

# SUSTAINABLE URBAN MOBILITY PLAN

## Focus Group 1 - Report



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# Introduction

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Connect the Dots are working on behalf of Kilkenny County Council to carry out a programme of engaging participatory events, collaborating with key stakeholders and citizens to develop the Kilkenny Sustainable Urban Mobility Plan (SUMP).

A Sustainable Urban Mobility Plan is a “**strategic plan** designed to satisfy the **mobility needs of people and businesses** in cities and their surroundings for a **better quality of life**. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.”

On the 30th September 2022 we met with the key stakeholders identified to begin the plan process. There were presentations by members of the council and guests, Brian Caulfield of Trinity College Dublin and Alison Harvey of the Heritage Council.

Following these informative presentations, key stakeholders discussed their ideal city and the role of urban mobility in shaping this future. Challenges and opportunities were considered before brainstorming a vision for the SUMP.

This report provides an overview of the discussion on the day and identifies recurrent themes raised. The high level brainstorming session highlighted that the following aspects should be considered in the creation of the SUMP vision:

- Safety
- Inclusivity
- Accessibility
- Vibrancy
- Connectedness
- Greenery
- Community

# Methodology

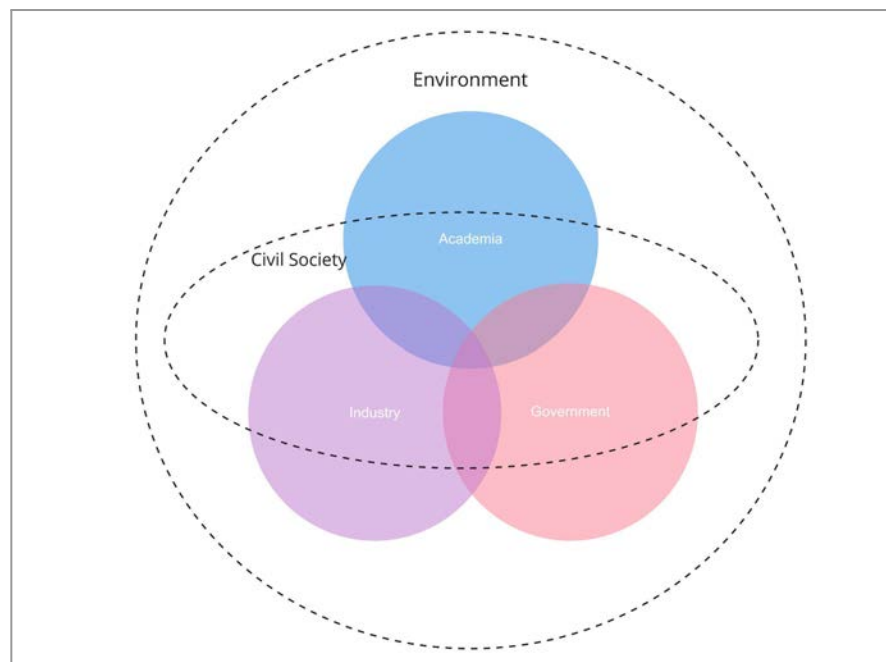
## The Participants

The first focus group was attended by a key stakeholder group identified by Kilkenny County Council and reviewed by Connect the Dots. As the core goal of the Kilkenny SUMP is to *'Improve accessibility and quality of life by achieving a shift toward sustainable mobility'*, the stakeholder engagement process was representative of the entire population in order to fully realise this societal 'shift' (transition). The table below lists the groups and organisations represented at the focus group.

Environment 	Civil Society 	Academia 	Industry 	Government 
Healthy Ireland PPN - Environmental Pillar Rep Kilkenny Cycling & Walking Group	Community Reps Residents Rep Kilkenny Access Kilkenny LEADER Partnership Comhairle na nOg (youth) Kilkenny Older People's Council	South East Technological University Trinity College Dublin	Retail Reps Hospitality Reps Large Employer Reps Chamber of Commerce Cartoon Saloon (Arts)	KCC Executive National Transport Authority An Garda Siochana HSE Elected Members

Connect the Dots and KCC used the Quintuple Helix Model to identify key stakeholders. The Quintuple Helix model includes academia, industry and government civil society with a fifth

sector of society, 'natural environment'. The quintuple helix approach recognizes sustainable development and innovation as important development priorities. Its framework includes new knowledge, more stakeholders with sustainable development at its centre.



Each stakeholder identified was invited to the focus group via email and asked to complete a registration survey, providing insights to help shape the focus group plan. See a summary of the results of this survey on pages 7 and 8.

## Workshop Agenda

Agenda		
<b>Welcome</b>	Tim Butler - Director of Services Kilkenny County Council	<b>9.30 - 9.40</b>
<b>Presentations</b>	<b>Nicolaas Louw:</b> 4 Neighbourhood City <b>Katharina Krell :</b> Outline of the SUMP Process <b>Prof. Brian Caulfield:</b> Challenges facing cities to reduce transport demands <b>Dr. Audrey de Nazelle:</b> Health Outcomes	<b>9.40 - 10.20</b>
<b>Quick break</b>		<b>10.20 - 10.30</b>
<b>Presentations</b>	<b>Alison Harvey:</b> Collaborative Town Centre Health Check <b>Ian Gardner :</b> Where are we now? <i>Q &amp; A Session</i>	<b>10.30 - 10.50</b>
<b>Tea, Coffee &amp; Healthy Snack Break</b>		<b>10.50 - 11.05</b>
<b>Presentations</b>	Introduction to workshops and importance of co-creation by <b>Connect the Dots</b>	<b>11.05 - 11.15</b>

<b>Worksheet Activities</b>	Activities 1-3 Activity feedback	<b>11.15 - 12.00</b>
<b>Outdoor Break - ebike talk</b>		<b>12.00 - 12.15</b>
<b>Worksheet Activities</b>	Activity 4 - Brainstorming The Vision	<b>12.15 - 12.50</b>
<b>Wrap up</b>	Overview of The Vision & Next Steps	<b>12.50 - 13.00</b>

### Worksheet One:

- Initial thoughts on the presentations  
- Surprise, Interest, Concern

### Worksheet Two:

- Ideal City

### Worksheet Three:

- Current State to Future Scenario

### Worksheet Four:

- The Vision

## Results:

### Registration survey

Key stakeholders filled out a survey when registering for the focus group that provided Connect the Dots with insights to help curate a bespoke event accessible and interesting for all.

#### How do key stakeholders travel to and around Kilkenny City?

##### To Kilkenny City

Walk



Cycle



Drive



##### Around Kilkenny City

Walk



Cycle



Drive



Respondents average level of understanding  
of the SUMP process:



Average level of understanding of  
SUMP 3.8 out of 10

Aspects of Urban Mobility that respondents were  
interested in discussing:

Shared space  
Public parks  
Pedestrian crossings  
Age friendly parking  
Creating signage for cyclists  
Age friendly public spaces  
Move to one-way system in city centre  
Real and safe space for cyclists inside the ring road and city streets  
Universal design of the public realm  
Rural transport options  
Pedestrianisation of the centre  
Pedestrian spaces  
Parking outside the city  
Active travel  
Footpaths



# Worksheet One:

## Thoughts, Interests & Concerns

Key stakeholders were asked to detail their thoughts on the presentations making note of facts that surprised them, interested them and concerned them.

### Surprises

A number of key stakeholders were surprised:

- To hear that electric vehicles are not the solution.
- By the low levels of active travel and high numbers of people drive into the city centre.
- By the number of people using the city bus last month
- That younger people are more engaged with public transport
- At the extent to which the city isn't people-friendly
- By the impact on the environment



### Interests

- Glider bus system in Belfast
- 4,400 car spaces, car centric city - "ridiculous!"
- Huge potential of SUMP process to transform city
- The vision of Kilkenny as a healthier, safer, more equitable city
- Potential for better cyclist and pedestrian facilities
- Seeing urban mobility from a public health perspective
- Interested in taking part in actual positive change to create a better quality of life/living
- Junctions for cyclists - use of own cyclist buttons to cross or have a weighted bike lane that automatically knows a cyclist needs to cross
- Potential plans for Kilkenny presented by Ian - counter flow etc.
- Build it and they will come
- SUMP building on existing plans
- Interesting fact that the EV cars are not the end-all solution i.e. replacing all existing cars with EV



## Concerns

- Electric Vehicles: Infrastructure staying the same for EVs/Parking for EVs/Battery life of EVs (still need to produce and buy cars with different precious metal)/ Accessibility of EVs (Cost of EVs, not everyone has ability or wants to drive)
- Ireland does not have the weather for cycling to be a solution
- Accessibility of bikes (not everyone has ability to cycle or can afford a bike)
- Kilkenny is a county populated by people that also live outside of the city and need to access the city, how do we cater to them?
- Focus on transport for outside of city limits
- Logistics for businesses in the city centre
- Still need to cater (transport) for visitors/tourists to the city
- Visiting children to the city don't have enough activities or spaces to keep them occupied
- Missed opportunities in: tourism, environment and sustainable city
- The high private vehicle usage as compared with walking and cycling
- Carbon reduction plan
- How far off are the targets in terms of EU/UN/SDG?
- Safety - awareness/culture
- People crossing city to get elsewhere
- Including other areas - industrial estates
- 13000 workers in Kilkenny and 7000 workers in the city - how will they be accommodated?
- Ensuring public feel part of process
- The creation of 120 space car park a few months ago in a CoCo project - public consultation had strongly objected to this before
- SUMP needs political will and cultural change that might take too long
- Connection or buy-in from rural communities

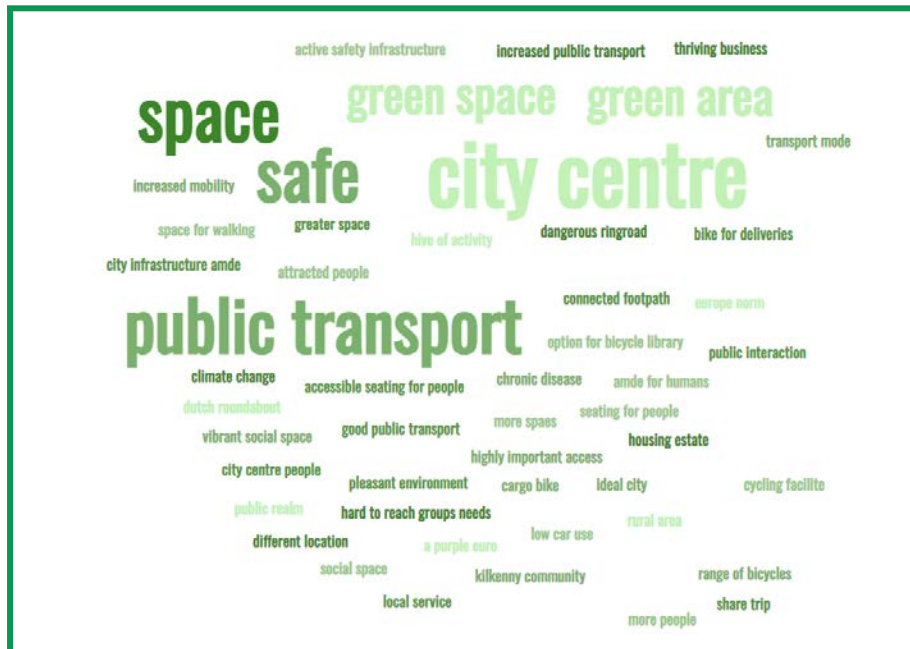


## Worksheet Two:

### Scenario Building

The key stakeholder group was asked to imagine their ideal city and the role that urban mobility would play in this utopia. Participants considered examples of cities that they believe have well planned urban mobility. Notes were made on post-its and added to the worksheets and discussed.

#### Ideal City



#### "Vibrant, Cosmopolitan, Safe, Green, Town Centre living"

##### Safety

- All users should feel safe when walking, cycling & on the bus!
- Speed limits should be lowered
- Less vehicles with space for public interactions in city centre
- A public and active safety infrastructure & provision comparable to mainland Europe norms
- City infrastructure made for humans, not cars
- Crossing of pedestrians allowed everywhere (making drivers more conscious/slow)

##### Accessible

- Public transport, walking & cycling opportunities/ Promotion is NALA approved & price (if there is one) is competitive
- In addition to making the city centre people friendly, the suburbs are better connected particularly housing estates (e.g. Lintown)
- A Purple Euro: 13% of the Kilkenny community identify as having a disability. Access is highly important as it gives more people the chance to move around the city.
- One where hard to reach groups needs are considered!
- Lots of accessible seating for people living with chronic disease in green areas and city centre

- Pleasant environment, family + disability friendly inclusive
- Integrating the rural areas
- A city for young people and children - child friendly public transport
- Decluttering roadways (putting away bins, prioritising walkers) ESPECIALLY the visually impaired and other vulnerable groups not space for cars

### **Active Travel / Public Transport**

- Greater space to Active Travel
- Cargo bikes for deliveries
- Increased public transport
- Option for bicycle library, where people can trial and borrow a range of bicycles/caro/tricycles etc.
- Junctions on ring road are dangerous for cyclists - more dutch roundabouts
- City Centre - Shared Space to accommodate all transport modes
- People can rely on public transport
- Fully connected footpaths and cycling facilities
- Really good public transport

### **Vibrant**

- A place where people are attracted to come to
- Vibrant both economically and socially
- Arts, culture, quirky things to look at

- Cafes vibrant social spaces
- Healthy/thriving businesses

### **Local**

- Local services close to homes/work
- "Markets with local producers
- Accommodation over the street shops
- Lots of people living in the city centre
- People carpool, share trips to different locations
- The 10 minute city

### **Green**

- Public realm - green space, quality open spaces, biodiversity, low car use, space for walking and cycling
- More spaces planted to aid climate change and reduce temp
- Food gardens - Apple trees/Herbs
- Healthy - green areas & walkable
- Lots of green space
- River as a hive of activity
- Low/zero emissions

## Role of Transport

### Functional

- Mainly to get people and goods to the city
- Transport role is to get people in and out of the city - not to facilitate driving through the city or driving around the city core
- To facilitate the Ideal city using public transport, walking and cycling
- Last mile electric deliveries
- To move people, to move goods, recreation
- A way to access services
- Should be mean to an end
- Help people get where they need to go in and around the city cheaply, efficiently and with least impact on environment
- Discourage traffic to travel through centre by changing Google & Apple maps & increasing public transport
- Choices in public transport - 'holistic'
- Improve quality of life

### Connected

- Ensure bus routes link to walking routes
- More rural transport options linking towns & villages to KK city
- Accessible public transport to all primary services e.g. care/health facilities/leisure facility clubs

***"Critical role! - needs to be safe, accessible - should enable people to access all services"***

- Regular bus service from rural nodes
- Direct buses (city trams) from residential areas
- Electric mini-buses in city centre

### Examples

**Brussels, Belgium** - paid electric bikes and scooters like Bolt but could be abandoned anywhere safe. Public transport is also widely available.

**Valentia** - green space

**Novisad, Serbia** - built a river flood defence - develop cycling, running track & leisure facilities to the river

**Pontevedra, Spain** - in the late 90s banned vehicles and you can now see the positive aspects such as health benefits.

**Galway, Ireland** - With Eyre Square, lots of shops/business, markets, outdoor dining, social connections and Shop Street.

**Dusseldorf, Germany** - decreased major routes & reclaimed it for public park

**Nice, France** - great cheap public transport trams, buses, free bike network

**Salisbury, England** - like Kilkenny, pedestrianised & disability friendly

**Avignon, France** - shared space, mostly pedestrian but local access allowed to residents & deliveries

**Prague, Czech Republic** - city waterway buses, walkable, cycling, buses and trains can co-exist in the transport system.



## Examples of good practice



**Stroget, Copenhagen:** These open streets, bring more people into the space, making citizens feel less isolated in the city.



**Bell Street Park, Seattle:** This design is user friendly for all, especially visual impaired by eliminating curbs, creating open clear space with tactical signs. The Narrow lanes and parking help slow traffic.



**Georges Street Lower, Dun Laoghaire:** This street was closed to traffic in the summer, this creates shared space for mixed use such as walking, sitting , eating etc.



**Main Street, Wexford:** These hydraulic bollards are lowered into the ground when delivery or emergency vehicles need to use the laneway. This maintains safety for pedestrians without hindering necessary traffic.



**Amsterdam, Netherlands:** This city leads the way in safe cycling and pedestrianised streets. Allowing space for cars but puts cycling and walking as the design priority.



**Oxford St, London:** New designs prioritise people over cars, and seek to improve congestion at pedestrian crossings, improve safety/security and accessibility.

## Worksheets Three:

### Future Search Element

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During activity three, participants were encouraged to consider the challenges in moving toward the 'Ideal City'. Key stakeholders also identified solutions to these challenges and recorded the future scenario that Kilkenny city should strive to achieve.

#### Challenges

*"The need for cultural change regarding mobility  
- resistance to change"*

#### Safety

- Safety was cited as a challenge many times across each table
- Kids don't have same independence as previous generations therefore less freedom to go out on own to cycle or ride bus results in more parents driving kids around in cars
- Cycling is dangerous due to very busy roads EVERYWHERE! And cycle lanes don't work here!
- Safety for pedestrians & cyclists

#### Permeability

- Narrow streets and structures
- Lack of links/permeability
- Integration

#### Heritage

- Heritage constraints - can't change these
- For KK city - historic core needs to be preserved while promoting multi-modal transport

#### Connectedness

- The city serves a massive area of small towns & villages (beyond the county) - car dependent
- No direct bus/transport apart from Dub/Waterford
- Completion of Ring Rd - needs to be on agenda
- Lack of transport for outside the city areas

#### Behavioural change

- Stops to place rental scooter or bikes - limits the convenience of the service
- Awareness
- Mindset - behaviour change
- People don't know how long journey times take by e.g. e.bike
- School bags too heavy - Kids don't want to walk or cycle with massive load on their back
- Removing Car parking - divisive

- Can't take existing parking from people who need it, outside houses
- Car centric
- Instilling behavioural changes that matter
- Getting community to break out of old habits

### **Real time information**

- City bus service takes too long to get from A-B. Because it doesn't come often enough and has too many stops
- Congestion
- Frequency of service
- Real time info on transport
- Public transport is not reliable

### **Others**

- Workers - Project Completion
- Are ambitions enough?
- Shared cycle system
- Affordable and simple to use bikes (step overs like Holland) for cycling to work in your work clothes
- People with disabilities and their access to this project
- Different needs of leisure cyclists and racing cyclists

## **Solutions**

**“Behaviour change with a focus on how we motivate people to engage change re public transport/active transport”**

### **Infrastructure**

- Build it and they will come. Build safe dedicated cycleways - greenways!
- Complete Ring Road & Get Ride + Go facility
- Grants for centre builds - residents
- Better public transport
- Improved lighting

### **Behavioural Change / Education**

- Work and school times are all at the same time, think about changing these times to limit congestions
- Start in the schools to change the mindsets of the public at large
- Take a settings approach using workplaces, schools & healthcare settings to improve education & awareness (capacity building) e.g. incentives in workplaces for cycling
- Less low capacity vehicles - more buses
- Flexible working hours
- Awareness Raising campaigns - where people belong in public space & streets
- Electric scooter drive



- Take away the fear of change
- Get youth involved
- More involvement, more youth involvement, geography classes/schools etc.
- No car days
- Lead by example
- People focused design
- Road safety course and workshops

#### **Real time information**

- Lift share website app
- Use of live info apps

#### **Car Parking**

- Park & ride / Park & stride / Park & cycle
- Car parking might not need to be removed, just not increased

#### **Cycle Network / Cycling**

- More cargo bikes instead of delivery trucks
- Park & Stride - Additional parking facilities on periphery
- Segregated cycling facilities
- Improved cycling facilities at junctions
- E-bike scheme & Normal bike scheme - learn from trial where parking is required
- Get our fair share of €360 million per year walking & cycling budget

- Bike banks for use by kids/adults

#### **City Centre**

- Land Use and transport needs to be integrated at design stage
- Banning cars and lorries from historic core
- One-way road with reduction of cars parked to limit traffic speed and allows more free play outside for kids as the roads are safer
- Better design prioritising pedestrians & cyclists
- Dedicated lanes for cyclists & pedestrians
- No more allowance of cars through High Street!
- Promote city centre living

#### **Public Transport**

- European public transport system e.g pushing cars out
- Encourage other means of transport
- Shared transport from rural areas
- Open door policy on school bus for rural transport
- Allow parents to use school bus, to get into the city - an open door policy
- Community school buses - to limit cars on road
- Pilot car free days / free public transport days
- 2/3 of public spend on public transport

#### **Permeability**

- Greater connectivity & permeability

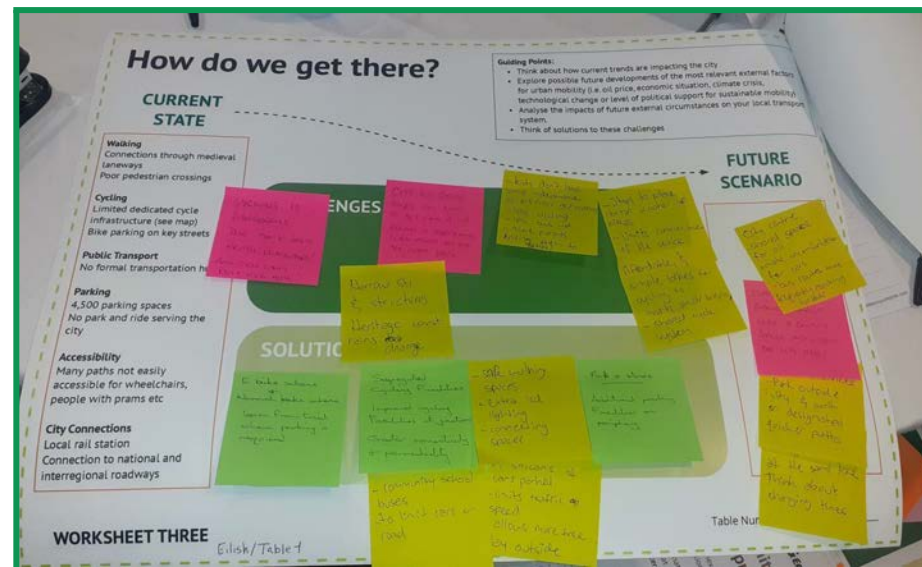
- Integration - One Integrated system, live info dependent system, city centre accessibility for all modes of transport

## Collaboration

- Co production of solution
- Partnership - including funding at local level
- Have the opportunity to share solutions and clarify

## Others

- No infrastructure, big thing is to put the alternative there
- Be ambitious with modal shift targets
- Make Kilkenny an example SUMP city



## Future Scenario

### *A city that...*

- ...has shared space for all
- ... is uncomfortable for cars
- ...has more frequent bus routes and reaching further
- ...has Park & Stride - park outside the city and walk on designated footpaths designed to get you to the city centre faster
- ...has comprehensive public transport both a county service and within the city itself
- ...thinks about policy design at early stage
- ...has centrally located education and amenities
- ...places education at the root of modal shift
- ...has excellent links/permeability to and from housing estates
- ...has an excellent public transport system that instil confidence in users (timing (use apps)/ accessibility)
- ...has a safe cycle network
- ...has journey time predictor
- ...has a local Kilkenny lift share app
- ...has a Park & Pedal
- ...has an open door policy on school bus
- ...is an all-inclusive, busy with lots of people

## Worksheet Four:

### The Vision

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The goal of this activity was to co-create a VISION for Kilkenny City's Sustainable Urban Mobility Plan. Individually, participants developed a vision statement then discussed with other group members before coming to a final vision statement as a group (if time permitted).

#### Individual Visions

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Table 1

- Inclusive. Future proofed & future focused
- Safe, comfortable, secure, accessible, all inclusive to every walk of life and environmentally/ ecosystem focused
- Improved environment: less pollution, more greenery, better pedestrian & cycle facilities, improved public realm, areas to sit/dwell and an attractive shopping destination
- Accessible for all, ease of use & dependable. Include our rural neighbours

Table 2

- 'Green' city - optimised mobility - connectivity of all transport modes
- An accessible, safe city where all amenities are within 10 minutes by walking/cycling or taking dependable public transport.
- A safe system that connects all modes of active transport and connects routes where people live, work & are educated.
- A city designed and developed for everyone
- No cars in the city and a system that allows that

Table 3

- Focus on older people & people with chronic disease
- Less reliability on a car
- Every citizen feels safe in a vibrant city
- If someone parks outside the city they should be able to find out how long the rest of the journey will take
- Connected city - sports/leisure/healthcare/home
- A vibrant cafe city - moveable & connected

Table 4

- Community collaboration from the beginning for buy-in
- A city focused on active travel and community (looking back to move forward)

- Communities working together
- A people-focused and HAPPY place, leaders, safe access, neighbourhood targets, make it fun!

#### Table 5

- A city where people feel good to live in. An inclusive urban space, that's easy for everyone to get around. Clean air. Minimal noise pollution. Integrated multi mode transport options.
- To create a safe, sustainable, accessible, urban centre which supports its citizens and businesses
- People centric. Vibrant, healthy, safe & beautiful city with an exemplar active travel and infrastructure
- Increased sense of community that allows sharing and optimising resources that can rely on public administration and that puts people and social welfare before private interests and profit

## Co-created Visions

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#### Table 1

We want it all (above), now!

#### Table 2

An accessible, compact and safe city that incorporates all the requirements of a 10 minute city.

#### Table 3

A vibrant, cafe connected city for all its citizens, wider hinterland and visitors.

#### Table 4

A community collaborative approach, community lead/people-focused, all inclusive shared (green) space with and business focus, user friendly.

#### Table 5

This table did not have enough time to come to a group decision on a vision for the SUMP.

# Vision Themes

These discussions considered urban mobility at a high, strategic level. Themes that emerged surrounding the cutration of a vision for the SUMP were linked to safety and accessibility for all citizens and visitors.



## Next steps

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- **Report back**

- Share this report with your community
- Use this summary report let your group/organisation know what was discussed at the focus group
- Discuss the vision(s) that have been created & come to the next meeting with group thoughts

- **Citizen Collaboration Event 1**

- We will create an informative exhibition
- The general public will have their say
- **Date:** Tuesday 22nd November 4pm - 8pm (youth workshop 3pm-4pm)
- **Location:** The Medieval Mile Museum
- Please share the details of this event widely with your organisation and network!

- **Focus Group 2**

- Agree on final vision for SUMP
- Work on agreed objectives and measures
- January 2023 (date **TBC**)
- Venue: **TBC**

[Click here](#) to let us know what date suits



# Timeline

