

CHAPTER 12

SUSTAINABLE TRANSPORTATION

12.0 Introduction

Integrating land use planning with transportation is key to addressing climate change, supporting economic prosperity and improving the quality of life for those who live in County Wicklow. Reducing the need to travel, especially long distances, by private car, and increasing the use of sustainable and healthy travel alternatives, can bring multiple benefits to our climate, local environment and communities.

The Council will continue to provide for all components of the transportation system which are within its own remit and will support and facilitate the development of those other elements provided by external agencies, such as the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII). In addition the strategy and objectives of this plan are required to be consistent with the transport strategy of the NTA¹, as well as the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES).

It is the aim 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 active travel modes of walking and cycling, and for larger settlements, public transport.

In particular, the achievement of the following goals shall be at the core of all aspects of the transportation objectives of this plan:

- Facilitating modal shift² to more sustainable transport options by:
 - Support of investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of the Dublin – Rosslare train line, improved DART Services, bringing the Luas or other mass transit to Bray and Fassaroe and the development of improved bus services in all parts of the County;
 - Promotion of development patterns that facilitate the delivery of local public transport links within towns (including feeder buses to train / Luas stations and other transport interchanges) between towns and in rural areas;
 - Promoting development of ‘Park and Ride’ facilities, particularly for access to public transport but also to encourage carpooling and discourage single occupancy vehicles;
 - Delivering improvements to the pedestrian environment and promoting walking as a mode of transport through the provision of new, and improvement of existing, walking facilities throughout the County;
 - Delivering improvements to cycling facilities and promoting cycling as a mode of transport through the provision of new, and improvement of existing, cycling facilities throughout the County;
 - Working with the NTA on the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.
- Supporting the transition from existing fossil fuel vehicles to clean renewable vehicles, support and facilitate the transition to electric vehicle (EV) use, including measures for more recharging facilities and prioritise EV parking in central locations.
- More effectively managing vehicular traffic and car parking in town and village centres to make public transport, walking and cycling more attractive option for availing of town / village centre services.
- Facilitating the improvement of the existing road network, to enhance safety for all users, and to remove bottlenecks and hazards.

¹ At the time of preparation of this plan this was the ‘Greater Dublin Area Transport Strategy 2016-2035’ (a review / updating of which commenced late 2020) and the ‘Integrated Implementation Plan 2019-2024’.

² Compared to current modal split, as shown on Table 12.01 to follow.

- Improving east – west linkages in the County, as well as linkages between the west and south of the County to other counties.
- Ensuring that vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability.

Table 12.01 2011 and 2016 Modal Split

Modal Split (trips to work and school)	Active		Public Transport		Private vehicles	
	2011	2016	2011	2016	2011	2016
Bray	21%	20%	21%	21%	58%	57%
Wicklow-Rathnew	18%	15%	8%	10%	74%	75%
Greystones-Delgany	10%	11%	22%	22%	68%	67%
Arklow	22%	24%	5%	5%	72%	71%
Blessington	19%	19%	9%	10%	72%	71%
Baltinglass	28%	34%	4%	4%	68%	62%
Enniskerry	6%	5%	18%	17%	76%	78%
Kilcoole	17%	17%	15%	16%	68%	67%
Newtown	12%	10%	17%	18%	71%	72%
Rathdrum	22%	24%	7%	6%	72%	70%

Source: CSO

With reference to the **National, Regional and County Objectives** set out in Chapter 2 of this plan, delivery of more sustainable transportations options in the County will contribute to numerous goals across the three pillars of 'sustainable healthy communities', 'climate action' and 'economic opportunity' by:

- Enhancing the built environment by fostering more sustainable and compact development patterns, reducing car and car parking dominance, and improving safety for pedestrians and cyclists;
- Improving access for all to employment, services and amenities, such as education, healthcare, shops, parks, leisure and social interactions;
- Improved health and wellbeing via increased opportunities for walking and cycling;
- Reduction in the need to use motorised vehicles, reduction in transport related emissions;
- Development and increased usage of alternative vehicle fuel sources, such as electricity, hydrogen and biofuels.

12.1 Active Modes of Transport

12.1.1 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. These strategies are supported by the NTA's Greater Dublin Area Transport Strategy (2016) and NTA Greater Dublin Area Cycle Network Plan (2013), which identifies and sets out the desired Urban, Inter-Urban and Green Route Cycle Networks within the GDA.

The NTA is finalising a 'Five Year Implementation Plan for Sustainable Transport' for each local authority (December 2020). A core element of this implementation plan will be Cycle Network Plan agreed between the NTA and each local authority.

The provision of walking and cycling routes within towns and between towns forms an essential part of a connected transport system. Pedestrian and cycle routes should provide direct linkages to public transport, schools, local amenities and services. 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, road safety, topography, coherence and directness of the route, bicycle parking facilities and the availability of car parking at the destination. A land-use plan such as this County Development Plan cannot influence all of these factors, but through the implementation of various objectives and standards, it is intended that facilities will be significantly improved, thereby promoting these forms of transport.

12.1.2 Park & Stride

The purpose of a “Park and Stride” facility is to encourage car commuters to transfer to a healthy and ecologically sound mode of transport, i.e. walking, for the final element of their journey, thus reducing car journeys and easing congestion. It is an active and sustainable mode of transport. Park and Stride works well with those who commute to school, where the children can walk to school safely from a designated car park / set down area that is of an appropriate distance from the school with high quality pedestrian links.

12.2 Sustainable Modes of Transport

12.2.1 Public Transport

The key to getting people out of their cars and into public transport is to have a reliable, convenient, affordable 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 and retail in Wicklow and Dublin, namely Dublin city centre, Sandyford and the M50 ring (pending the rebalancing of employment and retail opportunities into Wicklow).

Wicklow is served by the following public transport modes:

Bus services	Bus Eireann, Dublin Bus and private operators licenced by the NTA Long distance coach services Local link bus services
Rail	Irish Rail operate services on the south-east corridor line from Dublin – Rosslare DART serving Bray and Greystones

In the absence of frequent rail services to the south-east, most commuters resident on the eastern side of the County using public transport rely on bus and coach services. These services use the M11/N11 as the primary access road to the Dublin region. The well documented peak hour delays on this route cause significant delay to such public transport commuters. The NTA has committed to funding the provision of bus lanes on the M11/N11 from Junction 8 Kilmacanogue to Junction 4 (M50). The M11/N11 bus priority scheme has completed an initial Feasibility Study and is presently at early design stage. The objective of this scheme is to facilitate reliable journey times for bus and coach commuters using the M11/N11.

As new employment opportunities develop in the County, particularly in the Key Towns and Self-Sustaining Growth towns of Bray, Greystones-Delgany, Wicklow Town - Rathnew, Arklow and Blessington the challenge will also be to make these towns more accessible by public transport.

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.

12.2.2 Park & Ride Facilities

The purpose of a 'Park and Ride' facility is to encourage car commuters to drive or cycle to a specific location with a car and secure bicycle park close to a high quality public transport service and to transfer to public transport, thereby reducing congestion and promoting public transport. Park and Ride sites often use valuable land adjacent to high-capacity public transport stations/stops which might be better used to provide intensive development, and therefore careful consideration will be given to ensure optimal locations, at the edge of or just outside town centres, that are attractive to users and developed for such use. The NTA has established a dedicated Park and Ride design office. Wicklow County Council is working with the NTA to determine locations for park and ride facilities along primary routes such as the M11/N11.

12.2.3 Wicklow Rural Transport Initiative

The Wicklow Rural Transport Initiative was launched in 2003, and since 2018 has been operating under the NTA's Local Link Rural Transport programme. This service 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.

12.3 Public Roads

Wicklow County Council is responsible for the provision and maintenance of all non national roads and bridges within the County. Funding for improvements and maintenance is allocated yearly from the annual Council budget and the Department of Transport, Tourism and Sport, the National Transport Authority and Transport Infrastructure Ireland.

12.3.1 National Roads

The County of Wicklow is served by two national roads - the M11/N11 and the N81, both of which connect to the M50 motorway, providing 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.

In the absence of frequent mainline train or other mass transport services, the M11/N11 and also the N81 serve as important public transport facilities with significant numbers using bus and coach services on these routes. Therefore their maintenance and improvement serves not only car and freight uses but also a significant number of public transport users.

N11/M11

While the N11/M11 has undergone significant upgrading over the past number of years, works are still required in order to fully upgrade this national road. Wicklow County Council will continue to promote the upgrading of the N11/M11 to ensure:

- access to the south east of the country is enhanced, to maintain access to international markets for freight and tourist traffic through Rosslare Euro-port and via the M50 through Dublin Port and Airport;
- the requirements of existing development within the County is met;
- the necessary population and employment growth for the County, as set out in the NPF and RSES will be accommodated, with particular respect to capacity and accessibility to/from the N11/M11;

- the prioritisation of public transport services along the M11/N11 from Kilmacanogue to Loughlinstown by the provision of dedicated bus lanes;
- action in relation to Climate Change by the provision of park and ride/carpooling facilities at specific junction locations along the N11/M11.

Wicklow County Council will work closely with the various road agencies to achieve all necessary upgrading works, which should include, but not be confined to, the essential improvements to the N11/M11 set out in Objective **CPO 12.35** to follow.

N81

The N81 as a national secondary route, characterised by the TII National Road Design Office as having poor horizontal and vertical alignment. The route consists of a single lane carriageway without a hard strip or hard shoulder along sections of the road way. The road has limited over-taking capability. In addition, the N81 passes through the centre of a number of towns in Wicklow, most notably Blessington, creating a blockage to free flow of regional traffic as well serious damage to the quality of Blessington town centre.

In 2008 the National Roads Design Office began the process of assessing the possibility of upgrading this road network between Tallaght and Hollywood Cross incorporating a bypass of the town of Blessington. Stage 2 of this process has now been completed with a preferred route option being identified. The delivery of this project has not been identified as a strategic priority in the NPF or RSES and funding has not been allocated to same by the TII. However, this is considered a vital project for West Wicklow and its delivery will remain a key objective of this plan.

In advance of the delivery of this route, but not in lieu of same, the completion of the Blessington Inner Relief Road will be a priority. This will not only relieve congestion in the town centre at peak hours and improve the public realm but also assist in addressing safety issues identified in recent studies.

Wicklow County Council will work closely with the various road agencies to achieve all necessary upgrading works, which should include, but not be confined to, the essential improvements to the N81 set out in Objective **CPO 12.36** to follow as well as Park and Ride facilities at specific junctions.

Leinster Outer Orbital Route (LOOR)

The RSES identifies a need to protect a 'Leinster 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.

The NTA's Transport Strategy (2016) recognises the importance of the LOOR and although the route is not proposed for development during the Strategy period, the retention of a route corridor is recommended. In 2009, the National Roads Authority (TII) 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 into 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.

12.3.2 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.

12.3.3 Local 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 number.

The *'Design Manual for Urban Roads and Streets'* (March 2013) sets out the following street hierarchy and functions for roads within urban areas:

- Arterial Routes:** These are the major routes via which major centres/nodes are connected. They may also include orbital or cross metropolitan routes within cities and larger towns.
- Link Streets:** These provide the links to *Arterial* streets, or between *Centres, Neighbourhoods, and/or Suburbs*.
- Local Streets:** These are the streets that provide access within communities and to *Arterial* and *Link roads*.

Rural local roads serve an important function providing access to rural properties and agricultural lands within the countryside while also providing linkages to regional and local collector roads.

12.4 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 in new developments.

12.5 Ports, Harbours, Marinas & Freight Transport

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. Wicklow Port is identified as a Port of Regional Significance in the RSES, with Arklow Port identified as a Regional Port. Both ports are important centres of economic activity and economic drivers for the Region.

Wicklow Port is considered to have the highest potential for significant development / expansion in the short term given the high quality connections, both rail and road, that are available since the completion of the Wicklow Port Access Road. There is in addition significant potential for the development of Arklow's port particularly as a service base for off shore wind energy; enhancing access to the Arklow Port area (both north and south quays) is a key priority.

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.

12.6 Strategic Sites in Bray

The RSES has identified Bray as a key town located in the Dublin Metropolitan Area and is included in the Metropolitan Area Spatial Plan of the RSES. In order for Bray to fulfil its growth potential, lands at Fassaroe to the west of the N/M11 are targeted for new housing, employment and major community and sports facilities, along with the delivery of new mixed-use development at the former Bray golf course and Bray harbour which will provide for consolidation within the established town.

Bray has access to high quality public transport including DART services and is at the terminus of the proposed Luas Green Line extension, with excellent potential to promote sustainable mobility and achieve the vision of a 'walkable' community. The development of a new centre at Fassaroe is largely dependent on the delivery of transportation infrastructure including upgrades to the N/M11 and the delivery of high quality public transport connections into Bray. The former golf club and harbour lands are adjacent to the existing town centre and therefore have been earmarked for significant new retail, retail services, commercial, cultural and community, recreational areas and residential development. High quality linkages from the surrounding area and an enhanced public transport system servicing the former golf club lands are vital for the success of these sites.³

As set out in the Bray and Environs Transport Study (April 2019) the following transportation interventions are needed to support the development of these two strategic sites in Bray:

Fassaroe	<p>The following are required to serve the full build-out of Fassaroe:</p> <ul style="list-style-type: none"> ▪ Fassaroe development roads; ▪ N11 Cycle and Pedestrian Bridge; ▪ N11/M11 Junction 4 to 14 Improvement Scheme ▪ Delivery of Wicklow County Council Part 8 N11 capacity and safety upgrades, as approved; ▪ Busway from Fassaroe to Old Connaught over County Brook at Ballyman Glen; ▪ Traffic Management Measures at Fassaroe Interchange to protect strategic function of the N/M11; ▪ Delivery of the Upper Dargle Road public transport priority measures schemes and the River Dargle Cycle Scheme; and ▪ Commitment to the phased introduction of bus and enhanced rail services in line with increased demand. <p>At a more detailed level, the development of Fassaroe may commence on a phased basis when certainty on the need for and delivery of the above is fully determined.</p>
Bray Golf Club & Harbour	<p>The following are required to serve the full build-out of Bray Golf Club and harbour lands:</p> <ul style="list-style-type: none"> ▪ Golf Club and harbour lands development roads; ▪ Pedestrian and cycle links from the Golf Club and harbour to Bray Town Centre; ▪ Dublin Road bus priority (part of Bray Core Bus Corridor); ▪ Public transport, pedestrian and cycle bridge from the Golf Club Lands to Bray DART station for future use by Luas; ▪ Development of interchange at Bray DART Station; and ▪ Commitment to the phased introduction of bus and enhanced rail services in line with increased demand.

³ Refer to the Bray Municipal District Local Area Plan 2018 (and any subsequent Bray LAP) for the specific development objectives for both of these Strategic Sites.

12.7 Roadside Signage⁴

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 SatNavs/Eircodes. 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.

12.8 Sustainable Transportation Objectives

Sustainable Mobility Objectives

- CPO 12.1** Through coordinated land-use and transport planning, to reduce the demand for vehicular travel and journey lengths by facilitating initiatives like carpooling and park and ride.
- CPO 12.2** Through sustainable planning and investment in transport infrastructure, including roads and public transport systems, to reduce journey times, length, congestion and to increase the attractiveness of public transport.
- CPO 12.3** In collaboration and with the support of the relevant transport agencies, to prepare and / or update existing Area Based Transport Assessments and Local Transport Plans for all towns in Levels 1-4 of the County settlement hierarchy (namely Bray and environs, Wicklow–Rathnew, Arklow, Greystones–Delgany, Blessington, Baltinglass, Enniskerry, Kilcoole, Rathdrum and

⁴ For shopfront signage guidelines and standards, see Volume 3 of this plan.

Newtownmountkennedy and any other settlement where it is deemed necessary by the Planning Authority) and utilise these assessments and plans to inform land use and investment decisions, including the preparation of future Local Area Plans.

CPO 12.4 All planning applications for large employment based developments and/or trip intensive developments, where the Planning Authority considers that a significant peak and/or off peak travel will be generated, are required to include a Mobility Management Plan.

CPO 12.5 New significant residential or mixed use development proposals⁵ shall be required to be accompanied by an 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means **other than** the private car

- (a) local services including shops, schools, health care and recreational facilities, and
- (b) public transport services.

Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.

CPO 12.6 To support transport reduction initiatives such as working from home, remote working hubs / hot-desking.

Climate Action & Environmental Protection Objectives

CPO 12.7 To facilitate the development of services and utilities for electric vehicles and alternative fuel vehicles types, including the roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations.

CPO 12.8 To require the implementation of the following standards for EV charging in new developments:

Building type		Requirement
New buildings and buildings undergoing major renovation	Non-residential buildings with more than 10 parking spaces within property boundary.	Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces.
	Residential multi-unit buildings.	Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary.
New (single-unit residential) buildings	New 'own door' dwelling with car parking space located within the property boundary.	Installation of recharging points for electric vehicles on site.
New (single-unit residential) buildings	New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries.	Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents. Installation of ducting infrastructure for every parking space within development.

⁵ Being defined as developments in excess of 50 units of housing / more than 50 employees in any settlements in Levels 1-4 in the hierarchy, 25 units / employees in Levels 5-10, and **all developments** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.

- CPO 12.9** To seek to ensure all new or upgraded transport infrastructure is climate resilient.
- CPO 12.10** Where projects for new infrastructure identified in this chapter are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection.

Cycling & Walking Objectives

- CPO 12.11** To improve existing or provide new pedestrian and cycling infrastructure of the highest standards on existing public roads, as funding and site constraints allow.
- CPO 12.12** To require all new or improved roads to include pedestrian facilities, cycle lanes / tracks (unless the scale / design of the road does not warrant such infrastructure having regard to the guidance set out in the National Cycle Manual and DMURS) and public lighting as deemed appropriate by the Local Authority.
- CPO 12.13** To facilitate the development of pedestrian and cycle linkages through and between new and existing developments to improve permeability and provide shorter, more direct routes to schools, public transport, local services and amenities while ensuring that personal safety, particularly at night time, is of the utmost priority.
- CPO 12.14** To facilitate the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.
- CPO 12.15** To support the improvement / development of the inter-urban, strategic pedestrian and cycle route projects as may be identified in Wicklow County Council's Sustainable Transport Plan, as may be amended and updated during the life of the plan.
- CPO 12.16** To facilitate and drive the significant improvement of the County's cycle network as set out in the National Cycle Plan, the NTA Greater Dublin Area Cycle Network Plan, and Wicklow County Council's Sustainable Transport Plan and strive to implement existing and prepare further, local cycle network plans.
- CPO 12.17** To encourage the provision of secure covered bicycle parking facilities at strategic locations such as town centres, neighbourhood centres, community facilities and transport nodes; and to support and encourage the provision of changing facilities at destinations.
- CPO 12.18** To facilitate the development of services and utilities for electric bikes.
- CPO 12.19** To support the development of car parks / set down areas to accommodate Park and Stride initiatives at appropriate locations, especially within walking distance to schools.

Public Transport Objectives

- CPO 12.20** To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in County Wicklow.

- CPO 12.21** 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 which will be identified through the carrying out of required coordinated, plan-led transport studies and consultation with the appropriate transport agencies and/or Regional Authority;
 - to support and facilitate the enhancement of the strategic park and ride at Greystones as identified in the RSES;
 - to enhance existing parking facilities at / near and the improvement of bus links to the train stations in Bray, Greystones, Kilcoole, Rathdrum, Wicklow and Arklow;
 - to require electric vehicle charging points to be incorporated into all car parks at public transport nodes;
 - to promote car sharing parking spaces at premium locations in car parks;
 - to promote the linkage of the Luas extension or other mass transit to Bray town centre, Bray train station and Fassaroe;
 - to promote the Luas extension from City West / Tallaght to Blessington;
 - to support the enhancement of public transport services and infrastructure in West Wicklow and in particular to support the improvement of bus service / bus priority on the N81, bus linkages to rail stations and the development of park-and-ride facilities at strategic locations;
 - 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 support the development of bus shelters and bicycle parking facilities where possible; and
 - to promote and support the development of fully accessible public transport services and infrastructure, that can be used by all people, regardless of their age, size, disability or ability.
- CPO 12.22** To continue to work with Iarnrod Eireann and the NTA 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;
 - To support the delivery of the DART+ programme; and
 - To support electrification of the rail line south of Greystones and the provision of high speed and high frequency services on the existing underutilised south east rail line to south Wicklow.
- CPO 12.23** To ensure the continued and long term operation of and 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 can facilitate future improvements. In particular:
- to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss;
 - 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; and
 - 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.
- CPO 12.24** To facilitate, through both the zoning of land and the tie-in of new facilities with the development of land with the application of supplementary development contributions, the extension of the Luas or other mass transit to Bray town centre, Bray train station and Fassaroe.
- CPO 12.25** To improve the capacity of the M11 / N11 from Junction 4 to Junction 8 in a manner capable of facilitating greater free flow of public transport.

- CPO 12.26** To promote the delivery of improved and new bus services both in and out of the County but also within the County by:
- supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate;
 - 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-scale new employment and residential developments in the designated key 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;
 - provision of bus lanes on M11 / N11;
 - to work with Bus Eireann and the NTA to improve services in south and west Wicklow.
- CPO 12.27** To support and facilitate the existing service providers and encourage the further development of the Local Link Rural Transport Programme (and any other or subsequent rural transport programmes).
- CPO 12.28** In accordance with 'Our Rural Future Rural Development Policy 2021 – 2025' support and facilitate the delivery of improved rural public transport services and ensure that public transport services in rural areas are accessible to persons with disabilities.

General Road Objectives

- CPO 12.29** 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, the climate action goals of the plan and the protection of natural habitats.
- CPO 12.30** Traffic Impact Assessments will be required for new developments in accordance with the thresholds set out in the 'Design Manual for Urban Roads and Streets' DMURS (DTTA-DHPLG) and the 'Traffic & Transport Assessment Guidelines' (TII).
- CPO 12.31** Road Safety Audits, Road Safety Impact Assessments, Street Design Audits as per DMURS, or Accessibility 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 / street layout is proposed.
- CPO 12.32** The Council will preserve free of development all published alternative road improvement lines and route corridors, where development would seriously interfere with the road 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.
- CPO 12.33** To require all new or improved roads (of all designations) to include pedestrian facilities, cycle lanes / tracks (unless the scale / design of the road does not warrant such infrastructure (having regard to the guidance set out in the National Cycle Manual and DMURS), public lighting and bus stop facilities as deemed appropriate by the Local Authority.
- CPO 12.34** The design of new roads or improvements to existing local roads and new means of access onto roads shall generally comply with the guidance set out in the 'Design Manual for Roads & Bridges'

DMRB (TII), the *'Design Manual for Urban Roads and Streets'* DMURS (DTTA-DHPLG), the *'Traffic Management Guidelines'* (DoT-DoELG-DTO) and *'Recommendations for Site Development Works for Housing Areas'* (DoELG) as appropriate. as may be amended and revised, unless local conditions determine otherwise.

National Road Objectives

CPO 12.35 Objectives for the M/N11:

- Upgrading of the N11/M11 between the northern County boundary to Junction 14 Coyne's Cross in line with the conclusions of the on-going N11/M11 upgrade study, including enhanced road capacity, ancillary and associated road schemes, provide additional lanes, and safety improvements to the main carriageway and all necessary improvements to associated junctions (including service roads and linkages to cater for local traffic movements);
- Improving the downstream southbound capacity of the N11/M11 south of the M50 to alleviate issues at the M50 / M11 merge;
- Upgrading the N11 interchange at the Glen of the Downs to facilitate the provision of a northern link road from the N11 to Greystones;
- Upgrade Ballyronan Interchange to facilitate improved access to Newtownmountkennedy;
- The provision of a third interchange on the Arklow by-pass, linking the M11 to Vale Road.

CPO 12.36 Objectives for the N81:

- Tallaght to Hollywood Cross upgrade;
- Upgrades at Deering's, Tuckmill, Whitestown Lower and Hangman's bends;
- Road safety improvements from Baltinglass to Annalecky junction;
- Local alignment and width improvements at various locations as required;
- The Council will work to ensure the N81 receives much greater funding than received to date for improvements.

CPO 12.37 To ensure that the N/M11 and N81 route improvement corridors as defined by TII are protected from inappropriate development and ensure that no development is permitted which would interfere with route options identified (as shown on Map 12.01).

CPO 12.38 To co-operate with TII 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.

CPO 12.39 To co-operate with TII 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 Leinster Outer Orbital Route as supported by the RSES.

CPO 12.40 To safeguard the capacity and safety of the National Road network by restricting further access onto National Primary and National Secondary roads in line with the provisions of the *'Spatial Planning and National Roads' Guidelines'* (DoECLG 2012). In particular, a new means of access onto a national road shall adhere to the following:

- a. Lands adjoining National Roads to which speed limits greater than 60kmh apply: The creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60kmh apply shall generally be avoided. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.
- b. Transitional Zones: These are areas where sections of national roads form the approaches to or exit from urban centres that are subject to a speed limit of 60kmh before a lower 50kmh limit

is encountered. Direct access onto such road may be allowed in limited circumstances, in order to facilitate orderly urban development. Any such proposal must, however, be subject to a road safety audit carried out in accordance with the TII's requirements and a proliferation of such entrances, which would lead to a diminution in the role of such zones, shall be avoided.

- c. Lands adjoining National Roads within 50kmh speed limits: Access to national roads will be considered by the Planning Authority in accordance with normal road safety, traffic management and urban design criteria for built up areas.

CPO 12.41 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.

CPO 12.42 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.

Regional Road Objectives

CPO 12.43 Objectives for Regional Roads:

- To maintain and improve the R756 (Wicklow Gap), having due regard to the designation of the Wicklow Mountains as a European site⁶;
- 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 LOOR;
- The provision of a 'northern access road' from north Greystones to the N11 (at the Glen Of The Downs N11 interchange); and
- To provide other smaller, more localised road improvement schemes required during the lifetime of the plan, as funding allows.

CPO 12.44 To support and drive the development and completion of the Blessington Inner Relief Road (in consultation with Kildare County Council) and upon completion, to significantly improve pedestrian and cycling infrastructure on Blessington Main Street and surrounding town centre local road network.

CPO 12.45 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.

CPO 12.46 To improve the regional road links between the national road network and the growth towns of County Wicklow in order to cater for anticipated additional traffic flows and to facilitate the economic development of these settlements.

CPO 12.47 To improve regional road links between Wicklow and other counties, in particular the Blessington to Naas route and routes from Dunlavin and Baltinglass to the M9/N9.

⁶ European 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).

- CPO 12.48** New means of access onto regional roads 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 50km/h or less applies;
 - where the new access is intended to replace an existing deficient one⁷;
 - where it is demonstrated, through the submission of a site access engineering report prepared by a competent engineer, that the proposed entrance will not interfere with the free flow and safety of traffic on the regional road;
 - where it is demonstrated that the entrance is essential and no other means of access is available.

Local Road Objectives

- CPO 12.49** To continue to improve local roads to the appropriate standards (given the location), with particular cognisance to safety improvements for pedestrians and cyclists, consistent with predicted traffic flow and in accordance with Government policy and the Roads Programme adopted by the Council.
- CPO 12.50** To provide new and improve existing roads in urban areas in accordance with objectives identified in local area, town and settlement plans.
- CPO 12.51** To require all new or improved urban roads to make provision for pedestrian facilities, cycling lanes / tracks, public lighting and bus stop facilities, as deemed appropriate by the Local Authority.
- CPO 12.52** 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.
- CPO 12.53** Where a proposed development is adjoining future development lands or provides the only possible access route to other lands, new roads will be required to be designed by the developer to ensure that future access to other lands can be facilitated.
- CPO 12.54** Rural local roads shall be protected from inappropriate development and road capacity shall be reserved for necessary rural development.

Local Improvement Schemes & Community Involvement Schemes

- CPO 12.55** Support the development of Local Improvement Schemes and Community Involvement Schemes.

Parking Objectives

- CPO 12.56** New / expanded developments shall be accompanied by appropriate car parking provision, including provision for electric vehicle charging points as set out in Objective CPO 12.8, 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 Appendix 1 Table 2.3 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 Appendix 1 Table 2.3 shall be taken as **minimum standard** in order to ensure

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.

that haphazard unregulated car parking does not occur in the vicinity of the development. Deviations from this table may be considered 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 or other situations that may 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.

CPO 12.57 Provision shall be made in all new / expanded developments for Age Friendly and Disabled parking (and associated facilities such as signage, dished kerbs etc) at a suitable and convenient location for users.

CPO 12.58 Provision shall be made for off street loading / unloading facilities in all new / expanded developments which are to receive regular deliveries.

Ports, Harbours, Marinas & Freight Transport Objectives

CPO 10.59 Support the improvement and protection of the TEN-T network to strengthen access routes to Ireland's and Wicklow's ports, including investment in the ongoing development of the N11/M11 to improve connectivity to Rosslare and improvements to the Dublin-Wexford rail line.

CPO 12.60 To promote and facilitate through appropriate transport planning and land-use zoning the expansion of port activities at Wicklow and Arklow. In particular, to support the development of a Port Access Road at Arklow, providing access to Arklow south quay area and a possible deep water harbour facility at Roadstone south of Arklow.

CPO 12.61 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.

CPO 12.62 To support the potential for facilitating offshore renewable energy development at Wicklow and Arklow ports.

CPO 12.63 To support the Regional Authority in preparing a regional strategy for freight transport in collaboration with the relevant transport agencies and the other assemblies.

Strategic Sites in Bray Objectives

CPO 12.64 To support the development of the Strategic Sites identified in the Regional Spatial and Economic Strategy Metropolitan Area Strategic Plan at Fassaroe and the former Bray golf course and Bray harbour lands and the delivery of the transport infrastructure required to serve the full build-out for each site having regard to the Bray and Environs Transport Study 2019 (as may be updated / superseded).

CPO 12.65 To continue to work with Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key enabling infrastructure required to develop the two strategic sites in Bray, especially for the westward extension of the town to Fassaroe, including Bray-Fassaroe public transport links and road improvements and the development of an amenity and active travel walking and cycling route between the Bray Harbour area northwards to the Dun Laoghaire

Rathdown administrative area to provide for future connection to the proposed Woodbrook DART station.

- CPO 12.66** To support ongoing investment in public transport infrastructure, including the appraisal, planning and design of the Luas extension to Bray.

Roadside Signage Objectives

- CPO 12.67** All roadside signage shall have regard to the guidance provided in the Traffic Signs Manual with particular reference to the design, siting and structural requirements.

- CPO 12.68** **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.

- CPO 12.69** **National Road N11/M11** Signage on this route will be strictly controlled and signs will generally only be permitted in accordance with TII *"Policy on the provision of Tourist and Leisure signage on National Roads"*.

In particular 'white-on-brown' signs on the mainline will be considered for:

- Major tourist / leisure destinations (generally those with in excess of 50,000 visitors per annum);
- Tourist facilities panels for adjacent bypassed towns or alternative routes;
- Eligible championship golf courses;
- County boundary signs;
- Principal rivers;
- Scenic routes / heritage drives.

On exiting the mainline, continuity signage at the ends of ramps will be facilitated, subject to the visibility and clarity of directional or other road traffic signage not being compromised. Signage for Fáilte Ireland approved tourist accommodation will be facilitated at the ends of motorway / dual carriageway off slips only, where they meet the intersecting road.

- CPO 12.70** **National Road N81** Signage on this route, outside of locations where a 50km/h applies such as at Blessington and Baltinglass, will be controlled and signs will generally only be permitted in accordance with TII *"Policy on the provision of Tourist and Leisure signage on National Roads"*.

In particular, 'white-on-brown' signs on national secondary roads will be considered for major tourist / leisure destinations (generally those with in excess of 7,000 visitors per annum); where recorded tourist numbers are not available, attractions may be considered for tourist signage subject to (a) agreement between the TII and the Local Authority and (b) the views of Fáilte Ireland. With respect to tourism accommodation, signage will be considered for all types of tourist accommodation approved by Fáilte Ireland or other recognised body, subject to a maximum of 4 accommodation facilities signposted at any junction.

- CPO 12.71** **Regional and Local Roads** Directional and information signage will be permitted on Regional and Local Routes. Such signage shall be in finger post form⁸ 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 Satnavs;

⁸ Finger post signs shall not exceed 1.4sqm in size.

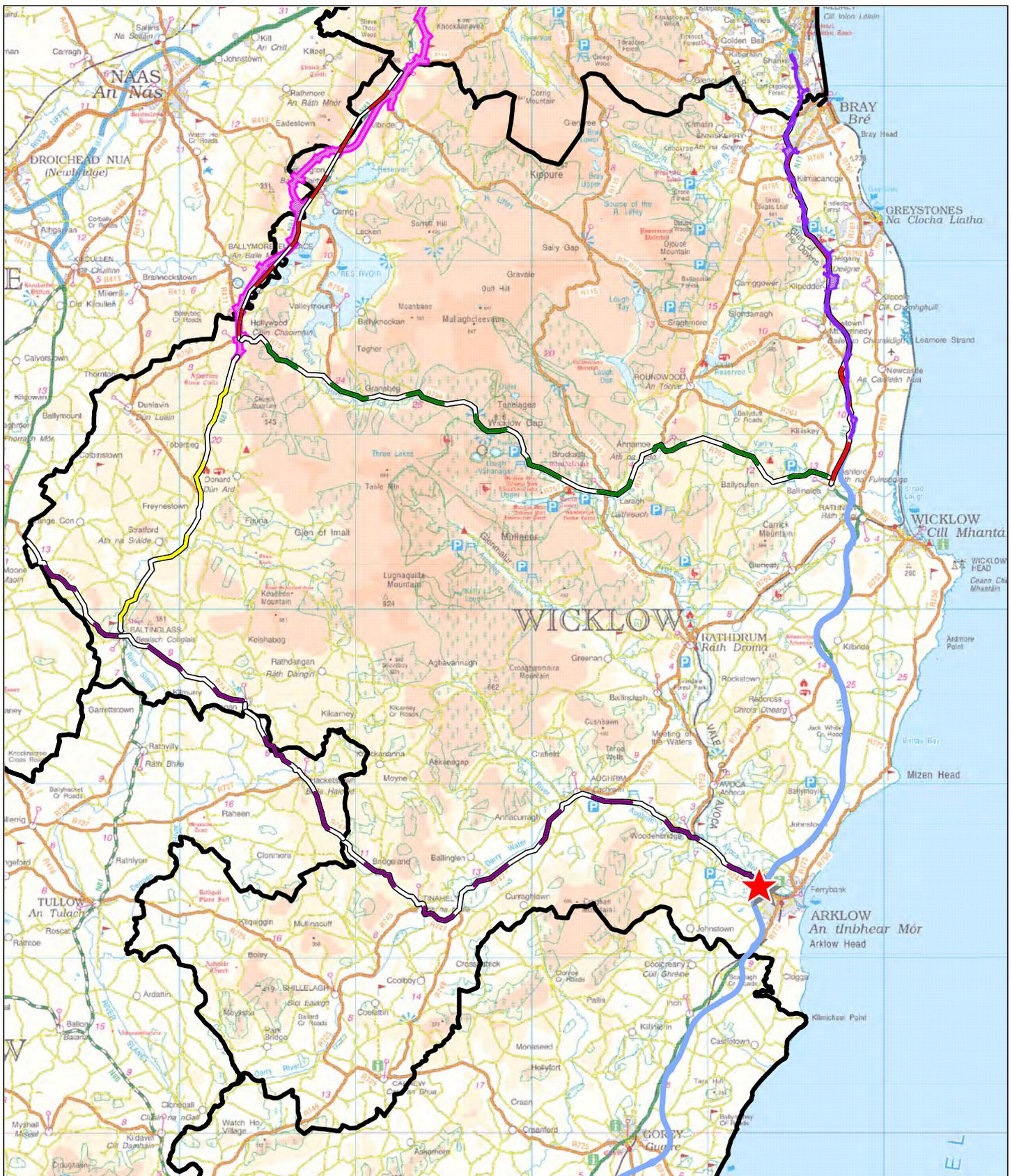
- supplement rather than duplicate information already provided on other direction signs. In particular signs will only be considered from the town or village (that is already well signposted) nearest to the facility;
- tourism and leisure facilities shall be on signs of white writing on brown background. All other signs shall be black writing on a white background; and
- 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.

CPO 12.72 Signage in towns and villages Directional and information signage will be permitted as per objective 10.72 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.

CPO 12.73 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 the objectives and standards set out in Chapter 5 and Appendix 1 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.



Strategic Road Objectives

Map No. 12.01



Legend

-  N81 Preferred Route Corridor
-  N11 / M11 Main Scheme Preferred Route Corridor
-  National Road Objectives
-  Regional Road Objectives
-  Local Alignment & Width Improvements
-  Leinster Outer Orbital Route
-  Proposed 3rd Interchange along the Arklow by-pass
-  N11 / M11 Motorway

WICKLOW COUNTY DEVELOPMENT PLAN 2022-2028

Wicklow County Council
Planning Department



© Ordnance Survey Ireland. All rights reserved
Licence number 2022/35/CCMA/Wicklow County Council

Scale 1:300,000 @ A4