

## Chapter 5 Transportation

### 5.1 Introduction

An efficient and sustainable transport system is essential for economic growth and prosperity and the improvement of quality of life of the communities that it serves. An efficient and comprehensive internal mobility and local transport network is important for economic activity and for the convenience of the inhabitants of the town.

### 5.2 Public Transport

Public Transportation into and within Arklow is available by means of rail, bus routes and taxi/hackney services. The Dublin-Rosslare railway line serves Arklow with approximately 9 services per day in each direction from Monday to Sunday. Bus services are made up of a national bus route operated by Bus Eireann (providing connections to Dublin on a daily basis via the expressway long distance services), a local/rural commuter services from Arklow to Gorey and a local bus service from Wicklow to Arklow via Avoca. The services range from approximately twenty-one return journeys on the expressway route to two daily returns to Wicklow via Avoca. There are also a number of local taxi/hackney services within the town.

There has been an increased emphasis in recent times on public transport as an alternative to the private car however while it is noted that there has been significant progress made in the national public transport network the level of investment in services has not kept pace with the increased levels of population growth, which has contributed to the increase in the car-based commuting to Dublin.

While the Development Plan is a land-use, rather than a transport plan, it will endeavour to put in place the necessary policy framework to encourage and facilitate the improvement of public transport.

#### 5.2.1 Public Transport Objectives

- PT1** Facilitate the use of public transport for travel within the town and external destinations.
- PT2** To encourage and co-operate with the statutory bodies responsible for improving the public transport facilities within the town.
- PT3** To encourage the future expansion of the transport interchange at the train station where a number of transport types can interchange with ease. In particular:
- to improve the bus links within the plan area to the train station;
  - to promote integrated ticketing between transport types;
  - to encourage the improvement of bicycle facilities at the transport interchange;
  - to improve existing and provide new footpath/footway linkages to the existing train station.
- PT4** To ensure that possibilities for the improvement of the Dublin-Rosslare line are maintained and to ensure that land use adjacent to the station and rail lines are appropriate and will facilitate future improvements.
- In particular, to require any development proposals in the vicinity of the train station to be so designed to facilitate future access to the station and railway lines and to reserve adequate space for future car parking.
- PT5** To promote the delivery of improved and new bus services in Arklow and Environs by:
- Facilitating the needs of existing or new bus providers with regard to bus stops;
  - Require the developers of large-scale new employment and residential developments in Arklow that are distant (more than 2km) from the train station to fund/ provide feeder bus services for an initial period.

### 5.3 Cycling and Walking

Government Policy, as set out in "Smarter Travel - A New Transport for Ireland 2009-2020", places an emphasis on walking and cycling as alternatives to vehicular transport. The provision of walking and cycling routes within Arklow forms an essential part of the linked-up transport system, involving a variety of transport modes where public transport facilities can be availed of. While the land-use plan cannot influence whether members of the public will walk or cycle to a destination it can include objectives that would promote these forms of transport.

### **5.3.1 Cycling & Walking Objectives**

- CW1** To enhance the permeability of the town through the facilitation and promotion of opportunities for safe pedestrian, and cycling linkages to and within the town centre, employment areas, schools and public transport nodes that will maximise travel by sustainable modes. In particular, the provision of direct pedestrian access to the rail way station from Abbey Street shall be pursued.
- CW2** To facilitate the development of foot and cycleways off road (e.g. through open spaces) in order to achieve the most direct route to the principal destination while ensuring that personal safety, particularly at night time is of utmost priority.
- CW3** To encourage the provision of secure bicycle parking facilities at strategic locations within Arklow Town centre, community facilities within Arklow and transport nodes.
- CW4** To improve existing or provide new foot and cycleways on existing public roads, as funding allows.
- CW5** To promote and encourage the “Safer Routes to School” and Green Schools Programme within Arklow and to liaise with all relevant Departments/agencies involved in the operation of the programme.

### **5.4 Roads**

Arklow is strategically located between Dublin and Rosslare and benefits from its location to the N11/M11. Arklow is located on the old N11 Wexford/Dublin road; this provides the main route for local traffic and joins the N11 bypass to the north and south of the town.

The R747 link forms the main regional route, west to Aughrim, Tinahely and West Wicklow, whilst the R750 coastal road provides an alternative route to Wicklow in the north. To the southwest of the town Coolgreaney Road, Cemetery road and Emoclew Road form a distributor ring to the west of Wexford Road. To the east of the Wexford Road, Lower Main street, Abbey Street and Yellow lane form a similar loop.

Below this distributor level network are secondary routes that provide a through and loop access to the town centre, residential areas and other sectors of the town. Traffic flow on a number of the main routes within the town centre is constrained due to the restricted capacity of the junctions. The road access across the Avoca river to the town centre is limited by the carrying capacity of the Lower Main Street priority junction.

On the southern fringe of the town centre, Abbey Street links the old Wexford road to the South Quay industrial area and the Roadstone Quarry. Due to the industrial activities at this location there is a high degree of HGV movements on routes that have limited carriageway width.

#### **5.4.1 Road Programme Objectives**

- RP1** To facilitate the future improvement of the town’s roads hierarchy to distribute vehicular traffic on appropriate distributor routes whilst minimising the number of car trips through the town centre.
- RP2** To facilitate the provision of a western distributor route incorporating a new river crossing and linking to a new interchange onto the N11, in order to alleviate future traffic congestion in the town.
- RP3** To facilitate the development of a connection road from Wexford Road to the Croghan Industrial Estate in consultation with the owners and developers of the lands.
- RP4** To facilitate a new distributor road traversing lands zoned ‘employment’ at Killiniskyduff.
- RP5** To require the development of Action Area 2 (Tinahask/Moneybig) to include distributor road access through to Action Area 1 (Tinahask/Abbeylands) and the Employment zoned lands to the south of AA2.

### **5.5 National Roads**

#### **Works Objective for the N11/M11**

- NR1** To facilitate the Rathnew to Arklow North upgrade (Arklow to Ballnabarney), comprising the upgrading of the existing single carriageway route to dual carriageway/motorway standard.
- NR2** To facilitate the construction of a new third interchange at Lamberton, providing a connection to the western distributor road as allowed for in the design of the Arkow bypass.

### **5.6 Parking**

It is national policy to reduce the dependency on the private car and move to a more sustainable form of transport namely public transport and or cycling/ walking. However notwithstanding this shift in policy there is still a requirement to cater for the needs of car users in terms of efficient traffic management, car parking, road

infrastructure improvements and provision. There is paid parking in the town-centre with provision for short and long term parking.

### **5.6.1 Parking objectives**

**P1** New/expanded developments shall be accompanied by appropriate car parking provision as detailed in Table 5.2. Deviations from this table may be considered in the following cases:

- In the town centre where it is illustrated that there is sufficient public parking, and there is parking enforcement;
- In multi-functional developments, where the developer provides a robust model of car-parking usage to show that dual usage will occur and that peak car parking demand at any time of the day will be met;
- Where a residential development is in close proximity to the transport interchange.

In situations where a developer cannot meet the necessary car parking requirement on or near the development site, the developer may be allowed to make a special payment in lieu, to be utilised by the Local Authority in providing car parking in the area.

**P2** Provision shall be made in all new / expanded developments for disabled parking (and associated facilities such as signage, dished kerbs etc), at a suitable a convenient location for users.

**P3** Provision shall be made for off street loading/unloading facilities in all new/expanded developments, which are to receive regular deliveries.

**P4** To facilitate the operation and free flow of traffic in a safe manner in particular in the town centre and in locations proximate to schools, health and community facilities, by appropriately controlling car parking at such locations.

## **5.7 Aviation, Harbours, Marinas & Ports**

The Port and Harbour area of Arklow is considered to be under utilised and its re-development is key to the growth of the town in the future. While some developments have occurred in this area it is considered that the area requires specific attention. The location of the Harbour and Port area is considered strategic due to the proximity to the N11/M11 and possibly by the Leinster Outer Orbital Route, which will in-directly increase the re-development potential of the area. In order to fully exploit the Port it is considered necessary to include the provision of a new road, which will alleviate HGV movements in the centre of the town.

It is considered that there may be suitable sites in and adjoining the plan area that could accommodate an aerodrome, which would allow for the future development and expansion of this sector.

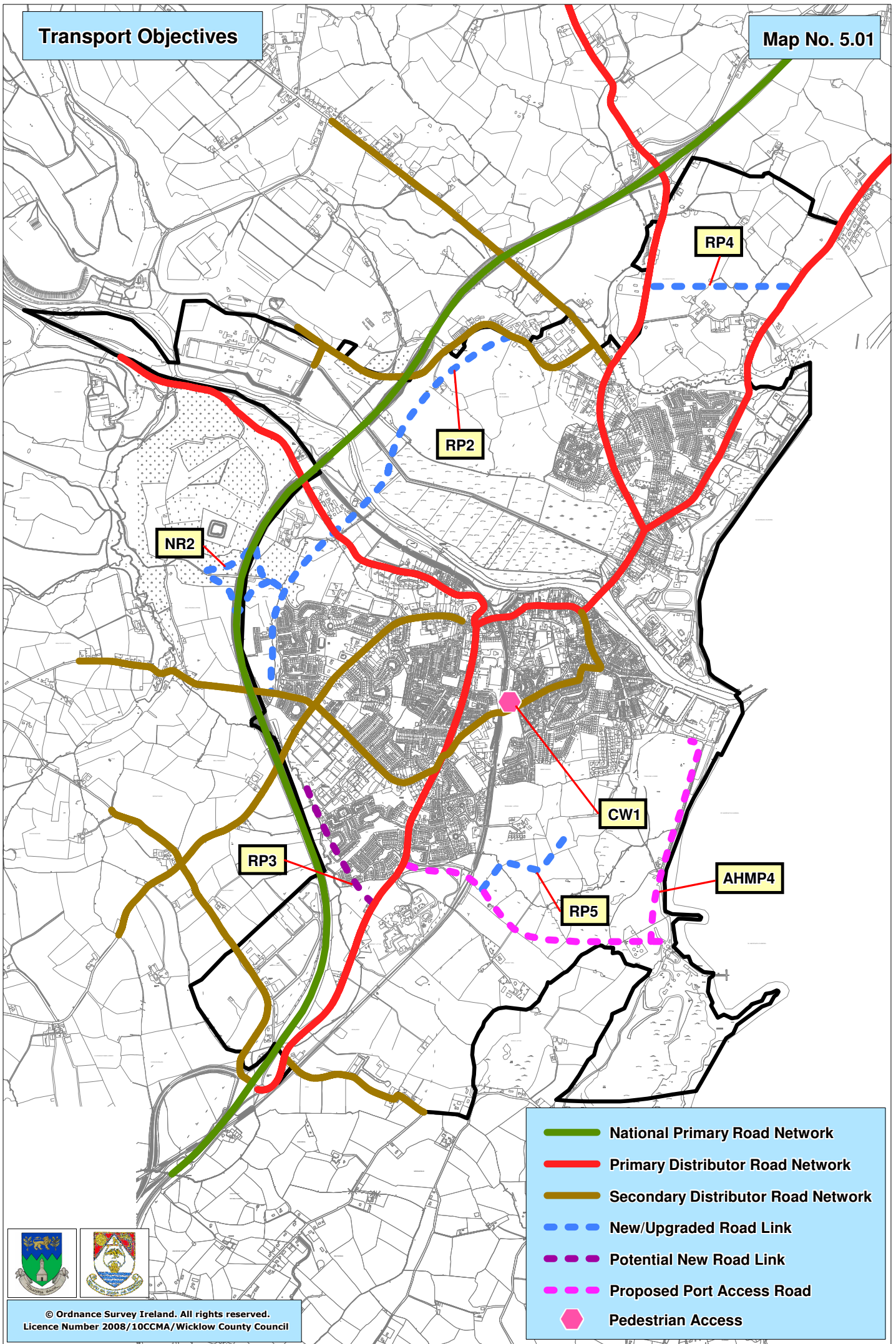
### **5.7.1 Aviation, Harbours, Marinas & Ports objectives**

**AHMP1** To facilitate the construction of a Port Access Road linking the Wexford Road to the employment areas of Action Area 2 (Tinahask/Moneybig), the Roadstone Quarry and the Waterfront Zone, incorporating a link to form a primary distributor route for HGV traffic to the existing port. The design of the road including its alignment and boundary treatment will be carried out in such a manner as to ensure minimal impact on Arklow Golf Club. The design of the road will be subject of full consultation with Arklow Golf Club.

**AHMP2** To promote and facilitate through appropriate transport planning and land-use zoning the expansion or development of recreational facilities and marinas at the harbour in Arklow.

**AHMP3** To promote Arklow as a location for a new international airport and to generally facilitate the development of the aviation sector, in particular aerodromes, air strips and airports, subject to clear demonstration of the need and viability of such developments and due regard to the residential and environmental and residential impacts of such development, particularly in the coastal area.

**AHMP4** To support and facilitate the development of marine and shipping activity in Arklow, particularly the recreational use of the existing harbour/marina and the development of a roll on-roll off port at the existing Roadstone jetty.



- National Primary Road Network
- Primary Distributor Road Network
- Secondary Distributor Road Network
- - - New/Upgraded Road Link
- - - Potential New Road Link
- - - Proposed Port Access Road
- ◈ Pedestrian Access



## **5.8 Development Management Standards.**

### **5.8.1 Public Transport**

Rail Network:

- Development in the vicinity of existing railway lines shall comply with the set back and construction requirements of Iarnrod Eireann.

Bus Network:

- New and improved roads shall generally be designed and include infrastructure for bus use unless otherwise advised by the Roads Authority;
- In areas of large-scale housing expansion and employment development, road layouts shall be designed to allow for high permeability of buses;
- New/improved bus stops shall be of a suitable “raised” design in order to assist mobility –impaired passengers in boarding /leaving the vehicle;
- Proposed bus shelters should be sited and designed with due cognisance of both the needs of the bus users and bus routes and the visual sensitivity of the location of the proposed shelter.

### **5.8.2 Park and ride facilities**

In all proposed park and ride facilities, the Council shall require the provision of the following:

- Pedestrian and cycle paths connecting the proposed facility to the public transport node it is serving and to the surrounding developments;
- Environmentally friendly lighting along all pedestrian and cycle paths connecting the facility to the transport node;
- Adequate set down, waiting and turning areas for feeder buses;
- Bicycle parking facilities.

### **5.8.3 Public Roads**

National Road and Regional Road Development Control Objectives

- Any works carried out on national and regional roads shall comply with the National Roads Authority publication ‘Design Manual for Roads & Bridges as may be amended and revised, unless local conditions determine otherwise;
- No development shall be permitted that would involve direct access to or from a motorway in accordance with Section 46 of the Roads Act (1993);
- A new means of access onto a national road will generally not be permitted, but may be considered where a new access is intended to replace an existing deficient one;
- Permission will generally not be considered for new development adjoining the national road even when no vehicular access is created because hazardous situations often still arise due to unregulated parking and the opening of pedestrian routes;
- A new means of access onto a regional road will be strictly controlled and may be considered if one of the following circumstances applies:
  - the regional road has speed limit of less than 50km/h;
  - where the new access is intended to replace an existing deficient one;
  - where it is demonstrated that the entrance is essential and no other means of access is available.

### **5.8.4 Local Road Development Management Objectives (General)**

The design of new urban local roads or improvements to existing urban roads and new means of access onto urban local roads and rural local roads shall generally comply with the guidance set out in the “Traffic Management Guidelines” (DTO) and “Recommendations for Site Development Works for Housing Areas” (DOEHLG), as appropriate. In particular-

- Positive measure for pedestrian and cycle safety, including designated tracks and junction facilities, will be required on district distributor roads;
- Local access roads should be principally designed with the pedestrian in mind (particularly at junctions) and in some circumstances shared pedestrian/vehicular areas may be appropriate.

### **5.8.5 District Distributor Roads-urban**

- The existing urban regional and local road network in the plan area provide “district distributor road” functions. However in large scale developments or new expansion areas, new district distributor roads

will often be required and the location and route of required new district distributor road will be indicated within the plan area;

- New district distributor roads will be required to be designed to the standards of (urban) regional roads, unless otherwise specified by the Planning Authority.

#### **5.8.6 Local Collector Roads/local Access Roads (urban)**

- Regardless of the nature of the development serviced, new local roads should be designed in a hierarchical manner, with collector or spine roads distributing traffic around local access roads providing direct access to properties and buildings;
- Measures to control the speed of roads to reflect their function in the hierarchy shall be employed as appropriate. This does not always imply the use of traffic calming devices such as ramps or rumble strips, but speed may be controlled through the manipulation of road alignment or the use of different surfaces;
- Local collector roads will normally be at least 6m in width, with footpaths and cycleways on both sides. Entrances and car parking shall generally be kept to a minimum on collector roads and shall only be provided where design speed is low and visibility is high;
- Local access roads shall be kept to the minimum width necessary to serve the scale and type of development proposed to reduce speed, and in housing areas, widths as narrow as 4.8m may be considered. However, the needs of emergency and refuse vehicles must also be accommodated<sup>8</sup>. In employment areas, as local access roads will normally be serving industrial / warehousing / office buildings, adequate width will be required for larger vehicles, turning etc;
- Where new 'town centres' or 'streets' are being created, they should be designed on the 'local access road' scale. However, through careful design, appropriate provision shall be made for deliveries and commercial vehicles;
- In new housing areas, innovative road layouts will be encouraged and in particular, local access roads should be designed to give the highest priority to pedestrians and cyclists. The creation of 'home zones' should be a priority<sup>9</sup>.

#### **5.8.7 Pedestrian & cycling facilities**

- New pedestrian and cycle paths shall be designed in accordance with the standards set out in the Traffic Management Guidelines and the DTO cycle manual and shall ensure ease of connectivity to the surrounding area;
- Footpaths shall be provided on all new urban roads (from district distributor down to local access roads) to allow for full permeability of residential districts by pedestrians. All footpaths shall be designed to accommodate those with mobility difficulties or who are wheelchair bound;
- Cycleways shall be provided on urban district distributor roads and local collector routes e.g. spine routes through new housing estates. They will not be required on local access roads; instead the design of such roads should be based on reducing vehicular speeds and concentrate on making the road a safe environment for cyclists and children at play;
- The use of shared road space, that is suitable for safe use by vehicles and cyclists / pedestrians may be considered in lieu of footpaths and cycleways; the requirements of the Planning Authority should in such cases be determined prior to the making of any application;
- Pedestrian and cycleways will be required to follow the most direct route from origin to destination, subject to safety considerations. In particular, such routes should have adequate surveillance surrounding the development;
- Street lighting along foot and cycle paths shall be provided in accordance with the recommendations made in 'Site Development Works for Housing Areas' (DoEHLG 1998) as may be revised or replaced.

#### **5.8.8 Vulnerable road users**

- Particular design solutions will be called for in areas where vulnerable users might be present e.g. at or near schools / crèches, near youth or sports facilities or in 'home zones'. At these locations, vehicle traffic shall be required to be slowed appropriately or stopped to give priority to cyclists and pedestrians. Developers of such facilities may be required to fund such alterations as deemed necessary to accommodate their users;
- Suitable measures shall be put in place at junctions and crossings for those with mobility or visual impairment, such as ramps and tactile pavements;
- Facilities such as crèches shall be located on or as close as possible to local collector roads and should be located as close as possible to district distributor roads to minimise traffic movements on local roads and to allow access by the greatest number.

<sup>8</sup> Group refuse storage areas should be located on local collector roads, rather than local access roads.

<sup>9</sup> For further design guidance, see Chapters 5 and 7 of the Traffic Management Guidelines, DTO

## 5.8.9 Parking

### Car parking

- Where on-site car parking is provided, the car parking area shall be suitably surfaced and all bays and aisles marked out with white durable material. Spaces shall meet the following size requirements:

**Table 5.1 Parking & Loading Dimensions**

Car-Parking Bays	5.0m x 2.5m
Disabled Parking Bay	5.0m x 2.5m + 0.9m between bays
Loading Bay	6.0m x 3.0m
Circulation Aisles	6.0m in width

- Loading bays shall be located to prevent any obstructions to traffic circulation or use of other spaces;
- Where parking is permitted in the view of the general public, adequate soft landscaping shall be provided to soften the appearance of hard surfaced areas;
- Parking areas shall be reserved solely for the parking of the vehicles and should not be used for the storage of materials or goods associated with the development, nor for the parking of goods or other heavy vehicles;
- The standards set out in Table 5.2 to follow shall apply to all new developments, be it new construction or additional or material change of use of existing buildings;
- Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces, for developments requiring more than 10 car parking spaces, with the minimum provision being one space (unless the nature of the development requires otherwise).

**Table 5.2 Car Parking Standards**

Use Class	Parking spaces to be provided
Auditorium, Theatre, Cinema, Stadium	0.33 per seat
Church	0.33 per seat
Nursing Homes	0.5 per bed
Third Level Colleges	0.5 per student
Hotel (excluding function room)	1 per bedroom
School (primary)	1.2 per classroom
School (secondary)	2.0 per classroom
Hospital	1.5 per bed
Clinics & Group Medical Practices	2 per consultant
Dwelling /Apartment	1-2 per unit
Warehousing	1 per 100 m <sup>2</sup> gross floor area
Retail Warehousing & Factory / Garden Centres	2 per 100 m <sup>2</sup> gross floor area
Library	3 per 100 m <sup>2</sup> gross floor area
Manufacturing	3 per 100 m <sup>2</sup> gross floor area
Offices (ground floor)	5 per 100 m <sup>2</sup> gross floor area
Offices (above ground floor)	4 per 100 m <sup>2</sup> gross floor area
Bank or Financial Institution	7 per 100 m <sup>2</sup> gross floor area
Restaurant dining room	10 per 100 m <sup>2</sup> gross floor area
Take-Away	1 car parking space per 18sqm gross floor area
Ballroom, Private dance Clubs	8 per 100 m <sup>2</sup> gross floor area
Bar, Lounges, Function Rooms	10 per 100 m <sup>2</sup> gross floor area
Marina	1 car space per berth
Playing Fields	10 car spaces per pitch
Childcare facilities	0.5 spaces per staff member + 1 car parking space per 10 children
Allotments	1 space generally per plot within the plan area, however relaxation

	of this standard shall apply on a case by case basis
Out of town / regional shopping centre	6 per 100sqm floor area
Other retail (district / neighbourhood centre, large / discount foodstore)	4 per 100sqm floor area

### 5.8.10 Bicycle Parking

- The Planning Authority will require the provision of a minimum level of bicycle parking facilities in association with new developments and the change of use of an existing property. Where the provision of bicycle parking facilities are intended for use by the staff of that particular development, stands should be located within the curtilage of the development to ensure security and supervision. Bicycle stands for use by visitors should be located to maximise convenience to the entrance of buildings and positioned so as to ensure safety, security and supervision;
- In residential developments without private gardens or wholly dependent on balconies for private open space, bicycle stands should be provided in secure private communal areas;
- The bicycle parking standards set out in Table 5.3 to follow shall apply.

**Table 5.3 Bicycle parking standards**

Type of Development	Relevant Cycle Parking Standard
Apartments	1 space per bedroom + 1 visitor space per 2
Shops	1 space for every car space.
Supermarkets / large stor	10% of total car spaces subject to a minimum provision of 50 spaces.
Offices	10% of employee numbers subject to minimum of 10 bicycle places or one bike space for every car space, whichever is the greatest.
Industry/warehousing	20% of employee numbers.
Theatre, cinema, church, Stadium	1 space for every 100 seats.
Hotels, guest houses	1 space per 50 bedrooms.
Lounge bars	1 space for every car space.
Restaurants	1 space for every car park space.
Function-room, dance hal Clubs	1 space for every car park space.
Playing fields	1 space for every 3 players.
Schools	10% of pupil registration numbers/minimum of 10spaces.
Nursing homes	20% of employee numbers.
Public Transport pick up points/interchanges	2.5% of number of daily borders at that point/station, minimum of 10 bicycle spaces.

### 5.8.11 Entrances & sight lines

- In all areas, new entrances shall be designed having regard to the function and traffic volumes on the adjoining public road as well as pedestrians, cyclists and vulnerable road users;
- Clear sightlines will be required to be available or provided at new junctions and entrances. The sight distance required shall be calculated using the applicable road design manual/Manual for Streets (at the time of application) having regard to the following criteria:-
  - the designation of the road, its function in the road hierarchy and existing / projected volumes of traffic;
  - the speed limit of the road;
  - the vertical and horizontal alignment of the road;
  - and any other such factors that may be pertinent to the specific location or as may be set out in road design manuals.
- When locating new entrances and proposing increases in traffic movements at existing entrances, it must be shown that vehicles turning right into the entrance do not obstruct or cause a hazard to other



road users. Sufficient forward sight distance must be available to (a) cars approaching an entrance in case a car is waiting on the road carriageway to turn right, (b) for cars waiting to turn right at an entrance. Right turning lanes may be required and these shall be designed in accordance with the applicable road design manual (at the time of application).

#### 5.8.12 Road gradients

- Flat gradients (i.e. no more than 1:40 / 2.5%) will be generally required at new junctions / entrances. The length of this flat area shall be determined having regard to the function of the new road. For a single dwelling or smaller housing development (less than 10 units), this area shall normally be a minimum of 6m in length. For larger housing developments or commercial developments, this may increase to 10m or more in order to facilitate larger vehicles such as delivery vans, refuse trucks etc
- Roads serving new housing or commercial development shall nowhere be allowed to exceed a gradient of 1:10 (10%). Where a development includes roads at such gradients, the gradients will be required to be reduced appropriately at bends and corners.

#### 5.8.13 Set backs from public roads

- In the interests of traffic safety, residential amenity and because of the long term space requirements of roads, particularly in rural areas, the Council will normally require buildings to be set back from the edge of the hard-paved surface of the public road as set out in Table 5.4 below;
- Where a set back lower than that shown in Table 5.4 is already existing on a site or in the immediate environs of a site, the Planning Authority may consider a reduction in the set back, having due regard to
  - the likelihood of future road widening / realignment at that location;
  - the desire to maximise development density at locations in or close to urban areas;
  - the need to ensure adequate separation between roads and dwellings, to ensure adequate residential amenity; in particular to ensure limited disturbance by traffic noise and headlight glare from the adjacent road.

**Table 5.4 Set backs from public roads**

Road Type	Set back	Description
Motorway National Primary / Secondary	20m* 100m	Employment development * All other
Rural Regional	20m* 40m	Employment development
Rural Local Roads	20m	All development
Urban Distributor Roads	10m	All development
Urban Collector Road	6m	All development
Urban Access Road	The minimum required to facilitate necessary footpaths and a 'buffer' area between the structure and the public	All development

\* The Council may allow a reduction in the set back for employment development, to 20m, where it is satisfied that no adverse impact are likely to arise either in terms of future road widening needs or distraction to road users.

#### 5.8.14 Road Safety Audits

- Road Safety Audits will be required at the discretion of the Planning Authority, but shall generally be required where new road construction or a permanent change to the existing road layout is proposed;
- The objective of a road safety audit is to ensure that the road safety implications of all schemes are fully considered for all users of the road and others affected by the scheme. It evaluates a road scheme

during the design, construction and before the scheme is opened to traffic to identify potential safety hazards and suggest measures to eliminate or mitigate these problems;

- Road Safety Audits shall be prepared in accordance with the guidance set out in the Design Manual for Roads and Bridges HD19/09 (and subsequent amendments).

**5.8.15 Thresholds for Traffic & Transport Assessment** <sup>10</sup>As an indicator for all roads, Table 1.4 of the Traffic Management Guidelines (DoT / DoEHLG / DTO, 2003) gives the thresholds above which a Transport Assessment is automatically required. Table 5.5 below reproduces this.

**Table 5.5 Traffic Management Guidelines - Thresholds For Transport Assessments<sup>11</sup>**

Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive.
Residential development in excess of 200 dwellings.
Retail and leisure development in excess of 1,000m <sup>2</sup> .
Office, education and hospital development in excess of 2,500m <sup>2</sup> .
Industrial development in excess of 5,000m <sup>2</sup> .
Distribution and warehousing in excess of 10,000m <sup>2</sup> .

Due to the strategic role of national roads and the need to ensure that the carrying capacity, efficiency and safety of network is maintained, the management of development may in certain circumstances require tighter control. Where applications affect National Routes (including those which impact on interchanges) a TTA shall be requested even if thresholds in Table 5. 6 to follow are not exceeded

<sup>10</sup> Extract from Traffic & Transport Assessment Guidelines, NRA (September 2007)

<sup>11</sup> Table 1.4 ,Page 29, Traffic Management Guidelines 2003

**Table 5.6 Advisory thresholds for Traffic & Transport Assessment where National roads are affected**

<b>Vehicle Movement</b>	100 trips in / out combined in the peak hours for the proposed development	
	Development traffic exceeds 10% of turning movements at junction with and on National Roads.	
	Development traffic exceeds 5% of turning movements at junctions with National Roads if location has potential to become congested or sensitive.	
<b>Size</b>	Retail	1,000m <sup>2</sup> Gross Floor Area.
	Leisure facilities including hotels, conference centres and cinemas.	1,000m <sup>2</sup> Gross Floor Area.
	Business	2,500m <sup>2</sup> Gross Floor Area.
	Industry	5,000m <sup>2</sup> Gross Floor Area.
	Distribution and warehousing	10,000m <sup>2</sup> Gross Floor Area.
	Hospitals and education facilities	2,500m <sup>2</sup> Gross Floor Area.
	Stadium	1,500 person capacity.
	Community Facilities including places of worship, community centres.	1,000m <sup>2</sup> Gross Floor Area.
	Housing	50 dwellings within urban areas with a population less than 30,000. 100 dwellings within urban areas with a population equal to or greater than 30,000.
<b>Parking Provided</b>	100 on-site parking spaces.	

**5.8.16 Sub-threshold Criteria for Traffic & Transport Assessment:** In some cases the impact of traffic volumes may not be significant and the thresholds for a TTA may not be exceeded. However, the type and volume of generated traffic on National Roads may be of a nature to raise concerns about effects on road safety and road structure. In such cases, the criteria in Table 5.7 below will be consulted. If the proposed development meets two or more of these criteria, then a TTA should be requested.

**Table 5.7 Sub-threshold Criteria for Traffic & Transport Assessment**

<b>Vehicle Movement:</b>	The character and total number of trips in / out combined per day are such that as to cause concern.
<b>Location</b>	The site is not consistent with national guidance or local plan policy or accessibility criteria contained in the Development Plan.
<b>Other Consideratic</b>	The development is part of incremental development that will have significant transport implications.
	The development may generate traffic at peak times in a congested area or near a junction with a main traffic route.
	The development may generate traffic, particularly heavy vehicles in a residential area.
	There is significant concern over the development's effect on road safety.
	The development is in tourist areas with potential for congestion.
	Planning authority considers the proposal will result in a material change in trips or raises significant transport implications.

**5.8.17 Roadside signage (for shop front signage, see Section 16.2.2)**

Signage serves three functions as set out below. This section covers signage on and adjacent to the public road but does not cover road traffic and directional signs erected by the Road Authority.

**5.8.18 Directional and information signage –**

These are signs that provide the public with directions to a particular location, where destinations may be difficult to find a specified business / service, sports club, public or voluntary service, etc, particularly at the latter stage of a journey. What differentiates these from advertising signs is that they are for the purpose of directing people to a place, club or service that they already know about, or a facility aimed at tourists, that they would be expected to be seeking. These are intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps and road atlases.

Examples of such destinations would typically, but not exhaustively, include railway stations, football clubs, theatres, schools/colleges, national and regional attractions.

**5.8.19 Advertising signage –**

These are signs whose objective is to market a business, product or service. These can take many forms, ranging from billboards and posters, to pole mounted signs (including fingerpost signs).

While the Council acknowledges the need for advertising and accepts that it is a necessary part of commercial life, it is also aware of its responsibility to protect the visual amenity in urban and rural areas and for the elimination of traffic hazards. A conglomeration of signs or a sign of inappropriate size can detract

considerably from the character and visual amenity of a settlement, result in visual clutter and conflict with the interests of road safety.

**5.8.20 Identification signage** - These are signs to identify a business, service or premises, and are normally proximate to the premises/business/service.

There are two distinctive ways in which consent can be applied for advertising or signposting structures. Firstly, planning permission is required for the erection of signs located on private property (except those exempted under Schedule 2 Part 2 of the Planning & Development Regulations 2001, as may be amended). Secondly, the erection of advertising signs on, over or along the public road are licensable under Section 254 of the Planning & Development Acts as amended. Such licences are granted on a temporary basis. The nature and extent of signage allowable will be determined by its location and in particular, the classification of the road will set the control parameters.

## **5.9 Advertising Signage Standards**

**5.9.1 Advertising signs** will not be permitted except for public service advertising. This is to avoid visual clutter, to protect and preserve the amenity and/or special interest of the area, to ensure traffic safety and where applicable, to preserve the integrity of buildings, particularly those listed for preservation. Strictly temporary signs maybe permitted to advertise permitted development, subject to an assessment of the cumulative impact of signage in the area and having regard to the particular environment of the site.

## **5.10 Information and Directional Signs**

### **5.10.1 National Road N11/M11**

Signage on this route will be strictly controlled and signs will generally only be permitted in accordance with National Roads Authority's "Policy on the provision of Tourist and Leisure signage on National Roads". In particular this policy allows for advance signing for a tourism attraction with 75,000 visitors per year. In addition, signs at N11/M11 off slips will be considered for:

- Hotels of a minimum three star status that are remote from a settlement signposted from the N11/M11 and within 5 km of that junction.

### **5.10.2 Regional & Local Roads**

Directional and information signage will be permitted on Regional and Local Routes. Such signage shall be in finger post form<sup>12</sup> and shall include only the business / facility name and distance information. Subject to the following:

- These are intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps and road atlases;
- Supplement rather than duplicate information already provided on other direction signs. In particular signs will only be considered from the town or village (that is already well signposted) nearest to the facility;
- Tourism and leisure facilities shall be on signs of white writing on brown background. All other signs shall be black writing on a white background;
- Signs will be permitted from more than one direction only where it can be demonstrated that the different approaches are well trafficked, and add convenience to road users;
- In addition signs will also be considered where there are clear benefits to the road user, e.g. for safety reasons, where locations may be hard to find or to encourage visitors to use particular routes.

### **5.10.3 Signage within the town**

Directional and information signage will be permitted as per objective 5.11.2 for Regional and Local Routes. A combined sign at the main entrance(s) to a settlement, of a suitable size and design may be considered, particularly if a settlement is a tourist destination, where there are a number of accommodation, dining, or visitor facilities. Any such structures that would interfere with traffic signs, sight lines or distract driver attention will not be permitted.

### **5.10.4 Identification signage on sites / buildings**

Signage on sites or buildings shall comply with the following requirements:

- Signage on shopfronts or other non-retail service uses in town and neighbourhood centres shall comply with Chapter 6 of this plan;

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<sup>12</sup> Fingerpost signs shall not exceed 1.4sqm in size.

- Signage on other commercial buildings / sites (e.g. in business parks, hotels etc) shall be tastefully designed and positioned at or near the main entrance to the site / structure, with lettering size limited to that necessary to identify the site when in visual distance (which would not normally require lettering in excess of 300mm height);
- In rural areas, a wall mounted plaque type sign at the entrance gates will normally be considered sufficient for site identification purposes, with lettering not exceeding 200mm. A pole mounted traditional hanging type style, not exceeding 300mm x 500mm may also be permitted, subject to the proviso that no impacts on traffic safety arise;
- The size, scale and number of freestanding signs, flagpoles or other signage structures with logos or advertising thereon will be controlled in the interests of amenity and the preservation of the character of the area;
- Signs will not be permitted where they compete with road signs or otherwise endanger traffic safety.