

ORDINARY MEETING OF WICKLOW COUNTY COUNCIL HELD AT
WICKLOW COUNTY BUILDINGS, WICKLOW TOWN ON
MONDAY, 14th DAY OF JANUARY 2019 AT 2:00 P.M.

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stenographic notes in the above-named action for
communication support.

Elaine McCarthy

Elaine McCarthy

CATHAOIRLEACH: Could I welcome you back to the first meeting of the new year and wish everyone a happy new year, it is going to be a busy half year anyway for some people but anyway, I want to wish you all well and families well for the new year. I want to welcome MyClearText, this new time captioning people we have from time captioning here today. Elaine McCarthy and Orla Pearson, there's a first meeting here today and I'd like to welcome them today and pay tribute to Patricia Miele from Gwen Malone stenography who had been doing the time captioning up until September. Before, are there any votes of sympathy before I start the meeting? Yeah,

CLLR BLAKE: Sorry a death of Bridget Bollard.

>>: Martin Murphy, as part of Murphy Undertakers, and Martin was always part of the funeral service and I think that, to his family, would be passed on from the council, my brother-in-law's brother.

>>: Family in Old Court on the passing of Sean Murphy, a famous footballer and man of note in community, not only in our area but in Wicklow, thank you.

CLLR TIMMINS: Over the weekend a brother of a former council employee.

CATHAOIRLEACH: That's it.

MS GALLAGHER: For Judith Cochrane, daughter of Doreen Bateman, Bridget Pollard, Tinahely, I think he's mentioned there, for Maxwell, father of our colleague Mary Doyle and father-in-law Brian Doyle and Mick Byrne, general operative with the operative crew.

CATHAOIRLEACH: I didn't get you there.

>>: In memory of Liam Keogh. And the family in Bray as well. Pat. Keith.

CATHAOIRLEACH: We will get it right. Grand OK. Stand please.

>>: They were from Rathdrum originally but lived in Arklow.

CATHAOIRLEACH: Item one on the item of the agenda, proposed and seconder. Agreed. Confirmed assignments to the budget meeting held on Monday, 2nd November, proposed, Cllr Vincent Blake and Cllr Sylvester Bourke. Confirmed signed of ordinary meeting of Wicklow County Council held on the third of December, Cllr Gerry O'Neill and Cllr Pat Fitzgerald. OK. We're on four, disposal,

there's a number of disposals here, have there been queries in regard to the numbers of disposals or anything on that, the normal procedures, we know, we get these two weeks beforehand and gives opportunity to query anything on t so as long as they get that, that's fine, we're on to four now please. Proposed and seconder, Cllr Brendan Thornhill, do you want to propose this?

CLLR THORNHILL: Yeah, I propose in relation to.

CATHAOIRLEACH: Cathaoirleach we're on four now. Proposed and seconded by Cllr John Snell. Is that agreed? OK, that's fine. Five, 6 Wolfe Tone Square West, Mr William Dodd. I'll propose this, seconder by Cllr Christopher Fox.

MS GALLAGHER: Agreed by all.

CATHAOIRLEACH: Six I want to propose seconder for this, it is, Cllr Christopher Fox. Agreed?

Number seven, proposed by Cllr Gail Dunne, seconded by Cllr John Snell. Is that agreed? OK. Agreed yeah. Eight. Cllr Pat Fitzgerald seconded by Cllr Tommy Annesley there, that's it OK. Is that agreed? Agreed. Nine. Proposed by? Gas works. At Naas Road Blessington.

Proposed by Cllr Jim Ruttle, seconded by Cllr Gerry

O'Neill. Is that agreed? OK. Ten: Proposed by Cllr Pat Fitzgerald. Proposed seconded by? Cllr Sylvester Bourke. OK. That's fine. OK. We just note that in the minutes, your abstention there OK. Eleven.

MS GALLAGHER: Is that agreed by all.

CATHAOIRLEACH: Number 11, yeah.

CLLR FORTUNE: I have a query by the ...

That's the only query I have, I'm not proposing but accuracy of the maps, that's all.

CATHAOIRLEACH: Joe did you want to come in, have you talked to the director about this.

CLLR BEHAN: I couldn't get them.

MS GALLAGHER: Can you deter to later?

CATHAOIRLEACH: If we get that sorted out, if not we'll have to get it on to next month's Chairman.

CLLR MCDONALD: It was just around the price, the 388,000, is that current valuation or is that a transfer from 1996?

>>: From a developer to be sold on to the state, so that's where.

CLLR MCDONALD: We weren't sure, that's fine, thank you.

CATHAOIRLEACH: We're going to bring this back

later on OK.

>>: Is there a possibility we will be transferring full title to the Department of Agriculture? And without any further say by this the council is there any possibility that we could put condition into this sale, that if it was if it was sold on by the department or part of it sold on, that it would be a condition that first have to come back to this council for approval because it is a large public park and widely used and if we give, and sign away any control on it now, the public will have no further say in it. But so, I'm concerned given that the big fight we had by all the political parties at the council to secure the roads we would try and condition it, so as that, in the future, if part of or handed over to Coilte that they have sold thousands of acres of lands.

CATHAOIRLEACH: You're well aware and to get disposal notices two weeks before this meeting and I asked specifically in that area of disposals, to anyone that gives councillors to get in touch with the staff and tease out any particular problems that may exist in the disposal, it is no point in bringing it up the last day like. You've had a

fortnight like everybody else.

>>: My concern is if this is signed over to the department.

CATHAOIRLEACH: You're saying that, and we'll try and get an answer for that later on.

>>: I would prefer if this is referred to the area on the 20th ...

CATHAOIRLEACH: It is a function, while it is here, a function of this council, right ...

Sorry, it is a function of this council at the moment unless we decide to defer it, the director is here, he'll talk and try and query and if there's a query with the problem with the map, we'll have to sort it out next month, we'll try to sort it out and bring it back in the meeting, you'll have an opportunity.

MS GALLAGHER: If there's any additional conditions it will have to be a new disposal, if there's additional conditions or, it would have to be a new disposal resolution.

CATHAOIRLEACH: We're moving on. We're coming back to it, we'll come back to the end of it at the end of the meeting. Twelve. Considered Chief Executive monthly managed report.

>>: One is the outer scheme, we got funding for three projects, one is the factory reservoir walks, 157, is Cian's Way upgrade, village of Hollywood Glendalough, 165,000, to repair, which is 80% of what we look for in those three projects. And TII have also given their allocation for this year, now it is about three times more than we got last year and the year before so we're doing well with TII, that includes 2.1 million for the Kilmac Road, and million for the junction road, we'll come back to that later, there's 4.1 million for the N81, of which 3 pf 6 is for the Knock Road bends. I'll take the rest of the report as read.

CLLR FOX: Thank you Chairman. Well thanks to the Chief Executive, I think like other councillors I find these reports very helpful, and laid out in a very easy to read format. Just a query, in relation to the planning applications section.

OK. Request you tell me how many planning submissions were submitted to Wicklow County Council, they're misleading as it has a grant rate of 82%, however it doesn't seem to include applications, whereby people have to withdraw them before a decision, has been made because they're

recommended for refusal. Now, as all councillors know, people generally do not accept the refusal, they do withdraw their planning applications, and I think it's slightly misleading if these figures are not included, because as you know, there are a lot of couples who are applying for particularly one-off rural houses that have to go through two, maybe three planning applications, before they can overcome all the issues because of very tight restrictions, that we have on rural planning applications. So, I think, for future purposes perhaps we should include one the number of applications made to this local authority, two, the number of applications that are withdrawn. And then, the decisions issued and the decisions to grant because I don't think a grant rate of 82% is reflective of the actual situation on the ground. Thank you, Chairman.

CATHAOIRLEACH: OK,

CLLR MATTHEWS: On the third lane at Kilmac the grant received, have you any idea when the work is commencing? And also, when we passed that part 8 here it was on the agreement that we would look at the service road to the rear of those properties

there as well to make that a safer situation. So, I'm wondering have we progress on that, and on the Greenway to Bray which was also to be part of that process as well.

CLLR BLAKE: Thank you Chairman and thanks for the presentation as well, and very detailed comprehensive document, a small number of queries, first an issue I've been bringing up for some time that's the vacancy of the house in Knocknamana, and when the unfortunate incident occurred there, I was assured the work would be carried out within six months, it is a year or more than we had the unfortunate fire in the house.

Second thing is in relation to the planning applications I think see 39 individual planning applications, to one-off housing, and just to be of an issue we have, particularly in our why are in Shillelagh, Avoca, Blessington as well, and Donavan, where he don't have the water sewage, and people are saying no houses are built in the locations and what's our chance of being able to build, in the rural areas with our own water and sewage facilities, and obviously we've a planning strategy out there, that prohibits people building

in the rural areas, we're not building houses in the towns, we don't have the water and sewage for them, and people are getting frustrated in the fact that they're, whether in rental accommodations, overcrowded housing or whatever else, there's a problem out there, and we're meeting Irish water on a regular basis but the level of progress we're making in terms of upgrading the location is minimal. Whitestown remediation costs is the next point that's on going for quite some time now and it is important we get an update on where we are with the Whitestown and cost, and implications it may have for the Wicklow County Council, lighting is an issue with the changing of the lighting system and so forth.

And I know a lot of them around the county where a lot have been out, and it is a winter problem than a summer problem. The last thing I have a problem in my area, and that's removal of a P&T pole, we ended up with P&T pole right in the middle of it, and it is my understanding that Telecom Eirean is looking for €1500 to remove a pole, is that reasonable? Or can we look at possibility of talking to Telecom Eireann in terms of health and

safety reasons, they take responsibility for the removal of them in situations where they're causing a problem. Thanks Chairman.

CLLR TIMMINS: Chairman, I'd like to draw people's attention to just what I see as a small lack of information that us members are receiving, and what I'm talking about specifically is grants to groups in this county, be it voluntary groups, community groups, whatever. These grants are very, very welcome, but there's no system whereby we actually see a list of all grants that are given to communities in our areas.

I'm talking about community grants, leader funding and town village renewal, there's a raft of grants of community groups receive, and I'd like to see some system in place, where we're informed of what groups actually get funds. Apart from the fact of us, as public reps, wanting to know the information, but, secondly one of our functions as well is discretionary funded in each municipal district, we have a say over how funds are allocated. Now how can we make, how do you say, logical and sensible and fully informed decisions about allocating money to groups, if we don't know

whether those groups receive funding or not, previously for often the same projects.

So, I think in the interests of transparency and us public reps knowing what is going on the ground, all funding that's been granted to whatever group in the county, that it should be given, maybe on a district by district basis that we're informed and given a list who is awarded the money, I'm talking about the point of grant being awarded not the actual pay-out, but the point where the funds have been awarded and agreed.

And I propose here today, that that members are informed and to each different group, what mechanism you do that I'm opened minded out. This management report is the best tool because it is updated every month so we're not going to be waiting three or six months to find out the information, so we have timely information about what groups are getting funding.

And, I know, I'm concerned that we're not getting all the information as local reps on that funding, funding is welcome, there's a lot more streams of funding coming down the tracks now, through various schemes, regeneration, village renewal, the Clar,

there's a raft of funding there that's difficult to fully keep track of, but I'd like to see that we have a list and accumulative list, not just one-off to it is listed throughout the year, so, in January, such and such group were approved, in February, and we have a running total so we can track what groups are getting funding throughout the year. It is also a way of us, maybe, having a better idea of how funding is being spent. Is it spent where it should be spent? You know, because at the moment, we're in my view, we're in the dark, in relation to that funding.

CATHAOIRLEACH: Grant.

CLLR O'NEILL: Thanks, I was asked this question a few years ago about how many people with disabilities are on the housing list in the county. And then, what considerations are going into place as regards new housing estates to facilitate you know, people, elderly people or people with disabilities. I know for, I mean our area, west Wicklow there, there are plenty of three bedroom houses where people are living alone, and a lot of these would be elderly but they're taking up the space of three bed and they'd gladly go to a

Bungalow as such is a thing was included in new housing estates and that would free up the area for larger families.

CATHAOIRLEACH: OK one sec,

CLLR CULLEN: Yeah. I'd like to second council

CLLR TIMMINS: Because of various grants, we had a particular situation here back in November, where it was, because we were asked to prove discretionary funding for a certain group.

And we did.

And later to be found out a week later the same group had got, received a huge grant from the same council. And, if we had known, at the time, that this group had already received massive grant, we certainly would have given us pause for thought. And that shouldn't have happened. The same people shouldn't be getting two mutual grants, from the same council and that's very concerning. I'm long enough around here to remember what happened, the fallout from leader one was in this county.

CATHAOIRLEACH: We'll get that ...

Sorted out now, this is a question and answers on chief executives, I know it is important and everyone around the chamber would agree with you,

I'd ask you to move on.

CLLR CULLEN: We need to look now.

CATHAOIRLEACH: We all think that's a good idea.

CLLR CULLEN: The other issue I agree with Cllr Fox about the issue of planning, can we get a report, regards from An Bord Pleanala, I think it was in 2017, that, Wicklow, no appeal in Wicklow was successful, we had 100% refusal and normal grants is 30-35% appeals are successful.

So can we have update on how, the appeal system in An Bord Pleanala is working, the other thing about the ESB, I was at a member meeting on Friday, as you were yourself, and I was a bit disappointed to hear the ESB spokesperson told them, I rose the subject about public lighting and repairing public lighting, the ESB, officials there said it is nothing to do with the ESB, we only connect it.

It is the County Council to hire the contractors and County Council's job to ensure the people do the job in the time and ESB is consulted when they have to connect the electricity, and that would take a matter of six to eight weeks, so, we have lights here in west Wicklow where we have approved

funding for the past two, and two-and-a-half years and haven't been erected, I understood this was a difficulty with the ESB, and I think Cllr Behan raised it here, and according to the ESB told us at the meeting is it is council and why is there delays.

CATHAOIRLEACH: I've allowed you, that's a notice of motion there. They're sneaking them in here. All the other members, I'm trying to be fair, not to you, but I have to be fair to the other members in the council.

>>: The only issue - don't try to be dramatic.

CATHAOIRLEACH: I'm trying to be fair.

>>: Can we have a report with the up-to-date with the remediation south side.

CATHAOIRLEACH: That's brought up already.

>>: When can we have an update.

CATHAOIRLEACH: There's no need for reputation.

CLLR WALSH: Thanks again for the comprehensive report, on a point referred by Cllr Blake in the issue of public lighting the number of reports issued going back to September/October in relation to street lighting not working, still not attended to, there have been delays, signatories in that

record, so I'm wondering, I know in my Greystones, cases reported last October, as I said, still haven't been with Airtricity and I say to write to them and see what the delays are, we're through the second half of the winter now and it is not acceptable. Thank you.

CLLR O'NEILL: No, I have been in.

CATHAOIRLEACH: That's grand. Chief Executive.

CHIEF EXECUTIVE: Thanks, the planning applications, we can include that, that's to problem, applications made in the Chief Executive's report, and the figures, in relation to An Bord Pleanála, we can get that last year if necessary. Cllr Matthews, we're coming back to N11, but that contract is with to go in parallel service road, we have a framework for consultants now so Greenway at the back of it, that project will be given with the consultants, Cllr Blake in connection with water and sewage, we'll take that up with Irish Water we're going to invite them with a meeting of the full council to put questions to them and get update on their exact programme. The WCC remediation, again, consultant has been appointed in relation to Whitestown remediation,

they have a lot of work done in geographical surveys, they're doing detailed site investigation, and appoint a contractor in relation to that, and it is only when that work is done, we'll have indication of the costs.

When they have full site investigation done and come up with remediation plan, at that point we'll be sitting down with the EPA and department et cetera, and have a good idea what the costs will be, but really while that work is done, it is a guesstimate, so that's a, we have contacted with landowners, they're setting up website in relation to that, but we need to get them to finish the work first and have a draft remediation plan.

In relation to public lighting, there's a new scheme as you know that, all lights will be replaced by LED there's procurement consultant in place, that's starting at the end of 2019 and 2020, now I might ask Michael in a minute to relation with the problems with ESB networks and the pole, we can pass that on to the area.

The grants, now we try to include, and in the report every month everything that's come in.

I mentioned one or two in the terms of the outdoor recreation, but all the other one, we can include and we have information, that's no problem in relation to community grants, community facilities, scheme, and the leader, et cetera, we can provide all that information, absolutely no problem.

Again, in relation to disabilities, all new houses of course are built with fully disabled access and people on our list are generally dealt with on a case by case basis, I might ask Joe to come back there in a minute. OK. So, maybe, Michael if you want to comment on the problems with the public lighting?

Michael: On page 18 of the ...

Chief Executive report, it gives figures there now. It is difficult to get the figure below around 400, now, we have a staff member working on this, and we are trying, as hard as we can, in order to get the figure reduced, this figure is there, last year as well, there were issues in this, so we're working through it now regarding the connections with the

ESB and that, like we have issues as well about getting ESB connections there's delays certainly when I'm looking at Arklow there's issues there, actually getting the connections all the rest of the work is done by connections are not made by the ESB networks at this point in time

CATHAOIRLEACH: Is there a time factor with ESB or will they give you a time factor, I think they indicated at the meeting last Friday, that most of the problem was with the councils and really, they were behind a little bit, but it was only a matter of a few weeks.

CHIEF EXECUTIVE: It is more than a few weeks Chairman, yeah with particular lights in Arklow, you know, finished for a couple of months and still they're not lighting.

CATHAOIRLEACH: Good we have that information then OK.

>>: On the Knocklyon, I believe that's an insurance issue or might be delays with regards to insurance, I'll check on that and come back, and as regards disability, whereas the strategies regarding broad delivery vary, whether or not disability, or disability progression is normally

through allocation process and there's a number of solutions in that. We do try to at times, in dealing with particular cases we have dealt with, either through our own design and allocation, or even through part five process to get solutions at a local level.

We haven't got agreement from the department yet for universal design but as people are familiar with the Part 8s gone through, we have Bungalows, we have disability access and ground floor type solutions and invariably it be the allocation process, point system that will deal with most of the solutions.

CATHAOIRLEACH: OK. Right moving on. Could I just say, we haven't had a meeting since this, but, I had the pleasure of along with Andrew Doyle, Minister of State opening up two housing moment Arklow, Rathdrum and I think, I have to say, Rathdrum I was blown away by the standard of workmanship and quality and rooms in those units, I've never in my experience, as long as I'm on the council, I never seen such high quality in developments. And I think, we as a council should be proud of it as well. And all of the people in

fact should be proud of the type of buildings that we are now producing for the people. Both A-rated developments as well. Absolutely superb. And certainly, I don't think, I know the people who move in will be delighted with those quality homes so that is the standard now that's been set as far as I'm concerned for the rest of the county as well and really and truly, I look forward to a fairly good amount of houses coming on stream with that quality in the near future. OK, we're moving on. Item 13.

MS GALLAGHER: Yes, we have Sarah Latcuff from Gamma Consultants and she's going to give the results of the survey given before Christmas, before she kicks off, I want to draw the attention of the transcript that is appearing up over the presentation slides, that's something new that MyClearText have introduced, if the members like it, we can discuss it again at protocol if you wish. Do you want to say anything?

>>: By way of background, where this came from is various discussions we had with IDA and Enterprise Ireland, we're making the cause with outbound

commuters and high standard of education, they had, the numbers, but they always said look it is all well to say that, we need proof and statistics and that's where it came from, if I hand over to Charlotte, we can take questions after that.

CHARLOTTE: Good afternoon everybody.

I'm very glad to be here to give you the results of the commuter study. This was undertaken with a view to understanding everything about the County Wicklow commuter. So, where they're coming from, where they're going to, how educated they are, what industries they're working on, people's attitude to their commute, how they feel about it, what changes, they would be willing to make and what changes they would like to see to improve their commute. So, I'm going to start with figures and all the figures are in the mule report.

So, of the 60,073 workers in Wicklow, they are mostly going to Dun Laoghaire Rathdrum and Dublin city, 2,7835 workers are muting from Wexford to Dublin and that's relevant because although they may not be coming to Wicklow, they're passing through County Wicklow on their journey. So, we also took a look at the mode of transport people

are using, there's drivers coming from County Wicklow, 41,308 people are driving. An overview of the attitudes people have to their commute, 74% of survey respondents from unhappy with their commute. 70% said they would prefer to work in County Wicklow and 33% said they would even accept a pay cut if it allowed them to work in Wicklow, over and over again through the study we found time is very important to people.

So, we had a few data sources to use to answer to these questions. One data source is called Place of Work or Study Census of Anonymised Records, it includes every person who completed a census form, where they live, where they work, the features of their commute, such as mode of transport they use, what time of day they leave, how long the journey takes. It includes demographic features of the commuter themselves and because this is an individual level census data, it is tightly controlled, but what you will see not included is how people feel. So we complimented this by designing an on-line commuter survey, this was calculated to align with the data, this was run for two weeks in November. There was a very strong

campaign, to get the word out. That included leafletting on key routes, social media, on-line advertising and motorway signage and all this promotion paid off because they ended up with 6,750 people contributed their views, which is a really excellent sample.

So, with a little more detail. We have 60,723 workers as I mentioned. So, of those, more people leave County Wicklow than remain in County Wicklow so 24,000 leaving and students would be leaving County Wicklow. And the focus of this is primarily on the workers, it is because most of the questions we had to answer would be relevant to workers but not be so relevant to the students.

So, the demographics, characteristics of County Wicklow commuters, they're highly educated 53%-more than half have a third-level qualification. The biggest sectors are wholesale and retail which is 23% of people. And followed by communications, information technology and finance, which is 21% of people. And also, worth mentioning is a further 20% of people in education, health and social work so those are the Minden graphic characteristics with the large well-educated workforce, the

question is where do they go?

So, this map, I grant you there's a lot going on it, but these lines are showing you the flows of people from their origin regions shown in blue, to their destination regions, shown in red, so you can see we have big strong lines representing a large number of people going from Greystones Bray and Wicklow municipal districts, mainly going Dunlaoire and Rathdown and people in Baltinglass are ending up in Wexford and Carlow. 13 % of people who leave come from Bray, sorry, 31% from Bray, 19% from Greystones.

So, the question then is how are people travelling to work? And you can see that by far, the largest number of people are travelling as drivers of cars or advance.

And you've probably noticed as well that the number for car passengers is smaller, there's about 20 times as many people driving a car, as travelling to work as a passenger in a car, but we should note this is only people travelling to work, so, there would be some people who are maybe travelling to school as car passenger who are not counted there. So, the car is indeed the most dominant form of

transport being used all over the county. But approximately 6,000 people there using public transport, there is regional variation there, it is not the same for every district. Of the train users, over half of them are commuting from Bray and Greystones municipal districts and going to Dublin city, which shouldn't be a surprise because that's where the train exists, Bray is more in Bray municipal and that's because of the availability of the bus as an option. So, having established how people are travelling you might be wondering why is this? So, we asked two questions on the survey: If you drive, what are your reasons for driving rather than using public transport? And if you use public transport, what are your reasons for using public transport rather than driving? And we found a very consistent result there, which was that everybody wants a shorter commute. Everybody is choosing their mode of transport to minimise the time they spend doing it, that's true for people who drive and use public transport. Mode specific one, using public transport they're saying they don't have access to parking at destination and people who drive, are mentioning

the reliability of the public transport service as a factor in that.

So obviously convenience is important, people want a short commute but also people will use the public transport service if it was available to them and if it made sense for them. So, given that time is important we talk about more about time - I see the labels in the presentation don't seem to have appeared, don't worry, can I give you the numbers if you want them. More than a quarter of people who commute from County Wicklow are having to leave home before 7.00 in the morning by 8am, more than 31,000 people are on the road, so that's obviously a huge number of people, most people's commute is not overall long, only a small proportion have to travel for more than an hour, but that depends on the routes, if we look at the main routes within County Wicklow, we have 37% leaving before 8am and 5% have to travel for more than half an hour, in contrast, if we look at the main routes out of County Wicklow, we have 71% of people have to leave home before 8am, 65% of people have to travel more than half an hour, and 17% more than an hour. So that's a different picture who leave the county

compared to people who stay within the county. So, putting all that together: When we asked people the survey question, how do you feel about your commute? The answer was on balance, not that happy.

So, 74% of people all together who responded to the survey said they were somewhat unhappy or very unhappy about their commute, compared to 12% said they were somewhat happy or very happy. Now that again, depends on the commute and depends on whether the person was leaving County Wicklow, or remaining in County Wicklow, so of people leaving County Wicklow, 78% say they're unhappy and 10% say they're happy, those who workplace is within County Wicklow, 56% of people are unhappy, and 7% are happy or behalf happy, comparing that with features of the commute, we said people reported higher levels of happiness if commute was short, under half an hour is good, under fifteen minutes is better, and depending on the mode of transcript, people able to walk or cycle reported higher level of happiness who could use public transport or drive. So, what might help with that? We asked people, what changes would significantly improve your commute?

And the answers were very clear, nobody I'm sure will be surprised, 64% of respondents said they wanted a shorter journey, so time continues to be very, very important.

The public transport findings are interesting, that two of the things most people said they wanted to see was for public transport to be more frequent or more reliable and that's particularly interesting because these are not just responses from people who already use public transport.

Lots of these are people who drive who, want there to be better access to public transport, more frequent and dependable and that holds up what we've seen before, use of transport is by far the highest in areas where they are well served.

So, given that people are happier on balance, if they work within County Wicklow, we asked two survey questions, if a job similar to your current job but located in County Wicklow was available to you, how likely would you change job? And also, if a job similar to your current job located with County Wicklow but lower pay available to you, how likeable would it be to change jobs? This is

telling us how important the commute is to people so. There and is a big difference in the personage of people who said they're likely or very likely to consider the options, 70% of people said they're likely or very likely to consider a job within County Wicklow, 33% of people likely or very likely if it came with a lower salary, there's a difference but 33% is still a significant percentage.

Variation of course exists here, this isn't uniform. People with a long commute, commute lasting more than 90 minutes, 78% said they'd prefer to work in County Wicklow and 48%, would consider if it meant a lower salary. Is varied by sectors, and sectors open to accepting a lower salary in exchange for a position within County Wicklow with easier commute were finance, 39% of them said they'd likely or very likely to consider it, and in information technology, and that was 37%.

So, one more survey question that's informative. We asked them about remote working, if you had the option to work in a co-working space, remote

working space or E-hub located in County Wicklow how likely would you be to take that option? And overall, 49% said they would be likely or very likely to consider that. So that's almost half of people, half of the survey responses.

And similar to what we saw earlier about financial and information technology being two sectors open to change they were also the most open to considering remote working, that's 63% working in information technology was opening to this as a possibility. We found the longer the commute is, the more eager people were to consider an alternative. So, I'll sum up with quick overview of everything I've said. What we can say about the County Wicklow commuter is they're well educated, and IT and finance sectors are well represented, and these sectors are open to alternatives to long commute, whether working with lower salary or within County Wicklow. The majority of people who leave the county go to Dublin, mainly Dublin city and Dun Laoghaire Rathdown, there are a lot of drivers in Wicklow but not necessarily because people want to drive but they feel they don't have a viable alternative in public transport. And

lastly the County Wicklow commuter places high value on time, they want a shorter commute, they make decisions around commuting, based on what is shortest, many would even consider an alternative such as lower salary position, or a remote working position, if that meant their commute would be easier and remain in County Wicklow.

Thank you very much for your attention, does anyone have questions?

>>It is up-to-date information and we need this information when we make our case to IDA, 24,000 people leave the county, and 53% third level of the education, 86 are unhappy, 80% would consider working in Wicklow, 48% would consider, a hub or working remotely. And again, that's good information to have, and we're planning these things, and we're more likely than the rest of the country of travelling more than an hour, IT and finance and creative sector are well represented but more unlikely to be happy, and those are the headlines, and we summarised them, but it is good information to have.

CLLR WALSH: Thanks, and thanks Charlotte for the presentation. I'm sure we'll agree it is a most

useful survey and telling us we suspected all along as we witnessed the morning snarl-ups on the N11, and which is affected commuters and their quality of life. Just looking at the presentation this, some figures jump out, the number of people driving the cars, and the small number by comparison of passengers I would suggest people aren't carpooling. The sorry the reliability or lack of reliability of public transport and people would use public transport more would it be more frequent and more reliable. This is something as a district we had a very positive meeting last week with Irish Rail and Dublin Bus to address the situations that currently exist with the peak hour train and bus services. So, again, this, it needs investment, at the moment our design there, in improvements in N11, maybe option of Park and Ride dedicated bus lanes along there, should be considered with Park and Ride stations, stuff like that, but again, this is a useful survey and the Chief Executive pointed out we're trying to attract businesses in the county and highlights the existing skill sets in the county education sets so, we have sites such as IDA site in Greystones, which we're trying to

promote now, this would be assistance in that record.

CLLR WHITMORE: Thanks very much. Thank you very much for your presentation, it was really, really interesting. And I'm really pleased that the council commissioned it. I think the issue of commuting is one of the biggest issues facing not just the residents of Wicklow, but also the actual council and the viability of our towns. The daily exodus that happens from our towns, primarily into Dublin, what it does is it impacts on people's lives, their work/life balance is all skewed.

It undermines our towns, because we don't have people who can spend the day or go shopping, or have their lunch in the town and then of course that will impact on the rates. So, this is something that we as a council should be focusing on because we are a commuter county, but we should be trying to minimise that as much as possible and enable people to work when they can within the county, whether that's through job creation or actually providing a place for people to work. An awful lot of the profession that is are outlined in your

presentation, a lot would be able to work from a co-working space. And I've raised this with the council, and I'm hoping that at some stage we will start looking at providing co-working spaces, particularly in the five main towns in the county.

I think if we were to provide them, they would need to be subsidised somewhat, because we want to enable people to work from Wicklow and not just the people whose companies will pay for them to work. I also think they need to be in the centre of the towns which is really important and that will actually help sustain those towns, and I think things like providing creche facilities would enable women in particular to be able to participate the workforce again and there's obvious economic benefits for that. So that's something that I would really like to see the council working towards, because I think, otherwise we will continue to send our workers out of the county each day, those workers will sustain the economies and towns where they are working, and we are undermining our own towns and our rates, capabilities as well by not doing that. In

relation to the, really interesting the proportion of passengers to single drivers cars. And I think that's something we need to look into as well and the option of carpooling and providing carpooling spaces as Cllr Walsh said, spaces on the N11, would help. We don't do these very well in Ireland, but every other country would have carpooling and it is part of daily life, and this was interesting, and I can see huge interest in this data.

CATHAOIRLEACH: Lots of people are now.

CLLR MATTHEWS: I have two questions. I got the end of the figures there, so, 41,000 people travelling by car, 2,000 are passengers, does that relate to 39,000 people are in single occupancy cars or do the cars have a passenger in them? The second question, Park and Ride has been referenced, do we as a council have any concrete ideas on where a Park and Ride would best serve the N11 and have we forwarded, progressed any of the ideas? Because everybody would use a Park and Ride, or a lot of people would. And lastly, just Wicklow has been left transport, our national TDs when you look at the transport plan in 2015 it was all the north and west and very little for the south, south-east, and

there's huge commuter numbers coming up there. Now, there's a plan for rail electrification to Drogheda, Maynooth and Hazel Hatch and Wicklow was left behind, we need a DART extension to Wicklow, same distance out to those place and eastern region growth has Wicklow town and Bray as large population growth centres. I really think we should start the balance rolling and look for feasibility study for electrification to Wicklow. Thank you.

>>: Thank you it is useful, but it is useful, dealing with Government agencies and NTA and others, to have actual statistics which can show what we already know, but, the national transport plan prepared a short, a couple of years ago, provides a very good transport service to pray. But south of there, it provides a worse service - Bray. Not just the same service for a larger population, but also, a worse service, and the recent changes to the railway introduced have increased the journey by 20% to Greystones and similar amounts to Wicklow and Arklow. So, clearly, people are looking for a shorter journey. Well the national transport plan as it's being

implemented and intended to be implemented, will provide the people with a longer journey which is exactly what people don't want. Now, we met with Irish Rail and we NTA wouldn't meet us, but we hope to go and meet them. And it is essential that, they deal with the fact that making public transport worse will put people in cars and therefore you need another solution like express buses or something, and, the most remarkable point about public transport in Wicklow is the rail line south of Greystones is almost totally empty at rush hour, there is one train in the hour-and-a-half of rush hour which is a very short train, and nobody in the NTA, in Irish Rail, seems in any way interested in dealing with that. They have not put forward an investment proposal to go in the national transport plan, they just ignored it, and when we speak to them, they talk about oh maybe we'll find a train somewhere. We ask for a long-term plan and they say "oh yeah that's somebody else's responsibility" what is needed is that the staff in the place, the NTA and Irish Rail and the bus people, put forward a proper plan, for serving the county and that hasn't been done and I'm very

critical of one train very short at rush hour, and expensive railway to maintain and N11 massively overfull. I can, we suggest things like Park and Ride, sites at Willow Grove and it is talked about Ashford and Wicklow I know, there are many places we could suggest it, I did a study on some of the rail aspects and some of the things that, the suggestions are in there, but what is needed is for someone to listen to them and take action, and come up with a defined plan for the county. Otherwise, we'll have far more people taking longer journeys at the present plan.

CATHAOIRLEACH: OK.

CLLR RYAN: Thanks. First of all, I think the response rate was fantastic, so, everybody involved in actually putting it together and make it happen should take a bow but shows frustration that so many are feeling and that's why they filled it out. Results are no surprise, but as you say, it is a research to make the case, I suppose I wish we were clearer as a county what our case is, in terms of what our asks - do we want electrification of the line to Arklow? Do we want dual track? Where do we want our Park and Rides? Carpooling, what

exactly is it that we're asking for? So, if I don't know that, I think it is probably likely we're not making a good case as to why that should be happening. In the presentation one of the questions what would make you happier? You could replace the word "happier" more appropriately with "healthier" because sitting in a car for that length of time is bad for your health, on a number of fronts but from a family point of view, you're away from your family and away from things you want to do, and there's crashes every business day on the N11 which is affecting people's health and environmental impact the way we're doing things at the moment. And it is becoming an enormous issue that hopefully people are taking seriously, but, this, you know, and unlocking the solution to that is critically important in terms of environmental impact. The could working space, 50% of people, co-working space, people said they would be up for it maybe a lot of people don't know what it is and it is important it is not just about a desk but new philosophy as to how to get work done, and not working from home, but joys from working in a commune cool environment. But these places have

to be really invested in and put in, so they're top of the range, broadband a key element to that.

Claremont could be our first working facility, I know it is not in a town and it is really important that, we actually have a leader to show people what that actually looks like.

Even if we get 10% of people off the road that can be enough to have the flow actually work rather than the whole thing go mad. We also have to be clear about the IDA, when they're trying to sell Ireland abroad, they're looking at productivity levels and productivity is affected hugely negatively by people not being able to get to work. So, we have to look at our civic spaces too, in terms of trying to ensure we're creating clusters of people where they want to come and work.

The final point, pay cut, it is interesting, not only people would need to have a pay cut but the amount they're spending on transport and travel themselves is enormous, so thank you very much for the presentation.

CLLR DUNNE: Thank you Chairman, I'll be brief, that's for your presentation. It just, 70% of the people would like to work in Wicklow and 33% would

take a pay cut. I feel the problem is we're finding it difficult to attract businesses to Wicklow. They come as far as Greystones but probably won't come further than that. You can get the DART to Greystones but not any further south. But the thing, I'd like to say, we had an initiative there a number of years, where we went to Dublin, the council went to Dublin and Wicklow were open for business, and a number of companies came down, talked to the council, and I think we should go and do that again, to see, is there companies, wanting to relocate to Wicklow and given the opportunities to talk to the staff? And I think, the Chief Executive should look at that, and maybe go back into Dublin and see if we can attract people.

CATHAOIRLEACH: OK fine,

CLLR O'BRIEN: Thank you Cathaoirleach briefly, I welcome the foresight in knowing a survey like this would add not just a chat, if we're going to use data informed policy development and data informed strategic development, then placing a value on commissioning a study like this, is very much welcomed. Ultimately a study like this, does present a challenge back to this chamber, and back

to the council. I think that's again, something, we not to reiterate the points made by Cllr Ryan but it is up to us to respond to the data, and my question would be about how we will share the data with the general public, because again, we value their input and we think how we're going to give it back to them and share the results would be interesting to know.

CLLR BEHAN: Thank you for your Chief Executive for the initiative and undertaking the survey. The fact that so many people took part in the survey, it is essential, that we don't just leave it there, that this becomes the process that will lead on to improvements for those people who, completed the survey and those who didn't. Just, a kind of information question for myself, when you say that it over 40,000 people are travelling to work by car, are you extrapolating from the survey or using the figures for those? And right across the board, those statistics, the number of public transport and so on, I think, that just from my information I'd like to know what exactly what is the basis for that figure? The second point is that, the whole question of availability of parking for people to

get to public transport, I think this is a huge issue. And it does highlight the need for proper Park and Ride facilities in this county near the main roads routes and attached to that also is the fact that the Luas is at the moment is a big driver of people using public transport in the Dun Laoghaire and Dublin county area.

We don't have it in Bray, but I suspect quite a lot of people are parking at Brides Glen, and then using the Luas there and it is important in establishing a Luas presence in Wicklow and raised again the question of whether the Luas, just going to Bray DART station or on to that line is the right way to proceed and whether there shouldn't be a spur to Fassaroe and into the county, but it seems to be working in Dublin. And, I just like, a comment if possible, from the top table as to what exactly, has there been a question of movement, from the Government, or the transport authority in relation to establishing Luas directly in the county, thank you.

CLLR TIMMINS: Thanks Chairman. Thanks, don't repeat to what other people have said, co-working space interests me in the west of the county, we

don't have a train network. And just generally, thanks very much it is a great survey and great to see numbers and statistics, because we're not talking about a vacuum.

I don't know how Wicklow compares to other counties, from the statistics, Wicklow probably has the highest commuter level in the whole country, so therefore, Wicklow certainly is in a position to demand investment in relation to reducing this commuter thing that's happening.

And I'm thinking in particular the co-working based like Clare County Council, which I'm sure doesn't have the level of commuting that Wicklow does.

They have three centres for co-working, and I think, I believe they're sponsored by Enterprise Ireland and they're in three different locations in county Clare and Wicklow has none, so I look at investment in co-working space, I know Baltinglass in the old courthouse closed down about seven or eight years ago, one of the options of the funding was developed a co-working space in the courthouse right bang in the centre of town which is the best place to have it and there's ample parking nearby

as well. So, I would urge that, Wicklow, given its the statistics that we can present, given its, you know the facts on the ground, Wicklow should be in a strong position to look for investment in co-working and maybe part as future and town and village renewal and see how Clare got their special designation to get three councils, Wicklow is more than Clare is, so co-working space, we put forward issues associated on that.

CATHAOIRLEACH: This is running way late, and there's a number of other issues, so try to be as brief as possible. Thanks for the chief for initiating the survey. One element of commuting, which hasn't been touched on, is, the availability of housing. And affordability of housing.

It is amazing how many people from Bray, through affordability had to go Gorey, and places like that, somebody from Bray has to buy a house in north Wexford, and actually, it has arrived from the centre out, the city centre has hollowed out from a residential point of view, and it has had a knock-on effect, people from originally from Dublin, have bought houses in Wicklow and north Wicklow, and it has published people south, Bray

and Greystones, young people from Bray and Greystones had to move further south and into Wexford. And it is a vital element to reduce commuting times that people from Dublin, would be given the opportunity to live in the city centre, I know we'll be discussing the regional guidelines later, and it is a critical part of the whole strategy on economic and residential growth is that, people start to live in the city centre again. It has doughnuttled out from the centre out and is a critical part to resolving commuting times as well. Thank you, Chairman.

CLLR KAVANAGH: Just very briefly the 70% dissatisfaction rate is alarming that so many people are unhappy with the having to travel to work. One thing that stands out is that for all the traffic that's going in one direction in the morning, there's nothing coming in the other direction. And I spoke to the one of the Arab presentations, up in where? Glenview Hotel, and one thing he said was how you change that is by investing in the area from which all the people are disappearing in the morning.

And that's one thing we haven't seen in Wicklow

county over the last few years, we haven't seen major investment by IDA or anybody else that will bring people back, we have the population, we have the workforce, and it will be a realistic solution to get the traffic all coming in the opposite direction and that would cut the dissatisfaction rates in half, and all towns would benefit as a result.

So, I think, Wicklow County Council, should pursue some large working investment in the county like a digital hub or something like that.

CLLR THORNHILL: Hi. Go raibh maith agat I think the same. You know, when I look at the figure there, 40,000 people travelling to work, you know in the car, I mean, it goes to show where we have come from. I would like to say that not rocket science to say it has to be public transport but when you talk about public transport you have to talk about reliability and frequency.

And, also with that tied in with that is carpooling, I was talking to a friend of mine recently and he was, he told me he was making use of lift share. And abroad, the same thing I saw abroad as I saw here, loads of people using cars, and one person

per car, so I would like to say we should be looking at a situation, where, maybe a dedicated lane for multi-passenger cars, so it is about efficiency and especially I look at the situation where people would be happy to work at lower pay rate.

You spend so much time commuting and as Cllr Ryan said and well said, that they're their health should come into effect. Go raibh maith agat.

CLLR CULLEN: Thanks Chairman. First of all, I want to congratulate Charlotte on an informative survey. I will be brief. The figure 38% of people surveyed, would use a more frequent or reliable transport - I suppose, from Wicklow, for example, the town team have talked about Park and Ride and carpooling, that's fine, if you can free up space on the N11. Unfortunately, at the moment, if you've a Park and Ride system, the basically bus transport will be caught up in traffic. So, we would have to look although dedicated lanes for bus transport or carpooling or both, so that would, obviously free up the volume of traffic. I suppose the other part of the question I would like to ask would be, there is quite a lot of people that would be driving as far as public transport, certainly

I know quite a few people who would drive as far as Carrickmines outside the county and use the Luas to get to the city centre, I'd like to get a feel for the numbers that maybe affected, where they are having to use their car and public transport. And if there's something that could be done there to alleviate that problem.

CLLR TOMMY CULLEN: Counsellors in the Baltinglass is looking for the Luas to be extended to Blessington, and we don't know how this, how the N81 will turn out, hopefully it will turn out good but if it doesn't the very least one would expect the Government and department to do is extend the Luas from City West to Blessington, because, it is not a long distance and through open countryside which would be quite cheap.

It is not like the cost of running through an urban city area and I think the councillors in the Baltinglass district would like that to see that looked at as an option. The other thing there needs to be a, I just looked at the figures of people commuting from the battling gas municipal, area, that's a huge amount of people 10,000, Bray has 3,000 more.

But, so, that will give you the enormity of people travelling to work. And on the N81 in particular there's no pull-ins for people to pool car parking, I was talking to colleagues in Kildare County Council and they're actively building car pull ins for people who are going to work and within, on the N7 and N9, there's two major car pull-ins by Kildare County council, within 6 kilometres of each other and there's 150 cars parked a day there.

So that's taking a huge amount of cars off the road, so that's very good for the environment as well as more people are travelling and pooling cars and less emissions so I would like money assistance granted to pull them in.

But Chairman, I hope, that we're going to get good news about the N81, looking at those figures, our concerns about having that included, reinstated, and this county council's policy, these figures of 10,000, and 7 and 11,000 people commuting regularly, justifies upgrade in the N81.

Chief Executive: Just in relation to the carpooling: The town team here in Wicklow are looking at a trial system around the Beehive, that will have that sort of Park and Ride. We granted

planning permission for a Park and Ride with Wexford bus out towards Arklow but as Cllr Cullen pointed out the bus still gets stuck in the traffic and the key project in all of this is N11 and M11 with extra lane, and we'll have a presentation on this shortly.

Co-working, we will have state-of-the-art co-working as part of the Arklow core project in the Courthouse in Arklow so we'll have to set it up as a model. There's a private operator in Wicklow town and Enterprise Park in Wicklow Town, but we need them in other towns as well, there's grants with Enterprise Ireland competitive fund and urban regeneration fund so we'll have a look at in terms of Bray, Greystones and Blessington. In relation to rail electrification and rail services in general, south of Wicklow, we're coming to the strategy shortly, we need to put that in to be clear, we need a serious upgrade and thought into what happens the rail line south of Greystones. The in relation to Luas, I agree with Cllr Behan, it is in the until transport plan for 2028 to 35, link to Blessington and Fassaroe makes sense, and maybe we should start lobbying in relation to that.

The availability of housing a affordability links into supply, that's where the Fassaroe there and things that are in terms of landfill and golf links land with public transport bridge getting funding for that, will hopefully accelerate, but supply is needed and there's a lot happening in Greystones and Wicklow town as well. Yeah, I think that's it I might hand over ...

Well again, it is the place to start is including it in the RSES, I would say, and start lobbying from then on.

>>: So, to answer specific questions about numbers and data points there.

The approximately 2,000, 2,173 car passengers, compared to car drivers, so yes, the car passengers would be included in the cars that are being driven obviously. These numbers only include workers so it is possible that some of these 41-39,000 one of person cars may have people dropping children to school or giving a student lift so there may be more people than is strictly being represented here. There was also a question about the data sources, what came from the survey, and what came from the Census. In the full report sources were given, so

check it there, but numbers of commuters, absolute values, anything that's got a figure of so many thousand, that comes from the data, people with particular attitudes and feelings and sentiments, that comes from the commuter study data. And as I said, in the full report the source for severing given.

There was also a question in relation to inbound commuters in Wicklow, compared to number of people commuting out of County Wicklow, although that wasn't the focus of this piece of work, there were 8,680 inbound commuting workers, three times as many leaving as entering. To a rough approximation. There was also a question of people using more than one mode of transport, saying park to a Park and Ride facility and continuing via public transport, the report records what the longest portion of your journey is, if you drive five kilometres and train 50, it is recorded as someone who takes the train, that's the way it records people. That's all the data questions.OK.

CATHAOIRLEACH: Thank you. Just for my own input, for what this survey does yet again, we had a

previous survey, commuter survey a number of years ago, this is similar, what is really means is we need to get employment in County Wicklow and that's the only way of reversing the trends we see on it at the moment and that really, is up to ourselves and IDA, to bring the type of employment into the County Wicklow area and that's the only way we'll solve this particular problem. Thank you.

Moving on.

OK now.

>>: Number 11. Did you go back to it?

MS GALLAGHER: Are we ready for Number 11?

CATHAOIRLEACH: If this is brief now. Just one second.

CLLR FORTUNE: Satisfied of the accuracy of the maps and having reviewed them with the legal department I am satisfied they are accurate and I'm proposing...

CATHAOIRLEACH: Who is nexting them? Pat Doran, OK. Cllr Cullen did you want to come in there.

CLLR CULLEN: That we would insert a caveat in the disposal, that at any future date, if these lands that we're now transferring ownership to the department are to be sold in full or part, that the

caveat would be that they would first have to come back for approval of the elected council to safeguard the long-term future of the woods from being sold off at some future date. I'm not saying that's the intention of this particular proposal is, as it stands but it is a possibility if we see full control to the department, that part of the department then will be Coillte and they are they sold 2,000 acres in Wicklow in the last couple of years, as a safeguard, that, we would do that. And preferably would like this discussed at our Area Meeting on the 28th. Into among the local councillors because it never came before the council, but I proposed that amendment just to safeguard that the long-term future of the woods would remain in public ownership.

CLLR BEHAN: I second that.

CATHAOIRLEACH: You realise then this is putting off this, by six weeks. Sorry, this is a whole new disposal, in regard to this. So, and that means we don't go ahead with it what is proposed by Cllr Blake, did I get a seconder for that, Cllr Doran seconded that, and I'm going to take a proposal now by Cllr Cullen, that's the amendment to delay this,

and see if we can, I don't know whether we can do that or not. Sorry, I'm not asking you can we do it or not, I have to get legal ...

CLLR CULLEN: I suspect I know more about motions ...

CATHAOIRLEACH: I'll have that argument with you any time. Any time. Right. And I just want to, OK. What I want is that I'm going to take the amendment from Cllr Cullen, seconded by Cllr Behan to delay this. Sorry ...It is delayed. Right.

CLLR CULLEN: It is delayed for six weeks, it has been delayed for the last 25 years, what's another six weeks.

CATHAOIRLEACH: And then I'll take, obviously, if that's carried then that's fine, then I'll take Cllr Blake's proposal to go ahead and dispose of this, as per - and also, counsellor I said to you earlier on, you had an opportunity for the last fortnight to make this proposal and you didn't do it. Right. And that was one of the reasons why, it was you who brought up the proposals that you weren't getting told in time. And, listen, Cllr Whitmore chaired the committee who brought in the recommendations, they are there, before you, and

I specifically asked was anyone, had anyone queried here today and now you bring it up on today's meeting and make a proposal to delay, when you could have done this a fortnight ago.

MS GALLAGHER: Can I refer to section 183, at the first meeting local authority held after the ten days on which such notices, are sent or delivered, the local authority may resolve that the disposal shall not be carried out or it shall be carried out in accordance with the terms sped in the resolution, can you do two things, resolve the disposal shall not be carried out or resolve it shall be carried out. If the local authority resolves by virtue of paragraph B, it should not be carried out, it shall not be carried out. In the local authority does not pass a resolution, in pursue of paragraph B, it may be carried out. So, there's no, you can't amend. That's why you get ten days.

CATHAOIRLEACH: I'm going for a vote on Cllr Blake's ...

CLLR CULLEN: You're making it conversation.

CATHAOIRLEACH: Blake's ...Blake's proposal,

second ...Go ahead and safeguard this disposal, I'm asking for this. You should have done it a fortnight ago, you had a fortnight to do, and won't, you didn't do it. You'll take that lecture from me.

CLLR CULLEN: I won't take any lecture from you.

CATHAOIRLEACH: For or against, Cllr Blake's proposal. Cllr Doran second

CLLR CULLEN: Against.

CLLR SHAY CULLEN: For. Corridor for.

CLLR DUNNE: For.

CLLR FITZGERALD: For.

CLLR FORTUNE: Against.

CLLR FOX: ...(inaudible)

CLLR KAVANAGH: Abstain.

CLLR KENNEDY: For.

CLLR LAWLESS: ... (inaudible)

CLLR MATTHEWS: Abstain.

CLLR MCDONALD: Abstain.

CLLR MCLOUGHLIN: For.

CLLR MITCHELL: For.

CLLR MURPHY: Abstain.

CLLR NOLAN: For.

CLLR DERMOT CULLEN: Abstain.

CLLR RUTTLE: For.

CLLR RYAN: For.

CLLR SNELL: ... (inaudible)

CLLR TIMMINS: For.

CLLR VANCE: For.

CLLR WALSH: For.

CLLR WHITMORE: Abstain.

CLLR WINTERS: For.

MS GALLAGHER: Four against, five not present and six abstaining.

CATHAOIRLEACH: In regard to disposal, there's a system there, and I appeal to any disposals in the next few months until the end of the council, counsellors would use that facility, it would be more beneficial to everyone, thank you. And we're finished, we're moving on.

CLLR CULLEN: I asked to forward this information today.

CATHAOIRLEACH: We're moving on. There's nothing got to do with this. Right. OK. Sorcha Walsh. Thank you very much.

CATHAOIRLEACH: It wouldn't be the first one that I checked, you checked every public document I

signed over the last 30 years and that's not surprising to me, but every one of them were legal. Right. OK. Sorcha Walsh is waiting for the last hour. Thank you.

SORCHA: Thanks, sorry to give you another presentation this afternoon, you seem to have hit on some of the issues we talked about when you're talking about the commuter survey, but I'm going to run through what is in the draft, regional and economic plan was published last November. And it would be circulated at the time, you were all invited last December, I think with a meeting with the Regional Assembly and I'm sure you've read it from cover to cover, so I'll move through this quickly, submissions are due next week as well. So, just to run through the background of this, you all know we have a new region, and enlarged region compared to our last regional plan, so our region now, comprises all the Dublin authorities, Louth Meath Kildare and Wicklow are called the eastern planning area, and then there's the Midlands area which is Longford, Westmeath Offaly and Laois. So, it is a wider region, there's 38 elected members coming from twelve local authorities and you know

your own elected members are on that grouping, so it is challenging to get a plan through that would meet everybody's needs, in terms of structure, the regional plan comes in between Government strategy and local government. So, as you know the national planning frame has been passed by the governments last year and linked to other national plans such as action plans for jobs and so on, at regional level you'll have regional plan but regional action plans for jobs and regional strategies. These will influence at local level plans watch sincere county development plan and LECP which will have to be reviewed on adoption of regional plan. In terms of the process, you're well aware of the stages that we've gone through already, but we started with the preparation of an issues paper would be last year and made submissions to that, and presentations were made to you Shearer here. There was public consultation, and once that was completed the regional team started preparing a draft plan, there was numerous workshops and now we're at the public consultation stage of the draft plan. It was published on 5th of November last year, and submissions have to be in by 23rd of

January, next Wednesday. I sent around as wide a group as possible, both by the regional team and by the county team and obviously been on public display on website and so on. Just moving on to the actual plan itself then. The structure of the regional plan. It set out in twelve chapters, introductions, strategic vision, growth strategy, people and places, Dublin Metropolitan area of strategic plan, economy and employment, connectivity, quality of life, infrastructure, all cohesion, implementation and monitoring.

The plan starts with its vision, which is create sustainable and competitive region that creates support and wellbeing of people with access to quality, housing and travel and employment opportunities for all.

They carried that vision forward into I think it is about 15 regional strategic outcomes which are on three themes, why healthy place making, climate action, and economic opportunity. So, those themes run through the whole plan with regards to what chapter, it is dealing with.

Moves on then to the next chapter which is the Youth Strategy. So, you'll remember from previous

regional plans, there's been maps and sketches like this, of the region, that try to show in a diagram what the actual growth plan is. So, the growth plan for our region, is really about it is setting up four distinct but interrelated districts within the region.

So, there's the Dublin City and suburbs in the red on the drawing are Metropolitan areas of which, Bray and Greystones form part. The next area in blue there, is the hint at the land area and green area is the outer region, so, we're not in the outer region yet so we're, parts of the south-west is considered the outer region, but north east is considered Metropolitan area, the focus of the development is consolidation of the centre.

And then within the hinterland and outer region it is consolidation of certain key towns within the areas. There's particular focus, driving from the national plan on the Dublin to Belfast corridor, which you can see in the arrow there, and also, on the growth towns of Drogheda, Dundalk, Athlone. And people and place, related to the strategy, where are people going to live in our region, and where is economic opportunity going to be

developed? One of the first thing the plan does is it sets out what cause settlement to strategy, categories of towns, so it has Dublin city and suburbs, regional growth centres, key towns other towns and rural areas and sets out guiding principles for core strategies. So, when it comes to the next stage, and do review county development plan what are the principles we have to embody in our plan or contain in our plan that reflects this strategy in so, just going to- just pause there, and those two chapters and go to the next slide which is to identify the key issues on those two areas, as we the executive see them.

About the growth strategy and settlement strategy. And I'll just run through them as quick as I can, but some of them are a little bit, I won't say technical, but it is about population growth parameters and how we use the regional plan to develop our core strategy when we come to do the county development plan. The first issue is that, the regional plan sets out that it will form a framework for our development plan, and it will help, guide us into how much land we zone for development in our development plan.

However, we're concerned that the plan the draft plan as set out wouldn't actually provide sufficiently clear framework to determine population targets and the appropriate amount of residential zoning we need for the period of the plan. And therefore, we feel that it will be difficult to develop our core strategy, and our county development plan at the next stage because there are some aspects of the plan that are still unclear. I'll run through a few of these, but Cllr Vance in his presentation a few months ago, we flagged some of the issues, previously, and we still feel some aren't addressed in the draft plan. The first issue is this thing called acid-based approach. And what this is about, is looking at eight characteristics, eight to ten characteristics of towns, and things like, the size of the town, the density of the town, the services available in the town, whether that is schools or sewage capacity, the amount of employment available in the town, and numerous different factors that allow you to assess the capability of a town to accept more growth, in particular more housing growth.

So, there's a lot of time spent in the draft plan about what this acid-based approach is, what is missing from the plan is how they actually did it. We know what they say they used to decide how to identify our growth towns, but we don't know what data they used to measure each of the variables, we think this is very important because they say this approach they're taking, will, we have to use it to decide which towns we set as growth towns in our county development plan.

So, if we don't actually know the methodology and data we use, they want us to use, then at the end of this process, the regional, adoption of the regional plan to county plan we won't know how to do new core strategy.

So, we're suggesting in our submission, we ask for the clarity they show us, in detail their methodology and model, to are how they decide which towns should be growth towns.

The second issue that's a bit of a problem, is the national infrastructure provides for population targets for every county, to stop short of providing it for towns but it did provide us with population targets, it also said, no withstanding

the target they had given for Wicklow there was an extra allowance for 25% for head room which seems to be extra growth on top of the target they've given us, but they haven't been clear about what that means.

Whether it's for the 2026 target or 2031, so we were expecting the regional planner to give clarity on things like this, that is missing from the draft regional plan. And I suspect it is because the regional team felt that the national team had already provided these targets and it wasn't for them to interpret them.

The second factor that may be, unclear, we feel is unclear, is that the national planning framework and the draft regional plan both set out that 20% of the growth allocated to Dublin can be reallocated to beyond Dublin industry and suburbs to wider Metropolitan area and that's what the national planning framework said, the regional plan takes it further and says, this extra 20% can be reallocated to Bray Maynooth and Swords which are designated three key towns in the metropolitan area, if they can have existing corridors, so they put a condition on that, and we're concerned that

it is not clear what exactly is meant by that statement. And whether 20% of the growth from Dublin could be allocated to Bray, or whether it might be allocated to Bray, and, we're not clear who is going to make that decision.

So, we're going to suggest that we try to push the regional team into making that decision, so that once the regional plan is adopted, we know how to prepare our new core strategy.

So, they're just some of the problems in terms of the figures. So, while the regional plan says it is setting the basis to do new core strategy, we feel there's a good few gaps in it, that means we're going to be left in limbo at the end of the process and have aspects we won't have certainty to do the new regional plan. In terms of the structure they've set out, Lisa, if you wouldn't mind going back a few slides and showing the drawing of the region. Yeah. So, the region set up as four zones so to speak, and has identified key growth towns, our key growth towns are Bray, and Wicklow Rathnew. And the plan is silent on all other towns other than saying there's other categories of towns and we have to decide what categories are the other towns

going into.

As you see, the drawing identifies Dublin to Belfast corridor, because that's identified in the national plan, we feel there's an opportunity here for regional plan to include a corridor approach for other corridors other than the Dublin to Belfast corridor, and we feel particularly, that the Dublin to Rosslare corridor should be emphasised in the regional plan, we don't see any particular reason why the regional plan can't have a second tier of corridors if the Dublin to Belfast corridor has to retain primacy.

This, corridor, Dublin to Rosslare corridor would take in Bray, Wicklow, Arklow, and downs like Gorey and Wexford designated as growth towns in the draft southern regional plan, so we feel there's an opportunity there to have interregional connectivity and the two regional plans aligning with each other and the southern draft, draft southern plan includes objectives in that regard, so we feel that isn't a major policy shift to ask for that, there could be benefits and spinoffs for the east coast of Wicklow to be part of an economic growth corridor there.

Moving on Lisa, if you wouldn't mind. Into OK, so settlement to top polling, I said for rising of towns in categories, it mentioned below the key towns of Bray and Wicklow, Rathnew the next tier is medium to large towns and then small towns and villages, it doesn't mention by name any of those towns, and we feel that, that's a big gap in the regional plan, there's an opportunity to identify towns that can play an important role in the strategy, without diluting the focus on our bigger towns and city.

And for example, a number of our towns outside of that highest level have had quite a lot of investment in infrastructure or are about to have a lot of investment in infrastructure, like Arklow for example.

So, we would feel strongly in setting this hierarchy, they should give us more scope to identify towns of the middle tier, and perhaps even mention these towns in the regional plan itself.

Finally, with regard to key growth towns I mentioned that slide, Bray and Wicklow Rathnew are the key growth towns, there's a small paragraph on

each, this means it is selling the towns short and this plan should be an opportunity for us to promote these towns and show what assets they actually have. We feel say an international investor were coming to our region, this might be a document that they return to look where should I locate in the region? We feel there's more needed to describe the assets and capabilities of Bray and Wicklow town if they are to remain our two key growth towns. We've lots of text available for the regional team to use, we will suggest some, but from talking to them, they're going to put some attention to that, and perhaps reward that.

Finally, just with regard to rural areas, as you will recall the national planning framework has set some new parameters for rural housing that will have to be integrated in our development plan when we come to review it. The new policy, Government policy on rural housing is anywhere that's is under urban influence, social and economic need prevails, which is as per our current county development plan. Anywhere outside of urban influence, social and economic need is not relevant, it is house siting and design. So what

you have, what we will have to do for county development plan is which areas are under urban influence and there's a new methodology, the regional plans showed the influence of Dublin extends to, and looked at the influence of the towns in our region a we're a little concerned it hasn't shown influence of towns south-west of our county, such as Carlow mentioned in our discussion on commuting and towns in Wexford may have on our county, so we'd like to ask the regional team to give clarity on that, to know where we stand on that policy. If I move on to, the plan also includes met pot tan area strategic plan, and this is a plan for, the metropolitan area which Bray and Greystones form part, there is a sketch of it there, and, what it does, the it is mainly identifying large scale strategic areas with capacity for growth, and to look at the infrastructure that's needed in the region to realise that growth. You know, we certainly welcome this Metropolitan plan, but we feel it could be stronger. And in particular with regard to investment and priorities and public transport which you discussed when you're discussing the commuter

satisfy in, we consider it vital the regional plan promotes significant improvement and investment in rail and all public infrastructure, in the Dublin Metropolitan region and not limited by the existing NTA strategy, which was based on a knew superseded plan.

And in particular, we think the regional plan should promote and stride to deliver major enhancement to our rail services and not just maintain the status quo, so, we'll in our submission, be making a few points in that regard, it is essential the regional plan includes this. With regard to roads in the metropolitan area, the plan includes a list of roads that it says are priorities.

Unfortunately, it seems to be Dublin-centric and I suppose this is a Metropolitan area plan, but there are a number of schemes listed in the plan, that seem to be localised in relation to sites in Dublin, and we feel we should fight more strongly for all of our schemes as well in the metropolitan area. It is very important that schemes get listed in the regional plan, because will be the basis for funding decisions in the future, if you're lucky

enough to have a town listed in the plan, you're half way to getting the funding, and we would certainly be looking for extra schemes to be put into the MASP plan with regard to our metropolitan area settlements.

A couple of other things with regard to Metropolitan area plan, it mentions that development should be in consequences manner from Dublin strategic city centre out and it seems to suggest that growth in the metropolitan area, key towns like Bray, Maynooth and Swords will be secondary to growth in the city centre, which is contradictory of that policy of allowing up to 20% of the Dublin growth to go out to towns, so we need clarity.

So, we don't have to wait for Dublin to be built out before we're allowed to develop Bray which would be obviously illogical. Moving on then.

A key focus of this plan is employment degeneration, in shows going through existing

strategies for employment creation in the region, and there seems to be a lot of them.

We feel there should be more of an emphasis overall

on the economic development, in the MASP area on building up employment in Bray, Maynooth and Swords, the key growth towns, but moving on to more general sense. We feel that the section on economic development is very much focused on the eastern region bundled in with Dublin, and you don't see Kildare, Meath, Wicklow and Louth coming out strongly in this, talks about the assets of our area, it talks about Dublin, and Wicklow and Kildare and Louth all together, but it mentions what sections are strong, we're bundled in together, what sections to promote, we're in it together so it loses focus and nothing in particular about Wicklow in the economic strategy.

So, we will certainly be asking for there to be more done on the profile of the eastern region, they're not going to count I did not know level but look at the profile of eastern region, separate from the Dublin region. In particular, the regional plan for jobs, does do that, there are documents that would allow them to put focus on the eastern region. There's a section on specific sectors and drivers for growth, and the ones that are mentioned, are

retail, tours and agriculture and the marine, we feel there's an opportunity to get the film industry mentioned, there's a scant references to it in the plan overall, and if sectors such as marine and tourism are mentioned, we feel there's an opportunity for Wicklow, if we get the film industry included in there.

Moving on.

Climate and environment, the regional plan obviously has to do a strategic assessment, flood risk assessment and these contribute to making sure the plan contributes towards cleaning and healthy environment, there's a particular focus on transition to a low carbon economy and a lot of focus on green and blue infrastructure and recreation.

We would have some concerns though, that a number of the green and blue assets in Wicklow aren't mentioned in the regional plan, and for example, maritime towns and beaches, Wicklow town isn't even mentioned

The River Slaney system isn't mentioned, the Blessington Greenway isn't mentioned on the main table on this, so we feel we need to make a strong

submission to identify assets we want to promote in Wicklow in subsequent section in the plan.

Blessington Greenway gets a scant mention and I think that was through, the work of the counsellors on the Regional Assembly who insisted it mentioned of the Blessington Greenway, but it is stuck in a paragraph that you would miss it, we suggest we give more information on the Blessington Greenway and ask for it to be promoted and heightened in its status in the plan.

With respect to climate change, again, that's a real focus on the plan. This plan seems to have veered into areas that perhaps we feel maybe it shouldn't have. There's a lot of objectives and suggestions about how we should deal with climate change at a local level, but at the same time, each county is required to prepare a local climate change adaptation plan which is guided by the EPA, and work has started on that.

So, I think we should make, point it out to them, there's a lot of overlap, between different bodies, we're saying we should do one thing and we need to

be clear about where we get our guidance from.

This sort of pervades the whole plan that suggestions are made how we should do development plans and things like that.

Whereas it is Government guidelines how we dictate to do plans, wherever we see inconsistency there, we can point that out. In terms of infrastructure, this is obviously going to be absolutely critical, and I mentioned infrastructural project listed in the plan are more likely to get funding as we move forward in the next few years, in terms of infrastructure what the plan sets out is guiding principles for integrated transport and planning, sustainable transport and resource management, communications and digital infrastructure, and international connectivity.

I've mentioned rail infrastructure, but in terms of priority, again, I think we need to emphasise major investment is needed and that will re-public sector the submission we want to make Dublin to Rosslare corridor.

Again with respect to roads, I think, very important we get all the road schemes in we want and Park and Ride is essential one we get in,

exactly as you mentioned in your previous discussion, that, we bring in bus Park and Ride and we really promote that, given that you have single track railway line and not great rail service on the east coast of Wicklow and no rail on the Westside of Wicklow, bus Park and Ride has to get some mention, it is not mentioned in this at all.

And again, I suppose, we might be facing a situation where the regional teams say it is not in the NTA plan for the region, we feel strongly the regional plan shouldn't be bound or limited by the existing NTA strategy, which should be updated to reflect the new regional plan.

If you move on. Coming towards the end of the regional plan, chapter on quality of life, and deals with quality of housing and jobs, health care and services, high quality environment, arts, culture and health, heritage, language and however, one area that seems to be completely missing is commuting. And, it is mentioned in there with regard to transport, and transport chapters, but in terms of the quality of life

chapter, there isn't a focus on commuting, there's a focus on the recreation and heritage side of things.

We consider very strongly that, there needs to be a subsection, in this plan about commuting and we will certainly send our commuter survey, to show them what we're talking about, and this has to link back through all the chapters of the development plan, because it is the one big thing missing in quality of life, it is extremely important.

And in terms of promoting health and active communities: There's a lot of focus on making it a healthier region, but not a lot of the focus on the role of the LECP and LECP on promoting health and communities, so they've missed a connection there, they're putting all the focus on us being part of the next county development plan, but LECP will have to be updated to reflect the new regional plan as well. And finally, then, the regional plan deals with, the funds that are going to be available. So, the funds are absolutely critical because this is how they're going to insure we in member of parliament the regional plan properly,

we don't get money if we don't do things properly.

So, there's four billion announced over the next ten years, and you know some of them already, European election, technologies climate action fund, and other funds that are out there, and the regional team will play a key role in helping not determine whether the funds or how they're allocated but in directing and prioritising funding. So, it is obviously vital we get what we want in the regional plan as far as possible, and because, funding decisions will be based on it. Just finally, remind you of the public consultation, is finishing on the 23rd of January, and they're the details where you make a submission of the executive of the county council will make a submission to these things like we always do, and we will make a stand alone submission if required or integrate in our submission, any other points that you want to raise today. But you're certainly able to make your own stand-alone submission, either as individual or group you represent. So, anything, any points you want to raise today, we'll take a detailed note of and draft in a

submission on your behalf and get it in the Regional Assembly next week. I'm sure some points will overlap on the ones we feel is important, anything in addition you want to bring to our attention, that we haven't mentioned today, it was a quick overview, I was trying to do, but anything you want to bring to our attention, we can certainly draft it into a submission and debt it in for you next week. Thank you.

CATHAOIRLEACH: Counsellors, the screen is lighting up here. And, this is not a county development plan now, this is a regional plan. So, obviously, keep the comments in regard to regional plan, because it tends to go into a county development plan and really, it's a question and answers, to get as much information as we can. See what from Wicklow's point of view, can we make this better for the members going to the meetings, the plan has to be in by the - the submission has to be in by the 25th, the timetable is very, very tight in regard to the Regional Assembly, they hope to have this through by the end of April.

And obviously, before the councils in May. So, it is very ...23rd, sorry, 23rd of January. So, it

is vital, that if anyone is putting in a submission, they put it in.

And obviously, the submission the executive will put in will be made available to all the members and will be made available to the members of the recent assembly so they can take it to them as well.

In regard to that, can I put on record, my appreciation of Sorcha and the team, in her planning department, they've done a huge amount of work, not alone on this presentation today but over the last number of months in regards to regional plan, because Wicklow is coming out of it very serious problems in regard to housing, and we were lucky enough to get a lot of amendments in agreed by the last meeting of the Regional Assembly to go out for public consultation. That improved a lot. It hasn't improved it that much we can't make more improvements on it as well and certainly I'm a member of it, and willing to go ahead, on that for obviously more improvements and clarification of what is in the plan to make sure that obviously, Wicklow benefits to its fullest in regard to this. So I'm asking members, now remember, members, there's data protection thing, on here, next, that

we postponed from the last meeting, and also, which I think is vital as well, the N11, and M11 junction as well, so people take that in mind when they're making their contribution, and it is really, I think it is a question and answer, if you stick to that, then, we can get to all the necessary items by 5.00.

CLLR FORTUNE: ...(inaudible)

CATHAOIRLEACH: Information I have: I know it is important. The information I have on that, I don't know, I mean, I have information from Cllr Matthews that indicated, Hitachi is pulling out of that. So, I'm just saying, but we have items there, and I'm trying to move on.

CLLR FORTUNE: It looks like we're going to run out of time and that has to be dealt with today or it is too late.

CATHAOIRLEACH: The information I have on that is that Hitachi are pulling out on that.

CLLR FORTUNE: Miss Gallagher followed out on that. And we do need to discuss it.

CATHAOIRLEACH: The latest information, hasn't been confirmed yet but Hitachi the information is that they're not going ahead with this

CLLR FORTUNE: There's eight plants, so there's others involved, it does need to be discussed and my opinion is that, if we don't discuss it today, we've missed it.

CATHAOIRLEACH: I'm in people's hands here, it is up to the members, I stated, it is up to the members they go quickly through the agenda.

CLLR FORTUNE: I'm flabbergasted this is not seen as so important. Either by ourselves, collectively or by media I'm flabbergasted.

CATHAOIRLEACH: You asked me before December to put it on the agenda, I put it on the agenda, without going through a normal type of process protocol and everything else, we discussed it, we said we'd come back in January. You can't have any better service than that.

In regard to this, there's not one item on this agenda today that's not extremely important. Are we're in control of in Wicklow? We're not in control of this, I'm trying to move on. I know your concern. That is not by problem. I'm doing the best I can up here. I'm doing the best I'm worried about the people in Wicklow and the things that are in front of us. That's in your opinion,

CLLR MATTHEWS: Thanks. OK. Thanks, Sorcha is this a document that you think we could submit to lobby for electrification for Wicklow for Luas to Bray and include DART underground it because none of the trains will make sense unless there's DART underground. South-east corridor, presumably it is part of the south-east network and would be retained in that. The funding, there's two billion in infrastructural funding and 500 million climate change funding, to we have to be really accurate when we're submitting to which fund, we're going for? And do we have to be very - have they given us good clarified lines how we should put it in the different funding streams. I'll leave it at that.

CATHAOIRLEACH: Thank you.

CLLR WHITMORE: Thanks very much Chair, and thanks to Sorcha and the planning team and members who are on the Regional Assembly because I know there's a lot of work gone into this. The one area that jumped out on me, someone mentioned it, it is really weak from a, outside the retail tourism, maritime, Ag area and we should be putting forward our capabilities as ICT and hi-tech employer.

When we looked at the results from the commuter survey, a huge number of people who live and commute out of Wicklow every day are in that sector, and we have the type of environment that those kind of companies would absolutely like to come and be based, we're close to the city, we're close to UCD and Trinity, and you know, we, it is Wicklow is a lovely place to live as well and we should really, be selling ourselves as a potential base for those kind of companies and I don't think this document does that.

I welcome the IDA site in Greystones was mentioned, it was singled out as a site, that was mapped and I hope because of that IDA takes it seriously, it is unbelievable it hasn't been developed yet and because of this, also more emphasis on those jobs and that site, that they will do something about that site because it is an awful waste it is not developed for the purposes for which it was set aside.

So that that's essentially my comments thank you very much.

CLLR MURPHY: Yeah, some of the issues I agree with

Cllr Whitmore it is a black circle really, because, we've all sat in districts and have IDA come down and say, we don't have to standard of industry that they want, they need housing for the staff to come, we don't have that. It is a black circle.

The lack of housing, the lack of renting the lack of for you know, the IDA to come in, invest money in our county, and then we don't have the housing stock for their requirements of their staff and whatever. Also, it is very disappointing to say that Arklow is not going to be improving. We will improve.

Once the sewage system, we hope to increase our population by 10,000 or more. So, that's a big thing, also, the tourism, I think there's a lack of tourism initiative in this document, I haven't really read it detail to detail, but from what I hear today, Wicklow is the garden county.

And I mean, we've just published tourism strategy document which I think is very, very strong, so I think there's a lot of problems in this document, and I think, I'm sorry to bring it up, but it is contradicting our development plans in lots of ways, in quotes of the house improvement and all

areas of everyday living in our county. So, I would be very worried about this document.

CLLR SHAY CULLEN: I'll be brief as always. First of all, it is a little disappointing that Wicklow as a county maybe isn't given more of a reference as a county rather than being bundled in with other counties. A few points after reading the document, there's a couple of lines about the enhancement and expansion of Wicklow Port, I would like to see this maybe you know, teased out more. I think Wicklow, at the moment, has a stagnant port, it needs huge investment, but, in that investment, I think it could prove to be a very worthwhile given proximity to Dublin and given we have a port access road in place at the moment, so it is certainly something I would like teased out. As spoken about earlier, our tourism in our county, I would like to give references to the Greenway from Wicklow to Greystones, I don't think there's a mention of that.

And we are starved of accommodation within our county and we've discussed this on so many occasions. I think we're going to have to change

our approach to accommodations whether it is rural accommodation, whether it is Agri-based accommodation, we will have to promote our county and we certainly need accommodation to be at the forefront of that. The acid-based approach to growth towns, that you spoke about Sorcha, as we know, we've discussed it for long enough here with regards to towns not having adequate sewage capacity. And I suppose, the point is if a town hasn't got adequate sewage capacity can that growth development be transferred to a town that does have adequate services? And I think that's important, if we can identify areas, for example, Wicklow town, Newtown, that need further growth that have services in place.

So, I knows, and my final point Chairman would be as we've discussed earlier, the traffic issues within our county I think again, they need particular attention, whether it's bus service, whether it's Park and Ride, whether it's rail improvement, I think all this need particular attention, because obviously they're major concerns for the county.

CLLR MCLOUGHLIN: Thank you. Sorcha, thanks for

your presentation, as normal it is so articulate and you've hit all the boxes except one thing I don't understand, Greystones. They call it a Metropolitan area but I don't see anything in the plan that makes us different, that adds to where we are, Bray is mentioned, the growth towns are mentioned and all of a sudden there's a couple of bits about the IDA land as Cllr Whitmore mentioned but other than that, I don't really know what is the advantage or disadvantage in Greystones being in that area, and if there is a disadvantage, I would like to know about it, so maybe we can make a submission about that.

CLLR WALSH: Thank you, the concern over the lack of the references to the Dublin Rosslare corridor, there is a reference to the emphasis seems to be on the Belfast economic corridor and identified Drogheda and Dundalk as growth centres with Brexit looming down the tracks and approaching swiftly, the corridor to Rosslare will have, take up added interest, and added importance and significance, so, and with the increased investment and that, that will benefit towns along that route and improve our spine road through the N11 so emphasis

should be on that, pushing that in the submissions, but also, has there been any references to that in the southern draft plan?

You know, bearing in mind that where Wexford is in the southern areas, was there any references to that in the southern draft plan thanks.

CLLR O'NEILL: Thanks Clarke and Sorcha for your presentation, I'm inclined to agree, that looking at the plan, it looks like west Wicklow has been left out of it completely.

So maybe, that should be considered in this submission. I too, will be worried about our local town plan, when we can move on with that issue. And also, the knit in with Blessington and Kildare. But I would be concerned with the plan itself, it looks like a glance, it has taken a lot of power away from local authorities. I don't know whether we need planning in a few years time but it is looking at page 42, when they go back and say that existing plans can be changed you know, in taking in considerations like Census so there's nothing set in stone, so I would be worried about more power leaving our local councils, and being directed by the powers that be.

CLLR MITCHELL: Thank you. I just want to say that probably the prime failure of regional planning in the past is they haven't built apartment numbers in the centre of Dublin and that's where all the housing crisis comes from.

Many European cities have very much higher densities, not necessarily this tall buildings, Copenhagen has six storeys all over the place in the centre, and that's why, we have this spreading out of population. So, we shouldn't be taking hardly any of the blame for the situation. We're housing these people. There's one comment made earlier we should not support, the comment was "we should support the rail tunnel in the centre of Dublin" but, unfortunately Irish Rail intends to use this to provide I think a six-minute DART service to Bray, but there will be no space from trains from the rest of Wicklow, and it is absolutely essential that a plan is producing to leave space on the tracks from Bray to Dublin for the trains to Wicklow further south. The density of population along the DART is actually low in most places, if you look at some of the stations, very few people actually use them, in many of those

stations.

So, I don't think it justifies a Metro-type service, and I think that, until Irish Rail produces a plan which shows that they're going to provide us with a better service, we should not be supporting the tunnel which I think will end up providing us with a worse service.

CLLR FORTUNE: Yes thanks. Just before I ...

>>: Can you extend the meeting by fifteen minutes. Well whatever it would take.

CATHAOIRLEACH: Agreed, OK.

CLLR FORTUNE: Just a few points, thank you for the presentation. I like, Cllr O'Neill I had a quick look through the draft plan and I felt that, Wicklow was not going to win a lot of benefits from it probably driven to a great extent by the lack of infrastructure we have. So, I think we need to have a really important section put in there, covering all the lack of infrastructure we have and where we need it. For example, like, Sorcha the rail infrastructure that should run from Greystones to Arklow, I think that needs to be highlighted importantly. The Greenway, Cllr Cullen mentioned it, the Greenway from Greystones

to the east coast, that's an important project and I get the impression from what is said, if it is not included in it, we're unlikely to get the funding or stuff like that, so that's really important. And then a question I'd have then is when we talk about we seem to hit on areas, Arklow, Wicklow, Bray, Greystones, when we talk in terms like that, like Greystones, are we talking about Greystones Town in the Old Town Council sense or Greystones district as there are villages on top of it that are part of the district that are important they don't lose out in it.

And when we talk about the healthy and quality of life which I think is very important, and just making an observation, is somebody like An Bord Pleanála, when a plan is approved, are they subject to it when they make decisions?

As a comment, I would make the recent decision with regard to Kilcoole village, planning permission wouldn't reflect ethos that Sorcha outlined so I'm curious how that impacts it. The other question I'd have is, who actually decides what is done properly, you were saying how things are done properly, who decides that? And it touches on what

Cllr O'Neill was saying it would appear the way severing developed along the way, that the local authorities are being more and more taken out of the equation. And I think that's a serious attack on local government and it should be addressed. But the key point here, I think from a Wicklow perspective is infrastructure.

So, we need, we really need to have a very important section or emphasis within the, what is going back, to highlight that, and while the executive, who are mostly, who are all professional individuals, addressing this kind of activity, rather than just doing it yourselves and then individual counsellors who have certain levels of expertise or skill sets in different areas, it would be much stronger if the submission was going in as combined submission from the executive with the members. So, we're all fighting the same battle and pushing the same boat. So, I would strongly recommend that.

CATHAOIRLEACH: OK.

CLLR TIMMINS: Just briefly, I'd like to compliment the members from this council who

succeeded in having the N81 inserted in the draft plan, and on the link of the R747 to the M9, that important link in south-west Wicklow they'd been included, and I would like to emphasise that they don't get excluded in the final version. So, we want to make absolutely sure and put emphasis on that, that Westside of the county is not completely ignored. Thank you.

CATHAOIRLEACH: Just before I let Sorcha in, a lot of works has gone into that from the regional county and Regional Assembly, and we have major changes like Cllr Timmins said, and we will look at the submission in regard to what the executive is saying, and taking into consideration what the counsellors have said here to see if it is possible at this late stage to get them in.

But this is a recent plan, major infrastructural development that is going to be strategically targeted to particular areas of population, and various things like that, and almost everything, that has been mentioned here today has been brought up at the Regional Assembly over months and months of discussing on this as well.

But there are areas that need clarification, and

Sorcha has stated there's a number of areas, that certainly I would be very keen to bring them up, the next meeting of the assembly is on the 15th, but in the submission they have to be in by the 23rd and then submissions are discussed on the 15th and certainly, I would certainly be very much appreciative of getting the submission from the executive and obviously having a look at it with our fellow colleagues on the assembly doing what we can to make sure that it they're included in the plan. But there's significant changes in it, from Wicklow's point of view, compared to what it started out at. Sorcha.

SORCHA: Just to repeat something that the Cathaoirleach said, we bear in mind this is strategic and regional plan, and if you go in with a wish list of all Wicklow projects they're not going to be put in there, because with you' dealing with twelve local authorities, who all have a wish list, so we have to focus on the key strategic projects. And push for the key strategic elements we want included in this plan.

For the most part the plan will include principles that we will carry forward in our county plan, and

in terms of getting funding for projects, I suppose, it is important that projects are listed in the regional plan, the bigger strategic projects we look for major funding, but a local road improvement isn't listed, doesn't mean there will never be funding for it, there's more funding for things less strategic, so we have to keep focusing on the strategic aspects of the plan.

Just in terms of all the other bodies that do plans, whether that be Irish water, or tourism bodies, they all have their own plans, and the regional team are keen not to do an alternative tourism plan than the tourism bodies are doing, because what would be the point of that?

So, while tourism is mentioned it is kind of mentioned that there are other bodies that do tourism plans and we will compliment them and support them but they're not trying to write a tourism plan because this is not a tourism plan. Similarly, water investment infrastructure Irish water there do strategic investment plan, but they will be guided by the principles of the regional plan, so we have to be cautious about where we pitch our submission, if we start listing everything, we

lose our effectiveness.

I'll go through some of the questions. In terms of making a combined submission, if we can, we will, but unfortunately, like even from listening to you today, there isn't a meeting of minds from all of you, bi-about what you want to see in the regional plan, so it is difficult to do a plan that is speaking in one voice, when you don't agree, necessarily, always with each other's points of view, so that's one of the reasons why we often do it as separate submission.

But we will look at the points to see if that's be to. A couple of you mentioned that, it doesn't seem Wicklow is getting a lot out of the plan, it is a regional plan, and if you do a search for the word "Louth" or "Kildare" it is as mentioned as many times as Wicklow, so they're trying to avoid it being a county, a lot of the focus on the county but looking at it as a region. Cllr Mitchell you raised transport issues and again, the crossover there with the NTA strategy and regional strategy and I suppose we need to be cautious how to pitch the submission, the regional team so far have been saying the transport strategy has been developed

by the NTA, but yet the acts, say the NTA have to have regard to regional plan and vice versa, keep it at strategic level, but if there's new projects that have never been on the radar of the NTA or not been feasible, that may lose effectiveness in getting the projects we do want. In terms of west Wicklow, I agree, there's little on west Wicklow, there's little on north Kildare and south Kildare, there's very little on everywhere except can be growth towns and lots of principles.

So, we'll have a look at, if we can bring in more emphasis or more mentions of west Wicklow and south Wicklow, because there's few mentions of Arklow, in terms of Greystones it is hard to know whether this is better for Greystones or worse, the current plan Greystones is designated as growth centre. At the moment it is not in the draft regional plan, it is a town, that existing in the Metropolitan area. And that's about it.

That's all it says for it, so it doesn't have a particular designation, and in our county plan, we will have to determine what the status of Greystones will be, but it does have the heightened status because it is in the Metropolitan area.

So, it has that going for t but again, it is a decision for us so make at a later stage, so that's the point I was trying to raise at the beginning of the presentation, it leaves a lot for us to decide later on and in some areas, it is not clear what we have to do.

CATHAOIRLEACH: It is strategic number one recommendation for that. Which is, that never happened before. That's why.

SORCHA: In terms of the site, as part of the Metropolitan Area Regional Plan, the team asked us what are the key strategic sites in Bray and Greystones in housing or employment? And both of them, and we took the strategic sites to be the large-scale sites so in terms of Bray, we identified the Bray Golf Course and Fassaroe as being vital in terms of housing. Greystones there's housing sites but none of the scale of somewhere like Bray golf course or Fassaroe so in Greystones it would be better to prioritise employment site. So, keep the numbers of sites small so we get more emphasis on them. So that's the strategy with regard to the IDA site. I think I'm nearly there.

Cllr Murphy with regard to Arklow, completely agree with you there, we should put in submission about selecting the assets, if investment has been made or about to be made, then, that investment would be wasted if the towns aren't designated for some kind of growth, if it is not the same level of growth as previously, but we will make a strong submission on that.

CATHAOIRLEACH: I brought that a number of times because of the sewage situation they didn't want to discuss it, but obviously, I would say this is on stream within two years and we have to be prepared with that in the plan, they have accepted that as well.

SORCHA: With Cllr, White Horse Woods PowerPoint with ICT sector and I mentioned we would like to put forward the film sector, that's a good point and commuter survey shown that, so I can work with economic development team who are here listening to your point to add more on working submission on that. And then finally, Cllr Matthews, you mentioned about funding, and how do we apply for different funds, the two funds that have been funding has been released as far as you are been

regeneration fund, I don't think there's a call yet for the climate fund but I'm not 100% sure on that.

>>: We weren't successful on that one, but we were successful on the urban one but haven't results of the rural one.

CHIEF EXECUTIVE: These were schemes, there will be applications every year, but we will learn each time, the guidelines for each application process, the forms are detailed and difficult to complete actually so it is an area all local authorities should improve their capacity in filling in these forms and knowing what needs to be in them, but we will keep working on that. With regard to some of the transport project you mentioned the electrification of rail and DART underground, we will, I think make a strong submission with regard to investment with rail infrastructure south of Bray and I think it is absolutely vital. But we have to deal with this, problem, we're going to hit with, which takes primacy, NTA or regional plan? And we will always push, you know this from regional years, regional takes primacy, but we keep hitting on the wall, but we'll keep pushing on that. I don't know whether Sean or Frank wants to come in.

I answered that.

>>: Fundamentally, when we come to ...

(inaudible)

Interview or when we come to review our county development plan and core strategy, I think the transfer of growth to the wider Metropolitan area will be key to it, because that will determine what pressure is on us, to distribute the population that we have, if we get a chunk of population from the metropolitan area that takes the pressure off us and allows us to grow our towns, so, we have in the submission, we've saw clarity on that, and hopefully get it because that will be crucial to our own core strategy which will start this year.

CLLR BEHAN: Have we given up the ghost of looking at a Luas from Fassaroe?

>>: You mention it had earlier, we can take that as ...

CATHAOIRLEACH: Did we put that in the submission, I would be very supportive of that? We're moving on.

>>: References to Rosslare corridor.

SORCHA: Submission that we're working on at the moment, we intend to put that quite a bit of

emphasis on that. Both in terms of economic corridor and rail and road infrastructure along that corridor, in terms of what - you asked whether there's anything in the southern regional plan about that, and they do actually have a strong policy on it, which is, it's on a section, 3.8 of the southern plan, develop connection to Dublin Belfast corridor in connection with eastern and Midlands assembly, and relevant public bodies with extended corridor from Gorey and Wexford, as key locations in the corridor, that's in the southern plan, so they have that clearly, they have a couple of other policies, actually similar to that, so they have more in the southern plan, about this corridor than in our plan.

Now, we have mentioned it, to the regional team at one of the workshops they had, and they're open to that, the idea, about you we have to keep pushing on the open door.

CATHAOIRLEACH: There's significant support in the Regional Assembly for this, this wasn't brought up, until we brought it up in Wicklow, I brought it up and sided it, inward to the status, there was a route going from Belfast to Rosslare, and then

suddenly the emphasis was on Dublin to Belfast and with Brexit and everything else, and the use of Rosslare, obviously as the one of the Euro routes directly in Europe, I felt this was a weakness in it, and, because it had been in the national planning framework, they wouldn't allow us to put in a proposal to make it part of the Euro route but we got it in through a different section, in regard to prioritising the route from Dublin to Rosslare. And since then, Wexford have come on stream as well. And also I believe in the latest submissions I believe Fingal in Dublin recommended there should be a Euro route from Dublin as well, so that's important from Wicklow's point of view, and Wexford's point of view as well and this will be pushed, pushed very strongly, but the reason they wouldn't, upgrade it to a Euro route was the fact it hadn't been in the national planning framework and that's something might have to happen at Government level. OK.

Thank you very much. OK. Liam is next. While Liam is coming up here, there's a couple of items to note. 18, is just to note the local government,

and the services, got their annual declarations they have to get in.

MS GALLAGHER: In relation to that, the local elections disclosure of expenditure and donations that has to be in by 31st January, and annual declaration form, 28th of February.

CATHAOIRLEACH: So we'll leave that then. And is there agreement on the taking in charge of Carrig Mill estate in Greystones,

CLLR FORTUNE: There is, and basically, the council here, and they're happy for it to go ahead subject to the boundary being sorted out as they have discussed, the boundaries need a lot of work and it is agreed that work will be done, I think we have a bond as well. So, based on subject to ...

CATHAOIRLEACH: Yes absolutely.

CLLR WALSH: I'd like to second that, there is a number of outstanding issues and we have discussed them at the time. But, consultation of the developers so there's no reason why ...

CATHAOIRLEACH: Is that agreed then? OK, agreed right. Back to 15.

LIAM: Thank you very much for the opportunity to talk about GDPR I'm sure it is a topic that is very current and very much for over the last while. I think people when they hear about GDPR they think about a new legislative framework introduced twelve months ago. But, history of EU data protection goes back to the 50s when there was concern privacy, and this came out in the Europe European Union treaty, article 108, eight principles for protecting personal data. Again, that comes all the way through into 1980s, when we had our initial data protection legislation, right up to 2003, so this is something that has been very much to the forefront in everything you have done as elected members and everything we as the executive has done as well.

And one of the biggest changes then, one of the consultations of legislation, in 2016, the GDPR was introduced and that was given a two-year implementation plan. Given two years before it was implemented. But, that two years afforded local authorities, data controllers and processors, the opportunity to develop their compliance with GDPR.

And that has come into effect since 25th of May 2018 and that's the one a lot of people feel is important from a data protection perspective

These, the eight rules of data protection, whichever review business one of you knows, every one of you has seen, ever review business one of you have been observing over the last, since your election as public representatives. This is something, that, it happens, it happens in the course of your daily business. Everything you don't if collecting data for various purposes, you collect it for your representational function, to make representations to the council, to canvas which is allowed all that sort of stuff.

You have a very good approach then in terms of data security. It is not something that you will sell datasets to other organisations. And again, a lot of this is when you look at Facebook cases and Twitter cases and all that kind of stuff, there's a greater awareness, but this is stuff we have been doing, and you have been doing, all the time. The GDPR the main point of GDPR, and they're kind of, these are dates of where we are and what we have done, but, what it does, it is personal data must

not only be protected it must be seen to be protected so there's an onus on you, in terms of data protection.

There's a new process for mandatory breach notifications so that in the past, you could get away with, a later process for breach notification, but now there's a legal onus on you, as soon as you become aware of the breach, you must notify the data protection commissioner, there's a new process called data protected processes, and then there's the appointment of a mandatory data officer who must have appropriate knowledge and training and again.

This is a new part of the GDPR because it recognitions the importance of personal data, but it also recognised how important it is, that you can conduct your business, that the local authority can conduct its business, and that the person's personal data is protected.

And then, one of the big ones really, I suppose is the right to compensation in the event of a data breach. There is, there is the provision of law for come ten pen says to the individual and financial penalties if the doesn't adhere to GDPR.

Sorcha had twelve chapters, the GDPR has eleven chapters, 99 articles and 173 recitals, but chapter four is important from how to conduct business, we have controller and processor obligations, security of personal data, privacy and code of conduct.

So, the eight core rules of data protection, this is the real meat of what is covered by GDPR. And, you know, everything there from security of personal data, they're all covered.

Now a very good resource for anybody with an interest in this topic is the website of the data protection commissioner. And it's, this was a new website launched just before Christmas. And it was kind of as part of GDPR implementation, the data protection commissioner refined the website itself, and kind of tailored it so that people there who are seeking answers can go for the individuals, for organisations, for guidance and law, news and media and pre-GDPR and there's a huge wealth of information there about it.

Rights of individuals: And again, we go back, we start with the rights of individuals personal data is a person's personal rights, or personal

property. And we as local authority and we as working in the public sector are very aware and have to make sure to protect it all the way through.

A lot of the stuff there, in terms of consent, in terms of why we are collecting data, if we're collecting data, just for the sheer hell of it, we can't do that, because that's not necessary for the performance of a function. And that's why the a this is why GDPR has refined the whole data protection system. It has codified what we want to do in terms of personal data and how we protect it, and how benign and keep it secure. And under the rights of individuals, we have there's, particular, specific document, dealing with specifically with the rights of an individual, it is a long document but concentrates on the data we collect, why we collect it, and how we use T and how we mind it, and handle it from the personal point of view.

There's also, as part of this, the responsibilities of organisations under GDPR and again, they come back to the same sort of conditions, and same sort

of obligations on us as a local authority in terms of data security.

Again I'm not going to go through those, but when we go to the guidance side of it, we have first of all the direct marketing, and the direct marketing electorate and canvassing data marketing, there's specific documents here that deal with canvassing, deal with the reason behind it, canvassing, and guidance for what you do in terms of your constituency offices, in terms of the personal data you collect, how you interact with the local authorities and so on.

And in December, just gone the data protection commissioner issued three new documents in relation to the elected members. The first one there, is elected representatives, GDPR and the Data Protection Act, this again, it recognised the fundamental role that the elected members have in terms of collection and handling personal data for your consultants, or for your constituents. It recognises that, and again, you saw today, you're dealing with personal cases but you're also dealing with national policy issues, you're dealing with stuff that can have a huge impact on people into

the future.

And this is why kind of the importance it comes back to personal data, people you're dealing with, they're personal information, how you have, and the responsibility's on you in terms of minding it, and how you protect it, and how you use it.

No, the middle one there then, is tunes offices and best practice, again, there's a wealth of information there, but this sets out, it identifies and targets specific interest groups that you may have. Say for example, voluntary workers who have doing canvassing on your behalf, what information can you give them? How do you protect them? And protect the personal data that's coming from your constituents? You also have staff, staff working in your office, how do you actually manage what your staff do? You have a responsibility as a data controller, in terms of staff in your office, what they do, is somebody selling all your, all the data that you're collecting and your clients, in Google Analytica, you're collecting personal data about services made available. And some of the cases can be quite, quite important and personal to people.

Then, you know, you need to understand the data, understand data security, and the one, the one of the major things about it, it is risk-based approach. If say for example, you have a schedule of where, now, I think there's an election coming up this year, but schedule of where people are going to be canvassing for you, if that's lost by a constituency worker, maybe not that important, but, if you have a case file of personal data that you've been making representations in terms of the housing function, there's a different story of the data you can lose and this is the GDPR, risk-based access, and in terms of access, and accountability and subject to access requests, people under GDPR are entitled to get, to find out what information you hold with them, but also, get that information back and have a right of, have that corrected. And all of these put an onus on you as public representatives.

The other side then, is the guidelines on processing your personal data, and again, this is in terms of the data you collect and services

that you're working on behalf of people, what information you have, are the people happy with the information you have about them? And that you're sharing with maybe the local authority or maybe with another service provider in terms of that information? As I say, there's a lot of stuff there, we could go for a while. Now ...

But we won't.

Again then, there are specific documents there in the guidance notes for data controllers, when you go down the list, you've everything from backup systems, data security, CCTV, guidance documents and marketing employment, medical education, all these have specific guidance notes there for themselves.

Now, what I've been saying, in terms of the guidance notes, where a public representative makes a representation on half of the constituent, the organisation can generally assume the constituent has given consent. And this is one of the areas where, Wicklow County Council, and you as members, have done quite an amount of work about this in the past, Wicklow County Council, generally accepts you're acting in bona fide in terms of, but there

are certain cases we have to make sure to protect you and ourselves in terms of the type of reps, are you happy the member of public, that they're happy that either you or us have their personal details? And this is why, we have kind of certain checks this relation to that.

And again, this is again, in terms of security and access to information and terms of your staff, you have very specific obligations for data protection under data protection legislation. Now the AILG have done a lot of work recently, both in terms of training for elected members and in terms of liaising with the CCMA and data protection commissioner in terms of dividing their policy, and if, people are interested, there was a specific training session provided by the IALG for the members which dealt with GDPR.

The personal data as well, personal data is any data which can identify a living being, but also, any data which in conjunction with anything else can identify a living person.

So, this is it is not just limited to Liam Fitzpatrick, address, date of birth, occupation, but it could actually be, personal data relate to

Liam Fitzpatrick and employee of Wicklow County Council, might not be named but the data in terms itself Cllr Pat Fitzgerald could be personal data, even though it is anonymised.

So, again, it is something we have to be careful of in terms of information that is out there.

Section 39 is the general one about the making representations and what's OK in terms of your representational role and dealing with people.

Again, the standard principles of data protection, the eight rules of data protection, in terms of you know, you seen them at the first slide or second lied and they're very much current all the way through. Section 40 is the processing a of personal and this is where you receive data and it is lawful to have representations of the general public, but you do your risk-based assessment of the type of information and whether it is appropriate how you have it how you mind it and deal with the local authority in terms of the data.

Now, as I mentioned earlier, the IALG are doing work with the data protection commission CCMA and data officers group to actually look at the policies for

your relationship with the public, your relationship with the local authority, and how what personal information you have and how it is shared.

Looking at developing privacy statements say for your own information in terms of if somebody provides you with information, you're in a position to tell them that, this information is only going to be used for this purpose, it is not going to be sold on or used for any other purpose. Proposed council data protection, the AILG and CCMA are at early stage of finalisation of this, so, this is something which, if there are concerns that you have in terms of this, it will be brought through to the AILG, or through the Chief Executive in terms of managing that.

This is the consent form that we currently have in place in Wicklow County Council, this again, it kind of reflect the data protection implications of having and holding and storing and making reps, we would consider that we will keep this in place, until such time the AILG and CCMA and Data Protection Commissioner have final, I see

automated discussions in terms of final policies. One of the other things is from GDPR the Chief Executive established the GDPR governance group to look at Wicklow County Council how it functions, what privacy policies we have here, and how it goes you know, our own privacy policies, our own data storage, data security policies and how they mean to facilitate you working, protect personal data and make sure that people can be happy all personal data is protected.

That was community-based CCTV, again there's particular set of I thought I had taken that one out - data protection impact assessment is this is where I'm saying, about going through the system of data protection impact assessment - it is a continuous process of evaluation of risks, looking at with a personal data you hold, what you're doing with it, and now one of the onuses, DPIA here was in terms of CCTV in a public area.

And, it goes through the processes of you know, what is the impact? Who does it impact? How does it impact them? How do we mitigate the effects on

people? And that's the data impact assessment, all the services as we in Wicklow County Council will be subject to the DDIA process, so we can be sure we protect personal data, we can be sure people know how it is protected and do a continuous review what we're doing and how we go through it. That's the last slide. Thank you.

CLLR BEHAN: Observation, you're actually, Liam it is very good presentation but the council is completely beyond their powers on consisting with that form, what the data protection officer said, there is, should be an assumption by the management, that we're writing in good faith when we're making representations and only in cases when you have a doubt.

I'm saying today that that form should be withdrawn, and if you have difficulty with a particular representation you are entitled to ask us, have we permission, it is completely unacceptable to continue with that form, as far as I'm concerned, and we should abandon it from now. That's my proposal. No right to do it. None.

CATHAOIRLEACH: Like it is late in the evening now. I'd like the officials to have a look at this, we'll

get information on it. Cllr Curran the form that we've been using will be rolled out to all local authorities now, its discussed at national level and something similar will come as template all local authorities will use in particular with planning and housing.

>>: This is the whole idea, the form protects you as an elected representative, it protects the member of the public. But it also protects ...

CLLR BEHAN: You are making an assumption we're making representative, I don't care what the chairs group has decided to do ...

>>: This is the AILG.

CLLR BEHAN: You think they have been rolled out across the whole country, it doesn't have to be rolled out in this county, we should object to it, we should not have to accept this.

CATHAOIRLEACH: Before I'd even accept that, we would have to have a full meeting with the council with regard to that, if that's what you want counsellor.

CLLR BEHAN: What's this?

CATHAOIRLEACH: There's members here who don't even know, I know it is on the agenda.

CLLR WALSH: With relation to going through this I did think the session after the presentation, I did explain to them what we're doing this with relation to the data protection and the form, the in case I got these forms, were going to be introduced across the board with the various councils, and this was something we're going to, that's just, that was the message delivered at that particular session.

CATHAOIRLEACH: I think we'll leave it. Right OK. Going to move on. Thanks Liam again, you put a lot of work into that, but we're gone, crazy in this country, in regard to this section, and regards to this general protection, it is absolutely ridiculous. It gets to a stage you won't be able to represent anybody in the place. I know that's the point I'm making, this is coming on high as well. We're moving on. Right the 16.

LIAM: Waiting on slides. OK, it is late in the evening so I'm going to keep this brief, it's a quick run - to give an overview, the scheme is the main M11 and N11 from junction 4, to junction 14, 22 kilometres, 40 junctions, 33 structures, 160 million provisional budgets at this stage. That's

an overview of the bodies driving this and in the middle, there, you have TTI, the sanctuary authority, sanctioning the funding the scheme is run by withdrawn and we have a section 85 about Dunlaoire, already, what's has been identified as a significant challenge on this scheme will be the environmental aspects of the scheme and we've SPAs, SACs, and heritage areas so they're listed on there.

To date to give up-to-date where we're at and what has been done on today's scheme, we have part A planning process which was approved here last year for the first part of the advanced part of work at Kilmac service road, we've had a section 85 signed with Dun Laoghaire, Rathdown county, the engineers were appointed last November, and we had a public consultation day held in the Glenview Hotel on the 11th of December and there was almost 200 people attended that. And there's a website, launched at and that's to keep people up-to-date as the project develops. So, what are we at? We've approval at the moment to advance phase one to four of the project and these phases are set out in the TII project management guidelines. So, essentially,

phase one, commenced in November and that's the priority of that is to identify the need for the scheme and establish the structure and how it will be developed.

Phase two then is the option selection, so look at all options, and as to what can be done to deal with the issues that have been identified and then preferred option is chosen.

Phase three is the design and environmental evaluation, and at the end of all that, we have a design report and environmental report which will be prepared for statutory process. And strategic projects process is presenting the findings of all that work to planning authority which in this case will An Bord Pleanala. As mentioned earlier by the Chief Executive, our allocations from TII have been announced earlier, an issue will be receiving almost 9.3 million, so we received significant support from TII. Just, I know if you can see the overhead, briefly what we got is 2.5 million for Kilmac slip road scheme which will be onsite this error, a million provided to advance the main scheme, consultancy fees and work that is happening, we've had significant funding for N81,

for the Knock Row bends and we got funding for a number of overways, there are four projects, similar to the Knock Row Bends, which we've been given like the N11 Phases 1-4, so that is significant, four schemes on the N81 and that's essentially it, any questions?

CATHAOIRLEACH: Any questions.

No, listen, we'll have further updates as we go along with regard to that. All right.

CLLR WHITMORE: Thank you very much. It is nice to see something happening, the commuter survey demonstrated how essential it is, I'm wondering do we have any dates for say the start of phase two, or is that still quite fluid?

CLLR MITCHELL: It is good to see this, taking place, one thing that is interesting, going to public consultation day, was we're looking for alternatives to the roads, better rail service or express bus service, it is important if we put our other in in terms of wanting those things as well. So, it is not just a follow-on study to the one finished about two years ago.

>>: Phase two of this particular year, we got to get through the phase one. We have indicative

programme in place here, and, all four phases we would expect to have completed by the end of 2020. So, it was something like, if I see it 59 weeks to this phase.

CATHAOIRLEACH: OK fine, we're on to 17.

CLLR FORTUNE: I suppose the first thing I'm wondering why I'm getting myself all worked up and excited, I seem to be, there doesn't seem to be much concern about it, but let me make a few points that I feel very serious about it, so, my basic question would be does anyone care? I believe seriously, we should care. I mean the UK Government identified up to eight locations for construction of nuclear plants by 2025, and five of these will be built on what they describe as the Irish Sea coast. And their principle findings are, I think this is serious, given prevailing wind direction in Ireland, radioactive contaminants in the air, either from routine operation of the proposed nuclear power points or accidental releases, will look at the words "will most often be transported away from Ireland" when you move further down, there's other points, move down on routine releases, as these nuclear power plants have not

been built yet it was necessary to make a number of assumptions, regarding the time of reactors and number of reactors to be developed upon, upper bound assumptions were used in the assessment, whatever that means as to the amount of radioactive that could be released per year during routine operation.

Now I think this is very iffy the way it is described. At the last meeting I highlighted concerns I had, and I also highlighted concerns that I was contacted by a constituent who would be more knowledgeable about that than I am. And I asked that we would, I address it had to the Chief Executive and I felt this was so important, that we need today have a full meeting of executive and members, and put in a submission to this, from us all kind, I know the quick answer is if members want to put their submission, off you go and do t I know that.

But I think, it is more important than that. And to be honest, you know, we've, there has been, someone will also say there's been nuclear plant in Wales for years and now that's closed down et cetera, but we also know, there is serious concerns

along the east coast and has been for decades with pockets of people with getting certain cancers and different cancers, and there's been the concern that it is coming in the prevailing winds in some instances, now that, that has been discussed as many papers written on t I just think this is probably I said this at the last meeting, as far as this is concerned, this is one of the most serious issues to be facing this country for a long time.

Not only will it affect the east coast but the whole country. They're talking about the area of nuclear plants along the thing, we're told, they're great, modern, they've done this, and done that, about if you read the principle findings, when they talk about it the prevailing wind direction, will most often be transported away from Ireland, what the bloody hell does that mean? I can only describe that. Again, Chair what I'm asking for, I'm pushing a border up a hill, I'm asking that, if necessary, let's convene a meeting on it but, I said the last day that there will probably expertise inhouse than around the table here. We sit down collectively and put together a submission to this

particular project, because it has massively implications for this country, and it may not affect anyone in this room but it could very well have severe effects for the future, we know what happened in Russia, and the fallout is still going on. We see it in media and programmes even to this day, I feel, if we as a body, don't react to this, and don't put in a substantial submission on it, I don't think we're behaving properly.

CLLR MATTHEWS: Thanks Cllr, Cllr Fortune is right to raise this matter, it's a see serious matter potentially, however as you said at the start of the meeting, it looks like the developer has pulled out of it, and it is not confirmed yet, but it is strongly suggested they're going to put out of it. However, I still think the proposal is still live in that another developer could step in, but I wonder if I could ask Cllr Fortune, he obviously read this document and seems to have background and knowledge of it, would you circulate any submission you've put together so far.

CLLR FORTUNE: I haven't, sorry, so far, but, Ms Gallagher, has on the 20th of December. It was a very good document that has a lot of detail in it.

CLLR MATTHEWS: Sorry, I thought you had that information from the document, if you put in submission, I would be willing to put my name to it, if you were willing to do that council later.

CATHAOIRLEACH: I'm not going to cut across.

CLLR WINTERS: I do actually think we should put in a submission as local authority rather than as individual councillors.

I know this particular plant may not go ahead but it may be developed again in the future, or they may get a different person to develop it. I do think it should be on record, every time one of these proposals go ahead, what the views of this local authority are, and I do think that we should prepare a submission. Although the prevailing winds might most of the time go away from Ireland, the water flows, ebbs over and back every day and some of the nuclear fallout from Japan has been found in the west coast of America, it travelled four, five, six thousand miles and gone as far as Alaska, it has been detected.

So even if the wind was going the wrong direction, the water will always come this way along the east coast. I also, see that the UK are have allowed

fracking and fracking actually leads to, or anecdotally, I'm no expert, but anecdotally it can lead to a larger number of small earthquakes and the last thing we would need with a nuclear plant is earth quake, so it would be extremely important we make a submission against the development of nuclear action along the east coast the west coast of England.

CATHAOIRLEACH: I'm going to let the key executive in, we're coming up to 5.15, I will let the Chief Executive in.

CLLR FORTUNE: I propose we put in a submission as I outlined.

Chief Executive: There isn't expertise inhouse, you referred to the two document by the radiological Institute of Ireland and they looked at the, your references, the proposed nuclear power plants in UK and implications for Ireland and that sets out the impact in terms of routine operation, what they're saying, there's no measurable radiological impact, whether you say it what you agree with it or not the severe accident scenario, which is different occurrences, the one in 50,000 and 33 million each year, the food controls,

agricultural protective measures would be required in Ireland to reduce exposure to the population, to mitigate the potential and long-term affects, that's the one with lower probability.

The one with 33 million, chance of staying indoors, in general the accidents higher impact in Ireland is the ones that least likely to occur. It said. the discharges to the Irish Sea, found large release of radioactive equivalent to that of the Japan accident. Resulting in radiation of people who eat large quantities of fish and shellfish would be less than the radiation does for the public. It is a long and detailed report and that's the typed thing, it followed up then, you got this as well, the ESRI, the potential economic impact of nuclear impact. If there was a severe accident, the worst-case scenario would be 163 billion approximately that's the cost of the Irish economy, taking into account reputational damage and damage to food et cetera and they go through the different scenarios, scenario one when there's no contamination, four billion and scenario two and three, that's the best advice, and you've been given a copy of that. So ...

CLLR WHITMORE: We are a council in Wicklow and we have the absolute, not only, we have a moral responsibility and responsibility to the people of Wicklow to make our opinions known, whether or not we have expertise, we can have a read through the documents, we may not be nuclear physicists but we can have an opinion on it.

There's a greater risk post-Brexit, that the sort of controls and regulations and in nuance on the UK having these sorts of facilities, you know what, will our input be on this, so as Cllr Fortune said, we need to get our machine on this, on the record, we need to represent our county with this record.

CLLR FORTUNE: A proposal.

CATHAOIRLEACH: First of all, is there a date in this? Cllr Matthews said this is not going to go ahead. Just wait a second, it is not going to go ahead, so we put in an observation on something that is eventually not going to go ahead.

We do?

>>: Yeah.

CATHAOIRLEACH: That something that won't go ahead. We don't have expertise inhouse, that's the chief expertise,

>>: I mentioned some of them, if there's a severe accident, there's severe impact and economic impact as well.

CLLR FORTUNE: That ignores the comment when they talk about natural or accidental releases, will most often be transcript away from Ireland, that totally ignores that, it is contradiction in terms, and all I'm saying, if we don't have the expertise and picking up what Cllr Matthews was saying, some will be better at writing up like this than some of us, if somebody drafts something, I will put the Tom Fortune on it, and circulate it. I would at least do that, as far as I'm concerned, CEO with all due respect of agenda, to me this is the most important thing on the agenda, and here we have a handful of people on the tail end of the meeting. This is my opinion.

CATHAOIRLEACH: This is outside of our control and there's a number of items there, I can tell you now, that are very important for Wicklow, and so important, that most of the chamber wanted to comment on them. Unlike this one, to be fair, like, very few, twelve or fourteen people left the chamber when they knew this was coming up, that was

how important some people felt it was. We're talking about the importance of this.

CLLR FORTUNE: So important, we put it on number 17 on the agenda.

>>: I can only assume you're objecting on this with the negative findings in the report, if there's severe accident there's impacts on food and human life and economic impact.

CLLR FORTUNE: If you look at the way it is written, you're intelligent, you would have to query the way it is written.

CATHAOIRLEACH: He will with he a draft it up and send it to you, send it to all the members here. If there's any comment, if anyone has any comments to further add to it or anything like that, get in touch with the executive.

CLLR FORTUNE: Submission is 26th isn't it.

>>: Yeah, Friday week isn't it yeah?

>>: Thank you very much I appreciate that.

END OF MEETING