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CONSULTING ENGINEERS

Comhairle Contae Chill Mhantáin
Wicklow County Council

Draft Arklow and Environs Local Transport Plan

Rev.	Date	Description	Originator	Reviewed	Approved
0	29/01/2024	Draft – Part A	MMC	JE	KB
1	17/02/2025	Draft LTP	MMC	JC	KB
2	12/03/2025	Draft LTP	MMC	JE	KB
3	22/04/2025	NTA and TII feedback incorporated	MMC	KB	
4	25/04/2025	NTA and TII feedback incorporated	MMC	KB	
5	11/06/2025	Updated WDR to align with LPF	MMC	KB	
6	10/09/2025	Client Feedback to align with LPF	MMC	KB	
7	16/09/2025	Client Comments	MMC	KB	

1 Introduction

1.1 Overview

DBFL Consulting Engineers (DBFL) have been commissioned by Wicklow County Council (WCC) to prepare the Arklow Local Transport Plan (LTP). The Plan will help underpin the future growth of Arklow as a compact and self-sustaining town as envisaged by national, regional, and local planning policy frameworks. The LTP contributes to producing the new Local Planning Framework for Arklow and Environs.

1.2 Approach and Scope

The compilation of the LTP is based on *Area Base Transport Assessment (ABTA) Guidance Notes (2018)* and *ABTA Pilot Methodology (2021)* guidance, as devised by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) on Area Based Transport Assessment. The ABTA process comprises five stages:

1. Baseline Conditions and Assessment Report.
2. Context Report.
3. Option Development Report.
4. Option Assessment, Refinement, and Optimisation Report.
5. Final Arklow Transport Plan.

The Draft Version of the Arklow LTP is the last stage of the ABTA process, building on the analyses and reports that have been produced at earlier stages in the ABTA process. It summarises each part of the transport assessment process and presents recommended transport interventions along with a recommended implementation plan.

1.3 Supporting Documents

The LTP is a cumulative process; much of the supporting documentation for this final LTP report can be found in the reports compiled for prior stages in the LTP process. They include:

1. Baseline Conditions and Policy Context Report.
2. Baseline Traffic Survey Report.
3. Context Report.
4. A series of Option Development Technical Notes.

1.4 Report Structure

This document is structured into three key sections:

- **Part A: Background**

Summarises the evidence base for the LTP, including existing transport infrastructure and demand, a review of the existing transport network, a review of relevant policy contexts, and advance public consultation.

- **Part B: The Strategy**

Presents the key recommendations of the LTP broken down by mode of travel. This section also includes a summary of supporting measures that help deliver the behaviour.

- **Part C: Implementation & Outcomes**

Sets out the phased approach for the implementation of the LTP's recommendations and the anticipated outcomes of their delivery.

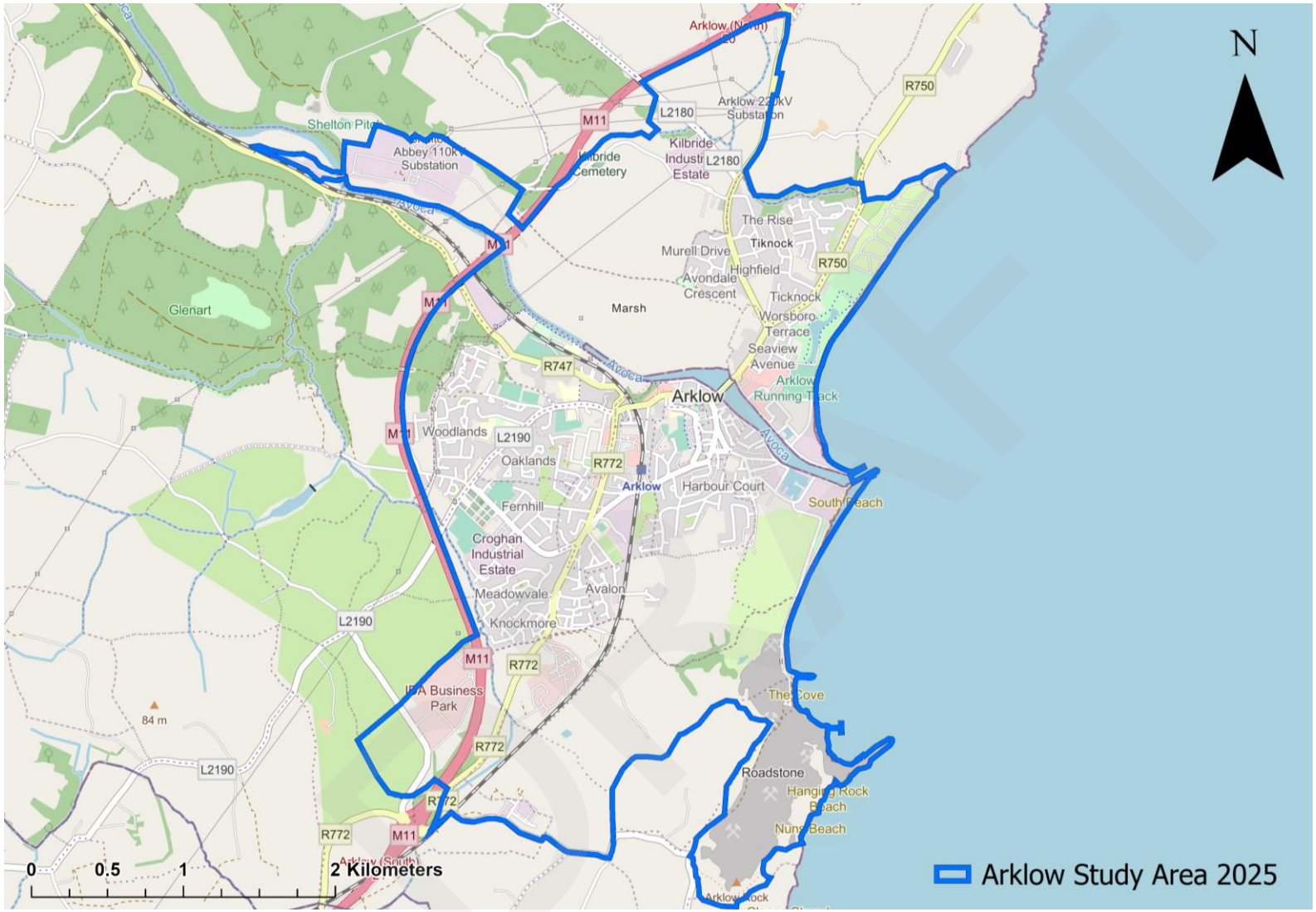

Figure 1-1: Extent of Study Area for Arklow and Environs Local Transport Plan. This boundary coincides with the Arklow and its Environs 2018-2024 boundary.

Part A

Background

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2 Arklow Today

2.1 Geographic Context

The Study Area for this ABTA, as illustrated in **Figure 1-1,** is the town of Arklow and its Environs. The Study Area boundary coincides with the Arklow and Environs LAP 2018-2024 boundary[1].

Arklow is located on the coast of the Irish Sea and encompasses a working port, approximately 27km south of Wicklow Town and approximately 70km south of Dublin city. Arklow is the largest town in south Co. Wicklow and is a key hub of economic activity, shopping, education, recreation, and administration for southeast Wicklow.

The main physical and environmental constraints bounding the Study Area are the Irish Sea to the east and the M11 to the west. The Avoca River divides the town into north and south and is a significant constraint on its development; the only river crossing in the town is the 19 Arches Bridge. The bridge, which is the longest handmade bridge in Ireland, is a protected structure and is listed on the Irish National Inventory of Architectural Heritage.

In addition to severance caused by the river, the Dublin Connolly - Rosslare Europort rail route similarly divides the southeast from the southwest of Arklow.

Arklow's employment is distributed between the town centre and two principal locations to the south and southwest of the town. Residential areas are distributed around the town centre in all directions except to the northwest where the Arklow Town Marsh, a proposed Natural Heritage Area, is located. The Marsh offers a valuable home to reeds, sedges, rushes, and rarer species like Broad-leaved Cottongrass, as well as local fauna.

2.2 Demographics

The 2022 Census recorded a population of 13,399 in Arklow town, an increase of 236 residents since the 2016 Census. The population has grown by 1.02% since the 2016 Census.

Age

In 2022, the largest population demographic in Arklow was those aged 10-14 with a total population of 1,149 people. Those aged 40-44 years was the second largest population demographic with a population of 1,135, and those aged 45-49 years was third with 1,053.

The smallest population demographic is those aged over 85, with a total population of 147. Of the total population of Arklow, in the 2022 Census, there were a total of 6,484 males and 6,915 females.

Car Ownership

According to the 2022 Census, the total number of residential cars in Arklow is 5,943. This shows an increase of 9% since 2016. The number of households with no access to a motor car or with access to one motor car has decreased from 2016 to 2022 while households with access to two or more motorcars has increased (see Table 2-1).

Table 2-1 2016 and 2022 Census data Motor Vehicle per Household. Source: CSO.

Motor vehicle per household	2016	2022	% change
No access to a motor vehicle	963	851	-11.6%
1 motor vehicle	2279	2127	-6.7%
2 motor vehicles	1303	1410	8.2%
3 motor vehicles	144	248	72.2%
4 + motor vehicles	38	63	65.8%

[1] *ABTA Study commenced in advance of the determination of the final boundary of the Draft LPF*

Social Deprivation Index

Figure 2-1 presents the Pobal Deprivation Index for Arklow. The Pobal Deprivation Index uses data from Census 2022 and analyses an area's levels of disadvantage, including educational attainment, employment status and the numbers living in individual households. Almost 19,000 small areas (50-200 households) were indexed.

The detailed map in **Figure 2-1** shows that there are areas defined as marginally above average, marginally below average, disadvantaged, and very disadvantaged in Arklow. The most affluent areas are located on the town's periphery, while the more disadvantaged areas are concentrated adjacent to the town centre.

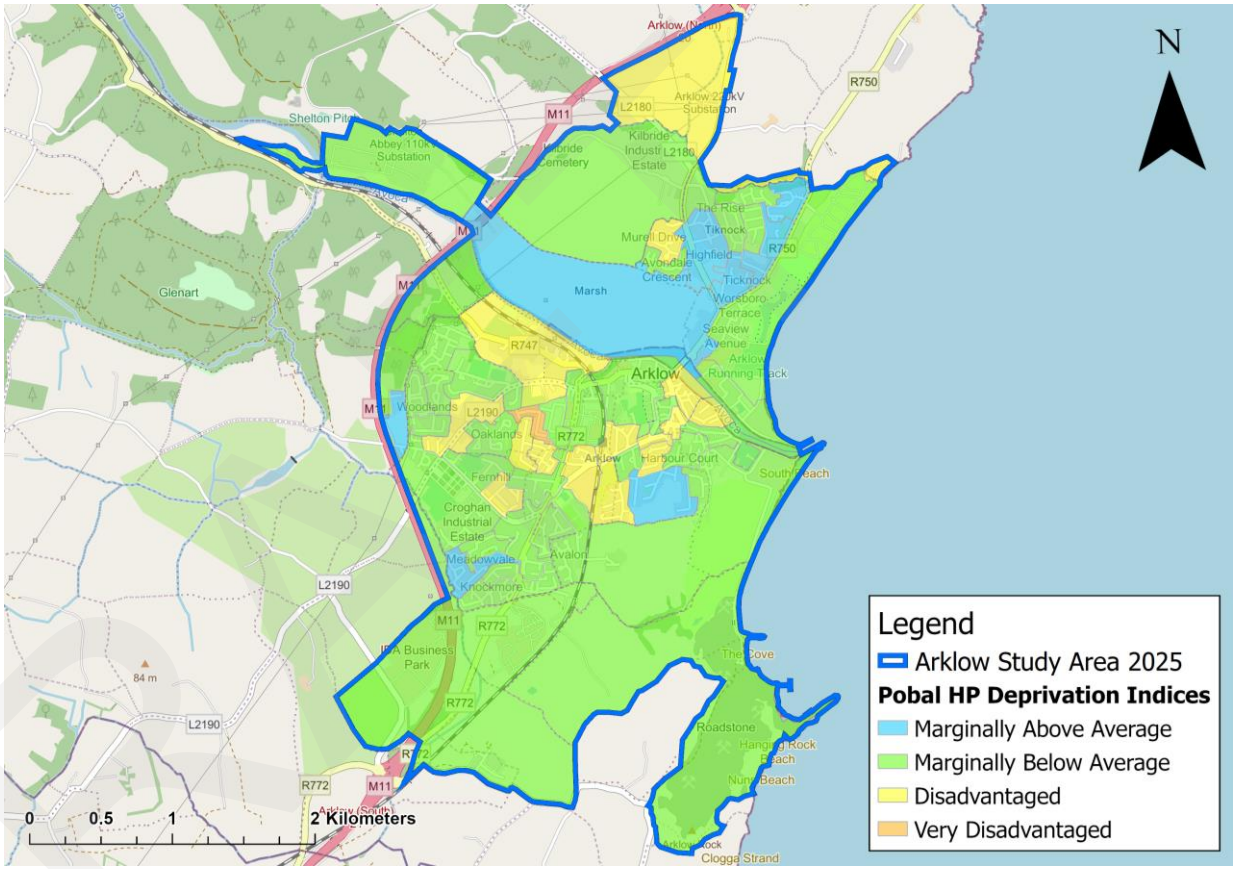


Figure 2-1: Census Small Areas in Arlow mapped with regards to Deprivation Indices.

2.3 Modal Split

Commuting Patterns

The 2022 Census data shows that of the total 8,996 work/education trips within Arklow, 5,690 (63%) were made via private vehicle. This is a decrease of 3% from the 2016 Census. Results from 2022 Census also shows that 21% of trips are made by active modes (walking and cycling), and at 2%, public transport use in Arklow is extremely low, reflecting the low quality of train and bus services at present.

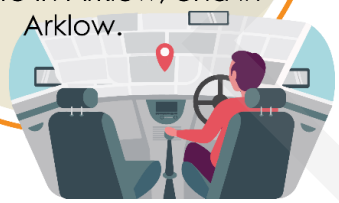
Work Trips Modal Split

The modal split for trips to work in Arklow are as follows:

- After private vehicles, walking is the second most popular mode, with **12%** of people travelling on foot to work.
- The percentage of people who work mainly from home was **8%.**
- Trips by bus (**2%**), bike (**1%**), and train, DART, or Luas (**1%**) only accounted for **4%** of trips, reflecting the current poor level of cycling infrastructure and public transport provision.

70%

of work trips are by private vehicles, reflecting the dependence on the private car. However, based on POWSCAR 2016 data, only 16% of all work trips that origionate in Arklow, end in Arklow.



Education Trips Modal Split

The modal split for trips to education are as follows:

- Private vehicles account for over half (**59%**) of trips to education.
- Walking is the second most popular mode, with **31%** of people travelling to education on foot.
- Trips by bus (**6%**), bike (**2%**), and train, DART, or Luas (**1%**) accounted for a total of **9%**.
- **40%** of education trips that begin in Arklow end in Arklow.

20.5%

of all journeys to school, college or childcare were by active travel modes in 2022. This is a **decrease of 2%** from 2016 figures.

Figure 2-2 shows the percentage of the total work and education trips in 2016 and 2022 by mode. In the 2016 census, the percentage of trips to education via active modes was **22.7%**, which declined by **2%** in 2022. Public transport use remains relatively static with only a **0.4%** difference. Car use for work and education trips has also declined from **67.4%** to **66.3%**.

Accompanying these results is an increase in working from home. Where only **1.3%** of people worked from home in 2016, **6%** people recorded that they work from home in the 2022 Census.

The census results illustrate two key facets of travel behaviours in Arklow:

- Trips to education, which primarily occur within Arklow, have a greater propensity toward active travel (walking and cycling) and public transport usage.
- There is potential for greater active travel and public transport usage within Arklow than is occurring at present.

Encouraging residents of Arklow to walk, wheel, cycle or take public transport is key to achieving sustainable transport patterns that benefit individual health, community vitality and the global climate.

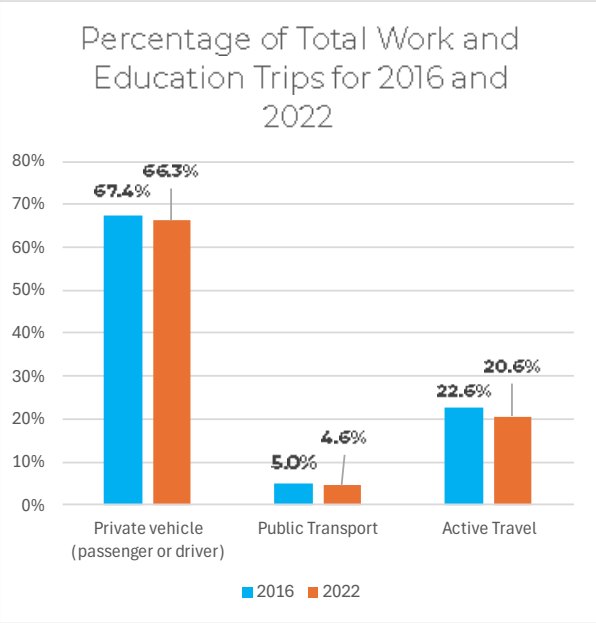


Figure 2-2 Percentage of the total work and education trips by mode (active, travel, public transport and private vehicles). Source: CSO Census data 2016 and 2022.

2.4 Existing Active Travel Network

Footpaths on Arklow's town centre streets are quite narrow, and the prevalence of on-street car parking that places cars in pedestrian desire lines further diminishes the pedestrian experience.

Currently there are limited cycle facilities within Arklow town centre due to narrow carriageways and the appropriation of road space in favour of private vehicles. Where cycling infrastructure exists, it is substandard in places and lacks safety elements such as segregation from the carriageway.

There are a number of formal and informal pedestrian crossings throughout the town centre. Although some crossings do follow desire lines such as those on Main Street, in general, more crossing opportunities along desire lines are needed.

Figure 2-3 Crossing at the Wexford Rd / Coolgreaney Rd / Main St Roundabout. Source: WCC

Pedestrian and cyclist linkages from Main Street to the riverbank are limited with Condren's Lane, St. Mary's Car park and Coomie Lane. Several properties along Main Street back onto the riverbank and have internal links to both sides.

These sites provide an opportunity for enhanced pedestrian linkages from Main Street to the riverbank, which could be incorporated into any redevelopment of sites/areas, such as the ongoing Arklow Flood Relief scheme which radically improves the public realm and attractiveness of the South Quays.

Appropriately designed links are required given the significant fall in ground level at present, and the growth in pedestrian traffic expected upon the Flood Relief Scheme's completion.

It is important that the public realm be as inclusive as possible to all users. Some of the town footpaths and streets are at present unsuitable for wheel or push chair users. Parking on footpaths also makes pedestrian access difficult, particularly for pedestrians with reduced mobility or mobility aids or wheel or push chair users. Designing to a higher, more inclusive standard forms an integral part of a broader redesign of these areas.

The safety and ease of pedestrian movement must be considered in relation to vehicular movement and parking around the town, particularly along walking routes to and from car parks, schools, sports facilities, and other public facilities.

Additional details on Arklow's walking and cycling environment can be found in the **Baseline and Policy Context Report.**

2.5 Existing Public Transport Network

Bus Services

At present there is no dedicated town bus service for Arklow, rather, existing bus services comprise national and regional routes. Bus routes that serve Arklow can be found in **Figure 2-4** and **Table 2-2.** The infrequent nature of the scheduled bus services can disincentivise public transport usage, contributing to the low use of sustainable modes identified in the Census.

Rail Services

The Arklow Train Station is located within a 5-minute walking distance from the town centre at St. Mary's Road and is serviced by the *Dublin Connolly – Rosslare* rail route (see **Table 2-3**).

The railway line is a single track between Bray and Rosslare which limits the capacity for increased services. Platform 1 (southbound) is level with the station access and wheelchair accessible, while Platform 2 (northbound) is accessible by footbridge, and inaccessible by wheelchair.

Table 2-2 Bus service provision in Arklow

Route		Operator	Inbound / Outbound	Stop(s) served
2	Wexford – Dublin	Bus Éireann Expressway	**IB & OB**: 15x day	Methodist Church, F. bank, Tourist Office, Parade Gr., Lidl, Wexford Rd., Knockmore.
183	Arklow – Sallins	Local Link	**IB**: 5x day **OB:** 4x day	Lidl, Wexford Rd., Arklow Train Station., Station Rd.
800	Arklow – Carlow IT	Local Link	**IB**: 4x day(Mon.-Sat.); 3x day (Sun.). **OB**: 1x day (weekdays).	
470A	Gorey – Dublin Airport	Wexford Bus	**IB**:7x day (weekdays); 4x day (weekend) . **OB**: 9x day (weekdays); 3x day (weekend).	Methodist Church, F. bank, Lidl, Wexford Rd., Knockmore.
UM11	Gorey – Maynooth Univ.	Wexford Bus	**IB & OB**: 1x day (weekdays).	Dublin Rd
BR01	Gorey – Bray Institute	Gorey Coach & Bus Co. Ltd.	**IB & OB**: 1x day (weekdays).	Lidl, Wexford Rd.,

Table 2-3 Rail service provision in Arklow.

Route	Dublin Connolly – Rosslare
Weekday Frequency	X6 services Mon-Fri.
	X4 services Sat (Dublin bound)
	X3 services Sat (Arklow)
	X3 services Sun.

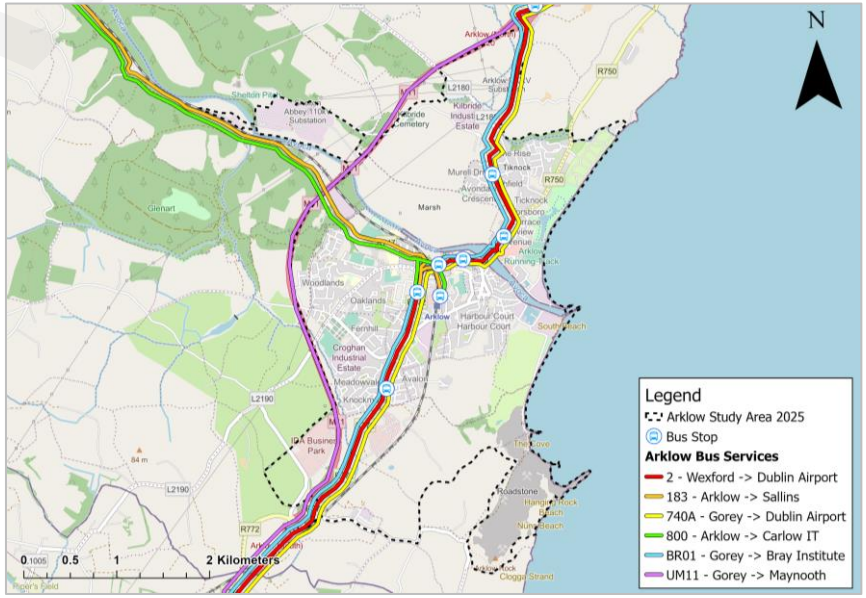


Figure 2-4 Existing bus routes serving Arklow. Source: DBFL.

2.6 Existing Street Network

Arklow's town centre focuses on Main Street, Upper Main Street, and Lower Main Street. To travel directly through Arklow, vehicles must pass through Main Street, connecting to the 19 Arches Bridge over the River Avoca at Bridge St..

To the west of the Bridge St/ Main St junction, Main Street operates as a bidirectional, two-way roadway. To the east, Lower Main Street and Laffin's Lane operate in a one-way configuration, which provides an outer vehicular route around the town and to Castle Park car park. There are several other small side streets throughout that allow for alternative routes around the town centre.

Main Street is the principal distributor of north south traffic in the town and must, unless an alternative river crossing is built, retain this function. The town centre's character is dominated by high amounts of moving traffic and the corresponding noise and hazards, exacerbated by carriageway widths and parking arrangements which allocate space for vehicles at the expense of active travel infrastructure. To address these issues, the LTP identifies appropriate circulation routes for both vehicles and pedestrians that allow both modes access to the Main Street in an efficient manner.

In addition to the Main Street corridor, several other key routes contribute to the circulation of traffic in Arklow.

Wexford Road, Ferrybank, and Dublin Road on the R772 regional road extend between junction 20 and 21 of the M11. Vale Road (R747) extends up to its termination at the Coolgreaney Roundabout.

Coolgreaney Road, Emoclew Road, Yellow Lane, Abbey Street, Back Street, and Lower Main Street provide a loop of roadway which acts as the primary Distributor Route in Arklow. While primarily residential, the distributor route loop passes through some industrial development and through Arklow's commercial town centre as part of Main Street.

The volume of HGV traffic through the town is a key issue for the existing road network. At present HGV's from Arklow Port or Roadstone Quarry must travel through the town centre due to the lack of other alternatives.

These journeys are a noticeable cause of degradation of much of the town centre and quayside public realm and amenity. The street network is supplemented by a number of laneways.

2.7 Speed Limit Review

WCC commenced a review of speed limits throughout the county in January 2021. In consultation with TII, An Garda Síochána, local authorities and municipal district council, public consultation was held on draft Bye-Laws.

In February 2023, the members of WCC approved new *Special Speed Limit Bye-Laws.* The *Special Speed Limit Bye-Laws* introduced 30 km/h zones in all town centres and periodic 30km/h zones outside of all schools in Wicklow. The town centre 30km/h speed zones took effect on 1 June 2023; the periodic speed limit outside schools came into effect on 1 August 2023 (**Figure 2-6)**.

Speed Limit Review 2023 & Road Traffic Act 2024

WCC's speed limit review aligns with the Government's *Speed Limit Review* of 2023. As part of the Government's Road Safety Strategy, and in response to an increasing number of road fatalities and other road safety concerns, the *Speed Limit Review* was published in 2023.

A key aim of the Review is to reduce speed limits on several categories of Irish roads. The Review recommends that a default speed limit of 30km/h for built up and urban areas is introduced. A 30km/h limit should apply for all

city or town centres, residential roads, and locations where there is a significant presence of vulnerable/active road users, with some exceptions. This is in recognition that urban roads and streets are not just places of movement but also support a range of other uses and placemaking functions.

The recommendations are further reinforced by the updated *Road Traffic Act 2024*, which amends the previous Default Speed Limit for roads in Built Up Areas from 50km/h to 30km/h.

Collision Analysis

A collision analysis exercise was carried out using the Road Safety Authority (RSA) data available for 2005-2016. While several years out of date, the RSA records provide a pattern of reported collisions within Arklow. The database registered a total of 108 collisions within Arklow Urban Area (2005 - 2016). Of these, **88%** were classed as Minor, **12%** as Serious, with no fatalities were registered in this period (**Figure 2-5**).

Since the period covered by the available survey data, the media have reported several serious collisions in Arklow, including a pedestrian who was killed on Coolgreaney Road in 2017 and a passenger who died in a traffic accident on Vale Road in 2019; both locations where the RSA statistics record collisions. Clusters were identified along the main arterial streets in Arklow, particularly along Wexford Road and Main Street.

Figure 2-6 (**far left**) Map of speed limits in Arklow. Note: All streets within the Study Area **not** specifically colour-coded are 30km/hr zones. Source: Wicklow Special Speed Limit By-Laws 2022; DBFL.

Arklow between 2005-2016
(Source: RSA)

2.8 Car Parking Provision

Car Parking is available on-street and in private and public car parks, at the following locations:

Table 2-4 Existing car-parking availability in Arklow.

Public Car Parking	
Location	**No. of Spaces**
Surface Car Parks	
Arklow Train Station	125
St. Mary's Car Park	91
Castle Park	88
On-Street Car Parking	
Wexford Road	105
Lower Main Street	65
St. Mary's Road	31
Private Car Parking	
Location	**No. of Spaces**
Surface Car Parks	
Bridgewater SC	c. 1000
Aldi	c. 119
Tesco	c. 547
Lidl	c. 64
SuperValu	c. 71

3 Policy Review

In preparing this LTP, a wide breath of policy an design guides have been reviewed relating to land use and transport in Arklow, to inform the preparation of this LTP. A detailed review of these can be found in the Baseline Conditions and Policy Context Report. A synopsis of policy is outlined in the following pages.

3.1 National Level Statutory Policy

Project Ireland 2040- National Planning Framework (NPF)

The ***NPF*** 2040 (*recently revised in April 2025)* was published in February 2018 and sets the strategic vision for the spatial development of Ireland from 2018-2040. The National Development Plan (NDP) sets the investment priorities to deliver the NPF, including the Arklow Flood Relief Scheme that enables the sustainable growth of Arklow.

The NPF is organised around ten National Strategic Objectives (NSO). *NSO 1 Compact Growth, NSO 2 Enhanced Regional Accessibility, NSO 4 Sustainable Mobility,* NSO 6 High-Quality International Connectivity, and *NSO 8 Transition to a Low Carbon and Climate Resilient Society* are the most relevant to Arklow.

National Level Statutory Policy & Guidelines for Planning Authorities

National Transport Policy & Guidance

Statutory Design Guidance & Best Practice

Regional Level Policy

Local Policy

National Development Plan

The ***NDP*** sets out a fully integrated framework for public capital investment necessary to deliver the NPF - almost €165 billion – which will underpin the NPF and drive its implementation.

The Government is committed to encouraging the use of walking, cycling and other active travel methods. Whole-of Government funding equivalent to 20% of the 2020 transport capital budget, or €360 million, has been committed annually for the period 2021-2025.

National Investment Framework for Transport in Ireland (NIFTI)

The ***NIFTI*** is the strategic framework for future investment decision making in transport and has been developed to guide the development of transport networks in Ireland.

NIFTI establishes four Investment Priorities: *Decarbonisation, Protection and Renewal, Mobility of People and Goods in Urban Area, and Enhanced Regional and Rural Connectivity.* The four NIFTI Investment Priorities are supplemented by Modal and Intervention Hierarchies.

The Modal Hierarchy puts emphasis on sustainable modes first, such as active travel, which is followed by public transport investments, and finally private transport. This is aimed at ensuring travel is undertaken in the most sustainable way and encouraging a modal shift. The NIFTI's four-category intervention hierarchy should be used to inform the intervention decision that are made to encourage this shift.

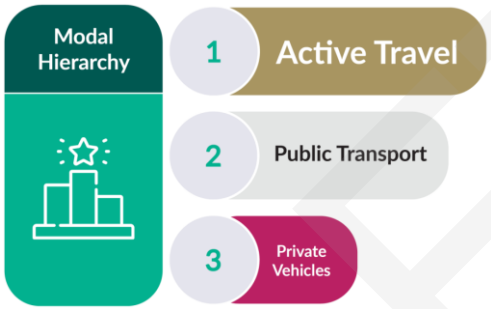


Figure 3-1 NIFTI Modal Hierarchy

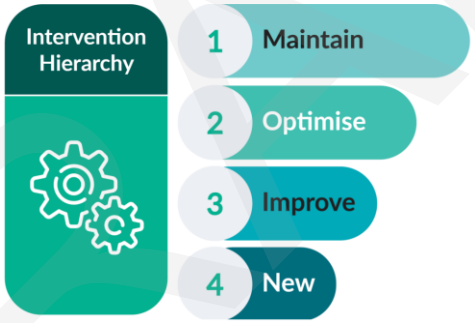


Figure 3-2 NIFTI Intervention Hierarchy

Climate Action Plan 2025

The ***CAP 2025*** is the fourth annual update to Ireland's *CAP* 2019. Ireland's transport system plays a critical role in realising the ambitious targets of the *CAP*.

High-quality public transport, cycling and walking infrastructure must be provided in order to reduce reliance on private cars, and to alleviate congestion caused by motorised vehicles.

Key to this are policies to reduce transport emissions by improving planning in our towns, cities and rural areas, and by adopting the ***'Avoid-Shift-Improve'*** Approach – i.e. reducing or avoiding the need for travel, shifting to public transport, walking and cycling, and improving the energy efficiency of vehicles.

National Sustainable Mobility Policy

The ***National Sustainable Mobility Policy*** is a strategic framework for 2030 for active travel and public transport journeys, to help Ireland meet its climate action obligations by 2030. The Policy aims to support a modal shift through infrastructure and service improvements, as well as demand management and behavioural change measure. It aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuel cars.

The policy, which is guided by three key principles and 10 high-level goals, emphasises the need to rebalance transport movement in our urban centres away from the private car, and towards active travel and public transport through the reallocation of space and priority at junctions.

PRINCIPLES	GOALS
Safe and Green Mobility	1. Improve mobility safety. 2. Decarbonise public transport. 3. Expand availability of sustainable mobility in metropolitan areas. 4. Expand availability of sustainable mobility in regional and rural areas. 5. Encourage people to choose sustainable mobility over the private car.
People Focused Mobility	6. Take a whole of journey approach to mobility, promoting inclusive access for all. 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model. 8. Promote sustainable mobility through research and citizen engagement.
Better Integrated Mobility	9. Better integrate land use and transport planning at all levels. 10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

Table 3-1: Principles and Goals of the National Sustainable Mobility Policy

Town Centre First: A Policy Approach for Irish Towns

The ***Town Centre First: A Policy Approach for Irish Towns*** aims to support the vitality and viability of Irish towns, based on the principle that town centres should be the primary locations for a range of activities, such as retail, services, housing, culture, and recreation. The policy approach provides a framework for planning, investment, and collaboration to enhance the attractiveness and competitiveness of town centres.

3.1 National Level Statutory Guidelines for Planning Authorities

Spatial Planning and National Roads: Guidelines for Planning Authorities

The Department of Environment, Community and Local Government (DoECLG)'s ***Spatial Planning and National Roads (2012)*** sets out planning policy considerations relating to development affecting National Primary and Secondary roads, outside the 50-60kph speed limit zones for cities, towns, and villages.

The primary role of the National Road network is to provide strategic transport links between the main centres of population and employment, including key international gateways such as the main ports and airports, and to provide access between all regions. The guidelines charge local authorities to develop sustainable and complementary local development that caters for the requirements of local developments and protects the strategic function of the national road network.

Sustainable and Compact Settlements Guidelines for Planning Authorities

The ***Sustainable and Compact Settlements Guidelines for Planning Authorities*** sets out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

These Guidelines build on and update previous guidance to take account of current Government policy and economic, social, and environmental consideration. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

3.2 Statutory Design Guidance

Cycle Design Manual

CDM (2023) updates the 2011 National Cycle Manual (NCM) with international best practice guidance for designing cycling infrastructure. Like the NCM, it details the principles of designing a safe environment for all users of the road, with a particular focus on cycle facilities.

The CDM sets out five requirements for designing cycling infrastructure so that it caters for the needs of current cyclists of all types and attracts new cyclists:

1. Safety
2. Coherence
3. Directness
4. Comfort
5. Attractiveness

Additionally, the *CDM* outlines design standards, and sets out the relevant factors for determining the type of facility to provide, whilst also addresses how to appropriately provide cycling infrastructure at junctions.

Design Manual for Urban Roads and Streets (DMURS)

DMURS (2019) provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians first, the number of short car journeys can be reduced, and public transport made more accessible. The user hierarchy is illustrated in **Figure 3-3**

Figure 3-3 DMURS User Hierarchy.

TII Publications – National Road Network

TII Publications set the standards and design guidance for the national road network and associated infrastructure. Moreover, TII Publications are the Government recommended design guidance for all roads with speed limits greater than 60km/h. ***DMURS*** is the recommended design guidance for all roads and streets with a speed limit of 60km/h or less.

This LTP is mindful of the requirement to safeguard the strategic function of the National Road Network, particularly the M11 National Road which serves Arklow and is within the M11/N11 corridor. This LTP will observe statutory design guidance outlined in TII Publications (Standards) and TII Publications (Technical) and will fully consider any potential impact to the surrounding national road network that may arise as a result of potential options from the ABTA process.

Relevant TII Publications includes *Treatment of Transition Zones to Towns and Villages on National Roads (DN-EO-03084)*, *NGS Circular No. 2 re. Application of Guidelines and Standards in relation to works on Public Roads in Ireland (2022)*.

TII-NGS Circular No. 2 of 2022

This ***Circular*** (re. *Application of Guidelines and Standards in relation to works on Public Roads in Ireland*) specifies Essential Common Requirements in relation to Guidelines and Standards and their application for all schemes or works on public roads, or proposed public roads in Ireland, as well as other road, cycling or active travel related infrastructure overseen/funded by the Department of Transport or its agencies.

This document lists the approved standards and guidelines, which are published by the NTA, TII and the Department of Transport, for the design particular infrastructure (rural roads, urban roads, urban cycle infrastructure, bus-related infrastructure etc.).

3.3 Best Practice Documents

NTA Permeability: A Best Practice Guide

Permeability: A Best Practice Guide provides guidance on how to address demand for walking and cycling that is not being met due to severance being designed into the local environment. The document details how permeability between homes, shops, schools, workplaces, public transport, and other community services can be increased by the retention and creation of linkages within the existing urban environment.

The Guide promotes the establishment of modal choice in existing built-up areas, giving people the option to walk or cycle if they wish to do so. Filtered permeability measures aim to separate sustainable modes of travel from private vehicular traffic to give people walking, cycling, or accessing public transport an advantage in terms of speed, distance, convenience, and safety over the private car.

Figure 3-4 Impermeable Neighbourhood VS Neighbourhood with Filtered Permeability. Source: NTA

Safe Routes to School Design Guide

The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and Green Schools in 2020 to support schools to increase walking and cycling trips to school. The programme aims to:

- Improve safety at the school gate by providing 'front-of-school' treatments to alleviate congestion and improve access;
- Improve access routes to school by improving active travel infrastructure; and
- Increase the number of students who wheel to school by expanding the amount of cycle and scooter parking.

TII Travelling in a Women's Shoes

Transport Infrastructure Ireland (TII) published research on ***Travelling in a Woman's Shoes*** in 2020 which highlighted these realities for women in an Irish context. It included a call to action to consider women's needs in the formation of Ireland's future transport policy and infrastructure provision. These following aspects of design should be considered in the context of existing and new public realm and transport schemes:

- Good Quality Lighting:
- Active Ground Floor Frontage.
- Clear Sightlines.
- Legibility and Wayfinding.

- Citizen Engagement, Participation & Co-Creation.

3.4 Additional Publications

Iarnród Éireann Strategy 2027

The ***Iarnród Éireann Strategy 2027*** sets out how Ireland's Rail Service will be transferred over the life of the previous National Development Plan 2018-2027 in response to the changing needs of customers including the key role Ireland's railway will play in helping to power the nation's economic and social development towards a sustainable, inclusive and prosperous future.

All-Island Strategic Rail Review

The final report of the ***first All-Island Strategic Rail Review (AISRR)*** was published in July 2024 (Department of Transport (DOT) and the Department of Infrastructure (DOI)). This report takes account of the feedback gathered through two public consultations, and a draft Strategic Environmental Assessment (SEA) which was published alongside the Draft Report in 2023.

Although not a policy document itself, the AISRR aims to inform policy and future strategy for railways on the island. It examines how the railways are currently used and what improvements could be made to better serve the people of Ireland and Northern Ireland. In general, it recommends the electrification of fleets, new / enhanced routes, greater regional balance and improved speeds and frequency.

The AISRR notes that Arklow is poorly served by Rail and includes general improvements to frequency and speed of Arklow's rail services.

TII National Cycle Network (NCN)

The ***NCN*** comprises of approximately 3500km of inter-urban cycle routes and will connect more than 200 settlements. It will provide many benefits for cyclists and communities, including ensuring delivery of a high-quality cycle network which will promote safety, comfort, and increased participation in cycling; and make use of existing infrastructure wherever possible including greenways, road infrastructure, where safe and inviting cycle experiences can be provided.

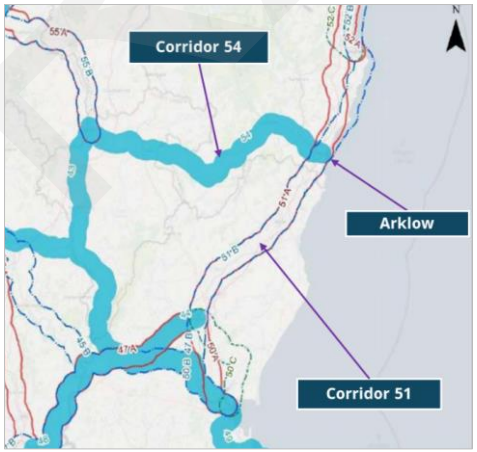


Figure 3-5 NCN Proposals through Arklow Source: TII.

Connecting Ireland Rural Mobility Plan

The ***Connecting Ireland Rural Mobility Plan*** is a major national public transport initiative developed by the National Transport Authority (NTA), with the aim of increasing connectivity, particularly for people living outside our major cities and towns.

The plan aims to seeks to make public transport for rural communities more useful and more available through:

- Enhancing the regional network, connecting cities and regional centres
- Improving existing services.
- Adding new services and
- Enhancing the current Demand Responsive Transport (DRT) network which meets the transport needs of people who live in remote locations.

The plan has proposed several public transport improvements that will benefit Arklow, including connections to Carlow, Wexford, Dublin, and other locations within Co. Wicklow.

3.5 Regional Level Planning Policy & Guidance

Eastern and Midlands Regional Spatial and Economic Strategy

The Eastern and Midlands Regional Assembly's (EMRA) ***Regional Spatial and Economic Strategy (RSES)*** supports continued population and economic growth throughout the Eastern and Midlands spatial regions.

Arklow is classified as a key town within the Core Region of the *RSES*. In the *RSES*, Arklow is identified as having:

- Capacity for continued growth to become more self-sustaining and to attract high quality knowledge-based employment at strategic accessible locations.
- Strategic natural, cultural, and green infrastructure assets in the region (beaches, Arklow-Shillelagh Greenway).
- Regional port of significance.

The *RSES* provides further basis for the integration of land use and transport planning in the region, informing the preparation and implementation of plans, programmes, and projects at all levels.

Greater Dublin Area Transport Strategy 2022-2042 (GDATS)

The ***GDATS*** provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area. It covers the counties of Dublin, Meath, Kildare, and Wicklow.

While within the GDA, Arklow is not particularly affected by the schemes within the strategy directly. The only mention of Arklow is related to the regional core bus corridor between Dublin and Arklow via the M11/N11 corridor. The Strategy proposes that a degree of bus priority be sought on national routes where traffic congestion does or could cause delays to services, and that the proposed priority services ties into plans for BusConnects Dublin.

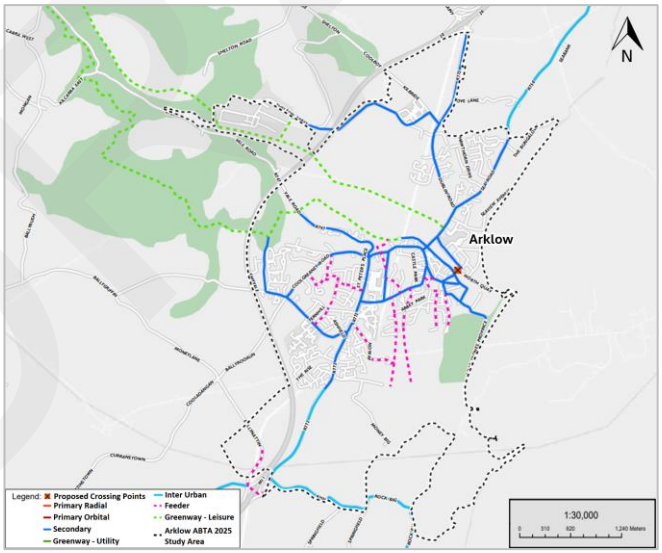


Figure 3-6 GDA Cycle Network Plan for Arklow. Source: GDACNP (NTA).

GDA Cycle Network Plan

Based upon the National Cycle Policy Framework (NCPF), the ***GDA CNP*** outlines the present situation of the existing cycle route network and its relatively low usage in parts. In Wicklow, the report documents how the cycling provision within the county is poor, with limited cycling facilities in urban and rural areas.

Numerous arterial and link streets in Arklow are designated as secondary cycle routes and a second river crossing east of the 19 Arches Bridge is recommended. There are also interurban routes connecting to Bray and Wexford. The proposed routes in Arklow are detailed as part of the options.

3.6 Local Policy

Wicklow County Development Plan 2022-2028

The ***Wicklow County Development Plan 2022-2028 (WCDP)*** sets out the overall strategy for the proper planning and sustainable development of the County for the plan period and beyond. The plan has been prepared in accordance with the Planning and Development Act 2000, as amended.

The WCDP sets out the policies and objectives to guide the future development of the County. It provides for and controls the physical, economic, and social development of the County, in the interests of the overall common good and in compliance with environmental controls. It includes a set of development objectives and standards, which set out where land is to be developed, and for which purposes (e.g., housing, shopping, schools, employment, open space, amenity, conservation etc).

The WCDP highlights the following key objectives in relation to Roads and Transportation that are specifically relevant to Arklow:

- The protection of the safe and efficient operation of the M11 in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)
- The priority for regional road improvement on east-west connector routes including the R747 (Arklow – Tinahely – Baltinglass).
- Rail improvement to the Dublin – Rosslare rail line.
- Major improvements to bus services, including rural services.

Population Growth Scenarios

In the former *WCDP* (2016-2022) and previous *Arklow and Environs Local Area Plan 2018-2024* (LAP), Arklow's population was targeted to grow to 23,000 by 2028. However following the direction of WCC, the Arklow LTP provides the following rate of population growth for the Study Area:

Table 3-2 Population Projections for the Study Area, based on discussion with WCC.

	Population	Households
Existing (Census 2022)	13,163	5,585
CDP Target (2028)	15,419	6,375
CDP Target (2031)	16,440	6,627
Future Growth (2042)	28,000	11,200

Of critical importance is that the LTP is based on the understanding that growth occurs as the result of sequential development from the centre of Arklow, aligning with the principles of compact development. Development will follow the written and zoned objectives in the upcoming Arklow Local Planning Framework (LPF).

Arklow & Environs Local Area Plan 2018-24 (LAP)

The previous ***Arklow & Environs LAP 2018*** provided a land use framework that aimed to guide the future sustainable development of the settlement of Arklow town and its environs for the 2018-2024 period. This plan, in conjunction with the WCDP, informed and managed the future development of the area.

The previous LAP looked to facilitate and encourage sustainable forms of movement and transport, creating walking, cycling and public transportation networks. Additionally, the 2018 LAP saw the potential to carry out footpath widening and to provide cycleways in some locations where there is adequate road width. A number of schemes have since been completed, including the Arklow North and South Pedestrian and Cycle Schemes.

A number of Transportation and Movement Objectives from the 2018 LAP are mapped in **Figure 3-7.** This includes objectives for major

road infrastructure, such as a western distributor road, (**IT5**), the Southern Port Access Road (SPAR) (**IT9**), as well as distributor road access to Action Area Plan 2 (Tinahask/Moneybig) and Action Area Plan 1 (Tinahask/Abbeylands) (**IT7**). Other Objectives include:

- **IT3**: To promote and encourage "Safe Routes to School" and the Green Schools Programme within Arklow and to liaise with all relevant Departments/agencies involved in the operation of the programme.
- **IT4**: To facilitate the improvement of the town's roads hierarchy to distribute vehicular traffic on appropriate distributor routes whilst minimising the number of car trips through the town centre. Improved junctions and links on the Wexford Road, Emoclew Road, Coolgreaney Road and Abbey Street-Yellow Lane.
- **IT8**: To facilitate the operation and free flow of traffic in a safe manner in the town centre and in locations proximate to schools, health, and community facilities, by appropriately controlling car parking at such locations.
- **IT10**: To co-operate with TII and other Local Authorities to improve existing or provide new links from Arklow and the port area to other counties in the region, namely the Leinster Outer Orbital Route as proposed in the Regional Planning Guidelines.
- **IT11**: To improve pedestrian and cyclist safety and provide footpaths and cycleways where required, especially around Abbey Street in proximity to railway station and the Main Street/Vale Road junction/roundabout.
- **IT15**: To facilitate the implementation of the GDA Cycle Network Plan.

These Transportation and Movement Objectives are mapped in Figure 3-7. .

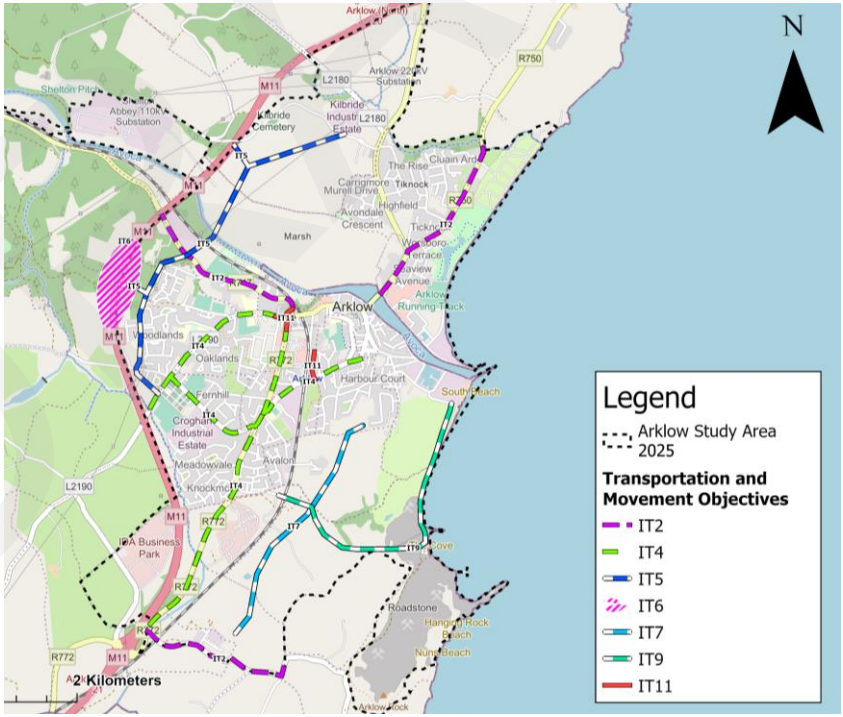
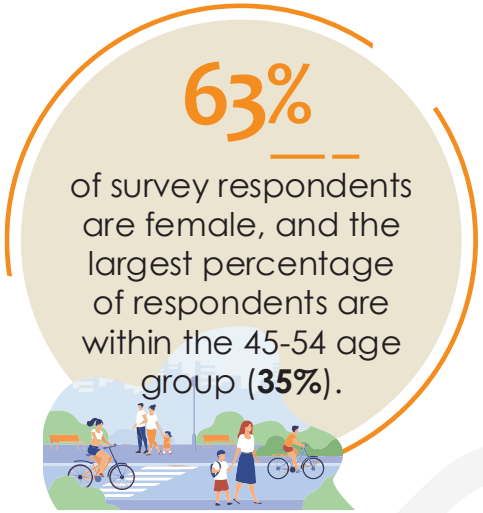


Figure 3-7: Mapped Transportation and Movement Objectives in the Arklow LAP 2018 - 2024. Source: WCC

4 Public Consultation

4.1 Overview

In January 2023 Wicklow County Council (WCC) facilitated an online consultation on the Local Transport Plan for Arklow. The survey received 452 responses, 89% of whom are local residents. 38% of respondents live or work within Arklow Town Centre.



When asked to select the two most important issues for sustainable transport in Arklow, the three most popular responses related to the following:

- Public transportation (26%)
- Congestion (21%)
- A new river crossing pedestrians and cyclists (15%)

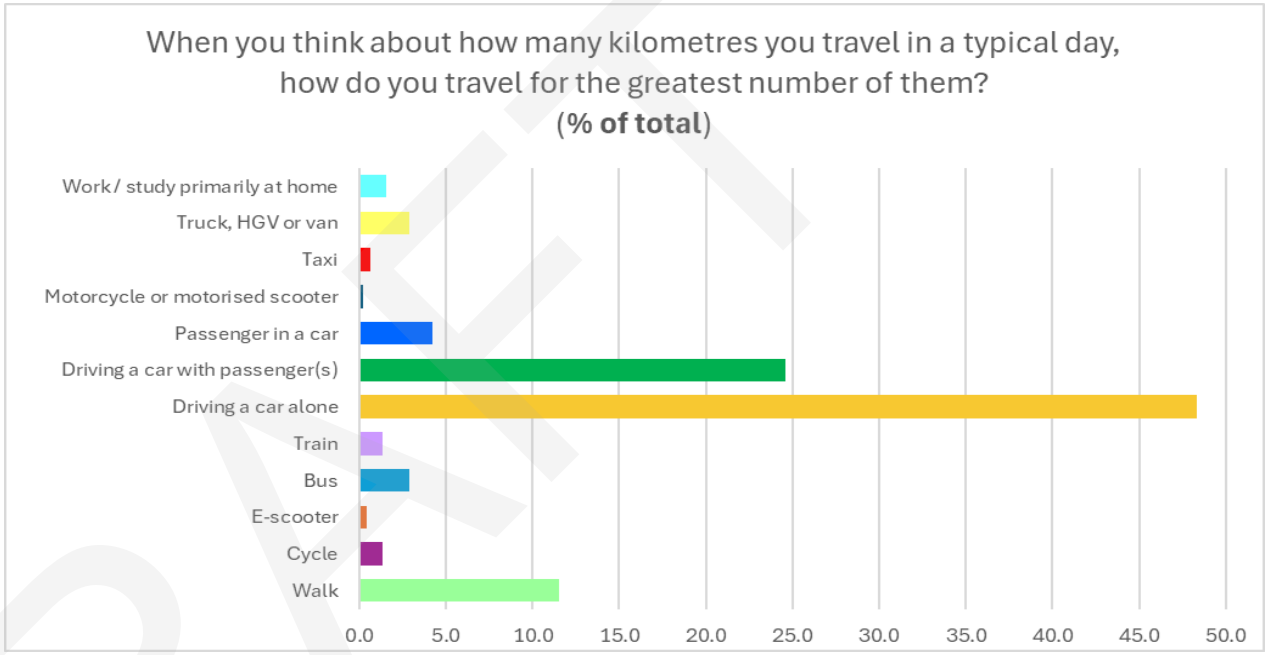
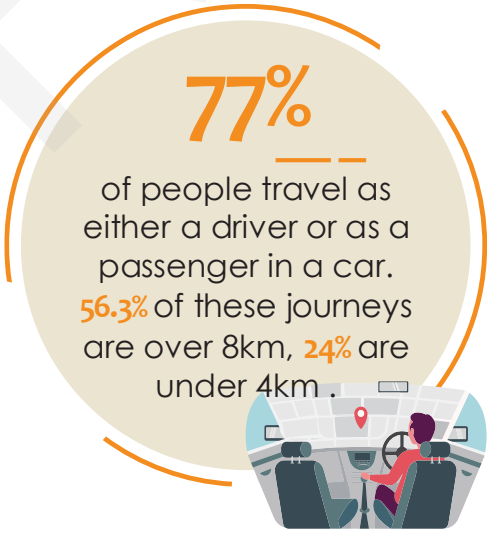


Figure 4-1 Percentage of total - *When you think about how many kilometres you travel in a typical day, how do you travel for the greatest number of them?*



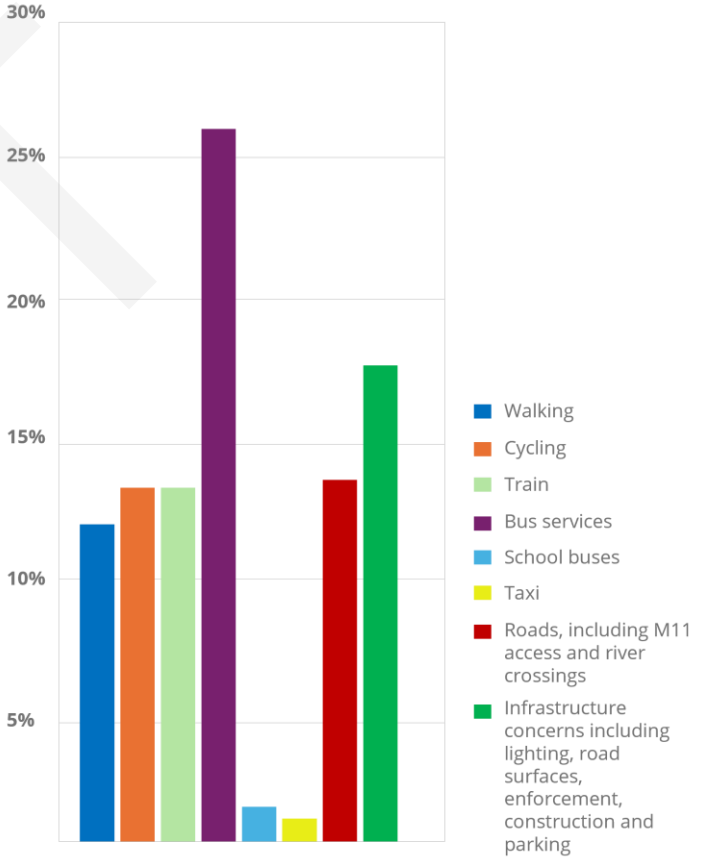


Figure 4-2 Topics raised in responses to the question *'What do you think would make it easier for people in Arklow to be able to walk or cycle or take public transport to take care of their everyday journeys?'*

Figure 4-3 Selection of detailed responses to the question, *'What do you think would make it easier for people in Arklow to be able to walk or cycle or take public transport to take care of their everyday journeys?'*

4.2 Consultation with Elected Members

In addition to the online survey for the public, a productive engagement session was held by the project Team with Elected Members of the Arklow Municipal District on the 18th of Nov 2022. Some of the key feedback that arose from that exercise included:

- Request for public engagement at draft LTP stage.
- Need for improved accessibility of the public realm (universal design).
- A desire to maximise the natural amenities of Arklow, especially riverside amenity.
- Support for better traffic management
- Support for more public transport, including dedicated school transport.
- A need for better pedestrian linkages from primary health care centre to Main Street.
- Support for Safer Routes to school and addressing the reluctance from children and parents to use Active Travel.
- Support for Park and Ride and better parking management.
- Support for more River crossings.
- Micromobility such as scooters, bikes, tuk-tuks (pedicabs or similar)
- A need to improve accessibility to Arklow train station accessibility and address over-crowding on the Dublin service.

4.3 Arklow and Environs Local Planning Framework Pre-Draft Submissions

Over 79 submissions were received in the Pre-Draft Stage of the upcoming *Arklow and Environs Local Planning Framework.* This section summaries those submissions made which relate to the LTP, specifically. The following submissions will be taken into account in the development of options for this LTP.

- WCC should ensure that non-car-based alternatives are viable and considered from the outset of any development.
- Need for safe storage at both ends of a journey for cyclists.
- Need for consideration of a second bridge crossing to alleviate traffic congestion.
- Need for a pedestrian bridge from Tesco Car Park to St. Mary's Road.
- Reduce street clutter.
- Provide a cycle path from North to South through the town.
- Remove as much on-street car parking as feasible from the Main Street and upgrade the Castle Park Car Park for replacement capacity.
- Make completion of SPAR a priority.
- Creation of mode share targets for the Study Area.
- Provide connectivity from residential areas to services and amenities and reduce dependence on the private car.
- Effectively manage development which could have an impact on the national road network (including the M11) and ensure appropriate mitigation measures are included for potential development areas in a plan led and evidence-based manner.
- Reduce demand for transport journeys by private vehicles (Avoid-Shift - Improve Framework) through more effective land use and transport planning integration and compact growth principles.

5 Strengths, Weaknesses, Opportunities and Constraints

5.1 Introduction

The below table provides an overview of the identified Strengths, Weaknesses, Opportunities & Constraints (SWOC) associated with Arklow's existing transport infrastructure.

Strengths	Weaknesses
• Strong mandate set by National and Regional planning policy for Arklow, and the Wicklow County Development Plan 2022-2028 to develop as a healthy, vibrant, and self-sustaining town. • Relatively strong visitor economy. • Motorway M11 bypasses Arklow Town and facilitates the removal of significant volumes of strategic traffic from the town. • Recent upgrades to active travel and public realm infrastructure, including dedicated cycle infrastructure along the southern part of the Wexford Road and the northern section of the Dublin Road. • Strong natural assets including harbour, Avoca River, and beach. • Completed Safe Routes to School schemes	• Poor level of cross-river connectivity. • Poor quality public realm particularly on the town's commercial streets and older residential areas. • Footpaths are generally narrow and in need of enhancement. • Traffic flow constrained due to restricted capacity at junctions and at river crossings. • Lack of dedicated town bus service (27% of people in Arklow state that their modal choices are due to a lack of alternative, such as public transport) • Industrial activity contributes to high HGV activity through the Town Centre and on narrow roads and streets. • Legacy roundabouts and junctions do not meet DMURS standards, resulting in wide splays and limited pedestrian and cycle facilities. • Single track railway between Bray and Rosslare. • Out-of-town shopping detracting from draw of Main Street.
Opportunities	**Constraints**
• Infrastructural constraints including water capacity issues impeded many development proposals from being progressed, however Arklow's wastewater treatment plant now completed and commissioned in 2025. • Opportunity to develop the Arklow to Shillelagh Greenway, funded by TII. • Opportunity to capitalise on Arklow's designation as a pilot Decarbonisation Zone. • Compact growth with core town centre and defined boundary (15-minute neighbourhood concept). • Opportunity for improved town centre vitality through quick-win public realm improvements and URDF Funding. • New pedestrian and cycling bridge over Avoca River. • Avoca Riverbank walking and cycling improvements and permeability improvements. • Redirect HGV movement to create a more attractive and vibrant town centre for pedestrians and cyclists.	• High levels of outward commuting. • pNHA at The Marsh limiting development opportunities • High private car mode share. (77% of work trips are by private car – Census 2022) • Low-lying parts of Arklow suffer from extensive flooding during prolonged wet periods, Avoca River Flood Defence Scheme is currently being developed which will address some of this issue. • Providing better accessibility to the train station via private lands • Threat of loss of funding for necessary infrastructure due to changes in economic or political climate • Increasing rail services due to single track

6 Local Transport Plan Objectives

6.1 Overview

Five transport objectives have been developed to address the weaknesses and opportunities outlined in SWOC in **Chapter 5** and the public consultation exercise held in **Chapter 4**. These are compliant with national, regional and local policy outlined in Chapter 2 and have been discussed and agreed with WCC to inform the Option Development and Assessment process and ultimately the draft LTP.

These objectives are designed to correspond to objectives set out in the *Wicklow County Development Plan 2022-2028 (WCDP) and* have guided the progress of the Arklow and Environs LTP.

6.2 Transport Objectives

Objective 1

Encourage the use of **sustainable low carbon transport** modes (walking, cycling and bus) to reduce car dominance in line with Arklow's designation as County Wicklow's pilot **decarbonisation zone**.

Objective 2

Enhance the **vibrancy**, **accessibility** and **liveability** of Arklow Town Centre and immediate environs through a better balance of public space.

Objective 3

Enhance and maximise the use of **existing and future natural environmental assets** such as Avoca River Walk, Arklow to Shillelagh Greenway and Arklow to Laragh Greenway.

Objective 4

Maximise and **enhance connectivity** and **permeability** by removing barriers to walking and cycling and addressing traffic issues within the town.

Objective 5

Support the **15-minute-town concept** within Arklow through the delivery of a permeable and connected walking and cycling network so that a range of facilities and services are available in short walking and cycling distances from home.

7 Option Development & Assessment Process

7.1 Overview

Following the Baseline Assessment (**Part 1**) and Context (**Part 2a**) stages, **Parts 2b** and **3** of the ABTA process comprises the Options Development and Assessment phase.

The Options Development stage seeks to identify a series of options which address the weaknesses of each transport mode, supporting a highly accessible and connected transport network.

The Options Assessment stage assesses whether these options meet the objectives of the Local Transport Plan, followed by assessment against four MCA criteria drawn from the NTA and TII's *ABTA 'How-To' Guide* where necessary. The MCA is primarily used where two or more options are seen to offer differing solutions for the same transport issue, or where the option is considered to pose a significantly large impact upon the Study Area's transport network.

In this way, the Options Assessment process is split into two steps – the Initial Sift, followed by the MCA.

7.2 Step 1: Initial Sift

The initial sifting sees long lists of options developed and assessed against the five Transport Objectives of the Arklow and Environs LTP. Where an option aligns with all or the majority of the Transport Objectives, and where MCA is not considered necessary, this option is successful and will be included as a transport measure within the LTP.

7.3 Step 2: Multi-Criteria Analysis

A Multi-Criteria Analysis (MCA) is used to assess options that require further analysis of their feasibility beyond Initial Sifting.

The four MCA-specific criteria are drawn from the NTA and TII's *ABTA 'How-To' Guide* guidance document for Local Authorities, and are as follows:

- Engineering Feasibility
- Acceptability
- Funding Potential
- Value for Money

Each proposed option is evaluated against these criteria based on a five-point scale, with the effects ranging from 'Beneficial' to 'Adverse' as judged against existing conditions, and with a view to how the proposed scheme supports the five Transport Objectives of the Arklow and Environs LTP.

Those Options which score highly and are considered to offer significant benefits to Arklow and Environs' transport network pass the MCA process and are included in the LTP.

Table 7-1: MCA 5-Point Colour Ranking Scale.

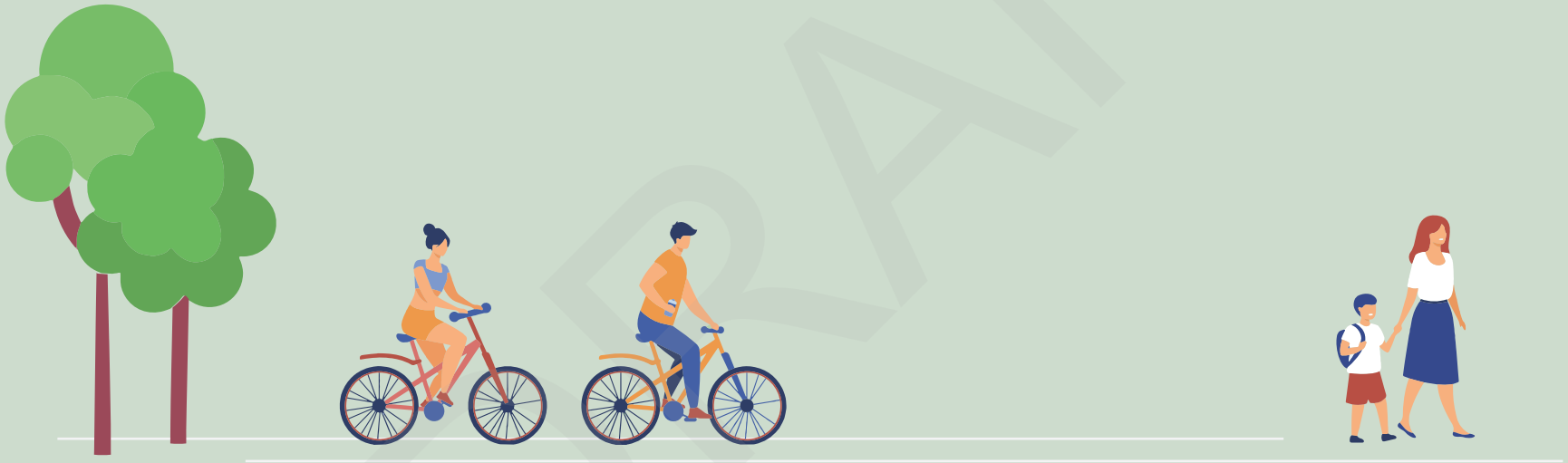
Colour	Performance
	Beneficial
	Somewhat beneficial
	Neutral
	Somewhat adverse
	Adverse

All options incorporated into the Arklow and Environs LTP will be further refined through the Local Planning Framework public consultation process, with the phasing of individual projects to be agreed in consultation with WCC, and dependent upon a variety of factors, including but not limited to:

- Availability of funding.
- Results of stakeholder engagement.
- Complexity of delivery.
- Future policy and guidance publications.
- Tie-in and overlap with pre-committed projects.

Part B

The Strategy



8 Key Plan Influences

8.1 Overview

This chapter identifies key projects and developments that are likely to influence the Local Transport Plan over the short, medium and long term future. Active Travel schemes which are also likely to have an influence of the LTP are discussed in **Chapters 10, 11** and **12 .**

8.2 Waste Water Treatment Plant

A new state of the art wastewater treatment plant (WwTP) has been constructed at the Old Wallboard Factory, North Quay in Ferrybank. This WwTP has been designed to provide treatment capacity for a population equivalent (PE) of 36,000 people.

In the context of this LTP, the growth of Arklow to a town of this size supported by the WwTP, will require necessary transport infrastructure such as new roads, a high quality bus network and safe walking and cycling facilities.

8.3 Arklow Bank Wind Park 2

The proposed development of the Arklow Bank Wind Park 2 seeks to develop up to 56 no. wind turbines, which will have the potential of generating up to 800MW.

Permission was granted for Onshore Grid Infrastructure in 2022 – a necessary element to connect Phase 2 of the wind park to Ireland's electricity transmission grid. This onshore infrastructure is to include a landfall point at Johnstown North, an underground cable route connecting to a substation at Avoca River Park, and a proposed Operations and Maintenance Facility at Arklow's South Dock.

In June of 2024, planning was submitted to An Bord Pleanála for the project's offshore infrastructure. If approved, this project would bring a range of employment opportunities and economic benefits to Arklow, including an estimate of 80 full time jobs based in a new purpose-built Operations and Maintenance Facility at Arklow's South Dock.

Throughout the lifetime of the Arklow Bank Wind Park 2, it is projected that the wind farm will support 2,300 direct and indirect jobs, from development and construction through to operations and decommissioning.

The proposals set out in this LTP aim to support this development and associated new employment opportunities.

8.4 Key Growth Areas

The previous Arklow *LAP* 2018 identified three principle areas for significant development – at Kilbride to the north and at Tinahask Lower and Tinahask Upper to the south.

The new draft LPF continues this same development strategy, with these areas being designated and re-labelled as Specific Local Objectives (SLO). The purpose of SLOs are to guide developers as to the land use / infrastructure / phasing requirements for the lands.

The new draft LFP makes provision for amendments to the objectives and boundaries for the three SLOs of:

- SLO3: Abbeylands Tinahask North
- SLO4: Moneylands Tinahask South
- SLO5: Kilbride

Figure 8-1 Strategic Local Objectives of the draft LPF 2025.

The three larger SLOs (**Figure 8-1**) are identified as important locations for the future planned population growth in Arklow and are therefore likely to highly influence proposals set out in this LTP over the short, medium, and long term.

SLO3: Abbeylands Tinahask North

SLO3 includes the area of Tinahask and Abbeylands. c. 27.75ha is zoned for new residential development in this area. High quality walking and cycling facilities are key to improving access between adjacent development areas and the train station.

SLO4: Moneylands Tinahask South

SLO4 comprises Tinahask Upper, Money Little and Money Big. c. 27.2ha is zoned for new residential development in this area. There is c. 9.75ha of land identified for employment uses, and c. 4.5ha for schools.

The development of lands within both SLO3 and SLO4 is contingent on the provision of the following:

- Provision of the Southern Port Access Road (SPAR) – *see Chapter 15*.
- Improvements of the existing link road and railway bridge form Knockmore roundabout to the site.
- New area distributor roads through the development areas connecting to the SPAR.

SLO5: Kilbride

SLO5 comprises c. 85ha of land. The aim is for this SLO to be developed with a mix of residential, community and open spaces. Vehicular access should be provided from the L-6179 or from the Regional Road, with a number of pedestrian access routes provided to the neighbouring developed areas.

Permission has been granted for residential development (WCC Planning Ref: 23756; and ABP Ref: PL27.319604) and a school (WCC Planning Ref: 22213) in the northeast corner of the SLO.

8.5 Arklow Flood Relief Scheme

Arklow has historically experienced recurring floods that have caused significant damage to both public and private property. The Arklow Flood Relief Scheme commenced in January 2024 and aims to alleviate the risk of flooding to the community of Arklow. The Scheme will include:

- Flood defences on the south and north banks of the Avoca River;
- Works on the Nineteen Arches Bridge;
- Provision of new public realm at River Walk and South Quay to include parking spaces, footpaths, amenity/viewing area, public lighting, planters, and floating pontoon.

- Traffic calming measures and road reconstruction;
- River dredging works to improve channel capacity;
- Provision of a section of interconnector sewer for the Arklow WwTP;
- Tree felling, tree trimming, tree planting, landscaping, and local riverbed raising;
- Installation of roosting platforms upstream of Arklow Bridge; and
- Diversion of utilities.

Proposals set out in this LTP aligns with Flood Relief Scheme works **(Figure 8-2**), in particular recommendations for an enhancement of the South and North Quays, and river crossing proposals.

Figure 8-2 Scheme Aerial View. Source: Wicklow County Council.

8.6 Arklow-Shillelagh Greenway

Upon completion, the Arklow to Shillelagh Greenway will connect Arklow with Shillelagh via Tinahely, Annacurra, Aughrim, and Woodenbridge. The greenway will be 38km in length and will travel along former railway line. Transport Infrastructure Ireland (TII) is responsible for overseeing the development of the greenway.

As of Q1 2025, the Arklow to Shillelagh Greenway route is at Stage 2. The emerging preferred route was published and public consultation was held on that emerging preferred route in 2023. Stage 3 (Detailed Design) will see all associated environmental and planning documentation prepared.

The delivery of greenways is supported by this LTP, and are further discussed in **Chapter 10.**

Figure 8-3 The Arklow to Shillelagh Greenway. Source: Wicklow Greenways

9 Overview of Recommendations

9.1 Summary of Recommendations

This chapter sets out an overview of the key Local Transport Plan (LTP) recommendations for Arklow and Environs with more detailed set out by mode in the following chapters.

The LTP aims to translate the vision of the *NPF*, *GDA Transport Strategy*, *RSES* for the Eastern Region and the *Wicklow County Development Plan 2022-2028* at a local level. In order to achieve this, the identified recommendations build on committed transport schemes outlined in national, regional and local objectives for Arklow. Key measures include:

- Provide **continuous high-quality walking and cycling facilities** on identified Primary Routes, which directly connect to Arklow's town centre.
- Provision of safe and attractive walking and cycling facilities and public realm-led enhancement measures along Arklow's **Central Spine** (Wexford Road, Main Street, Ferrybank and Dublin Road)
- Provision of **New Pedestrian and Cycle Bridge(s)** to reduce reliance on the 19 Arches Bridge, minimise traffic congestion, and provide additional connectivity to lands zoned for development on both sides of the river.
- Delivery of active travel facilities and traffic calming measures on **link roads**.
- Delivery of **Town Centre** public realm improvements and **Quayside** walking and cycling facilities.
- Advancing and providing connectivity to the **Arklow to Shillelagh Greenway.**
- Formalising existing **permeability** links and introducing new permeability links to maximise accessibility and connectivity.
- Identifying the need for **town centre bus services**.
- Future integrated transport hub (**Park and Ride**) at Templerainey.
- Advancing the delivery of the **Southern Port Access Road**, and the **Western Distributor Road** with revised route alignment(s).
- Safeguarding and enhancing the strategic function of **national roads**.
- Supporting gradual **HGV restrictions** through the town centre, facilitated by new road infrastructure.
- **Area-based parking management** and destination based parking measures, including formal park and ride facilities.

The phased delivery of these recommendations aligns with the LPF horizons.

9.2 Walking and Cycling

Chapters 10 - 13

The attractiveness of Arklow's town centre can be found in its laneways, waterfront access and main street. Ongoing improvements to Arklow's town centre and wider active travel network are aiding in reinforcing the vibrancy of the town centre by strengthening its public realm and by providing enhanced accessibility for pedestrians and cyclists.

The LTP supports ongoing commitments to enhancing Arklow's town centre by providing a vision for the public-realm led renovation of its main street and waterfront for pedestrian and cycle priority. Additionally, this LTP aims to continue to build upon recent improvements to Arklow's wider pedestrian and cycling network.

This LTP suggests a strategic walking and cycling network throughout Arklow and Environs consisting of Primary, Secondary, Feeder routes, amenity walks, bridge links, and permeability links, supplemented by public realm improvements.

River Crossings

The LTP recommends the delivery of two active travel bridges in the medium term. An active travel bridge connecting Vale Road and the

Avoca Riverwalk, with the Marsh and development lands in Kilbride would provide enhanced active travel access to existing and future employment and education lands in Kilbride. Additionally this LTP recommends improvement to active travel infrastructure linking the Bridgewater Shopping Centre to Main St. which could be in the form of additional capacity to be added to the existing 19 Arches Bridge or the provision of a new active travel bridge to the east of same.

These recommendations aim to alleviate current pressures on the 19 Arches Bridge, with the intention of enhancing the vibrancy of Arklow's town centre while also improving connectivity north and south of the River Avoca.

The delivery of these future projects will help create strong links between the town centre and amenities north and south of the river, while also creating opportunities for waterfront regeneration along Arklow's North and South Quays.

9.3 Public Transport

Chapter 14

Bus services in Arklow are not configured towards serving the transport needs within Arklow, rather they connect Arklow to other locations via national and regional routes.

To reduce the reliance on private cars, this LTP recommends the delivery of a town bus service for Arklow and Environs to support the town's population growth.

Recommendations in this LTP includes two indicative routes (Route A and Route B) to serve planned growth areas as well as the town centre, employment centres, school routes and recreational and amenities across Arklow.

Additionally, this LTP suggests upgrades to Arklow Train Station regarding enhanced accessibility for people with additional mobility needs, and reducing walking distance from surrounding residential areas to the station.

9.4 Road Infrastructure

Chapter 15

This LTP recommends the delivery of key road infrastructure, including the Southern Port Access Road (SPAR) in the short-medium term, and the Western Distributor Road in the medium-long term to support a reduction of through-traffic in Arklow Town Centre.

These recommendations also aim to reduce HGV movement on Main Street and the 19 Arches Bridge in particular, and will also support the development of SLO3 Abbeylands Tinahask North, SLO4 Moneylands Tinahask South, and SLO5 Kilbride.

This LTP suggests a more balanced approach in the design of junctions and roundabouts, ensuring that they are safe for all road users, and ensuring that they are accessible and inclusive for people who are walking and cycling.

9.5 Parking

Chapters 16

Parking and demand management is a key component of any strategy which aims to encourage an increase in sustainable transport while also reducing the need for car-based travel. This LTP recommends strategic parking management and area-based parking measures, including:

- The delivery of a strategic Park and Ride facility at Templerainey, on the outskirts of Arklow Town at the M11 / N11 Junction 20.
- A hierarchy of parking need for on-street parking in the town centre.
- An area-based parking approach to optimise use of existing off-street car parking provision.
- Supporting measures, including the provision bicycle parking in suitable locations.

An overview of the key Walking and Cycling , Permeability, Bus and Road Recommendations can be found overleaf in **Figure 9-1.** These are supplemented by a number of Supporting Measures discussed in **Chapter 17**.

Overview of Recommendations

Walking and Cycling

Primary Routes
- Central Spine
- Active Travel River Crossings

Secondary Routes
- Link Roads
- Kilbride / The Marsh Active Travel Links

Feeder Route
- Feeder Routes

Inter-Urban Route
- Inter-Urban Routes

Greenway Routes
- Arklow to Shillelagh Greenway
- Avoca Riverwalk
- Arklow to Laragh Greenway

Permeability
- New Links
- Improvements required
- Quietway

Bus Network
- Indicative Bus Route A
- Indicative Bus Route B

Road Network
- Southern Port Access Road
- Western Distributor Road
- SLO3 & SLO4 Link Roads

Parking
- P&R Park and Ride (indicative location)

- *M11 Motorway*
- *M11 Junctions*
- *Study Area Boundary*

10 Active Travel

10.1 Introduction

Active travel, i.e., walking, cycling, and scooting, is the most sustainable form of mobility, and can benefit both individuals and society in many different ways from environmental, social, public health, cultural, and economical perspectives.

Land use planning and the design of the built environment are known key determinants in someone choosing to walk, scoot or cycle. Where in the past, rising car ownership propelled streets to be designed in a manner that prioritised the movement of cars, recent years have shown an urgent need and willingness to re-examine the role our streets play as places that support cycling, scooting, and walking.

10.2 National Targets

Policy objectives and targets at a national, regional, and local level, backed by Government investment that has increased significantly in recent years, provides a strong mandate and impetus for the timely delivery of high-quality Active Travel infrastructure that is safe, universally accessible, comfortable and attractive for people of all ages and abilities.

Achieving a shift towards Active Travel modes is crucial to achieve the target of a **51% reduction in Ireland's greenhouse gas emissions** by 2030. This is highlighted in national policy publications, including:

- Climate Action Plan 2024;
- National Investment Framework for Transport in Ireland (NIFTI); and
- National Sustainable Mobility Policy;

This chapter sets out a comprehensive Active Travel Network to support national ambitions.

10.3 Wicklow County Council Active Travel Programme

Recent years have seen a marked increase in investment in Active Travel by the government, reflecting that broader interest in sustainable travel modes, as well as pursuing sustainability targets set out in key national policy guidance.

Wicklow County Council (WCC) were allocated approx. **€8 million** from the NTA for Active Travel schemes in 2024. Of this, €1.4 million was spent on active travel projects in Arklow.

10.4 Arklow's Existing Active Travel Network

The **Baseline Assessment** identified the main weaknesses in Arklow's active travel network. Arklow's current walking and cycling environment can be summarised as follows:

- Footpaths are substandard in places in terms of recommended *DMURS* widths and quality.
- Gaps in footpath provision still exist, despite improvements in recent years.
- Major gaps in the provision of cycling infrastructure throughout the Study Area.
- Many roundabouts and junctions conform to *DMRB* rather than *DMURS*, resulting in wide splays and limited pedestrian and cycle safety at junctions.
- Significant through-traffic in the town centre.
- Significant HGV traffic on routes with limited carriageway widths.
- Underutilised waterfront area.

Despite the number of weaknesses, there are countless opportunities to enhance walking and cycling facilities and connections throughout the Study Area. Maximising existing assets, such as the quays and Avoca River Walk will be key to the success of this.

10.5 Active Travel Network

Overview

Figure 10-1 and **Table 10-1** present the recommended Active Travel Network for Arklow and Environs, combining the proposed and inter-related walking and cycling interventions. These interventions address the weaknesses identified in the Baseline Assessment, and additionally, build upon any and all completed walking, cycling, and public realm works and funded schemes in Arklow.

Figure 10-1 illustrates the **Primary** and **Secondary** Walking and Cycling Routes recommended in the following **Chapters 11** and **12** of this LTP. Primary Routes are seen as having higher priority than other classifications.

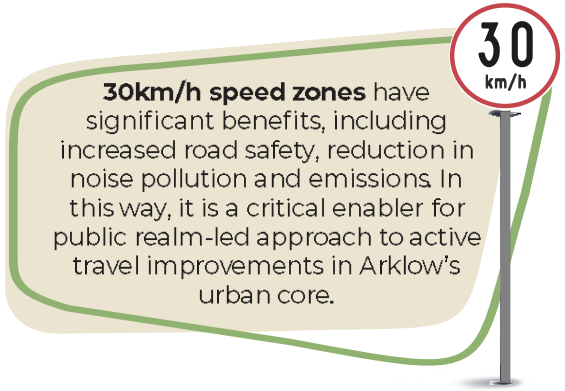
Additionally, the delivery of routes classified as **Feeder**, **Inter-Urban** Routes, and **Greenways** in the *2022 Greater Dublin Area Cycle Network Plan* are also considered as proposals in this LTP (see **Section 11.3** for more details).

Speed Limit Review

As of February 2025, the default speed limit on rural local roads have reduced from 80km/h to 60km/h as a result of the Government's *Speed Limit Review* of September 2023 and the updated *Road Traffic Act 2024*.

In mid-2025, speed limits in urban cores will also be reduced from 50km/h to 30km/h. This includes town centres, housing estates and built-up urban areas. Additionally, speed limits on national secondary roads will reduce from 100km/h to 80km/h.

The implementation of a 30km/h speed limit zone for the built-up area of Arklow in line with the *Speed Limit Review* and the *Road Traffic Act 2024* is supported. This will be reinforced by Gateways, Transition Zones, and the delivery of the Southern Port Access Road (SPAR) which aims to reduce the volume of HGV through-traffic in Arklow.



Measure ACT 1

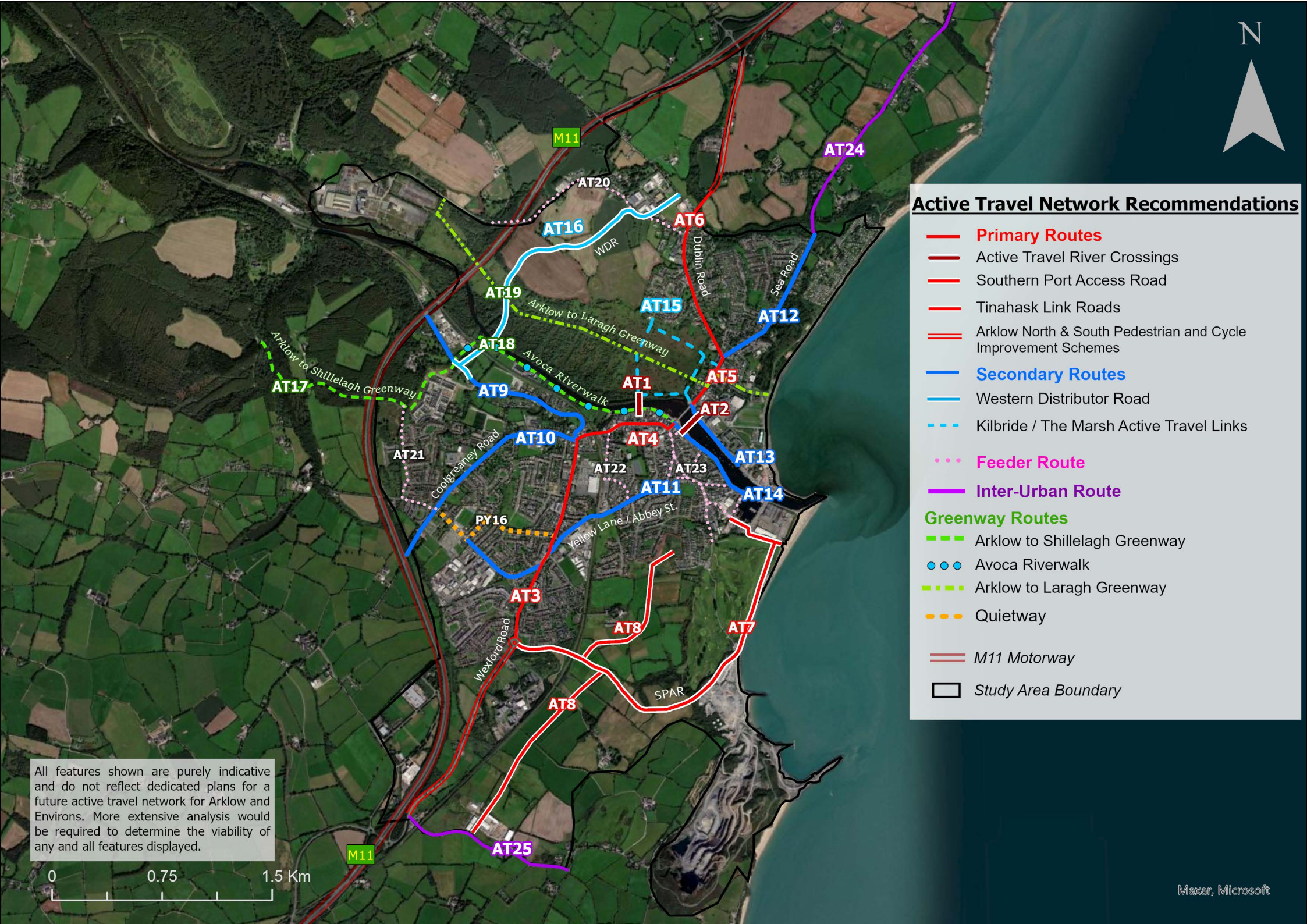
Arklow's Active Travel Network

Wicklow County Council, in partnership with the NTA, TII and other relevant stakeholders will develop a comprehensive active travel network to include:

- River Crossing(s).
- Central Spine Active Travel Route.
- E-W Link Active Travel Routes.
- Traffic calming measures to support a safer environment for walking and cycling.
- Delivery of the Arklow to Shillelagh Greenway.

Additionally, in partnership with the NTA, TII and other relevant stakeholders WCC will also:

- Maximise permeability links between residential areas, schools, employment and Arklow town centre
- Ensure all roads and streets in Arklow abide by the Government's *Road Traffic Act* 2024 updated speed limits from the designated dates.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Active Travel Network Recommendations
Primary Routes
Active Travel River Crossings
Southern Port Access Road
Tinahask Link Roads
Arklow North & South Pedestrian and Cycle Improvement Schemes
Secondary Routes
Western Distributor Road
Kilbride / The Marsh Active Travel Links
Feeder Route
Inter-Urban Route
Greenway Routes
Arklow to Shillelagh Greenway
Avoca Riverwalk
Arklow to Laragh Greenway
Quietway
M11 Motorway
Study Area Boundary
All features shown are purely indicative and do not reflect dedicated plans for a future active travel network for Arklow and Environs. More extensive analysis would be required to determine the viability of any and all features displayed.
0
0.75
1.5 Km
Maxar, Microsoft
M11
AT20
AT16
WDR
AT6
Dublin Road
AT24
Sea Road
AT19
Arklow to Laragh Greenway
AT15
AT12
AT18
Avoca Riverwalk
AT17
Arklow to Shillelagh Greenway
AT9
AT1
AT5
AT2
AT10
AT4
AT13
AT21
Coolgreaney Road
AT22
AT23
AT11
AT14
PY16
Yellow Lane / Abbey St.
AT3
AT8
AT7
Wexford Road
SPAR
AT8
AT25
M11

Table 10-1 Overview of Recommended Active Travel Interventions for Arklow and Environs. Details of each scheme will follow in Section 12.7 and Section 12.8.

ID	Road / Street	Intervention Summary	Priority
Primary Routes			
AT 1	River crossing	Progress the development of the Kilbride Pedestrian and Cycling Bridge to reduce overreliance on 19 Arches Bridge & open up development lands at Kilbride	**High**
AT 2	River crossing	Undertake a full engineering and environmental assessment of improving pedestrian and cycling infrastructure, connecting Lower Main St. with Bridgewater Shopping Centre, to reduce overreliance on 19 Arches Bridge & enhance connection from the Bridgewater S.C. & multi-storey car park at the northern part of the town to Main St.	**Medium**
AT 3	Wexford Road	Continuation of walking and cycling facilities from the Clogga Rd junction to the town centre + pedestrian crossings at desire lines + pedestrian priority at local junctions + redesign of major junctions & roundabouts	**High**
AT 4	Main Street	Enhance public realm + walking environment + pedestrian priority at local junctions	**High**
AT 5	Ferrybank	Extend *Arklow North Pedestrian and Cycle Scheme* to bridge + pedestrian priority at local junctions + formal crossings on desire lines at major junctions and roundabouts, including 19 Arches Bridge and Sea Rd /Dublin Rd 'Y' junction	**High**
AT 6	Dublin Road	Continuation of walking and cycling facilities from the bridge north of Beech Rd to the town centre + pedestrian crossings at desire lines + pedestrian priority at local junctions + redesign of major junctions and roundabouts (e.g. Sea Rd /Ferrybank 'Y' junction)	**High**
AT 7	Southern Port Access Road	Ensure the provision of dedicated active travel facilities in the design and delivery of the SPAR. See **Chapter 15.**	**High**
AT 8	SLO Link Road	Ensure the provision of dedicated active travel facilities in the design and delivery of the link road facilitating access to SLOs at Tinahask/Abbeylands and Tinahask/Moneylands. See **Chapter 15.**	**Medium**
Secondary Routes			
AT 9	Vale Road	Delivery of *Vale Road Pedestrian Improvement Scheme* in the short term, with the addition of a gateway treatment + pedestrian priority at local junctions + assess feasibility of providing dedicated cycling facilities in the long-term + assess feasibility of a new AT link through Glendale estate to Riverwalk via the old railway bridge in the long-term	**High**
AT 10	Coolgreaney Road and Emoclew Road	Pedestrian crossings at desire lines + pedestrian priority at local junctions + redesign of major junctions and roundabouts + assess feasibility of providing dedicated cycling facilities in the long-term	**Medium**
AT 11	Yellow Lane / Abbey Street	Pedestrian crossings at desire lines and at local junctions + redesign of major junctions and roundabouts + improve existing footpath provision + improve active mode permeability to the train station from Yellow Lane (PY18) + assess feasibility of providing dedicated cycling facilities in the long-term	**High**

AT 12	Sea Road	Pedestrian crossings at desire lines + pedestrian priority at local junctions + redesign of major junctions and roundabouts + improve existing footpath provision + traffic calming measures	**Medium**
AT 13	South Quay	Long-term delivery of South Quay Promenade walking and cycling facilities, connecting to the Greenway and Avoca Riverwalk	**Medium**
AT 14	North Quay	Long-term delivery of North Quay Promenade walking and cycling facilities	**Medium**
AT 15	Kilbride / Marsh AT links	Walking and cycling links connecting the recommended River Crossing (**AT1**) with Dublin Rd, Ferrybank and Kilbride developm lands	**Medium**
AT 16	Western Distributor Road	Ensure the provision of dedicated active travel facilities in the design and delivery of the Western Distributor Road. See **Chapter 15.**	**Medium**
Greenway Leisure Routes			
AT 17	Arklow to Shillelagh Greenway	Support the delivery of the Arklow to Shillelagh Greenway and connections to the Avoca Riverwalk and wider Arklow AT network.	**High**
AT 18	Avoca Riverwalk / Arklow to Shillelagh Greenway	Improve existing path where necessary, + improve lighting, wayfinding elements, particularly at access points and age-friendly seating + accessibility for people with additional mobility needs from St Mary's Car Park	**High**
AT 19	Arklow to Laragh Greenway	Long term objective for a walking trail from Ferrybank to Avoca River Park Industrial Estate and onwards to Laragh	**Medium**
Feeder Routes			
AT 20	L6179 Kilbride Rd / Monument Lane	Traffic calming measures + continuation of existing active travel facilities from Kilbride Industrial Estate to Avoca River Park Industrial Estate	**Medium**
AT 21	Emyvale	Continuation of path to Woodlands Park / Johnstown Rd to connect to future route of the Greenway	**Low**
AT 22	St Mary's Road / Station Road	Traffic calming measures + improve existing footpath provision, including resurfacing and widening where necessary	**Medium**
AT 23	Tinahask Lower / Dock Road / Harbour Quay / links to South Quay	Improve existing footpath provision + traffic calming measures + improve all laneways and links to South Quay with better lighting and wayfinding	**Medium**
Inter-Urban Routes			
AT 24	Sea Road northwards towards Brittas Bay and Wicklow Town	Support the delivery of an Inter-Urban Cycling route as identified in the GDA Cycle Network Plan northwards to Brittas Bay and Wicklow Town.	**Low**
AT 25	Rock Big towards Courtown (Wexford)	Support the delivery of an Inter-Urban Cycling route as identified in the GDA Cycle Network Plan southwards to Courtown (Wexford)	**Low**

10.6 Active Travel Bridges

This LTP also identifies the need for the construction of new active travel bridges to link Main Street with Ferrybank and the North Quays, and to create a fully connected north-south walking and cycling route through Arklow.

As part of **Part 2b and 3** of this ABTA process, two potential new river crossings were assessed in order to consider whether they would:

- Reduce reliance on the 19 Arches Bridge and minimise traffic congestion (as seen in **Figure 10-2**).
- Provide additional connectivity to lands zoned for development on both sides of the river, including lands in Kilbride.
- Enable 'Park and Stride' options for existing car-parks within the vicinity of the Bridgewater Shopping Centre.
- Respond to earlier public consultation requests for an active travel bridge.

The following bridge recommendations are both envisaged as **medium term measures**, as they would advance WCC's ambitions to facilitate sustainable transportation in the town, reflecting Arklow's designation as Wicklow's first decarbonization zone.

Figure 10-2 Traffic congestion, including HGVs on the 19 Arches Bridge. Source: DBFL.

Figure 10-3 Example of an active travel bridge over the River Shannon in Athlone. Source: Irish Times.

Kilbride Pedestrian & Cycling Bridge

An active travel bridge west of the 19 Arches Bridge is recommended, extending from St Mary's Carpark south of the river, northwards to the Marsh and Kilbride development area SLO5 (**AT1** in **Figure 10-1**). The advantages of this bridge are as follows:

- Complements the Flood Relief Scheme.
- Facilitates access to the Kilbride development lands (SLO5) north of the river, opening up these lands for development.
- Provides a N-S active travel connection to site of future school in Kilbride.
- Connects with Riverwalk Trail and Arklow to Shillelagh Greenway on the southern banks of the river.
- Has potential to be partly developer-funded.

To support this recommendation and enhance access to the bridge, a number of walking and cycling links are recommended from the Ferrybank / North Quay roundabout, and from residential estates on Dublin Road (**AT15**).

Furthermore, links could also include connections to the River Avoca Industrial Park (long-term) via the Arklow to Laragh Greenway (**AT19**).

Bridgewater River Crossing

The *GDA Cycle Network Plan* identifies a new river crossing to the east of the 19 Arches Bridge. This active travel bridge would extend from the South Quays to the Bridgewater Car Park on the North Quays (**AT2**). The advantages of this bridge are as follows:

- Aligns with *GDA Cycle Network Plan* route.
- Removes some of the existing demand for walking and cycling from the 19 Arches Bridge.
- Improves the out-of-town shopping centre's connectivity to Arklow Town Centre.
- Contributes to a reduction in traffic in the town centre.
- Complements the Arklow Flood Relief Scheme.

Both proposals are indicative medium-term proposals and require detailed feasibility studies to determine their viability, including any potential impacts they would have on the biodiversity of the marsh, which is a pNHA.

Additionally, the integration of green elements on both bridges would soften the hard 'grey' environment that people using active modes may otherwise experience on bridges. 'Greening' these bridges would contribute to a network of connected open spaces, providing onward connections with the Avoca Riverwalk, future greenways, and to the open spaces in the Kilbride development lands in the north. Green interventions would align with the *Wicklow Biodiversity Action Plan 2025-2030*.

An example of a 'green' active travel bridge is the Cockcrow Bridge in the UK (**Figure 10-4**). Although much larger in scale, this bridge provides an interesting example where biodiversity enhancement measures are integrated with sustainable transport.

Figure 10-4 CGI of the Cockcrow Bridge (under construction as of Q1 2025), which will reconnect two heathlands at either side of the M25 motorway. Source: National Highway.

Measure ACT 2
River Crossings

To overcome the overreliance on the 19 Arches Bridge, WCC will in the short-medium term work with relevant stakeholders, including the OPW and landowners to:

- Progress the development of the recommended Kilbride Pedestrian and Cycling Bridge (**medium term**)
- Maximise accessibility by providing east-west pedestrian links connecting the recommended Kilbride Pedestrian and Cycling Bridge with Ferrybank / Dublin Road, the River Avoca Industrial Park (**medium term**) and Arklow to Laragh Greenway.
- Undertake a full engineering and environmental assessment of providing the recommended Bridgewater River Crossing, connecting South Quay with Bridgewater Shopping Centre.

11 Cycling Network

11.1 Overview

Cycling and scooting are sustainable, healthy, and low-cost forms of mobility. The terms 'cycling' and 'scooting' are intended to be inclusive of anyone using any type of bicycle, scooter or mobility aid.

The future cycling network of the Arklow and Environs Study Area should provide continuous and coherent routes between key trip generators and attractors. Cycling facilities should also be designed to the updated NTA's *Cycle Design Manual (CDM)* standards, including expanded provision of cycle parking.

Moreover, the future cycle network should endeavour to address the five main requirements for cycle-friendly infrastructure as noted in the *CDM*; safety, coherence, directness, comfort and attractiveness.

11.2 Existing Infrastructure

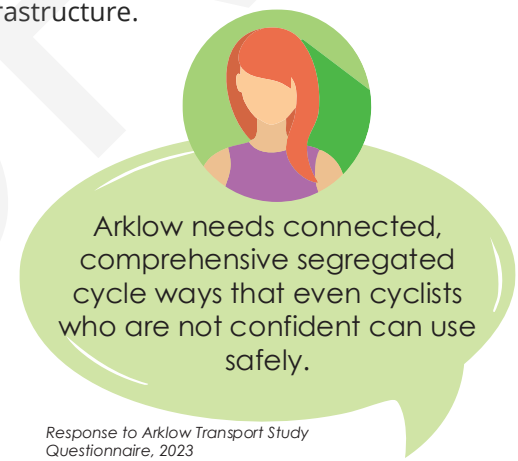
Although Wicklow County Council (WCC) schemes at the northern and southern ends of the R77 have improved walking and cycling facilities in recent years, in general, cycling infrastructure is limited across Arklow, particularly within the town centre.

Where cycling infrastructure exists, it is immediately adjacent to the carriageway, with some separation around junctions and to the north of the town.

Additionally, there are some cycle parking facilities at several convenient locations, such as sheltered bicycle parking at Arklow Train Station, however significant enhancement of facilities throughout the town is required.

Public Consultation Responses

In the 2023 online public consultation facilitated by WCC, an overwhelming **85%** of responses called for safer cycling infrastructure, including segregated facilities to key services such as schools and shops. Other concerns related to a lack of bicycle parking in the town centre and a lack of lighting contributing to the disuse of any existing cycling infrastructure.



Response to Arklow Transport Study Questionnaire, 2023

11.3 Future Network Improvements

The *2022 Greater Dublin Area Cycle Network Plan* (GDACNP) identifies a network of **Secondary Cycle Routes**, **Feeder Routes** and **Inter-Urban Routes,** and **Greenway – Leisure** Routes throughout Arklow. The *GDA CNP* also identifies the location of a potential new crossing point over the River Avoca, to the east of the existing 19 Arches Bridge (see **Section 10.6**).

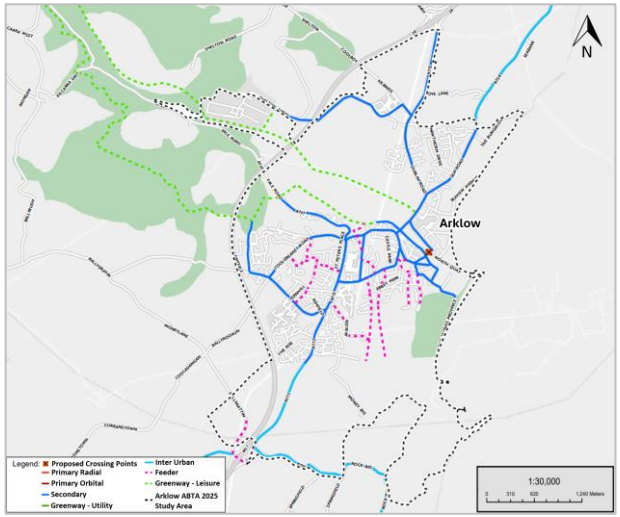


Figure 11-1 GDA Cycle Network Plan for Arklow (NTA).

Secondary	Moderately trafficked cycling connections between local zones and other network classifications, and provides resilience to the Primary Networks.
Greenway – Leisure	Parkland, coastal or waterway links providing recreational and leisure functions.
Inter-urban	Routes which connect towns and urban centres over longer distances throughout the GDA
Feeder	Localised cycling connections providing access among residential areas and local zones as well as providing access onto other classifications.

The ABTA process included a review of *GDACNP* proposals and recommends changes to the route classifications in order to better serve the key trip attractors, such as schools and employment areas.

From this review, a number of **Primary Routes** are recommended along the Central Spine, namely Wexford Road, Main Street, Ferrybank, and Dublin Road (see **Figure 10-1**).

11.4 Greenways

Arklow to Shillelagh Greenway

The Arklow to Shillelagh Greenway will aim to contribute to decarbonisation efforts through the promotion of active travel and is a long-standing objective of WCC.

The Greenway is identified in the *EMRA RSES* as one of the strategic, natural, cultural, and green infrastructure assets in the region. It will extend for 38km and will be funded by Transport Infrastructure Ireland (TII).

The Arklow to Shillelagh Greenway would:

- Serve as both an amenity and commuter route.
- Contribute to the visitor economy.
- Connect to the wider Arklow active travel network (at Vale Road), and in doing so would provide a basis for continuing active travel connectivity to the town centre.
- Connect with the Avoca Riverwalk and site identified for the Kilbride Active Travel Bridge (see **Chapter 10**).
- Enhance the quality of life in Arklow.
- Align with *NIFTI* principles through the use of the old railway line, if feasible.

As of 2025, the emerging preferred option meets Arklow's active travel network at Vale Road and Ballyraine Lane.

This LTP supports the delivery of the Arklow to Shillelagh Greenway (see **AT17** in **Figure 10-1**, and **Table 10-1**).

Arklow to Laragh Greenway

The *GDACNP identifies* a greenway between Laragh and Arklow, to extend from Avoca to Arklow along the northern side of the Avoca River. From Shelton Abbey it crosses under the M11 and travels through the Arklow Marsh and connects to Ferrybank.

The general alignment of the route corresponds with a historical route through the Marsh.

This LTP supports the long-term delivery of this greenway (see **AT19** in **Figure 10-1**, and **Table 10-1**). which would provide an alternative active travel route between the Avoca River Park Industrial Estate and Ferrybank, as well as to Main Street via the recommended Kilbride Pedestrian and Cycle Bridge.

Measure CY 1

Greenways

WCC supports the delivery of the following:

- **Medium-Term:** Arklow to Shillelagh Greenway (**AT17**) would connect to the wider Arklow and Environs active travel network and amenities at the River Avoca Park.
- **Long-Term**: Arklow to Laragh Greenway (**AT19**) would connect to the wider Arklow and Environs active travel network, from the Avoca River Park Industrial Estate to Ferrybank and the town centre via the recommended river crossings.

11.5 Arklow's Central Spine

Overview

Arklow's Central Spine (**Figure 11-2**) extends from M11 Junction 21 in the south along Wexford Road, to the northern boundary of the Study Area on Dublin Road. The route also connects Main Street and Arklow Town Centre with Ferrybank, across the River Avoca.

The Central Spine comprises the identified **Primary Routes,** therefore improving sustainable transport options will play a pivotal role in reducing through-traffic in the town, and in decarbonising Arklow and Environs.

At the centre of this route is the 19 Arches Bridge, which crosses the River Avoca and connects the 'old' and 'new' town centres. As outlined in the Baseline SWOC analysis, the lack of additional river crossings contributes to heavy traffic congestion and a significant HGV presence along Arklow's Central Spine.

As can be seen in **Figure 11-2**, a number of education and employment areas are located along the Central Spine. Additionally, Arklow's largest Neighbourhood Centre is located in Ferrybank, which includes Bridgewater Shopping Centre and a multi-storey car park.

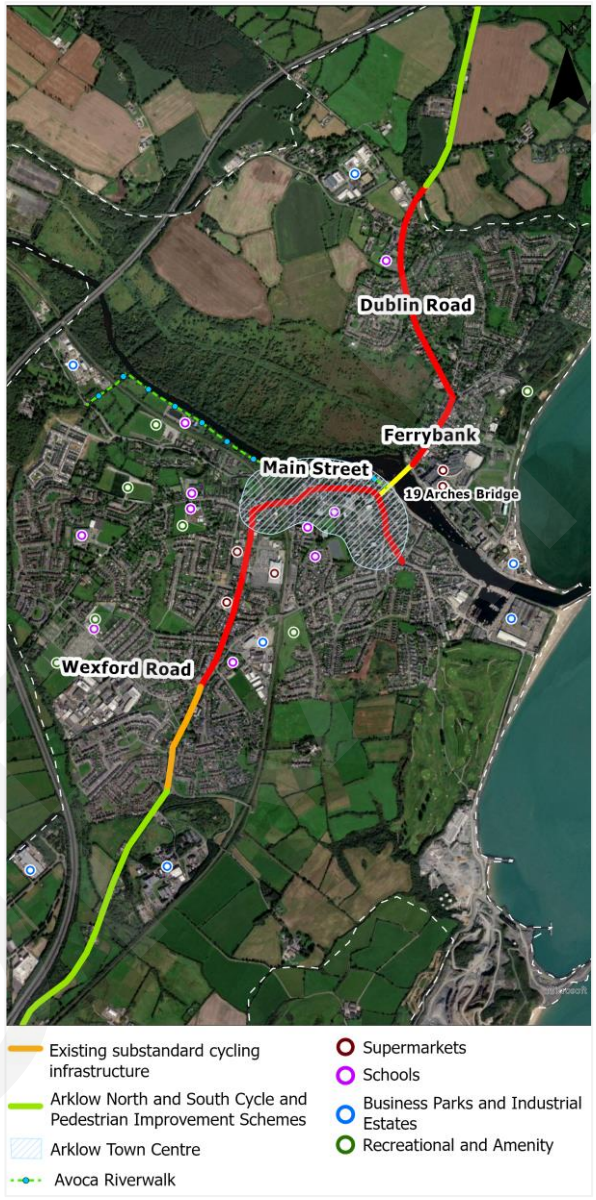


Figure 11-2 Central Spin (Recommended Primary Routes).

Furthermore, Dublin Road will be the primary road to serve the development lands at SLO5 Kilbride, which is planned for major growth in the coming years. Crucially, these lands are currently underserved by active travel infrastructure.

This section proposes recommendations to improve cycling conditions on the roads identified in **Figure 11-2** to encourage an increase in cycling for journeys to shops, schools and employment in these areas.

Main Street is discussed separately in **Chapter 12 Walking and the Public Realm** under 'Arklow Town Centre**.'**

Details of the existing conditions of the roads can be found in the *Baseline Conditions and Policy Context Report* completed as part of Stage 1 of this ABTA.

North and South Cycle and Pedestrian Improvement Schemes

The Arklow North Cycle & Pedestrian Improvement Scheme (2023) has greatly improved active travel facilities on Dublin Road (R772).

It included the delivery of a 2.8km segregated cycle track on each side of the road, and a continuous 1.4km footpath on one side. The scheme extends from Junction 20 on the M11 to the bridge north of Beech Road. However, the scheme does not include the section of Dublin Road from the bridge to the town centre.

To the south of the town centre, the Arklow South Cycle and Pedestrian Improvement Scheme was completed in 2024 on Wexford Road (R772). Works involved the delivery of segregated cycle tracks on both sides of the road from the Knockmore Roundabout to the junction with Clogga Road.

Existing cycle infrastructure at the Knockmore Roundabout have also been upgraded through the installation of raised cycle tracks, separated from the carriageway by a kerb. This Scheme also constructed approximately 1.4km of footpaths.

Similar to the Dublin Road scheme, the lack of dedicated cycle infrastructure from the Clogga Road Junction to the Coolgreaney Road / Upper Main Street junction means that this Scheme remains disconnected from the town centre.

To address these gaps, this LTP supports the following:

- **Arklow North Scheme**: Continuation of segregated cycle infrastructure from the bridge north of Beech Road to the town centre along Dublin Road and Ferrybank, where carriageway width permits (see **AT5** and **AT6** in **Figure 10-1**).
- **Arklow South Scheme**: Continuation of segregated cycle infrastructure from the Northwood / Knockmore roundabout to the Coolgreaney Road / Upper Main Street junction (see **AT3** in **Figure 10-1**).

Extending infrastructure to the town centre would align with one of the NTA's *Cycle Design Manual's* key design principles for designing cycling facilities – the 'network approach' – which emphasises the delivery of a coherent and connected cycle network without gaps or interruptions in provision.

The delivery of this infrastructure would include the following where feasible:

- Widening footpaths
- Provision of new footpaths where required
- Informal and formal pedestrian crossings following key desire lines
- Placemaking measures

Figure 11-3 Arklow South Cycle and Pedestrian Improvement Scheme. Source: WCC.

Figure 11-4 Arklow North Cycle and Pedestrian Scheme on Dublin Road. Source: WCC.

Measure CY 2

Arklow Central Spine

WCC will deliver a range of improvements to the safety and quality of cycling infrastructure on Arklow's Central Spine. Key measures include:

- *Dublin Road and Ferrybank:* Continuation of segregated cycle infrastructure from the bridge north of Beech Road to the town centre via Ferrybank, where carriageway width permits.
- *Wexford Road:* Continuation of segregated cycle infrastructure from Northwood / Knockmore roundabout to the Coolgreaney Road / Upper Main Street junction
- Local junction improvements with pedestrian priority over residential entrances and side roads to *DMURS* standards (see **Ch. 15**).
- Major junction improvements to *DMURS* standards (see **Ch. 15**).
- Provide gateway and transition zone treatments on the approach to the built-up area of Arklow.

11.6 Link Roads

Overview

This section presents an overview of active travel improvements for Link Roads, or **Secondary Routes** which connect the Central Spine to residential neighbourhoods, major recreational and amenity areas, and the town centre.

Many of the identified Link Roads are residential in nature, however, also cater for uses such as schools, supermarkets, tourist spots, parks and light industrial development.

Figure 11-5 Link Roads (Recommended Secondary Routes).

For instance, there are a number of primary and secondary schools located along Coolgreaney and Emoclew Roads, with a completed Safe Routes to School (SRTS) scheme at St. John's N.S.

Sea Road is Arklow's connection to the coast and northwards towards Dublin. It is also significant for the tourist economy in Arklow, with Arklow Bay Hotel, a caravan park and an access point to Kynoch Park and Arklow North Beach.

Yellow Lane and Abbey Street provide a quieter route from Wexford Road to the town centre. Yellow Lane is located in close proximity to the train station, however, lacks an access point to the station from the south.

Vale Road provides important connectivity to the Avoca River Walk and future link to the Arklow to Shillelagh Greenway in addition to Gaeolcholáiste na Mara, Arklow Geraldines Ballymoney GAA Club, and employment centres.

Recommendations

One of the difficulties of creating a high-quality cycle network with dedicated facilities is that some of Arklow's Link Roads have little capacity for safe and segregated cycle lanes. This is primarily as a result of the following:

- Prevalence of on-street parking;
- Numerous side roads / junctions; and
- Existing measures which already provide a degree of traffic-calming.

As an alternative to the provision of dedicated cycling facilities in the short-medium term, this LTP seeks to increase the place value and reduce vehicular speeds on Arklow's Link Roads by building on the existing traffic calming measures (e.g. speed ramps), enhancing safety at local and major junctions, and improving the provision of footpath and pedestrian crossings (see **Chapter 12**).

In the longer term, dedicated cycle facilities should be considered on:

- Coolgreaney Road (**AT10**): Potential to deliver dedicated cycling facilities to increase safety for cyclists and to build on completed, and future SRTS schemes.
- Vale Road (**AT9**): Potential to deliver dedicated cycling facilities to build on the *Vale Road Pedestrian Improvement Scheme* (see **Section 12.4** Strategic Walking Routes).

Measure CY 3

Arklow Link Roads

WCC will deliver a range of improvements to the safety and quality of cycling infrastructure on Arklow's Central Spine. Key measures include:

Short-Medium Term:

- Gateway Treatment on Sea Road and Vale Road to signal the approach into a low-speed town centre.
- Local junction improvements with pedestrian priority over residential entrances and side roads to *DMURS* standards (see **Ch. 15**)
- Major junction improvements to *DMURS* standards (see **Ch. 15**)
- Provide gateway and transition zone treatments on the approach to the built-up area of Arklow.
- Creation of a Quietway on Fernhill between Wexford Road and Coolgreaney Road, parallel to Emoclew Road.

Long Term:

- Assess feasibility of dedicated cycling facilities on Coolgreaney Rd.
- Build on the *Vale Road Pedestrian Improvement Scheme* and asses the feasibility of dedicated cycling facilities.

Quietways

In circumstances where the provision of dedicated cycling facilities is unlikely, providing alternative Quietway routes offers the potential for cycling connectivity while not requiring expensive and complicated road construction projects.

Quietways are traffic-calmed active travel routes that use neighbourhood streets, greenways, and modal filters to provide accessibility to pedestrians and cyclists (see). They encourage slow motorised traffic through build-outs and can create space for enhanced landscaping and seating.

Quietways are beneficial for people who prefer to cycle along quieter routes, including younger or less experienced cyclists. They are particularly useful for children who are mature enough to walk or cycle to school on their own.

Figure 11-6 Mardyke Walk, Cork, has red paving and a 30km/h speed limit to provide a Quiet Street. Source: DBFL.

The creation of a Quietway parallel to Emoclew Road would act as an alternative to providing cycling infrastructure on Emoclew Road.

The route of the Quietway would pass from Wexford Road through Fernhill – a residential street with existing traffic calming measures – before exiting onto Emoclew Road at Arklow Boxing Club via the existing filtered permeability link, and then connecting to Coolgreaney Road.

Figure 11-7 Example of a potential Quietway in Arklow.

The success of this Quietway relies on the delivery of 30km/hr speed limits and additional traffic calming measures on Emoclew Road, westwards from Arklow Boxing Club, to facilitate a safe mixed traffic environment for cyclists (see **Figure 11-8**).

Improvements to the pedestrian network can be found in **Chapter 12 Walking and the Public Realm. Table 15-2** in **Chapter 15** identifies major and minor junction improvements for the Central Spine routes.

Figure 11-8 Traffic calming measures and permeability link on Emoclew Road.

Measure CY 4

Quietways

WCC will identify a network of Quietways where appropriate in the short to medium-term, in consultation with relevant stakeholders, to improve pedestrian and cyclist accessibility throughout Arklow.

Avoca Riverwalk & Arklow to Shillelagh Greenway

The emerging preferred option of the Arklow to Shillelagh Greenway convenes in Arklow Town at Vale Road and Ballyraine Lane, connecting to the Avoca River Walk. This LTP recommends the enhancement of Ballyraine Lane and the Avoca River Walk to support the future delivery of the Greenway. The following should therefore be considered:

- Improvements to the existing pathways and entrances (**Figure 11-10** and **Figure 11-11**), according to standards set out in national policy and guidance, including the NTA's *Cycle Design Manual*.
- Improve lighting, wayfinding elements, particularly at access points and age-friendly seating.
- Improve accessibility for people with additional mobility needs from St Mary's Car Park.

In the longer term, a new walking and cycling link should be considered through Glendale estate utilising the old railway bridge.

Figure 11-9 shows the recommended greenway connections, active travel links and permeability links connecting to Vale Road.

Measure CY 5

Avoca Riverwalk & Arklow to Shillelagh Greenway

WWC will improve the existing conditions of the Avoca River Walk by considering the following:

- Widening the existing path and entrances according to standards set out in national policy and guidance, including the NTA's *CDM*.
- Improve lighting, wayfinding elements, particularly at access points and age-friendly seating.
- Improve accessibility for people with additional mobility needs from St Mary's Car Park.
- **Long-term:** Assess the feasibility of providing a new walking and cycling link through Glendale estate utilising the old railway bridge.
- Ensure a seamless transition between existing AT facilities on Vale Rd and Ballyraine Lane with the Arklow-Shillelagh Greenway.

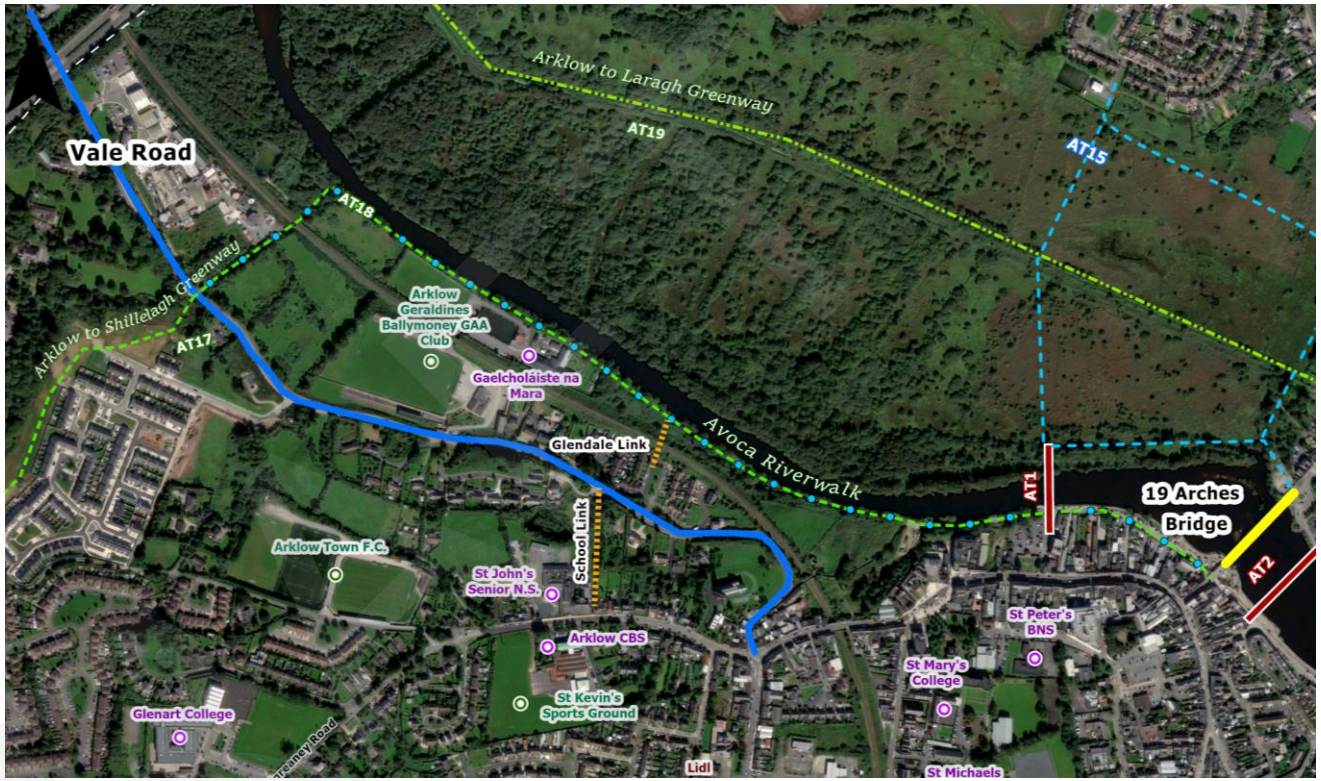


Figure 11-9 Map showing greenway connections, active travel links and permeability links from Vale Road.

Figure 11-10 Existing entrance to the River Walk from St Mary's Car Park. Source: DBFL

Figure 11-11 Avoca River Walk meeting the South Quay. Source: WCC.

12 Walking and the Public Realm

12.1 Overview

Though often undervalued, walking links all modes of transport; for most people, journeys begin and end by walking irrespective of other modes used and is therefore critical to the overall network.

Compared to other users, pedestrians cover less ground in the same amount of time and are the most engaged with the street and their surroundings. The pedestrian environment must therefore be safe, inclusive, permeable, interesting, and attractive for people of all ages and abilities.

By prioritising design for pedestrians first in line with the *Design Manual for Urban Roads and Streets* (*DMURS*) user hierarchy, the number of short journeys taken by car can be reduced. Well-designed facilities that follow desire lines and are legible to all users will assist in enabling walking journeys and improve the overall experience.

This Chapter will set out proposals focusing on the town centre, quays, the overall public realm, and accessibility, and are supported by measures identified in **Chapter 10, 11**, and **Chapters 13** to **18)**.

12.2 Existing Pedestrian Network

The public realm is a complex and dynamic place due to the many conflicting demands for the space. As a result, improving the pedestrian environment is multi-faceted and involves many elements. In this way however, small scale, inexpensive changes are of great value to pedestrians, including well maintained footways; crossings; reduced waiting times at signal crossings; and wayfinding.

Arklow's pedestrian network generally consists of the following:

- Gaps in footpath provision; and
- Narrow and poor-quality footpaths in places.
- Existing permeability links to schools from residential areas that can be improved;
- Poor pedestrian priority over local junctions; and
- Vehicles parked on footpaths, e.g. on Abbey Street.

Barriers such as these can discourage people from choosing to walk and wheel for the entire length of their journey and instead encourage the use of the private car.

12.3 Catchment Analysis

An analysis was undertaken to assess the 5, 10 and 15-minute walking catchments from the town centre, to identify existing opportunities and address the barriers to pedestrian and cycle movement in Arklow. **Figure 12-1** adjacent shows walking accessibility to the town centre. Much of the area behind the old town core such as Back Street, Castle Park and the Brook are within a 5-minute walk of town centre services.

A number of residential areas in Tinahask Lower, Abbey Street and the eastern section of Coolgreaney Road are within a 10-minute walk of the town centre. North of the river, the same

can be said for the southern sections of Dublin Road, Sea Road, and Bridge's Lane. Additionally, a significant section of Abbey Lands and Ferrybank are within a 15-minute walk.

Gaps between the catchments indicate where possible permeability links may aid in improving accessibility for those walking to the town centre in the future. This includes improving gaps around Arklow Train Station, as well as Vale Road and Wexford Road

An obvious barrier is the lack of an appropriately located river crossing over the River Avoca. As identified in **Chapter 10**, a crossing to the east of the 19 Arches Bridge would improve permeability between the 'old' town centre south of the river and the 'newer' centre north of the river.

12.4 Strategic Walking Network

Based on the gaps identified in the walking catchments map, **Figure 12-4** sets out an indicative Strategic Walking Network for Arklow. The walking routes set out in this map are broken down into a number of subcategories, which will be summarised over the following pages. For each subcategory, the provision of continuous footpaths and pedestrian crossings following desire lines are recommended at a minimum.

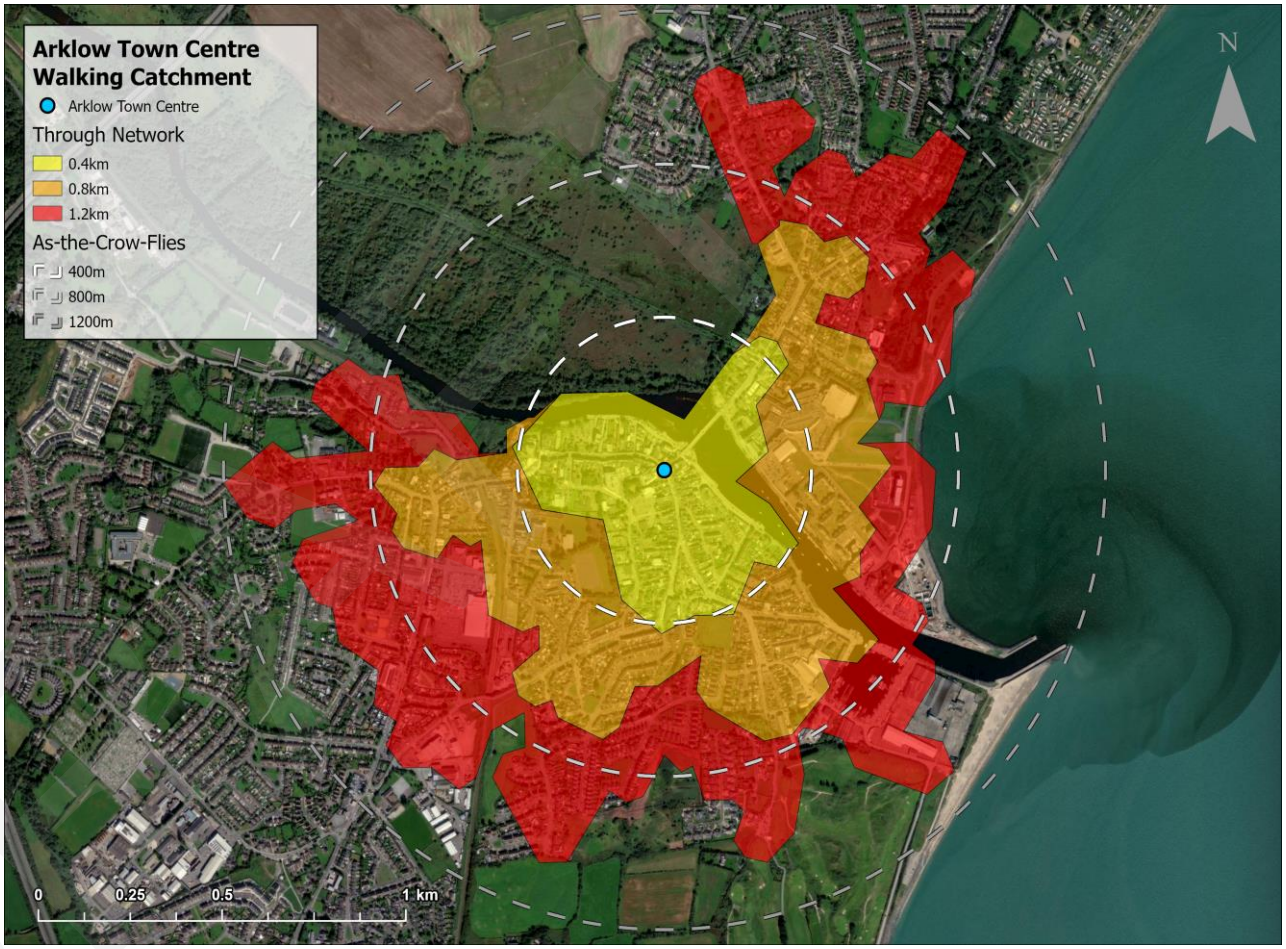


Figure 12-1 The 5-minute, 10-minute and 15-minute walking catchments from Arklow Town Centre (Main Street – Bridge Street Junction).

Strategic Walking Routes

Strategic Walking Routes consist of key arterial routes leading to and from Arklow Town Centre. These routes form essential walking corridors between outlying residential areas and key services within the town centre and should be prioritised for pedestrian infrastructure improvements. Strategic Walking Routes identified in **Figure 12-4** include:

- **Central Spine** *(Wexford Road, Ferrybank and Dublin Road)*
- **Emoclew Road / Johnstown Road**
- **Sea Road**
- **Tinahask**
- **Vale Road**

Figure 12-2 Existing conditions on Sea Road. Source: DBFL.

This LTP supports the delivery of the **Vale Road Pedestrian Improvement Scheme** in the short term. This would provide improved and safer linkages for pedestrians wishing to access services and amenities on Vale Road, including Gaeolcholáiste na Mara, Arklow Geraldines Ballymoney GAA Club, the Avoca River Walk and employment centres (see **AT9** in **Figure 10-1**).

This Scheme has been included in the NTA 2025 Active Travel Grants with €100,000 in funding and will include the provision of a 2m footpath on Vale Road from the existing footpath outside Heatherside housing estate (containing approx. 190 dwellings) to the GAA Club. The GAA Club is an amalgamation of two local clubs and therefore has a significant number of members (over 500).

A pedestrian crossing will also be installed outside the GAA Club for safe crossing of all pedestrians. Traffic calming measures aim to further improve the pedestrian experience, therefore reducing reliance on the private car for trips to a community destination.

Additionally, this LTP supports the continuation of footpath provision from the endpoints of the **Arklow North & South Cycle and Pedestrian Improvement Schemes** on Wexford and Dublin Roads into the town centre.

Pedestrian Links

Those routes highlighted in orange on the map primarily consist of key links for pedestrians following existing local roads. **Pedestrian Links** generally connect two Strategic Walking Routes with one another or alternatively connect a Strategic Walking Route with a key destination like Arklow Town Centre, the south and north docks, or the Bridgeside Shopping Centre.

Pedestrian Links identified in **Figure 12-4** include:

- **Coolgreaney Road**
- **North Quays**
- **South Quays**
- **Yellow Lane / Abbey St.**

Key to achieving a complete permeable walking network across Arklow will be enhancing permeability between Yellow Lane and Station Road via the Train Station. This LTP therefore recommends a **southern link to Arklow Train Station from Yellow Lane** to facilitate shorter walking and cycling distances between residential areas in Abbeylands and the train station and town centre (see **Figure 12-3** for an example). **Chapter 14** discusses accessibility in and around the Train Station in more detail.

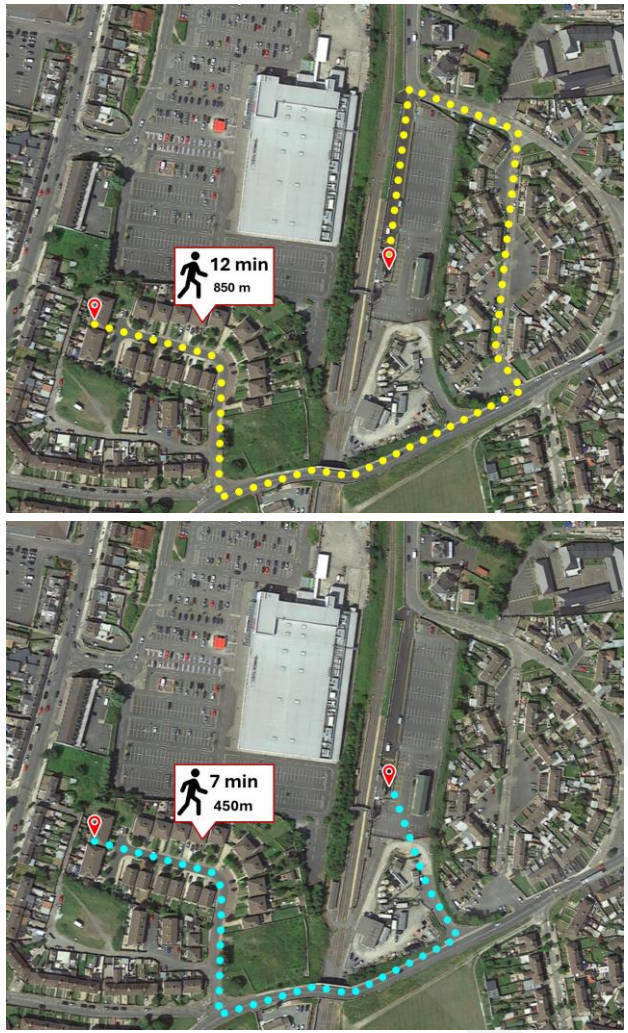


Figure 12-3 Walking Distance (minutes and metres) from a house Summerfield to the train station – with and without the recommended interventions.

Land agreements will need to be sought in order to provide this link through light industrial lands.

Amenity Walks

A number of **Amenity Walks** are shown in green in **Figure 12-4** overleaf, and consist of existing or proposed Greenways, or other walking routes considered to primarily perform a leisure or amenity role.

Amenity Walks identified include:

- **Arklow to Shillelagh Greenway**
- **Avoca River Walkway**
- **Marsh Walk**
- **North Beach Walk**
- **South Beach Walk**

Active Travel River Crossings

Two recommendations for new river crossings are mapped overleaf, intended to function as permeability improvements for both leisure walkers and commuters. These **Bridge Proposals** include:

- **Kilbride Pedestrian & Cycling Bridge**, connecting the St Mary's Carpark to the proposed Marsh Walk, and;
- **Bridgewater River Crossing**, connecting Arklow's North and South Quays

Arklow LFP Transport Proposals

The draft *Arklow Local Planning Framework 2025* identifies a number of strategic **Transport Proposals** throughout Arklow, a number of which have been incorporated into the above categories. The LFP Proposals which did not fall under one of the previous subheadings are highlighted in purple in **Figure 12-4**, and include:

- **SLO3 and SLO4 Tinahask Link Road**
- **Southern Port Access Road (SPAR)**
- **Western Distributor Road (WDR)**

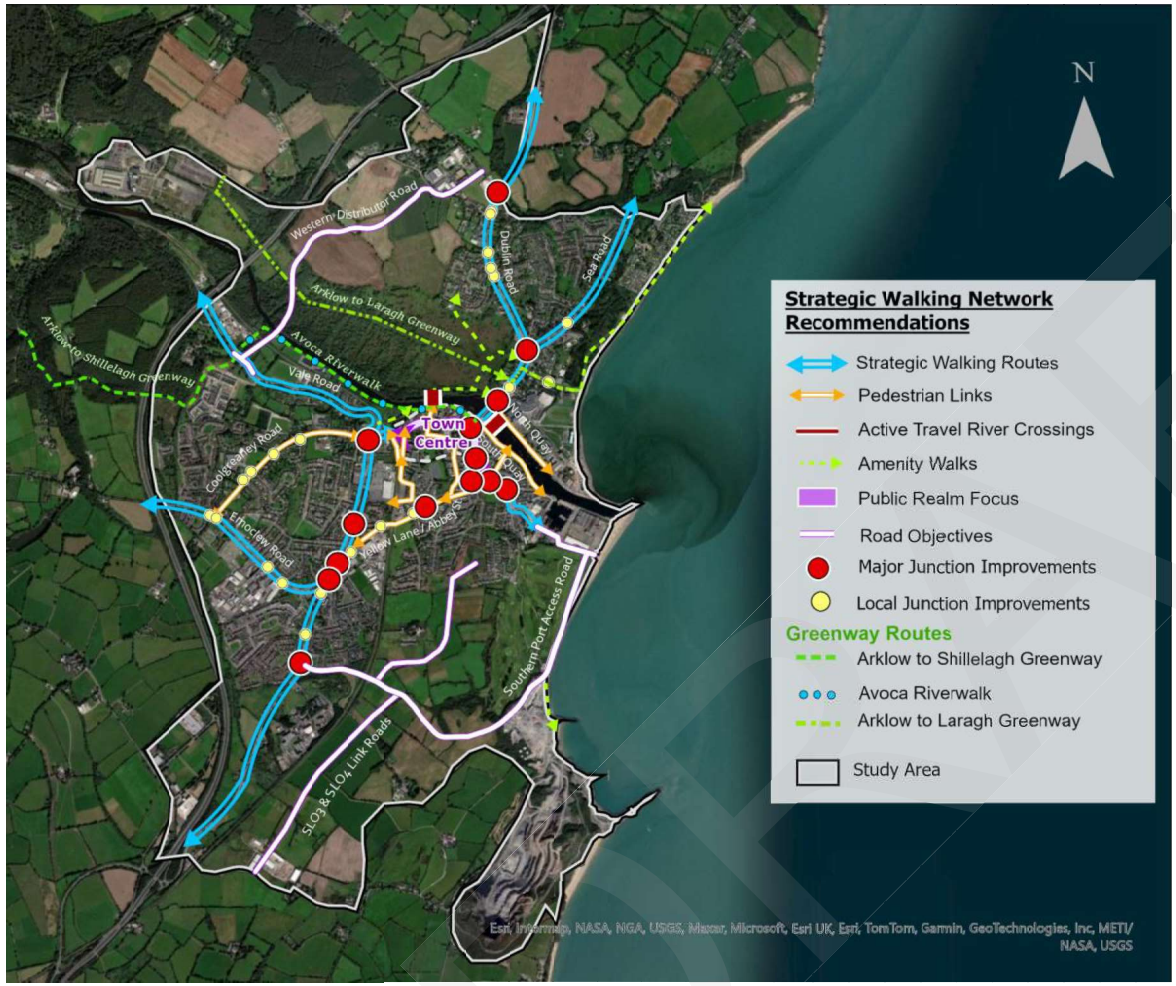


Figure 12-4 Strategic Walking Network for Arklow Town. Source: DBFL

Permeability improvements are discussed in detail in Chapter 13, and Major and Local Junction improvements are discussed in Chapter 15.

Measure WK 1

Strategic Walking Network

Wicklow County Council will work with relevant stakeholders to improve the safety, accessibility, and attractiveness of the pedestrian environment of Arklow by implementing the following:

- Prioritise the development of the Arklow and Environs Strategic Walking Network.
- Design all transport and public realm projects in line with the *DMURS* User Hierarchy and design standards, and with the principles set out in the LAP.
- Delivery of the *Vale Road Pedestrian Improvement Scheme* in the short term
- Continuation of footpath provision from the *Arklow North and South Cycle and Pedestrian Improvement Schemes* into the town centre.
- Delivery of town centre improvements *(see **Measure WK2**).*

The Strategic Walking Network should be supported by the following:

- Local junction improvements with pedestrian priority over residential entrances & side roads to *DMURS* standards.
- Improve existing pedestrian crossings and provision of new crossings at desire lines.
- Improve existing footpath provision, including new footpath provision where gaps exist, as well as resurfacing and widening of existing footpaths where feasible and where necessary.

12.5 Arklow Town Centre

Overview

Arklow's town centre is comprised of Upper and Lower Main Street, surrounding side streets and laneways, as well as the riverside, the quays, and the harbour area.

The following characteristics of the town centre presents challenges to pedestrians and cyclists accessing key services, reducing the appeal of the town centre for those not travelling by private car:

- Car-dominated, with the associated noise and hazards;
- 50km speed limit;
- Pedestrian crossings which do not follow desire lines (e.g. **Figure 12-5**),;
- Lack of formal crossings (**Figure 12-9**) and continuous footpaths at junctions; and
- Cluttered and relatively narrow footpaths and carriageways.

Although the town centre's public realm has seen improvement in recent years, such as at the Parade Grounds (see **Figure 12-6**) and SRTS (see **Figure 12-7)**. heavy vehicle traffic physically damages and disrupts the pedestrian environment, reducing the overall quality of the public realm.

WCDP 2022-2028 **Objective CPO 5.6** outlines the Town and Village Regeneration & Rejuvenation Priorities throughout Wicklow. For Arklow, this includes interventions that will divert heavy and passing traffic away from the town centre and harbour / quays area, to enable significant enhancement of the public realm and pedestrian / cyclist safety in the town core.

Figure 12-5: Crossing on Main Street / Coolgreaney Road. Source: DBFL.

Figure 12-6 Public Realm Improvements to Arklow's Parade Grounds. Source: WCC.

Figure 12-7 SRTS completed at St John's N.S. and Arklow CBS on Coolgreaney Road. WCC.

Figure 12-8: Planters on Main Street. Source: DBFL.

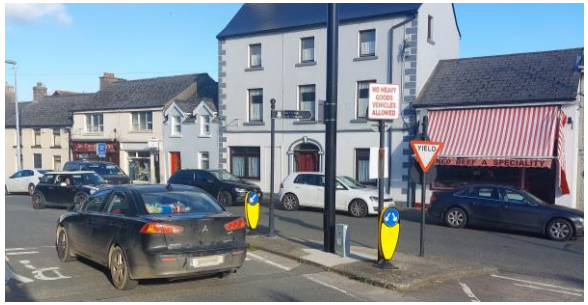


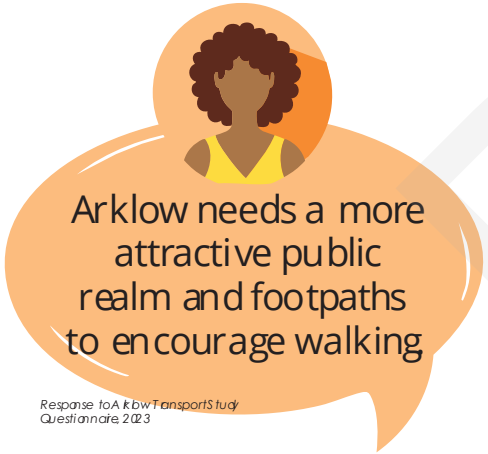
Figure 12-9 Informal crossing on Lower Main Street. Source: DBFL.

Town Centre Recommendations

In addition to the interventions identified in **Chapter 10** and **Chapter 10.6,** this LTP recommends a number of supplementary measures to transform Arklow's town centre through a better balance of space in line with the *DMURS* User Hierarchy; prioritising people walking, cycling, and scooting (see **Section 12.7 - Public Realm & Accessibility**)

This LTP envisages that the town centre, its laneways and the Quays is afforded a high place value within a traffic calmed urban core. The recommended Town Centre Strategic Walking Network is adjacent in **Figure 12-10**.

The recommended interventions seek to address many of the issues raised by the public in the 2023 online questionnaire.



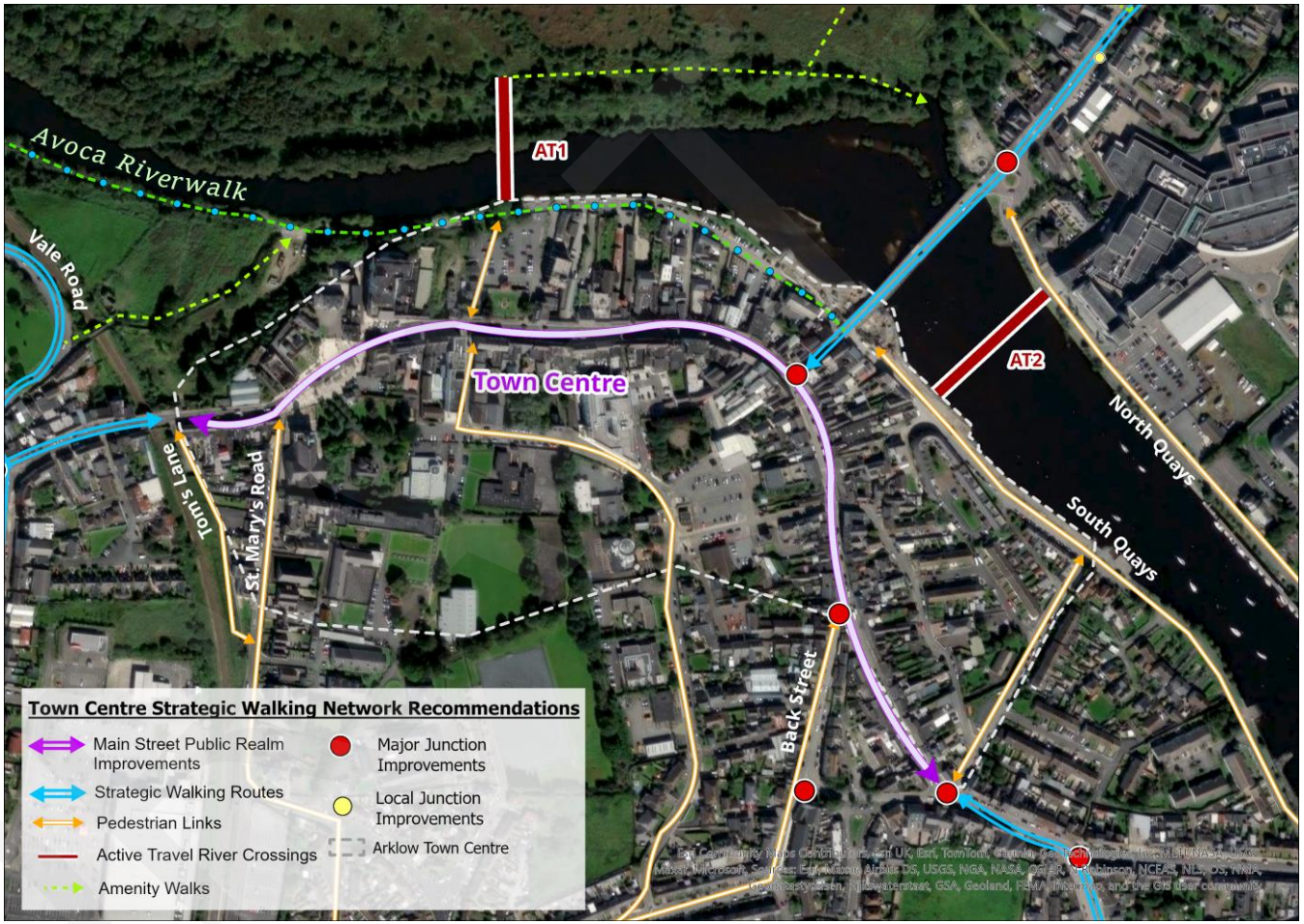


Figure 12-10 Strategic Walking Network for Arklow Town Centre. Source: DBF

Main Street currently has a 50km limit speed near the junction with Bridge St and a 40km zone for southbound vehicles. Due to the lack of available carriageway space as well the competing demands on kerbside space for those that live, work and spend time there, the provision dedicated cycling facilities seems unlikely in the short-medium term.

It is therefore envisaged that a low speed environment (30km or less) with appropriate traffic calming, greening and public realm will be required in line with recent *2023 Speed Limit Review* recommendations, *DMURS* and local planning policy aspirations. This aims to:

- Encourage a high degree of pedestrian activity;
- Create a traffic-calmed environment; and
- Reallocate on-street parking where possible for extended footways, crossings, trees, seating, and "spill out" zones for businesses (see **Figure 12-11, Figure 12-12** and **Figure 12-13**).

Additionally, enhancing the many laneways that spur from Main Street to the quays, residential areas and Castle Park will be central to the revitalisation of the street.

Measure WK 2

Arklow Town Centre

WCC will:

- Reallocate road space and on-street parking for widened footpaths, buildouts, pedestrian crossings, streets trees, public seating, and "spill out" areas for businesses.
- Introduce a 30km/hr zone as part of the Speed Limit Review (2023).
- Rationalisation of current street clutter.
- Upgrade all junctions on Main Street, especially the roundabout at Main Street's western terminus, in accordance with *DMURS* to improve pedestrian, cyclist, and motorist safety.
- Realignment of pedestrian crossings with pedestrian desire lines.
- Minimisation and eventual elimination of HGV traffic via SPAR development scheme.
- Create safer, more legible connections for pedestrians and cyclists via laneways to the Quays by improved lighting and wayfinding.

Additionally, WCC will work with relevant stakeholders including businesses and residents to create a Laneways Strategy for Main Street.

Figure 12-11: Build-outs with attractive Age-Friendly seating and planting, which was previously on-street parking on Blackrock's Main Street (Dublin). This gives back space to people and increases 'dwell' time on the street. Source: DBFL.

Figure 12-12: Although Ashe Square, Clonakilty, is still traversed by traffic, the creation of an attractive shared space has resulted in a multi-functional space facilitating a wide range of community interactions and events, increasing footfall for economic development and cultural activities. Source: DMURS.

Figure 12-13: Widened area of pavement with seating and street trees in Clonakilty. The extended area was previously used for parking. However, as can be seen in the distance extensive parking bays have been retained along the street to provide loading, short-term and disabled parking bays. Source: DMURS.

Measure WK 3

Local Shops and Services

WCC will support the creation of local shops and services at a number of key locations. This includes:

- Kilbride SLO5
- Tinahask SLO4

12.6 North and South Quays

Arklow was once a town with strong shipping, fishing and ship building industries located on the waterfront. Although the town still has commercial shipping and port activities today, much of the waterfront area is in decline.

The North Quays (**Figure 12-15** overleaf) has seen some improvement to its public realm with the development of Bridgewater Shopping Centre. However, the public realm is currently disjointed as the roadway separates footpaths from the riverfront and guard rails obstruct views of the river.

There is significant potential to develop the quays and create an attractive amenity for the town.

The *Arklow Flood Relief Scheme* intends to catalyse the development of the Quays by enhancing the public realm (footpaths, amenity/viewing area, public lighting, parking, planters, and floating pontoon) along the River Walk and South Quay. Much of South Quay will be transformed under this scheme, with cyclists sharing the roadway with traffic-calmed vehicular usage.

Following the scheme's completion, HGV traffic along a narrow carriageway remains as the largest issue facing the South Quays (**Figure 12-14**).

Figure 12-14: HGV movement on South Quay. Source: DBFL.

Completion of the Southern Port Access Route (SPAR) would allow for a ban of HGV traffic along what could become a lively and pedestrianised thoroughfare. This is further discussed in **Chapter 15 – Roads and Traffic Management**.

Key to the development of the South Quays is enhancing connectivity and permeability onto the quay from side streets and laneways (see **Chapter 13 – Permeability**).

Measure WK 4

North and South Quays

WCC will work with the NTA and with relevant landowners and developers to identify and deliver a suite of active travel and placemaking measures on the North and South Quays. This will include at a minimum:

- Provision of active travel facilities on both quays.
- Enhanced connectivity and permeability onto quays from side streets.
- Ban of HGV traffic from South Quay.
- Rationalisation of on-street parking on both quays.

Figure 12-15 North Quays, Ferrybank.

12.7 Public Realm & Accessibility

The design of our streets and public spaces should be accessible to people of all ages and abilities. One of the main issues that reduces the accessibility of the public realm in Arklow is the lack of safe and attractive places for people to stop, rest, linger and socialise in the town centre.

The following sections outline some critical design considerations to support a safe and inclusive environment for people walking and wheeling.

Universal and Inclusive Design

Transport is aimed at serving all sectors of society and people's access to opportunities to work, get an education or partake in other activities should not be compromised by the design of the transport environment.

Universal Design is the design of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability, including physical, cognitive, and sensory.

The idea of accessibility in public space also broadens to include people who are neurodiverse, such as those with autism, or have a cognitive impairment, such as dementia.

Aspects of public realm design that should be considered to make it more accessible to all include clear wayfinding, permeable street networks, wide footpaths, tactile paving, dropped kerbs, contrasting pavement materials, good quality lighting, soft landscaping, and age-friendly seating (see **Figure 12-16** overleaf).

Improvements to the public realm and pedestrian environment throughout Arklow should be supplemented by Walkability Audits,

undertaken with a variety of stakeholders to ensure the design considers all perspectives.

Figure 12-16 Example of Age Friendly seating in Cork City. Source: DBFL.

Measure WK 5

Universal Design & Accessibility

WCC will work in partnership with relevant stakeholders including Age Friendly Ireland, disability groups, and Green Schools to ensure that future developments within the Study Area, including its public realm and active travel network is accessible to all. The following guidance should be followed:

- *DMURS.*
- *Centre for Excellence in Universal Design (National Disability Authority).*
- *Age-Friendly Ireland.*
- *Child Friendly Cities & Communities Handbook*

Safety in Public Spaces

It is also important for our public spaces and transport networks to be deigned in such a way as that they are inclusive and welcoming of all individuals, regardless of their age, gender, or sexuality. Our public realm and transport network is not neutral and is often a contested space.

Figure 12-17: A well-lit accessible taxi rank with seating. Source: Centre for Excellence in Universal Design.

For example, women and men have different mobility realities. Globally, personal safety is the most widespread concern for women when travelling alone, at night, waiting in or moving through empty or isolated locations and in poorly lit or overcrowded transport spaces.

Global research by organisations such as the UN show that women tend to have more complex patterns of mobility characterized by trip chaining (making numerous small trips as part of a larger journey such as running errands and buying groceries on the way to work) and caregiving duties. TII's *Travelling in a Woman's Shoes* is a useful guide on designing environments that feel safe for all.

Measure WK 6

Safety & Inclusion in Public Spaces

WCC will ensure that all streetscape and public realm improvements follow the principles of Universal Design.

WCC will also strive to ensure that public realm and transport schemes consider the safety and perception of safety of public space, as well as inclusive design to ensure that all members of the community feel welcome and safe.

12.8 Wayfinding

Wayfinding, or legibility, relates to how easily people can find their way around an area. For pedestrians and cyclists this is of particular importance as they are more likely to move through an area if the route is clear. Lack of awareness of routes and distances to destinations can be a barrier to walking and cycling for tourists/visitors, and for those with intellectual or cognitive disabilities.

DMURS provides guidance on wayfinding, as well as several wayfinding techniques such as visual cues (i.e. landmarks), surface treatments, lighting, sight lines and, where appropriate, signage. It is important that wayfinding techniques do not contribute to street clutter. Wayfinding will be particularly important in helping pedestrians and cyclists identify permeability links throughout Arklow town centre. It is important that wayfinding techniques do not contribute to street clutter.

Measure WK 7

Wayfinding

WCC will ensure that a consistent wayfinding system will be introduced and maintained across Arklow's transport network.

Figure 12-18: New signage installed at the Parade Grounds on Main Street as part of public realm enhancements.

12.9 Street Clutter

Street clutter can impede pedestrian movement, particularly where pedestrian spaces are already constrained. Consideration should therefore be given to reducing street clutter throughout Arklow and Environs and instead utilise gable walls and left-over spaces for necessary signage and wayfinding.

Removing unnecessary clutter could include the kissing gates on the footpath between the Maple Road and Wexford Road, and the pedestrian guardrails outside the entrance to Tesco also on Wexford Road.

Measure WK 8

Street Clutter Audit

WCC will work with relevant stakeholders, including Age Friendly Ireland, disability groups, and other groups to undertake a Street Clutter Audit in the short-term across the Study Area – as recommended in *DMURS*.

The aim will be to implement a programme to remove unnecessary signage, guardrails advertising, poles and other obstacles which clutter the public realm and impede pedestrian movement.

13 Permeability

13.1 Overview

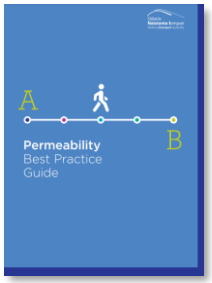
This chapter identifies a series of permeability opportunities across the LTP Study Area to maximise connectivity and accessibility for people walking and cycling.

Permeability describes the extent to which an urban area allows the movement of people by either walking or by cycling. Permeability is not concerned with motor vehicles but rather it focuses on providing a competitive advantage to pedestrians and cyclists over the use of cars. A permeable street network is a key component of supporting more walkable environments.

Figure 13-1 Example of filtered permeability between residential estates in Cork. Source: DBFL.

13.2 Permeability Best Practice Guide

The NTA's *Permeability Best Practice Guide* provides guidance on how to address demand for walking and cycling that is not being met due to severance being designed into the local environment.



The Guide encourages filtered permeability measures to give pedestrians and cyclists an advantage in terms of speed, distance, convenience, and safety over that of the private car, and to create more people-friendly neighbourhoods.

13.3 Existing Permeability

Combined with the 30km/h speed limit in many residential estates, the existing level of permeability already provides a good basis for active travel throughout Arklow.

The intentional presence of laneways and access points makes it possible to traverse the town in a direct fashion that does not involve traveling along a major roadway.

Building on this foundation, opportunities still exist to enhance the safety and connectivity of these links. This would:

- Increase the appeal for using the connections for short journeys; and
- Provide for greater connectivity to key destinations.

Some of the areas that currently allow for permeability do so in a way that prevents some people from using them:

- Dog-legs and metal kissing gates at entry points can hinder buggy, wheelchair or cargo bike access; and
- Kerbside fencing and pedestrian guard rails can interfere with desire lines.

Strengthening permeability throughout Arklow is an achievable short-term project that enables decarbonisation and a greater number of active-mode trips.

Arklow Town Centre

A number of links in the town centre have been upgraded in recent years under a number of NTA and URDF funded projects. Other existing links lack appropriate signposting, have poor accessibility and poor lighting, and will therefore require enhancements to maximise safety and connectivity.

Existing permeability links in the town centre include:

- **Condren's Lane Lower** – connecting Main Street with South Quay.
- **Abbey Lane** – linking Main Street with Abbey Graveyard and Castle Park Car Park - improvements completed (pedestrian only).
- **Laffin's Lane** – linking Lower Main Street with Castle Park (vehicular link).
- **Tom's Lane** – linking Upper Main Street with St Mary's Road and Station Road (local access from northern end & filtered permeability from southern end), also linking to the side entrance of St. Mary's School on St. Mary's Road.
- **Dunne's Lane** – linking Upper Main Street with Castle Park (vehicular link).
- **Bradshaw's Lane** – linking Upper Main Street with Castle Park (vehicular link).
- **Condren's Lane Upper** – linking L29011 River Walk with Main Street (northwards vehicular link).
- **Wexford Road to St Peter's Place** (pedestrian only).
- **Manifolds Lane** – linking Upper Main Street with Mayfair Court / Mayfair Lane (local vehicular link).
- **Doyle's Lane** – linking South Quay with Lower Main Street (local vehicular link). (See **Figure 13-2**).

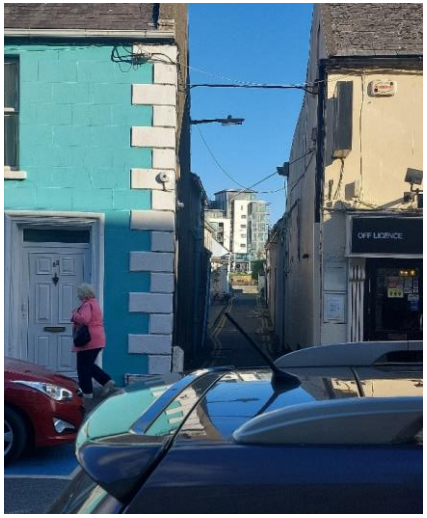


Figure 13-2 Permeable link via Doyles Lane between Lower Main Street and South Quay. Source: DBFL.

Figure 13-3 Examples of Permeability across Arklow. Source: DBFL.

Schools

A number of permeability links near schools in Arklow currently allow schoolchildren to travel to/from school in a safe and straightforward fashion:

- **Ditch Lane** – N-S and E-W links between Castle Park and Collins Street (St Mary's College, and SS. Michael and Peter Junior School)
- **School Lane** – N-S link between Vale Road and Coolgreaney Road (Arklow CBS and St. John's Snr N.S.)

In order to encourage the continued use of these links, improvements to lighting, signposting, and resurfacing will be required.

Amenity Areas

Accessibility improvements are recommended for the following amenity areas:

- **Ballyraine Lane** – linking the River Walk to Vale Road.
- Links at the eastern end of Vale Road to **the River Walk.**
- **Seaview Avenue** – linking Arklow North Beach to Ferrybank.
- **Arklow to Shillelagh Greenway** and **Arklow to Laragh Greenway** – any future links to the greenways should be fully integrated into the existing active travel and permeability network.

Residential Areas

The development of new residential developments in Arklow provides an opportunity to establish new active travel links, and formalise existing informal links between adjoining but currently impermeable areas.

Examples of residential estates which currently have good permeability links between them include:

- St Peter's Place / Father Redmond Park / St John's Villas and Marian Terrace
- Abbeyville to Abbey Street, Abbey Park, and Harbour Court.

Active travel funding has supported enhanced pedestrian links between Fernhill and Marian Villas estates and between Glenart and Woodlands Green. Additionally, newer residential developments such as Heatherside show good linkages to both Vale Road and Glenart Drive.

All future residential devaaelopments, particularly those in the SLOs (3, 4 and 5) should avoid a disconnected street layout and ensure that there are safe and accessible permeability connections to key services, bus stops and main roads.

Filtered Permeability

Filtered permeability is a technique that is increasingly applied in towns and cities across Europe to create more active local travel networks.

It prioritises safe pedestrian and cyclist movement by limiting car use in local and residential areas with methods including the point-closure of existing streets to vehicular traffic using planting, bollards, etc., while still allowing active travel users through.

Filtered permeability benefits pedestrian and cyclists by:

- Prioritising active travel, giving people walking and cycling a competitive advantage over the car in their local area.
- Reducing 'rat-running' of through-traffic via residential streets through point-closures.

13.4 Recommended Improvements

Recommended improvements have been chosen based on a range of factors, including:

- Potentially improved access to public transport links
- Potentially improved access to key retail and employment destinations
- Potentially improved access to schools
- Potentially improved access to sport and leisure facilities and / or amenity areas

Figure 13-4 and **Table 13-1** show the existing links which will require minor improvements (such as lighting, signage or resurfacing), as well as new links as recommended by this LTP.

The indicative routes of AT17 and AT19 will pass under the M11 motorway. Any works which impact the National Road Network shall have regard to TII Publications (Standards and Technical).

Measure PMY 1
Permeability

It is an objective of Wicklow County Council (WCC) to create a fully permeable environment for pedestrians and cyclists across Arklow. Subject to compliance with DMURS, NTA and TII Publications where appropriate, Wicklow County Council will ensure that:

- Existing informal permeability points are formalised where possible.
- Existing formal permeability points are upgraded and retrofitted where possible.
- New permeability points are developed where possible.
- Filtered permeability is secured in all new residential estates, commercial developments and where possible, schools.
- Permeability to existing and future amenity areas are upgraded and developed where possible

The safety and attractiveness of these connections for all ages and abilities will be an important consideration, including lighting, sightlines, and passive surveillance.

Arklow Laneways Strategy

Laneways throughout Arklow make the town and residential areas more navigable for pedestrians and cyclists. However, many laneways are dominated by cars and suffer from poor surface quality, poor lighting, and curtailed sightlines.

A key consideration of a Laneways Strategy for Arklow should be to improve the pedestrian environment and the perception of safety of laneways to make them more welcoming and accessible. Potential measures include:

- Improve lighting so that it does not create downward shadows.
- Ensure clear sightlines.
- Widen paths were possible.
- Promote active frontage and uses that encourage activity and footfall (Passive surveillance)

Measure PMY 2
Arklow Laneways Strategy

WCC will work with key stakeholders to develop the Arklow Laneways Strategy in order to take a comprehensive approach to the enhancement of the town's laneways.

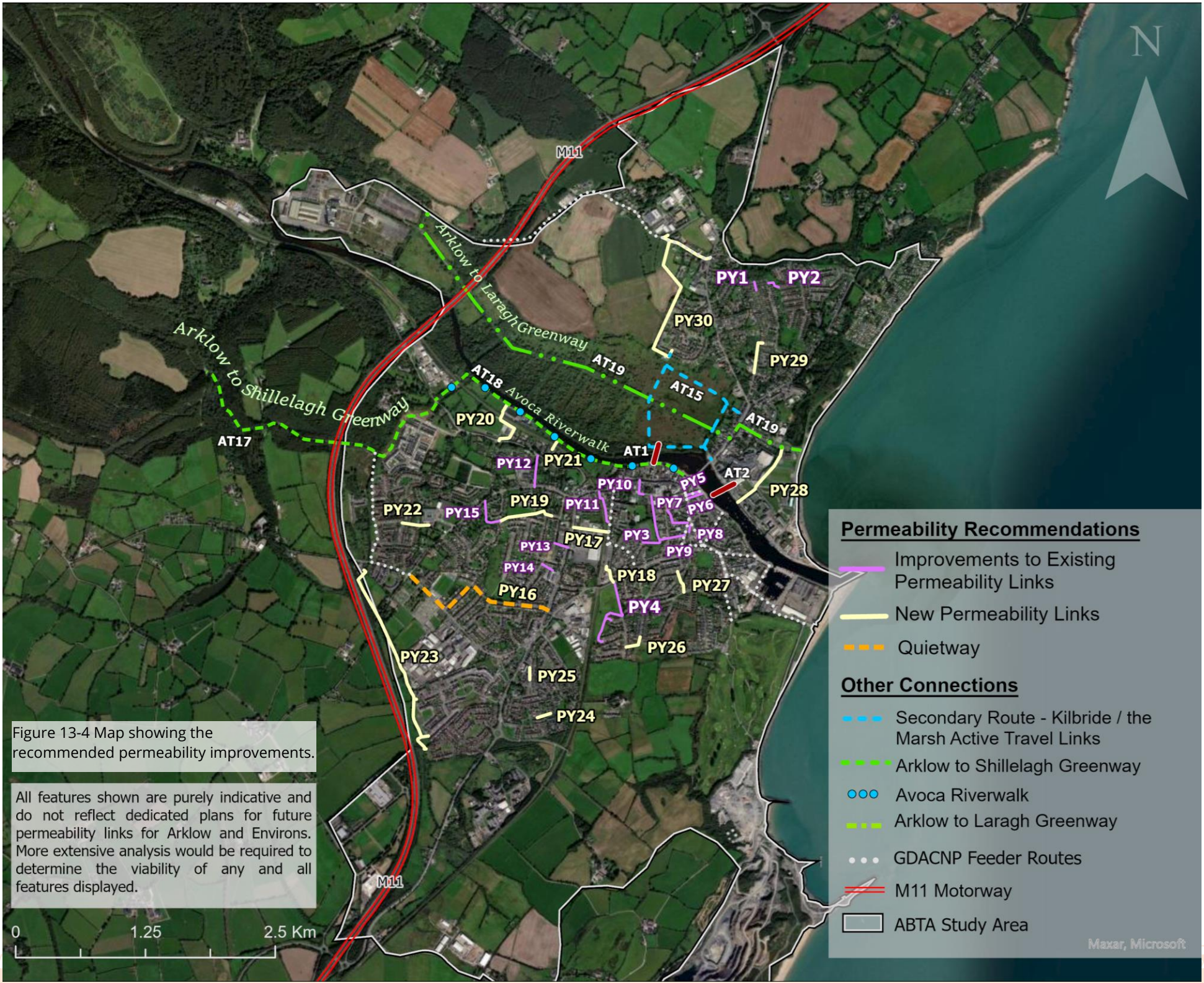


Figure 13-4 Map showing the recommended permeability improvements.

All features shown are purely indicative and do not reflect dedicated plans for future permeability links for Arklow and Environs. More extensive analysis would be required to determine the viability of any and all features displayed.

Table 13-1 Proposed Permeability– including existing links which require improvements and recommended new permeability (non-exhaustive list)

ID	Link Proposal	Rationale
PY 1	Mountain View Drive to The Rise / Hawthorn Drive - *Improve lighting*	To enhance connectivity from Cluan Ard through the Pines to Sea Road
PY 2	Hawthorn Drive and The Pines (northern link) - *Improve lighting*	To enhance safety
PY 3	Ditch Lane – *Improve lighting, signage, accessibility and resurfacing*	To enhance N-S & E-W links between Castle Park and Collins St. for children attending St Mary's College & SS. Michael and Peter Junior School
PY 4	Links within and along the boundary of Churchview Field – *Improve lighting, signage, accessibility and resurfacing*	To enhance Churchfield View as a key amenity space within Arklow, and connections to neighbouring residential areas
PY 5	Doyle's Lane – *Improve lighting, signage, accessibility and resurfacing*	To enhance safety and accessibility between Main St and the South Quay
PY 6	Lower Condren's Lane (link to South Quay) – *Improve lighting, signage, accessibility and resurfacing*	To enhance safety and accessibility between Main St and the South Quay **(AT2)**
PY 7	Meadows Lane - *Improve lighting and resurfacing*	To improve on existing filtered permeability and enhance journey experience for AT users.
PY 8	Reilly's Lane – *Improve lighting, signage, accessibility and resurfacing*	To improve permeability link in the town centre between Old Chapel Ground and Main St with local vehicular access
PY 9	Hall's Lane - *Improve lighting and resurfacing*	To improve on existing filtered permeability and enhance journey experience for AT users.
PY 10	Bradshaw's Lane – *Improve lighting, signage, accessibility and resurfacing*	To enhance safety and improve access for people walking and cycling between the schools on Castle Park, and from the on-street parking on Castle Park to Main Street. This would also complement the completed SRTS scheme.
PY 11	Tom's Lane – *Improve lighting, signage, accessibility and resurfacing*	To enhance AT facilities and complement existing filtered permeability from the north (local access from the south only).
PY 12	School Lane – *Improve lighting, signage, accessibility and resurfacing*	To improve conditions for students.
PY 13	Wexford Road to St Peter's Place – *Improve lighting, signage, accessibility and resurfacing*	To improve connections between supermarkets on Wexford Road and residential areas.
PY 14	Father Redmond Park to SuperValu/Liam Mellows Ave - *Improve lighting and resurfacing*	To enhance safety and improve AT link to supermarkets on Wexford Road.
PY 15	Coolgreaney Rd to John Paul Avenue - *Improve lighting*	To enhance safety and improve AT link to Coolgreaney Rd and schools on Coolgreaney Rd
PY 16	Develop a Quietway on Fernhill from Wexford Rd to existing filtered permeability at Arklow Boxing Club on Emoclew Rd to Coolgreaney Rd.	To provide a safer alternative active travel route over Emoclew Rd between Wexford Road to Coolgreaney Road

PY 17	New link between Arklow Station and Tesco.	To reduce walking distance & improve connectivity to the town Train Station from Wexford Rd
PY 18	Yellow Lane to Arklow Train Station	To reduce walking distance to the town centre and to improve connectivity to the Train Station from residential areas on Wexford Rd and Yellow Lane
PY 19	St Peter's Place to John Paul Ave/Coolgreaney Rd (PY24)	To connect St Peter's Place with Coolgreaney Rd with St Kevin's sports ground, & existing link
PY 20	Pearse Park to Avoca River Walk	To facilitate a new link and improve connectivity to the River Walk
PY 21	Reopen tunnel under railway to provide access from Glendale to Avoca River Walk	To facilitate a new link and improve connectivity to the River Walk
PY 22	Woodlands Green to Glenart College	To reduce walking times & enhance connections from the west to Glenart College.
PY 23	New N-S 2km active travel link from Knockmore to Ballyraine Car Park.	To enhance connections between Ballyraine Court, Mill Meadows, Knockenrahan, Arklow Rock, Parnell's GAA, Emoclew Rd, and The Crescent. Banks of brook and open fields adjacent to M11 provide right of way. North of Johnstown Rd, footpath follows right of way created by power lines adjacent to Woodlands Rise; connects to new estate at Glenart Dr. before connecting to Ballyraine Lane
PY 24	Avalon to the Maples	To reduce walking distance for residents of Avalon cul-de-sac to Yellow Lane.
PY 25	Rahan Court and Cre na Mara.	New filtered permeability link
PY 26	Church View and Abbey Heights	To reduce walking distance from Church View to the eastern end of Abbey St.
PY 27	Harbour Court to Abbeyville	Improving accessibility to Abbey Street from Harbour Court
PY 28	New pedestrian and cyclist access between North Quay and Seaview Avenue via western perimeter of Arklow Running Track, Marina Village, and parking lot of Arklow Shipping Limited	To link North Quay to Kynoch Park on Seaview Ave. with Bridgewater S.C., Marina Village, and parking lot of Arklow Shipping Limited (in line with desire line created by Marina Village's northwesternmost road)
PY 29	Brigg's Lane and Ashleigh Close	To reduce walking distance from Ashleigh Close to Sea Rd / Dublin Rd / Ferrybank.
PY 30	Prior to the opening of the school complex south of Monument Lane, create access for pedestrians and cyclists between Willow Grove, Murell Dr and Monument Lane.	To provide safe walking and cycling connections for school children.

14 Public Transport

14.1 Overview

Ireland aims to reduce transport emissions by 50% by 2030 and achieve net zero carbon emissions by 2050. A target for 7% annual reduction in carbon emissions is identified for Arklow as Wicklow's pilot decarbonisation zone. Investment in public transport in Arklow will be crucial to support national and local targets and to promote a modal shift away from car dependency.

14.2 Public Consultation

Improving public transport in Arklow was a key issue identified by **26%** of responders to the 2023 online consultation survey. The graphics adjacent present some of the identified issues and suggested improvements.

Responses to the online survey also identified the need for an increase in school bus services across the Study Area, particularly between the northern and southern extents of the town. Additional school bus services would not only respond to existing pressures on Arklow's road network, but would also support the planned population growth of the town and the development of SLO lands at Kilbride and Tinahask. As a pilot decarbonization zone, Arklow would be uniquely placed to explore the possibility of introducing a school bus service (see **Figure 14-1** below).

Figure 14-1 D12 Cycle Bus, Riverview ETNS, Dublin provides an alternative to bus transport. Source: Green Schools

14.3 Existing Bus Services

The six bus routes serving Arklow are provided by a number of operators, including Bus Éireann, Local Link, Wexford Bus and Gorey Coach / Bus Co. Ltd. However as noted in **Part A**, these services are not configured towards serving the transport needs within Arklow, rather they connect Arklow to other locations via national and regional routes.

This was raised during the Pre-Draft Consultation responses:

To reduce the reliance on private cars, a viable town bus service in Arklow is needed. Increasing frequencies of Local Link and Regional Bus services is a short term solution to addressing identified issues with the bus service, in the interim of providing a dedicated town bus service for Arklow.

Measure PT 1

Regional Bus Network and Local Link Services

Wicklow County Council will work with the NTA, Bus operators, and other relevant stakeholders to:

- Enhance regional bus networks in line with the Connecting Ireland Rural Mobility Plan, and modify and improve routes where demand is identified
- Evaluate current operations of bus service and enhance Local Link services where required.

14.4 Recommended Bus Service

It is an ambition of the National Transport Authority (NTA) to provide a town bus service for every settlement in Ireland with a population above 10,000. In line with this ambition, it is understood that the NTA will revisit the prospect of a dedicated town centre bus service for Arklow given its planned population growth.

The population of Arklow and its Environs in 2022 was 13,163 people, which is targeted to grow to 16,440 by 2031 in accordance with the current Wicklow Core Strategy, but could potentially grow up to28,000 in the long term. Based on these growth possibilities, this LTP recommends a town bus service for Arklow in the medium to long-term to encourage a modal shift and meet climate action targets.

An idealised town bus service could see a high-frequency timetable operating throughout the town daily, on weekdays and weekends. This bus network could also include high-quality, well-lit, and sheltered bus stops wherever appropriate.

A new town bus service would also be critical to support growth areas of SLO3, SLO4, and SLO5.

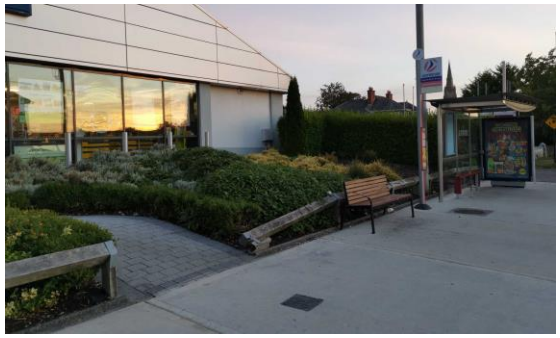


Figure 14-2 Lidl Bus stop on Wexford Road..

Route A Bus Service

The indicative **Route A** could extend from the South Quay to Kilbride Industrial Estate via the Southern Port Access Road and the Central Spine route. This route could aim to:

- Improve connectivity from peripheral residential areas into the town centre
- Improve connectivity between residential areas and major employment centres at Kilbride Industrial Estate, the Avoca River Park Industrial Estate, the town centre, and the South Quay.
- Provide a bus link to supermarkets on Wexford Road.
- Support the planned growth area of a Kilbride (SLO5)
- Serve Abbey Street / Yellow Lane, including residential areas, Churchview

Field, and the train station via permeability links.

Route A is desirable as a medium-term proposal.

Route B Bus Service

A second bus route (**Route B**) could extend from residential and hospitality / tourist areas on Sea Road Wexford Road. This route could aim to:

- Reduce the number of cars in the town centre, contributing to the reduction of congestion.
- Provide a bus service between residential areas and primary and secondary schools along Coolgreaney and Emoclew Roads.
- Provide connection to amenities on Vale Road (GAA club, Avoca Riverwalk and future Arklow to Shillelagh Greenway) via School Lane, located between Coolgreaney Road and Vale Road (to the east of St John's Senior N.S.)

More extensive analysis, including feasibility studies, would be required in order to determine the viability for any and all future bus routes serving Arklow Town and Environs.

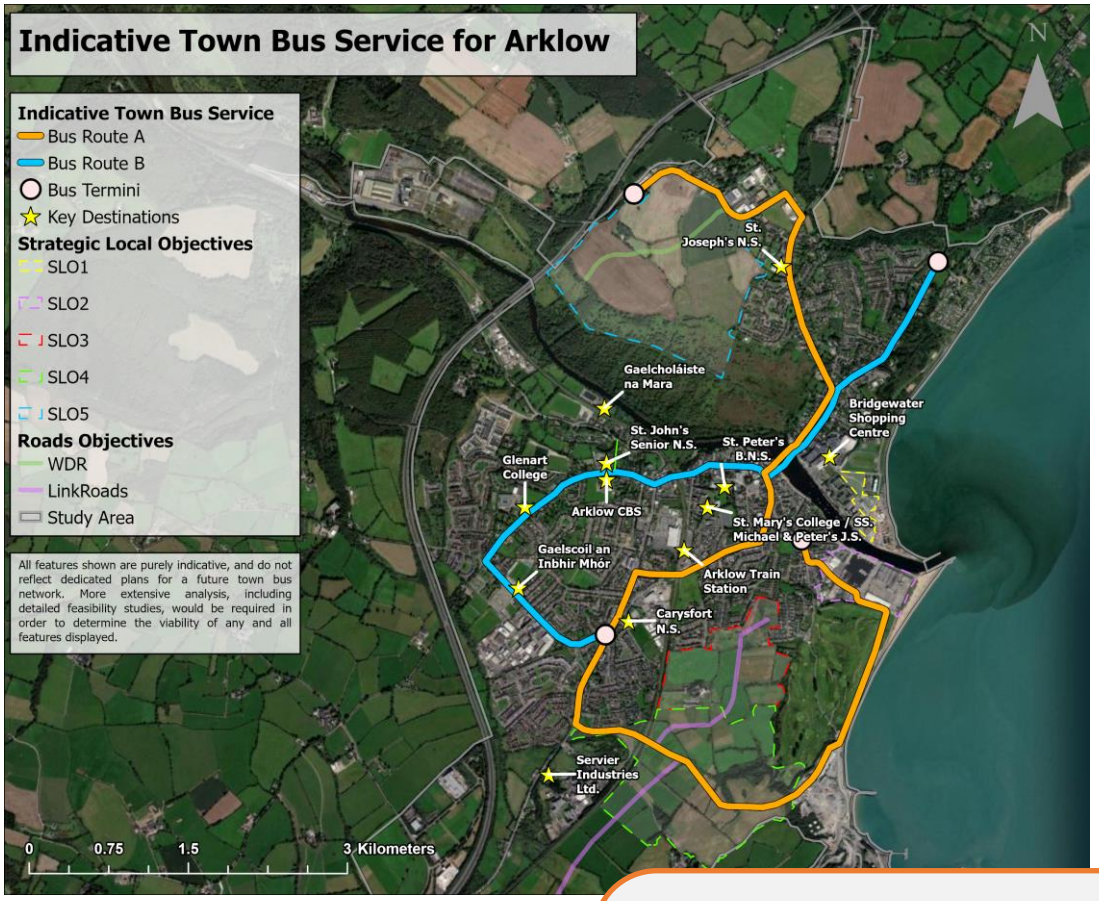


Figure 14-3 Indicative Town Bus Service for Arklow.

Additionally, any and all future bus routes and their interactions with the National Road Network must comply with TII Publications (Standards and Technical).

Measure PT 2

Arklow Bus Service

WCC will work with the NTA to:

- Develop proposals for a dedicated town bus service for Arklow and Environs to support planned growth.
- Maximise accessibility to bus stops through the permeability measures outlined in **Ch. 13 – Permeability.**

14.5 Rail

Arklow is located on the Dublin-Rosslare line and has been served by rail since 1863. As highlighted in **Part A** of this LTP, Arklow's rail service frequency is limited.

GDA Transport Strategy

The *GDA Transport Strategy 2022-2042* identifies the opportunity to electrify the rail line to Wicklow Town to allow for greater frequency of trains. An additional aim in the Strategy is to provide upgrades to existing stations, including escalators and passenger information signs.

With the growing significance of regional ports, a strong rail connection between Arklow and Rosslare would enable the low-carbon development of both harbours. For commuters and tourists, regular and reliable rail connections provide opportunities for environmentally sensitive and enjoyable travel.

All Island Strategic Rail Review

The *All Island Strategic Rail Review* (AISRR), which was adopted in July 2024, also recognises the value of improving rail services from Arklow. Though not a policy, the AISRR argues that other projects have higher value, and 'parks' upgrades to the Wicklow-Arklow line in Sift 2 and was not considered for further development.

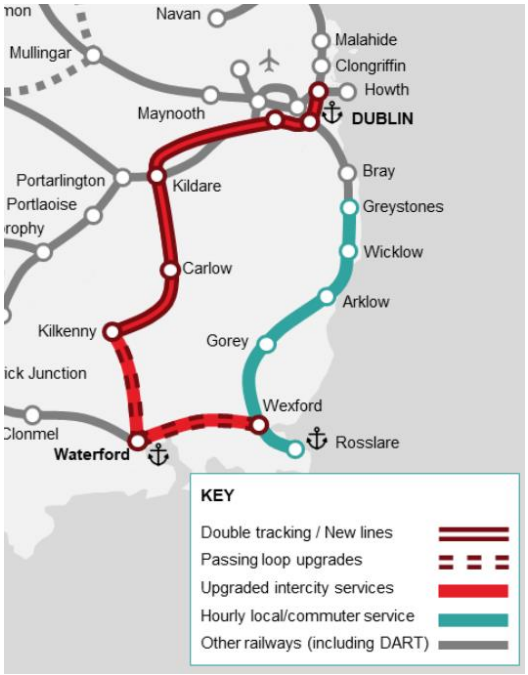


Figure 14-4 AISRR Proposals for improved rail services. Source: Figure 12, AISRR

Rail Proposals

The LTP supports the long-term ambition of the AISRR to upgrade the rail service in line with Arklow's planned growth. As outlined in the *AISRR*, this could include:

- Introduction of an hourly shuttle service between Wexford and Greystones, which also serves Arklow
- Delivering dual tracks between Dublin and Wexford on a phased basis, serving Arklow in the long term.

Measure PT 3

Arklow Rail Service

WCC will work with Wexford County Council, Irish Rail and the NTA to consider the long-term feasibility of upgrading Arklow's rail service to align with recommendations set out in the Government's *AISRR*, including:

- Introduce of an hourly shuttle service between Wexford-Arklow-Greystones
- Deliver dual tracks between Dublin & Wexford on a phased basis, serving Arklow in the long term.

14.6 Arklow Train Station

Arklow Train Station sits within a 7-minute walk to the south of Upper Main Street, near the town's historic core. Facilities at Arklow Train Station includes three covered shelters, one on Platform 1 and two on Platform 2. A car park on Station Road can facilitate up to 150 vehicles and has covered bicycle parking. There is level access to Platform 1 and Southbound services, and footbridge access only to Northbound services, meaning that northbound services are inaccessible by people with additional mobility needs.

Arklow Station has received funding under the 2024 NTA Accessibility Programme for a new footbridge with lifts to improve accessibility for northbound services. Detailed Design commenced in Q1 2025.

Station Road Car Park

In 2022, parking surveys were undertaken as part of Stage 1 of the ABTA process (**Baseline Survey Traffic Report**). The parking surveys concluded that existing *public* car parking across Arklow is generally underutilised, including on-street parking, and dedicated off-street car parks.

Based on discussions with WCC, the Station Road Car Park was not included in the parking surveys as it is in *private* ownership (Irish Rail). However, on site visits, the car park was observed to be underutilised, as can be seen in **Figure 14-5**. **Chapter 16 – Parking** explores in further detail, the opportunity to use Station Road Car Park as a potential **Park and Stride.**

Figure 14-5 Underutilised Station Road Car Park with approximately ten cars on a weekday afternoon. Source: DBFL

Access and Permeability

Walking and cycling infrastructure should provide a seamless interchange between residential areas, education, workplaces, and amenities, with bus and rail options.

Although it is within a short distance of the town centre, Arklow Train Station can only be accessed from the north via Station Road, which itself is accessed from St Mary's Road. Access to the station from the south via Yellow Lane and Churchview Field is currently impeded by the oil supplier Certa, and there is no link to the station from the west.

With narrow footpaths and the absence of traffic calming measures on roads near the train station, travel to the station on foot is disincentivised. Similarly, although the station has covered bicycle parking facilities, cyclists may be deterred by the lack of safe and direct cycling infrastructure.

Catchment Analysis

The catchment analysis map presented in **Figure 14-6** shows that walking connectivity to the train station is constrained, particularly from the south and west.

Residents of Connolly St, Griffith St and a northern section of Rory O'Connor Place have good connectivity to the station, within a 5-minute walk. However, a legacy of dendritic, 'cul-de-sac' style residential development has undermined the legibility of routes to the station for many areas to the south and west, reducing permeability and increasing walking times.

For example, despite close proximity to the station, many residents of St Peter's Place, Fr Redmond Park, or Marian Villas must walk over 15-minutes if they wish to use Arklow's rail services.

Providing a walking and cycling link to the train station from these areas via the Tesco Car Park would substantially improve pedestrian access and walking times to the station.

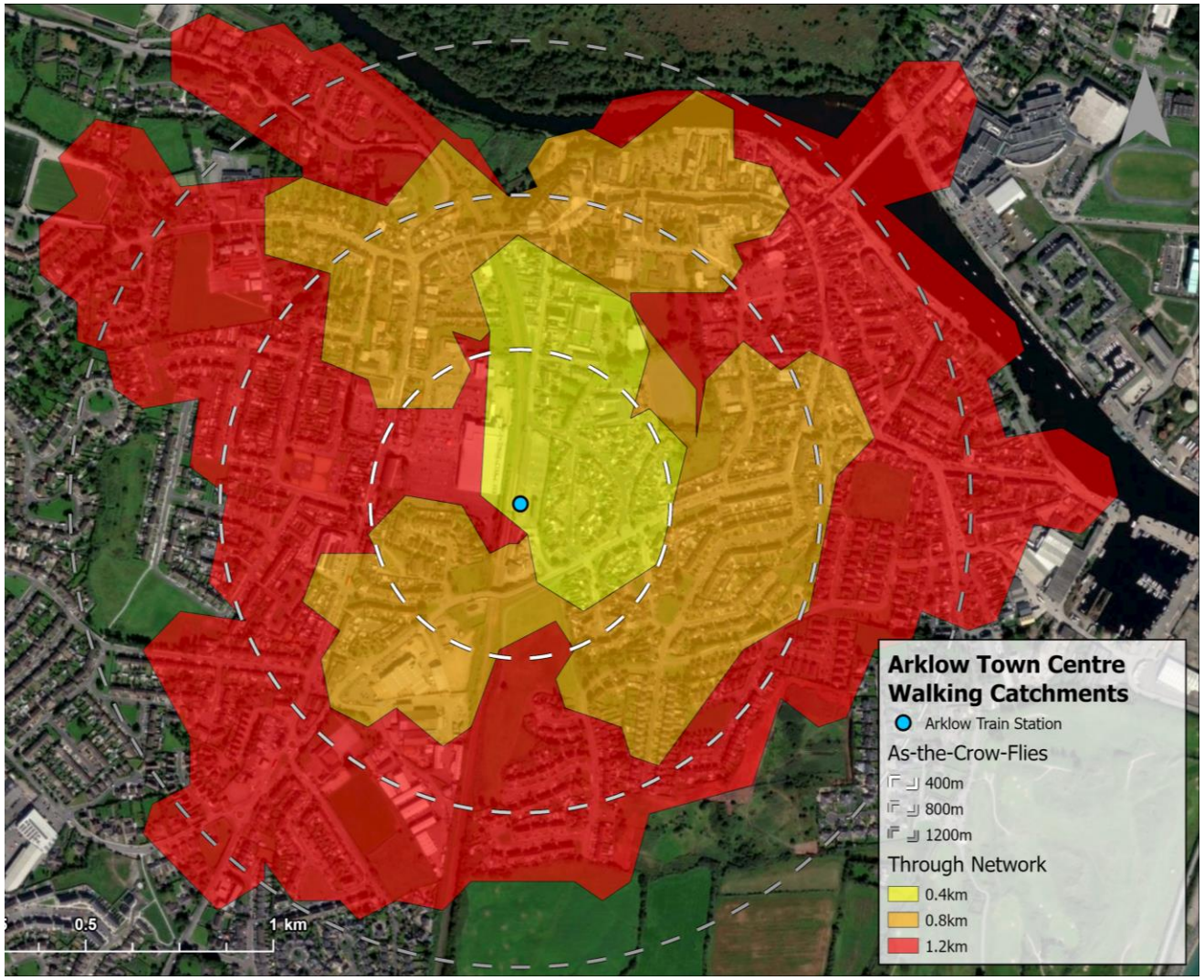


Figure 14-6 The 5-Minute (0.4km), 10-Minute (0.8km) and 15-minute (1.2km) walking catchments outwards from Arklow Train Station. Source: DBFL.

Improving Access to Arklow Train Station

This LTP identifies measures to not only improve the pedestrian and cyclist environment in the vicinity of the station, but to also provide for better integration between transport options by increasing permeability between the station and adjoining residential areas.

Although not an exhaustive list, **Figure 14-7** identifies four key permeability improvements aimed at enhancing accessibility to the station. This includes the following:

- **Enhance Tom's Lane** with improved lighting, resurfacing, and placemaking which would result in greater connectivity and a more attractive route between the town centre, St Mary's School and the train station. Local vehicular access would be preserved, though pedestrians would be given priority (**1** in **Figure 14-7**).

- **New link from the Tesco Car Park to St. Mary's Road / Station Road.** This would increase the catchment and reduce walking / cycling distances to the train station from residential areas on Wexford Road such as St Peter's Place, Father Redmond Park and Marian Villas. This is subject to landowner agreements (**2** in **Figure 14-7**).

- **Traffic calming on St. Mary's Road:** Improve active travel environment on St. Mary's Road from Upper Main St. to Station Rd., with traffic calming measures, resurfacing works, public realm enhancements, improved lighting and landscaping (**3** in **Figure 14-7**).

- **Junction Improvements and traffic calming on Connolly Street** to complement the completed S. 38 Safe Routes to Schools scheme outside SS Michael and Peter N.S. on St Mary's Road to Griffith Street (**4** in **Figure 14-7**).

- **New link from Yellow Lane to Train Station:** Upgrade the existing southern access point to Yellow Lane to improve accessibility with connections with the train station, Churchview Field and residential areas on Yellow Lane / Connolly St / Abbey St. This is subject to landowner agreements (**5** in **Figure 14-7**).

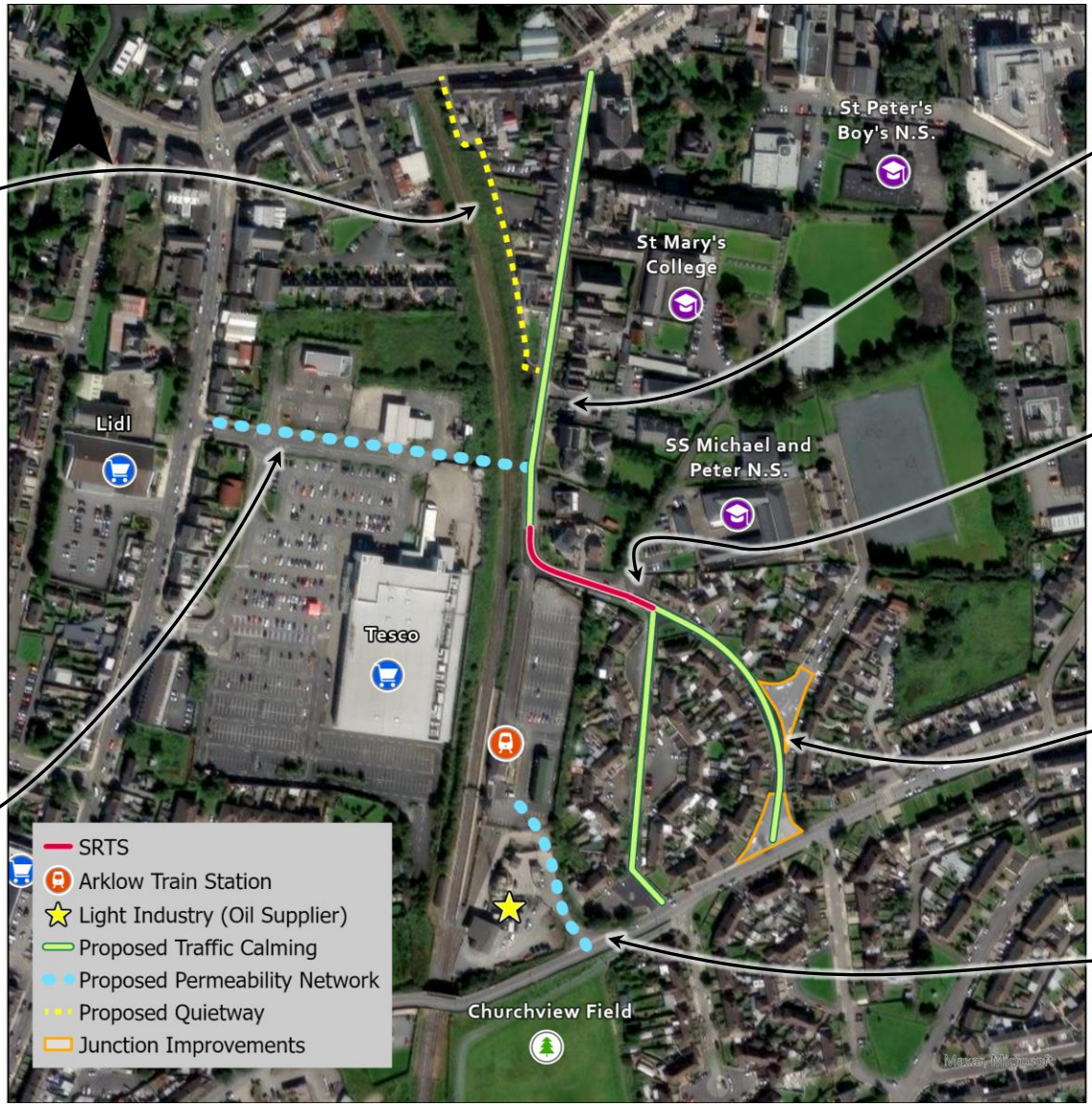
Measure PT 4

Arklow Train Station Accessibility

WCC will work with Irish Rail, the NTA and relevant landowners to ensure that permeability is improved in the vicinity of Arklow Train Station. This will include:

- Improvement of wayfinding and legibility for train station via installation of directional signage for station throughout the town.
- Progress the detailed design of a new footbridge with lift to allow access to train travel in both directions.
- Reduce speed limit to 30km/h on St. Mary's Road + traffic calming measures.
- Upgrading Tom's Lane with improved lighting, road resurfacing and placemaking, maintaining local vehicular access for residents.
- Improved permeability from Yellow Lane to the train station subject to land agreements.
- Improved permeability between station and Wexford Avenue/Tesco, subject to land agreements.
- Junction improvements and traffic calming measures on Connolly Street (see *AT 10* & *RN5*).

All above proposals support active travel and permeability proposals in **Ch. 10 - 13.**



1. LTP recommendation for the enhancement of Tom's Lane

2. Potential to provide a new link through the Tesco surface car park from Wexford Road to Arklow Train Station, subject to landowner agreements.

3. LTP recommendation for traffic-calmed environment on St Mary's Road.

Completed S. 38 Safe Routes to Schools scheme outside SS Michael and Peter N.S. on St Mary's Road / Connolly Street / Collins Street.

4. LTP recommendation for traffic calming measures and junction improvements on Connolly Street

5. LTP recommendation for a new link from Yellow Road to Arklow Train Station, subject to landowner agreements.

Figure 14-7 This map presents indicative permeability improvements to the area around Arklow Train Station, in particular this map demonstrates new permeability links that would improve access to the station from the south and west. Source: DBFL.

15 Roads and Traffic Management

15.1 Overview

The layout of Arklow's town centre was not built to reflect its modern function as a commuter town with significant through traffic. With a singular bridge crossing, constrained carriageway space and tight junctions, the historic design and layout of Arklow's town centre places significant demands upon its road network.

Additionally, significant through-traffic in the town centre reduces the pedestrian experience, which is further impacted by a large volume of HGV traffic accessing the Roadstone Quarry in the south of Arklow via Main Street.

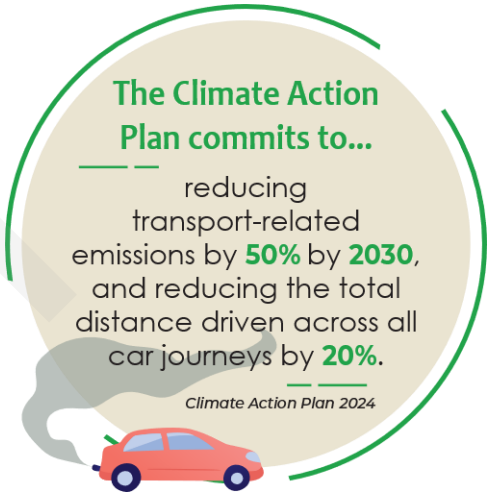
As a result of the measures of this LTP, it is envisaged that there will be a significant increase in people walking, cycling, and taking public transport on Arklow's road network, with a correlated reduction in private car use.

Ireland's national *Climate Action Plan 2024 (CAP)* underpins this vision, and commits to providing an improved, accessible road network for all active travel users. Implementing the *CAP* at local level, such as through this LTP, will require the delivery of specific interventions to Arklow's road network.

The recommendations in this LTP therefore aim to support the *CAP,* as well as conditions of DoECLG's *Spatial Planning and National Roads Guidelines for Planning Authorities*, as summarised in **Part A**. This LTP shall also comply with all relevant requirements within TII Publications (Standards) for National Roads, including;

- *NGS Circular No. 2 re.* Application of Guidelines and Standards in relation to works on Public Roads in Ireland (2022).
- *Treatment of Transition Zones to Towns and Villages on National Roads* (DN-EO-03084)

Figure 15-1 Traffic on Vale Street in the direction of the town centre. Source: DBFL.



Measure RN 1

Principles of Road Development

Wicklow County Council will work with the NTA, TII, and all other relevant stakeholders to:

- Safeguard the National Road Network as per **RN 2**.
- Retrofit the existing road and street network within Arklow and Environs to enable multi-modal trips to schools, workplaces, recreational and community facilities.
- Not provide any increased capacity for short private car journeys.

15.2 National Road Network

Arklow is served by the M11 National Road within the M/N11 corridor (Arklow Bypass), which defines the town's western border.

The M/N11 strategic transport corridor connects activities along the eastern coast of Ireland, and underpins the economic, social, and physical development of the region. The motorway provides access to Arklow north of the town at Junction 20, and south of town at Junction 21.

The M/N11 corridor is within the National Road Network, and is under PPP management (N7/N11 Arklow – Rathnew PPP Contract). It is also within the TEN-T Comprehensive Network and critical for access to Rosslare Europort.

This LTP aims to preserve the M11/N11 strategic role, and its capacity and safety, while also supporting future capacity enhancements. Along with this, the strategy will also seek to uphold the high standards of the existing transport network, in order to provide security and accessibility for all transport users.

The recommendations which follow support the protection of the M/N11 corridor's strategic function while also providing measures to discourage car-dependency for local, non-strategic trips, both of which limit the National Road Network's existing capacity.

Lastly, this LTP acknowledges that the M/N11 corridor crosses a number of roads within the Study Area including Kilbride Road (L6179), Vale Road (R747) and Coolgreaney Road (L2190).

Furthermore, the motorway will pass over the route of the future Arklow to Shillelagh Greenway located to the south of Vale Road, which is a greenway to be funded by TII.

Any and all works to roads which may have an impact on TII Structures, including any existing or proposed crossing of the M11, will have regard to TII Publications (Standards and Technical) including but not limited to TII-NGS Circular No. 2 of 2022 - *Application of Guidelines and Standards in relation to works on Public Roads in Ireland*.

Figure 15-2 Dublin Road (R772) Roundabout at M11/N11 Junction 20. Source: WCC.

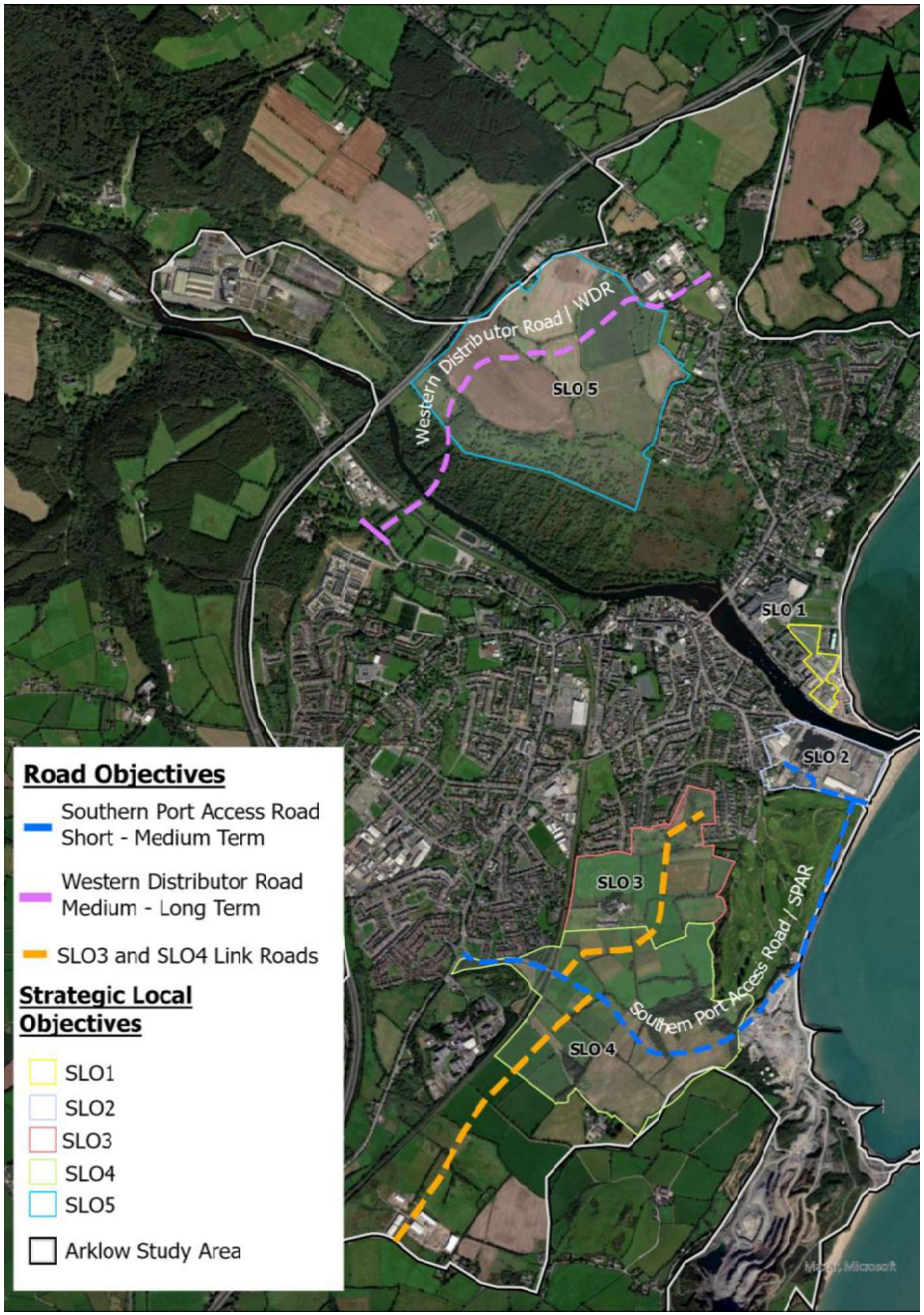
Measure RN 2

National Roads Requirements

WCC will work with TII and the NTA and all relevant stakeholders to facilitate the protection of the M11/N11 strategic transport corridor and associated Junctions 20 and 21 in accordance with DoECLG's *'Spatial Planning and National Roads Guidelines'* (2012) and in compliance with TII Publications.

In particular, WCC will:

- Continue to minimise sprawl outside of the Study Area boundary, thereby reduce the distance of journeys and reliance on private vehicles, and preserve the strategic function and safety of the M11.
- Limit development access onto the National Road network, to maintain its safety and strategic transport function.
- Ensure that any LTP recommendations on roads which interact with the M11/N11 strategic corridor comply with TII Publications (Technical and Standards).



Generally we require a major overview of the road network in order to cater for the potential of all future residential and commercial developments within the town. Plan now for the future!

Response to Arklow Transport Study Questionnaire, 2023

Proper protected cycle lanes and additional roads to get HGVs off the main streets. HGVs (especially from Roadstone and the South Quay) are destroying the roads and making them unsafe to cycle on .

Response to Arklow Transport Study Questionnaire, 2023

Figure 15-3: Overview of Recommendations for the Southern Port Access Road, the SLO3 and SLO4 Link Roads, and the Western Distributor Road . Source: DBFL.

These are indicative only and require detailed feasibility studies to determine the viability of the features displayed.

15.3 Southern Port Access Road

Overview

The development of the Southern Port Access Road (SPAR) is identified in the *WCDP 2022-2028* under **CPO 12.60,** which aims 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*." The SPAR is also identified under **Objective IT9** of the previous Arklow and Environs Local Area Plan (LAP) 2018-2024.

The SPAR is a critical piece of infrastructure for the development of Arklow to be delivered over the short to medium term. This road will:

- Underpin and facilitate the development of housing in SLO3 and SLO4 at Tinahask Abbeylands and Tinahask Moneylands.
- Provide multimodal connectivity between SLO3 and SLO4.
- Support a future town bus service (see **Chapter 14**).
- Provide a more suitable road network for larger vehicles and reduce reliance on the South Quays and 19 Arch bridge for HGV movement.
- Support regeneration of the South Quays and Arklow Harbour area.

SPAR Route Alignment

It is envisaged that the SPAR will connect to SLO4 Moneylands Tinahask South via the existing access road and railway bridge. The route will extend east through the SLO lands before turning north towards the Roadstone Arklow Rock Quarry. From the Roadstone Quarry, the road will connect to Arklow Port via the L6908 South Beach Road.

The SPAR will include the following:

- *DMURS* aligned layout with a designation as a link street with 50km/hr speed limit;
- Dedicated active travel facilities; and
- Widening of railway access bridge to facilitate pedestrian, cyclist and vehicular movement.

Regarding the *Railway Bridge and Connection to Knockmore Roundabout Section*, the existing access road from the roundabout will require upgrades, and the railway bridge will need to be widened to accommodate the SPAR. Additional details for this section are set out in the AAP Report for the AAP2 lands.

As noted in Measure RN3, the SPAR route and alignment outlined in the LFP is indicative and subject to change through the statutory scheme appraisal process.

Tinahask Link Roads

The 2018 LAP also includes **Objective IT7** which requires the development of a north-south access road to bisect the SPAR. The development of this road would enhance access to SLO3 and SLO4 lands and would provide an alternative route to the town centre east of the Wexford Road.

Critical to the delivery of this objective and any corresponding objectives in the 2025 LAP is the inclusion of safe and attractive active travel facilities to encourage sustainable modes of transport.

Measure RN 3
Southern Port Access Road

WCC will prioritise the progression of the Southern Port Access Road in the short to medium term with a view to:

- Underpin and facilitate the development of SLO3 and SLO4 lands.
- Support a future town bus service.
- Provide a more suitable road network for larger vehicles and reduce reliance on the South Quays and 19 Arches bridge for HGV movement.
- Ensure safer conditions are provided for active travel improvements in Arklow's town centre.

The SPAR route and alignment outlined in the 2025 draft LFP is indicative and subject to change through the statutory scheme appraisal process.

15.4 Western Distributor Road

It was an objective of the 2018-2024 Arklow and Environs LAP (**Objective IT5**) to facilitate the provision of a Western Distributor Road (WDR), with the potential to include a new river crossing linking Kilbride to Vale Road. The LTP supports the delivery of the WDR, as it will:

- Facilitate the development of housing at Kilbride.
- Contribute to the removal of unproductive vehicular traffic from the town centre and reduce pressure on the 19 Arches Bridge.

The shown indicative alignment of the WDR in the draft *LPF* is similar to the route identified in the *Arklow and Environs LAP 2018* (see **Figure 3.7, Part A)**, however includes the following amendments:

Route Length

The indicative alignment is shorter than the route identified in the *2018 LAP,* extending from L6179 / Kilbride Road southwards through SLO5.

There is also potential for a future extension to this route southwards through the Marsh, and crossing the River Avoca to align with Vale Road. This would contribute to the removal of vehicular traffic through the centre of the town, reducing reliance on the 19 Arches Bridge.

A section of the indicative route has been permitted alongside, and just south of a school site in the SLO5 lands as part of a residential development (WCC Planning Ref: 23756; and ABP Ref: PL27.319604) and the permitted school campus (WCC Planning Ref: 22213).

Interchange

The *WCDP* and *LAP 2018* identified the potential provision of a third interchange at Lamberton along the Arklow Bypass linking the M11 to Vale Road (**Objective IT6**). However, at this time there are no plans to deliver this objective.

Interaction with the M11

The indicative route of the WDR does not directly interact with the M11. However, due to its proximity to the motorway, any and all works which may impact the motorway are subject to compliance with TII Publications (Standards and Technical).

Any indicative route of the WDR which would extend to Vale Road would require the construction of a new vehicular river crossing to the east of the M11. This crossing would be subject to full feasibility and environmental studies, particularly as the Arklow Town Marsh is a proposed Natural Heritage Area (pNHA) and the principal wetland area in Arklow.

Figure 15-4 Interaction between the indicative alignment of the WDR and the permitted school campus and residential development in the SLO5 lands.

The route of the WDR is a long term objective and is an indicative alignment only. It is subject to full feasibility and ecological studies, stakeholder engagement and traffic and transport assessments, after which alternative alignments may need to be considered.

Alternative options may include the use of public and private roads and an existing crossing point located to the west of the M11, however this is dependent on further assessments.

Measure RN 4
Western Distributor Road

WCC will work with key stakeholders to determine the preferred alignment of the WDR with a view to enabling its medium / long term delivery to:

- Facilitate the development of SLO5.
- Contribute to the removal of unproductive vehicular traffic from the town centre and reduce pressure on the 19 Arches Bridge.

WCC will also ensure the advancement of a feasibility study to determine the optimal location for the river crossing.

The preferred route corridor will be subject to full feasibility and ecological studies, stakeholder engagement and traffic and transport assessment, after which alternative alignments may need to be considered.

15.5 Junctions and Roundabouts

Junction design in Arklow, as is the case in most towns across Ireland, has traditionally prioritised motor vehicle movement. There is a general lack of pedestrian priority across local junctions, including side roads and entrances to many residential estates.

Additionally, major junctions, such as the Coolgreaney Rd / Upper Main St / Wexford Rd junction currently do not provide an appropriate level of pedestrian and cyclist safety within Arklow's urban core.

As set out in *DMURS*, designers must take a more balanced approach to junction design to ensure that they are safe for all road users, with a particular focus on ensuring that junctions are fully accessible and inclusive for people walking and cycling. In line with *DMURS*, this LTP recommends that the design of any new or retrofitted junctions in Arklow should:

- Provide safe & accessible crossings on all arms.
- Reduce kerb radii, thereby reducing crossing distances for pedestrians and slowing turning vehicles.
- Omit left turn slips, which generally provide little extra effective vehicular capacity and are highly disruptive for pedestrians and cyclists.
- Omit staggered crossings. Instead provide direct and single-phase crossings.
- Minimise waiting with pedestrian cycle times as much as possible at signalised junctions.
- Critically, junction design should have regard to the **context** and **function** of the street.

This LTP further recommends that all new developments provide pedestrian priority over local junctions and incorporate measures including, but not limited to:

- Tactile paving and footpath widening
- More compact corner radii
- Raised tables / continuous footpaths.
- Landscaping and other urban design and placemaking features.
- Sustainable Urban Drainage Systems and other forms of Green Infrastructure.

Although this LTP has identified a number of local and major junctions for improvement **(Figure 15-5**) a comprehensive review of all junctions within the Study Area will be required to ensure compliance with *DMURS*.

Table 15-1 and **Table 15-2** present non-exhaustive lists of minor and major junctions on the Primary and Secondary active travel routes which require improvements.

Figure 15-5 Initial identification of local junctions and major junctions which currently do not align with DMURS standards. This is further to detailed review.

Table 15-1 Examples of Minor and Major Junctions on the Primary Active Travel Routes which require improvements.

Road	Junction Improvement Examples – Primary Routes	
	Minor	Major
Dublin Rd	Beech Road; Monument Lane; Ticknock Lane; Dewadden Drive; and Highfield	Sea Road / Ferrybank junction
Wexford Rd	Meadowvale; Cre Na Mara; Fernhill; Liam Mellows Avenue; Park Avenue; and Entrances to SuperValu, Tesco and Lidl.	Coolgreaney Road / Upper Main Street junction; and All roundabouts
Ferrybank	Seaview Avenue	Roundabout at 19 Arches Bridge / North Quay
Main St.	St Mary's Road; Bridge St; Laffin's Lane; The Brook; Back St; Old Chapel Ground; Tinahask; S Green	

Table 15-2 Examples of Minor and Major Junctions on the Secondary Active Travel Routes which require improvements.

Road	Junction Improvement Examples – Secondary Routes	
	Minor	Major
Coolgreaney Rd and Emoclew Rd	Ashgrove; Cherryfield; Oaklands; Lamberton Heights / Grove; Glenart Drive; Pairc na Saile entrance	Coolgreaney Road / Emoclew Road junction
Yellow Lane / Abbey St	Abbey Street / Abbeyville; Griffith Street; Summerfield / Liam Mellows Close; Certa industries	
Sea Rd	The Pines; Woodbine Avenue	
Vale Rd	Glendale; Riverview Heights; GAA Club;	

Measure RN 5

Junctions and Roundabouts

Over the lifetime of the Plan, WCC will work to undertake a review of existing junctions within the Study Area and ensure compliance with *DMURS* and the *CDM,* prioritising areas closer to schools, local services, bus stops and areas of high footfall.

WCC will ensure that junctions and transition zones on the National Road Network are compliant with the standards outlined in TII Publications.

Figure 15-6 Wide junction at Harbour Rd / Tinahask Lower can influence high speeds, and with the lack of crossings can reduce safety for active modes. Source: DBFL.

15.6 Heavy Goods Vehicles (HGV)

There is a high volume of HGV movement through Arklow Town Centre as a result of the industrial activities south of the town (see **Figure 15-7** and **Figure 15-8**). HGV movement can negatively impact the town centre's walking and cycling environment and the overall quality of the public realm. HGV movement also adds to existing constraints on the 19 Arches Bridge, which is listed as a Protected Structure (RPS A26).

Although the construction of additional river crossing(s) for active travel users will alleviate some of the traffic congestion and pressure on the bridge, the delivery of the SPAR in the short-medium term will be the primary source of HGV reduction.

Additionally, the delivery of the WDR will also aim to reduce HGV congestion in the in the medium-long term. Further scope also exists to implement a ban on HGV movement through the town centre on a phased basis to improve the safety of all road users.

Figure 15-7 HGV Movement on South Quay. Source: DBFL

Figure 15-8 HGV mounting the footpath due to restricted capacity at the South Quay /Bridge Street Junction. Source: DBFL.

Measure RN 6

Managing HGV Movement

Over the lifetime of the Plan, WCC will work to re-route HGV movement from Arklow Town Centre and residential areas on a phased basis through:

- The delivery of the SPAR in the short-medium term.
- The delivery of the WDR in the medium/long-term.

16 Parking

16.1 Overview

The advent of the private car has changed the way in which our urban areas function. Our streets and developments have become increasingly dominated by cars and have often been designed to prioritise the movement and storage of vehicles. Arklow is no exception.

There has been a shift in recent years to re-examine the role our streets play as places that support abroad range of functions. As areas promote more walkable urban development and prioritise more sustainable travel, they are also reforming their approach to car parking.

The availability of car parking has a critical impact on travel choice for all journeys and has a number of negative impacts on the environment and on our quality of life.

Managing the location, availability and cost of parking is one of the most widely used parking demand management measures and therefore is a key component of any strategy that aims to affect a modal shift toward sustainable travel and reduce car dependency.

The LTP's Parking Management Approach for Arklow and Environs includes measures relating to the quantum of available parking, especially on-street parking, and the consolidation of parking in favourable locations which do not detract from the public realm or active travel provision.

The following parking demand management measures will be discussed in this chapter:

- Strategic Parking Measures (Park + Ride)
- Off-Street and On-Street Parking
- On-street Mobility Points

Figure 16-1 St Mary's Car Park, which is generally underutilised on a weekday and weekend, according to the Parking Surveys. Source: WCC.

16.2 Strategic Parking Measures

Templerainey Park and Ride

There are advanced proposals to for the development of a Park and Ride (P&R) Facility at Templerainey, Dublin Road adjacent to M11 Junction 20.

The delivery of a strategic Park and Ride Facility on the outskirts of Arklow Town is a longstanding strategic parking measure for WCC, and is being jointly progressed by Wicklow County Council and the NTA. It will provide 139 parking spaces.

Delivering the Templerainey P&R facility could have the following benefits:

- Enhance regional accessibility;
- Facilitate modal shift of long-distance trips from the private car to public transport, particularly for trips on the strategic M11/N11 corridor to Dublin;
- Reduce the existing danger of roadside parking on Dublin Road on the approach to Junction 20, which was noted during consultation with the wider Project Team;

- Potential to include EV charging points to support Arklow as Wicklow's first decarbonization zone;
- Potential to install solar panels and generate electricity locally, which could help support bus and car charging at the P&R; and

Measure PK1
Park and Ride

Wicklow County Council will work in partnership with the NTA Park and Ride Office and TII to progress the development of the Templerainey Park and Ride in the short to medium term.

Figure 16-2 Park and Ride Indicative Location, with the recommended town bus service Route A and Route B. Source: DBFL.

16.3 Irish Transport & Land Use Policy

Throughout Ireland, there has been a move towards more compact forms of development, highly walkable and cyclable town centres, and accessibility to public transport. This step-change in thinking is reflected within Irish policy directives at national, regional, and local level. Policy and guidance documents which are relevant to future parking provision in Arklow includes:

- *National Planning Framework 2040*
- *Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities.*
- *Regional Spatial and Economic Strategy* for the Eastern and Midlands Region
- *Wicklow County Development Plan 2022-2028 (WCDP)*
- Upcoming *Arklow & Environs Local Planning Framework (LPF)*

WCC Parking Standards

The *WCDP 2022-2028* includes comprehensive car parking policies and advocates for maximum parking standards.

Objective CPO 12.56 notes that for new / expanded developments in Arklow, car parking shall take into account the potential to reduce

private car use in locations where public transport and parking enforcement are available. At these locations, parking standards shall be taken as **maximum** standards. In locations where public transport and parking enforcement are not available, the car parking standards shall be taken as **minimum** standards.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* sets out national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The *SRDCS Guidelines for Planning Authorities* contain several transport-related policies relevant to the development of car parking standards, set out according to the area and density of the settlement in question.

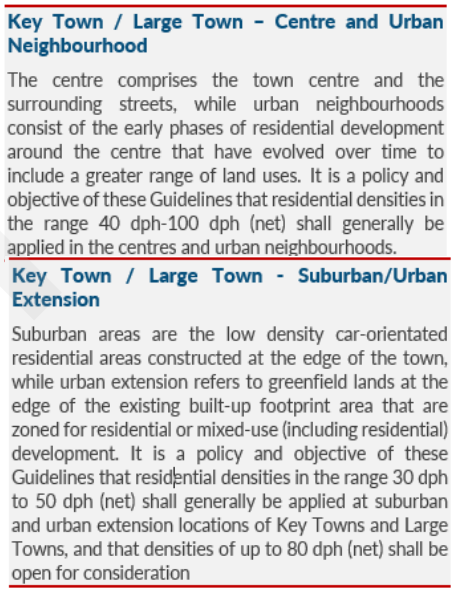
Arklow is designated as a Level Self-Sustaining Growth Town and the largest town in south County Wicklow. Therefore, with a population of 13,163 (Census, 2022), the Study Area shows characteristics of a 'Large Town' which is defined by the *NPF* as a town with at least 10,000 people.

As a result of this, this LTP recommends that the Study Area be premised upon classifications set out in national planning policy guidelines outlined in both **Figure 16-3** and **Table 16-1** where:

- Arklow town centre is characterised *Accessible Areas - Centre and Urban Neighbourhood*; and
- More *Peripheral* areas of the town are characterised as *Suburban / Urban Extensions*.

Table 16-1 Residential Parking Standards set out in Special Planning Policy Requirement (SPPR) 3 in the SRDCS Guidelines for Planning Authorities. Source: DoT.

Land Use	Space per Unit
City Centre / Urban Areas	1 car parking spaces per unit
Accessible Areas *(Urban Neighbourhoods)*	1.25 spaces per dwelling
Peripheral Areas *(Suburban/Urban Extension)*	2 spaces per dwelling



Key Town / Large Town – Centre and Urban Neighbourhood

The centre comprises the town centre and the surrounding streets, while urban neighbourhoods consist of the early phases of residential development around the centre that have evolved over time to include a greater range of land uses. It is a policy and objective of these Guidelines that residential densities in the range 40 dph-100 dph (net) shall generally be applied in the centres and urban neighbourhoods.

Key Town / Large Town - Suburban/Urban Extension

Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration

Figure 16-3 National guidelines pertaining to car parking standards for Key Towns and Large Towns (5,000+). Source: DoT.

Measure PK2
Sustainable & Compact Settlements: Guidelines

WCC will implement 'SPPR 3: Car Parking' standards, as outlined in the *Sustainable and Compact Settlements: Guidelines for Planning Authorities*, and will ensure that the 2025 Arklow LPF also reflects these guidelines.

16.4 Approach to Parking Management

Town Centre and On-Street Car Parking

Car parking can support the economic and social functions of a town centre. However when not carefully managed – as has traditionally been the case – it can lead to public space being dominated by private vehicles and result in 'search traffic,' road safety issues, congestion, and air pollution.

Furthermore, on-street parking takes away valuable public space that could be used to widen footpaths, provide cycle lanes, plant street trees, or accommodate street furniture or play areas.

There are many competing demands for town centre space in Arklow. The public realm and transport measures recommended for Arklow in this LTP will necessitate the reallocation of some existing on-street parking spaces for wider footpaths, cycle lanes, street trees, and 'spill out' areas for restaurants and cafés, contributing to a more vibrant, liveable Arklow.

The management of on-street parking will be particularly important in light of a growing population and demand for limited kerbside space to support an increasing number of pedestrians, cyclists, and public transport users in Arklow Town. Management of parking will be particularly important for areas such as Ferrybank which experiences motorists parking on footpaths.

Therefore, where retained or re-provided, on-street parking should be allocated to support a **hierarchy of parking need**, prioritising the needs of disabled users, short-stay business users and discouraging long-stay commuters. Long-stay general parking will be redirected to more accessible dedicated off-street spaces.

The capacity in the public car parks, documented in the *Baseline Traffic Survey* means that the transition of reallocating on-street parking spaces should take place without any shortfall in parking provision.

Mobility Points

Mobility points are small scale, on-street interventions entailing the co-location of sustainable transport measures. At a minimum, Mobility Points include bus stops, cycle parking, car club spaces but can be expanded to include E.V. Charge Points and shared bike schemes.

Measure PK 3
Arklow Car Parking Management Strategy

WCC will work with relevant stakeholders, including the NTA to prepare an appropriate strategy for car parking management and allocation.

Measure PK 4
On-Street Car Parking Approach

WCC's approach to on-street car parking will reflect national policy objectives and guidance and will:

- Redirect long-stay parking to existing off-street facilities wherever feasible.
- Reallocate kerbside spaces where appropriate to support active travel & local environmental improvement measures.
- Where provided, establish a hierarchy of parking need for on-street parking in the town centre that prioritises the needs of disabled users, age-friendly parking, short-stay business users and shoppers, & discourages long-stay commuters.
- Where provided, ensure that on-street Electric Vehicle Charging Points do not restrict footpath widths, create trip hazards, or impede pedestrians including those with mobility needs.

Mobility Points should be visible and accessible, but care must be taken to ensure that they do not contribute to street clutter, nor are not placed in areas of high-pedestrian movement. Some suitable locations for Mobility Points could include side streets off the Main Street that are easily accessible and would not form barriers to pedestrians or future cycleways.

Measure PK 5
On-Street Mobility Points

WCC will support the establishment of Mobility Points at appropriate locations to encourage sustainable mobility, multi-modal trips, and Mobility as a service. Locations include WCC-owned car parks:

- Castle Park Car Park.
- St Mary's Car Park.
- Inbhear Mór Square, Dublin Road.

Figure 16-4 Mobility Point on Main Street, Blanchardstown. Source: Fingal County Council.

Figure 16-5 EV Charge point at Meadow's Lane that may be a sustainable location for a Mobility Point.

Delivery and Servicing

There are many competing demands for valuable kerbside space in our town centres, including the need to deliver and service businesses. Delivery and servicing are often neglected elements of transport planning, that if not carefully provided for and managed, can have a number of unintended consequences such as illegal parking on footpaths, bus lanes and collisions caused by blocking of pedestrian, cyclist, and motorist sightlines.

In Arklow, there should be a focus on limiting the visual intrusion that results when loading facilities are not incorporated into the streetscape.

Figure 16-6 A loading bay in Kilkenny was upgraded by designing it at-grade with the footpath so it could revert to pedestrian and 'spill-out' space for local businesses when not used (after on the right). Source: DBFL.

Measure PK 6
Delivery and Servicing

WCC will work with key stakeholders and businesses to support a more efficient regime of delivery and servicing and mitigate any conflicts and impacts on the public realm and other road users. WCC will consider the following:

- Engagement with all relevant stakeholders to assess existing delivery and servicing arrangements.
- Identifying suitable areas for shared on-street deliveries for smaller premises.
- The feasibility of alternative 'last-mile' delivery solutions such as the use of micro-consolidation centres on the periphery of the town (e.g.: Park and Ride) and e-cargo bikes.

Off Street Parking

Throughout Arklow, a significant amount of both privately and publicly available car parks exist. As part of the baseline assessment, A Parking Survey was undertaken of the key parking areas in the town. It found that both on-street and off-street car parking is generally underutilised and operated with significant capacity.

Figure 16-8 overleaf shows the location of existing off-street surface car parks in Arklow, with a summary of parking provided in **Table 2-4** in **Part A** of this LTP. **Figure 16-7** shows the average capacity in two public car parks and five on-street locations across the Study Area, as assessed as part of the *Baseline Traffic Survey Report.* When the results were broken down into hourly capacity on a weekday and weekend day, the car parking provision still demonstrated capacity.

This demonstrates that although there are many competing demands for public space in Arklow, a significant proportion of land across the Study Area is given over to the private car, which detracts from the environment for pedestrians and cyclists.

Using space on streets for car parking, particularly when there are other parking opportunities available is considered an inefficient use of space that does not improve the public realm.

In addition to the parking surveyed in the traffic survey, this LTP recognises that the Arklow Flood Relief Scheme will formalise 59 car parking spaces along the South Quay.

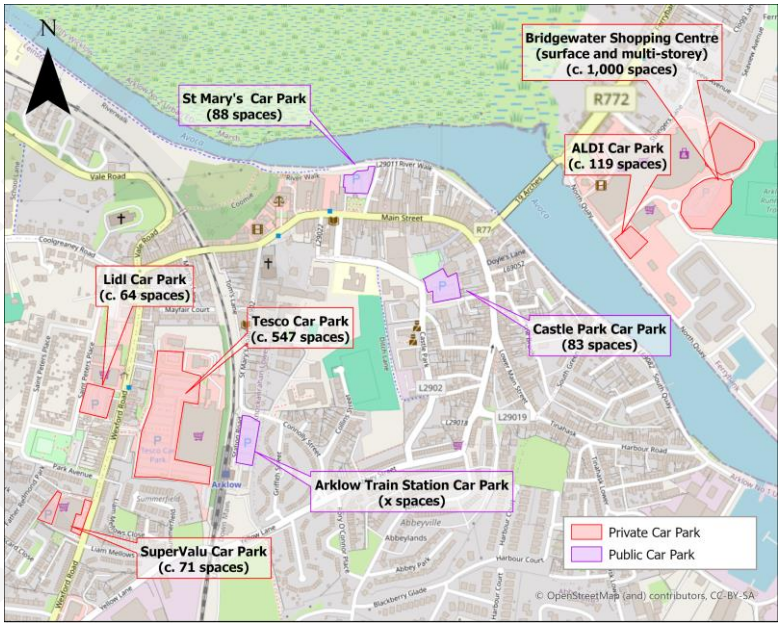


Figure 16-8 Locations of existing public (**purple**) and private (**red**) car parking facilities in Arklow. Source: DBFL.

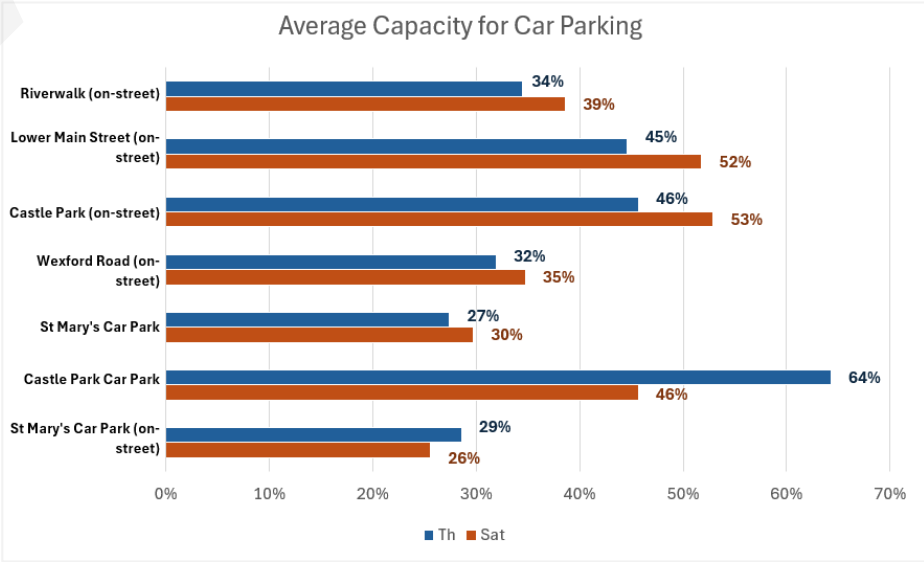


Figure 16-7 Average Capacity for Car Parking in Arklow. Source: Baseline Traffic Survey, DBFL.

Measure PK 7
Off-Street Car Parking

WCC will adopt an area-based parking approach and work with relevant stakeholders to:

- Optimise the use of existing off-street car parking provision.
- Discourage the provision of additional on and off-street parking areas.
- Upgrade walking routes and crossing points from existing off-street parking areas to key services.
- Improve directional signage and lighting for nighttime use of all off-street car parks.
- Identify opportunities within the surface car parking areas for better place-making and greening.

Park and Stride

An opportunity presents itself whereby Station Road Car Park is used as a **Park and Stride.** Park and Strides are supported by objective **CPO 12.19** of the *WCDP 2022-2028*. The advantages of promoting park and stride usage of existing car parks are as follows:

- Repurpose on-street car parking for higher-value usage,
- Reduce the emissions within the town core
- Reduce congestion within Arklow town centre.
- Allow children to walk to school safety from designated car parks / set-down areas which are at an appropriate distance from a school.

Schools in the vicinity of the car park which would benefit from a Park and Stride include St Mary's College, SS. Michael and Peter's Junior School and St Peter's N.S. Using Station Road Car Park as a Park and Stride would complement the Safe Routes to School measures completed on St Mary's Road, Collins Street and Connolly Street.

Figure 16-9 The underutilised Train Station car park presents an opportunity for off-street car parking for people spending time in Arklow Town Centre, or dropping children to school nearby as a Park and Stride. Source: DBFL.

Measure PK 8
Park and Stride

WCC will work with Irish Rail, local schools, and other relevant stakeholders to promote and investigate the possibility of the Station Road Car Park serving as a Park & Stride location for the town centre and St. Mary's College, SS. Michael and Peter's Junior School and St Peter's N.S.

17 Supporting Measures

17.1 Overview

Supporting measures will be essential to the creation of physical, social, and cultural environments where walking, cycling and public transport are attractive alternatives to the private car. This chapter provides Supporting Measures to build upon recommendations made in **Chapters 10 to 16.**

17.2 Bicycle Parking

Overview

The provision of ample high-quality, secure, and dedicated cycle parking facilities for all types of micromobility is a key element in supporting active travel networks.

Different types of cycle parking solutions are required to cater for different types of users depending on the location and trip purpose such as short- and long-stay parking. Cycle parking should also make appropriate provision for different types of bicycles and other forms of micromobility such as cargo bikes, adaptive bikes, scooters etc...

The improvement of bicycle parking facilities at all transport interchanges and key locations throughout Arklow is supported by *Objective CPO 12.17* of the *Wicklow County Development Plan 2022-2028*. This LTP recommends a significant uplift in the quantity, quality, and variety of parking in Arklow for personal and shared micromobility.

Short-Stay Bicycle Parking

Short-stay bicycle parking is designed for ease of use by the public and visitors to a development. Short-stay spaces should be located in highly visible areas with good passive surveillance, which are easy to access and well lit.

Long-Stay Bicycle Parking

Long-stay bicycle parking is designed generally for residents of private developments or commuters. Individual bike lockers, cycle hubs and shared on-street hangars like Dublin City Council's BikeBunkers offer security to cyclists and provide an innovative solution to cycle parking requirements for longer periods of time, particularly where internal storage space is limited, e.g. in older buildings.

Another innovative solution is meanwhile or permanent use of vacant buildings or existing multi-storey car parks in town centres for indoor supervised bike parking.

Figure 17-1 Bike Bunker in Dublin City. Source: bikebunker.

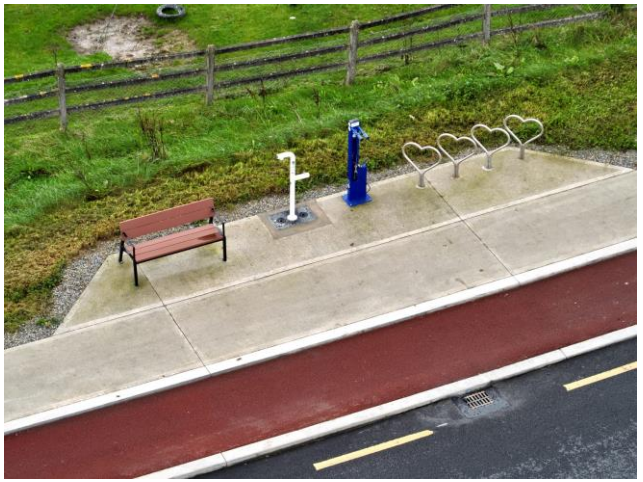


Figure 17-2 Bicycle parking, bicycle pump and a bench - delivered as part of the Arklow South Cycle and Pedestrian Scheme. Source: WCC.

Bike Parking Strategy

Provision of secure cycle parking in Arklow will be essential for supporting the uptake of cycling as a convenient and practical mode of travel.

Measure SM 1

Bicycle Parking Strategy

WCC will work with the NTA and other stakeholders to develop a Bicycle Parking Strategy for the Arklow and Environs Study Area and identify and deliver a range of high-quality cycle parking improvements including:

- Supporting an uplift in both high-quality short-stay and long-stay public cycle parking at key locations.
- Ensuring seamless integration with the Arklow to Shillelagh Greenway.
- Through SRTS Programme and Smarter Travel Workplaces, encouraging schools & employment hubs to increase and improve cycle parking facilities where required.
- Ensuring the provision of off-street, accessible cycle parking facilities as part of any significant new development, in line with the *Sustainable Residential Development and Compact Settlements Guidelines.*

17.3 Micromobility and Shared Schemes

Recent innovations to the city mobility toolkit includes e-bikes and other forms of micromobility including scooters and e-bike scooters. These are increasingly popular but to date, remain largely in private ownership. However, given recent changes to legislation, both are highly likely that these will become increasingly part of the shared mobility systems network usually referred to as Mobility as a Service (MaaS).

Given that around 50% of all trips in Ireland are 6km or less (Source: CSO National Travel Survey 2016), there is undeniable potential for micro-mobility to enable more convenient and more flexible local mobility.

Shared Bike Schemes & E-Bikes / E-Scooters

Expanding the availability of bike rental schemes promotes more liveable towns through the provision of healthier modes of transport. These bikes can be picked up and left anywhere that a traditional bike is permitted to park, and offer transport flexibility and convenience, and the schemes' visibility can further help promote a culture of cycling.

E-bikes in particular can significantly widen the catchment area for commuting and often require less end-of-trip facilities in terms of showers and lockers. Additionally, they can facilitate linked trips with public transport where walking distances and conditions may be restricting.

In 2023, the Bolt e-bike scheme was launched in Bray and was designed to connect to the Bray DART Station for ease of interchange between transport modes.

Figure 17-3 Bolt E-Bike, currently in operation in Bray.

The provision of shared, dockless bikes in Arklow may boost sustainable travel by providing a convenient alternative to travelling by car, particular for journeys on routes with steeper gradients, such as Main Street.

Measure SM 2
Bicycle Share Schemes & Micromobility

WCC will work with bike rental companies to:

- Establish availability of e-bike, e-cargo bike, and e-scooter scheme(s) in the Arklow and Environs Study Area.
- Proactively ensure careful siting of dedicated e-bike and e-scooter parking areas at key destinations that do not inhibit pedestrian movement (e.g. open spaces, bus stops, immediate front-of-school, etc.)

Key locations for the siting of both bicycle parking and bike share stations include but are not limited to the following:

- Waterfront areas such as Arklow North Beach, North and South Quays and Riverwalk trail.
- The starting point of the future Arklow to Shillelagh Greenway.
- Major retail and commercial areas including Main Street and Bridgewater Shopping Centre.

17.4 Car Clubs

It is an objective of *Wicklow Development Plan 2022-2028* to promote car share parking spaces at premium locations (CPO 12.21).

Public car sharing is a model of car rental where people rent cars for short periods of time, often by the hour. They are important in urban areas, facilitating car-free or low-car developments, and can be particularly attractive to customers who make only occasional use of a vehicle or are reconsidering the need for a second car.

Car sharing schemes can reduce the number of cars on the road and free up land traditionally used for parking spaces.

Participation in such schemes can often be more cost effective than owning a private car. Vehicles provided by car clubs are often new and thereby greener and more environmentally friendly than private cars, which on average tend to be older. There is one GoCar base in Arklow located in the Tesco Extra car park.

Measure SM 3
Car Clubs

Wicklow County Council will work with car club companies to investigate the feasibility of providing additional car club options in Arklow.

These may potentially be implemented as part of Mobility Points – **see Chapter 16 – Parking.**

Did you know?

Car clubs can reduce private car ownership. For example in 2023, each car club vehicle in the UK replaced between 14 and 32 private cars.

CoMoUK - Annual Car Club Research Report, 2023.

17.5 Behavioural Change

Behavioural change, as it applies to transport, is about making people aware of the range of travel choices available for trips which they make daily and encouraging the use of more sustainable modes where feasible, as alternatives to single occupancy private car use.

They can be implemented at various locations and scales, e.g., workplaces, schools, and neighbourhoods. They comprise a highly personalised approach aimed at engaging a group of people, making them think about their travel choices, providing them with full information, and encouraging and incentivising the use of alternatives.

Active School Flag Programme

The Active School Flag (ASF) Programme is a Department of Education initiative supported by Healthy Ireland, and part of the National Physical Activity Plan. The ASF initiative provides schools with a framework to guide, support and incentivise them to work towards achieving a physically educated and physically active school community. Once awarded, ASF remains valid for a period of 3 years, after which time schools are invited to re-engage with the process.

Carysfort Mixed National School currently hold a ASF award that was granted in the 2023/2024 school year.

Green Schools

Green Schools is a long-term environment education and awareness programme where schools, including the wider school population, contribute to the sustainable development of their County for both current and future generations. A number of Arklow's schools have achieved their Green Flag Award, including Gaelcholaiste na Mara, Carysfort N.S., SS. Michael & Peter Junior N.S. and St. Joseph's N.S.

Measure SM 4
Active Schools & Green Schools

WCC will encourage all schools in Arklow to progress the continuation and expansion of the Active School Flag Programme and undertake a Green Schools Audit on an ongoing basis to inform the detailed design of projects.

At a minimum, this should include Front of School Audits and gap analysis of existing on-site infrastructure.

Safe Routes to Schools

The Strategy recommends a number of improvements that will support the provision of safer routes to school on arterial, link and local roads. It is envisaged that these improvements will be supplemented by Safe Routes to School (SRTS) measures, which align with the SRTS guidelines developed collaboratively between the NTA, Green Schools and An Taisce.

The three core aims of the SRTS programme are as follows:

- Improving safety at the school gate by providing **'front-of-school' treatments** to alleviate congestion and improve access.
- Improving **access routes** to school by improving walking and cycling infrastructure.
- Increasing the number of students who cycle to school by **expanding the amount of cycle parking.**

WCC received funding for a number of schools under round one and round two of the SRTS programme. SRTS schemes at SS Michael and Peter and St. John's SNS are complete.

The LTP supports the delivery of SRTS measures at primary and secondary schools across Arklow, where front-of-school treatments would improve the quality and safety of walking

and cycling journeys. Interventions could include the following:

- **Creating School Zones:** Restricting vehicular traffic during school opening and closing) where possible.
- Provision of bike bunkers and other forms of **secure and sheltered bicycle parking** in schools within the Study Area, including at secondary level schools such as Glenart College.
- Delivery of **protected walking and cycling links** within 1km radius of schools where feasible.
- Realignment of roads to facilitate **traffic calming.**
- Toucan / Zebra **Crossings** and surface colour treatments.
- **Junction upgrades** (e.g. provide crossings and reduce corner radii)

Should any additional schools be developed within the Study Area during the Plan period, it would be expected that the measures outlined above would likewise be implemented on the surrounding road network to facilitate safe school commutes there also.

Figure 17-4 Completed SRTS scheme at SS Michael and Peter Junior N.S. on St Mary's Road Source: WCC.

Figure 17-5 Completed SRTS scheme at SS Michael and Peter Junior N.S. at Castle Park Source: WCC.

Figure 17-6 Completed SRTS scheme at St Johns SNS. Source: WCC.

Measure SM 5

Safe Routes to School

WCC will aim to implement measures consistent with the Safe Routes to School Programmes throughout Arklow.

This includes targeted infrastructural improvements to facilitate initiatives such as the School Bike Buses, Walking Buses, and Park & Stride drop-off areas within walking distances of school.

17.6 Travel Plans

Travel plans are long-term management plans aimed at promoting and delivering sustainable transport objectives through positive action, formulated in a Travel Plan document that is regularly reviewed.

They can be implemented at various locations and at varying scales, e.g., workplaces, schools, and neighbourhoods. They comprise a highly personalised approach aimed at engaging a group of people, making them think about their travel choices, providing them with full information, and encouraging and incentivising the use of alternatives.

Travel Plans can help encourage behavioural change, making people aware of the range of travel choices available for the variety of trips which they make daily and encouraging the use of more sustainable modes where feasible, as alternatives to single occupancy private car use.

17.6.1 School Travel Plans

In all cases, a School Travel Plan should be provided with an application for any school development within Arklow and Environs, in order to encourage healthy and environmentally sustainable travel choices.

Workplace Travel Plans

Workplace Travel Plans, also known as Mobility Management Plans, comprise a package of measures to promote / support sustainable travel patterns for employees. The NTA provides guidance for Local Authorities, implementers, and SMEs. Key benefits from the creation of a Workplace Travel Plan include:

Employer benefits:

- Healthier less stressed workforce and reduced sick leave.
- More motivated and productive workforce.
- Improved travel choices for staff.
- Reduced costs and demand on car.

Employee benefits:

- More travel choices and cheaper travel.
- Better cycling facilities.
- Healthier lifestyle and less stress.
- More flexible work practices.

Community Benefits:

- Reduced travel congestion and improved air quality.
- More information of travel choices.
- Improved journey times.

17.6.2 Residential Travel Plans

Residential Travel Plans are long-term plans for residential developments aimed at reducing the overall number of car trips and encouraging the use of sustainable modes of travel. This could include measures to encourage cycling and walking to work, education, and recreational activities, providing secure and sheltered bicycle parking, and providing bike share and car sharing opportunities.

Measure SM 6

Mobility Management Plans (MMPs)

WCC will require MMPs in planning applications for trip intensive developments and encourage their development within existing clusters of business and schools.

For developments outside of trip intensive developments, developers will provide Travel Plans where WCC is of the opinion that one is required.

17.7 Playful Streets

Play streets are low cost and easy way to turn streets into play spaces. They are generally neighbour-led and involve the closure of a residential street to vehicular traffic for a few hours to a full day. During this time, children and residents who live on that street can play and socialise freely and safely outside, counteracting trends of spending more time inside and offering moments for communities to gather.

Playful Streets such as the example in **Figure 17-7,** encourage children to play outside, making exercise fun and easy, while at the same time fostering positive social connections between neighbours, by providing a time and space for informal interactions. Playful streets essentially challenge the culture of street space being predominantly a space for a car and instead look to rebalance this towards a Healthy Streets Approach.

Measure SM 7

Playful Streets

WCC will investigate the potential to implement Playful Street Schemes throughout neighbourhoods in Arklow and implement where possible.

Figure 17-7 Pop-Up Play Street in Cork City as part of Cork Lifelong Learning Festival. Source: DBFL.

17.8 Sustainable Urban Drainage Systems

Sustainable Urban Drainage Systems (SuDS) and other Nature Based Solutions (NBS) – such as urban forests, habitat preservation, street trees and green buildings – can play a significant role in Arklow's development ad as Decarbonization Zone. Recent research has explored how NBS can mitigate carbon emissions, reduce urban sprawl, promote environmentally friendly behaviour, provide cooling in the summer, and sequester carbon.

This LTP recommends that SuDS are introduced wherever possible as part of future developments within the Study Area. The attractiveness of street trees and SuDS can provide an incentive for people to work or cycle to their destinations. SuDS also reduces the risk of flooding and improves the quality of water that enters our watercourses.

As a broad term, there are numerous features that could be classed as SuDS, such as rain gardens, planters, or large ponds. These features rely on surface water flows being directed into the areas of planting where the water is absorbed by soils, irrigating plants before being dispersed back into the air. SuDS also add significant value to communities, providing cleaner air, enhancing biodiversity,

and creating more visually appealing green spaces.

Urban environments often limit the space made available for natural habitats, flora, and fauna, resulting in a negative impact on biodiversity and increasing the pressure on balanced environments. SuDS measures have the capacity to mitigate these impacts.

The NTA's advice note for *Greening and Nature-based SuDS (Sustainable Urban Drainage Systems) for Active Travel Schemes* provides inspiration on potential SuDS interventions, as well as practical information in relation to dimensions, planting, common challenges, and potential solutions.

There is a variety of different areas within the Study Area where SuDs can be implemented, particularly through the various residential estates and in built up urban areas. General nature-based interventions include, but are not limited to:

- Planting new trees
- Considering Green Walls where screening of unsightly structures or spaces is required.
- Considering reinforced grass in car parks.
- Creating linear Rain Gardens or Bioswales (sloped rain gardens) to help improve surface water management
- Incorporating hanging baskets, on streetlights and/or shop fronts
- Including raised planting beds with integral seating (parklets)
- Consider Wildflower Meadows in residential estates.
- Consider the creation of Community Woodlands/Forest Gardens
- Consider Biodiversity Enhancement Features s such as nesting boxes for birds, bee banks and bug hotels.

Measure SM 8

Sustainable Urban Drainage Systems

WCC will ensure that the appropriate SuDS elements will be incorporated into any future developments within the Arklow LTP Study Area.

Figure 17-8 Pollinator rooftop on a bus stop in Buttlersbridge, Cavan.

Figure 17-9 Community Rain Gardens project in Waltham Forest, UK - image © Meristem Design. Source: NTA, Greening and Nature-based SuDS for Active Travel Schemes Advice Note.

Figure 17-10 Wildflower Meadow with a grass/mowed path in Portlaoise GAA Grounds. Source: National Biodiversity Data Centre

Part C

Implementation and Outcomes

DBFL CONSULTING ENGINEERS

18 Transport Modelling Assessment

18.1 Overview

In order to validate and sense-check the Preferred Options for the Arklow and Environs LTP, a multi-tiered hierarchical modelling framework was employed. This approach aimed to quantitatively and qualitatively assess and appraise the transport environment impacts and changes resulting from the LTP proposals.

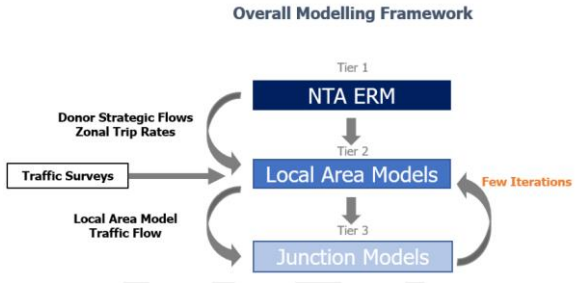


Figure 18-1 Modelling Framework for Arklow LTP

The NTA's **Eastern Regional Model** (ERM) was the primary modelling tool used and provided the overarching information on forecast travel demand for each mode of transport. The ERM was also supported by other modelling tools to provide more granular level traffic information which allowed for a more detailed and refined modelling assessment of the local network including key junctions.

The traffic and transport impact assessment for the Arklow and Environs LTP was undertaken in accordance with latest guidance, including:

- NTA's and TII's *ABTA 'How-To Guide' Guidance Document* (2021)
- '*Guidelines on the Information to be contained in Environmental Impact Assessment Reports*' (EPA 2022)
- '*TTA Guidelines*' (TII 2014)
- *Cycle Design Manual* (NTA 2023)
- *Project Appraisal Guidelines* (TII 2016)

The assessment considered both means of travel and the Transport Objectives of the Arklow and Environs LTP. As such, the following modes of transport were considered:

- Pedestrians
- Cyclists
- Public Transport (Rail and Bus)
- Parking
- General Traffic

18.2 Scenarios

The Transport Modelling Assessment assumed the following scenarios:

Existing Baseline Conditions:

The existing baseline scenario was used for the non-modelling-based metrics which rely on qualitative, or provision-based assessments.

Future 'Do Minimum' Scenarios:

These are future year models developed without the Strategy's proposals. Typically, a 'Do Minimum' model includes any known permanent improvements or changes to the road or public transport network that have taken place, been approved, or are planned for implementation. These models are important to form the reference case by which to compare the 'Do Strategy' scenarios. As agreed with Wicklow County Council the **Do Minimum** Scenario for Arklow consists of:

- 30km/hr zone within the town centre
- SRTS schemes

Future 'Do Strategy' Scenarios:

These are future year models developed with the Strategy's proposals on top of 'Do Minimum' conditions.

18.3 Summary of Key Modelling Findings

This section presents a summary of key modelling findings from an earlier iteration of this LTP, based on results from the ERM and Local Area Model for the years 2022 (Base), 2031 (Do- Minimum) and 2040 (Do- Strategy):

Impact of Road Recommendations

- The **South Port Access Road (SPAR)** shows a positive impact in reducing traffic in the Town Centre in the short term, especially for Main St. and Yellow Lane. The SPAR would also be effective in reducing the existing overreliance on the 19 Arches Bridge.
- The **Western Distributor Road (WDR)** would also contribute to the reduction of traffic in the Town Centre and on the 19 Arches Bridge in the medium to longer term.
- The recommended **Heavy Goods Vehicles (HGV)** ban in the Town Centre and on the South Quay positively impact Arklow, particularly as Arklow is Wicklow's first decarbonisation zone. Decreases in HGV movement in future years as a result of the SPAR and WDR reduces traffic movement through the town centre, increasing safety and producing a more welcoming town centre for people walking and cycling.

Noise and Air Improvements

- As Arklow is a Decarbonisation Zone, the implementation of transport recommendations including SPAR, WDR, the reduction of HGV movement through the town, provision of a dedicated town bus service, and encouraging walking and cycling for shorter trips will be key to reducing **CO2 emissions.** The DS Scenarios show a reduction of 20% in 2031, and a reduction of 40% in CO2 emissions in 2040 compared to the DM scenarios.
- In 2031, the implementation of the strategy causes **noticeable reductions in noise** on Lower Main St., Back St. and Old Chapel Ground, and halves noise levels on Yellow Lane and St Peter's Place. In 2040, there are noticeable reductions in noise on Main St., in outer area of Coolgreaney Rd, Johnstown Rd, Vale Rd, Arklow Business Enterprise Rd, and North Quay, as well as in the town centre on Yellow Lane and Harbour Rd.

Public Transport

- The ERM predicts an increase in public transport trips bound for Dublin. However, the rail service Europort – Dublin Connolly, as well as the bus route no. 740 show saturated services in the future.
- **Additional public transport services bound for Dublin** may be required in the future years in the AM peak hour, while in the PM peak hour more Arklow-bound services are needed. This supports the ambition of the LTP for an increase in public transport provision.

In summary, the implementation of the LTP transport recommendations and measures is expected to cause an overall positive impact in the performance of the transport network and environment in Arklow and Environs, with no major negative impact expected across the study area.

However, further demand management measures would see additional gains in sustainable mode share, a reduction in 'last mile trips' by the private car and improved air quality and noise levels.

This includes further restrictions on through traffic movements, lower car parking standards in line with prevailing national policy, and investment in addition to targeted behavioural programmes such as SRTS and workplace travel planning.

19 Implementation and Outcomes

19.1 Overview

The Area-Based Transport Assessment (ABTA) for the Arklow and Environs LTP examined the transport network within the Study Area in order to provide a supportive, evidence-based analysis of existing transport opportunities and challenges, and recommends a range of emerging preferred options to address identified issues.

This LTP's five Transport Objectives are:

Objective 1

Encourage the use of **sustainable low carbon transport** modes (walking, cycling and bus) to reduce car dominance in line with Arklow's designation as County Wicklow's pilot **decarbonisation zone**.

Objective 2

Enhance the **vibrancy**, **accessibility** and **liveability** of Arklow Town Centre and immediate environs through a better balance of public space.

Objective 3

Enhance and maximise the use of **existing and future natural environmental assets** such as Avoca River Walk, Arklow to Shillelagh Greenway and Arklow to Laragh Greenway.

Objective 4

Maximise and **enhance connectivity** and **permeability** by removing barriers to walking and cycling and addressing traffic issues within the town.

Objective 5

Support the **15-minute-town concept** within Arklow through the delivery of a permeable and connected walking and cycling network so that a range of facilities and services are available in short walking and cycling distances from home.

In line with the Infrastructure Guidelines and the NTA's Project Approval Guidelines, each recommended measure will require individual feasibility studies, environmental, archaeological, and architectural assessments, detailed design, and any other relevant statutory procedures and consultation with relevant statutory stakeholders. A phased approach will be adopted when implementing the Arklow and Environs LTP.

Design Standards are rapidly changing, as evidenced by the introduction of a new *Cycle Design Manual* (NTA) in 2023, and all projects must conform to the most recent design standards.

19.2 Collaboration

The successful delivery of the recommendations set out in this LTP will require collaboration between a broad range of stakeholders. Key stakeholders include from various Wicklow County Council departments, the NTA, TII, the Department of Transport, and the Eastern and Midlands Regional Assembly.

It is acknowledged that each project recommended will require full individual appraisal in terms of feasibility, design, planning, approval and funding.

19.3 Indicative Implementation Table

This section suggests a prioritisation of projects and recommendations to enable the creation of a cohesive and connected transport network for all users. This section assumes that projects in design phases or under construction, such as the Arklow-Shillelagh Greenway and the Arklow Flood Relief Scheme will be carried to completion.

The following pages therefore set out potential timelines for the implementation of the recommended projects in this LTP. An indicative Implementation Plan is set out in **Table 19-1**.

Timescales are defined as follows:

- **Short term (up to 2028):** Measures intended to begin / go under construction shortly before 2028, during the current *Wicklow County Development Plan 2022-2028*.
- **Medium term (up to 2031):** Measures intended for implementation before 2031.
- **Long term (up to 2042):** Measures intended to be completed by 2042 to correspond to the *Greater Dublin Area Transport Strategy 2022-2042*.

The pace of implementation of some of the recommendations and projects set out in this LTP will be dictated by the level of available funding and the length of time required to deliver schemes through the planning process. Other recommendations may be dependent on the pace of development in Arklow and Environs, for example the scaling up of public transport services or new / realigned routes may only be required as demand grows.

A transformation of how we travel is required for both our own health and that of our planet, as expressed in the *Climate Action Plan (CAP) 2024.* The CAP necessitates the provision of high-quality public transport, cycling and walking infrastructure in order to reduce reliance on private car use. For new developments specifically, the CAP emphasises the significance of establishing sustainable travel practices early in the planning and design phases.

19.4 Funding

Aside from capital investment, the implementation of projects suggested in this LTP will incur on-going costs. Funding streams or mechanisms may include:

- NTA's Active Travel Investment Programme;
- Development contributions for strategic or site-specific infrastructure; and
- Land agreements through the development management process to facilitate footpath widening, cycle lane provision, or public transport provision.

19.5 Monitoring and Review

The Arklow and Environs LTP is considered to be a 'live' document and so will be reviewed and updated as required over time.

Measure IO 1
Monitoring and Review

WCC will continue to monitor and report on the delivery of the Arklow and Environs Local Transport Plan as necessary.

Table 19-1 Implementation Table, showing measures to be implemented in the short, medium and long term. ***Some of these measures should be carried through from short to long term implementation phases.***

Measure	Recomendation	Short term (up to 2028)	Medium term (up to 2031)	Long term (up to 2042)
Active Travel				
AT1	Arklow Active Travel Network			
AT2	River Crossings			
Cycling				
CY1	Greenways			
CY2	Arklow Central Spine			
CY3	Arklow Link Roads			
CY4	Quietways			
CY5	Avoca River Walk and Arklow to Shillelagh Greenway			
Walking and the Public Realm				
WK1	Strategic Walking Network			
WK2	Arklow Town Centre			
WK3	Local & Neighbourhood Centres			
WK4	North and South Quays			
WK5	Universal Design & Accessibility			
WK6	Safety & Inclusion in Public Spaces			
WK7	Wayfinding			
WK8	Street Clutter Audit			
Permeability				
PY1	Permeability			
PY2	Arklow's Laneway Strategy			
Public Transport				
PT1	Regional Bus Network and Local Link Services			
PT2	Arklow Bus Service			
PT3	Arklow Rail Service			
PT5	Arklow Train Station Accessibility			

Measure	Recommendation	Short term (up to 2028)	Medium term (up to 2031)	Long term (up to 2042)
Road and Traffic Management				
RN1	Principles of Road Development			
RN2	National Roads Requirements			
RN3	Southern Port Access Road			
RN4	Western Distributor Road			
RN5	Junctions and Roundabouts			
RN6	Managing HGV Movement			
Parking Management				
PK1	Park and Ride			
PK2	Sustainable & Compact Settlements Guidelines			
PK3	Arklow Car Parking Management Strategy			
PK4	On-Street Car Parking Approach			
PK5	On-Street Mobility Points			
PK6	Delivery and Servicing			
PK7	Off-Street Car Parking			
PK8	Park and Stride			
SM1	Bicycle Parking Strategy			
SM2	Bicycle Share Schemes & Micromobility			
SM3	Car Clubs			
SM4	Active Schools & Green Schools			
SM5	Safe Routes to School			
SM6	Mobility Management Plans (MMPs)			
SM7	Playful Streets			
SM8	Sustainable Urban Drainage Systems			

Appendix A

Summary of Measures

Active Travel Measures	
ACT 1	**Arklow Active Travel Network** Wicklow County Council, in partnership with the NTA, TII and other relevant stakeholders will develop a comprehensive active travel network to include: • River Crossing(s). • Central Spine Active Travel Route. • E-W Link Active Travel Routes. • Traffic calming measures to support a safer environment for walking and cycling • Delivery of the Arklow to Shillelagh Greenway. Additionally, in partnership with the NTA, TII and other relevant stakeholders WCC will also: • Maximise permeability links between residential areas, schools, employment and Arklow town centre. • Ensure all roads and streets in Arklow abide by the Government's *Road Traffic Act* 2024 updated speed limits from the designated dates.
ACT 2	**River Crossings** To overcome the overreliance on the 19 Arches Bridge, WCC will in the short-medium term work with relevant stakeholders, including the OPW and landowners to: • Progress the development of the recommended Kilbride Pedestrian and Cycling Bridge • Maximise accessibility by providing east-west pedestrian links connecting the Kilbride Pedestrian and Cycling Bridge with Ferrybank / Dublin Road, the River Avoca Industrial Park (long term) and Arklow to Laragh Greenway. • Undertake a full engineering and environmental assessment of providing the Bridgewater River Crossing, connecting South Quay with Bridgewater Shopping Centre.
Cycling Measures	
CY 1	**Greenways** WCC supports the delivery of the following: • Medium-Term: Arklow to Shillelagh Greenway (AT17) would connect to the wider Arklow and Environs active travel network and amenities at the River Avoca Park. • Long-Term: Arklow to Laragh Greenway (AT19) would connect to the wider Arklow and Environs active travel network, from the Avoca River Park Industrial Estate to Ferrybank and the town centre via the recommended river crossings.

CY 2	**Arklow Central Spine** WCC will deliver a range of improvements to the safety and quality of cycling infrastructure on Arklow's Central Spine. Key measures include: • Dublin Road and Ferrybank: Continuation of segregated cycle infrastructure from the bridge north of Beech Road to the town centre via Ferrybank, where carriageway width permits. • Wexford Road: Continuation of segregated cycle infrastructure from Northwood / Knockmore roundabout to the Coolgreaney Road / Upper Main Street junction. • Local junction improvements with pedestrian priority over residential entrances and side roads to DMURS standards (see Ch. 15). • Major junction improvements to DMURS standards (see Ch. 15). • Provide gateway and transition zone treatments on the approach to the built-up area of Arklow.
CY 3	**Arklow Link Roads** WCC will deliver a range of improvements to the safety and quality of cycling infrastructure on Arklow's Central Spine. Key measures include: **Short-Medium Term:** • Gateway Treatment on Sea Road and Vale Road to signal the approach into a low-speed town centre. • Local junction improvements with pedestrian priority over residential entrances and side roads to DMURS standards (see Ch. 15) • Major junction improvements to DMURS standards (see Ch. 15) • Provide gateway and transition zone treatments on the approach to the built-up area of Arklow. • Creation of a Quietway on Fernhill between Wexford Road and Coolgreaney Road, parallel to Emoclew Road. **Long Term:** • Assess feasibility of dedicated cycling facilities on Coolgreaney Rd. • Build on the *Vale Road Pedestrian Improvement Scheme* and asses the feasibility of dedicated cycling facilities.
CY 4	**Quietways** WCC will identify a network of Quietways where appropriate in the short to medium-term, in consultation with relevant stakeholders, to improve pedestrian and cyclist accessibility throughout Arklow.
CY 5	**Avoca Riverwalk & Arklow to Shillelagh Greenway** WWC will improve the existing conditions of the Avoca River Walk by considering the following: • Widening the existing path and entrances according to standards set out in national policy and guidance, including the NTA's CDM. • Improve lighting, wayfinding elements, particularly at access points and age-friendly seating. • Improve accessibility for people with additional mobility needs from St Mary's Car Park. • **Long-term:** Assess the feasibility of providing a new walking and cycling link through Glendale estate utilising the old railway bridge. • Ensure a seamless transition between existing AT facilities on Vale Rd and Ballyraine Lane with the Arklow-Shillelagh Greenway.

Walking and Public Realm Measures	
WK 1	**Strategic Walking Network** Wicklow County Council will work with relevant stakeholders to improve the safety, accessibility, and attractiveness of the pedestrian environment of Arklow by implementing the following: • Prioritise the development of the Arklow and Environs Strategic Walking Network. • Design all transport and public realm projects in line with the *DMURS* User Hierarchy and design standards, and with the principles set out in the LAP. • Delivery of the *Vale Road Pedestrian Improvement Scheme* in the short term • Continuation of footpath provision from the *Arklow North and South Cycle and Pedestrian Improvement Schemes* into the town centre. • Delivery of town centre improvements *(see **Measure WK2**).* The Strategic Walking Network should be supported by the following: • Local junction improvements with pedestrian priority over residential entrances & side roads to *DMURS* standards. • Improve existing pedestrian crossings and provision of new crossings at desire lines. • Improve existing footpath provision, including resurfacing and widen where necessary.
WK 2	**Arklow Town Centre** WCC will: • Reallocate road space and on-street parking for widened footpaths, buildouts, pedestrian crossings, streets trees, public seating, and "spill out" areas for businesses. • Introduce a 30km/hr zone as part of the Speed Limit Review (2023). • Rationalisation of current street clutter. • Upgrade all junctions on Main Street, especially the roundabout at Main Street's western terminus, in accordance with DMURS to improve pedestrian, cyclist, and motorist safety. • Realignment of pedestrian crossings with pedestrian desire lines. • Minimisation and eventual elimination of HGV traffic via SPAR development scheme. • Create safer, more legible connections for pedestrians and cyclists via laneways to the Quays by improved lighting and wayfinding. Additionally, WCC will work with relevant stakeholders including businesses and residents to create a Laneways Strategy for Main Street.
WK 3	**Local & Neighbourhood Centres** WCC will support the creation of local shops and services at a number of key locations. This includes: • Kilbride SLO5 • Tinahask SLO4
WK 4	**North & South Quays** WCC will work with the NTA and with relevant landowners and developers to identify and deliver a suite of active travel and placemaking measures on the North and South Quays. This will include at a minimum: • Provision of active travel facilities on both quays. • Enhanced connectivity and permeability onto quays from side streets. • Ban of HGV traffic from South Quay.

WK 5	**Universal Design & Accessibility** WCC will work in partnership with relevant stakeholders including Age Friendly Ireland, disability groups, and Green Schools to ensure that future developments within the Study Area, including its public realm and active travel network is accessible to all. The following guidance should be followed: • DMURS. • Centre for Excellence in Universal Design (National Disability Authority). • Age-Friendly Ireland. • Child Friendly Cities & Communities Handbook
WK 6	**Safety & Inclusion in Public Spaces** WCC will ensure that all streetscape and public realm improvements follow the principles of Universal Design. WCC will also strive to ensure that public realm and transport schemes consider the safety and perception of safety of public space, as well as inclusive design to ensure that all members of the community feel welcome and safe.
WK 7	**Wayfinding** WCC will ensure that a consistent wayfinding system will be introduced and maintained across Arklow's transport network.
WK 8	**Street Clutter Audit** WCC will work with relevant stakeholders, including Age Friendly Ireland, disability groups, and other groups to undertake a Street Clutter Audit in the short-term across the Study Area – as recommended in *DMURS*. The aim will be to implement a programme to remove unnecessary signage, guardrails advertising, poles and other obstacles which clutter the public realm and impede pedestrian movement.

Permeability Measures

PMY 1	**Permeability** It is an objective of Wicklow County Council to create a fully permeable environment for pedestrians and cyclists across Arklow. Subject to adherence with DMURS, NTA and TII Publications where appropriate, WCC will ensure that • Existing informal permeability points are formalised where possible. • Existing formal permeability points are upgraded and retrofitted where possible. • New permeability points are developed where possible. • Filtered permeability is secured in all new residential estates, commercial developments and where possible, schools. The safety and attractiveness of these connections for all ages and abilities will be an important consideration, including lighting, sightlines and passive surveillance.
PMY 2	**Arklow's Laneway Strategy** WCC will work with key stakeholders to develop the Arklow Laneways Strategy in order to take a comprehensive approach to the enhancement of the town's laneways.

Public Transport Measures	
PT 1	**Regional Bus Network and Local Link Services** Wicklow County Council will work with the NTA, Bus operators, and other relevant stakeholders to: • Enhance regional bus networks in line with the Connecting Ireland Rural Mobility Plan, and modify and improve routes where demand is identified • Evaluate current operations of bus service and enhance Local Link services where required.
PT 2	**Arklow Bus Service** WCC will work with the NTA to: • Develop proposals for a dedicated town bus service for Arklow and Environs to support planned growth • Maximise accessibility to bus stops through the permeability measures outlined in **Chapter 15 – Permeability.**
PT 3	**Arklow Rail Service** WCC will work with Wexford County Council, Irish Rail and the NTA to consider the long-term feasibility of upgrading Arklow's rail service to align with recommendations set out in the Government's *AISRR*, including: • Introduce of an hourly shuttle service between Wexford-Greystones-Arklow. • Deliver dual tracks between Dublin and Wexford on a phased basis, serving Arklow in the long term.
PT 4	**Arklow Train Station Accessibility** WCC will work with Irish Rail, the NTA and relevant landowners to ensure that permeability is improved in the vicinity of Arklow Train Station. This will include: • Improvement of wayfinding and legibility for train station via installation of directional signage for station throughout the town. • Installation of a lift to allow access to train travel in both directions. • Reduce speed limit to 30km/h on St. Mary's Road. • Upgrading Tom's Lane with improved lighting, road resurfacing and placemaking, maintaining local vehicular access for residents. • Improved permeability from Yellow Lane to the train station subject to land agreements. • Improved permeability between station and Wexford Avenue/Tesco, subject to land agreements. • All above proposals support active travel and permeability proposals in **Ch. 12-15.**

Road and Traffic Management Measures

RN 1	**Principles of Road Development** Wicklow County Council will work with the NTA, TII, and all other relevant stakeholders to: • Safeguard the National Road Network as per **RN 2** below. • Retrofit the existing road and street network within Arklow and Environs to enable multi-modal trips to schools, workplaces, recreational and community facilities.
RN 2	**National Road Requirements** WCC will work with TII and the NTA and all relevant stakeholders to facilitate the protection of the M11/N11 strategic transport corridor and associated Junctions 20 and 21 in accordance with DoECLG's '*Spatial Planning and National Roads Guidelines*' (2012) and in compliance with TII Publications. In particular, WCC will: • Continue to minimise sprawl outside of the Study Area boundary, thereby reduce the distance of journeys and reliance on private vehicles, and preserve the strategic function and safety of the M11. • Limit development access onto the National Road network, to maintain its safety and strategic transport function. • Ensure that any LTP proposals on roads which interact with the M11/N11 strategic corridor comply with TII Publications (Standards).
RN 3	**Southern Port Access Road** WCC will prioritise the timely progression of the Southern Port Access Road in the short to medium term with a view to: • Underpin and facilitate the development of SLO3 and SLO4 lands. • Support a future town bus service. • Provide a more suitable road network for larger vehicles and reduce reliance on the South Quays and 19 Arch Bridge for HGV movement. • Ensure safer conditions are provided for active travel improvements in Arklow's town centre. The SPAR route and alignment outlined in the 2025 draft LFP is indicative and subject to change through the statutory scheme appraisal process.
RN 4	**Western Distributor Road** WCC will work with key stakeholders to determine the preferred route alignment of the Western Distributor Road with a view to enabling its medium / long term delivery to: • Facilitate the development of SLO5. • Contribute to the removal of unproductive vehicular traffic from the town centre and reduce pressure on the 19 Arches Bridge. WCC will also ensure the advancement of a feasibility study to determine the optimal location for the river crossing. The preferred route corridor will be subject to full feasibility and ecological studies, stakeholder engagement and traffic and transport assessment, after which alternative alignments may need to be considered.
RN 5	**Junctions and Roundabouts** Over the lifetime of the Plan, WCC will work to undertake a review of existing junctions within the Study Area and ensure compliance with *DMURS* and the *CDM,* prioritising areas closer to schools, local services, bus stops and areas of high footfall. WCC will ensure that junction's and transition zones on the National Road Network are compliant with the standards outlined in TII Publications.

RN 6	**Managing HGV Movement** Over the lifetime of the Plan, WCC will work to re-route HGV movement from Arklow Town Centre and residential areas on a phased basis through: • The delivery of the SPAR in the short-medium term. • The delivery of the WDR in the medium/long-term.

Parking Measures

PK 1	**Park and Ride** Wicklow County Council will work in partnership with the NTA Park and Ride Office and TII to progress the development of the Templerainey Park and Ride in the short to medium term.
PK 2	**Sustainable & Compact Settlements: Guidelines** WCC will implement 'SPPR3: Car Parking' Standards, as outlined in the *Sustainable and Compact Settlements: Guidelines for Planning Authorities,* and will ensure that the 2025 Arklow LFP also reflects these guidelines.
PK 3	**Arklow Car Parking Management Strategy** WCC will work with relevant stakeholders, including TII and the NTA to prepare an appropriate strategy for car parking management and allocation.
PK 4	**On-Street Car Parking Approach** WCC's approach to on-street car parking will reflect national policy objectives and guidance and will: • Redirect long-stay parking to existing off-street facilities wherever feasible. • Reallocate kerbside spaces where appropriate to support active travel & local environmental improvement measures. • Where provided, establish a hierarchy of parking need for on-street parking in the town centre that prioritises the needs of disabled users, age-friendly parking, short-stay business users and shoppers, & discourages long-stay commuters. • Where provided, ensure that on-street Electric Vehicle Charging Points do not restrict footpath widths, create trip hazards, or impede pedestrians including those with mobility needs.
PK 5	**On-Street Mobility Points** WCC will support the establishment of Mobility Points at appropriate highly visible and publicly accessible locations to encourage sustainable mobility, multi-modal trips, and Mobility as a service. Locations include WCC-owned car parks such as: • Castle Park Car Park. • St Mary's Car Park. • Inbhear Mór Square, Dublin Road.
PK 6	**Delivery and Servicing** WCC will work with key stakeholders and businesses in Arklow to support a more efficient regime of delivery and servicing and mitigate any conflicts and impacts on Arklow's public realm and other road users. WCC will consider the following: • Engagement with all relevant stakeholders to assess existing delivery and servicing arrangements. • Identifying suitable areas for shared on-street deliveries for smaller premises.

	• The feasibility of alternative 'last-mile' delivery solutions such as the use of micro-consolidation centres on the periphery of the town (e.g.: Park and Ride) and e-cargo bikes
PK 7	**Off-Street Car Parking** WCC will adopt an area-based parking approach and work with relevant stakeholders to: • Optimise the use of existing off-street car parking provision. • Discourage the provision of additional on and off-street parking areas. • Upgrade walking routes and crossing points from existing off-street parking areas to key services. • Improve directional signage and lighting for nighttime use of all off-street car parks. • Identify opportunities within the surface car parking areas for better place-making and greening.
PK 8	**Park and Stride** WCC will work with Irish Rail, local schools, and other relevant stakeholders to promote and investigate the possibility of the Station Road Car Park serving as a Park & Stride location for the town centre and St. Mary's College, SS. Michael and Peter's Junior School and St Peter's N.S.

Supporting Measures

SM 1	**Bicycle Parking Strategy** WCC will work with the NTA and other stakeholders to develop a Bicycle Parking Strategy for the Arklow and Environs Study Area and identify and deliver a range of high-quality cycle parking improvements including: • Supporting an uplift in both high-quality short-stay and long-stay public cycle parking at key locations. • Ensuring seamless integration with the Arklow to Shillelagh Greenway. • Through SRTS Programme and Smarter Travel Workplaces, encouraging schools & employment hubs to increase and improve cycle parking facilities where required. • Ensuring the provision of off-street, accessible cycle parking facilities as part of any significant new development, in line with the *Sustainable Residential Development and Compact Settlements Guidelines.*
SM 2	**Bicycle Share Schemes & Micromobility** WCC will work with bike rental companies to: • Establish availability of e-bike, e-cargo bike, and e-scooter scheme(s) in the Arklow and Environs Study Area. • Proactively ensure careful siting of dedicated e-bike and e-scooter parking areas at key destinations that do not inhibit pedestrian movement (e.g. open spaces, bus stops, immediate front-of-school, etc.) Key locations for the siting of both bicycle parking and bike share stations include but are not limited to the following: • Waterfront areas such as Arklow North Beach, North and South Quays and Riverwalk trail. • The starting point of the future Arklow to Shillelagh Greenway. • Major retail and commercial areas including Main Street and Bridgewater Shopping Centre.

SM 3	**Car Clubs** Wicklow County Council will work with car club companies to investigate the feasibility of providing additional car club options in Arklow. These may potentially be implemented as part of Mobility **Points – see Chapter 16 – Parking Management Measures.**
SM 4	**Active Schools & Green Schools** WCC will encourage all schools in Arklow to progress the continuation and expansion of the Active School Flag Programme and undertake a Green Schools Audit on an ongoing basis to inform the detailed design of projects. At a minimum, this should include Front of School Audits and gap analysis of existing on-site infrastructure.
SM 5	**Safe Routes to School** WCC will aim to implement measures consistent with the Safe Routes to School Programmes throughout Arklow. This includes targeted infrastructural improvements to facilitate initiatives such as the School Bike Buses, Walking Buses and Park & Stride drop-off areas within walking distances of school.
SM 6	**Mobility Management Plans (MMPs)** WCC will require MMPs in planning applications for trip intensive developments and encourage their development within existing clusters of business and schools. For developments outside of trip intensive developments, developers will provide Travel Plans where WCC is of the opinion that one is required.
SM 7	**Playful Streets** WCC will investigate the potential to implement Playful Street Schemes throughout neighbourhoods in Arklow and implement where possible.
SM 8	**Sustainable Urban Drainage Systems** WCC will ensure that the appropriate SuDS elements will be incorporated into any future developments within the Arklow LTP Study Area.