

CHAPTER 11

ROADS & TRANSPORTATION

11.1 Introduction

While the overarching rationale for the production of a development plan is to guide land-use, the integration of good land use planning with transportation is a key that can unlock significant improvements in the quality of life, in ways that are tangible to many in Wicklow, who have long identified commuting as being a major drawback to living in this County. Reducing the need to travel long distances by private car, and increasing the use of sustainable and healthy alternatives, can not only bring multiple benefits to both our environment and communities, but also to our own mental and physical wellbeing.

It is therefore the strategy of this plan to:

- Craft land use policies to produce settlements of such form and layout that facilitates and encourages sustainable forms of movement and transport, prioritising walking and cycling, and for larger settlements, bus transport. To achieve this aim, IFPLUT¹ studies have and will be prepared, which will continue to inform future policy formulation;
- Promote the delivery of local transport links within towns (such as feeder buses to train stations), between towns and in rural areas;
- Promote the improvement of public transport services, in particular the upgrading of the Dublin – Rosslare train line, bringing the LUAS to Bray and the development of improved bus services;
- Allow for the improvement or provision of new walking and cycling facilities throughout the County;
- Facilitate the improvement of our existing road network, to remove bottlenecks and increase free flow;
- To improve east – west linkages in the County, as well as linkages between the west and south of the County to other counties;
- To improve facilities for pedestrians and access for people with special mobility needs.

11.2 Public Transport

Wicklow County Council recognises the progress made in the national public transport network over the past number of years, while acknowledging that deficiencies still exist within County Wicklow. During the lifetime of the previous development plan, the delivery of public transport failed to keep pace with the unprecedented population growth of the County, reinforcing the already well-established car based commuting pattern towards Dublin.

The key to getting people out of their cars and into public transport is to have a reliable, convenient and fast service available, that brings people to the places they want to go, and in the case of Wicklow, this will primarily mean the main centres of employment in north Wicklow and Dublin, namely Dublin city centre, Sandymount and the M50 ring (pending the rebalancing of employment opportunities into Wicklow).

As new employment opportunities develop in the County in the growth centres of Bray, Greystones, Newtownmountkennedy, Rathdrum, Wicklow Town, Arklow, Blessington and Baltinglass, the challenge will also be to make these towns more accessible.

¹ IFPLUT – Integrated Framework Plan for Land Use and Transportation.

While Wicklow County Council is not itself a public transport provider, and cannot force providers to deliver services in any particular area, this County Development Plan can put in place the necessary policy framework to encourage and facilitate the improvement of public transport.

Public transport objectives

- PT1** To cooperate with the NTA/DTA and other relevant transport planning bodies in the delivery of a high quality, integrated transport system in the greater Dublin area.
- PT2** To promote the development of transport interchanges and ‘nodes’ where a number of transport types can interchange with ease. In particular
- to facilitate the development of park and ride facilities at appropriate locations along strategic transport corridors;
 - to enhance existing parking facilities at and/or the improvement of bus links to the train stations in Bray, Greystones, Wicklow and Arklow;
 - to promote the linkage of the LUAS extension to Bray DART;
 - to promote integrated ticketing between transport types;
 - to encourage the improvement of bicycle parking facilities at all transport interchanges;
 - to improve existing and provide new footpath/footway linkages to existing / future transport interchange locations;
 - to allow for the construction of bus shelters, particularly where they incorporate bicycle parking facilities.
- PT3** To continue to work with Iarnrod Eireann on the improvement of mainline train and DART services into Wicklow and in particular, to facilitate all options available to increase capacity through Bray Head and along the coastal route south of Greystones.
- PT4** To ensure that possibilities for improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and would facilitate future improvements. In particular
- to resist any development within 20m of the railway line;
 - to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons;
 - to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking.
- PT5** To facilitate, through both the zoning of land and the tie-in of new facilities with the development of land and the application of supplementary development contributions, the extension of the LUAS to Bray Station and Fassaroe.
- PT6** To pursue the provision of a bus priority scheme on the N11 / M11 from Rathnew to the County boundary at Bray.
- PT7** To promote the delivery of improved and new bus services both in and out of the County but also within the County by:
- Facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);
 - Requiring the developers of large-scale² new employment and residential developments in the designated metropolitan and large growth towns in the County that are distant (more than 2km) from train / LUAS stations to fund / provide feeder bus services for an initial period of at least 3 years;
 - Promoting the growth of designated settlements to a critical mass to make bus services viable and more likely to continue;

² Large-scale residential development is taken to be any single development that would increase the housing stock in the settlement by 10% or more and a large-scale employment development is taken to be one with a working population of 200 persons or more.

- In larger settlements that can sustain bus services, to require new housing estate road layouts to be designed to have permeable ‘bus only’ linkages between different housing estates;
- To work with Bus Eireann to improve services in south and west Wicklow.

PT8 To aim that all in society will have access to public transport, irrespective of their means or abilities.

11.2.1 Wicklow Rural Transport Initiative

The Wicklow Rural Transport Initiative was launched in 2003 and enables people living in rural areas to have access to a responsive travel system, contributing towards more sustainable rural communities. The initiative plays an important role in the daily lives of those living in rural areas by providing access to local shops, services and amenities available within urban centres and larger villages. Wicklow County Council recognises the success of this initiative to date and will encourage its future development.

Rural Transport Objective

PT9 To promote the existing service provided and encourage the further development of the Wicklow Rural Transport Initiative.

11.3 Cycling & Walking

Government policy, as set out in “Smarter Travel – A New Transport Policy for Ireland 2009-2020” and the “National Cycle Policy Framework 2009-2020”, clearly places an emphasis on walking and cycling as alternatives to vehicular transport. The provision of walking and cycling routes within and connecting towns and villages to each other forms an essential part of a linked-up transport system, involving a variety of transport modes, where public transport facilities can be availed of. While it is acknowledged that these forms of movement may make up only a small part of a longer journey, they are the most environmentally and cost efficient form of transport for local journeys.

There are a number of factors that will influence whether one will walk or cycle to a destination (rather than taking the car), including distance, weather, safety, topography, bicycle parking facilities and the availability of car parking at the destination. A land-use plan such as this County Development Plan cannot influence many of these factors, but through the implementation of the following policies, it is intended that facilities will be significantly improved, thereby promoting these forms of transport.

Cycling & Walking Objectives

CW1 To improve existing or provide new foot and cycleways on existing public roads, as funding allows.

CW2 To require all new regional, local distributor and local collector roads³ to include foot and cycleways.

CW3 To facilitate the development of foot and cycleways off road (e.g. through open spaces, along established rights-of-way etc), in order to achieve the most direct route to the principal destination (be that town centre or train station), while ensuring that personal safety, particularly at night time, is of the utmost priority.

CW4 To encourage the provision of secure covered bicycle-parking facilities at strategic locations such as town centres, neighbourhood centres, community facilities and transport nodes.

CW5 To facilitate the development of a coastal cycling and walking route.

³ As defined in Section 11.4.3 of this chapter.

11.4 Public Roads

General road objectives

- PR1** To improve public roads in the County as necessary, including associated bridges and other ancillary structures, as funding allows, having due regard to both the transportation needs of the County and the protection of natural habitats.
- PR2** Traffic Impact Assessments and Road Safety Audits will be required for new developments in accordance with the thresholds set out in the 'Design Manual for Roads and Bridges' and the 'Traffic & Transport Assessment Guidelines' (NRA).

11.4.1 National Roads

The County of Wicklow is served by two national roads - the N11 and the N81, both of which connect to the M50 motorway, providing ease of access to and from the County. The national road network in the County provides an essential means of access to the metropolitan area. The capacity of these existing roads has come under increasing pressure from the ever-increasing number of commuters to Dublin.

N11

While the N11 has undergone significant upgrading over the past number of years, works are still required in order to fully upgrade this national road.

Works Objectives for the N11 (see Map 11.01 in this chapter)

- The Rathnew to Arklow North upgrade, comprising the upgrading of the existing single carriageway route to dual carriageway / motorway standard (Road objective (A) Map 11.01);
- The provision of a third interchange on the Arklow by-pass, linking the N11 to Vale Road, which would allow direct access from the N11 to the R747 to Woodenbridge, Aughrim and the south-west of the County and to the proposed future Arklow Western Distributor Road;
- Upgrading (including widening to three lanes) between the County boundary and Kilmacanogue / Glen Of The Downs and the provision of free flow junctions at the Killarney Road interchange (Road objective (B) Map 11.01);
- Removal of Herbert Road and Silver Bridge junctions by the provision of a collector road between Dargle Road and Killarney Road (Road objective (B) Map 11.01).

N81

The N81 has also been upgraded during the lifetime of the previous plan but not to the same extent as the N11. The NRA's priority in the last number of years has been firstly the national primary roads and more recently, the Major Interurban Routes (MIUs) and the N81, being a national secondary route, has been somewhat overlooked for investment. However, a recent audit of the national roads has shown the N81 to be particularly deficient in overall safety and this has refocused attention back onto the improvement of this route. The NRA National Road Design Office in Naas has undertaken a constraints study of the N81 from Tallaght to Hollywood with a view to determining a range of possible improvements, including rerouting some of the existing road from the County boundary to Hollywood Cross.

Works Objectives for the N81 (see Map 11.01)

- Tallaght to Hollywood Cross upgrade (Road objective (C) Map 11.01);
- Upgrades at Deering's and Hangman's bends (Road objective (D) Map 11.01);
- Local alignment and width improvements south of Hollywood cross (Road objective (D) Map 11.01).

The Council will work to ensure the N81 receives much greater funding than received to date for improvements.

Dublin Outer Orbital Route (DOOR)

The Regional Planning Guidelines for the Greater Dublin Area (2004-2016) and the DTO's 'A Platform for Change' (2000-2016) identify a need for a Dublin Outer Orbital Route, the purpose of which would be to provide an alternative bypass of Dublin for national road traffic not wishing to access the Metropolitan Area and to provide a transport link between development centres in the Hinterland Area of the Greater Dublin Area, in a way which supports their sustainable, physical and economic development.

Both Transport 21 and the National Development Plan 2007 committed the NRA to carrying out a feasibility study on the DOOR. In 2009, the NRA completed a draft study, which included the identification of possible route corridors. A corridor linking Drogheda to Navan to Naas is identified as the optimum route having regard to the objectives set out in the policy documents. While this study does not identify a link to Wicklow, it does recommend that further studies be carried out in to this possibility. The linkage of Wicklow to this outer orbital network is considered critical to the future growth of the south of the County and in particular to the viability of future port activities in Arklow. It is therefore considered appropriate to identify possible route corridors for this link up in this Plan. (Road objective (E) - Map 11.01)

National Road objectives

- NR1** The Council will, in line with Government and National Roads Authority (NRA) policies, and in accordance with the "Roads Needs Study", published by the NRA and the National Development Plan, seek to bring national primary and secondary roads up to the appropriate standards.
- NR2** To support major road improvements by reserving the corridors, as and when these are identified, of any such proposed routes free of development, which would interfere with the provision of such proposals.
- NR3** To co-operate with the NRA in the upgrade of existing interchanges on the National Routes and where appropriate and necessary, to restrict development immediately adjacent to interchanges to provide for the future enlargement of interchanges.
- NR4** To co-operate with the National Roads Authority and other Local Authorities to improve existing or provide new links from Wicklow (in particular, the growth centres and ports of Wicklow) to other counties in the region, including the Dublin Outer Orbital Route as proposed in the Regional Planning Guidelines and Transport 21.
- NR5** To safeguard the capacity and safety of the National Road network by restricting further access onto National Primary and National Secondary roads outside of restricted speed limits (which correspond with identified development boundaries) in line with the National Roads Authority policy statement on "Development Management and Access to National Roads" (May 2006), as amended.
- NR6** To ensure that all new developments in proximity to National Routes provide suitable protection against traffic noise in compliance with S.I No. 140 of 2006 Environmental Noise Regulations and any subsequent amendments to these regulations.
- NR7** To protect the carrying capacity, operational efficiency and safety of the national road network and associated junctions, significant applications either in the vicinity of or remote from the national road network and associated junctions, that would have an impact on the national route, must critically assess the capacity of the relevant junction. If there is insufficient spare capacity to accommodate the increased traffic movements generated by that development taken in conjunction with other developments with planning permission that have not been fully

developed, or if such combined movements impact on road safety, then such applications must include proposals to mitigate these impacts.

11.4.2 Regional Roads

Regional Roads play a key role in the future development of the County, by linking the principal towns and villages to each other, serving local traffic and providing access to the national road network within the County. Road links between the designated growth centres are particularly important to allow synergy to develop between towns and to develop the County as a self-sustaining economy. While linkages on each side of the County are reasonably good, the topography of the central mountains provides a major barrier to the development of road links between the east and west of the County. As it is an overarching aim of this County Development Plan to develop stronger linkages between the east and west, road improvements must be facilitated. However, any such improvements must be considered in light of the environmental sensitivities of the mountain area and the designations that apply.

Wicklow County Council has responsibility for the maintenance and improvement of these roads, which are financed from the Council's own resources and Government grants.

Works Objectives for Regional Roads (see Map 11.01)

- to improve the R759 (Sally Gap) and the R756 (Wicklow Gap), having due regard to the designation of the Wicklow Mountains as a Natura 2000 site⁴ (Roads objective (F) Map 11.01);
- to improve the R747 (Arklow – Aughrim – Tinahely – Baltinglass), including re-alignment or by-passing of existing sections where necessary, having particular regard to the role this route may play in a future DOOR (Roads objective (E) Map 11.01);
- other smaller, more localised improvement schemes required during the lifetime of the plan.

Regional Road objectives

RR1 To continue to improve regional roads to the appropriate standards consistent with predicted traffic flow and in accordance with Government policy and the Roads Programme adopted by the Council. New and existing road space will be allocated to provide for bus, cycle and pedestrian facilities.

RR2 To improve the regional road links between the national road network and the growth centres of County Wicklow in order to cater for anticipated additional traffic flows and to facilitate the economic development of these settlements.

RR3 To improve regional road links between Wicklow and other counties, in particular the Blessington to Naas route and the route from Dunlavin and Baltinglass to the N9.

11.4.3 Local & Urban Roads

Local roads provide the principal circulation networks through the County, meeting the needs of local journeys and providing connections to higher order routes. Local roads are classified as primary, secondary and tertiary and all local roads in the control of the Local Authority have been classified and given a unique ID. While the same classification system is used for urban and rural local roads, urban roads (i.e. road within settlements or built up areas) generally fulfill a wider range of functions⁵ than rural roads:-

⁴ Natura 2000 sites are sites subject to European designations, normally known as SAC (Special Area of Conservation) and SPA (Special Protection Area). These are protected under the Habitats Directive of 1992 (EU directive 92/43/EEC).

⁵ As set out in the DTO / DoEHLG Traffic Management Guidelines

District Distributor Roads

These roads provide links between local districts within urban areas. Whilst they are important traffic routes they can have significant movements of buses and cyclists along them (segregated or on-road) and pedestrians crossing them where there are schools, shops, offices and businesses. Such roads would usually be classified regional or local primary roads.

Local Collector Roads

These roads provide for local journeys and provide links to major routes. Many such roads will have residential and commercial access/frontage and there will be significant movements of pedestrians and cyclists. These roads could be designated regional or local primary roads, but in the main, would be local primary routes.

Local Access Roads

These roads provide direct access to properties. Designs should aim to keep vehicle speeds low (30km/h or less) and allow vehicular access to property and also allow for delivery of goods and servicing of premises. These roads would normally be local secondary and tertiary roads, and housing estate roads.

Local Road Objectives

- LR1** To continue to improve local roads to the appropriate standards (given the location), consistent with predicted traffic flow and in accordance with Government policy and the Roads Programme adopted by the Council.
- LR2** To provide new local roads in urban areas in accordance with objectives identified in local area and town plans.
- LR3** To require all new or improved urban local roads to make provision for public lighting, foot and cycleways and bus stop facilities, where appropriate.
- LR4** To improve local road links to the regional and national road network and between towns and villages, to facilitate the sharing of employment and community facilities between settlements.
- LR5** Rural local roads shall be protected from inappropriate development and road capacity shall be reserved for necessary rural development.

11.4.4 Road Improvement Reservation Objective

RIR1 The Council will preserve free of development, all published alternative road improvement lines and route corridors, where development would seriously interfere with the road's objective, until such time as a final decision on a preferred route has been made. The Council will endeavour to ensure that a decision with respect to final road lines is decided upon as expeditiously as possible in order to prevent unnecessary sterilisation.

11.5 Parking

Parking policy is an important element in an authority's overall planning and transport policy. The level of car parking provided, its location, fee structure and enforcement levels can all have a considerable effect on car use and traffic flow patterns. The availability of convenient and affordable parking in an area can influence people's decision on their mode of travel and has the potential to be a powerful travel demand management tool. An off-street parking policy should recognise the role that the provision or otherwise of additional parking spaces can play in encouraging or discouraging travel by car. If demand management policies are being implemented then a reduction in the number of parking spaces may be desirable in congested urban areas with parking enforcement. Planning policy may seek to limit the number of parking spaces provided for new developments.

Parking objectives

PP1 New / expanded developments shall be accompanied by appropriate car parking provision, with particular regard being taken of the potential to reduce private car use in locations where public transport and parking enforcement are available. At such locations, the car parking standards set out in Table 11.2 shall be taken as **maximum standards**, and such a quantum of car parking will only be permitted where it can be justified.

In locations where public transport and parking enforcement are not available, the car parking standards set out in Table 11.2 shall be taken as **minimum standards**. Deviations from this table may be considered in the following cases:

- In town centres where there is a parking enforcement system in place or a town car park in proximity to the site. In such cases, only the needs of long-term users (e.g. employees, residents) will have to be addressed by the developer;
- In multi-functional developments (e.g. hotels, district centres), 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 / week will always be met;
- Other situations will be considered on a case-by-case basis.

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

PP2 Provision shall be made in all new / expanded developments for disabled parking (and associated facilities such as signage, dished kerbs etc), at a suitable and convenient location for users.

PP3 Provision shall be made for off street loading / unloading facilities in all new / expanded developments which are to receive regular deliveries.

11.6 Ports, Harbours, Marinas & Aviation

The future development of the County's ports places increased demands on the existing transport network, in particular the road network, with the potential for large freight transport. The potential for the future expansion of Wicklow port is to be facilitated through the Wicklow Port Access Road. The potential for the development of a new port at Arklow Rock is also recognised with connections to the N11 and possibly the Dublin Outer Orbital Route increasing the potential for the development of this area. A road line will be reserved to facilitate the development of this proposed port.

The existing / future marinas at Bray, Greystones, Wicklow and Arklow also give rise to traffic demands on the County's roads, which is considered desirable to accommodate given the significant economic, tourism and recreational benefits accruing to the County from such developments.

Wicklow currently has a number of small aerodrome and air strips, whose function is principally recreation rather than transport. However, it is considered that there may be possibilities for the development of this sector, given the proximity of the County to the major population base of Dublin and the availability of coastal areas, which may be suitable for landing strips.

Ports, Harbours, Marinas & Aviation Objectives

PHM1 To promote and facilitate through appropriate transport planning and land-use zoning the expansion of port activities at Wicklow and Arklow. In particular, to provide for Port Access Roads at both locations.

PHM2 To promote and facilitate through appropriate transport planning and land-use zoning the expansion or development of recreational facilities and marinas at Bray, Greystones, Wicklow and Arklow harbours.

PHM3 To 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 environmental and residential impacts of such development, particularly on the coastal area.

11.7 Development Standards

These guidelines set out the principal standards that Wicklow County Council will apply to all new developments. There are a number of guidance documents published by the Department of the Environment, Heritage and Local Government, Department of Transport, Dublin Transportation Office and the National Roads Authority on traffic and transport developments and all applicants for permission are advised to consult these documents, as they will also be utilised as a tool in the assessment of planning applications. The principal documents that will be referred to are:

- NRA – Design Manual for Roads and Bridges;
- NRA – Road Geometry Handbook;
- NRA – Traffic & Transport Assessment Guidelines;
- NTA/DoT/DoEHLG – Traffic Management Guidelines;
- NTA – National Manual for Urban Areas – Provision of cycling facilities;
- DoEHLG - Recommendations for Site Development Works for Housing Areas;
- UK Manual for Streets (DoT).

The overarching goal of these standards is to ensure that developments do not give rise to traffic hazard, either to pedestrians / cyclists or other road users. Therefore permission for any development that is considered to create a traffic hazard will not be permitted.

11.7.1 Public Transport

Rail network

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

Bus network

- New and improved roads shall generally be designed and include infrastructure for bus use (whether or not bus services are currently available at that location) 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 to 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.

Shelters shall be constructed of mainly transparent materials in order to ensure personal security, be lit with environmentally friendly lighting and shall not unduly interfere with pedestrian and cyclist movements along the footpath.

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 etc;
- Bicycle parking facilities.

11.7.2 Public Roads

National Road Development Control Objectives

1. Any works carried out on national roads shall comply with NRA 'Design Manual for Roads & Bridges', as may be amended and revised.
2. 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).
3. A new means of access onto a national road will generally not be permitted, but may be considered if one of the following circumstances applies:
 - the national road passes through a designated settlement and a speed limit of less than 50km/h applies;
 - where the new access is intended to replace an existing deficient one;⁶
 - where exceptional circumstances apply, as described in Section 3.2.6 of the NRA 'Policy Statement on Development Management and Access to National Roads' (NRA May 2006).

Regional Road Development Control Objectives

1. Works carried out on regional roads shall generally comply with NRA 'Design Manual for Roads & Bridges', as may be amended and revised, unless local conditions determine otherwise.
2. 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 passes through a designated settlement and a speed limit of less than 50km/h applies;
 - where the new access is intended to replace an existing deficient one;⁷
 - where it is demonstrated that the entrance is essential and no other means of access is available.
3. A new rural house with direct access onto a regional road shall comply with the following criteria:
 - the applicant can show a genuine necessity to build at that particular location and that no other development sites, away from the regional road network, are available;
 - in the first instance, any existing entrance onto the regional road is utilised and brought up to the required standard, and where that is not possible, it may be replaced by a new entrance meeting a higher safety standard;

⁶ This does not imply that permission will be granted for additional vehicular movements onto the national road on the basis that the existing access is being improved.

⁷ This does not imply that permission will be granted for additional vehicular movements onto the regional road on the basis that the existing access is being improved.

- the existing or new entrance complies with the NRA traffic safety requirements as set out in the NRA 'Design Manual for Roads & Bridges' as may be amended and revised, unless local conditions determine otherwise.
4. Permission will generally not be considered for new development adjoining the regional road even where no vehicular access is created because hazardous situations often still arise due to unregulated parking and the opening of pedestrian routes.

Local Road Development Control Objectives (General)

1. The design of new urban local roads or improvements to existing urban roads and new means of access onto urban local roads shall generally comply with the guidance set out in the "Traffic Management Guidelines" and "Recommendations for Site Development Works for Housing Areas" (DoEHLG), as appropriate. In particular:-
 - Positive measures for pedestrian and cycle safety, including designated tracks and junction facilities, will be required on district distributor roads;
 - Local collector roads should not be unnecessarily wide, since it encourages higher speeds, which can cause problems for the movement of pedestrians and cyclists and lead to accidents;
 - 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.
2. The design of new rural local roads or improvements to existing rural local roads and new means of access onto rural local roads shall be tailored to the conditions of the locality with regard to width, design speed, horizontal and vertical alignment and sightlines. Specific regard shall be paid to the protection of the natural environment, in particular mature trees and hedgerows, and to the provision of improved safety for pedestrians and cyclists.

District Distributor roads (urban)

- The existing urban regional and local road network in any area will normally provide the 'district distributor road' function. 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 roads will normally be indicated in a local area or town plan;
- New district distributor roads will be required to be designed to the standards of (urban) regional roads, unless otherwise specified by the Planning Authority.

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 a local area and 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, and in housing areas, widths as narrow as 4.8m may be considered. However, the needs of emergency and refuse vehicles must also be accommodated⁸. 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;

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

- In new housing areas, innovative road layouts will be encouraged and in particular, local access roads should be designed to allow for highest priority to pedestrians and cyclists. The creation of 'home zones' should be a priority⁹.

Rural roads

Development in rural areas will not normally require the construction of new public roads. However, whether a rural development is of such a scale or type that warrants new road construction or significant alterations to an existing rural road, the standard of the design (i.e. with regard to width, alignment, surfacing, footpaths etc) shall be determined with reference to:

- the design standard of the existing road or roads in immediate proximity. However, where these existing roads are substandard, a significant improvement in design and safety will normally be required;
- where the new / improvement road is a national or regional road, the design standards set out in the DMRB;
- the standards that may be specified by the Local Authority.

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 NTA 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 rural settlements 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 be well supervised by surrounding 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.

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;
- The Council will complete the roll out of traffic calming at all primary schools;
- 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.

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

11.7.3 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 11.1 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 11.1 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 11.2 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	1-2 per unit ¹⁰
Warehousing	1 per 100 m ² gross floor area
Retail Warehousing & Factory/Outlet/Garden Centres	2 per 100 m ² gross floor area
Library	3 per 100 m ² gross floor area
Manufacturing	3 per 100 m ² gross floor area
Offices (ground floor)	5 per 100 m ² gross floor area
Offices (above ground floor)	4 per 100 m ² gross floor area
Bank or Financial Institution	7 per 100 m ² gross floor area
Restaurant dining room	10 per 100 m ² gross floor area
Ballroom, Private dance Clubs	15 per 100 m ² gross floor area
Bar, Lounges, Function Rooms	10 per 100 m ² gross floor area
Childcare facilities	0.5 spaces per staff member + 1 car parking space per 10 children
Allotments	1 space per plot in areas located outside towns or villages (within towns or villages a relaxation of this standard shall apply on a case by case basis).
Out of town/regional shopping centres	6 per 100sqm floor area
Other retail(town/village, district/neighbourhood centre, large/discount foodstore)	4 per 100sqm floor area

Bicycle Parking

- The Planning Authority will require the provision of a minimum level of covered bicycle parking facilities in association with new developments and the change of use of an existing property. Where the provision of covered 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. Covered 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, covered bicycle stands should be provided in private communal areas;
- The bicycle parking standards set out in Table 11.3 below shall apply.

¹⁰ Refer to Section 5.4.5.4., Chapter 5 for further guidance

Table 11.3 Bicycle parking standards

Type of Development	Cycle Parking Standard
Residential units	1 space per bedroom + 1 visitor space per 2 units
Shops	1 space for every car space
Supermarkets / large stores	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	10% of total car spaces subject to a minimum of 10 spaces
Restaurants	10% of total car spaces subject to a minimum of 10 spaces
Function room, dance halls, clubs	10% of total car spaces subject to a minimum of 10 spaces
Playing fields	1 space for every 3 players
Schools	10% of pupil registration numbers/minimum of 10 spaces
Nursing homes	20% of employee numbers
Multi-Storey Car Parks	10% of total car spaces/minimum provision of 50 spaces
Public Transport pick up points/interchanges	2.5% of number of daily borders at that point/station, minimum of 10 bicycle spaces

11.7.4 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 (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 typical speed (not 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).

11.7.5 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 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.

11.7.6 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 11.4 below (unless otherwise specified in a local area plan, town plan or district plan);
- Where a set back lower than that shown in Table 11.4 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 11.4 Set backs from public roads

Road Type	Set back	Description
Motorway	20m *	Employment development*
National Road	100m	All other development
Rural Regional	20m *	Employment development*
	40m	All other development
Rural Local Roads	20m	All development
Urban Distributor Road	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 realm	All development

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

11.7.7 Road Safety Audits

- Road Safety Audits shall 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).

11.7.8 Thresholds for Traffic & Transport Assessment ¹¹

As an indicator for all roads, Table 1.4 of the Traffic Management Guidelines (DoT / DoEHLG /NTA, 2003) gives the thresholds above which a Transport Assessment is automatically required. Table 11.5 below reproduces this.

Table 11.5 Traffic Management Guidelines - Thresholds For Transport Assessments¹²

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 1,000m².
Office, education and hospital development in excess of 2,500m².
Industrial development in excess of 5,000m².
Distribution and warehousing in excess of 10,000m².

Due to the strategic role of national roads and the need to ensure that the carrying capacity, efficiency and safety of the 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 or urban areas with no bypasses) a TTA shall be requested if the thresholds in Table 11.6 are exceeded:-

¹¹ Extract from Traffic & Transport Assessment Guidelines, NRA (September 2007)

¹² Table 1.4 ,Page 29, Traffic Management Guidelines 2003

Table 11.6 **Advisory thresholds for Traffic & Transport Assessment where national roads are affected**

Vehicle Movements	100 trips in / out combined in the peak hours for the proposed development	
	Development traffic exceeds 10% of turning movements at junctions 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.	
Size	Retail	1,000m² Gross Floor Area.
	Leisure facilities including hotels, conference centres and cinemas.	1,000m² Gross Floor Area.
	Business	2,500m² Gross Floor Area.
	Industry	5,000m² Gross Floor Area.
	Distribution and warehousing	10,000m² Gross Floor Area.
	Hospitals and education facilities	2,500m² Gross Floor Area.
	Stadia	1,500 person capacity.
	Community Facilities including places of worship, community centres.	1,000m² 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.
Parking Provided	100 on-site parking spaces.	

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 11.7 will be consulted. If the proposed development meets two or more of these criteria, then a TTA should be requested.

Table 11.7 Sub-threshold Criteria for Traffic & Transport Assessment

Vehicle Movements	The character and total number of trips in / out combined per day are such that as to cause concern.
Location	The site is not consistent with national guidance or local plan policy or accessibility criteria contained in the Development Plan.
Other Considerations	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.

11.8 Roadside signage (for shopfront signage, see Section 10.6, Chapter 10)

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.

Directional and information signage – these are signs that provide the public with directions to a particular location, where destinations may be difficult to find, which may be a town or village, 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.

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.

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 is licensable under Section 254 of the Planning & Development Acts 2000-2007. 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.

Objectives

AS1 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 may be 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.

Information and Directional Signs

AS2 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;
- Regional Tourist attractions including Kilruddery House and Gardens, Mount Usher Gardens, Wicklow Gaol, Kilmacurragh Arboretum etc.

AS3 National Road N81 Signage on this route, outside of Blessington and Baltinglass, will be 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 10,000 visitors per year.

In addition, signs 200m or so in advance of N81 junctions will be considered for:

- Hotels of a minimum three star status that are remote from a settlement signposted from the N81, and within 5 km of that junction;
- Regional Tourist attractions such as Russborough House.

AS4 Regional & Local Roads Directional and information signage will be permitted on Regional and Local Routes. Such signage shall be in finger post form¹³ 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.

AS5 Signage in towns & villages Directional and information signage will be permitted as per objective AS4 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.

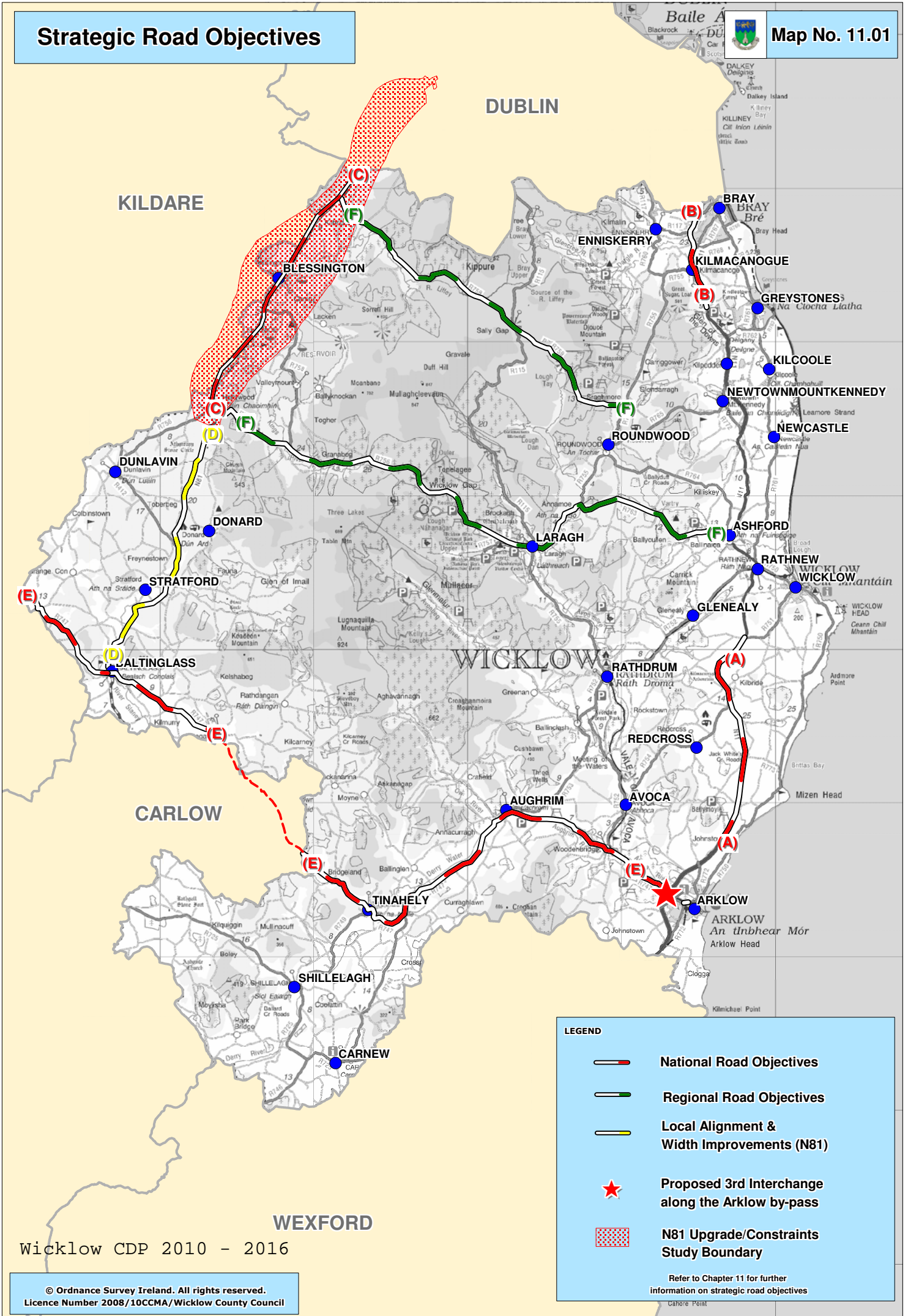
AS6 Identification signage on sites / buildings Signage on sites or buildings shall comply with the following requirements:

- Signage on shopfronts or other non-retail service uses in town and village centres shall comply with Section 10.6 of Chapter 10 of this plan;
- 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.


¹³ Fingerpost signs shall not exceed 1.4sqm in size.

Strategic Road Objectives

Map No. 11.01



LEGEND

-  National Road Objectives
-  Regional Road Objectives
-  Local Alignment & Width Improvements (N81)
-  Proposed 3rd Interchange along the Arklow by-pass
-  N81 Upgrade/Constraints Study Boundary

Refer to Chapter 11 for further information on strategic road objectives

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