



# Arklow Local Area Plan Submission - Report

<b>Who are you:</b>	Agent
<b>Name:</b>	Arklow & district Chamber of Commerce
<b>Email Address:</b>	[REDACTED]
<b>Reference:</b>	ARKLAP-170012
<b>Submission Made</b>	April 2, 2024 5:01 PM

## File

24.04.02 Arklow Chamber Submission.pdf, 2.89MB

**CONOR MC CARTHY & ASSOCIATES Ltd**  
**Consulting Engineers and Project managers**

*Email:* [REDACTED]



**Arklow**  
**CHAMBER**  
IN BUSINESS FOR BUSINESS

**Arklow Local Area Plan: Transport Submission**



**March 2024**

## 1.0 Introduction

This submission has been prepared on behalf Arklow & District Chamber of Commerce, to input into the new Area Plan currently under review by Wicklow County Council (WCC)

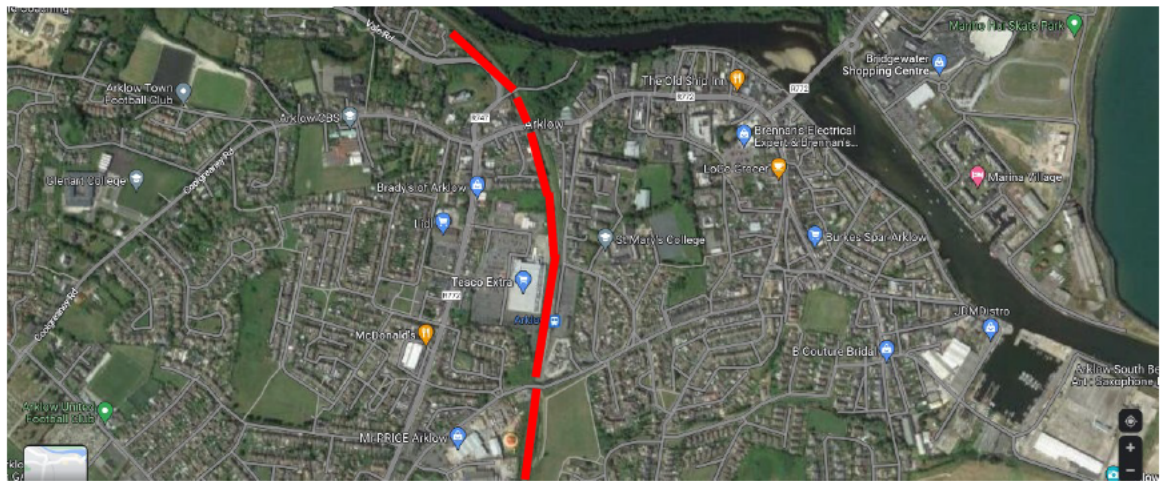
- Building more roads is not the answer.
- Better use of existing infrastructure to allow other transport modes.
- Targeted infrastructure improvement/addition if it either removes vehicular traffic to a more suitable location or increases the capacity for all users.
- Avoid 'punishing' existing sectors as it only leads to resistance for implementation

## 2.0 Major Physical Town Constraints

### Avoca River / Arklow Bridge



### Dublin Rosslare Railway Line



### Bridge St / Main St Junction



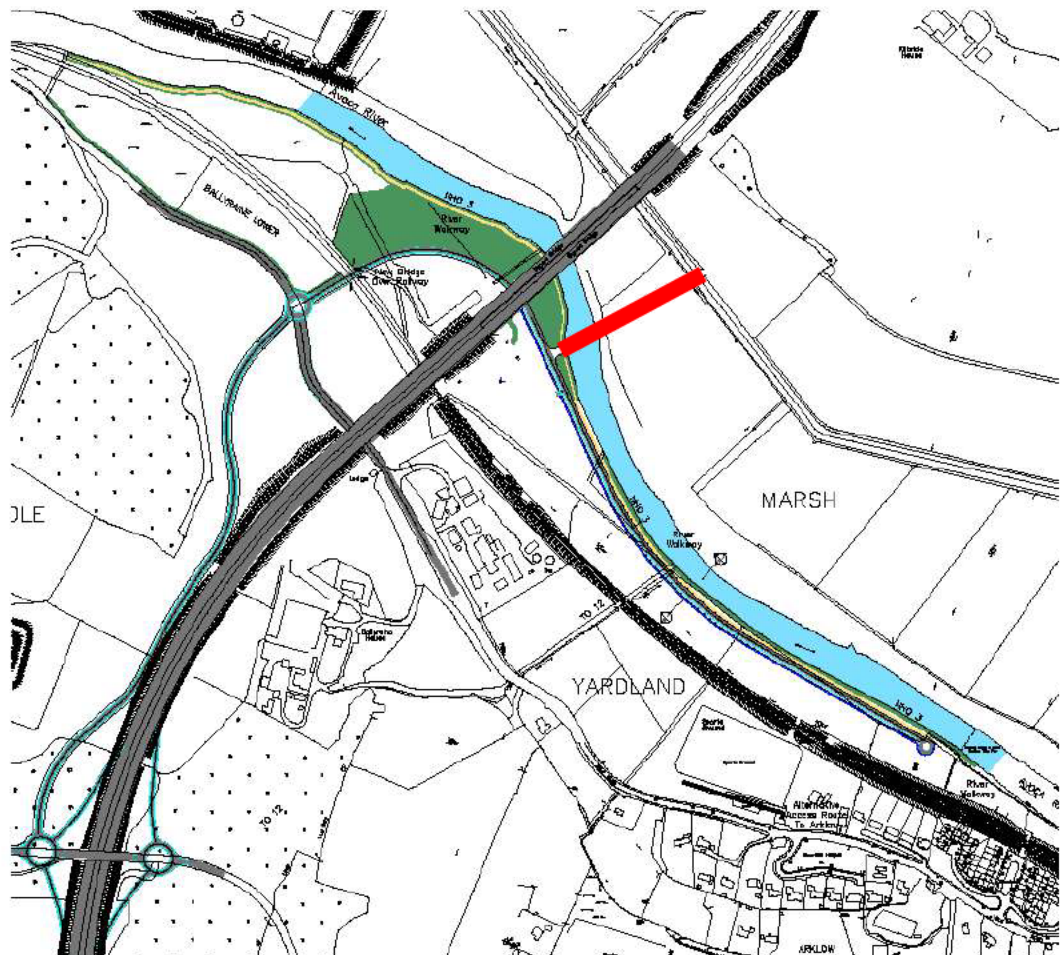


### 3.0 Alleviation measures for consideration

#### 3.1 Second bridge crossing upstream

This has been looked previously at as part of a study around a second motorway interchange. As the lands to the North, the Kilbride lands, are now being developed with planning granted for a new school and recent application for houses, a bridge as part of an inner relief road should be considered.

Whilst a full traffic bridge could be one answer, a pedestrian bridge would also provide an important North /South Linkage.



A new motorway junction to alleviate all the traffic from the West of the town would also be very beneficial.

### 3.2 Pedestrian Bridge from Tesco Car Park to St Marys road



Purpose, to improve the pedestrian linkages and lessen car dependency within the town.

### 3.3 Bridge St / Main St Junction

This junction originally had traffic lights up until the mid eighties from when they were switched off to improve traffic flow.

The opening of the bypass provided relief up until recently.

Currently traffic travelling from Bridge St to the Main St has the right of way across the junction with traffic from Main St having to yield.

But custom and practice/ lack of awareness/ poor sightlines/ presence of pedestrian crossing/ courtesy/ large vehicles means



the traffic on Bridge St stops at the junction until it is safe to proceed.



### 3.3.1 Limit Allowable manoeuvres

Stop traffic crossing the junction from Main St into Lower Main St. this would be compensated by reopening Dunnes Lane to two-way traffic, see below.

### 3.3.1 Improve layout Sight Lines

Remove excess street furniture & poles. Better roadmarking and delineation. A 'stop here for Buses' line on the road.

### 3.3.1 Reopen Dunnes lane & Castlepark to two-way traffic

In order to alleviate the pressure on Bridge Street Junction reopen Dunnes Lane and Castle Park to two way traffic



Both roads have sufficient capacity and are currently underused. The presence of the school generates traffic at two specific times during the day, neither of which coincide with the traffic peak for the town itself. Castlepark is wide and suitable for two way traffic as it was for many years. It will provide a relief to traffic 'stuck' in the Main Street that is not looking to cross the bridge. It also opens up the hinterland to the rear of the main street and Castlepark itself for future development.

### 3.4 Arklow Green Route

Provide a cycle path from North to South through the town.

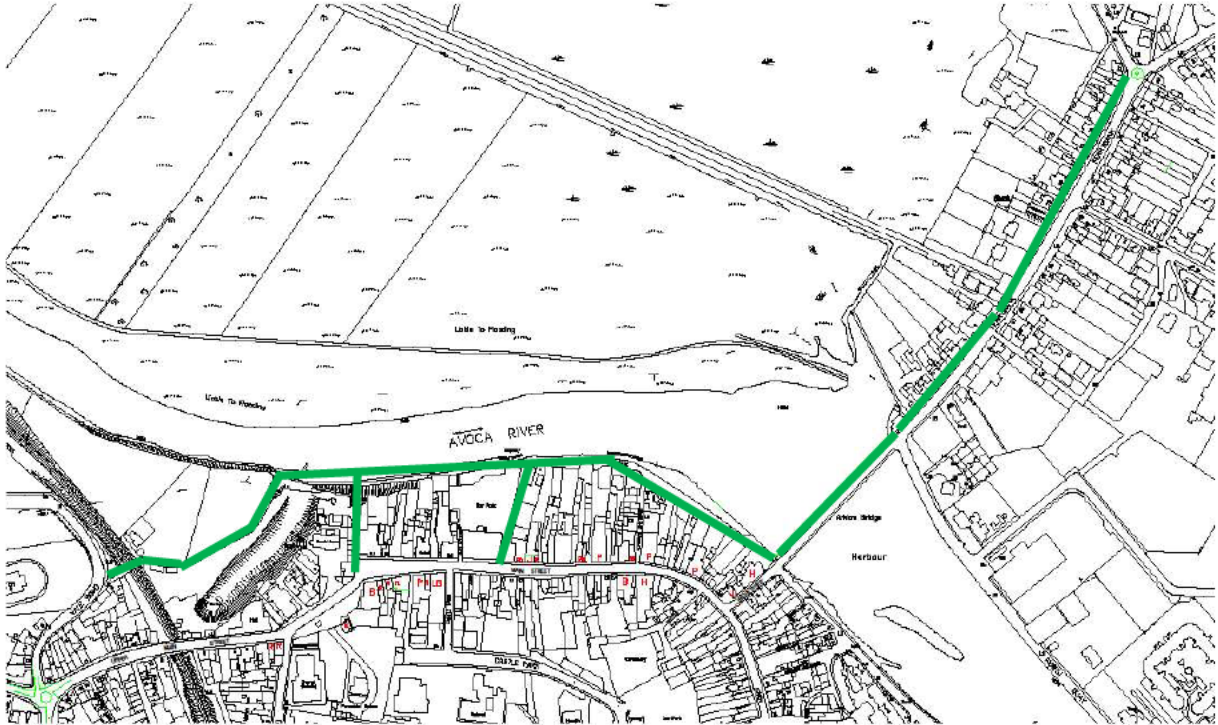
Ferrybank is wide enough for a cycle path and displaced parking.

Add a cycle lane to the upriver side of the existing bridge

Use the Riverwalk as a distribution route throughout the town.

Upgrade the original Coomie lane and the 'new' Coomie lane for pedestrians and cyclists



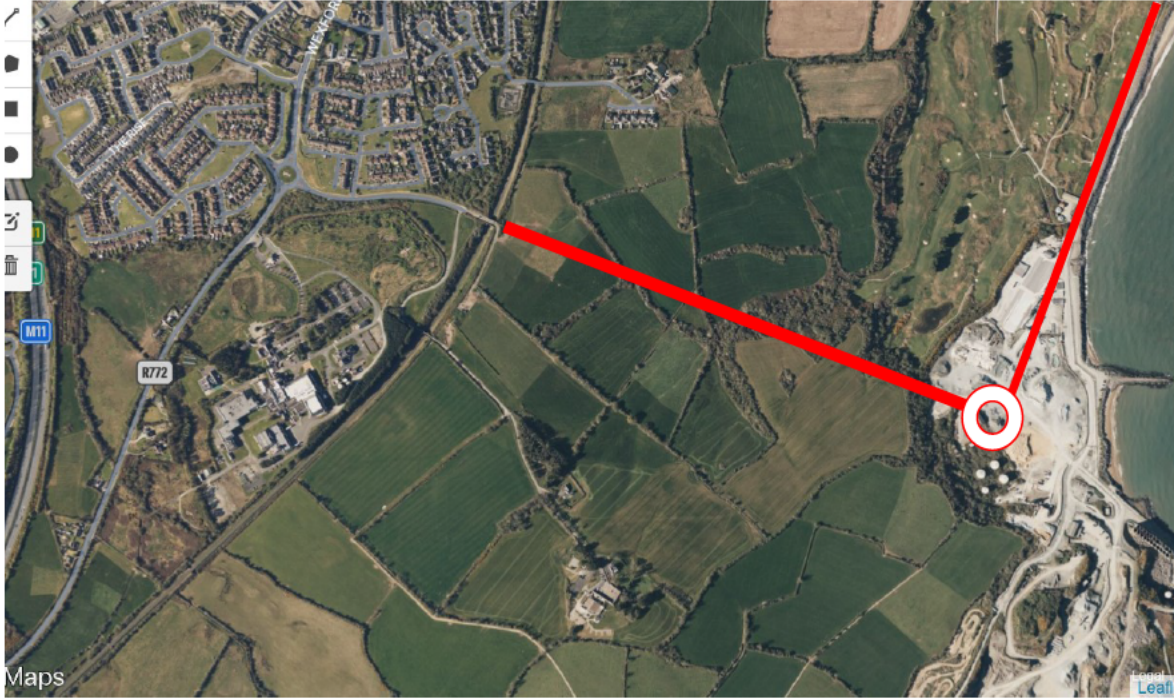


### 3.5 On street parking and Castlepark Car Park

Remove as much on street Car Parking as feasible from the Main Street and upgrade the car park at Castle Park for replacement Capacity



**3.6 Harbour Area / South Quay Access Road**  
Make the completion of this road a priority

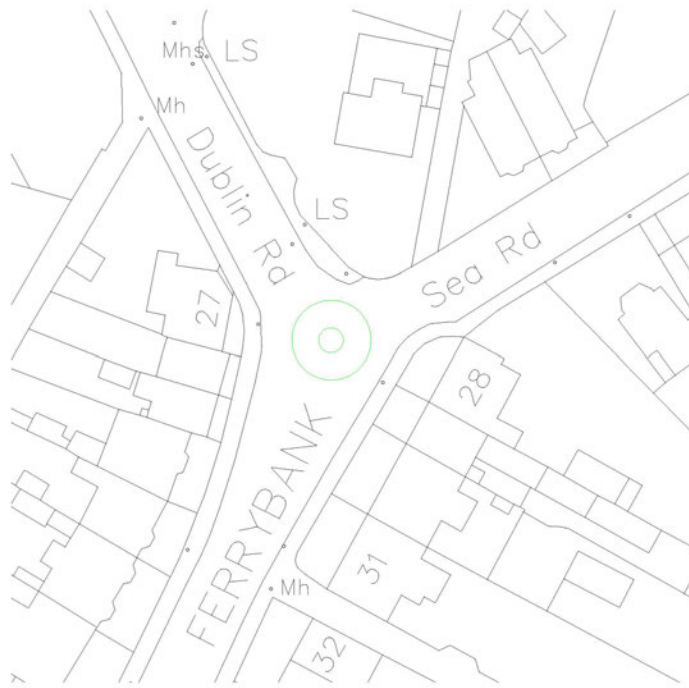


**3.7 Junction Improvements**  
**Roundabout at Beech/Dublin Road Junction (Homesavers)**





### Roundabout at Ferrybank/Sea Road Junction



### Roundabout Improvement top of Main St.

