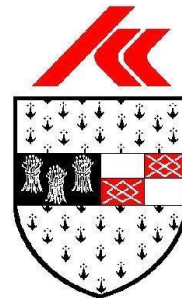


ROADPLAN

CONSULTING

Freshford Mobility Management Plan 2024 Elected Members Presentation

Monday, 17th October 2022



Tionscadal Éireann
Project Ireland
2040

CONTENTS

1. Introduction
2. Characteristics of the Study Area
3. Policies & Plans
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5. Implementation & Phasing
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1. INTRODUCTION

“to improve the quality of the existing network in the village to increase permeability and connectivity in order to enable access, including pedestrian, cycle and vehicular to key land uses such as, community facilities including schools and sports clubs, new and existing development lands along with the core Village Centre.”

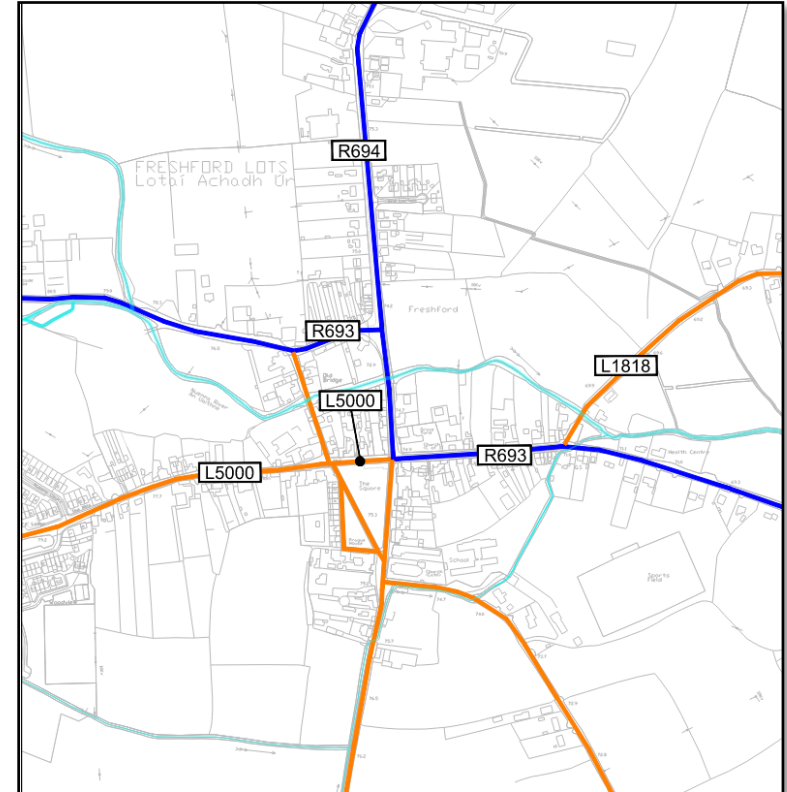
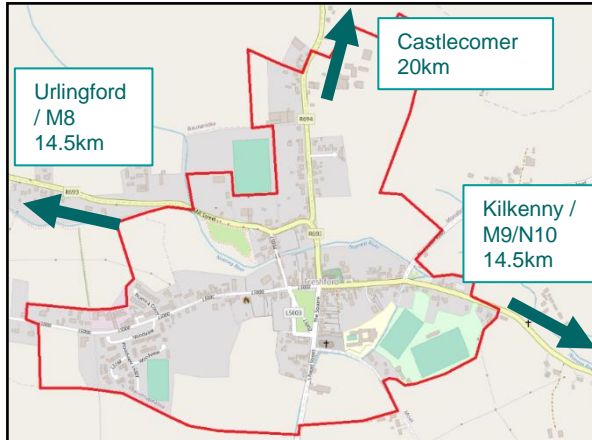
“focusing on relieving traffic congestion and providing a safer and more attractive environment for walking and cycling”

The Plan comprises a review of the transportation network in and around the settlement and an assessment of the associated travel demands and suggests actions that could be taken to secure the optimal and sustainable movement of people, goods and vehicles. It further provides a set of mobility management objectives in line with the below hierarchy:

- Exploring the feasibility of supporting improvements for pedestrians, cyclists and vehicles mobility.
- Exploring the feasibility of providing additional footway and cycleway links.
- Exploring the feasibility of supporting improvements for increased safety and accessibility of all modes of transport particularly public transport.
- Exploring the feasibility of reducing traffic congestion through traffic management and junction improvements.
- Exploring the feasibility of supporting improvements to car parking facilities

2. CHARACTERISTICS OF THE STUDY AREA

- 2 No. Regional Roads
- High % of through HGV traffic on R694
- 2 No. Regional Bus Routes
- 1 No. Primary School
- 2 No. Churches
- Free Parking
- Situation on the River Nuenna
- Central “Square” accommodating public amenity space and crossroads of key routes in the village
- 50km/h speed limit within village, 60 / 80km/h on approaches



2. CHARACTERISTICS OF THE STUDY AREA

CSO Data – 2016 Census

Modal Split

Persons at Work, School or College		Freshford		
		Persons	Percentage	
Sustainable Transport	On foot	64	19.3%	35.3%
	Bicycle	3	0.9%	
	Bus, minibus or coach	49	14.8%	
	Train	1	0.3%	
Car Based Transport	Motorcycle or scooter	0	-	58.6%
	Motor car: Driver	124	37.5%	
	Motor car: Passenger	50	15.1%	
	Other (incl. Lorry or van)	20	6%	
Work mainly at or from home		11	3.3%	3.3%
Not stated		9	2.7%	2.7%
Total		331	100%	100%

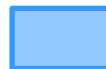
Journey Times

Journey Time	Persons	
Under 15 mins	114	36%
1/4 hour - under 1/2 hour	106	33%
1/2 hour - under 3/4 hour	40	12%
3/4 hour - under 1 hour	12	4%
1 hour - under 1 1/2 hours	11	3%
1 1/2 hours and over	13	4%
Not stated	24	8%
Total	320	100%

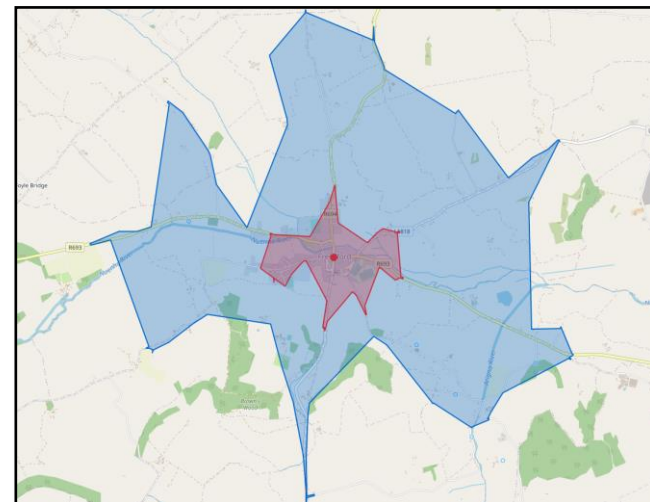
School Survey Data – Dec-2021

Mode of Travel	Percentage
Walk	6%
Cycle	0%
Bus	25%
Car	69%
School population	197
No of pupils surveyed	134
% of population surveyed	68%

10 minute
cycle



10 minute
walk



3. POLICIES & PLANS

- Project Ireland 2040,
- Smarter Travel – A Sustainable Transport Future 2009 – 2020,
- National Sustainable Mobility Policy
- National Sustainable Mobility Policy Action Plan 2022-2025
- National Cycle Policy Framework 2009 – 2020,
- NTA Permeability Best Practice Guide,
- Design Manual for Urban Streets & Roads,
- Safe Routes to School Design Guide NTA
- Traffic Management Guidelines,
- Our Journey Towards Vision Zero, Ireland's Government Road Safety Strategy 2021–2030
- Climate Action Plan 2021
- Town Centre First, A Policy Approach for Irish Towns
- Freshford Local Area Plan 2005,
- Kilkenny City and County Development Plan 2021-2027,
- Kilkenny Age Friendly County Strategy 2017 – 2022.

4. ASSESSMENT & RECOMMENDATIONS OVERVIEW

The mobility needs of Freshford were assessed under the following categories:

1. Footways and Cycleways
2. Bus Routes and Stops
3. Schools
4. Settlement Centre
5. Parking
6. Taxis



In total, 31 individual projects / initiatives were identified and subsequently recommended for implementation during the lifetime of the MMP.

5. IMPLEMENTATION & PHASING

Proposed measures were evaluated and divided across three phases for delivery based on priority and anticipated feasibility:

1. Immediate to Short Term:
 - most urgent
 - targeted for completion within a 1 to 2 year period.
 - 17 No. proposed projects / initiatives
2. Short to Medium Term:
 - targeted for completion within a 2 to 3 year period
 - 8 No. proposed projects / initiatives
3. Medium to Long Term:
 - targeted for completion within a 3 to 5 year period
 - 6 No. proposed projects / initiatives

The actual delivery of the measures will be dependent on the availability of funding to Kilkenny County Council however there would be no disadvantage to bringing forward delivery of the medium- or long-term measures should funding become available.

No	Phase	Item	Suggested Measures
1	Immediate to Short	6.4.2.1.1	Footways & Cycleways
2		6.4.2.1.2	Footways & Cycleways
3		6.4.2.1.3	Footways & Cycleways
4		6.4.2.1.4	Footways & Cycleways
5		6.5.3.1.1	Bus Routes & stops
6		6.5.3.1.2	Bus Routes & stops
7		6.6.2.1.1	Schools
8		6.7.2.1.1	Settlement Centre
9		6.7.2.1.2	Settlement Centre
10		6.7.2.1.3	Settlement Centre
11		6.7.2.1.4	Settlement Centre
12		6.7.2.1.5	Settlement Centre
13		6.7.2.1.6	Settlement Centre
14		6.7.2.1.7	Settlement Centre
15		6.7.2.1.8	Settlement Centre
16		6.8.2.1	Parking
17		6.8.2.2	Parking
18	Short to Medium	6.4.2.2.1	Footways & Cycleways
19		6.5.3.2.1	Bus Routes & stops
20		6.6.2.2.1	Schools
21		6.7.2.2.1	Settlement Centre
22		6.7.2.2.2	Settlement Centre
23		6.7.2.2.3	Settlement Centre
24		6.7.2.2.4	Settlement Centre
25		6.7.2.2.5	Settlement Centre
26	Medium to Long Term	6.4.2.3.1	Footways & Cycleways
27		6.4.2.3.2	Footways & Cycleways
28		6.4.2.3.3	Footways & Cycleways
29		6.4.2.3.4	Footways & Cycleways
30		6.4.2.3.5	Footways & Cycleways
		6.7.2.3.1	Settlement Centre

6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

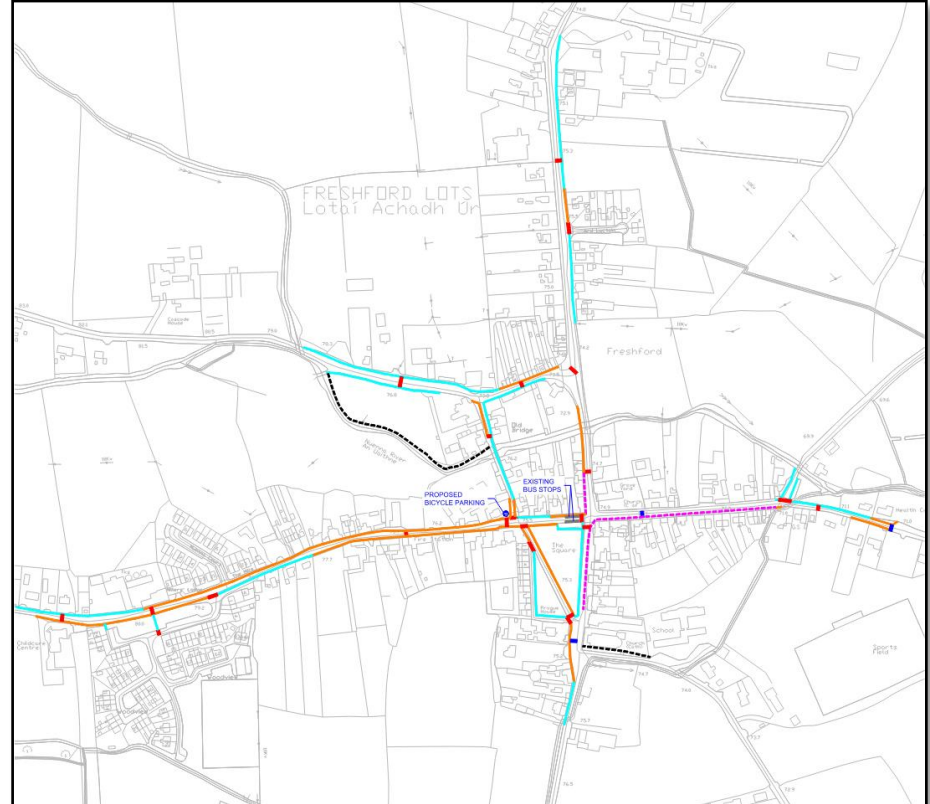
Footways & Cycleways:

6.4.2.1.1. Footpath improvements at various locations to ensure suitable width and kerbing for all pedestrians. Footpath to be realigned in places to allow for formal parking bays.

6.4.2.1.2. Provision of new footpaths at various locations to provide continuity of access for pedestrians around the village.

6.4.2.1.3. Provision of new pedestrian crossings adjacent to road junctions and corresponding with pedestrian desire lines as much as possible.

6.4.2.1.4. Provision of a dedicated bicycle parking facility at the north-west corner of the square.



6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term



6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

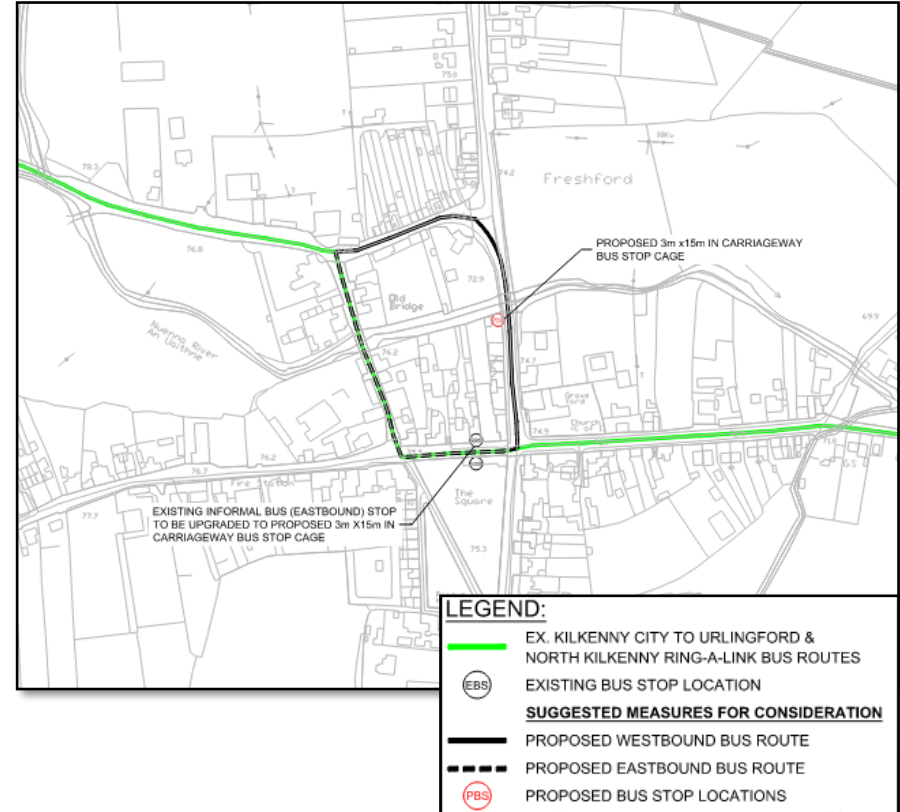
Bus Routes and Stops:

6.5.3.1.1. Provision of a formal bus stop, including age friendly shelters and Kassel kerbing, in lieu of the existing informal bus stop on the eastbound carriageway of the L5000 at the Square.

6.5.3.1.2. Provision of a new formal bus stop, including age friendly shelters and Kassel kerbing, on the northbound carriageway of New Bridge Street. This is to be done in parallel with the revision of traffic flow on Old Bridge Street from two way to one way traffic only.

Schools:

6.6.2.1.1. Request that a Mobility Management Plan be produced by Freshford National School under the travel theme of An Taisce's Green Schools Programme/Safer Routes to School Programme/Subject School's own programme.



6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

Settlement Centre:

6.7.2.1.1., .5 Improvement of junctions between L5000 and both Old Bridge Street and L5002, and the junction between R693 (Creel / Mill Street) and Old Bridge Street

6.7.2.1.2., .3, .4 Change the traffic flow from two-way to one-way on Old Bridge Street, on the L5003, The Square and on the L5002, The Square.

6.7.2.1.6., .7 Layout optimisation and relocation of the existing street parking on Chapel Street and on the L5000 at the Square to improve two-way traffic flow.

6.7.2.1.8. Provide speed bumps at two locations on the L5000 Bohercrussia Street, west of the Square, to limit speeds of motorized road users.

Parking:

Formalisation of on-street parking as part of measures 6.7.2.1.

6.8.2.1. Installation of an electric car charging station in the Square. Location to be determined in consultation with local community however along the eastern side of Chapel Street appears appropriate.

6.8.2.2. Creation of 1 No. accessible parking bay along the northern side of the Square. Final locations to be determined in consultation with local community.

6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term



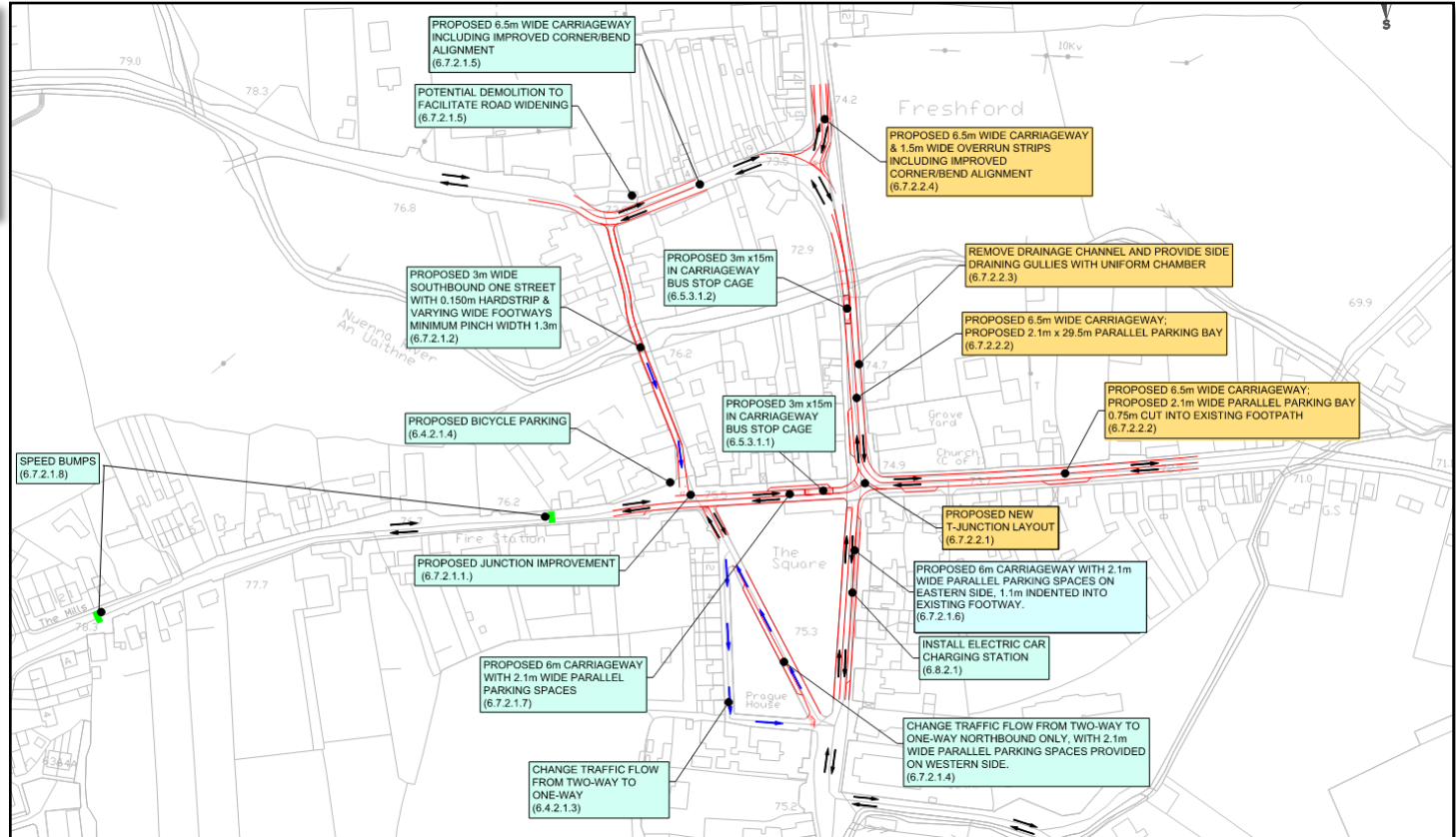
6. PROPOSED PROJECTS / INITIATIVES

Immediate to Short Term

LEGEND:

- RETAINED TWO-WAY TRAFFIC STREET
- PROPOSED ONE-WAY TRAFFIC STREET
- PROPOSED REALIGNMENT LINES
- SHORT TERM MEASURE
- MEDIUM TERM MEASURE

(6.0.0.0.0) REPORT REFERENCE NUMBER



6. PROPOSED PROJECTS / INITIATIVES

Short to Medium Term

Footways & Cycleways:

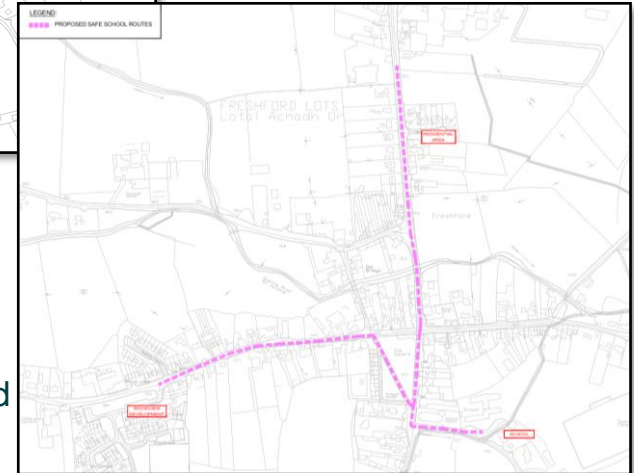
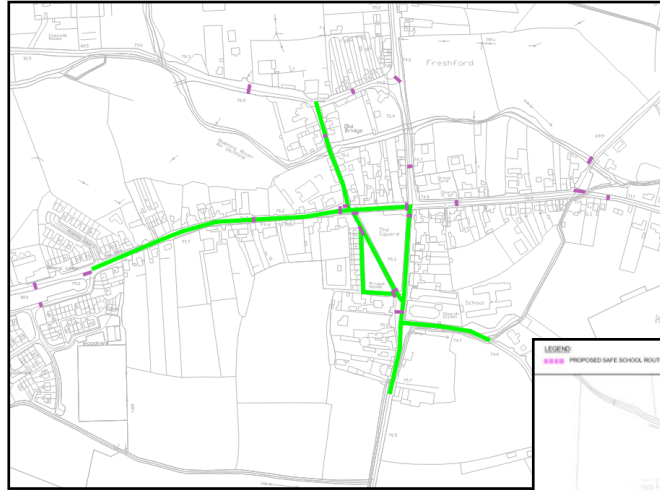
6.4.2.2.1. Introduction of a shared use zone in the village centre and along the L5000.

Bus Routes & Stops:

6.5.3.2.1. A feasibility study into potential Freshford to Kilkenny and Freshford to Urlingford “Town Link” bus service should be commissioned as a first step in determining the viability of same.

Schools:

6.6.2.2.1. Construct an accessible route, suitable for use by school children, extending from Freshford National School towards both the Woodview development area and the north of Freshford comprising combined footway/cycleways along the L5002 (The Square), R693 New Bridge Street, Chapel Street, R694 north, L5000 Bohercrussia Street west of the Square.



6. PROPOSED PROJECTS / INITIATIVES

Short to Medium Term

Settlement Centre:

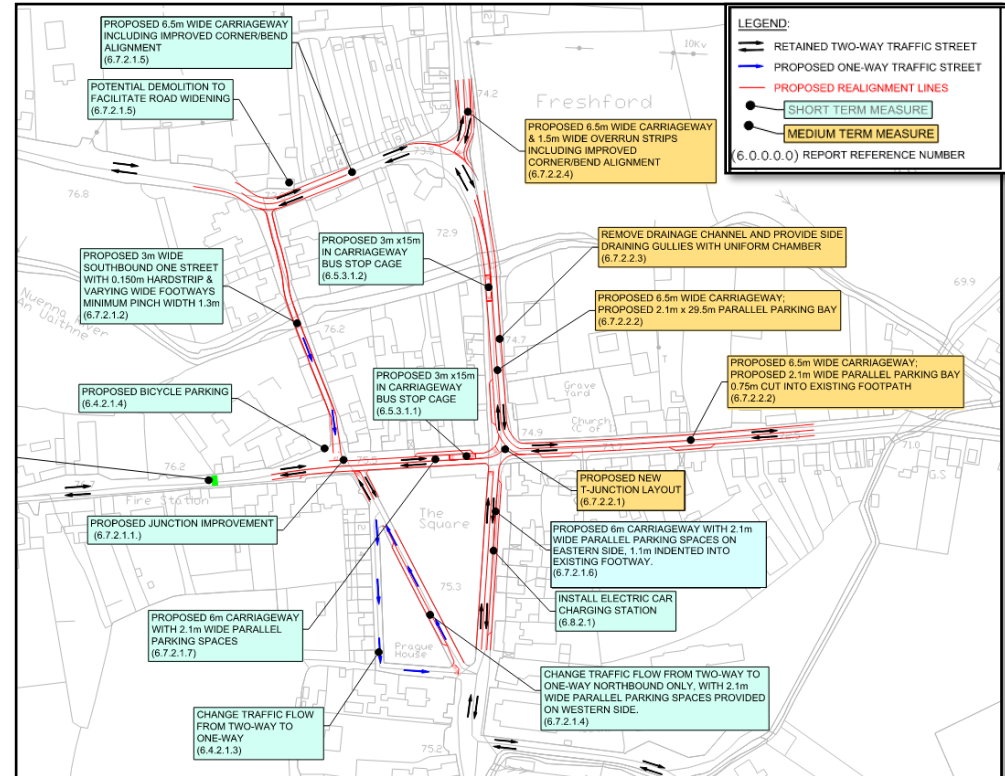
6.7.2.2.1. Realignment of junction between R693 and L5000 at the northeast corner of the square aimed at improving road safety and the pedestrian environment

6.7.2.2.2. Revised horizontal alignment of R693 for approximately 360m on both west and southbound approaches to the Square to provide a 6.5m wide carriageway.

6.7.2.2.3. Remove drainage channel and provide side drainage gullies with uniform camber on northbound carriageway of R693 New Bridge Street.

6.7.2.2.4. Layout optimisation on R694 at its junction with R693 to improve two-way traffic flow and pedestrian movements.

6.7.2.2.5. Provision of speed feedback signage on all approaches to the village, in the vicinity of the reduction of speed limit from 80km/h.



6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term

Footways & Cycleways:

- 6.4.2.3.1. Provide dedicated combined footway / cycleways in off road areas.
- 6.4.2.3.2. Provide a relief road around the village incorporating a dedicated combined foot / cycleway to support cycling and walking as both functional modes of transport and active recreation. Alignment to suit development in the area. This would supplement existing improved facilities provided under section 6.4.2 above to create distinct pedestrian and cycle loops in and around the village which would serve as both active travel and physical activity corridors. Refer to Figure 6.3 for indicative routes.
- 6.4.2.3.3. Upon completion of the relief road, implement a prohibition on HGV through travel.
- 6.4.2.3.4. Provision of additional pedestrian crossings of the Nuanna River as per the Freshford LAP.
- 6.4.2.3.5. Proposed combined footway / cycle way along the western side of the Clintstown Road, including a stream crossing. Extent subject to development in this area.

Settlement Centre:

- 6.7.2.3.1. Provision of relief road around Freshford allowing implementation of a ban on HGV through traffic travel.

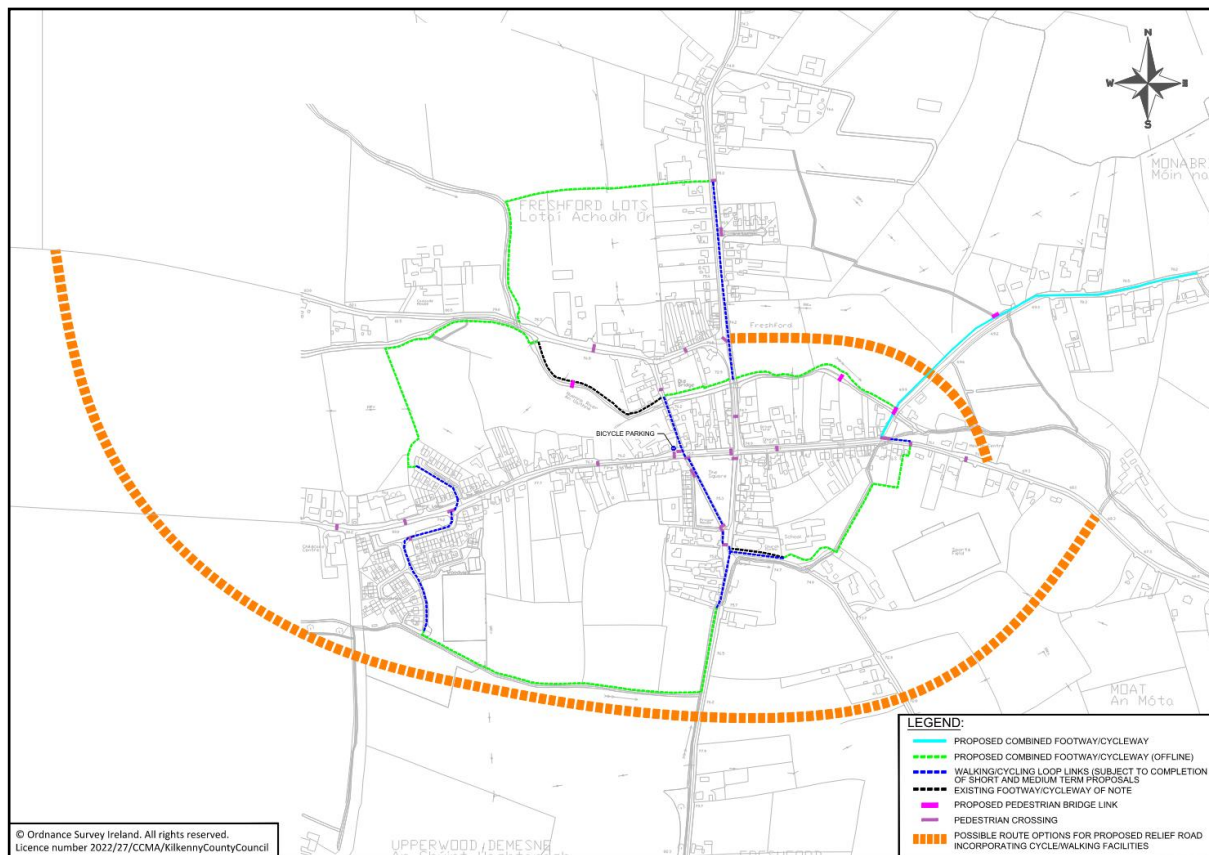
6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term

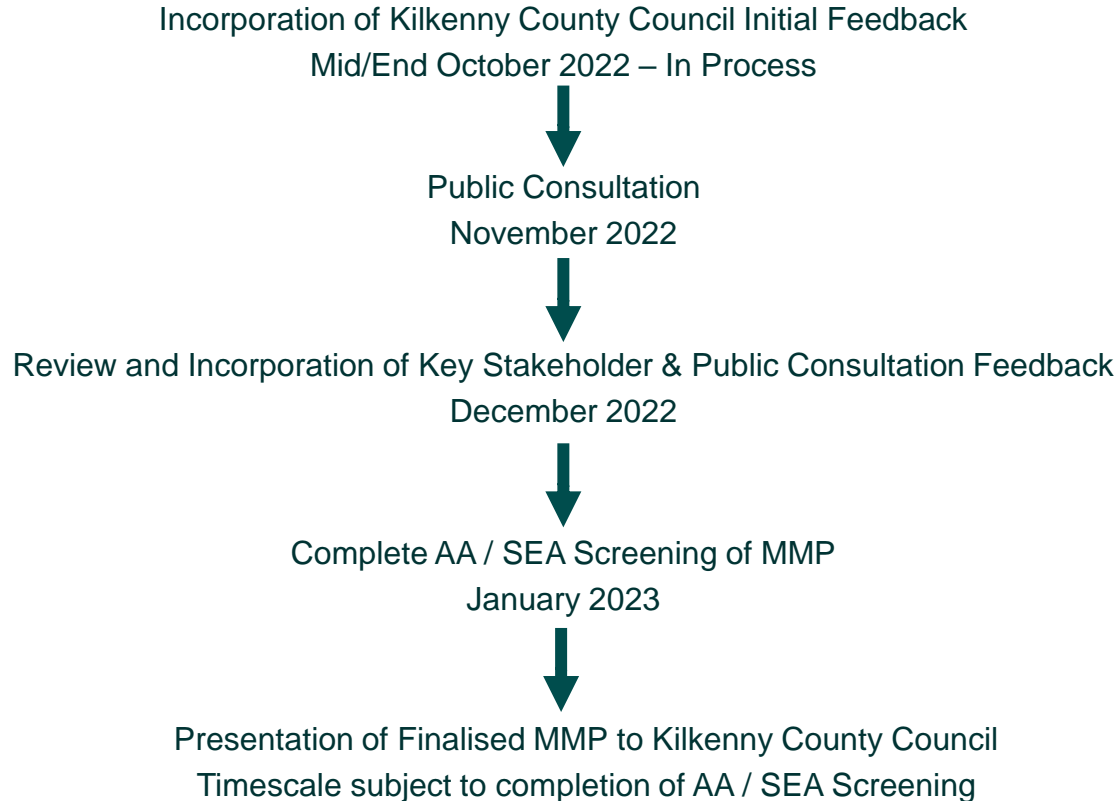


6. PROPOSED PROJECTS / INITIATIVES

Medium to Long Term



7. TIMELINE

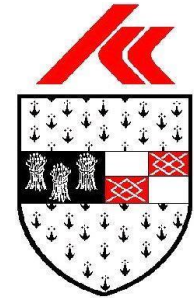




THANK YOU

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