

ORDINARY MEETING OF WICKLOW COUNTY COUNCIL HELD AT
WICKLOW COUNTY BUILDINGS, WICKLOW TOWN ON
MONDAY, 4th MARCH 2019 AT 2:00 P.M.

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Elaine McCarthy

Elaine McCarthy

CATHAOIRLEACH: We'll start.

MS GALLAGHER: Disabilities and our access officer have started a process of creating a series of videos for our website to inform the public how to have success with the five MDs, access to buildings and should help all ages to familiarise themselves with building prior to getting there. As part of that, they'd like to highlight the live streaming text facility in the Council Chamber throughout a meeting, so with the permission of the elected members and it was considered for PCG there will be a small bit of filming of today's meeting to highlight the TV screen and full chamber in session, is that OK.

CATHAOIRLEACH: Nobody has any problem with that? I'll let you in now. Is that OK. Votes of sympathy.

CLLR MCLOUGHLIN: I'd like to give a special condolence to the Doyle family in Kilcoole, and who sadly died, the whole Doyle family as they were the Byrnes before that, are synonymous from Kilcoole. Our thoughts and prayers will be with the family.

CLLR WALSH: Condolences to the family of former Senator Noel Mulcahy, who lived in Greystones, condolences to his family and wife.

CLLR FITZGERALD: Just want to offer condolences John Annesley helped so many people to get work when times were difficult, Cllr Tommy Annesley and his family had a difficult time over the last few weeks, I want to offer my sympathy to him and extended family.

CLLR KENNEDY: A family who received tragic news last Monday evening when they heard their son, Stephen O'Byrne was killed tragically in Arklow, a dreadful accident. I sat beside Stephen's father John in school, a horrible accident, worst that any family could receive so I would like if we extend our sympathies from the whole chamber to the O'Byrne family as well.

CLLR FORTUNE: I'd like to be connected to condolences to the Doyle. Family, who has been associated in the area for generations and very good to the community, for example they recently donated the site for the playground in Kilcoole who turned out to a tremendous asset, so I'd like to pass on the sympathies.

CLLR BOURKE: I'd like to be associated with the sympathies to the Annesley and Doyle family, both work in the council and their sister died and was buried recently, so I would like to express our sympathies.

CLLR NOLAN: I would like to be associated with the remarks to the family of Cllr Tommy Annesley on the sad passing of John and vote of sympathy of the ex-county GAA secretary, Michael Murphy who passed away, I knew him well through GAA circles and he was a great asset to the GAA in Wicklow and sorely missed by all.

CLLR DUNNE: Thank you I'd like to be associated to the remarks from Cllr Daire Nolan, Michael was a great person in the GAA and current secretary when he sadly passed away and of course he was involved with the county board for many years as Secretary of the County Board and anybody with dealings with him would know the door was always open with Michael, a lovely man originated from Cork, and worked in the Post Office for a long number of years before going to the GAA and I'd like to express my sympathy to the family, thank you Chairman.

MS GALLAGHER: Yes, Cathaoirleach for Liam Gahan

a retained firefighter for Wicklow for many years, Eileen Doyle, general services and Eileen McBain, mother-in-law to David Ford administrator in Bray and Billy Kelly father to Aoibhe.

>>: Back in November, October time, we looked for a feedback on update on the CWETB situation, we have five members on that board.

CLLR CULLEN: I'm asking on point of audit before the meeting, and is it possible to have update to the members? Because, all we're reading is in the newspapers and may be accurate or not. There was an article in one of the Sunday newspapers, so it has been requested in the Chamber, so ...

CATHAOIRLEACH: I know it has, you're very well aware, that there's a possibility, like there's ...

The Gardai are working on this as well from what I can gather anyway, as far as I'm concerned it was agreed in the chamber here if Gardai are carrying out any type of investigation there will be no discussion at this meeting. All right. That's the ruling I'm putting on it anyway.

CLLR THORNHILL: I put on notice I was going to be looking at sending orders today and just to let you know I won't be going ahead with that application.

CATHAOIRLEACH: Thank you very much indeed.

There is a procedure by the way, in regard to suspension of standing orders that we adopted a number of months ago, if people want to go down the route, they have to be going down the procedure. I can't put the meeting for a vote on it. Grand we're on to the agenda now. Confirm and sign minutes of the meeting in January, by Cllr Cullen, agreed, grand. Two, signed minutes of ordinary meeting of Wicklow, Cllr John Snell and Cllr Stephen Matthews. Three, consider the disposal of free hold interest in ...

Seconded by Cllr Nicola Lawless. Number four in Arklow, Cllr Pat Fitzgerald you want to propose it? A seconder? Cllr Pat Kennedy is that agreed? OK. Agreed thank you. Anne are you ready. Could I just, welcome Ms Anne Graham Chief Executive of the NTA and her deputy director of transport services. You will make a short presentation and then we'll open it to the floor for questions, question and answer session as well.

ANNE: Thank you very much for the invitation today. We just want to bring you through quick

presentation on the NTA, role of the NTA and some issues, transport issues, public transport issues in particular in Wicklow and give you the opportunity to ask us any questions about our plans for public transport in the Wicklow area. So just quickly: See if it is going to go down for me ... So quickly just to give you a view of what we actually do. So, we procure bus, rail and light rail services on a national basis, we license taxis and commercial bus services, Wexford Bus and Air Coach and buses like that. We invest in public transport infrastructure in the greater Dublin area and responsible for the integration and technology like Leaf Card, real time passenger information and have a key role in the greater Dublin area in relationship to transport and policy and work on programmes to try and encourage people to use public transport through workplaces, colleges, third level, schools, just to encourage use of sustainable modes. So, that's to summarise there in what we do. Statutory, responsible for wide range of function, including those listed there. But we want to focus on the three strategies and plans that support the delivery of

sustainable transport and there's two key plans, one is your own Wicklow County Development Plan and our own transport strategy for the greater Dublin area, 2016-2035 and it is fair to say it is good engagement between the two organisations in relation to encouraging and supporting each other in our development plans.

Transport strategy sets out the key infrastructure to support the development of your county and the other counties of the greater Dublin area, and sets out the public transport infrastructure that should be developed over the next 20 years to support that development. Both in light rail, heavy rail, and bus and also, supporting park and ride. So, in terms of the heavy rail network the key part of that is the expansion of the DART system and electrifying rail along, on main corridors into the city. It also proposing the Metro line as well, Metro Link between Swords and Sandyford and other Light Rail lines into cycling, we have done as much as we can, available to us, in improving our cycling infrastructure as well, we want key routes to the extent practicable would be

segregated routes where the cyclist is safely separated from motorised traffic. In terms of making services more attractive so people use them, we've developed an international long journey planner and app, we've been working on providing that information both on-line and also at stops, and also on app, and that's available at our transport for Ireland website. And we have developed integrated ticketing via Leap Card. But, what to do in terms of further improvements is putting on additional services, improving reliability and functionality of services, improving information at stops, and then using transport for Ireland brand to develop that unifying brand even more, that you can rely on that brand, and that website for getting all your information. New public transport infrastructure so national development plan 2018-2027, sets out the time infrastructure we've seen that level of development proposed, 2.4 billion, 2 billion for expansion and 3 billion for Metro Link and cycling infrastructure has a proposal as well. Ending up with a public transport network out to 2027 along all the key corridors, and particularly supporting

connections from Bray into the city centre.

Bus Connects then what is it? It's about improving the bus services, right across all the different means of travelling by bus. Bus corridors, redesigning bus networks, improving ticketing, moving towards cashless payments, Park and Ride services, new delivery and stops and shelters and transferring our fleet now to being low emission fleet because our fleet is 100% diesel at the moment. In terms of the network we went out for consultation in redesigning the Dublin's bus network, again, that impacts, particularly around the Bray area, we've over 130 routes, the system is not easy, not designed to allow easy interchange between services, and under Bus Connects, we propose to undertake a redesign of the network. The object of the redesign is to make the system more efficient. So, we will be going out with, we had extensive consultation last year, we will have a refresh of our design going out for public consultation in quarter to of this year. In terms of the bus corridors, Bus Connects why we need it, we need to address congestion and enable population and economic growth and support housing

development as well. And the benefits that bus corridors will bring is about journey time savings, up to 40-50% journey time savings if we put in place the type of infrastructure we want to see. There on the core radial corridors and ones that would be of particular interest to this, county, is the Bray to city centre, and that has just been published as one of the final corridors in red, published there. And the consultation will be, will take place until the 30th of April 2019. This is what we're trying to achieve in terms of the target road layout which is achieving segregation for bus and cycling along with retaining a car traffic lane in each direction. However our streets and roads make it challenging to deliver this layout and to achieve this, requires a lot of difficult decisions, including lots of portions of garden, driveways, reduction of on-street parking and removal of trees, however we're proposing mitigating measures which rebuilding walls, gardens, payment of compensation and tree replanting programme and improvements in key local centres, this is the benefits it will bring to cycling and urban centres, this is the biggest

cycling plan in the history of the state and by providing this number of cycle tracks will significantly meet what we want to do in terms of the greater Dublin area cycle network plan, we want to improve urban and provide additional landscaping in those centres, but another key part to supporting access into the Dublin city region is the provision of Park and Ride facilities. So, we are proposing bus space Park and Ride which will supplement Park and Ride sites as well and number of potentials have been identified along the key radial road along Wicklow and Dublin and more maybe added. These will be integrated with the review to optimise the efficiency. In terms of the next steps, in terms of delivery of the National Development Plan, and Bus Connects, we will be publishing as I said the proposed network of Dublin services in quarter to 2019 and develop the designs for the 16 bus corridors following consultation with planning application in 2020. We want to commence procurement of low emission bus fleet to start moving towards meeting our challenges in terms of climate change. We want to propose procurement plan for ticketing in terms of the

delivering our Leap Card, which is insuring people will pay by account rather than through their card, which means we can offer a lot more in terms of integration and one fare that will connect to many services. Next steps of delivery Metro Link is consultation on preferred route followed by planning application in 2020 and our extension, we want to procure of fully electric and by mode fleet, diesel with, diesel battery or electric for expansion of rail services and develop the electrification programme after that.

In terms of managing public transport services, so, the main act and regulation that governance public transport are European Union regulation, and DTA act, 2008 the state companies provide the majority, Dublin Bus for bus service and Bus Eireann for Dublin and nationally.

10% of bus services are provided by other operators, like go ahead Ireland and JJ Kavanagh who is indigenous operator providing tendered contract services. 10% of services are provided on fully commercial basis, so no subsidy is provided, they're mainly InterCity and Wexford Bus would provide services on this basis. We have

direct contracts with Bus Eireann, Dublin Bus and Irish Rail since 10 September 2009, bus services were renewed in 2014, five-year contracts, they're renewed in 2019 and not competitively tendered. We have periodic and quarterly performance reports and funding they get is conditional on meeting performance targets and those reports are available on website for public examination. Reliability and functionality are key things we're trying to drive continually and continually strengthen targets for operators. And we are also, having enhanced reporting and targets sets for customer issues and moved from reporting to us generating the reports on their performance. And we regulate the public transport fares as well. We've seen significant growth returning from 2014 onwards across the number of journeys each year on a national basis but a lot of those will be generated in the Dublin region, so between 2014 and 2018 we've seen a return of passenger growth of 2% in a significant growth and we have to try and meet that demand. Transport services, important part of our service delivery, we have a budget of 14 - most services are door-to-door, that

generates, two million journeys per year across the state. We've developed a central booking service and on-line booking facility, brand and website, local link offer services have been tendered and we're happily say there's no changes in the service provider for Wicklow. In terms of the demand responsive services we have 25 operating in Wicklow, we have five pilot evening services, running the pilot is has been extended until the end of March. And we've a new 183 Glendalough to Wicklow Town to be launched this month which will be integrated with train services. As you can see, we're continually trying to grow the type of services, and try to respond to people's needs and travel needs throughout the county. Just to give you a quick update of where we are in terms of small public service vehicles, such taxis provide an important role in delivery, of transport services, and we've seen a very significant reduction in the number of vehicles since 2008, 24% reduction in number of licensed vehicles throughout the state and then the number of drivers' licensed to drive is had 4% reduction since 2009, while it wasn't impacting on the service delivery during the

economic downturn it is now beginning to delivery on service delivery, particularly peak times where the size of the service has reduced. Some of the issues, significant issues are the cost of insurance, it is a very prohibitive cost and it is definitely having impact on people coming into the industry. And the other thing is that although the number of vehicles, or numbers have stabilised in recent years, the overall number is not growing despite us doing a recruitment campaign, and also increasing fare cost of insurance is prohibitive. Looking at Wicklow's services, we have a number of challenges, this is a map I took this from our planning documents this, is core strategy map, and really, one of the big issues in terms of delivery of services obviously the county's geography itself so by you've two main corridors on the N11/M11 corridor and one going from Blessington into Dublin. And while these are serviced by public transport, you then have your rail corridor along the coast as well. So, there's challenges to delivering services along those corridors but also cross-county through what is the mountainous regions and centre of the county. So, as I said,

in terms of responses to earnings in Wicklow, one is it is difficult with the county's geography, but we have to respond no doubt, there's road congestion issues particularly at peak times in travelling to the Dublin region and in terms of the N11, M11 we are engaging with TII on widening for bus priority particularly at key points. And then within towns themselves we want to try and put in bus priority where possible in partnership with you Bus Connects then the Bray corridor is obviously a significant corridor we want to improve and improve journey times along that corridor.

In terms of the other challenges, so we have a single rail track, that goes along by the coast, we are undertaking feasibility study on track changes between Greystones and Bray to assess the potential for a 20 minute DART service and feasibility study will be completed this month not that we'll be able to achieve a 20 minute DART service by the end of the month but we will look at the feasibility of doing that. And then in terms of additional rail services south of Greystones, that's subject to additional fleet so you may have seen in media today all our Irish

Rail's rail fleet are fully used in the peak periods so we've no potential for extension of services currently, in any part of the state because all the fleet is all fully utilised we're looking at every means we can to increase the fleet that's available to Irish Rail, I would allow us to put on additional services and additional services south of Greystones as well. So, we recognise that public transport to and from and around Wicklow is slow not optimal. But we will continue to help raise the quality and frequency of services. Thank you very much.

CATHAOIRLEACH: OK. Open it up to the floor now. Remember this is question and answer series, there's a huge amount of people that want to make a contribution here, so this is question and answers, not long. Not long speeches in regard to this.

CLLR BOURKE: Thank you. I never take too, long do I? Just, thank you very much for the excellent presentation, just two points I wanted to make in relation to the cycling, you said you will rolling out 200 kilometres of pathways in the region, will that extend at Arklow and what way will you help

us, be specific grants to the local council to install and retrofit cycle lanes or how do you intend to achieve it? And secondly, in relation to I don't think you touched on the signage, but I have an issue in this area with signage off the motorway for one of the villages that was left from the bypass with the no signage, people keep getting lost trying to find it, it is Barndarrig, junction 18 and 19 doesn't have proper signage and it wouldn't be a big job to have that stuck on the advance notice signs off the motorway at junction 18 and 19, thank you.

CATHAOIRLEACH: Get them sorted out before May for you.

CLLR TIMMINS: Thanks for an informative presentation. I live in the west of the county near Baltinglass, I work in Blessington, I drove here from Blessington today via the M50, via Dublin it took me 55 minutes, normally across the gap it takes me 55 minutes, I had to come off through Tallaght so west Wicklow is cut off from this part of the county. But my main comment is to let you know that the N81 which we've been looking for

upgrade for many years and it's proven to be one of the most, if not the most dangerous stretches of national road in the country, records are there to prove that, where we're told there's no plan to upgrade the N81, there was provisional plan and route outlined from Tallaght to Blessington dual carriage to Hollywood Cross, new road, so, that's been shelved, we've no rail coming through the county. So that brings me on to another option of what might be something to consider from a strategic point of view and I'd ask you to consider this seriously, what, could you look at and consider in the strategy about running extending Luas from Saggart to Blessington, it is seven miles of a distance, probably shorter if you found a direct route. It might end up being a cheaper option than dual carriageway coming down that direction. Also, it would be a safer solution, and it is a more efficient way of moving people quickly from outside the city into the city, and with the way the car is now becoming practically banned in cities all over the world and the trend against cars, could I ask that, that strategy be considered. It is a short distance, Blessington

is a growing town, it also provides another access into the city, not through Naas, up through the N7 which is becoming clogged despite it is going three lanes until the turn off for, that corridor is going to grow and grow and still be choked, it will need four lanes soon. So, this option of parallel way, you know, only whatever five miles eastwards by feeding traffic into the city through the Blessington side, I think it is an option that has to be looked at and moving people more efficiently into the city, do it through that way. A so I ask you would consider that please.

CLLR LAWLESS: Thanks, Cathaoirleach, thank you, Anne for coming in today it is very welcome to see you. I know the Greystones, we've had a couple of meetings with NTA about different things, because I have you here today, I'll direct them more to yourself. Just in regards to Greystones, we do have a very good transport service in Greystones, to an extent but, we're getting that most commuters, Greystones is the first stop on the DART line so we have people coming in from Newtown, Newcastle, possibly Wicklow and they're all coming down to Greystones, I would be looking at Kilcoole

it is a station that's already there and possibility of it, I know you're saying you're not looking to extend south of Greystones but I look you would look at extending down to Kilcoole. And utilising that stay, there's infrastructure there and putting in proper shelter, ticket machines and lighting and having a facility to take the load off Greystones and providing Park and Ride in around there as well for Kilcoole. And also, in regards as well, you know, there's the feasibility study as well for Greystones, I would be hoping that we would be able to look at that ourselves as councillors because on the ground it is important, we see the information because it would be great to give you some feedback in around it, and on that as well. Just in regards, there's a lot of positives there, the Bus Connects, there's a lot of money being put into public transport, but I'm just wondering on time frames because there's issues and you know, are we looking at ten years down the line, five years down the line? These are the questions we're asked by commuters, we want people off the road and in public services, so time lines are important for projects as well in and

around that. Of course I have issues as well in around the N81 has been brought up here by many councillors in the west and just in regards to the rural transport as well, you know, it does need to be looked at for Wicklow, because it is very poor in the rest of the county, we're lucky on the East Coast but more investment is needed in the rural transport to connect the county up. Thanks very much Anne.

CLLR MATTHEWS: Thank you. Thank you, Hugh and Anne, very welcome to Wicklow. I've three questions for you. One on cycle paths, one on rail and Bus Connects. Firstly, want to thank you for the considerable investment in Bray over the last few years and I hope you'll continue with that investment and we do our best to do our duties at that end as well.

In terms of cycle paths: When you put in a design for cycle paths, one of the biggest issues is they don't feel safe on a painted strip of road, so, what would the extra costs be involved in making segregated to the extend if there was a slightly raised footpath or linear strip that demarks the two lanes to make it safer for cyclists and would

you include that as a new standard? Second question on rail is, can you consider carrying out a feasibility study for electrification extension to Wicklow, we've spoken about the three areas that are looking at electrification to the north and west of Dublin and I think Wicklow might benefit greatly from electrification. At least as far as Wicklow anyway. The third question on Bus Connects, which I think is absolutely necessary for the greater Dublin area, I would be supportive of most of it, I think some of it, and I think you agree some you need to look at some aspects but on the whole I think it is a good plan and needs to be implemented, but I put in a proposal as part of that, to look at a circulating local town bus route for Bray, and I submitted a proposed route and frequency, do you have an update on that? I didn't get a response on that; would you have update on that proposal for a local bus route for Bray? Thank you Cathaoirleach.

CLLR BEHAN: Thanks, Cathaoirleach and again I'd like to welcome the two Chief Executive and Deputy Chief Executive of the National Transport Authority here today. And thank you for their

presentation. And for the on-going relationship we have with you.

Could I just make one point at the start as general point and applies to the whole country, you referred it to yourself about the fact that we as a country find ourselves at the moment in a position where we haven't got any option to increase our rail service in this country because we don't have carriages.

Now, if that's not an example of extremely, extremely bad planning, I don't know what is. And I would like to know what is the reason for this? Can that not have been foreseen, we're hearing day in, day out, get on to public transport, use the railway, use the buses and so on. And now we find you can't find carriages to accommodate people who want to travel on the rail. Is it because it is a lack of funding? Is it a lack of foresight by the Government or is it lack of foresight by yourselves? That's a question that everyone in the country would be asking after they heard that report this morning.

Just on a more local point then with regard to County Wicklow, I am amazed you did not mention at

all any prospect of the Luas to Bray. Once upon a time we believed there was a Luas extension to Bray but also in particular to what are known as the Cosgrave lands presumed to be developing lands on the outskirts of Fassaroe, and this particular site we zoned for residential, which could deliver up to between four to five thousand housing units and I would have thought it should have been a priority for you to at least address that aspect. And the whole question of extending the Luas further into and along the line, the Green Line and in particular into County Wicklow and in particular into Bray. I'm surprised you haven't mentioned it and perhaps you might address it in your reply. Thirdly in relation to the Bus Connects project it created controversy in Wicklow, there may well be and sure there will be benefits attached to it. But there were issues that came up in that, that again, I found very, very difficult to understand. The 145 service from Bray to Dublin has been one of the most successful services ever introduced and the Dublin network. And you proposed to actually completely upend that service by forcing people to have to go from all parts of Bray, down to the main

street or down to the DART station to access that service.

Now, I'm just hoping that common sense has prevailed because I'm sure you got a lot of representation saying please leave 145 service alone, don't mess around with it, it is working I would like confirmation today, I was involved on the day in Tesco when the public consultation process happened, have you made a decision to change that particular proposal because I think it would be welcomed if you did. The other point I'd like to make Cathaoirleach in relation to the Park and Ride and the option of Park and Ride, based in County Wicklow, could you be more specific about what you mean there? And what you might have in mind in relation to the N11, M11 upgrade and the fact that you're suggesting or talking about to Wicklow County Council or consultants or representatives of to the council here of providing a bus corridor, how would that bus corridor work? Would it be a completely new route? I think it might be something that could be very successful if it were to happen. But it would have to be attached to a very, very big Park and Ride facility

further south, perhaps nearly as far south as Ashford. For it to really work to get traffic off the N11 and assist people commuting having this nightmare commute as they have every day as it stands at the moment. Thank you very much.

CLLR WALSH: Thanks. And thanks Anne for the presentation. Just like Cllr Nicola Lawless there, I attended a meeting January 28th in a range of issues where issues were brought forward and it was a useful meeting for the councillors, the Wicklow County Council had a commuter survey on the third quarter last year which was widely responded to, it made interesting reading and one of the things that jumped out was the least happiest of the commuters were the people using their cars and more people would use public transport, if it were more attractive to use, so there's a whole range of issues there. But, just one of the things were the presentation I note you mention N11 and M11 improvements there, and you would be supportive of dedicated Park and Ride locations and dedicated bus lanes along that route, and that's something that would be widely accepted and welcomed. Another point we mentioned there in the meeting, hue was

present, overnight parking at Greystones DART station, maybe the evening before ready for the early morning rush, I know there was an issue with fleet there, that worked well in the past generally and I know people were wondering if it were a live issue or live proposal at the moment. That, between Greystones and Bray, there's a big difference there with pricing so that's again something we would have brought to our meeting in January. So, there were a number of other issues there, the Dublin tracking you mention there had and you referred to it in your presentation, the DART expansion programme and that's to be welcomed. So, Park and Ride again, is another big problem for us in Greystones, it is full at 8am in the morning so that badly needs to be addressed and expanded upon, the 84 bus service which is a most attractive and well used routed, again, additional services there, particularly during peak hours would be welcome I know there's an issue with fleet but these are the services working well and have been of great benefit to commuters and more as I said earlier, more would get out of the cars if the services were more widely available. So again, thank you for the

presentation.

CATHAOIRLEACH: I'm going to run through the whole lot in case there's replication, and you can answer the whole lot after that. Give all the good news I'm sure shell.

CLLR MITCHELL: We look forward to good news. Just to say the basic problem for transport in Wicklow, is that the rail lines out of Greystones is empty at rush hour, there's one train at rush hour and one train used to be called before rush hour but probably rush hour extended is getting earlier and earlier. So, there's only two trains on the rail line, it is effectively empty. And the N11 is massively overfull and those trains are short trains, they're normally four carriages, they're not more. So, have an empty rail line at rush hour and full N11 there's something wrong with that. I look forward to the study which I'm, I was pleased to hear the Chairman say was coming out this month before providing extra capacity from Bray to Greystones, but it is, will be important not just for Greystones but the services south of there, that extra capacity can be provided. Now, I think it is important also that the trains are made longer

south of Greystones, people are standing from Wicklow Town and certainly from Kilcoole. And there are a number of complications about making them longer, the wiring on the trains or length of the platform, it is not the same as other commuter railways which inhibits longer running trains at shorter platform stations, I'd hope the new rail stock which is ordered, will have appropriate facilities to open half the doors.

The Metro is another issue, we saw on the paper last week there was significant campaign, to stop it going to Sandyford and bring Rathfarnham because the especially aspects tension of Luas to Bray will depend on the inner bits of the met a changing the Luas to the Metro and it is important that that is done, and that we don't have diverted to Rathfarnham because someone don't want to cross a level crossing, which in my youth was a bridge. That's not good enough. In terms, we also like to see express buses and certainly Greystones is expanding rapidly and Kilcoole in number of houses and we loo see 84X services now which is a good service so we can cope with this and get the people arriving in the town, into the habit of using

transport. I know you're reluctant do that, because the Bus Connects will happen in a year-and-a-half's time but these people are arriving right now, and we need something for them. Also like to see expansion of the Park and Ride which, we have a large one in Greystones, but it is absolutely full, so, thank you.

CLLR O'NEILL: Thanks, Cathaoirleach, thanks Anne for your presentation. Just, I'm from west Wicklow as well and, of course my concerns would be the N81, like Cllr Edward Timmins but just a question in there, in the presentation you said that a number of locations of Wicklow have been identified, regarding safer, cycle paths, now the upgrading of the N81, we're waiting and waiting and it is down the road, I don't know what linkup our joined up thinking you might have with the TII, but anyone who knows the N81, especially our end of it, Cllr Jim Ruttle and myself it is a narrow road and it is a dangerous road, it is a nightmare for bus drivers to try and pass the amount of cyclists that are on the road. We have, we have probably two reasons why we have more cyclists in west Wicklow, number one is probably the most beautiful part of

the county, but number two, is that it is, every other road out of the Capital is carriageway, which means cyclists aren't allowed to use. So, we would be very concerned that with the hundreds and hundreds of in the summer months there's thousands of people use the N81 and it is a nightmare for all sorts of traffic, including a bus driver, as I said a second ago. So, I'm just wondering, my question as direct, is regarding what you say there, that the locations have been identified are any of the locations in west Wicklow?

CLLR KENNEDY: Thank you. I won't be so long. I'm wondering under the rural transport scheme local link, is there with bus services at the moment with Wicklow Glendalough and Roundwood is there any plans to include Rathdrum and join up with the train station, it is the only inland train says on the East Coast.

CLLR DERMOT O'BRIEN: Thanks. Just a couple ... Short, sharp, maybe sweet I don't know. So, first question is about the privatisation and - actually, even more so, about when you talk about performance management and credit control what the sanctions,

I'm someone who uses public transport every day, whether it is the disappearing thirteen or the 84 single decker that has devolved into a service that's far worse than it ever was, I wonder what are the sanctions you impose, if services underperforming? What are the sanctions or what are the incentives for better performance? In terms of Bus Connects, I'm fascinated to see how the consultation which was very extensive how it does inform the new plan, because for me there's two critical elements that is the lived experience of the drivers, who know inside out, all the results, and all the times, and what is needed and maybe isn't, and the passengers as well. So, I know that in particularly councillors from within the Chamber better very much were involved in supporting the public to get involved in that consultation, so I'm interested to see how that information becomes alive in the new proposal. And likewise, similar to Cllr Stephen Matthews fascinated to see whether the Luas service within Bray is this an opportunity to enhance service as well as the other proposals. Thank you.

CLLR RUTTLE: Thank you very much Anne for your

presentation, it is great from someone to your position to speak you directly to you I would be three councillors who live in the west Wicklow area, the Dublin border with exits which is on the N81 and ongoing continuous problem, there has been huge expansion in travel and in population, and in Dublin and commuting from Baltinglass, all that country below us, as far as I see the dual carriage was the same width as sixty years ago with a few changes here and there. A small example is yesterday afternoon when the snow came I had reason to go to Tallaght, I left my house from Tallaght is six miles from the square, I'm third or fourth farm in from county Dublin, and on the famous Embankment Hill, rising hill, while I was capable of getting through the with the four-wheel-drive I had, jack-knifing took place, lack of carriageway width and the N81 was closed down completely at City West, I had to retreat via Naas, and Blessington, and in all, it took me three hours to get to my home, when I was finally stopped by the cars in front of me. I was within four miles of my home, three hours to do that. And a lot is down to lack of carriageway width, it is two, one side by side,

dreadful. As regards as proposal for Luas extension, look, up to 1932, we had a Luas tram system in Blessington, and it worked well but sadly it was replaced by other things, but certainly, it is something that needs to be looked at, we can't go on, talking about N81, to Hollywood which is not delivered and other proposals not looked at, we can't do the two and it is causing a lot of problems. The other proposal, which could be done more easily is the development of a proper Park and Ride facility because there's loads of land available at Blessington, interim solution that is would definitely work. Another development which is coming along soon is the development of the Blessington Greenway which is anticipated to bring hundreds of thousands of people in the area and they this turn, will while welcome and we have behind the development will constitute more traffic and more people coming that way by all sorts of means, buses and cars, and they in turn will have more pressure on it, we need to do something to, the problem is very extenuated from the Hollywood, Blessington area because of the population there, and through traffic from Tullow, Bunclody. I'm

involved in farming so I'm out early looking at animals and that kind of thing and see the continuous stream from that road, it is a huge volume of traffic on really what is a single carriageway road. And, I think, I, correct me if I'm wrong it is the only national route out of Dublin that's not improved at all. We have N3, and M9s, but there's no improvement upon that road and certainly by way of road improvement on one side and transportation infrastructure on the other, whether it be extensions of the Tallaght, like colleague suggested, extension of that system, or by doing the road, we can't have a situation where nothing works, we're left there considering it. You know, it's a term that Cllr Edward Timmins' late father used, "paralysis through analysis", looking all the time at something but not actually doing something about it, or finding reason to defer it, be economic or strategic, but we couldn't get any real explains as to why the upgrade of M81 was deferred, we found nothing was done, something has to be done.

CLLR KAVANAGH: By your own admission, you recognise the public transport through and from

Wicklow is not optimal, all as a person who travels up and down every day, I concur with that. Wicklow is one of the fastest, has been one of the fastest growing counties in the last 20 years and Wicklow Town itself is now considered to be a dormitory town of Dublin for jobs. As a result of that the roads are absolutely chock-a-block, there are more and more accidents every day, I see them and held up from them, I started to work from home two days a week, I'm lucky can I can do that, but a lot can't. What we have to start looking at is feasibility study to try and bring the DART to Wicklow. The train tracks are there. At any time of the day you can walk along the tracks and they are completely empty, you get occasional train going back, it is like an event, you nearly want to run after it and wave at it, it is so infrequent. We have to start bringing transport to Wicklow Town it is as simple as that, and because the DART line or train line is already there, it would seem to me to be the most obvious thing to try to do. So, is there any chance you get a feasibility study under way for that? And briefly, is there any chance we could get a copy of this presentation, emailed to us, because you

covered an awful lot and it would be nice to be able to just read through it a bit more? Thank you.

CLLR FORTUNE: Thanks, and thanks for your presentation. If all the investment happened that you outlined the big-ticket ones, it would be great and a semi-miracle as well. I'm part of the Greystones district and we had a very good meeting with your team on the 28th and we covered most things. I want to raise four specific points: One would be communication. And this might be correct, and it maybe not totally correct but we have a perception or certainly I would, and others might share it, that it is difficult to communicate with the NTA or if you try and communicate with the NTA it is difficult to get an answer that you can kind of think is a rational response. It is easier to deal with the bus company direct but we've had occasion recently around Bus Connects that have more contact with yourselves so that is a key point that could help. Also, what I'd ask you to could is when you're looking at the I'm thinking north Wicklow and Greystones district to treat the district as a unit and don't think it stops at dray

stones, because Greystones as you heard, has been, is pretty well serviced because of its location and nature. But, Kilcoole and Newcastle tend to be on the behind leg if you know what I mean and there's a population in those areas of over 10,000 people, and, so when the some of the bus changes were done the last time, there was serious issues with buses taken off at certain times that caused a lot of inconvenience. So, also, in that getting back, ties that back to the communication, I think when you're making programme changes, we did say to you, you're going to be met on the 28th it would be nice if the district was pre-informed what is going on, and maybe we can anticipate the challenges and sort them out before you officially announce it through the various transport companies. The other point I would raise is, there seems to be a trend of privatisation in the transport system. And so, I'm struggling with the fact that private company, UK company can come in and start doing services and obviously have to make a profit out of it, and we can't make our existing system more efficient. So, my question really there is, what is the plan? What's the thinking on that end of it? And is it

the right way to go? I would question how that is going? If I take back to Kilcoole where there's a railway station, there needs to be more training coming through it in morning and evening in particular, and also, there's a need for investment in it. Because, bear in mind that Kilcoole at this stage is the same size as Blessington and if you actually drove to Blessington now and look at the infrastructure they have and the way the town is set up and drive back to Kilcoole. It is chalk and cheese, so I ask you when you look at the plans to think about that, come right out to the end of the line as I call it. OK. Thanks.

CLLR RYAN: Thanks Anne for the presentation, I raised a number of points at the subcommittee in Dublin, I like public transport I use the 145, the one thing that bores me most about using public transport is people's sneezing all over you. I know it sounds a strange thing to say, but if I get on a bus, people in Ireland don't know how to sneeze properly, they teach children how to do it properly, that you need into your - yeah, but to

be fair now, the NRA could have asked the providers to run a campaign. I honestly think it is a serious campaign, because you particularly in the amount of people on both the DARTs and buses these days in a tightly confined space for 60 minutes or odd it is a huge amount of opportunity for disease to pass. And I think a campaign in that regard would be worthwhile. Simple three points is obviously there was excitement when Bray thought it was getting a Luas, it now seems like it is dead in the water. I wonder can you confirm that or give us a sense realistically - hope - not unrealistic hope, I just want to know where the thinking is to get a degree of clarity on that. And I suppose, when we talk about you know, I'm happy to hear you have a good relationship with Wicklow county because previously, NTA and Wicklow didn't have a great relationship and honestly the frustration we have with regard to, as Cllr Joe Behan was saying, Cosgrove's lands, and Old Fassaroe, that's the development area and that's the future in a desperation fit for housing, where we're going to have loads of houses and suddenly because we don't have capacity on the M50/N11 it gets knocked on the

head. We obviously desperately need a solution, and you guys can provide that, and I'd love to know what is your current thinking on that is it a fast-segregated bus from there to the city? Or what is the solution? We're desperately want an answer to that? And with regard to Bus Connects, I mean you've had the feedback and you say there's another iteration of the plan coming out. I don't know if you're in position to tell us, but, have most of the concerns in Enniskerry because the refuse plan hadn't taken implications of the bus network currently in the region. Thank you

CLLR CULLEN: We had a successful day last Friday, and we had the N81 to be considered for a dual carriageway from Dublin to City West and got passed there would be consideration of the Luas extension from Saggart to Blessington, and I think they are both objectives of this council, and what I would ask, your office today is that would you support in your submission to that document that was approved last Friday, would you support the inclusion of the extension of the Luas line from Saggart to Blessington? And that the dual carriageway would get the go ahead. Because if it

doesn't get the go ahead, we're effectively locked out for consideration of funding until 2040 under the national plan. And there's no. That's an unbearable situation for to people of west and south Wicklow who use the N81 and have to commute into Dublin, that, until if this is not ...

If what was approved last Friday, is not kept within that plan and is not depleted, that we would be locked out until after 2040, possibly as far as 2050 before we get any funding for either a Luas or upgrading of the N81 and meet the people who we represent in this county simply can't afford or tolerate such situation. In that context I would like to formally attend to our municipal district as you're so kind, as your offices so kindly attended the Greystones, so, we like to extend invitation to come and discuss it with the local councillors because you'd get a warm welcome there, but I do think we would need your support on this. As Cllr Edward Timmins and Cllr Jim Ruttle and I'm sure other councillors felt, we're in complete agreement for the need to upgrade services. I looked there, we have got new services into Blessington, so Blessington, as a town within the

next decade is going to a population of 15,000. And at the moment, we have the 65 bus that travels maybe every 30 or 40 minutes as the only public transported. And, it is an intolerable situation, that's developing, and we really do need your support. And we need your support to support our commission, what's being proposed at EMRA at your office and we would like you to invite to come down to our Area Meeting and we'll formally send your office an invitation to come at your convenience, but Chairman, I think, I want to congratulate yourself and Cllr Derek Mitchell and all Wicklow members to work on EMRA and success we've had, but we need to have a bit of support from the TDs in this county. I'll extend invitation to come down.

CATHAOIRLEACH: That's finally it. One of the problems when you're Chairman you get to speak last. And everyone else has covered most of the particular items.

I'm delighted that you came here, Cllr John Ryan was referring to, I was at that infamous meeting NRA with regard to in Bray at the time, when the NRA came out with a fait accompli with Hill's

Roundabout and they were sent packing to say they'd never return to Bray again in regard to proposals for that and I'm just glad to see the NRA are back here today and thank you very much for coming. In regard to the Bray area. As you're well aware with the proposal for Old Fassaroe and golf club lands in Bray, what Cllr Joe Behan was saying, we're probably talking about extra 15,000 people in the Bray area. And it was always told to us, that in Old Fassaroe that area, that, there was a economies of scale with regards to Luas, there had to be a certain population to connect there, and I can't for the life of me see or why or who changed the Luas going from there and Woodbrook and said it won't have the population, and where Old Fassaroe would have, and also, that you could have put a Park and Ride in this new greenfield development, you could put a Park and Ride there and effectively take a lot of population coming up from Wicklow Town and rather than bringing them into the town centre in Bray or over N11 in Woodbrook, it is a crazy type of situation where, you have the land to bring the Luas into Old Fassaroe and that, and maybe, if you could address that. Also, as well, is that, there

is a road system that I know we've been talking to you about it in regard to improving, that particular area between the border between Dun Laoghaire and Bray, in getting access into the town and out of it as well. And if you could address that please. Obviously, the N11 is a major artery in and it is probably the only one that doesn't, hasn't had anything done with it in the last 20 years, how it is effectively, we all know this is happening as well and that's a great help as well. So maybe, if you can answer the questions you can answer, and maybe, if you'll get back to us with some of the questions that may, you may have a problem with or getting the information on, and then we'll distribute it to the members as well. Listen, thanks again.

ANNE: We're going to tag on. Then Hugh will start.

CATHAOIRLEACH: I don't think there's been a greater participation and shows you how important it is for us now.

HUGH: I'll be brief because I'm conscious of the time. I'll start with Cllr Sylvester Bourke,

cycling, that includes, our proposal includes cycling facilities to and from Arklow, there's greater area cycle network covers the whole region, including key towns in Wicklow and connection between the towns. Our issue is funding to fund it all, and then within the local authority the willingness and resource and commitment to start to deliver on it. Your council executive are doing what they can. It is down to funding I suppose to get a lot of it done but the plan is there to cover all of those. On the signage issue for Barndarrig. That's issue for transport infrastructure Ireland so you won't find us often doing ponchos pilot, but that's one that sits with transport infrastructure Ireland. On N81, Cllr Edward Timmins then, we are transport strategy for the region does include and identify the N81 needs to be upgraded so you won't find resistance to us, it is transport infrastructure Ireland, they're successor to national roads authority and for them it is a question of where it is in their priority list and whether they have funding to do it but I'm sure you will make plenty of fields in that area. On extending Luas from Saggart to Blessington, that

is not had in our strategy, honestly, Bus Connects do a service on that connection, our transport strategy has to be reviewed ever review business six years, it maybe the sensible outcome is we start with buses linkage that provides connection in a satisfactory way and one of the reviews of the strategy see if there's demand to upgrade it to a full Luas service. If we move on to Cllr Nicola Lawless then, extending the DART line further, or extending services down to Rathcoole and extending a DART service came up a couple of times further southwards, that's not on our agenda, at the moment, it is something that we can look at, but we don't it wouldn't come down and promise things we can't deliver. Our key piece of rail infrastructure down here would be making changes to get a 20-minute DART service in Greystones, that's our priority, in years ahead we're happy to look at, whether something can be done to electrify further and what the implications are. So, I don't think we can give you a stronger answer to that at the moment. If I then go to Cllr Stephen Matthews then, you mentioned cycle paths, and the fact that people don't feel safe with painted line on the

road, we concur with that, it really, it is a low-grade of psych killing facility to put a painted white line and expect people to use it and busy roads and kids, et cetera, what we're proposing to do is segregate psyching traffic, so it is separated from vehicle and traffic, and whoever is cycling should be there safely. On electrification study to Wicklow, capture there in Kilcoole. It is not on the agenda yet but we will look at it future, Bus Connects proposal I spoken to you previously, I do accept put forward for local around Bray, we are still going through 30,000 submissions and we're not in a position to say what the outcome is, but, I do acknowledge that proposal is in there, and it will, there will be outcome to it when we conclude the analysis work.

ANNE: Cllr Nicola Lawless mentioned time frames, what times are we talking about with the infrastructure, in terms of Bus Connects, the Bus Connects, network, we would hope to once it is a I greed, in broad outlines we would hope to be starting to deliver that in 2020, start of 2020,

21, because that's about services, there's no infrastructure really needed except at key interchange points we want to put in better facilities. So that's inertial kind of delivery. The Bus Connects, bus lane infrastructure, is a longer term delivery but it is one that can be delivered, at over a period, time period, based on whatever funding is available so, we would seek, hope to seek planning permission, starting in 2020, and if that comes, quickly, we'd like to start construction in around 2021/22, on key corridors, but it is something delivered as funding is available. We need to keep traffic and transport moving as we're doing that construction. on the rail side, in order to get new brand-new fleet, in there's a time period of three to four years. So that's where you have a current provider, and this is just to answer some of the questions that was raised by another councillor was do we not foresee this happening, well we did foresee we would have issues with fleet, there was a funding issue, because there hasn't been the investment in infrastructure that we would have liked over the last ten years. But we did put forward a

procurement to try and refurbish a number of fleets, that was before purchase fleet but the cost for that it was just not feasible to bring it forward, it was too expensive. It was schedule I think it was about 50% the cost of a new fleet, so it just was not feasible. So, our interim solution didn't work, that's why we're now procuring to see can we lease or purchase fleet that will meet that interim period before we actually go and procure more fleet and more numbers of fleet.

Hugh: If I pick up then, Cllr Joe Behan you mentioned Luas line to Bray and what's the position on it? The position on it is National Development Plan provided a lot of funding to public transport but didn't fund everything. So, the National Development Plan has in it, a commitment that during the period of that plan, which runs to 2020 the design and planning work will be done for a future extension of the line out towards Bray and implementation is to be considered in the next development plan, that's what we have to work to. I think it was later question, that was raised why was it changed from Fassaroe to Bray? I would say that, say that's an indicative line, and all to be

sorted out in the future as to what particular route we take. So, in the transport strategy we give one line, but also say it is indicative and further to further development when the details emerge, if it is a stronger case to move it in a different direction, we can work our way through in the future. I think, you asked, about the 145 service and Bus Connects, as I said earlier, we're going through the commissions, we expect to address a lot of people's issues but not every single issue and we're not in a position to say today whether the 145 is one of the ones we can address or not address. The Park and Ride and facilities, and the M11, N11 upgrade, we're aware the T1 and with encouragement with this council are looking to do a feasibility study to upgrade the N/M11 and pass recalled of that we will link up to see how to enable Park and Ride and bus facilities as part of that, and we this came up - we would also like to improve the, increase the parking facilities at Greystones train station or in that general area and that's something we will link up with council officials in the couple of years ahead to do that.

ANNE: On the route 84, I think the 84 and 84X, was

a request for additional services, we'll look at that and see if we're in a position to provide additional services because we require funding for that. But certainly, we will put that forward in analysis of in terms of additional services

Hugh: Cllr Derek Mitchell mentioned a number of things about the rail line, you're familiar with it as well. What we do, south of Greystones, we're not jumping up here to say we have an answer to that. So, I think as I said earlier focus is to get additional service frequency in Greystones and we'll see what the service pattern will be south of Greystones. As you're aware, services coming south of Greystones in peak hour, which have DARTs every ten-minute, diesel services need a create a window which is disruptive to the DART system, so we're in a balancing act, if we get proposal that gets us to 20-minute DART service we can figure out a slight I service south of Greystones. I know the Metro to Rathfarnham it is isn't viable but there are people campaigning for it and as regards the additional 84X service in addition, no promises, we'll see what happens over the months ahead.

ANNE: Just picking up on rural transport issues so I think it was Cllr Nicola Lawless said we obviously need more investment in rural transport, we agree with you and we would like to deliver more rural transport services, there's certainly a demand right across the country and I presume in Wicklow for more services, and as we have more funding we will put that towards additional services. But the one service that we are bringing forward and I think it was counsellor O'Neill asked whether it was Rathdrum was included in the new service we're proposing, as far as I understand it is not. I suppose one of the things when you're putting together a scheduled service, which is going to be running on a timetable rather than a demand response-type service which is picking up from a particular area and dropping to the nearest towns is that the service has to be reasonably short kind of in terms of timetable. So, at the moment, the service will be Glendalough, Lara, Roundwood, Ashford, Rathnew and Wicklow and then return, spaced over the day. So, it is a new service, we hope to launch it this month. And as with all services, we review them after a number

of months operation and seeing whether there's any changes that need to be put in place

I was also asked about performance and what kind of sanctions are in place. So, we hold back some of the fee for the delivery of transport services from our operators, and if they don't provide services, on a particular day, if a 133 or service isn't operated, we accept operators can't operate 100% service, there's always a few services that they won't be in a position to operate due for various reasons, but above a threshold, they are penalised and they are not paid for the services they don't deliver. Similarly for punctuality we set a target rate across all our services, on a stop-specific timetable, and if they run early or if they run late they're penalised again above a certain leisure hold, similarly for the customer service issues, so if buses is not clean, or and again, if it goes beyond allowable Threshold, they're penalised so it is significant penalty that can be imposed on the operators.

Hugh: Cllr Gerry O'Neill mentioned the 1781 that needs upgrading, we support that, it is down to

where it sits for funding list for transport funding Ireland when it gets down, and asked if there was other psych killing, there's a whole network agreed a number of years ago with executive went to public consultation and it is on our website and has a lot of routes in west Wicklow, it is getting around to getting them built. On, Cllr Jim Ruttle then, mentioned yesterday's significant problems by the sounds of things, which, was a long journey home to say the least.

I suppose, it just underlies the need to upgrade, no resistance from us, you'll find ...

As regards Park and Ride facility in Blessington, just to say, bus-based Park and Ride, only works if the bus can go faster than the car traffic. So, if that bus is going to get caught up in congestion, people do not get out of their cars, to get on a bus which takes you longer, it doesn't happen. If we get routes from the Westside of Dublin, into Dublin city with better bus priority which is the next bus priority, places like Blessington, we can put a dissented size Park and Ride facility to help it work there on a bus basis. It is the only national route out of Dublin that hasn't been

approved, that's because it is national secondary, other ones are national primary routes. OK.

Cllr Tom Fortune you mentioned about communications, I'm disappointed if you do find it difficult to communicate with us, we do try to make ourselves available. To say while we're here, there is a dedicated e-mail for public representatives, including e-mail address, including public representative is on the screen. We get a lot of requests in, so we cover the whole state, it takes us a few days to get back, about you we want to be available, we don't want to be seen as difficult to meet. And somewhere the place as a unit rather than isolated parts on it.

Privatisation.

ANNE: The rationale for the 10% of services we put out to our market of services that are, were operated by Dublin Bus and Bus Eireann, we're obliged as authority to say and to be able to say that we're getting best value for the spend, the public money that goes into the delivery of public transport services, and when an operator is contracted and they don't go through a tendering process, you're even more obliged to check

you're getting value for money. How do we decide? We need a means of comparing to other operators and we didn't, we don't the means, when you've one operator, operating a monopoly, both between Dublin Bus operating a monopoly in Dublin and Bus Eireann operating around the state. So that's one reason as to get for in terms of cost, not just cost, but also, the quality and the way another operator may approach the delivery of punctuation wall services, so that's why it was felt in the leadup to 2014 contracts, it was would be beneficial to the state to competitively tender, 10%, which is only relatively small percentage of the subsidised bus market and see what comes out of that. We've done another iteration in terms of 2019 contracts, because contracts have to be renewed in 2019 and we have avenue decided to do a small additional competition on Bus Eireann services, including the 133, is one of the services set out for because we felt it wasn't a very well, a good performing services for the customer, and in terms of Dublin, we are going to retain Dublin Bus with the level of service that they have, but we retain that if we want to make a decision on doing more it would

be above what they currently have, or directly award to Dublin Bus. So, there's no I suppose there's no trend in privatisation. We did a very small opening up of the market, we want to see how that works, before we would make any decision to significantly increase the amount of tendering, we do. We don't use the term "privatisation" because we set the timetables, we give the bus the neat the infrastructure around that is managed by us, really what we're contracting is an operator to provide services to our specification.

Hugh: We look at the sneezing campaign, we'll go back, it hasn't come up for you, and you asked Bus Connects and it is the same answer, we're working our way through it I would be disappointed if we couldn't address the Les of them. Your own comment about the NRA and WC meeting, I'm correct I'm aware of it, we're NTA, not the NRA.

You're aware of that.

CATHAOIRLEACH: That's in folklore at this stage. Could I just say thank you very much again, I think it was a very good meeting and thank the members as well for being brief. We got a lot of information out that and I really appreciate you

coming thank you very much.

ANNE: Thank you very much for your time.

CATHAOIRLEACH: We're moving on. We received the annual report of the county audit committee. I think Mary and Tom, Noel had to leave, I think he was under time pressure.

the Chairman of the committee, Tom will make it in regard to the audit report, thanks very much for coming.

Tom: Thank you Cathaoirleach and good evening. Cathaoirleach CEO in frank Curran, elective representatives, fellow audit committee, county council officials, ladies and gentlemen, thank you Cathaoirleach for affording us at space to make this presentation, I know you have a busy floor so we'll be as brief as you can. The scale complexity @ diversity of local government business as well as the need for transparency and accountability in local authorities, serves to highlight the importance of regularly reviewing the effectiveness of the internal financial and operating controls that are in place. With the county council audit committee was established in 2007 under the local government

improvement tickets act in 20205 and re-established after the May 2014, local election. The membership of this committee comprises of Mr Noel Geraghty. Vice Chairman, me to leave on an important appointment. Mary Savage. Cllr Edward Timmins and Cllr Gerry Walsh and myself. The committee is sorted and assisted by Mr Brian Gleeson, head of finance, Jerry Kea and Tom Murphy meet on a formal basis five or six times a year. I'd like to recognise and thank those three gentlemen who have been excellent over the years for their support. In at the meetings attend other meetings throughout the year in relation to the comprehensive annual work programme. The role of the other committee is to advise council on financial reporting process, internal controls, risk management and audit matters. The function of the audit committee includes the following, to foster, development of best practice in performance of local authorities of internal audit function, review the financial and budgetary reporting practice and procedure with the local authority. To review audit financial statements, auditor's report or special report in relation to

local authority and access any action taken within the authority by its executive, this response to report and report findings to the authority. To review systems there are operated by the local authority for the management of risk access and promote with money with report of local authority functions. Review recommendations of the national oversight and Audit Commission, and the response of Chief Executive and take further action as appropriate. So, moving on internal audit assignment for 2018, following a tinkering process in early 2018. All audit sign on insurance rating and have control environment operating in the area under review. Insurance ratings are categorised under four headings, which are full, significant, reasonable, and limited. I'm not going to go there the description, they're on page two, or maybe three of mine, and you can have the time to read them yourself.

The following audit taken during the course of 2018, review of payroll systems and controls. The objective of this audit was to conduct an independent assessment of accuracy of Wicklow County Council's assessing, and review current

controls of payroll in place against best practice
We reported no high-risk findings that may result
in material financial loss or operational
disruption to Wicklow County Council that controls
test operating effectively. Our assessment
indicates that reasonable assurance can be placed
on sufficient to mitigate or manage key inherent
risks that the payroll process could be exposed to.
Accounts payable. Objective was to conduct an
independent assessment of the accuracy of Wicklow
County Council's accounts payable processing and
effectiveness for control payable against
recognised best practitioner Our review, report a
number of findings, however, it is important to
note that the points identified would not give rise
to any financial loss, or operation disruption to
Wicklow County Council.

Our assessment indicates the current control in
operation provide a reasonable assurance to
Wicklow County Council in mitigating the relevant
risks. Management accepted the recommendation
made on the foot of this report. And moving on to
review of stores and machinery yard, operation and
value for money.

The objective of this review was to review the operation and effectiveness of stores and machine yard, access to the contribution of the stores and the machinery yard to Wicklow County Council, core operation on the cost benefit basis, review funding model of the stores and machinery yard, review the viability of the stores and machinery yard as going concern. Management are currently considering the findings which will be reported in full to the council in due course. Next heading is prewetting repair costs, objective is to review inhouse policies and access progress in relation to recommendation outline and value for money study, number 28.

(Comfort break for captioner).

>>: Was arranged in November with the public of administration. And the key themes just where. Of. In addition, audit committee members, present ...

(Reads from leaflet given to all members).

CATHAOIRLEACH: Thank you very much Tom.

CLLR WINTERS: Just to thank Tom and the members

of the committee for the work they do, and it is nice to see that there's so many audit opinions reflect well on the council and the work that the staff do in terms of compliance. Just the one on the I suppose the two we don't really know what your report is: The review of the stores and machinery yard operations and value for money - you say the management are considering the findings, you met a finding, when or why you can't make us aware of that? And then the pre-letting repairs costs, when do you think that draft report would be ready? Thanks.

>>: So, over to you.

>>: I don't want to be seen as critical about it, but on page four, reletting repair costs, I know we're waiting for a draft report in regards to it, but nevertheless it is always an issue out there in terms of the turnaround of repairs to our local authority housing, and I'm just wondering in regards to the departmental grants we get what level of grants do we actually do this, and are they contributing in any way to the delay in turning around the local authority housing. And the second point is on the following page, regarding

public lighting. We're having a problem there from a local council point of view and certainly from the Baltinglass district and number of lights programmes, additional lights programmes have been included in the last particular years in Baltinglass and Carnew in housing estates built ten years ago and still waiting for public lighting to be extended to them. So that's an area, to us out on the ground is something that hasn't been addressed and I'm wondering in terms of the audit committee, I don't want to be critical of it, but in terms of the oversight of it is there any other opinions other than what is written down here.

CLLR DUNNE: Thank you very much, two things I'd like to along Cllr Irene Winters to find out what the store situation is and the roadway the low value purchase cards, that you're going to continue with that, it does away with a lot for the staff a lot of messing about, let's say, you can go straight, get the purchase done quickly and it is easier to do, so I'd like to see that continued, thank you Tom.

CLLR THORNHILL: Thanks very much Cathaoirleach, Tom thanks very much for a good comprehensive

report, there's a lot in it, and I'm sure anything involved money and auditing, questions, I mean, how long is a piece of string. But two questions I would like to ask, I'm only four-and-a-half years in the council, one thing, I know above in the Bray municipal and one thing people have been asking me, it is the question in relation to procurement. And, in the case of people providing services, and I've seen the situation, where, you know, some people, the same people have been over and over again doing the services and some people are coming to me, weren't other people asked to give these services.

And they feel like, there's a bit of imbalance there, I'd like to know, does audit, do you cover that? Now another question I'd like to ask as well in relation to people that receive money from Wicklow County Council, is there an onus on these people to produce financial reports?

CATHAOIRLEACH: What do you mean by financial reports.

CLLR THORNHILL: I'm saying, if we talk about audit

and money and finance, I'm saying, if people receive money from the Wicklow County Council, should people produce, and show up financial reports?

>>: Why.

CATHAOIRLEACH: That's not appropriate what we're talking about here today.

CLLR THORNHILL: It is about auditing and finance.

CATHAOIRLEACH: Not in here.

CLLR THORNHILL: This is in relation.

CATHAOIRLEACH: That's not relevant here.

Brian: Can I explain that position, the draft report has been produced, we say it has gone to the roads department who are responsible for the stores and they are collating their response to the findings and when those responses come back, they will be considered by the management team and subsequently by the audit committee. In relation to the pre-letting, we would hope to have that report very shortly in the next two to three weeks, we will be anticipating. In relation to, we can't go into the detail, I suppose, council later Blake raised grants, that's not part of the objective of that audit. I don't think they will be looking at,

that would be the main cause, but as I say, when we get the actual draft report, we can have a look at the findings of that report, and we can address those in due course.

In relation to Cllr Vincent Blake raised the matter of public lighting, I suppose that was under the public spending codes and that particular audit looks at checks and balances in relation was there procurement in place and appraisal done beforehand as regards looking at value for money, as regards, what has been done-or-still needs to be done, it is the expenditure that has been incurred, whether it complies with procurement regulations and so forth, so it would be limited in its scope, that particular review, and it's part of a kind of national review for the procurement, or the procurement spending code.

>>: Significant insurance. There was egg insurance on that report.

Brian: On all projects that we're examined the public spending code there was significant assurance on that. Rim the public energy and

lighting, yes.

Tom: Yes, Cathaoirleach I forgot to say, and I wish all the elected representatives here the best of luck in the forthcoming elections. No better people to have represent the county. And to you too Cathaoirleach.

CATHAOIRLEACH: Most of them!

>>: Yes Pat.

CATHAOIRLEACH: On our behalf could I thank Tom and Noel and Mary, Gerry, Brian, and Derek and Tom for the work here, I think it is very valuable work they're carrying out on our behalf and thank you again.

CATHAOIRLEACH: The Chief Executive is on now.

CHIEF EXECUTIVE: Thanks, Cathaoirleach, I'll take the report as read, one thing I will add something I raised at CPG in relation to the Irish refugee protection programme. We will be getting families like all other local authorities from Syria, between at a later half of this year, between July and September/October and by way of background, the Irish Government has given a commitment to resettle, approximately 4,000

refugees and asylum seekers, called Irish refugee proaction programme, so they largely originate from Greece, Syria, and Lebanon, if it is taken from Italy, you know the background in terms of the families fleeing violence and there's 11 million Syrians around at this stage, so the procedure for accepting asylum seekers, and refugees, involves officials from Department of Justice, travelling to Greece, for vulnerability assessments and security assessment, once this Ireland, the arrival will be provided for temporary accommodation in number of emergency reception, and the international protection office will prioritise the applications for international protection for those arriving under the relocation programme. Those granted refugee status will be entitled to same range of services as Irish citizens, so those coming to Wicklow will have the full refugee status, 38 families will be allocated to County Wicklow which is in line with counties of similar size. And this regard, interagency committee has been established to ensure the necessary supports are in place, prior to the reception of the families. It is chaired by

Michael Nicholson, and the HSC, it is larks Department of Social protection, County Wicklow partnerships, and Wicklow county childcare semi, Wicklow volunteer centre are provided with support from the Wicklow County Council, the role of the committee is act as management team for the resettlement projects in the area, insure financial probing under the asylum migration fund, and assure they have their entitled and employ two workers, and intercultural workers for two year period and work in partnership with members with resettlement, there's a suite of options, primarily in partnership with service providers and accommodate the families across the districts, where suitable accommodation has been identified and supported and support provided, and meetings have been taking place with approved housing bodies to provide and extra accommodation by this programme. That's by way of information. Thank you.

CLLR BEHAN: Accommodation will be sourced or has been. It has to be sourced?

>>: So, options there would be affordable housing bodies, our own house, housing that we would have

proved so there's a range of different option, and we haven't looked at that yet but will be.

CLLR BEHAN: There will be funding for central Government for this, will there?

>>: Of course.

CLLR BEHAN: In relation to the executive's report, an issue arose this morning for me anyway, at Irish Water clinic, concerning a decision made by the Chief Executive last May in relation to staffing. And the closure of the water services Capital office here in Wicklow County Council. And when I raised an issue, I've been following up with Irish Water for at least two years now, if not longer, which was an upgrade of the sewer along the Herbert road, and I had given my question in advance, I was the only person attending the clinic from Bray, there were three representatives of Irish Water there, and they had no report from me. They had absolutely no information for me. But in the course of the discussion, I was told that a decision has opinion made here, by the management, to reassign two engineers, to other duties. From the water services Capital office. And at the effect of that reassignment, has been to I

suppose significantly slow down the work that would be done on Capital projects here in the county. I'm still waiting for the update from them on a specific area on the Herbert road but this is a big issue for people living there, but bigger issue from me if the Chief Executive has made this decision, why did he make it, and why weren't we moved about it and why weren't we told it could have impact on Capital developments in the water sector in this county? Because I certainly think it is a very important decision that you've made Chief Executive and I would like explanation for it thank you.

CLLR LAWLESS: Thanks, one comment on the report, the climate adoption strategy, which is very welcomed of course, I see it is reserved function for the members, it will be advertised in a hopefully it will come before the council September so my laptop's just logged down, so I can't see the detail. I'm wondering around, will we get to see that strategy at April meeting, I would have thought to have it at manage meeting it going out on public consultation, was there any input at all from any councillors, was the input just solely

from the executives, within the council, probably by department, departments, I'm wanting background around the actual strategy and when we as councillors have to an opportunity to look at it and go through it as well and are we allowed, obviously if it is going out for advertisement, I presume we're allow today make comments and submissions in on that as well.

CLLR MATTHEWS: For the record I attended the Irish Water clinics there as well, one Bray member attended, same question as Cllr Nicola Lawless on climate change adoption strategy, obviously there's a draft been produced or in production, that's to go out for public consultation, at what point do councillors input in the draft, do we participate with the public consultation or is there a members prior to that.

CLLR BLAKE: I query in regards to the local office, the communications I had with Irish Water, there's an issue that came up there, in particular, what we're talking about in the area the small schemes, whether small water sewage schemes and problems we have with progressing

additions to some of our sewer wage plants in the area and Irish Water were saying there's a problem because Wicklow County Council closed offices in terms of communications and getting work done, small work done out there in regards, I do want answers from the council as to whether it can rein stated in here. And, the benefits it could have, but certainly there's an issue out there. Irish Water raise it had with us, maybe they're not funding it, maybe this is a funding problem, but there's an issue out there that needs to be addressed and if at all possible, need to be reinstated within here in the council.

CLLR BOURKE: I got the same response, in Avoca, need for extending networks, and nothing had happened because we shut down the office here and will delay project. So, I think we need answers on that one.

CLLR FITZGERALD: Some counties had changed their mind, Meath and Louth had gone back the way they were, it was a surprise because it made clear several project will be delayed, some have, and the same, we didn't raise the issue with them, they raised the issue about us, we had three councillors

there, and I think, we were all surprised to hear it, and we were all, to some of the questions we asked before that, then that came up that these project were delayed and decision had to be made to close the office. So, it was surprising to hear it. And, they were insistent it is interfering with some of the small Capital works.

CLLR DUNNE: Again, I was at Irish Water this morning, and that arose, so maybe we could have an answer for it and something that has concerned me Chief Executive over the last while, is, while it is great to be allocating money in discretionary funds et cetera, last year, we didn't, we weren't able to get 15,000 worth of project, now we allocated money this year, and it is up to 297 and my problem is, are we, putting more work on top of already a staff that are working so hard in the municipal districts they're finding it hard to allocate the money because again they go out and get, prices and things like that, there's so much work and would it be more next year? Would it be over 135, and maybe allocating staff, I'm presuming this is happening in different districts, not just in Wicklow, should some staff if out and get project

over the line, because, there's money there, and there's money, you know, there's money there and projects to be done and there seems to be slowly coming on stream, now I'm not blaming the people, the engineers and all, I know they're out the door with work, and it is just a suggestion, that maybe, we could get maybe some of the project over the line with extra staff. And just finally, again, on staff, outdoor staff, I would like to see more outdoor staff they're doing the work on the ground. And the foremen, out interest do they need extra staff? Thank you.

CHIEF EXECUTIVE: Yeah, I might address the comment on the Capital office for a second.

Michael: Wicklow County Council has a - with Irish Water until 2025, and, we have a number of staff on the operation and maintenance side which is just a figure of approximately 68 staff. We have two staff on finding feets and figures are there, 1.3 staff working on Capital project. Now some time ago, Irish Water were talking about regionalising the Capital office, and it was to be regionalising our office to be was regionalised up to County

Meath. So the issue you have at that point is when the staff in the office, when they got promotion or whatever, out of it, it didn't seem right at that time to, this happened last year, it didn't seem right at the time to staff that office again, and then be left with a situation that the staff that would come into the office would have to be sent up to relocated out of the county. And it is becoming a bit of an issue at this stage to keep staff in water services because, people know that there's ongoing discussion, at national level between Irish Water, the Government agencies, and the councils about how Irish Water will run into the future, so with all that in the mix it was felt that, the right thing to do was not to reallocate any posts at this point in time, but to the Capital offices. Now other counties had done this before we had done it, we just took the opportunity to do it, and that's where it stands at the moment.

CHIEF EXECUTIVE: My understanding as well is that Irish Water were taking over that function and they would provide staff in their own central organisation to deal with the Capital issues, it is something we'll look at now. If it is holding

up projects, we'll certainly look at it and talk to Irish Water. Absolutely.

CLLR BEHAN: I would like at it as a matter of urgency, we're pursuing with Irish Water, we're told they're delayed because of your decisions. It is not that there's a lack of money, there isn't the people there to get it there.

CLLR BLAKE: Briefly the CEO, when we brought up the issue about small sewage schemes around the county that he would meet, whether it be with the council members, Irish Water or where else, to try and sort out the issues, it did give that commitment. Sorry Chairman, they are starting to come but Chairman these are the issues we didn't know about, are starting to come to the top now. So, I think it is important.

TOM: One point, the Capital office we had was major Capital office and dealt with the schemes this year would have dealt with after sewage scheme, all small schemes were dealt with maintenance people. And that is still on going, just to say that, that's all SFO

CATHAOIRLEACH: OK.

CHIEF EXECUTIVE: Climate change adaptation,

we're working on this at the moment all sections are making input, as soon as we're ready, we can put representation on that at April, and you're right it will be September and reserved function but there's a lot of work done on that at the moment and we can share it with you. Just in relation to allocating discretionary funds and get be the work done. All the municipal districts are getting as much as done as possible before the roadworks programme kicks in and including carry over from last year. Outdoor staff we have interviews coming up, we have a panel to replace permanent staff and temporary fillings if we feel we need to get extra work done thank you.

CLLR LAWLESS: Will we make submissions, Cllr Stephen Matthews asked the same thing, are we going to if through the same process, just to say.

CHIEF EXECUTIVE: Sean is dealing with it there, if he wants to come up.

SEAN: Obviously, this is a national issue, and these are being prepared, we're part of a group of 17 local authorities that come under the climate action regional office which is based in Kildare.

So, there are, there will be national policies that will feed into our local adaptation policy. So, yeah, the plan is that we'll present it to you prior to going on public display or about at the same time and get your feedback then, and then, it will come back because of the elections, obviously it won't happen in August so it will be September. It's a tight time frame but it should be doable. And but, you'll have an opportunity to input here, or through the public consultation process.

CLLR LAWLESS: Thank you Sean. Cathaoirleach

CATHAOIRLEACH: Eight now.

CHIEF EXECUTIVE: Three year programme has been circulated, it is indicative of the money that will be spending on the Capital account over the next three years, this will change needless to say depending on the funding we get from different source, it is set out over three year period and increased by 48 automatic million over the last one, or increase of 300 million, due to the housing programme which is 1300 housing units, which is significant Capital investment, the rest I suppose is best guess where we're at the of the funding

available from the various different sources.

CLLR TIMMINS: Yeah just briefly I had notes done on this, but I can't get my hands on them, but from memory, just a couple of things in it, just, it is great if they happen but they do seem to be guest amounts, swimming pool in Blessington, and five and ten million over the next two years, course I welcome that if it happens but how realistic is the Capital programme? The Baltinglass traffic town centre traffic amendment, have, over two years, 1.2 million between 20/21, there's a couple of things like that, I wonder, Blessington Greenway, I think it is big numbers, 7-10 million, so just ask how realistic are these things? I mean it is like doing a budget, you do a budget based on history and your best guesstimate what will happen rather than optimistic view of the world, I'm asking is it a realistic view.

CLLR MITCHELL: I received this on Friday, it was a complex document to read, however when I looked at it over the weekend, I was concerned about what I saw. And I have mentioned these aspects before

for a number of years. And, essentially, Greystones and Kilcoole are stuffed with houses at the moment, around 800 houses are being built in the area, and it is catching up on the population of Bray quite quickly. And well over 30% of the development levies in the county are being collected in the area. However, in terms of roads which is the greatest deficit in infrastructure in that area, only 4% of the development levies are spent in this programme, within the Greystones Kilcoole. Municipal district and that's completely unacceptable. People, I've been calling into a few doors recently and people are absolutely fed up with the amount of building going on in the area, it is disruptive, the dirt, the lorries, all that sort of stuff but very concerned how anybody's going to move when all the houses are complete. So, this is a very urgent issue and people are very concerned about it now. And it is completely unacceptable that only a small percentage of the roads development levies are being spent in the area. In particular I have spoken at many years about Delgany and Blacklion Road, I imagine it will be in the region of five

million, so where is this money going to come from? The Chief Executive has frequently stated it is going to be done. I have to say engineer did contact me in the last two weeks, to speak about how to do it, or to speak how he is going to do it and we had a good discussion. However, where is the money coming from? In addition to that, our other projects such as Delgany improvement scheme has been agreed and in the development plan for Kilcoole. There's relief roads that aren't mentioned at all anywhere and these areas are expanding rapidly, only 7% of the recreation budget is spent in the area, and the whole concept of development levy is to support development and here, they're not spent in the area which is expanding the fastest, but spread all over the place, and people in the area are very annoyed at the building and the inability of the council to get the roads sorted. There's concern, that in last year's Capital investment plan, the Wicklow Port access was supposed to finish funding of half a million in 2018 but it is now, two projects which sound similar in description, are now going to be spend 2.75 million over the next three years, which

wasn't expected last year, what is happening here? So, I'm very concerned about this, and I have to say, I cannot support a Capital investment plan which spends all the development levies in areas other than where the building is.

CLLR BOURKE: Cllr Derek Mitchell raises a very important point. The experience he's talking about, in Greystones and Kilcoole, what will happen in Arklow? We don't have much development yet but we will in three years' time when sewage plant is under construction and I do know the manager had planned, was hoping to get half a million for the transport study from the last round of funding that was announced last week but we got nothing for the transport study for Arklow and failing that I was hoping to find out today will the manager be able to provide funding himself out of the Capital budget to proceed with that transport study in advance of significant housing construction that will take place in Arklow? And as a matter of interest, I'd love to know what is the balance in the Capital account at the moment? It fluctuates a lot, but it would be interesting to know what our current credit balance is. And I just wanted to

make those points and also, I'm concerned that businesses, we're talking about reversing the commute from Dublin in the mornings back into the county to generate economic activity locally, and I'm concerned that in our area in Arklow because we're very south of the county we're competing now with Wexford county council's development charges, for commercial development levies which is actually only tenure yes square metre, I checked to that and talked to Gorey-based councillor who told me that, purposely left it at that level to encourage business to locate in that area. Our current rate is 45 euros a square metre applying to Arklow, and seeing as we have given an exemption for the film industry, I was wondering should we look at the peripheral area, south area, should we look at reduced development charge for commercial rates for manufacturing industries? Because I am quite concerned that we will start losing businesses to the Gorey area. I know one case of a business who is expanding, who is considering moving to Gorey to save at least 100,000 on development charges on expansion project. That's an issue that deserves discussion and should be

debated by the members. Thank you.

CLLR WALSH: I would support the comments of Cllr Derek Mitchell in relation to the lack of references to schemes like the Delgany School and Delgany, Blacklion Road, that's what I'm getting from concerned residents and would like to see some sort of references to it and definite plan going forward and the report, ask the CEO in relation to Wicklow County Campus, there's over four million for project cost, and just maybe elaborate the plans for this, I know there was application rather than before Enterprise Ireland before Christmas, which unfortunately we were unsuccessful with, so, I don't know would it be representing it at the next opportunity. So again, is this the plans there, you know, conditioned to be successful in applications such as this for it to be broad forward. Thanks?

CHIEF EXECUTIVE: Thanks, Cllr Edward Timmins just the Blessington Greenway, we spent the entire day with assessment panel so better' shortlisted so we'll know before May, I'll be hopeful from what

we were hearing but we'll have to wait and see, but we'll put our best foot forward, Baltinglass, traffic management wasn't successful in the rural and regeneration fund but we're getting feedback and resubmitting it, I think it is a good scheme if you look at the ones that are funding around the country, it is the right out there with the best of them. We did well in the urban regeneration fund and the Government does try to spread money around, but we'll keep working on. Swimming pool, we're doing feasibility study and the grant for major Capital spend that's coming up now, I still think, we will see but there's a case for swimming pool in Blessington in terms of servicing the schools and population up over five or six thousand now, and saying to people could travel into Naas and that, when you're talking about schools it is not particularly - we do the feasibility, submit grant application, depending what comes out. But the one is hopeful. The Greenway, we'll have to wait and see, but put our best foot forward and get the funding we'll drive home the schemes. In relation to Cllr Derek Mitchell the Delgany to Blacklion Road, the developer in the middle of the

scheme will be developing the roadway there, in discussions with him there now. We're also pointing consultant to carry out design north and south of that, and CPO and know the costs of the CPO, it is hard to tell at this stage and complete the rest, but I assure you it is priority and something that will be moving on to, St Lawrence's road was on last year. The Delgany Village has just been, gone through the Part 8 again, we'll apply to NTA for funding, to for that, if we get it, we'll drive on with that. And Wicklow Port access, funding in there, from what I gather is 3500,000 is landowners and stuff, it was there last year and Park and Ride in the train station here in Wicklow. Just in relation to Arklow, yeah, we were disappointed not to get funding for the traffic management study for Arklow but I think, we'll have to do that, absolutely, so that will have to come from our own resources and yeah, it is in there Capital plan but we have to be very recently you said for the housing development coming on in one, two and three, we need to have a plan for the traffic infrastructure. Development contributions, it is done as part of a scheme, done

every few years when he list the number of projects, we then look at development that's coming through and how much we charge in different classes, so that was done at, when the development contribution scheme was done, we can have a look at it next time around but you if you reduce from 45 Euro per feet you reduce it what is available for the Capital schemes, I know ourselves in terms of industrial, we're similar to Kildare, Meath, all the surrounding counties, Wexford is low, that's obviously a decision they made, similar to what we made in the film sector, but we can look at it doing the development contribution scheme. Cllr Gerry Walsh I mentioned the Delgany, Blacklion road, in relation to the caps, we're revising it for content creation scheme, so, there's a lot more work into it, and bringing outdoor, outside expertise into it so we would be confident next time around there's a better application, we got the feedback, we qualified but we were below the line for so much the schemes that was competing against, so hopeful to get that back in again this year. Thank you.

CLLR FITZGERALD: I know, that, but other

companies are willing to come to Arklow and there's no problem about development levies as well so that we're willing to come to the town. So, that one is probably the first time I've heard of an issue with the development levies, others come whether they're 45 or whatever, and talking to the Wexford councillors, they did that for a reason, they're obviously hoping to attract people across the border as they say, but in my with my knowledge of the situation at the moment, there's not a rush to go into Wexford, do you know, because the point is, within 600 or 700 metres of the N11, if business is north, the I don't think it will interfere what jobs are coming to out of Wicklow..

CLLR WALSH: No response on the Delgany improvement scheme, that's accessibility scheme on R762, what I would reference, Cllr Derek Mitchell Mitch would have meant the village it was, Convent Road which is a separate scheme again and area that's badly in need of improvements, thanks.

CATHAOIRLEACH: With regard, throughout the county, I mean, if everyone has a parochial

attitude there won't be an awful lot done in sense Arklow is getting 35 million sewage system and going to have significant development down there. That's a very significant amount of public money that's going into Arklow. And in Bray for instance, like, it could have up to maybe 6,000 units in the next few years in Bray and that's absolutely very significant and so if the councillors in Bray had the same attitude as some councillors around this table in regard to keeping the levies in their own areas, there would be nobody getting any money outside. So, and also, I think, I know I've said it time and again, people forget that 7 million from Bray to Southern Cross sale that went down to this council and this council had never paid a penny off the loan, take those into consideration, because it works both ways with things like that.

CLLR MCLOUGHLIN: I think you're out of order there, I think you're parochial yourself, well there is nothing wrong with the fact that the councillors in Greystones and Kilcoole feel there's a huge amount of development and nothing back to town, we're not saying we want to keep it

all, what we said is we want a fair share, nothing more.

CATHAOIRLEACH: I would consider, I was talking generally, not only Greystones, but if you want to talk about Greystones, I remember a former councillor saying to me one time, tell me something they don't have in Greystones. And I couldn't name it. I couldn't name what it was. And there's an awful lot of places around this, would find that very desirable to have what they have in Greystones. We're moving on anyway, right to note, we note nine OK. Ten. County Wicklow Annual Service Delivery Plan. Tom.

TOM: Members have been circulated, and performance indicator report, 2017, which runs into 112, pages this, is the fourth performance indicator report published by NOAC, the corporate plan sets out the high-level goals for the council's activities. And, the that provides context and framework for the councils' Annual Service Delivery Plan which is next up on the agenda. And the annual service delivery in plan sets out in detail the services to be provided, the standards to be expected and how the services will

be monitored and measured SFO as you know the performance indicators help us to monitor and service the services we provide, NOAC, under the local reform act is with a scrutinising performance of local authorities against the relevant indicators. In 2017 there were 35 performance indicators, used in the report, and they cover a wide range of functions, carried out by the council in the areas of housing, roads, planning, water, and waste water, environment, fire services, housing, library, youth, community, corporate, finance, and economic development. The results of each of those performance indicators are set out in a series of tables, at the back of the report and they span for 50 pages. Wicklow performed reasonably well across the 35 performance indicators for 2017, NOAC, encouraged local authorities to use for their performance, when and where appropriate, so as to see what we can learn from one another. And to assist us in improving perform NOAC, encouraged us to work with parties throughout the organisation to increase awareness and understanding. The management team has considered this report and the report was also

considered by the corporate policy group earlier this morning. The report is also considered by the Wicklow County Council audit committee. And as I've mentioned the next item on today's agenda is council's Annual Service Delivery Plan and that also contains a number of indicator data. Thank you.

CLLR TIMMINS: Thank you.

Thanks Chairman. Briefly, yeah this came before the audit committee two weeks ago, a couple of points. It is a very useful report. Benchmarks us all over the county so I urge all members to have a look at it, you don't have to heard the 112 pages but see the charts, there are certain charts on roads, housing, you know the main tasks for the council and they list out and you'll see where Wicklow ranks and so, ten minutes you would pick up the highlights of it. The highlights from me are housing, we're low down. Now the other problem is it is 2017, we're seeing this, 14 months after 2017, I'd ask could we if we have influence with NOAC, can we have it earlier in the year, not 14 months later when the stuff is out of date I know housing improved but 2017, we ranked very low, same

with roads, roads grants haven't been good. And the other figure, which we're well aware of, we're third lowest in the country for per head spending per Capita per head, 637, third lowest, in Ireland, Meath is lower, they're the highlights and it is useful document, it is very useful document that we can use, at senior management when we're looking for grants and pay-out from the departments that Wicklow, when I was Chairman I brought up, Wicklow is still not getting its fair share, we're making progress but not fair share.

CLLR BEHAN: It is a detailed report and I tried to read as much of it as I could, the one point is it is grossly unfair actually in the way it is reflecting back to a period of time when there was a lot less Government funding for housing. If you were to read it, and you weren't aware of the background to the situation you'd think Wick Wicklow County Council is doing nothing on housing, when we in fact know the op is the case and huge amount of work has been doing, is being done and will be done, including the amount of Capital spent in the next four or five years on building local authority houses. So, to me it indicates that the

indicator, the performance indicators are not what this is cracked up to, because they're out of date and give a false impression of work that has been done, particularly in this particular report.

By the housing section which has been working magnificently and therefore, it has, weaknesses if you like as a system for looking at how we are performing. It should be real time, up-to-date, rather than two years old. And the other point I'd make is everybody, around here, or attached to the council, is consulted but the public, the general public don't seem to be asked their opinion at all about how the council does the operation and how did does its business. I'm surprised the powers that be, haven't, not here, but nationally, haven't come around to some way of finding out what do the people, the taxpayers and citizens of the country feel about the local authorities as well. And that's a weakness in it as well, I think.

CATHAOIRLEACH: Note that. OK. We're move on again.

>>: Annual Service Delivery Plan has been circulated to for 20719. There's quite an amount

in it, it sets out objectives for the year, and also sets out for the performance indicators.

CATHAOIRLEACH: Do we have proposer and seconder?
Yeah. 11.

MS GALLAGHER: Under article 535 local elections regulations local authority may issue polling information cards to be sent at electors at election if contested, as per article 55 it is reserved function of members to issue polling information cards to every elector, every name on the Register. Proposer and seconder. Thank you very much.

CATHAOIRLEACH: On to twelve. Presentation on the draft litter management plan.

POWERPOINT PRESENTER: Good afternoon everybody. I was asked to give a brief presentation on the draft litter plan that has been prepared and put out for public consultation since last week. So, I'm going to run briefly through a presentation on it. Plan sets out policies and objectives for Wicklow County Council and number of different areas including enforcement and regulation. The control and prevention of litter.

Education and awareness and community participation being an area we've added into this plan, it wasn't previously in our litter management plan. It is an important area. We do have a lot of community support, and engagement in tackling the problem of litter throughout the county so it is important that it gives recognition in our litter and management plan. Why do we need the plan? First of all, it is a requirement under the litter pollution act 1997, under Section 10. Each local authority must prepare a plan, but it is already important for us to set out what are the litter problems we're dealing with in the county? What our priorities are? And how we're going to tackle the issues going forward.

There is a process, sorry, ...

There is a process for drafting the plan, the first stage was to consult with the staff within waste management section, about the issues of litter.

We also looked at some of the plans that had been prepared by neighbouring counties, in particular we looked at litter plans from Meath, Kildare, and south Dublin to get an idea of best practice in terms of formulating the plans and what was done

elsewhere. We reviewed the current legislation on litter and updated the plan accordingly. And then we consulted with more widely with staff throughout different sections. We're now at the public consultation phase. Which involves yourselves and also the wider public, and then once that has been done, we'll take note of any submissions that come in, and amend the plan accordingly and hopefully have the plan published early in the summer months. More on the consultation and public how we're doing it. We are it bring the plan to the environment SPC in December for consultation and now currently out for public consultation, it has been advertised in the radio, local newspapers, it is on the website, Wicklow. I have copies available in the Municipal Offices and County Buildings and circulated it through the public participation network. What the plan does, it sets out the legislation covering litter to find out what the problem of litter is. Sets out the responsibilities of different sectors with relation to litter, it is not just ours the local authority we need to consider, we also need to look at responsibilities of the general public and the

business sector in tackling the issue of litter. We evaluated types and causes of litter, that we would be finding throughout the county and that leads on to establishing what are our priority areas for action going forward on litter. And setting up objectives, to prevent and control litter through the plan. And the types and causes of litter, this comes from detailed litter surveys under taken both here in Wicklow and the county. And there's probably no surprises what type of litter are most commonly found, cigarettes, is, are the most common type of litter, by count. Accounted for over 40%. And packaging, food-related litter, sweet-related litter, which are very common, litter items, and I'm sure you're all aware from working with local communities what issues they're bringing and certainly the packaging and food-related litter is something that's coming up quite strongly were groups like the tidy towns, plastic bottles and that sort of thing are the things and coffee cups are the items they're expressing concern on. We, it looks at what the sources of the litter are. So, pedestrians account for a significant proportion,

over 40%, motorists as well are a big cause, retail outlets, gathering points, places of entertainment, fast food outlets can be a cause, if it is not managed properly and schools as well if not managed properly is a big source of litter and smaller sources of litter as well. So, for us, in County Wicklow, we've identified as our priorities, tackling litter from pedestrians, motorists, illegal dumping and fly tipping, dog fouling is one we increasingly are getting a lot of requests to tackle the issue of dog fouling throughout the county, so we have that as a priority. Legal authorised signage remains an issue, major open-air events need to be controlled, poorly covered vehicles, schools, take away consumption, and bin collection services, where bins are overflowing, and places of pleasure and recreation can also be an area of concern. So, in terms of our objectives and policies, on waste enforcement regulation, I have a list of them all, but the key objectives are to maintain a visible enforcement presence with five officers throughout the county, record and investigate all complaints received, to pursue legal waste

activities, taking action to stop them, collaborate with key partners EPA, which is the waste enforcement lead authority, Gardai and our PURE partners, to ensure explains with all relevant sectors and use technology, CCTV to increase detection of offence, antidumping initiative has been a key development that allows us to use more technology in tackling the problem of fly-tipping and dumping at present.

The second area is prevention and control. And under this category we'd be working with municipal district offices to ensure maintain adequate bin numbers adapting locations as needed. There are sometimes, need to add more bins and sometimes you need to take away problematic bins or bins not used. To ensure bins are inspected and serviced, street cleaning in the towns, adequate resources, given for litter control to the municipal districts, is important, monitoring and regulating events to comply with regulation, tackle dog fouling with signage and bins where appropriate and to monitor and control the litter black spots that are out there. On education awareness, we continue the campaign, targeting litter through thematic

campaigns so we would have campaigns on issues such as gum litter, dog fouling, graffiti, general litter, we work closely with the schools on a number of campaigns, particularly green schools, we're providing educational resources for schools and community groups. Promoting and supporting, community campaigns including tidy towns pure, and the national spring clean campaign.

Providing resources that those communities need, for their own campaigns through the anti-litter grant. And to promote a better approach to waste management, to promote a better approach to waste management and litter control to different sectors, including businesses and householders, and use of all relative media so increasing the use of Facebook and social media to get the campaign message out there and working with tidy towns groups around the county to spread that message further. Community engagement, as I said, this is new area in the plan, and it is looking how we work with local community groups, encouraging them to engage, in a range of adverse range of people to get involved in coast care, Pure mile schools and businesses and Scouts often get involved, to

promote the national spring clean campaign which is during the month of April but extends out beyond that, and has grown to a level where in a typical year we have 150 clean-up events happening throughout the county as part of the national spring clean campaign. To give our and any groups doing clean-ups have the materials they need to undertake their work. To work with tidy towns to delivering campaigns and photo is there of one we did on the theme of roadside litter.

And, that advertisement was put up by us in social media and we got the tidy towns to join on the campaign and about five or six of them spread the message throughout. One got it into signage, so, it was a particularly important thematic campaign and tidy towns can help us at that message out at local level and have more impact with the campaign. We ran annual awards, tidy towns estates, environmental award to recognise the work these groups are doing, it is important to give recognition for the work they're doing, Wicklow County Council continues to fund and support PURE, which is also had great success with the PURE Mile, I was talking to Ian, he has 250 miles of road

adopted as part of PURE Mile, it is like 70 or 80 groups involved with the campaign. And to ensure good liaison between Wicklow County Council and community is involved with the work it is important they get improvement and quick response to clean-up materials and pickup after they've done a clean-up event. So finally, just to mention, I have a submission, can be made between now and the 12th of April. 5pm and submissions can be made to Theresa O'Brien, her e-mail is up there. OK. Thank you.

CATHAOIRLEACH: Thank you very much. Briefly because there's a bit of correspondence I want to leave at 5.00.

CLLR SNELL: I want to thank Jim for his presentation, and importance of it on the county as a whole can't be underestimate. In regards to the community initiative I want to thank Jim and colleagues, before him and Ian with the PURE Mile in regards to incorporating tidy towns, residents associations, youth groups and schools, but I would issue a word of caution in regards to I am familiar with a number of bins that have been removed outside

of fast food outlets, shops and is used they're used for household rubbish and that's confirmed and happening unfortunately in a minority of cases. But removing a bin is not the answer. And I think in Jim's presentation, he outlined about the type of bins that need to be put in place, to stop this type of unwanted action. We also heard earlier in regards to the Capital three year Capital programme where there was 75,000 euros put forward for dog parks over three years, which is a drop in the ocean and I'm listening to Cllr Oliver O'Brien for the last four-and-a-half years talking about dog parks in this county, we will have dog fouling on a large scale until we provide these parks, and 75,000 is not going to go anywhere near and addressing what is needed. So, I would ask that the senior management, Wicklow County Council look at that and perhaps more investment is needed, and certainly across the five districts.

CLLR MATTHEWS: Dog fouling, do you have things that are implemented as a successful means to

combat it? What was it? So, let's do it, let's find out who is doing the best and that's one of the things we really need to look at most strongly.

>>: The dog fouling is the issue we're getting most feedback from the communities and one we've done research on it, I would a lot of if there's a magical solution this campaign will work, we've tried a few different techniques in recent years which is partially successful, one that we've done recently is audio devices which are popular and they relay a message as they're walking by it pick up after the dog. It is something we'd like to continue going forward. The only town that did a study of the impact was Wicklow Town, did an impact study and so they measured the dog fouling before the audio device went in and afterwards and there was over 50% drop in the amount of dog fouling how is that sustained long-term is more difficult to gauge, I suspect numbers would have crept up, but I do think we need to be creative and innovative when it comes to dog fouling to capture people's attention, so there are a number of different ideas that are tried out there, and we'll have to work with tidy towns about taking more innovative

approach to getting it into people's thought and getting them talking about it, is the important issue.

And recognising that best practice, in terms of tackling the issue. So, we have a few ideas with the antilitter grant the spend on dog fouling has been going on in recent years, it was very small a few years ago, it is now nearly half of what we're spending is going on the issue of dog fouling and that recognises what the communities want to see action.

CLLR WALSH: Thanks Jim for the comprehensive report there, I see the plan that's badly needed about the ways things are panned out with the illegal dumping et cetera, but I'm glad you prioritised you've spoken about education and getting into the schools again and working with the likes of community groups like tidy towns and PURE Mile, in one question to enforcement, and pursuing the legal activities, have we had many, are you in a position to give figures in relation to the number of prosecutions and cases taken by the council. How many were successful.

CATHAOIRLEACH: Half a minute each for the next,
CLLR BLAKE: I've done a lot of work with the with
the schools, one thing is the level of the 42%
almost of passing pedestrians, are causing the
biggest problem. The to get it in schools, second
point we're relying on the PURE project and tidy
towns to empty our bins as well, that should be a
concern to us, and the last point is in view of the
data protection, and the fact the use of CCTV, in
the detecting dumping of there, that's a concern
to us, we have to address and look at as well. And
the final point is, the fly tipping at, certainly
surprises me, fly tipping out there is a major
problem to us.

CLLR DERMOT O'BRIEN: One point, and just in
relation, I really appreciate the community
engagement dimension to it, there's something, I
imagine all of us when we are hear knocking on
doors, something about response times so it is
about them telling us where it is litter and
something needs to be done about it, and there's
a narrative around that that's important. People
will tell you years ago I used to make a phone call
and they'd pick up a process and it would be gone

and now there's a process and still contacting us about the mattress that's still there. So, there's a huge value on the community engagement, and but we have to prove to them we value it when they're telling us, and they're identifying areas where there is litter.

CLLR THORNHILL: Thank you. Jim's thank you very much for your report. I would just like to concur with everyone, the tidy towns, I mean, you can't go beyond them, they're brilliant. Dog fouling it is disaster, I phone I see it day in and day out, people who collect their dirt from the dog, plastic bags is thrown everywhere. The education of the youth, it has to be emphasised but one thing I would like to put to you and conundrum, bonfires, if you put a fire in your back garden, right, it is illegal and against the policy of the Wicklow County Council Wicklow County Council yet I see people, I brought it up at municipal about bonfires and I have seen a situation in an estate where a tree, trees were burnt down. Now, maybe Jim you might give answer to that, because people are getting mixed messages and the thing about it's on the one

hand it is illegal and on the other hand people are doing it, it is something that has to be addressed.

CLLR MCLOUGHLIN: Something I came across in the UK and if you were looking at something interesting with regards to dog fouling what they've done with the local authorities in the UK is they brought in bylaws if you don't have the bags, you get fined, if you're with a dog irrelevant, whether you own the dog or not, if you don't have poo bags, there's an on the spot fine that could be a very innovative way of maybe sorting something out. Thank you.

CLLR OLIVER O'BRIEN: Three points, if you get rid of the litter problem, you'll get rid of the thousands of jobs, it is basically because of the packaging, that's the first point, the second point is a lot of the litter you're looking up there is caused by the cost of people disposing of their litter. And Cllr Brendan Thornhill mentioned the bonfires and I'm convinced it is a cheap way of getting rid of the litter at the end of the year. And the third point is dog fouling, I don't see it as litter, it is a far more serious problem and all

this thing about picking it up, when it is dropped it does damage on the ground, if we have children, as we have in Bray, we've a pitch in Bray used as a dog fouling area and I've asked the council to move on that and put a dog - I have shown where a dog park can be used in Bray, in America, when the first dog park went in, when they noticed about it was, the first thing people checked in a new town, was there a dog park, they knew the community spirit would be better, because they won't look at problems caused by dogs.

Where a child has lost their sight so far more serious problem and needs to be addressed.

They're the three points I would make and hope to be taken on board.

>>: Dog fouling, I don't see a solution, signage is a good start, but we have to think cleverly how to reduce it, because it is coming up everywhere now. Just technical point second last page district in the west is Baltinglass municipal district not Blessington.

>>: It is huge issue in the west as well, I'd be of the opinion it is going to take a while to solve this, but it will go back to education and schools,

and very collect type of bullet point signage to children and education, because if they really realise that, you know, you've people walking on this, car park, open spaces where children are playing, and most importantly cyclists and people on wheelchairs, people realise when a kid is out there pushing a wheelchair, manually, and gathering that dirt up, it is horrendous, and it is completely irresponsible for anyone to do. We had woeful problems with Blessington, where they were using parts of the graveyard where the waste to graveyard is dumped, people were taking their dogs out and in the cleanout here a few weeks ago, there was hundreds of, dozens of bags of dirt. So, I think it is going back to school, education and schools for children, that the damage's been doing, to young children in wheelchairs, and elderly people if they feel the torment they're causing, they may think a second time.

CLLR KAVANAGH: Briefly, maybe it is time to start looking at it from a different perspective, we have avenue asked people for years to clean up after the dogs and it seems to be disappearing in the ether, nobody seems to care, there are conscientious,

people bring backs and then dump them, and I don't know who they think will clean up after them. But maybe the time has come at providing bags, biodegradable bags so that people will have no excuse for not using them and no excuse for not bringing them home and maybe receptacles for them, far more than we have. It is time in investing in the problem not just talking about it from a philosophical point of view, wouldn't it be great if people didn't do it, I don't think it will happen.

CATHAOIRLEACH: I think there's two good ideas, Cllr Grainne McLoughlin in regard to enforce be people should have doggy bags, and another one, what Cllr Mary Kavanagh was saying, maybe not be a bad idea for a project for provide bags for people who are, under their normal, a lot of people go on the same type of walks around the same town all the time. So maybe something that could be looked at as well. But, the key to a lot of this is enforcement, but unfortunately, we don't have enforcement in this country with regard to dog fouling particularly. And, litter to a certain extent, we're lacking in staff in that particular

area. Can I thank Jim for making the presentation. It is very interesting. And thank you for your good work as well. There's correspondence now, if we want to briefly go through.

MS GALLAGHER: Three things.

The members were this morning's circulated with a letter from the Department of Housing, planning and local government in relation to the elect really register reform project consultation period which closes on the 15th of March. There's a public meeting for the Wicklow JPC, that's in the Greystones Tennis Club on Tuesday, 12th at 7pm and launch of healthy eating strategy at 5.15pm.

CATHAOIRLEACH: It is decided as well that the last meeting of the council will be on the 29th April, we're not going into May for a May meeting.

Obviously, the first Monday in May, being a bank holiday, then it would mean it would go too far into May, and it is, we have a number of issues we need to get through on the 29th, so we will have two meetings in April one the first, the following then on the 29th, no meet financial May, OK. All right. Give people a free run in the election then. No meetings then, right. OK.

And protocol meeting now. Thank you very much.

And there's a presentation of the healthy plan in
a 5.15pm.