

# KILKENNY CITY AND ENVIRONS

## HEAVY COMMERCIAL VEHICLES MANAGEMENT PLAN



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## INTRODUCTION

At their meeting of 24<sup>th</sup> June, 2013, the Members of Kilkenny Electoral Area of Kilkenny County Council authorised the preparation of a "Management Plan" for Heavy Commercial Vehicles in Kilkenny City and Environs.

The Plan was recommended in response to a lack of adequate roads infrastructure to the North and West of the City, the restricted carriageway widths in the City Centre and the presence of major retail, industrial and commercial outlets in the Core Retail Area.

There was also significant disquiet expressed by local residents at the excessive use of the Kennyswell Road and Circular Road area by Heavy Commercial Vehicles.

Similar public concern has been expressed at the increasing number of tourist buses visiting the City and large delivery vehicles parking in John Street, Bateman Quay, Parliament Street, Patrick Street, The Parade and Ormonde Street.

The Council also propose to extend the existing 30 kph zone in the City Centre. This is a separate statutory process which will also include a public consultation stage.

The proposed new 30 kph zone is shown on the maps for information purposes only.

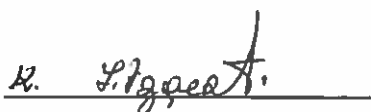
A preliminary report was considered by the Members of Kilkenny Borough Council at their meeting of 14<sup>th</sup> April, 2014 and the Municipal Policy Committee of Kilkenny Borough Council at their meeting of 23<sup>rd</sup> April, 2014.

The final report was considered at a meeting of the Municipal District of Kilkenny City held on 11<sup>th</sup> July, 2014, who authorised the commencement of the public consultation process.

At the conclusion of the consultation process, all formal submissions will be considered and the plan and maps amended accordingly. A formal response will issue to those who make submissions / representations.

On completion of the public process, the Council will commence a comprehensive Communications Phase using local and national media, the Council's website, leaflet drops in selected areas and notification of major local and regional Hauliers.

Proposals will also be developed for statutory and informational signage together with measures to assist the Gardai in detection and compliance.



**K. Fitzgerald**  
**Senior Engineer**

18<sup>th</sup> September, 2014



## **Proposed Management Plan for Heavy Commercial Vehicles in Kilkenny City and Environs**

### **Presentation to Kilkenny Electoral Area Meeting on 24<sup>th</sup> June 2013**

Kilkenny Local Authorities propose to implement a Management Plan for Heavy Commercial Vehicles in the City Centre and some of the approach roads not directly linked to the Kilkenny Ring Road.

Kilkenny's ability to deal with these issues is hindered by:

- A. Inadequate roads infrastructure on the western side of the City.**
- B. Lack of an alternative river crossing to the north.**
- C. Narrow carriageway widths in the City Centre.**
- D. The presence of major industrial and retail outlets in the core retail area.**

Consequently it is proposed to implement a Management Plan for Commercial Vehicles which would continue until progress is achieved on the new roads infrastructure to the north and west of the city.

It is proposed to consider the following issues in the preparation of the Management Plan.

- 1. Excessive use by HGV's on the Kennyswell Road, Circular Road and Granges Road.**
- 2. The location of the Borough Council weighbridge in Gaol Road to which vehicles are often directed by Kilkenny Gardai.**
- 3. The newly completed M8 Motorway and the increase in commercial vehicles using the Freshford Road.**
- 4. Route Designation to the Castle and direction of parking by Tourist Buses on Castle Road.**
- 5. Time Limitations and Weight Restrictions on day - time deliveries to the Core City Centre Retail Area .**


6. Possible designation of a HCV delivery route and with restrictions on other routes.
7. Measures to be implemented to ensure that displaced vehicles do not use other residential streets.
8. Existing use and including seasonal surges in commercial use associated with local business along the Western and Northern Environs.

Particular attention is being afforded to the Ardalo Road leading from Threecastles towards Jenkinstown as a significant number of vehicles which use the western side of the City use the Ardalo Road to access the Ballyragget Area.

Traffic surveys have been completed in a number of areas for off-peak periods. Further surveys are required during the harvest and when schools have re-opened i.e. the peak periods in the West of the City.

These surveys will assist in identifying the measures to be adopted to prevent inappropriate use of residential areas, will predict the effects of the proposed remedial measures, assist access for locally generated heavy goods traffic and lead to improved safety for all.

The full range of measures will be ready for adoption and implementation in October.

  
**Kieran Fitzgerald**  
**Senior Engineer**  
**Kilkenny City & Environs**

# **Proposed Management Plan for Heavy Commercial Vehicles in Kilkenny City and Environs**

## **Preliminary Report**

### **Introduction:**

Kilkenny Local Authorities is considering a proposal to implement a Management Plan for Heavy Commercial Vehicles in the City Centre and some of the approach roads not directly linked to the Kilkenny Ring Road.

It was considered that such a Plan was necessary for the following reasons .

- **There is currently an inadequate roads infrastructure on the western side of the City.**
- **The likelihood that State funding will not be forthcoming for projects of this magnitude for some considerable time**
- **The lack of an alternative river crossing to the north.**
- **Narrow carriageway widths in the City Centre.**
- **The presence of major industrial and retail outlets in the core retail area.**
- **The refusal by An Bord Pleanala to permit the construction of the WaterBarracks to Kennyswell Rd link of the Central Access Scheme**

The following issues were considered prior to completion of this report.

- 1. Excessive use by HGV's on the Kennyswell Road, Circular Road and Granges Road.**
- 2. The location of the Borough Council weighbridge in Gaol Road to which vehicles are often directed by Kilkenny Gardai.**
- 3. The newly completed M8 Motorway and the increase in commercial vehicles using the Freshford Road.**
- 4. Route Designation to the Castle and direction of parking by Tourist Buses on Castle Road.**

5. **Time Limitations and Weight Restrictions on day - time deliveries to the Core City Centre Retail Area.**
6. **Possible designation of a HCV delivery route and with restrictions on other routes.**
7. **Measures to be implemented to ensure that displaced vehicles do not use other residential streets.**
8. **Existing use and including seasonal surges in commercial use associated with local business along the Western and Northern Environs.**
9. **Origin and destination of Vehicles using the Ardaloo Road leading linking Threecastles to Jenkinstown and whether this route is being used by vehicles using the Western Corridor around Kilkenny City to get to the Ballyragget Area.**

#### **Methodology:**

The following methodology was used :

- In house traffic counts on a number of affected routes . Such traffic counts identify traffic volumes, speed and type of vehicle . Heavy Goods Vehicles are identified by length .
- Comparison of the results with previous information obtained.
- CCTV Survey of key internal junctions identifying the volume and travel direction of articulated vehicles and buses.
- Discussions with Management of local businesses in the Tullaroan Road , Butts Green and Freshford Road areas.
- Consultation with Retailers in the City and Environs
- CCTV Survey of approaches to key roundabouts on Kilkenny Ring Road and identification of the onward traffic pattern of articulated vehicles.
- Coordination, Mapping and Analysis of the information gathered.

### Preliminary Findings:

Excluding roundabouts on Kilkenny Ring Road, the major confluence points for articulated vehicles are:

1. Freshford Road/Granges Road junction
2. The Mart Roundabout
3. Greensbridge/ Troysgate
4. Waterbarrack Roundabout
5. The Sceilp Roundabout.

There are a significant number of HGV'S using both Greensbridge and Blackmill Bridge . On a normal day Greens Bridge carries a higher volume but the reverse may occur on the days of increased activity at the Grasslands Plant on the Tullaroan Rd. Following examination of the data for both bridges it is considered that measures to reduce HGV traffic on one will increase the volume on the other .

Consequently any measures to reduce the traffic on the Western Corridor will adversely affect residents on New Road , Troysgate , Bishops Hill and the Freshford Rd . There are approximately 80 dwellings with direct access on to the Circular Rd. and Kennyswell Rd . There are a similar number from New Rd to the Freshford Rd./ Granges Rd junction . However there is a significant difference in existing traffic volumes with New Rd. / Greens bridge carrying 3 times the overall traffic volume of the Kennyswell Rd.

Discomfort to residents on the Circular Rd/Kennyswell Rd./Stephen St would be eliminated by the construction of the Waterbarracks to Callan Rd link of the Central Access Scheme . However this link was refused by An Bord Pleanala contemporaneously with issuing Approval for the Central Access Scheme Bridge.

- There can be significant variation on the number of heavy articulated vehicles using the Waterbarrack Roundabout. This variation appears to be directly connected to activities at the Grassland Plant who engage in regular mass haulage of fertiliser from Waterford Port to their complex.

This can lead to an increase of up to 300 heavy goods vehicles over a 1-2 day period which occurs on approximately 60 occasions during the year. The frequency of delivery is difficult to predict as it is dependent on work practices at Waterford Port and weather conditions which may delay the arrival of the ship . However haulage is confined mainly to 6.00 a.m. to 6.00 p.m.

- Grasslands other main activities are seasonal (e.g. grain intake over 5/6 weeks in July/August) and are not considered excessive.
- Up to 500 articulated vehicles per day use Greensbridge/ Troysgate of which approximately 85% travel onwards to the Freshford Road. The remainder travel via Vicar Street and Dean Street. Similarly approximately 15% of articulated traffic using the Waterbarrack Roundabout proceeds to Vicar Street/Troysgate. It is considered that the vast majority if not all then use Greensbridge.
- Articulated traffic inwards at the Sceilp Roundabout splits 2:1 Circular Road : College Road. There is evidence of increasing use of Stephen's Street by large vehicles which suggests that vehicles exiting the Sceilp towards College Road travel onwards via Old Callan Road/ Stephen's St to the Waterbarrack Roundabout where it rejoins the vehicles exiting from the Kennyswell Rd.
- A minimum of 45% of heavy vehicles passing outwards through the Freshford Road / Granges Road junction terminate their journey before Threecastles. Similarly a large no of vehicles which pass through this junction inwards appear to originate in the Talbot's Inch/ Troyswood Area.
- A low percentage (less than 20%) of the vehicles that use the Western Corridor Corridor (Circular Rd/Kennyswell/Stephen St/Dominic St) from the Callan Road to the Freshford Road use Ardaloo Bridge.
- It is likely that a number of vehicles which use the Western Corridor are travelling onwards to the M8 at Urlingford ( Cork-Dublin) . A further CCTV survey on the Freshford Rd and other towns in North Kilkenny would be required to determine this accurately.
- A very high percentage of those vehicles which turn left at the Bennettsbridge Road and Waterford Road Roundabouts use the Western Corridor (Circular Rd/Kennyswell/Stephen St/Dominic St) .
- A very high percentage of vehicles which come inwards through the Callan Rd Roundabout travel onwards either via the Circular Rd. or Stephen St.
- In excess of 180 articulated vehicles per day use Newpark Drive.



- Vehicles arriving at Kilkenny Ring Road Roundabout from the M9 Motorway split in equal portions in the three onward routes.

**Interim Recommendations :**

- (a) Kilkenny Local Authorities should re-examine the proposed Waterbarracks-Kennyswell link of the CAS . It is noted that permission has already been granted for the Kennyswell to Callan Rd Section . The Waterbarracks link is required to give relief to the Kennyswell Rd area.
- (b) It is noted that Kilkenny County Council have sought Approval to erect the extension of Kilkenny Ring Rd to the Freshford Rd. An Oral Hearing is due to be held on this proposal within the next week .
- (c) A HCV route ( articulated vehicles ) be implemented on the Eastern side of the River Nore . This route will lead from Kilkenny Ring Road to the Freshford Rd. via either the Dublin Rd. , Hebron Rd./ McDonogh Roundabout or Castlecomer Rd and onwards to Greensbridge .
- (d) A HCV ( articulated vehicles) restriction be placed on Newpark Drive and action be taken to prevent displacement of HCV'S onto Lovers Lane , Ballybough St and O'Loughlin Rd.
- (e) Consideration be given to relocating/ discontinuing the Borough Council Weighbridge operation on Gaol Rd . It is used by Gardai for checking the weight of large vehicles . I understand that this was one of the reasons why a weight restriction was not placed on the Old Callan Rd in the mid 90's. Alternative weighing facilities are now available in the Environs.
- (f) Tourist Bus Traffic be diverted such that it approaches the Castle via the Parade Junction . This is to ensure that passengers alight onto the footpaths at all Times . It is recommended that
  - Buses approaching from the Freshford Rd /M8 be diverted via Greens bridge , Comer Rd and John St.
  - Buses approaching from the N77/ N78 ( Castlecomer , Ballyragget) travel via Castlecomer Rd and John St.
  - Buses from the M 9 ( North) and Carlow Rd travel via Dublin Rd and John St .
  - Buses from B'Bridge , M9 ( South) and Clonmel travel via College Rd and Patrick St.
  - All departures from Kilkenny Castle be via B'Bridge Rd. and Kilkenny Ring Rd.

(g) It is recommended that proposals be prepared for the movement of Heavy Articulated Vehicles in a one – way system around the periphery of the City ( excluding Kilkenny Ring Rd.) . This system would be clockwise from Kennyswell Rd . to Waterbarracks , Granges Rd , Freshford Rd. ( inside the Granges Rd Junction) , Greensbridge , New Rd. A similar one -way arrangement but with restricted hours could apply in Vicar St , Dean St . , Irishtown and Bateman Quay though cognisance would have to be taken of operations in Diageo in the short term. This new arrangement could remain in place until completion of the Central Access Scheme Bridge.

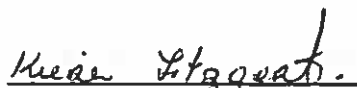
Following completion of the Bridge consideration could be given to implementing a ban on articulated vehicles on the Kennyswell Rd with the displaced vehicles transferring onto the new bridge ( one –way westwards) while retaining Greensbridge as one-way eastwards.

A further re-assessment can be carried out completion of the Northern Ring Rd. extension to the Freshford Rd.

It is recommended that this proposed one – way system be delegated to the Municipal Policy Committee for consideration and recommendation following consultations with the Gardai , Road Hauliers , Bus Company Representatives , local Commercial interests and Emergency Services.

The proposed scheme , if adopted , will require alterations to the Traffic Bye-Laws . Resources will be required for the provision of signage , markings , monitoring , enforcement and assessment .

Enforcement is primarily a matter for the Gardai . However the Council could consider allocating resources to detection ( both electronic and the services of a mobile traffic monitor ) with offenders reported to the Gardai for prosecution .



Kieran Fitzgerald

Senior Engineer

April 2014.



**Public Notice in Compliance with the Road Traffic Act, 1994 (Section 38) as amended by the Public Transportation Regulation Act, 2009 (Section 46).**

**Kilkenny City and Environs  
Heavy Commercial Vehicles Management Plan**

Kilkenny County Council, in exercise of the powers conferred on it under Section 38 of the Road Traffic Act, 1994 as amended by the Public Transport Regulation Act, 2009 (Section 46), hereby gives notice of proposals pertaining to the following development:

The adoption of a Management Plan for Heavy Commercial Vehicles for Kilkenny City and Environs . The plan is sub divided into three phases and includes a range of measures to be implemented within each phase. The phases are

**Phase 1: From Date of Adoption of the Plan - Completion of the Central Access Scheme Bridge and approach roads**

**Phase 2: Post Completion of the Central Access Scheme Bridge – Pre Completion of the Northern Ring Rd Extension**

**Phase 3 : Post Completion of the Northern Ring Rd Extension**

**Phase 1 includes the following proposals**

- **Designation of a number of routes in the City and Environs as suitable for use by Heavy Commercial Vehicles ( HCV)**
- **Introduction of an easterly (inward) one-way system for HCV'S s on Kennyswell Rd**
- **Introduction of Gross Vehicle Weight Restrictions and prohibition on use by HCV'S on Newpark Drive, Lovers Lane, Ballybough St, Dominic St./Stephen St, O'Loughlin Rd., Hebron Rd. Bateman Quay ( part of)**
- **Time Restrictions on the delivery of goods by large HCV'S s in the Core Retail Area (Delivery only between 7.00 p.m to 8.00 a.m.)**
- **Extension of the existing 3.5 tonnes time and weight restriction for delivery vehicles from High St to other streets in the City Centre. (No deliveries by vehicles in excess of 3.5 tonnes G.V.W. between 11.00 a.m – 6.00 p.m.)**
- **Designation of a route for Tourist Buses wishing to park on Castle Rd.**
- **Signage and Measures for Prevention and Enforcement**

**Phase 2 is similar to Phase 1 with the following modifications**

- **Introduction of a one-way system for Heavy Commercial Vehicles using the New Central Access Scheme Bridge and Dean St ( East to West ) and Greens bridge (West to East)**
- **Continuation of one-way system on Kennyswell Rd ( West to East)**
- **Introduction of a one-way system for HCV'S on the Freshford Rd ( southwards from its junction with the Granges Rd )**

**Phase 3 proposes**

- **Introduction of a ban on the use of Greens Bridge by HCV'S**
- **Introduction of time restriction on Central Access Scheme Bridge ( Delivery only between 7.00 p.m. and 8.00 a.m.)**
- **Continuation of the one - way restriction on Kennyswell Rd ( unless a link has been provided to the Tullaroan Rd in the intervening period). If such a link is in place it is proposed to introduce a ban on HCV'S on Kennyswell Rd.**

**Plans and particulars of the proposed development will be available for inspection from Friday 19<sup>th</sup> September 2014 to Friday 17<sup>th</sup> October 2014 inclusive, at the following offices**

**Kilkenny County Council,  
Town Hall,  
Holidays)  
High Street,  
Kilkenny City.**

**From 9am to 1pm & 2pm to 5pm  
Monday to Friday (Except Public**

**Kilkenny County Council,  
County Hall,  
John St  
Kilkenny City.**

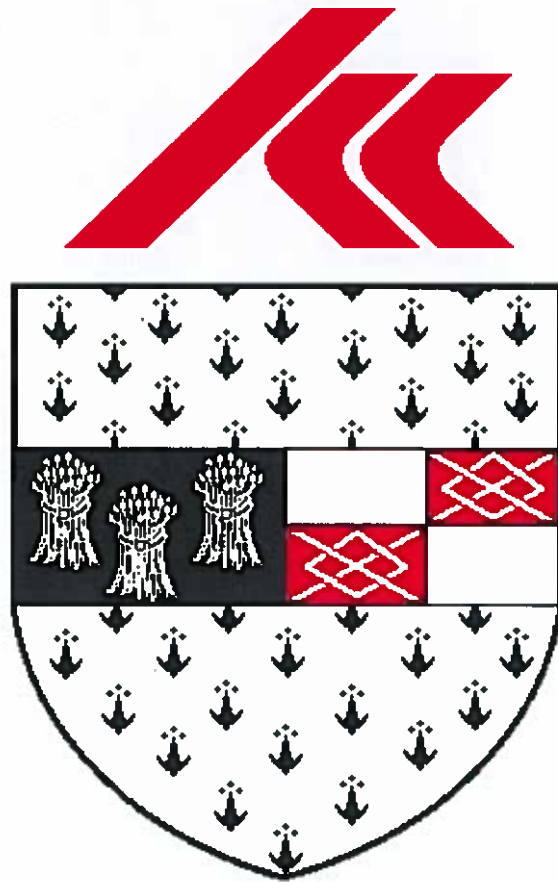
**From 9am to 1pm & 2pm to 5pm  
Monday to Friday (Except Public Holidays)**

**Alternatively details can be viewed on the Kilkenny County Council's website at [www.kilkennycoco.ie](http://www.kilkennycoco.ie) .**

**Submissions or observations with respect to the proposed development dealing may be made in writing to the undersigned. The latest date for receipt of comments on the above scheme is 4pm Friday October 31st 2014. Submissions should be clearly marked ' Kilkenny City Heavy Commercial Vehicles Management Plan' and addressed to the undersigned**

**Brian Tyrrell  
Senior Executive Officer  
Kilkenny County Council  
Town Hall  
High St ,  
Kilkenny**

**"As published in Kilkenny People – Friday, September 19<sup>th</sup>, 2014"**



# **KILKENNY COUNTY COUNCIL**

## **H.G.V. Management Plan**

### **For Kilkenny City & Environs**

**-(For public consultation – September, 2014)-**

## **PHASE 1**

### **Pre Central Access Scheme Bridge 2014 – 2016**

- Implement designated 24 hour H.G.V. Access Routes on the periphery of the City.
- Designate Kennyswell Road as one-way inwards for Heavy Goods Vehicles (Return trip from Grasslands via Granges Road / Freshford Road and Greensbridge).
- Encourage through traffic from South Kilkenny heading towards M8 Motorway to use Kilkenny Ring Road and Greensbridge.
- Complete improvements and traffic calming measures on the Kennyswell Road.
- Introduce H.G.V. ban on Newpark Drive, Lovers Lane, O'Loughlin Road, Ballybough Street (part of), Kickham Street, Blackmill Street, Parnell Street, Stephen Street, Dominic Street, Bateman Quay (part of), Hebron Road (part of).
- Retain Granges Road and Butts Green as two way to facilitate deliveries to Grasslands and Kilkenny Food Company from the North and East.
- Introduce time restricted deliveries to core city centre are (6.00 p.m. to 8.00 a.m.).
- Re-locate municipal weighbridge from Gaol Road to a site adjacent to a designated route.
- Encourage the provision of a new goods entrance to Super Valu Loughboy.
- Provide signage, monitoring by number plate recognition, erection of physical barriers at key junctions and enforcement of transgressors.
- Advance the design for restoration of Greensbridge together with a detached pedestrian and cycleway (north of the bridge) with links to the River Nore Linear Park and the Peach Park.
- Extend the restriction on delivery vehicles greater than 3.5 tonnes between 11.00a.m. – 6.00p.m. to include John Street, Rose Inn Street, Ormonde Street, Bateman Quay, Lower Patrick Street, The Parade, Parliament Street and Irishtown.

## **PHASE 2**

### **Post Central Access Scheme Bridge and Pre-Northern Ring Road Extension**

- Introduce H.G.V. ban on Woodbine Avenue, Vicar Street, Gaol Road and Old Callan Road.
- Continue one-way route inwards on Kennyswell Road.
- Extend one-way H.G.V. system using Central Access scheme Bridge one-way East to West and Greensbridge West to East.
- Restricted parking on South side of Dean Street from Irishtown towards Coach Road.
- Introduce one-way H.G.V. system on Freshford Road (North to South) and Dean Street (East to West).
- Traffic to and from Grasslands as per Phase 1.
- Introduce time restricted delivery (one-way only) at Johns Green, Wolfe Tone Street with access to Central Access Scheme Bridge (to facilitate Padmore and Barnes and Centra at Johns Green).
- Advance detailed design or Northern Ring Road Extension and commence construction.

### **PHASE 3**

#### **Post Central Access Scheme Bridge and Northern Ring Road Extension**

- Introduce a H.G.V. ban on Greensbridge, Freshford Road, Dean Street and Butts Green.
- H.G.V. traffic to Grasslands inwards via Kennyswell Road (or its replacement) and outwards via Northern Ring Road Bridge.
- Introduce time restricted two-way H.G.V. use on Central Access Scheme Bridge (from 7.00 p.m. to 8.00 a.m.) to facilitate night-time deliveries to the City Centre.
- Commence restoration of Greensbridge.