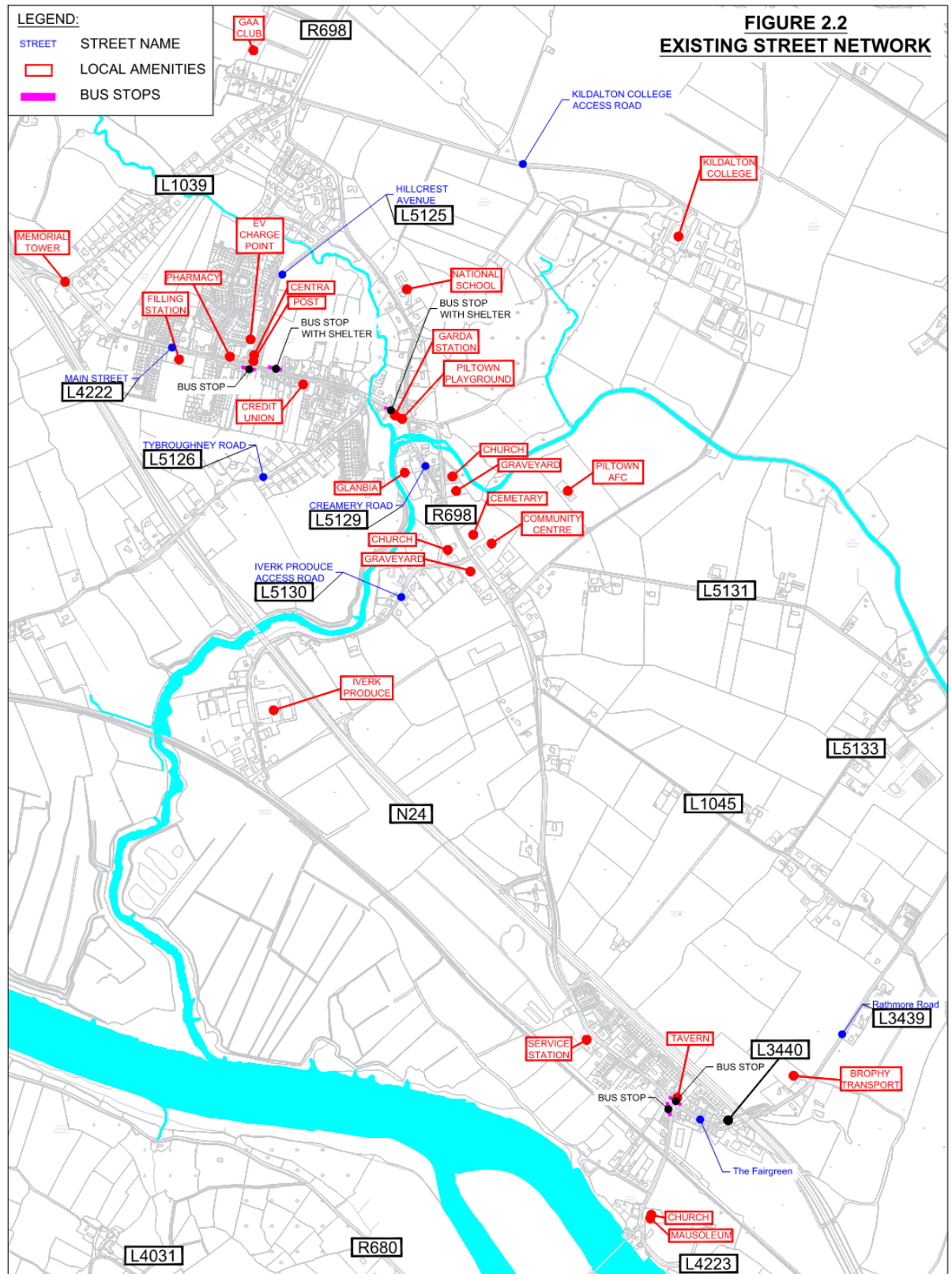


Figure 2-2 – Existing Street Network

**Piltown:**

- Piltown is a linear development with the centre being spread along the L4222 (Main Street), extending from just before the petrol station as far as Anthony's Inn. Another smaller hub can be observed in the vicinity of the parish community centre, church and graveyard.
- In addition to the main street, development in Piltown extends along the local and regional roads which intersect with the L4222 (Main Street). Those with the most substantial development are the regional road R698, and the local roads the L4222 (Main Street), L5125 (New Road / Hillcrest Avenue), and L1039 (Tower Road).
- On the northern side of Piltown, just inside the 50/80km/h speed limit change signs, Piltown GAA club, the Iverk Showgrounds and the main entrance to Kildalton College are all located directly off the R698.
- Piltown AFC and a further access to Kildalton College are located on a privately owned road south of Piltown which is accessed from the R698 and L5131.
- Pedestrian crossings exist at various locations around the village and the majority are uncontrolled crossings (see section 2.4 for details of existing crossings).
- The speed limit within the core village area and between Piltown and Fiddown is 50km/h. There is a 30km/h zone along the R698 on either side of Piltown National School, ending just before the junction with the L5125 (New Road / Hillcrest Avenue). This 30km/h zone is a special speed limit zone, where this limit only applies when 30km/h is illuminated on the special speed limit sign. 60km/h zones are located on the northern R698 approach to the village and on the southern approach to the village on the L5126 (Tybroughney Road). The rural speed limit of 80km/h applies on regional and local roads outside these areas. The speed limit transitions from 50 km/h to 100km/h at the access and egress roads onto the N24. Figure 2.3 shows the locations of the existing speed limit changeovers in Piltown.
- The junction between the L4222 (Main Street) and L5125 (New Road / Hillcrest Avenue) at Centra is the busiest in the village with reported issues with informal parking and underuse of the car park at Centra.

**Fiddown:**

- Fiddown is also a linear development, though is much smaller in scale than Piltown. The centre is spread along the main street, the R698, which runs through the village and development is generally spread along this street and along that part of the L3440 (Rathmore Road) that extends between the N24 overpass and the R698.
- The L3440 (Rathmore Road) forms part of a walking loop east of the R698 which is frequented by residents and includes the L3439, L1045, L5133 and L5131 (Kildalton Close). South of the junction between the R698 and the L3440 (Rathmore Road), the R698 has a junction with the L4223 to the east on which there is residential development before it forms a junction with the N24.
- Pedestrian crossings exist at various locations around the village and the majority are uncontrolled crossings (see section 2.4 for details of existing crossings).
- The speed limit within Fiddown village and between Piltown and Fiddown is 50km/h. The rural speed limit of 80 km/h applies on the R698 approaches to the village and the L3440 (Rathmore Road). The speed limit transitions from 50 km/h to 100km/h at the access and egress roads onto the N24. Figure 2.3 shows the locations of the existing speed limit changeovers in Fiddown.

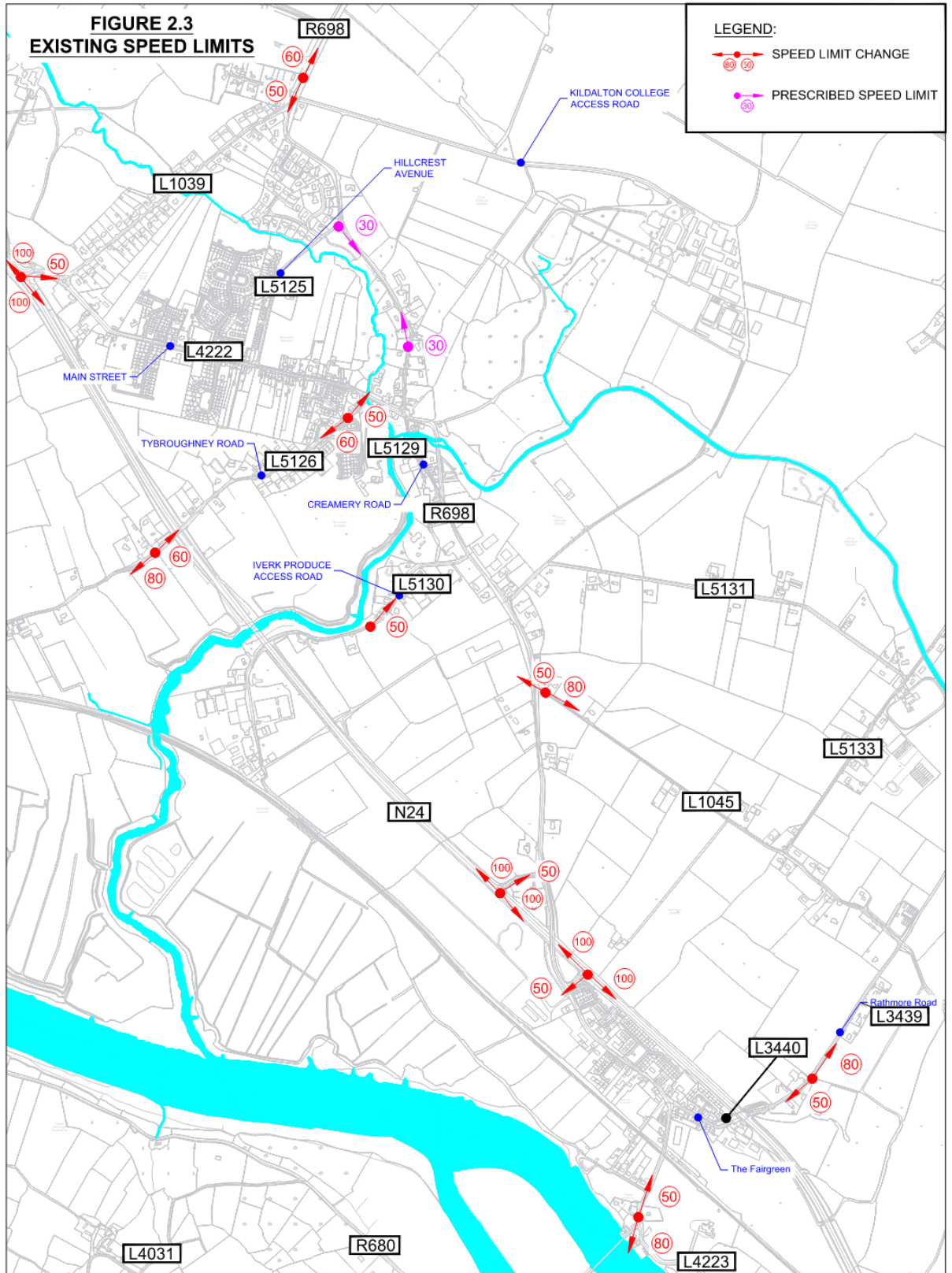


Figure 2-3 – Existing Speed Limits

## 2.4. PEDESTRIAN FACILITIES

In general, the provision of footpaths across Piltown is extensive and well-lit, however some areas lack crossing facilities, have poor continuity, or are quite narrow. Additionally, in multiple areas the footpath is only present on one side of the road.

In Piltown, there are uncontrolled pedestrian crossings across many of the junctions, but these are not present throughout. There are four signalised pedestrian crossings in Piltown:

- on the R698 at the church, north of the junction with the L5130 (Iverk Produce Access Road),
- on the L4222 (Main Street) immediately west of its junction with the R698,
- on the R698 both in front of the southern entrance to Piltown National School, and north of the school, approximately 25m south of the junction with the L5125 (New Road / Hillcrest Avenue).

Both the crossing on the L4222 (Main Street) and the crossing on the R698 south of its junction with the L5125 (New Road / Hillcrest Avenue) include raised tables.

Similar to Piltown, much of the main routes in Fiddown village have footways on both sides, however there are gaps in key locations and crossing facilities are lacking.

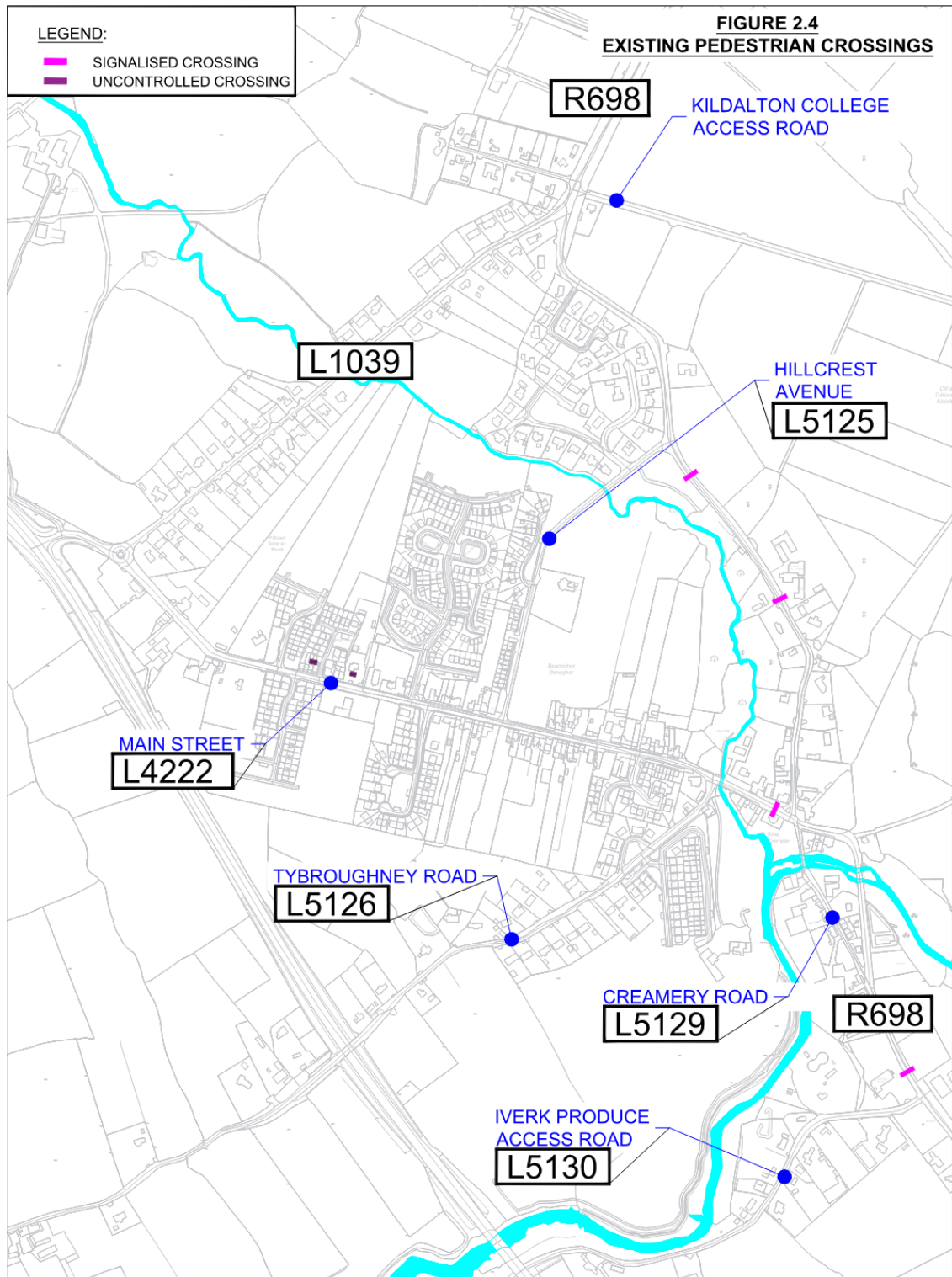
There are limited numbers of uncontrolled crossings and no controlled crossings in Fiddown. Pedestrian facilities are absent across the railway line and pedestrian provisions at the key junctions in the village i.e. those between the R698 and the L4223 and the L3440 (Rathmore Road) are very poor.

The link between the villages has a continuous footpath on one side of the road.

On the regional and local road approaches to both village centres the existing footways are either absent, or discontinuous, narrow and lack accessible pedestrian crossing facilities.

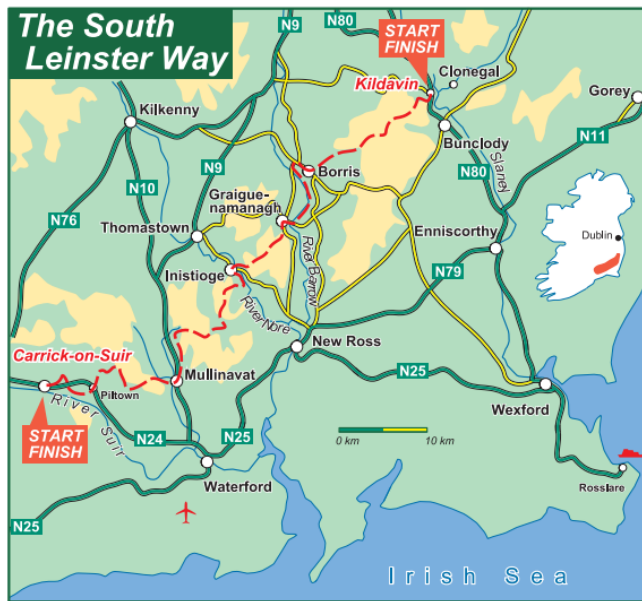
All junctions in both villages are priority junctions.



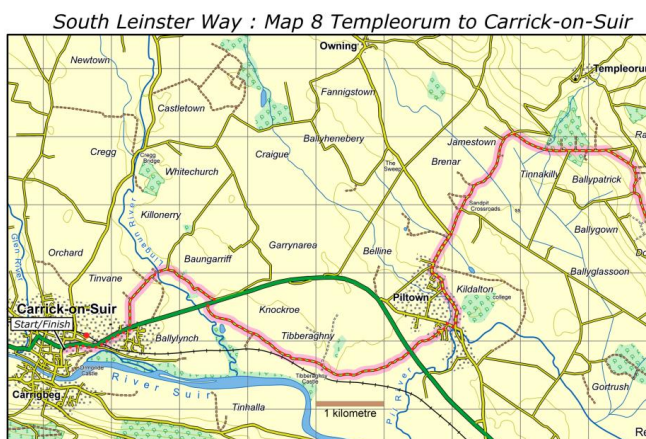


**Figure 2-4 - Existing Pedestrian Crossings**

The South Leinster Way is a national/regional walking trail, a section of which is part of Trail Kilkenny. The trail runs approximately 104 km in a south-west direction from Kildavin to Carrick-On-suir, passing through Piltown via the R698 as indicated on Fig 2.7 below. This loop is identified by a yellow arrow on black background waymarking however there are no dedicated facilities for this loop.



**Figure 2-5:** South Leinster Way (source: Sport Ireland, <https://www.sportireland.ie/outdoors/walking/trails/south-leinster-way?county=55&grade=All&length=All>)



**Figure 2-6 –** South Leinster Way – Piltown Section (source: Sport Ireland, <https://www.sportireland.ie/outdoors/walking/trails/south-leinster-way?county=55&grade=All&length=All>)



**Figure 2-7 -** Waymarker (source: <https://www.hilltoptreks.com/blog/hill-walking-in-ireland-hiking-in-ireland-hilltoptreks>)

**2.5. CYCLIST FACILITIES**

There are no dedicated public cycle facilities in Piltown or Fiddown at present.

**2.6. CAR PARKING FACILITIES**

There is extensive informal on street parking in both villages, in all areas close to residences and amenities, with delineated on street parking present in both villages in the core town areas i.e. adjacent to Centra in Piltown and in front of the development housing the Chinese take away, Montessori and gym in Fiddown. Within the residential developments, there is a mix of private parking spaces and dedicated amenity parking areas.

The total number of delineated on street parking spaces in Piltown and Fiddown is estimated to be 10 and 18 respectively. Note that these quantities exclude areas of parking in residential developments.

The total number of dedicated off street parking spaces in Piltown and Fiddown is estimated to be 168 and 12 respectively. Details of these existing car parking areas are contained in Table 2.1. note this excludes private parking provided on business premises including at PSI Pneumatics and Merry's Garage in Fiddown and at Kilkenny Nutritional, Glanbia, Piltown Coaches, Piltown National School, and private areas of Kildalton College in Piltown.

Parking restrictions are present in the vicinity of the school in Piltown and there are double yellow lines on Hillcrest avenue adjacent to Centra to prohibit illegal parking. There are no double yellow lines in Fiddown at present.

Parking is an issue in terms of creating congestion, disrupting traffic flow, and impeding pedestrian access and safety at Centra and the Chinese take away in Piltown, and at Meades tavern in Fiddown. At Centra, parking is available however informal parking both on the Main Street and on Hillcrest Avenue is a regular occurrence, despite the presence of bollards and double yellow lines. At the Chinese takeaway and Meades tavern, parking is poorly defined.

	Parking	Charge	Spaces			Additional Information
			Standard	Accessible (Disabled)	Total	
<b>Piltown</b>						
1	Church of the Assumption	Free	3	2	5	
2	Community Hall (beside graveyard)	Free	76	3	79	
3	Community enterprise centre (opposite Glanbia)	Free	16	3	19	
4	Anthony's Inn	Free	42	2	44	
5	Centra (rear of shop)	Free	20	1	21	Includes 2 EV stations
6	Kildalton College	Free	105	-	105	
7	Piltown GAA Club	Free	50	-	50	
8	Piltown AFC	Free	24	1	25	
9	Piltown Playground	Free	1	1	2	
<b>PILTOWN TOTAL</b>			<b>337</b>	<b>13</b>	<b>350</b>	
<b>Fiddown</b>						
1	Shopping area opposite Inis Álainn	Free	10	2	12	
<b>FIDDOWN TOTAL</b>			<b>10</b>	<b>2</b>	<b>12</b>	

**Table 2-1 - Existing Off-street Carparks**

Note there are no bicycle parking facilities in either village.

## 2.7. PUBLIC TRANSPORT PROVISIONS

Both villages are served by public buses, but not by rail. The number of bus services by type and route are listed in Table 2.2.

Bus Route	Service
55	Bus Éireann operates a Limerick to Waterford bus service running from Waterford bus station 8 times daily from Saturdays to Thursdays and 9 times on Fridays. This service stops near Meades Pub in Fiddown and near Centra in Piltown
355	<p>Bus Éireann operates a Cahir to Waterford bus service running:</p> <ul style="list-style-type: none"> <li>• Between Waterford bus station and Cahir three times a day from Monday to Saturday, and two times a day on Sundays</li> <li>• Between Waterford Bus station and Clonmel six times a day from Monday to Saturday, and two times a day on Sundays,</li> <li>• SETU to Carrick-On-Suir seven time a day from Monday to Saturday, and four times a day on Sundays.</li> </ul> <p>This service stops near Meades Pub in Fiddown and near Centra in Piltown</p>

Bus Route	Service
WIT05	Piltown Coaches operates a Clonmel to Waterford bus service stopping near the Garda Barracks in Piltown and Meades in Fiddown. The service runs twice daily from Monday to Thursday and once daily on Friday
UCC04	Piltown Coaches operates a Mooncoin to Cork bus service which stops near the Garda Barracks in Piltown once for collection on Sundays and once for drop off on Fridays.
UL18	Piltown Coaches operates a Waterford to Limerick bus service which stops near the Garda Barracks in Piltown once for collection on Sundays and twice for drops offs on Fridays
487	Local Link (Ring-A-Link service) operates a Piltown to Waterford service. This is a door-to-door, demand-responsive service that must be pre-booked. The Ring-a-link service is active in the area provides a service in the south-west of Kilkenny. Ring a Link provides primarily minibus-based DRT (Demand Responsive Transport) services and some fixed route services. All services are for general use, but the DRT services require to be prebooked.

**Table 2-2:** Existing Bus Services/Routes

## 2.8. TAXI RANKS

There are no registered taxi services operating in Piltown or Fiddown. Taxi services in many district towns are on-call services in that they do not have a taxi rank and it is unlikely there is a sufficient demand at any single location within the village to warrant provision of a rank at present.

## 2.9. LOADING / DELIVERIES

Large businesses including Glanbia and Iverk have formal loading bays. In addition, there are loading bays at the Community Hall in Piltown and there is capacity for set-down in adjoined parking facilities at the Centra in Piltown and at the garages in both villages. For other community services there are no dedicated loading bays meaning that deliveries need to be either from the informal roadside areas or from the trafficked lanes directly.

## 2.10. LAND USE

Demand for transport arises because the various locations in which people live, work, shop and carry out business and leisure activities are different. The distance and the directness of the connections has a significant bearing on the demand for transport and on the mode of transport used. In that context the key generators of traffic within the villages have been mapped on Figure 2.8.

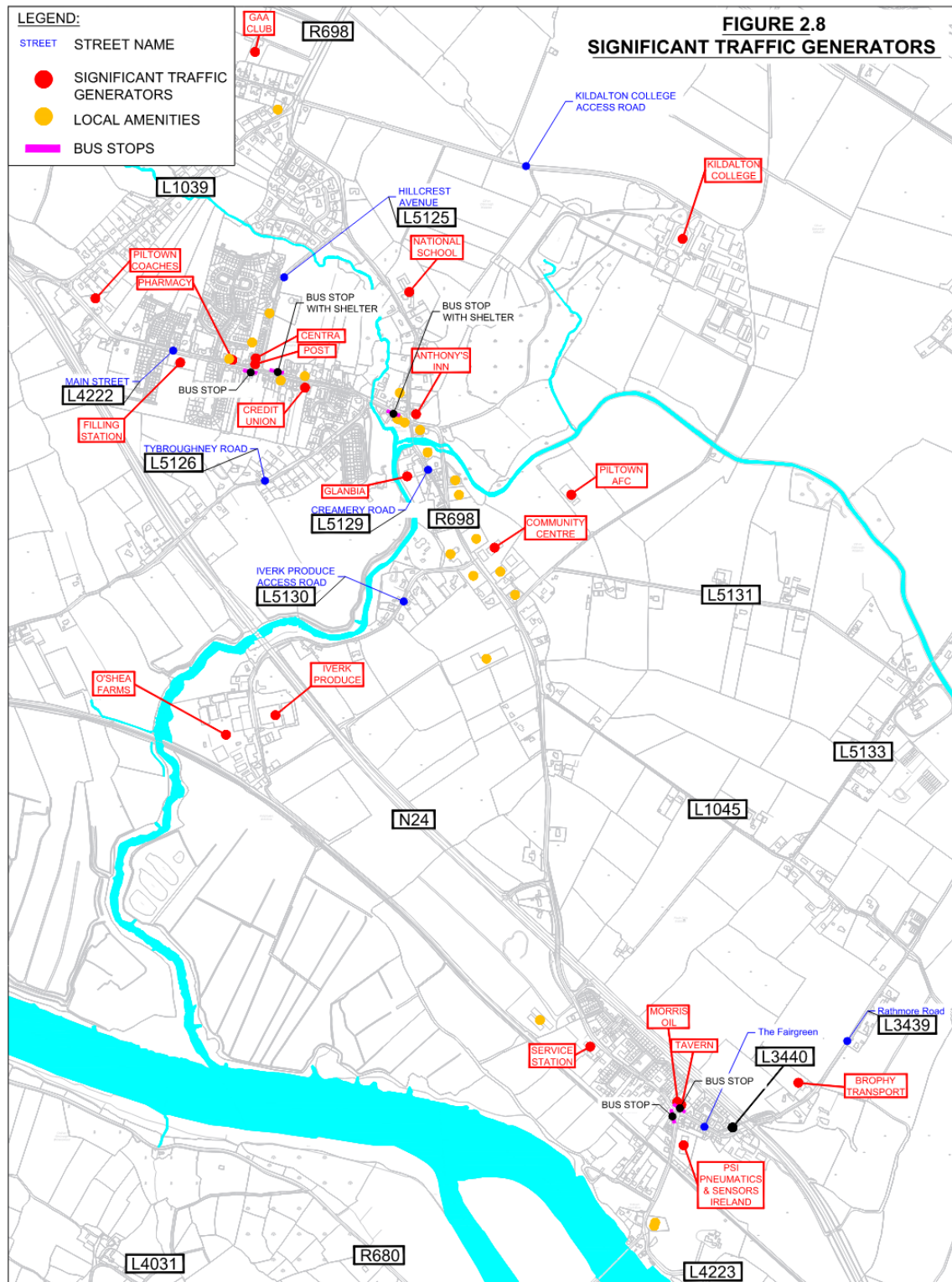


Figure 2-8: Traffic Generators

Piltown & Fiddown are advantageously located for employment sources with access to good infrastructure and proximity to Waterford Port, and the main Waterford-Limerick road (N24).

It is noteworthy that:

- There are greenfield sites adjacent to the main streets in the village of Piltown.
- The main residential areas in Piltown are listed as follows, with the first three being multi-unit residential developments constructed in the early 2000's:

- Banagher Court (includes Bianconi Close, Bianconi Way, Belline Way, Bessborough Walk, Banagher Court, Belline Close)
- Beline Vale
- Clonmore Hall
- The Meadows
- Stoneybridge
- The Orchard
- Kildalton Close
- Hillcrest Avenue
- Power Villas
- Breaghagh Place
- The main residential areas in Fiddown are as follows:
  - Fair Green
  - Kylemore
  - Inis Àlainn
  - Coirceog
- Community uses (school, sports, church) are generally on the eastern side of Piltown, extending into the periphery. It is noted however that the GAA club and the showgrounds for the Iverk show are located to the northwest, just north of the increase in speed limit from 50km/h to 60km/h along the R698, and approx. 180m south of the further increase to 80km/h.
- Retail and hospitality businesses are located mainly along the main streets of both villages.
- Kildalton College, the largest Teagasc College in Ireland, is located to the north of Piltown village. Kildalton provides level 5 and 6 QQI accredited courses in combination with level 7 and 8 courses with the South East Technological University (Formerly W.I.T.) to over 1,400 students yearly.

There is one primary school located in Piltown: Piltown National School catering for a total of 324 pupils, and one childcare centre in Fiddown (Happy Days Montessori).

## 2.11. RELEVANT DEVELOPMENTS

There are three main developments underway that are relevant to this study. They are all located in Piltown and are summarised as follows:

- Piltown Urban Enhancement scheme:
  - The approved Part 8 proposals for the Piltown town and village renewal and design were recently submitted under the Rural Regeneration Development Fund.
  - Includes proposals to enhance the public realm from the junction between the R698 and the L1045 to the south and extending north to the junction with the L4222 (Main Street) in Piltown and continuing to the end of the Main Street at the L1039 (Tower Road) roundabout.
  - Proposals capture delineation of parking, junction modifications, provision of pedestrian crossings, landscaping and provision of a car park for the recently constructed playground.

Refer to section 6.10 for a review of the approved Part 8 design against the objectives and proposals of this MMP.

- Repurposing of the Old Garda Station to a remote working hub:
  - Design prepared and submissions for public consultation ended in April 2022.
- N24 Tower Road Junction Improvement Scheme:
  - The construction tender for this project is currently in progress with an expected commencement date in early 2023.

- Includes the upgrade of the existing Tower Road junction to a compact grade separated junction including an overbridge spanning the N24 national road.
- The removal of the existing Tower Road roundabout to be replaced with a new roundabout to the northwest of Piltown Tower.
- A new link road connecting the Tower Road junction to the Ink Bottle junction, which will be for cyclist access only.
- Widening of the N24 from a 2+1 carriageway to a 2+2 carriageway and associated works.

Refer to section 6.10 for a review of the approved Part 8 design against the objectives and proposals of this MMP.

## 3. Policies & Plans

### 3.1. BACKGROUND

The rationale for compiling a mobility study can be viewed in the context of national, regional and local policies and requirements.

In undertaking this mobility management study, the following overarching policies and plans relevant to Piltown and Fiddown and their mobility management were consulted:

- Project Ireland 2040,
- Smarter Travel – A Sustainable Transport Future 2009 – 2020,
- National Cycle Policy Framework 2009 – 2020,
- NTA Permeability Best Practice Guide,
- Design Manual for Urban Streets & Roads,
- Safe Routes to School Design Guide NTA
- Traffic Management Guidelines,
- National Sustainable Mobility Policy
- National Sustainable Mobility Policy Action Plan 2022-2025
- 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.
- The proposed National Cycle Network
- CycleConnects Summary Report and supporting documentation.

### 3.2. SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE 2009 – 2020

In 2009 the Government published “Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020” which has the five key goals, and these are as follows:

- To improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport;
- To improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
- Reduce overall travel demand and commuting distances travelled by the private car;
- Improve security of energy supply by reducing dependency on imported fossil fuels.

Similar to other Local Authorities, Kilkenny County Council has fully adopted this national policy and has stated that it will promote walking, cycling, public transport and other more sustainable forms of transport as an alternative to the private car, together with the development of the necessary infrastructure and promotion of the initiative contained within “Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020”.

### 3.3. NATIONAL CYCLE POLICY FRAMEWORK 2009-2020

The backdrop to this policy is Smarter Travel – A Sustainable Transport Future. Irish transport policy sought to reduce private car dependence from 65% to 45% for commuting by 2020. It is



essential that Designers actively consider reducing traffic speed and volumes for all new traffic management schemes. When determining the appropriate cycle facility required, consider the possibility of providing for cyclists in a mixed traffic environment first. The National Cycle Policy Framework, Department of Transport, summarises this approach.

It recommends that Designers consider the following steps in hierarchical order:

- 1) Traffic reduction;
- 2) Traffic Calming;
- 3) Junction treatment and traffic management;
- 4) Redistribution of carriageway;
- 5) Cycle lanes and cycle tracks;
- 6) Cycleway / public roads for the exclusive use of cyclists and pedestrians.

This approach requires the cycle designer to fundamentally (re)assess the degree to which the existing traffic is a 'given'. While it is acknowledged that solutions at the upper tiers of the hierarchy will not always be viable, it is stated that designers should not dismiss them out of hand at the outset.

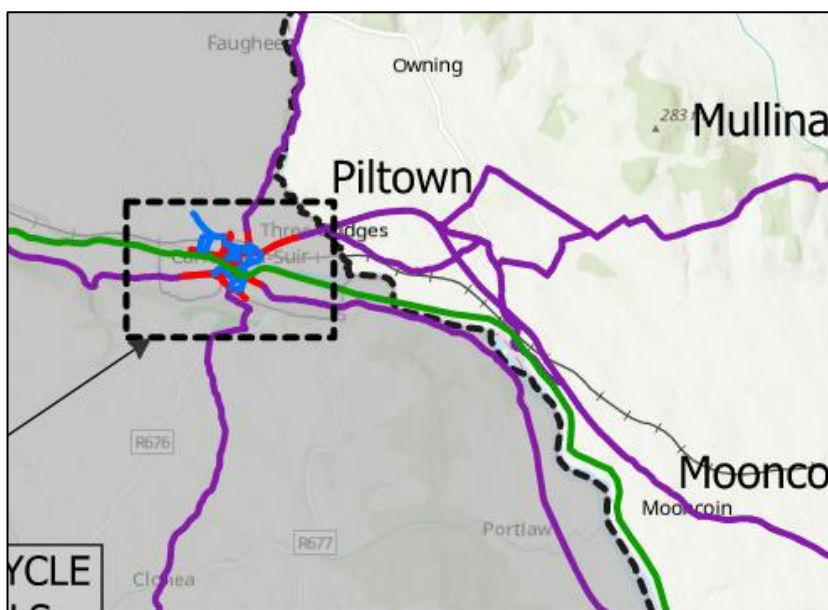
### 3.4. CYCLE CONNECTS – KILKENNY CYCLE NETWORK 2023 (Draft)

The NTA prepared a technical note with the aim to develop comprehensive cycle plans for counties outside the Greater Dublin Area (GDA), including County Kilkenny. CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland and to develop on from the cycle network proposed for the counties in the GDA.

This technical note describes the existing conditions of County Kilkenny and the existing policies and plans that affect the county. The NTA apply the Cycle Network Development Methodology for County Kilkenny to produce the following maps;

- Kilkenny County Cycle Network
- Kilkenny Urban Cycle Network

The section of the Kilkenny rural network covering Piltown and Fiddown is indicated in Figure 3.1. This is comprised of greenway routes (in green) and inter-urban routes (in purple) and indicates the intention to include the L1039 Tower Road, L3432 Piltown Main Street and the R698 from Piltown to Fiddown as part of an inter-urban route.



**Figure** Error! Use the Home tab to apply 1 RP Heading 1 to the text that you want to appear here.-1 – Extract from Cycle Connects Network, Kilkenny Rural.

### 3.5. NTA PERMEABILITY BEST PRACTICE GUIDE

This policy provides guidance on how best to facilitate demand for walking and cycling in existing built-up areas. This relates to the retention and creation of linkages within the urban environment for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations. In the latter case, by providing connections to existing public transport services, access to these services will be improved and increased levels of use may be expected. This in turn supports enhancement of these public transport services through increased frequency and improved stop facilities and can also make a key difference in decisions about service retentions.

People need to access services and workplaces daily. An approach to urban development which creates choice in this regard is therefore required. This guidance note seeks to provide a basis for the delivery of this choice in existing built-up areas by promoting permeability for pedestrians and cyclists, thereby addressing the legacy of severance built-in to recent expansions of Irish towns and cities.

### 3.6. NATIONAL SUSTAINABLE MOBILITY POLICY and NATIONAL SUSTAINABLE MOBILITY POLICY ACTION PLAN 2022-2025

This Policy sets out a strategic framework for sustainable mobility – active travel and public transport – in Ireland to 2030, and the associated action plan establishes specific actions to achieve the policy goals. The primary focus is to cater for daily travel needs in a more sustainable manner.

The following principles and goals are set within the mobility policy that relate directly to the study of mobility in Piltown and Fiddown:

- Principle 1 Safe and Green Mobility:
  - Goal 1: Improve mobility safety
  - Goal 4: Expand availability of sustainable mobility in regional and rural areas
  - Goal 5: Encourage people to choose mobility over the private car
- Principle 2 People Focused Mobility
  - Goal 6: Take a whole of journey approach to mobility, promoting inclusive access for all.
  - Goal 8: Promote sustainable mobility through research and citizen engagement.

*The design of walking and cycling infrastructure, as well as areas in the vicinity of public transport services, are important safety factors. Well designed, well-maintained, appropriately-lit, continuous and better integrated infrastructure can help people feel safe and encourage them to choose these options over the private car. We will also continue to support measures to address safety issues when travelling on public transport.*

*Expanding walking and cycling options to promote greater use of active travel can support our climate targets to reduce emissions as well as improving fitness levels and public health, and reducing congestion and private car use. Diverting short car trips to active modes will have a particular benefit in reducing air pollution to which short car trips disproportionately contribute due to the 'cold start' effect.*

### 3.7. OUR JOURNEY TOWARDS VISION ZERO: IRELAND'S GOVERNMENT ROAD SAFETY STRATEGY 2021–2030

The Road Safety Strategy is underpinned by Ireland's goal of achieving Vision Zero (zero road deaths or serious injuries) by 2050. This study will support the Government Road Safety Strategy by looking in detail at the current infrastructure and pedestrian and cycle facilities in Piltown and Fiddown with a view to improving access and permeability in a safe manner.

*Improvements to our road infrastructure, enforcement, vehicle safety enhancements and safer road user behaviour have all led to reductions in road trauma.*

*Some of the key interventions that this strategy will deliver include significant investment in the provision of safe, segregated infrastructure to protect those walking and cycling on our roads, and initiatives to promote modal shift from motor vehicle travel to support environmental, safety and health objectives. It also includes the review of policy and legislation to prioritise the safety of walking and cycling in Ireland, and identifying ways to reduce motor vehicle traffic on our roads*

*We need to provide safer infrastructure, safer vehicle design and ensure our road safety legislation is fit for purpose.*

#### *Engineering*

*The key role of engineering interventions in effectively reducing road user fatalities and serious injuries was confirmed by the number of 2013–2020 engineering-related strategy actions which were evaluated as being highly effective. Further investment in widespread development and implementation of forgiving (i.e. minimising the impact of a collision) and self-explaining (i.e. easy to understand and use) infrastructure was highlighted as critical to improving safety, as was the provision of segregated infrastructure for cyclists and pedestrians, and road and footpath maintenance.*

### 3.8. CLIMATE ACTION PLAN 2021

Aimed at supporting an increase in uptake of sustainable and non-motorised means of travel for residents of and visitors to Piltown and Fiddown, this study is directly linked to the Transport targets in the Climate Action Plan 2021 including:

- 500,000 extra walking, cycling and public transport journeys per day by 2030
- Increased rollout of rural public transport through Connecting Ireland. [42-50% reduction in emissions by 2030]

### 3.9. PILTOWN LOCAL AREA PLAN 2011

The latest Piltown Local Area Plan (LAP) was completed in 2011 in accordance with the requirements and provisions of the planning and development act, 2000 (as amended). It expired in January 2017; however, many objectives are still of direct relevance to this Study.

It sets out an overall strategy for the proper planning and sustainable development of Piltown in the context of the Kilkenny County Development Plans.

Key issues to focus on as listed in the Piltown 2011 LAP were:

- *Management of speeding through built up areas.*
- *Access to the soccer and GAA clubs.*
- *Lack of cycle connectivity between Piltown and Fiddown.*
- *Underdevelopment of river walk*

The Piltown LAP has many objectives of direct relevance to this Mobility Management Plan, the most relevant of these are listed below.

### **Housing and Population:**

#### **Housing Units**

- To ensure the controlled development of Piltown which reflects the character of the existing and historic village in terms of structure, pattern, scale, design and materials with adequate provision of open space, and which protects the amenities of existing dwellings. (Policy)

#### **Character of Piltown & Integration of Development**

- To ensure a high standard in design, layout, provision of open space, landscaping, variation in house type and provision for pedestrian and bicycle linkages to the town centre in new residential developments. New developments shall have regard to the characteristics of the site and its setting, the pattern of development in the area and to the scale and amenities of existing adjacent development. (Policy)

### **Transport:**

#### **Traffic Management and Calming**

- To facilitate measures to provide a safe traffic system at Piltown National School that will prioritise and secure the safe movement of children.

#### **Footpaths**

- To provide and improve footpath connections in Piltown. (Policy)
- To investigate the feasibility of providing a safe pedestrian and cycleway linkage between Fiddown and Piltown, subject to financial and human resources (Objective)

#### **Lighting**

- To carry out a review of public lighting needs in Piltown with a view of identifying priority areas in need of improvement and to seek to install new lighting subject to the availability of financial and human resources. (Objective)

#### **Public Transport**

- To investigate the possibility of bus shelters being erected in the village and a bus stop being provided at the Fiddown end of town. (Objective)

#### **Linkages within the Town**

- In assessing any new development in Piltown, the Council may have regard to the development potential of adjoining land. One of the elements of this integration will be the provision of pedestrian and cycle linkages between all new developments, to provide for a pleasant network of routes and walkways interlinking the town. In particular, should lands to the south of Main street be developed, access points should be reserved free from development to allow for the creation of pedestrian and cycleway linkages to the Tybroughney road in the future.

### **Employment and Economy:**

#### **Industry & Enterprise**

- To promote enterprise creation opportunities and initiatives, in line with the growth of Piltown and to encourage job/employment creation initiatives on appropriately zoned and serviced land. (Policy)

#### **Retail**

- To promote enterprise creation opportunities and initiatives, in line with the growth of Piltown and to encourage job/employment creation initiatives on appropriately zoned and serviced land. (Policy)

- To facilitate the expansion of the retail base to serve the needs of the current and future population, in accordance with the policies as laid out by the County Development Plan and the Retail Planning Guidelines 2005. (Policy)

#### **Tourism**

- It is the policy of the Council to facilitate and support the development of Piltown to encourage uses that are beneficial to the local community and development of tourism in the area. (Policy)

#### **Natural and Built Heritage:**

##### **River Walk & Tourism Potential**

- It is an objective of the plan to protect the banks of the Pil River and a long-term objective to examine the possibility of developing a river walk along the bank to link with the River Suir, in conjunction with the relevant statutory bodies and voluntary groups. (Objective)

#### **Amenity Enhancement, Open space & Tourism:**

- To support and encourage the enhancement of the visual appearance of Piltown, subject to the availability of human and financial resources. (Policy)
- To encourage the maintenance of derelict sites in order to retain and improve the amenity values of Piltown. (Policy)

### **3.10. FIDDOWN LOCAL AREA PLAN 2011**

The latest Fiddown Local Area Plan (LAP) was completed in 2011 in accordance with the requirements and provisions of the planning and development act, 2000 (as amended). It expired in January 2017; however, many objectives are still of direct relevance to this Study.

It sets out an overall strategy for the proper planning and sustainable development of Fiddown in the context of the Kilkenny County Development Plans.

Key issues to focus on as listed in the Fiddown 2011 LAP were:

- *High traffic numbers and speeds through the village, including a high percentage of HGVs using the R698 to avoid the toll on the Waterford Bypass.*
- *Lack of cycle connectivity between Piltown and Fiddown.*
- *Underdevelopment of river walk*
- *Poorly defined parking, particularly at Meade's pub*
- *Absence of bus shelters*

The Fiddown LAP has many objectives of direct relevance to this Mobility Management Plan, the most relevant of these are listed below.

#### **Housing and Population:**

##### **Housing Units**

- To ensure the controlled development of Fiddown which reflects the character of the existing and historic village in terms of structure, pattern, scale, design and materials with adequate provision of open space, and which protects the amenities of existing dwellings. (Policy)

##### **Character of Fiddown & Integration of Development**

- To ensure a high standard in design, layout, provision of open space, landscaping and provision for pedestrian linkages to the village centre in new residential developments. New developments shall have regard to the characteristics of the site and its setting, the pattern of development in the area and to the scale and amenities of existing adjacent development. (Policy)

- Any new development should respect and reflect the existing scale and character of Fiddown. (Policy)

#### **Transport:**

##### **Traffic Management and Calming**

- To carry out an assessment and implement a traffic management system to secure the safe movement of pedestrians, cyclists and drivers through the village, having regard to the need criteria and financing. (Objective)
- To carry out a heavy goods vehicles swept path analysis at the junction of the bridge with the former N24 road, when resources allow. (Objective)

##### **Footpaths and Lighting**

- To investigate the feasibility of providing a safe pedestrian and cycleway linkage between Fiddown and Piltown, subject to financial and human resources. (Objective)

##### **Parking**

- To investigate the feasibility of delineating parking at the junction of Meade's Tavern with improved junction markings. (Objective)

##### **Public Transport**

- To investigate the possibility of a bus shelter being erected in the village and to determine the most suitable location for the bus stop. (Objective)

#### **Employment and Economy:**

##### **Tourism**

- It is the policy of the Council to facilitate and support the development of Fiddown to encourage uses that are beneficial to the local community and development of tourism in the area. (Policy)

#### **Amenities and Services:**

##### **Open Space, Walkways & Tourism Potential**

- To retain and protect the views to the River Suir from the R698 and Strand Road, and to retain the character of this area. (Objective)
- To improve the appearance, amenity uses and ecological value of the existing amenity area at the Strand Road, and to provide quality open space to meet the needs of the existing and future population. (Objective)
- To protect the banks of the River Suir and to examine the possibility of developing a river walk along the bank, linking with the River Pil, in conjunction with the relevant statutory bodies and voluntary groups. (Objective)

### **3.11. KILKENNY CITY AND COUNTY DEVELOPMENT PLAN 2021 – 2027**

The current adopted development plan is the *Kilkenny City and County Development Plan 2021-2027*. The key issues addressed in this Plan are as follows:

- *Contributing towards achieving climate change targets in particular by means of encouraging and facilitating a modal shift towards more sustainable travel modes and patterns and an increase in renewable energy production, including wind, solar and bio energy, both at a macro and micro scale.*
- *Delivering compact growth in the form envisaged under the NPF and RSES for Kilkenny City, the Waterford MASP area and the towns and villages of the county.*
- *Facilitate the delivery of increased housing supply from both public and private sources.*
- *Facilitating the recovery from the impacts of Covid-19 on the tourism sector in the county and further development.*

- *Encouraging and supporting sustainable rural development by facilitating sustainable rural settlement patterns that will revitalise and sustain smaller towns and villages whilst continuing to facilitate the housing need of farming families and rural dwellers.*
- *Delivery of key infrastructure for the City and County to facilitate development.*

Relevant key points / objectives within the plan are as follows:

### **Climate Change**

**2A** – To support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation, and maximise opportunities through development form, layout and design to secure climate resilience and reduce carbon emissions.

### **Core Strategy**

**4C** – To actively promote the redevelopment and renewal of areas in need of regeneration whether urban or rural through appropriate active land management measures during the period of the Plan.

**4F** – To ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise compact growth and sustainable mobility as per the NPF.

### **Economic Development**

**5E** – Invest in public realm to create more multi-functional vibrant and inviting public spaces in urban areas and villages, which will greatly enhance the overall quality of place and act as a catalyst to stimulate private sector development. The public realm will be informed by the Kilkenny Access for All Strategy 2018-2021. The Council will ensure that the maintenance, cleanliness and animation of public spaces is managed in order to encourage visitors to dwell more in these spaces.

**5H** – Continue the development of projects for submission under the Outdoor Recreation Infrastructure Scheme (ORIS) and other funding schemes (e.g. LEADER Programme).

**5L** – To promote a diverse and sustainable local economy through the designation of sufficient lands for employment related uses, including facilities, to promote SME growth through the local area plans for the District towns.

**5Q** – To improve the accessibility of each of the County's town centres and promote all sustainable modes of transport.

**5W** – To facilitate the regeneration and reuse of derelict buildings in appropriate locations for town centre uses and support the retention and maintenance of heritage premises and shopfronts

### **Open Space and Recreation**

**8F** – To continue the development of new trails and walkways such as the Castlecomer, Knockdrinna Wood and Ballyhale Looped Walks and the upgrade of others such as the Freshford, Gathabawn and Kilmacoliver Looped Walks and the Nore Valley Walk.

### **Movement and Mobility**

**Strategic Aim:** 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 by providing for a greater mix of suitable uses and by promoting and facilitating the transition to electrification of our transport modes moving away carbon intensive modes to new technologies such as electric vehicles.

**12A** – To plan for and progressively implement a sustainable, integrated and low carbon transport system by enhancing the existing transport infrastructure in terms of road, bus, rail, cycling and pedestrian facilities and interfacing different modes as the opportunity arises.

**12B** – To plan for a transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and 'walkable communities' together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movement in all settlements.

**12C** – To undertake appropriate traffic management measures within the City and County to reduce congestion and minimise travel times.

**12G** – To achieve a modal shift from the private car to walking or cycling in accordance with the targets in Table 12.1 for County Kilkenny.

<b>Table 12.1 Modal Share targets for County Kilkenny</b>				
<b>Mode Share</b>	<b>Walk</b>	<b>Cycle</b>	<b>Public Transport</b>	<b>Car</b>
<b>2016</b>	11%	1.2%	8%	65%
<b>2040 Target</b>	20%	15%	20%	45%

### **3.12. KILKENNY AGE FRIENDLY COUNTY STRATEGY 2017 – 2022**

The Kilkenny Age Friendly County Strategy 2017-2022 presents an excellent opportunity to enhance the quality of life for older people in County Kilkenny including settlements like Piltown and Fiddown. The process of preparing the strategy has provided an opportunity to explore the issues existing for older people in the county and how they can be tackled. Kilkenny County Council have engaged with the various agencies and organisations which form the Kilkenny Age Friendly Alliance which is the driving force for implementing the Kilkenny Age Friendly County Strategy 2017-2022.



## 4. Data Review & Transport Survey

### 4.1. POPULATION

Central Statistics Office (CSO) data shows that the population of Piltown in 2016 was 1220 persons, and the population in 2011 was 1187. This indicates that the population increased by 2.78% in the period between the 2011 and 2016 censuses which is in line with the nationwide population growth of 3.8%.

Central Statistics Office (CSO) data shows that the population of Fiddown in 2016 was 369 persons, and the population in 2011 was 366. This indicates that the population increased by 0.82% in the period between the 2011 and 2016 censuses which aligns with national data in terms of the upwards trend, however this is less than the national percentage growth of 3.8%.

### 4.2. CSO NATIONAL TRIP DATA

Table 4.1 below (source: CSO) shows the national trip distances and gives an indication of the percentages of trips that may be suitable to complete by sustainable modes of travel.

	Distance				
	<2 km	2<4 km	4<6 km	6<8 km	8+ km
Purpose	%	%	%	%	%
Work	14.2	17.4	22.1	22.3	31.4
Education	2.4	2.9	3.8	3.5	2.5
Shopping	26.5	25.6	16.9	21.9	18.2
To eat or drink	4.5	3.5	5.4	2.8	2.4
Visit family / friends	7.9	9.2	10.2	8.9	12.4
Entertainment / leisure / sports	6.9	11.1	12.4	13.1	8.6
Personal business	3.6	4.9	6.4	5.7	6.2
Companion / escort journey	29.5	22.1	19.5	18.8	14.6
Other	4.4	3.4	3.2	3.1	3.7
<b>All purposes</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table 4-1:** Percentage distribution of journey purpose by distance 2019: National Data

Table 4.2 below (source: CSO) shows modal split of trips for various trip distances. This gives an indication of the percentages of trips that may be susceptible to change to more sustainable modes of travel.

Mode of travel	Distance					All Trips
	< 2 km	2<4 km	4<6 km	6<8 km	8+ km	
Private car – driver	51.5	66.1	70.5	70.6	71.9	<b>64.9</b>
Private car – passenger	5.4	6.5	8.5	7.0	12.7	<b>8.8</b>
Walk	36.1	12.6	5.5	4.9	0.7	<b>13.5</b>
Bus	1.7	8.1	6.7	7.8	4.7	<b>4.8</b>
Cycle	2.0	2.3	1.6	2.3	0.7	<b>1.5</b>
Rail / DART / Luas	0.2	1.2	2.1	3.3	2.9	<b>1.8</b>
Rail	0.0	0.1	0.4	0.8	1.6	<b>0.7</b>
DART/Luas	0.2	1.1	1.7	2.5	1.3	<b>1.1</b>
Taxi / hackney	0.8	1.7	1.4	1.4	0.5	<b>0.9</b>
Lorry / motorcycle / other <sup>1</sup>	2.4	1.6	3.5	2.7	6.0	<b>3.7</b>
Lorry/motorcycle	0.1	0.1	0.1	0.0	0.5	<b>0.2</b>
Van	1.3	1.0	3.1	2.1	4.8	<b>2.8</b>
Other <sup>2</sup>	1.0	0.4	0.3	0.6	0.7	<b>0.7</b>
<b>All modes of travel</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table 4-2:** Percentage distribution of journeys by mode of travel and distance, 2019

<sup>1</sup>Lorry/motorcycle/other includes lorry, van, motorcycle and other modes of transport - see also footnote 1.

<sup>2</sup>Includes electric personal mobility vehicles such as electric scooters, electric skateboards, Segways, hoverboards, and electric unicycles.

Note: Data may be subject to sampling or other survey errors, which are greater in respect of smaller values.

The percentage distribution of journeys by purpose nationally in 2019 is shown in Table 4.3.

Purpose	Total (%)
Work	23.6
Education	2.7
Shopping	21.3
To eat or drink	3.5
Visit family / friends	10.4
Entertainment / leisure / sports	9.3
Personal business	5.7
Companion / escort journey	20.0
Other	3.7
<b>All purposes</b>	<b>100.0</b>

**Table 4-3:** Percentage distribution of journeys by purpose 2019: National Data

The modal split of various trip purposes in rural areas as per the National Household Travel is indicated in Table 4.4.

Purpose	Private car		Public transport <sup>1</sup>		Walk / cycle		Lorry/ motorcycle/ other <sup>2</sup>	
	Dublin	All regions excl. Dublin	Dublin	All regions excl. Dublin	Dublin	All regions excl. Dublin	Dublin	All regions excl. Dublin
Work	23.5	20.6	39.4	34.1	22.4	20.5	57.1	45.3
Education	2.6	1.9	10.1	10.6	3.3	3.8	n/a	n/a
Shopping	20.1	21.6	16.0	31.3	26.6	24.3	2.9	13.1
To eat or drink	3.8	2.9	4.6	2.4	2.9	6.8	7.3	2.4
Visit family / friends	9.3	11.8	7.4	7.0	6.1	8.7	5.7	12.1
Entertainment / leisure / sports	11.6	9.0	6.9	4.6	12.3	9.3	15.8	0.8
Personal business	5.3	6.1	5.5	3.9	2.1	5.3	1.0	2.0
Companion / escort journey	22.4	22.7	7.6	2.5	18.7	14.1	3.1	12.4
Other	1.4	3.4	2.5	3.5	5.6	7.1	7.1	11.9
<b>All purposes</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table 4-4:** Percentage distribution of journeys by purpose and mode of travel, Dublin and all regions excluding Dublin, 2019

<sup>1</sup>Public transport includes bus, train DART and LUAS

<sup>2</sup>Lorry /motorcycle /other includes lorry, van, motorcycle, taxi, hackney and other modes of transport.

Data may be subject to sampling or other survey errors, which are greater in respect of smaller values.

Note: n/a data is not available.

The 2017 National Household Travel Survey provides the following breakdown of trips by the various modes of travel and trip purpose.

Purpose	Mode of Travel						TOTAL
	Walk	Cycle	Bus / Coach	Car	Truck / Van	Other incl. motorbike	
<b>Work / Business</b>	5.75%	1.00%	1.00%	84.75%	5.75%	1.75%	<b>100.00%</b>
<b>Education</b>	10.00%	1.00%	11.00%	78.00%	0.00%	0.00%	<b>100.00%</b>
<b>Shopping</b>	10.00%	0.00%	1.00%	88.00%	1.00%	0.00%	<b>100.00%</b>
<b>Social</b>	11.00%	3.00%	2.00%	83.00%	1.00%	0.00%	<b>100.00%</b>
<b>Return Home</b>	11.00%	1.00%	4.00%	81.00%	2.00%	1.00%	<b>100.00%</b>
<b>Personal</b>	33.25%	2.25%	2.25%	61.00%	1.00%	0.00%	<b>99.75%</b>
<b>Other</b>	5.00%	0.25%	0.25%	94.00%	0.25%	0.00%	<b>99.75%</b>

**Table 4-5:** Distribution of Trips by Mode and Purpose as per 2017 National Household Travel Survey

Table 4.6 below provides modal split of commuter trips at both a national level, and for areas with equivalent populations to Piltown and Fiddown. Note that this is based on 2016 CSO data.

Persons at Work, School or College		Nationally		Small Areas with Populations under 500, but with at least 50 inhabited houses		Small Areas with Populations between 1,000 and 1,499	
		Percentage		Percentage		Percentage	
Walk / Cycle	<i>On foot</i>	9.30%	12.30%	11.69%	12.30%	15.82%	16.67%
	<i>Bicycle</i>	3%		0.61%		0.85%	
Public Transport	<i>Bus, minibus or coach</i>	5.90%	9.30%	10.51%	11.12%	7.52%	8.15%
	<i>Train</i>	3.40%		0.61%		0.63%	
Private Motorised Transport	<i>Motorcycle or scooter</i>	0.40%	73.20%	0.15%	69.88%	0.17%	68.84%
	<i>Motor car: Driver</i>	61.40%		44.20%		43.26%	
	<i>Motor car: Passenger</i>	4.10%		19.14%		20.14%	
	<i>Other (incl. Lorry or van)</i>	7.30%		6.39%		5.27%	
Works Mainly at Home / Not stated		5.20%		6.70%		6.34%	
<b>Total</b>		100%		100%		100%	

**Table 4-6:** Percentage distribution of commuter journeys by mode of travel and for various areas of population

In terms of data relating to Primary School travel, table 4.7 below summarises the modal split based on 2016 CSO data.

Mode of Travel to Primary School	%
Car	59.80%
Walk	24.80%
Cycle	5.00%
Public Transport	10.40%

**Table 4-7:** Mode of Travel to Primary School

#### 4.3. CSO PILTOWN AND FIDDOWN TRIP DATA

The information in Tables 4.8 and 4.9 below relates to Piltown and Fiddown respectively and has been abstracted from the CSO database for small areas, theme 'Persons aged 5 years and over by means of travel to work, school or college, 2016'.

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

**Table 4-8:** Population aged 5 years and over by means of travel to work, school or college

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%
<b>Total</b>		<b>263</b>	<b>100%</b>	<b>100%</b>

**Table 4-9:** Population aged 5 years and over by means of travel to work, school or college

In comparison with national trip data, and trips taken in areas with equivalent populations:

Piltown:

- Trips by foot (11%) compare well with the national average of 9.3%, however, is lower than the average for areas of equivalent population, which is nearly 16%.
- Trips taken by bicycle (0.85%) are substantially below the national average (3%) but are slightly below the average for areas of comparable population (1%).
- Trips by bus (7.2%) are in line with the average of 7.52% for comparable areas and above the national average of 5.9%.
- Trips by train (0.1%) are below both national and comparable population percentages, 3.4% and 0.63% respectively.
- Trips by car (69.4% made of up 45.5% for drivers and 23.9% for passengers), are greater than both national and comparable population data which are 65.5% and 63.4% respectively.

Fiddown:

- Trips by foot (5.3%) compare poorly with both the national average of 9.3% and the average for areas of equivalent population, which is 11.69%.
- Trips taken by bicycle (0.4%) are substantially below the national average (3%) and are slightly below the average for areas of comparable population (0.61%).
- Trips by bus (6.5%) are substantially below the average of 10.51% for comparable areas despite being above the national average of 5.9%.
- Trips by train are non-existent and are thus below both national and comparable population percentages, 3.4% and 0.61% respectively.
- Trips by car (77.6% made of up 50.2% for drivers and 27.4% for passengers), are greater than both national and comparable population data which are 65.5% and 63.34% respectively.

CSO data for Piltown and Fiddown in relation to journey time (trip duration) is provided in Table 4.10.

Piltown		Journey Time	Fiddown	
Persons	%		Persons	%
305	42.4%	Under 15 mins	94	36.2%
157	21.8%	¼ hour – under ½ hour	55	21.1%
160	22.2%	½ hour – under ¾ hour	66	25.4%
17	2.4%	¾ hour – under 1 hour	7	2.7%
19	2.6%	1 hour – under 1 ½ hours	9	3.5%
16	2.2%	1 ½ hours and over	5	1.9%
46	6.4%	Not stated	24	9.2%
<b>720</b>	<b>100%</b>	<b>Total</b>	<b>260</b>	<b>100%</b>

**Table 4-10:** Average journey times for Piltown & Fiddown

Both Piltown and Fiddown have very high percentages of short-distance local trips, 42% and 36% respectively, and there are a significant number of trips of between 15 and 30 minutes duration (22% and 21% respectively); many of these are likely to be to and from Carrick-On-Suir / Clonmel / Kilkenny City / Waterford. There is a relatively low percentage of long-distance commuting, 5%.

The above indicates that there is good potential to transfer trips from private motorcars to non-motorised means of travel. In particular, the journey time data indicates that there may be a significant opportunity for modal shift to active and more sustainable travel in that it is likely to be feasible for many of those who currently drive short distances to adopt walking or cycling if current barriers to such travel modes, for even able-bodied pedestrians taking the shortest of journeys, are removed. Refer to section 6 for discussion on these barriers along with proposed mitigation measures.

#### 4.4. CSO PILTOWN AND FIDDOWN COMMUTER TRIPS

The CSO databases relating to travel contain information on the origins and destinations of commuter trips. The following information was abstracted from *Commuting Data* file available on the CSO website. The counts are based on origin and destination of electoral divisions (ED) for workers and students who are usually resident in Ireland. The counts include persons who work from home and persons who had no fixed place of work. Information that relates to the Piltown and Fiddown areas was abstracted and is tabulated below. Note that the figures herein relate to trips to and from electoral districts however the population data included in previous sections relates to settlement areas, for which no specific origin-destination information is available. This data is considered to be representative of that in the settlements in terms of the trends being considered as part of this study.

From	To	
	Fiddown	Piltown
Fiddown	20	112
Piltown	77	303
Rest of Kilkenny	13	247
Tipperary	8	182
Waterford	16	98
Rest of Country	4	145
<b>Totals</b>	<b>68</b>	<b>1087</b>

**Table 4-11:** Commuter trips where Piltown and Fiddown are the destination

To	From	
	Fiddown	Piltown
Fiddown	20	7
Piltown	112	303
Rest of Kilkenny	123	122
Tipperary	83	192
Waterford	159	217
Rest of Country	102	167
<b>Totals</b>	<b>559</b>	<b>1008</b>

**Table 4-12:** Commuter trips where Piltown and Fiddown are the origin

Characteristics of the trips are:

- 79 more commuter trips enter Piltown than leave while 531 more commuter trips leave Fiddown than enter.
- 30% of all trips originating in Piltown stay within Fiddown (303 trips) while only 3.6% of trips originating in Fiddown stay within Fiddown (20 trips). 20% of trips originating in Fiddown are to Piltown (112 trips). Many people who live in the area work close to Piltown, or in the same county.
- Outside of internal trips, Waterford is the destination for the largest proportion of Piltown and Fiddown's commuter trips.

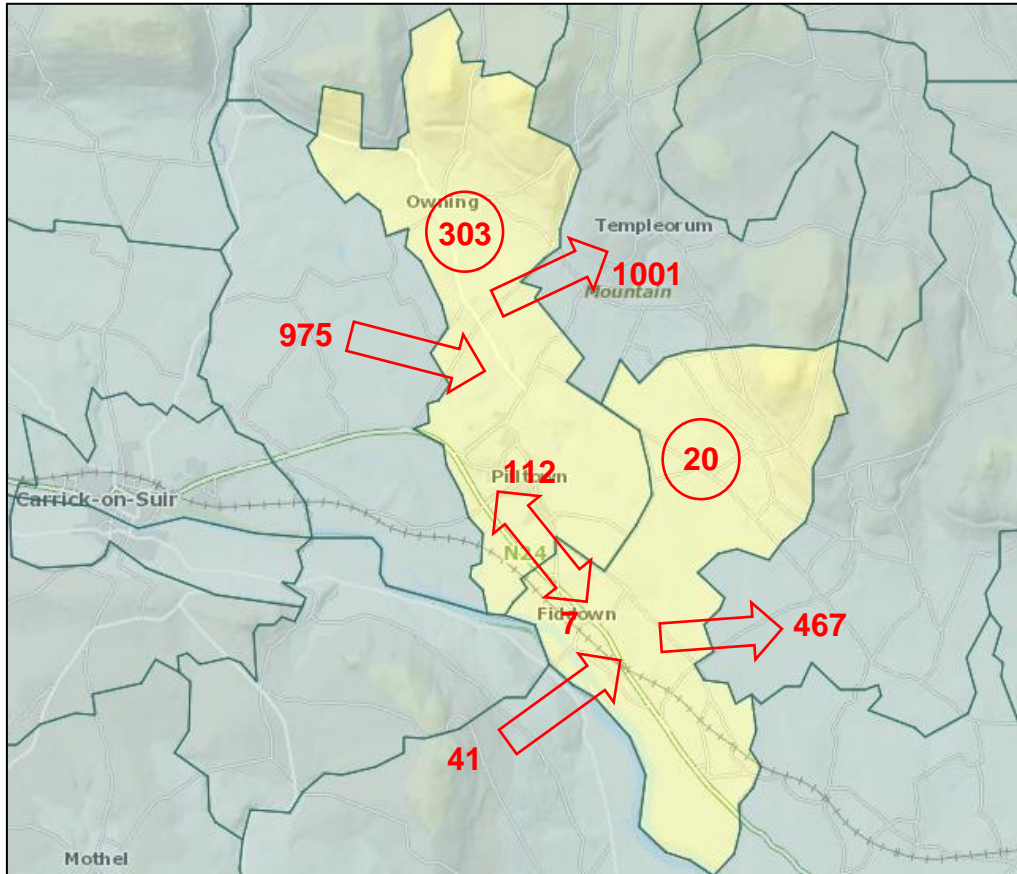


Figure 4-1: Commuter flows to and from Electoral Divisions Piltown & Fiddown

4.5. PILTOWN AND FIDDOWN TRAFFIC SURVEY DATA

Four sets of traffic survey data were available for the study area. The survey information is tabulated below.

Survey Dates	Road No.	Location Description	AADT	% HGV	V85 km/h	Speed Limit	Va_km
05-02-2018 – 12-02-2018	LP4222	Piltown Main Street, east of R698 junction	2780	3.7%	56	50	46
23-03-2021 – 30-03-2021	LS5129-3	Creamery Rd.	102	1.0%	41	50	29
	R698	N24 Flyover	2734	7.3%	69.4	50	58
	R698	Entering Piltown Village, north of L1045, south of church	2927	9.3%	68	50	56
	R698	North of Piltown school	2265	3.8%	54	50	41
25-06-2021 – 5-07.2021	LS5126	Tybroughney rd, just south of junction with Main Street	617	10.5%	46.3	50	37.3
	LS5126	Tybroughney rd, 50 meters west of N24 Tybroughney flyover	714	29.2%	76.3	80	68.5
06-09-2022 – 07-09-2022	LP1039	Tower Road, north of roundabout with L4222	1781	5.0%	46.1	50	37.7
	LP4222	Main Street in Piltown, east of Piltown Coaches depot, west of Campus Petrol Station	2300	3.9%	55.4	50	45.9
	R698	Main street in Fiddown	4096	6.3%	61.4	50	51.2

Table 4-13: Summary of Vehicle Counts

The data shows that there are high volumes of traffic though the R698 and L4222 (Piltown Main Street) including the main streets of both villages, and that the volumes travelling along the main street in Piltown are similar to the through regional road traffic on the R698.

In terms of HGV traffic, there are high percentages observed on most surveyed routes, with very high numbers on the L5126 (Tybroughney Road). The percentages on the L5126 (Tybroughney Road) are to be expected as this road leads directly to the Iverk Produce Factory.

Observed 85<sup>th</sup> percentile speeds exceed the speed limit substantially on the 50km/h link between the two villages. In addition, along the stretch of the R698 which passes Piltown National school the 85<sup>th</sup> percentile is observed as exceeding the speed limit. In the more built-up locations, speeds come very close to the speed limits.

#### 4.6. SITE VISITS

A series of site visits were undertaken to observe the transportation system in use:

- Current traffic management arrangements.
- The conditions experienced by each road user type: mobility impaired individuals, pedestrians, cyclists, cars, taxi's, buses, heavy goods vehicles.
- Travel behaviour of people and how they respond to the existing transport network.
- The streetscape, to evaluate the public realm.
- Land-use and its influence on traffic and transport arrangements.
- Junction arrangements including traffic lane definition, traffic signal arrangements, junction type, access arrangement for schools; and
- Road safety issues.

#### 4.7. COMMUNITY ENGAGEMENT

Members of the local community were consulted with during the data collection stage to identify any overlap between plans and targets of those within the location community and the objectives of this MMP. The key items that arose are listed below. Where appropriate, these have been reflected within the proposals in section 6 of this report.

- Greater provisions for cyclists in and around the village, particularly for children and those travelling to the school, GAA club, soccer club, and Kildalton College.
- Connections to various off road walkways present within Kildalton estate and in Piltown.
- Walking trails specific to the local area and drawing upon the history of the villages (Hatchets Well, Bianconi influences).
- Coordination of bus stop shelters and operator stopping locations.
- Resolution of traffic and parking issues at the junction between the L4222 (Main Street) and the L5125 (New Road / Hillcrest Avenue) on the Main Street at Centra.
- Traffic calming measures to reduce speeds on the Main Street in Piltown.
- Continuity of footpaths around the villages.

#### 4.8. SCHOOL TRAVEL MODE SURVEY

A survey of how the pupils travel to school at present was carried out in Piltown National School, the only primary school in Piltown and Fiddown. The survey was carried in September 2022.

The school has a population of 324 pupils (source: schooldays.ie for year 2021/2022). A survey response was provided for 95% of the school population. The findings of the survey are summarised below in terms of modes of travel, distances travelled and origins of those travelling.

Mode of Travel	Distance travelled to School					All
	<2km	2<4km	4<6km	6<8km	8+km	
Walk	18.0%	3.2%	1.1%	0.0%	0.0%	22.2%
Cycle	0.4%	0.0%	0.0%	0.0%	0.0%	0.4%
Bus	6.7%	5.3%	1.4%	3.9%	3.2%	20.4%
Car	21.8%	24.6%	2.5%	3.5%	4.6%	57%
<b>Total</b>	<b>46.8%</b>	<b>33.1%</b>	<b>4.9%</b>	<b>7.4%</b>	<b>7.7%</b>	<b>100%</b>

**Table 4-14:** Distribution of travel modes based on distance travelled by pupils (Percentage)

Mode of Travel	Distance Travelled <1km	All Trips
Walk	6.0%	22.2%
Cycle	0.0%	0.4%
Bus	2.8%	20.4%
Car	8.1%	57%
<b>Total</b>	<b>16.9%</b>	<b>100%</b>

**Table 4-15:** Percentage of Trips of less than 1km in distance

Mode of Travel	Trip Origin		
	Piltown	Fiddown	Other
Walk	18.4%	1.4%	2.1%
Cycle	0.4%	0.0%	0.0%
Bus	2.8%	7.1%	10.2%
Car	22.6%	12.0%	23.0%
<b>Total</b>	<b>44.2%</b>	<b>20.5%</b>	<b>35.3%</b>

**Table 4-16:** Distribution of travel mode based upon trip origin (Percentage)

The above tables illustrate the following:

- The average number of children walking to school is 22.2%, which is in line with the national average of 24.8% for means of transport to primary schools (refer to table 4.6).
- Bus usage, at 20.4%, is considerable higher than the national average of 10.4% for primary school travel.
- While bus travel exceeds the national average and walking is in line with it, cycling as a mode of school transport is virtually non-existent in the village with only 1 of the surveyed students, representing 0.4% of the survey, on average cycling to school. This is hardly surprising due to the absence of cycling facilities, and due to the fact that the school is located on a regional road carrying relatively high volumes of traffic which has a narrow cross section on approach to the school.
- The distance pupils travel to Piltown National School is less than the national average (see Table 4-1), with 79.9% (46.8% <2km, 33.1% 2<4km) of pupils having less than 4km to travel to Piltown National school compared to the national average of 35% of educational purpose trips of 4km or less (15.9% <2km, 19.2% 2<4km). Similarly, there is a high percentage of trips of less than 1km in distance as shown in Table 4.15. This elucidates the high percentage of trips to the school from Piltown and Fiddown themselves (44.2% and 20.5% respectively) as shown in Table 4.16.
- While a significant portion (35.3%) of trips to the school originate outside the two villages, they travel for shorter distances compared to the national average: 4.9% of trips are between 4 and 6km compared to 25.2%, 7.4% 6<8km compared to 23.2%, and 7.7% 8+km compared



to 16.6%. This is significantly lower than the national average, with 20% of trips originating from 4km+ compared to 64.9%.

- The majority of trips to Piltown National School Originate within Piltown itself (44.2%)
- 90% of walking pupils originate from the two villages themselves, and 86% of pupils travelling by bus originate outside Piltown and Fiddown. These are reasonable statistics considering the location of the school within Piltown village and thus the potential for improvement mainly lies in travel to school via car.
- 57% of pupils travel to school via car, 60% of whom originate from Piltown or Fiddown. Thus, there is potential for those who travel from the two villages via car to shift towards more sustainable modes of transport, especially those 14% of the trips by car which are less than 1km away from the school and could avail of a safe route to school or walking bus based upon the recommendations in this report. Note also that 81% of those who travel to school via car are 2km or less away from the school.

## 5. Public Consultation

The public consultation for this project is yet to be scheduled however it is proposed to entail the following key elements:

- meetings and discussion with Local Authority elected representative, engineers and planners.
- liaison with key stakeholders.
- one two-week online public consultation.

It is intended that an open public consultation will be held online, via [www.consult.kilkenny.ie/en/consultation/](http://www.consult.kilkenny.ie/en/consultation/), over the course of two weeks. This will afford the public an opportunity to make submissions and suggestions relating to the deficiencies and perceived problems associated with transportation and general mobility in both Piltown and Fiddown, which will go directly to Kilkenny County Council. The public will be able to express their views on the transportation issues and suggested measures to improve its connectivity, permeability and mobility.

## 6. Assessment & Suggestions for Consideration

### 6.1. INTRODUCTION

This section of the MMP contains a set of proposals to achieve the desired improvements for Kilkenny County Councils further consideration and evaluation. The proposals are summarised as potential mobility improvement schemes that could be implemented within Piltown and Fiddown in the short, medium and long term to reduce current and future congestion within the villages, to improve permeability both within and between the villages, to promote more sustainable travel patterns, and to generally enhance the existing mobility infrastructure.

Prior to implementation, the feasibility of the preferred potential works is required to be confirmed via dedicated feasibility assessments capturing options for each in terms of design, site selection, alternatives, funding options, and compliance with all relevant policies and objectives within the planning hierarchy, specifically the Kilkenny CDPs (detailed above). This would include confirmation of compliance with applicable natural heritage and biodiversity objectives, and development management standards. The proposed public consultation to be carried out as part of the MMP, and the finalised MMP report that will arise from it, would inform such feasibility studies.

It is noted generally that the Council is already committed to supporting projects and initiatives relating to walking, cycling, public transport and other more sustainable forms of transport as an alternative to the private car as demonstrated within the area plans and commissioning of this MMP. Kilkenny County Council have similarly committed to the development of the necessary infrastructure and promotion of the initiative contained within “*smarter travel – A sustainable transport future – new transport policies for Ireland 2009 – 2020*”.

### 6.2. CHALLENGES & OPPORTUNITIES

A sustainable transport network is a key element of a properly functioning transportation infrastructure and sustainable. To achieve a sustainable transport network, permeability improvements which will allow people to walk or cycle safely and conveniently to schools, community facilities and the village centre are necessary. This is applicable to new and existing developments where connection and strengthening of existing and proposed communities through sustainable linkages is possible.

Consequently, the existing Piltown and Fiddown village structures and key trip generators were analysed to identify potential opportunities for increased non-motorised permeability with a view to establishing a pedestrian/cyclist network for the villages.

Fiddowns development over time is evident in the varying cross section present along the R698 through the village. There are limited road width and narrow, if any, footpaths in the older parts of the village to the east, while the road widens and footpaths become more frequent and generous in width to the west. Notwithstanding this, connectivity between the two areas and continuity of the higher standard provisions in the west is lacking. Features like the location of the petrol pumps at Merry’s Garage influence this situation.

The road connecting the two villages is directly influenced by both historic plot layouts and more modern design standards and objectives. The N24 overbridge lacks the width to facilitate full cycle lanes while plot boundary walls and fences, including the extents of the churches and graveyards, define a road corridor width that currently accommodates only the road with footpath on one side and limited verge widths.

In Piltown, residents are familiar with a Main Street which is generous in width for much of its length, and where informal parking is prevalent and indeed necessary due to the proximity and frequency of roadside developments.

Piltown Main Street is over a kilometre in length and together with the R698 which travels from the eastern end of the Main Street in a north west direction for approx. 1km and the L1039 (Tower Road) which travels from the western end of the Main Street in a north east direction for approx. 0.8km, encloses the main land area of Piltown. Within this zone there are large greenfield sites on either side of the River Pil. This presents a prime opportunity to improve permeability across

this large area, and on to connecting areas, and also to provide amenities for residents and visitors alike.

Key challenges considered are as follows:

- Limited road width and / or total road corridor (including footpath) available in some locations including the R698 both between the villages and on the approaches to Piltown National School, at the bridge over the River Pil in Piltown, in the vicinity of the railway and front of Merry's Garage in Fiddown.
- Presence of residential units immediately adjacent to the roadways and associated property front / roadside parking.
- Elongated nature of development in Piltown along the L4222 (Main Street)
- Lighting and / or electricity poles located within existing footpaths at many locations.

Conversely, the following list of opportunities have been considered in respect of potential improvements:

- Upcoming speed limit review for towns and villages in Ireland may result in the application of a 30km/h speed limit within towns and villages. If applied to both Piltown and Fiddown, a low-speed environment would be generated which would support and promote success of measures aimed at improving permeability and non-motorised travel.
- Distances between key destinations (Piltown National School and shops e.g.) and residential areas are within reasonable walking and cycling distances meaning that should the facilities be provided it is feasible that trips would be transferred from car to walking or cycling.
- The objective of the County Development Plan to continue the development of new trails and walkways may support proposals herein relating to both on and off-road walking and cycling facilities.

### **6.3. OVERVIEW OF PROPOSALS**

In line with the project brief, the proposals listed herein are aimed at giving residents and visitors to Piltown and Fiddown the facilities required such that reliance on motorised transport is reduced. Footpaths are recommended for improvement and/or construction and a number of road crossings are proposed. Priority is transferred from motorised to non-motorised travel by the above, along with proposed junction improvements, street layout and traffic flow revisions and the introduction of speed bumps in places.

Together, these measures will provide Piltown and Fiddown with continuous quality pedestrian/cycle links between the main destinations in the village including the residential areas throughout the village, the new playground in Piltown, churches, the GAA and football clubs, large employers, various services, shops, bus stops and the school, and will be suitable for use by pedestrians and cyclists.

### **6.4. FOOTWAYS & CYCLEWAYS**

#### **6.4.1. Existing Situation**

The overall permeability and connectivity of the pedestrian network in both Piltown and Fiddown is reasonable in the sense that there are footpaths available along at least one side of most of the main routes. However, there are issues in the standard of footpath present, and the gaps in the network, and the designation of crossing locations.

For example, there are many stretches where the width is insufficient for disabled users and those with buggies, where electricity/telecoms poles are in the footpath obstructing travel, and where

generally vehicular traffic is prioritised over non-motorised road users. The presence of pedestrian crossings, controlled or uncontrolled, is limited, with no controlled crossings in Fiddown.

The road connecting Piltown and Fiddown has a footpath on the eastern side for the majority of its length. The R698 between its junctions with the L4222 (Piltown Main Street) and the L1039 (Tower Road) has good continuity of footpaths, despite the footpath widths being limited in places. Similarly, the L1039 Tower Road has good continuity of footpath. Notwithstanding this, there are areas in Piltown which would benefit from greater connectivity across greenfield sites and improvement of the existing provisions in terms of extent, width and lighting of footpaths. A number of controlled crossings have been installed at key locations in recent years, however based on the traffic volumes throughout Piltown, further crossings, either controlled or uncontrolled and preferably with raised tables in high-traffic areas, are warranted to improve permeability and encourage lower traffic speeds.

In Fiddown, the footpath on the eastern side of the R698, west of the junction with the L3440 (Rathmore Road), is a good width however the footpath is intermittent on the western side along this stretch and without any designated crossings across the R698 connectivity to the shop located at Merry's Garage on the western side of the R698 is discontinuous. The junction at Meade's pub lacks provisions for pedestrians or any non-motorised road user and the presence of parking immediately in front of the pub at this location presents a safety concern. Connection towards the River Suir via either the R698 or Strand Road has limited pedestrian provisions.

Generally, neither village has any suitable provisions for cycling due to the ill-defined nature of the roadways, extensive occurrence of informal roadside parking and wide junctions lacking delineation.

#### **6.4.2. Suggested Projects & Initiatives to be Considered**

Figures 6.1, 6.2, 6.3, 6.4, 6.5 and 6.6 below show the suggested footway and cycleway network and proposed mitigation measures for consideration in the short, medium and long term respectively. Refer also to Figures 6.12 to 6.18.

These measures build upon and upgrade the existing footway network within both Piltown and Fiddown including new footways/cycleways, improvements to existing footways, signage, pedestrian crossings and new raised shared spaces at junction/crossing points. All proposed measures shall require an accessibility audit as part of their implementation.

While there are limited dedicated short term cycling measure proposed, it is noted that measures proposed under traffic calming/footpath improvement measures, including road narrowing, will also serve cyclists. Junctions proposed for upgrade are indicated on the Traffic Management and Calming Figures 6.10 and 6.11.

Opportunities to reallocate road space are limited based on the cross section which, while relatively generous in locations, is constrained in some locations such that provision of continuous mandatory cycle lanes is not feasible. Potential to reduce road widths are limited at many locations also due to the prevalence of large agricultural vehicles using the roads.

Designation of a shared surface (shared by vehicles and cyclists) as part of the implementation of a 30kph speed limit is deemed preferable to provision of advisory cycle lanes.

Proposals are listed as follows:

#### 6.4.2.1. Short Term:

- S1.1 Provision of new footpaths at various locations to provide continuity of access for pedestrians around the villages of Piltown and Fiddown.
- S1.2 Footpath improvements at various locations to ensure suitable width and kerbing for all pedestrians.
- S1.3 Improve pedestrian connection across rail line in Fiddown by revising box markings to indicate designated pedestrian crossing zone.
- 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. Figures 6.1 to 6.5 include proposed pedestrian crossings throughout the villages of Piltown and Fiddown.

Note that a raised table pedestrian crossing is not currently proposed on the L4222 (Piltown Main Street) approach to the Tower Road Roundabout as this is already proposed within the N24 Tower Road Junction Improvement Scheme which is due to commence construction in early 2023.

- 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.
- S1.6 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.
- S1.7 Provision of a dedicated bicycle parking facility at Meade's Pub in Fiddown.
- S1.8 Complete an accessibility audit/assessment in respect of existing facilities.

#### 6.4.2.2. Medium Term:

##### M1.1 Introduction of a shared use zones as follows:

- along the R698 extending from its junction with the L4223 in Fiddown as far as its junction with the L1039 (Tower Road) in Piltown:
- along the full length of the L4222 (Main Street), L5125 (New Road / Hillcrest Avenue), and L5129 (Creamery Road).
- along the L1039 (Tower Road) between its junction with the L4222 (Main Street) and the R698.
- along the L5126 (Tybroughney Road) extending for approximately 420m south from the L4222 (Main Street), until approximately 250m before the N24 overpass
- along the L5131 from its junction with the R698 and the AFC.  
in Fiddown:

The proposal aligns with the principle of providing self-regulating streets where vehicles and cyclists share the road. This will be achieved via modifications to some surfacing, roadmarking and signage and it is intended that this would align with the introduction of the 30km/h speed limit zone within the villages.

As part of this proposal, parking would be formalised, build outs would be added, and other such measures to convert the street to one where the priority is transferred from vehicles to VRUs as part of a self-regulating street.

It is noted that at the western end of the L4222 (Main Street) and at the southern end of the L1039 (Tower Road), this measure will require modification of the signage and roadmarking design implemented on approach to the new Tower Road Roundabout to be constructed as part of the N24 Tower Road Junction Improvement Scheme. Should the N24 Tower Road Junction Improvement Scheme be complete or underway prior to implementation of measures under this section 6.4.2.2 of the MMP, the roundabout area may be excluded from the

proposed shared surface area as dedicated cycle and pedestrian facilities are proposed as part of the road scheme. The shared use zone will cater for shared use by both motor vehicles and cyclists, an example of which can be viewed in figure 6.21 below.

- 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.

6.4.2.3. Long Term:

- 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.
- 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.

All new pedestrian/cyclist facilities should be compliant with the accessibility requirements for persons with disabilities and impaired mobility. As per recommendation S1.8 above, existing pedestrian facilities should also be subject to accessibility audit, and it is suggested that the recommendations of that audit are implemented as a matter of urgency once complete. Seating and bicycle parking should be considered as part of each measure. Long term these improvements are expected to facilitate CycleConnects and the development of the proposed

National Cycle Network, and their design should consider their future role as part of the wider cycle network.



Figure 6-21: Example of shared surface on South William Street, Dublin



**FIGURE 6.1**  
**FOOTWAY & CYCLEWAY NETWORK**  
**SHORT TERM PROPOSALS**  
**PILTOWN**

**LEGEND:**

- EXISTING CROSSING (CONTROLLED)
- EXISTING CROSSING (UNCONTROLLED)
- PROPOSED CROSSING (UNCONTROLLED) (S1.4)
- PROPOSED CROSSING (ZEBRA) (S1.4)
- PROPOSED NEW FOOTPATH (S1.1)
- PROPOSED FOOTPATH IMPROVEMENT (S1.2)

S4.5  
 RAISED  
 TABLE

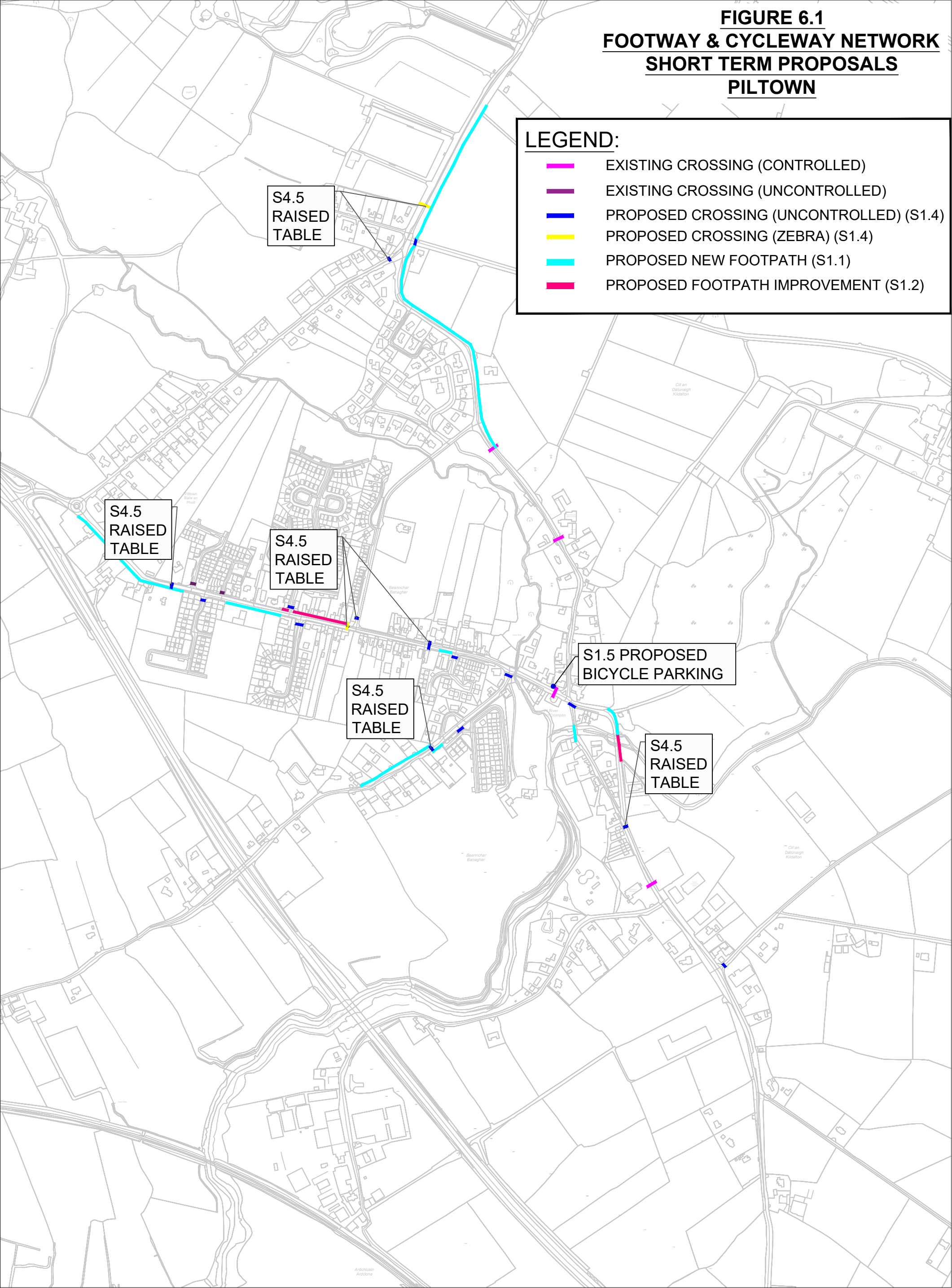
S4.5  
 RAISED  
 TABLE

S4.5  
 RAISED  
 TABLE

S4.5  
 RAISED  
 TABLE

S1.5 PROPOSED  
 BICYCLE PARKING

S4.5  
 RAISED  
 TABLE

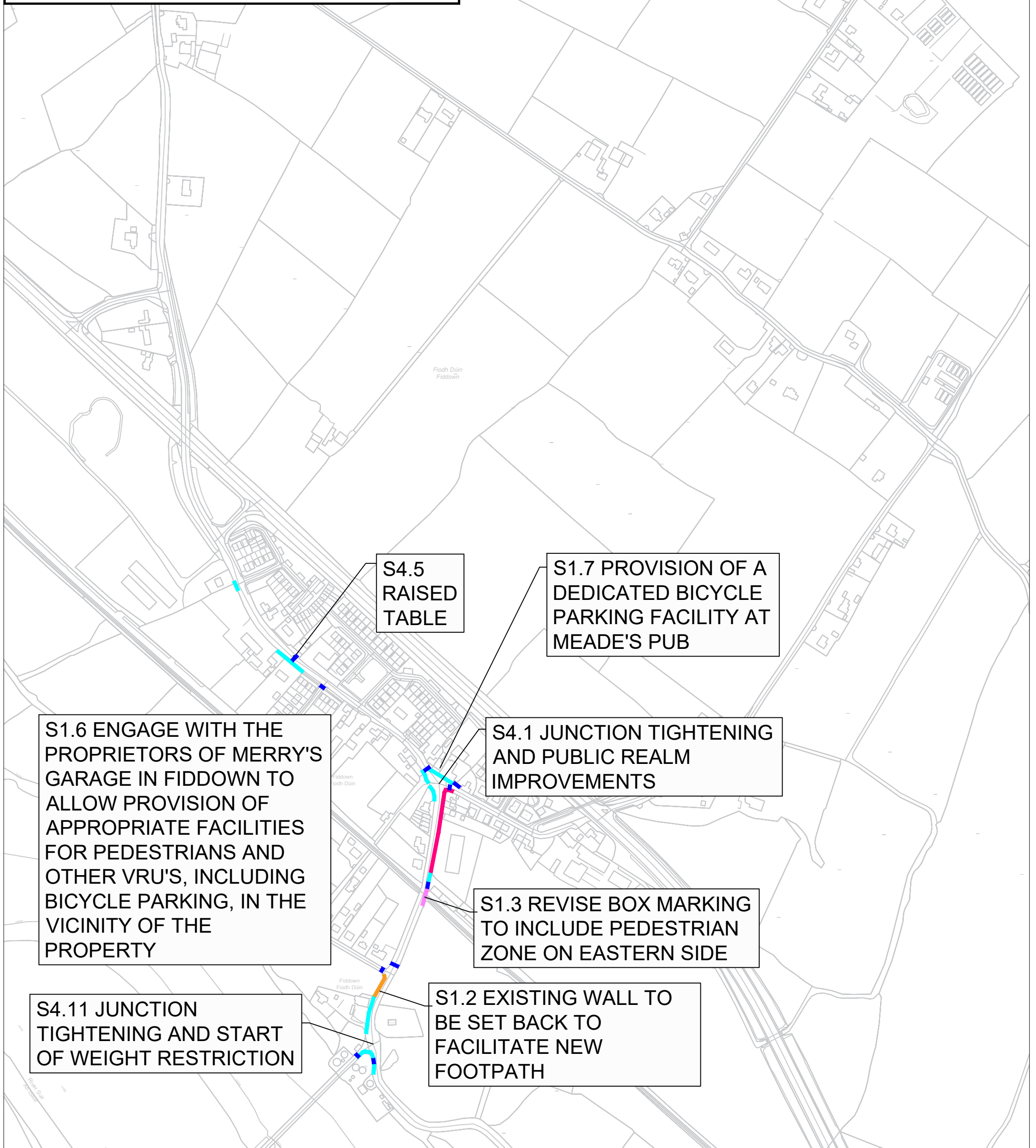


**LEGEND:**

- EXISTING CROSSING (CONTROLLED)
- EXISTING CROSSING (UNCONTROLLED)
- PROPOSED CROSSING (UNCONTROLLED) (S1.4)
- PROPOSED CROSSING (ZEBRA) (S1.4)
- PROPOSED NEW FOOTPATH (S1.1)
- PROPOSED FOOTPATH IMPROVEMENT (S1.2)
- PROPOSED NEW FOOTPATH REQUIRING SET BACK OF EXISTING BOUNDARY WALL

**FIGURE 6.2**  
**FOOTWAY & CYCLEWAY NETWORK**  
**SHORT TERM PROPOSALS**  
**FIDDOWN**

S1.8 COMPLETE AN ACCESSIBILITY AUDIT/ASSESSMENT IN RESPECT OF EXISTING FACILITIES



S4.5  
RAISED  
TABLE

S1.7 PROVISION OF A  
DEDICATED BICYCLE  
PARKING FACILITY AT  
MEADE'S PUB

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

S4.1 JUNCTION TIGHTENING  
AND PUBLIC REALM  
IMPROVEMENTS




S1.3 REVISE BOX MARKING  
TO INCLUDE PEDESTRIAN  
ZONE ON EASTERN SIDE

S1.2 EXISTING WALL TO  
BE SET BACK TO  
FACILITATE NEW  
FOOTPATH

S4.11 JUNCTION  
TIGHTENING AND START  
OF WEIGHT RESTRICTION

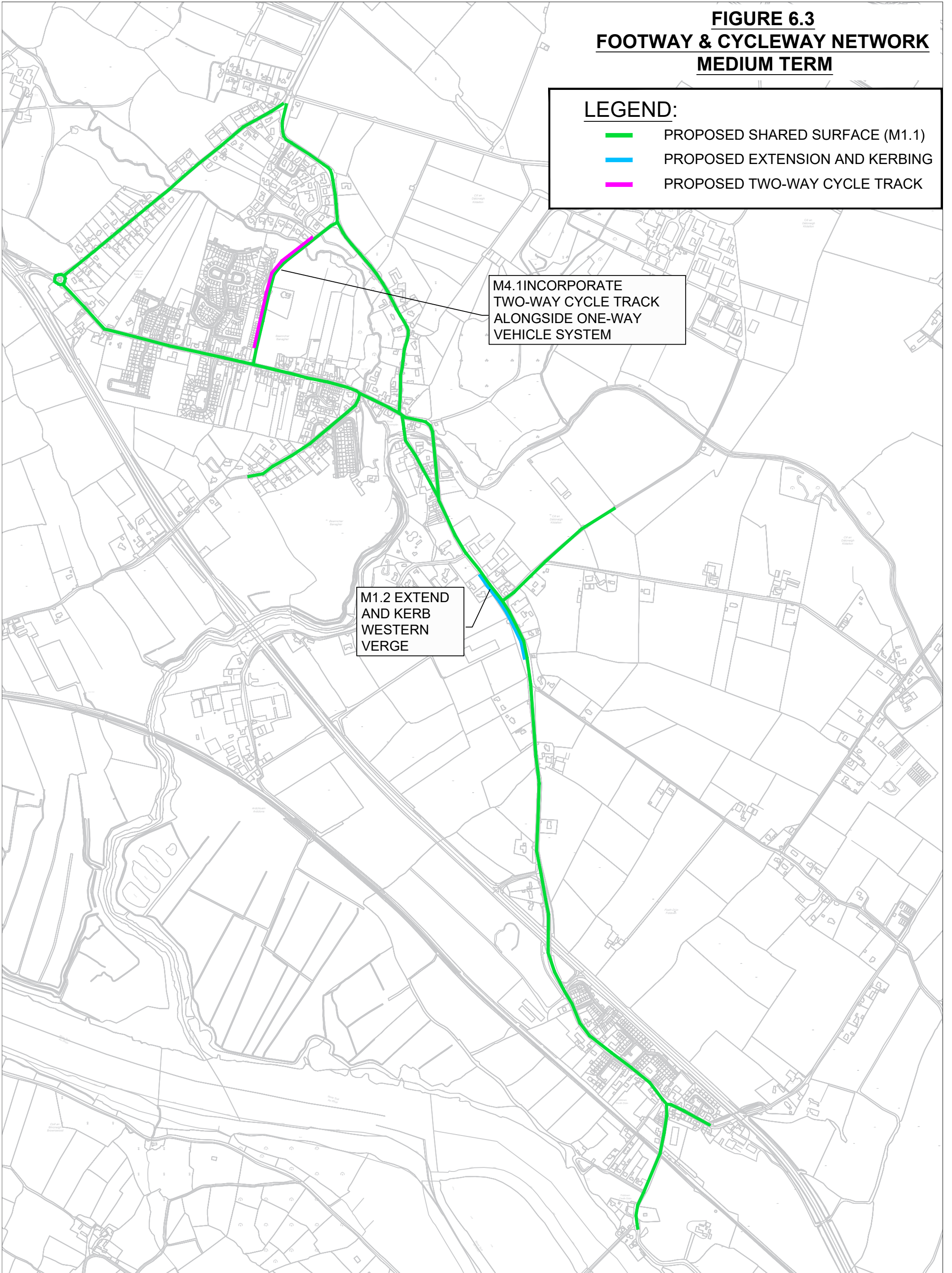
**FIGURE 6.3**  
**FOOTWAY & CYCLEWAY NETWORK**  
**MEDIUM TERM**

**LEGEND:**

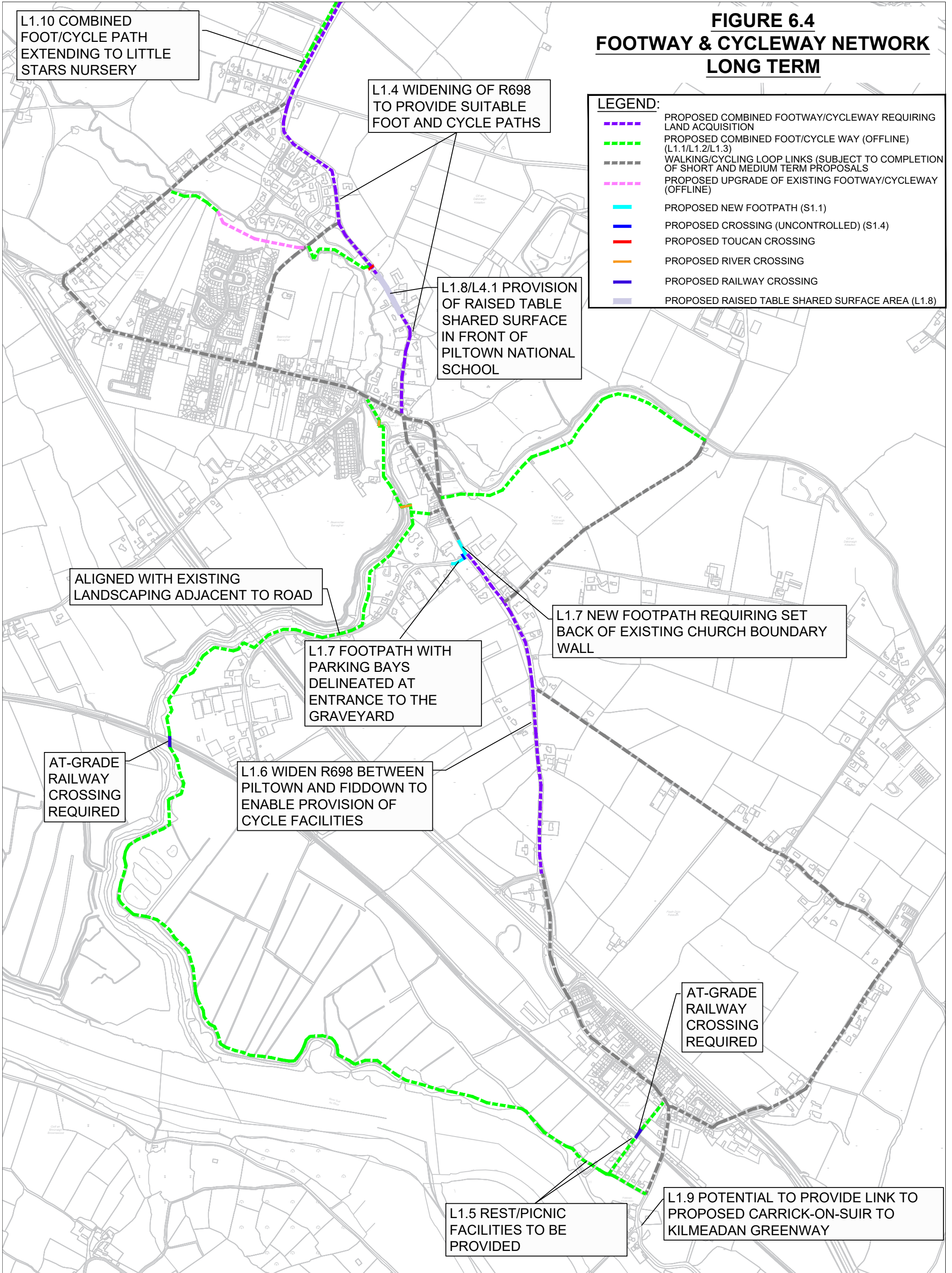
-  PROPOSED SHARED SURFACE (M1.1)
-  PROPOSED EXTENSION AND KERBING
-  PROPOSED TWO-WAY CYCLE TRACK

M4.1 INCORPORATE  
TWO-WAY CYCLE TRACK  
ALONGSIDE ONE-WAY  
VEHICLE SYSTEM

M1.2 EXTEND  
AND KERB  
WESTERN  
VERGE



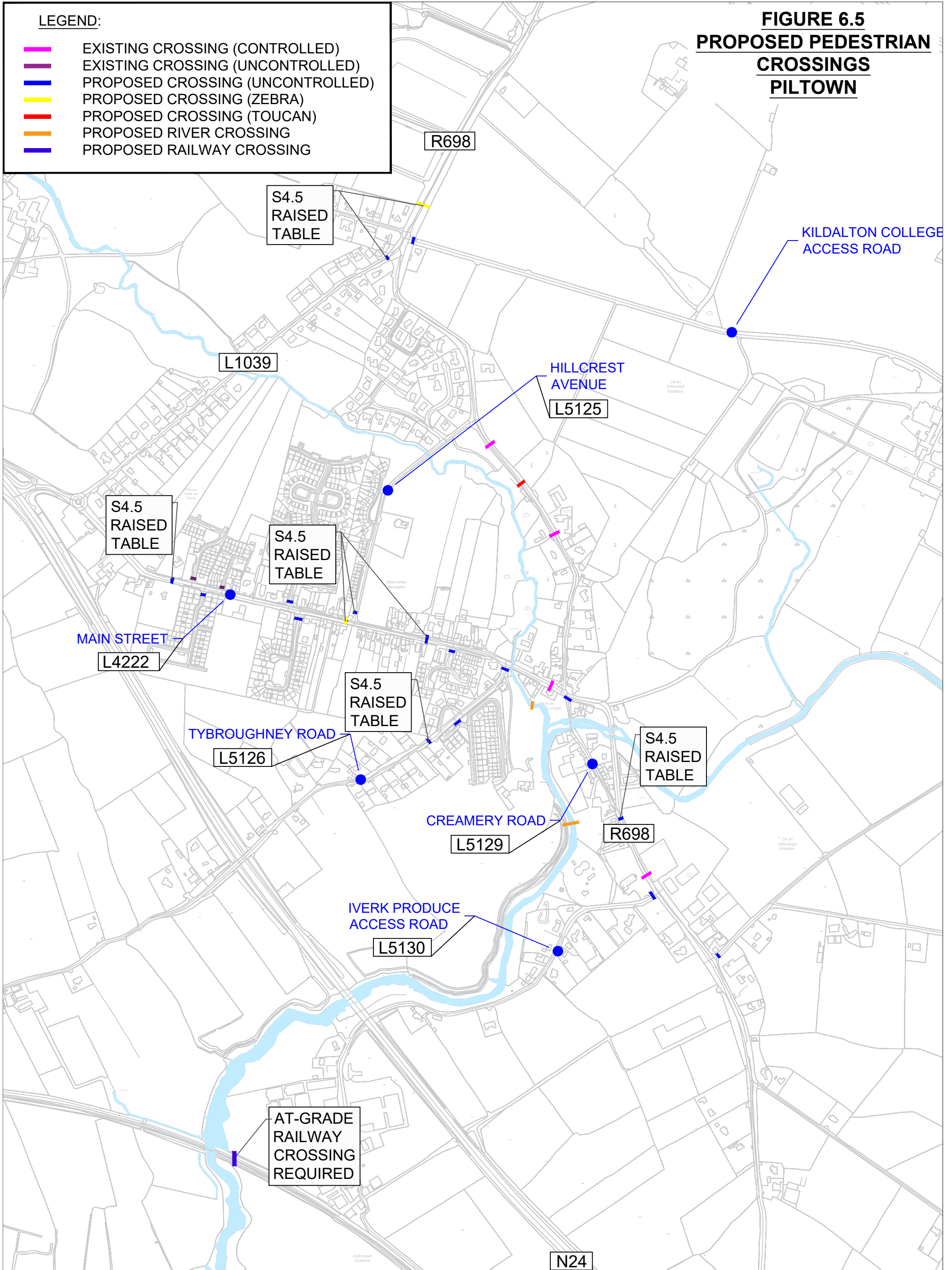
**FIGURE 6.4**  
**FOOTWAY & CYCLEWAY NETWORK**  
**LONG TERM**



**LEGEND:**

- EXISTING CROSSING (CONTROLLED)
- EXISTING CROSSING (UNCONTROLLED)
- PROPOSED CROSSING (UNCONTROLLED)
- PROPOSED CROSSING (ZEBRA)
- PROPOSED CROSSING (TOUCAN)
- PROPOSED RIVER CROSSING
- PROPOSED RAILWAY CROSSING

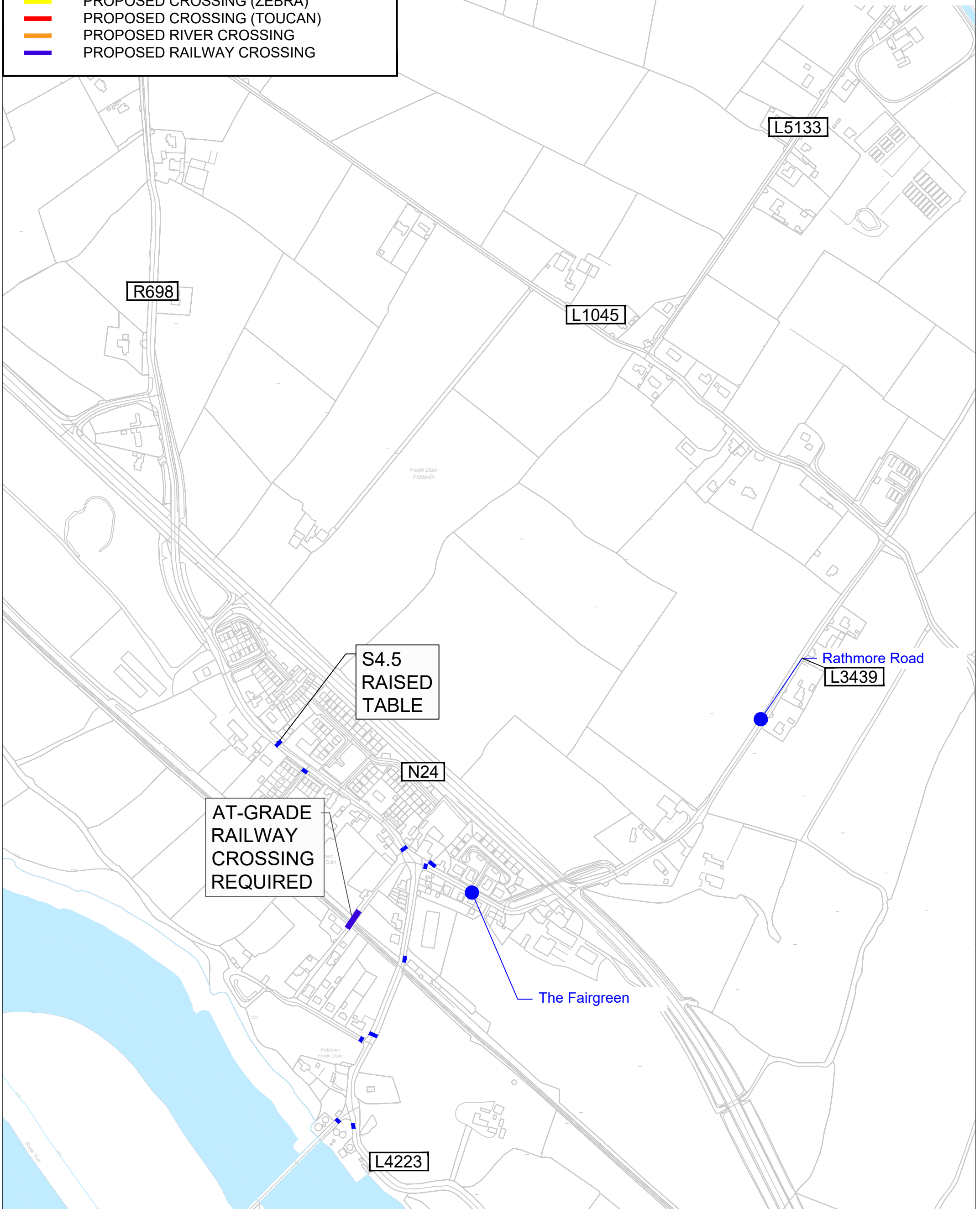
**FIGURE 6.5  
PROPOSED PEDESTRIAN  
CROSSINGS  
PILTOWN**



**LEGEND:**

- EXISTING CROSSING (CONTROLLED)
- EXISTING CROSSING (UNCONTROLLED)
- PROPOSED CROSSING (UNCONTROLLED)
- PROPOSED CROSSING (ZEBRA)
- PROPOSED CROSSING (TOUCAN)
- PROPOSED RIVER CROSSING
- PROPOSED RAILWAY CROSSING

**FIGURE 6.6**  
**PROPOSED PEDESTRIAN**  
**CROSSINGS**  
**FIDDOWN**



## 6.5. BUS ROUTES & STOPS

### 6.5.1. Existing Situation

In Piltown, there are two existing bus stops in each direction on the L4222 (Main Street), with one of each of the stops in each direction having a formal bus shelter. There are two existing bus stops on the R698 in Fiddown, with no shelters. Table 2.2 above provides a summary the existing bus services utilising the stops.

Anecdotal evidence suggests that the bus stop with a shelter for westbound traffic in Piltown, west of the junction with the R698, is not used and that buses instead stop at the bus stop without a shelter adjacent Centra. Having a bus stop at Centra, where there are already issues with parking and traffic congestion, compounds the existing issues. Engagement with operators is required to identify impediments to using the new facilities, and/or to identify alternative locations.

In Fiddown, the bus stops are on the bend where Meade's pub is located which is entirely unsuitable for users. Such bus facilities are substandard, with buses stopping at undesirable locations with poor pedestrian facilities, no bus shelters and poor set down and collection facilities.

Informal parking occurs in the vicinity of all informal bus stops and as neither village has a Traffic Warden this informal practice cannot be effectively controlled resulting in in-carriageway stopping of buses and boarding/alighting of passengers via on-street parking areas. This is not ideal particularly for the mobility and visually impaired.

### 6.5.2. Suggested Projects and Initiatives to be Considered

#### 6.5.2.1. Short Term

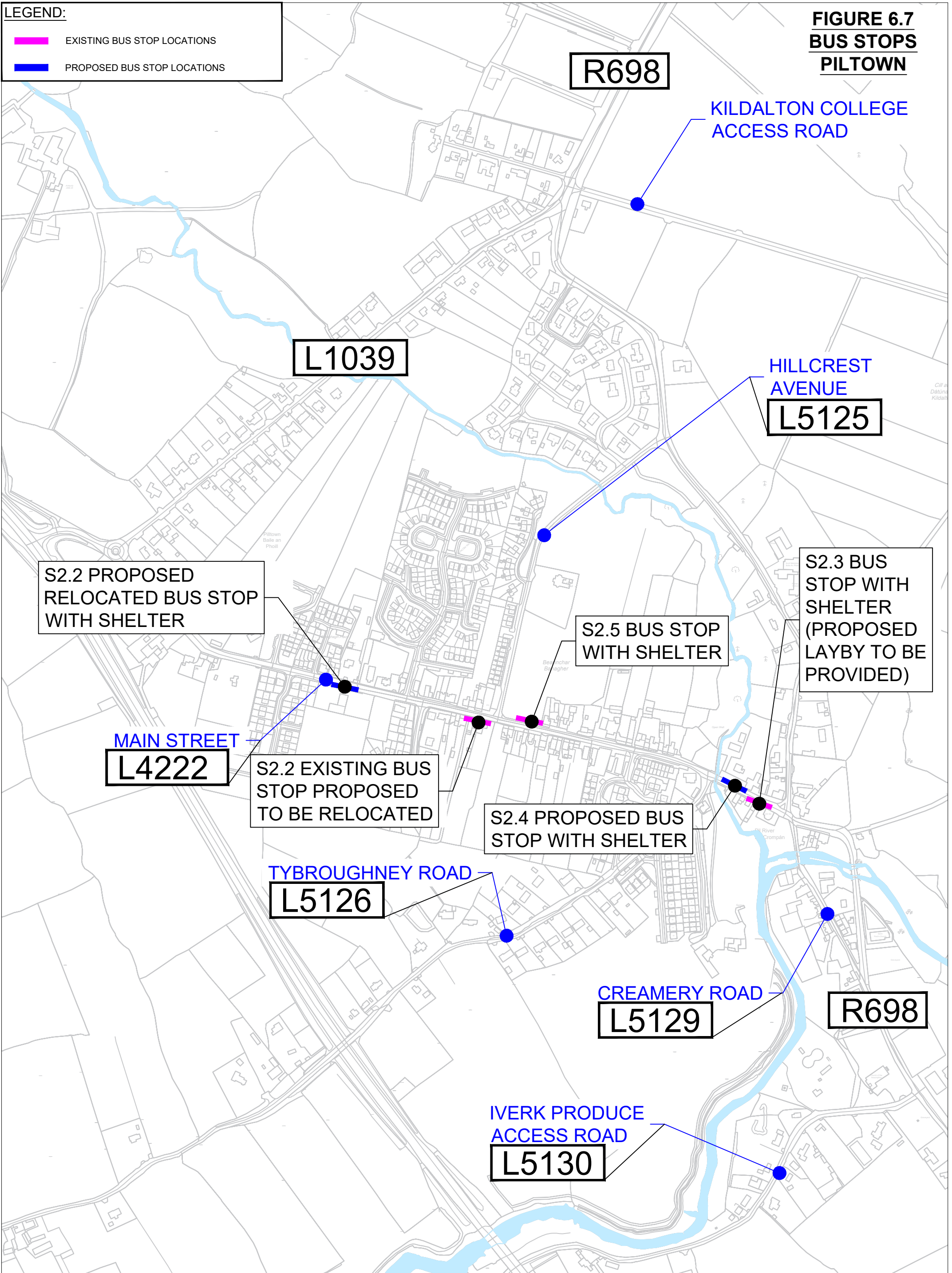
- S2.1 Relocate the bus stops in Fiddown to allow provision of formal bus stops, including age friendly shelters and Kassel kerbing, in lieu of the existing informal bus stops in the vicinity of Meade's Pub. New stops to be located in the vicinity of Merry's Garage.
- S2.2 Relocate the bus stop on the 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.

The above locations are subject to agreement with both Bus Eireann and Piltown Coaches who operate the regular services in Piltown and Fiddown.

**LEGEND:**

- █ EXISTING BUS STOP LOCATIONS
- █ PROPOSED BUS STOP LOCATIONS

**FIGURE 6.7  
BUS STOPS  
PILTOWN**

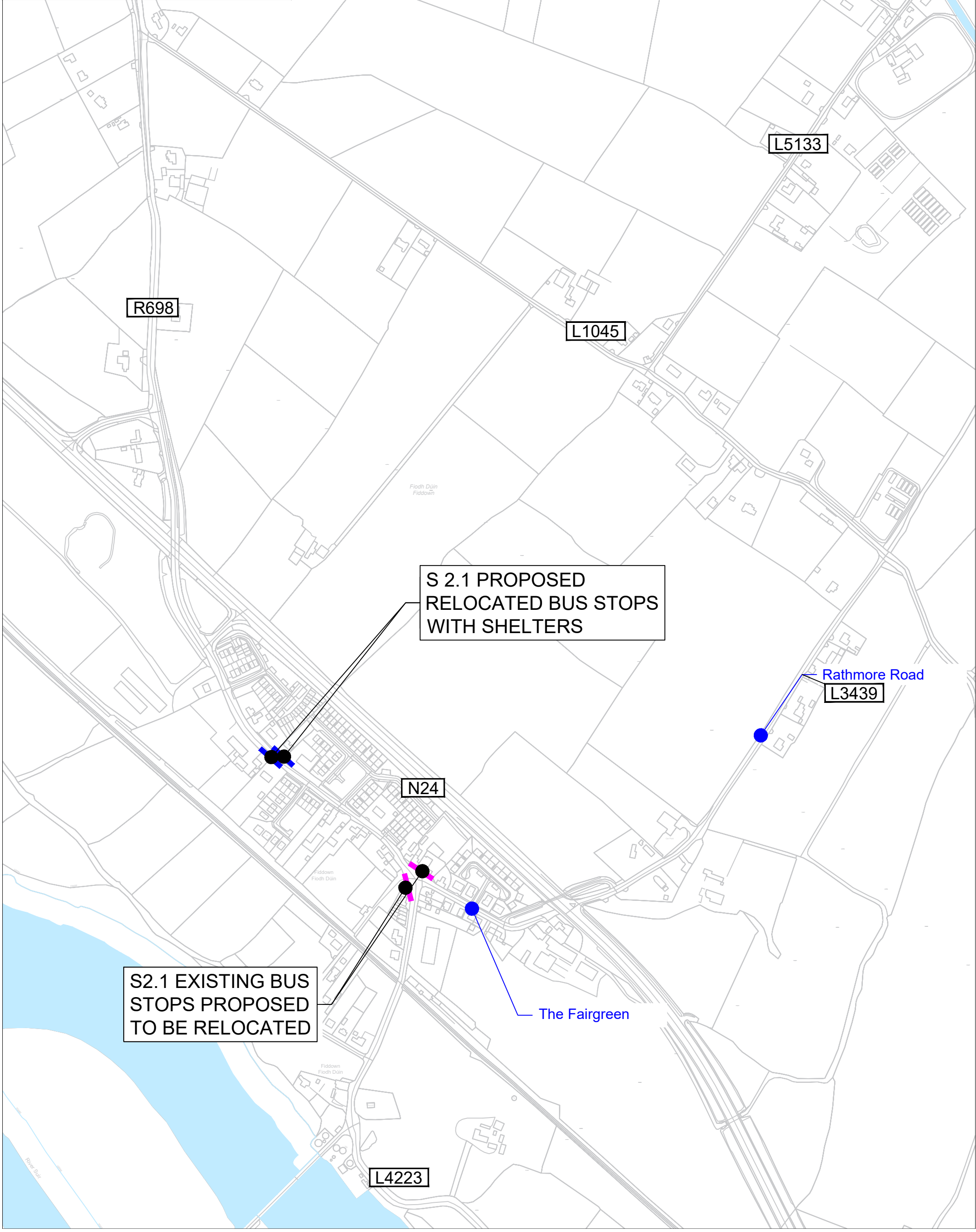




**LEGEND:**

- EXISTING BUS STOP LOCATIONS
- PROPOSED BUS STOP LOCATIONS

**FIGURE 6.8  
BUS STOPS  
FIDDOWN**



## 6.6. SCHOOLS

### 6.6.1. Existing Situation

There is a preschool to the north of Piltown, the Little Stars Preschool Piltown, and a primary school, Piltown National School, located along the R698 on the eastern side of the town.

A significant trip generator in Piltown is Piltown National School with a total pupil population of approximately 324. The school is located on the eastern side of the village on the R698.

The southern approach to the school is limited in cross section and includes a footpath of approx. 1.5m width on the western side only. There are no dedicated cycle facilities. The road has bends on this stretch also, and while the speed limit is 50km/h, the speeds observed during site visits and surveys exceed this. A special speed limit is active in the vicinity of the school, indicated by illuminated signage on the approaches.

In recent years the area in front of the school has been reconfigured to better accommodate those attending the school including buses, car drop offs and pedestrians/cyclists. Controlled pedestrian crossings were installed on each approach, an extended footpath and parking area was installed on the northern approach, and roadmarkings were provided in front of the school indicating bus parking and no parking areas. The success of this scheme is limited however due to the available road width in the area and the issues with traffic persist in the mornings in particular due to the coincidence of the morning school drop off and those commuting to Kildalton.

While the previous LAP policy to address the issues has been actioned, there are further improvements that may be achieved.

There are no schools in Fiddown, only one childcare centre; Happy Days Montessori. This is located along the R698 in a building with dedicated parking to the front and rear.

### 6.6.2. Suggested Projects & Initiatives to be Considered

#### 6.6.2.1. Short Term

- 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 and highlighted, arrange challenges to encourage walking/cycling, monitor progress through surveys etc.

#### 6.6.2.2. Long Term

- 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). Refer to Figure 6.7 which indicates this route.

Note that this will be achieved by means of implementation of all parts of measures S1.1 to S1.9 and measures M1.1 and M1.2 where applicable to the indicated routes. This includes measures to reduce vehicle speeds and clarify spaces for vehicular and cycle traffic, while improving pedestrian provisions via addition of crossings, modifications to surfacing, signage and delineation.

**LEGEND:**

PROPOSED SAFE SCHOOL ROUTES (L3.1)

**FIGURE 6.9  
SCHOOL SAFE ROUTE**



## 6.7. TRAFFIC MANAGEMENT AND CALMING

### 6.7.1. Existing Situation

As mentioned above, traffic volumes and speeds along the main routes in both Piltown and Fiddown are relatively high, carrying high percentages of HGVs. This environment is incompatible with and discourages high rates of use of non-motorised means of transport. Traffic speeds and the sense of vehicular priority is reinforced by stretches generous road widths in some locations. This occurs primarily along the R698 through Fiddown village and along the link between Fiddown and Piltown, and along the L4222 (Piltown Main Street). In addition, this is observed along other approaches to Piltown including along the R698 from its junction with the L5125 (New Road / Hillcrest Avenue) until the 80km/h speed limit sign to the north, and along the L15126 Tybroughney Road. The lack of continuous generous widths means that the provision of continuous cycle lanes is not possible without complete removal of parking or land acquisition. Due to the same reasons a continuous footpath or short-term measures to attempt to alleviate such cannot be accommodated without compromising the safety of vehicular traffic due to the frequency of use by large agricultural vehicles and the varying road corridor width.

Another key issue in both villages is where safety is compromised due to congestion and undesired or coinciding traffic movements. This is exacerbated by poor delineation of roadways, junctions and parking areas in places, leading to confusion over priority. Areas of concern in this regard are at Meade's pub and Merry's Garage in Fiddown, and the junction between the R698 and L4222 (Piltown Main Street), at the junction between the L4222 (Piltown Main Street) and L5125 (New Road / Hillcrest Avenue) at Centra, and at the petrol station in Piltown.

### 6.7.2. Suggested Projects & Initiatives to be Considered

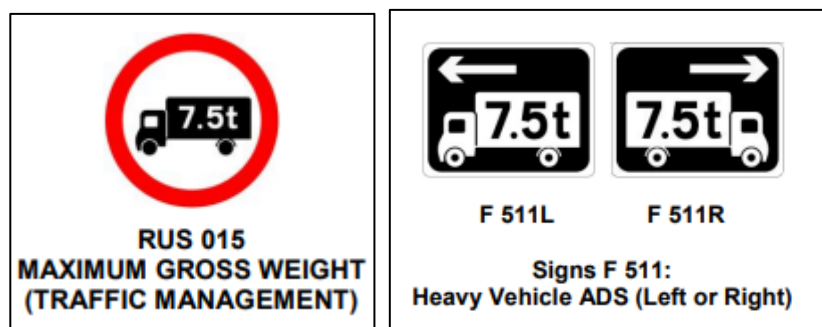
#### 6.7.2.1. Short Term

- 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.  
  
Note that a raised table pedestrian crossing is not currently proposed on the L4222 (Piltown Main Street) approach to the Tower Road Roundabout as this is already proposed within the N24 Tower Road Junction Improvement Scheme which is due to commence construction in early 2023.
- 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.
- 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.

Note that this modification on approach to the Tower Road junction is to be aligned and coordinated with the proposed realignment of the L4222 to be carried out as part of the N24 Tower Road Junction Improvement Scheme.

- 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.

#### 6.7.2.2. Medium Term

- 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.

#### 6.7.2.3. Long Term

- 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.

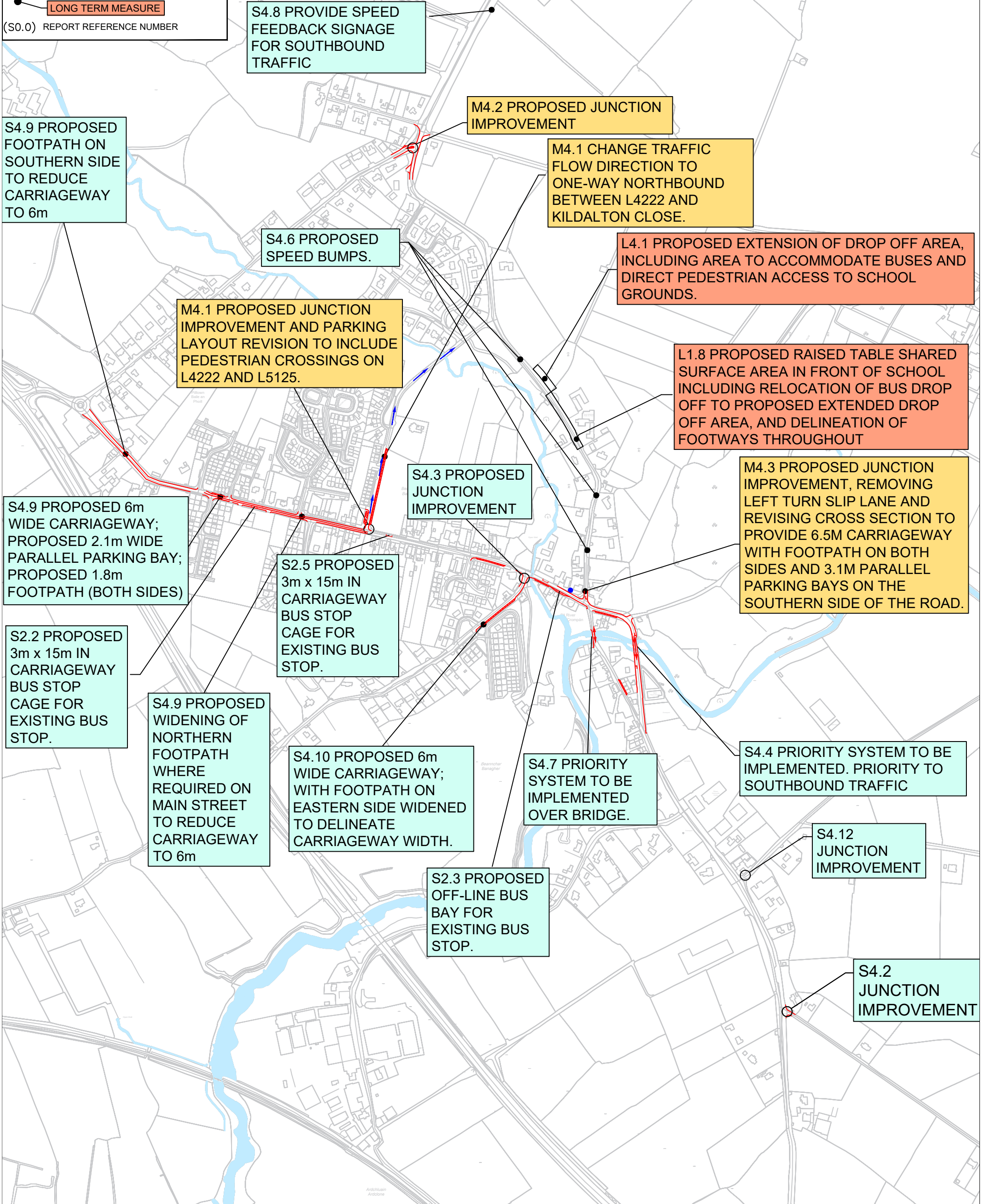
Refer to Figures 6.10 and 6.11 below for indicative illustrations of the above proposals and to Figures 6.12 to 6.18 for the consolidated set of proposals.

**FIGURE 6.10**  
**TRAFFIC MANAGEMENT & CALMING**  
**PILTOWN**

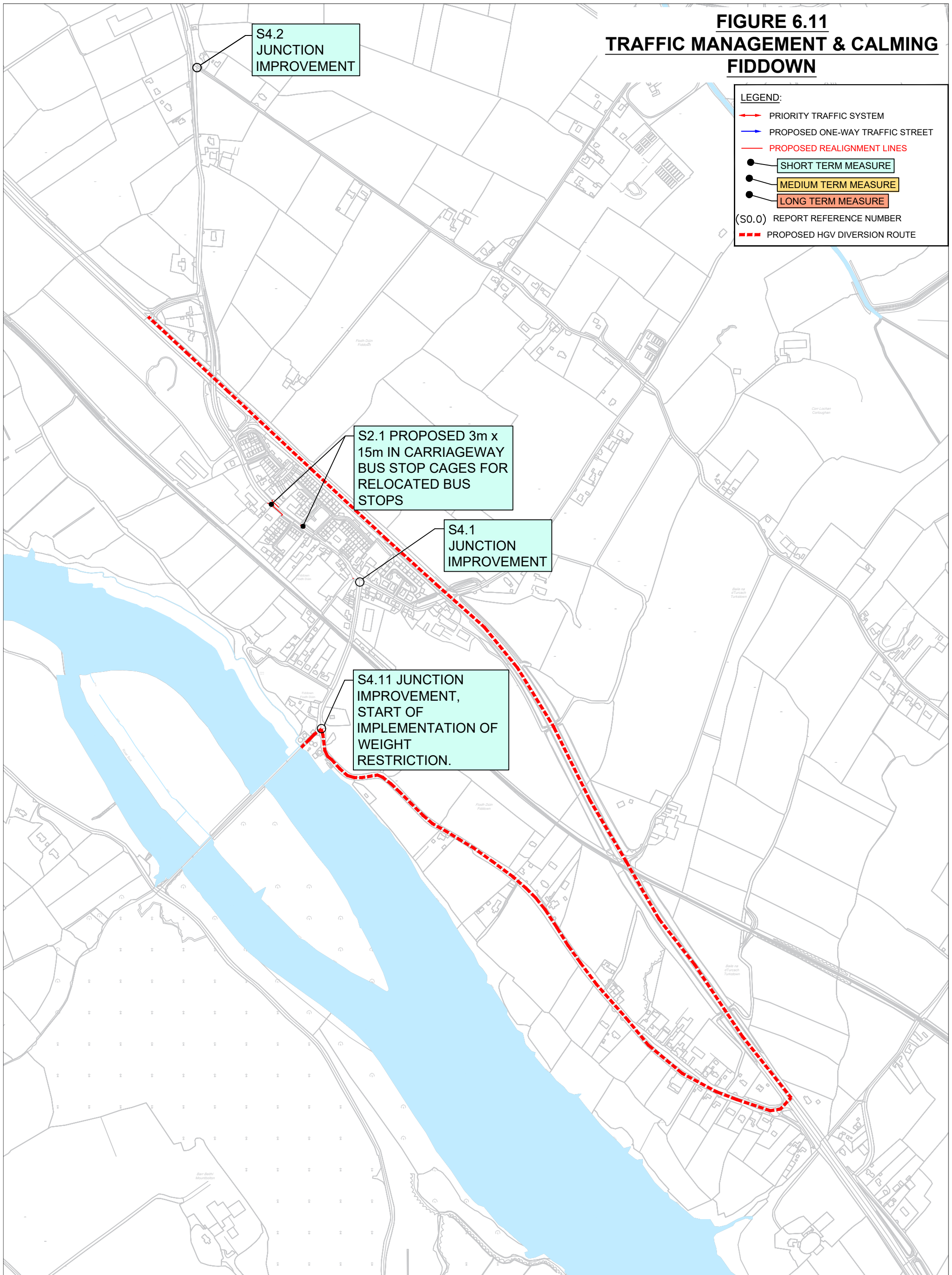
**LEGEND:**

- PRIORITY TRAFFIC SYSTEM
- PROPOSED ONE-WAY TRAFFIC STREET
- PROPOSED REALIGNMENT LINES
- SHORT TERM MEASURE
- MEDIUM TERM MEASURE
- LONG TERM MEASURE

(S0.0) REPORT REFERENCE NUMBER



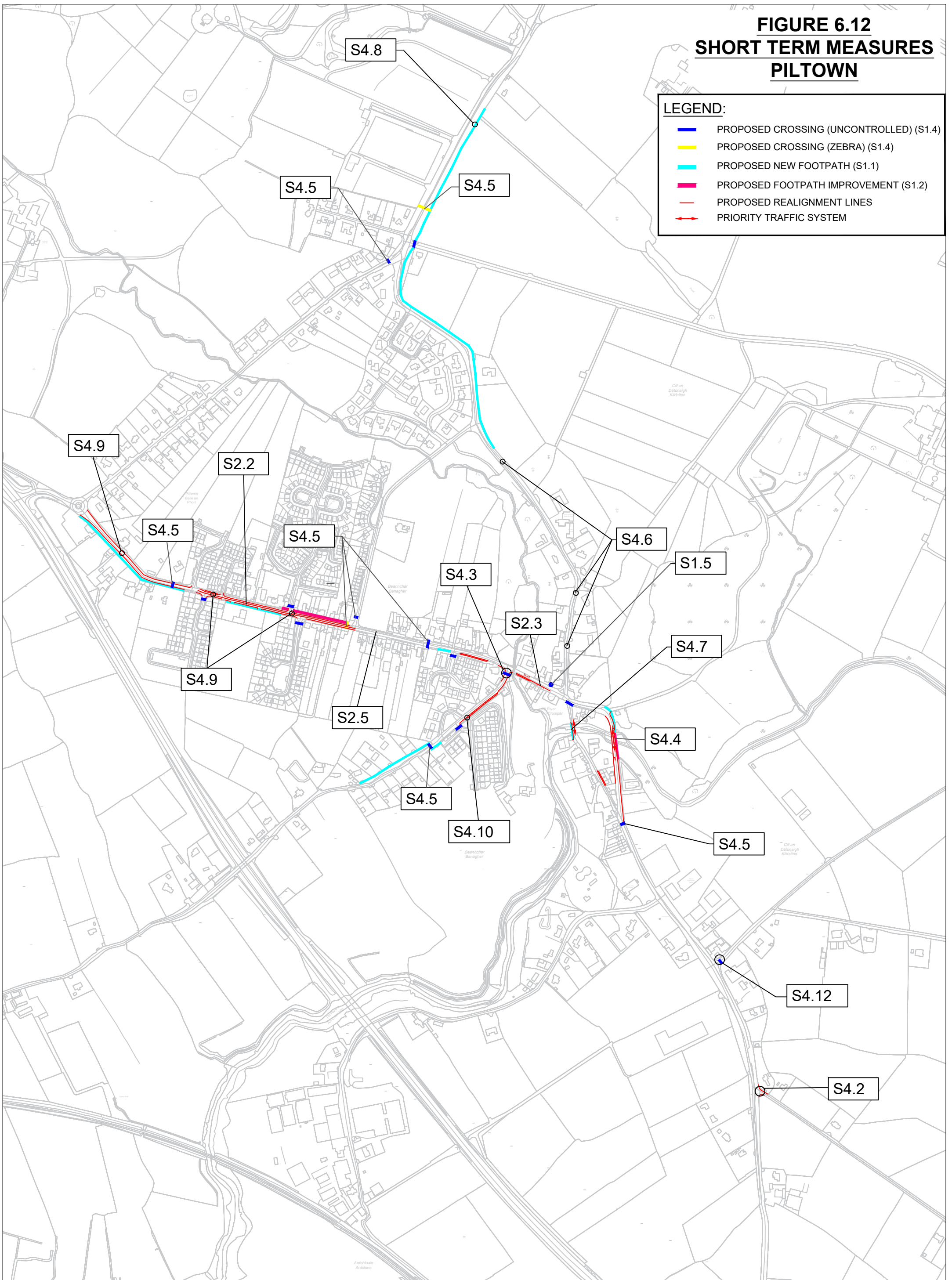
**FIGURE 6.11**  
**TRAFFIC MANAGEMENT & CALMING**  
**FIDDOWN**



**FIGURE 6.12**  
**SHORT TERM MEASURES**  
**PILTOWN**

**LEGEND:**

- PROPOSED CROSSING (UNCONTROLLED) (S1.4)
- PROPOSED CROSSING (ZEBRA) (S1.4)
- PROPOSED NEW FOOTPATH (S1.1)
- PROPOSED FOOTPATH IMPROVEMENT (S1.2)
- PROPOSED REALIGNMENT LINES
- PRIORITY TRAFFIC SYSTEM

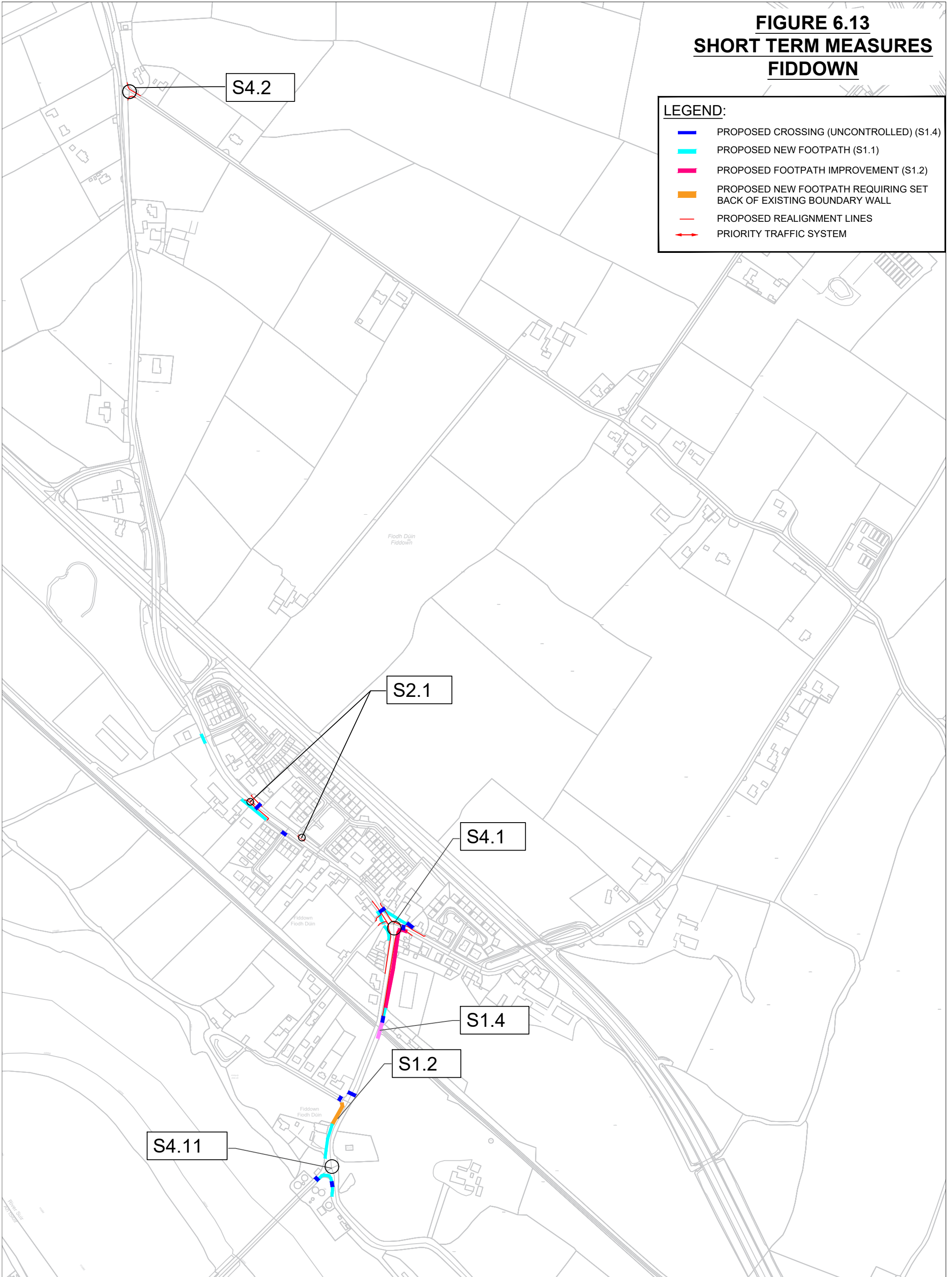




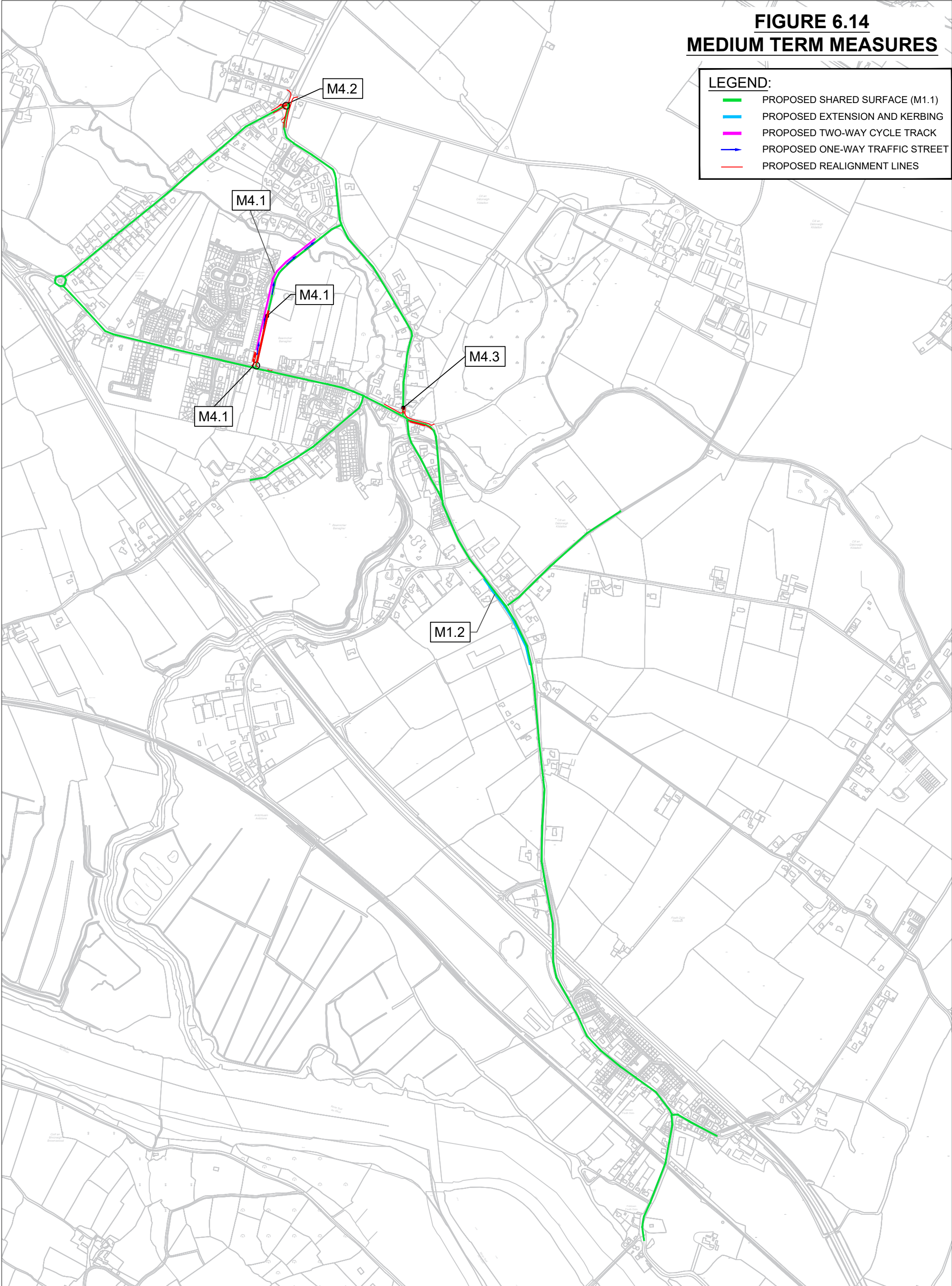
**FIGURE 6.13**  
**SHORT TERM MEASURES**  
**FIDDOWN**

**LEGEND:**

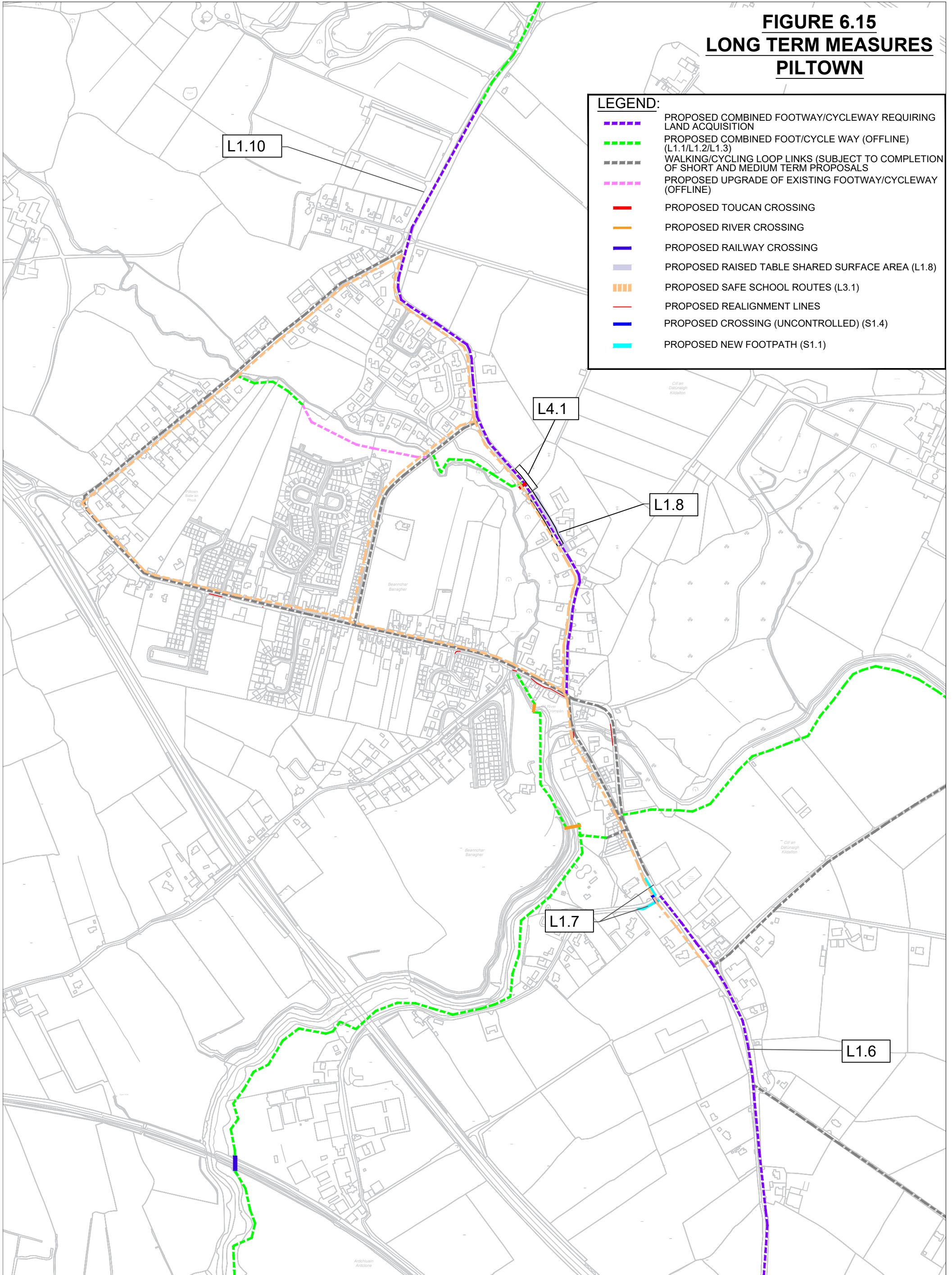
- PROPOSED CROSSING (UNCONTROLLED) (S1.4)
- PROPOSED NEW FOOTPATH (S1.1)
- PROPOSED FOOTPATH IMPROVEMENT (S1.2)
- PROPOSED NEW FOOTPATH REQUIRING SET BACK OF EXISTING BOUNDARY WALL
- PROPOSED REALIGNMENT LINES
- PRIORITY TRAFFIC SYSTEM



**FIGURE 6.14**  
**MEDIUM TERM MEASURES**



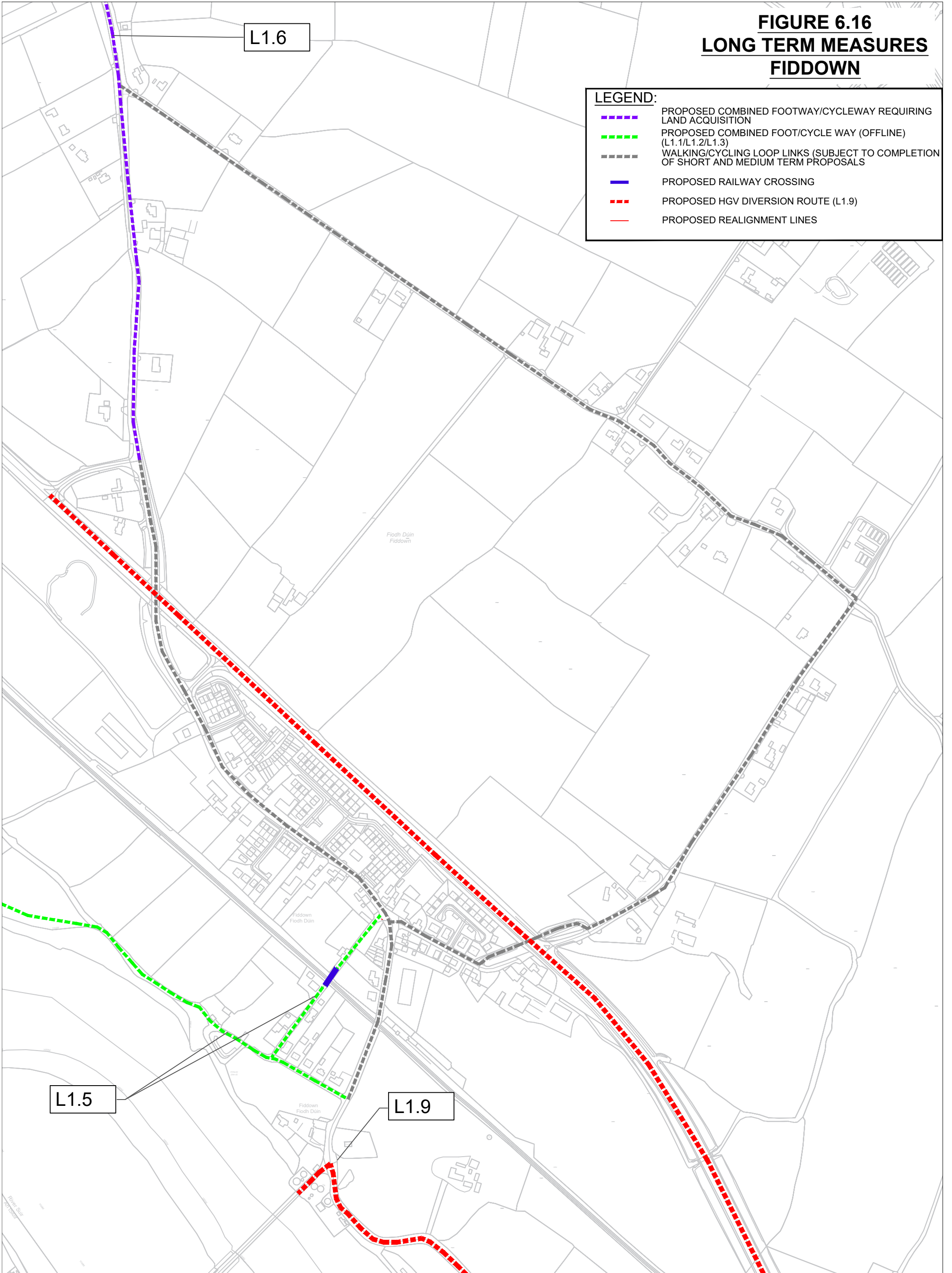
**FIGURE 6.15  
LONG TERM MEASURES  
PILTOWN**



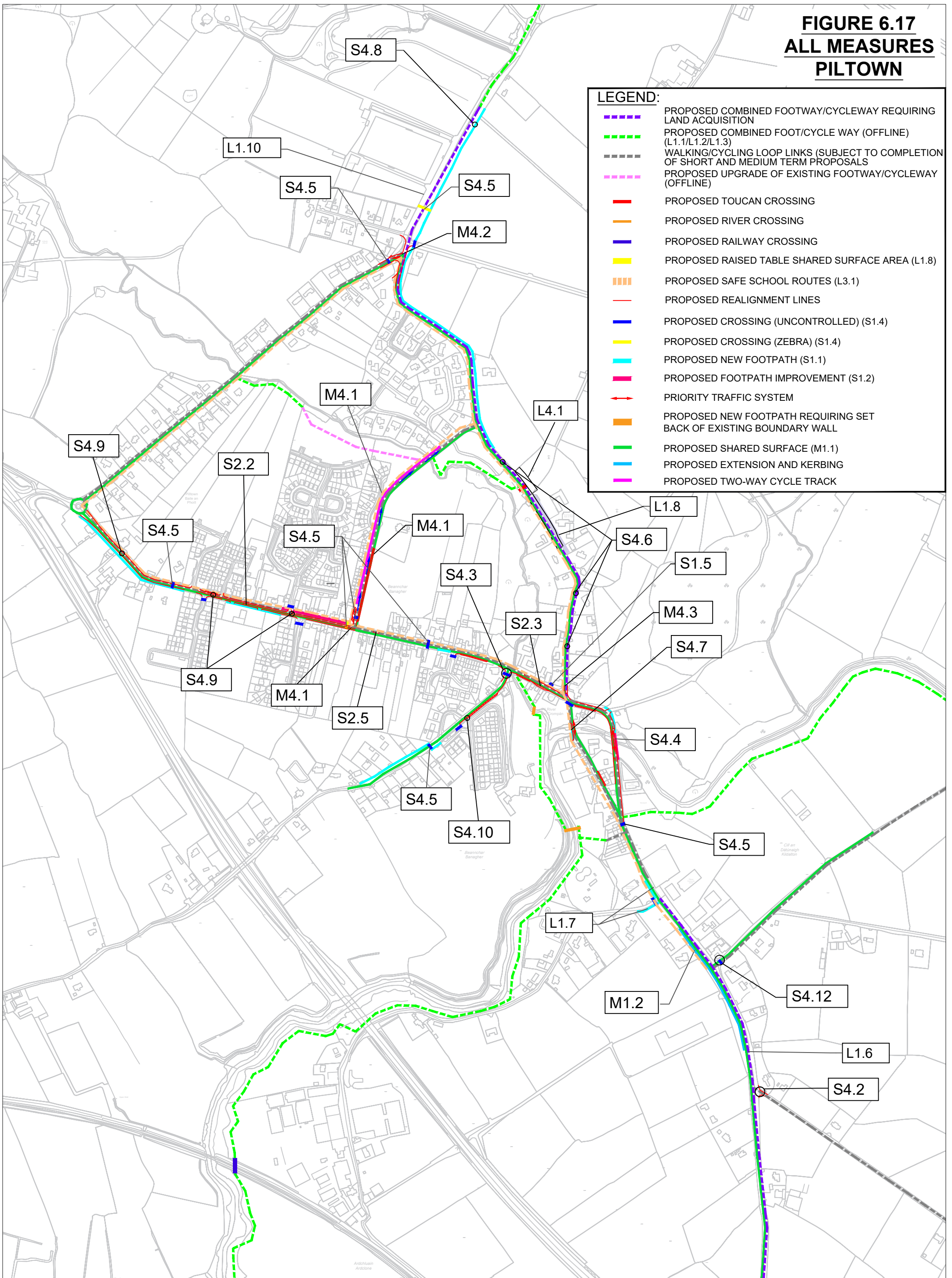
**FIGURE 6.16**  
**LONG TERM MEASURES**  
**FIDDOWN**

**LEGEND:**

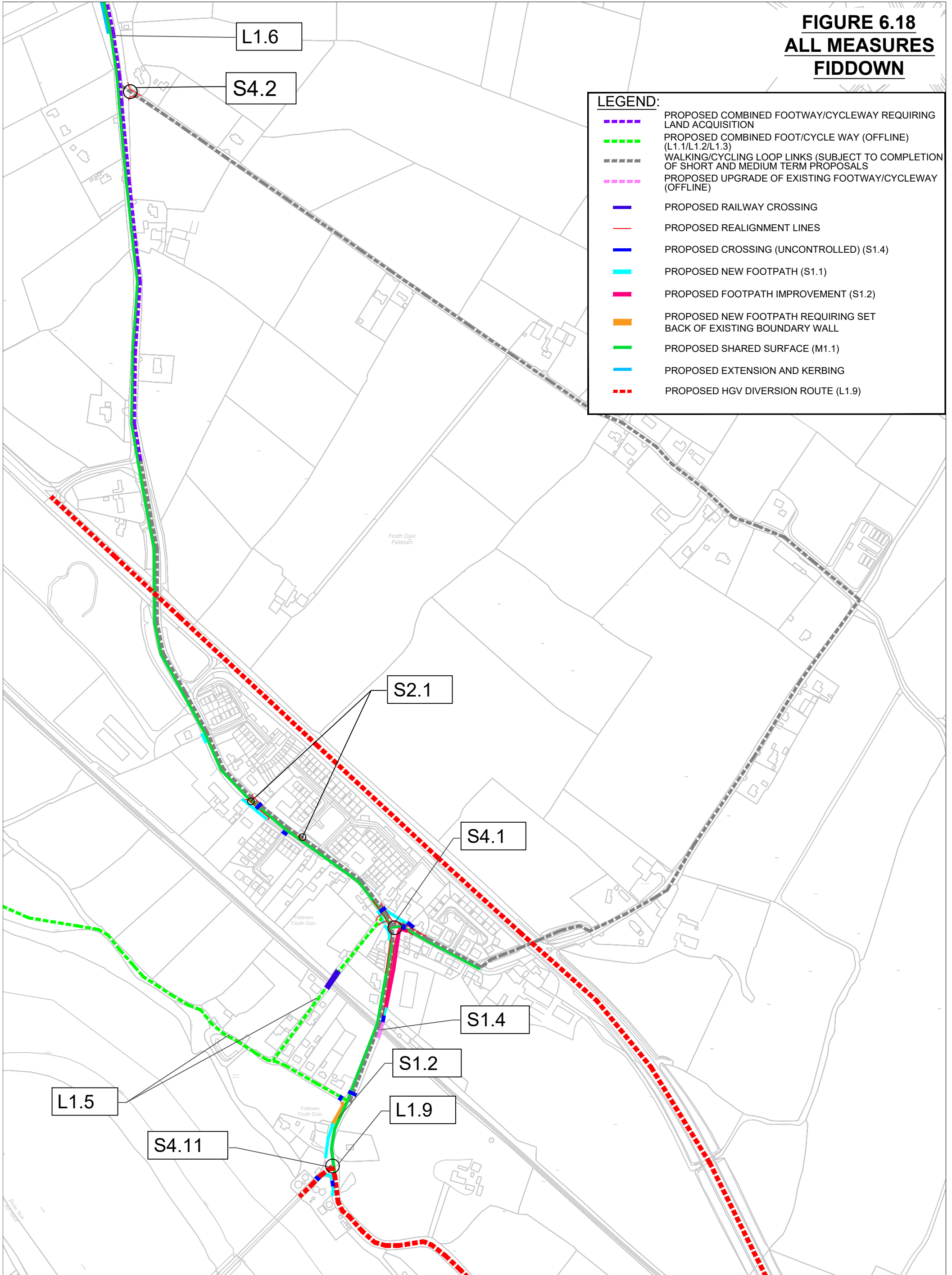
- PROPOSED COMBINED FOOTWAY/CYCLEWAY REQUIRING LAND ACQUISITION
- PROPOSED COMBINED FOOT/CYCLE WAY (OFFLINE) (L1.1/L1.2/L1.3)
- WALKING/CYCLING LOOP LINKS (SUBJECT TO COMPLETION OF SHORT AND MEDIUM TERM PROPOSALS)
- PROPOSED RAILWAY CROSSING
- PROPOSED HGV DIVERSION ROUTE (L1.9)
- PROPOSED REALIGNMENT LINES



**FIGURE 6.17**  
**ALL MEASURES**  
**PILTOWN**



**FIGURE 6.18**  
**ALL MEASURES**  
**FIDDOWN**



## 6.8. CAR PARKING

### 6.8.1. Existing situation

Generally, both villages are reasonably well served in terms of parking, having designated parking facilities at key locations in the villages in addition to various lengths of primarily informal on-street parking along both main streets (L4222 and R698) and along the L5126 (Tybroughney Road), and L5129 (Creamery Road).

In addition, there is good provision of disabled parking bays among the designated parking stock, with a total of 13 of the estimated 350 No. parking spaces allocated as accessible spaces in Piltown and 2 of the estimated 12 No. parking spaces allocated as accessible spaces in Fiddown.

Notwithstanding this, the numbers of bays available, there appear to be issues relating to availability of designated parking and undesired informal parking at three locations; on both the L4222 (Main Street) and L1049 (Hillcrest Avenue) at Centra and on the R698 at the Chinese takeaway in Piltown, and at Meade's pub in Fiddown.

At Centra in Piltown, off street parking is available but underutilised and vehicles opt to double park closer to the shop entrance both on the L4222 (Main Street) and L1049 (Hillcrest Avenue). This creates safety issues at the junction for vehicular traffic and pedestrians. Bollards have previously been erected on the Main Street to deter parking, and 10 No. designated parking bays are present immediately in front of the shop entrance. However, undesired parking persists.

At the Chinese takeaway in Piltown, which is on the R698 just east of the junction with the L5129 Creamery Road, parking on the southern side of the R698 and throughout the L5129 (Creamery Road) creates safety issues at the junction for vehicular traffic and pedestrians where space for both is occupied by parked vehicles.

At Meade's pub in Fiddown, informal parking occurs immediately in front of the pub which is on the outside of a sharp bend on the R698. This results in safety issues relating to parking manoeuvres and creates conflicts for pedestrians.

Utilisation of allocated parking in Piltown was observed as generally being low. With the exception of parking at Centra, this is unsurprising as many of the allocated parking areas are separate to the centre of Piltown village.

There are only two electric vehicle charging locations in Piltown, and none in Fiddown.

Refer to section 6.4 for proposals relating to bicycle parking.

### 6.8.2. Suggested Projects & Initiatives to be Considered

Provision of additional off-street parking adjacent to the new public playground in Piltown is proposed in the medium term, while the introduction of charging stations adjacent to designated Electric Vehicle parking spaces can be targeted in the short term. These proposals supplement the proposed formalisation of parking that will arise from proposals in section 6.7 above linked to providing defined road widths and footpath improvements.

#### 6.8.2.1. Short Term:

- 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.

## 6.8.2.2. Medium Term:

- M5.1 As part of the proposed junction improvement at Meades Tavern in Fiddown, refer to S4.1 above, 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.

## 6.8.2.3. Long Term:

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

**6.9. TAXIS**

As mentioned earlier, there are no registered taxi services operating in Piltown or Fiddown. Taxi services in many district towns are on-call services in that they do not have a taxi rank and it is unlikely there is a sufficient demand at any single location within the village to warrant provision of a rank at present.

Local Authorities (in consultation with An Garda Síochána) are responsible for planning the location of taxi ranks, deciding on their size, hours of operation and managing their use. The need for a taxi rank or taxi parking should be kept under review.

**6.10. REVIEW OF PROPOSED DEVELOPMENTS**

This section provides an overview and commentary relating to proposed developments within the study area. Such developments do not form part of this MMP but affect transport within the study area. Alignment with the intent of the MMP and proposed measures as identified in section 6.4 to 6.9 inclusive is reviewed and associated recommendations are made in respect of the implementation of elements of these schemes to ensure consistency with the proposals of the MMP.

**6.10.1. Piltown Urban Enhancement Scheme**

The approved Part 8 design for Piltown Main Street and R698 approach enhances the routes in terms of aesthetics and parking provisions. As part of this MMP, the perspective of non-motorised road users is assessed, and associated issues and needs are identified. It is recommended that the approved Part 8 Piltown Urban Enhancement Scheme design be revised to capture the recommendations of this report to ensure enhancement of the village for pedestrians and cyclists. Key areas where the Part 8 design may not present the optimal solution for pedestrians and cyclists are identified below. Note that the recommendations are detailed in preceding parts of this section 6.

Refer to Appendix A for the Part 8 design drawings referenced and reviews as follows.

- A. Drawing 18071-P8-103** – between L1045 and L5130 Iverk Produce Access at the church.

Proposed Part 8 Design:

- i. The design indicates parking and new footpath on the western side of the road, in conjunction with a raised table uncontrolled crossing of the R698 north of the L5131.
- ii. Verge widening / addition of hard/soft standing strips to reduce carriageway widths to between 6 and 7m.

Comments:

- Parking is not recommended along this stretch of road. Sufficient parking is already in place at the nearby Community Centre, and at the football pitch.



- Signalised pedestrian crossing already present at the church.
- Uncontrolled crossings omitted from junctions.
- Extend and kerb the western verge south of the church.
- Minimum carriageway width of 6.0m and minimum footpath widths of 1.8m should be maintained.

Recommendations:

- Short term;
  - Implement traffic calming comprising extending the western verge and providing a kerbed edge.
  - Provide uncontrolled pedestrian crossings at junctions where footpaths are present.
- Long term;
  - Utilise space for cycle lanes as part of a longer term scheme to provide cycle lanes between Piltown and Fiddown.

- B. Drawing 18071-P8-104 – between L5130 Iverk Produce Access at the church and the recently installed signalised crossing on the L4222 (Main Street)**

Proposed Part 8 Design:

- i. The design indicates a roundabout at junction between the L5130 and the R698 at the church, including pedestrian facilities from the roundabout to the existing signalised crossing north of the church.
- ii. North of the R698 junction with the L5129 (Creamery Road), parking is proposed on the eastern side of the road and a priority give way system is included over the river bridge, along with improvements to road markings and footpaths around the bend at the pedestrian entrance to Kildalton college.
- iii. Parking is formalised along the southern side of the R698 and the L4222 (Main Street), on either side of the L5129 (Creamery Road).
- iv. Paving of the slip lane from the L4222 (Main Street) to the R698 is amended to a raised mountable surface.

Comments:

- While the roundabout would balance priority of traffic at this junction, it is located close to the community hall entrance and therefore may create issues for those accessing the community centre due to visibility of oncoming traffic.
- No pedestrian crossings are included in the vicinity of the roundabout, only the existing crossing between the church and graveyard to the north. The presence of a roundabout may encourage undesired informal pedestrian crossing movements.
- Provision of parking on the R698 north of the junction with the L5129 (Creamery Road) necessitates reduction in the width of the existing footpath to 1.4m. This is not recommended.
- As part of the Rural Regeneration Development Fund 2022 application for Piltown, it is proposed to revise the arrangement at the slip road from the L4222 (Main Street) onto the R698 such that the slip road is converted to a footpath with an uncontrolled pedestrian provided across the R698.

Recommendations:

- Short term:
  - Implement the priority give way system over the river bridge and the roadmarking and footpath improvements at the bend at the pedestrian entrance to Kildalton college.
  - Include a footpath along the eastern side of the road in this location to connect the existing footpath at the Kildalton college entrance to that south of the river bridge.

- Formalise parking as indicated along the southern side of the R698 and the L4222 (Main Street).
- Medium term;
- Implement a 30km/h zone extending from the L5130 Iverk Produce Access northwards and throughout Piltown village (refer to section 6.4 for details).
- Long term;
- Provide footpaths from the existing signalised crossing at the church, southwards and onto the L5130 Iverk Produce Access. Include a pedestrian crossing on the L5130 Iverk Produce Access to provide access to the graveyard to the south and include associated footpath provisions and designated parking adjacent to the graveyard. This measure will require acquisition of lands / setting back the church boundary wall.
- Improve the junction between the R698 and the L4222 (Main Street) to provide greater facilities for pedestrians in line with the proposals within the Rural Regeneration Development Fund 2022 application for Piltown.

**C. Drawing 18071-P8-105** – between the recently installed signalised crossing on the L4222 (Main Street) west of R698 and the existing petrol station

Proposed Part 8 Design:

- i. A bus layby is proposed at the location of the existing bus shelter on the southern side of the road adjacent to the old Garda station.
- ii. A proposed off-street public parking area is proposed just east of the junction with the L5126 (Tybroughney Road).
- iii. Improvements to the junction with the L5126 (Tybroughney Road) are included.
- iv. Formalisation of parking on the southern side of the road between L5126 (Tybroughney Road) and the entrance to Power Villas.
- v. A half bus layby is proposed at the location of the existing bus shelter on the northern side of the road adjacent to the junction with L5125 (New Road / Hillcrest Avenue).
- vi. A mini roundabout is proposed at the junction with L5125 (New Road / Hillcrest Avenue) in conjunction with rearrangement of existing parking in front of Centra.
- vii. Designated on-street parking is proposed on the northern side of the road in front of Centra, along with a raised table pedestrian crossing.
- viii. A bus layby is proposed on the southern side of the road, east of the petrol station.
- ix. Verge widening / addition of hard / soft standing strips to reduce carriageway widths to between 6 and 7m.

Comments:

- The proposed improvements at the junction with the L5126 (Tybroughney Road) do not include pedestrian crossing facilities.
- The proposed amendments at Centra do not appear to deviate sufficiently from the current arrangement to expect a change in illegal parking trends. The modification to the location of the parking minimises the pedestrian area available in front of the shop while creating an additional buffer area that may be improperly used.
- There does not appear to be sufficient available width to provide on street parking while maintaining minimum footpath widths of 1.8m on both sides of the road west of Centra between the L5125 (New Road / Hillcrest Avenue) and L42225 (The Meadows).
- There does not appear to be sufficient available width to provide an off-line bus lay by while maintaining minimum footpath widths of 1.8m on both sides of the road, east of the petrol station. In addition, subsequent to the proposed design being completed, a development has commenced at the proposed bus stop location thus making the location unsuitable for a bus stop.

- Minimum carriageway width of 6.0m and minimum footpath widths of 1.8m should be maintained.

Recommendations:

- Short term:
  - Implement the proposed elements under 6.10.C.i and 6.10.C.iv as described herein
  - Provide an in-carriageway bus cage in front of the petrol station on the southern side of the road in lieu of the proposed bus layby east of the petrol station. A formal bus stop including an age friendly shelter and Kassel kerbing is proposed.
  - Widen footpaths in places to reduce carriageway to 6m. Specific locations to be determined based on survey information.
- Medium term:
  - Improve the junction between the L4222 (Main Street) and the L5126 (Tybroughney Road), including provision of an uncontrolled crossing.
  - Modify the parking and junction at Centra / L5125 (New Road / Hillcrest Avenue) to include angled parking on the western side of the L5125, parallel parking on the eastern side of the road and a raised table pedestrian crossing. Raised table zebra crossing to be provided on the L4222 (Main Street) just west of Centra.
- Long term:
  - Implement the proposed elements under 6.10.C.ii as described herein.

- D. Drawing 18071-P8-106 – between the existing petrol station and the L1039 (Tower Road) junction**

Proposed Part 8 Design:

- Formalisation of parking on the northern side of the road in the vicinity of Belline Vale.
- Verge widening / addition of hard / soft standing strips to reduce carriageway widths to between 6 and 7m.

Comments:

- No proposed connections for residents on the southern side of the road.

Recommendations:

- Formalise parking as per 6.10.D.i.
- Provide footpath on the southern side of the road from the Tower Road roundabout back to connect with the existing footpath (approx. 270m) and provide raised table uncontrolled crossing east of the Tower Road roundabout.

### **6.10.2. N24 Tower Road Junction Improvement Scheme**

This project comprises substantial works along the N24 and interfaces with the study area for this MMP in the vicinity of the Tower Road Roundabout northwest of Piltown. The overlapping area relating to the Piltown – Fiddown MMP comprises the existing Tower Road Roundabout along with approx. 100m of the L1039 Tower Road approach and approx. 50m of the L4222 Piltown Main Street approach.

Proposed works in this area relevant to this MMP are the relocation of the existing roundabout, realignment of approach roads, provision of public lighting at the new roundabout, provision of raised table pedestrian crossings on all arms of the roundabout and provision of dedicated off-road cycle facilities around the roundabout.

It is recommended that minor modifications be made to the proposed N24 Tower Road Junction Improvement Scheme design to align with and support those measures proposed as part of this MMP. These modifications are:

- Revise the design of the L4222 Piltown Main Street approach to the new roundabout to incorporate and tie into the new footpath on the southern side of the road as proposed under measure S1.1 of this MMP and indicated on Figure 6.1, and which forms part of the proposed cross-section and layout optimisation included at S4.9 and indicated on Figure 6.10.
- Where appropriate based on the programme for the road scheme and the programme for implementation of measures under measure M1.1 of this MMP with regard to provision of a shared surface, revise the signage and roadmarking to align with the proposed shared surface to be implemented on the L4222 (Piltown Main Street) and the L1039 (Tower Road). Should the N24 Tower Road Junction Improvement Scheme be complete or underway prior to implementation of measures under proposal M1.1 of the MMP, the roundabout area may be excluded from the proposed shared surface area as dedicated cycle and pedestrian facilities are proposed as part of the road scheme. Therefore, signage and roadmarkings indicating the start and end of the shared surface will need to be provided at the new roundabout.

## 6.11. PHASING OF IMPLEMENTATION / ASSESSMENT OF SUGGESTED MEASURES

The phasing and prioritisation of the feasibility assessment of the Study's suggested measures are listed in Table 6.1. Three indicative phasing durations are stated: immediate to short, short to medium and medium to long term which are subject to change. Immediate to short term objectives should aim to be assessed and potentially implemented in first two years of the Study lifetime, short to medium term objectives in the range of two to four years, while medium to long term objectives in the fifth year of the Study lifetime, or beyond.

No	Phase	Item	Suggested Measures
1	Immediate to Short	S1.1	Footways & Cycleways
2		S1.2	Footways & Cycleways
3		S1.3	Footways & Cycleways
4		S1.4	Footways & Cycleways
5		S1.5	Footways & Cycleways
6		S1.6	Footways & Cycleways
7		S1.7	Footways & Cycleways
8		S1.8	Footways & Cycleways
9		S2.1	Bus Routes & stops
10		S2.2	Bus Routes & stops
11		S2.3	Bus Routes & stops
12		S2.4	Bus Routes & stops
13		S2.5	Bus Routes & stops
14		S3.1	Schools
15		S4.1	Traffic Management
16		S4.2	Traffic Management
17		S4.3	Traffic Management
18		S4.4	Traffic Management
19		S4.5	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
30	Short to Medium	M1.1	Footways & Cycleways
31		M1.2	Footways & Cycleways
32		M4.1	Traffic Management
33		M4.2	Traffic Management
34		M4.3	Traffic Management
35		M5.1	Parking
36	M5.2	Parking	
37	Medium to Long Term	L1.1	Footways & Cycleways
38		L1.2	Footways & Cycleways
39		L1.3	Footways & Cycleways
40		L1.4	Footways & Cycleways
41		L1.5	Footways & Cycleways
42		L1.6	Footways & Cycleways
43		L1.7	Footways & Cycleways
44		L1.8	Footways & Cycleways
45		L1.9	Footways & Cycleways
46		L1.10	Footways & Cycleways
47		L3.1	Schools
48		L4.1	Traffic Management
49	L5.1	Parking	

**Table 6-1: Phasing of Implementation / Assessment of Suggested Measures**

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.

## **7. Next Steps**

Actions required going forward are as follows:

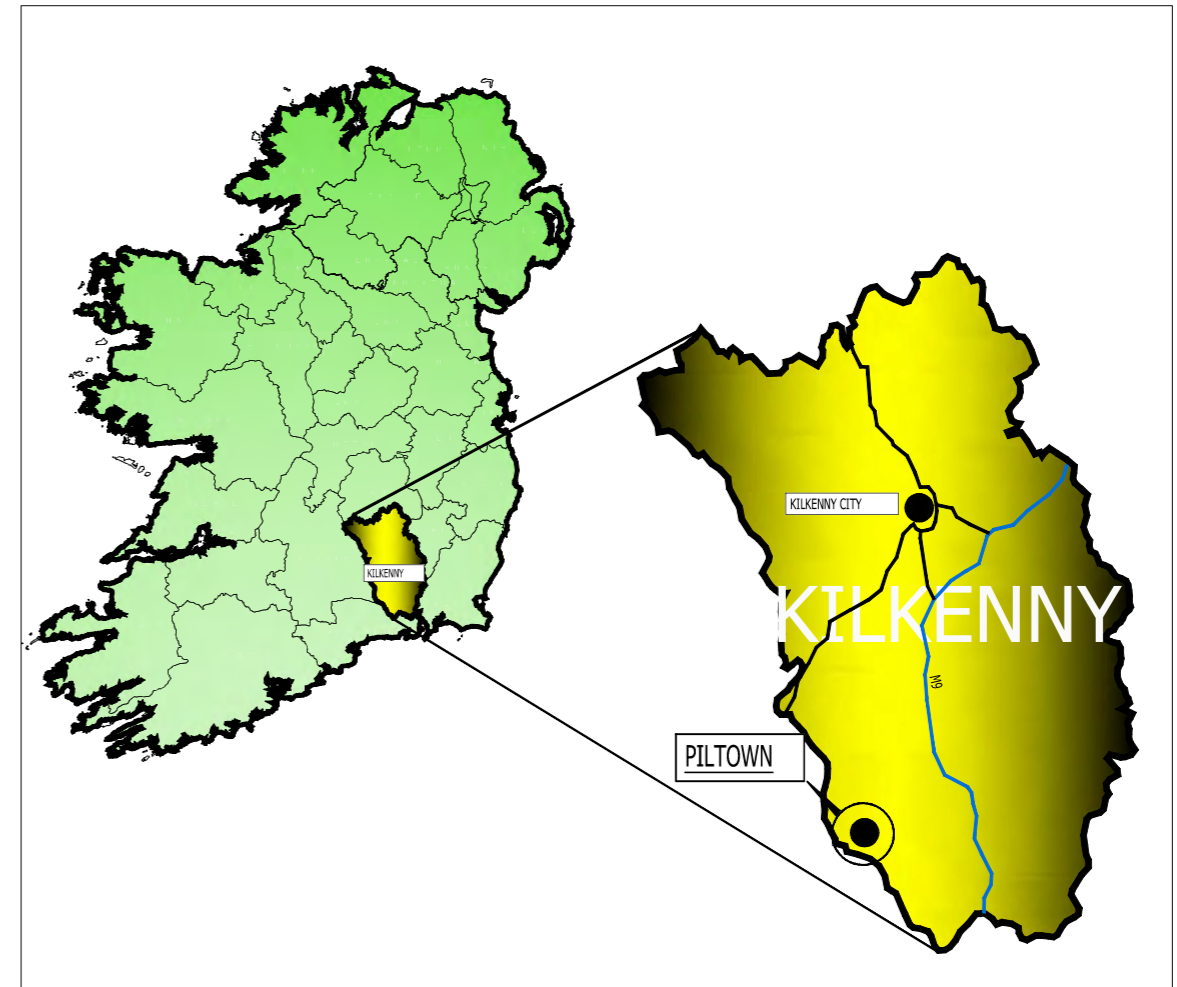
- Public consultation to be held in respect of this Mobility Management Plan.
- Feedback from public consultation to be assessed and used to inform updates to the content of this report.
- Updated Draft of this Mobility Management Plan to be issued to Kilkenny Co. Co. for comment and Final report issued thereafter, incorporating comments.
- Proposed works to be ranked by Kilkenny Co. Co., and preferred options to be selected and forwarded for feasibility assessment.
- Public consultation to be held in respect of feasible options.
- Preferred feasible options to be selected and considered for implementation.

# APPENDIX A

## Piltown Urban Enhancement Scheme Part 8 Approved Drawings

# KILKENNY COUNTY COUNCIL

## PILTOWN TOWN & VILLAGE RENEWAL PUBLIC DISPLAY DRAWINGS (PART 8 PROCESS)



### INDEX OF CONTENTS

DRAWING NO.	TITLE
18071-P8-100	Cover Index of Contents
18071-P8-101	Site Location Map
18071-P8-102	General Layout- Site Extents
18071-P8-103	General Layout (Sheet 1 of 4)
18071-P8-104	General Layout (Sheet 2 of 4)
18071-P8-105	General Layout (Sheet 3 of 4)
18071-P8-106	General Layout (Sheet 4 of 4)



**KILKENNY COUNTY COUNCIL**  
Department of Rural and Community Development  
An Roinn Farbartha Taisce agus Pobail  
An Roinn Cúlra, Oideachais agus Gaeltachta  
Department of Culture, Heritage and the Gaeltacht

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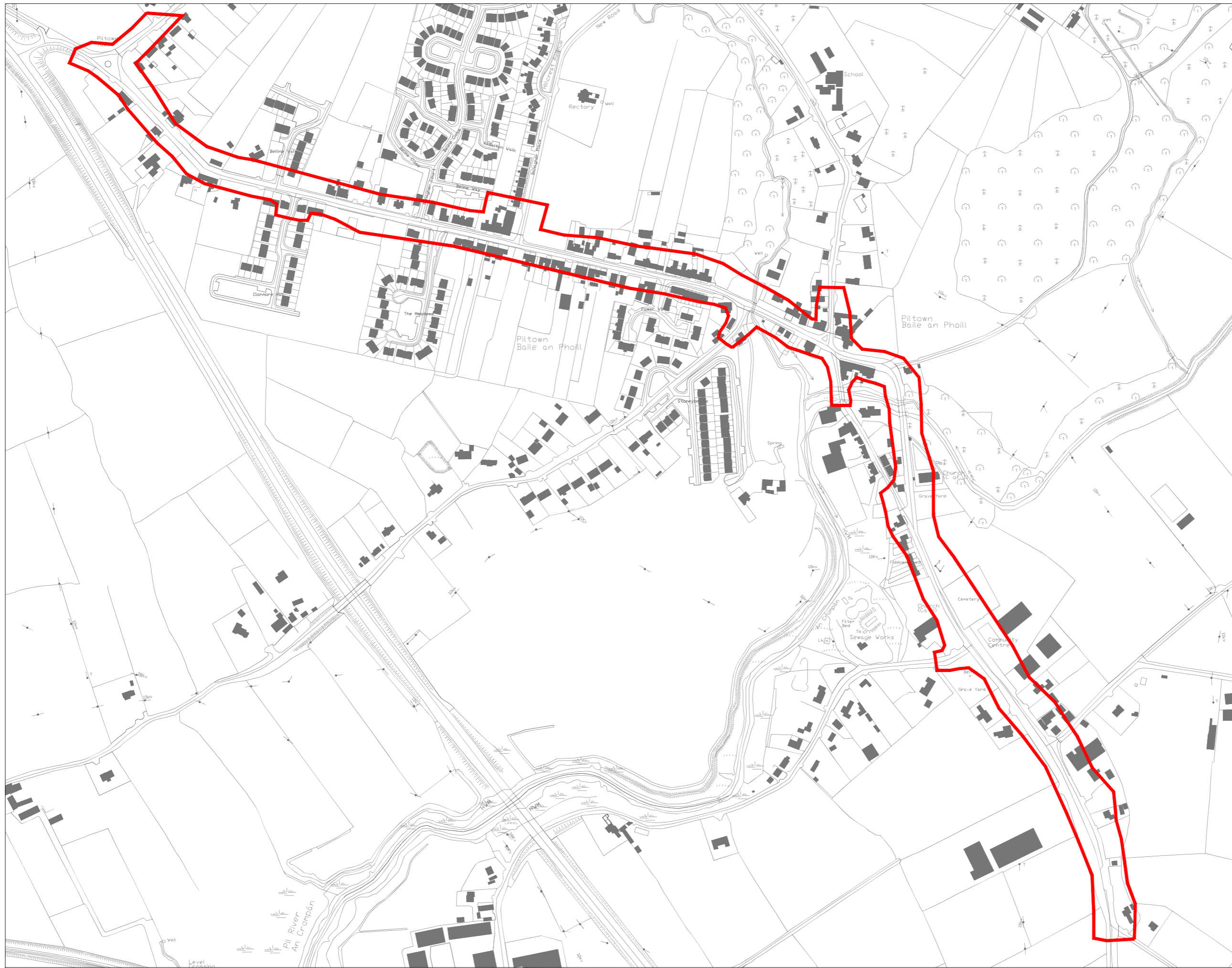
PL	DATE	BY	DETAILS
PL1	22/07/19	KS	ISSUED FOLLOWING PART 8 CONSULTATION PROCESS
PR1	17/05/19	CP	DRAFT ISSUE FOR PART 8 PUBLIC DISPLAY

STATUS	FOR PART 8 PURPOSES ONLY
CLIENT	KILKENNY COUNTY COUNCIL
PROJECT	PILTOWN TOWN & VILLAGE RENEWAL
FILE	COVER INDEX OF CONTENTS

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DRN:	CP	DRAWING NO.:	18071-P8-100	REV.:	PR1
CHKD:	KS	SCALE:	NTS	SIZE:	A1
				DATE:	17/05/2019





**SITE LOCATION MAP**  
SCALE: 1:2500

EXTENTS OF SCHEME



**KEYPLAN**



OS MAP REF: 94394 (SCALE 1:1000)  
ITM CENTREPOINT CO-ORDINATE 654783E, 623721N  
REPRODUCED UNDER OS LICENCE NO. EN 0009619  
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ISS	DATE	BY	DETAILS
PR1	22/07/19	KS	ISSUED FOLLOWING PART 8 CONSULTATION PROCESS
PR1	17/05/19	CP	DRAFT ISSUE FOR REVIEW

**KILKENNY COUNTY COUNCIL**

Department of Rural and Community Development

*An Boinn Forbartha Tuaithe agus Pabail*

Department of Culture, Heritage and the Gaeltacht

DESIGN  
**CIVIL ENGINEERING**

STATUS  
**FOR PART 8 PURPOSES ONLY**

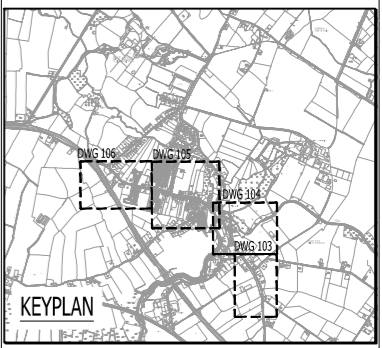
CLIENT  
 **KILKENNY COUNTY COUNCIL**

PROJECT  
**PILTOWN TOWN & VILLAGE RENEWAL**

TITLE  
**SITE LOCATION MAP**

**KILGALLEN & PARTNERS**  
CONSULTING ENGINEERS  
3 Danville Business Park Kilkenny  
Tel: +353 56 770 1090, Fax: +353 56 770 5077  
Email: Info@kilgallen.ie, Web: www.kilgallen.ie

DRN:	SCALE:	DRAWING NO.:	ISSUE:
CP	AS SHOWN @ A1	18071-P8-101	PL1
CHKD:	DATE:		
KS	15/05/19		



OS MAP REF:  
54354, 54364, 54374, 54384 (SCALE 1:2500)  
ITM CENTREPOINT COORDINATE 649886, 622476

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PL1	22.07.19	KS	ISSUED FOLLOWING PART 8 CONSULTATION PROCESS
PR1	17.05.19	CP	DRAFT ISSUE FOR REVIEW

**KILKENNY COUNTY COUNCIL**

Department of Rural and Community Development

Town and Village Renewal Scheme

An Roinn Forbartha Tuaithe agus Pobail

An Roinn Cultair, Oidhreacht agus Gaeltachta  
Department of Culture, Heritage and the Gaeltacht

DESIGN  
CIVIL ENGINEERING

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KILKENNY COUNTY COUNCIL

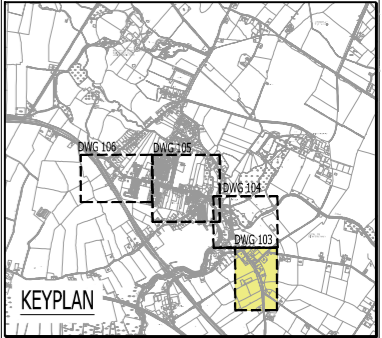
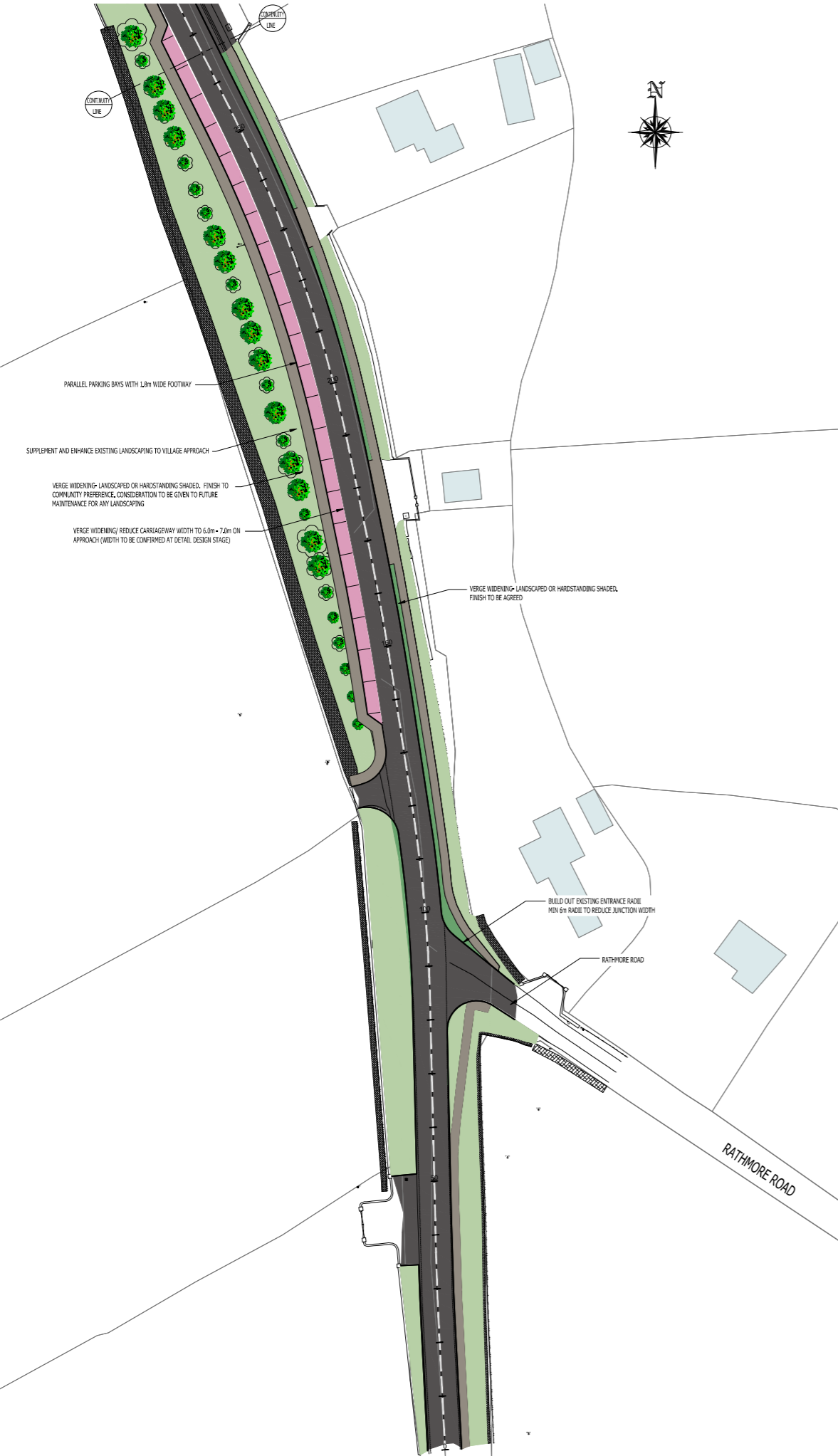
PROJECT  
PILTOWN TOWN & VILLAGE RENEWAL

TITLE  
GENERAL LAYOUT SITE EXTENTS

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 Department of Rural and Community Development  
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DESIGN  
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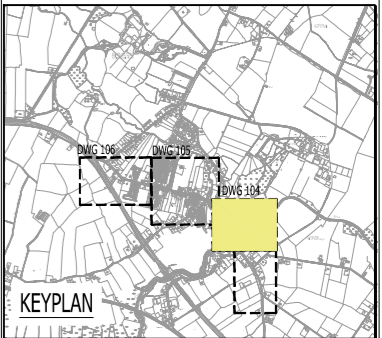
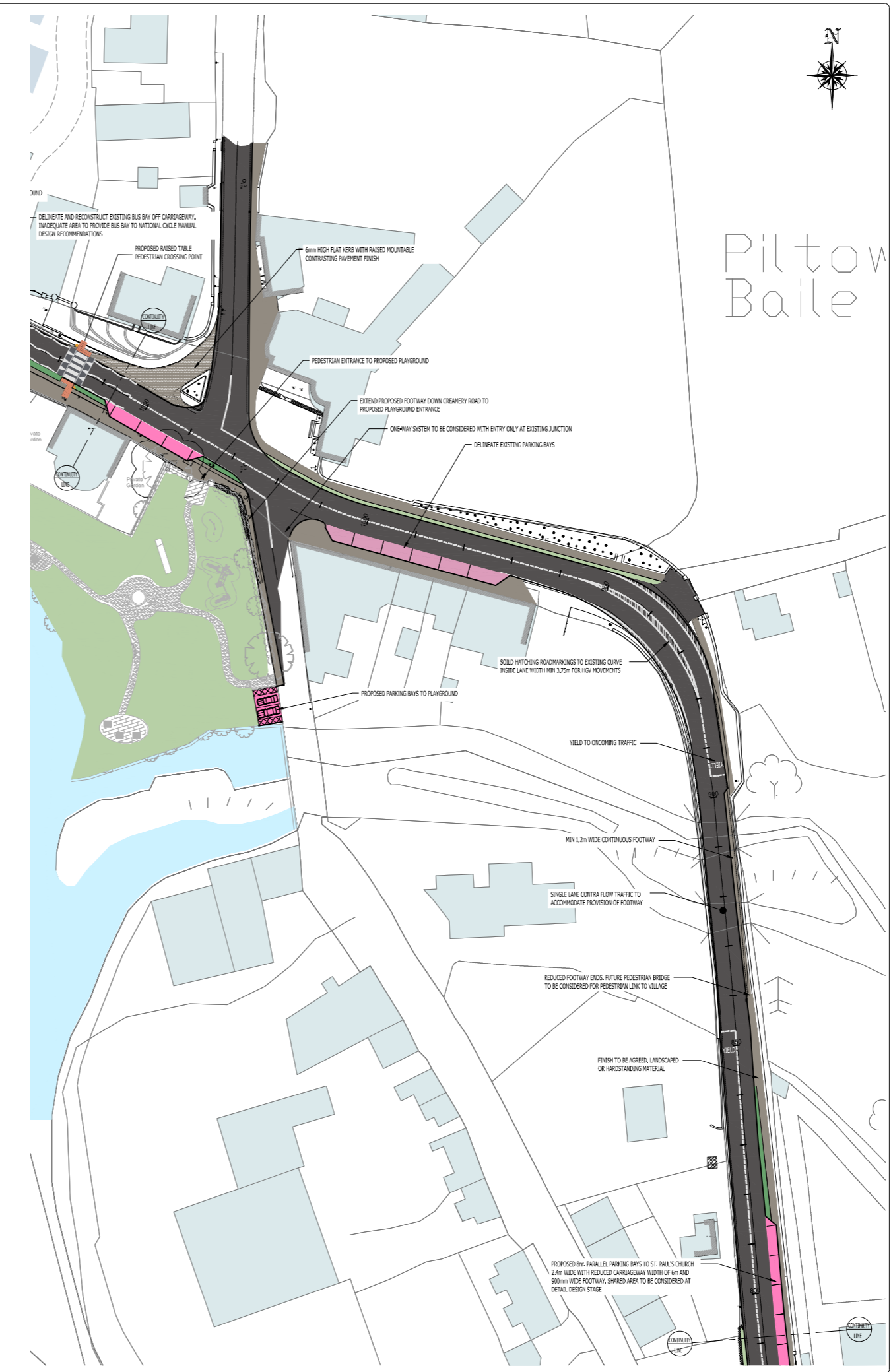
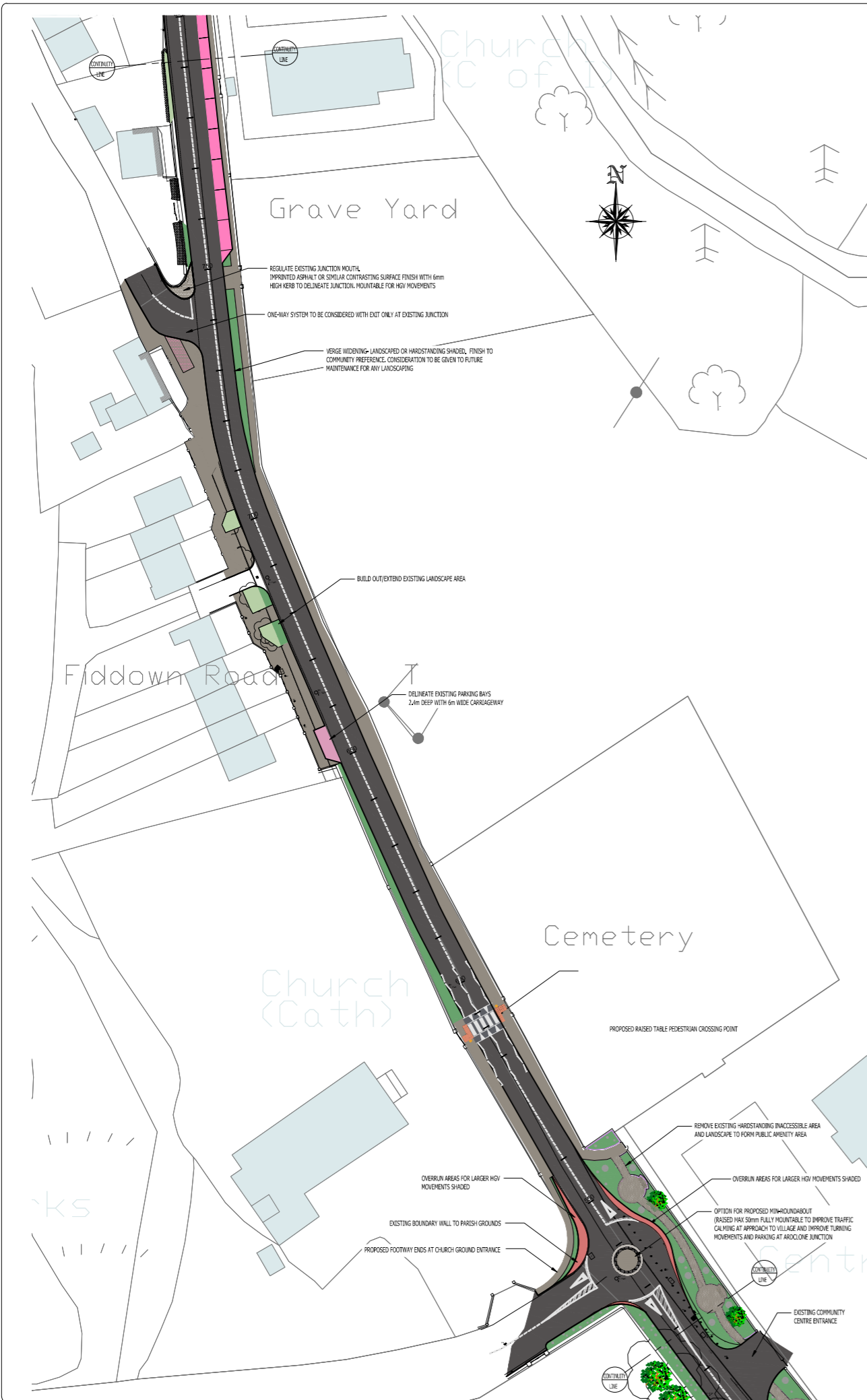
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PROJECT  
**PILTOWN TOWN & VILLAGE RENEWAL**

TITLE  
**GENERAL LAYOUT (SHEET 1 OF 4)**

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Town and Village  
Renewal Scheme

Department of Rural and  
Community Development

An Roinn Forbartha  
Tuaithe agus Pobail

An Roinn  
Cultair, Oidhreacht agus Gaeltachta  
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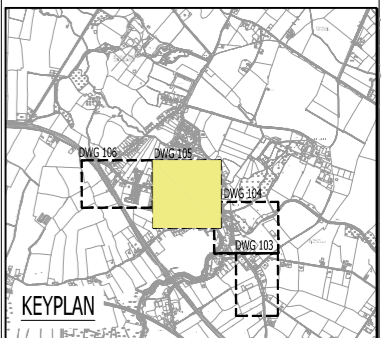
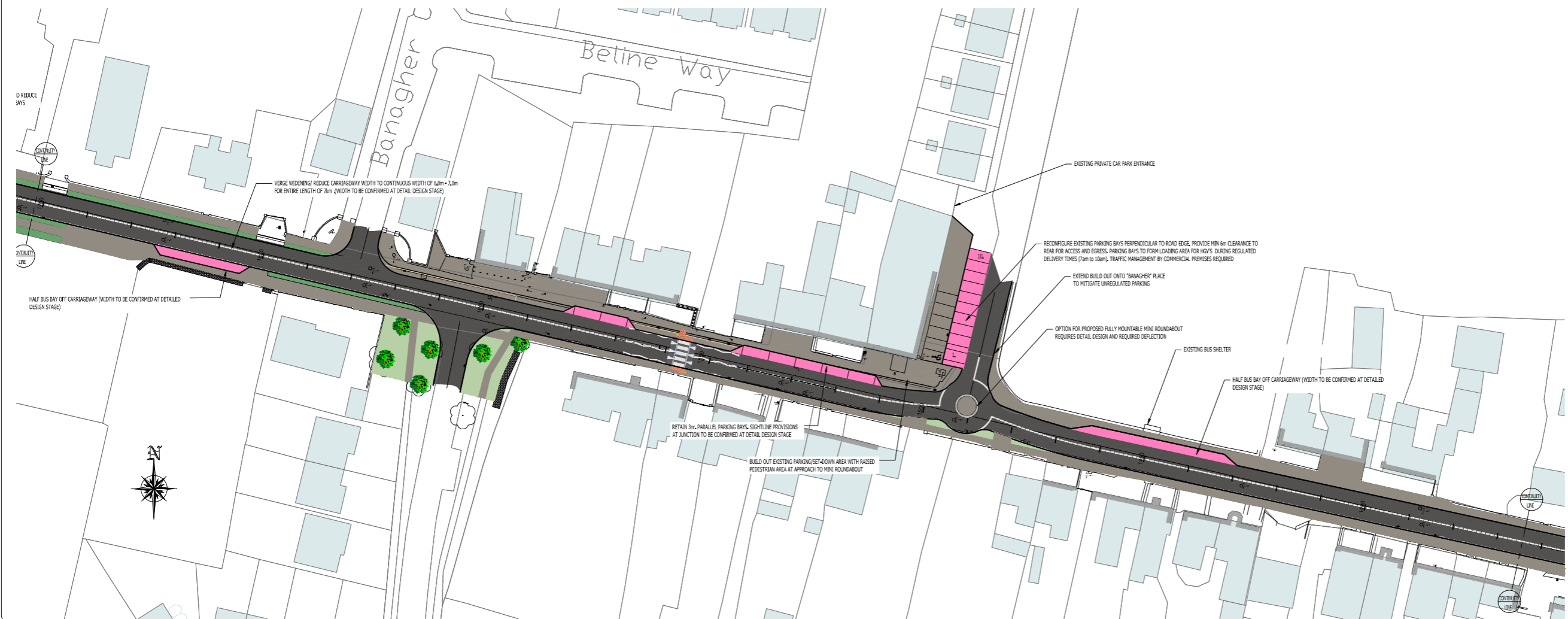
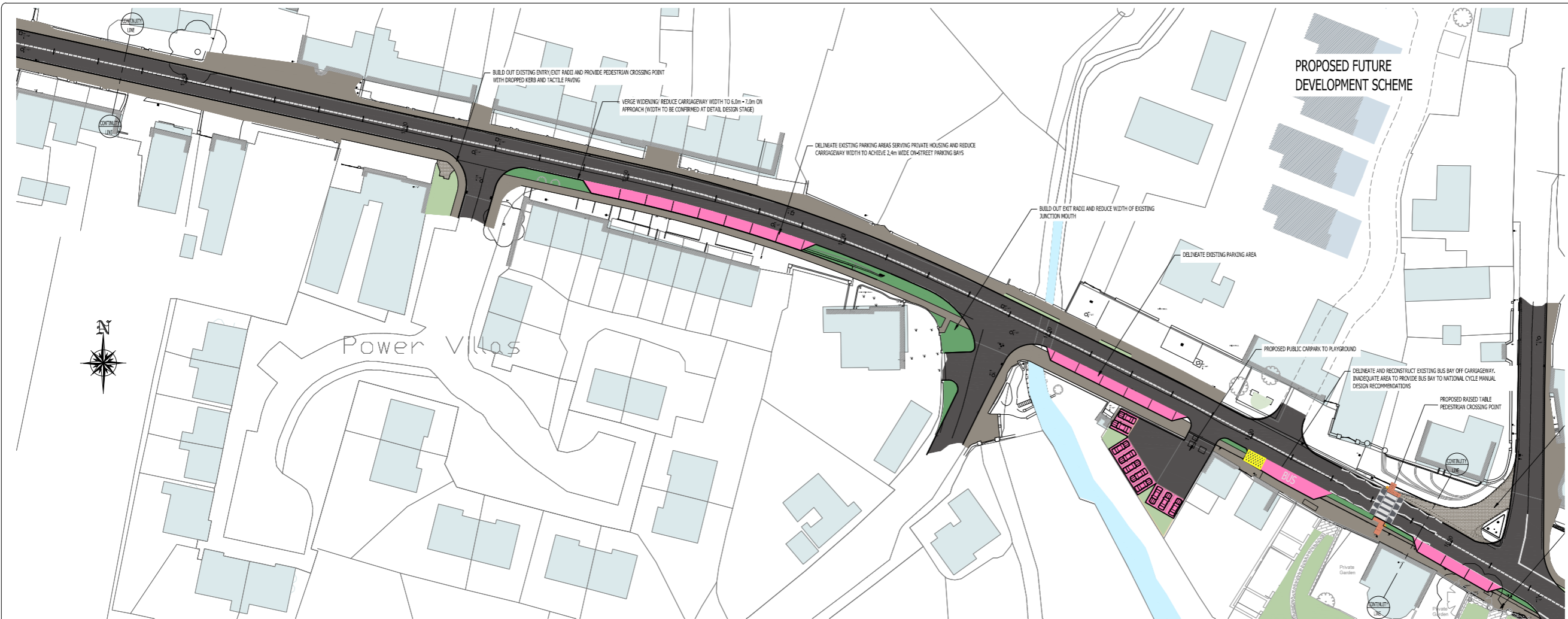
PROJECT  
PILTOWN  
TOWN & VILLAGE RENEWAL

TITLE  
GENERAL LAYOUT  
(SHEET 2 OF 4)

**KILGALLEN & PARTNERS**  
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**KILKENNY COUNTY COUNCIL**

Department of Rural and Community Development

Town and Village Renewal Scheme

An Roinn Forbartha Tuithe agus Pobail

An Roinn Cultair, Oidhreachta agus Gaeltachta  
 Department of Culture, Heritage and the Gaeltacht

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STATUS  
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**KILKENNY COUNTY COUNCIL**

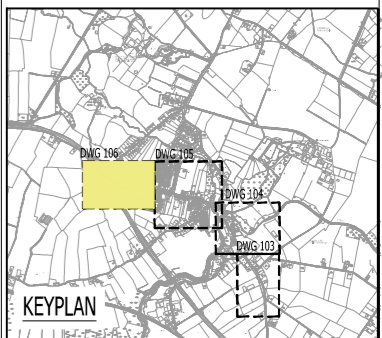
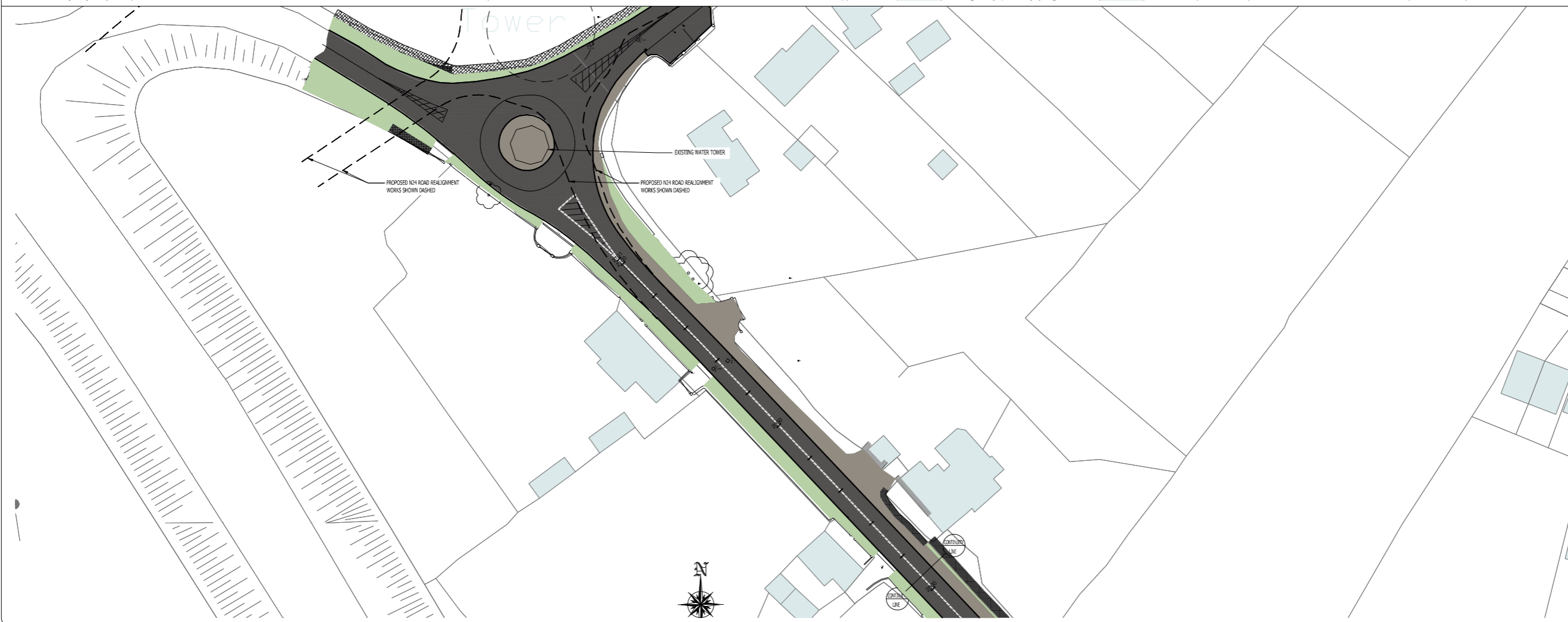
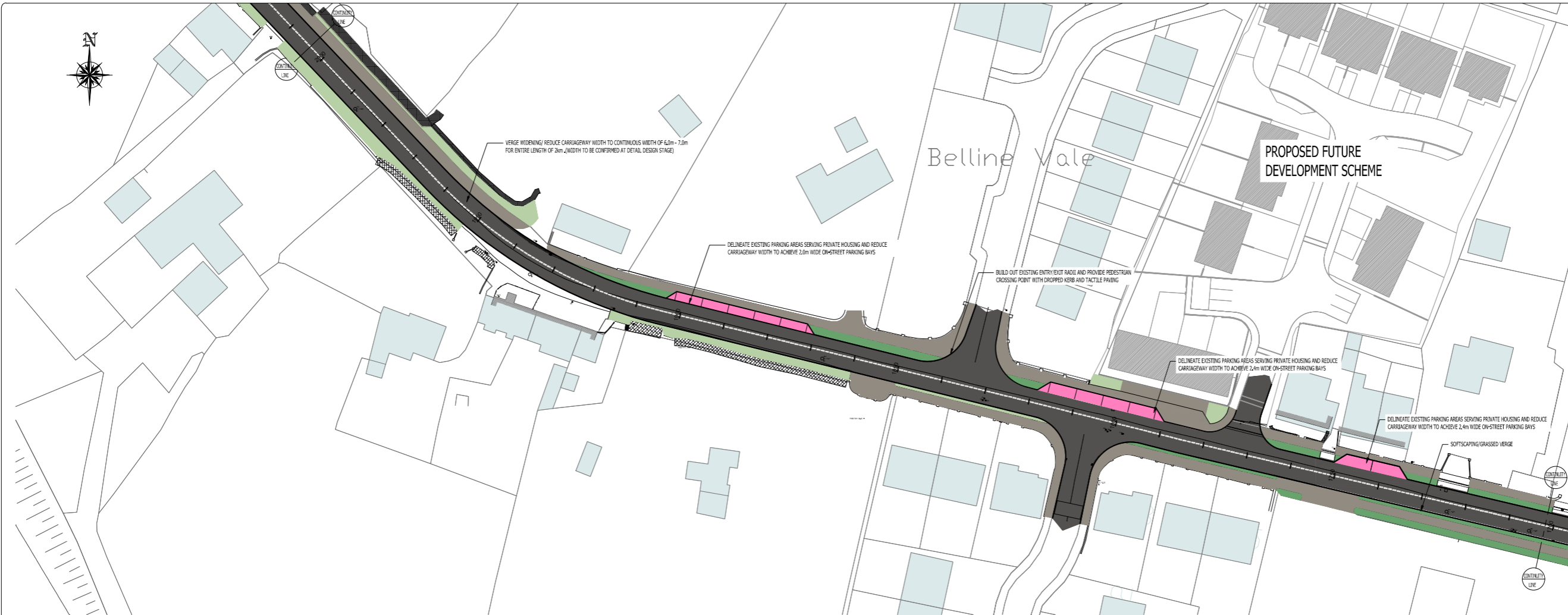
PROJECT  
**PILTOWN TOWN & VILLAGE RENEWAL**

TITLE  
**GENERAL LAYOUT (SHEET 3 OF 4)**

**KILGALLEN & PARTNERS**  
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 Department of Rural and Community Development  
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 KILKENNY COUNTY COUNCIL

PROJECT  
 PILTOWN TOWN & VILLAGE RENEWAL

TITLE  
 GENERAL LAYOUT (SHEET 4 OF 4)

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