



**Wicklow County Council**  
COMHAIRLE CHONTAE CHILL MHANTAIN

Appendix 1

Local Transport Assessment

Draft Wicklow Town and Rathnew LAP 2025

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## 1. Introduction

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

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

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

**Chapter 12** of the Wicklow County Development Plan 2022 addresses Sustainable Transportation; the Wicklow Town and Rathnew LAP will be subsidiary to the County Development Plan and therefore any County strategies, policies or objectives with regard to transportation and movement will apply in the plan area (the relevant objectives are set out at the end of this document). The purpose of this transport assessment is not to repeat these higher level goals or objectives, but to translate them to the local level, utilising local knowledge and data, to ensure that transportation is fully considered in the crafting of land-use objectives of the plan, in particular in the zoning objectives for new development and to identify more localised transportation actions or objectives that will be necessary to support existing and future development in Wicklow Town and Rathnew.

The key aims of this local transport assessment are to:

- Ensure that transport and settlement patterns mutually support each other.
- To assist plan makers to deliver land use policies and objectives to produce a settlement of such form and layout that facilitates and encourages sustainable forms of movement and transport, prioritising active travel modes of walking and cycling and use of public transport.
- Minimise the need for travel and reduce the length of journeys by maximising the proximity of people, business and the services they require;
- Promote greater investment in, and usage of, public transport modes, such as rail and bus networks, with the support of complementary land use policies;
- Protect the capacity, efficiency and safety of national roads and associated junctions;
- Ensure that zoning strategies are consistent with value for money considerations applying to the provision of public infrastructure, including roads and public transport.

### It will do this by:

- Identifying the existing transportation infrastructure, networks and services in the settlement;
- Identifying existing infrastructure and services shortfalls that are inhibiting more sustainable movements, in order to ensure that (a) all transport infrastructure and services delivery agencies have a clear programme of action and (b) development strategies set out in the LAP do not reinforce or exacerbate unsustainable transport patterns;
- Identifying future transportation infrastructure improvements that are either underway and / or committed (i.e. consent and funding in place and timeline for delivery fixed), as well as projects impacting the settlement that are not as yet commenced and / or committed but are identified in higher level plans / programmes are due to be delivered in the short, medium or long term;
- Setting out clear criteria as to how future development will be integrated with the existing or future transportation and movement networks.

This assessment has been informed and guided by the following:

- Project Ireland 2040 (the National Planning Framework and the National Development Plan 2021-2030)
- National Investment Framework for Transport in Ireland NIFTI (DoT 2021)
- National Sustainable Mobility Policy (DoT 2022)
- Climate Action Plan (DoECC 2023)
- Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG 2012)
- Greater Dublin Area Transport Strategy 2022-2042 (NTA 2022)
- Greater Dublin Area Cycle Network Plan (NTA 2022)
- Cycle Design Manual (NTA 2023)
- Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019-2031
- ABTA 'How To' Guide Pilot Methodology (NTA / TII 2021)
- Area Based Transport Assessment (ABTA) Guidance Notes (TII 2018)

### Travel Habits of Wicklow Town and Rathnew

The 2011, 2016 and 2022 Censuses give the following details on the travel habits of the settlements:

**Table 1: Population aged 5 years and over by means of travel to work, school or college.**

**Table 1A: Wicklow Town** Population aged 5 years and over by means of travel to work, school or college

Means of Travel	Total 2011	Total 2016	Total 2022
On foot	18.7%	15.1%	14.4%
Bicycle	0.5%	0.4%	1.1%
Bus, minibus or coach	5.3%	6%	5.8%
Train, DART or LUAS	2.5%	3.3%	2.5%
Motorcycle or scooter	0.3%	0.2%	0.2%
Car driver	40.5%	42.6%	36.8%
Car passenger	23.9%	23.7%	22.3%
Van	3.2%	3.5%	3.9%
Other (incl. lorry)	0.4%	0.1%	0.2%
Work mainly at or from home	2.2%	2.5%	9.3%
Not stated	2.6%	2.5%	3.5%

**Source:** CSO, WCC

**Table 1B: Rathnew** Population aged 5 years and over by means of travel to work, school or college

Means of Travel	Total 2011	Total 2016	Total 2022
On foot	9.2%	12.1%	15.5%
Bicycle	0.9%	0.3%	0.7%
Bus, minibus or coach	5.8%	5.8%	5.5%
Train, DART or LUAS	1.6%	1%	0.9%
Motorcycle or scooter	0.1%	0.1%	0.2%
Car driver	46.9%	40.5%	34.4%
Car passenger	26.3%	27.6%	29.2%
Van	5.3%	5.6%	5.4%
Other (incl. lorry)	0.3%	0.3%	0.4%
Work mainly at or from home	0.7%	1.4%	3.7%
Not stated	2.9%	5.2%	4.1%

**Source:** CSO, WCC

## Wicklow Town and Rathnew Local Area Plan – Transport Assessment

**Table 2: Population aged 5 years to 18 years by means of travel to school or college.**

**Table 2A\_1: Wicklow Town** Population aged 5-12 years by means of travel to school or college.

Means of Travel	Total % 2011	Total % 2016	Total % 2022
On foot Bicycle	23.9%	26.8%	27.7%
Bus, minibus or coach Train, DART or LUAS	2.7%	2.7%	2.2%
Motorcycle or scooter	0.0%	0.0%	0.0%
Car driver Car passenger	70.3%	67.7%	64.5%
Van Other (incl. lorry)	0.0%	0.2%	0.1%
Not stated	3.0%	2.7%	5.5%

**Source:** CSO, WCC

**Table 2A\_2: Wicklow Town** Population aged 13-18 years by means of travel to school or college.

Means of Travel	Total % 2011	Total % 2016	Total % 2022
On foot Bicycle	46.3%	26.6%	31.5%
Bus, minibus or coach Train, DART or LUAS	8.7%	12.7%	14.2%
Motorcycle or scooter	0.1%	0.0%	0.0%
Car driver Car passenger	43.1%	59.2%	51.9%
Van Other (incl. lorry)	0.1%	0.1%	0.3%
Not stated	1.6%	1.4%	2.2%

**Source:** CSO, WCC

## Wicklow Town and Rathnew Local Area Plan – Transport Assessment

**Table 2B\_1: Rathnew** Population aged 5-12 years by means of travel to school or college.

Means of Travel	Total % 2011	Total % 2016	Total % 2022
On foot Bicycle	23.9%	16.4%	27.0%
Bus, minibus or coach Train, DART or LUAS	2.7%	7.5%	3.9%
Motorcycle or scooter	0.0%	0.0%	0.0%
Car driver Car passenger	70.3%	69.0%	61.8%
Van Other (incl. lorry)	0.0%	0.3%	0.4%
Not stated	3.0%	6.8%	7%

**Source:** CSO, WCC

**Table 2B\_2: Rathnew** Population aged 13-18 years by means of travel to school or college.

Means of Travel	Total % 2011	Total % 2016	Total % 2022
On foot Bicycle	46.3%	42.8%	41.7%
Bus, minibus or coach Train, DART or LUAS	8.7%	6.7%	11.8%
Motorcycle or scooter	0.1%	0.4%	0.0%
Car driver Car passenger	43.1%	47.3%	43.1%
Van Other (incl. lorry)	0.1%	0.4%	0.3%
Not stated	1.6%	2.2%	3.1%

**Source:** CSO, WCC

**Table 3: Wicklow Town and Rathnew**

Population at work by means of travel

Means of Travel	Total % 2011	Total % 2016	Total % 2022
On foot	9.8%	8.1%	7.6%
Bicycle	0.4%	0.5%	0.9%
Bus, minibus or coach	2.8%	3.2%	3.5%
Train, DART or LUAS	2.7%	3.4%	2.6%
Motorcycle or scooter	0.4%	0.3%	0.3%
Car driver	66.2%	66.2%	56.8%
Car passenger	5.1%	4.8%	5.0%
Van	6.0%	6.4%	6.8%
Other (incl. lorry)	0.6%	0.3%	0.3%
Work mainly at or from home	0.5%	3.6%	12.8%
Not stated	2.6%	3.2%	3.2%

**Source:** CSO, WCC

This data reveals the following:

- In Wicklow Town, while there has been decline in car usage (as driver or passenger, including vans / lorries) over the 2011-2022 (with the decline only occurring in the 2016-2022 period), this does not appear to align with any significant increase in persons using active or sustainable forms of transport instead; in fact the number of people using active modes declined overall. This is concerning given the increase in investment in both public transport and pedestrian / cycling infrastructure over the last decade.
- In Rathnew however a decline in car usage is accompanied with a good increase in active modes (from 10.1% to 16.2%) but no improvement in the use of public transport.
- It appears that the overall decline in car usage over the period is more related to the significant decrease in persons using cars to travel to work rather than to school, clearly linked to the significant increase in persons working from home up from 0.5% in 2011 to 12.8% in 2022.
- Having regard to the data regarding means of travel to school set out in Table 2 above, the number of students in the 5-12 cohort in Wicklow Town and Rathnew walking or cycling to school is gradually increasing coupled with a decline in car usage; however for the older age group 13-18 there has been a significant decline in walking and cycling in both settlements; and in Wicklow Town, also a large increase in car usage. This may be attributable to the closure in this period of two secondary schools in the Wicklow town area (Abbey Community College and De La Salle) and their replacement with Colaiste Chill Mhantáin outside of Wicklow town in Burkeen, closer to Rathnew.



## 2. Transport Infrastructure & Networks

### 2.1 Context

The historic footprint of the settlements and road network of Wicklow Town and Rathnew can be seen in the historic maps below. Rathnew has long been a key node where a number of major county roads met, including the old 'Dublin Road' N11 (the road from Ashford, identified on the map below as 'Ballinalea'), the Coast Road from Newcastle and Kilcoole (R750), the route out west to Glenealy and onto Rathdrum, Ballinaclash and on to Aughrim and south Wicklow (R752), and the route into Wicklow Town (R750).

The main route into Wicklow Town from Rathnew followed directly south-west on to Wicklow town, past the Abbey and onto the Main Street, down to the Market Square and Gaol. The principle access route to the south from Wicklow Town was via the Marlton Road (R751). Local roads provided other connections between Rathnew and Wicklow Town and onto Wicklow Head and Kilpoole to the south.



Map 1: Historic 6-inch Map First Edition

Wicklow Town



Map 2: 6-inch Last Edition Wicklow Town

While Wicklow town initially developed along the southern side of the Vartry River estuary, the construction of a stone bridge in the 17<sup>th</sup> century as well as the construction of the port and the arrival of the railway in the 19<sup>th</sup> century saw increased development around the river, port and the Murrough, as well as growth in housing particularly on the roads surrounding the Main Street. By 1864 the population of the town had grown to 3,404 from 2,046 in 1821. The town’s growth was relatively stagnant over the second half of the 19<sup>th</sup> century and the first half of the 20<sup>th</sup> century, with population of 3,243 recorded for 1911 and 3,125 in 1961. By the 1970/80s population had started to expand, up to 5,178 in 1981 and 7,290 by 1996.

The second half of the 20<sup>th</sup> century saw substantial housing growth being focussed on three principal areas – the land between Marlton Road and the Ballyguile Road / Greenhills Road, between the Dublin Road R750 and the Rocky Road, and out towards Dunbur Head (outlined in red on Map 3 from 1995 to follow).

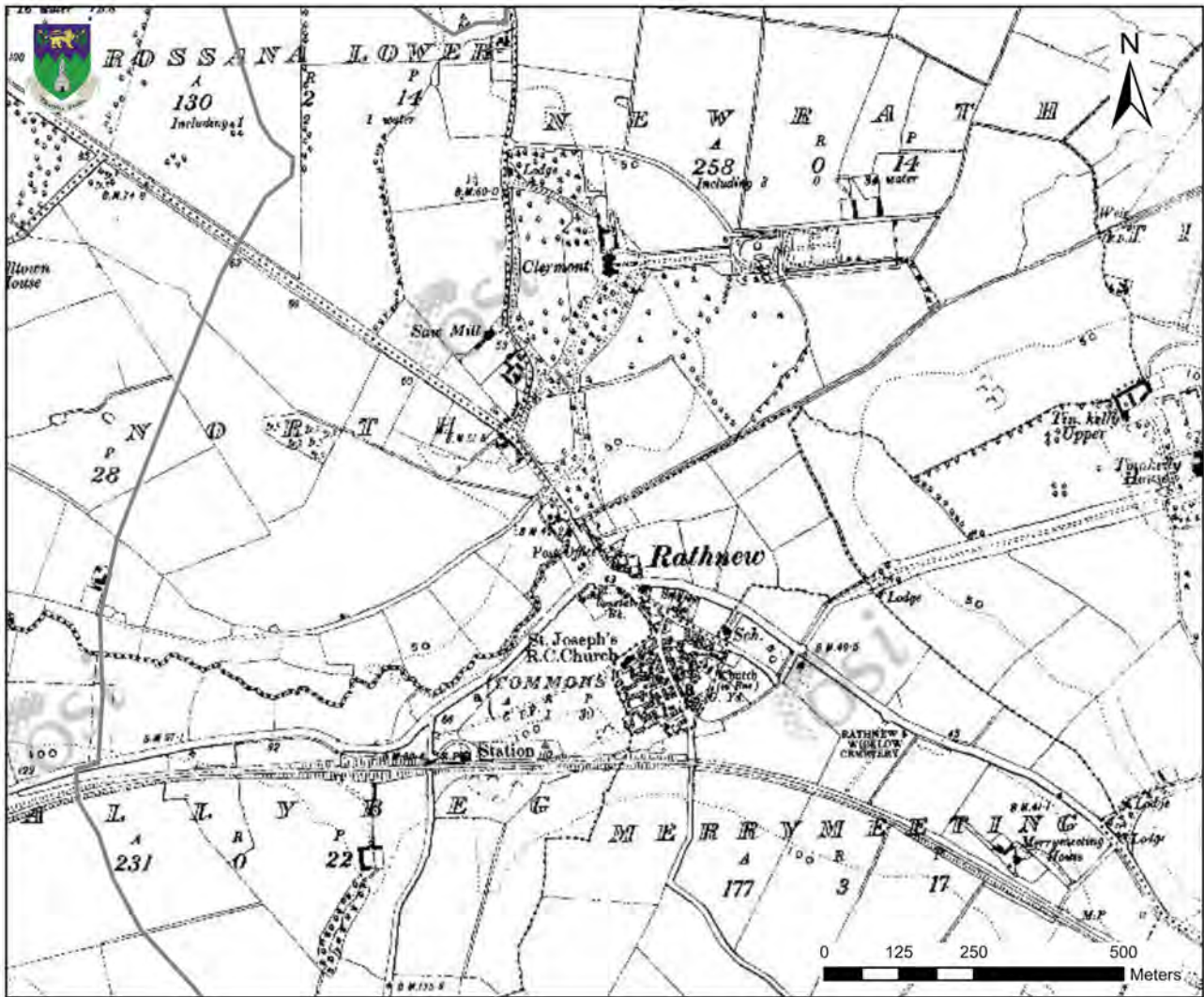
Industrial development tended to be focussed around the port and Murrough. Community facilities, schools, sports clubs etc were developed where feasible, and often on / around Church and public lands.





**Map 3:** Wicklow Town growth areas late 20<sup>th</sup> century (Wicklow Town 1995: Source OSi)

Rathnew



Map 4: 6-inch Last Edition Rathnew

The village of Rathnew developed principally in the triangular area to the south of the main road junctions, as shown on the map above, in a clustered format north of the railway line (developed in 1866), with the station located just west of the village centre. Some village dwellings and services such as the post office were located on the Dublin Road to the north. In 1831, the population was 476 inhabitants.

Development continued in this triangular area through the 20th century, with additional areas of housing being developed in the second half of the 20<sup>th</sup> century to the south of the railway line and to the north of the Dublin Road as can be seen in the Map 5 below (from 1995). The village nearly doubled in population between 1961 and 1991 from 861 to 1,496.





**Map 5:** Rathnew growth areas late 20<sup>th</sup> century (Rathnew 1995: Source OSi)

### **Wicklow – Rathnew today**

In the early 2000s, once a final route of the Newtown – Ballinabarney N11 improvement scheme had been determined (which would see Wicklow Town and Rathnew located to the east of the new route), a development strategy was adopted that would see the two towns planned and developed as one combined settlement, with lands historically 'between' Wicklow Town and Rathnew designated for new development. This would necessitate significant improvements to the local road network and in particular saw the development of the Hawkstown Road (Town Relief Road) to provide access to and around this new development area (shown as R751 in Map 6 to follow).

An additional key objective at this time was also to enhance access to the Murrough to avoid Murrough and port bound traffic needing to travel through the town centre of Wicklow Town and this resulted in the development of Port Access Road (shown as R999 in Map 6).

These new roads, as well as the additional housing development mostly located on the Rockey Road linking Wicklow Town to the south of Rathnew and along the Hawkstown Road built over the last 20 years, can be seen in the Map 6 to follow (which is the latest Google Earth image 2022).



Map 6: Wicklow Town – Rathnew 2022

## 2.2 Active Modes of Travel

The provision of walking and cycling routes within towns and between towns forms an essential part of a connected transport system. Pedestrian and cycle routes should provide direct linkages to public transport, schools, local amenities and services. While it is acknowledged that these forms of movement may make up only a small part of a longer journey, they are the most environmentally and cost efficient form of transport for local journeys.

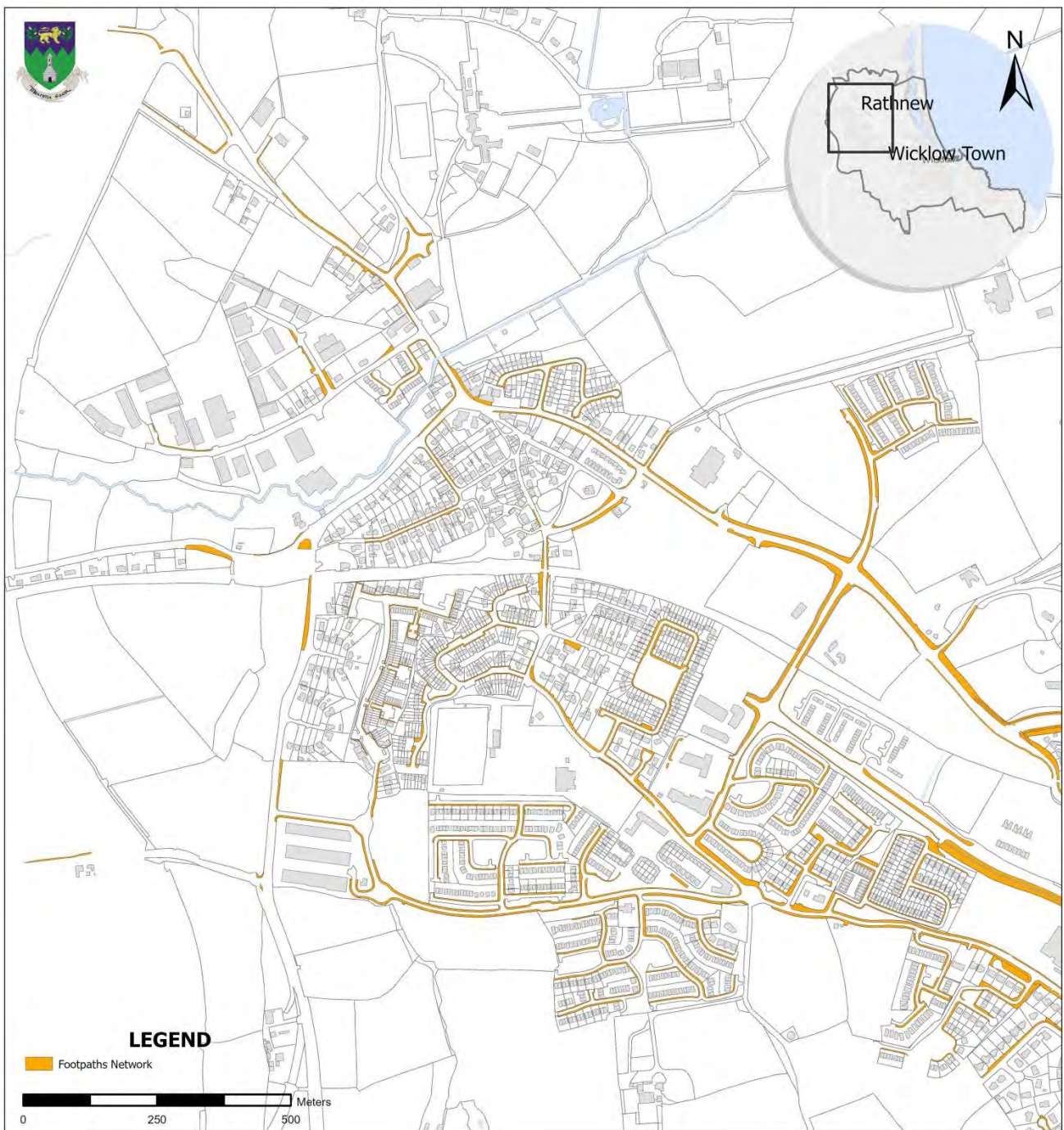
There are a number of factors that will influence whether one will walk or cycle to a destination (rather than taking the car), including distance, weather, road safety, topography, coherence and directness of the route, bicycle parking facilities and the availability of car parking at the destination. A land-use plan such as a County Development Plan or Local Area Plan cannot influence all of these factors, but through the implementation of



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various objectives and standards, it is intended that a land-use pattern will be developed and infrastructure / facilities will be significantly improved, that will support and promote these forms of transport.

Detailed survey data of pedestrian and cycling infrastructure in Wicklow Town and Rathnew (e.g. on widths, gradients, conditions, footfall/usage) is not available for the settlements. However, the Prime 2 data from the OSi does allow for identification of some of the footpath and cycle network through the settlement, as shown on the map(s) to follow<sup>1</sup>.



**Map 7A: Rathnew Footpath Network**

<sup>1</sup>The accuracy of the information presented on these maps cannot be guaranteed. Wicklow County Council will not be held responsible for any errors, omissions or misinterpretations as a result of use of these maps.

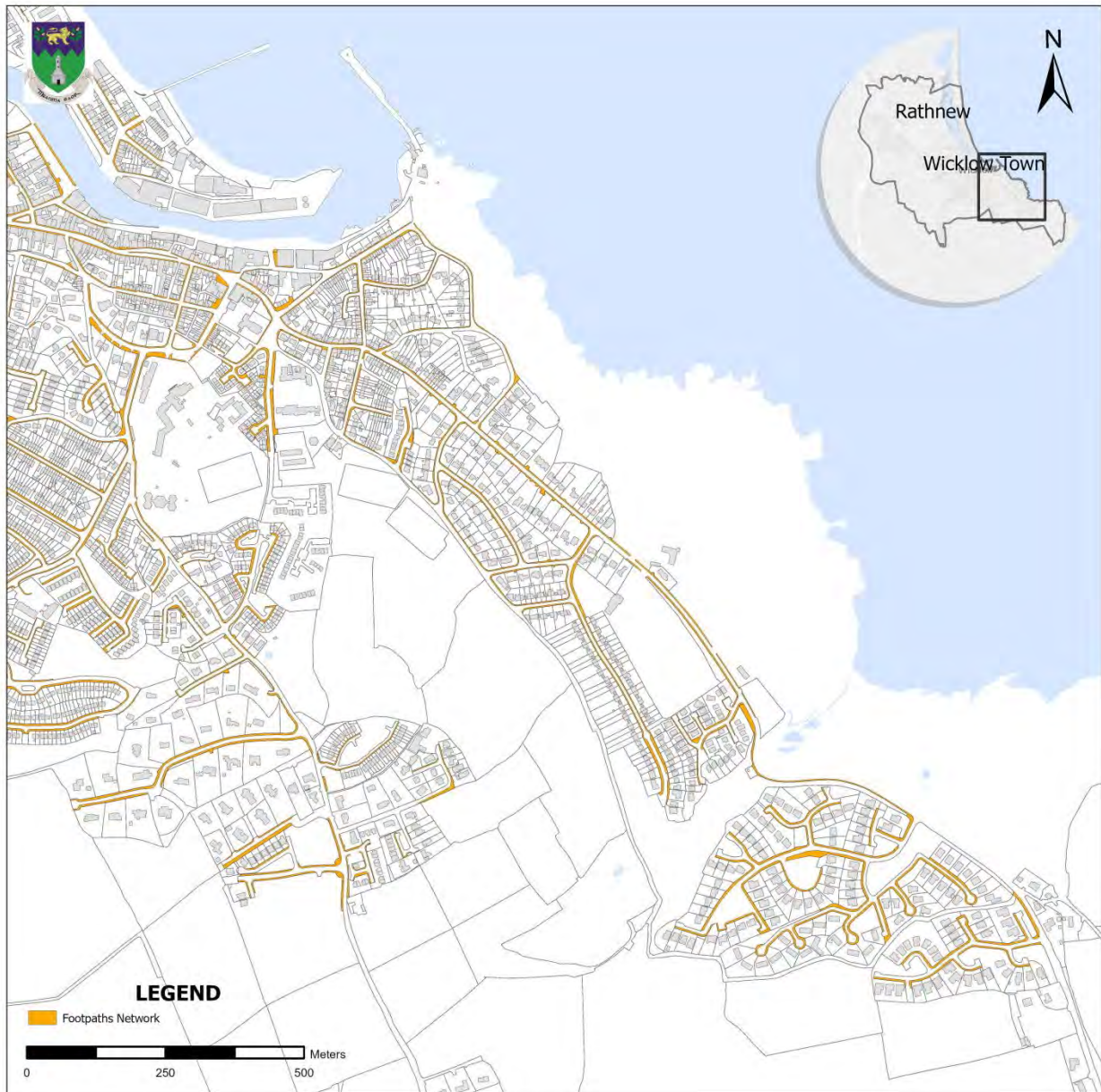




Map 7B: Wicklow Footpath Network



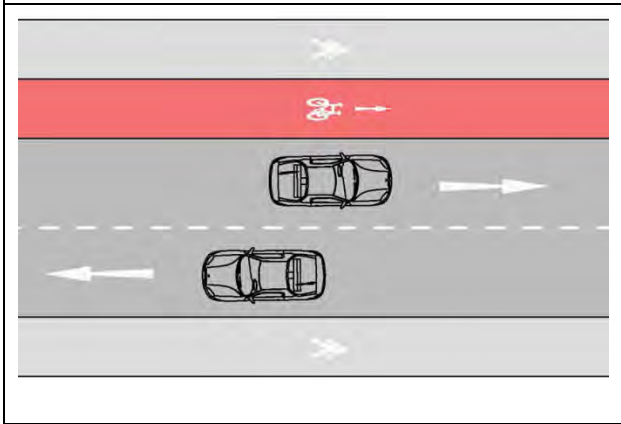

Map 7C: Wicklow Footpath Network

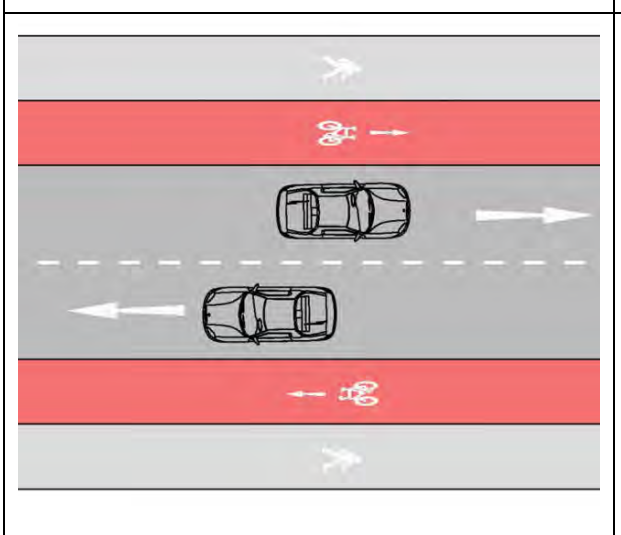



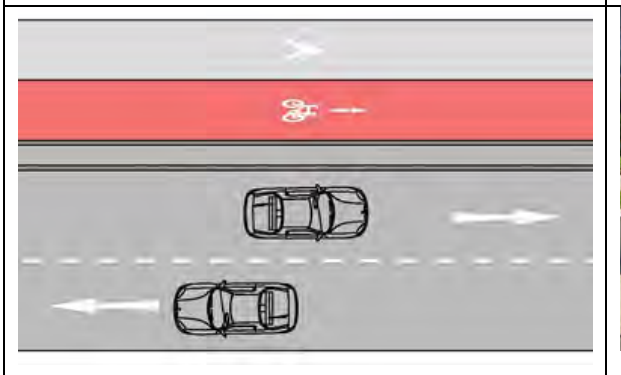

Map 7C: Wicklow Footpath Network

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The following 6 images provide details on the type of cycle lanes and tracks that are within the settlement.

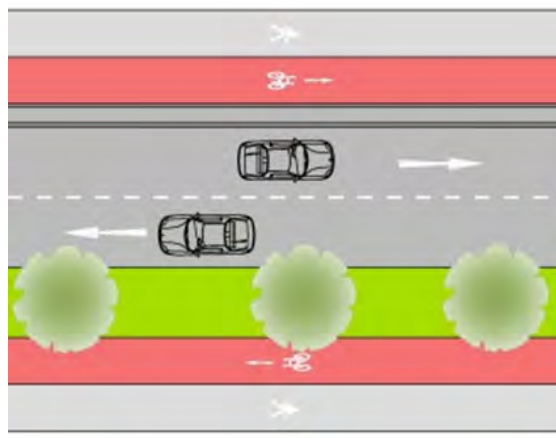
<b>Typical Mandatory Cycle Lane on one Side</b>	<b>R750 Dublin Road</b>
	

<b>Typical Mandatory Cycle Lane on Both Sides</b>	<b>Murrough</b>
	

<b>Typical Standard Cycle Track on one side</b>	<b>Marlton Demense</b>
	



**Typical Both Sides Standard Cycle Track on both Sides**



**Malton Spring**



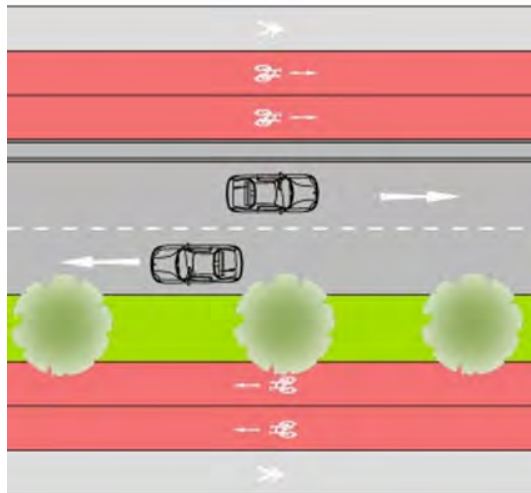
**Typical Standard Cycle Track Two way on one Side**



**Broomhall Court**

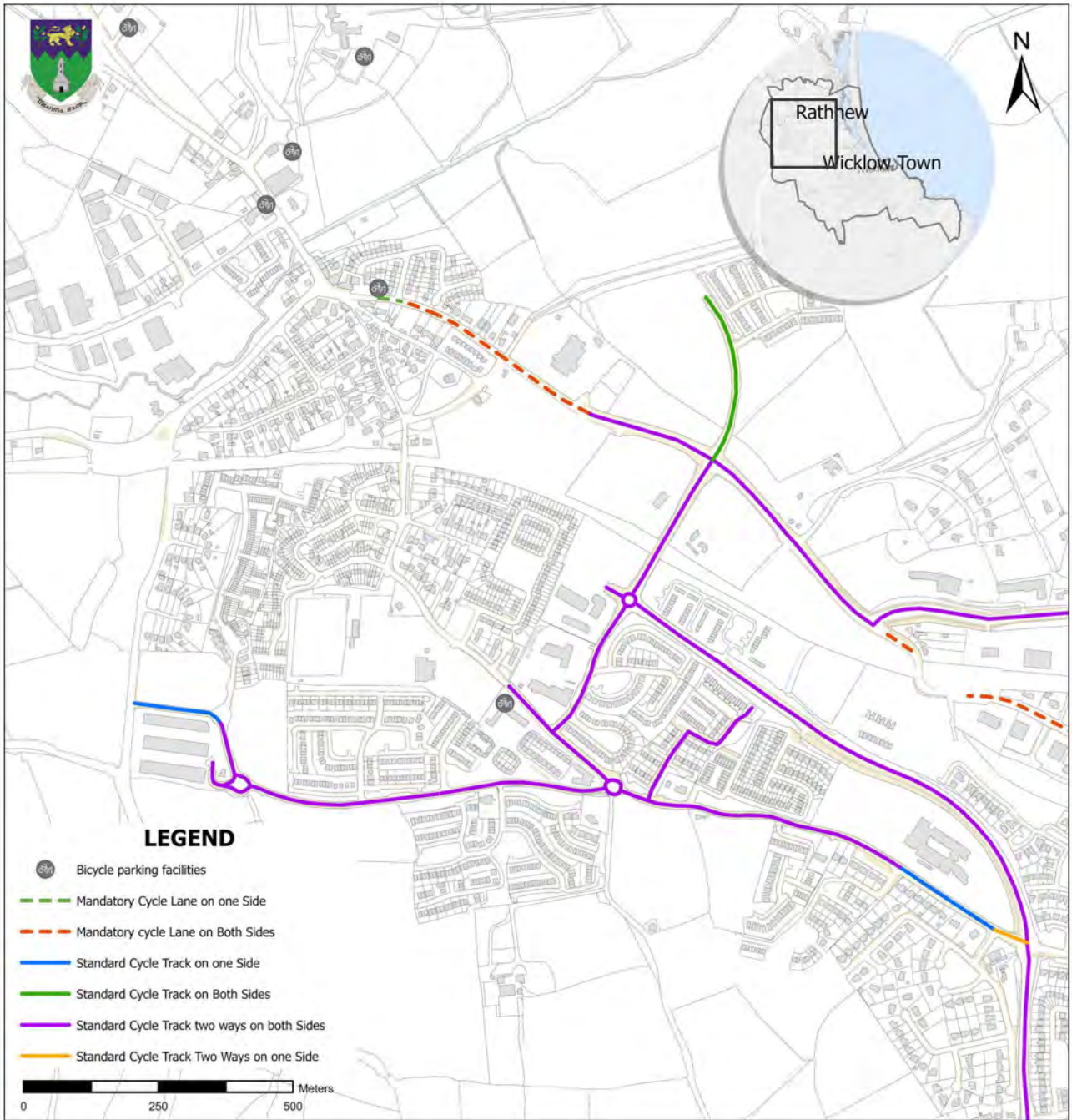


**Typical Standard Cycle Track Two ways on both Sides**



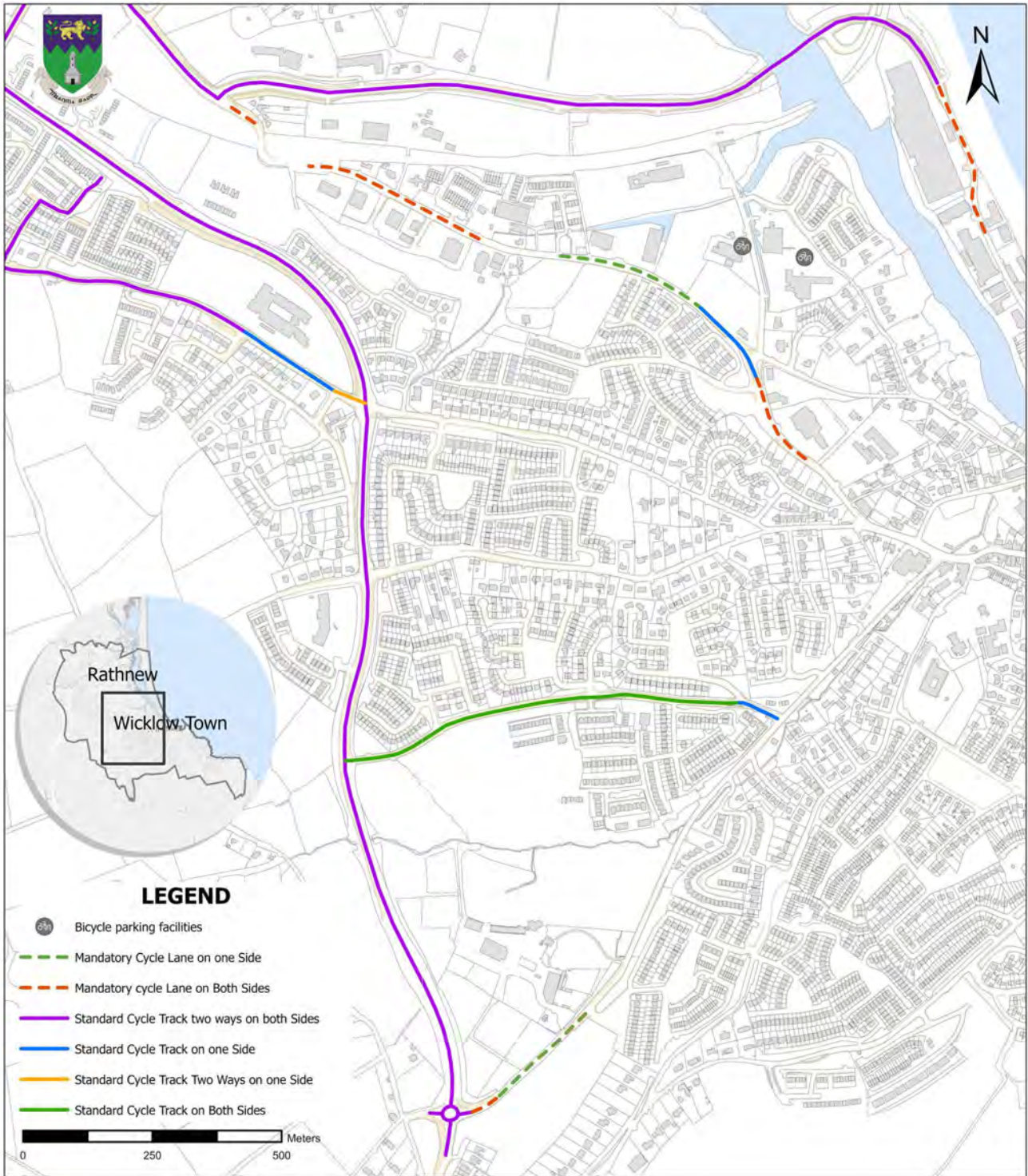
**Port Access Road**



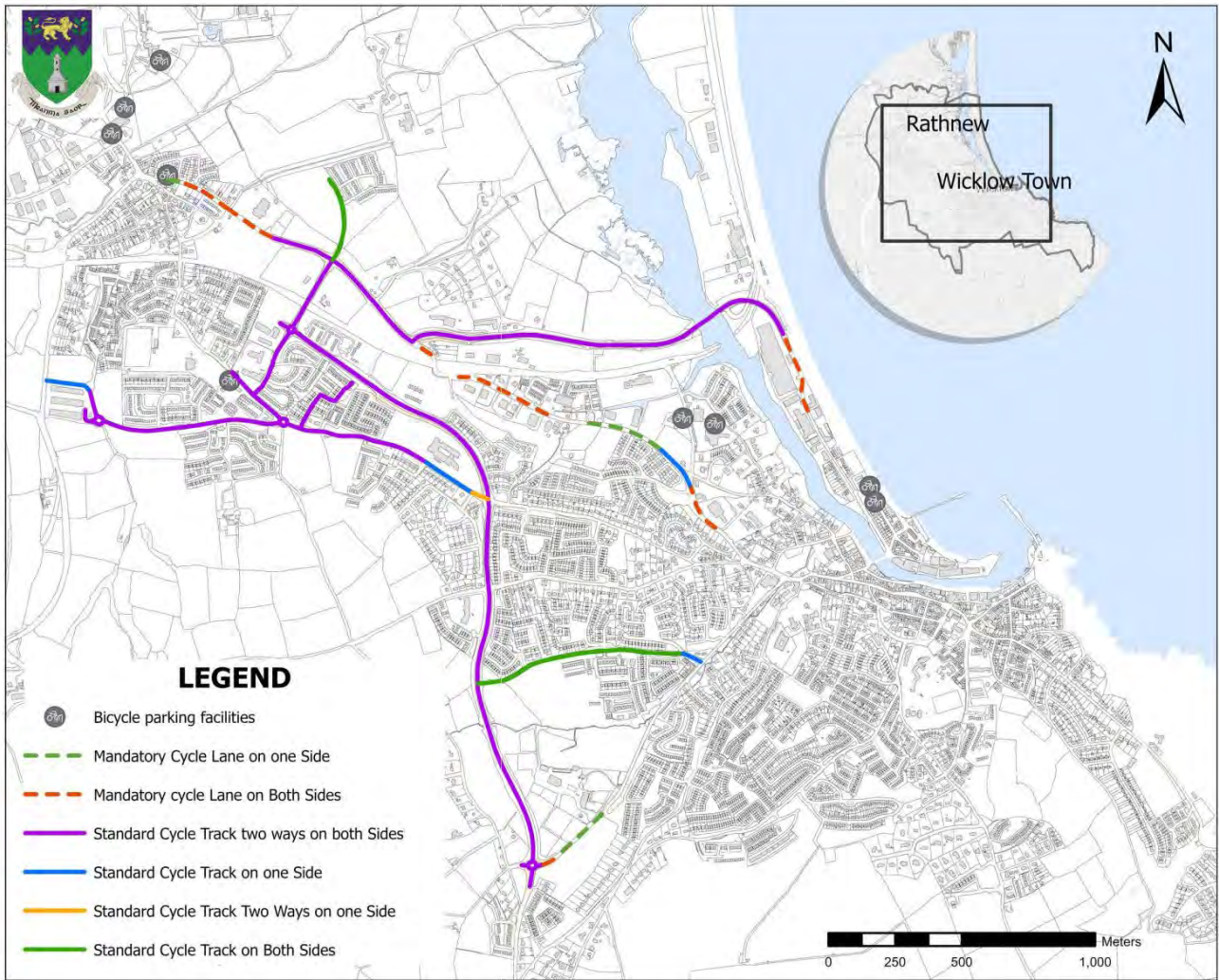


Map 8A: Cycleways Network





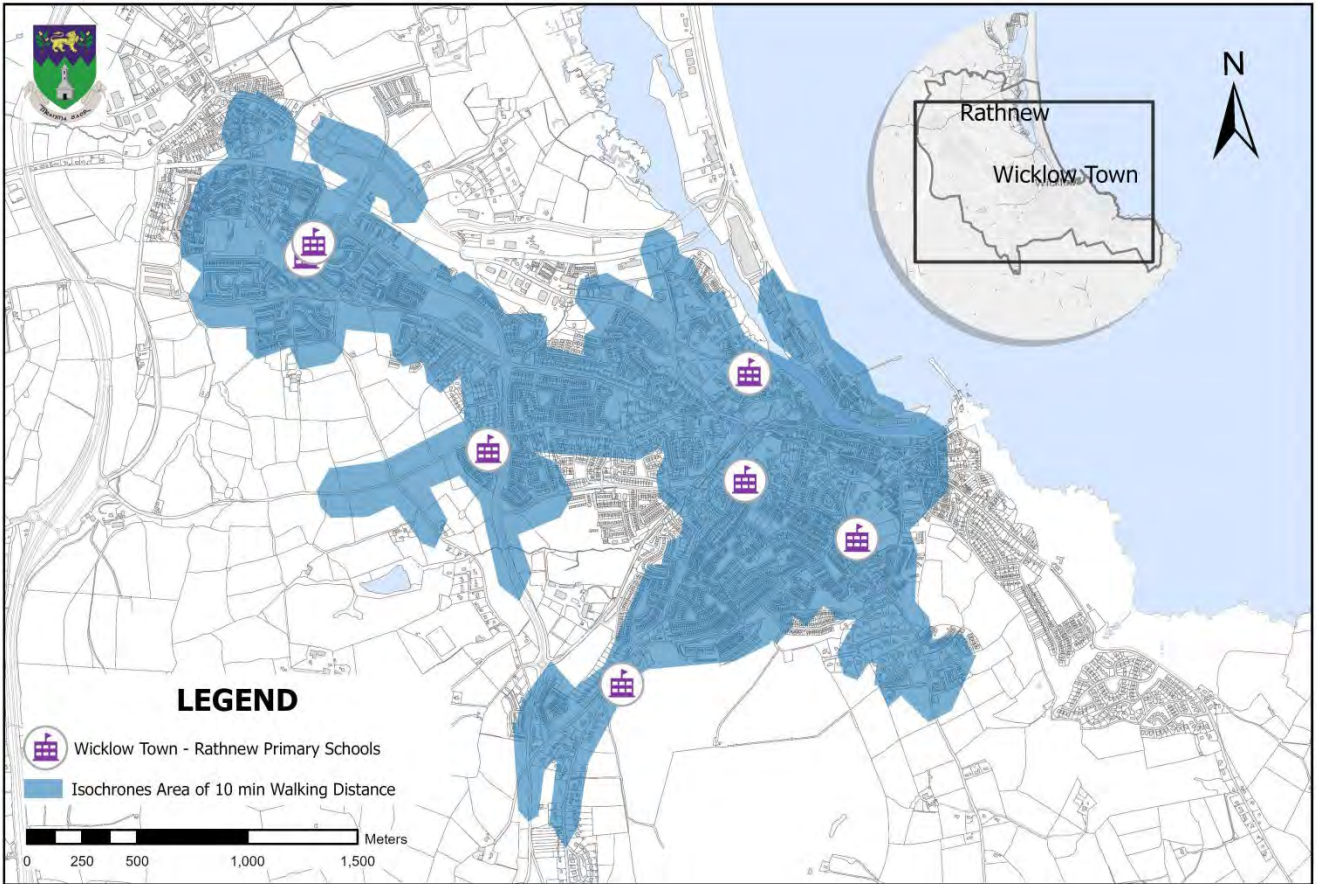
Map 8B: Cycleways Network



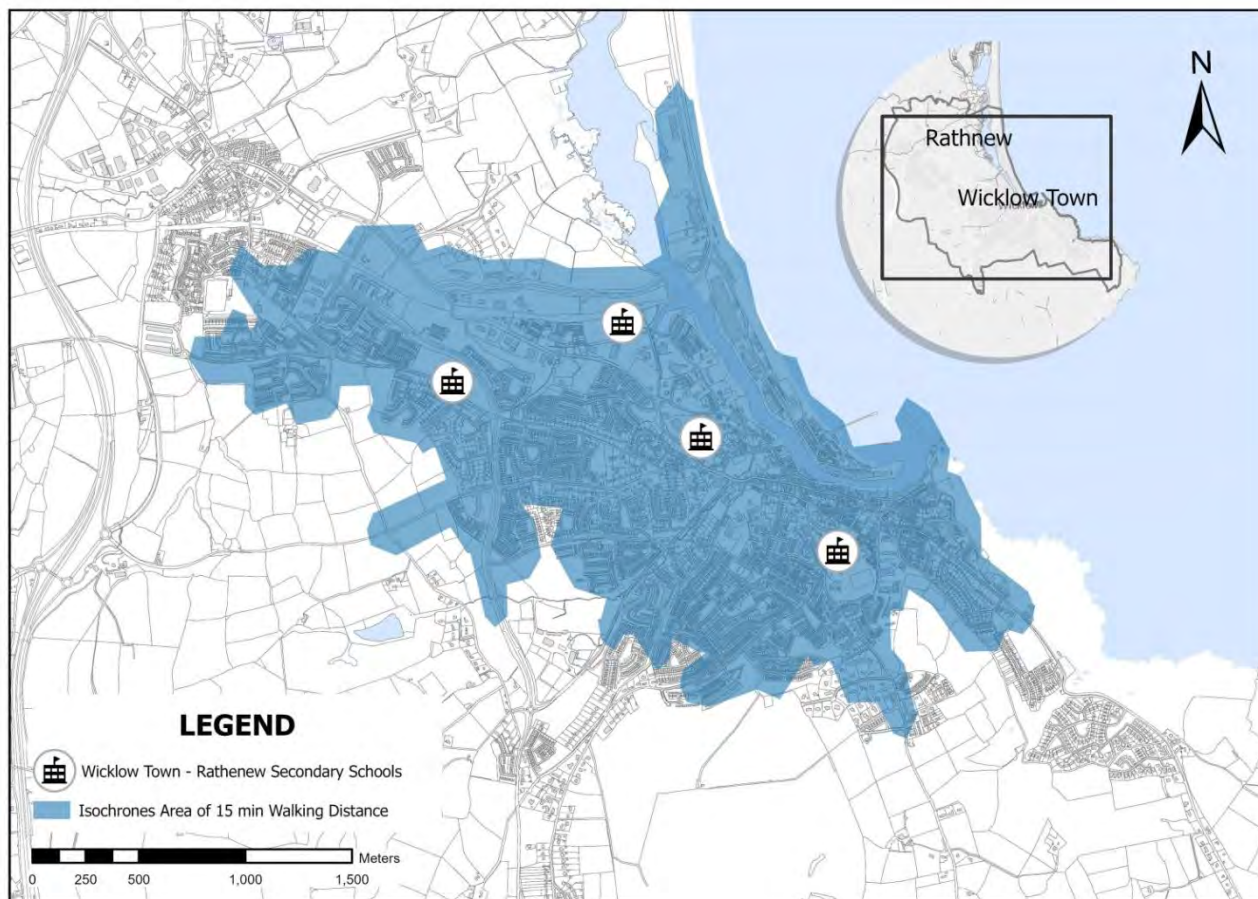
Map 8C: Cycleways Network

Whilst the vast majority of public roads have footpaths, the pedestrian environment does not appear to be of sufficient quality or convenience to induce an increased percentage in residents using walking as a means to travel to school or work (as detailed in statistics previously presented). This is notwithstanding the fact that a significant proportion of residents live within a 10-minute walk of a primary school or a 15 minute walk of a secondary school.





Map 9: Primary School 15minute Walking Time Isochrone

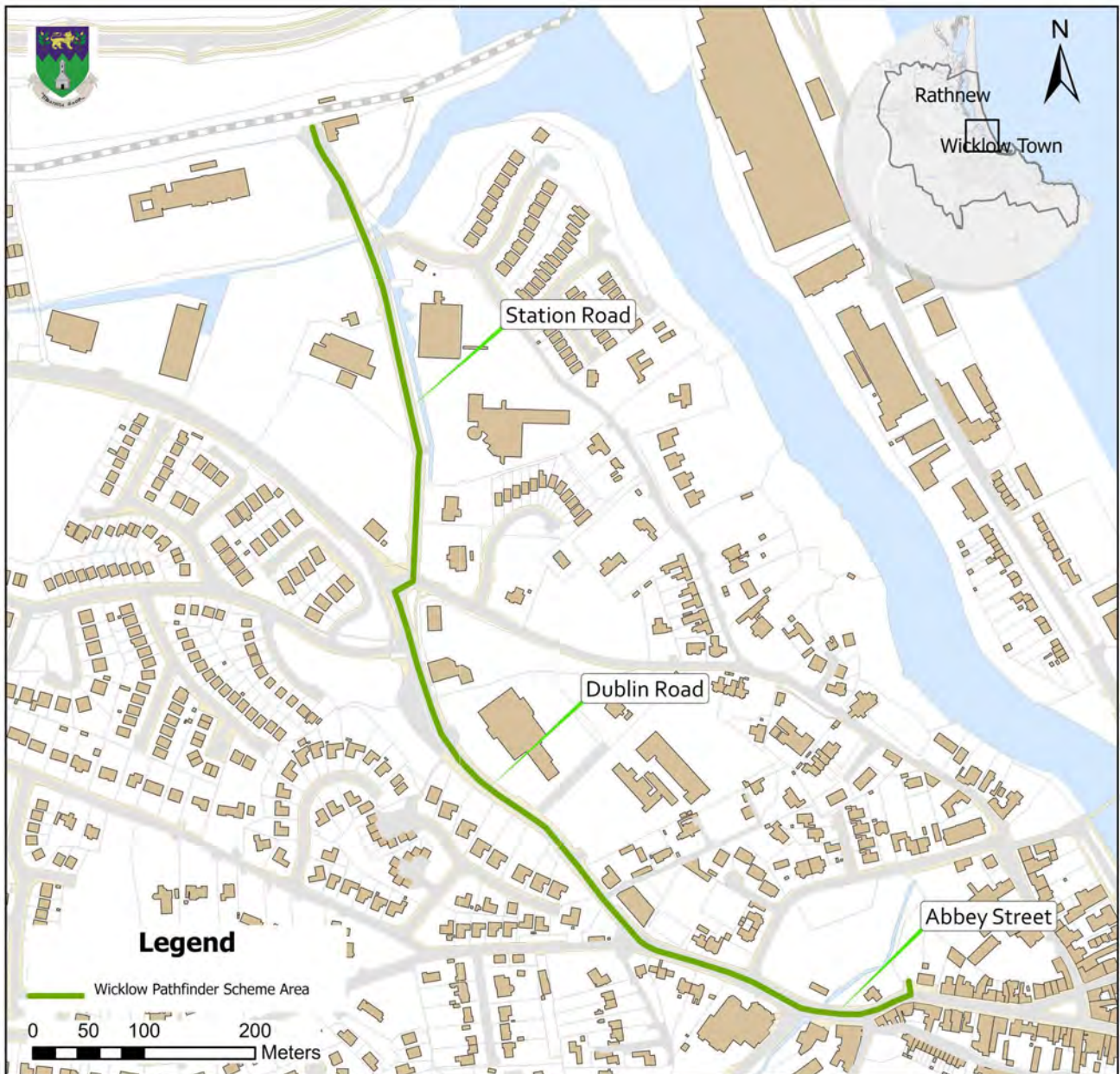


**Map 10:** Post Primary School 15minute Walking Time Isochrone

Wicklow County Council with the particular support of the NTA is striving to significantly improve pedestrian and cycling infrastructure, including the delivery and progression of the following projects:

- The Wicklow Town Fitzwilliam Square Improvement Scheme; which included closure of one road to vehicles and creation of a pedestrianised public space suitable for community events, performances and exhibitions, and outdoor dining (€2m scheme under the URDF programme);
- Wicklow Pathfinder Scheme; an assessment of the best level of service for pedestrians and cyclists with the application of modern design standards, with the objective of providing improved, safer sustainable transport linkages to schools, public transport facilities, shops and services to encourage a modal shift from cars to walking and cycling from Station Road, along the R750 to the Abbey Street carpark (NTA Active Travel project);
- Active Travel Bridge Wicklow Train Station to Port Access Route (under Pathfinder scheme); – the construction of a new shared pedestrian and cycle bridge over the rail line at Wicklow train station and the provision of a new carpark and set-down area to the north of the station (Local Authority scheme - seeking permission in Q4 2024). Note - When this bridge is built and in use, the lands to the north of the rail line (including areas in Bollarney, Knockrobin) will be within walking/cycling distance to the train station / certain schools.
- Ballyguilemore footpath (under Active Travel programme); works underway to construction c. 550m of footpaths extending existing pedestrian facilities in the town to the new location for St. Patrick's GAA club.
- Wicklow town centre one-way system with revised on-street car parking, allowing for pedestrian area extension, outdoor eating etc (COVID related scheme)
- 'Safe Routes To Schools' – to increase walking and cycling to Wicklow Educate Together National School at Hawkstown Road, Wicklow Town.





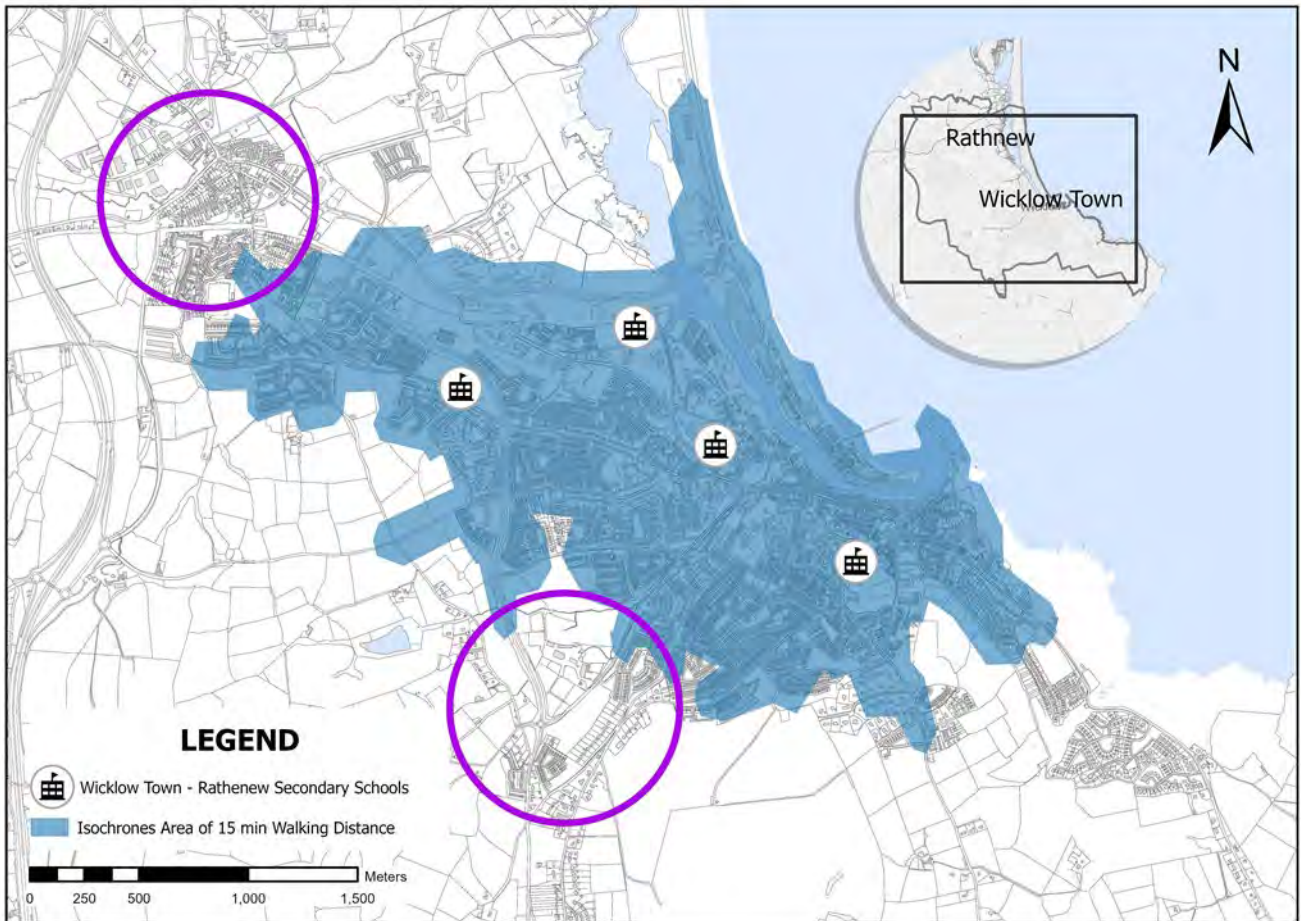
**Map 11: Wicklow Town Pathfinder Scheme Area**

### Recommended objectives of the LAP for pedestrian and cycling infrastructure

- New development should be focused on locations with the highest quality existing pedestrian and cycling infrastructure, in particular in the built up centres of Wicklow Town and Rathnew village
- A key objective of this plan should be the ongoing audit of pedestrian and cycling facilities and the improvement of deficiencies, particularly in areas where there are attractors such as schools and areas of employment.
- Major public realm improvements in Wicklow Town and Rathnew village centres should be a key goal of this plan, including but not limited to:
  - Enhancement, including widening, of all footpaths serving the area zoned as 'Town Centre' (Wicklow Town) and 'Village Centre' (Rathnew) and creation of new hard and soft landscaped urban spaces for pedestrians to congregate and recreate as space allows;

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- Enhancement management / control of space devoted to vehicles and car parking on all main routes through the cores of these centres.
- In determining the optimal location for the zoning of lands for **new schools**, while the priority with all new development shall be within the existing built up areas, where greenfield locations are needed due to site size requirements, these should serve existing and future residents in areas outside 15 minute walking distance of existing schools. In particular, the areas identified on the map below should include provisions for reservation of lands for new secondary school sites.



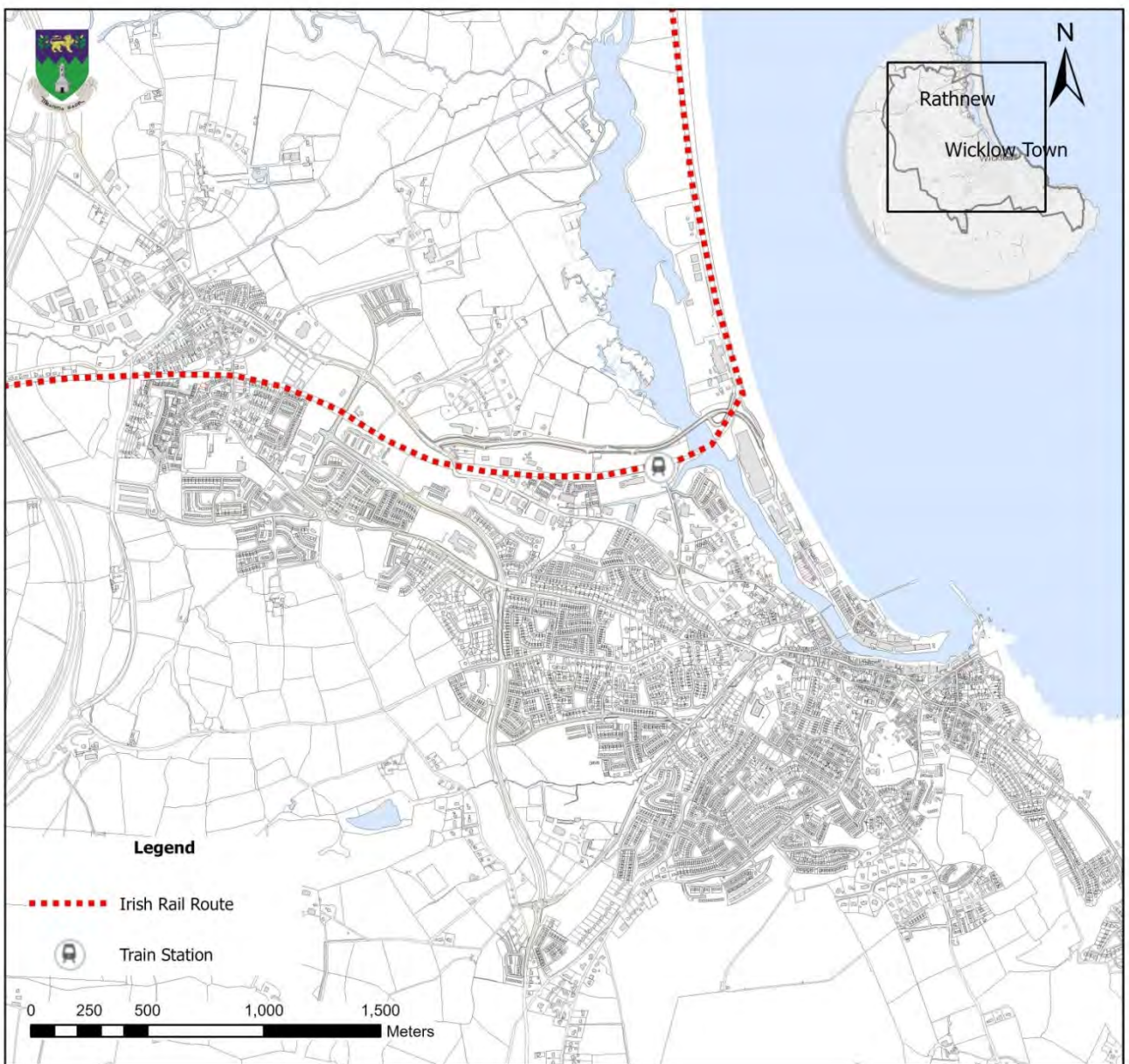
**Map 12:** Optimal locations for future Secondary Schools



## 2.3 Public Transport

### 2.3.1 Rail Services

Wicklow Town is served by the Dublin to Rosslare mainline. There is no train station in Rathnew (former station now closed). The route is single track line from Rosslare to Bray, where the line is double track northwards to Dublin.



**Map 13:** Wicklow Town – Rathnew Rail Service

There are 6 northbound and 6 southbound services from the station Monday to Friday, which reduces to 4N/3S on a Saturday and 3N/2S on a Sunday.

As part of the DART+ programme, expansion of the DART fleet of carriages is committed, including the purchase of battery electric locomotives. The NTA is currently funding Iarnród Éireann to carry out the

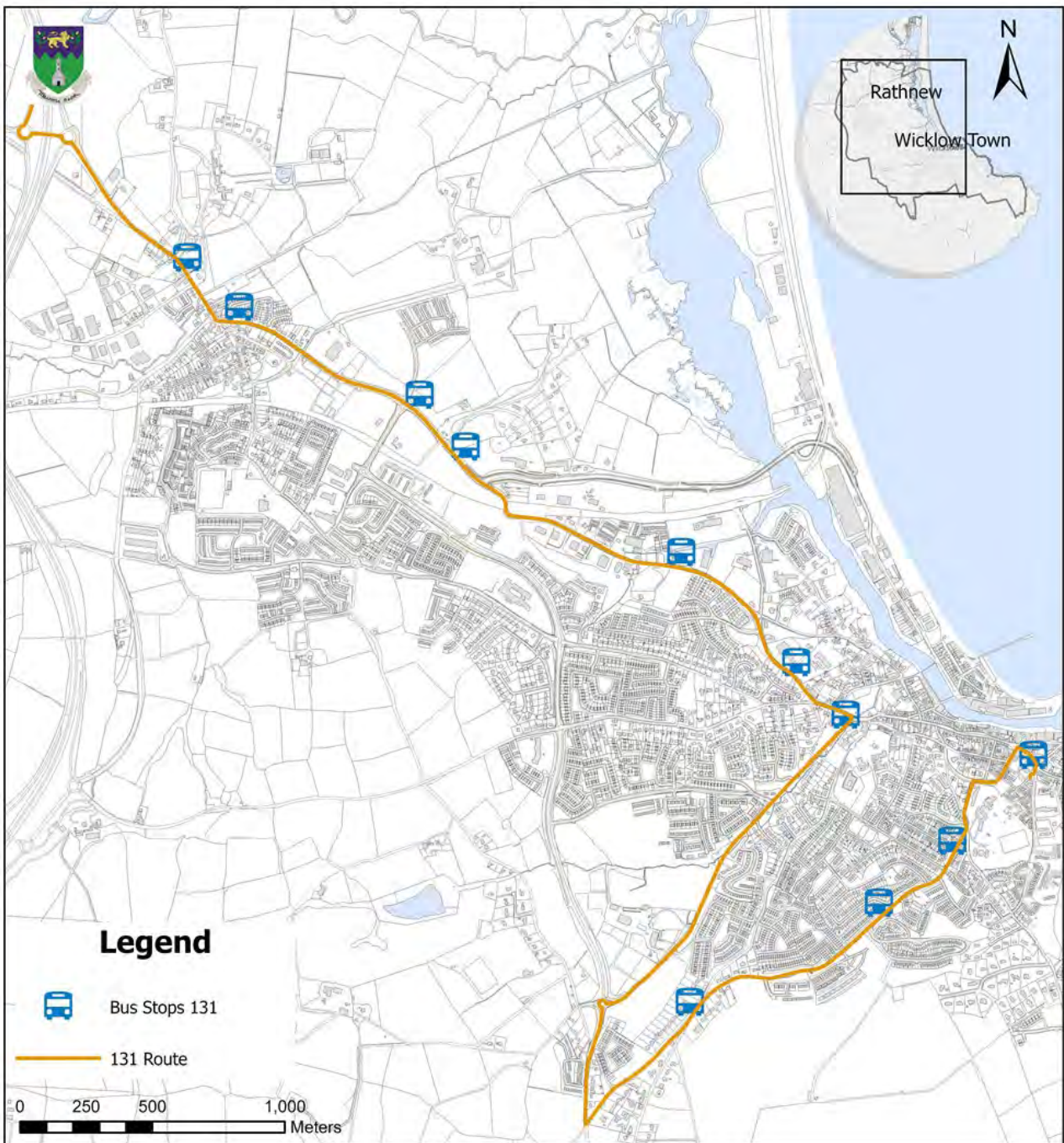
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planning and design work associated with the electrification of the rail line south of Greystones to Wicklow Town.

### 2.3.2 Bus Services

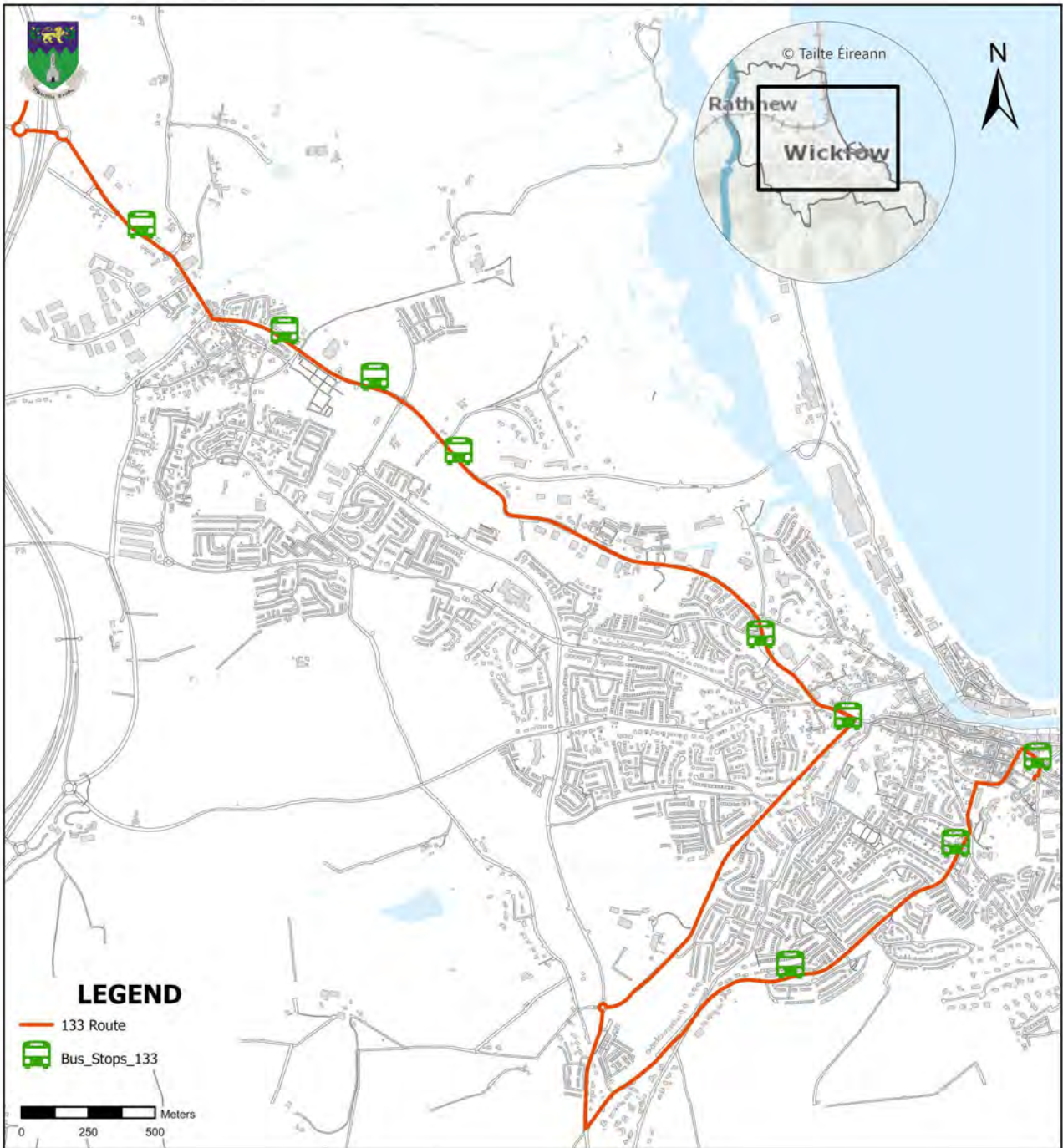
Wicklow Town – Rathnew are serviced by a number of routes as follows:

- 131 Wicklow Town – Rathnew – Ashford – Newtownmountkennedy – Kilmacanogue – Bray
- 133 Wicklow Town – Rathnew – Ashford – Newtownmountkennedy – Dublin
- 740a Arklow – Wicklow Town – Rathnew – Kilmacanogue – Dublin
- 183 Local Link

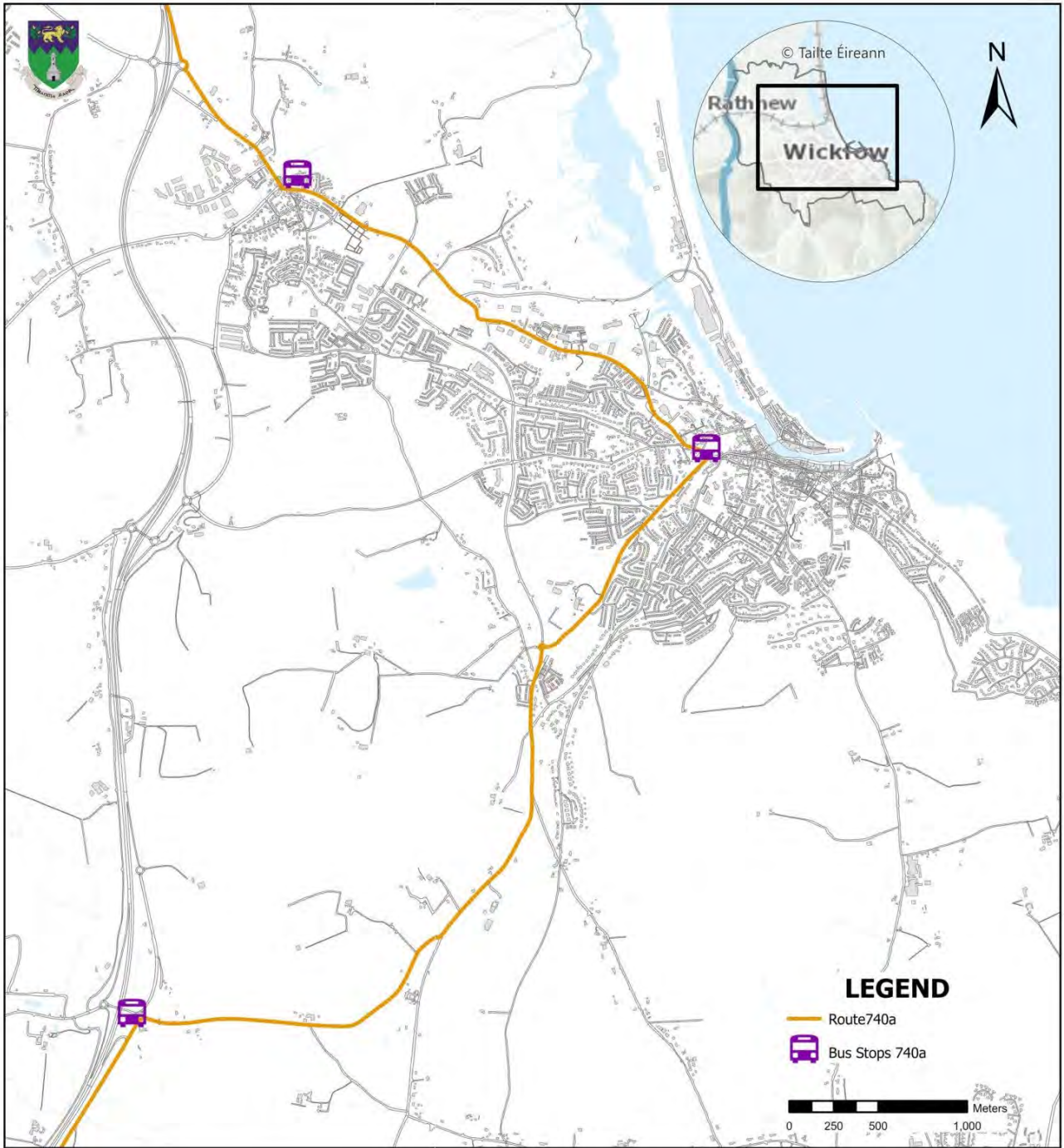




Map 14A: 131 Bus Route Map

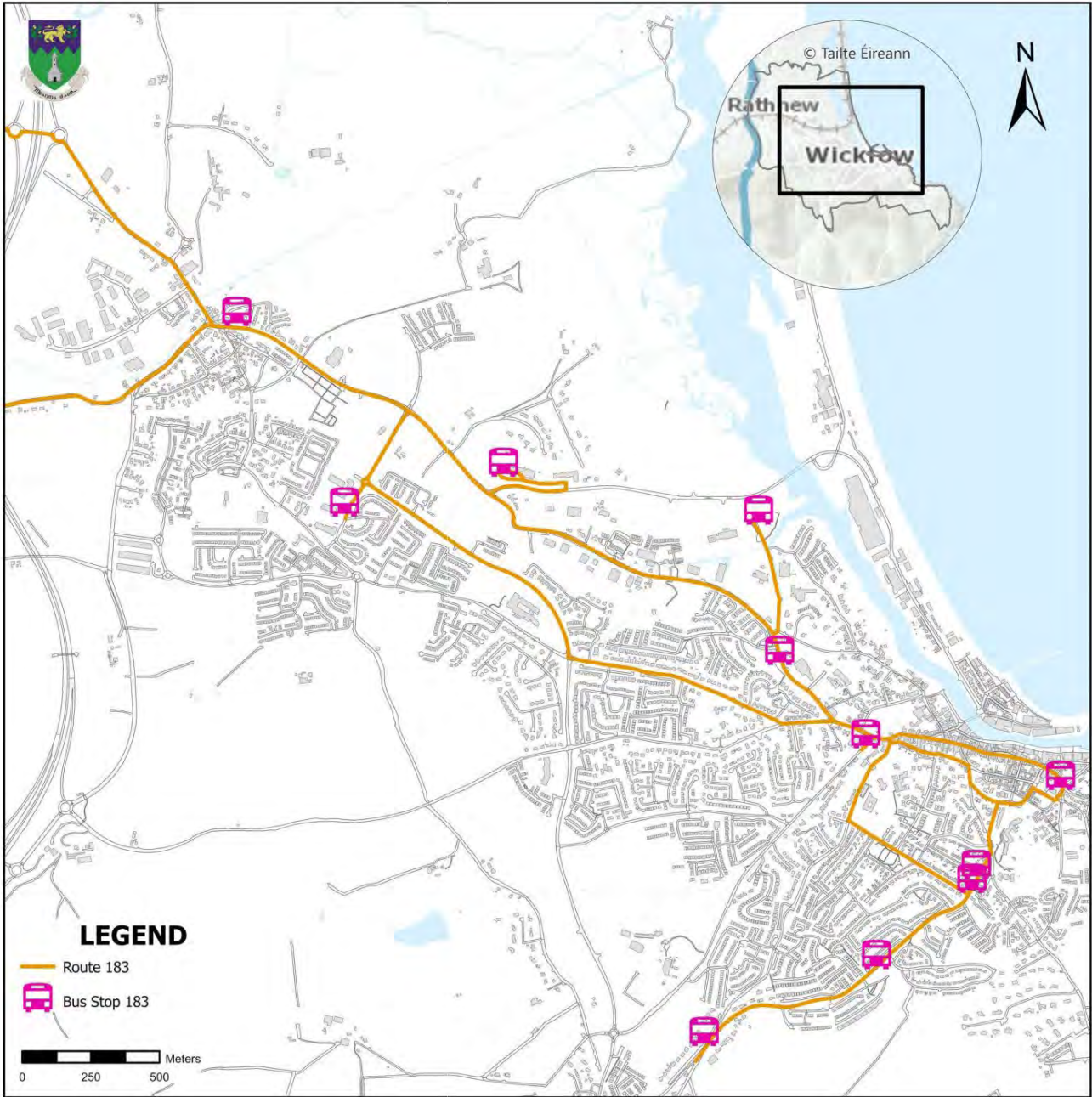


Map 14B: 133 Bus Route Map



Map 14C: 740a Bus Route Map





Map 14D: 183 TFI Local Link Bus Route Map

## Wicklow Town and Rathnew Local Area Plan – Transport Assessment

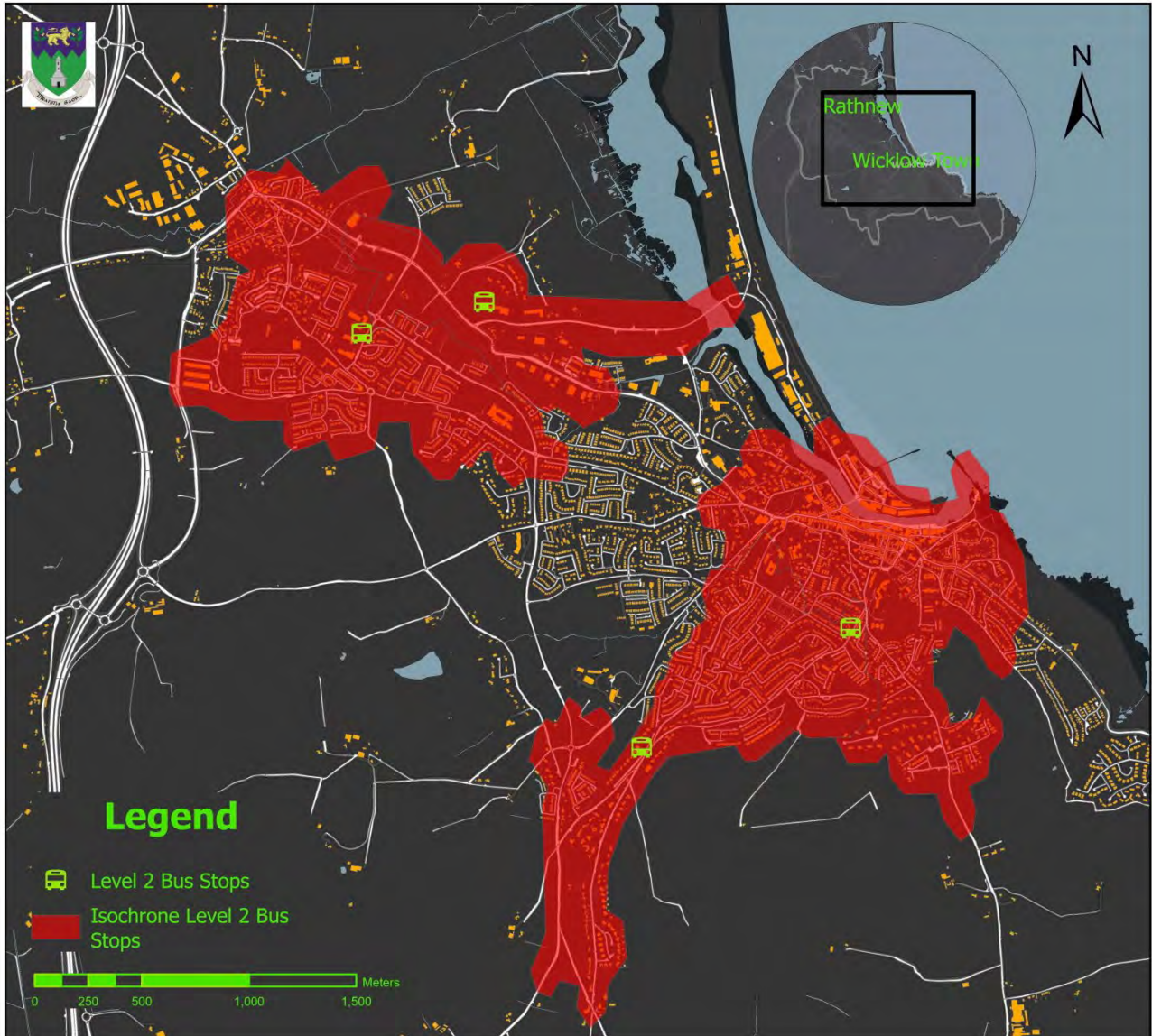
As a key objective of the LAP is to craft a land use pattern that facilitates maximum use of sustainable transport modes, further investigation into the accessibility of these services has been undertaken, in the form of mapping of **walking distance** isochrones from each public transport stop<sup>2</sup>.



**Map 15A:** Level 1 Public Transport Stops (Train and Bus) 15 minute Isochrones Walking Time Map. Level 1' Public Transport Stops is where there is more than 1 service route bus stop / train station operating at that stop.

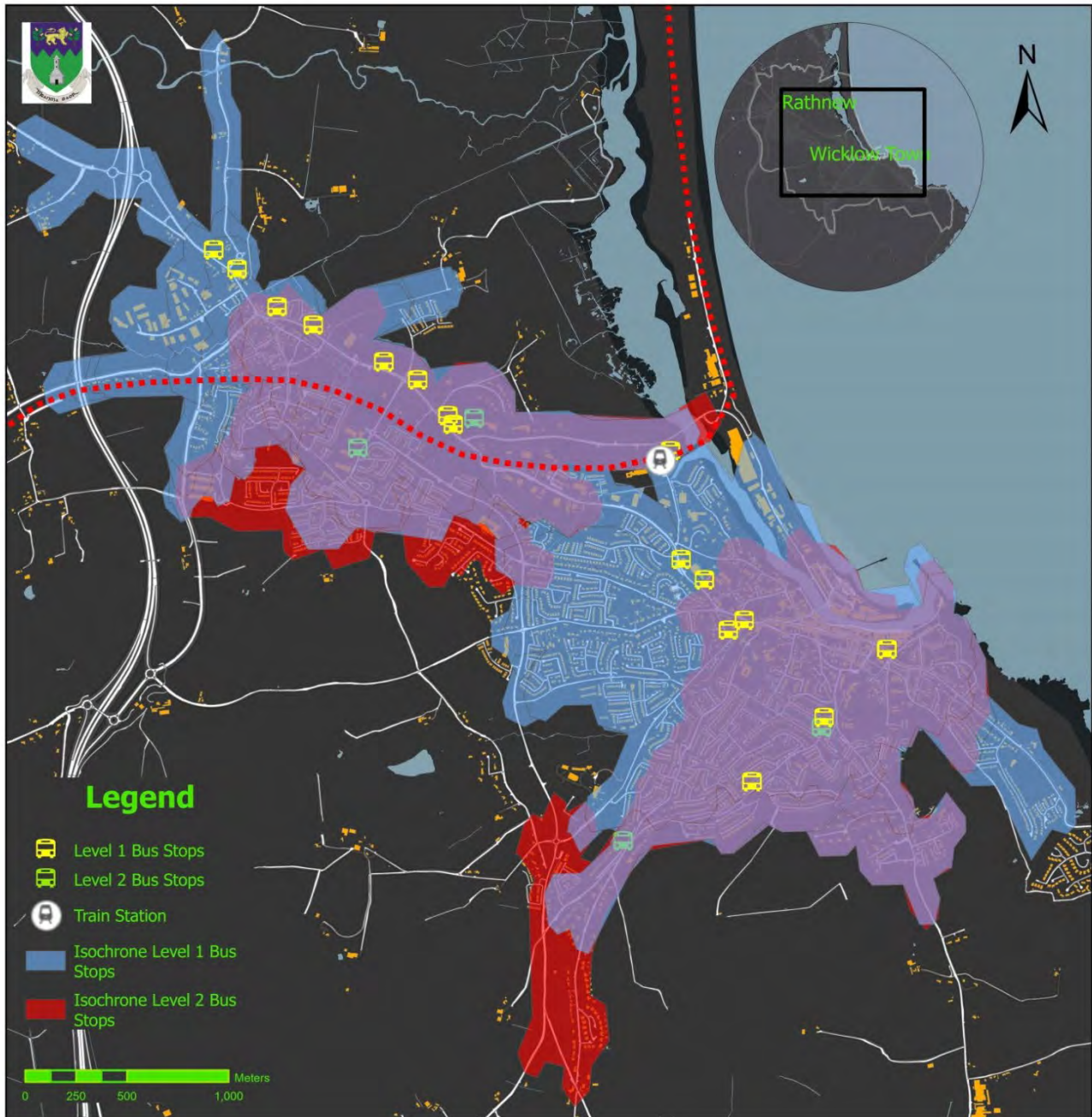
<sup>2</sup> At this time, cycling time isochrones have not been generated due to inadequacy of cycling infrastructure





**Map 15B:** Level 2 Public Transport Stops (Bus) 15 minute Isochrones Walking Time Map. Level2' Public Transport Stops is where there is 1 service route bus operating at that stop.

When the 15-minute isochrone maps is overlaid with the previous development plan, it is evident that there were areas zoned for new development (which are as yet undeveloped) that are outside of the reasonable walking time to existing services.



**Map 16:** 15 minute Isochrones Walking Time from Public Transport (Train and Bus) Map

### Recommended objectives of the LAP for public transport accessibility

1. It is recommended that all previously zoned lands beyond the 15-minute walking isochrone from a public transport node be re-evaluated as to the appropriateness of maintaining the previous zoning and consideration be given to de-zoning or phased zoning based on improved public transport services in the future.
2. It is recommended that all areas within the 15 minute isochrone be evaluated as to the adequacy of footpath and cycling infrastructure and where deficiencies are identified, the rectification of same be an objective of the new LAP.

3. The new plan should provide for the significant enhancement of facilities and infrastructure at Wicklow train station, including but not limited to enhanced pedestrian and cycling connectivity and enhanced car / bike / bus parking.
4. While there are no current plans to electrify the railway line south of Wicklow town, to 'future proof' the area and comply with County Policy Objective 12.23<sup>3</sup>, currently undeveloped lands shall be reserved for possible future halts / stations at (a) Rathnew, in the area west of the former station and (b) at Merrymeeting.

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<sup>3</sup> **CPO 12.23** *To ensure the continued and long term operation of and improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements. In particular:*

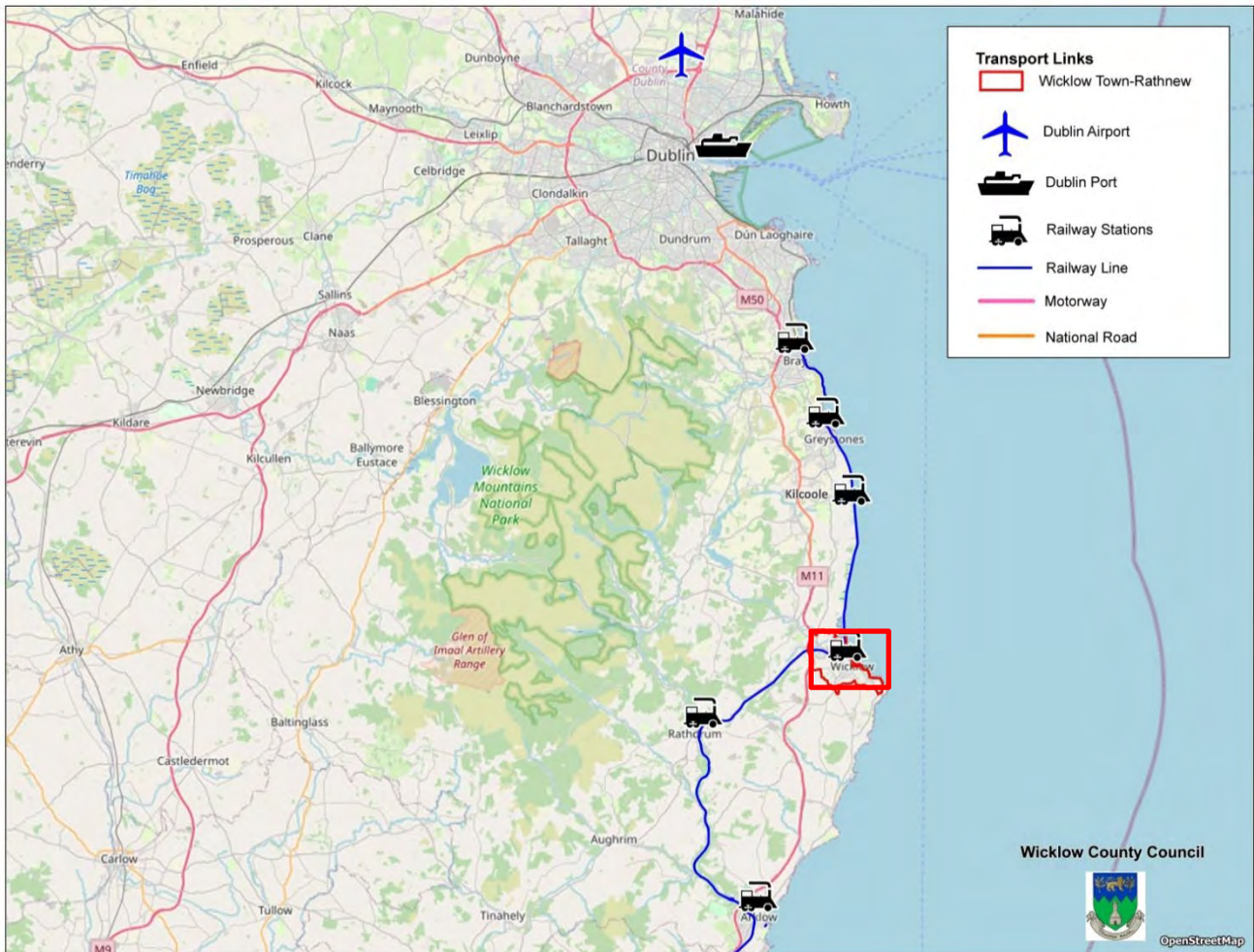
- *to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss;*
- *to resist any development within 20m of the railway line;*
- *to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons; and*
- *to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking.*



## 2.4 Roads Infrastructure

### 2.4.1 National Roads

Wicklow Town and Rathnew are located on M/N11 national road, approximately 23km south of the Dublin county boundary and the M50.



**Map 16:** National Road Network

The M/N11 corridor is a strategic road corridor of national significance providing access to the south east of the country, in addition to providing access to international markets for freight and tourist traffic through Rosslare Europort. The N/M11 forms part of Euro-Route 1 of the Trans-European Transport Network (TEN-T); this is a network of roads, railway lines, inland waterways, inland and maritime ports, airports and rail-road terminals throughout the 28 Member States of the European Union. The North Sea-Mediterranean Corridor is the Core Network Corridor which stretches across Ireland, of which the M/N11 plays a large part in connecting people, goods and services to and from Wicklow Town and Rathnew and east Wicklow.



Map 17: Trans-European Transport Network

Source: [https://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/maps\\_en](https://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/maps_en)



## Wicklow Town and Rathnew Local Area Plan – Transport Assessment

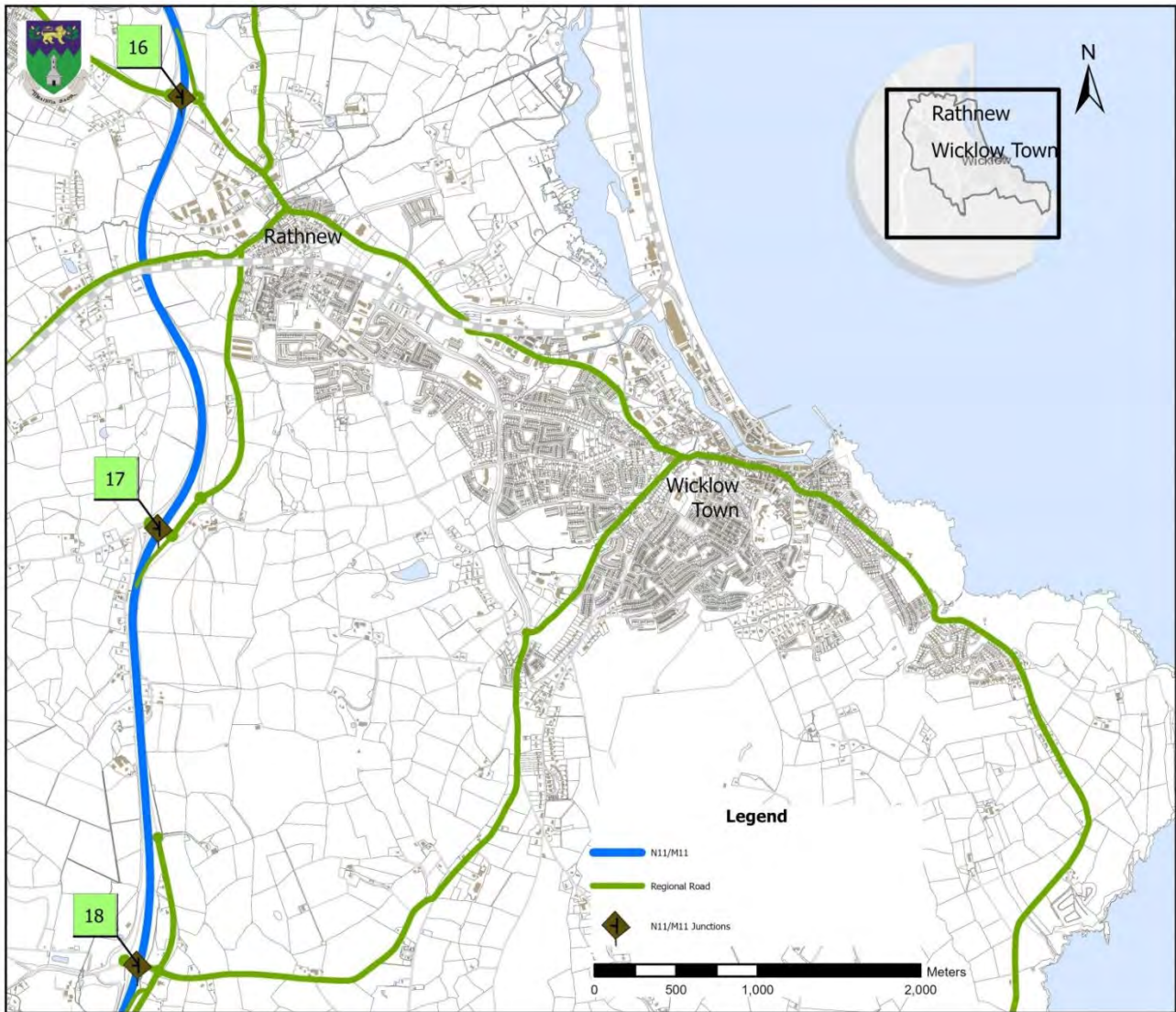
Wicklow Town and Rathnew are located to the east of the route and are served by 3 key junctions – Junction 16 (Wicklow North-Rathnew), Junction 17 (Wicklow Central) and Junction 18 (Wicklow South).

Wicklow Town and Rathnew’s location on the M/N11 facilitates excellent road access to Dublin and other larger towns in the County; the distance from Junction 16 to the Dublin county boundary and the large town of Bray is c. 23km, while Arklow (Junction 20) is located c. 17km to the south of Junction 18. The smaller but rapidly growing settlement of Ashford is located just 1km north west of Junction 16. Junction 16 is emerging as the key conduit through which strategic traffic accessing more central parts of County Wicklow, such as Laragh - Glendalough, Rathdrum and Aughrim leave / enter the national road network.



**Map 18:** County National Road Network & Junctions:

Source: [www.tii.ie](http://www.tii.ie)



**Map 19:** National and Regional Road Network in Wicklow Town – Rathnew

### Current patterns of junction usage

#### Junction 16

Junction 16 (Wicklow North - Rathnew) is the primary entry / exit point to / from the M11 from the Wicklow Town – Rathnew area. Significant growth in traffic flows along the R772 road linking this junction with Rathnew has and is occurring, as more development occurs in Wicklow Town – Rathnew, as well as in locations in central and south-west Wicklow which this junction serves - the route from Junction 16 via Rathnew village centre is the main route to Glenealy, Rathdrum and settlements further south such as Ballinaclesh, Aughrim from the national road network.

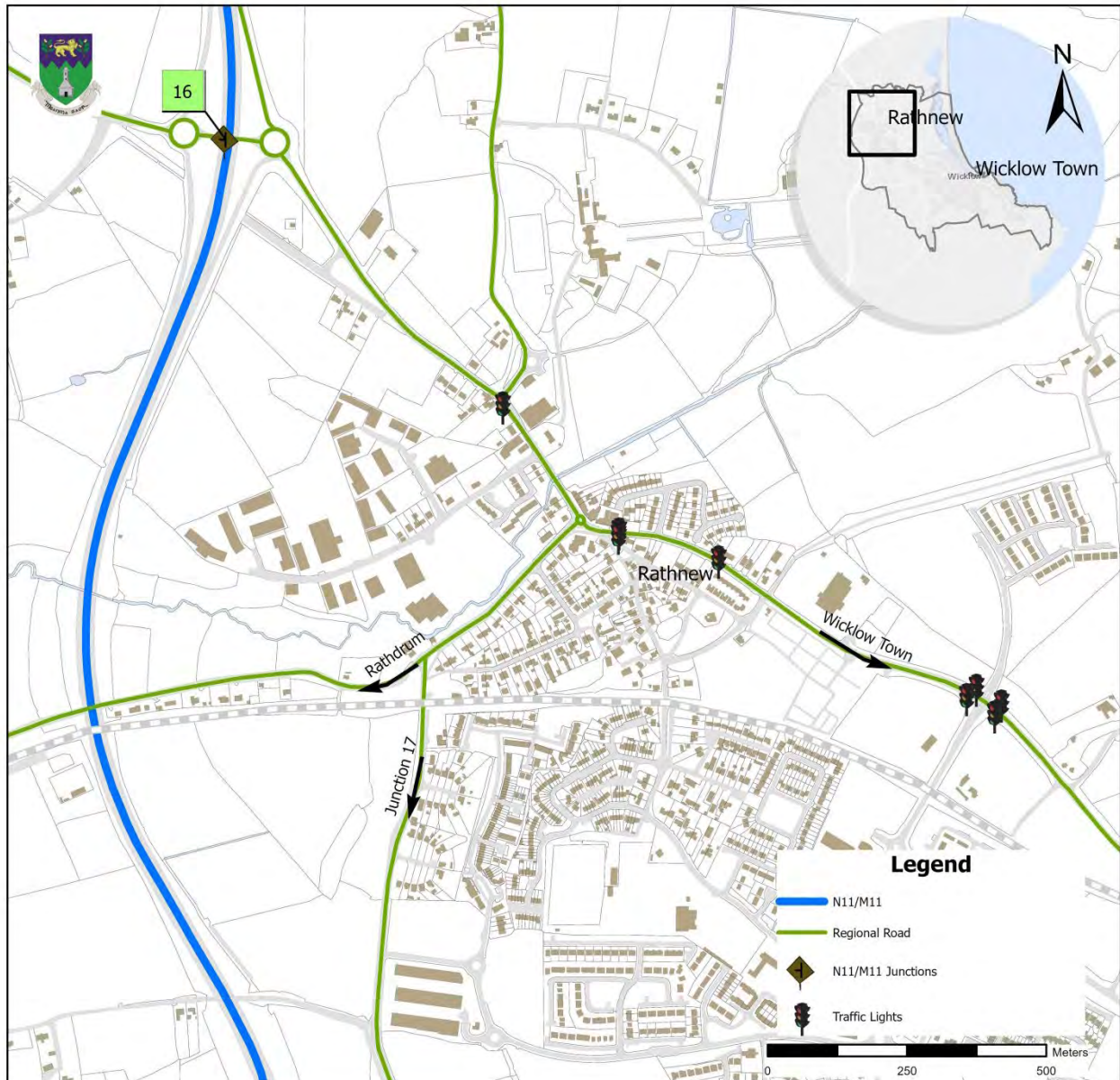
Coupled with the new junction design, including traffic lights, at the junction of the R772 road with the R761, this increase in traffic flows is resulting in tail backs for cars exiting the M11 in the direction of Rathnew (i.e.

southern bound traffic) at morning and evening peaks, with traffic backing up onto the eastern roundabout of Junction 16 and at times onto the exiting lane from the southern bound carriageway of the M11.

Junction 16 is also accommodating the majority of flows out of Wicklow Town – Rathnew heading north, with the junction performing well with no apparent capacity issues but this is assisted by new traffic measures in Wicklow town and Rathnew in particular lights of Tinakilly and the R750 junction that are unintentionally constraining and moderating flows before they reach Junction 16.

It will be essential in the crafting of the new Local Area Plan that land use and traffic patterns that results therefrom do not reinforce and exacerbate problems at this junction and provide for options for solutions. In particular, measures to move traffic more quickly south away from the east side of Junction 16 are essential.





**Map 20:** Junction 16 on the M11

**Junction 17**

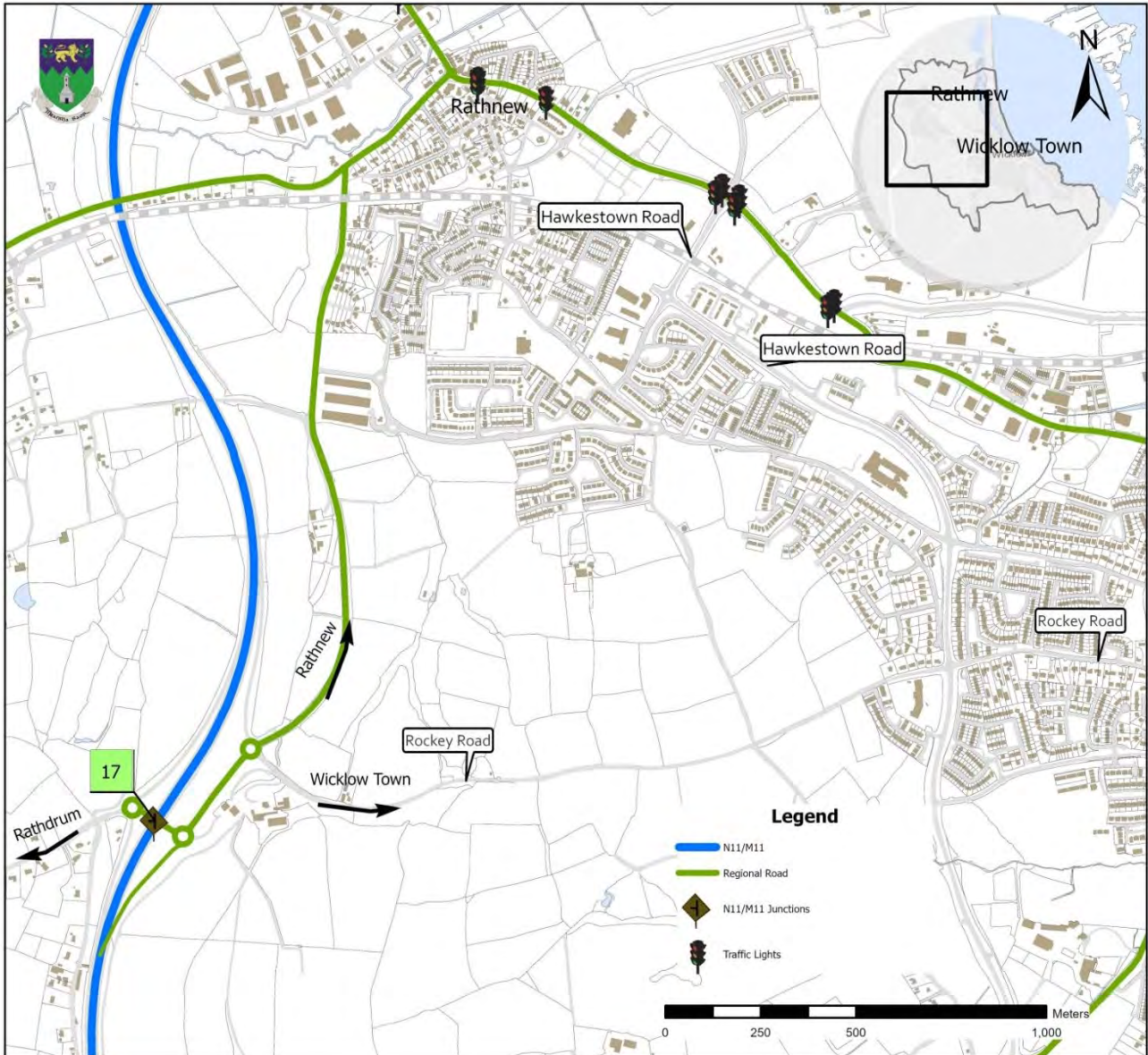
Junction 17 is not heavily utilised as means of access to Wicklow Town – Rathnew and at this time, has ample spare capacity.

The spare capacity of this junction provides an opportunity for it to be more promoted as the primary access route into the western part of Rathnew and to settlements to the west such as Glenealy and Rathdrum. The road linking this junction to the western part of Rathnew and onto the R752 towards Rathdrum is of good quality and capacity to accommodate additional flows. A pinch-point is however present at the railway underpass rendering this route potentially not an option for larger vehicles.

At this time however this junction is not offering an attractive, direct option for traffic movements into / out of Wicklow Town centre, due to the poor quality of the road (Rockey Road) linking this junction to the

## Wicklow Town and Rathnew Local Area Plan – Transport Assessment

Hawkestown Road (Town Relief Road); the road is limited in width with no road markings, lighting, signage, or pedestrian and cycling facilities. The improvements and enhanced use of this route could significantly alter the flows through Junction 16 and Rathnew village centre, providing an important opportunity for public realm improvements in this village which simply are not feasible with current traffic levels.



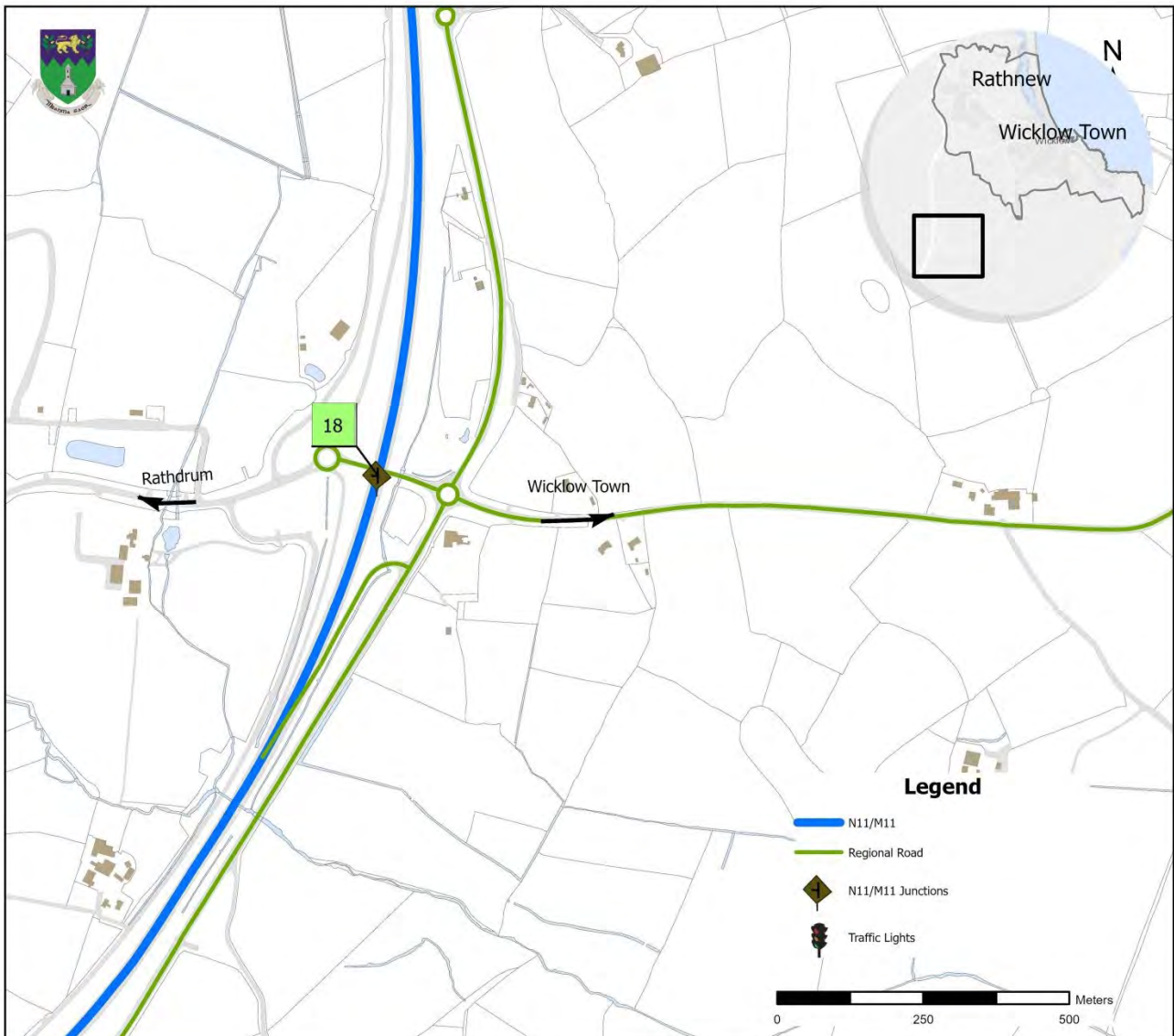
**Map 21:** Junction 17 on the M11



## Junction 18

Junction 18 is not generally utilised as means of access to Rathnew given its location somewhat south of Rathnew, nor is it heavily utilised as means of access to Wicklow Town other than travellers approaching from the south, and therefore at this time has spare capacity.

The spare capacity of this junction provides an opportunity for it to be promoted as a key access route into Wicklow Town from either direction of the M11. The road linking this junction to Wicklow Town is of reasonable quality and capacity to accommodate additional flows. This route R751 links directly to the Hawkstown Road (Town Relief Road) at the main entrance to the settlement and therefore provides an excellent option for accessing all other parts of the settlement. The further improvement of this route should be an objective of this plan.



Map 22: Junction 18 on the M11

### National Road Improvements

Transport Infrastructure Ireland advises that its priority for the M11 in this area is the maintenance of the existing national road network, including junctions, and that there are no current projects or programmes for improvements in this area at this time.

The TII with Wicklow County Council is continuing to progressing design options for the development of a M11 bus based park and ride facility to be located on the west side of Junction 16.

### Recommended objectives of the LAP for national roads and junctions

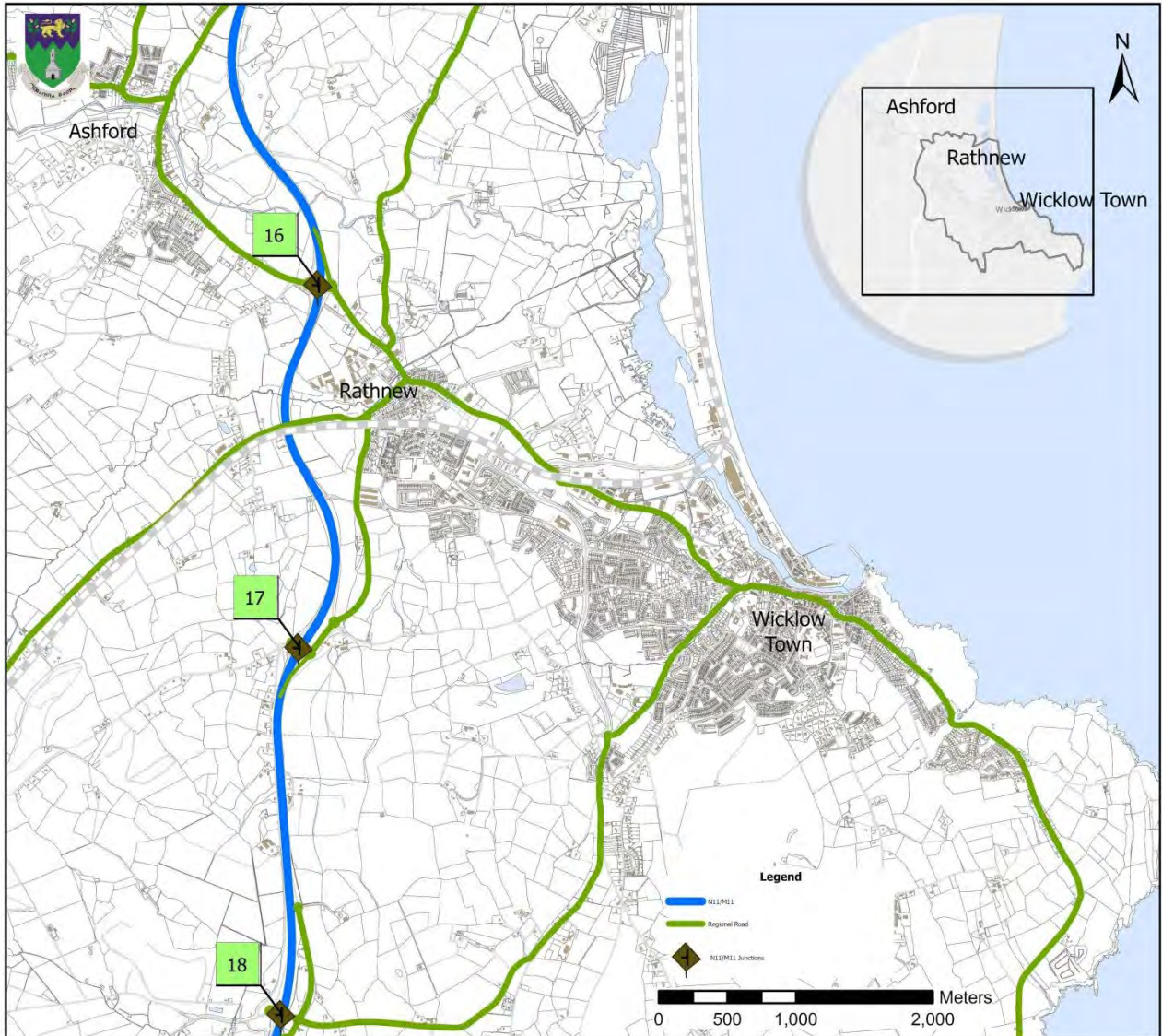
Taking in to account the information set out above; there are a number of key considerations that the LAP addresses:

1. Policies and objectives of the LAP must continue to allow the N/M11 and its associated junctions to play the intended strategic role in catering for inter-urban and inter-regional transport requirements that will serve economic competitiveness and regional accessibility by providing faster, more efficient and safer access to and from major ports, airports, cities and large towns.
2. Policies and objectives of the LAP relating to the zoning of locations at or close to junctions on the national road network must be carefully considered where such development could generate significant additional traffic, thereby potentially compromising the capacity and efficiency of the national road/associated junctions
3. While there are no current plans for enhancement to the M11 route or Junctions 16-18 at this time, no provisions of the LAP shall compromise the potential for further capacity improvements in particular by providing by significant setbacks from the route and junctions.
4. The plan should facilitate and support measures to reduce pressure on Junction 16, including:
  - (a) The improvement of the road connections between the Wicklow Town – Rathnew and M11 Junctions 17 and 18, namely the L-5099 and R751;
  - (b) Land use and development patterns that favour use of Junctions 17 and 18;
  - (c) Completion of the Rathnew Inner Relief Road including reconfiguration of road network between Junction 16 and Rathnew Village to re-direct Wicklow Town-bound flows away from the Aldi-Tinakilly traffic lights and the village centre.
  - (d) The development on a new link road between Tighe’s Avenue and the R752 for Glenealy – Rathdrum bound traffic.
5. The plan should facilitate and support the improvement of the operational efficiency of the regional / local road network to ensure that the M11 is not utilised as a ‘local’ route for trips internal to the settlement.
6. The plan should facilitate and support the delivery of significantly enhanced public transport services, particularly for inter-urban and Dublin bound journeys, including but not limited to bus services along the M11 supported by planned bus based park-and-ride at Junction 16.
7. The plan should facilitate and support growth (commensurate with the growth objectives for the settlement as provided for the in the RSES and Wicklow County Development Plan) in local employment, community / social infrastructure, recreation opportunities, retail and retail services provision within a compact, accessible framework, that reduces the need for trips outside the settlement



8. The development strategy set out in the LAP should provide for the gradual growth of the town, at a more moderate pace than set out in the previous development plans, in order to ensure that new development (particularly housing) develops a rate that can either be accommodated by existing transportation infrastructure and occurs in tandem with planned improvements. This growth approach, coupled with the measures to encourage increase use of public transport and alternative modes of transport such as walking and cycling as are set out in the plan, will ensure that growth in Wicklow Town and Rathnew will not adversely affect the carrying capacity of the N/M11.

## 2.4.2 Regional Roads



**Map 23: Regional Roads**

The regional roads are mapped to follow. The regional roads are highlighted with 3 different colours that define the quality of these roads.

- Red** Substandard road quality
- Orange** Adequate road quality (adequate width, alignment, but limited pedestrian/cycling facilities, public lighting)
- Green** High standard road quality (good width, alignment, pedestrian facilities on both sides, cycle lanes, public lighting)



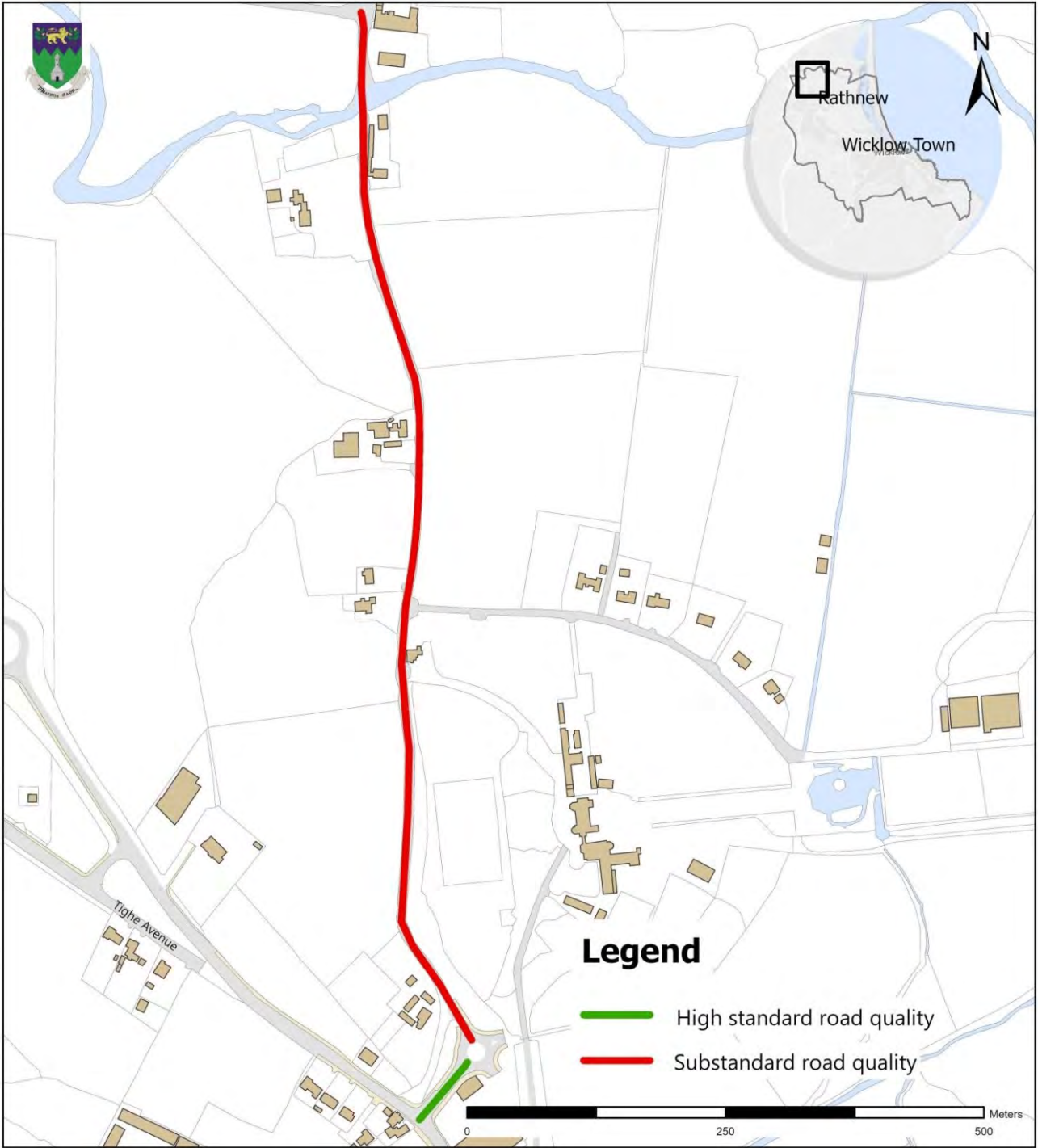
### **R761: 'Coast Road': Clermont / Newrath to R772 Junction**

The R761 is the coastal route that links through coastal Bray, Greystones, Kilcoole and Newcastle to end at Rathnew. Only a short segment of c. 1km is located within this study area.

Travelling north to south, once this road crosses the River Vartry, it is in the study area of this transport assessment. The first 500m approx is rural in character, is a narrow two-way carriageway with no road markings, pedestrian, cycling or lighting infrastructure.

As the entrance to Clermont College is approached, the road improves in condition and width, following works carried out c. 10 years ago to widen the road and create a right turning lane into Clermont College for traffic approaching from the west. These improvements did not include pedestrian, cycling or lighting infrastructure.

Beyond this section however the road reverts to its previous narrow condition for a distance of 200m. Thereafter the road meets a new roundabout, which forms a possible element of the nascent 'Rathnew Inner Relief Road' (RIRR). From this location up to the junction with the R772, the road has been significantly improved via re-alignment, widening, provision of footpaths (but no cycle paths) and lighting. The junction of the R761 with the R772 is now controlled by traffic lights.



Map 24: R761 road

Road layout as of 2023:





### Recommendations for R761

Having regard to the proximity of the lands served by the R761 to Rathnew Village and the public transport services (bus) along the R772, these lands would appear to have attributes that would suggest they may be suitable for further development, including employment, education and housing.

The key consideration however in this area is the facilitation on the completion of the RIRR (see Section XX of this report to follow) and land use pattern should ensure sufficient scope for a final design/alignment to be facilitated.

Land use patterns must also take into account the presence of Clermont College and its emerging masterplan, as well as the permitted housing development on the west side of the R761.

In order to accommodate additional development, the following issues will be required to be addressed:

1. Substantial investment would be required to bring the section north of the new roundabout / north of the RIRR junction up to an acceptable standard to facilitate new development in terms of width, alignment, pedestrian and cycling facilities and public lighting;
2. The significant tree and stone wall removal on the grounds of Clermont Collage that could be required to bring the section north of the new roundabout / north of the RIRR junction up to an acceptable standard which would potentially adversely impact on biodiversity, green infrastructure and climate change objectives.

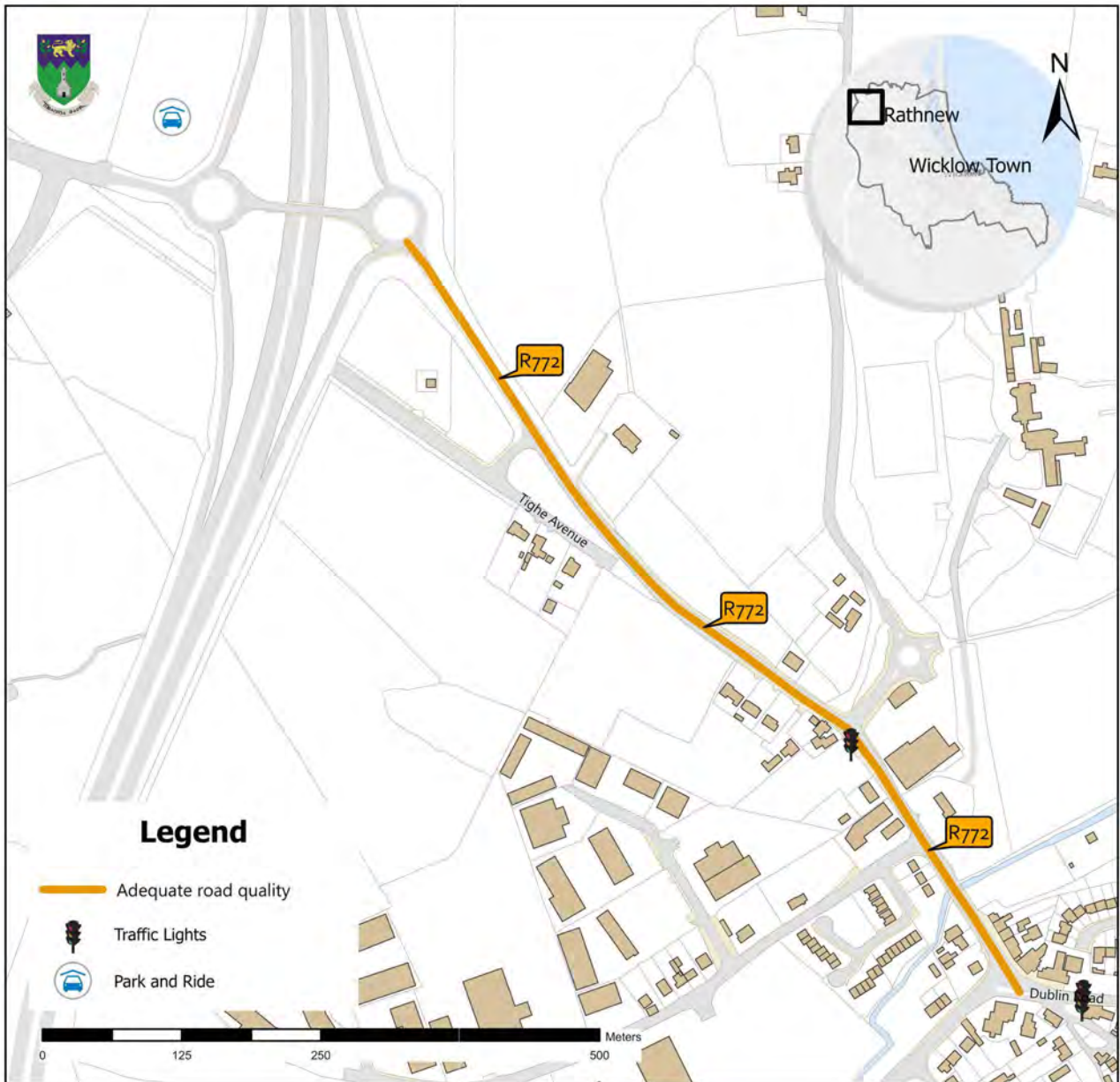
### R772: M11 Junction 16 - Rathnew – Ballybeg – Ballinabarney – N11 Junction 17

This is the route that exits Junction 16 towards Rathnew, enters Rathnew village centre, continues westwards and then turns south up Ballinabarney Hill until Junction 17 is reached.

### Segment 1: Junction 16 to Rathnew

This is heavily trafficked route carrying the bulk of traffic from the Wicklow Town and Rathnew areas aiming to access the M11, but also services as Rathnew village's 'main street' with a range of business and services operating with on street car parking. This road segment also serves a large employment area at Charvey Lane. The segment is two-way single lane road, with one widened section at the junction with the R761 to allow for a right turning lane at the traffic lights. There are footpaths on both sides of this segment, as well as public lighting, but no cycleways.

This segment is heavily congested being the main route from the M11 into Rathnew, Wicklow Town and to settlements south-west of Rathnew such as Glenealy, Rathdrum and Aughrim.



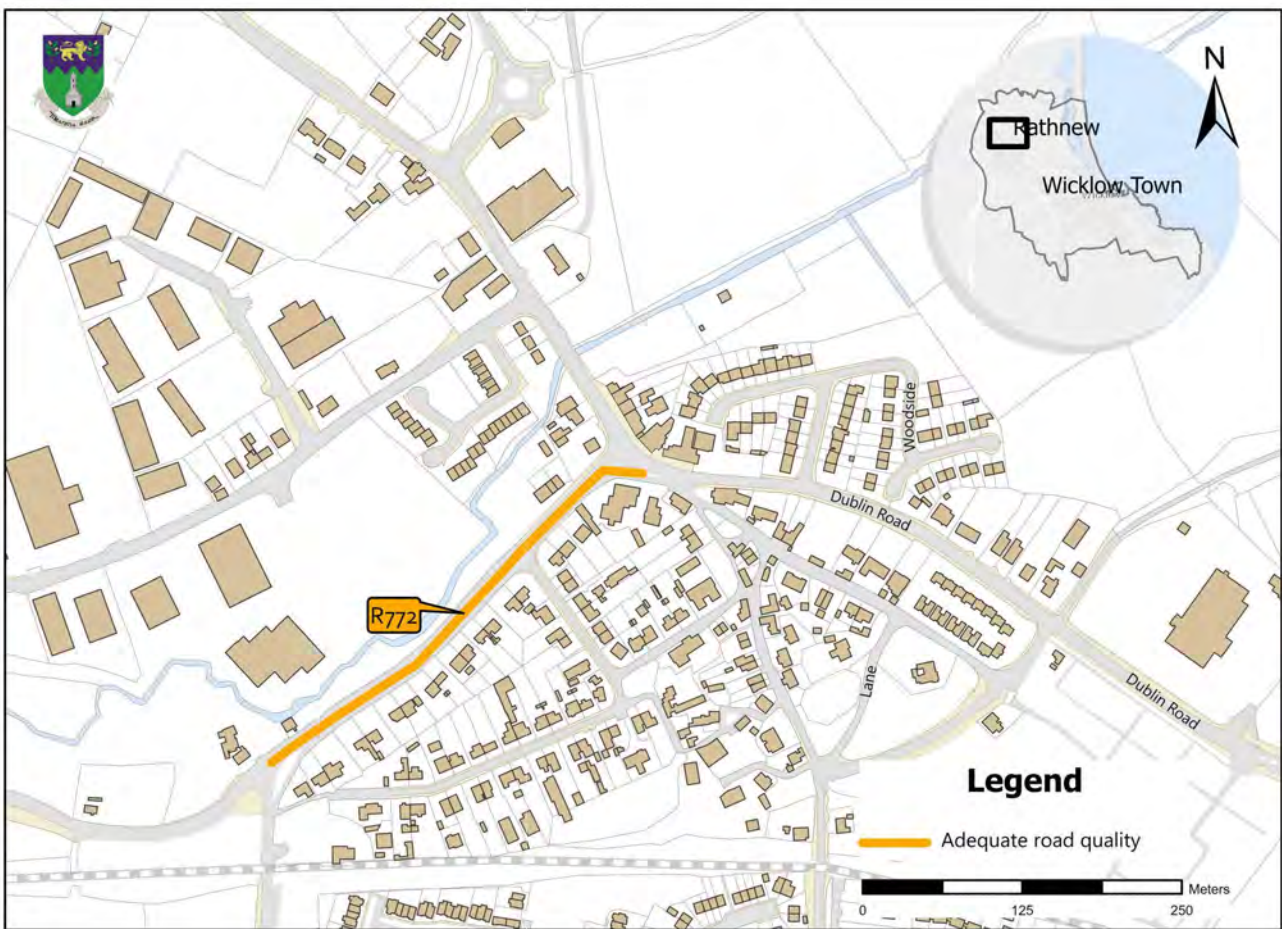
Map 25: Segment 1: Junction 16 to Rathnew map



Given the preferred location identified for a bus based park-and-ride in this area (marked on map), this will be an important route to connect residents by all modes of transport to this planned future public transport service on the M11.

### Segment 2: Rathnew - Ballybeg

This segment is the main route towards Rathdrum, but also forms part of Rathnew village, servicing a number of commercial and residential properties. As far as the entrance to Ballybeg, the road segment is two-way single lane road, with footpaths on both sides of this segment, as well as public lighting, but no cycleways. After the Ballybeg junction, the footpath on the north side of the road stops, but continues on the southern side into Segment 3.

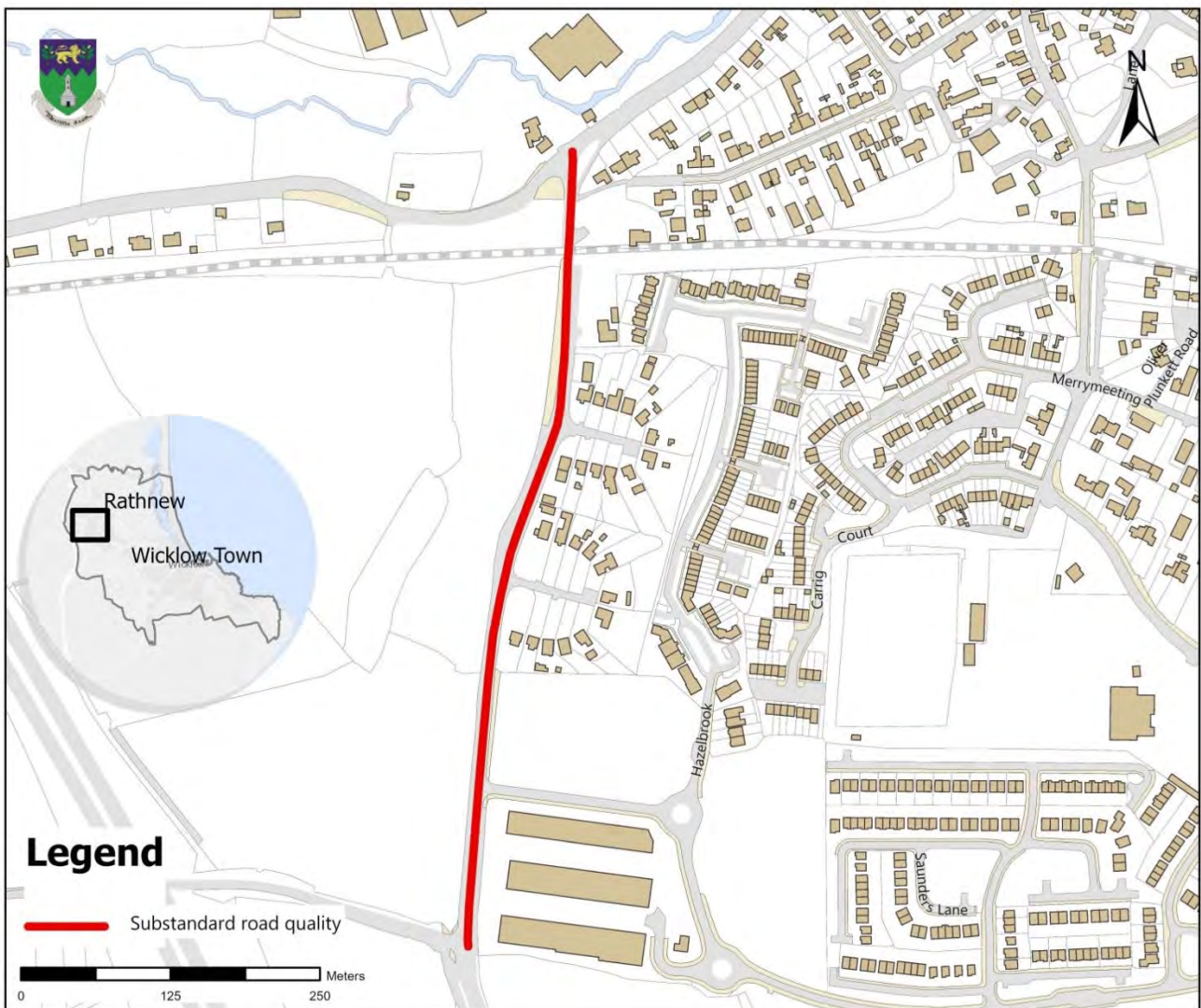


Map 26: Segment 2: Rathnew - Ballybeg

## Segment 3: Rathnew – Ballinabarney

This segment of this route (which was previously part of the N11) is a wide single lane carriageway, passing under the railway line (the former station is just east of this bridge) and continuing southwards serving small housing area on the east side (St. Patrick's and St. Brigid's Terraces). Thereafter it reaches the junction at the 'Village Gate' business park which provides a route into the southern part of Rathnew and onto the Rathnew – Friarshill Road (which leads ultimately into Wicklow Town). There is a right turning lane at this junction.

There is a footpath only on the east side of this segment which only extends as far as St. Brigid's Terrace; street lighting also ends at this point. There are no cycleways on this road.



Map 27: Segment 3: Rathnew – Ballinabarney





### Recommendations

#### Segments 1 and 2:

##### Short term:

- (a) As a key route carrying traffic from the wider settlement to and from the M11, the carrying capacity of Segment 1 should be protected. New development that has the potential to increase traffic flows onto this segment should be appropriately managed and in particular no new entrances permitted.
- (b) Given the plans to develop a bus based park-and-ride at Junction 16, it is recommended that Segment 1 be enhanced with improved pedestrian facilities and new cycling infrastructure.

##### Medium term

- (c) Once the RIRR is completed Wicklow Town-bound traffic will no longer need to use Segment 1 to access Wicklow Town from Junction 16 and design measures should be put in place to inhibit its use to access Wicklow Town.
- (d) It is recommended that significant improvements are made to the junction of Segment 1 with Charvey Lane and / or an alternative route from Charvey Lane to the R772 be investigated
- (e) The RIRR completion project should include routes to re-direct Rathdrum bound traffic away from Segments 1 and 2
- (f) On the basis that flows through Rathnew Village centre are reduced through the completion of the RIRR and re-direction of Rathdrum bound traffic via a new route from Tighe's Avenue and the implementation of other various measures recommended in this assessment, it is recommended that a public realm improvement programme is developed for the area between the Charvey Lane junction as far as the Ballinabarney junction, including but not limited to carriageway narrowing, widening of footpaths to allow for enhanced human activity such as business overspill, improved facilities and safety for cyclists, undergrounding of wires and additional landscaping.

#### Segment 3

- (a) Given the proximity of this segment to Rathnew village centre and associated services and infrastructure, including public transport services, it is considered that future development located on this road would constitute sustainable, compact development. This segment requires to be improved to 'urban' standards via footpaths and cycleways on both sides, public lighting, pedestrian crossing, road marking etc.
- (b) Improvements to this segment should include a new junction arrangement at the southern end at Cuckoo Corner / Village Gate to mark the entry into an 'urban' zone with priority given to pedestrians and cycling safety
- (c) Consideration should be given to re-configuration at the northern junction of this segment with the Rathdrum Road, to clearly demarcate the exit from the Rathnew village centre zone.

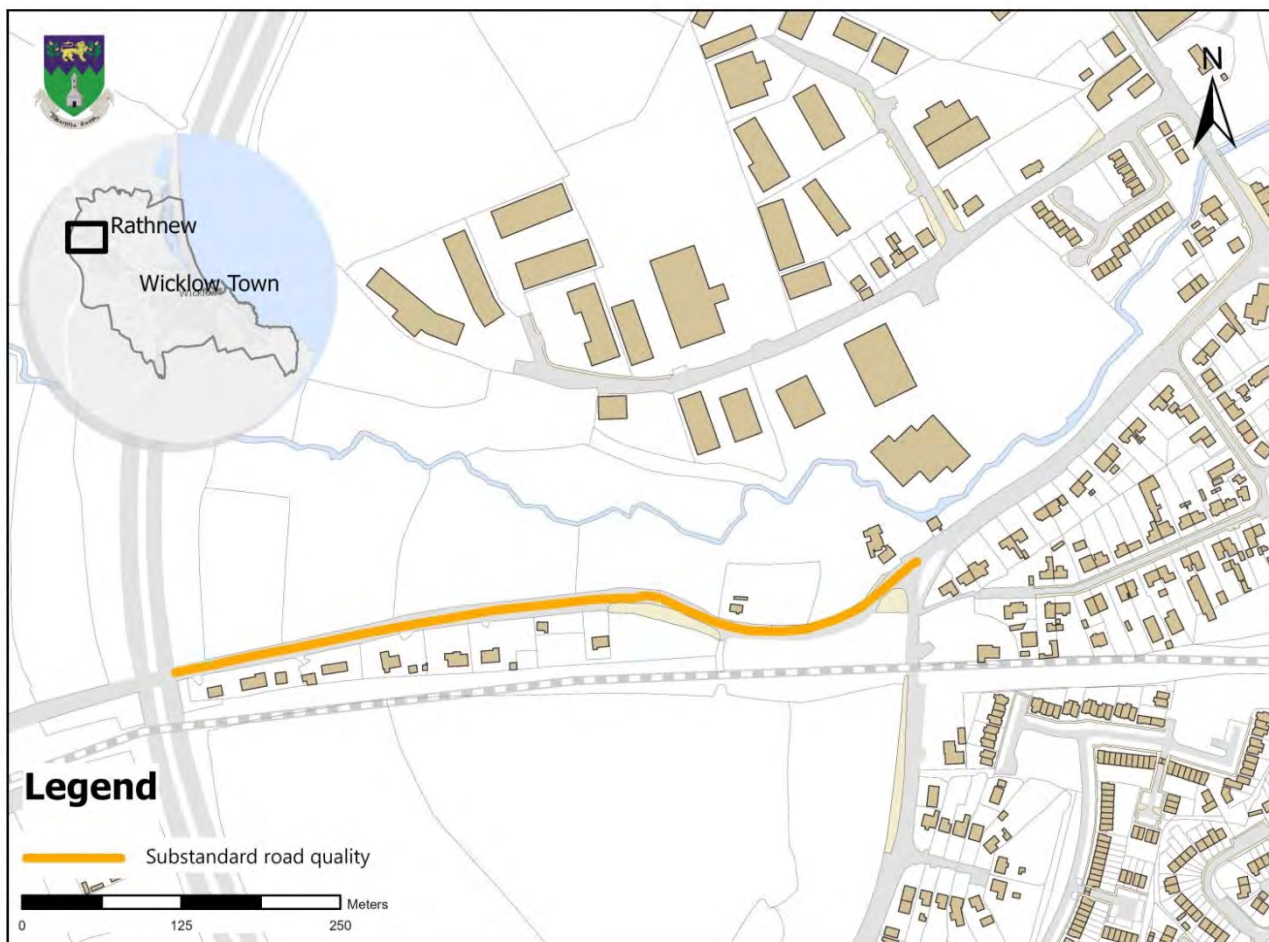
#### Segment 4

- (a) The priority on this segment is the free movement of vehicular traffic on and off Junction 17 onto Wicklow Town and Rathnew. It is recommended that previous zoning along this segment be reviewed in to limit any additional flows onto this segment to reflect this function of the route.

### R752: Rathnew – Glenealy – Rathdrum

This is the route that exits Rathnew Village on its western side at the junction with the R772. This route is heavily trafficked as it is the main route from the M11 (both Junctions 16 and 17) to settlements west of Rathnew including Glenealy, Rathdrum and on to the south-west of the county.

While this road is of reasonable quality and has adequate width, some public lighting and a narrow footpath on the south side, there are poorly aligned sections near the junction with the R772 and there are no cycling facilities. Single houses line the southern side (with the railway embankment to their rear) while the northern side is undeveloped land sloping down to the Rathnew River, part of which is at risk of flooding.



**Map 29A:** R752: Rathnew – Glenealy – Rathdrum Map

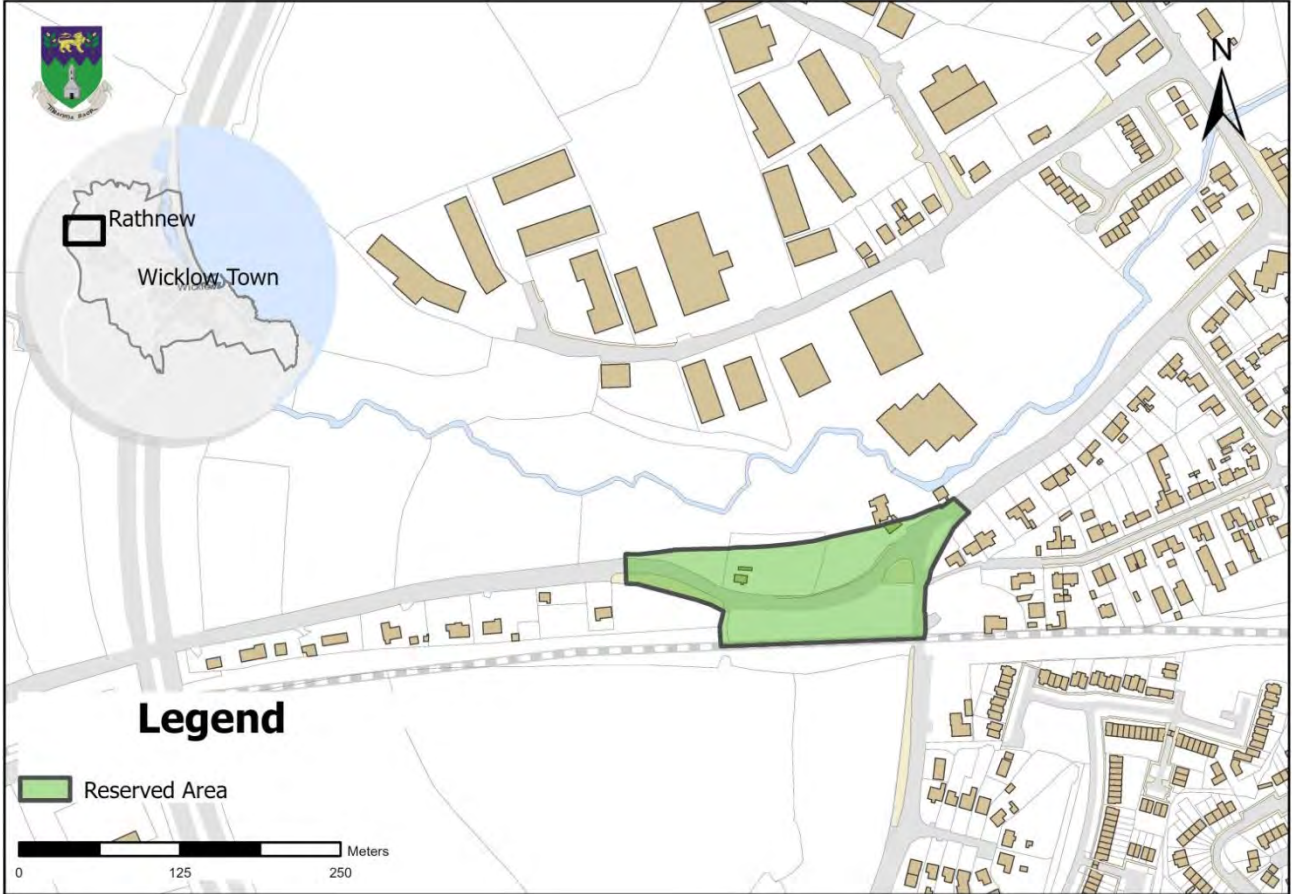
### Recommendations

- In order to enhance Rathnew Village centre, it is essential that Glenealy / Rathdrum bound traffic uses either Junction 17 or a new route from Tighe's Avenue, and by-passes Rathnew centre via this route. Therefore the priority on this route is the free movement of vehicular traffic. It is recommended that previous zoning along this segment be reviewed in order to limit any additional flows onto this segment to reflect this function of the route.
- The junction of the R772 and R752 should be substantially redesigned to allow for improved flows for traffic coming from Junction 17 and travelling west. This may entail removal of the bend to the immediate west of this junction and lands should be reserved to facilitate future alignments.



- (c) Consideration should be given to re-configuration of the junction of this route with the R772 at Ballybeg to clearly differentiate this route from the Rathnew village centre zone.

**Reservation for future improvements**



**Map 29B:** Area to be reserved for future road improvements (and potential rail stop).

### **R750: Rathnew – Wicklow Town – Dunbur**

This is the route that starts in Rathnew and is the main route into Wicklow town centre, forms Wicklow Town's Main Street (Abbey Street – The Mall – Market Street), and continues south out of the town centre towards the Dunbur and Brittas Bay areas. This is the key spine route through the densest part of the settlement and provides the main access route to a significant number of residential areas, as well as shops, services and other businesses and community facilities used by the wider town and its catchment.

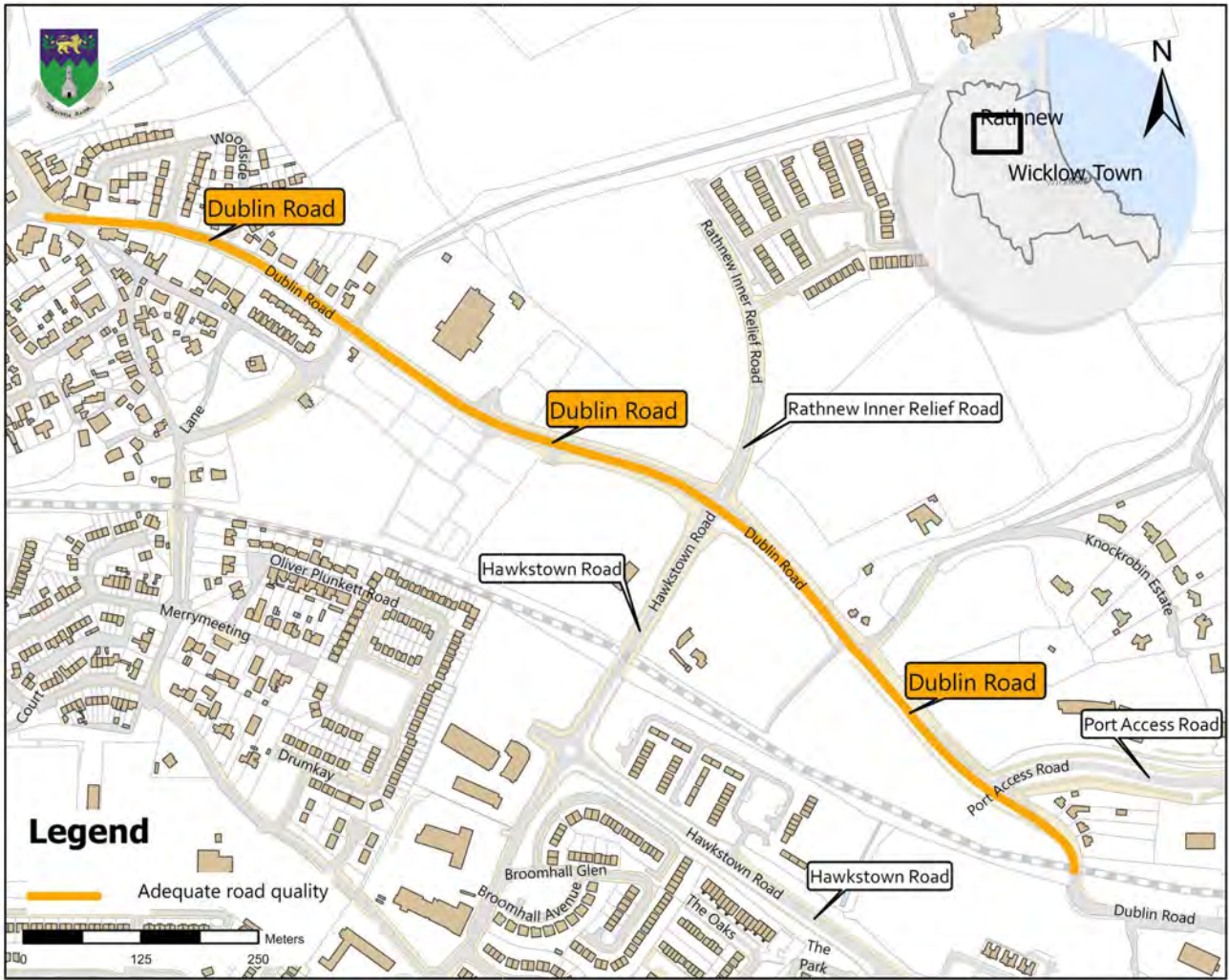
#### **Segment 1: Rathnew to railway underpass**

This is a heavily trafficked route carrying significant volumes of traffic to / from the Wicklow Town and Rathnew areas coming from / going to the M11.

After leaving the centre of Rathnew moving south, the character of this road is somewhat urban initially in that it has pedestrian facilities on both sides (although quite narrow in places), pedestrian crossings, bus stops; it provides access to multiple dwellings / entrances and has a number of proximate junctions which all serve to maintain a relatively low speed. This segment provides a key access route into the Rathnew 'Commons' and the Merrymeeting areas of Rathnew via the junction at Rathnew cemetery.

After Rathnew cemetery, this road has been significantly altered in the last 15 years through widening, horizontal and vertical alignment alterations, footpath / cycleway provision, bus stops and public lighting as part of the Hawkstown Road and Port Access Road projects. New traffic lights have been installed at both of these junctions, with the R750 – Hawkstown Road junction now also forming the starting point of the emerging Rathnew Inner Relief Road.

The railway underpass is narrow in width which prevents the provision of adequate width, pedestrian facilities (there is a narrow footpath only on the west side of this underpass) or cycleways continuing through to the next segment.



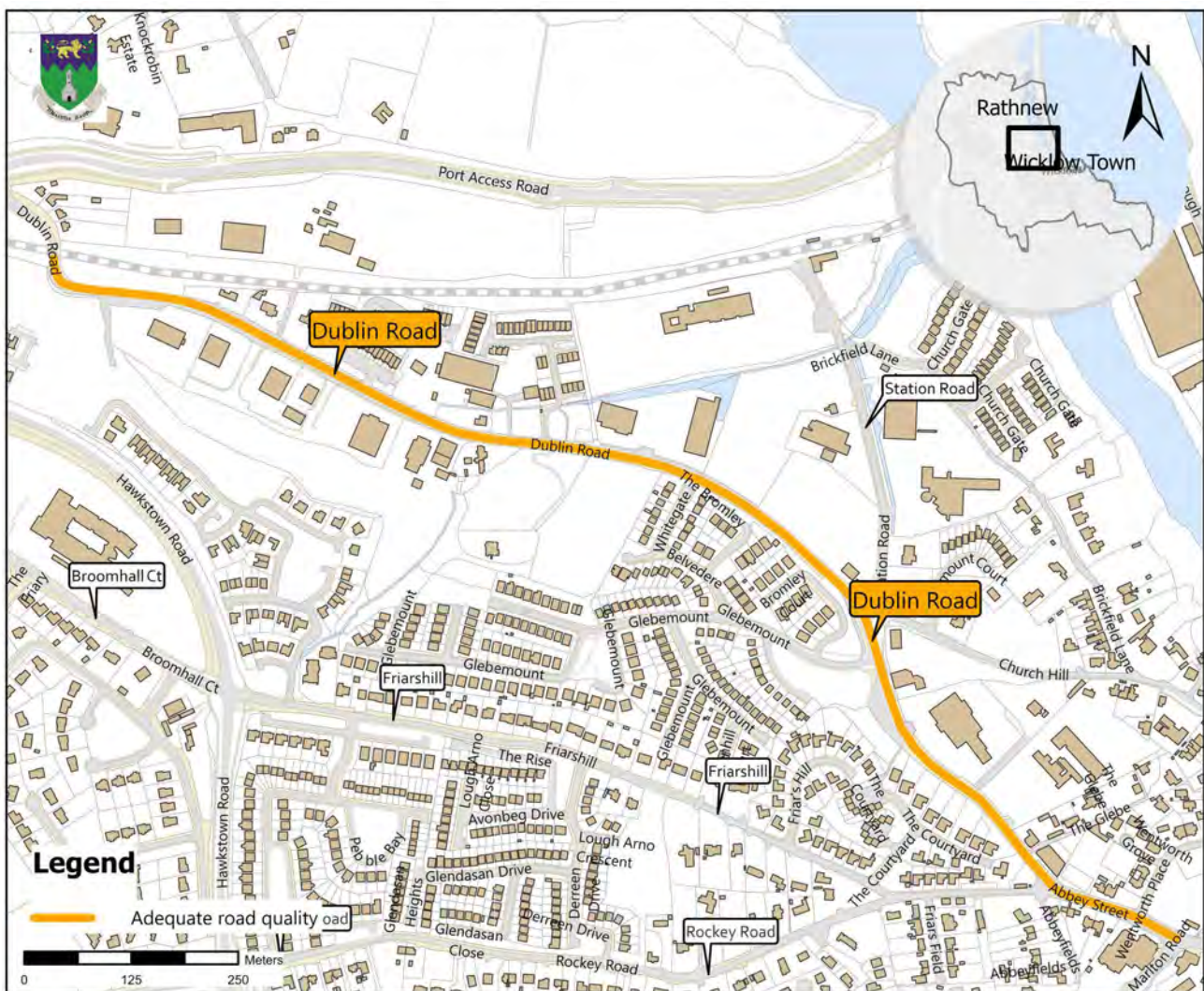
Map 30: Segment 1: Rathnew to railway underpass



## Segment 2: Railway underpass to Grand Hotel

Once the chicane south of the railway bridge to passed, this road improves having undergone works in the last 15 years, with the route being widened in parts to accommodate new development along this segment including some central median right turning lanes. The width improvements are not continuous and consistent however with one exchanging between narrower and wider parts approximately 5 times along the segment. There are partial cycleways on the segment and a continuous but narrow footpath on the west side, but a footpath only starts on the east side at Highfield Court. This footpath on the eastern side is only continuous starting from Bollarney Woods.

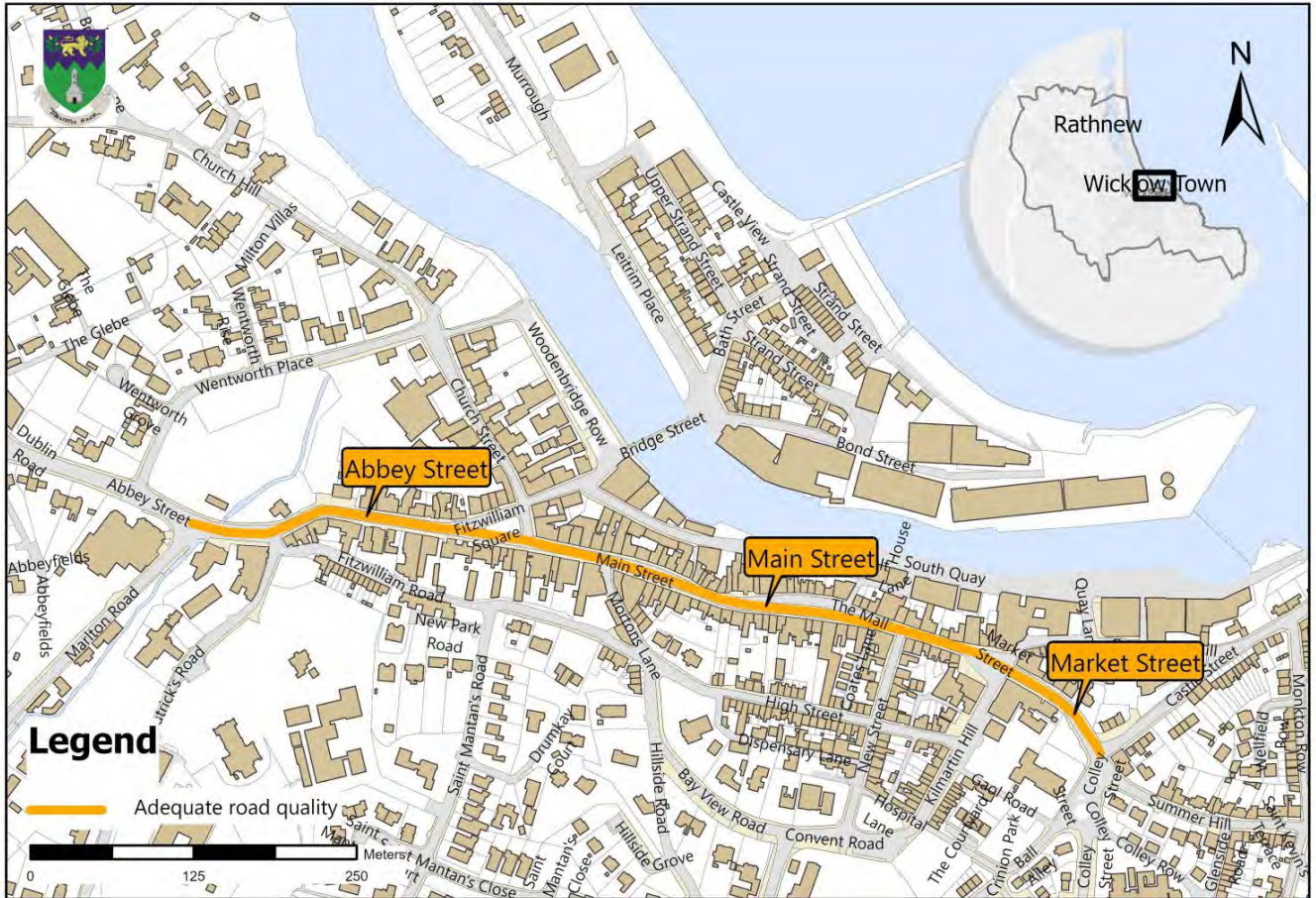
After the Whitegates junction (adjacent to Tesco) this segment continues up to the Grand Hotel, the junction with the Marlton Road. This part of the segment is more urban, with multiple entrances, pedestrian crossing, bus lay bays; there is adequate vehicular carriageway width for these functions and has footpaths on both sides, but no cycle lanes.



Map 31: Segment 2: Railway underpass to Grand Hotel

## Segment 3: Wicklow town centre

This is the relatively narrow and slow moving main street of the town. Significant improvements have been made in recent years in terms of public realm and improving pedestrian facilities along this route and further projects are ongoing or are in development to continue to improve the pedestrian environment.



Map 32: Segment 3: Wicklow town centre



## Segment 4: Wicklow Gaol to Wicklow Golf Club

The segment forms part of the main access route into and out of the town centre area from the south. It mostly carries traffic to / from the built up areas around Dunbur and some traffic bound for areas further south like Brittas Bay. This segment is developed on both sides mostly by housing and therefore has multiple entrances and junctions thereon. This segment is quite narrow initially closest to the Gaol, but then widens as one travels south. The initial part has double yellow lines and therefore no on-street parking; however once the parking controls stop this part is characterised by significant and sometimes haphazard on street parking and parking on footpaths.

There are footpaths on both sides of this road, which are narrow and sometime impeded by illegally parked cars. There are no cycleways.



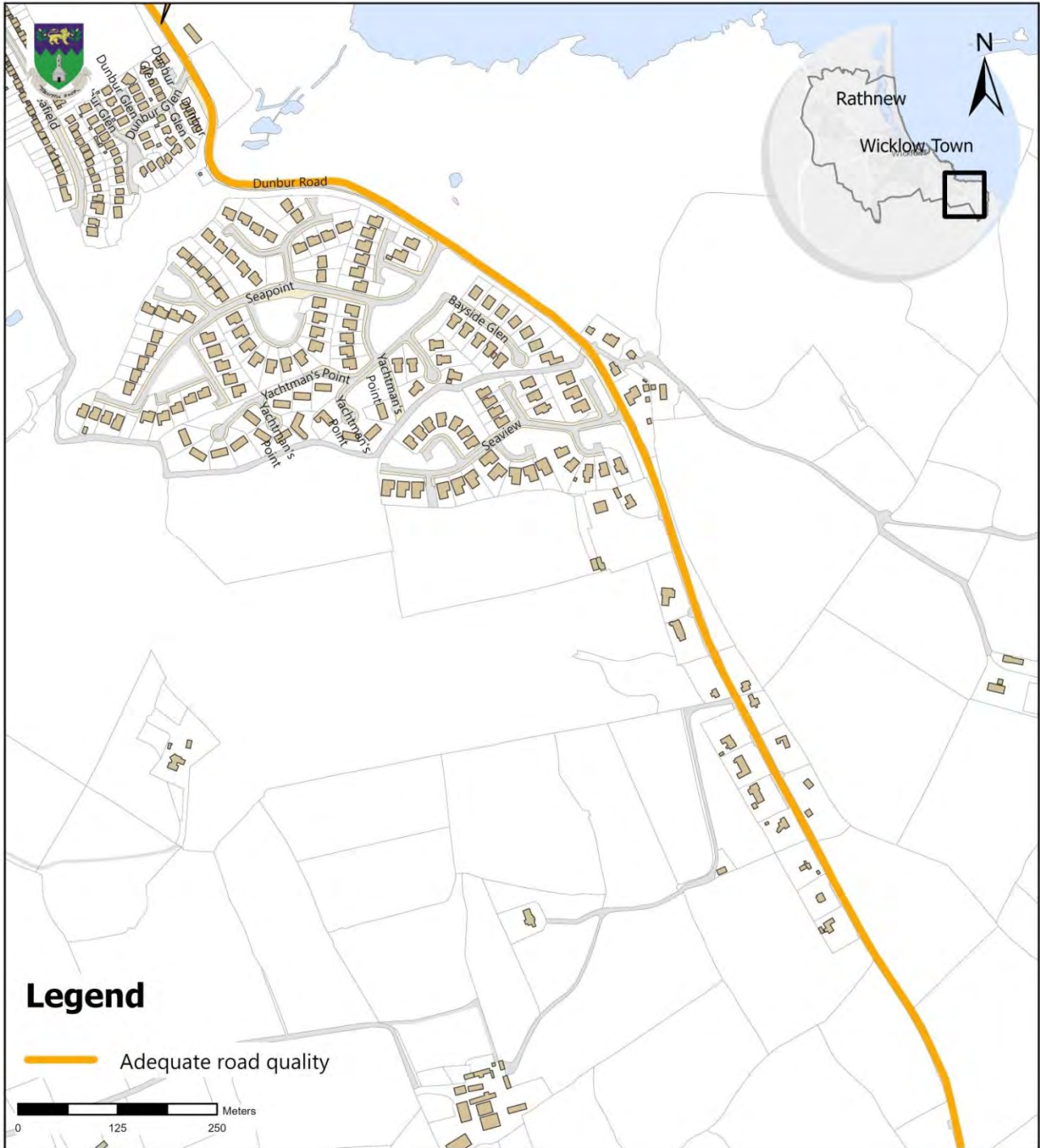
Map 33: Segment 4: Wicklow Gaol to Wicklow Golf Club



## Segment 5: Wicklow Golf Club to Dunbur

This is the final segment of the route from Wicklow Town out to its hinterland to the south. Development is located in main only on the west side of this segment, with Wicklow golf club and Wicklow Head occupying the eastern side. These areas are not identified for new development in previous plans.

There are a large number of housing developments along this road, as well as sports grounds (GAA) and there are partial, non-continuous footpaths and cycleways.



**Map 34:** Segment 5: Wicklow Golf Club to Dunbur

### Recommendations Segment 1:

1. The initial segment up to Rathnew Cemetery should be upgraded to provide for a low vehicular speed pedestrian, cyclist and public transport priority urban street;
2. The junction of the R750 with the Hawkstown Road and the RIRR should be reconfigured to give priority to flows between the R750 south of the lights and the RIRR (see section to follow on RIRR) in order to re-direct non-Rathnew bound traffic from Rathnew Village.
3. Alternative routes for pedestrians and particularly cyclists to avoid the restricted railway underpass should be investigated; in particular, the possibility of a route from the Port Access Route to the R750 east of the existing road underpass using an existing railway tunnel and an existing footbridge.

### Recommendations Segment 2:

4. The route, from the railway underpass as far as Station Road junction, should be upgraded to provide for more consistent width and overall quality, with continuous footpaths and cycleways on both sides. Consideration should be given to reducing current carriageway width and / or removal of central right turning lanes in order to devote more road spaces to pedestrian and cyclists, especially given the high quantum of residential land use along this route. This route should not be considered for any further residential or community developments until such improvements are committed. 'Greening' of this route is also recommended.
5. Between Station Road and Marlton Road, the route should be upgraded to provide for a low speed pedestrian, cyclist and public transport priority urban street

### Recommendations Segment 3:

6. Measures to improve the public realm and pedestrian environment should be continued along this entire segment, with additional consideration for improved facilities for cyclists.
7. Provision should be made to continue the process of repurposing road space to devote more space to public realm / pedestrian / cyclist infrastructure at key junctions along this route in particular at Bridge Street, Quarantine Hill and Castle Street to ensure that improvements can be continued into these streets and down onto the South Quay.
8. It is however essential that this route maintains vehicular carrying function as it is a public transport and private vehicle access route to residents and workers in the area; other routes are also available to most locations in this vicinity and these should also be promoted strongly as an alternative.

### Recommendations Segment 4:

9. On street parking control measures should be provided along this entire segment
10. Measures are recommended to significantly improve the public realm and pedestrian environment as far as the Coast Guard station and to provide for cycling infrastructure along this entire segment

### Recommendations Segment 5:

11. It is recommended that footpaths and cycleways be provided on both sides of this segment, to service the large number of residents in this area, and provide active travel access to the GAA grounds.

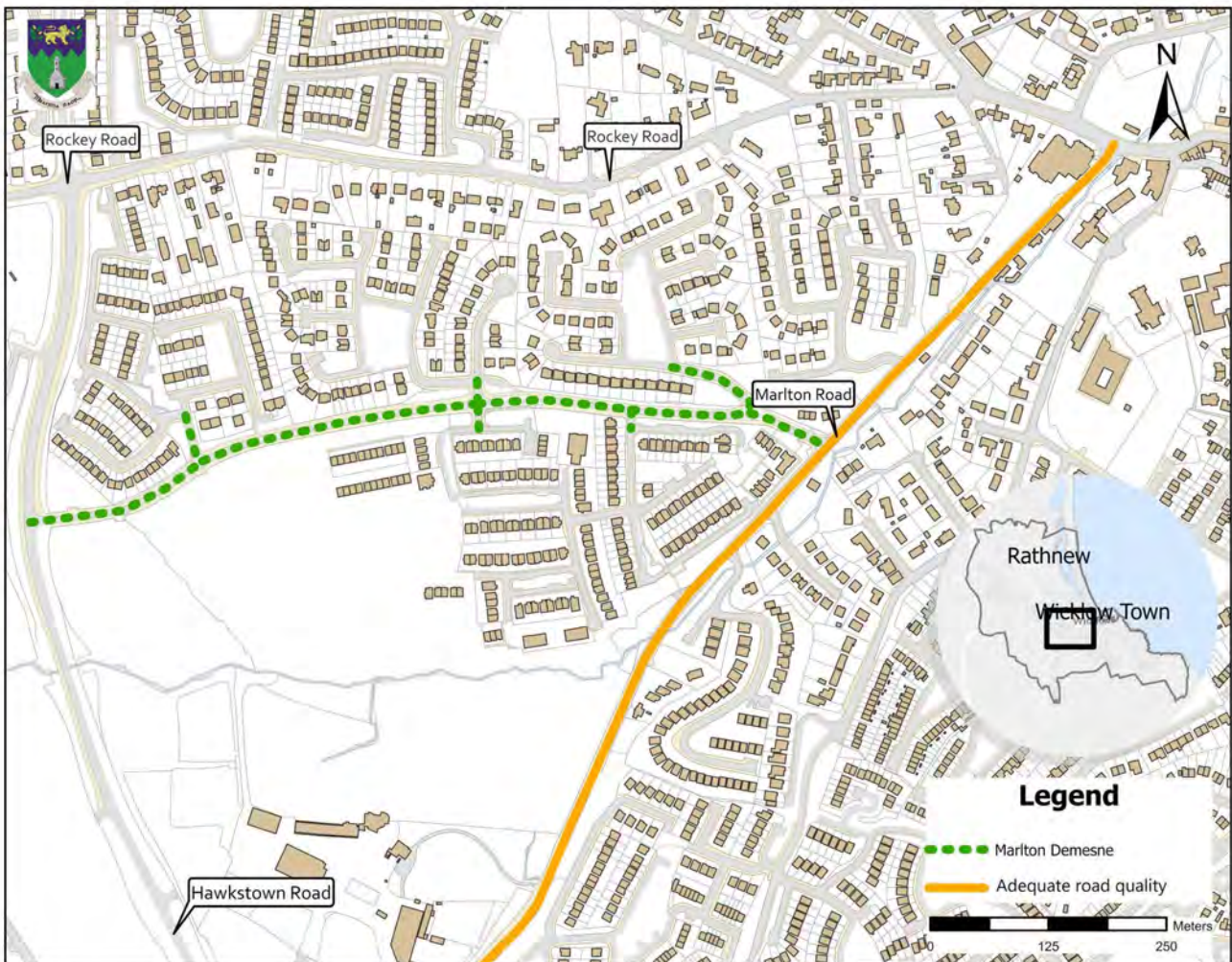
### R751: 'Marlton Road': Wicklow Town – Coolbeg – M11 Junction 18

This is the route that links Wicklow Town centre to Junction 18 which is approximately 5km to the west.

#### Segment 1: R750 junction to 'Brooklands'

This is a busy section of urban road serving a number of businesses and houses directly, as well as a number of housing estates. The junction at Marlton Demesne leads through to the main spine road of this large housing area which connects to the Hawkstown Road.

There are footpaths and public lighting on both sides of this segment but no cycleways. There is one pedestrian crossing, east of the Marlton Demesne junction.



Map 35: Segment 1: R750 junction to 'Brooklands'



### Segment 2: Brooklands to Hawkstown Road roundabout

This segment is characterised by limited junctions / entrances/ development and a somewhat less 'urban' feel mainly attributed to the location of Marlton Stud on the north side of the segment and green buffers or undeveloped lands on the south side.

The road is well aligned along this segment, and has a footpath and partial cycleway on the southern side as well as public lighting.

Previous development plans provided for the development of both housing and community uses on the currently undeveloped lands along this segment, given the proximity of the lands to the town centre. The intention in spatial terms was for this to be a low speed urban type road.

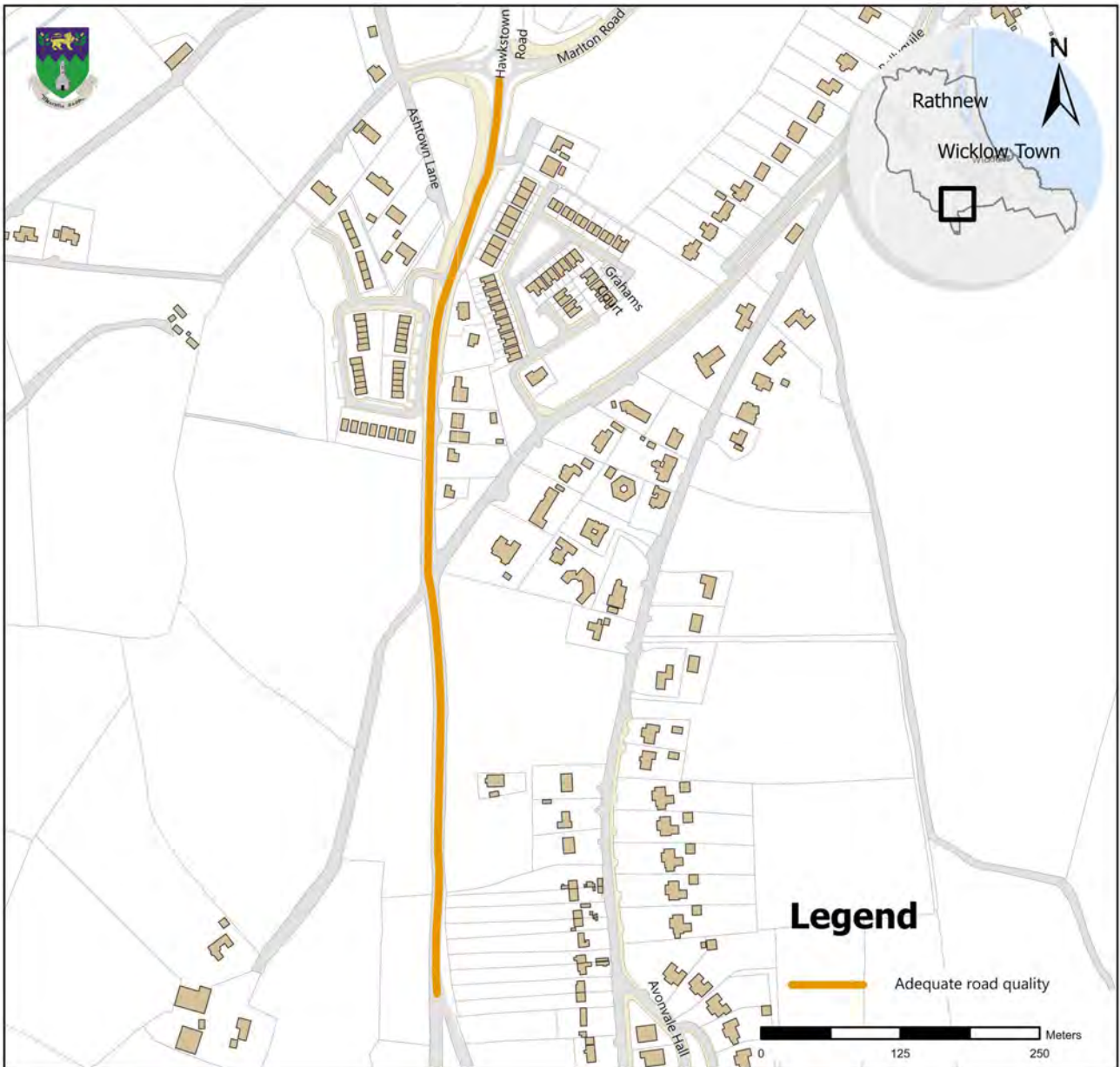


**Map 36:** Segment 2: Brooklands to Hawkstown Road roundabout

## Segment 3: Hawkstown Road to Ballynerrin

This segment services the outer edge of the developed area of Wicklow Town. There are a number of single houses and housing developments located on this road and as a result of improvements the first part of the road, as far as 'Hawkstown Park' has an urban design, with footpaths on both sides, public lighting, but no cycleways.

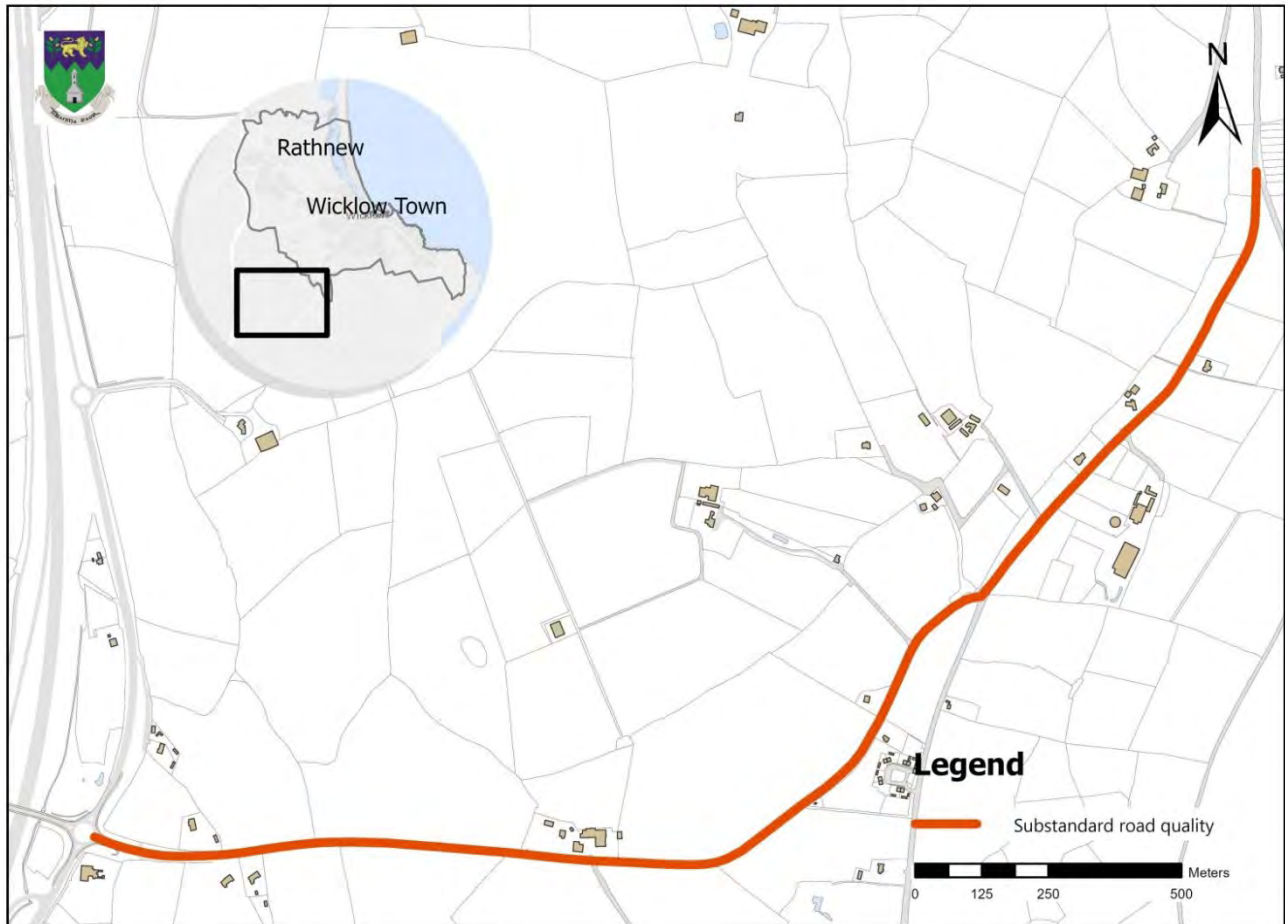
After Hawkstown Park, the improvements end and the road gradually become more rural in design, with footpaths and lighting only on the south side as far as the junction with local road L-1600. The final part, up to the junction with local road L – 1102 has no footpaths, cycleways, lighting or road markings.



Map 37: Segment 3: Hawkstown Road to Ballynerrin

### Segment 4: Ballynerrin to Junction 18

The remainder of this route is the c. 3km length from the edge of the town to Junction 18. This road is rural in character, with no road markings, footpaths, cycleways, or lighting. While this road is reasonably wide, there are areas of poor alignment which limit speed.



**Map 38:** Segment 4: Ballynerrin to Junction 18

### Recommendations

- (a) Segments 1, 2 and 3 of this route are so spatially located, partially developed and partially improved such that they now require to be brought up to urban standards, including footpaths, cycleways, lighting and speed moderation measures.
- (b) Given that measures are recommended in this study to attract Wicklow Town bound traffic to Junctions 17 and 18, the priority on Segment 4 is the free movement of vehicular traffic. It is recommended that the previous plan boundary is maintained so that no further urban type development occurs on this segment.



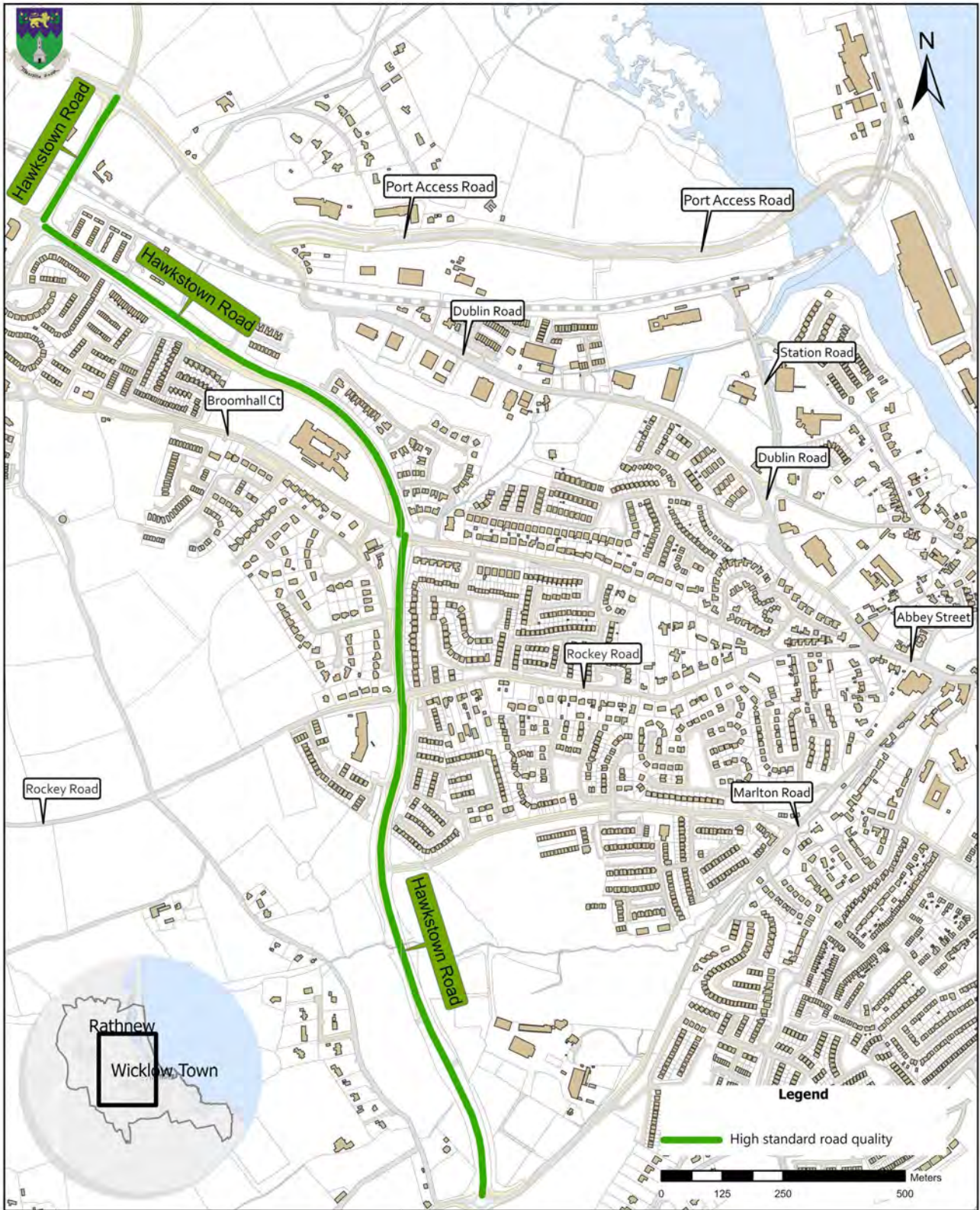
### 2.4.3 Other distributor roads

#### **Hawkstown Road - Town Relief Road**

The Hawkstown Road is the official name of the route that was developed and known locally as the 'town relief road'. This road was completed by 2010 and provides a high quality distributor route around the western side of Wicklow Town, connecting with all major routes radiating out from Wicklow Town; the Dublin Road R750, the Friarshill – Burkeen Road L1098, Rockey Road L1099 and the Marlton Road R751. Brunel Bridge, on the Hawkstown Road, crosses the rail line at Merrymeeting.

The road provides key access route from the N11 (via Junctions 17 and 18) to the town centre, harbour and port via the Port Access Road and to Rathnew via the Dublin Road and the future Rathnew Inner Relief Road. This road has also served to open up significant areas for development, with a number of new zones either complete or under construction as of 2024.

This road is a wide single carriageway with right tuning central lanes where necessary, and footpaths and cycleways on both sides.



Map 39: Hawkstown Road - Town Relief Road

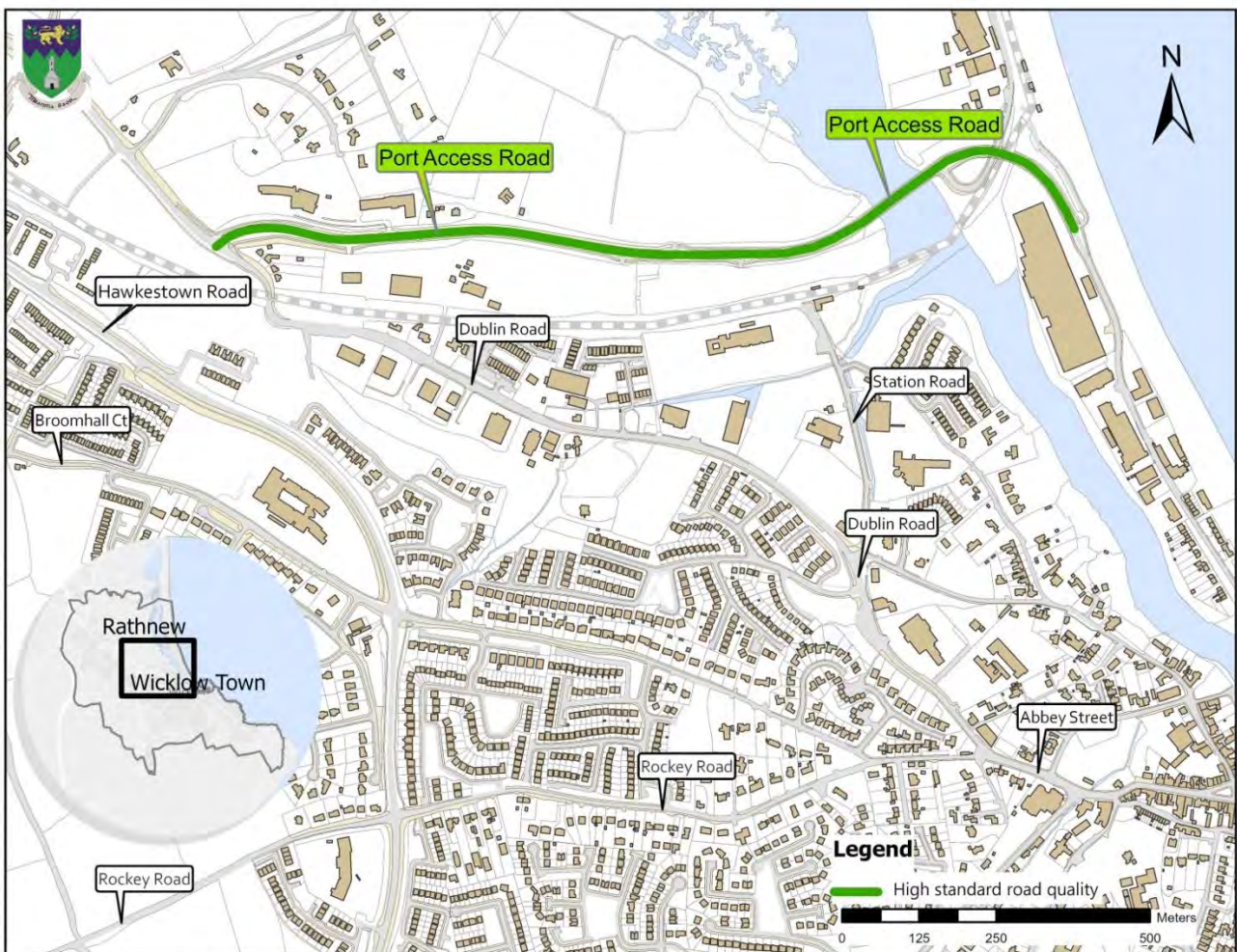


### Drumkay Road - Port Access Road

The Drumkay Road is the official name of the route that was developed and known locally as the 'port access road'. This road was completed in tandem with the Hawkstown Road and provides for new route into the Murrough, port and harbour area, which obviates the need to travel through Wicklow town centre. The development of this road in particular has facilitated improvements to the town centre; including public realm projects such as the road closure at Fitzwilliam Square as port bound heavy traffic no longer needs to use this route. The Murrough Bridge and Halpin's Bridge are both on the Port Access Road crossing the Murrough wetlands and the access road to the Murrough respectively.

This road also presents an opportunity to substantially redevelop the Murrough area which has been identified for a number of plan for a major regeneration projects, including a mix of residential, commercial, tourism and community uses.

This road is a wide single carriageway with right tuning central lanes where necessary, and footpaths and cycleways on both sides.



**Map 40:** Drumkay Road - Port Access Road

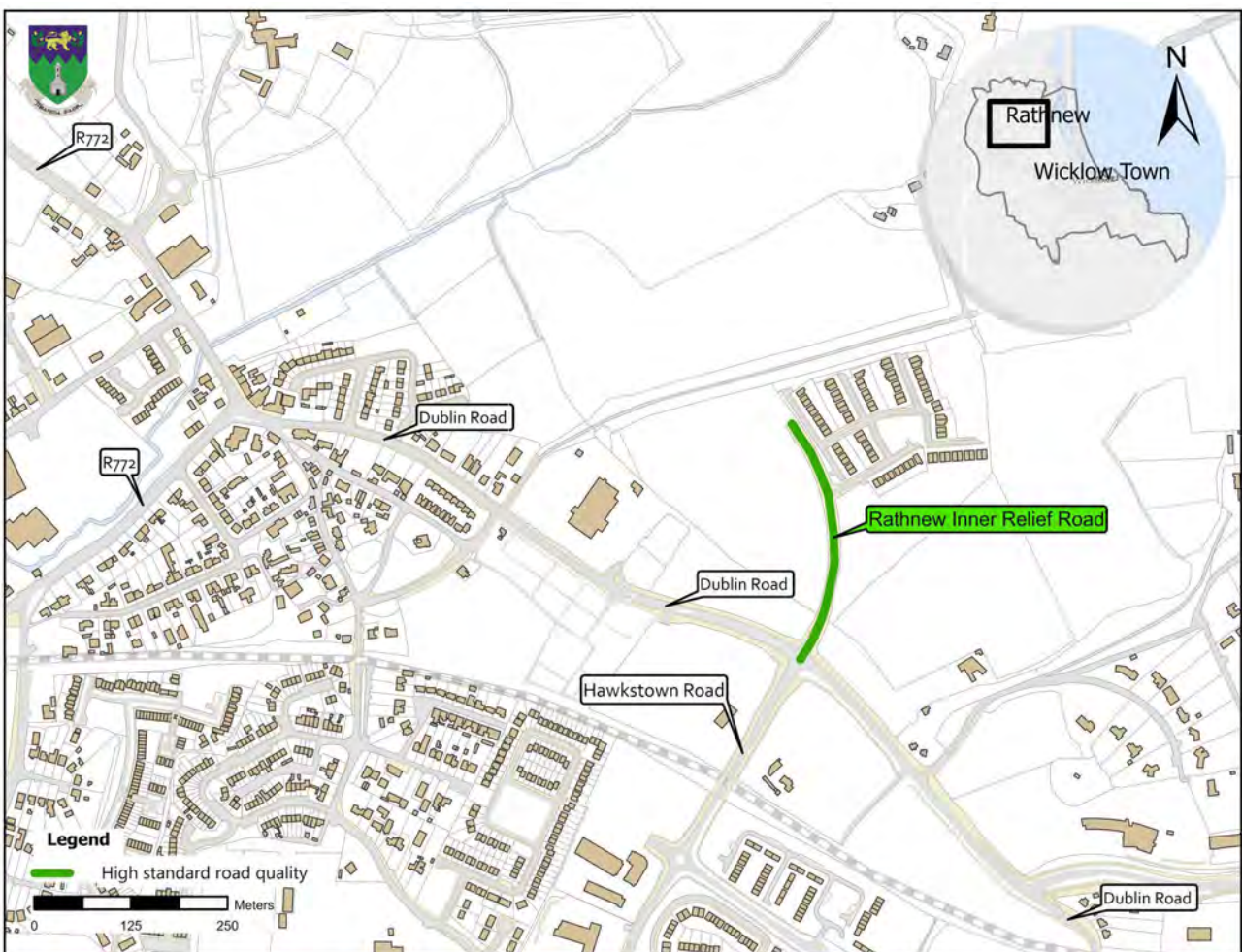


## New Regional / Distributer Roads

### Rathnew Inner Relief Road

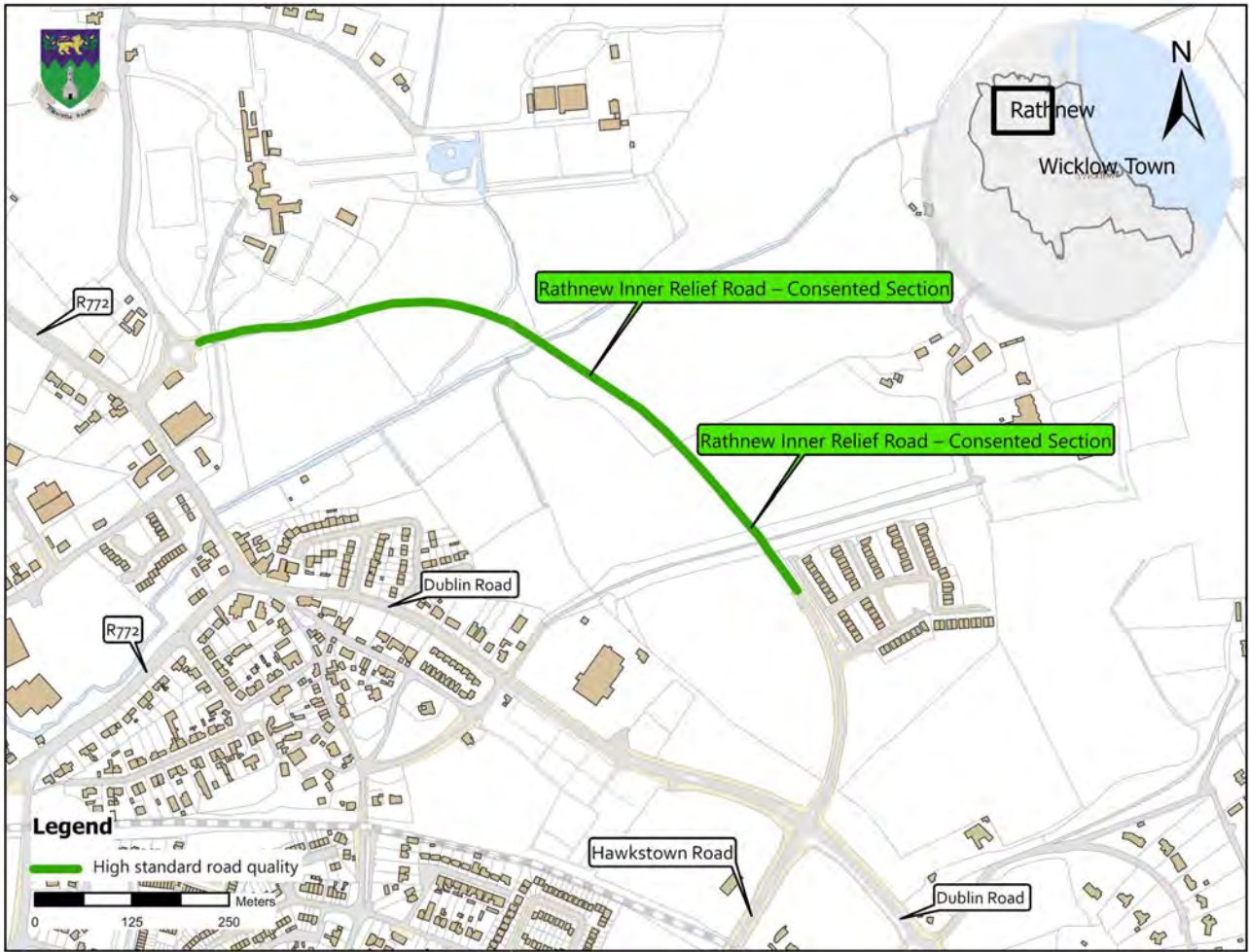
The development of a route to the east of Rathnew village centre, functioning to both 'by-pass' the village and to open up land for development, has long been a development objective. In previous development plan, the route for this road has been shown indicatively only as neither a detailed design not a consent process had been completed for the full route.

Notwithstanding this lack of an agreed and full design, the southern part of this road is now under construction as part of a large housing development (Planning reference 16/1444, Tinakilly Park). The completed segment of the road is shown on the map below:



**Map 41:** Rathnew Inner Relief Road – completed section

An additional section of this road, extended the completed section to the north to join with the new roundabout on the R has been consent (via a planning application for a large housing development) but which is under appeal to An Bord Pleanala at the time of the carrying out of this assessment (June 2024).



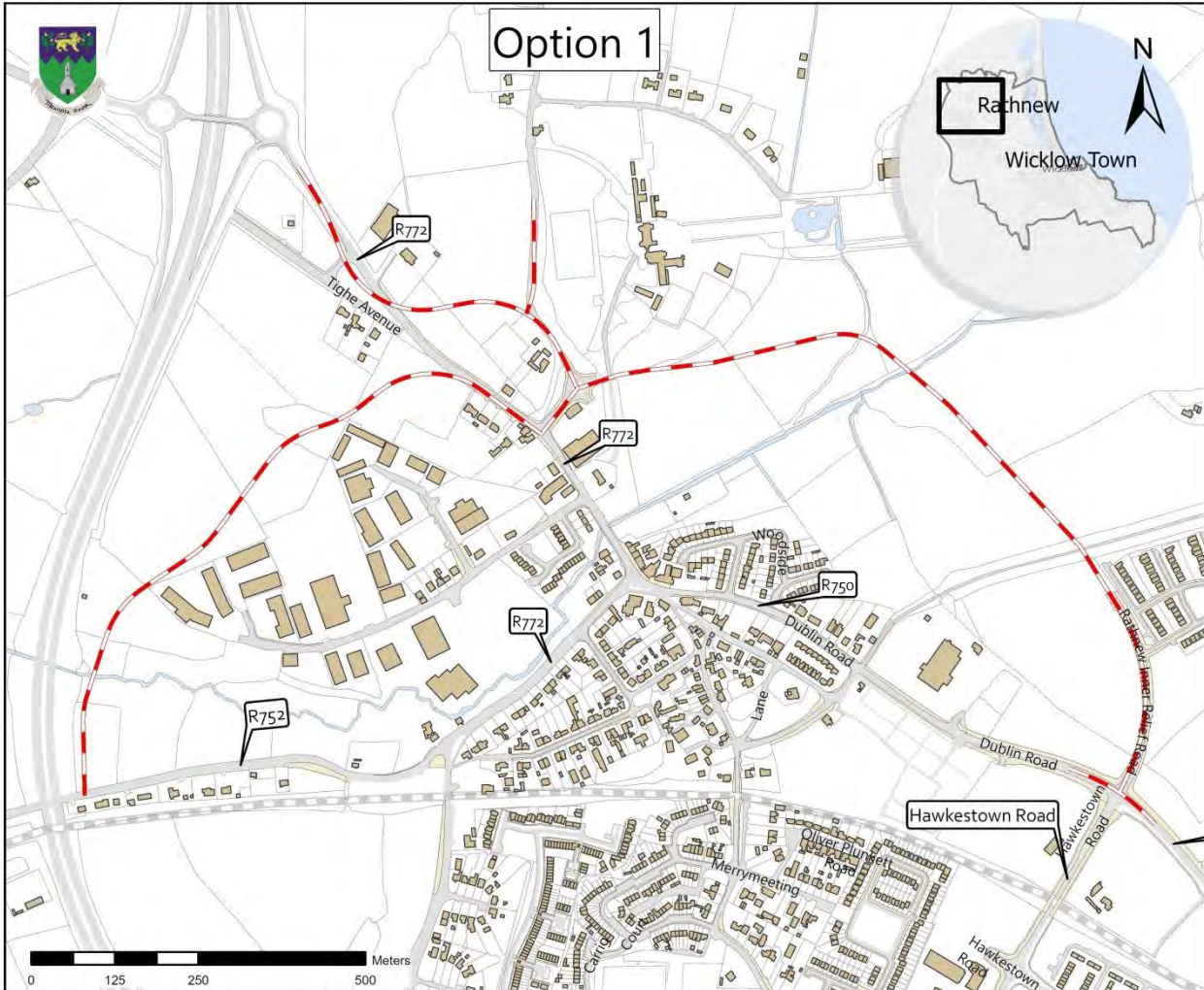
Map 42: Rathnew Inner Relief Road – consented section



## Wicklow Town and Rathnew Local Area Plan – Transport Assessment

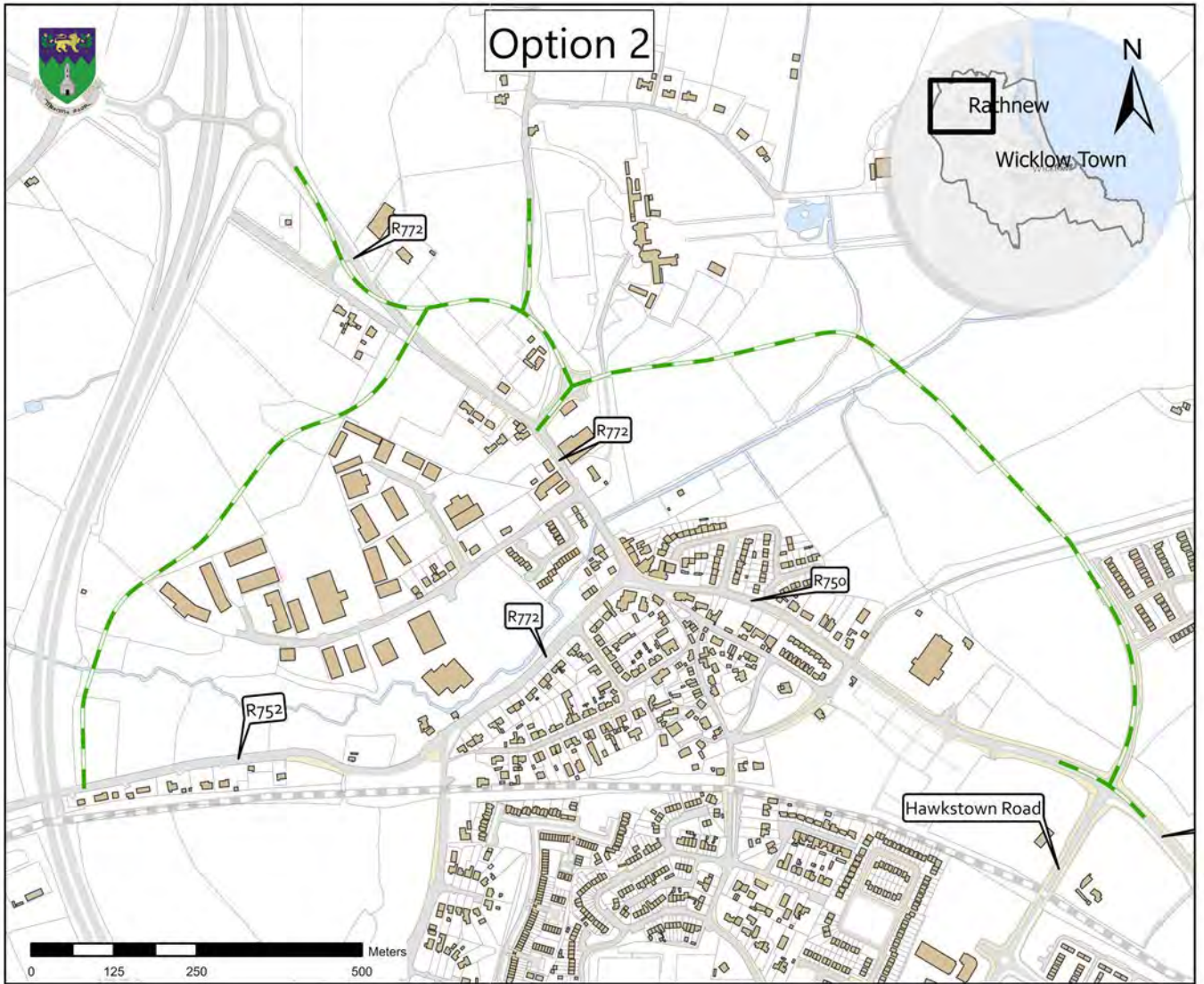
It is essential that this route is completed during the lifetime of this LAP, as traffic issues arising on the R772 and R750 between Junction 16 and Wicklow Town as already described in this report must be addressed.

Preliminary design work on the final section of the route is underway, with a number of possible options emerging. These options are detailed to follow:

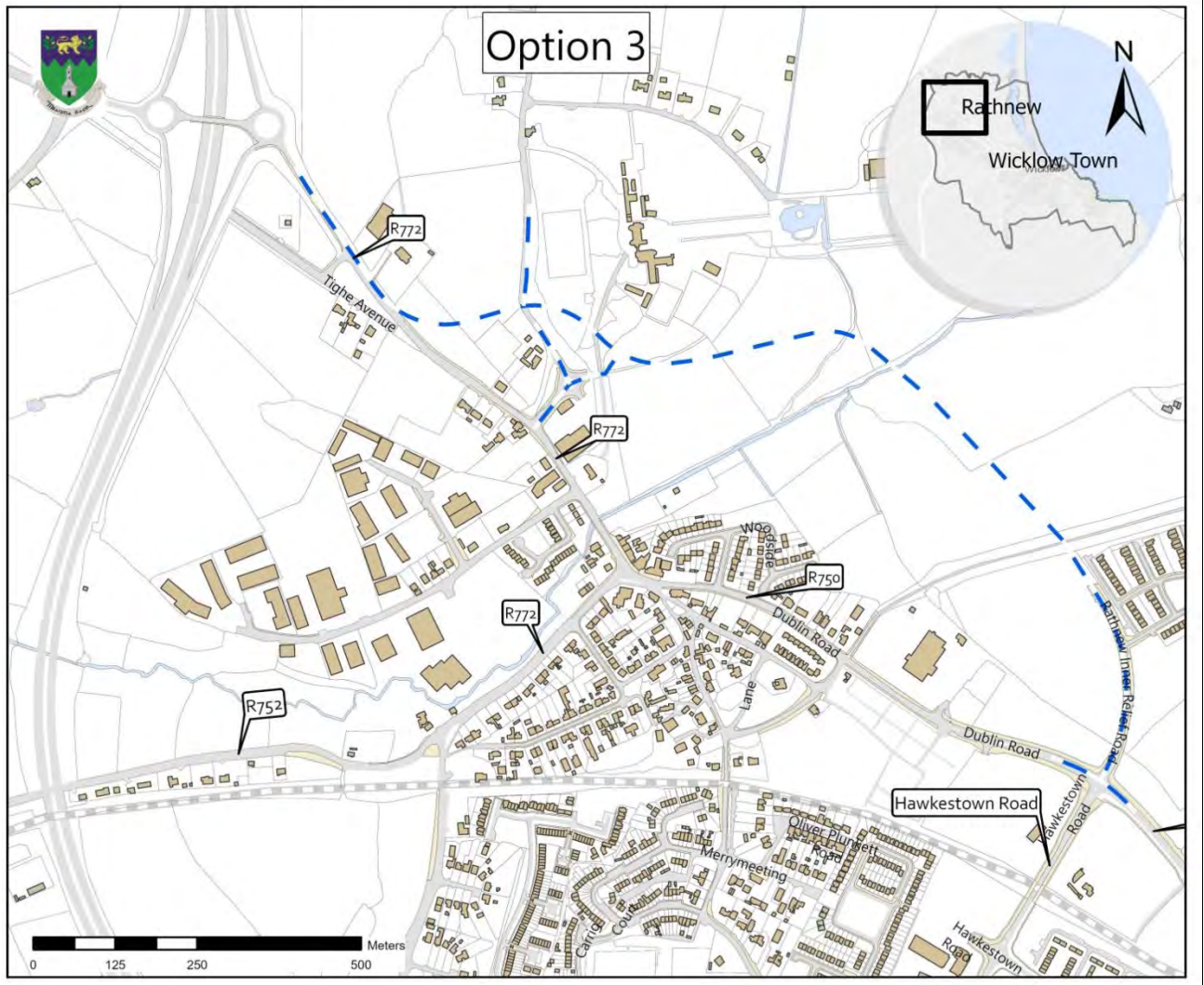


**Map 43 a:** Route Option 1





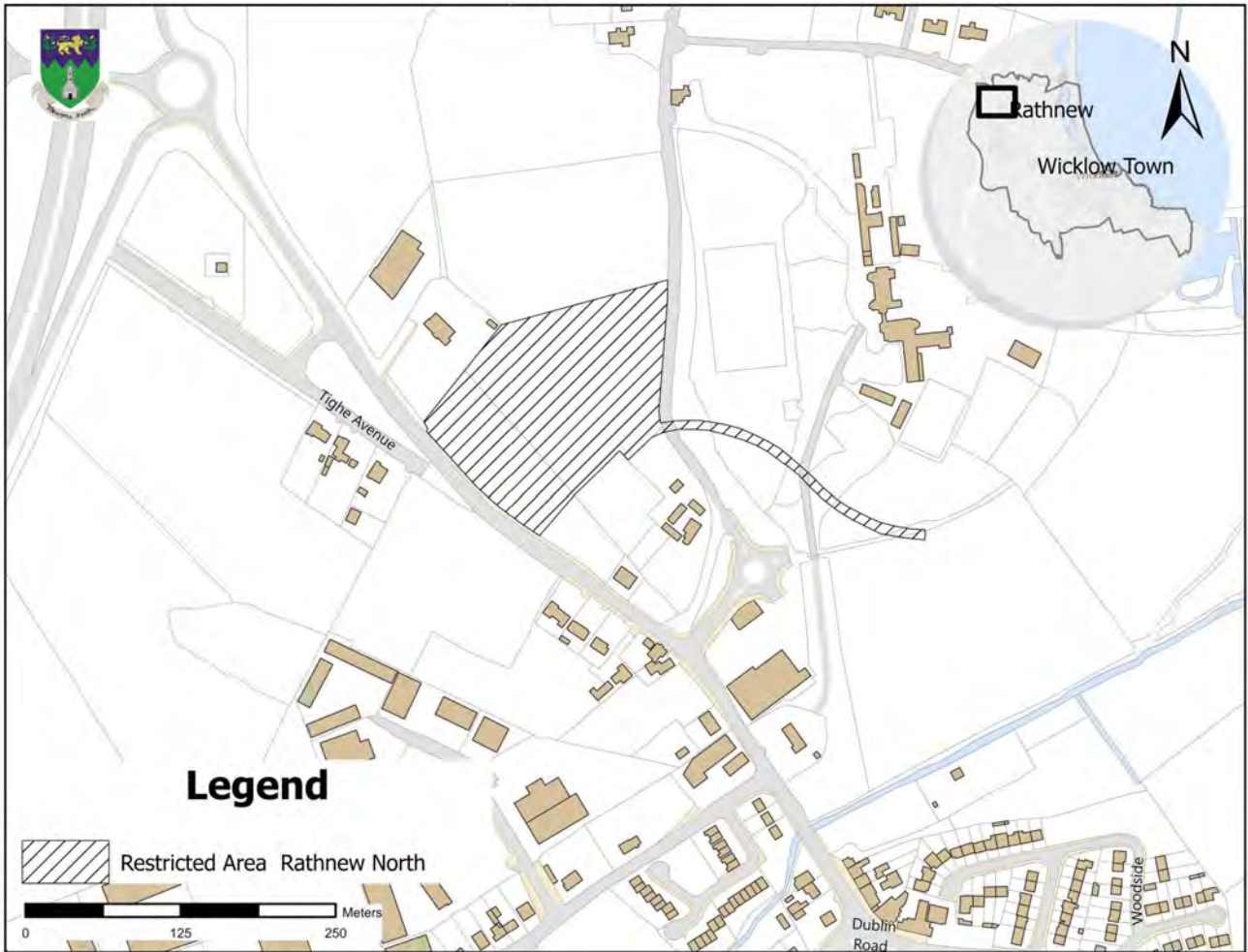
Map 43 b: Route Option 2



**Map 43 c:** Route Option 3

In order to ensure that no aspect of the new LAP prejudices the delivery of the final selected route, both land zoning and development objectives need to be calibrated appropriately. In particular, it is recommended that no further development be permitted in the following area until the final design is determined





**Map 43 d:** Rathnew North – area to be restricted for new development until design for RIRR finalised.

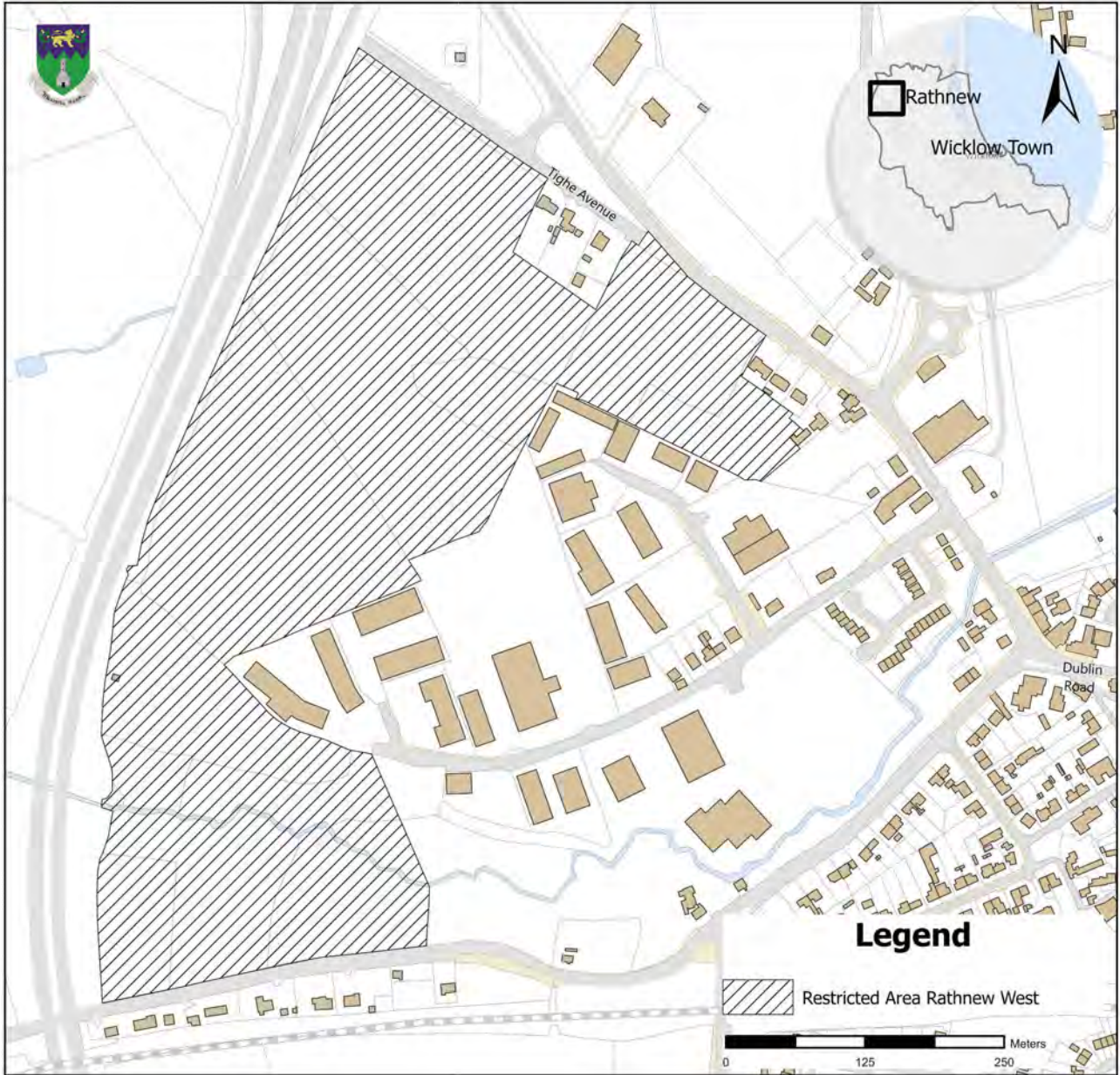


### **Tighe’s Avenue to R752**

The previous Development Plan for Wicklow Town – Rathnew included an objective for a new route that would take Glenealy – Rathdrum bound traffic out of Rathnew village centre, starting at Tighe’s Avenue and connecting to the Rathdrum road R752 west of Rathnew centre. The need for this road was identified in the previous LUTS for Wicklow Town – Rathnew.

Design work on this route is also underway, as shown on Maps 43 above. As part of this design process, the possibility of linking Charvey Lane to the new route is being also being considered.

This route is not deemed as essential in the short term for the area, as the completion of the RIRR will have a more significant positive impact on traffic volumes in Rathnew and on Junction 16. It is recommended that this route be developed in phases along with the development of the zoned lands it passed through. However, as above, no development will be permitted until the final design of this route has been determined.



**Map 44:** Rathnew West - area to be restricted for new development until design for route finalised.

### 3. Transport Strategy and Objectives

#### 3.1 Active Travel

In light of the information and analysis set out in Section 2 of this report, the development strategy for the plan period and beyond with respect to Active Travel is:

- New development shall be focused on locations with the highest quality existing pedestrian and cycling infrastructure, in particular in the built up centres of Wicklow Town and Rathnew Village.
- To ensure that no new development occurs that is not or cannot be well connected to existing pedestrian and cycling networks and in particular to rigorously implement objective CPO 12.5 of the Wicklow County Development Plan:

**CPO 12.5** *New significant residential or mixed use development proposals<sup>4</sup> shall be required to be accompanied by an 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means **other than** the private car*  
*(a) local services including shops, schools, health care and recreational facilities, and*  
*(b) public transport services.*  
*Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.*

- To provide for such land use zoning and development objectives that deliver opportunities to divert vehicular traffic from Rathnew Village Centre and Wicklow Town Centre thus providing for major public realm, walking and cycling infrastructure improvements at these locations including but not limited to:
  - Enhancement, including widening, of all footpaths serving the area zoned as 'Town Centre' (Wicklow Town) and 'Village Centre' (Rathnew) and creation of new hard and soft landscaped urban spaces for pedestrians to congregate and recreate as space allows;
  - Enhancement management / control of space devoted to vehicles and car parking on all main routes through the cores of these centres.
- To significantly improve pedestrian infrastructure along all roads within Wicklow Town and Rathnew prioritising all locations within 15 minutes' walk times of school and public transport services, particularly but not limited to rail services.
- To significantly improve cycling infrastructure along all main routes (regional roads, primary local roads and other distributor roads) within Wicklow Town and Rathnew and linking to the Wicklow train station and the future park and ride at Ashford.
- To explore all possibilities for the provision and / or upgrading of new / existing permeability links within the plan area, in order to shorten walking and cycling trips to schools and public transport.
- To continue to work with the transport agencies, in particular the NTA, to develop and implement 'pathfinder', 'safe routes to schools' and other active travel schemes.

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



### 3.2 Public transport

In light of the information and analysis set out in Section 2 of this report, the development strategy for the plan period and beyond with respect to Public Transport is:

- New development shall be focused on locations with access to existing or committed new public transport services, defined by those locations within 15 minute walk time of public transport services.
- To ensure that no new development occurs that is not or cannot be well connected to public transport services, to rigorously implement objective CPO 12.5 of the Wicklow County Development Plan:

**CPO 12.5** *New significant residential or mixed use development proposals<sup>5</sup> shall be required to be accompanied by an 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means **other than** the private car*  
*(a) local services including shops, schools, health care and recreational facilities, and*  
*(b) public transport services.*  
*Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.*

- To support all agencies in the delivery of improvement public transport services in Wicklow Town – Rathnew
- To zone land and craft objectives the support the significant enhancement of rail services and support infrastructure (including bus / bicycle / car parking) at Wicklow Train Station and support the long term goal of the provision of a second station in the Rathnew area.
- To implement the provisions of the CDO objective CPO 12.23:

**CPO 12.23** *To ensure the continued and long term operation of and improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements. In particular:*

- *to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss;*
- *to resist any development within 20m of the railway line;*
- *to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons; and*
- *to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking.*

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

### 3.3 Road Improvements

#### 3.3.1 Existing Roads

##### National Roads

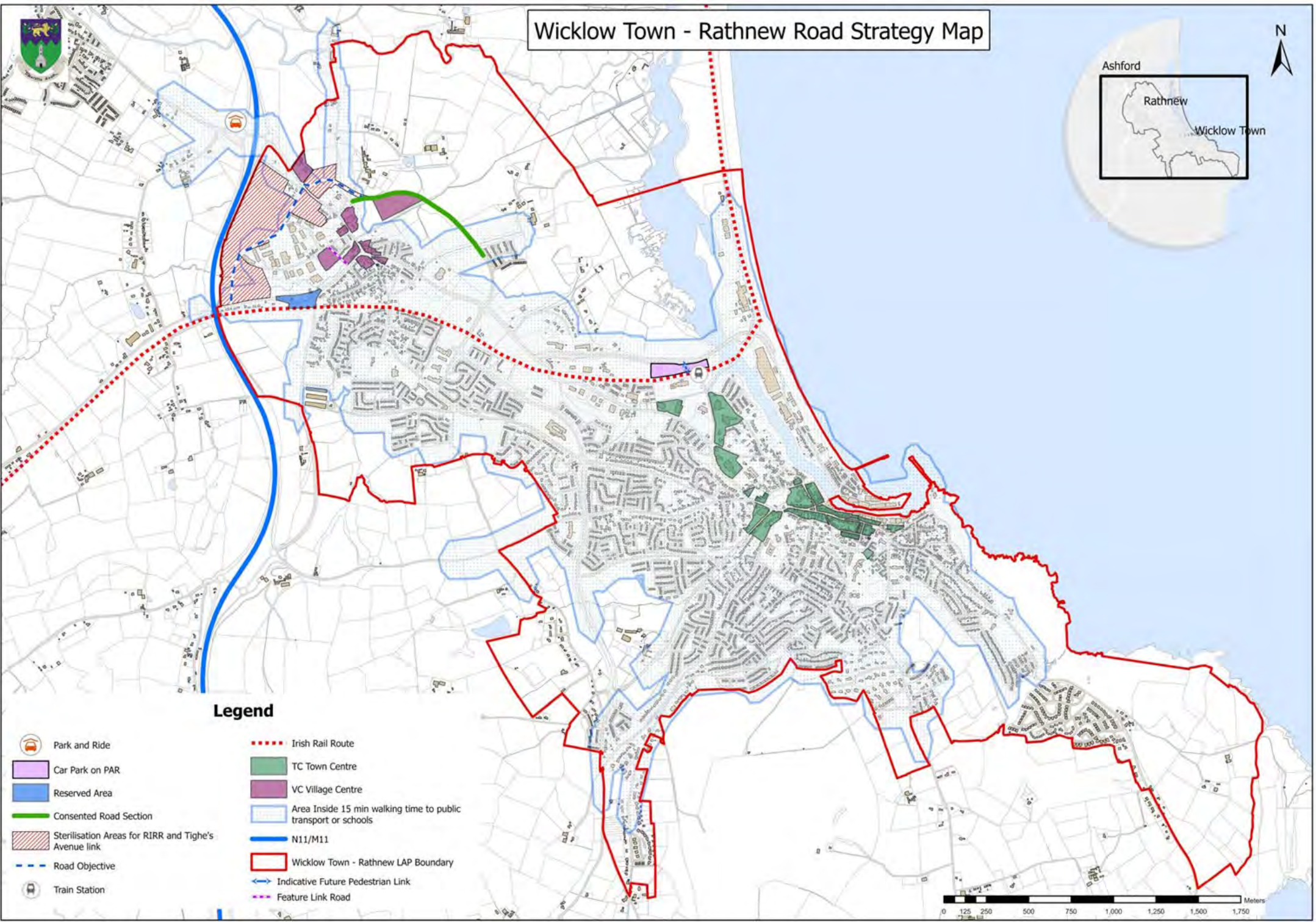
- To allow the N/M11 and its associated junctions to play the intended strategic role in catering for inter-urban and inter-regional transport requirements that will serve economic competitiveness and regional accessibility by providing faster, more efficient and safer access to and from major ports, airports, cities and large towns.
- To reduce pressure on Junction 16 to aim to:
  - Improve road connections between the Wicklow Town – Rathnew and M11 Junctions 17 and 18, namely the L-1099 and R751;
  - Provide for land use and development patterns that favour use of Junctions 17 and 18;
  - Complete the Rathnew Inner Relief Road including reconfiguration of road network between Junction 16 and Rathnew Village to re-direct Wicklow Town-bound flows away from the Aldi-Tinakilly traffic lights and the village centre.
  - To develop a new link road between Tighe’s Avenue and the R752 for Glenealy – Rathdrum bound traffic.
- The development strategy set out in the LAP should provide for the gradual growth of the town, at a more moderate pace than set out in the previous development plans, in order to ensure that new development (particularly housing) develops a rate that can either be accommodated by existing transportation infrastructure and occurs in tandem with planned improvements. This growth approach, coupled with the measures to encourage increase use of public transport and alternative modes of transport such as walking and cycling as are set out in the plan, will ensure that growth in Wicklow Town and Rathnew will not adversely affect the carrying capacity of the N/M11.

##### Regional / Distributer Roads

In light of the information and analysis set out in Section 2 of this report, the development strategy for the plan period and beyond with respect to regional and distributor roads infrastructure is:

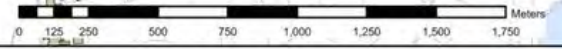
- New development shall be focused on locations with the highest quality existing or in development roads infrastructure, and the need to construct new regional / distributor roads, except to remove traffic from existing town or village centres, shall be avoided.
- To significantly improve all regional and distributor roads to address the deficiencies identified in this assessment, with a priority on pedestrian cycling and public transport facilities.
- To complete the Rathnew Inner Relief Road, and
  - reconfigure the Hawkestown Road – R750 – RIRR junction at Merrymeeting – Tinakelly to ensure traffic that is not bound for Rathnew centre is directed on to the RIRR
  - reconfigure the road network at the R761 and R772 junction (at Aldi) such that this route serves only Rathnew or Glenealy - Rathdrum bound traffic

# Wicklow Town - Rathnew Road Strategy Map



## Legend

- Park and Ride
- Car Park on PAR
- Reserved Area
- Consented Road Section
- Sterilisation Areas for RIRR and Tighe's Avenue link
- Road Objective
- Train Station
- Irish Rail Route
- TC Town Centre
- VC Village Centre
- Area Inside 15 min walking time to public transport or schools
- N11/M11
- Wicklow Town - Rathnew LAP Boundary
- Indicative Future Pedestrian Link
- Feature Link Road





The above objectives are in addition to those included in the Wicklow County Development Plan 2022 which includes:

### Sustainable Mobility Objectives

- CPO 12.1** Through coordinated land-use and transport planning, to reduce the demand for vehicular travel and journey lengths by facilitating initiatives like carpooling and park and ride.
- CPO 12.2** Through sustainable planning and investment in transport infrastructure, including roads and public transport systems, to reduce journey times, length, congestion and to increase the attractiveness of public transport.
- CPO 12.3** In collaboration and with the support of the relevant transport agencies, to prepare and / or update existing Area Based Transport Assessments and Local Transport Plans for all towns in Levels 1-4 of the County settlement hierarchy (namely Bray and environs, Wicklow–Rathnew, Arklow, Greystones–Delgany, Blessington, Baltinglass, Enniskerry, Kilcoole, Rathdrum and Newtownmountkennedy and any other settlement where it is deemed necessary by the Planning Authority) and utilise these assessments and plans to inform land use and investment decisions, including the preparation of future Local Area Plans.
- CPO 12.4** All planning applications for large employment based developments and/or trip intensive developments, where the Planning Authority considers that a significant peak and/or off peak travel will be generated, are required to include a Mobility Management Plan.
- CPO 12.5** New significant residential or mixed use development proposals<sup>6</sup> shall be required to be accompanied by an 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means **other than** the private car
- (a) local services including shops, schools, health care and recreational facilities, and
  - (b) public transport services.
- Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.
- CPO 12.6** To support transport reduction initiatives such as working from home, remote working hubs / hot-desking.

### Climate Action & Environmental Protection Objectives

- CPO 12.7** To facilitate the development of services and utilities for electric vehicles and alternative fuel vehicles types, including the roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations.
- CPO 12.8** To require the implementation of the following standards for EV charging in new developments:

<sup>6</sup> Being defined as developments in excess of 50 units of housing / more than 50 employees in any settlements in Levels 1-4 in the hierarchy, 25 units / employees in Levels 5-10, and **all developments** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.

## Wicklow Town and Rathnew Local Area Plan – Transport Assessment

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

**CPO 12.9** To seek to ensure all new or upgraded transport infrastructure is climate resilient.

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

### Cycling & Walking Objectives

**CPO 12.11** To improve existing or provide new pedestrian and cycling infrastructure of the highest standards on existing public roads, as funding and site constraints allow.

**CPO 12.12** To require all new or improved roads to include pedestrian facilities, cycle lanes / tracks (unless the scale / design of the road does not warrant such infrastructure having regard to the guidance set out in the National Cycle Manual and DMURS) and public lighting as deemed appropriate by the Local Authority.

**CPO 12.13** To facilitate the development of pedestrian and cycle linkages through and between new and existing developments to improve permeability and provide shorter, more direct routes to schools, public transport, local services and amenities while ensuring that personal safety, particularly at night time, is of the utmost priority.

**CPO 12.14** To facilitate the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.

**CPO 12.15** To support the improvement / development of the inter-urban, strategic pedestrian and cycle route projects as may be identified in Wicklow County Council's Sustainable Transport Plan, as may be amended and updated during the life of the plan.

**CPO 12.16** To facilitate and drive the significant improvement of the County's cycle network as set out in the National Cycle Plan, the NTA Greater Dublin Area Cycle Network Plan, and Wicklow County Council's Sustainable Transport Plan and strive to implement existing and prepare further, local cycle network plans.

- CPO 12.17** To encourage the provision of secure covered bicycle parking facilities at strategic locations such as town centres, neighbourhood centres, community facilities and transport nodes; and to support and encourage the provision of changing facilities at destinations.
- CPO 12.18** To facilitate the development of services and utilities for electric bikes.
- CPO 12.19** To support the development of car parks / set down areas to accommodate Park and Stride initiatives at appropriate locations, especially within walking distance to schools.

### Public Transport Objectives

- CPO 12.20** To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in County Wicklow.
- CPO 12.21** To promote the development of transport interchanges and 'nodes' where a number of transport types can interchange with ease. In particular:
- to facilitate the development of park and ride facilities at appropriate locations along strategic transport corridors which will be identified through the carrying out of required coordinated, plan-led transport studies and consultation with the appropriate transport agencies and/or Regional Authority;
  - to support and facilitate the enhancement of the strategic park and ride at Greystones as identified in the RSES;
  - to enhance existing parking facilities at / near and the improvement of bus links to the train stations in Bray, Greystones, Kilcoole, Rathdrum, Wicklow and Arklow;
  - to require electric vehicle charging points to be incorporated into all car parks at public transport nodes;
  - to promote car sharing parking spaces at premium locations in car parks;
  - to promote the linkage of the Luas extension or other mass transit to Bray town centre, Bray train station and Fassaroe;
  - to promote the Luas extension from City West / Tallaght to Blessington;
  - to support the enhancement of public transport services and infrastructure in West Wicklow and in particular to support the improvement of bus service / bus priority on the N81, bus linkages to rail stations and the development of park-and-ride facilities at strategic locations;
  - to encourage the improvement of bicycle parking facilities at all transport interchanges;
  - to improve existing and provide new footpath / footway linkages to existing / future transport interchange locations;
  - to support the development of bus shelters and bicycle parking facilities where possible; and
  - to promote and support the development of fully accessible public transport services and infrastructure, that can be used by all people, regardless of their age, size, disability or ability.
- CPO 12.22** To continue to work with Iarnrod Eireann and the NTA on the improvement of mainline train and DART services into Wicklow and in particular:
- to facilitate all options available to increase capacity through Bray Head;
  - To support the delivery of the DART+ programme; and
  - To support electrification of the rail line south of Greystones and the provision of high speed and high frequency services on the existing underutilised south east rail line to south Wicklow.
- CPO 12.23** To ensure the continued and long term operation of and improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements. In particular:
- to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss;



- to resist any development within 20m of the railway line;
- to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons; and
- to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking.

**CPO 12.24** To facilitate, through both the zoning of land and the tie-in of new facilities with the development of land with the application of supplementary development contributions, the extension of the Luas or other mass transit to Bray town centre, Bray train station and Fassaroe.

**CPO 12.25** To improve the capacity of the M11 / N11 from Junction 4 to Junction 8 in a manner capable of facilitating greater free flow of public transport.

**CPO 12.26** To promote the delivery of improved and new bus services both in and out of the County but also within the County by:

- supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate;
- facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);
- requiring the developers of large-scale new employment and residential developments in the designated key towns in the County that are distant (more than 2km) from train / Luas stations to fund / provide feeder bus services for an initial period of at least 3 years;
- promoting the growth of designated settlements to a critical mass to make bus services viable and more likely to continue;
- provision of bus lanes on M11 / N11;
- to work with Bus Eireann and the NTA to improve services in south and west Wicklow.

**CPO 12.27** To support and facilitate the existing service providers and encourage the further development of the Local Link Rural Transport Programme (and any other or subsequent rural transport programmes).

**CPO 12.28** In accordance with 'Our Rural Future Rural Development Policy 2021 – 2025' support and facilitate the delivery of improved rural public transport services and ensure that public transport services in rural areas are accessible to persons with disabilities.

### General Road Objectives

**CPO 12.29** To improve public roads in the County as necessary, including associated bridges and other ancillary structures, as funding allows, having due regard to both the transportation needs of the County, the climate action goals of the plan and the protection of natural habitats.

**CPO 12.30** Traffic Impact Assessments will be required for new developments in accordance with the thresholds set out in the 'Design Manual for Urban Roads and Streets' DMURS (DTTA-DHPLG) and the 'Traffic & Transport Assessment Guidelines' (TII).

**CPO 12.31** Road Safety Audits, Road Safety Impact Assessments, Street Design Audits as per DMURS, or Accessibility Audits shall be required at the discretion of the Planning Authority, but shall generally be required where new road construction or a permanent change to the existing road / street layout is proposed.

**CPO 12.32** The Council will preserve free of development all published alternative road improvement lines and route corridors, where development would seriously interfere with the road objective, until such time as a final decision on a preferred route has been made. The Council will endeavour to ensure that a decision with

respect to final road lines is decided upon as expeditiously as possible in order to prevent unnecessary sterilisation.

**CPO 12.33** To require all new or improved roads (of all designations) to include pedestrian facilities, cycle lanes / tracks (unless the scale / design of the road does not warrant such infrastructure (having regard to the guidance set out in the National Cycle Manual and DMURS), public lighting and bus stop facilities as deemed appropriate by the Local Authority.

**CPO 12.34** The design of new roads or improvements to existing local roads and new means of access onto roads shall generally comply with the guidance set out in the *'Design Manual for Roads & Bridges'* DMRB (TII), the *'Design Manual for Urban Roads and Streets'* DMURS (DTTA-DHPLG), the *'Traffic Management Guidelines'* (DoT-DoELG-DTO) and *'Recommendations for Site Development Works for Housing Areas'* (DoELG) as appropriate. as may be amended and revised, unless local conditions determine otherwise.

### National Road Objectives

**CPO 12.35** Objectives for the M/N11:

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

**CPO 12.36** Objectives for the N81:

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

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

**CPO 12.38** To co-operate with TII in the upgrade of existing interchanges on the National Routes and where appropriate and necessary, to restrict development immediately adjacent to interchanges to provide for the future enlargement of interchanges.

**CPO 12.39** To co-operate with TII and other Local Authorities to improve existing or provide new links from Wicklow (in particular, the growth centres and ports of Wicklow) to other counties in the region, including the Leinster Outer Orbital Route as supported by the RSES.

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

- a. Lands adjoining National Roads to which speed limits greater than 60kmh apply: The creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60kmh apply shall generally be avoided. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.
- b. Transitional Zones: These are areas where sections of national roads form the approaches to or exit from urban centres that are subject to a speed limit of 60kmh before a lower 50kmh limit is encountered. Direct access onto such road may be allowed in limited circumstances, in order to facilitate orderly urban development. Any such proposal must, however, be subject to a road safety audit carried out in accordance with the TII's requirements and a proliferation of such entrances, which would lead to a diminution in the role of such zones, shall be avoided.
- c. Lands adjoining National Roads within 50kmh speed limits: Access to national roads will be considered by the Planning Authority in accordance with normal road safety, traffic management and urban design criteria for built up areas.

**CPO 12.41** To ensure that all new developments in proximity to National Routes provide suitable protection against traffic noise in compliance with S.I No. 140 of 2006 Environmental Noise Regulations and any subsequent amendments to these regulations.

**CPO 12.42** To protect the carrying capacity, operational efficiency and safety of the national road network and associated junctions, significant applications either in the vicinity of or remote from the national road network and associated junctions, that would have an impact on the national route, must critically assess the capacity of the relevant junction. If there is insufficient spare capacity to accommodate the increased traffic movements generated by that development taken in conjunction with other developments with planning permission that have not been fully developed, or if such combined movements impact on road safety, then such applications must include proposals to mitigate these impacts.

### Regional Road Objectives

**CPO 12.43** Objectives for Regional Roads:

- To maintain and improve the R756 (Wicklow Gap), having due regard to the designation of the Wicklow Mountains as a European site<sup>7</sup>;
- To improve the R747 (Arklow – Aughrim – Tinahely – Baltinglass), including re-alignment or by-passing of existing sections where necessary, having particular regard to the role this route may play in a future LOOR;
- The provision of a 'northern access road' from north Greystones to the N11 (at the Glen Of The Downs N11 interchange); and
- To provide other smaller, more localised road improvement schemes required during the lifetime of the plan, as funding allows.

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

**CPO 12.45** To continue to improve regional roads to the appropriate standards consistent with predicted traffic flow and in accordance with Government policy and the Roads Programme adopted by the Council. New and existing road space will be allocated to provide for bus, cycle and pedestrian facilities.

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

<sup>7</sup> European sites are sites subject to European designations, normally known as SAC (Special Area of Conservation) and SPA (Special Protection Area). These are protected under the Habitats Directive of 1992 (EU directive 92/43/EEC).



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

**CPO 12.48** New means of access onto regional roads will be strictly controlled and may be considered if one of the following circumstances applies:

- The regional road passes through a designated settlement and a speed limit of 50km/h or less applies;
- where the new access is intended to replace an existing deficient one<sup>8</sup>;
- where it is demonstrated, through the submission of a site access engineering report prepared by a competent engineer, that the proposed entrance will not interfere with the free flow and safety of traffic on the regional road;
- where it is demonstrated that the entrance is essential and no other means of access is available.

### Local Road Objectives

**CPO 12.49** To continue to improve local roads to the appropriate standards (given the location), with particular cognisance to safety improvements for pedestrians and cyclists, consistent with predicted traffic flow and in accordance with Government policy and the Roads Programme adopted by the Council.

**CPO 12.50** To provide new and improve existing roads in urban areas in accordance with objectives identified in local area, town and settlement plans.

**CPO 12.51** To require all new or improved urban roads to make provision for pedestrian facilities, cycling lanes / tracks, public lighting and bus stop facilities, as deemed appropriate by the Local Authority.

**CPO 12.52** To improve local road links to the regional and national road network and between towns and villages, to facilitate the sharing of employment and community facilities between settlements.

**CPO 12.53** Where a proposed development is adjoining future development lands or provides the only possible access route to other lands, new roads will be required to be designed by the developer to ensure that future access to other lands can be facilitated.

**CPO 12.54** Rural local roads shall be protected from inappropriate development and road capacity shall be reserved for necessary rural development.

### Local Improvement Schemes & Community Involvement Schemes

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

### Parking Objectives

**CPO 12.56** New / expanded developments shall be accompanied by appropriate car parking provision, including provision for electric vehicle charging points as set out in Objective CPO 12.8, with particular regard being taken of the potential to reduce private car use in locations where public transport and parking enforcement are available. At such locations, the car parking standards set out in Appendix 1 Table 2.3 shall be taken as **maximum standards**, and such a quantum of car parking will only be permitted where it can be justified.

In locations where public transport and parking enforcement are not available, the car parking standards set out in Appendix 1 Table 2.3 shall be taken as **minimum standard** in order to ensure that haphazard

<sup>8</sup> This does not imply that permission will be granted for additional vehicular movements onto the regional road on the basis that the existing access is being improved.

unregulated car parking does not occur in the vicinity of the development. Deviations from this table may be considered in multi-functional developments (e.g. hotels, district centres), where the developer provides a robust model of car parking usage to show that dual usage will occur and that peak car parking demand at any time of the day / week will always be met or other situations that may be considered on a case-by-case basis.

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

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

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

### **Ports, Harbours, Marinas & Freight Transport Objectives**

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

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

**CPO 12.61** To promote and facilitate through appropriate transport planning and land-use zoning the expansion or development of recreational facilities and marinas at Bray, Greystones, Wicklow and Arklow harbours.

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

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

### 4. Delivery

There are a number of stakeholders involved in the delivery of transportation projects. All projects are dependent on funding. The timely and co-ordinated delivery of such transportation projects across a number of state agencies will be a key focus of Wicklow County Council.

The key funding sources for the delivery of infrastructure are:

<b>Developer</b>	The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure themselves.
<b>State</b>	URDF / RRDF, LIHAF funding, Smarter Travel funding, Transport Infrastructure Ireland (TII), National Transport Authority (NTA), LEADER/SICAP funding, other Government departments, etc
<b>Wicklow County Council</b>	WCC Development contribution schemes, WCC Capital Works Programme, etc.