

ORDINARY MEETING OF WICKLOW COUNTY COUNCIL HELD AT
WICKLOW COUNTY BUILDINGS, WICKLOW TOWN ON
MONDAY 3rd OF FEBRUARY 2020 AT 2:00 P.M.

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ELAINE MCCARTHY

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Ordinary Meeting of the Wicklow County Council

February 3rd, 2020

CATHAOIRLEACH: Good afternoon everybody.

Just looking for votes of sympathy, if there's any?

Cllr Dermot O'Brien.

CLLR DERMOT O'BRIEN: Just like to express sincerest condolences of the family to Philip Doyle who passed away, I've known him since I was a child and I know the family very well, so I'd like to express that thanks.

MS GALLAGHER: Yes, for Henke Didjkman, for Tom Finucane, who is father of our colleague Suzanne in Bray.

And for Eugene McCann, brother of our colleague Catherine McCann Just Cllr Miriam Murphy has given her apologies, her aunt passed away so if we remember sympathies as well.

CATHAOIRLEACH: To confirm and sign the minutes of

ordinary meeting ...

MS GALLAGHER: Two suspension requests, Cllr Gail Dunne, first.

CLLR DUNNE: Thank you, I wish to suspend standing orders of the republic lighting around the county at the moment, 700 hundred lights out and we had a meeting with the municipal district and agree we would suspend standing orders to discuss this situation, thank you.

CATHAOIRLEACH:

MS GALLAGHER: Secunder.

CLLR O'BRIEN: I will.

CATHAOIRLEACH: Sorry, I hit Joe by mistake.

CLLR BEHAN: A number of members in north Wicklow know there's a crisis in school places in Colaiste Chraobh Abhann where we had a dreadful situation where a number of people who attend the local primary school who live in the village were not able to take part in the entrance exams because there aren't sufficient places in the local school so I

would like to that we get an opportunity to discuss it for a few minute with a proposal that we would write to the Department of Education, to ask them to expedite their plans for proposed extension there, but perhaps we could discuss it for a few minutes at 4.30.

CLLR FORTUNE: I support the proposal, it is basically a disaster what is going on, and the paperwork for the extension was signed of six years ago.

So, the fact it hasn't happened in the past six years, for want of a better word is disgraceful, so we need to act on it and act on it now.

CATHAOIRLEACH: If we take suspension on standing orders although 4.30pm.

CLLR MATTHEWS: Can we extend that to other schools who have difficulties in place, like Templecarrig, St Andrew...

CATHAOIRLEACH: We can have that discussion.

CLLR WHITMORE: Can we bring it forward a bit rather than 4.30, this is something that we're probably all going to be in agreement with, we all know there's an issue with education and school

provision in the county.

MS GALLAGHER: NTA, we are expecting them at 3pm.

CATHAOIRLEACH: As soon as they're finished.

Thank you. OK, item two on the agenda to consider the disposal of the ...

We've done the minutes, excuse me to confirm and sign the minutes of the ordinary meeting of Wicklow County Council held on Monday, 13th of January. If we proposed.

MS GALLAGHER: Cllr O'Connor and seconded by Cllr Sylvester Bourke is that agreed? Yes, thank you.

CATHAOIRLEACH: Item two to consider the disposal of 1.71 metres squared of Unit R4, First Floor, Bridgewater Shopping Centre Arklow which has been previously circulated by way of a 25-year lease to Arklow Maritime Heritage Museum, Cllr Pat Fitzgerald.

CLLR FITZGERALD: It gives me great pleasure to propose this disposal.

MS GALLAGHER: Is that agreed? Thank you.

CATHAOIRLEACH: Cllr John Mullen.

CLLR MULLEN: The next one.

Just in regard to the disposal of the Tinahely item, I'm connected to the committee, so I'd like to be

excused for that please.

MS GALLAGHER: Thank you.

CATHAOIRLEACH: Item three, to consider the disposal of 1.3086 hectares of land at Lugduff Tinahely, Community Area Projects Company Limited as previously circulated.

Cllr Blake and Cllr Glennon are that agreed?

MS GALLAGHER: Thank you.

CATHAOIRLEACH: OK, item four to consider the report in accordance of section 179 of the planning and development act Part 8 of the planning development regulations - the development of an enterprise hub at Wicklow County Campus Rathnew report is ...

LINDA: I just like to say that I'm presenting this on behalf of Miss Delahunt, she's head of enterprise.

The Chief Executive's report has been circulated for the Part 8 approval on the development of Enterprise Hub at Wicklow County Campus in Rathnew, a presentation was also made to the members of which OMD at their December meeting.

As you all know County Wicklow has been associated

with the film industry for a long time now and the development of this Enterprise Hub is only building on that success.

Wicklow County Campus was bought by Wicklow County Council in 2006, it situated on 55 acres. This slide shows the architect's impression of the final development.

The hub will consist of 10,000 square feet and provide a mixture of hot desks, creative pods, co-working spaces, screening facility, a Podcast studio, Conference centre, and private office space. There will also be meeting rooms and training facilities in the larger campus.

What do we want the hub to achieve?

We want it to provide a central one-stop shop for all the necessary supports are there for start-up and established screen content businesses.

We want it to leverage the skills and expertise already present in the county and the region, and to support and strengthen the screen sector in the region resulting in a strong regional level enterprise ecosystem and cluster.

And to contribute to the positions of Ireland as a global hub in the screen content creation sector.

The time frame for the proposed works the architects were appointed in late 2019, and grant approval of 1.6 million was received from Enterprise Ireland in January, this year, and the completion of the Part 8 planning process hopefully this month February, construction tender Q1 to Q2 this year, construction to commence in Q3 and appointment of manager in Q1 2021 with the opening of the Enterprise Hub in Q4.

Yes, Q3 to Q4 2021, over the first five years of the Enterprise Hub we would hope that it will create and 150 new jobs, 40 and new and growing businesses, 15 clients to grow to high potential start-up status, that's just some of the statistics.

The closing date of submission was the 16th of January and we received four submissions.

The first was from an Taisce which welcomed the project. Gerry Johnston is interested in establishing a training facility for film and TV on the caplets. Irish Water who asked that the applicant Wicklow County Council, would engage with them via the submission of a pre-connection inquiry and the fourth submission was received from the Department of Culture and Heritage and the

Gaeltacht and they wanted a Bat Survey and Archaeology Impact Assessment to be carried out prior to works commencing. The Chief Executive accepts the above submissions and recommend the proposed development of the Enterprise Hub proceed with a one modification that swift bricks be incorporated into the new build.

The next few slides show the drawings that would have been on display and you're all very familiar with them at this stage.

If you've any questions I'm happy to answer same and James O'Donoghue, our architect is here with me and he will answer any technical questions you may have.

CLLR CULLEN: Thank you Linda for your presentation. I suppose first of all I want to welcome this Part 8 proposal it has already come to the Wicklow Municipal District, and was greeted with certainly approval.

I suppose, we have as has been said funding has been sought and receive for 1.4 million for this project from Enterprise Ireland, I suppose we have a potential of creating 150 jobs over five years which has to be welcomed for County Wicklow. The

development comprises of over 10,000 square foot of offices and coworking space, again which is something that certainly east and north Wicklow have been longing for quite a while particularly the part with the coworking spaces to avoid travel on the N11 and try to create more jobs in Wicklow. And I know a lot of work has been done by the architect on this over a number of years and that has to be welcomed and finally I want to congratulate O'Donoghue Architects, I know James is here with us with the wonderful design of the building, it certainly really modern and welcoming from the point of view of architectural point of view so I want to congratulate everybody involved thank you.

CLLR SNELL: Thanks, Cathaoirleach. Again, I suppose through the Municipal District we were lucky to have a lot of engagement on this project along the line and we certainly did have the presentation that the members are receiving here today at our last Municipal District meeting, I want to commend everybody involved in this. If it was only 15 jobs, I would welcome it. But it is 1350 jobs, I think it is a win/win. I welcome this

to the village of Rathnew and this is a great project not just for east Wicklow and I know members are thinking it would be great to get 150 into your own Municipal District but this is a good news story for County Wicklow. Ultimately it will grow and grow I want to take James, thank James for his input I know I would have had concerns initially in regards to the historical aspect to the outbuildings and that, the architectural theme, certainly took all that on board and come up with a fantastic design. As I say, my only question would be Linda thanks for the presentation but just in the timescale of the delivery if you could give us a run down on how quickly, I know there's architectural questions and about the bat survey and that, but if we could have a timescale on this project thank you.

CLLR WALSH: Thanks for the presentation, indeed this is an exciting project for the county and item that is regularly voiced on our SPC, economic development SPC over the last two years in particular.

And, you know, I'm glad to hear it is a one stop

shop for startups and knock-on effect it will mitigate against and help with the long distance commutes, we have the NTA so I'm sure it is on that agenda but this will address some of the problems faced by long distance commuters and also the fact that we'll be with the supporting this the green sector, reading there over the weekend the huge potential of the green sector for the country as a whole, I think the profits and figures have doubled in recent years so there's massive potential for Wicklow and for the surrounding areas thank you.

CATHAOIRLEACH: Can I have a proposer for this, Cllr Shay Cullen and seconder?

Cllr Paul O'Brien.

MS GALLAGHER: We'll take a vote: Excellent that's 34 and two not present.

Thank you.

JOHN: Thank you members executive. The time frame is summarised in the presentation at proposed works time frame, currently, if it is approved today I think it has been, or will be, then we go straight into the process of detail designed for

preparation for tender documentation, there will be an E-tender competition notified, and aligned for the period of time before return of tenders assessment, of tenders and all of that. We anticipate that the construction stage would commence in Q2/3.

So construction commencing then, we have a fire safety certificate to receive and disability access to receive, they're well advanced we've no concerns about those, on the issues of the archaeology, we provided in the E-tender documentation for the design brief, the services of archaeologist were required so that's on hand. And that's, there's one section of the site to the north where there's some buildings, owned defunct buildings to be removed.

That would be the subject of archaeological monitoring, while that work is going ahead so we envisage that.

The type of construction and the existing buildings is not really about habitat per se but as precaution we're having a bat survey carried out on it. It is not of great concern to us; we will be adding to the habitat with the swift boxes in terms of

fauna.

And construction Q3, all going well, then, that will lead to completion in the Q3-4, 2021 comfortably.

CATHAOIRLEACH: Thank you very much indeed.

Item five on the agenda, to consider the Wicklow County Council Audit Committee Annual Progress Report. And we're joined today by John the chair of the Audit Committee, Mary Savage and Noel Geraghty. And while they're making their way up we'd like to say that this is the last official meeting for our director of services tomorrow Mr Murphy, he is retiring this Friday, and he has been I'm sure to everybody will agree, a fantastic member of staff here, has always been available and courteous and friendly and most helpful to all members and we wish him very well in his retirement. I'm sure he is going to be twice as busy now he's not going to be here all day.

(APPLAUSE)

CLLR BEHAN: I know you want to get on with the rest of the meeting, I won't have the opportunity to meet Mr Murphy who will attend his last meeting in Bray,

I want to wish him well in his retirement. I first met him when I was elected in 1985 and he very shortly after came to Bray council as staff officer in the housing section, and as you have said, in all the time I've worked with him and we haven't always agreed on everything, let's be honest, I always found him to be a person of very amenable disposition and someone who would be very difficult to have a row with in fairness, and I genuinely appreciate all the time I spent working with him and I wish him very well and Joyce and family into the future.

CHIEF EXECUTIVE: Again on behalf of myself and staff I think Tom made an enormous contribution since he came here in 1979, I think as the Cathaoirleach said the personality we'll all miss and the professionalism, the work ethic, courteous manner and the way he supported staff and mentored staff and myself and all the elected members, he has overseen numerous election counts, and you know, he always remained calm any time we had a crisis so appreciate that. We'll have something on Friday 4.00 in the canteen in any case but the advice best luck to him and his family.

And just a point of information, Lorraine will be acting director services from Monday week thank you.

CATHAOIRLEACH: OK, and now, sorry Tom if you want to go ahead with your report.

TOM: Cathaoirleach, Chief Executive, members of the press, ladies and gentlemen, thank you Cathaoirleach to give us the opportunity to give you our report for the period up to 31st of December, 2019 the committee is a statutory committee established in accordance to section 59 with the local government reformat 2019 it has five members which is: We wish Edward well for the time he will be away. And then we have a replacement of Cllr Mary Kavanagh, and Mary is an outstanding committee. As I say Mary hit the ground running and she's very au fait with our remit and doing very well. And then we have Cllr Gerry Walsh, and I made myself as chair. The role of the Audit Committee is to support the elected members by providing an independent assessment of the corporate governance environment the quality of the risk management financial reporting financial

management and internal audit.

The committee is supported by assisted by Mr Thomas Murphy, director of services, Mr Gleeson ...

Internal audit assignments for 2019: Following a tendering process in early 2018, Crowleys, DFK were appointed in March by Wicklow County Council to provide internal audit services to the council. And the following audit reports were finalised and reported on to the Audit Committee during the year. And they are: Accounts payable, stores and machinery yard operations and value for money. Pre-letting repair costs, staff travel and review of the operation of low value purchase cards. All audits are assigned on assurance rating which represents the objective assessment of the control environment operating in the area under review. Further details on the audit are provided in appendix 1 to this report.

Report to the national oversight and Audit Commission - public spending code and quality assurance report: Internal audit in collaboration with procurement section completed with the annual quality assurance report as part of Wicklow County Council's compliance with the

public spending code, the public spending code requires a number of project are selected in review in accordance with the objectives of the public spending code. The report submitted included the required in-depth checks on the following areas. Wicklow Port Access and town relief road. Coastal erosion protection works. Part V agreement of the Thorndale, Delgany and housing grant schemes. Further details on the in-depth checks are also provided in appendix 1 to this report.

Then we have the annual audit plan: That sets out the proposed assignments of the coming year. The plan has been drafted following consultation with the Chief Executive, directors of service heads of function and list of assignments reflects the ongoing objectives of achieving efficiencies in our process, adding value assessing the control environment and contributing towards the organisations strategic objectives. Progress on these assignments will be reported to the council in due course.

And then next item is meeting with the local government auditors, we are pleased to welcome to Mr Daragh McMahon, local government Auditor to the

December meeting. The members were circulated with the copy of the statutory audit report 2018 from the local government Auditor in advance of the meeting.

I am pleased to report to the members that the audit report is "unqualified" and in the opinion of the local government Auditor represents fairly the financial position of the council as at the 31st of December 2018.

Furthermore, no audit adjustments arose as a result of the audit. The local government auditor outlined the main elements of report to the committee. In keeping with the best practice, the committee discussed the findings of the audit report with the local government auditor in the absence of the executive management. Part of the discussion focused on the ring-fencing management environment. Management have recognised the requirement to develop this area of expertise and are aware of the constantly changing environment. To this end, management are embarking on a series of training engagements which will provide the organisation with the appropriate skill set to update the risk register.

As required by section 121 of the Local Government Act 20001, as amended by section 60 of the Local Government Act 2014 I have attached to a report to the council on the committee's consideration of the local government auditor's report in appendix 2. Another important item is procurement. The members will be aware that adherence to procurement regulations and ongoing development and implementation of good procurement practitioner skills are crucial from the legal, value for money and efficiency and perspectives. Wicklow County Council's Audit Committee has constantly been a strong advocate for the continued development of expertise in the procurement function.

The December meeting received a report on the developments in the procurement section and we note and welcome the ongoing progress being made by the council in this area.

The Audit Committee will of course continue to maintain oversight and stress the importance of good procurement practices

The committee acknowledges the very positive audit report on the operation of the low value purchase cards. This report compliments the strong and

monitoring environment in the operation of the low value purchase cards which is resulting in improved payment times for our suppliers and reduced administration costs in invoice processing training day. The committee certainly always welcomes, the regulation 5 of the local government regulation, 2014 requires the training needs of the Audit Committee are reviewed on

ANNE: Newly basis and reported to local authority. I can advise the members that a training day was held in October in collaboration with the Institute of Public administration. The key themes addressed were: Audit Committee functions Audit Committee appraisals, annual operational plans, risk management and the role of audit committees in corporate governance.

Audit Committee effectiveness: Regulation 13 of the local government regulations 2014 states the Audit Committee shall undertake annually a review of its own effectiveness and report to the local authority and its findings. The Audit Committee has complied with this requirement, through the use of an extensive evaluation questionnaire. The Audit Committee has reviewed its own performance

and effectiveness in relation to: The role of the Audit Committee. Membership independence and objectivity. Relationship with the executive and the other stakeholders.

Training and development, annual work programme, member contribution.

I can confirm that the Audit Committee conducts its business in accordance with the local government regulations 2014.

So, annual work programme: The committee involves regular meetings throughout the year. Annual work programme may be summarised as follows. Periodic meetings as required by statutory regulation, consideration and approval of the internal audit plan. Dedicated meetings with members of the management team. Annual training day.

Review of the proposed risk management system.

Consideration of internal audit reports including those prepared in connection with the public spending code.

Consideration of reports issued by the national oversight and Audit Commission.

Consideration of relevant departmental value for money report. A review of annual financial

statement. Meeting with local government Auditor and consideration of the statutory audit report. The members of the Wicklow County Council can be assured of the committee's ongoing commitment to these important tasks. The annual work programme as outlined above is submitted for adoption by the local authority in accordance with the section 9 of the local government audit regulations 2014. And in conclusion: On half of the members of the Audit Committee, I would like to thank you. And your members of the Wicklow County Council for your ongoing support and assistance. We would also like to acknowledge the continuous support of the Chief Executive Mr Frank Curran, along with the members of his management team. And in addition, we would like to express our appreciation to Mr Daragh McMahon, Local Government Auditor for his continued corporation. We would like to assure the members of our ongoing commitment to the work of the committee and that we will continue to focus our attention on significant areas such as value for money, promoting good accounting practices, information of management and monitoring the control environment.

And just before Cathaoirleach I sign of, I too would like to take this opportunity on half of my colleagues on the committee, to pay a special word of thanks to Mr Murphy, who has served us as secretary since our inception.

I would like to add a note of personal thanks to Mr Murphy for his unfailing courtesy and assistance to me as chairman. And I wish him and Joyce and family many years of health and happiness in his retirement which I don't think: And finally, Cathaoirleach, I would like to take this opportunity on half of the Audit Committee to wish the Chief Executive and management team every success in their efforts in the year ahead and we look forward to working with you all constructively towards achievement of your objectives. So now Cathaoirleach maybe there may be some questions. Thank you very much.

CATHAOIRLEACH: Thank you very much Tom, do members have any questions in relation to that? I think you've been very comprehensive and covered the questions, thank you to all of the members of the audit team to the work they do. Thank you.

item six.

MS GALLAGHER: The elected members have been circulated with the Wicklow County Council Audit Committee Charter 2020.

The Audit Committee, this is based on the statutory 244 of the 2014 Audit Committee regulations, and the statutory objectives with relevant local government legislation, Audit Committee guidance June 2014 and guidance and good practice, in authoritative codes and report so it sets out the criteria which the audit, the charter which we buy into as an organisation. So, if we could get a proposer and seconder to adopt a resolution to sign this charter?

CATHAOIRLEACH: Proposer, Cllr Pat Fitzgerald and Cllr Vincent Blake seconder.

MS GALLAGHER: Thank you.

CATHAOIRLEACH: Is that agreed? Agreed.

MS GALLAGHER: OK.

CATHAOIRLEACH: Item 7 is from NTA but they're not here at the moment.

MS GALLAGHER: They're on the 133! Really, they are!

CATHAOIRLEACH: In fairness they're not due here

until 3.30, so we'll see.

Item number 8 to discuss process proposal circulated by Cllr Stephen Matthews at council meeting held on 13th January 2020, copy attached. Cllr Stephen Matthews do you want to wait until after the NTA presentation for that?

CLLR MATTHEWS: Do we have expected time of arrival?

MS GALLAGHER: 3.25.

CLLR MATTHEWS: I'm happy enough to do it with the NTA.

CLLR BEHAN: Can we do the suspension?

CATHAOIRLEACH: Chief Executive, and after we will go to the suspension so to consider the Monthly Management Report from the Chief Executive, ...

CHIEF EXECUTIVE: One or two questions, one or two items, we received our roads grants from DTTAS, so it is 11.61 million, it is up, so that includes the specific improvement grants in Glendalough and Ballinaclesh which officially opened the 114 homes with corporate housing Ireland in Ballybeg in Rathnew last week and signed contracts for the

Fitzwilliam Scheme and Bray Harbour improvements consultancy work involved there.

We have seven nominations in the All Ireland Council Awards, you have Wicklow Gaol, Gates of Hell Experience, Cliff Walk in Wicklow, eco-trail which is successful last September, and the library side community literacy support scheme. And there's three down from the sports partnership, the Bray Sailing Club Inclusion in Sport, the Wicklow Warriors Inclusive Club, Wicklow Rugby and Power Parkinson's Physical Activity Programme. I'll take anything that is read and take any questions?

CLLR BOURKE: Just something cropping up in Arklow, and we're disappointed that you haven't mentioned anything about the signoff of the transport study that was promised over a year ago now, for the Arklow area. And we'd like, I'd like to see something coming on that issue, and also some clarification on the there's a fund there you were saying we're qualifying for funding for twelve projects in the Social Enterprise Fund, could you elaborate a little bit within the report? Thanks.

CLLR KENNEDY: I want to welcome the Ballinaclash

junction and cross on the main road, I want to thank the engineers that worked on this, specifically Michael Flynn, and the landowner because I've been bringing this up for six years with former director Sean Quirk and I'm delighted that funding has been made available for this, because the amount of accidents that happen at that junction is unbelievable. That's at a 33-degree angle when it should be at a 90-degree angle so delighted it is going to be finally resolved and thank you for the management for putting the application forward and being successful with the funding that has been allocated.

Thank you.

CLLR TIMMINS: Thanks Chairman. Just two things: Firstly, the houses in Baltinglass at Whitehall Park delighted to see they're completed now. But I would ask could the 58 cases be moved ahead as quickly as possible, there may be an issue with Irish Water so I ask if that's expedited as quickly, there's a long list of people waiting will you go people who are at risk of homelessness and the issue of allotments in Blessington, there's potential

site available that's been identified in Blessington, I ask that that process be moved along, engagement with local residents with that particular site with work, if not move on and find another site but allotments, a worthy project that that's continues to be promoted and that it actually moves along, and act quickly, it is not that complex so I'd like to see that moving along thank you.

CLLR O'CONNOR: Just want clarity on the housing section, because for our Bray housing report Kilmac and Kilbride are a lot earlier and I'm wondering which one is correct if we could get that for the municipal meeting tomorrow.

CLLR BLAKE: Thank the manager for the report as well. Just a few questions, particularly in regard to the Turnkey Project we have, lined up. And I know we've been a very successful the last few years in terms of the Turnkey in the houses we've got, particularly in the small towns and villages. There's a lot of projects there, particularly in regard to the 40 units in Dunlavin,

and they are what percentage of them will be Turnkey for the council in that regard?

And secondly, the issue of which has been ongoing for fifteen years or maybe more, is this the final phase of the actual reconstruction or renovation of the houses in Blessington and what stage do we have completion in that project. And finally in the house purchase, I say we have 66 applications, only four were approved, twelve I think were turned down and the remaining number - are there in abeyance at the moment so a small number of successful applications, before there was 66 now is there a policy there we don't, it wouldn't proceed with these or what policy, what are the issues with regards to the fact that only four out of 66 have been approved for purchase? Thanks.

CLLR WHITMORE: Thanks very much, a couple of things, I'm still waiting for the report on the quarries in relation to whether Wicklow County Council has any business arrangements with any operators of unauthorised quarries within the county. And second point is I know the large scale sports fund stream was announced and there's a huge amount of disappointment in west Wicklow the

community pool wasn't part of that funding stream and they've asked I express their disappointment with it, and just ask the executive about what the next steps are. I'm aware they would like to, they would like to have the support of the council moving forward on this to have a meeting with the officials plus any of new TDs that will be in place, so if they could think about next steps, site identification are keen on progressing as well.

CLLR WALSH: Thanks Cathaoirleach and thanks to the Chief Executive for a comprehensive report, just looking at the housing section and welcome to social housing stock, 307 onsite and 20, if the manager can comment on any plans we have in place for the provision of a affordable housing in our county just reading a report there over the weekend, stating that housing - sorry - affordability, is a key, apologies, a report over the weekend in relation to residential property prices falling and this is down to a constrained demand in relation to the demand and down to affordability the Bank of Ireland requirements and borrowings so there's a

lack of affordable housing not just in Wicklow but across the greater Dublin area, in the range of 200 plus, 200 to 250, so young couples are falling between the cracks and caught in the rent trap and can't afford to get on the housing market and afford, the answer to that is the supply of quick supply of affordable houses, is there any plans in the pipeline that we can, for the county? And just on another point, page 15 large scale sports infrastructure fund, great to see us getting some funding there, 864 for Wicklow swimming pool and athletics track but the full cost, a I think it is 1.64 for Wicklow project and 590 for Charlesland athletic project so I assume we have budgeted for the match funding in relation to the two project, could you comment on that thank you.

CLLR BEHAN: Yeah, there are many people who are in older council houses right around the county who are constantly concerned about the cold in their houses because of the substandard windows and doors.

And there is a national grant aid scheme and we're supposed to be on phase two of that.

And it seems to be progressing extremely slowly and

I'd like the Chief Executive to explain to me why is it going so slowly because 70 or 75% of the money comes from the Government and other counties, seem to have progressed a lot quicker, is it down to staffing?

Is it down to the fact there are other priorities that this can't be addressed because we're, and more importantly our tenants are missing out on the fact that their homes are absolutely freezing and specifically I want to talk about there's one particular estate in Arklow, Glendale, I think there are 30 houses, 30-40 houses in it, but also estates in Bray, Wolfe Tone Square is another example and what the council is doing is picking of a couple of houses in each electoral area and then leaving the rest and no-one seems to know when the rest are going to be done. So, is this, is there some kind of plan to actually get ahead and use this money as soon as possible and relieve the situation for our tenants, but specifically I'd like to ask about Dublin deal please.

CLLR MCMANUS: Thank you and just on Council Cllr Joe Behan's point we said a letter would be sent out from the council to tenants in Wolfe Tone to

explain what works are done because there's confusion who is getting what, so I would row behind what he's saying there. Thank you to the Chief Executive for the detailed breakdown of the child homelessness figures, I think, they're useful and until we have a space to talk about them, I'm going to have to ask some detailed questions now. From what I can gather there was 35 presentations between November and December and 31, no 296 those children, I think went into owned or temporary accommodation so can I ask what happened to the other six?

And can I also ask in terms of children in direct provision centres in Wicklow, called I know DP doesn't fall under the remit per se, are they included in the homeless figures, I would say children in direct provision don't have permanent accommodation so maybe we can have that information every month.

And finally on the 1916 Commemorative Medals for fire service I had the privilege for being there for the Bray service and I learnt so much about what that fire service does, I didn't know that it is Centre of Excellence and people travel from all

over the country to train there. And I think it really highlighted to me the dedication of the people involved there, and the need I think with many of us are in agreement for a full time fire service for Bray, but, I just wanted to commend the welcome we got there, we felt really part of it, and we were privileged to be there.

CLLR CREAN: Thanks, can I just ask in the planning section, there was no mention of the permission given to the strategic housing development in Greystones.

And just to raise in relation to that, that I'm surprised that I read the Chief Executive's report, and his recommendation that permission should be granted but I'm concerned slightly about the whole process because we met as members and gave our views and certainly my submission was saying it wasn't sustainable development for the area, we're going to be discussing shortly the fact we're completely oversubscribed in school places so I'm querying what members are engaged in the strategic housing process when it is not listed here when it will have a major impact on the Greystones area.

CLLR DERMOT O'BRIEN: Thank you.

Actually, I want to throw out highlights from the chief's report that stood out for me. The local development companies again LCDC, we had a chance to do phenomenal work they're doing, great to see the healthy Ireland fund with healthy Wicklow strategy, all these ties into positive potential for the county. The integration strategy that someone is coming on board to put that in place again, all the jigsaw pieces coming together in a positive way, and finally I'd like to give recognition to the franchise department for all the absolutely phenomenal and I'd say serious number of hours that they've been putting in to be ready for next Saturday.

Thank you.

CLLR MULLEN: Thank you Cathaoirleach.

Again, at the last meeting I did ask about the upcoming announcement to west Wicklow swimming pool and since then it is very disappointing, considering promises were made.

I'm wondering what next steps are to do with the

swimming pool project because there's a lot of disillusionment but praise for the council's involvement with it really because the council weren't involved there. Secondly I want to know what the status of the Greenway project is, it is supposed to be going towards a planning process and wondering if that's been submitted and finally I want to echo, Cllr Joe Behan's words there on windows and doors, it is we've all been out and about in the last few weeks for some reason, and you know, it is becoming obvious in winter that a lot of ourselves states and we're the landlord, a lot of our estates are in bad repair with windows and doors, if we could comment on that, thank you.

CLLR FITZGERALD: Just on the fabric upgrading there, we got a list of some houses that were to be done in Arklow Municipal District in 2020, there was a note that it is gone to 2021, but I notice some of the houses built in the 1940s, and 350s in Arklow they're still not completed, the upgrading has gone back and then I notice one built in the about fifteen years ago is proposed to go ahead. Now, Cllr Joe Behan mentioned again deal, every councillor is aware of that, the issue in Glendale

is when there's a re-let they get a fabric upgrade of windows and doors which seems to be the case, but, unfortunately, I'm well-tuned into that estate, there's so many, many houses have been measured up, and costed but there's no funding, I don't see the reason why we should measure up if there's no funding.

But, at least four or five houses now, have got new windows and doors out there, because they're sublet to their tenants. But I've been out there weekly, twice weekly, there's winds going through it, it is like the desert out there, you can't heat the houses out there, that's the problem, it is gas heating, but the houses, the residents are telling me you just can't keep the houses heated.

So, effectively we've done measuring but, we can't do them.

And people get false hope there.

If it is a re-let as I've seen over the weekend, they're all done. So, what is the thinking there? We get money for the re-let's obviously from the department, but we haven't got the money for the people living out there since 1999, it doesn't make sense to me.

CLLR O'BRIEN: Thank you Cathaoirleach and for the Chief Executive to his report and can I just like to commend on the council on the buildings of the houses, we've had 144 built in Rathnew, about now land is at a premium including council land and has the council started to look at their current housing estates, because myself and a colleague of mine went to Ashford and we identified over ten site within the estate for one-of builds so while land is at a premium would the council consider looking at estates where more houses can be built but is not overpopulating them either.

CLLR FERRIS: Thanks Cathaoirleach, just in relation to the report Chief Executive's report Kilmac parallel service road as you know yourself there was a letter sent to the members of the council from the Bray Wheelers Cycling Club who as everybody knows who is out on a Saturday or Sunday morning use that road regularly and they have highlighted their concerns in their e-mail to the councillors, but they would, what I want to know is, has the roads section met with groups like Bray Wheelers?

The users of this, because it is going to impact on their use of the road and I think it is very, very important that they are consulted with.

Thank you.

CHIEF EXECUTIVE: Thank you. Just in relation to Cllr Sylvester Bourke the Arklow Transport Study we have provided funding for that in the budget so it is due to start, John is moving in here, senior engineer to he is agency going to look at those schemes and that will be his number one project. The twelve projects on solely Enterprise Hub prize fund, Michael might have them, if not I'll get it to you first thing tomorrow.

Cllr Edward Timmins Whitehall it is close to completion we'll follow through on that, and make sure they're allocated as soon as possible, similarly the site for the allotments, we'll come back to you on that one, the dates for Kilmac and Kilbride is August 2020, Jo may have more up-to-date on that, but I think that's what we're looking at the moment. And in relation to Turnkeys, we're from this year on, it is our own builds are the ones that will kick in, we won't be

reliant on the Turnkey so rapid build schemes are starting to kick in now and that will be the main source of our delivery. So, delivery is going to be 1350 by the end of 2021 over the period of rebuilding Ireland so we're confident, that's exceeding our target so cost of 400 million that what we will have delivered in housing construction between the various delivery streams. Glendale that's the final stage, due to be completed mid-2021. The rebuilding Ireland home loan, again, we have to adhere to the rules it goes to our credit committee and housing agency, and people have to have the ability to pay, and have the income limits et cetera. Some of them are, some applicants do apply to a number of different local authorities, so that can be misleading sometimes but certainly we're committed to it, rebuilding Ireland home loan funding has been provided at national level for 2020, so we'll take every application we get and process it. But again, it is the ability to pay has to come into it. And in relation to the quarries policies that will come out in the next, they are working on it. On the swimming pool: The swimming pool is ten million

euro project for west Wicklow, what we looked for was design fees of 400,000, it is not a project we can with fund on our own, we thought the first step of that, if they funded us for the design of it would be a good start to go through the planning process.. But, look all we can do now is get feedback, see what went wrong, we'll have to reapply, simple as that, and go for it again next year, they did come back with queries, identifying a site, we gave feasibility study and extra information so we have to sit down with the department and look why we didn't get the funding and try and get it again next year. In relation to affordable housing, the ones that we are looking although I suppose is Kilcoole as you know and Greystones, Wicklow Town here there's a scheme we're looking at, and now, the department have produced a scheme in relation to the allocations and how we'd allocate the affordable housing but it is something that you know for the next programme of government could be high on the agenda and there may be further details coming from the department but those are the ones we're looking at the moment. The infrastructure scheme the swimming pool in Wicklow and Charlesland

running track the match fund will go come from money ring-fenced from the local property tax and development levies, in relation to the phase two of energy retrofitting, we have a team working on those, I might ask Jo to give indication of numbers and estates we're doing at the moment. If you want to do that now Joe.

CLLR BEHAN: The estates, I haven't got the details of the estates, to clarify the phase one was insulation, as we were and that was a 100% funded, as we were extending and investigating for the phase two, in some houses could have fallen in and can fall into the phase one which is more direct scheme and doesn't require a scheme-specific application to the department, co-funding is not required. So, as we're going back, and looking at units that we, as we went in and investigating units phase one, units we thought to date were phase two can now be on done on phase one and more direct. If they're specific questions regarding estates, like in Arklow at some stage I'll come back to you, there was one, the one this Arklow was St Peter's place and Wolfe Tone were the two specific ones done and one looked at in Wicklow, but they're quite

labour intensive - resource intensive, and the mix isn't as simple because it depends what each house or estate wants and that develops, and then the department gives us a limited amount of money so your max is about 21,000, or sorry, 2,000 and 3,000 could be the co-funding but depends on the mix of each unit. So, specific questions and specific schemes if you send them in, we'll answer them, but some are drifting back to phase one which is more direct and make schemes easier. Single glazing window has been included, if units have single glazing they're allowed to be included in phase one and that's making some of those issues that you brought up, but it would be better asking specific questions rather than again one because it involves as we're investigating the units.

The number is correct, Pat's correct, as re-lets are brought up to full standard, unless they're avoiding, there is no money provided for those under the budget process so we don't release houses, we put them up for the good standard for the next 20-25 years, that's the answer to my specific question thanks.

CHIEF EXECUTIVE: Thanks. Just in relation to the

homeless presentation, the one that is, don't go to owned are either go back to members of the family or they're dealt with solutions like that, or else emergency accommodation. The direct provision doesn't come into our homeless figures. Just in relation to HSD, the members' views are taken on board because the scheme is presented to members, those submissions from the members and points raised are submitted and go in as a report to the An Bord Pleanála. The swimming pool Arklow Shillelagh, we will be submitting for funding, there's a scheme open at the moment which allow design fees for preliminary designs for progressing to appropriate assessment and impact statement which is required in this case, and the preparation for environmental impact assessment and open to An Bord Pleanála, that's expensive so application will be made for that. And then in relation to the Kilmac parallel service road, I might ask Colum if they've met with the Bray Wheelers on that, or Michael, come back in a second, in terms of identifying sites we're looking after 2021, in terms of housing and what we'll do after that, so absolutely that's the first step, look at

existing estates and sites available. Yeah.

Michael: Sorry, yes in relation to the Kilmac parallel service road. The letter of submission from Bray Cycling Club has been provided to the contractor and their consultants who will take into account and devising the traffic management plan for when the works are ongoing in Kilmac, just to say that intention is that both lanes, on the southbound direction will remain open for the majority of the works. We don't expect it to be restricted. At any stage, maybe at night-time if there are certain works carried on, but we hope that both carriageways will remain open during the works and that the traffic management plan will address all concerns including those of Bray cycling club.

CLLR WHITMORE: Can I ask for clarification, from the Chief Executive, is there a fund open at the moment for potential for the design and feasibility for swimming pools?

And can the west Wicklow one goes forward to that rather than wait a year before we progress?

The difficulty with the pool in west Wicklow is

there was a lot of promises made and expectations were high and the community's very disappointed and if there was an rather than waiting entire year to put in application if there was an opportunity to get one, in the next month or so, that would be welcome.

CHIEF EXECUTIVE: Yes, we'll try but that's what we applied for was design fees and we didn't get it so we'll have to sit down with them and look where we were unsuccessful and if there was something we can do or we can do with the department we'll try.

CATHAOIRLEACH: We have 25 minutes, before the NTA are due here so if you want to take the suspension standing orders so I'll take Cllr Gail Dunne's first.

CLLR DUNNE: Thank you Cathaoirleach.

Recent Municipal District meeting, it was brought up about the public lighting around Wicklow Town and the victual the members agreed how it should be raised at county council level.

As most of us are out canvassing at the moment we're

seeing how many lights are out. One area of the town, this week, I went down and found out that lights had been out for over three-and-a-half months.

Now, I don't care who we are what you are, I don't think that's good enough. I'm very tired of hearing excuses from Airtricity, we're putting more men in the area, we're working on this, we're waiting on LED lights, et cetera, and it is not good enough. If the lights are out there should be a time when it is fixed and that should be adhered to, and it is not.

Any time we report things, we report it two or three times. This is not a reflection of Declan O'Brien who has been very helpful to me and I'm sure all the other members as well, trying to get this problem, this is Airtricity problem. And I feel Airtricity need to come to a council meeting and explain what is going on. With over 700 lights out throughout the county, 700 lights out throughout the county, this is a disaster.

All people are afraid to open their doors because there's no lighting within the areas.

I'm really tired, I brought this up so many times

both municipal level and county council meeting B I'm upset over there, we're not listened to, when we go around and come to the council with problems we should be listened to. Airtricity to me have got away with murder here and I want this looked into, because it is not good enough for the people of this county to have no light. It is like a black hole of Calcutta. Thank you.

CLLR MATTHEWS: Thank you Cathaoirleach and I want to thank Cllr Gail Dunne for bringing this as a suspension because it is a serious mark. And I asked a couple of meetings back about our contract with Airtricity, and where they are meeting the terms of the contract and when the contract was due for renewal and would we assess the level of service we've gotten. It is not just Airtricity when you have cable supplies issues or you've got cable damage or supply issues, ESB networks have to be brought into the equation, we don't seem to have any reach in ESB at all to address the issues. There's an issue about access to poles where Airtricity are not allowed to climb a pole and if they can't get elevated platform in, they have to

rely on ESB, so it is not supply and cable damage it is access issues as well and that needs to be tidied up. We have street lighting in inaccessible areas. As part of this, get update where exactly the national LED roll out is, and when we're likely to see, how we're going to see the roll out through Wicklow and what percentages we're likely to hit this year.

CLLR KAVANAGH: Thanks, Cathaoirleach, I would like to agree with Cllr Gail Dunne.

There is a contract there, I don't know when the contract runs out but, and I don't know if there's too many people in the field throughout who could be possible possibly viewing for the contract as well, it seems that they may have a fairly much a shoe-in to have the contract renewed, I'm not sure, I don't know what the competition is like out there but I think they should be brought down here to answer a few questions because it really is not good enough.

Is there any clause in the contract whereby we, get a refund for work that is not being carried out? Because it is just completely unacceptable. There are some lights that have been out for over a year.

As far as I'm concerned, it sounds like to me somebody isn't doing their job and they're not upholding their end of the contract so I just want to know is there any claw back on the contract and I'm certainly would like to second Cllr Gail Dunne's proposal to invite a representative from Airtricity down here thank you.

CLLR FITZGERALD: Yeah, this has been an ongoing issue for the last few years, but I don't think I've seen it as bad as it is now, I reported one on 18th of March and it was fixed 20th of December.

We've a small little townland outside of Arklow with two lights, two are out of order for the last two months so the excuse that people are not trained up or can't go up ESB poles or whatever, cable fault that doesn't fit with me to be honest, and only for the intervention for the staff of Colm and Declan O'Brien, we got an influx, a lot of lights fixed before Christmas but we're back to square one.

Airtricity are working the clock will change in the next few months and the weather will be finer so there won't be as many issues with lights but, I have to say and going around canvassing there, the number of people who are scared in their homes

anyway and then, you have no lights outside their house, I think it is absolutely dreadful the way people are being treated. I know there's an extension of the contract, if Colm can confirm that, but there's no-one else bidding I presume so it is a difficult situation for people and it is one that's coming up on the doors so effectively, we need to get Airtricity on board and we need, this thing about we have to train up people, they got the contract they should have enough people to do the work and I don't run with their excuses. Now they have, as I say done a bit of work in the last month but gone back to square one again particularly in Arklow and outside of Arklow, so something has to be done urgently.

CLLR MULLEN: Again, I'd like to thank Cllr Gail Dunne for this motion, again it is January, so it is still winter and become an obvious to a lot of us how dark our villages are getting. My predecessor, Cllr Doran had four lights put up last April in Carnew and they were only turned on last Wednesday

Nearly a year later. I think, we should be talking about breach of contract with Airtricity. And we

also have instance when people report a light fault either to a councillor or on-line on the on-line system, it is logged and there it sits, and when the contractors come out to repair a light if it is not on their job list it doesn't get done, even if you can show them the app saying the light beside you is also gone, and he's replacing, but it is somehow not making their job list, which is extraordinary, if they're in the same village repairing one light that they can't see the other two lights beside it are gone as well so, there's a management failure here from the patient pathway of that contract and I just want that noted thank you.

CLLR SCOTT: Thank you and thanks to Cllr Gail Dunne for raising this, I was going to raise this under the Chief Executive's report, my question, and I've been own to Declan O'Brien on this faulty lights in not big fixed, we're talking about contracts, I presume, that in the contract there's a specific time that lights are supposed to be replaced or repaired within. And I'd like to know whether or not anybody is monitoring the average

time it is taking to repair lights, we're all hearing, all in the room are hearing anecdotal evidence and people telling us, and we know it is taking months and up to a year, but is there being monitored, do we have concrete figures to report back to Airtricity?

Have we lodged formal complaints, is there ability for the consumers to lodge complaints, they can lodge it on-line but then follow it up, ten days expired he ought to be flagging it again. The contract is coming up for renewal and there needs to be audit of performance and quality of assurance before we enter to another one.

CATHAOIRLEACH: I'd say that, I think we've talked about lights, in the Wicklow Municipal District for three years and the Airtricity contract has come up here as well, it is shocking, and in the last couple of weeks have been five municipal districts and equally shocking in all five districts the amount of lights that are out and the lengths of time the lights are out for, I know we have a new LED programme coming on-line but not an excuse for repairing the lights in existence and we had the Audit Committee here earlier and if Cllr Gerry

Walsh and Cllr Mary Kavanagh could flag it with the Audit Committee and look if the contract can be looked at if we have a claw back that the service the people expect for the money that's been paid is not being met thanks.

>>: Thank you Cathaoirleach.

I suppose, just on the outset to point out that there are approximately 15,000 public lights throughout the country.

As Cllr Gail Dunne indicated the last data there was 700 of those that were out so we're looking at 4% or just over of the lights that are out at any one time. While this is, it is small in percentage terms I can understand the frustration with the length of time it can seem to take get lights fixed. I suppose, we have rolled over the contract with Airtricity utility services to bring us to the stage where the national retrofit, energy retrofit programmes takes place. That is, we're hoping that will go to tender in Q3 this year, and we hope to be bringing a section 85 agreement and request to borrow for the project to a meeting very soon probably next month's meeting, to allow for

Kilkenny which is the lead local authority to roll out and tender for the LED retrofit. There are a number of reasons, and some of them are sighted as to why it takes so long in certain instances to get lights up and working. In the contract that's been referred to, AUS are required to turn them around within ten days. At the moment, it's taking 13 days where there are no other issues, and that's no issue with ESB coming out or ESB being required to fix cable faults, which is taking quite a substantial amount of time to get ESB out. I suppose, we're in contract with us on a daily basis, and we're trying to get the number of faults down as quickly as possible.

The service provider has five crews, full time crews operating in the county. Three in the east of the county and two in the west.

On average, a crew should fix ten lights within a day.

But this has opinion hampered by the unavailability of sock lamps available so where a sock lamp has to be replaced it requires the contractor to replace it with a LED fitting so it is not a matter of replaying the bulb they have to replace the whole

head and work involved in that, and that limits each crew to fix between two and five sock lamps a day. Also, we, from our contact with the company, they've indicated there's a number of issues that are limit in ability to fix lights as quickly as they would like, a lot of what is logged on the system are cases where people are not happy with the current light they have, where LEDs have been fitted they're either complaints they're either not bright enough or in certain instances they're too bright. There's also repeat callouts as well where they go out to a lamp that has been fixed, and they find that the lamp is currently working and they've point out that given that the system is in an ageing condition, that it leads to more faults than would normally be the case. So, our intention is obviously to move as quickly as possible in pushing Kilkenny to fit on the national retrofit. If we were to tender again for the contract that Airtricity currently holds it would take probably four to six months to tender for that project, but which that time we would hope that Kilkenny County Council have issued the tender for the national retrofit programme.

CATHAOIRLEACH: Thank you Cllr Joe Behan

CLLR BEHAN: I outlined it, there's concern for students and pupils in Kilcoole primary school about the fact their local school just down the road can't accept their application to enrol.

Now I spoke to one of the planning departments here this morning about this, because I'd emailed separately after a public meeting to find out if there had been contact between the Department of Education and the planning section here with regard to a proposed extension to Colaiste Chraobh Abhann and there hasn't been pre-language consultations about the planned extension, but, it may be the case that work is being done to bring that to a stage where there would be preplanning consultation, but unfortunately for the parents and young people, you know, time is moving on very rapidly. This is February. They would have hoped to be in school at the end of August.

And what I'm asking and proposing here today is that we write to the Department of Education and ask them to urgently move to provide temporary accommodation for those pupils to allow them to at

least enrol in the school.

and also, to bring forward the planning application to build the required extension to the school.

Because I think nothing else will satisfy, will do in this situation

Could I also say separately to that and again something I discussed with the planning department here this morning, Newtownmountkennedy is a feeder area for Colaiste Chraobh Abhann for historical reasons and Newtown is getting a secondary school and there's major implications for young people from Newtown and Kilcoole if something isn't happening in Newtown as well. So, as part of the proposal I want to ask that the department be required to tell us have they plans to develop a second level school in Newtownmountkennedy as well because I think it is going to be absolutely necessary

CLLR FORTUNE: I fully support what Cllr Joe Behan is proposing so I second the proposal. This situation really as I intermitted earlier is really crazy.

The work that was to be done in that school as I

said the paperwork was signed six years ago. And why nothing has happened, and I mean, there's members here who were involved over the last five years, why nothing has happened I'm at a loss. The school is bursting at the seams, there's a PE storeroom used as a classroom, some of the classes are used to look after students in certain circumstances, and there's already six porta cabins onsite. There's no room for anymore, and even if there was there's no resources. I've been in touch with the KWETB they're driven by the Department of Education so actually what we need and there was a meeting in Kilcoole village last week, we really need the TDs in the county to come together and to go and find out exactly what is going on, because, the extension is certainly going to be fast-tracked. There has been comment in the last few weeks that the department are saying now they want the school extended to a thousand pupils. But, right now there are, like up to last week there were 40 children who had basically no place. Now hopefully that number will drop with a bit of luck over the next week or so. But it is really, really serious

And you know, there's no point, I know there's an election four days away and everyone is trying to - we'll do this and that, this is not going to go away and does need to be sorted and there needs to be an answer given back to the very sensible committee put together to try and make something happen. And they need feedback from all TDs and want a be TDs this week. Not like when Saturday or Sunday's over, the sizzle could go out but that can't be allowed to happen, this is crazy stuff and on the bigger picture it appears the whole education, I don't talk that often, but the education system is out of control in the same way other departments are out of control. It is a crazy situation, and it is so unfair, it really is.

CLLR CULLEN: I want to agree with Cllr Joe Behan but he left out a significant part of the feeder schools, we have a very serious situation arisen in Roundwood which has been a feeder school for the last ten years, and indeed there's a meeting tonight about, to do with the concerned parents but not only sixth class but also fifth class, we absolutely need a secondary school to be built in

Newtownmountkennedy the explosion of population has everybody's aware for the Newtown area with almost a thousand houses to be built over the next couple of years with no planning for a school, secondly school, and in terms of Roundwood students and Newtown students I have no doubt that they would make up a large majority of a school in Newtown, if that was to be the case.

But, in terms of CCA, in Kilcoole, will is no doubt it is overextended even it is moment, as far as I was aware it was built to cater 600 students and to my mind there's 800 currently in there. As was said by previous speakers, there's been prefabs on the site to micro classrooms the planning permission has been agreed but there's no sign of the extension of the school being built and if anything comes out of this, maybe you know, a fast-tracking of this building and getting this school built needs to be looked at.

I have regular contact with the staff there, they're doing a fantastic job in CCA under very difficult circumstances but my final point this is a situation that is affecting Kilcoole, Newtown and Roundwood, and I think whatever the discussions are

taking place need to incorporate all three areas.

CLLR SCOTT: Thanks, Cathaoirleach. Is it me or Jennifer? And again, thank you to Cllr Joe Behan for having raised this issue. And I completely back what everyone has said so far. It is a huge issue in Kilcoole and with CCA and rather, instead of repeating what everybody has said which I completely agree with, I'm aware of the situation with the Roundwood students, it strikes me this is even wider than Newtown Kilcoole and Roundwood problem. The issue of secondary school places, it's a huge issue in Greystones at the moment as well, there are students without places, for this September. It is also widely acknowledged in all of these areas there's going to be a bigger issue getting school places in 2021, and this is known from eight years ago when there was a similar issue with these children entering primary school and the department had to instruct primary schools in the area to put on three junior classrooms. So this has been known and flagged but still we're in the situation where, local children in Kilcoole can't get in local school, students in Roundwood are left

in no man's land, we've a new school that that is after sustained community and pressure was brought forward to open in September 2020, instead of 2021, that still has no clarification where the temporary accommodation will be, it need to be fast tracked by the time the permanent solution will be, otherwise we're talking about prefabs going in for the next three years, we had Templecarrig and other schools had its application for extension refused by the department, why I do not know.

And in addition, we have the situation where the north Wicklow educate together in Bray, which is languishing without any sort of a permanent home since 2016.

And, that school which does take in students from primary schools in Greystones will have to cap its numbers at 60 pupils per year until next year and that's not getting on, to I won't have time, get on to the provision of ASD services for very vulnerable students and particularly speaking with the principal in north Wicklow Educate Together they were hoping to open a second ASD and now they're not able to due to lack of accommodation. My question is to the chamber here do we need to

extend Cllr Joe Behan's proposal and get officials from the Department of Education down to talk with us, and look at strategic overview, as to what are we doing with secondary school provision in the north of the county?

It seems that we can send in letters until the day is long, and nothing will be done.

Thank you.

CLLR WHITMORE: Thanks Chair. And actually, what counsellor Scott has spoken to is what I want to speak about, this is an issue that affects the entire county.

And particularly areas that have had high population increases the investment in education hasn't kept up with it. And the difficult why my experience with the department is that, it takes parents and politicians shouting and contacting them and continually lobbying for something that they should be providing anyway. They have the data there, they know exactly when they're going to need particular school to be expanded or new schools and rather than have everyone waste their energy, chasing them for things, they should be

proactive and provide them when they're needed. I think we need to have, I would concur, we should be inviting the department to come and address us, to show us what their strategic plan for the area is, based on the population statistics because they will have access to this. None of us here in the chamber have oversight over all the children that are coming through the system, everyone is in different districts we don't know what is happening the only people who do know that are department and that's important they come down because what happened is that you know in some instances the schools are used as political footballs, and that's not fair, they deserve an education and they should have education preferably within their home towns and the department has the oversight so I would absolute lie like to second the proposal that we invite the department to talk to us thank you.

CLLR MATTHEWS: Thank you, we go through and have an extensive planning process on local area plans and county development plans and what we take account is population growth and we look at CSO data and demographic profiles throughout various towns

and villages. And with that information, we zone land for the provision of schools, community and educational zoning in certain towns and villages. It is my understanding then it is up to the department to provide that infrastructure. And they're working with the same data that we are. So, I think it is critical we bring the department in here to explain why they're not keeping pace with the planning process that we put forward here. We set the blueprint out the town or county should grow and proper planning and sustainability development but it seems the department is not feeding into it and the department we're following a model, public-private partnership model and we know Caribbean collapsed and that's set the department in turmoil in there, you can't get any answers on anything at all. And what's happening is, students and teachers and parents are suffering because of this and it is placing tremendous stress on families not knowing where their children are going to go to secondary school or if they're going to go a junior school placement or close or walking distance or have to drive miles. We really do need to get the department in here to explain the process

on why they're not keeping pace and what we're doing about the model they were providing and how to provide school places for Wicklow. Thank you.

CLLR DERMOT O'BRIEN: I won't repeat what has been articulately versed by everyone else, you wonder how did we get here?

This, young people haven't appeared out of nowhere, it is not rocket science to manage a need and respond to that need so I wonder and one thing I know we've all been on the doors but it feels very disempowering when a so-called elected rep standing at a door, and we don't have an answer, and people are wondering why, and I know the powers have been taken away from county councils and we won't go down that road but whoever the five TDs will be, and need to stand with the 32 councillors in this chamber and try and take ownership of the people in this county and what, and push for the response to the needs that are out there. There's touch a disconnect between the department and what's happening on the ground. And we really need to build, a very quick bridge between the department and the - it is so hard to look at a young

person and wonder and explain to them why we can't provide because they expect us to, because we're elected reps and then when schools are pitted against third level institutions as well, as a side show to needs not being responded to, that doesn't sit well either again as an elected rep. So, I fully endorse both, all proposals but it is critical that the department sit with the 32 councillors and five TDs and we take a little bit of ownership what Wicklow needs.

CLLR MITCHELL: Yeah, I'm supporting the idea the department should be asked here because, it is difficult to get a grasp on this, each individual only knows its own applications it seems to me. And I don't think the ATB either has figures for schools which are not related to it, which are many. So, there's no sort of overall source of numbers except for the department. 15 years ago, myself and other councillors at that time zoned sites for two schools in Charlesland, one primary and one secondary and that was done then because the numbers in the town development plan showed that we needed schools of that volume.

And it is just disappointing to me, and obviously even more anguish to the parents of the pupils that even though that was done fifteen years ago, we're behind in getting these schools up and running. Now, a lot of political pressure was applied by numerous people including myself and I probably everybody around the area involved in political, to get the new secondary school in Charlesland to open this September, a year early and applications I believe closed on the 31st of January for that. But still it is not good we don't see what the overall picture is, there's talk of extensions to St David yes, Templecarrig, all the schools really, and I think, it would be useful to have a summary where it was actually at from a department official. Thank you.

CLLR CORRIGAN: I won't repeat what everybody else says but I totally agree back up from the department we're all from different areas and this is county-wide, in Enniskerry there's several children they have no place to go, and when you're told you don't fall in the catchment area it is distressing to the child and family. I'm getting

reps from people who don't have places for primary schoolchildren, it is not going to go away and we should get the department out here, it has to be dealt with for the future.

CLLR FERRIS: Thank you Cathaoirleach.

Again, as Cllr Melanie Corrigan said this is county-wide issue, I'm particularly concerned in my own area in Bray that the pupils, the students in St Andrew's school have no feeder school to go to. Some of my neighbours have children in sixth class in there and in September are being faced with either a very long travel to New Park School, while they still have children going to schools in Bray. I suppose, I wonder sometimes the fanfare that we get when a minister says you know agrees that there's going to be a new school opened, a new waver, and then the whole process happens as to who is going to get the patronage of that, and you know, some people are delighted and some are disappointed, unnecessarily

But at the same time, I don't think the department put in the work to find out where the schools are going to go to

That has been already mentioned about the north Wicklow educate together secondary school who has been languishing in temporary place, their lease was supposed to expire but it was extended there's the row between that school and BIFE in Bray as to the location of it. The department and minister are saying one thing, and the BIFE they have their own needs and concerns for the future, as to why they need that campus, but nothing is solved. And, you know the members of the KWETB, we're not given a clear I suppose steer on this. No fault of theirs, but, you know, it is through the fault of the department and minister for education I would urge that the five TDs coming in to represent this county, go to the department and the new minister for education and just say what is going on?

As I say there's two issues in Bray the locations of the north Wicklow Educate Together Secondary School and the problem with the feeder school because Templecarrig, of their admission policies will not take the amount of children from St Anne drew he is that wish to go there. Templecarrig. And it is imperative we get senior official from

the Department of Education here, but also, it needs to be worked on by our new TD, when they were elected. Thanks.

CLLR FORTUNE: I'll be brief.

Just this is such a crisis Cathaoirleach that I don't think we can wait until our next scheduled council meeting, I think the department needs to be invited down urgently to meet us, because this really, really is a crisis of great proportion. And it does need to be dealt with, it is not going to go away and time is so important because the schools will open in September, so if we don't get work actual work done solutions done now, we'll run out of time. And we do need to get our TDs, involved and really involved, and to tell and explain to us exactly what they're going to do and when they're going to do it

CATHAOIRLEACH: So, Cllr Joe Behan your original proposal is that we would write to the department and then addition could do that is we would ask the department to come to the council as well. And Cllr Tom Fortune you're saying we can't wait for a council meeting. We will write I'm we are agreed

write to the department and asking them what the outline is, and maybe cross party delegation of the councillors, if the department aren't willing to come here, say for our next meeting, which is three-and-a-half weeks away, then, rather than wait until April or May, and lose all that time, if maybe we get a delegation to go to the department?

Cllr Joe Behan ...

>>: OK just, again, acknowledge that this is a Department of Education issue, but despite that, the planning staff have been in a lot of engagement with the Department of Education trying to get them to move on, particularly now when we're doing the review of the County Development Plan. So, information that staff in this section this morning on foot of Joe's original question in the department, this is through conversation not through notes, or e-mail, but, they did say the expansion of Colaiste Chraobh Abhann is in the department six-year capital programme and in this stage they're working on a brief design consultants and on land acquisition, they don't have anything

developed to show us in let's say for preplanning. Discussions, so, the school has permission to expand to a thousand over the coming years, and is currently at 800 and these are partly, I think as Cllr Tom Fortune pointed out in temporary accommodation.

So, we understood that the school extension project is in the Capital programme and the department are working away on the same, but they really aren't ready to come with us yet.

But just to let you know they aren't, this issue isn't being ignored. There's a new school as you've mentioned there, it would be opening in September in Charlesland south Greystones for the Greystones will be Kilcoole catchment but that really doesn't solve the question for people who want to go to Kilcoole.

And with respect for secondary school in Newtown, it is agreed it is needed and planning have regularly had informal conversations with the department about population house numbers in the developing of Newtown.

So, they seem to be watching the same.

We do have land zoned for secondary school use in

the Newtown plan.

The department have been looking at these lands with as a possible location for a new primary school in Newtown. Opened up this year in temporary accommodation, near the existing primary school. So, we don't know if the department's acquisition team has contacted the owners of the land yet but our planners are suggesting in order to future-proof themselves they buy larger block of land not just for primary but secondary schools, so those discussions are going on at our department but it is basically their remit to provide. But just to let you know, it isn't that they aren't considering Wicklow, they do seem to be in the background so maybe when they're down here they can provide a bit more clarity of what they're actually doing for Wicklow as a county.

CLLR CULLEN: Thank you, I just want to agree with Cllr Tom Fortune for that this is so serious we can't wait and with respect to Brede it seems to me it is put on the long finger and I don't think that's acceptable, there's a lot of parents across north Wicklow that are really, really concerned

about their situation, and I think the sooner we get the department engaged in this council the better. But there's one other point and I wanted to make it earlier, there is also an issue over the bus catchment area and this has come to light over the last couple of weeks with CCA, in particular from the Roundwood area where there's at this moment in time Roundwood isn't in any bus catchment area as far as I gather, so I don't know whether the Department of Education and the Department of Transport are working together on this, but there certainly is an issue that needs to be teased out on that front.

CLLR WHITMORE: Thanks chair.

Yeah, I have concerns with the departmental response on this, because it seems they're relying on the new school for Greystones and Kilcoole to meet the demand and I have a fear that actually the demand is going to be greater. That new school is in temporary accommodation, probably portacabins, it is limited in what curriculum it can offer because it is a temporary accommodation, but there were 120 expressions of interest for that school.

And my understanding is there's something like 930 children who applied for Colaiste Chraobh Abhann who didn't get that, and they didn't put in expression of interest, so if the department is relying on the new school to meet the demand we could be in a big, big problem. So I think, what councillor fortune said we need to move that meeting up and I would suggest not only delegation of councillors go in, if the department can't come here but the new TDs be requested to attend that meeting as well and to schedule it for the next maybe two weeks' time or something like that, and actually go in the department and sit down and get this resolved because it is really not fair that children don't know who they're going to be school with, what uniform they're wearing, it is a stressful time making that transition and the fact the department is sitting on the data and isn't moving is just not acceptable.

CATHAOIRLEACH: So, we're going to request a meeting with the Department of Education and members agreed to that, obviously we invite the TDs whoever they are, to come along, I'm sure they will

be delighted to come along, but we'll ask for ourselves

MS GALLAGHER: Just to be clear, you're talking about cross party delegation, who will be attending that meeting?

CATHAOIRLEACH: Once we've the date of the meeting, each of the groupings can nominate to attend. Members happy with that? OK.

MS GALLAGHER: Just before we leave, we had, move on, we had a proposal from Cllr Gail Dunne, seconded by Cllr Mary Kavanagh to invite Airtricity to our next meeting is that agreed. Thank you.

CATHAOIRLEACH: And I'd like to welcome Anne Graeme from the NTA and Hugh and commiserate them with the lateness of the service 133, but we're used to that, so you're very welcome.

CLLR MATTHEWS: Considering the motion on the N11, returns put from the NTA, would it not be beneficial to discuss the motion so the NTA can answer queries that can arise from the discussion of that motion.

CATHAOIRLEACH: Will we take that presentation and see what they will say. Rather than full discussion without input from them first of all?

CLLR MATTHEWS: The whole N11, Transport for Wicklow needs discussion, I agreed at the end of the last meeting I put it forward to this meeting because it was such an important matter, I didn't want it condensed in ten minute suspension, if you assure me we will have enough time for us to have full discussion on the presentation and the motion and put questions to the NTA I'm happy to go with whatever you propose.

CATHAOIRLEACH: How long is the presentation?

CLLR MATTHEWS: Again, I don't want to scoot through National Transport Authority presentations, public transport is critical issue in Wicklow this, is part of the problem, we have ad hoc addressing of public ...

CATHAOIRLEACH: What I'll do, is have the NTAs presentation and then let you make your discussion, and then we'll take questions on the whole thing.

CLLR MATTHEWS: Don't scoot through it NTA, will

you the we have time we've waited a long time thank you.

Anne: Good afternoon members and apologies for the delay, in getting to you today.

So, I'm just going to go through and what I'll scoot through is possibly slides that some members have seen before but for the benefit of new members of this council, just going to not scoot, but speak on what we do generally, and what we do as an authority is that we procure bus rail and Light Rail services, across the state so they're the subsidised services right across bus rail and Light Rail. We also regulate the taxi services, and the commercial bus services public transport services, services provided for example Wexford Bus that come through Wicklow County Council and Air Coach as an example of the type of services that we regulate. We invest then in the greater Dublin area in transport infrastructure, we're also the body then responsible for integrated ticketing the Leap Card, real time passenger information and technologies that can bring about I suppose integration of our services.

We also have role in transport planning and policy so we are state obliged to put together transport strategy for greater Dublin area that includes Wicklow and then we run on behalf of the dement of transport, some educational and schemes like smarter travel workplace smarter travel campuses to encourage employers and their employees to use sustainable transport where possible.

So, that's a slide that summarised what I said, delivery of public transport services nationally, regulation, we also have been the national taxi regulator and we've already spoken about that.

So, in terms of looking at what we do, and what strategies are in place from strategic point of view, in terms of national strategies, ones we certainly are obliged to be mindful of, there are the three now national strategies, National Development Plan, national planning framework and now we have obligations under the Action Plan 2019 as well.

Below that then, are the key regional strategies, the first one being regional spatial and economic strategy, our own transport strategy for greater Dublin area published in 2016 and Beth of those

plans obviously have to feed now what will be the new Wicklow development plan, and from our point of view, Wicklow development plan has to align with the objectives set out in the transport strategy for the greater Dublin area.

So, just to remind you what the transport strategy includes is objectives related to Park and Ride, Luas and Metro, heavy rail and also bus and bus corridors as well.

And the rail network, which is included here, shows the new Luas lines and I suppose the one sorted or of interest to Wicklow County Council is the extension of the Green Line to Bray.

And obviously the DART expansion has impact on Wicklow County Council as well.

So, moving into National Development Plan: The key project allocations under that plan is BusConnects 2.4 billion allocated to BusConnects, 2 billion to DART expansion and 3 billion to Metro link and other funds for cycling infrastructure as well.

So just on the BusConnects programme and I think we presented last year what is BusConnects, but just in summary, it is about looking at every aspect

of the bus service and trying to improve it, so it is improving the bus priority so providing bus corridors dedicated bus priority along as many corridors as possible, completely redesigning the bus networks, focusing initially on Dublin Bus's network or services, in go ahead and looking at Bus Eireann as well. Improving the ticketing system, having a simpler fare structure, and cashless payments on bus services and providing Park and Ride facilities, and logging at delivery stops and then moving to using of low emission fleet as well. So, every aspect is what we improve. In terms of Park and Ride, bus space Park and Ride will supplement the current network of rail-based Park and Ride sites, a number of locations have been identified along key road routes in Dublin and Wicklow and more locations maybe added as long as linked to bus priority of we have Park and Ride office to accelerate plans in Park and Ride. In terms of cycling, we want to construct the greater Glyn area in cycling network those plans have been in place for a number of years now, the key routes are to be segregated routes where the cyclist is segregated from motorised secular traffic. We set

up a cycle design office to acknowledge sell Kate the delivery of schemes alongside our local authority partners.

So, the next steps in terms of delivery of BusConnects in terms of the network, the consultation on Dublin's bus network, and Wicklow is completed, the final network is to be published in Q2, 2020 and we commence implementation of the new network in 2021. In terms of bus corridors, the second round of consultation on the 16 bus coarse doers will commence in Q1, 2020 and commence in Q3 of this year.

The next steps then in the delivery of the National Development Plan, in terms of Metro Link planning application is expected in Q4, 2020, and DART explanation, we are going to complete the procurement of a combination of fully electric and fleet for expansion of the rail services, we want to develop the electrification programme with Iarnrod Eireann and move to have enhanced DART service to Greystones. Just looking at the public transport services we currently have, and that we're managing: We have direct award contracts in with Bus Eireann, Dublin Bus and Irish Rail since

1st December 2009, they're renewed twice in, 2019 for the bus services.

We have a periodic and quarterly performance reports, their funding is conditional on meeting performance targets, reliability and functionality targets are continually strengthened for all the commuters. And the NTA, then regulates the fares for both Bus Eireann and Dublin Bus. So, just focusing on Bus Eireann: Overall across the country they saw 14% increase in passenger numbers across all services in 2019. However, this growth is not reflected in the 133 service.

The 133 has consistently the highest am in of complaints of all complaints in the Dublin commuter area. The main issue is reliability of the services, and despite Bus Eireann's best efforts the punctuality of the service is poor. New timetables have been designed and will be implemented by them by the end of March.

On rural transport services the local link office services tendered last year, there's no changes in the service provider, for that Wicklow local link. We have 25 demand responsive services and five

evening services in Wicklow. The local link 183, Glendalough to Roundwood Wicklow Town commenced in 2019 have just shown you a patronage graph that shows, good growth across the services, particularly in the summer months so we've seen a peak of 2,000 passengers, so, which is very significant for local link service so we're happy with how that service has been operating.

So again, just focusing on Wicklow's public transport services for the future: I've taken this map again from your own core strategy from your development plan, and showing I suppose the fact that the geography in Wicklow makes service provision quite difficult in terms of where your two main loads are located on either side of the county and then the rail line being located along the seaws. So, in terms of our response to the challenges in Wicklow, as I said, the county's geography makes service provision difficult.

In terms of road congestion, on along the N11, M11 agreement is now in place with TII, and Wicklow County Council to examine the potential of widening the sections of hard shoulder to provide for bus priority.

Within towns, we want to try and put in place bus priority where possible. And in terms of BusConnects the Bray corridor will certainly serve not just Bray but also try and remove the congestion on the 133 service as well.

In terms of the rail, the single Railtrack feasibility study on the track changes between Greystones and Bray to assess the potential for a 20-minute DART has been completed, the sum additional work required. And additional rail services south of Greystones is subject to the availability of additional fleet.

And just to finalise the NTA recognise public transport to and from Wick slow month optimal we'll continue to work with the county council letters to raise the operational and frequency of our services. That's the presentation, happy to take questions

CATHAOIRLEACH: Are members happy? Cllr Derek Mitchell's question and Cllr Stephen Matthews's question, if we take those two, and take questions from everyone.

CLLR MATTHEWS: Thank you Cathaoirleach. And

Hugh and Anne you're welcome back to Wicklow, you've been here before and very good at responding to queries and I appreciate that thank you. I don't know, really where to start on this, we seem to have so many people have responsibility for transport. The NTA as one remit, TII another remit department is somewhere there in the mix the service providers are somewhere there in the mix, there seems to be huge confusion.

If we look at the N11 proposal for a moment it is TIA proposal, however NTA have to have input into it. You had input into the Bray Transport Study in 2019, I don't see that being considered in the N11 upgrade. TII, produced a report in 2017 and needs assessment on the M50 N11, it didn't see any requirement of growth below junction 8 south, there's discussion on express bus ways and how they could be incorporated into the N11, I don't know if you're looking at the smart motorway models they've used in the UK but they're retreating back from using that because of dangerous and collisions and fatalities over there, Bus Eireann were in last month and I asked them are they engaged in any process on discussing or using hard shoulders for

bus services, and they're not. So, therefore, there's either no discussions have taken place or Wicklow is to be a trial run on it. I don't know which is worse.

The NTA, the greater Dublin area strategy, there's words in it a sound positive, like we will continue to work and strive to improve, that's good, it is good to have ambition, but Wicklow has been lacking concrete and nuts and bottles engineering to give transport in the county, we're not getting it. The NTA strategy, apart from some far of aspirations ends at Bray so anything south of pray is not getting any increase in service and that includes Greystones, I appreciate you're working on a 20-minute turn around Bray/Greystones, that will require significant engineering works, in relation to the NTA and corridor F aspect of greater Dublin strategy when it comes up for review, I asked you at previous meeting will you look at feasibility assessment at electrification, you said you would look at it so now I want a feasibility and include it in the strategy or public consultation part of the strategy. Will you agree to fund the engineering works that are required substantial

engineering works as my understanding, for the DART to get that 20-minute service between Bray and Greystones. We don't want it to be something that goes out of the area to be decided between either the East Midlands region planning assembly or yourselves or department.

And will you seek extra carriages for the Wicklow rail line to increase capacity. There's three trains in the morning and down in the evening, and that curtails people's ability, not only to reach employment but for all other aspects in life, to visit people, he can creation, access to anything, employment, and education, it really restrict people in Wicklow to the N11.

I'm on the East Midlands Regional Assembly as our members here, so you will be aware there's a considerable clash between the members and the NTA's objectives in the greater Dublin area strategy where the members included a number of objectives and the minister stepped in and reject the objectives and it points to an issue that we don't appear, we have very well-meaning people in the NT A&E MRA and TI I agrees on this, I will finish and move on to the motion, will we - however to what

it points to is there's smart people in there, you have slightly different remits but don't seem to have a cohesive strategy and all sitting down. This is the one thing I requested notice of motion, that we'll discuss now, that we get all the authorities to sit together to discuss, a really cohesive well thought out plan for public transport for Wicklow. Thank you for allowing me that opportunity Cathaoirleach.

CLLR MITCHELL: Thank you.

Thank you for the presentation earlier, just at the last meeting of the transport strategic policy group which a committee which I'm chair, the study leader from the TII study on the N11 spoke, and did not give me a strong impression that the public transport and particularly rail was going to be studied in detail in relation to the study of the N11.

And as chair of the meeting and other people, most people there, everybody basically agreed that I put detail point together and objectives which I think should be covered by the study on the N11.

Because, to the NTA and I'll put them on everybody's desk here. But, simplifying it, we have empty rail

line south of dray tones with actually two trains in the peak period in the morning. And, a jammed N11 and those facts are connected.

The two trains are the least of any services of any station in the greater Dublin area and something needs to be done about that.

Now, in the various studies and strategies I've seen Bray has been come out quite well of it with the Luas coming and with the ten minute, maybe six minute DART, but that's only one kilometre into the county so the rest of the county really, has a major problem and that's what the problem is on the N11 that people have taken to cars in massive numbers because there's no alternative. And, concerningly there's no strategy either. So, better public transport should reduce the scale of the N11 improvements needed it maybe not remove them and maybe for bus lanes on them, but, so, I think it is important that things I'd like to see a study done which has the objectives which I mentioned under road, and also, to list the delays in the study area for the buses and in County Wicklow in general and in county Dublin so we can work to get them fixed.

Bus Eireann told us they will increase the scheduled journey time from Wicklow by 20 minutes at the peak reality to reflect the reality of the traffic that exists now. So, I'd also like to recommend bus right measures and consider very large number of people commute along the M50 from Wicklow and it is important that somehow, they have public transport method of getting there.

And identify Park and Ride sites. Now in rail, I got the impression that the TII study was not going to deal with that issue at all so there would be no real study of how the rail could contribute to reducing the need for the N11 expansion and the points which have been mentioned, earlier, I think are useful, I'm glad to hear NTA is looking at 20-minute DART proposal to Greystones and we would like to hear of a proposals on that. But I would be worried for instance we need longer trains to Wicklow, and for that to happen it may well be the carriages, 600 carriages which are going to be ordered apparently have selective door opening may well be the way that is needed. As far as I can tell, it is not in, I don't know but it doesn't seem nobody will confirm that if or without the spec and

it would be difficult to operate eight car trains on the Wicklow line. So, those matters I think should be included in detail there. A few other details there, a study by Irish Rail themselves suggest said that the level crossings in Sandymount have to be closed to provide a better service to us here.

On the train. And, also recommend the fact that the trains are very slow, the average speed from Dublin to Bray is 28 kilometres an hour and that seems very slow, and the most recent change in the trains which was solid as improvement, actually delayed the trains by 10% which was nine minutes in Wicklow Town.

And made them less reliable. So, I want to see a study with that included, and I had thought that the N11 study was going to deal with this, so, I just like to know if this can be done.

CLLR O'BRIEN: Thank you Cathaoirleach and thank you the representatives of the NTA for coming down here today I warrant to urge discussion when discussing N11 upgrade and we should have a grownup conversation and certainly not pitting communities

against each other like Delgany who don't want the upgrade and Wicklow who do want the upgrade. We should have a grownup conversation and one thing we don't want to create is an atmosphere of his toilet. We all concur on the public transport and how bad it is, I happen to be canvassing in Greystones from 6.30 onwards and I was amazed the service they have compared to other parts of the county especially the south and the west. We certainly need and I concur with Cllr Stephen Matthews, sorry, Cllr Derek Mitchell in terms of, I've only been up since 6.30, two in the morning and two in the evening is not good enough and it is the number one complaint I'm getting in terms of transport. In terms of the Leap Card, a lot of people are happy about the Leap Card because you can use it on the different services but in Dublin you have a tax saver card where you can use all three, Bus Eireann, Dublin Bus Luas, but in Wicklow you can't get that you only use Leap Card, so although you have the card for the three transports you can't have a tax saver card. We might as well have a closed sign on Wicklow train station up here because especially for the elderly people because

they can't get across the tracks. I happened to be again canvassing and this is again is coming up on the doors steps that they love to use the trains but can't because they can't get over, I did bring it up with Irish Rail because they told me it is yourselves that have to look after the infrastructure within the stations.

In terms of the 133, we could spend all day here talking about that.

And still go around in circles and still wouldn't arrive so I'm not going to talk about it, because I awe consume it will be addressed and we heard good news from Bus Eireann there at the last one. What we really need from Wicklow Town south is shuttle service with the south of the county into Greystones, especially if they come on a board with the 20 minute DART and it would leave all the congestion on the N11, from my point of view it starts from the Glen of the Downs onwards. So, if you could take some of that of it, going in Greystones and use the rail service here that is empty in the morning, just while I have you here, the Wicklow Town as you can see coming is built on a hill and one of the most exposed bus stops in the

town is on the top of this hill and it is a terrible shame to be driving past and seeing old people again or elderly citizens standing in the lashing rain under a tree. We have to shelter on one of the most exposed stops in the county as far as I can see, I'll let the councillors in the west talk about that, because I believe they need to have their answers as well thank you.

CLLR WHITMORE: Thanks very much. And thanks to Anne and Hugh for coming in today.

It is mentioned previously but I do think from looking at your presentation and you talk about the 234 billion for BusConnects and 3 billion for the DART upgrade, all of these improvements will only benefit the very north of the county and I also, fear they will only actually play catch-up so our services, already underfunded, the service that people get is not good enough for the population that is here at the moment but we are a very fast-growing population and I think we need to be more forward-planning in what we're doing in relation to this. Because, by the time these improvements are in place, my fear is that we will

need to restart on another series of improvements very quickly.

I think, we there's two issues when it comes to public transport in Wicklow - we need transport for commuters to get in and out of Dublin and also for communities.

Now I've already met with both of you previously about the local link buses, I think the local link buss are a fantastic service and think they should be all over the county. I don't think they should only be rural targeted; I think every single town whether Bray or Greystones or Wicklow or Arklow or Blessington should have one of the buses doing regular loops around and between villages as well. What that would do is it would be a very quick way to address our traffic issues and will take a lot of the one to two-kilometre journeys of the road, that's something I would like to see a focus on. We need to be very targeted in what we are doing, I agree with Cllr Stephen Matthews I called for a task force, a traffic task force to be set up for Wicklow, where we bring all the main players in, including jobs creations, agencies Wicklow County Council yourselves the rail, everybody that has

anything to do with reducing the car load in this county need to be sitting at the one table. We need to set ambitious target for reduction in car journeys in the county, not sure if it has already been done but we should look for 30 or 40% reduction in car journeys and how to achieve that, and that's the only way we're going to address the traffic congestion issues that we have in the county. I have heard recently from some constituents that the N11 road programme is of the table that one of our TDs, has spoken to NTA and they said it is of the table, so I want clarification on that. And also, just with the current progress reality of progress I'm wondering how many years things will get better before they get better in the county.

CLLR KAVANAGH: Thanks, Cathaoirleach and thanks very much to the reps from the NTA for coming down here today.

It is hard to know where to start. There isn't an area of transport in this county that isn't problematic.

If you're lucky enough to live in Bray you have some choices and same in Greystones, in Wicklow or Arklow, your chances are of commuting are reduced

quite considerably. We really, really need to start having a big picture vision for where we want to see transport in the country.

Let alone the county

We have roads that are choc block with cars, they're creating all kinds of carbon in the atmosphere, we have a very, very poor rail service to Wicklow. We had a representative down here last year from Iarnrod Eireann and asked her if there was consideration to bringing the DART to Wicklow.

And she said no. She just shook her head, just no, there had never been any consideration. Now, my question is why not?

It would be expensive yes, but in the long-term it would certainly solve so many problems, first of all, you talk about the climate adaptation strategy it would reduce the number of cars that are going to be on the roads. The second thing that it would do is it would enable people get to their places of work without the stress that they're constantly going through and trying to deal with buses that don't turn up on time.

Or at all.

We need to start, this is a game-changer, a DART

in Wicklow could be a game-changer for transport. We wouldn't have to widen roads or upset communities as trees are knocked down and damage has been done to golf course that is have been there for hundreds of years, we need to start looking at problems that are going to, or solutions to these problems, not what it costs but we need to start getting the solutions on track.

We've had huge population growth in Ireland in the last 30 years and I would hazard a guess the biggest population growth has been in the east of the country.

So, we need to start moving with the times And just to pick up on something, I would like to second Cllr Stephen Matthews's proposal for feasibility study for the DART to Wicklow, and with regard to the shelters I also have been asked about shelters, there should be shelters at every bus stop, nobody should have to stand in the rain especially when buses don't turn up so if you could address that problem please. There's also very busy bus stop in Rathnew that people are just standing in the rain, any time they're waiting for buses thank you.

CLLR BOURKE: Thank you Cathaoirleach and thank you very much to Anne and Hugh there for their presentation.

I'm very pleased that you're looking to solutions to the problems we have, you outlined some of the things you're hoping to do, but I'm disappointed you don't have time lines added in your presentation as to when these things will happen for example you mentioned a bus corridors, and when are we going to expect bus corridors on the N11 to ease the morning congestion.

Park and Ride you're looking at that but when is that going to happen?

There's Park and Ride proposed for where I live in Arklow which hasn't been built yet, it is a private one and I was going to ask you do development charges apply to the Park and Ride facility?

If so perhaps, it should be exempted from, development charges or will you pay the development charges to Wicklow County Council and if so, then the private developer who wants to build the one beside me shouldn't have to pay, so I'd like clarification on that, because we're anxious to get

this built as soon as possible in cash low, we're crying out for it we haven't the space pulled up at the Wexford Bus stop as it is and it is going to become a serious hazard. You mentioned the cycling scheme and I'm delighted you mentioned that, you mentioned it before, I had motion in the county council to draw down funding for you can I ask you how much funding had a the Wicklow County Council applied for the cycling infrastructure improvements in Wicklow? If any.

And finally with regard to the local link service which I commend you for, it is very popular, recently the one from Aughrim to Arklow which is every Friday, I was talking to some residents in Avoca who would like it diverted from Avoca rather than the vale road where nobody gets on the bus, because there are people in the village who like to access that service as well.

Thank you.

CLLR MCMANUS: Thank you Cathaoirleach and thank you for your presentation.

I just want to ask what work is being done to address some of the problems faced by commuters with

disabilities?

We know that people have to give advance warning, if they're travelling with a disability and I don't think it is fair that I don't have to do that. And just because you have a holistic approach. I would like to know what is done in each avenue to progress equality for commuters with disabilities.

CLLR LEONARD: I work, represent the same as Cllr Sylvester Bourke so I concur what Sylvester product up there. I'd like to see some money drawn down from cycle links as well. We need investment in a Park and Ride facility but we Arklow expanded throughout the last 20 years enormously, and there's proposal for, we're getting new sewage plant and the town will grow more down there but public services and transport services aren't reflected that at all. We still have the same rail service from Arklow as we had before that expansion. And I think even to look at the shuttle services up to connect maybe some of the trains at Gray stones to the DART or bring start down to the Wicklow will alleviate a lot of the problems thanks.

CLLR SCOTT: Thank you and thank you for coming and listening to us today. Again, I concur with a lot of what, everything that's been said particularly with Cllr Stephen Matthews and the members of my Municipal District, so I won't repeat what has been discussed at length. My question really is on the cycle network plan for the debater Dublin area published in 2013. And just looking at the north Wicklow sector, there was a lot of routes that I get questioned about from constituents, quite a lot in the last six months specifically for the route between Bray to Delgany and specifically in Kilcoole linking the village with the railway station, like there could be the improvements in the train to the world but physically difficult either park the car or walk or cycle safely down to the station, but my understanding is that, the full implementation of the national cycle policy framework is now a part of the climate Action Plan so I'm curious is there any clear pathway, funding there, or time frame there to delivery of this plan in north Wicklow thank you?

CLLR DERMOT O'BRIEN: Thank you Cathaoirleach.

Very briefly, it feels like there's, what I wonder is, through what, what is on the table in terms - there's a vision there for the NTA in terms of Wicklow and there seems to be a different vision in this room and beyond it I suppose if you're knocking on the door and ask them about their experience in terms of travelling whether it is public transport or in a car, and I wonder, what can we do then?

If we can't again respond to the needs of those around the county, then you know, how fast can something change if we see that there's congestion and we've identified that, if we know the public transport is not optimal then what are we doing tomorrow about that?

That's what I find myself wondering, how quick can change be implemented within the power of the NTA. Thanks.

CLLR FERRIS: Thanks, Cathaoirleach. I just have a couple of questions I'd like to thank Anne and Hugh for coming down to us today.

First of all, in relation to the 184,185 and bus services that Bray people use, the 184, goes to

Newtown, and Newcastle hospital, the 185 goes to Enniskerry and 45A goes to Dunlaoighre rail station from Kilmac, so, as a representative of Bray, I receive a lot of complaints that in, too often I'd say that the buses don't turn on, there's a particular problem with the 185 bus and I want to know first of all, have you received a large amount of complaints about this particular bus?

And in relation to the 185, have you considered perhaps splitting the routes into two, where one of the 185 results would go directly to Palermo and one to Enniskerry because that might make a more efficient bus service. I heart Cllr Derek Mitchell mentioning over there about the Luas coming to Bray, which I'm delighted with his announcement, but I would, I just want to find out more information from you about that, because this is something that has been on the cards for 25 years maybe.

So, I'm just wondering what is the story on that? And, my colleague Cllr Paul O'Brien here beside me wants me to mention, I know he didn't go over his three minutes, he mentioned the 133 Wicklow bus, he says that a lot of people are reporting that

drivers are saying they cannot use the disabled lift part because of footpaths aren't suitable so I just want to know, I want you to give us a report back on that.

So yes, I think that's it thanks.

CLLR CRONIN: Thank you very much, I'm sitting here and listening to all the issues with east of the county, motorways and the N11 and M11 blocked up, the trains need to be extended, and more routes needed for bus services, and where I come from in west Wicklow we don't have a motorway, we don't have a rail line, we don't have a Luas line we have one bus service which is the 132 with that bus service, you have three options to go to Dublin during the day, and three options to come home.

If you miss the bus at 5.30pm you're stuck in Town and you have no other way of getting home.

I think it is great that we're seeing developments on the 133 routes, and obviously it is fantastic for the people of east Wicklow to see there's a push on the M11

But, for us over in the west of the county we are struggling. We do have the one bus service but that needs to be improved, we could do with some

extra services on the route, a later service for example for those of us who do commute to work, I'm one of them myself. I'm theoretically meant to stay later than 5.30 but if I do that, I have no way of getting home, so I have to leave work early. I do think if you could extend that service and maybe have a later service, it would be a huge benefit to the people in the west of the county but we also have another issue this west Wicklow regarding a bus stop we've had in Hollywood Cross in number years in recent times a bus driver refused to stop there because it is not seen as a designated stop because there's no pole there. We have been working alongside the council and Bus Eireann to get this rectified, but I would appreciate any support you could give on helping us with that bus stop.

So, that's my contribution, and hopefully you won't forget us about us in the west of the county.

CLLR WALSH: Thanks, Cathaoirleach and Anne for the presentation. You did say your presentation at the plan for south of Greystones service would be subject to additional fleet being procured so would you be in a position to further on that in

relation of timescales and you referred to the N11 and N11, which we will go on later, phase one of that, we were inundated the process there, phase one of the process and the public consultation phase the vast majority of responses in the public was that the emphasis should be on improved public transport rather than widening roads so I welcome the fact you're looking at Park and Ride facilities and key locations on that that facility so maybe if you elaborate that further with relation to timescales that would be welcome.

CLLR GLENNON: While we empathise with colleagues in east Wicklow it is with amusement, we listen to people complaining about additional train carriages and buses while as Cllr Avril Cronin said we can't get the bus that passes by the stop.

I am I really appreciate the efforts of the Chief Executive, Frank and Colm and Pat in efforts to resolve this issue for us, but I would ask you to go to the TII and encourage them to meet us, and to make progress towards getting a bus stop. I understand what recent communications that safety issues were raised by them concerning same. I

really think this issue needs to be resolved, and I know some people see the resolve of route Ireland as sharing cars and villages and so on and so forth and others then don't seem to understand will is already a reasonable adequate bus service in Blessington, but the 65 bus service in Blessington, it is the rural part of west Wicklow that's forgotten about. And we have no service whatsoever, it is outrageous in this day and age that those issues still exist.

And while some of the people here today are you might say partaking in interview for higher office, I really think you need to listen to the issues that are said by west Wicklow because you're not.

Thank you.

CLLR BEHAN: Can I mention the question of inability of tens of thousands of parents of children in this county to get to work and get home at a reasonable hour is a massive issue.

And it is having a very deep and profound effect on family life in this county.

And, any reasonable person would have to accept that the solution to the problem will have to involve a combination of improvements whether it's

additional road infrastructure but also and vital, public transport infrastructure and in particular Park and Ride facilities as well as the public transport provision

And, you have so much power in your hands actually I think in terms of the people of Wicklow and the dilemma they're facing at the moment. And I would really like to hear you addressing that particular issue for those families

One question that has bothered me for a long time, there was originally a plan to bring the Luas to the Old Fassaroe area, they're zoning for practically a Newtown on the outskirts of Bray and the Luas was to come to that area, and I always felt that that would have allowed for the construction, there's 400 acres of land on that general domain, and it would be ideal opportunity to have a huge Park and Ride facility connected with the Luas and transport bus transport system in Bray. I would appreciate if you could comment on what you know about the Luas situation at this stage. I missed much Cllr Derek Mitchell's announcement of the Lucia coming to Bray, maybe I should have listened to him before.

But, on a serious note, I would ask you to address for the many people in Wicklow who are desperate at this stage.

CLLR FORTUNE: Thanks for your presentation and thanks for coming down to listen to us

Can I just ask that when you're looking at the plans you're talking about and rolling out plans in the immediate future that you consider there is a fairly significant population beyond Greystones and south of Greystones, there's over 6,000 people living in Kilcoole and Newcastle and the service needs serious, overview and serious look at.

Also, because of the way that area has expanded and there's plans for further expansion, if you were to get into your, you came down on the 133 I beef, if you were going back by car and drove down the sea where the station is in Kilcoole there's not a car spot to be had, it is jammers with cars, it needs input there as well and the station itself needs looked at. Sorry I'm asking that question in the context of the overall remit in the whole transport area. But I would ask that particular section of the plan, is not kind of afterthought

or through to one's fault, just that's the way it happens thank you.

CLLR TIMMINS: Thanks for the presentation. Just to reiterate what my colleagues have in west Wicklow have said and in particular obviously the bus stop at Hollywood Cross, I think we're all agreed that should be reinstated and the bus should stop there. I believe there was meetings last week where this was raised by council officials, and I would ask that this issue just be closed once and for all it is a no brainer. When I gave the example of the last meeting, an 18-year-old girl dropped off four miles further south and had to walk four miles back on a dangerous road so I'd like to see we put that in place to avoid such circumstance happen again. The other thing I asked and I experienced this myself from dropping people off at the bus, the bus leaves sometimes early, I went down to Analeckey Cross, the bus was I forget the times, let's say 9.10 and left six minutes beforehand, it was definite six minutes ahead of schedule, so I was there six minutes ahead what the bus had left and the bus had gone, I rang headquarters, and they

said it had left in Blessington now, to is left six minutes before it was meant to leave. That he is inexcusable.

>>: So, we're going to share these between myself and Hugh, but I may give overview first in terms of just realism around the delivery of infrastructure, transport infrastructure in particular and rail infrastructure heavy rail infrastructure in particular, and unfortunate it cannot be delivered overnight. And even the delivery of fleet, additional fleet because at the moment every single rail car is in use right around the country so there is no spare rail fleet available at all to deliver any additional services across our whole rail network. So, we with Irish Rail have now ordered 41 additional rail cars but they're cars that will go on existing fleet, the existing ICR fleet. We're also in the process of procuring the electric fleet for the DART expansion but the minimum, when the order when the tender procurement is completed which is towards the end of this year, there's at least a three-year lead in before any fleet is delivered into the country.

So, I just wanted to give you a feel for what is the lead-in times for particularly the delivery of and that's just fleet. When you come to consider, what might be required for the rail infrastructure, there's planning involved and then the delivery of actual works on the ground so, it is not one that gets turned around very easily. On the bus side we can respond with bus services and additional frequency of services easier and quicker than we can on the rail side. There's still cost involved in putting on additional fleet and additional services, and when we had that funding available, we would certainly look at that.

I'm going to pass over to Hugh to deal with the M11, N11 issue and maybe in more general and then we'll get on to the specifics, other questions if that's OK.

HUGH: OK, N11, and M11 scheme came up with several speakers there. TII are working on their proposal in conjunction with your officials here but, we have had discussion with both officials and TI air strikes and it is agreed in parallel with the long-term road scheme there must be a short-term

scheme to put in bus priority along that route. And we are seeing if we can extend a current design team's brief to carry out the work for the short-term scheme, there's a lot of benefit in that, it would mean the short-term scheme would be compatible with the long-term road scheme and would also mean the work on it could start much earlier. So, it has moved on a bit, that work I'm certain that we'll reach agreement with the design team to extend the brief to include this. And that work will get under way immediately.

It will take, as Anne said earlier it is important to set a time frame and expectation for this.

Everything you do in the area of infrastructure now is conversation, it will take a period of time before the designs are finalised and brought through whatever statutory planning approval is required and further period of time by which you carry out whatever construction is needed so there's some road widenings on some level to get the hard shoulder width you need. So, I think we would expect, we're talking about a time frame of three to four years before you see the bus lanes in place. But if you got those bus lanes in place

it suddenly things significantly. The whole idea of Park and Ride and making that work now becomes truly viable. Park and Ride means people are getting out of a car and getting into a bus that's stuck in congestion. If we get priority for posts along the corridor, it suddenly makes it a more attractive proposition for people, to use the Park and Ride sites we will put in and use the bus service then to access the city area. So, that's where we are on that, it is worked on with officials and TII, and it is in parallel with the long-term road scheme but in our view, it will go ahead of it, significantly

If I just pick up a couple of loose ends, Cllr Stephen Matthews you mentioned about smart motorways in UK and retreated from it, you're right in the UK they used the hard shoulder for running traffic lanes on it, and various things they've done there that is different what we're planning here, we want a means of getting buses along the hard shoulder so professional drivers and different arrangement where we put in refuge and things like that, so we're certain what we can do here is will be proper safe and adequate and

suitable, even though in terms of cars using hard shoulders, yes there's a movement away from that. That probably picks up most questions on the M and N11.

Anne: Rail line then, the infrastructure.

HUGH: On the rail line we've done a feasibility study on getting a 20-minute DART service to Bray and it was sick late to the grey stone Municipal District count letters anyway, and I'm sure they're aware of it. It identified we need further pieces of work to verify some things this that. So, that further piece of work as mentioned in the presentation is ongoing.

The project then is going to be incorporated into the DART expansion programme so as far as we're concerned it is part of the funding, included in the funding envelope on that programme and we see it as one of the important elements of the DART expansion programme overall to get a 20 minute DART service into Greystones.

We equally believe that probably the right solution is a shuttle service south of that, and I know that's not universally agreed by everybody, I

understand that, in our view that's the right solution because as DART gets more frequent it is now ten minute DART service and in the future we will abbe going to more frequent, it gets harder and harder to get a window for the longer distance trains to fit through the you are began DART pat Earnings. So, the more pragmatic approach is put shuttle service south of Greystones and let people connect to the DART and that's the plan we're working on. Again there's a number of years before that gets delivered but we see that piece of work on the rail side, and the bus lanes on the M11 on the other side is the two big elements of the public transport in the future and unfortunately we have to wait a few more years before we deliver it.

Anne: OK.

I'll pick up on some of obviously we said the rail extension, including the 20-minute frequency on the DART, from Greystones to Bray is included in the DART expansion programme and in the funding, that we have has been signed by Government. But anything beyond that would require additional funding.

Longer trains - one of the issues in relation to longer trains on that section of line south of Greystones is the stations, so the station platforms would have to be lengthened if we were to put in place additional length of trains but, that can always be incorporated in any study in the future in terms of looking how we can improve the rail services in Wicklow.

Just trying to see, Leap Card - it was I think about tax saver, not being available in Wicklow. There are tax saver products on Bus Eireann services, I think councillor you probably mean going from use Bus Eireann, there are services, there are tax savers where you can campaign Bus Eireann with other services, it does make it quite expensive, I think what we're proposing to do is look at the next generation of Leap Card, we're calling it next generation account which is means your account is in the back office won't be all contained on your Leap Card and providing additional I suppose benefits sorted with moving from a Bus Eireann service, Bus Eireann operated service regional services into city service will be easier to do in an account rather than in the system we currently

have. But certainly, it is something we'll certainly consider as part of the next generation of ticketing.

In terms of bus shelters generally, maybe Hugh.

HUGH: Bus shelters is not inexpensive things, and therefore, it is not really feasible for us to put a shelter in every bus stop, there's 10-15,000, shelters it would be significantly expensive to put in every one location, but we don't have enough at the moment. We're working our way through a list we get in from various people to try and prioritise it, it would be an ideal position if the council here as executive perhaps could pull together a list on behalf of the top 30 shelters and we tackle those top 30, what happens is we get requests and every shelter is the most important in the world from that particular requester, so, if there was any way of co-ordinating it, that we get the top 30 are to Wicklow and we'd knock them of one by one in a relatively short period of time.

There are a few others, Cllr Derek Mitchell asked a couple of questions on the rail side I didn't answer. The longer trains we're ordering the new DART neat we're ordering, they don't have selective

door opening to answer the question, the idea is we should be run ago shuttle type service out of there so selective door opening hasn't been included, the order hasn't been placed but hasn't been included the level crossings, it is our intention to shut the level crossings, along the South Eastern line, that's we know the difficulty that's going to be to do some of those and they're all close to the city centre as you know but again, as the DART gets more frequent, the amount of green time available for cars to pass the crossing, gets diminished in any event so to run a reliable service like Merrion Gates and Lansdowne Road and Sydney Parade they're to shut and we've built that in the DART expansion programme so that's one of the key components of it.

Anne: Just on the BusConnects - I think the impression has been given that BusConnects will only I suppose improve the bus services for the very north of the county but in fact if you consider in termination of getting reliable bus services in Wicklow all the bus priority that's provided both in Dublin, but also through Bray in particular will

have a very large impact and will improve the service on the services that are currently using the Bray corridor while BusConnects is only touches on the priority, only touch on the north of Wicklow it does benefit all of the services.

HUGH: Cllr Paul O'Brien and about Wicklow train station not accessible and can't be used by elderly people. I'm not sure what is required to resolve that but we have a programme to address accessibility the train stations, again, everything can't be done overnight but I'm happy to take that away and exam what is required to address that particular issue whether it is a set of lifts or ramp, I'm not exactly sure until we do a piece work. It is not going to happen overnight but happy to take that away and see what needs to be done.

Anne: Cllr Grace McManus asked disability in particular and what we're doing to address accessibility issues.

And it was raised by another councillor as well about the access of the lifts on to the footpaths so the high floor coaches that are used by Bus

Eireann to deliver their services, usually most of them have a wheelchair lift, but it needs quite a significant amount of space on the footpath to be able to be used for it to come down safely on the footpath it needs at least depth of three metres, and as you can imagine that depth of footpath is not available in many locations in our towns and villages..

So we've approached I suppose, looking at this in two ways, one is that we've looked at the fleet, that it being used and for some journey distances we don't believe a low floor coach is the appropriate type of fleet we prefer low floor where you would ramped access at the front and that means then you don't need to make changes to the at the bus stop. So, we carried out procurement last year, and we ordered 52 low-floor coaches regional coaches so that are being, have been delivered to Bus Eireann and then we distributed it around the country. They don't require, they have wheelchair space and it can roll up like you do on the double-deck bus that is are we're trying to have one bus stop in each major town that will be able

to take the high-floor coaches because it will take a number of years to actually change the fleet and there will always be requirement for the InterCity longer distance fleet to be probably high floor with a lift.

Anything else on the accessibility.

HUGH: A number of councillors in the west of the council, Cllr Edward Timmins and one other, I'm not sure, raised this of Hollywood Cross, we've just become aware of that in the last week ourselves so it appears to be eminently solvable, and we will take it away and in conjunction with councillors and Bus Eireann that the bus stop is operating in the way it used to be, or maybe move slightly because of road safety but we believe it will be rectified and take it away to ensure that it is. Arklow Park and Ride was mentioned but it is tied into what I said earlier, Park and Ride has a role to play but it won't be very successful until we get bus priorities on the N11 and N11, some will change to get out of cars and go on the bus but most will say I'll rather stay in my own car if I can't get a faster journey, while we may be able to do

small steps in the meantime I think the real step up in Park and Ride along this corridor has to be linked to getting bus priority on the M11 and N11 first to make it truly successful but we have a Park and Ride office we're setting up now and certainly they can start the planning work the Park and Ride locations sites to be ready to go in conjunction wherever we end up on the main corridor itself.

Anne: On cycling infrastructure generally, we would certainly and would agree with us, that we haven't been in a position to fund the level of investment in cycling infrastructure that we would have wanted the funding just hasn't been there. There's now commitment to increase the level of funding going into cycling and walking infrastructure And we really want to focus on building up the number of project and plans and work working with the local authorities to get plans shovel ready to be able to I suppose avail of any funding that becomes available. So, it is a reason as well why we've put in place a dedicated cycle design office to supplement the work that's been done in the local authorities to really drive the delivery of cycling infrastructure, ones that are

really sorely needed. So, you want to talk about that.

HUGH: Luas to Bray, if we inadvertently announced that, we're withdrawing that announcement, the position with Luas to Bray is it runs on the Green Line extension of the Green Line so the Green Line as some of probably know as you get to closer to Dublin City is near to full capacity, while we're putting additional carriages and putting some of the additional carriages on it, that capacity is going to be taken up with towns like Cherrywood growth in Sandyford and Dundrum and so on, so, we have said the last time we were down here the message is the same, until we get the Green Line upgraded to Metro level, then we can't afford to extend it any further because all would happen is we're putting people into more congestion so the sequence is get the Green Line upgraded to Metro and then the Luas can be extended further southwards, prior to that it doesn't make sense the capacity isn't there.

Anne: To some Cllr Anne Ferris raised issues about the 184, 185, 45A the complaints that the bus didn't

turn up. We'll check that out. We have had some complaints, that will go ahead and operate those services, so while there were certainly issues when go ahead commenced operations, our understanding and my understanding is that they have greatly improved their service in terms of reliable and punctuality in particular. And that the complaints level should be reduced associated with that. But certainly, we'll have a look at that again.

HUGH: It was suggested about changing the 185, and splitting it in two, from memory that was part of the proposal in BusConnects there was a change to that, I cannot remember but we proposed a change so hopefully, that will roll out at part of BusConnects ultimately. We're trying to pick up odds and ends here, I think it was Cllr Tom Fortune mentioned additional parking at Kilcoole train station so now that we have a Park and Ride site, office in place, we will take a long at that and with Irish Rail to see if there's anything we can do in period pre-additional fleet and certainly setting it up that it is good to go when we have

additional fleet.

Anne: For members in west Wicklow they request to have a look at the 132 service, and whether we request provide additional services throughout the day but also particularly the evening, we'll have a look at that, and see whether there's any possibilities of that as well.

I think we've covered most things there.

CLLR MATTHEWS: I'll ask my question, and see if that covers it.

Thank you. I didn't get an answer on extra carriages for the Wicklow line and ties into if you expand further, if you're considering a turn back shuttle service, Greystones, Wicklow, that doesn't rule out the possibility of electrification

Would I be correct in saying that?

And also, just to clarify, is the bus priority a third lane or are we losing the hard shoulder, could you clarify which it is please.

HUGH: Second one first, I don't know is the short answer, we're looking for the quickest selective solution to put in priority along there we can get,

it seems to us it is likely to be widening to create width in the hard shoulder for bus running on it but until somebody does a piece of work it is not possible to definitively say that. But it is likely option, just don't want to say it is definitive option. As regards, electrification, sorry, additional fleet, when we get in additional DART fleet mentioned earlier there will be available a lot of the deiseal fleet cascaded on to other routes, so you might think additional DART fleet doesn't benefit Greystones southwards, yes it does it allows other fleet to be cascaded to provide whatever level of service provided at that stage, because at that stage we should have sufficient fleet. It doesn't preclude electrification in the future, about you it means the line is electrified and at the moment the key thing is additional services for people.

CLLR KAVANAGH: I didn't get answer for proposal for feasibility study from DART to Wicklow, even funding sought for it if you don't have the funding yourselves, to seek funding from some, EU revenue stream or something like that.

HUGH: DART to Wicklow is challenging. That's the truth of it, because, there's a single line effectively from the north of Bray Head all the way down. It is very unusual for electrified commuter DART service to operate in anything other than dual lines. I think the strategy that we're operating to, and the strategy we do have to retest as part of renewal of our transport strategy is that we get a much more frequent service into Greystones, and then we get a much more frequent shuttle service south of Greystones that allows people to connect in a way they can't connect at the moment because the service is so infrequent and we think that's the better solution rather than to go off in a different direction to look for full electrification and twin-tracking which all the problems, I shouldn't say the environmental challenges on that line is likely to be many, many years away.

CLLR MITCHELL: Thank you. Just thanks for that. I was glad to hear you're working on the 20 minute DART service to Greystones, and it seems to feature significantly on and other work needs doing, I just

feel myself that in terms of Kilcoole and Wicklow Town, that the shuttle will be a difficult service to use at rush hour and take 7.5 minutes to transfer, if there's not a cross platform transfer in Greystones, I don't know that may not be able to arrange and I know in the Meath Parkway service you have direct training at rush hour and outside the rush hour you have a shuttle and I heard at meetings various complaints about the time it took to change and the problems. It is a long journey from Wicklow and Arklow, and people aren't going to want to change and wait 7.5 minutes to transfer from one up over the platforms and things in Greystones, so I would be concerned. I would think that the peak hour service anyway should be through train.

And, I just it does concern me that really the TII study of the N11 seems I think to be going to be done without considering any better use of the rail.

Now the TII study won't be implemented until 2027 at the earliest by which time there's more carriages in the country, so, I just feel that that study should take account of a better system, on

the railway. And it will be less of a need to do things certainly south of Kilmac if that's the case thank you.

CLLR WHITMORE: Thank you. Just in relation to the local link, are you considering implementing a much broader local link provision in light of the fact it is going to take three to five years to get any of the other improvements in place. The county choked with traffic now and we need an immediate solution to it, and I think local link and other buses are actually the only way we're going to address that in the short-term. And also, has there ever been a target set for car journey reductions in the county?

So, you know if we have a certain number of car journeys what is our preferred and our target for reducing those. We need to be more results focused how we address the issue thank you.

HUGH: If I can respond to Cllr Derek Mitchell first. Just to say I realise I didn't say earlier as part of the Greystones work we are examining the potential of third platform at Greystones to

Wicklow, the changeover to be simpler, we have indicative system already, we will see if it is a runner later on, so it is more than akin to walking in one direction for the sure if you can get it two. TII and consideration of the rail services, when they right up environmental impact assessment for the N11 or M11 in due course one of the things they have to assess you will all the viable as part of that, they'll take on board probably what we will be abstracting from a transfer strategy in regard to the rail services, so, short answer to your question is they must consider the alternative of rail services before as part of the road widening scheme and they will consider that as part of the environmental impact assessment report.

Anne: On local link services, there's blatant demand for local link services throughout country and we're delivering as much as awe funding can deliver, we could deliver and deliver more services, but what we're doing is carry out a study which we're calling connected Ireland which is looking at county by county basis on what is the level of service particularly in rural areas and

it is really kind of focusing outside of our cities and towns.

It is what level of service, what level of transport service could be provided which would allow people living in rural areas to avail of their services without a car.

So it is looking at the possibility of having a service in the morning to get you to the next town or even to be able to connect into a larger town to get on to a more regional service to bring you to your work and employment and education.

So, that study we hope to complete around K2 this year we will go on out consultation to get feedback and Wicklow would be included in that particularly how do we serve outside of the main corridors.

But, how could we link up your towns here in your towns and villages into what are the main transport services the future transport services along the N11 and N81 corridors.

CLLR WHITMORE: Has there been a target of car reduction, car journey reduction.?

HUGH: Smarter travel was a document about ten years ago and it set the target that no more than

4% of journeys, commuting journeys should be by car. So, we've never done the sum and applied it to Wicklow, if you want to start where somewhere, that's probably somewhere.

CLLR WHITMORE: It is ten years old.

HUGH: It is still the current policy.

CATHAOIRLEACH: Unfortunately, we're out of time, thank you both for coming down today, it is the first of many discussions. Unfortunately, we do have a huge issue within the county in terms of commuter traffic and congestion, and both the east and the Westside of the county.

And because there's so many disparate bodies and separate bodies, I think we're going to all have to sit down and talk together to try and come up with interim solutions to the long-term plan can be put in place. But I'd like to thank you for your time and wish you well in your journey back to Dublin. Cllr Stephen Matthews.

CLLR MATTHEWS: Would you put the motion forward to next meeting please?