

Kilkenny City and Environs Mobility Management Plan 2009 to 2014.

Report and Presentation to Kilkenny
Borough Council on 21st September,
2009

Kilkenny Mobility Management Plan 2009-2014

- The plan sets out a series of mobility management proposals together with an implementation programme over a period of five years commencing in 2009.
- The draft plan was discussed at the Feb '09 monthly meeting of Kilkenny Borough Council at which members agreed that the plan should proceed to public consultation.
- Agreement under Section 85 of Local Government Act, 2001, in Feb 2009 by which Kilkenny Co Council assigned responsibility to Kilkenny Borough Council in relation to planning and implementation of proposed development.

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The measures contained in the plan are summarized as follows:

- 1) The provision of approx 50 km of cycleway lanes in the city and environs street network.
- 2) The introduction of a one way street system on John Street Lower, Rose Inn Street, High Street, Michael Street and Back Lane. A smaller one way system is also proposed for Upper Patrick Street/Jacob Street.
- 3) The reallocation of road space in favour of increased pedestrianization (wider footpaths) on High Street, Rose Inn Street and John Street Lower.

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- 4) An option for full pedestrianization of High Street from its junction with Friary Street to its junction with James Street during busy shopping periods or during festival/cultural occasions.
- 5) The introduction of special speed limits of 30 km/hr in the core city centre area i.e. John Street, The Parade, part of Patrick Street, Rose Inn Street, High Street, Friary Street and James Street.
- 6) The provision of new signage capable of providing real time information to motorists regarding parking availability etc.

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- 7) The consideration of a shuttle bus service for the inner city and two bus routes serving the city environs.
- 8) The improvement of accessibility in the built environment and streetscape.
- 9) The promotion and coordination of workplace transport plans, walking buses, other soft options and awareness campaigns.
- 10) The implementation of on street parking tariffs aimed at rationalizing parking in the city centre area.

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Consultation

- Proposed plan advertized in local press 27/03/2009. Closing date for submission on 12/05/2009.
- Open evening at local hotel on April 2nd. Attended by 40 members of the public.
- Discussions on an individual basis with some school committees.
- Discussion with persons with disability and presentation at IWA national conference on May 23rd.
- Discussions with bus operators and taxi service providers.
- Submissions carried from Notices of Motion from Kilkenny Borough Council.
- Awareness through free electric bike draw.

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Some points on Accessibility

- The introduction of the 2005 Disability Act places requirements on all local authorities to put in place measures to actively support participation of people with disabilities in Irish society.
- *“The overall objective is to promote universal access to all public spaces, buildings and services owned and operated by Local Authorities at the earliest possible date. It is intended that the objective will be reached by 2015.”* DoEHLG sectoral plan.
- Kilkenny Local Authorities through its *“Barcelona team”* set about implementing its requirements and undertook comprehensive audit of Kilkenny streets.
- Councils to adopt disability proofing in their decision making.

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IWA/Disability Issues

- *The Medieval Citie....* Great for visitors, great shopping, culture and social life, an international award winning city, but how easy is it to get around if you need a wheelchair?

Challenges

- Fitting modern improvements into the fabric of the city.
- Agreement towards a common goal of accessibility..."an accessible city"
- Car domination viz a viz pedestrian and wheelchair priority.



High Street / James Street Junction – Narrow footpaths unsuitable for wheelchairs and buggies.



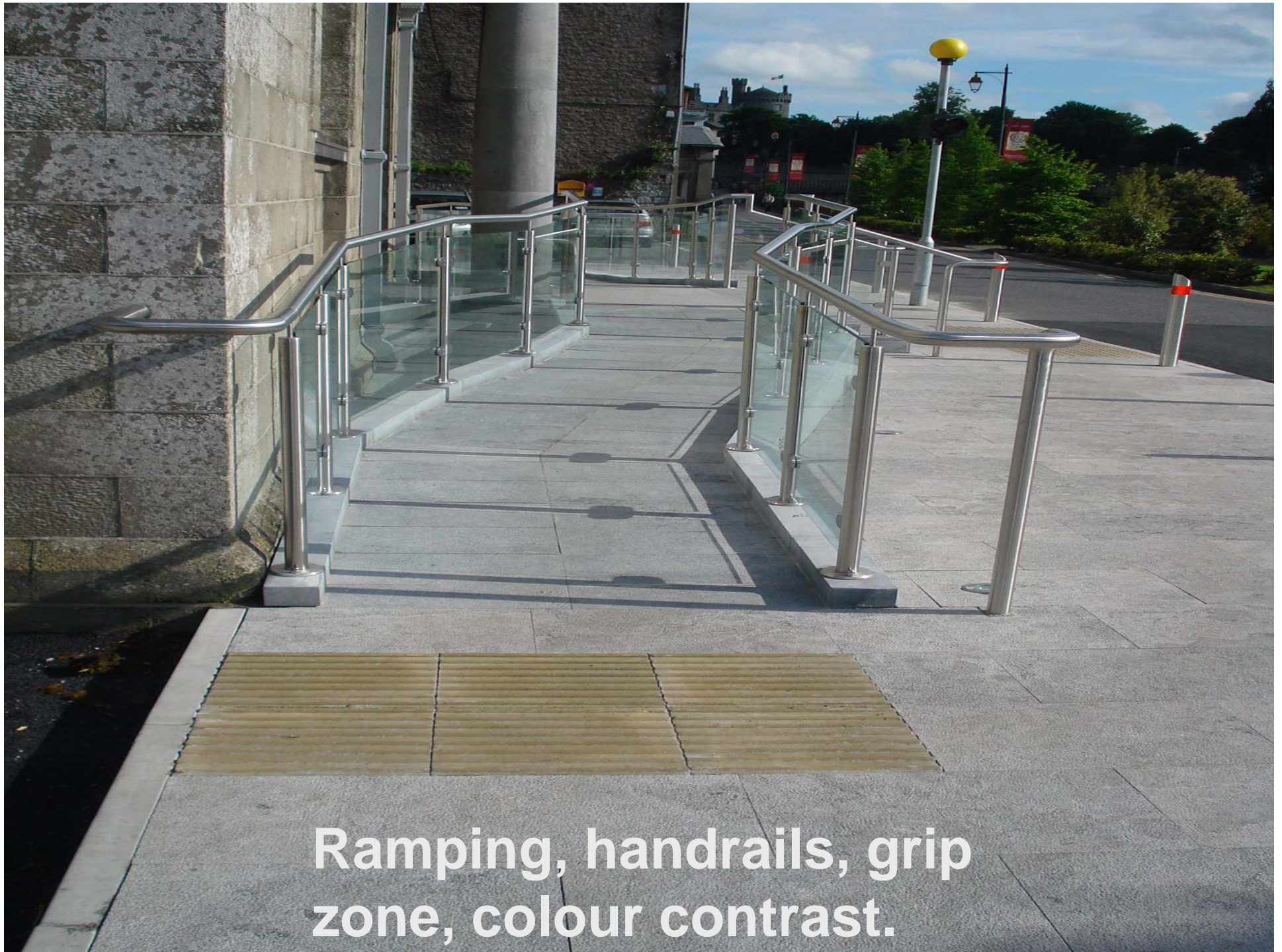
Rose Inn Street – Very Narrow footpaths



John Street Lower – difficult for wheelchairs and some pedestrians

An example of good practise aimed at improving accessibility





Ramping, handrails, grip zone, colour contrast.

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Key related developments since April, 2009.

- An Bord Pleanála decision on the “Central Access Scheme for Kilkenny City” support in principle for the bridge crossing. EIS to be amended.
- *smarter travel >>>* A New Transport Policy for Ireland 2009 to 2020. This sets out the Government’s vision for sustainability in transport in five key areas. €50 million competition launched by the DoT in July 15th.
- National Cycle Policy Framework launched in April, 2009.
- Draft design guidelines for cycle lanes published by Dublin Transportation Office in August , 2009.

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- Report on submissions in accordance with
 - Section 179 (3) of Planning and Development Act 2000 and Part 8 of Planning Regulations, 2001.
 - Road Traffic Regulations 1961 to 2004.
- Kieran Fitzgerald, Senior City Engineer.

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Estimate of Cost

- Pedestrian improvements on John Street, Rose Inn St, High Street estimated at €2.5 million
- Completion of Kieran Street....€0.2million
- Patrick Street, Jacob St.....€0.2million
- Signage Scheme...€0.35m from 2009-2013
- City Centre Shuttle bus service..€0.5m (annual running costs not included)

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Programme and Timeline for Implementation.

2009

- **Continuation of implementation of cycle path network in city and environs**
- **Provision of bicycle parking facilities at various locations.**
- **Provision of car parking and cycle information signage.**
- **Implementation of on street parking charges**
- **Accessibility improvements**
- **Capacity improvements on Ring Road**
- **Establish Smart Travel Office**

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Programme and Timeline for Implementation.

2010

- **Implementation of City Centre one way street system commencing February on trial basis. (Michael St, Jacob St, Uppr New St, Fr Hayden Road to operate oneway from same date in Feb)**
- **Completion of Kieran Street pavements.**
- **Implementation of city centre 30kph zone.**
- **Completion of cycle way network and cycle parking.**
- **Provision of real time information signs for parking.**
- **Provision of bus set down areas and taxi rank accommodation.**
- **Detailed design of High st and John St improvements.**
- **Carry out works on Michael Street and Back Lane**
- **Continue programme of accessibility improvements.**
- **Data compilation and modal shift education programme.**

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Programme and Timeline for Implementation.

2011

- **Commence streetscape improvements on John Street, Rose Inn St and High Street**
- **Completion of works on Jacob St, Uppr New Street.**
- **Complete public lighting Patrick St, Bateman Quay**
- **Continue to provide bicycle stands and facilities.**
- **Continuous accessibility improvements.**
- **Data compilation and education and awareness on modal shift.**

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Programme and Timeline for Implementation.

2012 , 2013

- **Complete streetscape improvements on John Street, Rose Inn St and High Street**
- **Commence work on public transport service tendering subject to available resources.**
- **Continuous accessibility improvements.**
- **Data compilation and education, awareness and review of progress on modal shift.**

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- In accordance with Section 179 (4) of the Planning and Development Act ,2001 members are requested to
 - consider the proposed developments ,
 - approve the plan subject to the amendments listed in the Co Manager's report, and
 - approve the implementation of the development works as resources permit.
- Approval of Council is sought towards the preparation of a bid under the *smarter travel area* scheme in respect of funding assistance for proposals in Kilkenny City and Environs.

Críoch

Street	Peak Hour Volume 2006		Peak Hour Volume post one way system
Johns Bridge	1135		484
High St	398		296
Parliament St	330		362
Irishtown	485		449
Dean St	689		763
Greens Bridge	1362		1621
Wolfe Tone	114		92
Michael St	143		354
Dominic St	714		941