



# Kilkenny City

## SUSTAINABLE URBAN MOBILITY PLAN DISCUSSION DOCUMENT





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## Executive Summary

This document presents the results of a broad community engagement process to inform the Kilkenny Sustainable Urban Mobility Plan (KSUMP), a plan to meet the mobility needs of both people and businesses while enhancing the overall quality of life within Kilkenny City and its surrounding areas. KSUMP will build on modern planning practices that emphasise sustainability, resilience, integration, public participation, and continuous evaluation.

Kilkenny County Council initially commissioned Jacobs, Transport and Urban Planners, in 2019, to conduct a Local Transport Study following the Area-Based Transport Assessment Process. This study laid the groundwork for a broad community engagement process, facilitated by Connect the Dots, specialists in community engagement. Feedback from stakeholders, residents and members of the public informed the development of this discussion document with the aim of making Kilkenny City an accessible, people-centered city with sustainable mobility options for all.

Similar to the rest of Ireland, Kilkenny has a high rate of car-dependency. In Kilkenny City, 60% of people living in the city rely on the car for their main journey. Kilkenny is a regional centre for employment, education, retail and services. Many commuters access Kilkenny from outside the city on a weekly or daily basis and have few or no alternatives to the private car.

Throughout the engagement process, it was recognised that continued reliance on the car, coupled with a growing population, is unsustainable and will result in increased congestion, emissions and increased shares of valuable urban realm space allocated to cars. The car may remain the dominant mode of transport for many people for a variety of reasons including the lack of sustainable alternatives currently available for many necessary journeys. However, the plan will aim to enhance the accessibility of the city and to ensure that there are sustainable transport options available to meet the mobility needs of those living, working and travelling in or to Kilkenny.

Mobility solutions must address the existing inequities in a car-centric system. Many households do not have access to a car or must limit car trips for financial reasons. There are large cohorts of the population that cannot travel independently by car, such as children, young people or those for whatever reason don't drive. This in turn induces a large amount of companion or care trips. Our population is rapidly growing older, and continued dependence on the car results in greater risk of isolation and health problems as people stop driving. Sustainable transport options and integrated transport systems provide people with alternatives, reduce inequities and encourage independent journeys for all.



An environment that supports active travel; walking, wheeling and cycling, allows people to build activity into their daily lives, thus reducing the risk of non-communicable disease such as heart disease, high blood pressure, diabetes, many types of cancers and dementia and improving health, quality of life and overall wellbeing. Active travel encourages social interactions and builds social capital, thus building better communities.

An attractive and vibrant public realm is essential for a thriving economy. Vibrant, people-centred areas encourage local economic activity by drawing in residents, visitors, and businesses. This leads to higher foot traffic for shops, restaurants, and services, promoting small business growth and job creation. This in turn attracts larger investments in infrastructure, housing, and commercial projects. Kilkenny City has many larger placemaking projects, such as the Abbey Quarter, the Market Yard and St. Kieran's Street, St. Mary's Lane and the John's Quay Project. There are many examples of local placemaking projects that bring people together, boosting civic pride.

The benefits of placemaking extend beyond immediate economic gains. It supports long-term sustainability by enhancing the walkability of the city, reducing reliance on cars, and encouraging environmentally conscious urban design. Furthermore, cities with well-developed public spaces tend to have lower crime rates and a higher sense of community well-being. Well-designed public spaces provide opportunities for comfortable, low-cost socialising outside the home and work environment, such as parks, community centres, pubs, and cafes. Such places are ever more important in the public realm for quality of life and mental well-being.

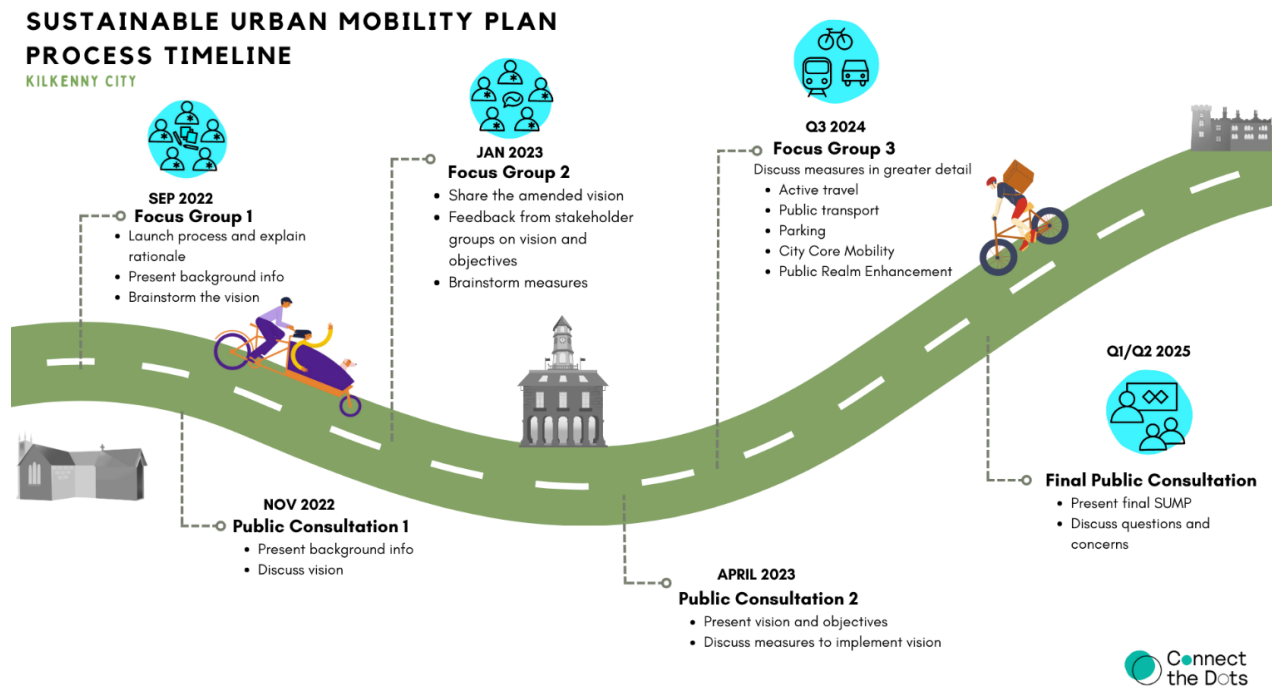
Through the delivery of the objectives of Kilkenny's Sustainable Urban Mobility Plan, Kilkenny County Council will provide a healthier, more accessible environment for all, supporting the vision for a thriving city.



# Consultation Overview



## Consultation Process



### Timeline of Community Engagement Process

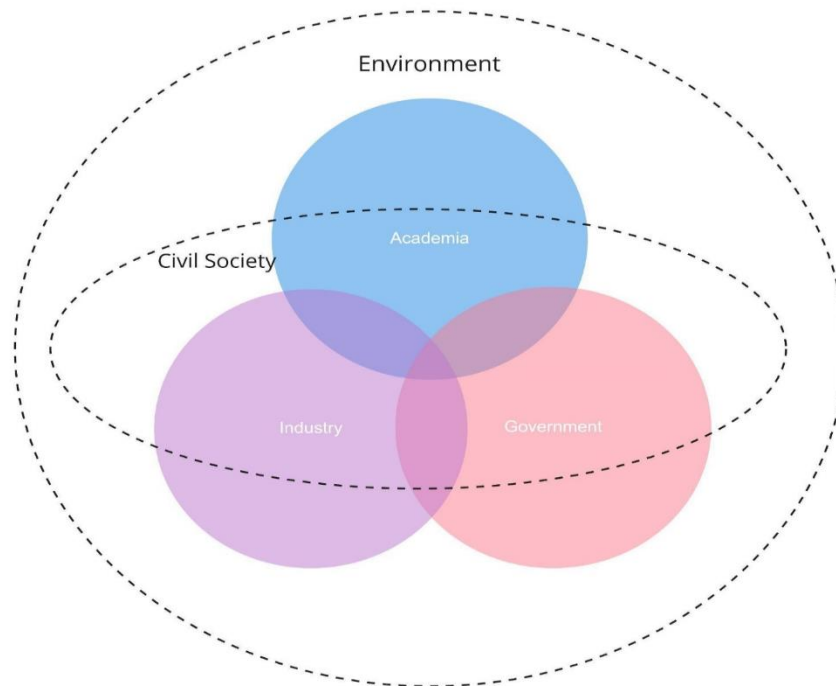
Consultation for the Kilkenny Sustainable Urban Mobility Plan (KSUMP) consisted of three Phases, each phase included an interdepartmental team meeting, one key stakeholder focus group session and one public consultation session, between September 2022 and November 2024.

Event	Date	Location	Attendance
Focus Group 1	30 September 2022	The Ormonde Hotel, Kilkenny	33 key stakeholders
Public Event 1	22 November 2022	The Medieval Mile Museum	120 adult attendees, 60 students
Focus Group 2	25 January 2023	The Ormonde Hotel, Kilkenny	31 key stakeholders
Public Event 2	4 April 2023	MacDonagh Junction & Market Cross Shopping Centre	420 survey responses, 39 in-person attendees
Focus Group 3	21 October 2024,	River Court Hotel, Kilkenny	
Stakeholders	9am - 1pm	26 participants	
Businesses	6pm – 8pm	38 participants	



## Participants

A key stakeholder group was identified by Kilkenny County Council (KCC) and reviewed by Connect the Dots ahead of any engagement. 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). 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.



Outreach for public events was made via email, social media posts, flyer distribution, public posters, building window vinyls and bus shelters. Research was conducted to compile a database for stakeholder emails as part of public outreach. Stakeholder categories included Education Institutions, Arts & Cultural Organisations, Youth Groups, Elderly Groups, Local Businesses, Local Community Groups, Residents Associations, Sports Clubs, Tourism Organisations & Hotels, New Communities, Accessibility Groups, Charities & Advocacy Groups and Environmental Groups.



## Phase I

### Focus Group 1

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 Síochána HSE Elected Members

Key Stakeholders consisted of various representatives from groups and organisations in Government, Environment, Academia, Industry & Civil Society such as Kilkenny Access, Kilkenny PPN, LEADER, CluneTech, Local Traders, An Garda Síochána, Healthy Ireland, Comhairle na nÓg, Southern Regional Assembly, South East Technological University, Kilkenny Older People's Council, CKLP & more.

### Focus Group 1

Focus Group 1 consisted of presentations by members of the council and guests, Professor 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.

### Public Event 1



The public engagement began with a youth workshop for secondary schools students at the Medieval Mile Museum ahead of the public exhibition session, which aimed to inform the students about the SUMP, including their interests, ideas and concerns regarding mobility in Kilkenny City and ensure a range of ages were being represented in the findings.

The public session was designed in an exhibition style with information boards, presentations, images, and the KCC team around the venue hall to provide information on the SUMP process to attendees. Facilitators were also present to engage attendees with worksheet activities designed to gather key interests, ideas and concerns regarding mobility in Kilkenny City.

Results from the Phase 1 events were summarised into two reports and given to the Kilkenny County Council Interdepartmental Team to draft the SUMP Vision and a number of Core Objectives using the findings from the consultation events. These drafts were used as content to be presented for feedback comments, questions and concerns during Phase 2 of the consultation.

## Phase II

### **Focus Group 2**

A second Key Stakeholder Focus Group was held in a similar format to the first session, with the aim of noting any edits to the draft Vision and Core Objectives and to create drafts of corresponding measures for each of the Objectives. Key stakeholders were split into groups and given a number of Objectives per group to brainstorm measurable actions for each the Objectives with one another.

Results from the Focus Group were compiled into another report for the Interdepartmental Team to finalise the draft Vision, Objectives and Measures to be presented for feedback at the following public consultation phase.

### **Public Event 2**

An online survey collected feedback on the SUMP Vision, Objectives and Measures from 420 respondents. All outreach directed participants to the survey and the in-person events. The outreach was through website, emails, phone calls, social media and



WhatsApp. Flyers were posted to residents and hand delivered to businesses. Posters were displayed at bus shelters. Press release and interviews were published and broadcasted on local media. Interactive public exhibitions were held at MacDonagh Junction Shopping Centre and Market Cross Shopping Centre. Exhibition boards were displayed for a number of weeks at MacDonagh Junction shopping centre.

## Phase III

### **Focus Group 3 - Stakeholders & Businesses**

A third Key Stakeholder Focus Group was held in a similar format to the first session, with the aim of updating stakeholders on the progress and presenting an outline of the Objectives and Measures within the current KSUMP Discussion Document. Key Stakeholders were split into groups and given a number of objectives to discuss and feedback was gathered.

Results from the focus group was compiled into another report for the Interdepartmental Team to finalise the draft vision, objectives and measures to be presented for feedback at the following public consultation phase.

### **Next Steps: Public Event 3**

A public consultation will be held in Q2, 2025. The draft of the Sustainable Urban Mobility Plan will be displayed together with the appropriate environmental reports.

Once the draft plan is put on public display, there will be further opportunities for submissions in writing or through Kilkenny County Council's dedicated public consultation portal: <https://consult.kilkenny.ie/>. The submissions will be considered prior to the preparation of the Chief Executive's Report. Elected members will consider the Chief's Executive Report before voting on the adoption of the Sustainable Urban Mobility Plan.



## Results of the Engagement Process

In envisioning the ideal city, the themes of vibrancy, safety, accessibility, active travel, and sustainability emerged. Participants envisioned a city where all users feel safe while walking, cycling, or using public transport. Accessibility was highlighted, particularly for people with disabilities, with calls for inclusive infrastructure and services. Stakeholders emphasised the importance of active travel options and public transport accessibility, along with creating a vibrant, green, and locally focused urban environment.

The role of transport in the ideal city was defined as functional and connected. Transport was seen as a means to facilitate movement to and within the city, with an emphasis on public transport, walking, and cycling. Stakeholders highlighted the importance of discouraging through-traffic and prioritising public transport connections, especially for rural areas. Transport was viewed as essential for accessing services, promoting a high quality of life, and reducing environmental impact. 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.

The full reports from the consultations to date are available [here](#). The Draft Vision, Objectives and Measures are presented below in this document.

### Ideal City





# Emerging Vision, Principles and Objectives



## Emerging Vision, Principles and Objectives

The following section presents the emerging vision, principles and objectives following the broad engagement process with the steering group, the stakeholders and the public.

### ***Kilkenny will be an accessible city with sustainable mobility options for everyone***

#### ***Core Principles***

***Integrate land-use and transport planning to support the realisation of the 10-minute city, thereby reducing transport demand and avoiding unsustainable journeys.***

***Facilitate the transition to a low carbon and climate resilient city through supporting a shift to sustainable mobility options and reducing greenhouse gas emissions, air and noise pollution and energy consumption from transport, thereby improving the quality of life of people in Kilkenny City***

***Collaborate with different stakeholders, communities and across different governance levels to implement the measures of the Sustainable Urban Mobility Plan.***

***Provide equitable, efficient, integrated, smart and cost-effective transport solutions that enhance access to jobs, retail, leisure and education and consider transport poverty, the gender divide and other social gradients in transport.***

***Enrich urban vitality and biodiversity through greening and placemaking with inspiration from Kilkenny's unique arts and culture traditions and medieval heritage to create a people centred city that promotes people's health and well-being.***



## Key Objectives

1. Reallocate urban space towards the sustainable movement of people and placemaking.
2. Conserve and seek opportunities to expand green blue infrastructure and incorporate nature-based solutions
3. Encourage independent journeys for all
4. Enhance permeability to and within the city centre
5. Work with the National Transport Authority to enhance public transport options within the city.
6. Facilitate public and private organisations to enhance connectivity to surrounding rural areas and the region.
7. Enable a shift to sustainable modes through the effective management of parking.
8. Provide a safe, coherent, direct, attractive and comfortable cycle network.
9. Enable businesses and service providers to connect with potential suppliers, customers and employees.
10. Integrate transport modes
11. Create safe routes to schools
12. Communicate solutions and raise awareness



## Objective 1: Reallocate urban space towards the sustainable movement of people and placemaking.

Until recently, Ireland has been a car-centric country with emphasis on the provision of infrastructure for cars. This objective will facilitate the reallocation of space to allow for the provision of alternative modes of transport in Kilkenny city. To encourage a shift to sustainable transport, footpaths and cycle paths must be safe, comfortable, connected, direct and attractive. Public transport must be reliable and convenient. Urban space must be reallocated to allow for footpath widening, the provision of cycle paths and the prioritisation of bus services.

The proposed Northern Ring Road extension is a key connection. The completion of this link will reduce through traffic in Kilkenny City, in particular heavy traffic, making the city safer for walking, cycling and wheeling. A proposed new road network will enhance connectivity from the planned residential areas in the western environs to the Freshford Road.

The following section outlines the key measures to reallocating space in the city:

### Traffic Management Measures (See Appendix 1)

- Scheme 1: Adoption of existing one-way system on Medieval Mile: Rose Inn St and High St and pedestrianisation of James St
- Scheme 2: Partial pedestrianisation of High St to tie in with a programme of events and seasonal activities and extending to daily living. Public realm enhancements to encourage a bustling city centre and a place to visit, shop and stay, building on the character of the buildings such as the Tholsel and Shee Alms House and the network of laneways.
- Scheme 3: John St., Nore Riverbank and John's Quay Area  
One-way system on John St to Maudlin St.  
Enhanced public realm and improved pedestrian facilities on John St. and Bateman Quay to tie in with the regeneration project. Greater connectivity between Linear Park & College Gardens



- Scheme 4: Upper Patrick St and Ormonde Rd: One-way system to allow reallocation of space for public transport provision on Ormonde Rd and wider footpaths. Reduced traffic environments will encourage a more vibrant residential neighbourhood with space for communities and businesses to thrive.
- Scheme 5: Dominic St, Stephen St, Parnell St, Kickham St. Area: One-way system, may be dependent on completion of other traffic management measures. A safer greener neighbourhood with safe routes to schools and a friendly, pedestrian environment and residential community.
- Scheme 6: Greensbridge: A one-way system on Greens Bridge will allow for the restoration of the 18th century Green's Bridge and provide a vital east/west pedestrian and cyclist links over the Nore, linking communities with vital health and education services.
- This scheme may be dependent on the extension of the ring road and Sweeneys Orchard masterplan.

## Accompanying Road Measures to Facilitate Sustainable Measures and Traffic Redistribution from Development Plan

The road proposals are described in Chapter 5, Volume 2 of the Kilkenny City and County Development Plan. Those relevant to the traffic management plans for the city centre are listed below. Scheme 5 requires further modelling to determine the dependencies on the implementation of R5, R6 or R7. All other schemes identified are independent of other road measures. Road measures should consider the existing HGV plan for Kilkenny City.

R1: Reserve the proposed line of the western by-pass for the city from the Castlecomer Road to the Waterford Road free from development, including for a river crossing and seek approval from An Bord Pleanála for Phase 1 of the Western By-pass, the Kilkenny Northern Ring Road Extension.

**Note:** The section from the Castlecomer Road to the Freshford Rd is at feasibility stage.



R5: Reserve the line of Phase 2 of the Central Access Scheme from the Waterbarrack roundabout to the roundabout on the Kilcreene Road.

**Note:** Review the planning frameworks and connectivity for the Breaghagh Valley. The R5 scheme is proposed to link the circular road to the Central Access scheme. It is intended that this will alleviate traffic congestion along Kennyswell Road and allow for the introduction of a one-way system along Dominic Street, Stephen Street and Parnell St area.

R6: Currently in construction from Freshford Road to the CBS secondary school.

R7: To progress the route selection, planning and development of a road connecting the R695 Kilmanagh Road to the R693 Freshford Road.

**Note:** The R7 (links from the Tullaroan Rd to the Freshford Road R693 and from the Tullaroan Rd to the Kilmanagh Road R695) is currently at feasibility stage. These links will create the necessary infrastructure to facilitate additional developments as outlined in the Loughmacask Area Masterplan and will meet the requirement of objective R12 and R13 of the proposed variation no. 4 of the Kilkenny City and County Development Plan 2021 – 2027. The connection of R7 with R6 will be investigated, thereby connecting the Tullaroan Road to the CBS site on to the Freshford Road, subject to an appropriate traffic management regime.

## Roads Measures Outside of the City Centre:

R2: Complete the Outrath Road Improvement Scheme and link the Bohernatounish Road to the Outrath Road.

R3: To provide for a link road through development lands linking the Outrath Road through to the existing Smithland’s Business Park and onto the Waterford Road.

Key Performance Indicators	Funding
Air Quality Noise Emissions M <sup>2</sup> of Pedestrian Areas Kms of Footpaths in relation to road network Kms of Cycle paths in relation to road network	National Transport Authority Department of Transport Urban Regeneration Development Fund



Figure 1 Proposed Traffic Management Options to allow for the Reallocation of Space

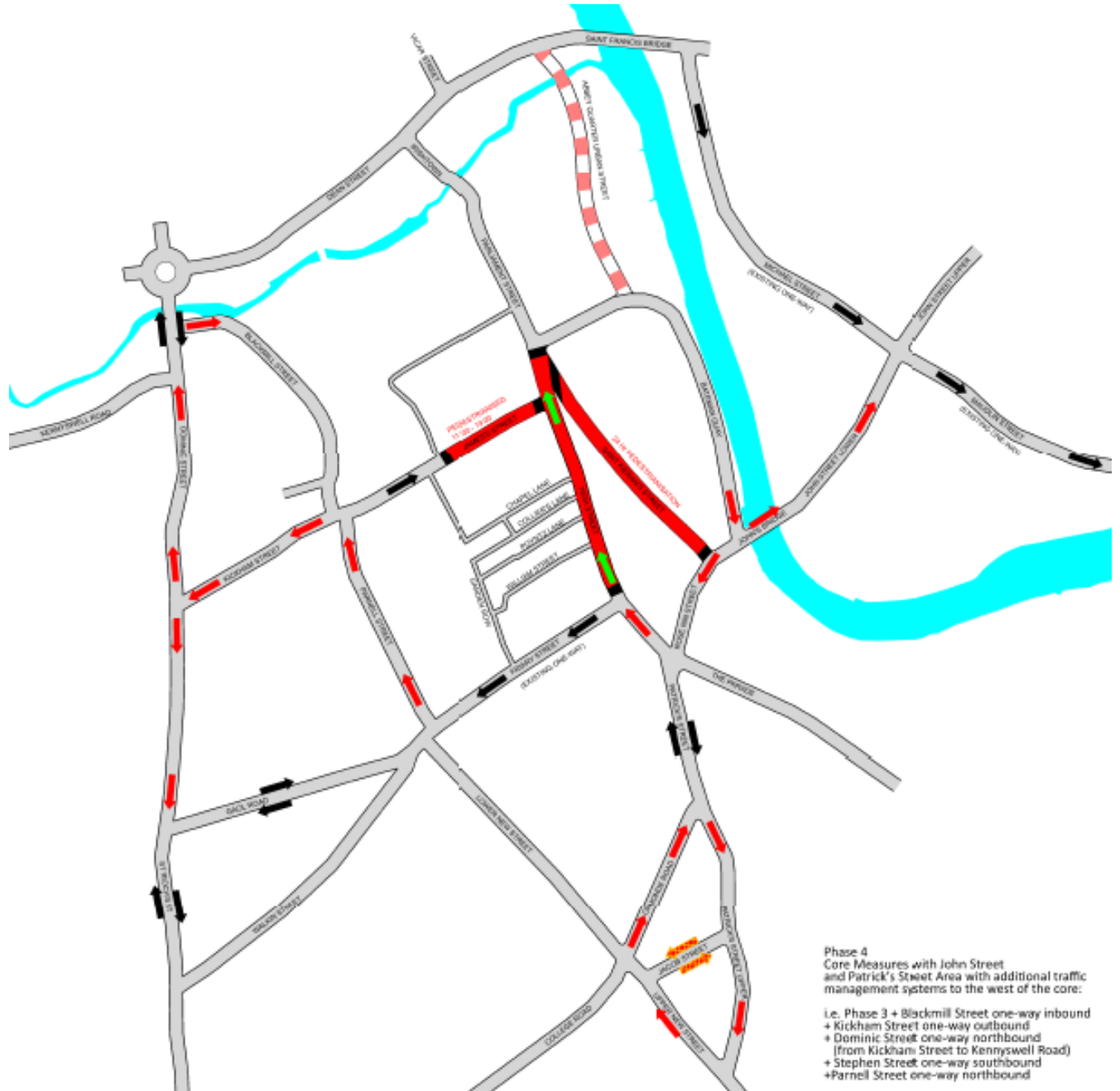




Figure 2 Photomontage of One-Way System on Rose Inn St



Figure 3 Photomontage of Pedestrianisation on High St.





## Objective 2: Conserve and seek opportunities to expand green blue infrastructure and incorporate nature-based solutions

This objective aims to ensure that people have access to green or blue spaces within 10 minutes of where they live to provide opportunities for nature to thrive, for health enhancing physical activity and for people to interact with nature. Green infrastructure includes parks, active travel corridors, open space, trees, playing fields, woods, private gardens, allotments and green roofs and walls. Blue infrastructure includes watercourses, ponds, lakes and drainage systems. Green and blue infrastructure makes Kilkenny City more resilient, pleasant and a healthier place to live, work and play.

### Our Green and Blue Spaces:

**Parks:** Kilkenny Castle Park (Office of Public Works), Newpark Fen, County Hall Gardens,

**Blue Infrastructure:** Canal Walk, Lacken Walk, Bateman Quay, Peace Park, Skate Park, Greensbridge Board Walk, Riverside Drive, Breagagh River

**Neighbourhood Parks / Green Infrastructure:** Pockocke Park, Loughboy Park, Dukes Meadows, Glendine Heights, O'Loughlin Ct, Millenium Ct, Lakeside, Assumption Place, The Water Barrack, The Closh, Fatima Place, Altamount Park, Larchfield, Mayfield, Maiden Hill, Father Albert Place, Talbots Inch, Broguemaker's Hill

**Active Travel Corridors:** Ring Road Active Travel Facility, Cooté's Lane, Robert's Hill, Bishop Birch Link, Lakeside Medical Centre



## Measures

1. To identify and map green infrastructure assets and sites of local biodiversity value over the lifetime of the Plan.
2. To develop a green infrastructure strategy integrating the existing assets and identifying new assets.
3. Work with relevant organisations, community groups and sections within Kilkenny County Council to identify opportunities for the improvement/provision of green/blue infrastructure in Kilkenny City.
4. Incorporate nature-based solutions in infrastructure transport schemes
5. Improve active travel facilities in Pockocke Park with additional appropriate planting.
6. Improve active travel facilities in Loughboy Park with additional appropriate planting  
Improve the boardwalk at Lacken Walk to cater for all users.
7. Complete the link from Coote’s Lane to the Ring Road with the installation of a new bridge over the Breagagh.
8. Provide a boardwalk at Greensbridge to link Riverside Drive to the Skate Park and reduce the severance for pedestrians and cyclists from the city centre to the north-west of the city.
9. Provide a link from Ossory Pedestrian bridge to the rural side of the Ring Road to create a pedestrian and cyclist link from the Old Dublin Rd to the City Centre.
10. Provide an urban parklet at Bateman Quay.
11. Provide a safe pedestrian and cyclist link at Greensbridge to cater for those travelling east-west.

Key Performance Indicators	Funding
m <sup>2</sup> of Green Areas Km <sup>2</sup> of Active Travel Corridors No. of Nature based solutions implemented Tree Management Plan in place	National Transport Authority: Active Travel Transport Infrastructure Ireland: Greenways Outdoor Recreation Infrastructure Scheme



## Objective 3: Encourage independent journeys for all

Walkable streets contribute to a wide range of positive outcomes. By enabling residents to walk, the risk of health problems such as obesity, diabetes and cardiovascular disease can be reduced. Less cars on our streets results in better air quality, reduced respiratory disease and a cleaner environment. Less traffic also reduces noise pollution, leading to a more tranquil urban space, and improved wellbeing. A walkable environment encourages people to dwell and may increase the support for local businesses. Walkable environments are characterised by street networks that are easily navigated with high levels of connectivity and permeability, enclosed or overlooked streets for intimacy, active frontages with frequent entrances to enliven the street, and wide footpaths and well-designed crossings. Walkable streets reduce social inequity as the poorest and most vulnerable in society, including children, older adults and people with disabilities have less access to cars.

### Measures

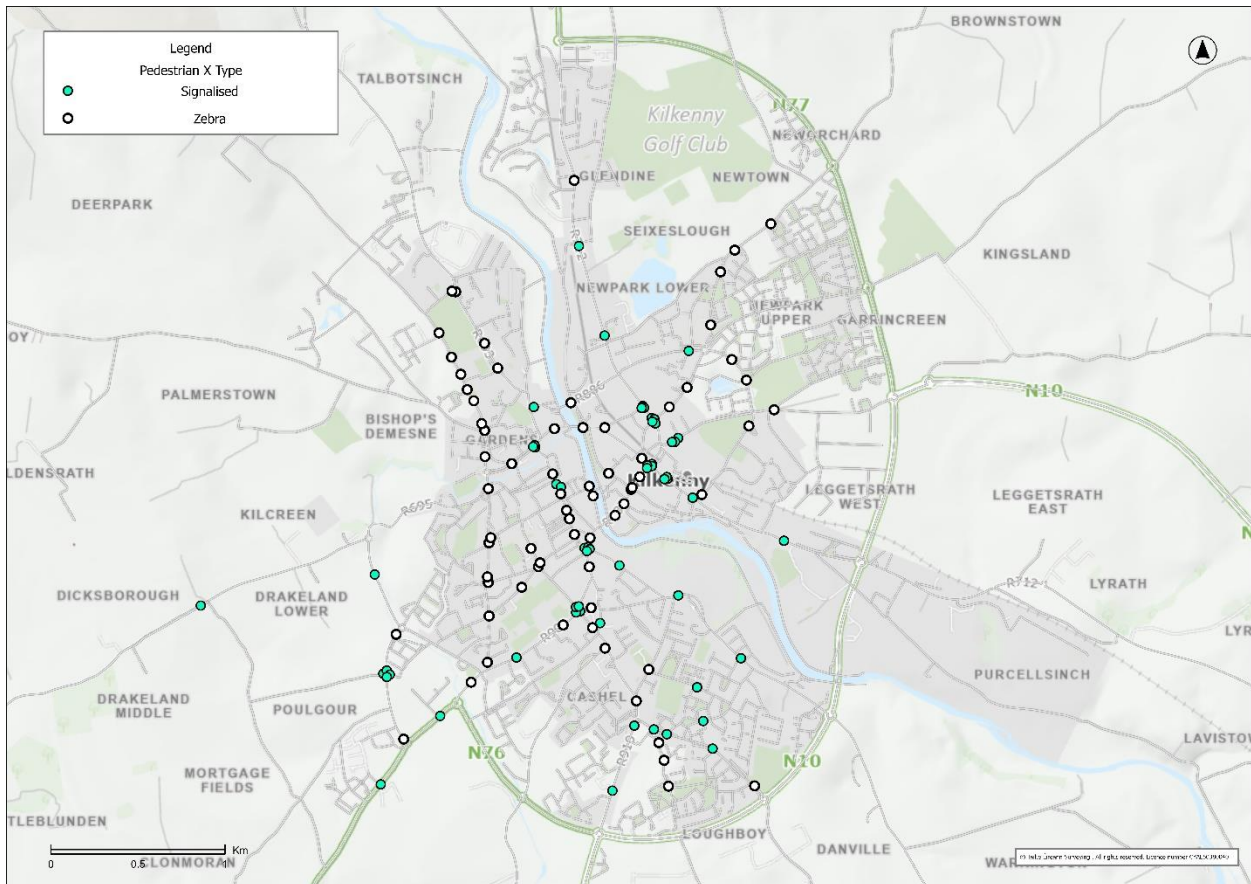
1. Conduct annual audits of footpaths to inform footpath improvement programme.
2. Conduct neighbourhood audits to identify neighbourhood schemes to improve walkability.
3. Identify and review priority locations for provision of new and improved crossings based on access to schools, neighbourhood centres, public transport and to satisfy other desire lines.
  - a. Green's Bridge St. Junction
  - b. Dublin Rd to Bishop Birch Link
  - c. Castlecomer Rd (North) at new bus stop
  - d. Johnswell Rd at new bus stop
  - e. Old Golf Links Road to Pockocke Park
  - f. Parnell St at Presentation Primary School
  - g. Tullaroan Rd at Dicksboro
  - h. Kells Rd at Maiden Hill
  - i. Bennettsbridge Rd
  - j. Callan Rd at William Robertson Way



Key Performance Indicators	Funding
No. of audits conducted No. of schemes implemented	Department of Transport: Annual Road Safety Programme

Partners
Community, PPN, Kilkenny Access Group, The Older Adults Council, Lone Parent Families

Figure 4 Location of Pedestrian Crossings in Kilkenny City





## Objective 4: Enhance permeability to and within the city centre

There are examples throughout the city area of community severance that greatly impedes active travel. There are three road bridges over the River Nore, and two pedestrian bridges. This limits the connectivity in the city and the use of the attractive routes alongside the Nore as active travel facilities. Green’s bridge and John’s bridge are both old masonry bridges with insufficient facilities for pedestrians and cyclists. Green’s bridge is the most northerly available bridge resulting in severance between the north-east (primarily residential) and north-west of the city with essential educational and health services.

The Ring Road is a very strong severance line. There are no dedicated crossing facilities, and the location of Danville Business Park, IDA Business and Technology Park, Kilkenny Retail Park, Purcell’s Inch and Cillín Hill results in forced car use to areas of high employment.

Additional severance is caused by Kilkenny Golf Course, Kilkenny College, the Newpark Fen and the Breagagh River to the west of the city.

There are examples throughout the city of severance caused by kissing gates and a lack of cross-connections in housing estates.

Additional schemes can be identified using the National Transport Authority’s Permeability Best Practice Guide.

Key Performance Indicators	Funding
No. of schemes implemented	Department of Transport: Annual Road Safety Programme
<b>Partners</b>	
Communities	



## Major severance Points

1. Ring Road, 10 individual junctions
2. North and Northwest (River Nore: Northern River Crossing)
3. Newpark to Northwest (Private Lands)
4. Hebron to Central City and South (River Nore: Southern River Crossing)
5. West to Northwest (Lack of Connectivity)
6. Hebron Industrial Estate to Dublin Road (Lack of Active Travel Facilities)
7. Lacken Steps (No Universal Access on Lacken Walk)

## Community Severance Points

1. Lintown Grove to Newpark Shopping Centre
2. Lakeside Drive to Newpark Shopping Centre
3. Newpark Shopping Centre to Lakeside Medical Centre
4. Broguemakers Hill
5. Housing estates to Ring Road
6. Coote's Lane and housing estates to the west
7. Deans Court and Village Court to St Fiacre's Place
8. Kenneyswell Road to Waterbarracks
9. Lord Edward St to Granges Rd via Ayrefield Medical Centre
10. Dukesmeadows to Canal Walk
11. Waterford Rd (Hollybank Pk) to Presentation Secondary School
12. Hollybank Lane to Kilkenny Project National School
13. Parcnagowan to Waterford Rd
14. Springfields to Clongowan
15. Clongowan to Cashel Downs to the Paddocks

Key Performance Indicators	Funding
No. of schemes implemented	Department of Transport: Annual Road Safety Programme  Active Travel



## Objective 5: Work with the National Transport Authority to enhance public transport options within the city.

City Direct operates two routes in Kilkenny City. Route KK1 runs from Loughboy Retail Park to the N77 Roundabout and serves Upper Patrick Street, McDonagh Junction, and Castlecomer Road. Route KK2 runs from Purcellsinch to St Luke’s Hospital with stops at Dublin Road, Newpark Shopping Centre, McDonagh Station, Nowlan Park, and Loreto. The two routes combined serve 33 stops, feeding into a central spine crossing St. John’s Bridge to the City Centre, sharing stops at Parliament Street, Market Yard and John Street Upper. Bus shelters are currently being rolled out along the two routes. Both routes have circuitous alignments designed to broaden their catchment areas, including areas of high population density and low car ownership. The routes operate every 30 minutes, Monday to Saturday. Services on Sunday operate by the hour, with services every half hour during the core part of the day. Late-night services operate on Friday and Saturday nights.

### Measures

1. Work with the National Transport Authority to introduce one new additional route in the short term.
2. Work with the NTA to plan for an increase to five routes in Kilkenny City to ensure population coverage and more direct, frequent routes.
3. Provide bus shelters at all possible locations on city routes and improve access to stops.
4. Provide bus priority measures to improve journey time and reliability where possible.
5. Advocate for event services.
6. Advocate for low carbon service and innovative technologies.

Key Performance Indicators	Funding
Number and frequency of routes Bus Priority Measures Number of Bus Shelters Provided Event Services in Place Low Emission Services	National Transport Authority



Figure 5 Map of Proposed Bus Routes in Kilkenny City





## Objective 6: Facilitate public and private organisations to enhance connectivity to surrounding rural areas and the region.

The National Transport Authority (NTA) oversees the delivery of public transport services across Ireland under its Transport for Ireland (TFI) brand. The Transport for Ireland Network is serviced by many operators including Bus Éireann, Iarnród Éireann Irish Rail, Dublin Coach, JJ Kavanaghs and TFI Local Link among others. TFI have increased connectivity to educational, employment and healthcare facilities as well as improved access to the TFI Bus and Rail Network under the Connecting Ireland Rural Mobility Plan. The plan is continuing to enhance the range of services available with new and improved bus services launched in towns and villages. The popularity of public transport in Ireland continues to grow with over 308 million passenger journeys recorded in 2023 alone. Whereas public transport provision is a national function, Kilkenny County Council can work with providers to facilitate the movement of buses in the city, the services available to bus users and the integration of public transport with other modes.

### Measures

1. Establish a forum to enhance communication with regional transport providers to include school bus providers.
2. Explore the provision of bus priority measures in the city.
3. Advance the provision of bus stops, shelters and ancillary facilities in the city and along regional routes throughout the county through the NTA's Bus Stop Enhancement Programme.
4. Advocate for enhanced bus service with additional routes and greater frequency on regional routes.
5. Advocate for event services within the region.
6. Advocate for low carbon service and innovative technologies on all services.
7. Explore feasibility of greenways linking to Kilkenny City for dual amenity and commuter use.
8. Explore community and workplace car sharing and car-pooling schemes.



Key Performance Indicators	Funding
No. of meetings per year of regional transport forum No. of bus shelters provided for regional services Bus priority measures in place Event services in place Progress of Greenways linking to Kilkenny City No. Of community and workplace car sharing schemes in place	National Transport Authority

Figure 6 Kilkenny's newest route from Fiddown to Kilkenny City





## Objective 7: Enable a shift to sustainable modes through the effective management of parking.

To achieve the objectives of SUMP, greater priority will be given to pedestrians, cyclists and public transport combined with reducing traffic volumes particularly in areas with high numbers of vulnerable road users such as the city core. A parking strategy has been identified as a critical element of SUMP to encourage a shift towards sustainable mobility, enhance accessibility and support the local economy. The parking strategy will consider future parking demand for Kilkenny City that acknowledges its importance as a regional hub with a large hinterland. Cognisance shall be taken of population growth forecasts, a desired shift to sustainable modes of transport, the large daily influx of commuters and the popularity of Kilkenny City as a tourist destination. The need for consolidated parking at the periphery is recognised for those in the rural catchment with captive car use. However, it is important that such parking provision is effectively managed to allow for demand management measures as public transport options become more available.

### Measures

1. Review parking management plan and bye laws, considering parking zones, days/hours of operation, dynamic parking pricing solutions and parking payment options.
2. Provide adequate accessible parking spaces close to key destinations
3. Provide Park and Stride/Ride facilities at Hebron Rd in the context of reducing city centre traffic, in the short term.
4. Explore the provision of Park and Stride/Ride facilities at Castlecomer Rd in the medium term.
5. Explore the provision of Park and Stride/Ride facilities at Callan Rd, Waterford Rd and Dublin Rd in the medium to long-term. Such locations shall have safe and convenient access to sustainable transport facilities that allow people to reach their final destination.
6. Consider reducing and relocating on-street parking to accommodate improved sustainable transport provision and public realm improvement measures.
7. Review the off-street parking provision and location with emphasis on discouraging unnecessary city centre traffic while maintaining and supporting the local economy
8. Review parking permit system to accommodate residents, carers, local businesses and charitable organisations where appropriate.

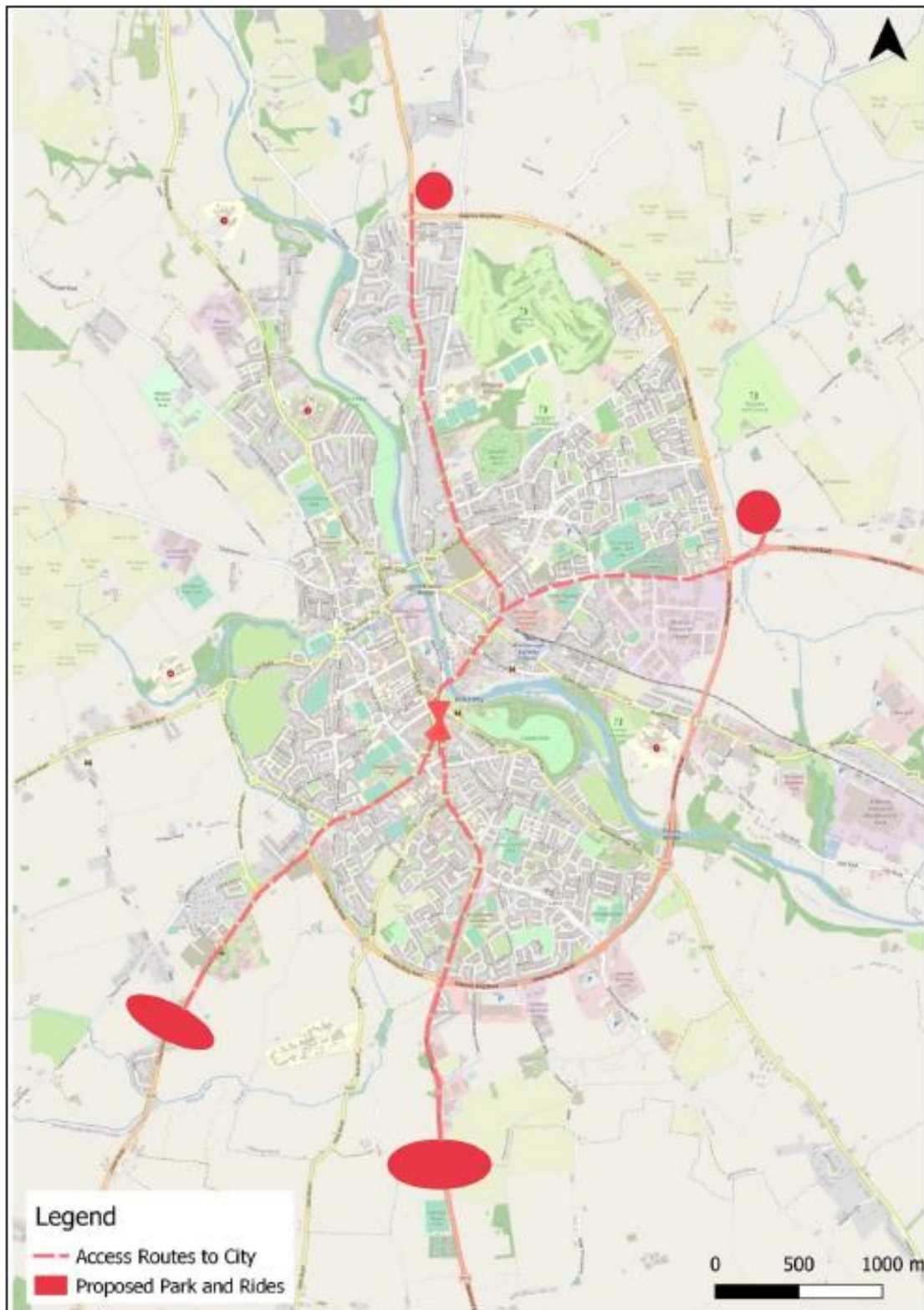


9. Provide adequate electric vehicle charging stations at appropriate locations in collaboration with Transport Infrastructure Ireland, the National Transport Authority, the Sustainable Energy Authority of Ireland, ESB Networks, the Commission for Regulation of Utilities and private stakeholders.
10. Explore the use of way-finding and technology to provide real-time information such as detectors, apps, automatic number plate recognition (ANPR) technology and other technologies.
11. Address the specific parking needs of regional buses and tourist coaches to ensure the smooth operation of these services to support rural connectivity and tourism
12. Explore measures for efficient and sustainable logistics transport methods.
13. Evaluate the existing parking requirements in the Kilkenny City & County Development Plan. Recommend parking requirements that meet the needs of future developments within Kilkenny City & Environs while adhering to the vision of Kilkenny City being a compact, sustainable mobility city with accessibility for all.

Key Performance Indicators	Funding
Parking strategy in place Parks and Strides/Rides developed	Parking revenues



Figure 7 High level proposed Park and Ride





## Objective 8: Provide a safe, coherent, direct, attractive and comfortable cycle network.

The National Cycle Network (NCN) builds on previous work completed by Transport Infrastructure Ireland and aligns with the work being undertaken by the National Transport Authority. The NCN focuses on linking cities and towns of over 5,000 people with a safe, connected and inviting cycle network. Draft networks have been developed at county and urban level. The urban network in Kilkenny was informed by a broad consultation process that incorporated the feedback from the initial rounds of the engagement process of the Sustainable Urban Mobility Plan.

The cycle network will optimise the potential for people to cycle as part of their daily activities, where possible and will integrate with existing and proposed cycle infrastructure. Both road safety, and the safety and security of users, will be central to the development of the NCN.

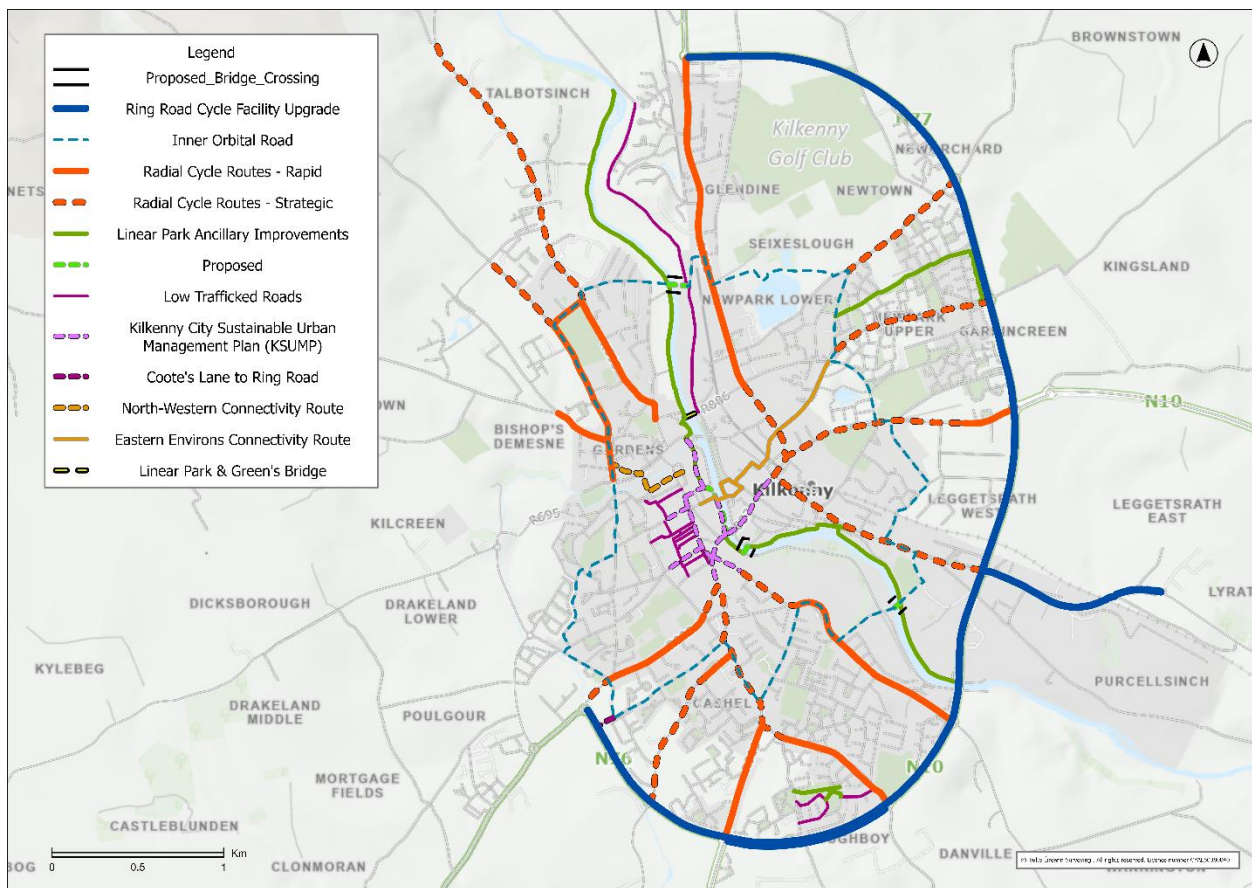
### Measures

1. Develop a phased implementation plan of works identified on the National Cycle Connects network. See schemes identified in map below.
2. Progress the 10 no. Ring Road Crossings through the TII framework, with a phased implementation plan to prioritise Dublin Rd, Bohernatounish and Waterford Rd Roundabout.
3. Progress the design of a tie-in of Ossory Pedestrian Bridge to active travel facilities and the rural side of the Ring Road at the Dublin Road Roundabout / Sion Rd
4. Progress the Freshford Rd/Granges Rd Safe Route to Schools as the first two radial route schemes.
5. Progress the following radial routes schemes with priority determined by identified need and environmental, costs and other constraints; Bohernatounish Rd and Waterford Rd (Short-term); College Rd; Bennettsbridge Rd; Hebron Rd; Dublin Rd; Castlecomer Rd.
6. Progress Poccocke Park Active Travel Route.
7. Progress Loughboy Park Active Travel Route.
8. Progress Roberts Hill Active Travel Routes to tie in with city centre.
9. Progress improvements to the Linear Park Route to include tie-in with Ossory Pedestrian Bridge.
10. Progress the provision of Active Travel Facilities at Greensbridge.



11. Progress the design of the Eastern Environs connectivity route from Newpark Roundabout to Lady Dysart Bridge.
12. Investigate the feasibility of a northern river crossing.
13. Identify an appropriate route to provide connectivity from The Granges Road to the western environs and south to Callan Rd roundabout.
14. Incorporate the provision of bike parking.
15. Explore the provision of off-road cycling facilities such as greenways and pump tracks.

Figure 8 Proposed Cycle Network for Kilkenny City



Key Performance Indicators	Funding
Kms of cycle paths % of Junctions with Cyclist Provisions No. of Bike Parking Spaces No. Of Covered Bike Parking Spaces No. Of Secure Bike Parking Spaces	National Transport Authority Transport Infrastructure Ireland



## Objective 9: Enable businesses and service providers to connect with potential suppliers, customers and employees.

An attractive and vibrant public realm is essential for a thriving economy. It fosters community engagement, attracts investment, and enhances the quality of life. By transforming public spaces into vibrant, people-centred areas, placemaking encourages local economic activity by drawing in residents, visitors, and businesses. This leads to higher foot traffic for shops, restaurants, and services, promoting small business growth and job creation. Additionally, aesthetically pleasing, well-designed spaces increase property values and attract larger investments in infrastructure, housing, and commercial projects. Kilkenny City has many larger placemaking projects to continue to enhance our public realm, such as the Abbey Quarter, the Market Yard and St. Kieran's Street, St. Mary's Lane and John's Quay and John's Street. Local place-making projects are also underway such as the improvement of Pococke Park and Coote's Lane. Placemaking strengthens social cohesion by creating inclusive areas that bring people together, boosting civic pride and reducing social disparities.

The benefits of placemaking extend beyond immediate economic gains. It supports long-term sustainability by promoting walkability, reducing reliance on cars, and encouraging environmentally conscious urban design. Furthermore, cities with well-developed public spaces tend to have lower crime rates and a higher sense of community well-being. Well-designed public spaces provide opportunities for comfortable, low-cost socialising outside the home and work environment, such as parks, community centres, pubs, and cafes. Such places are ever more important in the public realm for quality of life and mental well-being.

Whereas an attractive city centre is crucial for a thriving city, it must also be accessible. Reliable and efficient public transport, park and strides and active travel networks connect businesses to their workforce and suppliers, while also making it easier for customers to access retail and service locations.

A key consideration for local businesses is access for deliveries. The HGV plan will regulate and accommodate larger goods vehicles. Kilkenny County Council will explore the provision of a logistics hub to allow to move towards sustainable, clean, and efficient logistics within the city by connecting supply chains with local distribution networks.



## Measures

1. Enhance the liveability, walkability and vibrancy of the city through place-making initiatives:
  - a. Abbey Quarter
  - b. Market Yard and St. Kieran St. Enhancement Scheme: accommodate street dining, a stage for public events and enhanced public realm on Kieran St.
  - c. John’s Quay Thrive Project
2. Continue to deliver a programme of festivals to encourage visitors and footfall.
3. Consider the expansion of the Saturday market for a longer season.
4. Consider a city centre shuttle for those with mobility needs to complement pedestrianisation measures.
5. Support small businesses through the roll out of small business supports such as priming grants, paint schemes, training and marketing supports etc.
6. Ensure the HGV Plan meets the needs of businesses in the city and surrounds.
7. Co-ordinate a delivery schedule with local traders.
8. Enhance the city’s wayfinding system, to assist people to find their way from one place to another and help people engage seamlessly in a built environment, incorporating signs, maps, digital aids and other visual clues to help guide people to their destinations.
9. Develop pedestrian enhancement plans to enhance the legibility of the retail centres.

Key Performance Indicators	Funding
Place-making projects progressed No. of festivals No. of markets held per annum City centre shuttle in place for those with mobility needs HGV plan implemented Delivery schedule in place Wayfinding system developed and implemented on an ongoing basis Pedestrian enhancement plans identified and implemented	URDF Fáilte Ireland Kilkenny Municipal District



## Objective 10: Integrate transport modes.

Kilkenny County Council aims to create a seamless, user-friendly transport network to integrate different modes of transport effectively.

### Measures

1. Integrate urban design and land use planning in city centre projects, promoting walkable, mixed-use neighbourhoods that reduce reliance on cars.
2. Identify locations and trial multi- mobility hubs to enable smooth transitions between modes. These will be co-located with amenities such as parking, retail services and toilets to support travellers. Potential locations include MacDonagh Junction, Market Yard, Newpark Stores, Larchfield and Ormonde Rd.
3. Improve interchange experience for passengers changing between different modes of public transport or routes and where possible provide for real-time data integration on modes of transport.
4. Explore public/private partnerships for the provision of car and bicycle share schemes and draft byelaws and licencing schemes for same.
5. Enhance the provision for taxis by formalising ranks on John St. and Patrick St. with real time information for taxi drivers.
6. Explore the provision of a bike library with long-term loans to enable those living in the city trial e-bikes.
7. Explore the provision of an adapted bike library for those with mobility needs
8. Expand Smarter Travel Workplaces scheme .
9. Offer discounts or incentives for commuters who use multiple modes of transport, such as combined travel passes, encourages people to make use of the integrated system.

Key Performance Indicators	Funding
Multi-modal hubs established Bike share scheme in place Car share scheme in place Formalised taxi-rank provided No. of locations/services providing real-time information No. of companies in Smarter Travel programme Bike library in place Adapted bikes available	Development Contributions Department of Transport Active Travel



## Objective 11: Create safe routes to schools

The Safe Routes to School programme will continue to be rolled out in Kilkenny, collaboratively with An Taisce, NTA, the local authorities, supported by the Departments of Transport and Education. Kilkenny County Council will collaborate with city centre schools to expand upon targeted road safety campaigns and initiatives within schools to increase the use of sustainable travel modes.

### Measures

1. Plan, design and deliver front of school measures for schools on the national Safe Route to School Programme.
  - a. Loreto and St. Canice's – create safe school zone with enhanced pedestrian and cyclist facilities and school zone markings
  - b. St. Patrick's De La Salle – create safe school zone with enhancements to Coote's Lane and school zone markings
  - c. St. John of God – create safe school zone with enhanced pedestrian facilities and school zone markings
2. Prioritise schools outside of the Safe Routes to School programme for safety measures.
3. Establish mobility management teams in secondary schools and support teams to deliver behaviour change campaigns in the schools.
4. Work with the school bus providers to ensure that bus transport is prioritised where possible at front of school and on school routes.

Key Performance Indicators	Funding
No. of schools progressed through Safe Routes to School programme No. of schools with safety treatment No. of schools with mobility management teams in place	Active Travel



## Objective 12: Communicate solutions and raise awareness

1. Develop a communication and engagement strategy to raise awareness of transport services and encourage modal shift.
2. Submit application for the Smarter Travel Mark and continue to roll out the Smarter Travel Workplace Programme.
3. Develop consistent branding for all wayfinding.
4. Encourage clubs to roll out healthy, active travel and sustainability initiatives.
5. Collaborate with venues and destinations to promote sustainability at events.
6. Establish a physical hub to share information.
7. Establish a digital sustainable city/ green Kilkenny information hub.

Key Performance Indicators	Funding
Communication and engagement strategy in place Smarter Travel Mark application complete Smarter Travel Workplace Programme Consistent branding for all wayfinding No. of initiatives rolled out by clubs No. of venues and destinations with travel plans in place Physical hub established to share information Digital hub established	National Transport Authority: Active Travel Corporate Climate Action



# Appendix 1

## Emerging Traffic Management Measures



Figure 9: Scheme 1- Existing One-Way System

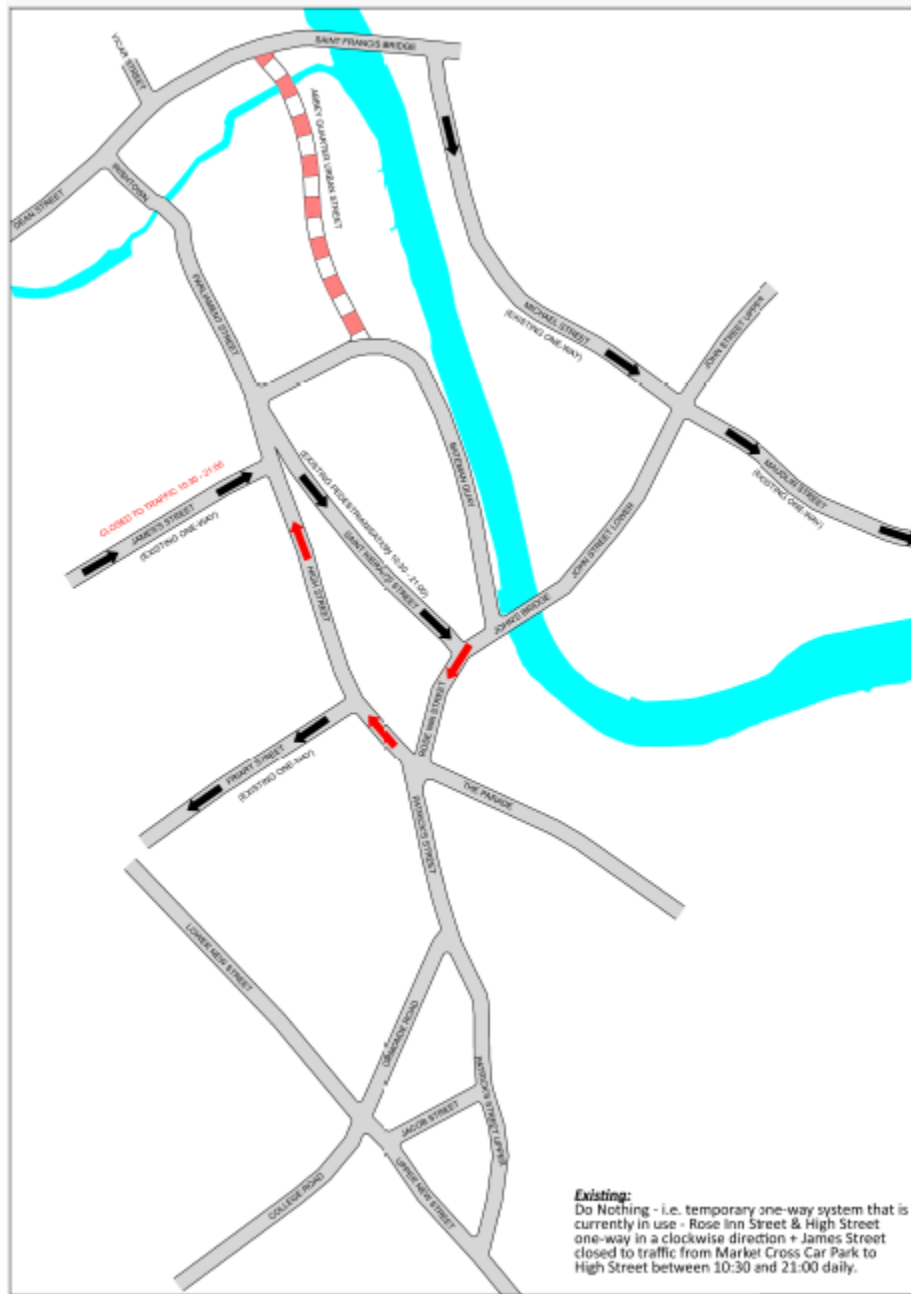




Figure 10 : Scheme 2 - Indicative traffic management system for partial pedestrianisation of High St., subject to further analysis

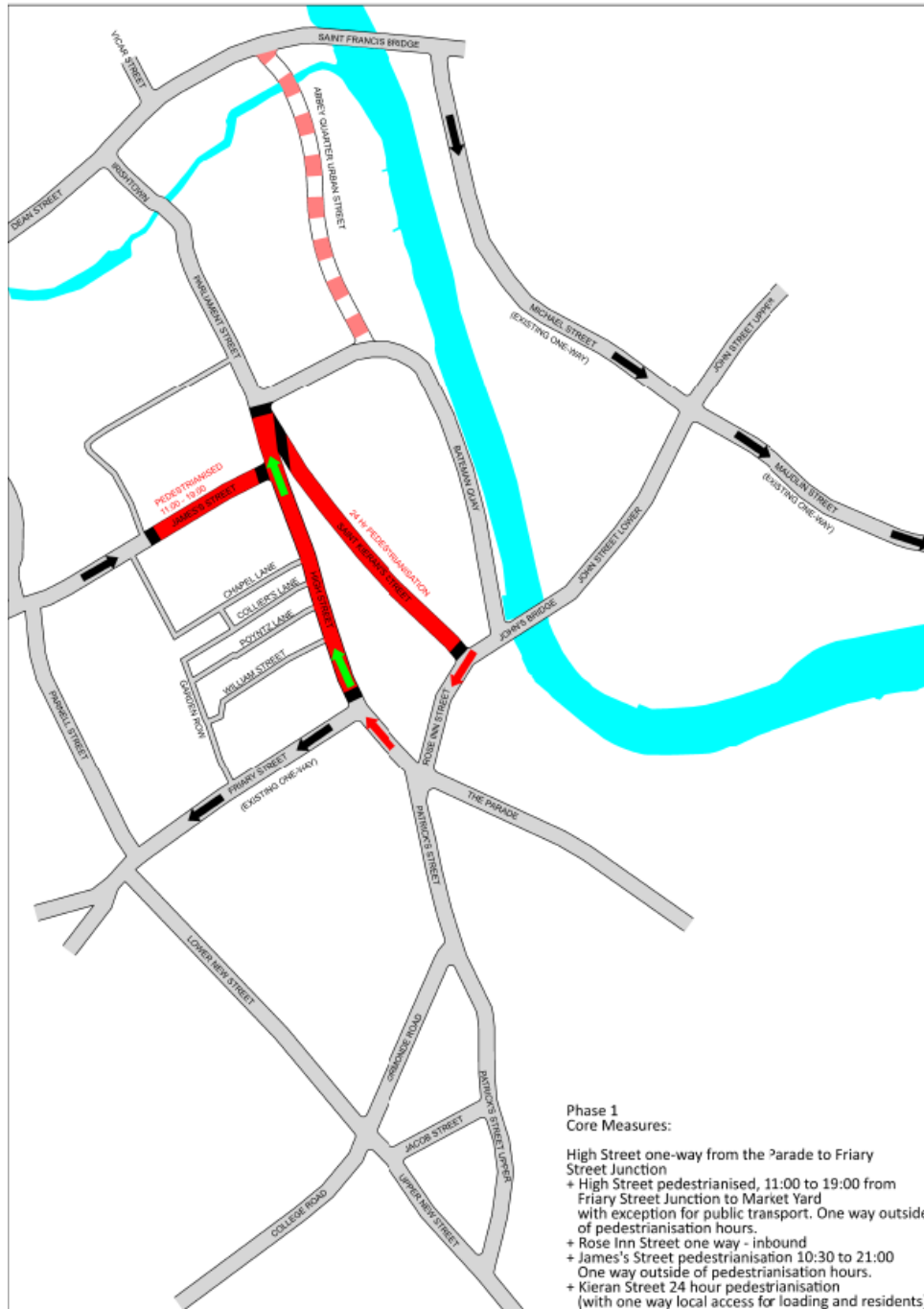




Figure 11: Scheme 3 - Indicative traffic management system for one-way outbound on John St. with no change to Michael St and Maudlin St, subject to further analysis

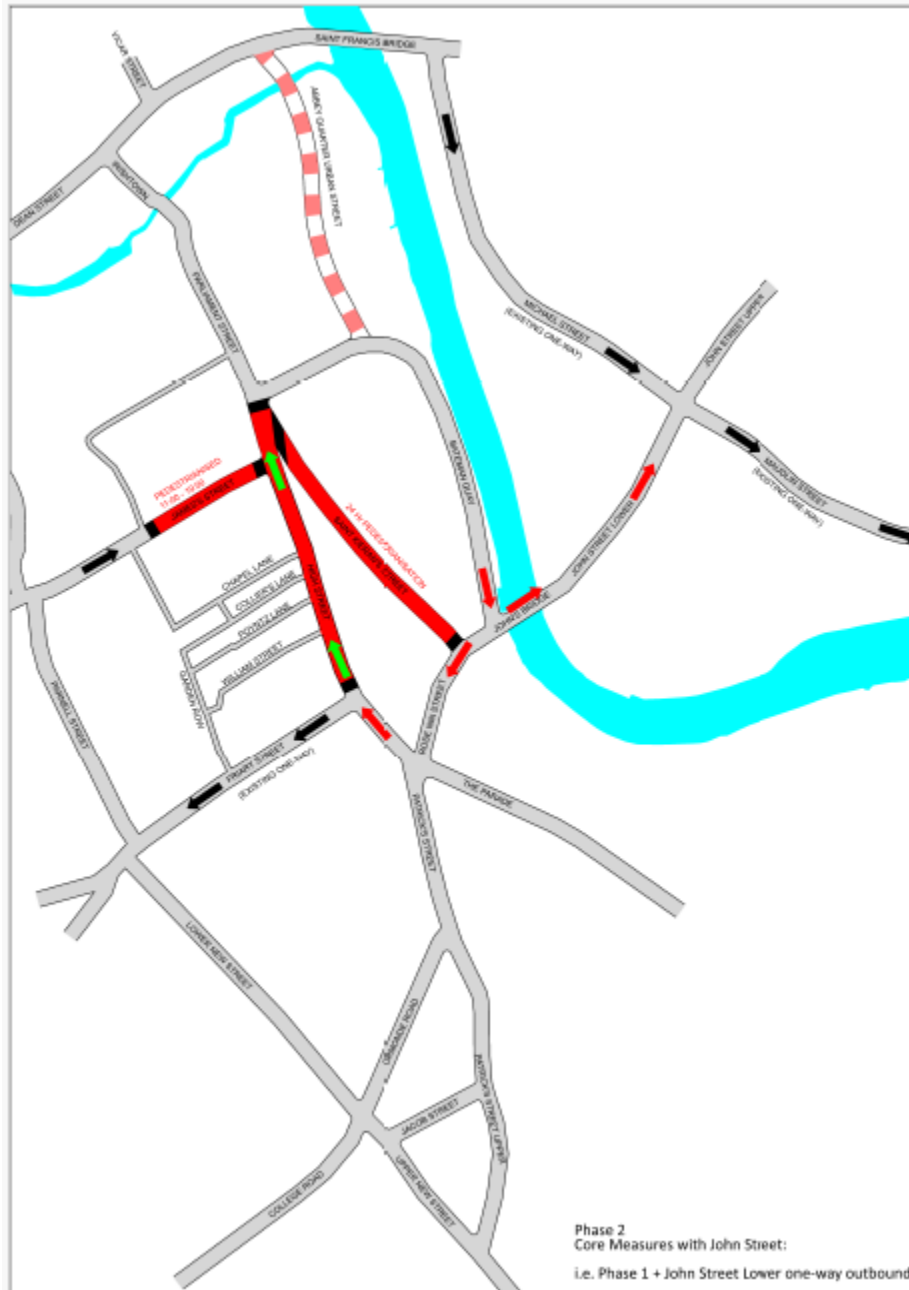




Figure 12 Scheme 4 - Upper Patrick St and Ormonde Rd: Indicative traffic management system one-way system to allow reallocation of space for public transport provision on Ormonde Rd and wider footpaths, subject to further analysis

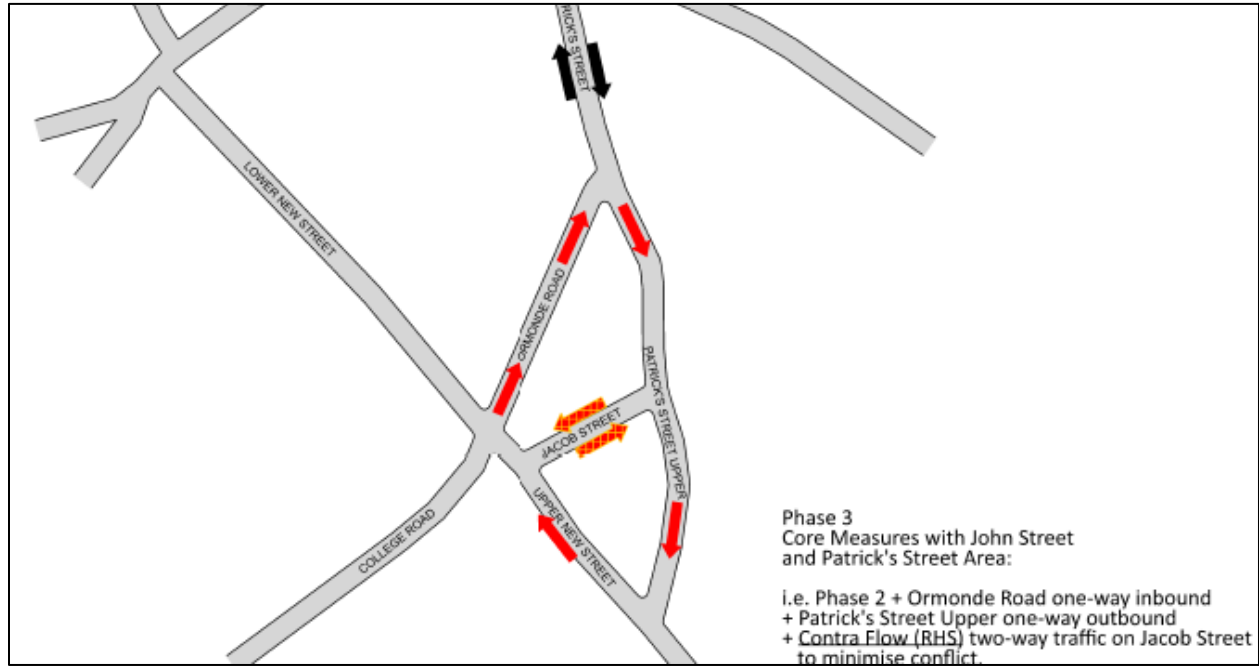
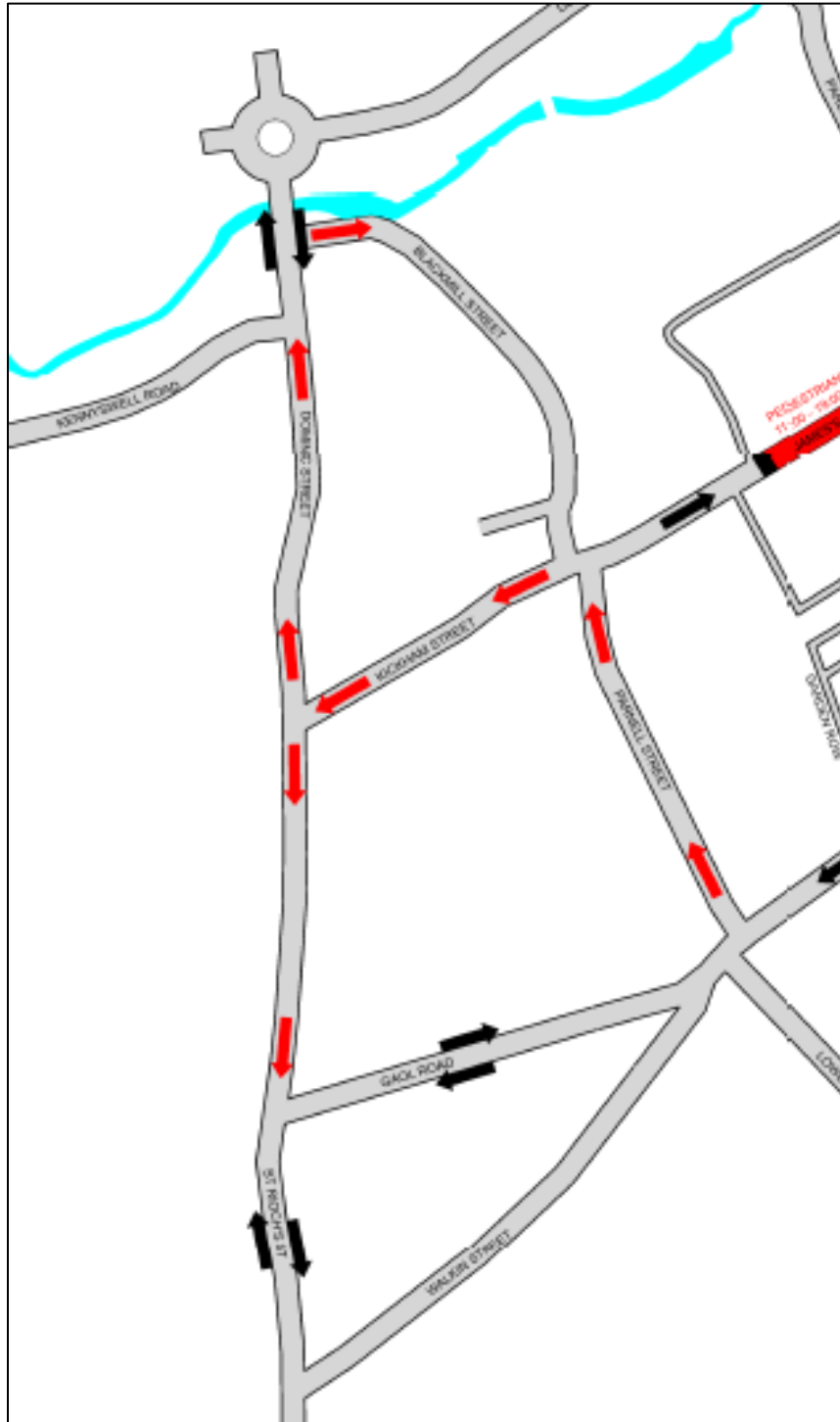




Figure 13: Scheme 5 One-way System Dominic St, Stephen St, Parnell St, Kickham St. Area:

Indicative one-way system may be dependent on completion of other traffic management measures and road links in Western Environment. Safe routes to schools and a friendly, pedestrian environment and residential community, subject to further analysis





# Appendix 2

## Roads Objectives

