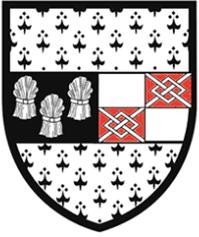


The Councils of the City and County of Kilkenny



Review of One Way System on High Street and progress on Mobility Management



Review of One Way System on High Street and progress on Mobility Management

Key dates

- Feb 2009- members approved Section 85 agreement assigning mobility management planning to Kilkenny Borough Council.
- Sept 21st , 2009 –members approved development proposals on High Street and John Street under Part 8 process and also approved submission of bid under Smarter Travel project.
- April 6th, 2010.- trial one way system commenced.
- April 30th, 2010- members approved submission of bid for stage 2 of Smart travel.

- At the March monthly meeting members were advised that the one way system would be reviewed in September, 2010, having regard to the following criteria:
 - Impact on traffic...volumes and delay
 - Impact on pedestrians...volumes and comfort
 - Impact on cyclists...volumes and access
 - Impact on people with mobility difficulties...ease of access,
 - Impact on business
- Direct measurements and data are to hand in respect of 1 to 4.

Assessment Methodology:

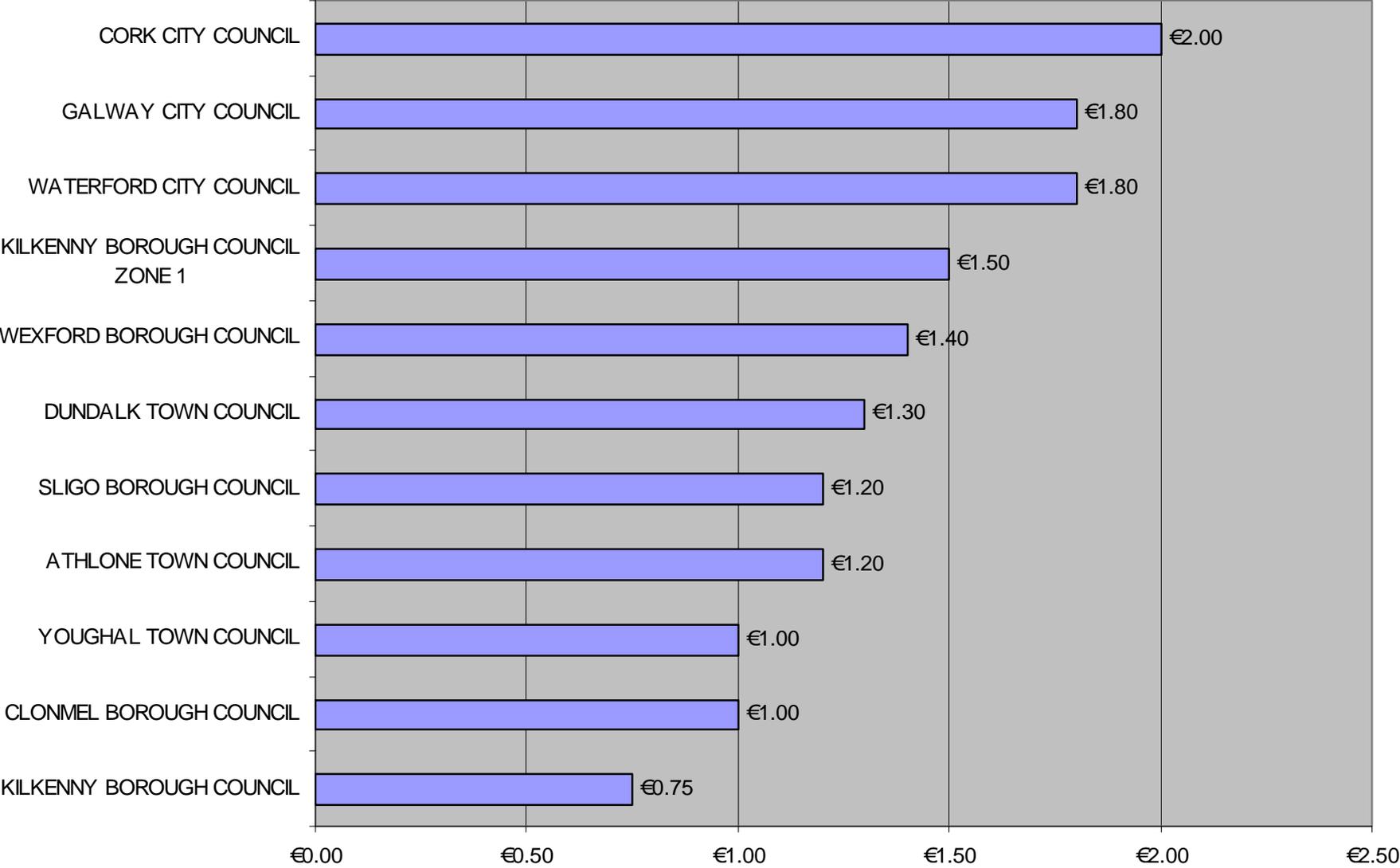
Prior to the introduction of the Trial One Way System, Kilkenny Borough Council developed a methodology to determine the impact using data available to the Council. These methodologies are widely used in other major urban centers around Europe and are based on two key measurements. These are Car Park turnover and Footfall figures. In addition surveys have been carried out monthly on High St to determine traffic flows and cyclist activity.

Car Park figures were analyzed from the Council Operated Car Parks and On-Street Parking (Data was not available from the privately operated car parks). The analysis was broken down to two distinct periods over the past three years. The first phase was 01 January to 31 March. The second phase covered the period from 01 April to 30 September. These dates were chosen to provide a like with like comparison for the periods pre and post introduction of the One Way Trial

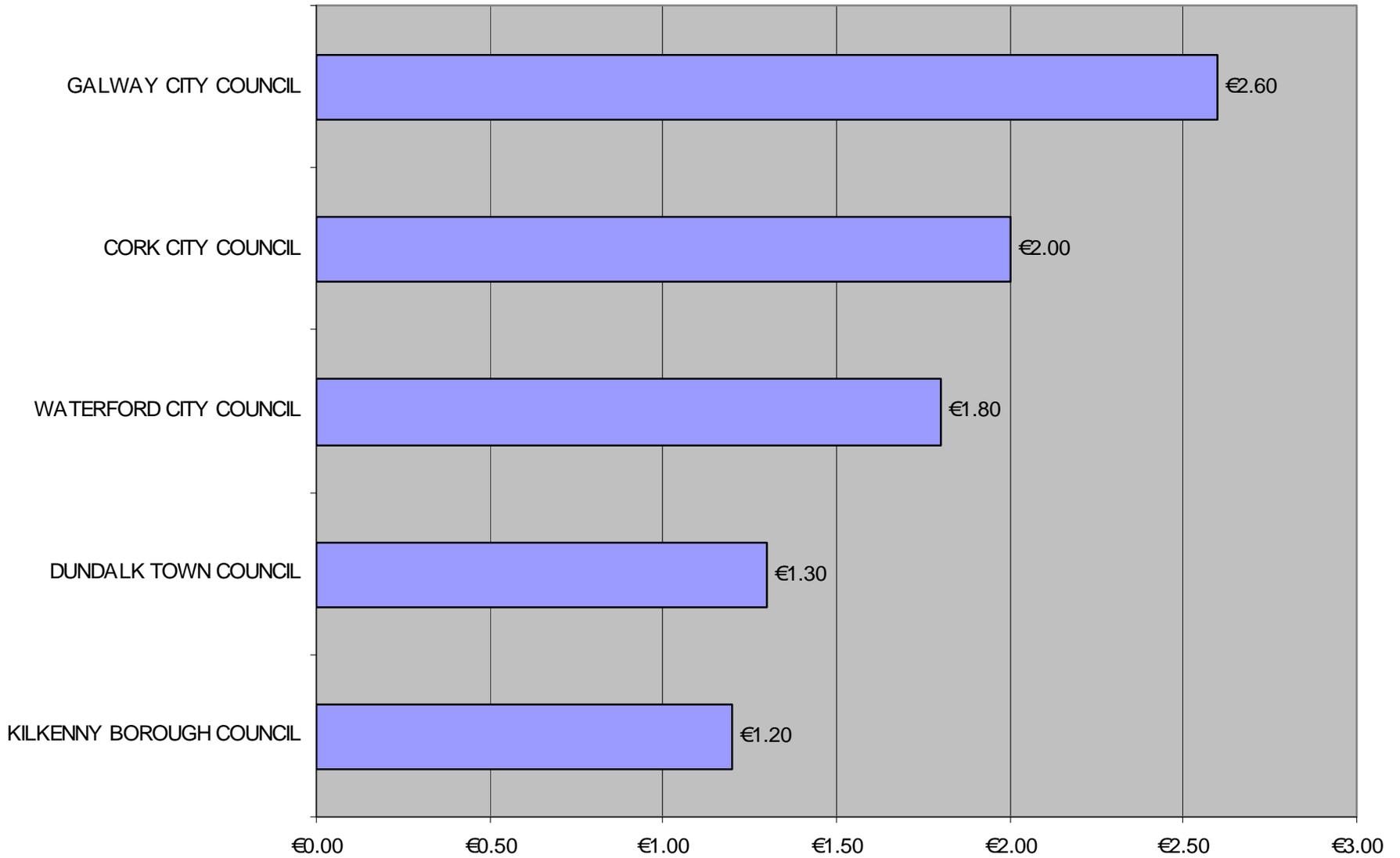
Cost of Car Parking in other Local Authorities Areas

LOCAL AUTHORITY	ON STREET P&D	COST ON STREET	COST CAR PARKS
WATERFORD CITY COUNCIL	YES	€1.80 p/h	€1.80p/h. €3.60 p/d
CLONMEL BOROUGH COUNCIL	YES	€1p/h	€2.50 p/d
WEXFORD BOROUGH COUNCIL	YES	€1.40p/h	€2.20p/d
YOUGHAL TOWN COUNCIL	YES	€1p/h	FREE
ATHLONE TOWN COUNCIL	YES	€1.20p/h	€3p/d
SLIGO BOROUGH COUNCIL	YES	€1.20p/h	€2.50 p/d
GALWAY CITY COUNCIL	YES	€1.80 p/h	€2.60 p/h (high use) and €5p/d
CORK CITY COUNCIL	YES DISC PARKING	€2 p/h	PARK & RIDE €5p/d,
CARLOW TOWN COUNCIL	RATES NOT AVAILABLE		
DUNDALK TOWN COUNCIL	YES	€1.30p/h	€1.30p/h (high use) and €2 p/d
Kilkenny Borough Council			
short stay		€1.50 p/h (80 spaces)	€1.20 ph
medium stay		€0.50-0.75p/h (850 spaces)	Dependent on duration
long stay			€2.00 All Day - First Hour Free

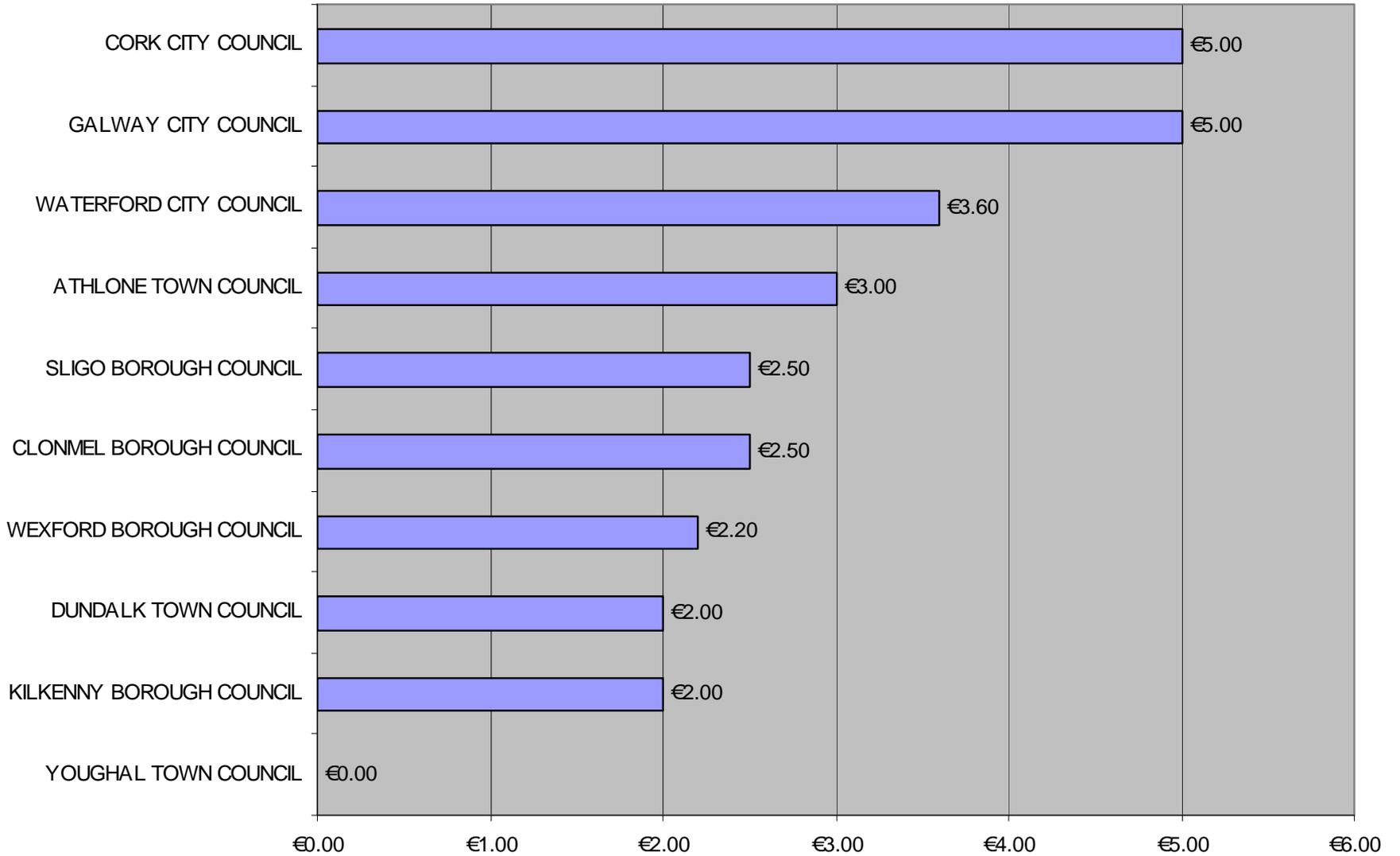
On Street Parking Charges



High Use Car Park Charges Hourly Rates



All Day Car Parks



Traffic Data: Kilkenny City Centre

Kilkenny Borough Council appointed Abacus Transportation Surveys Ltd to carry out baseline traffic counts prior to the introduction of the One Way system. The counts were carried out over a 12 hour period and included vehicles, cyclists and pedestrian movements at John St, High St and Rose Inn St.

The counts have continued on a monthly basis since the introduction of the One Way System. The counts are carried out on the last Thursday of every month and will continue for the foreseeable future.

Kilkenny Borough Council Traffic Counts - March 2010 - May 2011

Location	March	May	June	July	August	September	October	November	December	January	February	March	April	May
High St														
Vehicles	4,963	2699*	2823*	3180*	3033*	2905*	3013*	4775	4392	4870	4684	4988	4760	4988
Cyclists	94	101	128	104	140	64	62	100	77	94	94	112	126	112
Pedestrians	12,610	13,482	14,518	16,253	18,824	11,306	14340	12648	19592	10492	13973	12617	15951	13070
Rose Inn St														
Vehicles	9,213	8,631	9,207	8,978	9,051	11,010	9094	8826	7735	8578	8283	9678	8434	8470
Cyclists	118	272	234	203	245	195	142	148	86	141	165	159	206	144
Pedestrians	5,318	6,215	8,255	8,463	9,453	4,604	5735	4570	6589	4493	6734	4683	8347	5765
John St														
Vehicles	10,574	9,783	11,063	10,418	10,347	10,041	10806	10459	9648	10285	10292	11038	10060	10411
Cyclists	162	249	285	228	263	197	192	184	107	174	209	228	261	197
Pedestrians	5,255	4,624	7,048	6,548	7,378	6,484	5936	4683	7911	4255	6622	5257	6628	5157

Conclusions

- Traffic Volumes and Delay.
 - One way on John Street and High Street together with cycle lanes on both is not currently achievable. Severe congestion was in evidence at several key locations.
 - One way on High Street alone worked considerably better. However congestion was noted at key points on the network such as Irishtown Junction, Bateman Quay and the exit from Market Cross Shopping Centre.
 - Delays varied very much throughout the period. Excessive delays were noted on exiting private car parks and at peak times at Irishtown.
 - Traffic volumes were relatively unchanged. High Street volumes behaved as predicted. i.e. 40 to 50% reduction.
 - Strong sentiment among general public that one way system made access to car parks more difficult.

Conclusions

- Pedestrian Impact.
 - Significantly improved environment for pedestrians even without the benefits of pavement improvements and widening.
 - Pedestrian footfall on High Street was strong throughout the summer but a longer period of recording and observation is required.
 - There was no benefit to pedestrians on John Street or Rose Inn Street .
 - Strong sentiment among general public for retention of pedestrian benefits of one way system.

Conclusions

- Impact on Cyclists.
 - Significantly improved facilities and benefits for cyclists particularly in the period of one way operation of John St and Rose Inn St in early April.
 - The volumes of cyclists using the city centre streets increased greatly throughout the period.
 - It is considered necessary to continue recording and monitoring cycling activity in the City.

Conclusions

- Impact on People with mobility difficulties.
 - Significantly improved environment for people with wheelchairs and disabled drivers on High Street.
 - Serious difficulties persist for persons with mobility difficulties at pinch points on the street network particularly Rose Inn Street , sections of John Street and the exit from High Street onto Parliament Street.
 - Kilkenny Borough Council has statutory responsibility under its sectoral plan, pursuant to the 2005 Disability Act , to incorporate accessibility improvements in its streetscape and public realm. It is considered that such improvements cannot be achieved safely at these pinch points while maintaining a two way traffic regime.

Conclusions

- Impact on Business.
 - A jointly commissioned report undertaken by RIKON research group (WIT) was presented on 26th October, 2010.
 - The report is in three parts...1. Street intercept Survey.2 Retailer/Trader perspective...3 A Consumer perspective.
 - The report is limited in that it fails to distinguish between the impact on business as a result of the current global downturn in trading and the discrete effects of traffic impact. The author states “ ***the study does not include any economic or financial data linking business performance to the traffic system***”
 - The perception by retailers(80%) is that the one way system on High Street is deterring consumers from shopping in Kilkenny City Centre.

Recommendations:

- Owing to the unique set of economic circumstances where retail trade is experiencing substantial and real difficulties, it is recommended that the trial one way system on High Street be discontinued with effect from Monday 8th November 2010.
- Every effort will be made to progress the key elements of the Central Access Scheme in order to support the medium and long term viability of Kilkenny City.
- Work will continue in collaboration with private car park operators to improve access in the short term.
- Continue with the collection of traffic, pedestrian, cyclist and car park data together with indicators of business activity.
- Undertake maintenance works and other minor measures to improve accessibility on High Street and John Street.
- Continue detailed design for High Street as a One Way Street to be implemented at a future date.

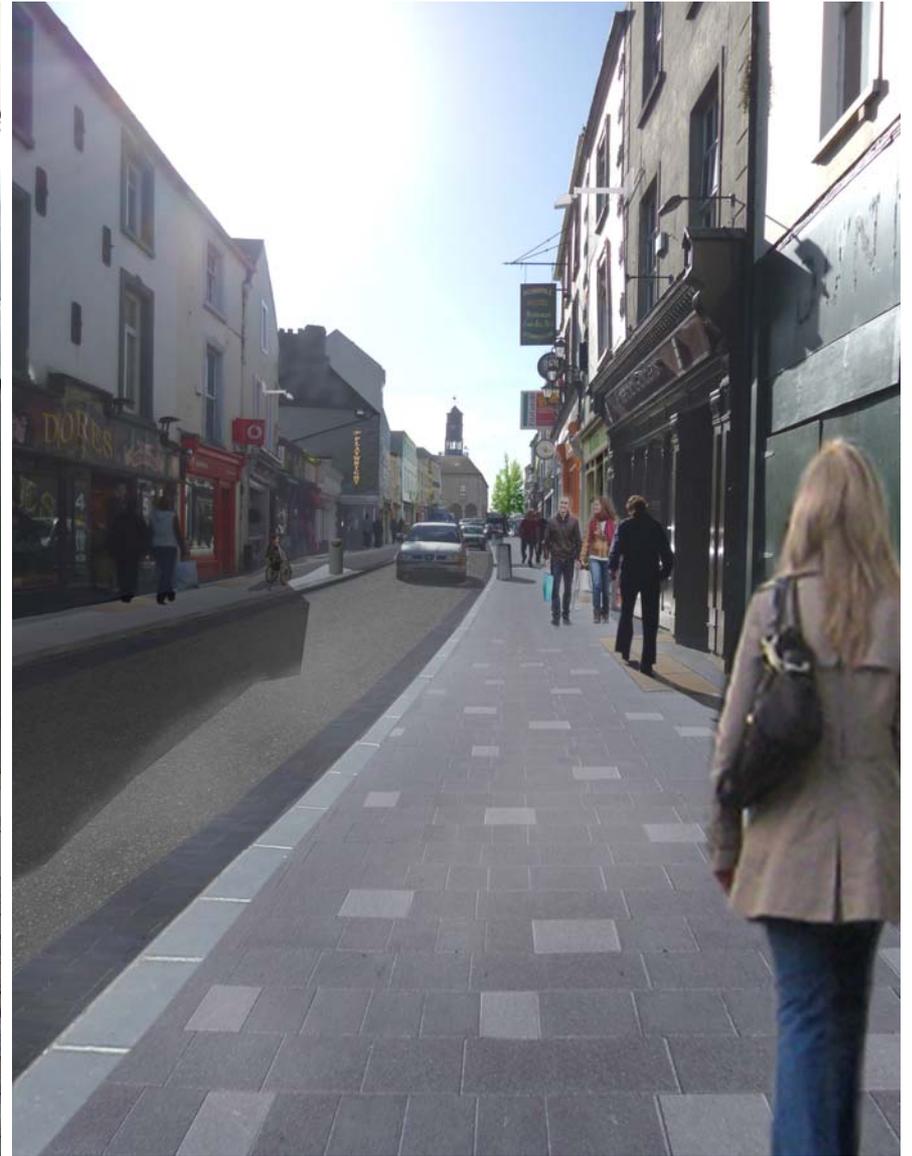
Proposed Ramps for John St



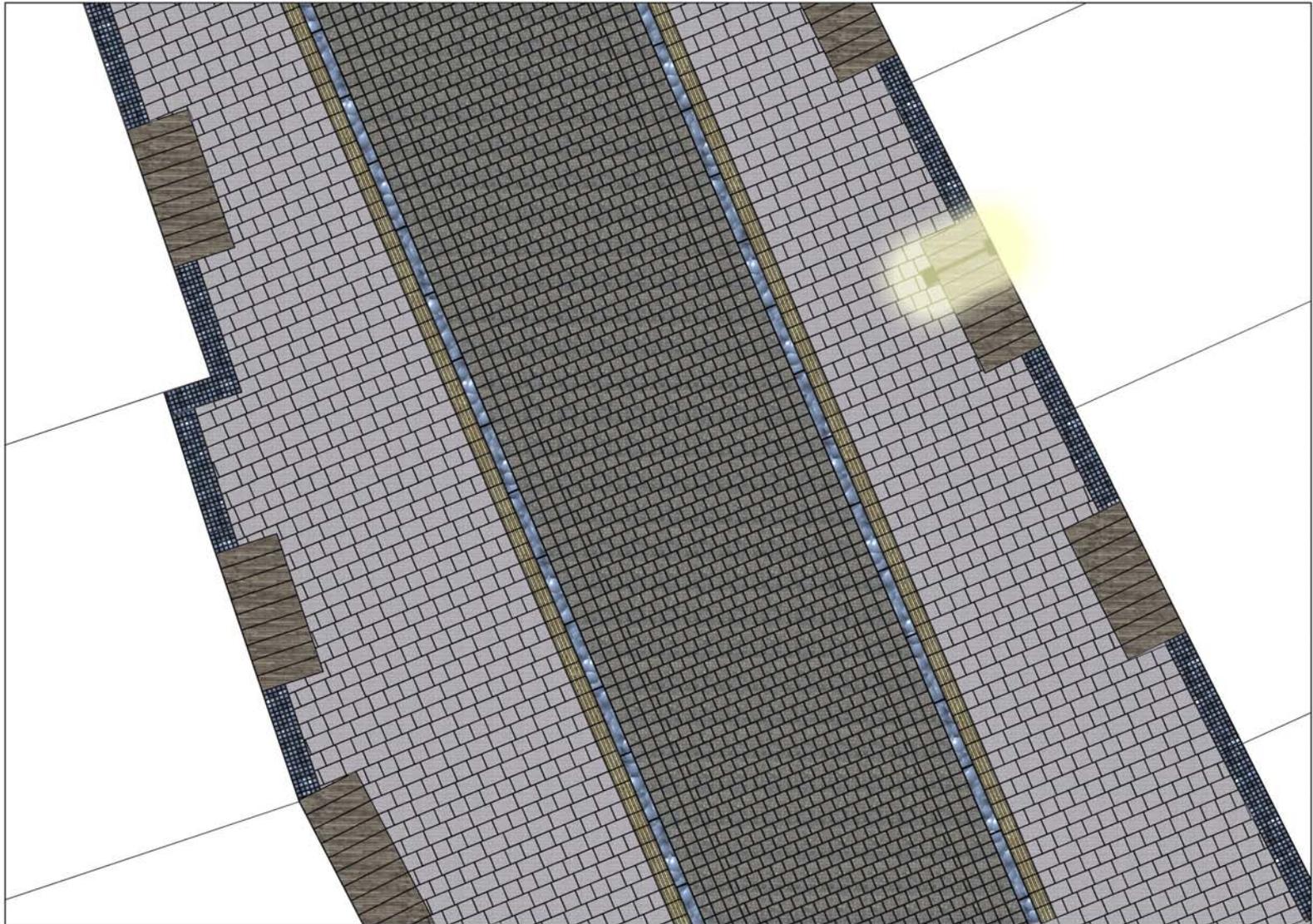
High Street Improvements:



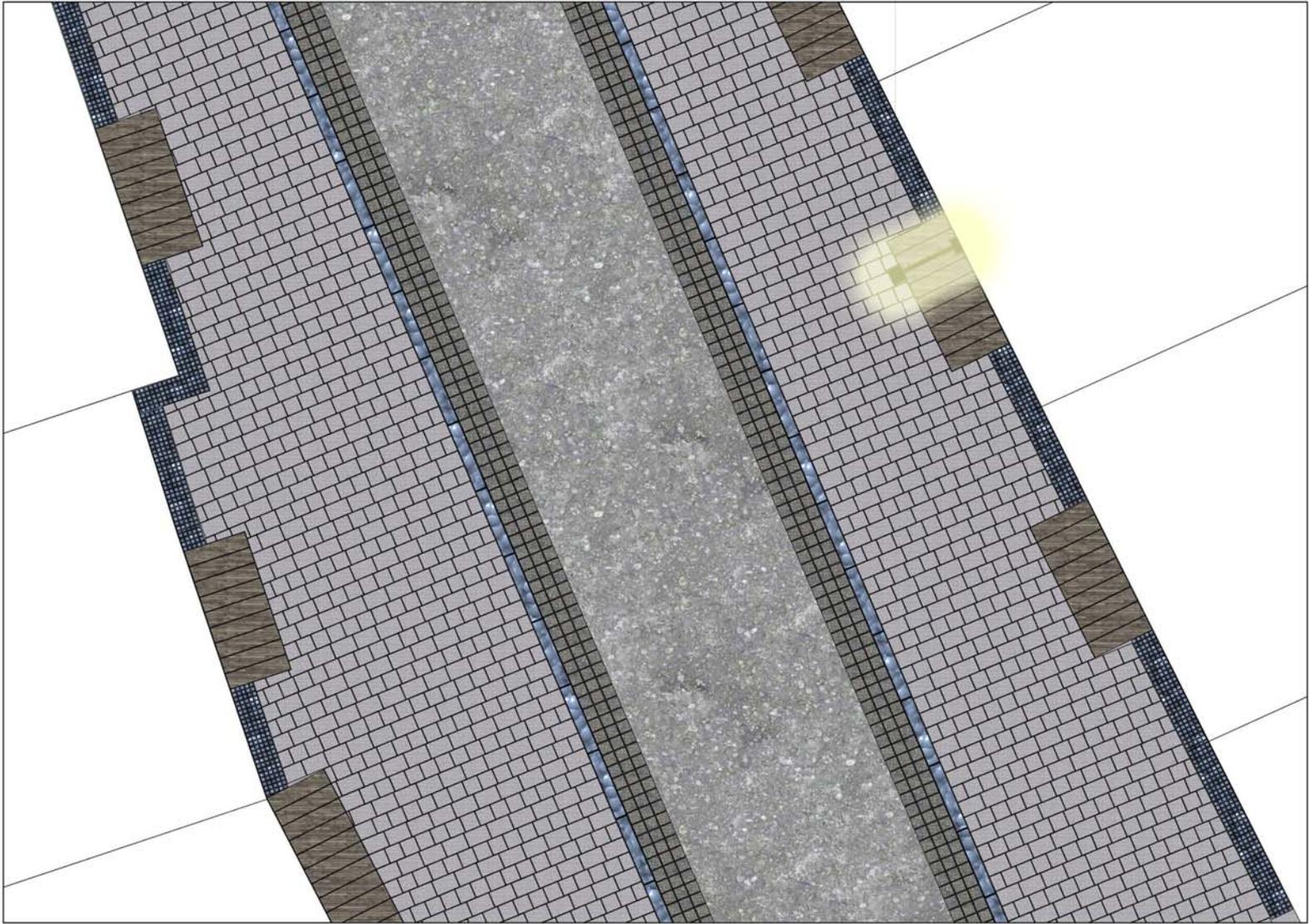
Existing



Proposed



Typical plan of High Street with Stone Shared Surface



Typical plan of High Street with Bitmac Carriageway



Activity November 2010 – June 2011

- Installation of the Car Park Information signage Phase 1
- Surfacing and Re-design of St Marys Car Park
- Footpath Improvements James St, St Johns Church, Bateman Quay and Castle Road
- Streetscape improvements to John St, Marys Lane and Johns Bridge
- Junction re-configuration and installation of traffic lights at Robertshill.
- Resurfacing of N10 Kilkenny Ring Road Dublin Road to Watershed
- Resurfacing Lower John St
- Rehabilitation of crossing points and provision on a new crossing point at John St.
- Increase in capacity of Taxi Rank at Bateman Quay

Proposed Activity June – December 2011

- Phase 2 of Car Park Information Signage
- Resurface Ring Road from Waterford Road to Seville Lodge including new kerb lines and capacity improvements at roundabouts
- Low Cost safety improvements at the Sceilp Inn, Domnic St pedestrian crossing and Butts Green pedestrian crossing.
- Completion of safety improvements at upper New St
- Implementation of one way system at Fr Hayden Rd incl footpaths
- Johns Green Public Realm Improvement
- High St and James St accessibility improvements

- Possible Smarter Travel Footpath/Cycleway improvements Greens Bridge St/ Wolfetone St, College Road, Cootes Lane and Market Yard/Bateman Quay (Possible €300k funding from Department of Transport)
- Traffic lights at O' Loughlin Road
- Provision of Bus Shelters – Design revised to complement Kilkenny City Signage Scheme. Procurement underway
- Pedestrian & Cyclist Link Lacken Walk to Ring Road – at Tender
- Development of Park & Stride Carparks
- Continuation of Park and Ride Trial (Arts Week and Christmas Week)

One Way System

- Full implementation of the One Way system is dependant on the provision of the Central Access Scheme.
- Kilkenny Local Authorities submitted a revised EIS to An Bord Pleanala in respect of the proposed river crossing and associated works in February 2011.
- An Bord Pleanala have advised that they will issue a decision on the proposal within the next month.
- This decision will be either to approve the scheme or to request another Oral Hearing.

Kilkenny Borough Council are committed to review their decision on the proposed One Way system in September 2011. The following activities have continued to enable a decision to be reached at that time;

- Traffic Counts on High St, John St and Rose Inn St
- Continued Monitoring of use of Public Car Parks
- Continuing monitoring of vehicular travel times on set routes in the City

Car Parking:

- On-Street Car Parking volume has reduced by 1% on Q1 2010.
- Car park revenue is slightly ahead of budget projections for Q1 2011 in spite of the inclement weather in January and an overall reduction in car parking provision in Market Yard, Friary St and St Mary's.
- The reversal of the One Way system has had no net effect on Car Parking activity.

Trip Time Analysis

- Analysis of travel time within the city centre (during One Way period)
- Market Yard-Rose Inn St – High St - Market Yard - 7.67 mins (Range 4 -18mins)
- Analysis of travel time within the city centre (post One Way)
- Market Yard-Rose Inn St – High St - Market Yard - 6.77 mins (Range 4 -9mins)
- Average trip time reduction of 1 minute post One Way

Possible Pedestrian Improvements:

- Increased pedestrianisation of Kieran St for tourist season (currently 10.30am – 5.30pm)
- Some Business interests have requested that the hours be extended to 10.30am - 5.30am daily
- Introduction of a pilot pedestrianisation scheme for James St from 10.30am – 5.30pm (Friday, Saturday and Sunday)
- Partial Pedestrianisation of James Street is already included in the 2011 Traffic & Parking Regulations.