

# Parking Options Study

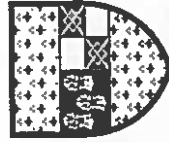
December 2017

VARIATION NO. 1 TO KILKENNY CITY & ENVIRONS  
DEVELOPMENT PLAN

ADOPTED BY KILKENNY CO. CO. IN JULY 2015

**OBJECTIVE 3N**

*“To provide for park and walk facilities for car and bus/coach parking at a site or sites in close proximity to the Abbey Creative Quarter Masterplan area to service both the masterplan area and the city centre generally taking into account the mobility management plan for the city”*



## **ROADPLAN CONSULTING APPOINTED IN JUNE 2016 TO UNDERTAKE A PARKING OPTIONS STUDY**

### **KEY REQUIREMENTS OF THE BRIEF INCLUDED :**

- Quantify existing parking facilities within walking distance of the Abbey Creative Quarter Masterplan Area
- Review occupancy rates for existing car parking facilities
- Estimate parking requirements for the development of the Abbey Quarter
- Identify potential sites for new car parking facilities in proximity to the Masterplan area that could serve the Abbey Quarter and the City Centre generally.
- Identify potential new bus parking facilities in proximity to the Medieval Mile, in particular in proximity to St Canices Cathedral and other attractions at the Northern end of the Medieval Mile.





Parliament Street



Market Yard Car Park

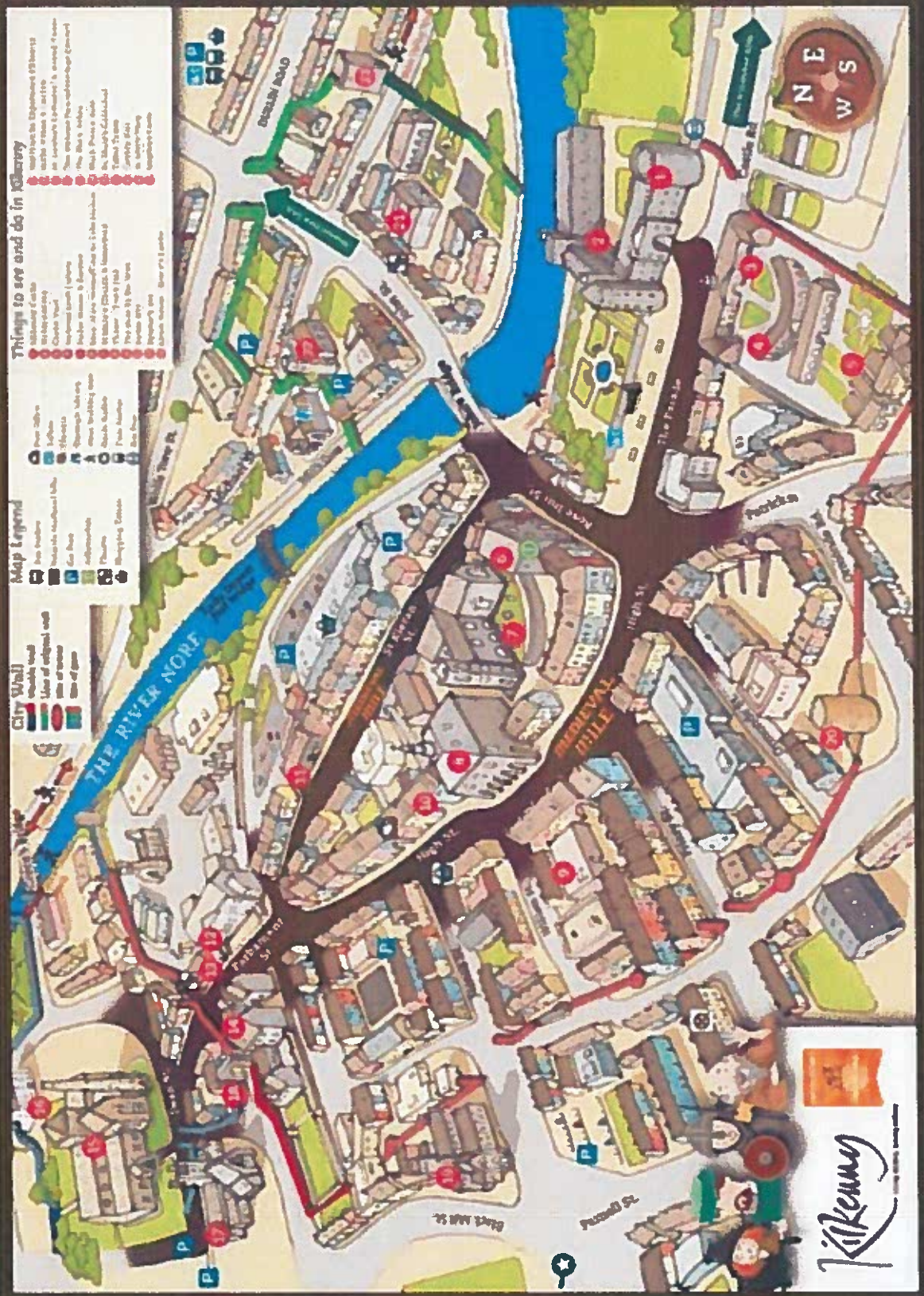
St Francis Bridge





- Mixed use development
- Construction will be phased
- Full parking requirement is not required at the outset - staged provision is feasible







## EXISTING CAR PARKING

- Public car parks (KCC) - pay & display - 429 spaces;
- Public car parks (KCC) - barrier operated - 619 spaces;
- Public car parks (privately owned) - 2,479 spaces;
- On-street car parking - 892 spaces.

**Total 4,419 spaces**



**Legend:**

Abbey Creative Quarter Masterplan Area  
 Walking distances from Creative Quarter Masterplan Area

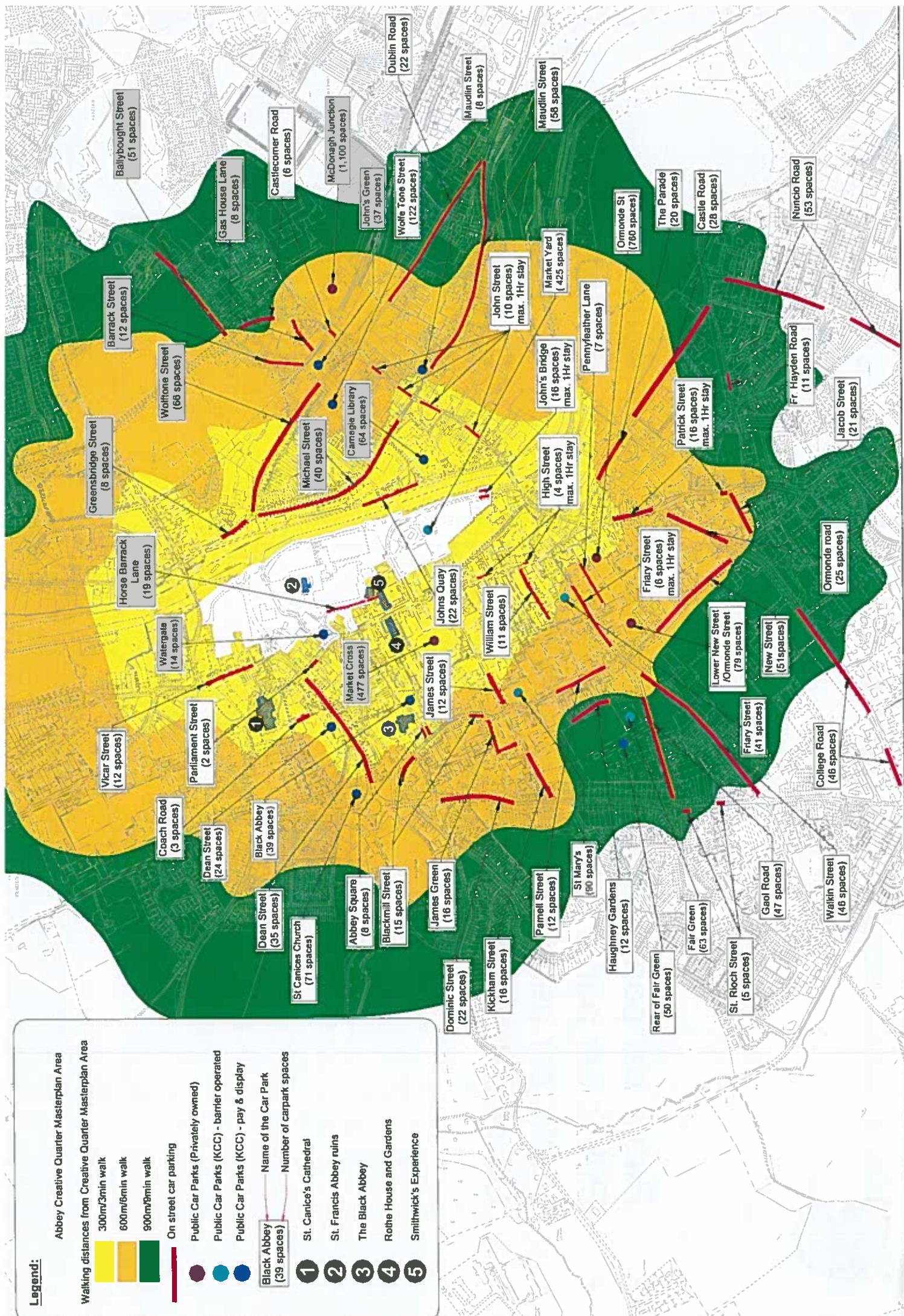
- 300m/3min walk
- 600m/6min walk
- 900m/9min walk

On street car parking

- Public Car Parks (Privately owned)
- Public Car Parks (KCC) - barrier operated
- Public Car Parks (KCC) - pay & display

Black Abbey (39 spaces)  
 Name of the Car Park  
 Number of carpark spaces

- 1 St. Canice's Cathedral
- 2 St. Francis Abbey ruins
- 3 The Black Abbey
- 4 Rothe House and Gardens
- 5 Smithwick's Experience

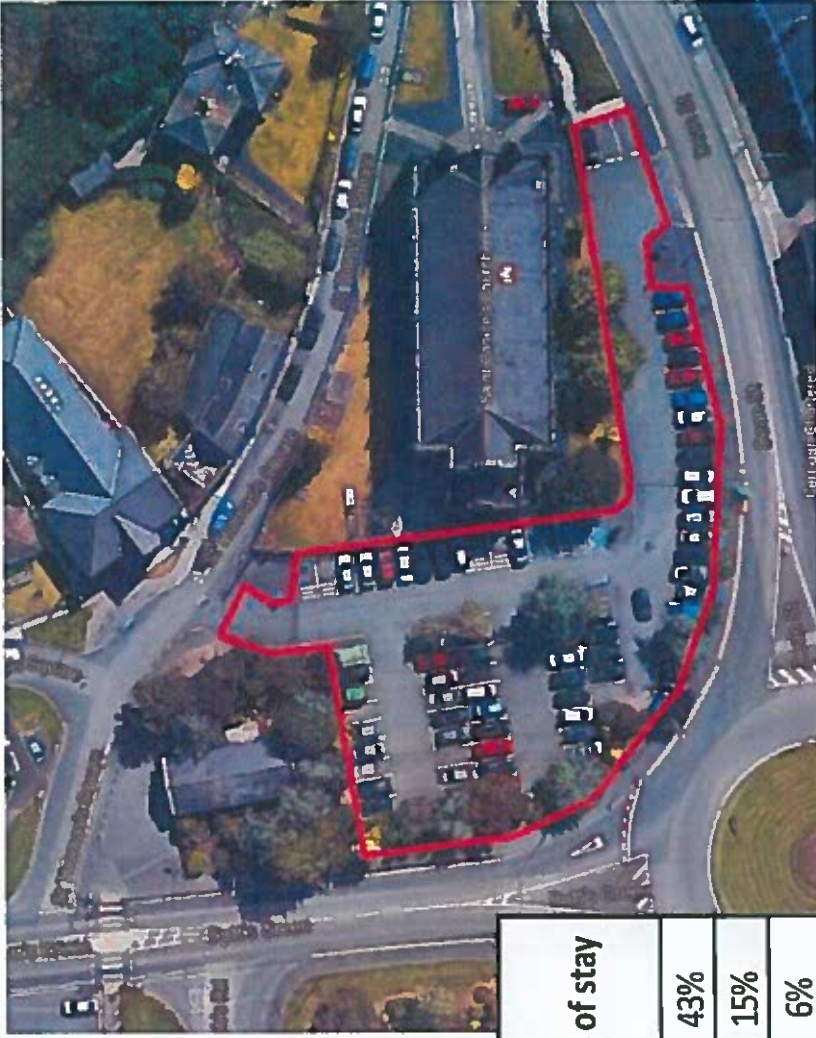






# St Canices Church Car Park

## Tuesday 19<sup>th</sup> July 2016



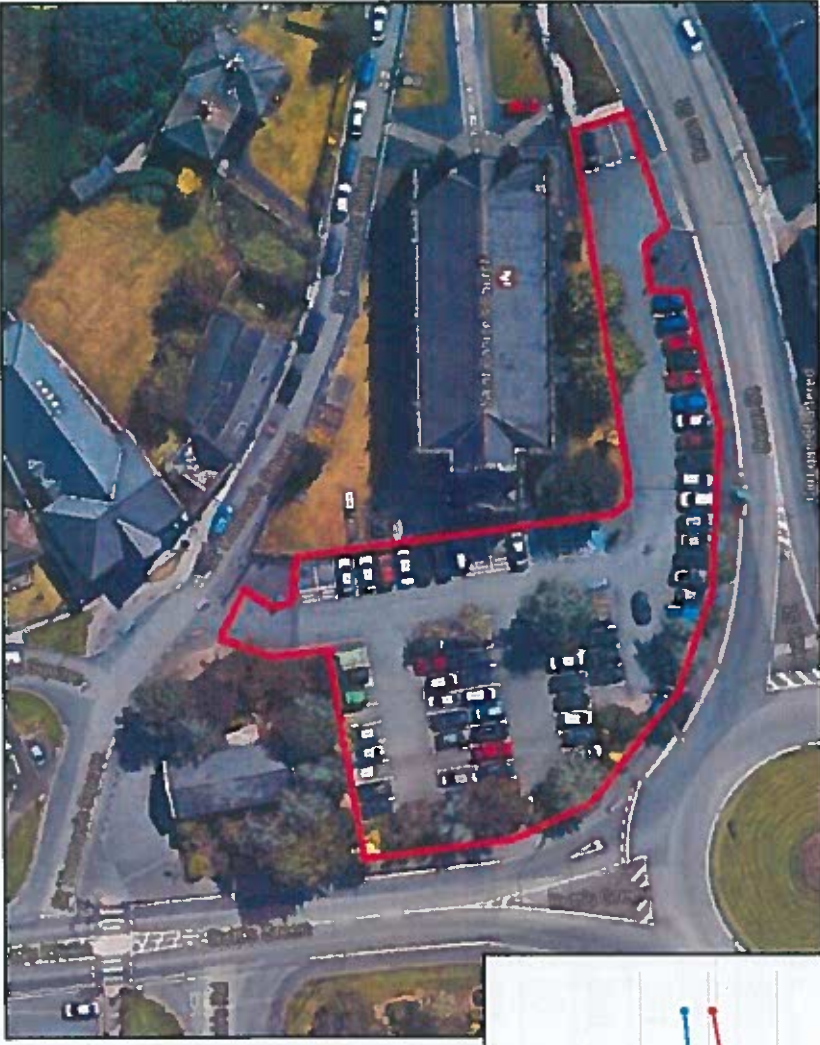
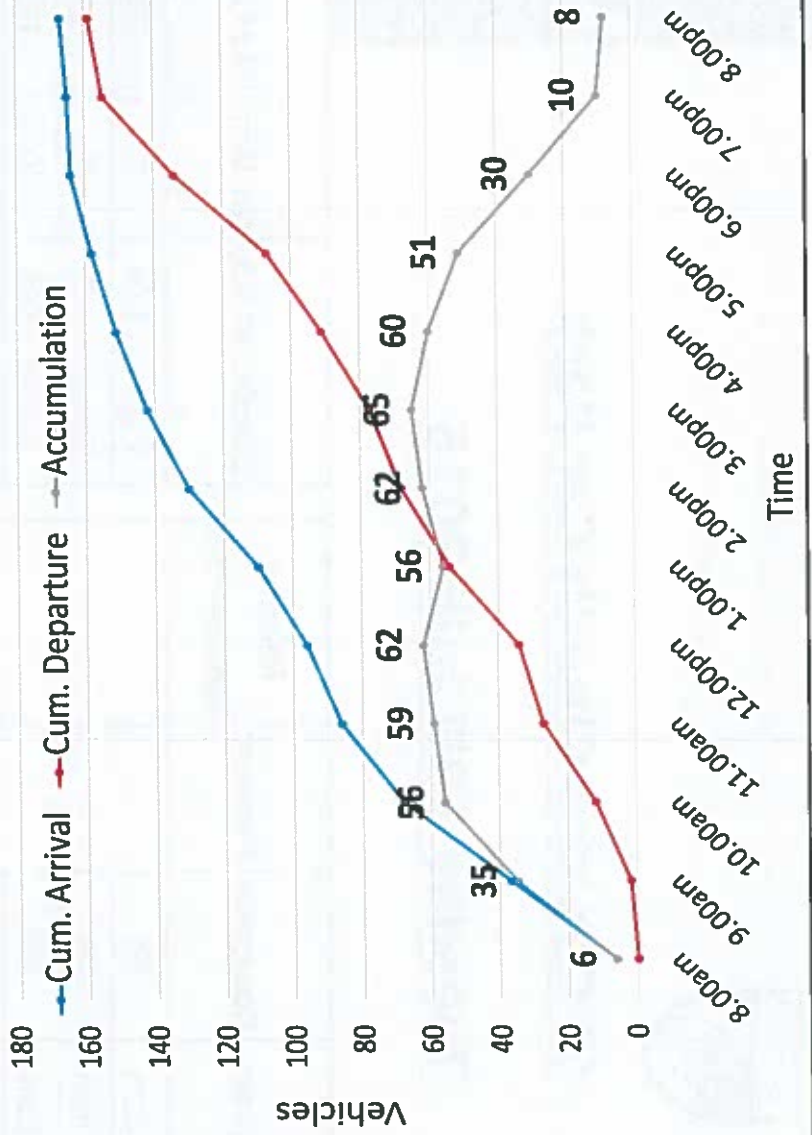
Time:	Occupancy	Turnover	Relative Turnover rate	Duration of Stay	No. Veh.	% of stay
8am	8%			Stayed < 1.0h	71	43%
9am	49%			Stayed < 2.0h	25	15%
10am	79%			Stayed < 3.0h	10	6%
11am	83%			Stayed < 4.0h	16	10%
12am	87%			Stayed < 5.0h	8	5%
1pm	79%			Stayed < 6.0h	6	4%
2pm	87%	2.35		Stayed < 7.0h	8	5%
3pm	92%		3.57	Stayed < 8.0h	5	3%
4pm	85%			Stayed < 9.0h	10	6%
5pm	72%			Stayed < 10.0h	6	4%
6pm	42%			Stayed < 11.0h	1	1%
7pm	14%			Stayed < 12.0h	0	0%
8pm	11%			Stayed > 12.0h	1	1%
				<b>Total</b>	<b>167</b>	

### Traffic Counts

- Tuesday 19<sup>th</sup> July 2016
- Thursday 21<sup>st</sup> July 2016
- Saturday 23<sup>rd</sup> July 2016



**Date os Survey: Tuesday 19/07/2016**  
**St Canices Church Accumulation diagram**



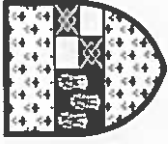




## SUMMARY OF EXISTING PARKING USAGE

### Public Car Parks – Barrier Operated

	max occupancy (8am - 8pm) Tuesday	max occupancy (8am - 8pm) Thursday	max occupancy (8am - 8pm) Saturday	Turnover (8am - 8pm)	Predominant Usage
Market Yard ( 425 spaces)	81%	100%	100%	6	Short Stay
Friary Street (41 spaces)	85%	95%	90%	4	Short Stay
St Mary's (90 spaces)	100%	100%	100%	6	Short Stay
Fair Green (63 spaces)	100%	100%	100%	2	Long Stay

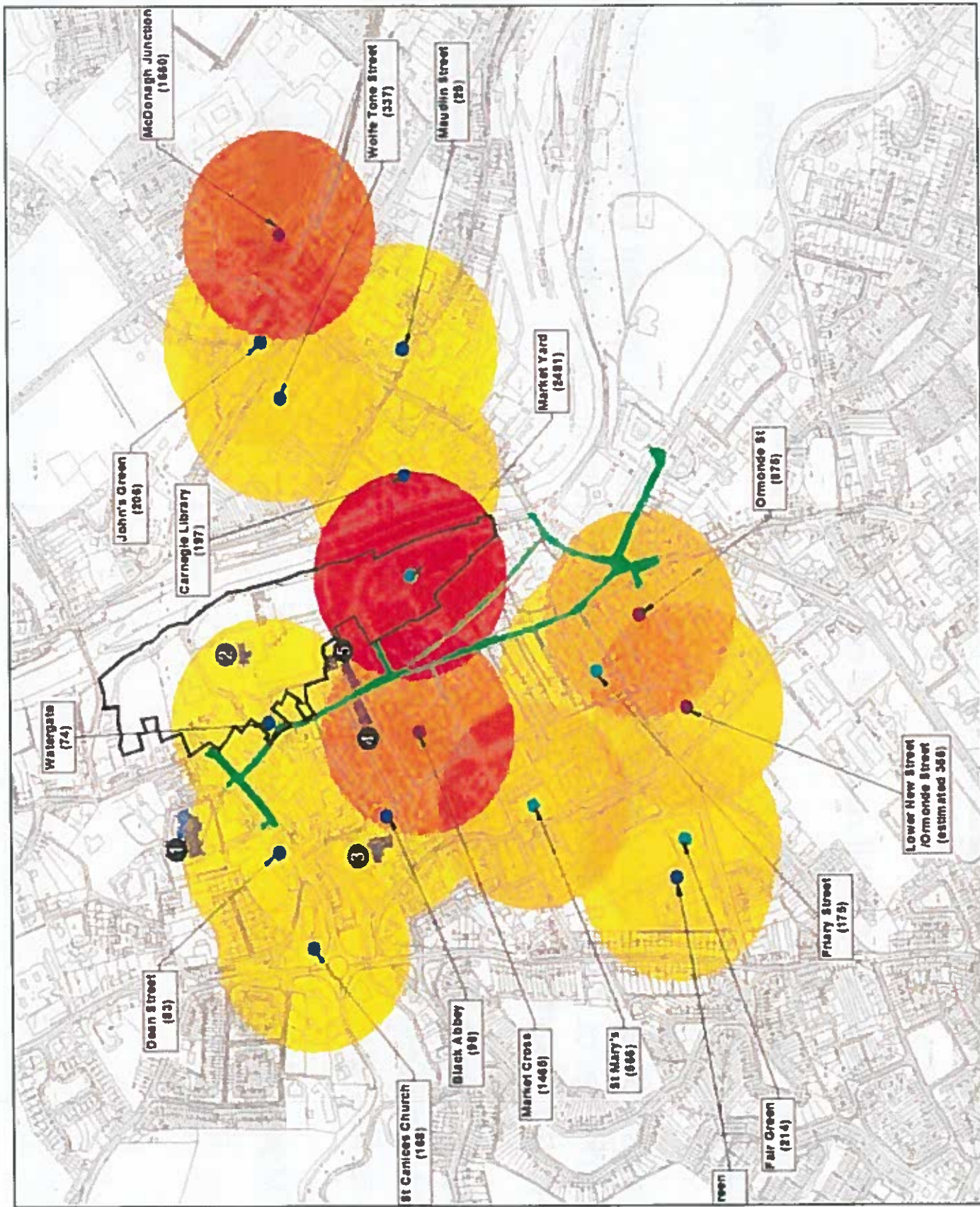


## SUMMARY OF EXISTING PARKING USAGE

### Public Car Parks – Pay & Display

	max occupancy (8am - 8pm) Tuesday	max occupancy (8am - 8pm) Thursday	max occupancy (8am - 8pm) Saturday	Turnover (8am - 8pm)	Relative Turnover rate (8am - 8pm)	Predominant Usage
<b>• Public Carparks (KCC) - pay &amp; display</b>						
Rear of Fair Green (50 spaces)	100%	94%	94%	2	2	Long Stay
Black Abbey (39 spaces)	92%	95%	92%	2	3	Short/Long Stay
St Canice's Church (71 spaces)	92%	97%	96%	2	4	Short/Medium Stay
Dean Street (24 spaces)	104%	100%	104%	3	3	Medium/Long Stay
Carnegie Library (64 spaces)	81%	95%	94%	3	5	Short stay
Wolfe Tone Street (122 spaces)	102%	102%	100%	3	3	Short/Long Stay
John's Green (37 spaces)	78%	78%	78%	5	10	Short Stay
Maudlin Street (8 spaces)	100%	100%	100%	3	3	Short Stay
Watergate (14 spaces)	100%	79%	100%	5	7	Short Stay





## Summary of Existing usage



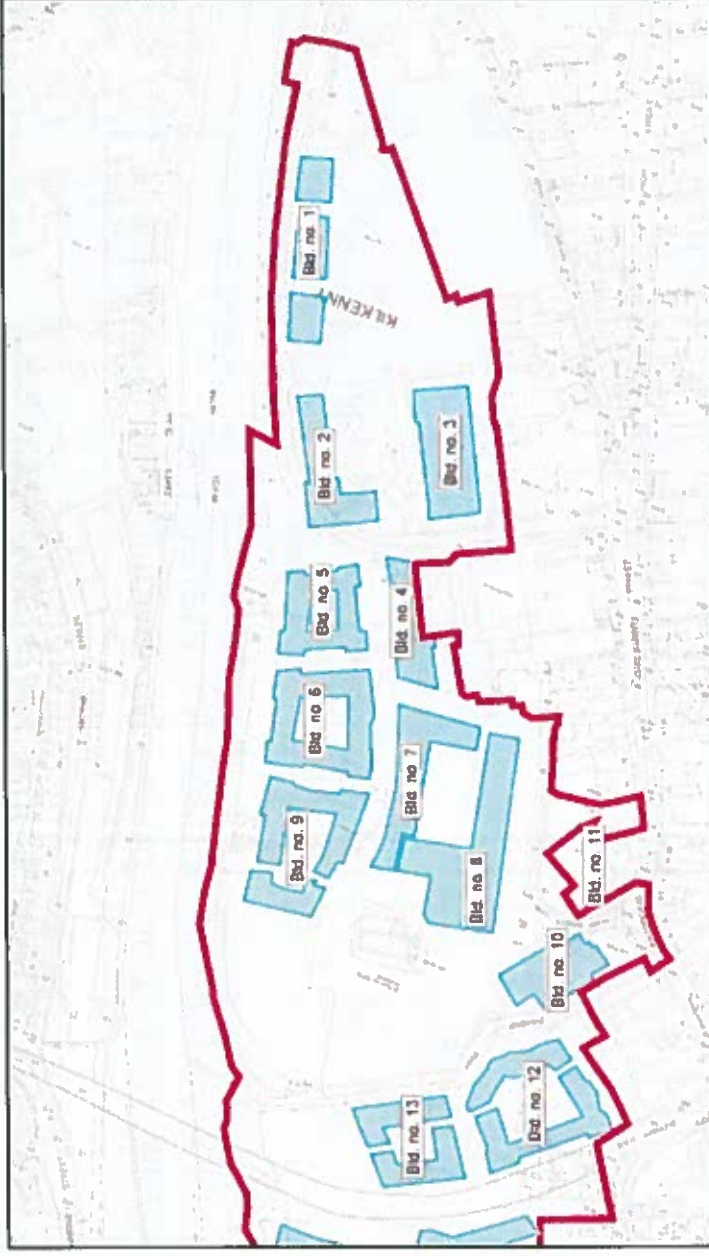
- Council car parks are well used and offer little spare capacity.
- Privately owned multi story car parks in City Centre have some spare weekday capacity.
- There is current weekday availability of approx. 500 spaces between private car parks (excl. McDonagh Junction) and Council Car parks that could serve the Abbey Quarter.
- The area with the highest usage of parking spaces is the northern end of High Street, between Market Cross and the Market Yard. The number of parking events in that area is 4,000 in 12-hrs.
- The Masterplan area is located beside the most intensively used parking.





# CAR PARKING REQUIREMENTS

<u>Estimated Potential</u> Gross Floor Areas 2016	
<b>Bld. no. 1</b>	<b>4,544 sq.m</b>
<b>Bld. no. 2</b>	<b>4,372 sq.m</b>
<b>Bld. no. 3</b>	<b>5,708 sq.m</b>
<b>Bld. no. 4</b>	<b>2,992 sq.m</b>
<b>Bld. no. 5</b>	<b>4,784 sq.m</b>
<b>Bld. no. 6</b>	<b>5,556 sq.m</b>
<b>Bld. no. 7</b>	<b>4,704 sq.m</b>
<b>Bld. no. 8</b>	<b>6,000 sq.m</b>
<b>Bld. no. 9</b>	<b>7,700 sq.m</b>
<b>Bld. no. 10</b>	<b>1,500 sq.m</b>
<b>Bld. no. 11</b>	<b>1,206 sq.m</b>
<b>Bld. no. 12</b>	<b>6,804 sq.m</b>
<b>Bld. no. 13</b>	<b>4,816 sq.m</b>
	<b>60,686 sq.m</b>



Kilkenny City & Environs Development Plan 2014 – 2020  
parking requirement assessment

Dublin City Council - Offices:  
Zone 1: 1 / 400m<sup>2</sup> = 152  
Zone 2: 1 / 200m<sup>2</sup> = 303  
Zone 3: 1 / 100m<sup>2</sup> = 607

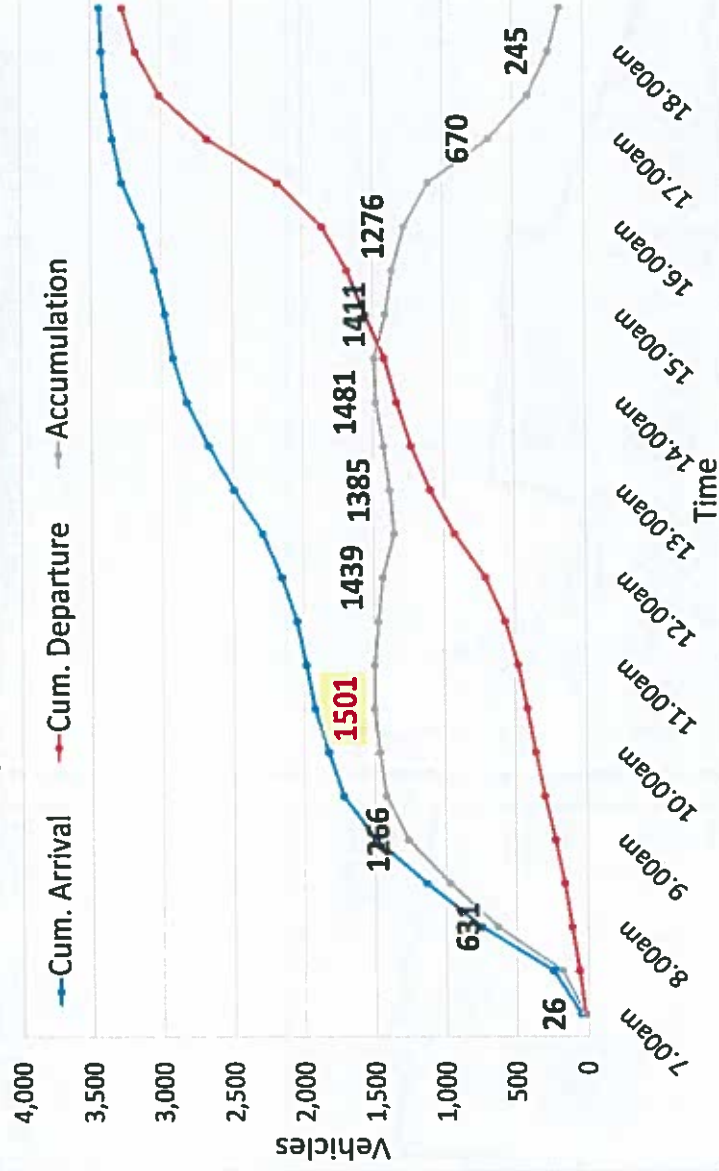
Office Use – 1 space per 15 sq.m GFA – 4,000 spaces



# Abbey Quarter – TRICS Database

02 - EMPLOYMENT / MIXED - USE		
Time Range	60,686sqm GFA	
	Arrivals	Departures
07:00	49	23
07:30	195	39
08:00	499	50
08:30	388	50
09:00	360	63
09:30	229	74
10:00	106	60
10:30	94	60
11:00	60	63
11:30	63	91
12:00	108	139
12:30	135	219
13:00	204	174
13:30	176	133
14:00	154	101
14:30	98	88
15:00	56	136
15:30	74	124
16:00	91	176
16:30	139	313
17:00	63	495
17:30	56	336
18:00	23	168
18:30	14	93

Accumulation diagram  
Abbey Creative Quarter Masterplan



20% reduction applied for shared uses.

20% reduction applied for Mobility Management

**Parking requirement for 1,500 spaces.**

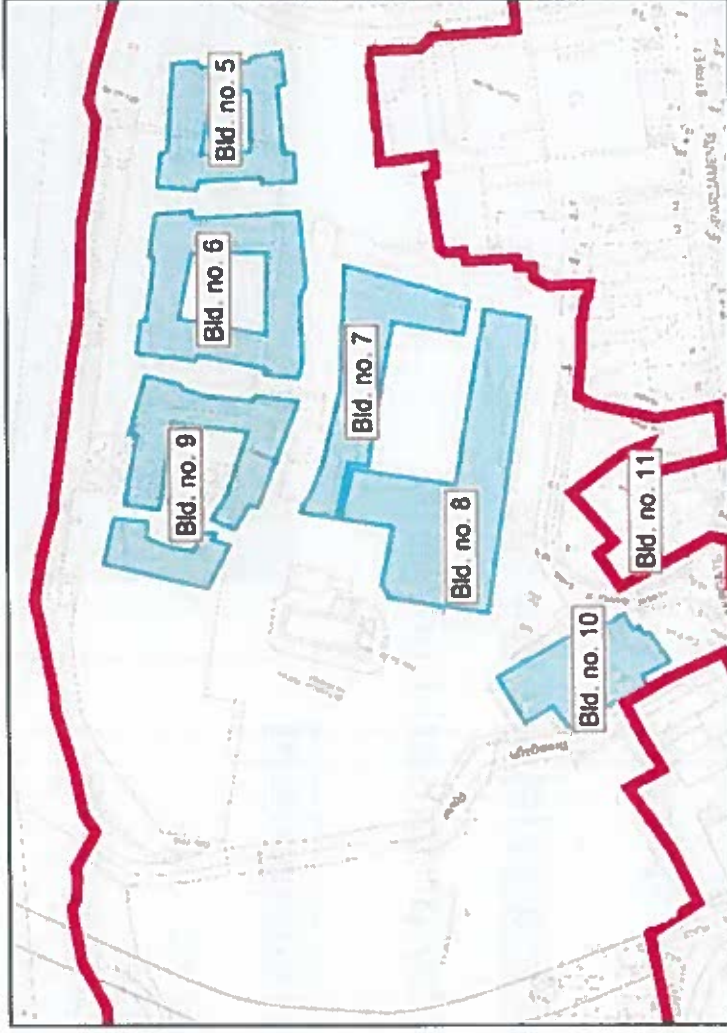
- 500 spaces from existing capacity.
- 1,000 additional spaces required.





## Abbey Quarter – Medium Term Parking Requirement

Bld. no. 5	4,784 sq.m
Bld. no. 6	5,556 sq.m
Bld. no. 7	4,704 sq.m
Bld. no. 8	6,000 sq.m
Bld. no. 9	7,700 sq.m
Bld. no. 10	1,500 sq.m
	<b>30,244 sq.m</b>



Car Parking Requirement is reduced to 750 spaces for Abbey Quarter in the medium term

## Car Parking Requirement – City Centre Growth



- Predicted population increase of 6.4% by 2022
- Estimated need for an additional **60 spaces**

## Car Parking Requirement – Medieval Mile

- Predicted growth in visitor numbers of 20% (Failte Ireland – Irelands Ancient East)
- Estimated need for an additional **80 spaces**

## Car parking requirement – Replacing existing spaces

- **170 existing spaces** will be lost by proposed buildings

### Estimated overall additional parking requirement

Abbey Quarter	-	1,000 spaces
Town Centre	-	60 spaces
Tourist	-	80 spaces
Lost Spaces	-	170 spaces

**TOTAL – 1,310 spaces**





## **Key Considerations for site selection**

- Located so that it can serve many uses.
- Should be located in the area of need.
- Site needs to be large enough to accommodate a large car park.
- Sites should be readily accessible

## **Factors to be considered**

- Accessibility of the site
- Ownership of the lands
- Likely cost of construction
- Zoning objectives
- Environmental Factors
  - Archaeology
  - Ecology
  - Cultural Heritage





## Kilkenny Local Area Plan – adopted by Kilkenny Borough Council in 2005



### Section 2.1.10 Transport Management and Linkages – Objectives

Ref	Location	Objective
OS1	Kilkenny Mart	“Car parking to be developed predominantly in multi-storey ...”
OS2	Bateman Quay	“ ...Existing quantum of car parking to be consolidated into multi storey car park...”
OS4	County Hall	“ ...Surface car parking to be consolidated into multi storey car park..”
OS5	Wolfe Tone Street	“ ...All existing surface car parking to be removed. New multi storey car park to be developed .....”

### Kilkenny City & Environs Development Plan 2014 – 2020 – Adopted in May 2014

**Objective 3E** To implement the provisions of Section 2 of the City Centre LAP relating to transport, **car parking**, urban design and land uses

## Kilkenny Mart multi-storey carpark



### Advantages:

- The area is zoned for general business.
- The walking time to the Abbey Quarter approx. 6 mins.
- The size of the Mart plot is large.
- It is linked to the Abbey Quarter by way of the new bridge.
- Shared use of the carpark with adjacent businesses possible.
- The carpark would be easily accessed from the St Francis Bridge.

### Disadvantages :

- The site is not in the ownership of the Council.
- The car park would be located on the east side of the river.

## Wolfe Tone Street multi-storey carpark



### **Advantages:**

- The area is zoned for general business.
- The walking time to the Abbey Quarter is acceptable.
- The land is owned by the Council.
- The car park would be relatively easily accessed from the St Francis Bridge.
- The existing site is surfaced and drained.

### **Disadvantages :**

- The car park would be located on the east side of the river.
- The plot shape is awkward and small.
- There are adjacent residences.



## Bateman Quay multi-storey car park



### **Advantages:**

- The site is available to the Council.
- Located in the area with the highest parking demand.
- Shared parking.
- Would generate significant revenue.
- Located centrally with respect to the Medieval Mile attractions.
- The construction costs may be less per space than at other locations.

### **Disadvantage:**

- Additional traffic on city centre streets.
- Requires omission of a proposed building.

## County Hall multi-storey car park



### **Advantages :**

- The land is in the ownership of the Council.
- It is located within 6min walk from the Abbey Quarter.

### **Disadvantages :**

- The alteration to traffic flow on Maudlin Street.
- The carpark could be visually intrusive.
- The construction cost could be high.



## Green street car park



### **Advantages**

- The site is available to the Council.
- Centrally located to tourist attractions.
- Easily accessed from the St Francis Bridge.
- It would be well-located for the Abbey Quarter

### **Disadvantages :**

- Reduced capacity for housing on the site
- The shape of the site is inefficient.

## Recommended Car Parking - Long Term



Abbey Quarter	- surface	- 100	(mainly 'blue badge' / set down)
Bateman Quay	- multi-storey	- 550	
Green Street	- multi-storey	- 550	

Total 1,200

The use of the site of Building 3 for car parking (not as a building requiring parking) reduces the overall parking requirement to 1,200 approx (from 1,310), matching the intended provision.

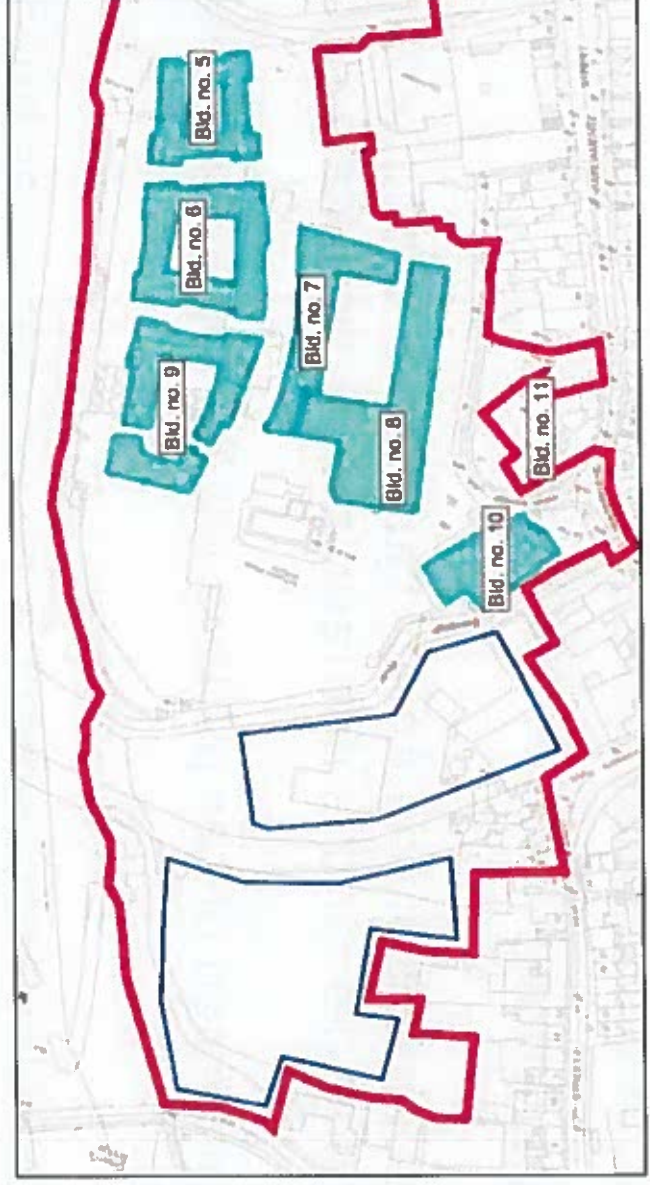






## **Recommended Car Parking - Short Term**

- In the short to medium term, the emerging car parking needs of the developing Abbey Quarter could be served by the undeveloped plots, as shown below, and by existing city centre capacity.
- This would create a revenue stream to fund the emerging requirements of off-site parking.
- Provides a short term use for areas of the site, which is currently not used.

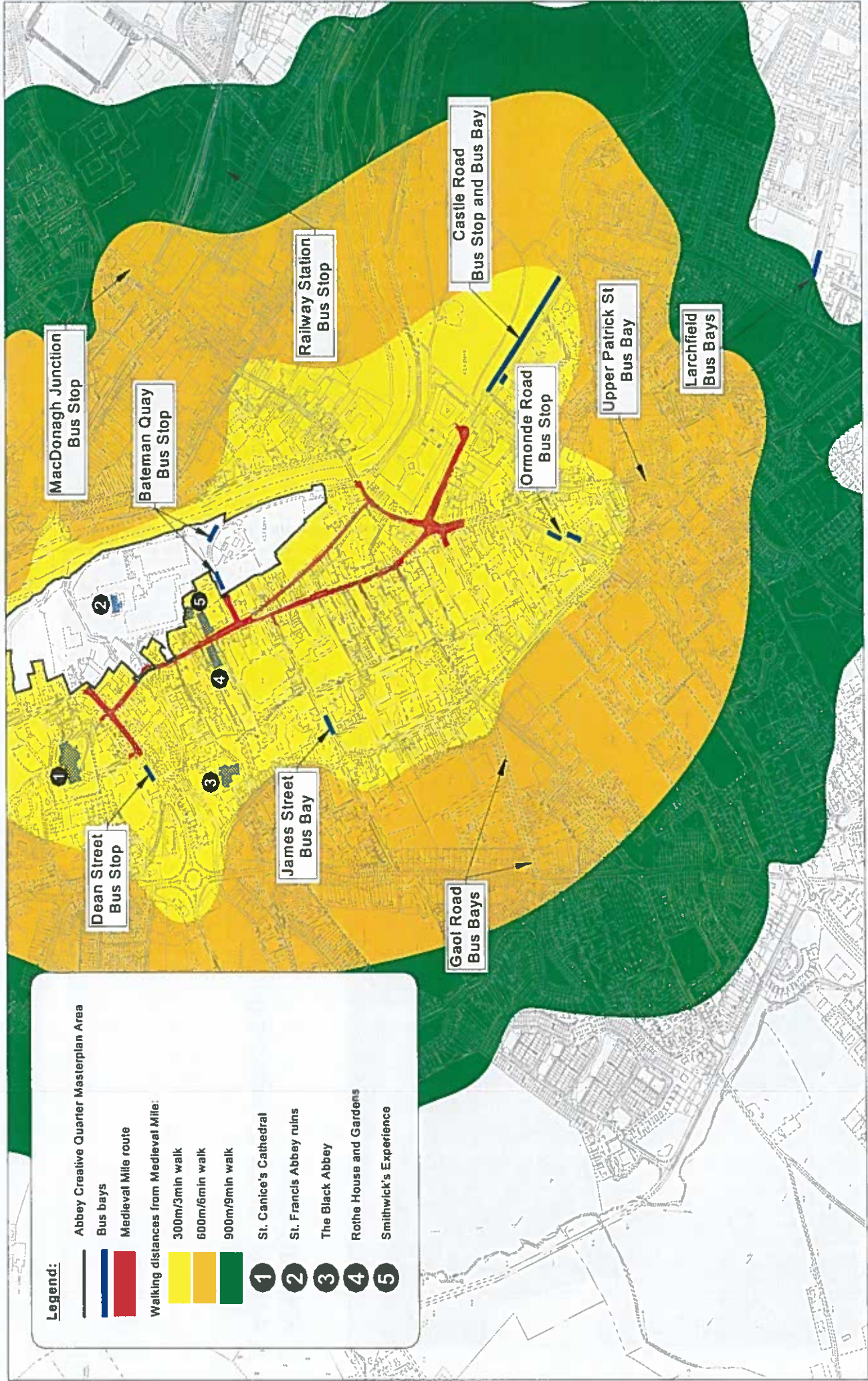


## Key Considerations

- The development of the Abbey Quarter is a long term development – the final parking demand is not required immediately.
- Phased provision of car parking will be required as the development proceeds.
- The car parking requirement is an estimate – as building uses and Floor areas are determined, the parking requirement can be refined.
- Demand for car parking is likely to change significantly over the likely timeframe for the implementation of the Masterplan.
- Mobility Management Plan
- **Any proposal for a car park will be subject to planning, including public consultation.**



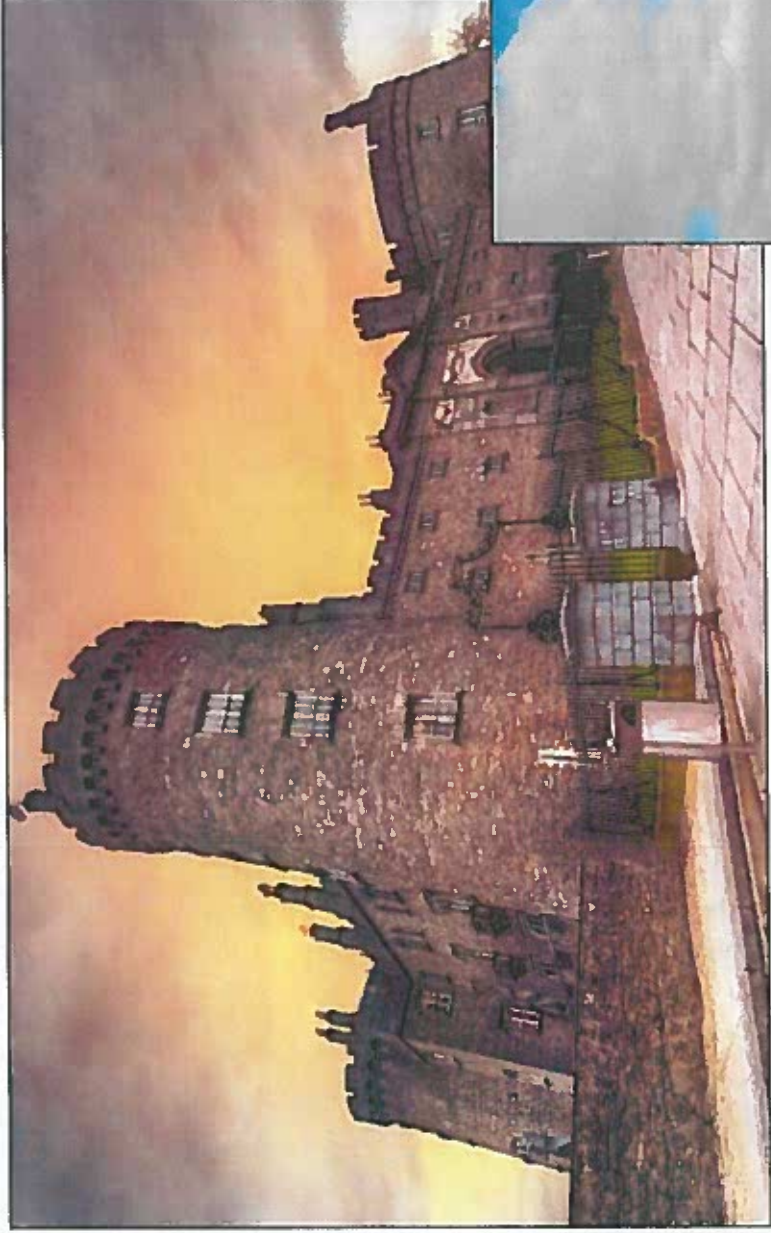
# Coach Parking





## Medieval Mile including :

- Medieval Mile Museum
- Tholsel
- Rothe House
- Smithwicks Experience
- Black Abbey



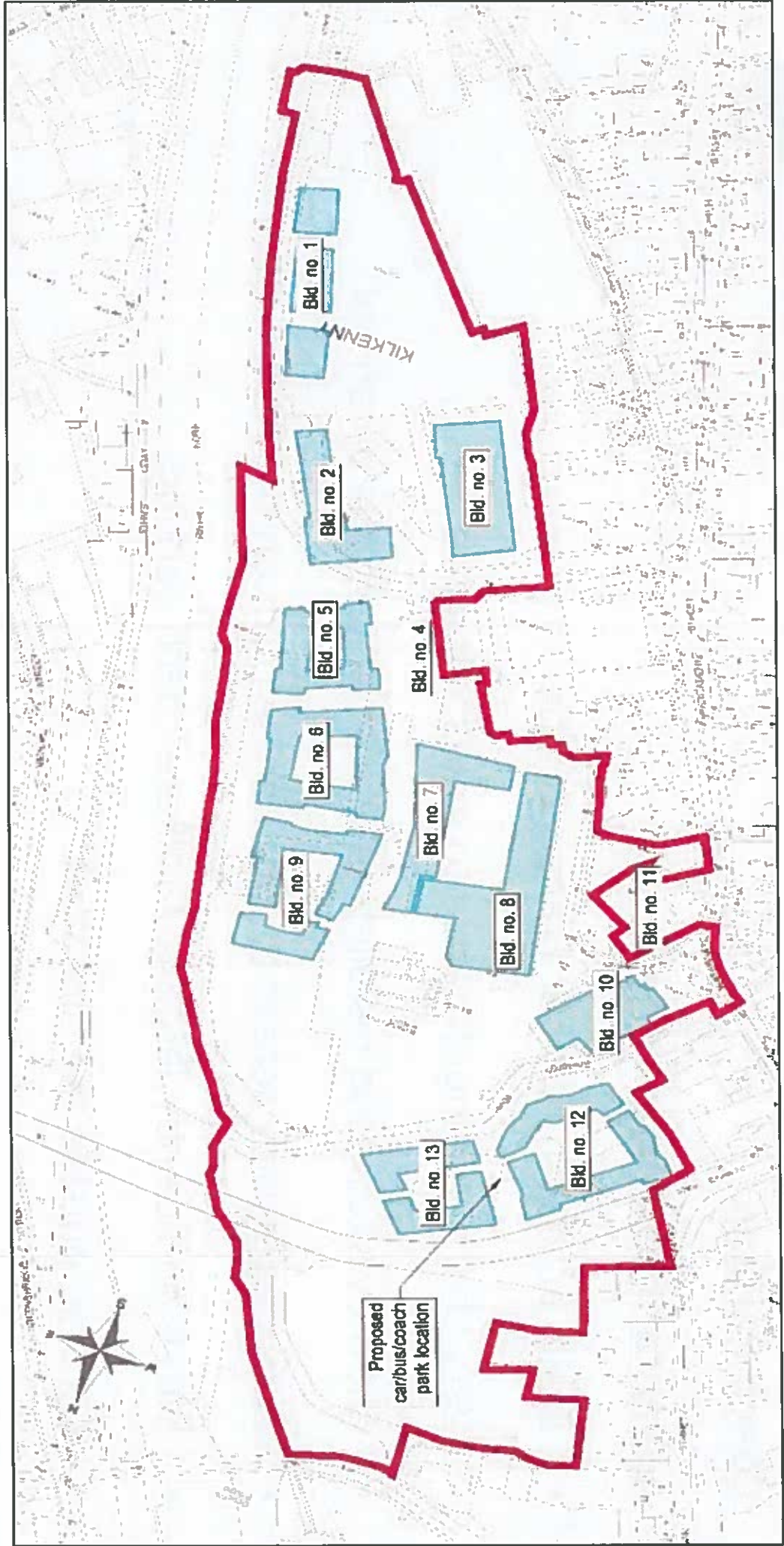
Kilkenny Castle  
Approx. 385,000 visitors per annum (2016)



St Canices Cathedral  
Approx. 52,000 visitors per annum (2016)



# Proposed Coach Parking





## Coach Parking

### Advantages of site

- Easily accessed from St Francis Bridge.
- Very short walking distance to tourist attractions.
- Allows visitor good visibility of tourist attractions on arrival
- Easy pedestrian access to City Centre through the Abbey Quarter
- Site is sufficiently large to facilitate coach parking.
- Located outside the City Walls

**Any proposal for the development of coach parking will be subject to planning consent and public consultation**





