Comhairle Chontae Chill Chainnigh
Halla an Chontae, Sráid Eoin, Cill Chainnigh, R95 A39T.

Kilkenny County Council
County Hall, John Street, Kilkenny, R95 A39T.

Pobal agus Áiteanna Inbhuanaithe a Chruthú

Creating Sustainable Communities and Places

TO: **AN CATHAOIRLEACH**
& EACH MEMBER OF KILKENNY COUNTY COUNCIL

RE: **VICAR STREET, KILKENNY CITY – IMPROVEMENT SCHEME**

Planning & Development Acts 2000 – 2020

DATE: 10th November, 2020.

Dear Councillor,

In accordance with 179 of the Planning & Development Act 2000 *(as amended)* and Part VIII of the Planning & Development Regulations 2001 *(as amended)*, Kilkenny County Council hereby gives notice of its intention to carry out the following development:

PART VIII – VICAR STREET, KILKENNY CITY – IMPROVEMENT SCHEME

I attach herewith Report of the Director of Services together with Planner's Report. I am satisfied that the proposed development is consistent with proper planning and sustainable development of the area and consistent with the provisions of the County Development Plan 2014 – 2020.

I recommend that Kilkenny County Council proceed with the proposed development in accordance with the plans made available for public inspection and taking into account the recommendations made by the Planning Department.

Colette Byrne
Chief Executive

Guthán/Telephone: 056 7794000 Faics/Fax: 056 7794004
R-post/Email: info@kilkennycoco.ie Gréasán/Webpage: www.kilkennycoco.ie

KILKENNY COUNTY COUNCIL

Comhairle Chontae Chill Chainnigh

PART 8

Vicar Street Improvement Scheme, Kilkenny City

November 2020

REVISION HISTORY

Client	Kilkenny County Council
Project	Vicar Street Improvement Scheme
Title	Part 8 Display Document – Explanatory Booklet

Date	Details of Issue	Issue No.	Origin	Checked	Approved
13/08/20	Issued for Part 8 Public Display	PL1	AC	NOC	KS
06/11/20	Issued in support of CE Report & Part 8 Recommendation- Draft	PL2	KS	KS	AC
10/11/20	Final Report Issue	PL3	KS	KS	KS

Abbreviations:

PR - Preliminary
PL - Planning
F - Fire
TI - Tender Issue
TA - Tender Approval
C - Construction
AC - As Constructed

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3.0 Design Criteria 2
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1.0 Introduction

This document has been prepared in compliance with Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended).

The background and reason for the scheme in relation to proper planning and sustainable development are set out below and the description of the proposed improvement works associated with this scheme are set out in Section 2.

The objective of the project is to change Vicar Street, Kilkenny City from a two-way system to a one-way system going inbound, to widen the existing footpaths and provide cycle lanes thus improving the safety of public road users and pedestrians.

The works shall comprise of

- Reducing the road width to suit one-way traffic while widening the footways on either side and the addition of contraflow cycle lane.
- Removing the existing mini-roundabout and replacing it with a t-junction
- Upgrading of the existing road surface and footways,
- Realignment of road gullies to suit the proposed carriage way width.
- Undergrounding of any overhead electrical cables.
- Relocation of signalised pedestrian crossing with additional signals

2.0 Background and Reasons for Scheme

Vicar Street is located within Kilkenny City bordered by Troy's Gate to the north and St. Canice's Place to the south. It is currently a two-way carriage way that is used by both passenger vehicles and the City bus service. Existing footways are below the desired minimums for safe pedestrian use and there is no dedicated cycle lane currently on Vicar Street.

Kilkenny County Council, as the project promoter, proposes to undertake the improvement works on Vicar Street. The purpose of these works is to improve safety for pedestrians and cyclists and to improve current traffic movements for locals and visitors to the City. The aims of the project can be summarised as follows:

- Improved safety for pedestrians and cyclists.
- Improved traffic movements by changing from a two-way carriage way to a one-way southbound route.

Project Benefits

The proposed works will offer substantial benefits to locals and tourists. The benefits resulting from the completion of the project would include;

- Wider footways for pedestrians which will provide safer access to the City
- Improvement works to carriageway
- Addition of dedicated cycle lane to encourage cyclists to use the route.

3.0 Design Criteria

The project is designed in accordance with the Design Manual For Urban Roads and Streets. A Preliminary Design has been carried out in accordance with this standard and is included in the appendices of this report.

4.0 Environmental Reports

An Appropriate Assessment (Screening) Report was carried out by EnviroGuide Consulting. This report concluded that the project presents no adverse impacts on the conservation objectives of any site designated under the European Habitats Directive.

5.0 Archaeological Reports

An Archaeological Impact Assessment was carried out by Colm Flynn Archaeology. This report concluded that the project presents no known impacts on any archaeology in the vicinity of the works.

6.0 Architectural Reports

An Architectural Heritage Impact Assessment was carried out by Brian Dunlop Architects. This report concluded that the project will have no negative impacts and would be positive for the existing buildings and structures in the St. Canice's Architectural Conservation Area.

7.0 Funding

Kilkenny County Council has secured funding for the project via the Urban Regeneration Development Fund (URDF) 75% with 25% being provided from internal resources of the Council.

8.0 Programme

Works will be programmed by the appointed contractor. An indicative programme is provided as follows.

- The existing road surface to be planed off.
- Existing overhead cables to be undergrounded.
- New kerb lines to be installed and all existing road gullies to be realigned to the new kerb line.
- Asphalt finish to be laid along the new carriageway.
- Footways to be of a suitable material for pedestrian use.
- Existing pedestrian crossing on Green Street to be relocated with additional signals at Troy's Gate.
- New road markings indicating the new cycle lane to be marked on the new asphalt surface.
- New road signage to be installed.
- It is anticipated that the project will take 16 weeks to complete.

9.0 Public consultation

Plans and particulars of the proposed development were available for inspection from **Monday 17th August 2020 to Thursday 17th September 2020 inclusive**, at the following offices:

Planning Department, Kilkenny County Council, County Hall, John Street, Kilkenny	From 9am to 1pm & 2pm to 4pm Monday to Friday
City Hall, High Street, Kilkenny	From 9am to 1pm & 2pm to 4pm Monday to Friday

Details of the proposed development could be viewed at https://consult.kilkenny.ie/ and www.kilkennycoco.ie

9.1 Submissions

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be carried out, could be made online at https://consult.kilkenny.ie/, in writing to **Planning Section, Kilkenny County Council, County Hall, John Street, Kilkenny** or sent to the following email address planning@kilkennycoco.ie

The latest date for receipt of submissions on the above scheme was Monday 28th September 2020.

9.2 List of Submissions Received

Kilkenny County Council received a total of four submissions during the Part 8 consultation period in relation to the proposed scheme. A list of each of the submissions received is included in the table below. An individual response to each issue is included within section 9.3 of the report.

Ref No.	Name	Date Received	Response provided in Appendix C
1	Mary T Brennan – An Taisce	27th Sept ' 20	Yes
2	N Eacha	28th Sept '20	Yes
3	Paul Eyre	29th Sept '20	Yes
4	Damien O'Tuama - National Cycling Co-ordinator	2nd Oct '20	Yes

Table 9-1 Submissions received

9.3 General Concerns Raised & Designers Response

9.3.1 Submission 1 – Mary T Brennan, An Taisce

9.3.1.1 Summary of Submission

(i) Restricted access for residents, service vehicles only.
It is considered the existing constraints on Vicar Street should limit its' use solely for residents and service vehicles only.

(ii) Additional improvements for cyclists incorporated within the scheme
Provision of traffic calming measures, reduced speed limit to 20km/h and segregation of vulnerable road users from vehicles.

(iii) Improvements to footway and separation of cyclists and pedestrians
Improved footway finish for pedestrian and removal of rainwater runoff from private properties. Recommendation to achieve a level difference for separation of pedestrians and cyclists.

(iv) Infringement assessment of the Pedestrian experience as a whole in the City
Assess the quality of the pedestrian experience in Kilkenny and infringements on the footways.

9.3.1.2 Designer's Response

(i) Restricted access for residents, service vehicles only

Through making Vicar Street one-way the volume of traffic will be significantly reduced while continuing to maintain access for residents and service vehicles to this urban area. The street will provide a more pleasant experience for all users.

Removing Vicar Street from general traffic use, would place increased demand on the surrounding road network and junctions.

(ii) Additional Improvement for cyclists incorporated within the scheme

The proposed pedestrian crossing is revised to a raised flat top ramp pedestrian crossing and will provide traffic calming for vehicles on Vicar Street.
The speed limit bye-laws for the City Centre is 30kph in accordance with the Kilkenny speed limit review 2017.
Due to the constraints with building lines and private boundaries on Vicar St, planting of trees will be limited. Additional tree planting will be provided as part of the landscape plan at detailed design stage.
At detail design stage the cycle track where suitable to site constraints, shall be designed in accordance with the National Cycle Manual as published by the National Transport Authority.

(iii) Improvements to footway and separation of cyclists and pedestrians

A new surface finish will be installed throughout the scheme with improved drainage provisions. At detail design stage drainage improvements for the collection of rainwater run-off from paved areas and existing rainwater goods and surfaces will be incorporated within the works.

At detail design stage the cycle track where suitable to site constraints, shall be designed in accordance with the National Cycle Manual as published by the National Transport Authority to reduce potential conflicts with pedestrians and vehicles.

(iv) Infringement assessment of the pedestrian experience in Kilkenny.
While not specific to this scheme, the City has a good level of pedestrian connectivity within the City with emphasis placed on adequate space for pedestrians. Infringements on footways are monitored and regulated by Kilkenny Traffic Division on a daily basis.

9.3.2 Submission 2 – N Eacha

9.3.2.1 Summary of Submission

(i) Drainage & ponding from rainwater goods

Ponding on footways from damaged and leaking rainwater goods to private properties resulting in a negative walking experience through Kilkenny.

(ii) Drainage Infrastructure within Footways & adjacent to private buildings

Drainage infrastructure in close proximity to family home and risk of flooding.

(iii) Finish to footway surface

Alternative surface finish to macadam to mitigate dirt and soiling of floors within properties and to mitigate damage caused by vehicles mounting footways.

(iv) Additional pedestrian crossing at Hotel to Common Hall Lane

The requirement for a pedestrian crossing at the Kilkenny Inn Hotel to Common Hall Lane to avoid the junction at St. Canice's Place.

(v) Bus mounting footways

Observing buses and near misses with buses throughout the City.

9.3.2.2 Designer's Response

(i) *Drainage & Ponding from rainwater goods.*
At detail design stage drainage improvements for the collection of rainwater run-off from both paved areas and from existing rainwater goods and surfaces will be incorporated within the works.

(ii) Drainage Infrastructure within footways & adjacent to private buildings
Drainage infrastructure is essential services to all buildings with service chambers for access and maintenance purposes located at various locations on the underground services.
No works are planned to the underground drainage system and no increased loading is anticipated to be placed on the existing infrastructure arising from the works.

(iii) *Finish to footway surface*

Suitable surface finish to the footways and paved areas will be determined at detail design stage. Surface finishes used within the City to date and Nationally will be used at construction stage.

(iv) Additional Pedestrian crossing at Hotel to Common Hall Lane

A pedestrian crossing is incorporated within the scheme at the identified desire travel line for pedestrians on St. Canice's Place & Vicar Street. This raised pedestrian crossing will provide a means of traffic calming and ensure travel speeds are reduced at the location of Common Hall Lane.

(v) Bus Mounting footways

While not specific to this scheme, measures to mitigate buses and all vehicles mounting footways along Vicar Street will be considered at detailed design stage.

9.3.3 Submission 3 – Paul Eyre

9.3.3.1 Summary of Submission

(i) Direction of traffic flow for one-way system

Welcomes the one-way system, however considers the direction of traffic flow should be in an outbound direction.
Vehicles exiting Vicar Street will have to cross three lanes of traffic. Redirection of traffic places increased demand on surrounding junctions. Inbound traffic flow provides an access point for traffic from Freshford Road and Castlecomer Road as opposed to encouraging alternative routes into the City.

9.3.3.2 Designer's Response

(i) Protection of existing trees and native planting

The proposed travel direction was assessed in both directions for inbound and outbound one-way travel.

The removal of the outbound traffic on Vicar Street, enables the reassignment of the existing right turn lane off St. Francis Bridge/ St. Canice's Place for Dean Street traffic. This provides a significant improvement to the stacking lane at the signalised junction at Irishtown. This also provides improved traffic management and traffic flows for unrestricted progression onto Irishtown with congestion removed from the left turn lane.

The inbound direction also determines that no increase in traffic on Vicar Street will result. Restricting inbound traffic was considered to place increased pressure on Greensbridge, Troys Lane & Granges Road.

The direction of travel for inbound traffic also is best suited to future traffic management plan for the City. The possibility of implementing a one-way traffic system on Greens Bridge is also best suited for inbound traffic on Vicar Street.

9.3.4 Submission 4 – Damien O'Tuama- National Cycling Co-ordinator

9.3.4.1 Summary of Submission

(i) Proposal is welcomed

Improved cycling conditions on Vicar Street is welcomed.

(ii) Incorporation of traffic Calming Measures

Incorporate traffic calming measures along the scheme reduced widths to encourage reduced speeds.

(iii) Segregation of cycle track and carriageway

Incorporate measures to segregate the cycle track from the edge of carriageway.

(iv) Segregation of cycle track and Pedestrians

Incorporate measures to segregate the cycle track from pedestrians with a level difference between the assigned space.

(v) Provisions for right-turning cyclist at Troy's Gate/Green Street

Modifications to the termination point of the contra-flow cycle lane to allow improved provisions for right-turning cyclists onto Green Street.

(vi) Improved provisions for cyclists accessing Vicar Street off St. Canice's Place

Modifications to the entry point of the contra-flow cycle lane off St. Canice's Place

(vii) Requirement for signage at the junction of Vicar Street and St. Canice's Place

Albeit vehicles will not be permitted to progress outbound on Vicar Street, signage to inform cyclist that contraflow facilities for cyclist are in place should be installed.

(viii) Provisions for cycle stands

Include cycle stands at suitable locations along the scheme.

9.3.4.2 Designer's Response

(i) Proposal is welcomed

Noted.

(ii) Incorporation of Traffic Calming Measures

The proposed pedestrian crossing is revised to a raised flat top ramp pedestrian crossing and will provide traffic calming for vehicles on Vicar Street.

(iii) Segregation of Cycle track and carriageway

At detail design stage the cycle track where suitable to site constraints, shall be designed in accordance with the National Cycle Manual as published by the National Transport Authority.

(iv) Segregation of Cycle track and Pedestrians

At detail design stage the cycle track where suitable to site constraints, shall be designed in accordance with the National Cycle Manual as published by the National Transport Authority to achieve segregation to pedestrians.

(v) Provision for right-turning cyclists at Troy's Lane/Green Street

The layout was modified to provide improved provisions for cyclist who desire to make a right-turn from Troy's Lane onto Green Street.

(vi) Improved provision for cyclist accessing Vicar Street off St. Canice's Place

The layout was modified to provide improved provisions for cyclist accessing Vicar Street off St. Francis' Bridge and St. Canice's Place. This is shown on drawing no. 19022-P8-102 _issue PL2

(vii) Requirement for signage at the junction of Vicar Street & St. Canice's Place

Signage details will be incorporated at detail design stage.

(viii) Provision for cycle stands

The scheme will be assessed for suitable locations for bicycle parking and cycle stands at detail design stage.

10.0 Planners Report

Comhairle Chontae Chill Chainnigh
Kilkenny County Council
Planning Report

To : Tim Butler, Director of Services

From: Arlene O' Connor, Senior Executive Planner

Date: 11/11/2020 Part VIII Ref: P8/5/20

Re: Vicar Street Improvement Scheme, Kilkenny.

Part VIII Proposal
This Part VIII proposal is for the improvement works along Vicar Street in Kilkenny City. The proposal involves specifically, the following works;

- General improvements to pedestrian facilities including widening of footpaths;
- Making the road a one way bound carriageway; and
- Provision of a contra flow cycle lane.

These specified works are being carried out to achieve the following objectives;

- Provide improved facilities for pedestrians that allow for safe and comfortable use of Vicar Street by pedestrians and reduced conflict between pedestrians and residents of Vicar Street;
- Provide improved facilities for cyclists, to be segregated if possible;
- Improve the junction of Vicar Street and Troys Gate / Green Street, making it safer for all road users;
- Reduce the impact of Vicar Street on the Irishtown Junction and the resulting queuing that occurs on St. Canice's Place;
- Maintain existing parking for residents on Vicar Street; and
- Manage the particular constraints imposed by Vicar Street's location in the St. Canices Architectural Conservation Area and in the Zone of Noticification of Recorded Monuments in Kilkenny City.

Zoning
Vicar Street falls within two zonings, namely '*Existing Residential' and 'General Business*', within the Kilkenny City and Environs Development Plan 2014 – 2020.

Heritage
The development works will have to take heed of any protected structures or recorded monuments along Vicar Street.
The street also falls within the St. Canice's Architectural Conservation Area and is also located in the Zone of Archaeological Potential in Kilkenny City.
An *Architectural Heritage Impact Assessment* and an *Archaeological Impact Assessment Report* have been carried out in relation to the proposed works having regard to the

Architectural Conservation Area and the Zone of Archaeological Potential in Kilkenny City

Special Area of Conservation (SAC)
The street falls a good distance from the River Nore cSAC, however an Appropriate Assessment Screening Report was carried out by Enviroguide, dated March 2020. This screening report took into account the nature, size and location of the proposed works and possible impacts arising from the construction works, the qualifying interests and conservation objectives of the Natura sites and the potential for in-combination effects arising from other plans and projects permitted in the area. This report then concluded that based on the project details, proposed scheme drawings and the construction management plan as outlined in the project description, there will be no negative effects as a result of this project on the conservation objectives or integrity of the nearby SAC or SPA within the zone of influences of the project. No Natura Impact Statement was therefore required.

Special Protection Area (SPA)
The street falls a good distance from the River Nore SPA, and following the Appropriate Assessment Screening Report, it is concluded that there are no anticipated impacts on this SPA.

Natural Heritage Area (NHA)
The street is not within any NHA.

Relevant Planning Policy and Guidelines
Kilkenny City and Environs Development Plan 2014 – 2020

Planning History
There is a multitude of planning history files along this street, ranging from residential developments and commercial developments.

Pre-Planning Advice
A Pre-planning meeting was held between Arlene O' Connor, Senior Executive planner and Kilkenny City Area Planner, and Ian Gardner, Senior Engineer and Municiple District Engineer on Thursday 23rd July at 10am.

The following was advised in relation to the future proposal for the improvement works on Vicar Street, Kilkenny;

- Mitigation Measures as per Section 8 of the Archaeological Impact Assessment Report be adhered to.
- Due care and best practice procedures should be adhered to when undertaking the works at the building thresholds of any protected structures to avoid damage to important building fabric or character.
- All works should be complimentary to the character of the Architectural Conservation Area and railings and / or bollards only provided where essential.
- On street / directional signage should be consolidated and minimised to reduce visual impact.

Third Party Submissions
This Part VIII proposal was placed on public display from Monday 17th August, 2020 to Thursday 17th September, 2020 inclusively and during this timeframe 4 no. submissions were received in that time, one from An Taisce and the other 3 from members of the public and all are summarised as follows;

Damien O' Tuama on behalf of An Taisce and Cyclist.ie

- In relation to making the street one way for vehiclular traffic, this is welcome as well as providing a contra flow track for people on bikes, which will improve cycling conditions on this street.
- The proposal to improve facilities for cyclists is supported, however to further enhance the cyclists experience it is suggested that there are traffic calming measures on this street, a low speed limit, more trees planted to visually narrow the street.
- The cycle track would be enhanced if it was physically segregated from both vehicles and pedestrians.
- It is also suggested that there is a level difference between the cycling space and pedestrian space to reduce conflict.
- The junction of Vicar Street and Troy's Gate / Green Street as currently proposed will make it difficult for cyclists to turn right. The designers need to reshape this traffic island so as to provide an obvious space for cyclists to position themselves to stop and to turn right.
- The currently proposed junction of St. Canice's Place and Vicar Street will make it difficult for a cyclist to turn right from St. Canice's place onto the contra flow cycle track on Vicar Street and should be reshaped so as to make this manoeuvre easier.
- The proposed signage at the junction of St. Canice's Place and Vicar Street needs to make it very clear that cyclists are exempt from the prohibition of vehicles turning onto Vicar Street.
- Cycle stands should be provided at appropriate locations in this area.

N. Eacha

- Down pipes for roofwater should be piped under footpaths and all downpipes should be repaired.
- Questions the use of a circular manhole cover located on the footpath presently outside a residence and questions what will happen if it is a sewage cover and sewerage overflows from this cover.
- Footpaths should be covered with pavers or slabs sufficiently strong to withstand damage from vehicles and be protected with metal bollards.
- A pedestrian crossing should be located to facilitate pedestrians crossing from the hotel to local amenities in this area.
- The bus along this street sometimes has to use the footpath due to obstructions and this is a public safety hazard.

Paul Eyre

- The Vicar St. proposal should allow one way outbound from Dean St. / Irishtown and not towards the city centre. The one way inbound will likely lead to additional pressure on the already dangerous junction from Greensbridge St. onto Greensbridge, New Road and Greenshill.
- Vicar St. should not be designated as a main route to the city centre from the Freshford Road and the Castlecomer Road as it terminates at a dangerous and congested junction.
- Signage at the city limits should direct people via more superior access routes such as the Granges Road and the Central Access Scheme to Dean Street, which can handle higher volumes of traffic.
- If traffic was only outbound on Vicar St., this would improve traffic flow on Dean St. and would also help traffic turning out of the petrol station on Dean St.

- Traffic in this area is already at a critical level and any new implementation should aim to ease congestion and improve traffic flow, not add to it.

Please note that all submission received are duly noted, however summarised for the purpose of this report.

Internal Departmental Reports
None requested

External Body Reports
Kilkenny Garda Station – No returned report to date.
An Taisce - Submission summarised as follows;

- In relation to making the street one way for vehiclular traffic, this is welcome, however such a narrow street should not be part of the general vascular flow of the town, rather restricted to resident's vehicles and delivery vehicles.
- The proposal to improve facilities for cyclists is supported, however to further enhance the cyclists experience it is suggested that there are traffic calming measures on this street, a low speed limit, more trees planted to visually narrow and calm the space as well as enhancing the Architectural Conservation Area. The cycle track should also be physically segregated from both vehicles and pedestrians.
- The improved pavement space for pedestrians is welcome and should address the poor quality walking experience in this area. It is also suggested that there is a level difference between the cycling space and pedestrian space to reduce conflict.
- There is a need for a National Pedestrian Authority to deal with infringements on pedestrian space and it is recommended that Kilkenny County Council frequently assess the quality of the pedestrian experience in the city.

Assessment
In principle, the works as proposed are part of an improvement scheme for Vicar Street within the city.
Vicar Street is currently a two way carriageway with existing footpaths on both sides. Existing footpaths are below the desired minimums for safe pedestrian use and there is no dedicated cycle lane currently on Vicar Street. Kilkenny County Council proposes to undertake the improvement works with the aim of improving safety for pedestrians and cyclists as well as improving traffic movements by changing from a two way carriageway to a one way southbound route.
The project benefits are to offer substantial benefits to locals and tourists by means of a wider footpath for pedestrians, carriageway improvement works and the addition of a dedicated cycle lane to encourage cyclists to use the route.
Whilst the street is within the St. Canice's Architectural Conservation Area and is also located in the Zone of Archaeological Potential in Kilkenny City, these have been taken heed of in both an *Architectural Heritage Impact Assessment* and an *Archaeological Impact Assessment Report* carried out in relation to the proposed works. These assessments conclude that due care be given to the architectural and historical significance of the development area and best practice principles are employed in the designs specific to the St. Canice's ACA and any protected structures along the street. There are also Recommendations and Mitigation Measures outlined in Section 8 of the Archaeological Impact Assessment Report which should also be adhered to throughout the works.
In relation to the submissions received on this proposal, these were assessed by Kilgallen & Partners and the general concerns raised and the designers response are contained in Section

9.3 of the report dated November, 2020. Some issues to be altered as a result of the submissions are that the proposed pedestrian crossing will be revised and will also provide a traffic calming measure, planting albeit limited to the narrowness of the street will be provided, a new surface finish will be installed with improved drainage provisions, signage details will be incorporated at design stage and the scheme will assess suitable locations for bicycle parking and cycle stands at design stage. The layout was also modified to provide improved provisions for cyclist accessing off St. Francis' Bridge and St. Canice's Place as well as cyclists turning right from Troy's Lane onto Green Street.

Recommendation

In principle, the Planning Authority recommend that the Part 8 application be approved by Council. However, this is subject to due care being given to the architectural and historical significance of the development area and best practice principles employed in the designs specific to the St. Canice's ACA and any protected structures along the street. The Recommendations and Mitigation Measures as outlined in Section 8 of the associated Archaeological Impact Assessment Report should also be adhered to throughout the works.

Signed: _____ Date: 11/11/2020
Senior Executive Planner

Signed: _____ Date: 10/11/2020
Senior Planner

11.0 Recommendation

Kilkenny County Council's Intention Regarding Proposed Development

Proposed Development: **Part 8 Proposal**
Vicar Street, Kilkenny City Improvement Scheme

I recommend that Kilkenny County Council proceed with the proposed development in accordance with the plans made available for public inspection and taking into account the recommendations made by the Planning and other Service Departments.

SIGNED

Tim Butler,
Director of Services

Ian Gardner,
Senior Engineer

Appendix A : Submissions Received During Public Consultation Process

An Taisce
The National Trust for Ireland

Kilkenny Association

Ruthstown,
Ballyfoyle,
Co. Kilkenny.
27/09/2020

Planning Section, Kilkenny County Council.
Response from An Taisce – a prescribed body
Re: Vicar Street Improvement Scheme – Part 8

Dear Sir / Madam,

An Taisce welcomes the opportunity to respond to the Part 8 consultation on the *Vicar Street Improvement Scheme*.

We wish to make the following observations:

1. Vehicles: The proposal to make Vicar Street one-way for vehicular traffic is welcome. However we believe that such a small, narrow street should not be part of the general vascular flow of the town, instead it should be limited to residents' vehicles and delivery vehicles.

2. Cyclists: We welcome the proposal to improve facilities for cyclists and support the proposal for southbound cyclists to share the general traffic lane, and the provision of a contra-flow track for cyclists travelling northwards. The cycling experience would be enhanced further if the following measures were incorporated:
   - Provision of traffic calming measures on the street surface.
   - Setting a low speed limit e.g. 20 km/h.
   - Planting more trees, as this would visually narrow and calm the space and contribute to the character of the ACA.
   - Ideally the cycle track should be physically segregated from both vehicles and pedestrians.

3. Pedestrians: the proposed improvement of the pavements for pedestrians is welcomed and we hope it will address the poor quality walking experience that pedestrians have on many footpaths in Kilkenny. Hazards arise due to rainfall from leaking gutters and broken downpipes, inadequate drainage of water discharged to paving, blocked drains, inappropriate positioning of manhole covers and sometimes lack of a quality paving material. Pedestrians are also endangered by sharing space with cyclists so we recommend that there is a level difference between the cycling space and the pedestrian space to reduce conflicts.

4. There is a need for a National Pedestrian Authority to deal with infringements on pedestrian space. We recommend that Kilkenny County Council frequently assess the quality of the pedestrian experience in the city.

Overall we believe that the works will have a positive effect on the street and the citizen's experience of it.

Yours sincerely,

Mary Brennan

Mary T. Brennan
Honorary Secretary, An Taisce, Kilkenny Association.

Suzanne Noonan

From: N. Eacha <nonieacha@gmail.com>
Sent: Monday 28 September 2020 19:48
To: vicarstreetpart8
Subject: Vicar St. improvement scheme part 8

Vicar St. Improvement Scheme Part 8

1. Pedestrians matter. Pedestrian matters. A walk on the wet side.

Experience the thrills and chills of walking on the city footpaths, including Vicar St. during rainfall; a cold shower from on high, a hair wash from broken down pipes e.g. at junction with Halla on Choimin, etc. a foot bath in water gushing from roof downpipes in front of residences, and waddle in water streaming over footpaths to roadside drains.

Plan to pipe roof water from rainfall, melting frost and snow UNDER footpaths.

Downpipes should be repaired.

A drainage system should take water away UNDER footpaths to roadside drains.

2. A large circular manhole cover is located on footpath in front of doorway to a family home. It looks suspiciously like a sewage cover.

What if it overflows ,as some do? Oh holy God! That's when we will need masks or something stronger!

3. Footpaths should be covered with pavers or slabs sufficiently strong to withstand damage from vehicles and/or be protected from same by metal bollards.....NOT with dirty tarmacadam which can be trekked on shoes into homes, soiling floor coverings....

4. A pedestrian crossing should be made to facilitate pedestrians crossing from Hotel to Halla an Choimin, the round tower, etc.

avoiding the dangerous junction at Canices Pl. A pedestrian narrowly escaped being hit by a vehicle while trying to cross here.

5. Once while awalking the bus passed, driven ON the footpath! shiver me nerves!

It beggars belief why it wasn't sent packing on to the E20ml. or so wide new road?

Also on Dominick St. where 2 lanes are reserved for car parking, the chicane, a public safety hazard, forces drivers to stop about twice an hour to collect/drop off passengers, delaying/obstructing following traffic... there was an accident and court case. A BUS BAY could have been created above at Francis Tce. instead of floral and grass follies and yet more car parking spaces.

N. E

Suzanne Noonan

From: Paul Eyre <pauleyre@gmail.com>
Sent: Tuesday 29 September 2020 23:21
To: vicarstreetpart8
Subject: Vicar Street Improvement Development

Dear Sir/Madam,

I wish to make a submission regarding the proposed Vicar Street Improvement Development as outlined on consult.kilkenny.ie.

It is my opinion that more one way systems and pedestrianised areas are to be welcomed in the city, as, when correctly implemented, they bring improved flow of vehicular traffic, reduced pollution, and allow more space to be utilised by the inhabitants and visitors to the city rather than given over to vehicles.

In respect to the proposal for Vicar Street however, after reviewing the documents, I feel an opportunity is wasted in respect to the direction of that one way system.

It is my opinion that Vicar street should be one way outbound, from Dean Street/Irishtown, and not towards the city centre. Currently, vehicles, including goods vehicles and buses are required to cross multiple lanes of traffic when exiting the junction to turn right, causing congestion and reducing traffic flow.

A one way inbound configuration would also likely lead to additional pressure on the already dangerous junction from Greensbridge street onto Greensbidge, New road and Greens hill.

Ultimately, Vicar street serves as an access point from the Freshford road and Castlecomer road to the city centre, however it is my opinion that Vicar Street should not be a designated main route to the city centre from these points since it terminates at a dangerous and congested junction. Superior access routes exist via the Granges road and central access scheme to Dean Street, and I suggest that signage at the city limits should direct traffic via these routes to the city centre, as they have the capacity to handle significantly higher volumes of traffic. It should be considered that access to Dean Street via Vicar Street is completely unnecessary as much more suitable routes exist.

By making Vicar Street outbound only, improved traffic flow should be observed along Dean Street and the access scheme as traffic will no longer need to merge onto Dean Street.

This approach could also be complimented by making Green Street from the New Road junction to the central access scheme one way inbound, removing dangerous manoeuvring by vehicles out onto New Road and overall streamlining traffic flow.

Traffic exiting the petrol station on Dean Street should also be considered here, as an inbound Vicar Street configuration would likely add to the number of vehicles required to turn right when exiting the premises and therefore impeding traffic flow further.

Traffic in this area is already at a critical level and any new implementation should aim to ease congestion and improve traffic flow, not add to it.

I believe there are a number of opportunities for pedestrianisation and well designed one way systems around the city such as this which would significantly improve traffic flow and air quality, giving back our core city centre to its inhabitants rather than cars.

Kind Regards,

Suzanne Noonan

From: Damien O'Tuama <damien.otuama@antaisce.org>
Sent: Friday 2 October 2020 12:00
To: vicarstreetpart8
Subject: Re: Vicar Street Improvement Development, Kilkenny - Part 8

Dear Sir / Madam,

On behalf of An Taisce and Cyclist.ie, I welcome the opportunity to respond to the above Part 8 consultation in regard to the Vicar Street Improvement Development.

An Taisce is the National Trust for Ireland and Cyclist.ie is the umbrella body of cycle advocacy groups in Ireland and the member for Ireland of the European Cyclists' Federation. This is a joint submission on behalf of both organisations.

Below are our observations.

1. We strongly welcome the overall concept to make Vicar Street one-way for general traffic, but providing a contra-flow track for people on bikes moving northbound. This will result in an overall improvement in cycling conditions on this street.
2. In the context of the available space, we support the proposal for southbound cyclists to share the general traffic lane when heading towards St. Canice's Place. However, we feel the proposal would be enhanced further if traffic calming measures were provided on this street so as to keep motor vehicle speeds low. Some mixture of speed cushions and raised tables would seem appropriate here - and perhaps also the addition of some trees to provide a visual narrowing of the road and hence create a more 'room-like' feeling to the street. This would suggest driving at a slower and safe speed where drivers are guests on the street.
3. The cycle track design would be enhanced further if there was physical segregation between the contra-flow cycle track and the general carriageway - ideally a low kerbing / having the cycle track as a 'raised adjacent' surface (see Section 4.3.5 of the National Transport Authority's National Cycle Manual - https://www.cyclemanual.ie/manual/designing/flowchart/).
4. In regard to having cyclists and pedestrians at the same level as shown in the cross sections A-A and B-B on Drawing no XXX, we strongly recommend that there is a level difference between the cycling space and the pedestrian space here so to reduce conflicts.
5. Junction of Vicar Street and Troy's Gate / Green Street. As currently proposed, the shape of the traffic-island at this junction will make it difficult for a cyclist to turn right from the contra-flow cycle track onto Green Street. The designers need to reshape this traffic island so as to provide an obvious space for cyclists to position themselves to stop and to turn right.
6. Junction of St. Canice's Place and Vicar Street. As currently proposed, the shape of the traffic-island at this junction will make it very difficult for a cyclist to turn right from St. Canice's Place onto the contra-flow cycle track on Vicar Street. The designers need to reshape this traffic island so as to make this manoeuvre easier.
.
7. Junction of St. Canice's Place and Vicar Street - signage. The proposed signage at this junction needs to make it very clear that cyclists are exempted from the prohibition for vehicles turning into Vicar Street.
8. The opportunity should be availed of to provide cycle stands at appropriate locations on or adjacent to the street so as to further encourage cycling.

I would be very grateful if you could acknowledge receipt of this submission.

Thank you.

Yours faithfully,

--

Dr. Damien Ó Tuama
National Cycling Coordinator, Cyclist.ie http://cyclist.ie/ and An Taisce https://www.antaisce.org/
Vice-President, European Cyclists' Federation (2016 - date) https://ecf.com/
The Tailors' Hall
Back Lane
Dublin D08 X2A3
Ireland
E: Damien.otuama@antaisce.org
M: +353-87-2840799

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An Taisce - The National Trust for Ireland | www.antaisce.org
The Tailors' Hall, Back Lane, Dublin 8, Ireland
Company Reg. No. 12469 | Charity Ref. No. CHY4741 | Charity Regulator No. 20006358
An Taisce is a membership-based charity
Join at www.antaisce.org/membership

Appendix B : Drawings

KILKENNY COUNTY COUNCIL

VICAR STREET IMPROVEMENT SCHEME

PUBLIC DISPLAY DRAWINGS

(PART VIII PROCESS)

INDEX OF CONTENTS

DRAWING NO.	TITLE
19022-PB-000	COVER & INDEX OF CONTENTS
19022-PB-001	SITE LOCATION MAP
19022-PB-002	EXISTING SITE LAYOUT
19022-PB-100	GENERAL PLAN LAYOUT - SHOWING EXTENT OF WORK
19022-PB-101	GENERAL SERVICES LAYOUT

NOTES

CIVIL ENGINEERING

PART VIII- PUBLIC CONSULTATION

KILKENNY COUNTY COUNCIL

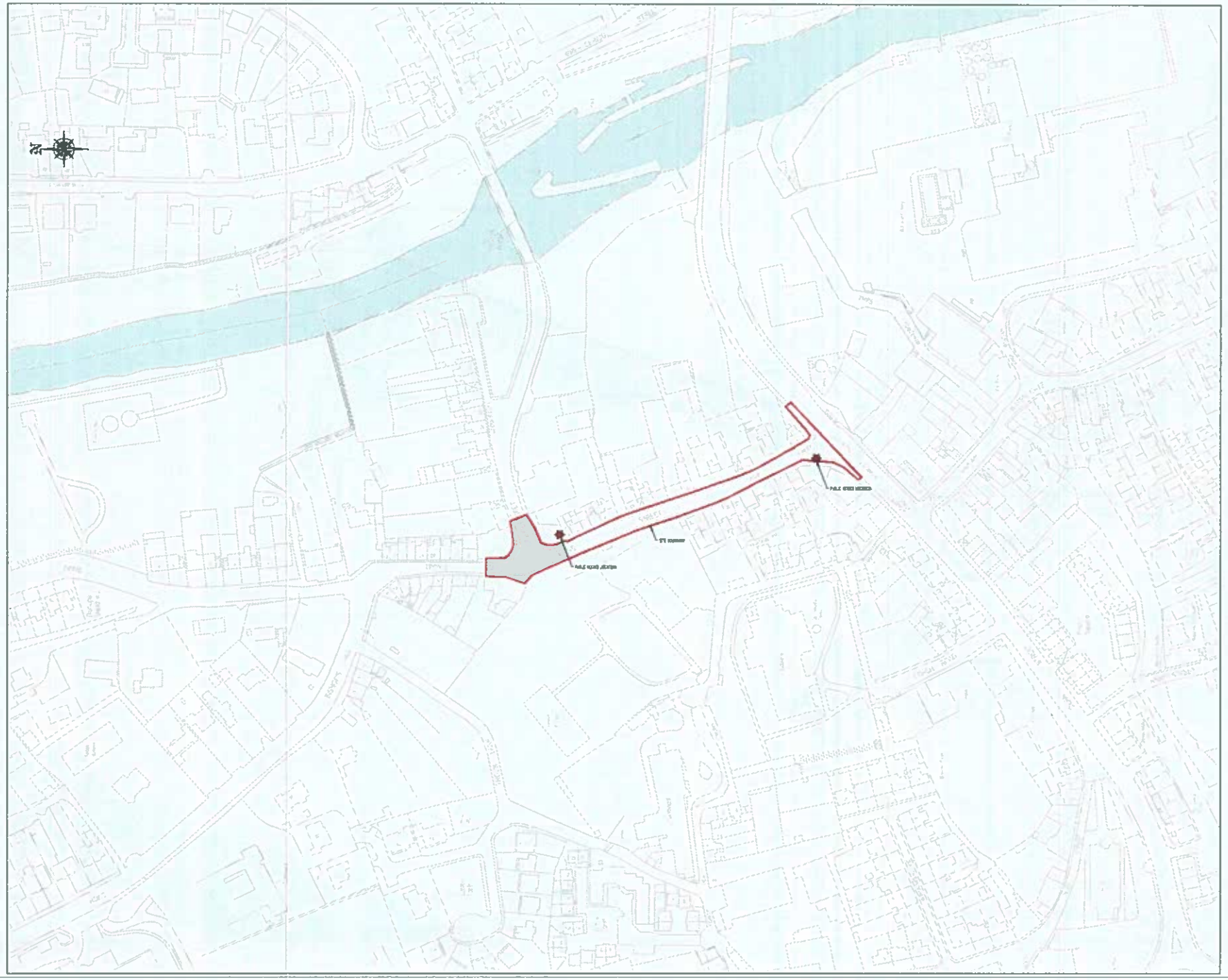
VICAR STREET IMPROVEMENT SCHEME

CONTENTS

KILGALLEN & PARTNERS

AS SHOWN @ A1

19022-PB-000



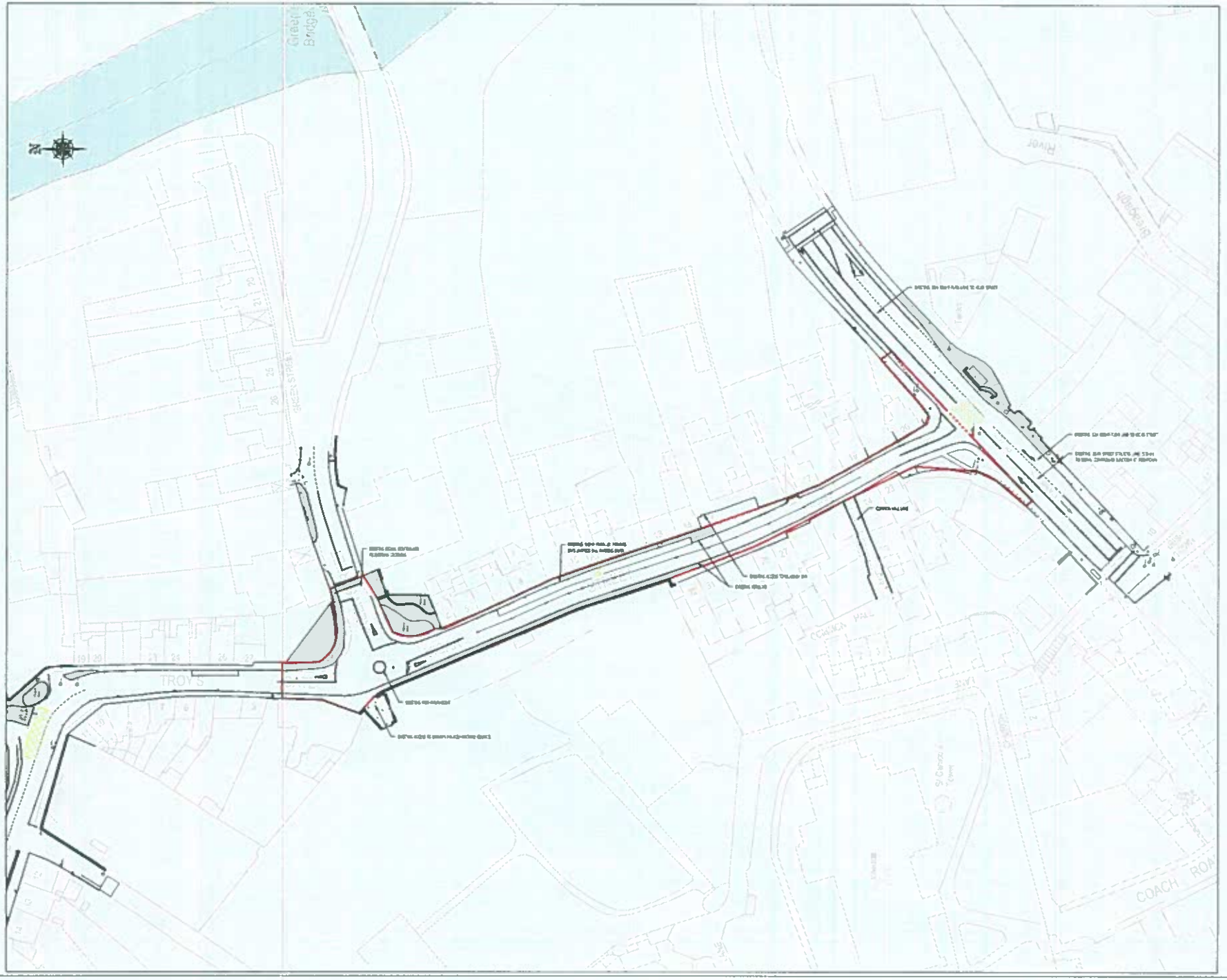
STATUS
PRELIMINARY

CLIENT
KILKENNY COUNTY COUNCIL
COUNTY HALL
JOHN STREET
KILKENNY

PROJECT
VICAR STREET IMPROVEMENT SCHEME

TITLE
SITE LOCATION MAP

KILGALLEN & PARTNERS
CONSULTING ENGINEERS
3 DANVILLE BUSINESS PARK, KILKENNY
Tel: 056 56 770 5555, Fax: 056 56 [illegible]
E-mail: info@kilgallen.ie, Web: www.kilgallen.ie



PLANNING

KILKENNY COUNTY COUNCIL
COUNTY HALL
JOHN STREET
KILKENNY

VICAR STREET IMPROVEMENT SCHEME

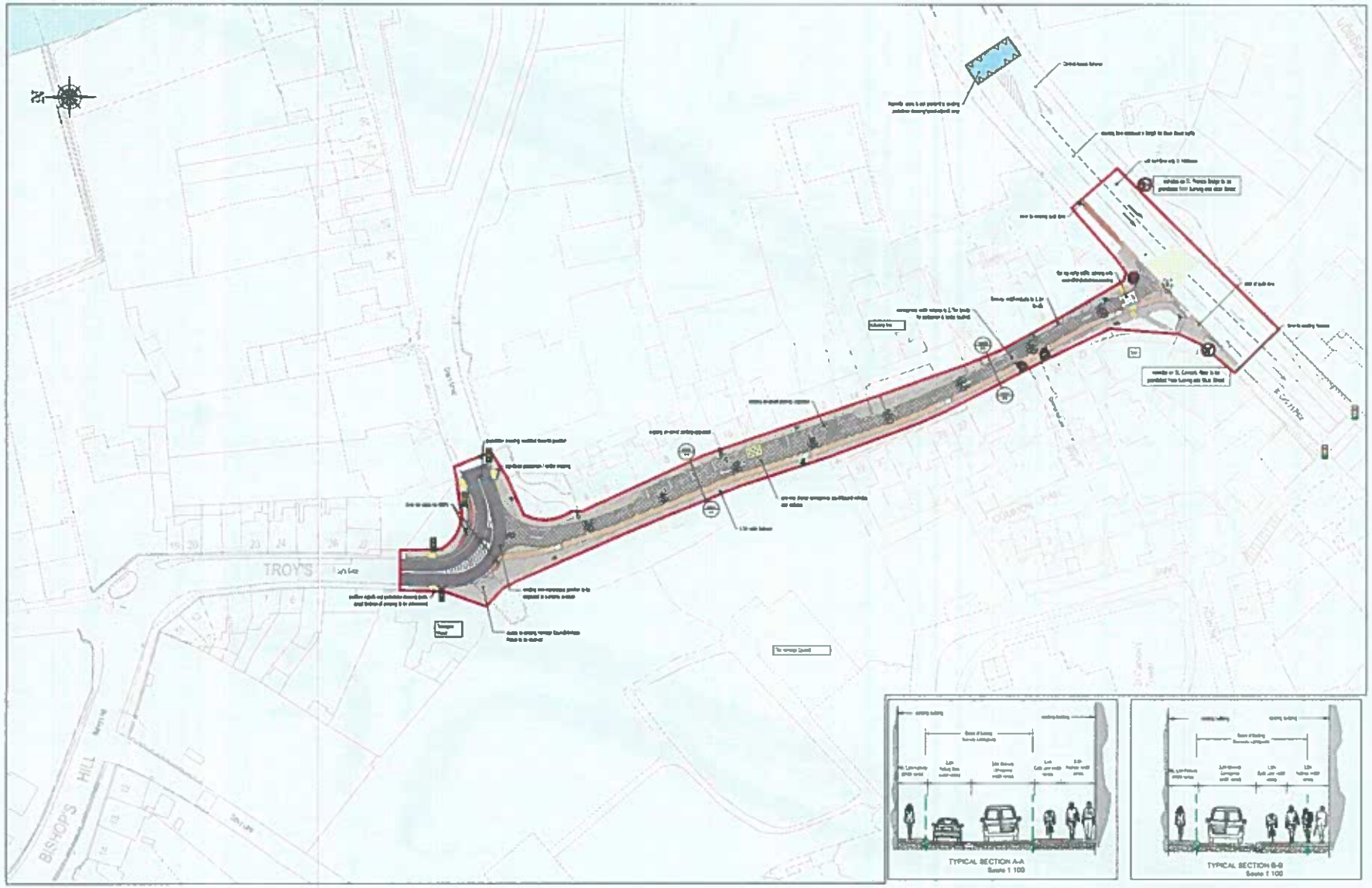
EXISTING SITE LAYOUT

KILGALLEN & PARTNERS

3 CANVILLE BUSINESS PARK, KILKENNY

AC

1:200 @ A1



PLANNING

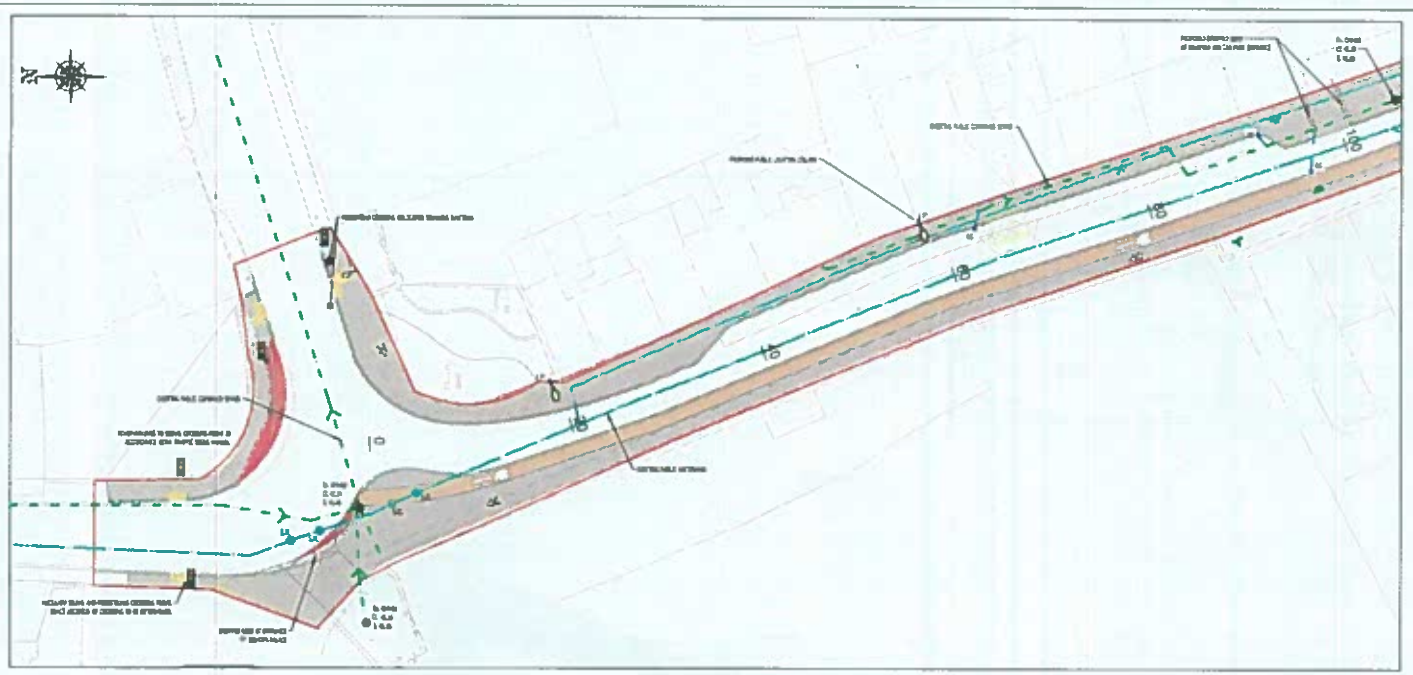
KILKENNY COUNTY COUNCIL
COUNTY HALL
JOHN STREET
KILKENNY

VICAR STREET IMPROVEMENT SCHEME

GENERAL LAYOUT

KILGALLEN & PARTNERS

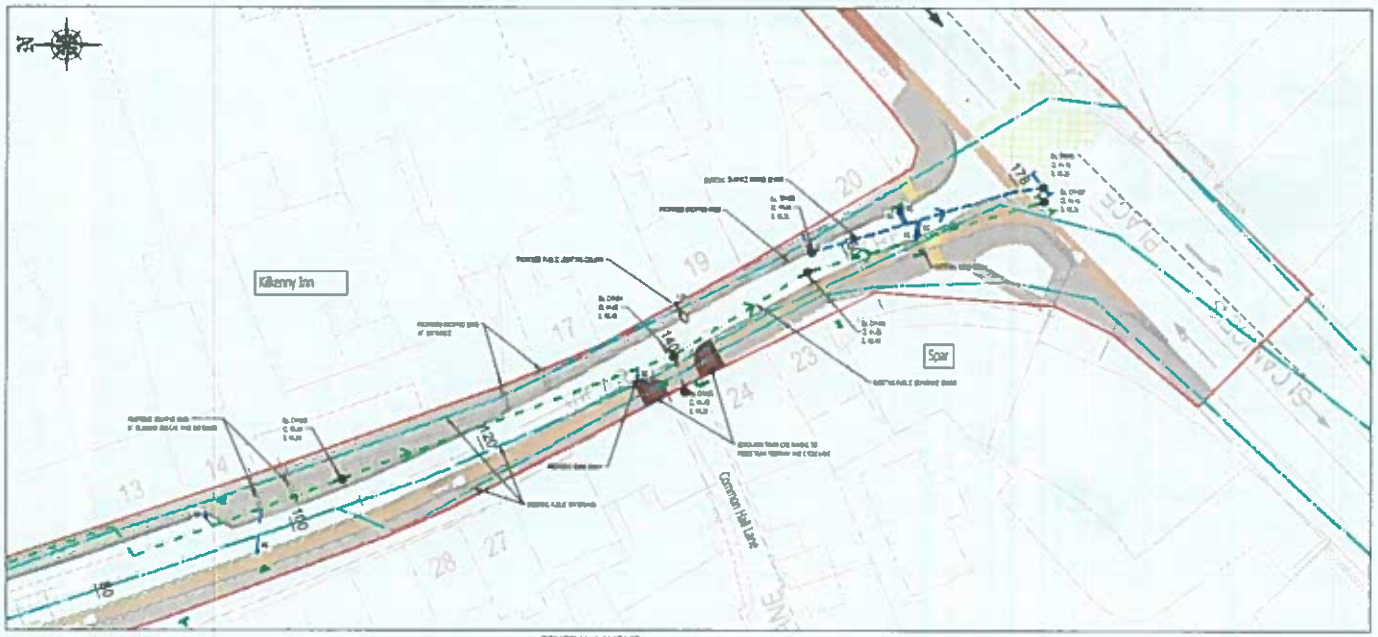
1:100 @ A1



GENERAL LAYOUT

PLAN LAYOUT SHOWING EXISTING PUBLIC SURFACE WATER ,COMBINED DRAINAGE AND WATERMAIN

SCALE 1:250



GENERAL LAYOUT

PLAN LAYOUT SHOWING EXISTING PUBLIC SURFACE WATER,COMBINED DRAINAGE AND WATERMAIN

SCALE 1:250

PLANNING

KILKENNY COUNTY COUNCIL
COUNTY HALL
JOHN STREET
KILKENNY

VICAR STREET IMPROVEMENT SCHEME

GENERAL SERVICES LAYOUT

KILGALLEN & PARTNERS

3 CARNVILLE BUSINESS PARK, KILKENNY

1:250 @ A1