

Restoration of GreensBridge

Preliminary Assessment

July 2014

- Original Construction 1764 – 1766
- Record of Protected Structures
- National Inventory of Architectural Heritage
- Within Michael St / Wolfe Tone St Architectural Conservation Area
- Within a zone of Archaeological Potential
- Within the River Barrow /Nore Special Area of Conservation
- The River Nore Special Protection Area
- The River Nore Flood Plain.

- Clear width 5.4m (on average)
- Effective width 4.8 m (overhanging loads , wing mirrors)
- 15000 vehicles daily. 3.5% HGV
- In excess of 400 artics daily
- 7.0 m Carriageway width is minimum desired width for 2-way traffic incl HGV'S

- Large Vehicles have to cross the centre line
- In the case of opposing large vehicles one has to yield
- Regular impact damage to railings and the Southern Stone Parapet
- Can be a very challenging experience for cyclists
- Pedestrian Crossing is not ideal but best available location



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1202

HICLE

ES-D-65767









Kilkenny is an Active Travel Town.

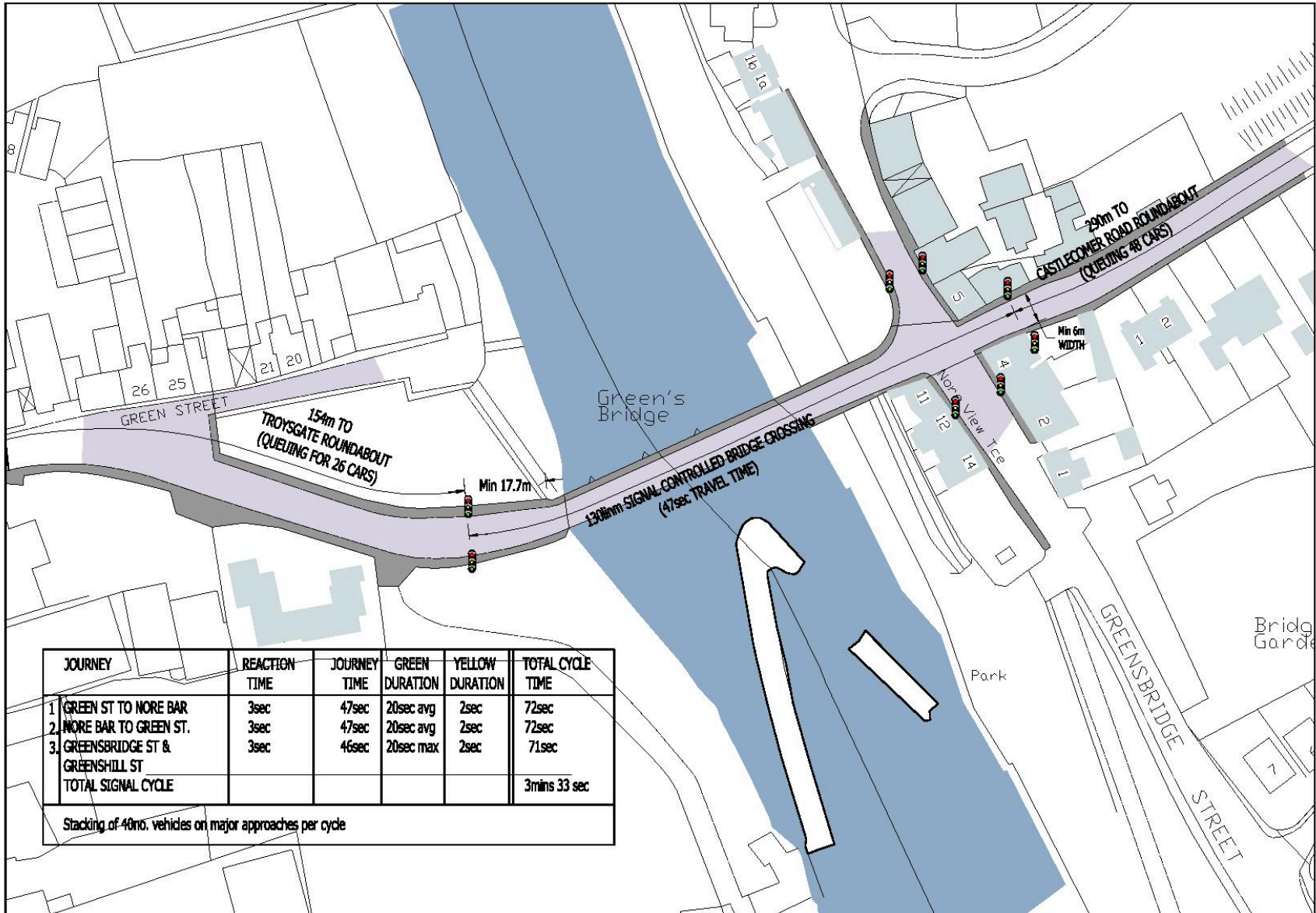
Mobility Management Plan adopted in 2010.

Provision of a dedicated off road cycleway and footpath on Greensbridge was included as a key infrastructural measure in the Council's application for funding to the Dept of Transport under:

- Smarter Travel Towns 2011 - 2014
- Active Travel Towns 2014 - 2016

Greensbridge Junction not suitable for traffic lights for the following reasons:

- Lights must be located on New Rd and Green St as two large vehicles cannot be accommodated in opposite directions
- Individual phases required for East to West and West to East
- The all red phase must be of sufficient duration to allow slow moving vehicles/bicycle to clear the bridge
- The queue on Green St would extend through the Troysgate Junction and on New Road would extend almost to the Castlecomer Road Roundabout



JOURNEY	REACTION TIME	JOURNEY TIME	GREEN DURATION	YELLOW DURATION	TOTAL CYCLE TIME
1. GREEN ST TO MORE BAR	3sec	47sec	20sec avg	2sec	72sec
2. MORE BAR TO GREEN ST.	3sec	47sec	20sec avg	2sec	72sec
3. GREENSBIDGE ST & GREENSHILL ST	3sec	46sec	20sec max	2sec	71sec
TOTAL SIGNAL CYCLE					3mins 33 sec

Stacking of 40no. vehicles on major approaches per cycle

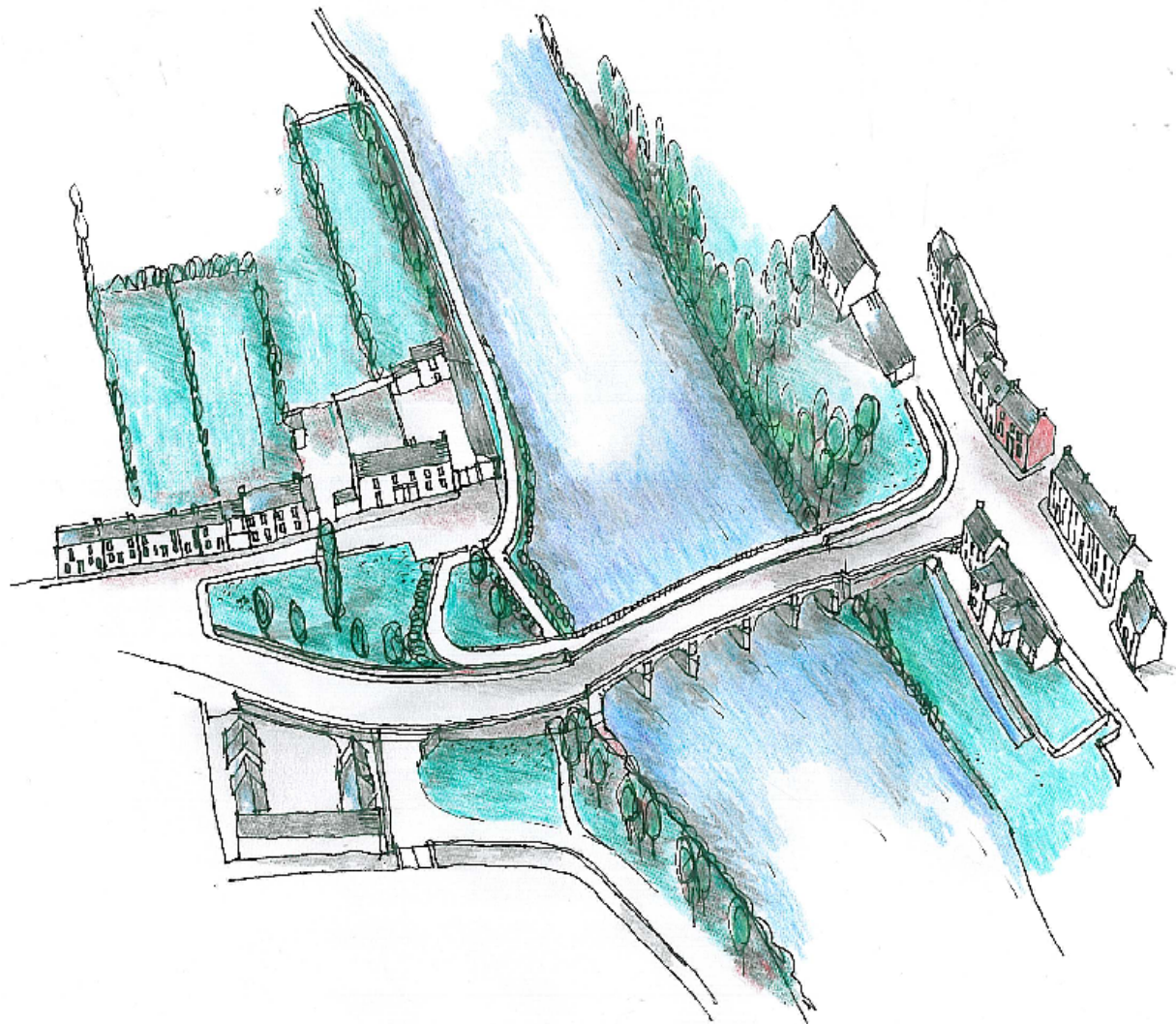
Preliminary Proposal

- Remove the footpath and restore the parapet on the Northern Side
- Introduce ban on Heavy Goods Vehicles
- Provide a dedicated 3.0m wide cycleway and footpath adjacent upstream of the Northern parapet .
- Provide cycle/pedestrian links to the Peace Park (flood arch), River Nore Linear Park (via boardwalk) and Diageo Site via existing tunnel
- Extensive footpath alterations required to comply with the Disability Act

Buildability

- Existing Bridge would have to be closed to facilitate construction (approx 9 months)
- Replacement Bridge must be in place during the construction phase.
- Estimated Cost of the Cycleway, Boardwalk , Links to the various Parks , and Bridge Restoration is €2.0m
- There are critical services attached to the bridge which must be protected and maintained during the construction phase





Sketch Plan



View towards Troysgate



View Towards New Road



View From The Meadows





