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**ORDINARY MEETING OF WICKLOW COUNTY
COUNCIL HELD AS A ZOOM CALL**

ON

MONDAY, 6 SEPTEMBER 2021 AT 14:00

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Elaine McCarthy
Heather Casali

DRAFT

Wicklow County Council

06.09.21

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CATHAOIRLEACH: Hello members, how are you? You are all welcome to the September meeting. Hope you enjoyed the break over the August period. We will get going with the votes of sympathy. I will hand over to Helen, first of all. Sorry, roll call. I am really out of action, here!

HELEN: We will start with the roll call ... [Registration Roll Call] in relation to etiquette, can I remind members and the public, mobile phones should be switched to silent. Please don't leave without informing the Cathaoirleach. Use the Chat Function to send a message or raise a hand if you wish to speak. Speakers keep camera and microphone on while speaking around everyone else is on mute. And can the members inform myself if or a designated member of staff if they lose connection, in accordance with the standing orders to regulate the meetings. Thank you very much. Now the votes of sympathy. We received the following votes of sympathy, Anna Collie, and John Sennett, Mairead Sweeney. May Mason. Michael Graham, father of Catherine and colleague, Joan Graham, and grandfather of Jessica McDonald. Phill Delaney. Sister of colleague, John O'Reilly, and Charles Sunderland, father of colleague, Terry Sunderland, and grandfather of David Green.

CATHAOIRLEACH: Thank you. Members, would anyone like to continue with votes of sympathy? Nobody showing? OK.

We will just remember all who have passed with a minute of silence.

CHIEF EXECUTIVE: May the souls of those departed rest in peace.

CATHAOIRLEACH: Thank you. Before starting the meeting proper I would like to take the opportunity to congratulate the Wicklow ladies football team in the championship against Antrim. A know a lot of hard work went into the team

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and a well-deserved victory and brought a lot of pride to the county. I will throw open to the floor but to mention in particular, Gail Dunne's daughter, a part of the team and on a light-hearted note, I don't know where she got the no-nonsense defending from, it was not the father so it must be the mother's side. Well, done to all. A magnificent success and it brought a joy to the county, so, Councillor Gail Dunne. I will let you in there.

GAIL: Great to see yesterday, the Ladies football team, they came up trumps and played excellent will on the day. The game was in the melting pot. They got into the game. It was, we scored a goal but probably killed the game off with a late goal. I wanted to congratulate all the player management and the players involved, it was great to see them coming home last night. I suppose, a special word to my daughter, Lucy, I was a proud dad yesterday to see our win. It was a great for myself and for the county. It is not often that we win All Irelands, and I hope that down the road we can honour this group. I know at the moment, due to COVID but maybe down the road to look at reception, as it was a magnificent achievement for all involved. I probably would agree with what you said there, the side of the family there was with the mother.

EDWARD: I would like to associate also to congratulate the ladies' football team. Especially after last year, when they were very, very close. It shows persistence, how it works, and they were worthy winners yesterday and won that match very convincingly great style and attitude. I wish them all the best. You never know what will happen. They have gone up to senior champions, next year they could go on further to compete in the intermediate champions.

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JOE: To associate myself with the remarks and to congratulate everyone and especially Gail Dunne and his daughter. It was great for anyone from Wicklow to see the win. And I want to raise a point of order if I can, please.

CATHAOIRLEACH: I will bring you back in. Councillor Cronin.

AVRIL: I would like to congratulate the Wicklow ladies football team with their huge success in the All-Ireland final. It was a fantastic weekend for women in sport. Many of you are aware that the ladies' football is the fastest growing sport in Ireland, the ladies are fantastic role models, especially for the younger generation in Wicklow. I was delighted to be involved in welcoming the ladies' home, especially with so many from the West Wicklow district and the captain. Sarah-Jane and to acknowledge Lucy Dunne, definitely the skills came from the mother's side of the family, they are very strong footballers in Wicklow, so I reckon it is where she got the skills from. But no doubt a proud day for all family members and to echo Councillor Dunne's proposal to acknowledge the great success that these ladies achieved over the weekend. I'm sure that the council will do it in an appropriate manner in the coming months and weeks. Thank you very much.

CATHAOIRLEACH: Councillor Gerry Walsh. Giroud I would like to associate with your comments in relation to the great win yesterday with the Wicklow ladies. Watching the game, it was impressive, the commitment, the level of fitness and of course the skill there. It was a really great game. And a special congratulations from the five members of my team from my own club.

Tom Fortune?

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TOM: I would like to congratulate the girls on the great victory. They played fantastic. I was smiling when Gail was talking about his daughter, of course she got the tough tackling from the West Wicklow. But it was absolutely fantastic! There is no reason why they would not be able to do and to go on and win for the next two years, brilliant for the county. In pacing can I make a reference to again, the fantastic performance of Katie Taylor her 19 defensive titles. It is a massive achievement, so the ladies are doing exceptionally well, long may it continue.

CATHAOIRLEACH: Thank you. Sylvester Bourke?

SYLVESTER: Thank you. I would like to add congratulations to the footballers, it is a fantastic achievement. It sets the bar high and something for all the rest of the girls in the county to aim for and to second a proposal to honour them in an appropriate manner with the All-Ireland winners of the under 16s at an appropriate time.

CATHAOIRLEACH: Pat Fitzgerald?

PAT: I wanted to congratulate the team. It was tremendous to watch it on the television, to see the efforts of the girls. I have no doubt this they will follow the way that many have gone from junior through to senior. So, I congratulate the management of the team, obviously, they did a very good job and certainly the girls played their heart out. They had an impressive win and I have no doubt into the future we will be praising them again next year.

CATHAOIRLEACH: I think that is all that is showing on that. Before I leave that section, I would like to say, yes, we will certainly have a look to do something in the very near future. So, we will discuss it at protocol, I think that is the

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appropriate way to do it if everyone is happy with that. Moving on, Joe Behan wanted to come in?

JOE: With regards to the future of the online meetings. We have had past specific instructions or standing orders with a sunset clause. That clause to my mind is something that dies out dramatically unless renewed, most restrictions are being lifted at the moment, all will be gone in October but there are four members of Wicklow County Council who are attending a meeting of the HSC health forum in two weeks' time, physical in meeting organised by the HSC, so, I cannot understand why we are not meeting physically in the Council Chamber today and why we cannot meet physically at municipal district level from now on. I would-be seep the members of the protocol committee and the couple to please move on this so that we get back to normality as quickly as possible. And to allow everybody to participate in the meetings, if there is a hybrid option, that is fine, but we have a chamber that we spent a small fortune getting ready for physical meetings, I think that we should get to them as soon as possible. If I make clear, that sunset clause elapsed, and we should be meeting in the chamber in my opinion. I hope certainly for the October meeting, we will be.

Thank you.

CATHAOIRLEACH: Thank you. It is our All-Ireland intention to have a hybrid meeting in October. We are waiting for clarification. Something that I raised consistently with the council. I will organise a CPG meeting in the coming week to try to organise a pathway for a full return to the chamber.

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And I would also say that if any members here feel that they are not in a position to return to the chamber, that they would make contact with the administrator, Helen, so that appropriate methods can be put in place and measures to be put in place to make sure that everybody feels part of the future in terms of physical meetings or a hybrid model. But to answer your question, Councillor Behan it is our intention to be back in some shape or form for the October meeting. I may bring in the Chief Executive to clarify if that is OK.

FEARGAL: The sooner the better from my point of view. Certainly, after the end of October, after the restrictions are gone, we will get clarity in the week in terms of physical distancing in the workplace, et cetera. As you know we are bringing staff back from the 20th of September. But more clarity in the week and with the CPG meeting we can discuss what happens there from October and there on in.

CATHAOIRLEACH: OK. Thank you. Moving on to the agenda. Item one to confirm and to sign the minutes of the special meeting of the Wicklow County Council held on the 17th of May 2021. To bring in Helen for clarifications.

HELEN: The minutes row posed by Paul O'Brien and Cronin. An issue raised with Tim Edward Timmins when there was a change for the minutes, the amendment required was in the minutes, there was no change, the minutes as they were previously but to get it correct, to propose and to second them further, please.

CATHAOIRLEACH: Proposed by Avril Cronin seconded by Councillor Walsh. Item two to confirm the minutes of the ordinary meeting of Wicklow County

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Council held on the 14th of June 2021, a proposer and seconder. Pat Fitzgerald proposing, Gail Dunne seconded. Everyone agreed? OK.

Item 3 to confirm and to sign the minutes of the special meeting held on Monday 21st June 2021. Proposed by John Snell, seconded by ... Aoife Flynn Kennedy. Agreed.

Item 4, minutes held on the 21st of June 2021. Proposed and seconder, please? Proposed by Councillor Miriam Murphy, seconded by ... Councillor Aoife Flynn Kennedy.

Item 5 to confirm a sign minute of the ordinary meeting held on Monday the 5th of July 2021. Proposed by Gail Dunne seconded by Avril Cronin.

Item 7 to consider the disposal of property comprised on Folio No. WW2494L in the town of ...

HELEN: You missed item 6.

CATHAOIRLEACH: Item 6 to confirm and sign the minutes of the special meeting held on Tuesday, 27th of July 2021. Proposer?

AOIFE: I can propose.

CATHAOIRLEACH: That is Aoife Flynn Kennedy and seconded by Pat Fitzgerald.

Item 7 to consider the Folio No. WW2494L in the townland of Knockanrahan Lower and Knockanrahan Upper, Wicklow County Council, being the property known as 49 Fernhill, Arklow Co. Wicklow by Transfer Order to Mr Paul Breen and Ms Julie Breen of 49 Fernhill, Arklow Co. Wicklow. And the persons entitled to the freehold interest in the property as per note as previously circulated. Pat Fitzgerald? Do you want to come in there? OK, proposed by Pat Fitzgerald. Seconded by ... Miriam Murphy. All agreed? Yes?

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Item 8. To consider disposal of c1.164Ha in attachment with folio WW5394L in accordance with obligations under the terms of the lease agreement of the date 13th June 2008 to 1 Southern Cross Road, Bray, Co Wicklow in accordance with their obligations under the terms of the lease agreement to 1 Southern Cross Land Limited, 27 Merrion Square, Dublin. The consideration for the disposal of the freehold is 1,000 euro as per schedule 2 on the lease agreement plus professional fees as noted as previously circulated.

JOE: I propose.

CATHAOIRLEACH: Proposed by Councillor Behan and by seconded by Flynn Kennedy.

Item 9 to consider and to take in charge of the following estate, Kirvin Hill, Rathnew, report attached. Proposed by John Snell. and seconded by Gail Dunne. All agreed again. OK.

Item 10. N11/M11, Junction 4 to Junction 14 National Identity Scheme a preferred option of the consultants, after republican, a copy is attached, we have Deirde Ford and Martin Allen.

MARTIN: I may hand you over to Deirde first of all. Are you there, Deirde?

DEIRDRE: Apologies, thank you. Good afternoon, everyone. Let me begin by introducing myself, Deirdre Forde the senior executive engineer and project liaison officer for the N11/M11 Junction 4 to Junction 14 improvement scheme. The corridor option went to public display on August 30th by the online consultation room accessed through the project website. In advance, the elected members from Wicklow County Council and DúnLaoghaire-Rathdown County Council were presented with a preferred option. I would like

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to introduce you to the other members of the project team, John Bowes, Ronin McIlroy, senior engineer, Aideen Klauer from ARUP, our consulting engineers and colleague, Martin Allen, technical director, and road lead design engineer for the project. The presentation takes 15 minutes. To begin with, I would like to give an opening statement regarding the scheme to date. The N11/M11 Junction 4 to Junction 14 scheme is a Transport Infrastructure Ireland's Project Management Guidelines to alleviate congestion and improve safety to optimise the efficiency and the functioning of the N11/M11 corridor. Comprised partly of motorway, dual carriage way and single carriageway over 126 kilometres. the section under consideration is about 22 kilometres in length, extending from junction 4 to the west of Shankhill and county Dublin to junction 14 to county Wicklow. It is identified in project Ireland in 2040 in order to enable the continued economic development of the state and to identify in relevant regional and local planning policies as priority infrastructure.

The scheme traverses two local authority boundaries, Wicklow County Council and DúnLaoghaire-RathdownCounty Council, a section 85 agreement is between the two local authorities with Wicklow County Council appointed as the lead local authority and sponsoring agency. Trance infrastructure Ireland are the sanctioning authority and DúnLaoghaire-RathdownCounty Council responsible for the project management and the scheme. In 2011 ARUP were appointed as consultants' phase 1 completed in October 2019 and proposal given to TII. The first consultation event was a public information day held in the Glenview Hotel on the 11th of September 2018 and again on the 12th of

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November 2019. We have published 8 public consultation interim update bulletins on the project website, and we have ongoing consultation with the affected landowners and interested parties.

Martin Allen will now present the preferred corridor option to you. Thank you.

MARTIN: Thank you very much, Deirde. Good afternoon. I wonder is this display going to be, or the presentation to be put on the screen? Or shall I share if that is easier.

CATHAOIRLEACH: You can share it on the screen, Martin.

MARTIN: No problem. Will do.

Hopefully everyone can see that. Thank you, Deirde went through the agenda to give a brief introduction. So, I will on to the display itself and to take you through the processes and the conclusions that we have arrived at and then to provide information on the public display, which is ongoing at the moment. To give context on the need of the project, it is framed under the existing policy objectives and obviously the existing transportation problems evident within the study area. In terms of policy context for the scheme, the N11/M11, forms a part of the trans-European transport network route. And links the greater doubling area to Rosslare Europort Ross listed as a part of the comprehensive port network. In that context it is imperative that the long-term resilience of the corridor is addressed urgently and the corridor link is vital as a component for Project Ireland 2040 and the regional strategy to identify the link and developing the link as a component to enhancing regional accessibility, a key objective of Project Ireland and the NTA, the transport strategy identified the N11/M11 as part of the core regional bus network to provide a key transport

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corridor into the greater Dublin area. In terms of transport issues, I'm sure you are familiar with these, the N11/M11 is heavily congested and, there are constraints to Rosslare Europort Ross, which is increasingly important in the aftermath of Brexit. Furthermore, the integration of the road with other transport modes, public transport for example, it is highly inadequate, so all of this poster's unsustainable dependency on the private car. The fragmented regional and local network is not capable of providing alternative routes, specifically for local trips which probably should not be on the strategic route, and also for active travel trips. The existing road, geometry is not compliant with standards, which poses operational and safety hazards and the high junction frequency triggers breakdown events in periods. And the road is not conducive to safe, active travel. The objectives of the project we outlined from the start and framed in accordance with the TII appraisal guidelines and those published by the Department of Transport. There are a broad set of objectives set under 6 criteria, outlined, economy, safety, integration, safety, social inclusion, and environment. So, the project is implemented in accordance with TII Transport Infrastructure Ireland's Project Management Guidelines, and these guidelines divide the evolution and progress of a project into 8 phases. We are in the planning and the design phase. We are reaching conclusion of phase 2 option selection.

So, an overview of the process that we followed to get to where we are. In terms of what we considered as potential options and alternatives to meet objectives, we framed these under four headings, so, firstly a do-nothing

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reference case, and this looks to see if the existing infrastructure is capable of meeting future needs.

Second was public transport. Then within that we look at rail and bus options.

The management that seeks to limit the demand of using the assets in a variety of ways and road improvement base measure as well. The reference case includes other committed and planned schemes included in the NTA strategy without the road based intervention on the N11, so trying to look at the other public transport policies that the NTA is planning to deliver in the area to ensure that they are accounted for in our assessments so that we were not undermining the future provision of any other public transport options and to see what they resolved transportation issues on the corridor without the need to intervene on the road. I mentioned the South-eastern Rail Line, we examined the possibility of improving that rail line, and improving the service frequency and access to services to see if it would meet objectives and services, including park and ride, another transport measure to look at in detail and we looked at a number of different road improvement scenarios, online and offline routes as well as specific interventions along a certain section of the scheme.

So, the processes have followed the steps as shown on the slide. Starting with a list of options which undertook the preliminary options assessment completed towards the end of last year and early this year. To take us to stage 2. And then carried out further analysis on the options that had made it past the stage 1 process. Now we are finishing with stage 3 to recommend our preferred option. So in summary the phase two process, we've gone through

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constraint study, various environment, artificial constrains that input into development options and undertook two concurrent streams of work, on the left-hand-side different corridor option, certain areas we focused the studies on the N11 road in other areas where the existing road had deficiencies or constraints, we considered options also, and then on the right-hand-side, we examined transport scenarios and these were as I mentioned the different types of modes available to us, so looking at the rail line, road based measures and bus services, Park and Ride and so on. So where have we got to, our Preferred Option we're recommended as part of the public display at the moment consists of three, main components, so firstly, the corridor, the preferred corridor we've identified is online for the full 22 kilometre length of the scheme.

So, some of you may be familiar with the various offline routes we were examining with the various sections of the scheme but decided to move forward with recommendation of moving the existing road and providing focusing the development of our improvements on that existing corridor. The second component then is of public transport one, so, it is enhancing bus services within both on the existing N11 route and within the wider study area, and that, in our analysis, proved more effective in terms of improving mode shared to public transport than the rail service assessments we undertook. Then the last component is the number of roads-based measures aimed at improving operational safety and efficiency. So, I'll go

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through each of those in detail to give a better sense of what the recommendations comprise.

So, the starting with the public transport, the bus scenario: So, what our recommendation, includes, is essentially a major investment in bus services within the study area. That is in addition to those within other policies at the moment, so for example BusConnect which proposes a number of services, within the study area. So, these are in addition to those. And essentially what we're looking to achieve, by providing bus and improved bus service is to reduce car demand and encourage modal shift into more sustainable transport modes. So, if we achieve that in a high degree that helps manage the congestion in the existing N11 road and looking at person through put rather than vehicle through put so the N11, like the rail link, provides a transportation corridor, and we need to make maximum use out of that asset in whatever way we can. So, utilising it for public transport allows us to essentially carry more people more effectively on the route than currently is the case. So, just on the right-hand-side, you'll see an image of the bus services we've tested as part of our phase two assessments and had a number of consultations with the National Transport Authority in developing these so further details of this is available on the online public display at the moment which we'll come to later.

Then I mentioned the road improvement scenario, so, the

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road-based element of our Preferred Option, so we started as an issue with a number of corridor options both online and a certain number of offline corridors in particular areas of the scheme. So, back towards the end of last year, we essentially had the map as shown here on the left and then we released an update a number of months ago when we discounted a number of offline corridors and essentially looking at just the number of offline corridors in the area between Glenview and Delgany, Glen of the Downs site which is a major site of ecological significance so alternative offline route to the west, covered in cyan and alternative looking at going underneath of the Glen of the Downs, special area of conservation, so, in our studies in the appraisal we've undertaken since, we recommended out of the multi-criteria analysis we progress with the online option over the full length of the scheme so cyan and purple have discounted following multi-criteria analysis. So, to give context as to what the preferred corridor actually means - and this corridor is on display on the website currently. So, it provides a basis opinion would which further assistance it will take, it doesn't represent land acquisition or physical scheme boundary, so it is important how we communicate to people in the area and maybe impacted in the area by the scheme so it represents a boundary within which we will develop the design of the scheme in the next phase of the project. So, just then looking at a bit more detail in terms of the specific

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road-based measures that we may need to deploy in the corridor, I should stress these will be subject to further assessment in phase three, that's when we undertake the detailed design and detailed traffic analysis of our Preferred Option. But essentially, it would comprise or looking at the moment it would comprise, measure such as the following, so improvements to the regional and local road infrastructure. And the aim there, as I mentioned at the start is to better support the strategic N11, so provide an alternative regional and local road network that would safely cater for active travel trips and provide alternative routes for traffic that shouldn't be on the N11 or causing unnecessary congestion on the N11, a successive reliance on the local strategic freight trips, but the idea is to segregate some of that more efficiently.

So, that involves provision of a new parallel road network, aegis sent to the N11, between junction 5 Bray north and 8 to Kilmac, and then improve junction layouts and closure of primary junctions aimed and at improving weaving conditions, congestion while avoiding impact on the surrounding road network. Junctions we've specifically earmarked for improvement are junction 5, Bray north and 7, Bray south.

And then we're proposing the closure of minor accesses, and junctions, along the scheme to just improve operational safety and these are junctions which, you know are noncompliant with existing standards

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in terms they shouldn't be present on a busy dual carriageway.

So, the online public display then provides a link to a map, interactive map in I would people can Zoom in and out and see the extent of the corridor and indicative layout of the types of road improvements that I just discussed so the improvements proposed at certain junctions specifically the parallel road network, that we're recommending be provided to remove the local and active travel trips off the high speed main line. These are available on the public display room with information where people can see what is being proposed at a particular junction or whether an access is proposed to be closed or not.

So, then the third component of the Preferred Option looks at active travel. And the way we see it the Future Active Travel Strategy for the study area, includes a number of integrated components, so, the N11, scheme, that we're delivering is part of this, obviously, but it doesn't deliver everything what we need to make sure is what we do deliver, integrates with other plans and policies in order we build up a link which is coherent, connected, and ultimately provides a credible mode, so it is important that facilities are linked into other facilities that are proposed where else. So that you know, people can make an end-to-end trip via active travel, presently isn't the case in all areas. So, the three components, that will come together to deliver this strategy, firstly, we have there on the right-hand-side,

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NTA greater Dublin area cycle plan, so that proposes a number of improvements to existing cycle facilities within the study area. Then we also have, local and regional plans, so, there are a number of active travel proposals in the planning process or some, at various stages of the planning process, that are being developed by the local authorities and finally we have what are N11 can deliver as well. So, I mentioned the provision of the parallel road network and obviously one of the benefits is that we can provide, a credible, active travel facility off the N11 main line and remove that present situation, where vulnerable users are expose today that high speed traffic. So, you'll see on the left-hand-side, this is an illustration of our design, where we would have active travel facilities on the parallel road network and take those off the main line.

So just in summary: Our Preferred Option going back to the six KAF objective headings I mentioned at the start. Obviously, what is in important at the conclusion of this is we revisit those to ensure our Preferred Option, achieves and deliveries on these project objectives. In summary we believe that Preferred Options from economic perspective, deliveries a very high benefit to cost ratio, it will enhance local and regional connectivity and connectivity to key market links to greater Dublin area and Rosslare and wider European markets. Choice of online corridor from environmental perspective, seeks to maximise a sustainable use of the existing network that was

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obviously a key metric in making that decision. In terms of integration, the Preferred Option alliance with policy objectives, at all levels, addressing a network deficiency gap and will support better integration across transport modes. We envisage significant improvements, owing to the rationalisation of junctions and safer provision for active travel. In terms of accessibility and social inclusion, we consider it will enhance accessibility to key employment, education, health, and social facilities, particularly where we're looking to close certain junctions but provide better links across the N11 it should help in alleviate severance issues that is created by the presence of the existing road. And then in terms of physical activity we see benefits, being derived by the safer provision for active travel and better access to public transport.

So just a few words on the public display at the moment, we've three week online public display that commenced last Monday on 30th of August, and that will be live until the 20th of September. So, it is online facility, accessible through the project's website and we have, various information boards and maps available for people to essentially view the proposals but also understand the process that have taken us to this conclusion. There is also a booking facility in the room, which enables us to facilitate landowner, stakeholder engagement so we're currently having meetings with members of the public as we progress with the consultation and there's a

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facility for people to issue submissions and observations, during the public display to the project team and they will obviously be considered then as we develop the project in the next stages.

So, just then, a bit on the public display room itself. I'll put it up there for a second so hopefully people can see it there. This is accessible through the project's website, and some of you might have been there already, so I won't spend too long, but you can see the information boards, you can click on each, and read the various information about the development of the project.

And obviously the Preferred Option details and there are two maps, showing the proposals the road-based measures we're proposing as well as the corridor boundary preferred corridor boundary and finally the facilities I mention to contacts the project team, or submit comments or observations on the proposals for duration of the consultation

So, that's really it. Thank you for your attention. And I'll hand you back there to the chairman.

CATHAOIRLEACH: Thanks Martin, I appreciate that. I'll open it up to the floor now, first of all, Cllr Jodie Neary.

CLLR NEARY: Thank you very much. Yeah, I had a few questions I noticed a few exits are being proposed to be closed, including the one, junction 10, southbound to Delgany. If you could confirm that's

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the case in this Preferred Option as well as one in Kilpedder, further south. I see that a lot of this is the aim of it is to move traffic to go down to exit at junction 11 on the N11, and it seems that with the closure of the Delgany exit, because we have a lot of new houses on stream, we're already going to be at max capacity of roads in Delgany and Greystones and closure of those exits will move more traffic down to the Delgany village into Greystones, you can imagine during school drop offs and runs, that's all going to be very congested so I'm wondering if there's consideration as to how you're going to address that issue?

And, in the case of the proposed new link road, connecting kill wade so L1042 to junk 11, how many landowners will be affected if the land there is due to be CPOed or what is the process for that, it would be great to hear about that.

And how much land in total is being looked to be CPOed as part of the project if it is to go ahead, as I know there are further studies to go along. Also, will you be advocating for express bus routes for commuters, to go into Dublin, and Park and Rides as well for people who do have to drive part way, especially coming from south Wicklow, going north. And finally thank you for a very concise presentation as well. I find the map very useful, it is very clear, exactly where the changes are being proposed and I commend you for doing that, it made it easier to understand it. Thank you.

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CATHAOIRLEACH: Thank you very much, Cllr Aoife Flynn Kennedy.

CLLR FLYNN KENNEDY: I want to declare I'm living on the route so will be impacted about it so including my family, just to have that there. To have it there, the scheme and upgrade works are hugely welcomed, this road network area here, particularly in the Bray, Glen of the Downs has been a bottle neck so the community at large are very much welcoming it, but there are some concerns just around the consultation that's going on at the moment, and I know Cllr Jodie Neary referenced the on sight map and I find it really good but there have been issues around a accessibility and being able to navigate around it, if it is not a form that you're used to. I'm just wondering if, something cog done to look at it, so I've met with a couple of people in the local area that aren't been able to navigate the way around it. Haven't been able to do their online booking, and just wondering if there's a simpler way that it can be done or a platform where someone can log for a call back and the call back can lead them through it.

The other question, I suppose that's coming in a lot, there will be land that will have to be CPOed and I'm aware The Grids on the online map at the moment, are not actually showing the land that will be taken, that's just, you know an area that is looked at. But obviously, a lot of people live in that whole stretch of Kilmac and

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Bray, are wondering when they will hear, whether or not they're the land their homes are on will be CPOed and what impact that will have. The map over the next year the designs will be done, but I'm wondering when that information will trickle out to the landowners. And the final thing, just around environmental and impact of the environment, a lot of the landowners down there would be very aware of what animals and species, and all are living in the area, and the impact that may have, and if there's an opportunity for them to be involved in any way in the environmental impact assessments. Thank you both.

CATHAOIRLEACH: Cllr Lourda Scott.

CLLR SCOTT: Thanks chair and thanks Martin again. I was at the briefing there last week and I've had a chance to go on the website and think a little bit more about the proposals. And just, echoes what Cllr Jodie Neary mentioned there, about the extra houses coming on stream there, south of Greystones and Delgany has it been taken into consideration moving cars from that area on to the N11, because planning has been given there's easy access and I wonder with the change in junctions planned. I do welcome the fact that the road widening through the Glen of the Downs has gone off the table so that's welcome. There's a specific question I see the car park, in the Glen of the Downs as we would currently know it, accessed straight off the N11 is proposed to be closed and I was

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wondering, what's going to be considered regarding accessibility without causing damage again to the environment to replace that? I just want clarification as well from the map, I see that there's one-way roads and local-access road, are both of them happening for definite is or is there an option or what exactly is going on there? I just found that a little hard to interpret on the maps. I just wanted to stress the questioning and I mentioned this last evening - around the funding for the public transport piece, needing to run in parallel or even ahead of building further roads. I see the logic behind getting people off the N11 and moving and particularly moving safely with regards to cycling for local access and that's important. But there are also, it is critically important that you know, the bus piece is there, as options for people, or I'd be concerned that those the local access roads would get equally as congested as the N11 and not being used for what they're supposed to be used but as a short cut on a different junction. And again, I said it last week, just the stress for the need of Park and Ride runs to run parallel and express buses to connect to other transport links like the LUAS, I would be preferring to see the funding for that, to be cemented down and for the cycling routes and infrastructure as well before the road piece moves thank you.

CATHAOIRLEACH: Thank you Cllr Lourda Scott, Cllr Joe Behan

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CLLR BEHAN: Thanks, Cathaoirleach, a few questions if I could, what is the future of the silver bridge halting site under these proposals?

What is the future of the access from the Herbert Road on the N11?

And also, the Dargle Lane which is just before the Herbert Road access, are you intending to close the Herbert Road?

Is that because, that has huge, absolutely huge implications for Bray if that were to happen. So, if you could specifically address that I'd appreciate it. I'd also, just in terms of Kilmac, we're presently constructing a parallel road, hopefully it will be finished soon. At the moment, there's no footpath access for people coming walking, from Bray to Kilmac, and vice versa back. I'm not sure whether, your proposals are going to do anything about that or not, I hope they will, and perhaps the Chief Executive or someone from the road section might answer this specific question - are people in Kilmac and Bray are to wait for this project to be completed before they will have a chance of walking safely from Bray to Kilmac?

Also, work has been done recently to make the road in front of Kill Murray cottages a one-way road from a safety point of view, I think it is been successful and I want to congratulate Deirdre and the other people to make a quick decision on that, I know it is on trial but the reaction is good to that, but how does the closure affect, or how is it affected by this plan, I'm not sure from what I've seen what the

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answer of that question is.

CATHAOIRLEACH: Thanks Joe, can I go back to either Martin or Deirdre and you might answer those questions and come back because there's more hands showing so just to break it up. Is it Martin or Deirdre that wants to take up those questions?

MARTIN: I'm happy to address them as best I can. So, yeah, there's a lot to get through there, I'll try and cover as most as I can. Thank you, counsellors, for your questions and interest. Firstly, in terms of the exits to be closed. You mentioned around the Delgany junction and kill quad area, down as far as Kilpedder. In terms of what we can confirm, firstly what we're proposing is a recommendation at the moment, so, you know, it will be subject to further assessment and analysis of phase three but essentially yes we are proposing that that junction so will be closed, part of the reason for that is that, at the moment, the junction is very substandard in terms of its geometry and has multiple access points so five individual access points on the N11 socketed with that junction alone because there are multiple merges and diversions in the north bound and southbound and located on a substandard curve so it isn't compliant. From a broader perspective, part of the reason why we've some way transport issues on the N11 to date is because it has been afforded so much access to aegis sent communities, not just from primary junctions but all of the intermediate and minor junctions so ease of access from every point

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has contributed to the part of the transportation problems we're seeing out there toed. So, part of this, these recommendations is about bringing the route back to restoring what its real purpose should be and making sure that trips that shouldn't be on the N11 don't have that ease of access and that's in line with policy at the moment. Now notwithstanding you obviously raised legitimate concerns about where are people going to go to make the journeys they need to make to schools and so on. You mentioned kill quad, and we are proposing on the map again to close that entrance, again because it is substandard, wouldn't be compliant with current standards. And you know, contributes to those transportation issues we have. So, we are proposing that, that traffic if you wanted to access the N11 would be redirected to junction 11 Kilpedder a newer junction, and able to cater for those trips. We do need to be more analysis on the detailed traffic movements in the next phase of the project but the assessments we've undertaken to date has considered, a few things you mentioned so it is considered growth in terms of population, and employment, the growth that has been considered is based on the national planning framework. So, what we do is look at the census, small areas, we then look at the development or the distribution of development as proposed within local development plans, looking at what land is owned for development and then we distributed euro distribute those

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population and employment forecasts in the areas in the future and that generates the trip demand, journey demand from those areas in the future. But we don't just consider the trip demand on the road it is variable model so looks at trip demand on active travel modes, public transport and so on, so in a nutshell our assessments don't indicate we're causing congestion as a result of rerouting on say, within urban areas, whether it is Greystones or Bray, or urban areas adjacent to the N11 we can't see congestion as rerouting of traffic because of junction closures, but one of the things we want to achieve and part of the reason of providing better active travel and bus facilities is hopefully those trips don't reroute to get on the N11 somewhere else, we want people to use public transport measures, and it was mentioned ease of access, it is that ease of access that, arguably shouldn't be there, on a strategic route. Obviously, there should be ease of access to transport facilities to take people where they need to go. But not necessarily that ease of access to the strategic route.

In terms of queries asked around CPO, and how much land would be CPOed for the scheme and Kilpedder link was mentioned, so in terms of that question, reality is we don't know yet. So, in terms of the number of landowners impacted by the scheme or CPO, that really won't be decided until the next phase so I wouldn't be at this stage, willing to give a number on that, until we do our design development

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at the next stage. All I can say is at the moment we have a lot of landowners and property owners within our preferred corridor boundary, so we have written to them of the fact that there is an impact to their land or property on that corridor. But the next phase of the project we will work individually with people so meeting people for example on some of the acknowledge is he arrangements we might be closing or, where we may have impacts within people's lands, meeting with them on a more one-to-one basis to discuss that, as we proposed. Just regarding the consultation process, thanks for the feedback in terms of the map and we are aware that we've contacted been by some people who have difficulties navigating the map or reading it. What I would say we have a team and we are currently responding to feedback so there are various avenues people can contact us, we have a contact page on the website, and project e-mail address so happy for people to e-mail us with queries, even if it is for assistance to navigate the map and we can obviously go online with people to show them how to Tuesday and navigate the information or explain it to them as needed and we're facilitating meetings at the moment, either with people with those types of concerns or people who want to think of certain aspects of the design and how it affects them.

Environmental impact, whether people want to be involved in the next stage, of the species or environmental issues within their area,

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and that's a key part of the entire process, so even to date, we, obtained a huge amount of feedback from our first two consultations, on the wider study area, on constraints, obviously landowners know their land, better than anybody else, and part of our, consultation process to date has been to extract that information, so as well as imparting what information we have to give to the public, we want to get information back, and absolutely, that will continue, as we develop up the environmental impact assessment in the next stage. And then, again, we discussed about the extra developments in Delgany, I just mentioned around how we were considering population growth within the study area.

In terms of the parallel roads, there was a question there on our parallel roads going to be one way, two way and so on, we are proposing a mixture of both. So, both two-way and one-way parallel roads. Now the map on the website does give some information, buttons that people can press, and it will give more detail around, what's actually proposed on any particular link. So, we are happy, appreciate it is probably too much to go through, how, but we're obviously happy to have meetings with people to go through, what's proposed in their area if they're wondering how they will get from A to B now, compared to beforehand.

Funding then came up, so funding for public transport and active travel, and, you know, we do agree that obviously as the scheme

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progresses, our role at the moment, has been to identify a Preferred Option, a preferred transport solution, so, you know, we're not setting out with any particular agenda at the start, we set out with a set of project objectives and that's what we aim to meet. And we've arrived at the conclusions we have because we feel they are, most likely to achieve those objectives we set out to achieve. So, each of those components will progress through the next stage.

Each component recommended will be blessed to the next stage. We will continue to develop them. The road-based measures are working together with stake holders as we will be for the public transport and the active travel measures, but it is a full suite of measures required to achieve the objectives of the project. Park and ride, in terms of that, we recognise park and ride has a role to play. It is part of the reason why the bus service enhancements have proven attractive as a public transport measure. We have to assess the park and ride in more detail in the next stage. We are aware that the NTA are developing a strategy for the study area. We consulted with them on that. That strategy is to be published this year, I believe, we will have to await the recommendations for the strategy and to incorporate it into the development of the bus scenario in the next phase of the project. Obviously, those park and

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ride facilities would enhance proposals in terms of providing interchange opportunities across the different modes. That is very much something that is remaining in consultation with the national transport authority.

In terms of some of the particular accesses mentioned, Silver Bridge Dagger Lane, Harbour Road, the proposals redirect the accesses open to the parallel road network. So, at the moment, the accesses have a direct link to the mainline. We propose rather than coming on to the main line that they come on to the parallel road and are directed to the junctions from there. It would not significantly alter the patterns in that they are coming on to the main line but can only turn in one direction. It would be the same but coming on to a parallel road at a lower speed, segregated from the mainline traffic but have access to both locations. And in regards of active travel. The parallel service road is under construction. In terms of design, what we have shown is, I mentioned those integrated exponents. So, there is a number of different pieces to that. There is the main scheme and others being progressed separately by the local authorities. One of which is the Kilmacanogue to Bray Greenway, so looking of examples of that, to look to provide for active travel within the study area. Obviously with Kilmacanogue we have the issue of space. We know that the service road is confined in terms of space and maintaining the main line and then there is north bound accesses to the bus-stop and to the train station and so on, so are confined in space, but we are looking to provide active travel facilities, via the Greenway facility that may come along, and we are in discussion with Wicklow County Council on the development of that project. In Kilmurray Cottages, the access to there. We

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were aware that Wicklow County Council have a trial on going there in terms of impact for the N11/M11 scheme, we don't see a major issue as to what is there or trialled at the moment. It is welcomed from our perspective in terms of limiting that direct access but obviously providing access to the main junction up at Kilmacanogue. So, we would see that our project would probably retain that lay out. With the access from the Kill Murray cottages into the main junction rather than having a secondary access point further south. Hopefully it touches on most of the comments raised.

CATHAOIRLEACH: Thank you, Martin, we have a few others looking to come in, Derek Mitchel?

DEREK: Thank you for the presentation. I am concerned to hear you are proposing to close junction 10. That is on to the N11. This is a major junction, not minor. You mentioned in the verbal presentation there would be minor junctions closed but this is a major one.

It is going to, I think, to produce traffic chaos in Greystones. This junction caters for half of the direct access of Greystones to the N11. The other junction it will be redirected to is junction 11 of kit petter. I don't see how it takes the extra traffic. More seriously, the traffic will be diverted back on to the R761, a very busy road. It is a residential road and the roundabout there, even projections long ago showed that as being overloaded. Now, this will put a lot of extra traffic through that junction. It simply will not be able to cope.

Also, all the general roads around the Kilmacanogue and the top of the Charlesland area and the Kilcoole road will be affected in my find we should get the traffic off the 761, being a residential and tonne the N11 rather than

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the other way around. So, I think it is a mast take to do that. I agree that the Willow Grove access is quite dangerous, or substandard, anyway. And that the proposal for an overbridge for the local access is a good one. But I think that the main access needs to be kept. That is very important. The plans for the bus routes are good. It is pricing that the rail line is not mentioned. Like, the rail line is an expensive piece of kit. I think 150 million to be spent to protect it. It is, it is empty ... at Grey Stones with the least number of services in the Dublin area. I produced a paper in 2018 about how more could be produced, part of that is accepted to Greystones but south of there we have not heard anything. In my view, something relatively simple and cheap cub done to produce four trains at rush hour, eight cars long. The other aspects that I think we do need a bus lane in the Glendelane. I tonight see how you will get people on to them unless it happens. The other thing, from New Town to Kilpeddar, there should be a local access road to underline those near Bray to allow cyclists buses and some cars, to go along the road and I think that the space seems to be there. Those communities have a connection, this would mean that they don't have to go on the N11. The other aspect, it is that you mentioned that the population targets were used, which were on the national development plan. But a significant problem is that Greystones and certainly Newtown and maybe other places will be over the population, due to permissions already granted. In Greystones at least 1,000 houses are being built, mostly near where the fairly busy roundabout of the road is. So, I which are that you have not taken into account the actual growth because of ministerial plan guidelines with agreeing to the density is higher. So, I would have concerns that this is not, it is

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going to cause significant traffic chaos within Greystones and with the R6761 in particular.

CATHAOIRLEACH: Gerry Walsh. Giroud firstly, [distortion of sound] that the stage of the improvements to the existing corridor along with a major investment in public transport and that the same route and the preferred option to be discontinued [distortion of sound] I was to make the point [distortion of sound] in relation to acquisitions addressed, I would like to concur and to echo the point made by Mitch much in relation to junction 10. That the closures and impacts it will have and the concerns there. [distortion of sound] again on the rail route, I think at last Monday's presentation, Martin, you mentioned the detailed rail assessment on the South-eastern Rail Line say. I think there is a role for the South-eastern Rail Line to support the areas [distortion of sound] I think there is a role there for approved services during peak four hours. Kath.

Thank you. I think you are gone. I think that we got your points. Tom Fortune?

TOM: [distortion of sound] shall I go ahead. Thank you for the presentation.

CATHAOIRLEACH: We got your points, much Derek Mitchel, the line broke up.

DEREK: The route through the Glen there was room for a reconfiguration to get a bus lane through the glen, I think that was assessed.

CATHAOIRLEACH: Tom Fortune.

TOM: Thank you! I will be as quick as I can. A lot of points have been made! You mention assessing the various proposed closures, I will presume that you can come back to this before making decisions? That is my first question. The second question is, you talked about closing the Kilquade exit, what I call the

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Kilquade exit, you are directed south on the N11 and coming down the slip road at the Garden Village and back around and up on to the other side of the road, the question that I have there is, with regards to the Garden Village, I saw a map over the weekend, as there has been a number of suggestions to the residents, what may or may not happen. But the latest map that I have seen, and this is probably directed to Deidre, that the Garden Village, that the slip road is not impacted. In other words, the gardens along the slip road will not be impacted but looking to see if that is the case? There is also a, it is proving difficult for people to navigate the sides and Councillor Aoife Flynn said it earlier. We are saying this is on public display until the 20th of September, but people are struggling with it. That is the feedback that I got from the residents in particular. As I listened to what is outlined, I wonder, or it poses the question, anyway, that is road link from Kilcoole Upton the N11, in the context of such a large project going on, would this not be an opportunity to do, that rather than doing all of this and then decide, will or won't we do the link road that has been talked about for the last 20 years? So, I pose that back into the questions as well.

And you are talking about meeting people, I know that you talked about writing to people and meeting them on a one-to-one basis, that is fine, but the feedback is that the people prefer to meet you. If you take the residents in the Garden Village, they cannot understand why somebody from the council and ARUP will meet and talk them through and answer questions, they just want assurances about what is going on. Right now, as we speak, they are really, really confused.

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Then, on the bus, service, the bus connects, we have been talking buses and bus connects for many years. I may differ slightly with some of my colleagues but I'm just wondering, when is bus connects going to happen? It has continued to be a real talking machine and it seems to change all the time. So, you doing a project, is the project that you are fully involved in, is there real hands-on involvement with the bus connect people, with the NTA and all that it is, and is it all to be coordinated and if so, what is the timeline on it? I'm just a little ... I'm a bit of a Doubting Thomas, when looking at a large projected at all the things we are hoping to achieve with it and if I can finish with: It would be a shame if we do a big project like this, and with something like the link road talked about for 20 years, if it was not included when on an overall cost basis it would be cost effective to do it in a project like this, perhaps.

CATHAOIRLEACH: Peer Leonard?

PEIR: In relation to the schemes and probably more the access roads, how much research has gone into the future proofing of this project? We are looking at a growing market of E vehicles. Lately, this morning we are talking about E scooters and the cycle lanes and vehicles, but I think there is room for more. When we are planning the roads, we have to make room for the future and the direction that we are taking in that direction to ensure that we are not going to have to redo this in a couple of years' times again, when we look to see that people are using smaller vehicles and not going so fast, to ensure safety. It seems that Arklow is missing off the map when it comes to rail and in all of these conversations, so I wanted to put it back on the map to say that we have a railway station here and a huge community of commuters on that road.

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We cannot even cross the bridge to the other side because of the traffic congestion with people on the road, getting out, going to Dublin and to schools so we must be a part of that picture in all of the solutions.

CATHAOIRLEACH: Martin, shall I come back to you or Deidre? Whoever wishes to take the necessary questions?

MARTIN: Thank you. I note your observations and concerns around junction 10 at Dal Genny and the reasons why we considered the recommendation of the closure of that junction in the proposals at the moment. We have done traffic analysis to indicate, which accounts for the additional goal to indicate that we are not causing congestion as a result of rerouting where we are proposing to close the junctions. We would feel that junction 11 does have more capacity than junction 10. So, junction 10 has significant issues, geometric issues for example and the quality of R6762 into the junction as well. And it is noted on a point, you are right, it is a primary, a major junction, we noted in the public display material we are noting to close primary junctions and minor junctions, which we understand is an impact for people. In terms of the growth, obviously, you mentioned the concerns around have we accounted for sufficient growth and maybe more ... we will have to undertake further analysis on this. Normally we use the growth projections that are outlined in the national planning framework and then look to undertake sensitivity tests on that. So, for example if the growth turns out to be more, than assumed or less, we have to undertake the tests to ensure that we are not over or underproviding in terms of our interventions. You mentioned rail.

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We have had some discussion on this earlier in the week or last week on the calls.

So, the rail, what we have found from our analysis is essentially that the bus offers better opportunities to achieve more of a shift and a more sustainable solution to carry more people than the rail line did. Looking at rail we looked at increasing frequency of service and improving accessibility to service, for example, removing the existing constraints that prevent people from taking the rail line for example inability of parking at rail stations and so on. So, we looked at what would happen if we were to improve and increase that availability and the increasing of the service, while it impacted, there is a fundamental difference between the catchment of the rail line and the catchment of our road. Part of the issue is that the road in terms of the origin pattern for the road and the destination pattern it is more dispersed than the rail. So, lots of people using the road going to different areas for example in Dublin or maybe making shorter trips along the corridor going from Arklow to Greystones, going from Greystones to Bray for example. So, we found by targeting the bus services and high origin destination patterns it allowed us to achieve that objective more so than the rail. Obviously, we will be documenting and presenting that analysis on the phase 2 reporting which will be made available in the next month or so.

You mentioned bus lanes. And the Glen of the Down. We are looking at a bus priority scheme at the moment. That's being run in tandem with the main N11 project to look at the investigating of putting bus lanes on the N11 as an interim solution. We are focusing on the northern section of the N11 corridor.

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The analysis indicates that a lot of the, we do obviously see congestion through the Glen of the Downs and from Newtown and to Kennedy and so on. But a lot is reflective queuing, seeing the back of the queue, as a result of the bottleneck in the corridor and in the reverse, where we see it in Bray and then at the back of the queue from Cherry Wood and up to N15 in the junctions and so on, so that is what we see when looking at the proposals we are putting forward in terms of closing junctions and providing a parallel road network, to take a lot of trips off and the interruption off the mainline with the accesses. Seeing a greater flow through the areas, or a more efficient flow through the areas such as Glen of the Downs, so what is mentioned in the display is that the measures that are proposing, the road-based measures a part of the benefit is that it is improving flow for all traffic using the road, including the buses and the freight. Then as this there were questions about the access that were proposing to close and if there are further consultations in the next phase of the project. There will be. We undertake further studies, obviously detailed designs and detailed traffic studies and it was mentioned in one of the earlier discussions around the environmental studies and the habitat studies, all of this feeds into the design of the project in the next phase and in our conclusions and in our design and we will respond to that. We will, if needs be, I mentioned we would be consulting on a general basis with landowners, stakeholders, throughout phase 3, that is the norm. If there is a need for a wider public consultation in that phase, that is something that can be considered as well.

Garden Village, there were inquiries around the impacts to gardens.

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I suppose I am not 100% sure what Gardens were referring to but at the moment we are not proposing to make significant alterations to that junction, to junction 12. It is within our boundary, it is important to note that there is a potential for works to take place anywhere within the boundary, we may use that to inform the development of the scheme, so there may be works within that boundary, but I don't envisage that at this stage we are impacting properties within Garden Village, specifically.

Then another concern, around the usage of the map and how easy it is to navigate. I would reiterate that we are available to help people. We are monitoring that to ensure that people can use the map and we are available to show people how to use it. It is good to hear the feedback. Obviously if this becomes a major issue, we will make sure that the, that we have our teams available to assist people in using it and navigating their way through the display.

In terms of meeting with residents, we have met residents on the project in various communities along the corridor to date. So, I reiterate again the contact channels that are available on the website and through the public consultation, that people in groups and so on can use those. And that we can set up meetings and discussions with people as required.

The road link from Kilcoole was mentioned, as a possibility and also a me term link from New Town and Kilpeddar, the linked have been proposed in the past. From our assessments we don't feel that the inclusion of the links aligns with the objectives and what we are trying to achieve. It is not to say that the links are bad ideas and don't serve a particular local or a regional purpose but to

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ensure of terms of taking the project to the statutory process is that the infrastructure that we propose, if we propose the CPO lands, that we have a clear basis for doing so to align with the objective of the project, otherwise there is no basis for the interventions or for land acquisition for example. So, we must be careful in terms of finding the appropriate extent for the scheme that needs to align firmly with the objectives that we set out to achieve.

In terms of bus connects and, is it going to happen? What is the time frame for it? How have we aligned our studies with it? Ultimately, it is an NTA project. I cannot speak on behalf of the bus connects team. But I can say that we worked closely with NTA, through phase 2 in developing our bus scenario. Now, what we are proposing is something a little different in the sense that, in the sense that bus connects is a broader project for Dublin and for its inter-lens. Here we are looking much further beyond bus connects catchment, so we are looking, it was mentioned around further south, from other communities, and so on, so we are looking further south than the immediate Bus Connects or the Dublin area catchment. I did mention that a part of the policy content for our project is that the NTA have identified the N11 as one of the regional bus corridors to extend beyond the immediate study area for the project. So, it is looking at movement of people up from those communities like Arklow, fourth south from the scheme, which is considerable, there is a lot of traffic on the 11 before it enters into the study area. So, this is an additional suite of bus services, if they are separate to Bus Connects that would cater for the trips that may not be otherwise catered for. Around future proving and how much have we considered that in terms of the development of the project, obviously,

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it is relevant that the way that we are going to be living our lives, the way that people are moving is changing already and will continue to change. What I will say is that our scheme, we feel we have responded to that in the sense that what we are proposing is not a traditional road-widening type project. So, we started to analyse the types of trips on the road, where they are coming from, going to, looking at the alternative means to cater for the trips to improve the N11 by taking people off it. Including active travel trips, and when we are looking at junction closures and ease of access to the N11 we look at future developments of Dal Genny and really the developments should be catered for by alternative means of travel as that is what people are choosing to do as much as anything else, to have the flexibility, to want to move by the public transport via a sustainable means. So, what we are proposing we feel facilitates it more so than the traditional type of project. And finally on Arklow and further south, I mentioned that, OK, the scheme, the extent is curtailed to understanding 4 to 14 but obviously the development of our solution, certainly factors in a broader area than that, so we have to consider the movement of people fully along the corridor, I mentioned Rosslare and the movements of people into our corridor from Arklow, and with the elements of the bus strategy to account for that and for the road improvement measures that we are proposing as well. We are conscious of the growth in the areas and that generated by those and that they feed equally in the solutions and to develop and implement further north. I think that it covers everything.

CATHAOIRLEACH: Thank you, Martin, that is grand. Moving on to Councillor Melanie Corrigan.

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MELANIE: Thank you for the presentation. I sat in on Monday and I have had a good chance to study it since then. The only problem I found it difficult to Zoom in to see the areas on the maps, which is all that I will say on that. I welcome the parallel roads. They are a great safety idea. Not going on to the fast track of the motorway but to access areas more easily. It is a bit confusing and the parallel road from Glencormac and to Greystones the people of area have been isolated.

>>: And I strongly stand behind that the Kilmurray Cottages I said to the residence, and they all received letters. They are very concerned I have advised them to contact yourselves and organise Zoom meetings. Can you give an explanation as to what is proposed on that area? The Kilcorney Lane area, that access to the N11 very confusing I have had a lot of people contact me I am finding it difficult to understand. Briefly talk us through what is being proposed to that area. And again, to the resident's organisation with yourselves. Some with what is going proposed there. Thanks very much.

CATHAOIRLEACH: Thank you thank you Cllr. Marie Kavanagh?

CLLR. KAVANAGH: A few people after me got in ahead of me. We are going to have to...

CATHAOIRLEACH: Everybody has equal opportunity.

CLLR KAVANAGH: Maybe not in the order they requested. Anyway, most of what I have to say has already been said. So, I will just make very brief points. I think a mistake not to include an extension of either the DART or Light Rail System. It's supposed to be trying to help the environment and I don't think extra busses or BusConnects and the carbon monoxide is not going to do anything to help the environment there whatsoever. Cllr. Fortune and I met

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with 230 residents from the Garden Village on Saturday, and they were very concerned about letters they received. Not sure at this stage whether they are going to be CPO'd or not. I went in and looked at the gardens, they are very, very small and they can't afford to lose anything off them. A couple of feet would make a huge impact on their gardens. So, if they could be reassured in some way or other, that they are or are not going to be CPO'd it would bring a lot of reassurance to them. They are confused because some maps they have seen have six lanes and some have four lanes, and the four lanes won't impact them but six will. They also mentioned again how difficult it is to navigate around the online presentation process. The maps are unclear when they blow them up, they lose definition. They can't see them. But in fairness to Deirdre, she contacted me this morning. She replied to my letter to say that she'll send out clearer maps to people if they request them. I will pass on that message to them. The other thing I noticed. It was pointed out to me, and it might be nothing to do with this, I don't know whether it is or not. But a lot of trees were removed over the last couple of weeks, every second one they were an acoustic barrier to traffic and the noise up there was really, very loud. So, I don't know whether that is something to do a recommendation or not so that is that if people could be reassured or have it confirmed that their gardens will or will not be CPO'd that is the main thing. And please consider the DART is an option. It might be more expensive but in the long run far, far better option for everybody.

CATHAOIRLEACH: Cllr. Dermot O'Brien.

CLLR D O'BRIEN: Thank you Cathaoirleach, I will be very brief. Deirdre and Martin and the team the commitment to engagement is really to be commended. All the officers for anyone to loop back in really appreciate that and maybe Cathaoirleach, spare a thought for our colleagues in the west only wishing they could have a deep conversation as N81 as we are about the N11. Can I just say that we can't underestimate the importance of this commitment to major public transport investment? Because, you know, there is absolute crisis in faith in public transport at the moment and I'm sure when the team are doing projections about population growth, they are looking about

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projections and car purchases and I know our local media have flagged this week a 15% increase in new car registration in Wicklow alone. Car growth is not what we are looking for here and I really think it's so important that faith is rekindled in the public transport element of this and made clear in Enniskerry in recent weeks, new services that one contract for just failing people and if we can't reignite a faith in the public transport. I know not necessarily the job is ours. I really think the NTA have a huge role to play in reigniting faith. Rather than waiting to see what happens. And Cllr. Fortune said in that regard really hard not to be cynical we have to show proof we do want less cars on the roads and we do want a better public transport to this.

CATHAOIRLEACH: Thank you Cllr. Gerry O'Neill?

CLLR O'NEILL: Thanks, Cathaoirleach and thank you Deirdre and Martin for presentation. Just mentioned this there. What I want to come in on, how confident Martin are you is the question how confident are you that this will go ahead and when it will go ahead? I know the other sound of the county I am here on the N81 we had a similar process over 12 years ago here with the N81 the public consultation and I think at stage four of the proposed new 36km route from Tallaght to Hollywood. All we have 300-meter-wide strip of that agreed route frozen, we are no nearer now than we are 12 years ago. I wish you the best of luck or the people on the east coast, the best of luck. I am just asking the question how confident are you that this will be going ahead and will the money be there for that. We are left down on the bottom of the ladder again seemingly. As I say it's a huge issue here with the freezing of the land and we are no nearer than what we were one years ago thanks Martin.

CATHAOIRLEACH: Thank you Cllr. O'Neill. I think everybody has contributed. Have I missed anyone? Maybe?

CLLR BURKE: Yeah, I was trying to get in therefore a while. Just to follow on therefore a while. I have had a landowner from Killmullen Newtown down to Rathmore, Ashford concerned whether going to be CPO'd or not. Can you please clarify will there be a land acquisition in those townlands or not?

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CATHAOIRLEACH: I just have a couple of questions myself. First of all, I very much welcome this initiative. I suppose, you spoke about alternative routes to the N11 to get traffic off the N11 can you maybe expand a little bit on that. I am not entirely sure how that works. Obviously are we looking at upgrading some of our regional roads. So, get traffic off the N11 we certainly would not like to be putting them onto the road structure as it is now in my view. I think it would cause more difficulty than solving problems. And the stretch from, first, I very much welcome the whole Park & Ride system. Particularly I think we have identified a site south of Ashford that may suit in terms of a Park & Ride system. So, I suppose from Ashford up to kill pedestrians, what type of works are required there, and I suppose is this any land acquisition of part of those works, they are the points I would just like to make. I will hand back to you for the last time on this thanks Martin McEnroe.

RONAN: Before Martin comes in, I might touch on those points on the funding that was mentioned there and, on the timelines, a couple of questions I might just take instead of Martin there. Thanks, Cathaoirleach. Just on the timelines I suppose, just to remind ourselves here that Wicklow County Council have and pointed Arup, the project management guidelines, as regards to confidence something going ahead, we have to go through the process and go through each phase as we take it. Phase three design and, we must be going through those faces before we can look to the future of implementing this. And to touch briefly on funding that was picked up earlier as well just on funding and for example, I think it was Cllr. Scott mentioned putting of this funding into public transport ahead of roads. In essence you know, getting public transport out this in the first instance in essence is a good idea but of course that would fall into the remit of NTA particularly and Martin mentioned earlier we are losing with the NTA with regards to the scheme we are currently talking about. The just to make that point at the moment funding for phase one to four and then future phases are yet to be determined but will obviously done in accordance with policy. I think I can hand over to Martin to touch on the remaining points. Martin, I hand over to you there.

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MARTIN: Okay thanks Ronan. Thank you, Ronan. So just to touch on the remaining points. Yeah, some of them obviously discussed already the map can, we will continue to monitor that and make ourselves available to assist people with it. In terms of active travel facilities from Kilmacanogue into from Bray from Glencormack was mentioned as well. We have to do a further design in phase three to develop the active travel facilities precisely, but we do agree looking at the greenway between Kilmacanogue and extra providing the best travel link between those two communities, we are continuing to look with Wicklow on the development of that. In terms its of what is proposed at Kilmurray Cottages and Kilcorney Lane. In reality Kilmurray Cottages this was mentioned earlier we have access into junction eight from those cottages at the moment and then secondly access further south in trial at the moment which involves a one-way enclosure of that access. So, we would be proposing that the sole access would be into junction eight from Kilmacanogue into Kilmurray Cottages. We would not be proposing at this stage further works beyond that. As I mentioned earlier, I would reiterate everything that was within our boundary at the moment subject to further assessment at the next stage. Similarly, with Kilcorney Lane, at the moment that links into the existing Bray South junction. We are proposing that that would still be the case. After the scheme. Albeit we do have a recommendation of an improvement to junction one at Bray South. Testimony obviously that is a key junction in terms it's of the operation of the N11 one. It's a very busy junction particularly in the morning and evening peaks, but also a junction that doesn't cater very well for people moving across the N11. Quite a reason to upgrade that. Kilcorney Lane would still link into. Then, just as we mentioned the DART and rail, so obviously discussed that to a certain extent in terms of the it doesn't align with all of the objectives we are trying to meat and I would just add that the objectives as I said at the outset set under six criteria, very broad. Not all solely related to typical sort of transport and congestion type matters. The objections to eliminate severance issues or severance issues created by the presence of the roads and improve connectivity across communities as well as operational safety issues on the N11. From our perspective elements of road intervention are acquired to achieve those objectives that the rail line doesn't

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necessarily provide. Just on Garden Villages obviously touched on that earlier as well. We can't say you know at this stage, that we have not defined the proper territories that are going to be CPO'd too early in the process really only as conclude phase three and go into statutory process, that anything becomes decided and fixed in that regard. We will, as we go through Phase three, I can't say with people and obviously the Councillor made the recommendation for people to get in touch and I would advise that they do so. Happy to discuss with people if they want to understand potential impact on their properties and gardens. As Deirdre mentioned maps available to send out to people if they can't Zoom in on the map if they want to focus in on. I can't speak for the removal of trees recently in that area. Not something relevant to our scheme. So, I have to leave that for someone else. In terms of the I suppose our level of confidence, Ronan has addressed that and the funding of the future project. And, yeah, the CPO further south. So, probably respond to that in the same way, in terms of CPO down at Ashford and southern extent the scheme. Again, not going to be at the end of Phase three until we decided that. What we have shown on the maps and what will be apparent you know that the road based interventions are primarily focused on the northern section of the scheme. So that is not that the southern extent of the scheme is without problem in a way it experiences the symptoms as much as northern extent a lot of the causes as a result of issues at the northern extent of the scheme. So, it's not, you know what is shown within our corridor we have shown obviously a corridor down as far as Coyne's Cross and potential for interventions or improvements to occur within that corridor and as I said the CPO won't be fixed until Phase 3, I can't say with people as we go through the process. Just the question on alternative routes and it is certainly an important point to raise, nobody wants to take traffic off the N11 and cause congestion on an adjacent region on local road and that is been very much key in our thoughts as we have brought this option through the appraisal and assessment process. I mentioned earlier we have done analysis to investigate that, so we wanted to make sure, if for example by closing junctions or removing access to the N11 were we likely to contribute to congestion elsewhere on the scheme. And obviously we need to undertake these assessments. We can't arrive at the statutory process where you know

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we are taking traffic through unsuitable links or residential areas for example or areas with schools that simply can't cater for it. The it's important we assess this. But it is important to say as well that where we are closing or looking to close accesses and junctions, we are proposing alternative means to cater for those trips and those journeys. So, it's not the case that we are putting traffic on existing alternative groups and existing local roads. We are proposing as part of our screen to build up an alternative network and obviously links into existing regional and local roads across the area. At the moment we had an issue where obviously the N11 historically in certain sections of it anyway has grown up along the original old trunk road seven. Whereas other urban schemes in and around Dublin developed along a new line so leaving that old road to serve that regional purpose. That isn't the case along all areas M's 11, that coupled it topographies leaves local routes don't across N11. Does a U turn at the junction and go off at the other side? We see a lot of those types of trips occurring on the N11 and providing the parallel road network we provide a means for those trips to be catered for alternatively rather than putting them on existing road can't adequately cater for them. We will under track further assessments in the next stage and obviously growth parameters into that and the sensitivity tests I mentioned earlier and then Park & Ride was mentioned and I think we discussed earlier it certainly has the potential to add into this inclusion and solution he demands management touched on earlier and we have noted in our studies demand management will look to compliment the preferred at this stage and developed further in the next face of the project.

CATHAOIRLEACH: Okay thanks Martin, Chief Executive; do you want to come in?

CHIEF EXECUTIVE: Clarification point?

CLLR FORTUNE: Just picking up something you said, I mentioned in my contribution about the link road discussed for decades from Kilcoole up onto the N11 I am just wondering onlooking at this particular process on the phase one to four, has the process considered or examined as part of it the impact of traffic coming off the R761 and trying to exit back at junction 12 which takes

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you back onto the N11. Just as I listen and think about what we have been told it seems to me if the regional side of this is not taken fully on board, we could be creating problems that maybe we haven't anticipated.

CATHAOIRLEACH: Okay Martin do you want to respond to that.

MARTIN: Yeah, just so I understand your referring to traffic that would come off the R761 at junction 12, is it?

CLLR FORTUNE: No, the traffic on R761 might come into the outskirts of Kilcoole and then excite towards N11 take them up exciting at junction 12 and depending on how many of the existing exits that you block. I am wondering has all the implications of that been take edge into account. You obviously know what you are doing but it's easy to say God I didn't think of that.

MARTIN: In terms it's of those two junctions the most immediate junctions 11 and 12 in that area not proposing to close those. So that access to the N11 from the areas of Kilcoole and the R761 and then onto the R744 still maintained. So, the point you make similar to the points that others have made around unintended consequences and re distribution of traffic is for most in consideration, particularly looking at the fact looking to close junctions and I have stated we are looking to take trips off. You know our approach not simply to throw capacity and three extra lanes on the problem ultimately more people on The Road. The we do need to get off the roads and more sustainable modes of travel. That is why we want to make sure and investigate impact on the regional and local road network. Our transport a very broad area. Not focused on the immediate N11 corridor all the way to the cost lane and Wicklow mountains. Also, part of the reason pop posed public transport measures. We do recognise if we take people off the road, we need to give them choice. By giving them the choice, it would hopefully improve the public transport mode share and obviously put people in an alternative mode so that if they are not making strip on the N11 one not just using regional and local road but using something more sustainable.

CATHAOIRLEACH: Chief Executive do you want to come in?

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CHIEF EXECUTIVE: Thanks, Cathaoirleach. I just like to thank Martin and Deirdre of the team. We are taking a note of all the issues raised and raising them again with the design office and the team as rather Arup. We have made a submission to the national Development Plan review and the NTA as part of the greater Dublin area. So, we will be taking that up. I just ask councillors again to go into the room and submit any issues. Come back later date.

CATHAOIRLEACH: To thank everybody involved. Deirdre, Martin, Ronan, John, Elizabeth, and Aidan and all the team involved. I suppose this is a single biggest and my view important project for our country into the future and I suppose that is why I wanted to allocate as much time as possible that everybody had their say on this. I want to wish the team well into the future and keep us informed as we go through the phases. As I say it's hugely important going forward to us all. Thank you once again.

MARTIN: Thank you for the opportunity to talk.

CATHAOIRLEACH: Thank you. Okay moving on to Item number 11. To consider the Chief Executive monthly management report. August 2021.

CHIEF EXECUTIVE: I will take it as read.

CATHAOIRLEACH: First up Cllr. Timmons.

CLLR TIMMINS: Firstly, something that brought up regularly at meetings I thought bring it up today here briefly. 11 lights were re-erected in Baltinglass two years ago and still not switched on. Considerable cost to the Council a lot of people trying to get this to go and trying to solve the problem with the ESB and it's going on and on it's gone ridiculous at this stage. A couple of other things, RDF funds allocated Baltinglass. A lot of money spent on consultant work to date. No shovels in the ground yet. Tighter timelines on trying to get that done. One other thing and I am sure clown let the record also show a lot of communication on it. Under the tourism heading. A lot of contact made by the Council to various suppliers of Airbnb I would like to speak in favour of Airbnb, and I think we as a Council supporting the Airbnb of Wicklow. It brings people all parts of the world to part of Wicklow that otherwise wouldn't get

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tourism. Don't have the infrastructure beautiful part of the world and repeat Airbnb we as a Council and we as a pro-tourism county should be promoting Airbnb and helping to support in any way possible. People come to obscure parts of Wicklow otherwise never visit this part of the country. Two of other items. On the staff numbers, I just see therefore staff, the numbers have gone from two, 323 to 264 a dramatic drop of 60 I just wonder an explanation for that from quarter four last year to quarter two this year. Drop by 60 and the last point then on revenue account miscellaneous services the budget for the whole year ten million we have already spent 11 million so far this year up to end of July. Miscellaneous services 11 million spent and ten million budget for the whole 12 months.

CATHAOIRLEACH: Cllr. Rory O'Connor.

CLLR O'CONNOR: My two questions are similar themed. Just on the dog park section, I know Cllr. Dermot has brought up many times before and I want to commend him bringing it up. Some sort of timeline for when you expect every MD to have picked a location for their dog park. You cannot this year or next year and when do you see that coming and just onto the Bray sustainable transport bridge the part eight. When do you expect the part eight to come back to us and also another question of that while I am at it? Why wasn't an environmental impact study considered for a big project like that?

CATHAOIRLEACH: Thank you Cllr. Leonard?

CLLR LEONARD: Just in relation to the RDF funding I notice on the agenda for next Wednesday and I asked we get to input. I want to ask will there be an opportunity for us to input and taken on board to that remission I take the one Arklow Harbour, derelict sites. We have two on the report there's over four on the Main Street Arklow serious dangerous structures some of the rooms not if intact and waiting to come off. That needs to be looked at seriously and just in relation to the designated bathing areas. I missed the deadline on that. 28th of August, but I would just ask that could the cove and the Nun's Beach in Arklow to be considered to be added to that bathing order to be considered to the designated bathing areas in Arklow and also, we had some recent pollution

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in some of the beaches along the coast there, and I was just wondering process stuff so fast, I think a text alert system should be initiated because a lot of the time switch members in the water, there is precursors or a little bit of information and education after I was talking about Jonathan Sexton. After a heavy rain more possibility of the water polluted until the treatment plan in place. For options local swim members that would be great and lastly in relation to Arklow Treatment, Wastewater Treatment Plant. As part of the oral hearing and the conditions, from An Bord Pleanála, I want to ask how that will be enforced and who will oversee that a lot of traffic management. A lot of residential. Works on Irish Water or Harbour Road. Protected through this whole team. I want to ask who is going to oversee all the enforcements implement as part of the plan in relation to the flood relief.

In relation to flood relief. All six counties within Arklow, to have an update on that, and will County Council have input in the final design. Thank you.

CATHAOIRLEACH: Can I ask Colm Lavery to come in on the lights and the transport and then to pass on to the Chief Executive.

Are you there, Colm? Chief Executive?

FEARGAL: On the RRDF, while we are waiting, it is ready to go to tender. There was a lot of to-ing and froing with the detail of the design in terms of dealing with the business community and in terms of parking on site. All resolved we did an exercise for detailed design on the documents to look at and including in the footbridge to see if it could be included to the design and bring it back the next time. And with the courthouse we looked at the extra works with the library and the context was it would take about 12 weeks to do, going to

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tender at the end of September, to start at the end of this year, to next year. Air B and B you need planning permission for an Air BnB, coming from the housing crisis in the areas around Dublin that Air BnB was taking away potential housing. So, we have funded extra staff to follow-up on this. The staff, that figure, there is something wrong there. We have implemented a full workforce plan. Anyone that leaves is to apply straight away within that process straight away. So, we have a panel for the extra staff, we have taken on 12 extra to work on the active travel schemes, so I can correct that error. In relation to the dog park, as you know, we identified a site in Greystones and one or two others in the county, this year, if we can, to identify them, we are looking at that. The part 8, it will go through the normally a process in terms of the transportation bridge, that is strategic infrastructure to come to main counsel but then a presentation for Bray. An independent consultant would have done the environmental impact assessment screening and that deemed, that we did not fully need an IAR for the scheme. Peer Leonard, we are going to do a lot of work on the URDF application, we spoke to the minister when we were down and to the team and to the department about what needs to be done and to consult with yourselves in relation to that. They thought of a very good scheme and gave recommendations how to improve it. The delict site, I take the point, it will be a focus into the future. The derelict sites in the town centres, that is something to definitely follow-up. The Cove and the Nun's Beach to be included in the designated bathing areas and the text alert, it is a good idea, and we will follow-up on that. And with a full residential engineering team on site for the keeping of an eye on the contractor with the

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provisions and to Hazelwood closely with ourselves on the water. And the flood relief, there will be a hearing, so that all issues can be raised, and your points made in relation to that. Thank you, Cathaoirleach.

CATHAOIRLEACH: Colm?

COLM: I was unmuted at the time. Frank has dealt with the RRDF form in the best part in Baltinglass as he says we hope to have a standard for the construction and to commence later on this year, early to next year. To say that a lot of consultation was taking place in terms of the detailed design on that project with the local businesses and the communities itself. The issues were involving of the removal of parking and such like but hopefully we can progress to the tender stage shortly to the end of the month. In terms of the lights not being switched on. I will take up that the issue and to take up the issue with the DSB, unfortunately our contractor cannot work on poles, it must be on certain poles and the ESB that connects they will up. So, I will check that. In relation to the Bray transportation bridge, to say that An Bord Pleanála wrote to us to say there are a number of submissions to request the board to carry out an environmental impact assessment. So, they have asked us not to progress to part 8 until the requests are considered and if they can carry out an impact assessment themselves, the Chief Executive mentioned, our consultants had screened out the environmental impact assessment as not being required, so we will be providing that information, from our consultants to the board as a part of that consultation with us. But we will be awaiting the decision of the on board [inaudible] in relation to the environmental impact assessment before we bring the part 8 to the council.

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To clarify the issue on the miscellaneous services.

CATHAOIRLEACH: That is the rights waiver scheme 2021, when we adopted the budget, the 2021 rights wear scheme was not announced it was not included it was 5 million covered in Q1, Q2 and Q3 included in the later reports and you can, and there was increase of approximately 5 million. So that is over. That is the one-off, in explanation in relation to that.

John Mullen?

JOHN: Thank you for the detailed report. A few comments and questions firstly in relation to Edward Timmins', Baltinglass, funding.

I wrote to you last year in fairness about the significant gap that I felt was developing in capital funding in the south-west part of our district, South West Wicklow and the Baltinglass, precisely, in fairness I wish to thank you and the team to respond and to game with me on that and in particular to work with us on the rural regeneration scheme for Carnew, and [inaudible] and I think it will address some of the funding gaps that have existed and bring a degree of fairness to the investment portfolio in Wicklow and you are to be credited for that.

In we legislation to two questions, firstly to the [inaudible] Greenway, 14 years on the project, that is behind me here ... I was wondering is there a plan for it to be developed to go on for planning, it is almost ready. I would like to hear from you in relation to where it is at. I think that a number of communities from Arklow to Carnew, that there is a 95% buy-in, they have waited a long time. They would like to see the update on that. In relation to housing, I can see on the promised housing list, this is housing in Ballack and [inaudible] and

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there is a significant water issue there. Is that resolved or is that ordained to Q4 and then the housing delivery in general that we are still waiting for Irish Water to announce urgently required and supposedly to prioritise the projects for [inaudible] and Dunavon in the west and other areas. it is now September 2021, but the projects were promised, and it has been some time. So, an update on that. Thank you.

CATHAOIRLEACH: Gerry Walsh.

GERRY: The arrears figure on housing, the rent arrears is high again. I mention it in light of the decision on the LTPD (sic) So, that was to protect and improve the services so disappointing to see that the figure is remaining, so, that is hopefully, that we can address that in the future. The heating upgrade programme on page 10. There are 5 gas and oil boilers replaced. Long-term going forward, are we moving away from gas and oil boilers? Is there a plan for retro fitting measures and the ORI, the [distortion of sound] scheme and [distortion of sound] Greystones and one of those three schemes and on the Bray central, I will be sure that we may hear from the [distortion of sound] but there may be serious concerns that another deadline is missed there and to move on, on the EMPs, the International Map Plans for the villages, can you elaborate that with the SCC groups on the sustainable energy committee? A run down on that. And then there is a new air monitoring, that is installed in Bray, when will we see the results of that? And you mentioned with working to local authorities in relation to dog fouling and there was initiative from Galloway City Council ... [distortion of sound]

CATHAOIRLEACH: We have lost Gerry Walsh.

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I think that we have lost him, Councillor McManus.

GRACE: Two quick questions, first in relation to, I'm sure that every Councillor will agree, the amount of struggle and suffering that is happening with people trying to secure a HAP place. If is my understanding that the housing community had an operator in Wicklow to assist people in securing a HAP property. I think that the post is available. If the Chief Executive has heard anything from the community about that post being filled. The HAP place finder in Wicklow, can I extend my gratitude for her for always finding a space in what imagine as a chaotic job role, to reply. It is greatly appreciated but if there is an update on the assignment of that job, as that role impacts our work. And the second question, is there update on the courthouse in Bray to be taken over by the council, I think, all of us could list ten community groups currently looking for a space to operate out of, and I'm looking for an update on that, Chief Executive, if you have it. Thank you very much.

CATHAOIRLEACH: Thank you. Can I bring Joe Lane in to answer the housing questions, there are a significant number of housing questions, followed by Colm Lavery and the Chief Executive on the questions? Thank you.

JOE: I had two housing ones. One regarding Shillelagh, had, we have no issue with the water there. The wastewater issue, we are confident it was a capacity issue, that we are confident to achieve by agreement the issue as required. The question regarding Simon and the replacement officer, I think it is not HAP and the homeless that we are talking about, we are discussing that, but it is homeless, rather than the HAP services that are being provided.

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CATHAOIRLEACH: And a question on heating upgrade on the housing, Gerry Walsh?

GERRY: I must have missed that one.

FEARGAL: The oil and gas boilers and the replacements?

GERRY: In relation to the oil and the gas boilers to be replaced and if there are retro fitting measures?

JOE: Under phase 2 there is a problem as they are carbon burning. They would be problematic to achieve the B ratings required in new houses. It is more air-to-water, heating systems that would be required.

FEARGAL: But the good news is that the Government is committed to upgrading all or older housing stock up to P2 over the next number of years, so the new system referring to water installation, windows, and doors, that is a big commitment, 1 billion Euros spent on upgrading older council housing stock. So, there will be a lot of work in that area.

CATHAOIRLEACH: To Colm can you come in the Arklow, Shillelagh project?

Colm it is that work that is ongoing. We have to update a number of environmental surveys that were carried out in 2018, before we finalised the planning and the environmental reports, so our consultants, were carrying out the surveys, some between the 6 and the 30th of September and then again in November. Once they are completed, we will finalise the planned documentation and hope to submit it to An Bord Pleanála, either late or early in 2022. That is where we are at on the Greenway. And the issue was raised by the small-time villagers' programme. Tim Healy is a priority area under that programme, and we continue to push it with Irish Water. We understand that

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there is a rolling programme of announcements, as they have done their due diligence and in each of the projects to announce which ones are going ahead. One is to be announced with the county and the I decisional funding that is available for Wicklow, so we hope that in the near future that the other priorities in the programme will be announced just to say that we will be raising it again with Irish Water tomorrow morning. We have a tier 2 meeting with Irish Water in relation to a service network agreement, so I will raise it again in the morning to see if there is an update. If there is, I will let you know.
Chief Executive?

FEARGAL: In relation to the rent arrears, there is the issue of COVID. That is being tackled, and the rent collectors are back on the ground. Bray Central, the steering group met with the developers on site last week and are committed to being fully operational on site. There was a lot of work done as people have noted from a previous visit and there is a completion date by the end of January. I will confirm that this morning. If Breege Kilkenny is there to comment on the environmental planning issues from that point of view. If she is there?

BREEGE: I am. Just in terms of the air monitoring, can you hear me?

CATHAOIRLEACH: Yes.

BREEGE: We installed the air monitoring at Greystones, and I believe that Minister Ryan is to open it very soon. And thorough the RSPC, and the work on the policy and the agenda from the SPC, they asked for additional air monitoring in Arklow and in Blessington. So, we are hoping to get it up and running as soon as possible.

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FEARGAL: The energy master plans and the dog fouling.

BREEGE: The dog fouling is a process that is being continued with our environmental awareness officer, Jim Cary has been a part of that, trying to get the advertisements and our initiative up and running. We are looking at very, at a number of different options. That is to deal with dog fouling so that we can provide you with an update on that and to bring to the SPC and to the full council and the next council as well, all of the initiatives being currently put in place. Galloway and Leigham have piloted things in terms of DNA testing but there are issues with those. But we will update in relation to the whole dog fouling and how we are approaching it in Wicklow. In terms of energy master plans, what I will say and again to bring to the SPC, but we have now undertaken the tender assessment for the consultants for the decarbonisation area in terms of Arklow, in terms of both preparing an energy master plan and the implementation for the decarbonisation zone, which is required by the end of the year. In terms of the other DSCCs, there has been tempt work with each of the DSCCs to get them to move on with the energy master plan, all of which is subject to other funding. So, part of that, is when the energy master plan is prepared, the SCC applies to the SCAI to get funding, to get a number of the projects up and running. I don't know if that properly addressed the question, this if Councillor Walsh wants to come in there.

CATHAOIRLEACH: Can I bring in Lorraine Gallagher?

>>: We will give a full report tomorrow evening, as the Chief Executive mentioned, the Steering Committee met on site. It was clear from the walk around that the extent of the progress on the site is close to completion. There

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are endeavouring to achieve two dates, one to return to the main site in 4 weeks and completion by the end of January 2022. We mentioned to the developers to get the car park up and running prior to the December 2021 \$22 so they will get back to us. In relation to the Bray courthouse, the members recall that they were in touch in relation to that building. We had a structural engineer carrying out assessment to the building, the cost of refurbishing it comes to excess of 200,000. The layout is peculiar. The Bray municipal district members took a walk around. The court services were in touch recently, no decision has been made. I'm not aware of feedback in relation to a particular community group or the elected members and how the whole project would be financed but, again, if you want to get in touch with us, with Councillor McManus or David Forde in Bray, we can discuss it more.

CATHAOIRLEACH: Moving on. Lourda Scott?

LOURDA: Thank you. One question, I will be brief. Time is ticking on. But a question regarding the closure of the shoreline facilities in Greystones and in Bray.

For the last while the public members have not been permitted to use the facilities. I know there will have been restrictions in terms of balancing numbers and access and obviously I know that shoreline in Greystones has been used for vaccination centres. But also, I was interested to know in terms of the public/private partnership agreement does it allow for the exclusion as I'm aware that private members were allowed and so, when are the public members allowed back in to use the facilities?

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TOM: Sorry, almost asleep, Chair! I am convinced more than ever we need a separate meeting for your report not to be rushing through it. The first thing to ask, is the new housing plan, how soon are we to get an overview of the presentation of that? And the question that I ask, having looked at some stuff over the weekend, is it on collision with the CDP process? So, I think that we need a discussion on it, maybe not today but I think that it justifies that. Again, on the part 5, looking at the numbers that we are talking about that are quite small. But how many part 5s are we getting? There are over 1,000 houses alone to be built in Greystones so, how many part 5s in 2021 and 2022 or early in 2022? It seems like small number in relation to the number of developments that are going on.

Bear with me, Chair on the HAP are their negotiations ongoing with the communications with the HAP to keep in line to some extent with the growing rent levels? And on homelessness, I had something there. Recently, I wondered if two families were to present themselves as homeless to us in the morning or sometime this week, are we in a position house them? The dog park was covered, I had a question as to when and where it would happen and out of the equation, are we giving Glenveigh freedom with this. And on priorities, we will we get prioritisation with the overview of how the priorities are to be achieved and the timelines associated with them. Bray council has been discussing what is happening with the harbour, I have a bunch of emails from people concerned about the bridge and the environmental impacts, but I think that Colm has answered that.

I think that is it. I had a happy of things but that is all for now.

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CATHAOIRLEACH: Thank you. Councillor Mags Crean.

MAGS: We are waiting for the homes team for a full complement of staff, there is a growing volume of work. This is important. On the mandatory report for the future of Chief Executive reports, sorry, could there be input from the disability and the inclusion disability, it is not there, and there is lots of work being done on access issues it may be useful to keep all councils up-to-date.

CATHAOIRLEACH: Joe Lane?

JOE: I'll handle shoreline as I'm the Chairperson. As we are aware, Covid, with the number of stages regarding the reopening of COVID. The stage 3 will include the pay as you go members. It is a matter of getting the people involved and tracking government guidelines. It is tied up to or linked to the question, linked to the pay as you go. It should be online in a couple of weeks just a phase to prioritise the swimming lessons also, so getting a balance with all the people involved. The ones regarding homeless ... we have a number of short-term solutions, because of short-term staffing issues and we will have a full complement back over the next couple of weeks. But the services that could be provided, can the services be provided, bear with us, we will get emails out as quickly as possible [distortion of sound] regarding marriage services or emergency accommodation is always under pressure but if we have a particular of issue, we have a number of issues, all the way through in the last couple of years. Some of them may not be where people want them but there are solutions regarding them there. If we were dealt with an emergency homeless situation but members have been good in this regard. Early communication with the teams is very, very important. Not to get to a crisis

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situation where people present on a Friday, with a homeless situation, if at all possible, to present earlier than that, is that the 3 questions?

CATHAOIRLEACH: There is a question on the part 5s.

JOE: We gave a report about 6 months on the part 5. To allow 25 to 30 a year give or take, it is a part of the negotiations, under the programme of the possible, developer rather than the local authority that changes with the new act. It will take time to come in with the corporate part. But in general, to allow 25 to 30 a year, that is what we have had over the last two years. They are slow coming in. Sometimes, they are coming in blocks but if there is a particular question on a particular query, there is, we can answer that, but you are, you always were, on the programme of the builder. David did a presentation a while back. I can recirculate that. HAP are not aware of the HAP, but the Chief Executive may be aware of more than I am on that particular one on the HAP limits looked at a national level.

CHIEF EXECUTIVE: Part of that is we have to produce a housing delivery plan by the end of the year, which will set out over five years, it is based on the social housing list and protected demand so to ties into the County Development Plan but we'll certainly, that will set out, how much houses are building, how they're delivered and including affordable so we'll be back with a presentation in relation

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to that Cathaoirleach. So, I think everything else has been answered there.

CHIEF EXECUTIVE: The HAP levels, certainly, that has been raised with the department, we haven't got anything back yet. But it is a real issue and obviously extra for homeless HAP, but it has been raised, we haven't got back Cllr Tom Fortune. Cllr Derek Mitchell 1% from in the Greystones Municipal District.

CATHAOIRLEACH: Cllr Anne Ferris.

CLLR FERRIS: Just a couple of things I want to raise, in relation to the rent arrears, we all know and concerned about the rent arrears, but I think that some progress has been made in relation to collecting rent arrears and good to know rent collectors are out there. I'm wondering, I know that Bray Municipal District hasn't had a rent collector for, many, many years, so I'm just wondering would there be an opening for a rent collector in play?

But, I suppose, what I want to do is I want to thank everybody in the rent arrears section, who are dealing on this, and have been dealing with the problem, I know there's been problems with COVID and that, but they're doing a remarkable job and I want to pay tribute to them. The second thing I want to raise is I want to ask, director Gleeson is happening to the Bray municipal share of the Bray increased parking charges, the Bray Municipal District introduced

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new parking charges on the seafront in January, and it was agreed that we would retain the extra amount raised for the Bray Municipal District area, this is settlement so I would like to know, from Brian when and if he had plans to send that revenue to the Bray Municipal District which we could all do with. And the last thing I want to raise is in relation to the Bray sustainable bridge project, like all the other members and particularly the members in Bray, I have been inundated with a lot of e-mails were people. I suppose, just to put it straight, I live a stone's throw from the site where we're talking about the bridge is coming up, and it is clearly a, clearly a problem for the local residents in sea point court, sea important road, sea more road and strand road and other areas, I have problems council didn't carry out IA themselves, and took the advice of the independent person and I just hope that on barred Plenala Naila, after receiving the amount of submissions they have, will agree for a EIA before it can happen, on the website for the planning application, 21869 which is what the Bray, sustainable bridge is under, it says the decision is due by the 14th September, 2021, now I think that's very misleading and that should be corrected.

There are a number of problems that have been raised with site notices not being visible and blowing away, obviously one of the big things is about our Swan population in Bray and design of the bridge itself. And of course, then the most important thing I'm concerned

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in relation to the road's report we got A comprehensive roads report was done on this issue and I cannot see for the life of me any recommendation where the consultants are saying the roads, the roads link would be suitable, in relation to those roads I mentioned. I would ask, and appreciate what Colm Lavery says there, I would ask when a presentation is to be made, it is made to the members of the Bray district council, or the Municipal District first before it goes to the full all of the county council letters, but I would urge people to take the time to come up to Bray, and to come down sea point road, and to have a look for yourselves the problems, there are a number of issues where footpaths, there are only part footpaths on Sea Point Road I cannot see two buses will be able to drive out of Sea Point Court on to the road and sea more road and left again at the DART station, this is going to have to back to the planning, stage, and I certainly will not be supporting it. Thank you Cathaoirleach.

CATHAOIRLEACH: Thank you. Cllr Joe Behan.

CLLR BEHAN: It's all been said Cathaoirleach, thank you.

CATHAOIRLEACH: Thank you. I'll bring Colm Lavery to deal with the road issues

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COLM: Cycle improvement scheme, we prepared and lodged the CPO documents with An Bord Pleanála, on the 30th of June. So, that's the current position on it. I take on board what was said in relation to the bridge. I'll engage with NTA about funding the link from the sustainable transport bridge, back to the DART station. So, we're hoping to expand that project to design that part of the brief as well.

But as I say, no decision will be taken on the Part 8 until An Bord Pleanála comes back and indicates, whether there will be instructing us to carry out environmental impact assessment or not.

CATHAOIRLEACH: Thanks Colm, Brian can I bring you in on the parking charges for Bray. About

Brian: I've been in discussion with David Forde and getting information from ABCO to take a look at the machines on the seafront the increase related to see the total amount of income that's been brought in in relation to that, and then, working out what the percentage or amount relates to that increase. So, we will be finalising that, and obviously, we're in discussions and we have made submissions to Government in relation to trying to get a reimbursement of losses of parking obviously, we're well under, budget in relation to our parking income, year to date. It is starting to get back to normal levels. But, obviously, the first half of the year

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we have taken a hit, considerable hit so we have to factor that into the calculations as well. But, if we can get additional money from the department as well, we can apply that to the increase in Bray. So, look as I say I'll tic-tac with David Forde over the coming days and weeks, and maybe he can inform the members of the next Municipal District meeting.

CLLR FERRIS: I note we could have taken a hit in the first six months but that wasn't part of the proposal or part of any agreement, when we voted to increase our parking charges in Bray. It was agreed that we would retain the extra, and that extra is what we will be looking for, so make no mistake about that.

BRIAN: You will get the extra of the income that's taken in year to date.

That's what I'm saying. Extra.

CLLR FERRIS: Yes, thanks for the clarification.

BRIAN: What I am saying is if we have additional money from the department, we could supplement that amount. That's no promises obviously, that will be the totally dependent on our masters above in Government. But look what you've taken in, year to date, in extra based that will be allocated, yeah.

CLLR FERRIS: Excellent, thanks Brian.

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CLLR FORTUNE: Always take the extra.

CATHAOIRLEACH: While you have the floor, Brian, could you give us an update on the rent arrears.

Brian: Cllr Anne Ferris, actually made the point it has improved, there's month on month, it's improved by about half a million, obviously with the return of the revenue collectors the rent section of housing have issued a number of letters, to tenants, in relation to their arrears, they've looked at the top arrears in each Municipal District so good work done by the housing connection there, so we will be working hard with the housings section in relation to the arrears. We are conscious of it you know without a doubt. But Cllr Gerry Walsh had mentioned about the LPT, that figure, doesn't impact on the LPT at all, it is a separate issue all together. It is the arrears, but it is still there in the budget. Full amount is in the budget, it is owed, and the LPT, increase is nothing to do with the rent arrears that are currently in place.

CATHAOIRLEACH: Thanks Brian.

Thank you. Cllr Aoife Flynn Kennedy.

CLLR FLYNN KENNEDY: Thanks, Cathaoirleach, just more so for the Bray councillors to let everybody know Lorraine has organised for a presentation to be made at Bray councillors in advance of the

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proposed new bridge going to full council meeting, so obviously that will now be delayed slightly if the Part 8 will be delayed but that has already been agreed by the officials and will take place, so just more for clarity, thanks Cathaoirleach.

CATHAOIRLEACH: Thank you.

And anybody else want to come in.

CLLR BLAKE: Just thinking, to Brian first of all. The rates on vacant properties, is there an issue there, in terms of collection of it?

And secondly to Joe and the rest of it how we sort out the issue with the Irish Water and the sewerage situation in sill lay will, that's allow us to go ahead with the 20 houses and I welcome the fact it is progressing later on in the year. And Joe, you also in terms of the Tinahely, 17 or 18 houses as well that's proposed there, at what stage are we with progressing those, that particular project. And lastly, you've had a number of sites available for over a number of years, private sites for sale, some in Tinahely and Dunlavin is there any way with can progress the sale or list to the departments that can't do t they're idle for years and people are asking for them on a regular basis so can we progress we can actually sell those sites.

Thanks chair Chairman.

CATHAOIRLEACH: Before I bring Joe in S there anyone else showing there, that I missed, are we all happy?

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OK, Joe over to you.

JOE: Tinahely, yeah, we'll get back, sorry, can I go back to two things, regarding the plans in general, and particularly the service sites. This was discussed with the SPC at the last meeting and what we said was once we get housing for all, we will go through the housing building programme, we will look at what land is required for affordable or what land is required for social. There is very little, there is very little, there's no what they call national policy regarding service sites at the moment. It is not we're against it, that there is, we have to decide what priority, those sites will be given relative to with a is needed for aid Fordable or social and if we can, we will. The Dunlavin site would be particularly, the land costs involved in that, and we're recovering land and that may not be affordable, in the first place, that's the decision that will have to be made, I presume the council, because we can't right off this money. Tinahely maybe amenable for it but we have a lot of work to do before that stage. The Tinahely, I'm trying to get an e-mail, I'll do, the Tinahely ones, there's two issues, Declan has sent me an e-mail, Tinahely, we wouldn't have an issue with the Wastewater in, with the Tinahely ones. That's a specific question that's asked. We've had a number of preconnection queries for Tinahely and whether it is nearly capacity, we should have no difficulty on a smaller scheme.

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CATHAOIRLEACH: OK, Chief Executive can I bring you back in there just to finish up.

CHIEF EXECUTIVE: That's it. Just on the private sites, it is included on the housing for all, the Government will have a policy on service sites, in, as in the provide funding or loans or whatever to service sites at the edge of towns and villages for sale, so that's something coming down the track and we'll be getting a circular on it. Thanks.

CLLR BLAKE: Is there an issue in terms of vacant property, collecting the rates?

Brian: Not that I'm aware of.

They're due 40%, obviously the rents waver relief scale. That's 60% and 40% is due. Vacant premises, where were able to avail of the rents waver scheme, the criteria this year doesn't allow them to apply for the waver. However, they can still apply for old council, vacancy relief scheme which is 60%, but I'm not aware of any particular issues, no more than usual of trying to collect. If you do have, any information, pass it on to me.

CATHAOIRLEACH: OK, thank you everyone. We are tight on time; we have ten minutes left.

Have we time do the presentation on the Age Friendly Strategy, item 12, or presentation on the Customer Care Innovation Hub. Can anyone throw light on how long will this take?

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Helen: Age friendly can be heard in ten minutes.

CATHAOIRLEACH: That's fine, we'll go to item 12 to receive a presentation, Wicklow County Council Age Friendly Strategy - I just updated it slightly. Baltinglass Walkability took place in the October last year, report was sent on and doing well back in 17, funded through the Age Friendly and Keep Well Campaign and they were extremely well received.

Then, also, back in December, we helped people who were isolating and cocooning so thank you to people who helped us out. There was a lot of people stuff went into them and again there was a great response to it. In Arklow, a new befriending service due to start in the next month or two. We have coordination training, and we have volunteers, Garda vet something still on going and we got a fabulous donation by Vodafone of the phones and 200 Euro per volunteer to take part in this project. What it is connecting with people in their houses via telephone T would have done during COVID but wasn't set up in time. It was in counties and very beneficial project and link in with primary care sisters for example and doctors' offices who needs a friendly call once a week even.

We also, purchased two acorn tablets for two members of our Older Persons Council who weren't familiar with technology, they're still getting used to T these are specific age-friendly tablets, designed for

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older people, so normal gadgets are not on them, screens and writing is clear and so far, they're doing well. They haven't got up to Zoom standard yet because they're still moving around the place. But we will get there in the end, I have no doubt.

The bus shelters, we got funding, it must be two years ago, For bus shelters for age-friendly and most of them have been put in, Baltinglass area hasn't completed the task unfortunately but due to happen in the next two weeks and in Rathdrum, because two of them went in, another further three have been funded and it is great to see an especially coming to the winter the older people, when they do take the bus, which a lot have done, because they have the free travel, they have somewhere to take shelter.

The Age Friendly Strategy comes to end in May next year, so consultant has been appointed, consultations are due to begin, and I'll be back in contact to get any feedback you have or anything you like included in the new strategy. As you can imagine, I'd like to come here once a year to remind you that it is there, and I know all of you, fully support the age-friendly strategy, but reminder every year I am here, and I'm doing a little bit in the background. Now, this is a picture of Rathcoran, first age friendly community for life project. It is a beautiful 56 apartments in it. And there's homeless with McVerry Trust but 18 of the apartments living here will be age-friendly apartment from the housing list of people over 55.

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There will be five Syrian families already housed there, as you see from the picture, eight friendly benches, beautiful courtyard to do events and a lot of the boxes have been ticked with this inspiring project but I will keep you updated on the progress of t approximate And the primary care centre, guidelines which I have been working on year-and-a-half in Kildare have been officially launched but the primary care centres themselves haven't been launched individually so, Athy is the first primary care centre in Ireland and Baltinglass is the first primary care centre in Wicklow. The little pictures are an example what is in the guidelines, I will send each a copy of what is contained and what makes, primary care centre, age-friendly. And to be quite honest, it is simple steps that need to be taken, like clear signage for example and the picture on the right, your eye is drawn to the door on right, that's because it is painted a different colour, and any door not used is on the left and blends in the background, older people, if they have cognitive impairments are drawn to the doors on the right. And finally, just to let you know, a New Age-friendly housing specialist, is Aideen Klauer. We're running out of time, so I'll give her a brief overview what her role is and look forward to seeing you in person in the building, thank you.

CATHAOIRLEACH: Thanks, Richella.

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AIDEEN: Hi. Hi name is Aideen Klauer, Engineering in the housing section, I won't give you my presentation, I will give you a brief blurb about what I'm doing.

The role, age friendly housing technical visor came about when each local authority was asked to assign nominee and individual to work with older people to sourcing suitable accommodation. So, there will 31 age friendly technical advisers, we meet two months and share experiences and projects, co-ordinated through age friendly Ireland, it is a new role, only been launched officially on the 8th of December 2020. And, basically, I can be contacted, by phone, by e-mail, I could circulate my presentation maybe, it would have more information. I was going to go through the ten important points of a universally-designed home, but I won't.

Let me see now, I will get my presentation here.

The other thing was some current age friendly projects that we're working on, so, in Greystones, Carrig Eden there's proposal for 14 one bedroom apartment, stage one approval, received that, Mill Road in Greystones, is two by two bed age friendly housing, houses, two houses, they have been granted Part 8. Castle Villas has Part 8 granted, Kilcoole has been advertised, Part 8 has been advertised, four one-bedroom and looking at potential sites have been identified, Milbank, Newtown, and Mountain View in Blessington, so there are some of the other projects that hopefully will come

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through fruition. So, that's really all. I could circulate my presentation that I was going to give, and it would give a bit more detail, but I know, we're short for time.

CATHAOIRLEACH: Lovely, thanks Aideen, apologies to both of you for being so short on time but we really do appreciate all the work you're doing in the background, and please God in the near future we'll have you back for a better presentation, or longer presentation that we're not rushing you. I have time for one or two comments if somebody wants to come in.

CLLR KENNEDY: Yeah, can I just, first of all thank you both for the presentation. And just make a comment because I've done a fair bit of work with Richella and thank her for all the work she's done for the older people around the county, I don't think she's just a co-ordinate but trusted person among the older people and thank you for all the work you have done right around this whole county for all the people. And perhaps, aid Dean, if you could maybe circulate your presentation, that you were going to give for the housing for the older people, I would be interested in seeing that thank you.

CATHAOIRLEACH: Thank you. Cllr John Snell.

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CLLR SNELL: Thank you both for their work. If I could say to the members of Wicklow County Council, it is so important that we tie in with the housing section with addressing our age-friendly supply of units and that's why Aideen is on board, and if you could identify projects going forward, there is exciting times, whether it is through their private sector, social housing scheme, or bodies, we have to be mindful, that it is so difficult for people, of an older generation for the last 18 months with COVID and I know Richella has hit the ball out of the park with working with for people over 18 months and we can't appreciate and put into words the amount of work gone on behind the scenes. But I would just say that I'm heavily involved in the Men's Shed organisation of Ireland, and we're one of the last organisations to open up, still don't have an official opening up date believe it or not. And I think, that, the affect that is having on senior citizens throughout our county and throughout the country, is going to be disaster going forward, and I would ask Richella would tie in more closely if she could with all organisations of Men's Sheds and we do have the women's sheds organisation, now getting from the grass roots up, so I wanted to thank you everyone involved.

CATHAOIRLEACH: Thank you. I've two more speakers, one minute each for Cllr Anne Ferris and Cllr Gerry O'Neill.

CLLR FERRIS: Sorry Cathaoirleach, I didn't indicate.

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CATHAOIRLEACH: Your hand is up. Cllr Gerry O'Neill.

CLLR O'NEILL: Thanks, I would be one split second, I want to say to everyone well done, they're doing really great work. I have been in contact over the last while, especially Helena, and also, Joe Lane and great work in the pipeline there. And it is one of the big successes of Wicklow County Council, is the work that these people are putting into it. Thanks very much.

CATHAOIRLEACH: Finally, Cllr Gerry Walsh.

CLLR WALSH. Just a quick point on the housing adaptation grants there's a number of approvals there, but a backlog there, I know I have been dealing with people recently, they're urgently waiting for works in their homes, that's another issue.

CATHAOIRLEACH: Thank you. And if anybody has any other issues, feel free to contact Richella or Aideen there. Thank you all. That was a very successful meeting, I think.

And thank you everybody for your attendance. Thank you.



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