

COUNTY MANAGER'S REPORT

Under Section 179 of the Planning & Development Act, 2000

Proposals pertaining to High Street, Rose Inn Street, John Street, Michael Street and Back Lane Traffic Management and Mobility Management Scheme.

The proposed Scheme will include the following development works:

- Widening of footpaths and pedestrian paved areas on High Street, John Street, Rose Inn Street and Michael Street.
 - Provision of a raised pedestrian crossing point adjacent to St. John's Junior School in Michael Street.
 - Relocation and under grounding, of existing overhead power and utility lines.
 - Provision of street lighting on existing premises where feasible (this may involve works to the exterior of protected structures) and pole mounted elsewhere.
 - Provision of specialist uplighting at St John's Church, John Street.
 - Provision of dedicated cycleways where feasible including a contra flow cycleway in an easterly direction in Rose Inn Street and John Street. Such a contraflow lane will be clearly delineated by a contrasting coloured road texture and road markings.
 - The provision of traffic calming features.
 - Provision of dropped kerbs with tactile paving at all strategic pedestrian crossing points.
 - Provision of raised zebra crossings with Belisha beacons and tactile paving at specific pedestrian crossing points.
 - Provision of on-street parking, loading, bus set-down and taxi bays throughout.
 - Provision of bus bays and taxi rank on Bateman Quay/Market Yard.
 - The provision of road sign age and markings in accordance with the Traffic Signs Manual.
 - Provision of street furniture, bollards etc where required.
 - Provision of a dedicated footway on Back lane.
 - Construction of 5 No. residential units in a two-storied block.
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- Associated ground works and parking facilities.

**FOR CONSIDERATION BY THE MEMBERS OF
KILKENNY BOROUGH COUNCIL AT MEETING TO
BE HELD ON 14TH SEPTEMBER, 2009.**

Issue Date: 16th September, 2009.

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1. INTRODUCTION

A Mobility Management Plan is considered to be an important tool in achieving transport modal shift and accessibility for Kilkenny City. Its narrow streets and other medieval features requires an innovative approach in achieving a sustainable transport policy.

The importance of pedestrians, cyclists, public transport, improved accessibility and reduced traffic congestion are recognized by Kilkenny Local Authorities in the development of a sustainable transport policy which offers environmental, economic and health benefits into the future.

In 2000 Arup Consulting Engineers were commissioned by Kilkenny County Council to carry out an assessment of a proposed cycle and pedestrian network for the City.

Subsequently in 2004 Messrs. Atkins, Consulting Engineers, were appointed to carry out modeling and analysis tasks with regard to the provision of various one way traffic options.

The Kilkenny City Centre Local Area Plan 2005 established a road and street hierarchy for the City Centre and this Plan forms the basis for determining appropriate forms of traffic management.

The 2005 Disability Act led to the introduction of the Kilkenny Local Authorities Implementation Plan for promotion of universal access. This led to the identification of priority measures to improve accessibility throughout Kilkenny City and other towns and provide suitable access to public buildings.

Kilkenny City Traffic Model was developed in 2007 by Malone O'Regan Scott Wilson Traffic Consultants and this report came to various conclusions on long term development in the City Centre and Environs.

Following completion of the above assignments a number of specific proposals were identified as being worthy of more detailed assessment.

Messrs. Scott Wilson, Consulting Engineers, was engaged by Kilkenny Local Authorities to undertake a number of studies and reports into various aspects of the scheme. These include:

- (1) Feasibility Study on a Town Centre Shuttle Bus Service 2008.
- (2) Feasibility Study on a Town Centre and Environs Bus Service.
- (3) Feasibility Study of a Park and Ride/Walk Scheme.
- (4) Feasibility Study on Real Time Parking Information signage 2008.
- (5) Feasibility Study on John Street/High Street One Way System 2008.
- (6) Economic Assessment on the introduction of On-Street Parking charges.

Messrs. RoadPlan Consulting Limited was engaged to develop detailed design proposals for the proposed one way system and the traffic management proposals for the Michael Street area.

The implementation of the Safe Route to School Programme identified measures to improve safety and accessibility near schools and a number of its recommendations have already been completed, e.g. special electronic speed limits signs, school crossing points.

All of the above reports have been considered in detail in formalizing the Kilkenny City and Environs Mobility Management Plan 2009 – 2014. The plan also contains an implementation schedule for delivery over the time frame of the Plan.

All the reports mentioned previously outline the “hard” options in management mobility with streetscape improvements, traffic management measures, traffic calming proposals and improved facilities for other forms of transport.

The Plan also recognizes the need for Awareness and Education Initiatives and outlined a series of measures which can be considered to promote sustainable travel leading to improved health and environmental benefits.

2. BACKGROUND TO THE SCHEME

The National Development Plan 2007-2013 emphasises the importance of Sustainable Development and Transport Policy.

The Kilkenny City and Environs Development Plan 2008 - 2014 identifies the following objectives:

- Policy IE1 Implement the recommendations of the Kilkenny City and Environs Cycle Route Study as resources and finances permit as part of the Transport Strategy for the City and Environs.
- Policy IE2 To improve facilities to pedestrians and access facilities for people with special mobility needs in line with the aims of the Europeans Charter of Pedestrian Rights.
- Policy CCACA11 To facilitate the removal of overhead cables throughout the Architectural Conservation Areas.
- Section 8.2.1 (17) “To provide appropriately designed pedestrian crossing points at all schools in the City and Environs within the Plan period.”
- Section 8.2.1 (25) “To ensure that all new footpaths are dished at junctions wherever feasible and that tactile surfaces are used where appropriate to assist the visually impaired.”

The Kilkenny City Local Area Plan 2005 identifies the following policies:

- P.T.L.3 The Borough Council will prioritise access and movement by pedestrians, people with disabilities and cyclists incorporating measures such as the development of City Centre Gateways, pedestrianisation of pedestrian thoroughfares and the development of new pedestrian and cycle linkages.
- P.T.L.4 Appropriate traffic management measures will be developed that will minimise the volume of through vehicular traffic in the City Centre and manage the movement of delivery vehicles to appropriate routes and time periods.
- P.T.L.8 The Borough Council will promote the use of public transport incorporating the facilitation of existing and future taxi, scheduled bus, tourist and school bus services.

John Street , Rose Inn Street and High Street carry high volumes of vehicular traffic and is of inadequate width in a number of locations to accommodate two-way traffic flow and minimum footpath widths. John Street /Rose Inn Street are also the main pedestrian link between the traditional core city retail area and the new retail developments at McDonough Junction. Currently the footpaths are too narrow at a number of locations to accommodate high footfall which leads to an uncomfortable pedestrian environment.

By introducing one-way flows one can provide wider footpaths and dedicated cycle lanes for most of the route.

Michael Street is congested at school times and is not sufficiently wide to accommodate two-way traffic flow. Back Lane is too narrow to accommodate two-way flow and pedestrians are at risk particularly at school going times. Therefore measures are required to regulate the vehicular flows and to increase safety for vulnerable road users.

To facilitate modal transport shift it is proposed to provide dedicated bus bays and additional taxi facilities.

The principal aims of the traffic management scheme are to:

- Reduce the speed of traffic through the streets.
- Decrease traffic congestion on John Street /Rose Inn Street and High Street.
- Provide footpaths of adequate width including a dedicated footway in Back Lane.
- Provide crossing opportunities for pedestrians at suitable intervals along the streets and particularly at St John's Junior School in Michael Street.
- Cater for parking, loading, taxi and bus needs at feasible locations.
- Relocate and underground existing overhead power and utility lines.
- Provide dedicated cycle ways where feasible including a contra flow cycle way in an easterly direction in Rose Inn Street and John Street which will have a contrasting coloured road surfacing
- Provide additional traffic calming features including bollards , barriers and street furniture where required

3. Description of the Proposed Measures

3.1 Main Features

The principal features of the traffic management scheme are:

- Provision of one-way flow for vehicular traffic in a westerly direction in John Street from it's junction with Michael St. to it's junction with Bateman Quay
- Provision of one-way flow for vehicular traffic in a westerly direction in Rose Inn Street from it's junction with Bateman Quay to it's junction with the Parade

- Provision of one-way flow for vehicular traffic in a northerly direction in High Street from its junction with the Parade to it's junction with Parliament Street
- Provision of a one-way flow for vehicular traffic in a southerly direction in Michael Street from it's junction with Wolfe Tone Street to it's junction with Back Lane
- Provision of a one-way flow for vehicular traffic in an easterly direction in Back Lane from it's junction with the Library Car-Park at John's Quay to it's junction with Michael Street.
- Please note that the proposals for Michael Street supersede the previous Part 8 Traffic Management Scheme proposal published on April 11th 2008.
- Provision of a raised pedestrian crossing point at the school together with Belisha Beacons and associated road markings.
- Provision of kerbed build-outs to define junctions and to define parking bays.
- Provision of associated road signage and road markings.
- Provision of additional taxi space in Bateman Quay / Market Yard
- Provision of 2 no. bus-set down bays in Bateman Quay/ Market Yard.

3.2 Design Criteria

The scheme has been designed in accordance with the following documents:

- Traffic Management Guidelines: DOE.
- Manual for Streets: UK DOT
- Design Manual for Roads and Bridges: NRA

3. PUBLIC CONSULTATION PROCESS

The Scheme was advertised for public display commencing on March 27th 2009, until Tuesday, April 28th 2009.

The latest date for receipt of representations was 5.00 p.m. on Tuesday, May 12th 2009.

A Public Information Meeting was held at the River Court Hotel John Street on Thursday, April 2nd 2009, from 4.00 p.m. until 8.00 p.m. This meeting was well attended and discussion were held with a number of interested parties who subsequently made formal representations.

A total of 25 formal submissions were received. A description of the principal issues raised and a response from the Senior Engineer is outlined further in this Report. Two anonymous submissions were received which have not received consideration.

4. NEWSPAPER NOTICE.

Kilkenny Borough Council Comhairle Buirge Cill Chainnigh

Planning and Development Act, 2000-2006 Planning and Development Regulations, 2001-2008

PART 8

NOTICE OF PROPOSED DEVELOPMENT BY LOCAL AUTHORITY

High Street, Rose Inn Street, John Street, Kieran Street

In accordance with Part 8, Article 81 of the above Regulations, Kilkenny Borough Council hereby gives notice of proposals pertaining to High Street, Rose Inn Street, John Street, Michael Street and Back Lane Traffic Management and Mobility Management Scheme.

The proposed Scheme will include the following development works:

- Widening of footpaths and pedestrian paved areas on High Street, John Street, Rose Inn Street and Michael Street.
- Provision of a raised pedestrian crossing point adjacent to St. John's Junior School in Michael Street
- Relocation and under grounding, of existing overhead power and utility lines .
- Provision of street lighting on existing premises where feasible (this may involve works to the exterior of protected structures) and pole mounted elsewhere .
- Provision of specialist uplighting at St John's Church, John Street.
- Provision of dedicated cycleways where feasible including a contra flow cycleway in an easterly direction in Rose Inn Street and John Street. Such a contraflow lane will be clearly delineated by a contrasting coloured road texture and road markings .
- The provision of traffic calming features.
- Provision of dropped kerbs with tactile paving at all strategic pedestrian crossing points.
- Provision of raised zebra crossings with Belisha beacons and tactile paving at specific pedestrian crossing points.
- Provision of on-street parking, loading, bus set-down and taxi bays throughout.
- Provision of bus bays and taxi rank on Batemen Quay/Markt Yard.
- The provision of road sign age and markings in accordance with the Traffic Signs Manual.
- Provision of street furniture, bollards etc where required
- Provision of a dedicated footway on Back lane.

Road Traffic Acts, 1961 to 2004

TRAFFIC MANAGEMENT PROPOSALS

High Street, Inn Street, John Street, Michael Street, Back Lane.

- High Street to be one-way to vehicular traffic in a northerly direction from its Junction with The Parade to its junction with Parliament Street.
- Rose Inn Street to be one-way to vehicular in a westerly direction from its junction with Bateman Quay to its junction with the Parade
- John Street to be one-way to vehicular traffic in a westerly direction from its Junction with Michael Street! Maudlin Street to its junction with Bateman Quay
- Back Lane to be one-way to vehicular traffic in an easterly direction from the library Car-Park at John's Quay to its junction with Michael Street
- Michael Street to be one-way to vehicular traffic in a southerly direction from its junction with Wolfe Tone Street to its junction with Back lane. The proposals for Michael Street supersede the previous Part 8 Traffic Management Scheme proposal published on April 11th 2008.

Details of the scheme may be inspected at the following locations

(1) The Engineering Section, Kilkenny Borough Council, City Hall, High Street, Kilkenny

(2) Kilkenny County Council Offices, County Hall, John Street, Kilkenny

(3) The Road Design Office, Kilkenny County Council, 1 Dean St, Kilkenny, during office hours 9.00am-1 pm and 2.00 pm - 5.00 pm Monday to Friday commencing on Friday, March 27th 2009 until Tuesday, April 28th, 2009 inclusive.

There will be an information evening on **Thursday 2nd April**, from **4.00 pm** until **8.00pm** at the River Court Hotel, John Street at which members of the public can view details of the proposed development.

Representations and observations with respect to the proposed developments may be made in writing to:

Mr. Brian Tyrrell, Senior Executive Officer, Kilkenny Borough Council, City Hall, High Street Kilkenny.

The latest date for receipt of representations is **5.00 p.m.** on **Tuesday May 12th, 2009.**

**K Fitzgerald Senior Engineer Kilkenny Borough Council,
City Hall
Kilkenny**

5. REPORT FROM SENIOR PLANNER

Re: High Street, Rose Inn Street, John Street, Kieran Street

CERTIFICATE

I have examined the proposals pertaining to High Street, Rose Inn Street, John Street, Michael Street and Back Lane Traffic Management and Mobility Management Scheme.

I hereby certify that the proposed High Street, Rose Inn Street, John Street, Michael Street and Back Lane Traffic Management and Mobility Management Scheme is in accordance with the proper planning and sustainable development for the area and gives effect to the provisions of the Kilkenny City & Environs Development Plan 2008 – 2014.

Signed:

Denis Malone
Senior Planner
Kilkenny County Council

Dated this 14th day of September 2009

6. SENIOR ENGINEER'S REPORT ON SUBMISSIONS RECEIVED

| Submission Number | Name and Address |
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| 1 | National Roads Authority, St. Martin's Hous, Waterloo Road, Dublin 4 |
| Summary | The Planning Authority must abide by national policy in relation to the development of national roads as outlined in the Authority's Policy Statement on Development Management and Access to National Roads. |
| Response | The National Roads Authority is not affected by this proposal. |
| 2 | David Fitzgerald, 24 Patrick Street, Kilkenny |
| Summary | The submission raises concerns about the impact of the proposed scheme on St. John's Junior School on Michael Street; namely <ul style="list-style-type: none"> • dropping and collection points of pupils • drop / delivery area • need for pedestrian crossing • need for bus stop and pick up area • emergency parking for school • disability parking for students with special needs • better liaison between local resident community & school in relation to parking |
| Response | It is proposed that Michael Street be one way towards John Street and most of the issues raised are included in the advertised scheme. From recent observation it appears that, since the introduction of on-street parking charges, the difficulties associated with pupil drop-off have been alleviated. A bus set down / delivery area will be provided but it is not possible to reserve space for school disabled parking and emergency on the street. Kilkenny Borough Council might consider dedicating some additional lands at the rear of the school for these purposes. |
| 3 | Billy Brett, Brett's hardware and Locksmiths, 22 John Street, Kilkenny |
| Summary | The submission is in respect of the proposed one way system for John Street and outlines the following concerns: <ul style="list-style-type: none"> • The proposed scheme will have a detrimental impact on business activity. • The proposal will contribute to the emission of greenhouse gases, due to increased journey times. • The submission contends that the proposed scheme will result in higher volumes of traffic. |

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| | <ul style="list-style-type: none"> • The submission recommends removing the black bollards along the footpaths to increase the width of the paths • The submission supports the plan to impose a one-way system on both Michael Street and Back Lane, and recommends placing speed ramps on these streets. • The submission expresses concern about the safety of the pedestrian crossing at the Michael Street/John Street junction and suggests utilising road markings, a flashing beacon and extra road signs to highlight this crossing to vehicular users. • The submission states that one way systems result in drivers using excessive speed. |
| Response | <p>The scheme is designed to create the environment for Transport Modal Shift leading to improved travel times, reduced congestion and consequent reduction in fuel consumption.</p> <p>Real Time information is proposed to direct traffic to the nearest available car-park.</p> <p>Footpath improvements are proposed throughout the scheme which will be implemented on phased basis.</p> <p>Reduced carriageway widths with additional ramped crossing points will reduce traffic speeds significantly leading to an improved environment for pedestrians and those with disability.</p> |
| 4 | <p>Billy Brett, Brett's hardware and Locksmiths, 22 John Street, Kilkenny</p> |
| Summary | <p>This submission relates to car parking on John Street and makes the following suggestions:</p> <ul style="list-style-type: none"> • The loading bay outside Gray's TV shop should be changed to Pay & Display parking. The loading bay outside Kim's cakes and the Wine Centre should be reduced to one loading bay space. • Car parking spaces on John Street should be clearly delineated. • The operating hours of the taxi rank at St. John's Priory should be changed from 8p.m. to 10p.m., to provide customers greater access to parking spaces. • The submission recommends delineating the taxi ranks and loading bays by using a colour-coded system. |
| Response | <p>All parking/loading issues to be addressed during parking bye-laws which is to commence in September.</p> |

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| 5. | Pat Ryan, Centre Manager, Market Cross Shopping Centre, Kilkenny. |
| Summary | The submission expresses support for the plan in general; however it does outline some concerns about the one-way system proposed for John Street. The basis of concern is that the proposed scheme will exacerbate the existing traffic congestion, leading to delays for customers attempting to exit the Market Cross Shopping Centre car park. |
| Response | The traffic model predicts a modest increase in traffic at Irishtown junction. Current traffic signal layout and design will be re-evaluated at Irishtown and Market Cross to optimize traffic flows. A shift in transport mode should further reduce traffic movements. |
| 6 | Conor Walsh, The Cutting Room 18 John St Kilkenny |
| Summary | <p>The submission expresses support for the plan in general; however it does outline some concerns about the impact the proposed one-way system will have for John Street. The submission makes a number of suggestions:</p> <ul style="list-style-type: none"> • Provision of a one way vehicular and cycle lane from John’s Bridge to McDonagh Junction, which would accommodate wider footpaths, imaginative architectural lighting and complimentary street furniture. • To reduce parking congestion in John Street, short term loading bays with a reduced parking rate should be provided. The submission also recommends opening up the County Council car park and Meubles car park for public use. • Vehicular traffic travelling along Bateman Quay should be allowed turn left onto John Street and right on to Rose Inn Street. This would create a smaller ring in the city centre and help keep all the streets active. • Irishtown should remain a two-way system. • These suggested amendments would facilitate the free flow of traffic through the city centre and encourage people to use the ring road. This would make the city centre streets friendlier for pedestrians and cyclists. • These amendments would facilitate John Street becoming a cultural and heritage hub, by allowing heritage walks of the inner city residential areas and part closure of the streets to facilitate cultural events. <p>A conceptual map of the suggested improvements is included with the submission.</p> |

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| Response | <p>The combined effect of cycle lanes in both directions, improved footpath widths and single lane traffic will assist to provide closer linkage between John Street/High Street/Irishtown. .</p> <p>The provision of short term public car parking in the Kilkenny County Council offices is under consideration and proposals in this regard will be circulated shortly.</p> |
| 7 | <p>Alison McGrath, Kilkenny Chamber, The Maltings, Tilbury Place, James St Kilkenny</p> |
| Summary | <p>The submission expresses support for the plan in general; however it does outline some concerns about the impact the proposed scheme, namely:</p> <ul style="list-style-type: none"> • In relation to John Street, an alternative route for vehicular traffic is required prior to the implementation of the one way traffic system. The submission contends that Green Street and Michael Street do not have the required capacity to cater for the increase in traffic, which will inevitably occur if John Street is made a one way. The submission recommends delaying this part of the proposed scheme until there is more progress on the Central Access Scheme. • Traffic calming measures and ample pedestrian crossing points are required to control speed. • Due consideration should be given to adequate signage and parking facilities, in order to promote and encourage retail activity. The submission advocates the use of intelligent signage in each of the major car parks. The submission recommends that the Market Yard car park should be included. • The submission suggests that the re-opening hours of St. Kieran Street to vehicular traffic, should be revised to 8.30 p.m. to avoid the street being used as a short-cut for traffic. • Kilkenny Camber supports the pedestrianisation of High Street from its junction with Friary Street to its junction with James Street, particularly during peak shopping periods. |
| Response | <p>The Traffic Model predicts an increase in traffic volumes at Greensbridge which could lead to short term difficulties at peak times. However it is anticipated that the range of measures proposed will encourage an alternative transport pattern with increased cycle and pedestrian movement thereby reducing traffic volumes in the area.</p> <p>Additional crossing points and reduced carriageway widths will lead to reduced speeds and increased pedestrian comfort. Real Time Information and additional fixed signage are proposed to direct drivers to the most suitable car-parks.</p> <p>It is considered that Kilkenny Borough Council would be supportive of extended pedestrianisation hours for Kieran Street and this will be considered during the forthcoming review of the Traffic Bye-Laws . The current proposals do not provide for pedestrianisation of High Street but</p> |

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| | makes provision for future implementation. |
| 8 | Murphy Jewellers, 85 High St Kilkenny |
| Summary | <p>This submission is in relation to the provision of additional Loading Bays proposed for High Street, in particular those proposed outside Murphy’s Jeweller’s, 85 High Street. The submission raises a number of issues:</p> <ul style="list-style-type: none"> • When the previous upgrade of High Street took place, contributions were made on the condition that car parking bays were to be provided. These spaces should not be re-allocated for the provision of spaces for HGVs. • The submissions maintains that High Street has a sufficient amount of loading bays and that additional bays will damage the visual amenity and reduce the pedestrian comfort of the street. • The submission advocates implementing further time restrictions on delivery vans using loading bays. This would give consumers a more pleasant shopping experience. • The submission notes that there are serious security concerns around loading bays. • The loading bay outside 85 High Street is too big, and the submission recommends it be made more suitable for the smaller deliveries appropriate to neighbouring shops. |
| Response | <p>Loading facilities at the Southern end of High Street are inadequate which leads to commercial vehicles parked on the footpaths. The current proposal attempts to equalise the space available for loading on either side of the Town Hall. Loading activities can then be regulated by time or weight restriction.</p> <p>Security around cash deliveries should be discussed with the Gardai.</p> |
| 9 | Jim Flynn Acting Chairman, Kilkenny City Centre Business Association 85 High St Kilkenny |
| Summary | <p>This was a detailed and wide-ranging submission. The submission expresses support for the plan in general; however it does outline some concerns about the impact the proposed scheme, namely:</p> <ul style="list-style-type: none"> • The proposed one way system for John Street/John’s Bridge is premature and will seriously undermine connectivity in the city • This aspect of the scheme will seriously affect accessibility of car users at High Street and McDonagh Junction, which may result in people travelling to alternative shopping destinations. • The proposed one-way system across John’s Bridge will create a bottle neck effect on Green’s Bridge, during peak traffic hours, which will result in congestion on High Street. • The proposed scheme will hinder visitors’ access to the historic core |

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| | <p>of the city.</p> <ul style="list-style-type: none"> • The proposal will have serious adverse effects on businesses and the attractiveness of the city centre as the principle retail and service based location. The proposal should focus on the creation and enhancement of infrastructure for pedestrian and cycle routes, to enable sustainable modes of transport into the city centre. The submission advocates the provision of bicycle parking facilities in the city centre. • The submission acknowledges that the aim of the proposal is to create a city that is attractive to pedestrians, however the submission expresses concern about the impact the proposed one-way system will have on John’s Bridge. The submission suggests that the objectives of the plan would be best served by a one way system limited to Rose Inn Street, High Street and Bateman Quay. • The submission also suggests a number of interim measures that could be employed that improve pedestrian and cyclist comfort on John Street, namely: restrict access of HGVs; removal of bollards and increase kerb height to prevent parking on footpaths. <p>In relation to signage, the submission recommends the following:</p> <ul style="list-style-type: none"> • The provision of intelligent signage for the 3 no. city centre car parks and the McDonagh Junction car park would result in increased mobility. • Directional signage for road user should be upgraded. • A “trail” of permanent signage from all approach roads to the most appropriate car park in the city centre would be of particular benefit to visitors. <p>The submission praises the continuation of The Parade project and states that prioritising the upgrade of High Street will give the best value for money in these challenging economic circumstances.</p> |
| Response | <p>Kilkenny Borough Council will continue to work towards provision of alternative routes.</p> <p>The Traffic Model predicts an increase in traffic using Greensbridge which could lead to short term difficulties at peak times. A viable alternative will be available by using Kilkenny Ring Road which will have increased capacity and reduced travel times following completion of works later this year .</p> <p>The scheme is designed to promote reduced traffic congestion and improved pedestrian and cycle links together with support for a local bus service. This would lead to improved pedestrian comfort especially for those with disability.</p> <p>Signage is proposed (both fixed and real time) to direct drivers to the most convenient car-parks whereby they can continue their journey by alternative means.</p> |

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| | <p>The provision of cycle lanes on all major approach roads is substantially completed and their inclusion in the review of the City Bye- Laws will enable regulation by the Gardai.</p> <p>A one-way system confined to High St., Rose Inn St. and Bateman Quay was considered. Such a scheme would offer no benefit to John Street as traffic volumes are predicted to be unchanged and with no improvement for pedestrians and cyclists.</p> <p>Removal of bollards and increased kerb heights in John Street would disimprove the environment for pedestrians and those with disability. It would require significant reverse cross falls on the footpaths, increased usage of drainage channels mid footpath and increased opportunity for flooding in the adjoining premises. It would also lead to a very uncomfortable pedestrian environment.</p> |
| 10 | Jim & Kathleen O'Dwyer, 83 John St Kilkenny |
| Summary | <p>The submission is in respect of the proposed traffic management proposals and outlines the following concerns:</p> <ul style="list-style-type: none"> • The proposed scheme will isolate John Street from the remainder of the city. • Residents of John Street will not be enticed to go to High Street. • The proposed scheme will not encourage residents from the west of the River Nore to travel to John Street or McDonagh Junction. • The proposal cannot work in the absence of the new inner relief road and new bridge. • The submission suggests that completing the ring road would be of greater benefit in the long term for the city. • The proposed scheme, coupled with the new parking charges will hinder business activity. |
| Response | <p>Access to High Street from John Street will be improved for all road users.</p> <p>Vehicular traffic intending to access McDonagh Junction/John Street from the southern side of city will travel via the Ring Road or Greensbridge . Current works on Kilkenny Ring Road will increase the vehicular capacity and lead to reduced travel times.</p> <p>An increase in traffic volumes is predicted for Greensbridge which may lead to short –term difficulties at peak times. This may be offset by changing traffic patterns and reduced car usage.</p> <p>It is agreed that that an additional river crossing would bring further improvement and Kilkenny Borough Council are committed to it's implementation.</p> |

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| 11 | Donal O'Dwyer, 21 John St Kilkenny |
| Summary | <p>The submission is in respect of the proposed traffic management proposals and outlines the following concerns:</p> <ul style="list-style-type: none"> • The proposed one-way system on John Street will have a detrimental impact on businesses in the area. The submission makes reference to the previous temporary one-way system imposed on John Street for the confederation celebrations in the last decade. The submission states that businesses on John Street will be adversely affected by the proposed scheme. • The proposed scheme will make the city centre inaccessible for residents and visitors. • The submission contends that Green Street and Michael Street do not have the required capacity to cater for the increase in traffic. • The proposed one-way system on John Street will have a detrimental impact on the Emergency Services. • The submission suggests that congestion on John Street is actually caused by vehicles exiting John Street. The submission notes that if 4 no. cars or more are turning right onto the Dublin Road, this impedes other cars from exiting Upper John Street via the Castlecomer Road. The submission contends that the footpath adjacent to Byrnes Public House impedes traffic flow at the John Street/Wolfe Tone Street junction and that vehicles exiting the street on John's Bridge are held up by cars turning right down Bateman Quay. |
| Response | <p>It is accepted that traffic traveling from the South of the City will have to travel via Greensbridge or Kilkenny Ring Road. Current improvements to the Ring Road will reduce traffic times and increase traffic capacity. There will be an increase in traffic volumes in Greensbridge which could result in difficulties at peak times.</p> <p>Similar delays occur in John Street at present should a vehicle stop on the carriageway as there is opposing traffic.</p> <p>Emergency services experience difficulties at present due to congestion in Rose Inn Street and John Street. Trials have shown that there is no loss of response time by using the Ring Road as an alternative. Such response time will improve with the completion of works on the Ring Road. However some delay may be experienced if Greensbridge is used.</p> |

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| 12 | William Byrne, Billy Byrnes Bar & Guesthouse 39 John Street, Kilkenny |
| Summary | <p>The submission is in respect of the proposed one-way system for John Street. The submission writes in support of the plan in general, however it does make the following suggestions:</p> <ul style="list-style-type: none"> • The one-way system should be imposed for the entire length of John Street. • The submission acknowledges the benefits a good-quality pedestrian and cycle route can have on an area. |
| Response | <p>It is proposed that Michael Street become one-way towards John Street. Consequently the extension of the one-way system to all of John Street would adversely affect the residents of Michael Street, John’s Quay and the Library Car-Park whose only exit would be onto John Street. It would also lead to increased usage of Maudlin Street .</p> |
| 13 | Lavinia Daly Secretary, Traders, Residents & Property Owners Committee John St 80 John St Kilkenny |
| Summary | <p>This was a detailed and wide-ranging submission. The submission expresses opposition to the proposed one way system for High Street, Rose Inn Street, John Street, Michael Street and Back Lane. The submission was lodged on behalf of the traders, residents and property owners of John Street. The submission raised the following concerns:</p> <ul style="list-style-type: none"> • The proposal will have negative impact on the response times and access of the Emergency Services, particularly to John Street. • The submission makes reference to the previous temporary one-way system imposed on John Street for the confederation celebrations. The submission states that businesses on John Street will be adversely affected by the proposed scheme. • The proposal may result in people travelling to alternative shopping destinations. • The proposed plan will impede access for tourists. • Taxi routes will have to use alternative routes to access the Train Station, resulting in increased travel time and cost. • ‘Vehicle Mile Travel’ will be increase due to indirect routes, thus increasing emissions and costs. • If High Street is pedestrianised, car users wishing to travel to the Castlecomer Road, will be forced to travel through established residential areas that already suffer from congestion. • In relation to the Lighting proposal, the submission expresses interest in discussing the proposed lighting scheme in greater detail with Kilkenny Borough Council. • The submission expresses interest in organising walking tours of the Library, County Hall, St. John’s Church and Priory and Evans House and a number of the Protected Structures located on John |

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| | <p>Street.</p> <ul style="list-style-type: none"> • In relation to footpaths, the submission contends that the footpaths on John Street need to be upgraded and issues relating to the surface quality and drainage need to be addressed. • The submission recommends that the bollards on John Street be removed to provide more room for pedestrians. The submission also suggests that illegal parking should be strongly enforced. • The submission suggests the County Council grounds be opened up for customer parking. The submission advises that the 15 minute grace period be noted on all parking meters. • The submission advocates the use of directional signage indicating the location of the library car park and the Wolfe Tone Street car park. • In relation to over head cables, the submission recommends their removal as a matter of priority, in order to provide uninterrupted views of the John Street streetscape. • The submission endorses the proposed pedestrian crossing at County hall, and suggests that the existing crossings be re-surfaced and re-painted. • The submission urges that the city centre speed limit be reduced to 35 k.p.h. and proposes that the speed signs and intervals at which they are placed be increased. <p>Enclosed was a list of signatures in support of the submission.</p> |
| <p>Response</p> | <p>Emergency Services will be required to use the Ring Road or Greensbridge. It is anticipated that there will be no loss of response time traveling via the Ring Road. There may be delay at Greensbridge at peak times.</p> <p>There is no change to the current parking arrangements in Lower John Street</p> <p>It is considered that an improved pedestrian environment will lead to increased tourist benefit.</p> <p>The Taxi Drivers Association have made a separate submission which is dealt with later in the report.</p> <p>Increased driver distance in some cases is compensated by reduced travel times and a decrease in congestion.</p> <p>Pedestrianisation of High Street is not included in this proposal.</p> <p>All suggested enhancements are part of the Plan including a 30 KPH speed limit.</p> <p>Inclusion of John Street in the Walking Tours initiative should be discussed with the promoters.</p> <p>The use of the County Council grounds for public parking is under review.</p> |

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| 14 | John O'Connell MPSI, O'Connell's Pharmacy 4 Rose Inn St Kilkenny |
| Summary | <p>The submission is in respect of the proposed one-way system for the city centre. The submission raise the following concerns:</p> <ul style="list-style-type: none"> • The lack of sufficient short term car parking is having a detrimental impact on businesses operating in the city centre. • The submission suggests that restricting the one-way system to Rose Inn Street, High Street and St. Kieran Street would be less injurious to businesses operating in the city centre. The submission expresses concern about the effect the proposed scheme will have on traffic congestion in Irish Town and Vicar Street. • The submission commends the proposed provision of cycle lanes, however it suggests that the allocated space would be better employed as footpaths and short term street parking. |
| Response | <p>Kilkenny City Centre has an adequate provision parking in the Central Area. There are approximately 4500 car-parking spaces available to the public within the area designated for on-street parking charges. This includes the multi-storied car-parks but does not include other privately owned car-parks.</p> <p>Surveys have shown that there is substantial spare capacity in some locations even at peak times.</p> <p>Short stay parking has been improved by the introduction of on-street parking charges. Increased alternative transport usage would lead to an increased number of available spaces.</p> <p>Kieran Street is predominantly a pedestrian zone and is not considered viable for vehicular traffic.</p> <p>There is no scope for the provision of additional car-parking spaces in the main City Streets. This would lead to increased congestion as people circulate looking for parking and would lead to a disimprovement in the pedestrian environment and accessibility.</p> |
| 15 | Liz Fogarty, St John's Junior School Parents Association Michael St Kilkenny |
| Summary | <p>In relation to the proposed scheme the submission raises the following issues:</p> <ul style="list-style-type: none"> • St. John's Junior School requires 2 no. emergency car parking spaces, in order to comply with Health and Safety requirements. The submission proposes that these spaces be accommodated to the rear of the school premises. • The submission conveys serious opposition to the provision of the bus loading bay and disabled parking space at their proposed location, and requests that their position be reconsidered. |

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| Response | <p>Kilkenny Borough Council may consider the dedication of a portion of land to the rear of school for school disability parking/emergency use.</p> <p>An on-street bus set down / delivery area will be provided in Michael Street without interfering with school property.</p> |
| 16 | <p>Cllr Malcolm Noonan, 35 Fr Murphy Square Kilkenny</p> |
| Summary | <p>The submission writes in support of the plan in general, however it does make the following suggestions:</p> <ul style="list-style-type: none"> • Recommends the establishment of a County Transport Forum, involving all stakeholders. It stresses that the proposal cannot be considered in isolation from the influence of the rural hinterland, and recommends the use of a park and ride systems that links rural and urban communities and uses an integrated ticket system. • The submission discusses the possibility of implementing an eco-friendly shuttle bus system and proposes four possible routes to service the city. The scheme would be enhanced by park and ride facilities in the environs and would require significant financial support to get the project operating. • The submission commends the proposed cycle lanes; however it stresses the need for adequate bicycle parking facilities, bicycle washing facilities and route information. The submission acknowledges that Failte Ireland has identified Kilkenny as a cycling hub, and stresses that tourist accommodation providers must facilitate this. There is considerable scope for a cycle hire company to set up, although the submission notes that this is outside the remit of the Council. • A full time road safety officer is required to implement a road safety awareness programme. • The submission expresses concerns in relation to the proposed one way system on John Street and would like to see a revised traffic model based on the outcome of the Central Access Scheme decision. • Traffic growth prediction outlined in the report should be revised due to the economic downturn and cognizance should be taken of the cumulative effect of the positive measures outlined in the plan to reduce car dependency. • Kilkenny Local Authorities should use the commitments made under the Aalborg Charter for Sustainable Towns and Cities as a rationale for all future plans and the Local Authorities should engage the assistance of the International Council for Local Environmental Initiatives to inform their work and best practices. • A department within the Council should be established to oversee the implementation of the plan, and this should be acknowledged in the new Strategic Policy Committees within the next term if the Council. |

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| Response | <p>The establishment of a County Transport Forum is included as an objective in the County Development Plan.</p> <p>Studies have shown that the provision of Park and Ride facilities are not economically viable or practical. Kilkenny Borough Council however will encourage the use of underutilised private car parking for long term public use.</p> <p>It is proposed to provide additional cycle parking in the Core Area.</p> <p>The employment of a full time road safety officer was envisaged. However this has been deferred due to the embargo on public sector recruitment.</p> <p>Kilkenny Borough Council supports the completion of the Outer Ring Road subject to the availability of finance.</p> <p>Personnel will be appointed from both Local Authorities to supervise the implementation.</p> |
| 17 | <p>Lavinia Daly, 80 John St Kilkenny</p> |
| Summary | <p>The submission writes in opposition to the proposed scheme and raises the following concerns:</p> <ul style="list-style-type: none"> • The proposed traffic scheme is not supported by sufficient evidence or adequate infrastructure. • It will have a detrimental impact on the ambience of the city. • Kilkenny does not currently suffer from traffic congestion, and the opening of the Castlecomer roundabout has alleviated any congestion that would have occurred in the past. • The proposal will result in the city becoming a ‘Mondello Park’ late at night. • An inadequate supply on on-street parking will have a detrimental impact on city centre businesses. • The submission suggests that resources should be directed towards completing the ring road and providing a new bridge to alleviate traffic in Irish Town and Vicar Street. |
| Response | <p>The Mobility Plan proposes to enhance Kilkenny City by promoting alternative travel modes with consequent reduction in traffic congestion leading to improved pedestrian environment and accessibility.</p> <p>The implementation of a 30 Km/Hr speed limit in conjunction with reduced carriageway widths and additional crossing points will lead to reduced traffic speeds.</p> <p>There are no proposals to reduce parking in the area.</p> |

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| 18 | Francis Daly, 82 John St Kilkenny |
| Summary | <p>The submission writes in opposition to the proposed one-way system for John Street.</p> <ul style="list-style-type: none"> • The submission makes reference to the previous temporary one-way system imposed on John Street for the confederation celebrations in the last decade. The submission states that businesses on John Street will be adversely affected by the proposed scheme. • The submission supports the Council's decision to place cables underground and upgrade the public lighting system. |
| Response | Improved footpath widths and accessibility cannot be provided in John Street without implementing a one-way system as there is insufficient road width. |
| 19 | Trish Murphy Chairperson, Kieran St Traders Association, Beri Boutique, Kieran St, Kilkenny |
| Summary | <p>The submission writes in relation to the proposed changes for St. Kieran Street.</p> <ul style="list-style-type: none"> • With regard to the proposed opening times of the street, the submission recommends that St. Kieran Street should remain closed to vehicular traffic until 8.30 p.m. • The submission notes the unique character and pedestrian nature of the street, and fears that an earlier opening time would have an injurious impact on the inherent character of the street and would have a detrimental impact on businesses operating there. |
| Response | <p>It is proposed that Kieran Street remains a predominantly pedestrianised zone with restricted access for deliveries only.</p> <p>Extended hours for pedestrianisation will be considered as part of the review of the Traffic Bye-Laws which will commence in September.</p> |
| 20 | Pat Shortall Chair Man Board of Management, St John's Junior School Michael St Kilkenny |
| Summary | <p>This was a detailed and wide-ranging submission. The submission gives a brief synopsis of the profile of the school, including pupil and staff numbers.</p> <p>The submission writes in support for the proposed plan and requests that due consideration be given to the following issues:</p> |

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| | <ul style="list-style-type: none"> • Priority should be given to the immediate introduction of the raised pedestrian crossing with appropriate signage and beacon lights. • The submission conveys serious opposition to the provision of the bus loading bay and disabled parking space at their proposed location, as this would impede further expansion of the school premises. • The Board believes that the provision of a shared bus bay between 8.30 a.m. and 4.00p.m. Monday to Friday inclusive, will adequately meet the school’s needs. • St. John’s Junior School requires 2 no. emergency car parking spaces, in order to comply with Health and Safety requirements. The submission proposes that these spaces be accommodated in the green area located between the school and John’s Quay, or alternatively in the area at the top of the lane. A map was included indicating the suggested locations. • The submission seeks the immediate re-introduction of the bus bays at the end of Michael Street, to accommodate the larger buses which are used on a weekly basis. • The submission welcomes the provision of dedicated parking facilities for parents in the Wolfe Tone Street car park, but they require clarification on how this will be implemented and managed. • The submission is supportive of the additional pedestrian entrance located via the Peace Park or from John’s Quay area. Any proposed additional entrances must in the interest of health and safety take cognisance of the location of the school building. • Any proposed changes to the footpaths and the provision of any barriers should occur during periods when the school is closed, to minimise disruption to the school community. • The submission recommends all other proposals be implemented prior to the introduction of the street barriers, and that any proposed changes would bear in mind the dedicated entrance to the school premises for the emergency services. • The Board of Management would appreciate a schedule of works once the Part 8 proposal has been finalised. |
| <p>Response</p> | <p>Most of the issues raised are included in the proposed alterations to Michael Street. Kilkenny Borough Council will endeavour to locate a set down/small bus bay on Michael Street.</p> <p>The larger bus bay has been provided at GreensBridge Street.</p> <p>Collection and delivery of pupils has improved since the introduction of on-street parking charges and currently there appears to be adequate space available in Wolfe Tone Street and Michael Street for this purpose. The situation will be kept under review and it is recommended not to proceed with dedicated parking facilities in Wolfe Tone Street Car-Park at this time.</p> <p>Kilkenny Borough Council may consider dedicating a portion of their lands at the rear of the school to facilitate the provision of a dedicated</p> |

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| | <p>disabled parking and emergency spaces for use by the school. All construction works in the provision of such spaces will be the responsibility of the school authorities.</p> <p>Works in the vicinity of the school would be carried out during school holiday periods.</p> |
| 21 | <p>The Manager, Development Application Section, Department of the Environment, Heritage & Local Government Dún Scéine, Harcourt Lane, Dublin 2</p> |
| Summary | <p>Archaeological Impact Assessment, as described below, should be compiled. The assessment should be submitted as further information. Copies of the statement should be forwarded to this office and to the Planning Authority, in advance of the planning decision to enable the Department to formulate an informed archaeological condition before the planning decision is taken.</p> <p>Archaeological assessment shall consist of the following:</p> <ol style="list-style-type: none"> 1. The applicant shall employ an archaeologist to carry out an archaeological assessment of the scheme. No sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent. 2. The archaeologist shall carry out an inspection of the site and compile a report. The archaeologist may, if necessary, excavate test trenches under licence to this Department at locations chosen by the archaeologist, having consulted the site plans in order to determine the nature extent and location of archaeological deposits on the proposed development site. 3. Having completed the work, the archaeologist shall submit a written report to the Planning Authority and to this Department. The report shall comment on the degree to which the extent, location and levels of all proposed foundations, services trenches and other sub-surface works associated with the development will effect the archaeological remains. This should be illustrated with appropriate plans, sections, etc. <p>Where archaeological material is shown to be present, further preservation in situ, excavation or monitoring may be required. This Department will advise the Planning Authority with regard to these matters.</p> |
| Response | <p>All the requirements of the Department will be complied with. The proposed works are being carried out in areas that have been disturbed/excavated previously and no archaeological impact is anticipated. Kilkenny Borough Council will use current best practices in the event that archaeological intervention is required.</p> |

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| 22 | <p>Tony O'Flynn, Development Applications Unit, The Manager, Development Applications Unit, Department of the Environment, Heritage and Local Government, Dun Sceine, Harcourt Lane, Dublin 2</p> |
| Summary | <p>Further information, as described below, should be compiled.</p> <p>Copies of the documentation should be forwarded to this office, or in the event of a final decision being made.</p> <ol style="list-style-type: none"> 1. An Architectural Heritage Impact Assessment should be submitted which fully examines the proposed traffic mobility scheme (with specific reference to the proposed lighting scheme and installation of furniture) and its impact, if any, on the ACAs and Protected Structures. This report should contain detailed drawings accurately indicating the location of all new elements and also showing the historic fabric of protected structures and paving, curbing and walls. 2. Full details of the proposed lighting elements and street furniture to include the following: type of lighting and furniture design (materials, pattern, colouring and intensity) and product information of all lighting and furniture elements. All chosen materials should be in keeping with the ACAs and should have regard to the historic character of the area in terms of the design, materials, number and location of such installations. 3. A Visual Impact Assessment which illustrates the proposed traffic mobility scheme within the ACAs and the scheme in relation to the protected structures and ancillary streetscape features. The submission advises that as few installations as possible should be located in the environs on the John Street and Michael Street ACAs, to avoid visual clutter. |
| Response | <p>The contents of the submission will be subject to further discussions with the relevant Officials in the Department of Environment, Heritage and Local Government.</p> <p>Construction and detail drawings will be submitted for agreement prior to implementation.</p> <p>The Department is satisfied with this approach.</p> |

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| 23 | Kilkenny Taxi Association, C/o. Moylan Consulting Engineers & Project Managers, Wilson House, Fenian Street, Dublin 2 |
| Summary | <p>This is a wide ranging submission.</p> <p>It compliments some elements of the Plan.</p> <ul style="list-style-type: none"> • Development of the Cycle Network • Introduction of On-Street Parking Charges. <p>It is critical of the Plan in other areas in that:</p> <ul style="list-style-type: none"> • Proposal has not been based on the findings of traffic studies or the Traffic Model. • No future traffic volumes have been predicted. • Existing traffic congestion in Dean Street, Vicar Street and Greensbridge has not been emphasized. <p>It claims that the Plan should not be introduced prior to the implementation of the Central Access Scheme.</p> <p>It also states that the Plan has the potential to drastically effect business in the City Centre as pedestrians will not endure long delays associated with a trip to the City Centre.</p> <p>The submission states that the following issues have not been addressed:</p> <ul style="list-style-type: none"> • Public Transport. • Cycle Parking. • Modal Split – Existing and Targets • Incentive for uptake of Sustainable Modes of Transport • Details of Monitoring and review. <p>Finally a number of detailed submissions are made regarding issues specific to taxis. These are:</p> <ul style="list-style-type: none"> • The exit from Bateman Quay should take priority over traffic approaching from John Street. • The existing Taxi Rank at High Street should be retained. • If one way system is adopted the out-of-hours Taxi Rank outside of the Post Office should be relocated to the Loading Bay at Argos. • The Taxi Rank at John Street should be relocated to Langtons side. • The one-way system should not be implemented prior to the completion of the Central Access Scheme. • Following completion of the Central Access Scheme the feasibility of restricting access in High Street to pedestrians, cyclists and public transport during shopping hours should be investigated. • Consideration be given to consolidating both Taxi Ranks in Bateman Quay to a single linear rank of capacity equal to the two existing ranks. |

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| | <ul style="list-style-type: none"> • Traffic Management measures be put in place to ensure taxis can safely depart from the head of the queue. |
| <p>Response</p> | <p>It would be preferable to complete the Central Access Scheme prior to the implementation of the One-Way System. However, it is unlikely that this will be achieved in the short term.</p> <p>Future traffic volumes are predicted in the Traffic Model. These are likely to be revised downwards and traffic counts to establish current volumes have been completed.</p> <p>It is accepted that there is short-term congestion at peak times in the Dean Street Junction, Vicar Street, Greensbridge Junction. It is considered that a combination of alternative routes (Ring Road), adjustments to traffic signals at Dean Street and Parliament Street together with a model shift will assist to alleviate some difficulties. However, Greensbridge will experience congestion at peak times.</p> <p>Separate proposals are being developed for improvements to public transport some of which are included in the report. Such proposals will be included in the Traffic Bye-Laws Review.</p> <p>Cycle Parking facilities are being provided within the study area where it is appropriate to do so. They are already installed in John’s Green, Canal Square and will be in place on The Parade within the next few weeks.</p> <p>Kilkenny Borough Council will consider incentive led policies for the uptake of sustainable transport modes and will include such a proposal in the application for funding under the Smart Travel Initiative.</p> <p>A Monitoring/Technical Group is being established to supervise the implementation and review of the Plan. It is suggested that the City of Kilkenny Municipal Policy Committee play a role in such monitoring.</p> <p>In respect of the proposals specific to the taxi industry:</p> <ol style="list-style-type: none"> (1) Priority for the Bateman Quay exit onto Rose Inn Street would lead to an increase in congestion in John Street and undermine the basic principles of the Plan. (2) The existing Taxi Rank at High Street is a temporary one for the duration of the Parade Project. It is proposed to relocate this Rank to The Parade. A further Rank is proposed at the existing left turn lane as one exits the Market Yard onto Parliament Street should the one-way system be approved. (3) Relocating of the out-of-hours Rank to the Argos loading bay can be accommodated. (4) Relocating the parking/taxi rank to the other side of John Street was considered. However, it was found that the alterations in road curvature were excessive for buses and larger vehicles. (5) The current proposal does not include for the pedestrianisation of High Street. |

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| | <p>(6) Consideration can be given to providing a larger rank in Bateman Quay. Bateman Quay will be located within the new 30 kph Speed Limit Zone. Other traffic calming measure can be considered to allow safe egress from the Rank.</p> <p>The Office of the Taxi Regulator is currently reviewing the operation of Taxi Ranks national and developing guidelines for the provision of such Ranks. One must also consider that the Garda Authorities favour a number of smaller Ranks in preference to large single file Ranks.</p> <p>It is considered that the final determination on the facilities for Taxis should be deferred until the publication of the report on the Taxi Regulator’s Review.</p> <p>In the intervening period it is recommended that the following Day-Time Spaces be provided:</p> <ol style="list-style-type: none"> 1. The Parade – 6 spaces. 2. Parliament Street/Market Yard – 4 spaces. 3. Bateman Quay – 16 spaces (increased Rank). 4. John Street – 2 spaces. <p>This can increase out of hours to include:</p> <ol style="list-style-type: none"> 1. John Street – 8 spaces. 2. Sherwood’s Loading Bay – 4 spaces. 3. Argos Loading Bay – 4 spaces. 4. The Parade – 4 spaces. <p>Provision has been made for a Stand By Rank on Castle Road linked electronically to the Parade Rank. However, it is recommended that the Stand By Rank not be activated pending receipt of the Taxi Regulator’s Guidelines.</p> |
| 24 | Pius Phelan Kilford Arms Hotel, John Street, Kilkenny |
| Summary | The submission conveys opposition for the proposed one-way system on John Street and states it will have a detrimental impact on the trade of the Kilford Arms Hotel. |
| Response | Contents of submission noted. |
| 25 | Minister for the Environment, Heritage and Local Government, Department of the Environment, Heritage & Local Government Custom House, Dublin 1 |
| Summary | Submission acknowledges receipt of the proposal documents. |

Response

Response Noted.

I recommend that in accordance with Section 179 of the Planning and Development 2000, the Kilkenny Borough Council considers the report attached hereto and that the proposed development proceeds in accordance with the plans made available for public inspection with the following amendments:

- (i) That Kilkenny Borough Council considers the disposal of lands at rear of St. John's Junior School to facilitate off-street and emergency vehicle parking.
- (ii) That a small bus/loading bay be provided at Michael Street on the opposite side of the road to the school.
- (iii) That formal bus set down be provided at Greensbridge Street.
- (iv) That the proposed bus/loading bay adjacent to the Handball Alley be omitted from the proposals.
- (v) That proposed dedicated set down parking facilities in Wolfe Tone Street Car Park not be provided.
- (vi) That the Load Bay adjacent to Argos be dedicated to Taxi use for specific periods.
- (vii) That the Taxi Rank at Bateman Quay be enlarged and improved so as to accommodate 16 taxi spaces.
- (viii) That additional traffic calming measures be provided at Bateman Quay and John Street.

SIGNED:

Kieran Fitzgerald
Senior Engineer.

DATE: 14th September, 2009

7. COUNTY MANAGER'S/DELEGATED OFFICER/S RECOMMENDATION.

I recommend that in accordance with Section 179 of the Planning and Development 2000, the Kilkenny Borough Council considers the report attached hereto and that the proposed development proceeds in accordance with the plans made available for public inspection with the following amendments:

- (ix) That Kilkenny Borough Council considers the disposal of lands at rear of St. John's Junior School to facilitate off-street and emergency vehicle parking.
- (x) That a small bus/loading bay be provided at Michael Street on the opposite side of the road to the school.
- (xi) That formal bus set down be provided at Greensbridge Street.
- (xii) That the proposed bus/loading bay adjacent to the Handball Alley be omitted from the proposals.
- (xiii) That proposed dedicated set down parking facilities in Wolfe Tone Street Car Park not be provided.
- (xiv) That the Load Bay adjacent to Argos be dedicated to Taxi use for specific periods.
- (xv) That the Taxi Rank at Bateman Quay be enlarged and improved so as to accommodate 16 taxi spaces.
- (xvi) That additional traffic calming measures be provided at Bateman Quay and John Street.

SIGNED:

John Mulholland
Director of Services,
Transport, Corporate Services
And Emergency Services.

DATE: 15th September, 2009