OVERARCHING POLICY OBJECTIVES

ECONOMIC RECOVERY AND JOB CREATION

- **Land Transport**
  Wicklow County Council acknowledges the DTTAS’S role in delivering the M11 Rathnew to Arklow Road Scheme and the contribution that this has made to the County, through safety dividends, reducing commuting times and supporting economic development.

  The remaining deficiency in capacity on the N11 in County Wicklow which affects economic development exists at the northern end of the county in the area of the N-M11/M50. 21,050 Wicklow residents commute out of the county on a daily basis, in addition to thousands of commuters travelling through Wicklow to Dublin from Wexford.

- **Maritime**
  Wicklow’s harbours and two commercial ports have significant potential for development and growth, with resultant economic and tourism benefits. National Strategy on ports and harbours gives priority to Tier 1 and 2 ports, there is no plan for development of regional ports – this is at variance with European Strategy.

- **Improved Integration of Rural and Local Services**
  Continued rollout of Greenway Programme and Cycle Network would be welcome.

HIGH LEVEL GOALS:

LAND TRANSPORT

- **N11/M11**
  Current traffic volumes on the N11 in the Bray area significantly exceed capacity leading to constant AM and PM congestion. This deficiency has already been acknowledged in the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 which include the recommendation “that relevant Local Authorities and transport departments undertake, as part of an overall strategy developed as part of the NTA Vision document, a range of actions to improve the functioning of the M50/M-N11 area including measures such as traffic management and upgrade works, expansion of road capacity, bus priority, improved rail services and other identified options”.

  The Strategic Policy Objective contained in the RPG’s is to “undertake, as part of an overall strategy developed by relevant stakeholders a solution and range of actions and works to improve the functionality of the strategic road network, including the M50/N-M11 area, consistent with the NTA Strategy”.
The recently published NTA Strategy for the Greater Dublin Area 2016-2035 included the intention to develop a project for “capacity enhancement and reconfiguration of the M11/N11 from Junction 4 (M50) to Junction 14 (Ashford) inclusive of ancillary and associated road schemes, to provide additional lanes and upgraded junctions, plus service roads and linkages to cater for local traffic movements”

- **Leinster Outer Orbital Route**
  Members of the County Wicklow Economic Think Tank have flagged the need for an East West corridor across the south of the county linking the R747 Arklow to Carlow Road to the National Roads Network and the N81 to the N9

- **Public Transport**
  Current public transport models are focused on movement to/from Dublin only, lack of consideration of reverse commuting / links to non city centre locations; chronic underinvestment in rail infrastructure; single track line south of Bray; rail capacity and scheduling does not allow for service south of Greystones to bring commuters to Wicklow settlements for employment; opportunity to attract ‘reverse commuting’ thereby easing pressure on journeys into Dublin.

  Delay/postponement of rollout of Luas to Bray/Fassaroe as dependent of Luas metro plan - Metro proposals can be adapted in city centre and improve capacity down to Cherrywood and Bray; lack of bus services to and within all Wicklow south of Greystones; new NTA Strategy proposes a reduction in service between Bray and Greystones.

  Similarly we require greater connectivity within the County to allow travel on public transport between towns.

- **Rural Transport Programme**
  During the consultation process for the Local Economic and Community Plan and for the LEADER Programme the lack of rural transport services was identified as a major issue, outside of the urban centres in the County. We would request continued rollout of rural transport programme to meet social, community and tourism needs and to support local development.

**MARITIME**

**Investment in port** infrastructure including access to ports to improve connectivity and enhance intermodality. Support for Wicklow as a Regional Port, possibly as a pilot, to allow it to grow and to avail of opportunities presented by the Blue “Economy” and to diversify into new business activities such as the maintenance of offshore renewable energy installations, tourism; and short-sea shipping as per the EU Atlantic Area Strategy.

Bringing the 2015 Harbours Act into effect, which will allow the transfer of Wicklow Port to local authority control.
Engagement with other Government Departments and agencies to ensure that issues such as Maritime Spatial Planning, Foreshore Licensing and environmental aspects of maritime development are dealt with in an integrated manner

TOURISM
Support for rural communities in County Wicklow to allow these small towns and villages to capitalise on tourism and specifically on Ireland’s Ancient East Programme.
Development of the Wicklow Way as Ireland’s Camino.
Development of visitor capacity at Glendalough
Support for integration of tourism offering in the County to develop attractions such as Avondale and Kilmacurragh
Development of Wicklow as an accommodation base for Dublin to encourage visitors to “Wake Up in Wicklow” in order to increase tourism revenue in the County.