



**Submission to the NTA Review of the Transport Strategy  
For the Greater Dublin Area  
Dublin, Meath, Kildare and Wicklow  
Issues Paper**

**By  
County Wicklow Public Participation Network**

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## Introducing County Wicklow Public Participation Network

County Wicklow Public Participation Network (PPN) was established in July 2014 under the directive of the Department of the Environment, Community & Local Government and in accordance with legislation in the Local Government Reform Act 2014 (Section 46). Public Participation Networks were established to be an independent structure that would become the main link through which local authorities connect with the community, voluntary and environmental sectors in a process to facilitate communities to articulate a diverse range of views and interests within the local government system.

Co Wicklow PPN has 357 diverse member groups, some of these groups are networks in their own right. PPN representatives serve as a voice for the community on structures including: the Local Community Development Committee; all of the Wicklow County Council Strategic Policy Committees; Wicklow County Childcare Committee; Co Wicklow Children & Young People's Services Committee; Co Wicklow Local Sports Partnership; Wicklow County Tourism Board; Co Wicklow Volunteer Centre, County Wicklow Partnership, and Co Wicklow Joint Policing Committee. PPN Representatives strive to ensure that the needs of the community sector are prioritised within local policy processes.

### Consultation with Communities

Throughout, 2018, Co Wicklow PPN consulted community groups across the 5 Municipal Districts of Co Wicklow, asking them "What is your vision for community wellbeing for this and future generations?" We asked them to consider this question under the following headings:

- Environment & Sustainability
- Health (physical & mental)
- Work, Economy, & Resources
- Social & Community Development
- Participation, Democracy & Good Governance
- Values, Culture & Meaning



The responses we received were documented and are available to download from our website: [www.countywicklowppn.ie](http://www.countywicklowppn.ie). We ran 11 workshops, 5 online consultations and accepted 2 submissions in total. The consultations facilitated the development of an overarching vision for each Municipal District along with community visions and high-level goals under each heading. The county vision was developed in the same way.

On 14<sup>th</sup> November 2018, the Co Wicklow PPN Environmental Network met to discuss how communities might work together to reduce reliance on fossil fuels. One of the main issues that was actioned from this meeting was to lobby for better road and transport infrastructure.

This submission is based on our Vision for Community Wellbeing Consultations, the suggestions put forward by our environmental network, input from our PPN Secretariat and

Representatives, as well as what we are hearing in our daily engagement with our member groups.

At the end of this submission, we have included a brief section on connecting Our Vision for Community Wellbeing to the Global Goals for Sustainable Development

Co Wicklow PPN hopes that this submission is useful to the National Transport Authority

**Co Wicklow PPN looks forward to reading and feeding back on the first draft of the Transport Strategy at a later date.**

### **Co Wicklow PPN Vision for Community Wellbeing and Transport**

#### ***Overarching Vision for Wellbeing in Co. Wicklow:***

*Co. Wicklow is a welcoming caring inclusive community, where a vibrant and responsive business, statutory and community sector enables communities and individuals to thrive, and where our natural, and built environment is protected and contributes to sustainable living.*

Communities in Co. Wicklow wish for a society where:

- All statutory and community stakeholders are collaborating and ensure that the voice of all people, and especially the more marginalised is heard.
- Planning and decision making is locally focused, transparent and engages meaningfully with the local community.

Across our community consultations from urban Bray and Greystones to the very rural parts of the Arklow and Baltinglass Municipal Districts the contribution of 'Transport' to ensuring access for all sectors of our community to; education, employment, health services, the natural environment, social, community and cultural facilities/services and local government offices was emphasised.

The consultations highlighted the significant contribution that accessible and affordable transport (be it shared public or commercial services or own transport) makes to the wellbeing of communities across Co. Wicklow, **particularly our most vulnerable citizens.**

Across the domains used to access community wellbeing in our consultations communities spoke about the need for, and importance of, transport and access:

#### **Health:**

- Good transport and infrastructure support optimal health benefits.
- Accessible, coordinated and well-resourced statutory & community services & facilities support the good health of all citizens.

#### **Work, Economy & Resources:**

- All citizen and economic activity is enabled by good transport and infrastructure systems underpinned by consultative planning.
- People and business are well connected physically.

- Information provision, technology and transport enables all members of the community to reach their potential.

#### **Social & Community Development:**

- Statutory and community services meet the diverse needs of the community, particularly the more vulnerable citizens.
- Local infrastructure is inclusive and accessible and meets the needs of the whole community.

#### **Values, Culture & Meaning**

- Supports, information and resources facilitate all citizens to connect and engage in their community.
- Community infrastructure and services support and facilitate the diverse needs of all citizens.

#### **Environment & Sustainability**

- Citizens are connected to and have access to the natural environment.
- All planning decision and development support sustainability and liveability – the impact of transport plans and decisions on supporting the sustainability and liveability of communities was noted.

Transport was amongst one of the most frequently mentioned issues across communities and wellbeing domains. **Please see Appendix 1** for the specific concerns, issues and suggestions raised by Co Wicklow community groups at our consultation workshops.

#### **Working Towards a Fossil Free Wicklow**

In November 2018, the Co Wicklow PPN Environmental Network met to discuss the impact of fossil fuels on our environment and in relation to climate change. A previous announcement about the possibility of extending the N11/M11 to reduce and manage traffic congestion formed a major part of the discussion. It was (and still is) the view of the environmental network that the most sustainable solution to traffic congestion and its impacts on climate change and quality of life is to invest in our public transport system ensuring easy access and connectivity for all citizens. Within that was a specific call to “enable a much-improved bus service to and from Dublin City”. **Please see Appendix 2**, a copy of the letter written to the CEO of Wicklow County Council, all Wicklow County Council Elected Representatives and the Co Wicklow sitting TDs at that time.

## Appendix 1

Specific References to Transport made by Communities during our Vision for Community Wellbeing Consultations:

### **Arklow Municipal District:**

- Traffic situation in Arklow needs to be sorted
- Easy Access to community premises for social groups to meet.
- Need accessible and reliable transport to health facilities.
- Transport for patients to hospital – especially for cancer treatments
- Issues with Transport infrastructure
- Carpooling subsidised
- Public transport affordable
- Use the train stations to its advantage.
- Minibus to bring people to community services & facilities.

### **Baltinglass Municipal District:**

- Public Transport to enable people to travel to work.
- Public transport – good for tourists – good for older people/independence
- Physical access to green spaces and heritage sites
- Transport resources to access health services.
- Transport/Connectivity
- Transport for kids to access opportunities.
- Developed Rural Transport
- Public transport designated stops required
- Much improved rural transport
- Need improved public transport.
- Bus recommendations (Newbridge – Naas – Blessington – Hollywood – Donard – Baltinglass – Grangecon – Dunlavin – Stratford – Newbridge)
- High unemployment which will ultimately lead to poor mental health. No job prospects in Dunlavin – no transport out of it.
- N660 East – West and North South public transport it's got more expensive so cheaper to drive.
- Promote rural link bus – people don't know what time or where it stops.

- Alternative models for rural transport e.g., especially for older people
- Link for small towns (i.e. Dunlavin, Hollywood and Donard) to link up with national transport.
- Lack of public transport -not a place to grow old.
- Improve roads, N81 upgrade.
- Safe provision for different road users, not just cars, pedestrians and cyclists.
- Public transport in West Wicklow is minimal. Many more of all age-groups would take public transport if it were available to them. A full study of the region's transport needs is urgent and very overdue. The only public transport is currently by bus up the N81 and the N81 itself needs upgrading to complete town by-passes and to by-pass corkscrew bends.
- The Bus Eireann return service No 132 Bunclody-Dublin needs to be fully reviewed and reviewed at least annually to check again that the minimal number of seats available has not been overrun by demand for those seats. This Bus Eireann 132 service links Dublin-Blessington- Baltinglass- Tullow Ballon- Kildavin and Bunclody. and thus gathers passengers from three counties to bring them into Dublin. The passengers include people going to work and to college on a regular weekday basis. The service needs to run more frequently than the current four times a day weekdays, twice on Saturdays and three times on Sundays.
- The 132 only does a drop off in Blessington and no pickups, due to the existence of the Dublin Bus route, No 65. The Bus Connects changes promised for 2024 (a Blessington link to Tallaght and a separate peak-times service to the city centre) are needed immediately now in 2021.
- There is a need for buses into Dublin to arrive before the current 8.35 am weekdays and 4.25 or 8.05 Sundays.
- Park and ride facilities will need constant review. The No 65 Dublin bus service out of Blessington has no park and ride facility.
- Neither the 132 nor the 65 link up with the Luas or the train. No bus on this route currently drops people to the Luas stops on the outskirts of Dublin Bus services need to connect with the red line Luas at Tallaght/and/or Saggart.
- Bus stops need to be re-designed so there is a safe and well-lit spot to stand in as you wait. The re-design needs to establish safe crossing points nearer the bus stops.
- There is a need to supply a network of radial bus services. The bus services, for example, out of Baltinglass towards larger town centres like Carlow, Naas and Newbridge are non-existent. To attend day or night classes or the nearby IT in Carlow minors under 18 need to be driven by car and a majority simply cannot go. The area around Baltinglass is disadvantaged in terms of transport and this disadvantage is holding people back.

- "The many populous villages off the N81, for example Stratford- on- Slaney, GrangeCon, Donard, Dunlavin, Valleymount, none of these have bus access to the main bus services travelling up and down the N81...."
- No service links this Baltinglass municipal district area with the hospital and medical services in Naas. No bus links a town like Baltinglass with the train services in Carlow.
- Reliance on a car is almost total. Retirees almost never take the bus, everyone assumes they need to drive. The Local Link service supplies an essential connection between villages on either side of the N81, but for journeys of any distance, it has been left up to individuals to manage their own transport, since public transport is so minimal.
- The N81 needs to by-pass towns, to eliminate more bends in the road, to have park and ride facilities, to be completely overhauled and upgraded, so it can properly facilitate travel within and between the Greater Dublin area. The motorway network within striking distance of Baltinglass encourages people to take up jobs in Kilkenny and Waterford, when, in fact, newcomers are more often from Dublin and travel to work or to meet relatives from Dublin. The N81 is still the main artery out of towns like Baltinglass and it is very busy at peak hours.

#### **Bray Municipal District:**

- Transport in Bray is very poor.
- The bus does not serve all areas.
- Transport to take people for hospital appointments.
- Better bus service for areas that are lacking.
- Use bus passes on private busses.
- Fleet buses, livery ones
- Better roads and repair
- Poor public transport access
- Pedestrianise the main street and cycle lanes
- Affordable parking
- Transport – Luas affordable transport for people with disabilities, trains and darts to link up.
- Park and Ride on M11
- Public & accessible transport for all parts of Bray
- Better transport to all parts of Bray
- Access to free parking to support business/economy.

- Transport – more busses
- Roads infrastructure needs more investment.
- Widen N11 to 3 lanes
- Improved parking facilities
- Better access in & out of Bray
- Good transport system in place – roads-cyclability-pedestrian – public transport (in the town)
- Good public transport within the town & surrounding areas (there have been cutbacks)
- Disability Specific
- Darts with better access
- New buses/stops/access.
- More wheelchair spaces on buses/trains

**Greystones Municipal District:**

- Access to infrastructure for unemployed
- Public Transport to larger towns
- Improved Public Transport
- Transport to medical services and Health Centre
- Maintain service for older people to Wicklow Town – look at similar model for others to access health services.
- Better DART services – environ friendly – lower fares.
- Increased number of electric car charging points
- Link public transport – decrease dependency of cars.
- Greater accessibility on local and public transport

**Wicklow Municipal District:**

- Better public transport/shared transport (pooled) – to reduce car traffic.
- More local public transport & to Dublin, Arklow etc – East of Summerhill no access
- Better connected.
- Better transport Links
- Transport access to more educational facilities
- Routes to be determined by community groups.



- Trains – extended service – dart to Wicklow – (infrequent services)
- Better rural transport – bus availability – better routes
- Regular affordable access – from around Wicklow town to primary care centre Wicklow
- Access to better Public Transport for accessing work and bringing people into the area.
- Local access to doctors, dentist and other health services
- Local link buses
- Rural Transport bus – more flexibility and availability

## Appendix 2

Mr Frank Curran  
Chief Executive Officer  
Wicklow County Council  
County Buildings  
Wicklow Town  
Co Wicklow



c.c. Wicklow County Council Elected Representatives  
c.c. John Brady TD, Pat Casey TD, Stephen Donnelly TD, Andrew Doyle TD, Simon Harris TD

Dear Frank

The Co Wicklow PPN Environmental Network met recently to discuss the impact of fossil fuels on our environment and in relation to climate change. The recent announcement to extend the N11/M11 formed part of this discussion.

The Environmental Network is concerned that if we just build a new third lane and use it as a normal lane, it will quickly fill-up and in a couple of years we will be talking about the need for a fourth lane.

The Network proposes that to reduce and manage congestion on the N11/M11 we need to try something different, for example:

- Make the new third lane a bus and car-pooling lane; a lane that may be used by buses and only those cars carrying three (3) or more passengers.
- Provide free and easily accessible Park 'n Rides at all junctions on the N11/M11.
- Improve and extend existing Park 'n Rides servicing the Luas and Dart lines.
- Increase the number of buses using the N11/M11

A bus and car-pooling lane will

- ~~Maximise~~ efficiency and sustainable use of the new third lane
- Enable a much-improved bus service to and from Dublin City
- Make public transport attractive
- Reduce the number of cars on the road
- Be part of "the whole of Government approach" to Climate Action
- Help Ireland to reduce the carbon emissions from transport and in particular, the carbon that a new third lane would will produce.

We hope that these proposals will be considered in this development and look forward to your response in this regard.

Yours sincerely,



~~Mieks Vanfleteren~~  
On behalf of the Co Wicklow PPN Environmental Network

c/o CEART, Crinion Park, Wicklow Town, Co. Wicklow.

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## The Sustainable Development Goals

The Global Goals, also known as the Sustainable Development Goals (SDGs), are a **universal plan of action for people and planet** to be achieved by the year 2030. These 17 goals aim to end poverty, combat climate change and ensure that we leave peaceful, just and equal societies for future generations. These goals are **universal** in nature, applying to developed and developing countries alike, and place sustainable development at their core.



### Connecting the Local to the Global

Working towards realising our community vision for wellbeing has a direct impact on achieving Ireland’s targets for the sustainable development goals

