

Minutes of the Monthly Meeting of Bray Town Council held in the Council Chamber, Town Hall, Bray on Tuesday 10th October 2006 at 7.30 p.m.

Present: Councillor Anne Egan, Cathaoirleach
Councillor Joe Behan
Councillor John Byrne
Councillor Caroline Burrell
Councillor Brid Collins
Councillor Déirdre de Burca
Councillor David Grant
Councillor John McManus
Councillor Ciaran O'Brien
Councillor Pat Vance

Also present: Mr. Des O'Brien, Director of Services
Ms. Christine Flood, Town Clerk
Mr. Sean O'Neill, Town Engineer
Mr. Martin Heavey, ESB Networks
Mr. Peter O'Loughlin, ESB Networks
Ms. Claire Falkiner, R.P.A.
Mr. Tom Manning, R.P.A.
Mr. Eddie Lyons, O'Connor Sutton Cronin
Mr. Paul Healy, O'Connor Sutton Cronin

Apologies: Councillor John Brady
Councillor Anne Ferris

1. To receive a deputation from Mr Martin Heavey of ESB Networks regarding the proposed closure of the ESB Bray Depot.

The Cathaoirleach welcomed Mr Martin Heavey, Customer Services Manager and Mr Peter O'Loughlin, Construction Manager from ESB Networks.

Mr Heavey informed the members the South Dublin District of the ESB covers an area from Stillorgan to Tallaght and Naas including Bray. The activities of this division is to provide service to 400,000 existing customers, connecting new customers to the network (12,500 new customers were connected in 2005 and it is anticipated that there will be further 1,000 new customers this year), to refurbish the network and to develop new networks and new stations to support activity (for example the new station beside the Boghall Road ESB Depot).

Mr Heavey stated that the ESB networks business environment is changing dramatically. The Commission for Energy Regulator (CER) determines the ESB Networks and controls costs. The ESB submit plans and programmes to the CER every 5 years, therefore there is huge pressure on the ESB to improve efficiency and reduce costs. Property assets must be utilised. There has been a rationalisation over the last few years – the Boghall Road Depot was established

in the 1970's . At this time the ESB had 90 areas countrywide versus 34 areas today. In the past customers made direct contact with staff through the ESB Depots . Changes in communication, IT and data have meant that customer contact is done through the contact centre by telephone, computers are now doing switching instead of manually.

Mr Peter O'Loughlin informed the members that the Boghall Road is 10 miles from the depot in Leopardstown with good road linkage. Staff operating from the Boghall Road will be transferred to Leopardstown where many of their supervisors are already based there. The closure is one of a number of closures signalled however, this was deferred due to infrastructure and the M50. The Tallaght Depot closed in 2005 and has been very successfully relocated and the area receives the same level of service. It is planned to mirror the Leopardstown Depot with that in Finglas, Dublin North (which has over 200,000 more customers than Dublin South).

Mr O'Loughlin stated that the rationale behind the proposed closure is that the service can be delivered effectively from Leopardstown, savings can be made in the running of the property and the property at the Boghall Road will be released. He also confirmed that there will be no degradation in service and added that customer service is top of the ESB's agenda.

Mr O'Loughlin reinforced his colleagues in the Bray Depot and stated that the after hours response is hugely acknowledged by ESB management and customers. Staff based in Bray currently work in the Dublin division and he doesn't see a substantive change in work or locations.

The purpose of the depot is to support the field operative by providing equipment and supplies. The staff will remain with the ESB working in the field. It is proposed to maintain and enhance services for the Leopardstown depot and to manage any issues staff may have.

The Members then raised the following points:

- Welcome both representatives from the ESB Networks.
- Bray received a very good, local and essential service but is now losing it.
- Bray is constantly being downgraded, lost An Bord Gais and now the ESB to Dublin.
- Strongly object to the depot being relocated – why can the depot not be based in Bray?
- Leopardstown is quite a distance when there is an emergency.
- Will the staff levels be able to cope with Dun Laoghaire, Tallaght and the rest of North Wicklow?
- Would plea to the ESB to revisit their decision.
- Delighted to see the managers paying tribute to the staff.
- If it weren't for the ESB depot workers, the members would not have known about the proposed closure. This reflects badly on the ESB.
- The Governments policy is to encourage industrial development from Dublin to Wicklow and surrounding counties.

- The decision appears to have been made already. Can this be reversed or can Wicklow County Council or Bray Town Council do anything?
- An elderly lady in Enniskerry has huge difficulty getting the ESB to read her meter and is afraid of receiving a large bill because of this.
- What is the condition of the network from Bray to Dublin? Does the condition worsen as it gets closer to the City Centre?
- Are there any proposed job losses?
- Is it proposed to close the Leopardstown depot in a few years?
- If Alf Kelly was the Chairperson of ESB this would not happen.
- Bray do not have the facility to hold large vehicles.
- Personal service provided by staff on the ground will have gone.
- There is a new station and networks in Bray so why not improve the depot?
- Were the 71 staff at the Boghall depot asked if they wanted to move? If so, when were they asked?
- What are the benefits for staff and customers?
- The population has increased in Bray and so has the amount commuting.
- Has the ESB looked at the growth area in Bray, North Wicklow and Dun Laoghaire Rathdown?
- The ESB is a successful state company and in Ireland - small is good, big doesn't work as well.
- The rationale sounded old fashioned.
- Current Regional Planning Guidelines encourages decentralisation.
- The more centralised the depots become, the less staff interact.
- The short term gain is off-loading properties. Have the ESB considered the current zoning and will they be seeking a change in zoning?
- The ESB has to change but we are none the wiser as to why they are closing the Bray depot and moving the work?
- There is going to be more future development in Wicklow than Dun Laoghaire Rathdown.
- How are the services better from Leopardstown?
- How do customers feel about the depot in Finglas?
- Customer service is disgraceful, the ESB shop closed and people can't pay their bills directly. If a public light is gone a person must contact the Council, with the number on the pole, who then contact the ESB and this is time consuming. Local staff knew the location and fixed the problem straight away.
- Readings are only done 3 times per year.
- The removal of the underground ESB cable at Richmond Hill delayed the project by 3 months.

Mr Heavey and Mr O'Loughlin responded as follows:

- Discussions with staff at the Bray depot are ongoing. There will be no job losses or reduction in staff. Staff will remain dedicated to the area.
- Service will be maintained. The nature of the ESB work is done in the field and not in the depot.

- Staff rostered in the area will continue to be available to respond to emergencies in the area.
- The ESB will support and facilitate developments and industry in the area.
- Individual cases can be investigated.
- The ESB do not own the public lights, they do maintain them. It is the responsibility of the Local Authority.
- Vehicles will continue to be brought home by staff and any kept in the Bray depot will move to Leopardstown.
- There is a Rural 10 year low-voltage programme which will involve North Wicklow.
- The closure of the Leopardstown Depot is on the agenda in the medium to long term

2. To receive a presentation regarding the LUAS extensions from the R.P.A.

The Cathaoirleach welcomed Ms Claire Falkiner and Mr Tom Manning from the R.P.A. to the meeting.

Ms Faulkner stated that the proposals for the LUAS extensions are ongoing for two years. The RPA follow on from recommendations made in the LUTS study which recommended that the LUAS go to Fassaroe. Ms Falkiner outlined each the three options for the extension of the LUAS.

She confirmed that the LUAS does not affect any existing GAA playing pitches or the Clubhouse belonging to Bray Emmets and the developers of the Bray Golf Club lands did not support the LUAS.

She stated that October 27th 2006 is the closing date for any comments and individuals are welcome to come and talk to the RPA.

The Members then raised the following issues:

- Councillor John McManus stated on behalf of the Labour Party they would oppose any proposal which does not connect with the existing rail network.
- Surprised and annoyed that during the LUTS discussion that a link with the DART was not put forward despite relaying this to officials on numerous occasions.
- This process started with Transport 21, a Government document.
- LUTS was driven primarily by Wicklow County Council and Dun Laoghaire Rathdown County Council. This failed and we should commission another study to include the rail line and Bray South.
- This will have a huge impact on Bray Emmetts if they lose pitches.
- In a letter dated 3rd September 2004 from Bray Retailers it was envisaged that there would be a terminal at the Bray Golf Club lands. Assuming the change in this is down to money and the developers.
- County Boards lack of support for Bray Emmetts is disgraceful.
- Glad to see that the RPA are not a Land Use Planning Agency.
- We should be extending the LUAS to the Southern Cross Road.

- Councillors did not have a good input into this – but the Town Manager did.
- Needs to be as near as possible to the Town Centre to take traffic from suburban Bray.
- According to Page 58 of the LUTS study, it appears that the preferred option of Wicklow County Council, Bray Town Council and Dun Laoghaire Rathdown County Council was Route 2. Officials of Bray Town Council and Wicklow County Council relayed this without formal consultation with the members. Who gave officials this mandate?
- Much of the area in Route 2 is undeveloped – is it the developers who are leading the process?
- Are the RPA not the statutory body with the ability to make recommendations for the best possible route?
- Would like to thank the RPA for meeting with Bray Emmetts and giving them a commitment to include them in future discussions.
- What is involved in the upgrade to the Metro?
- What is the cost of the extension from Cherrywood to Bray?
- What are the nine criteria?
- What role does the RPA play in connectivity?
- Councillor de Burca did not attend meetings regarding this and was the only person to be removed from the committee.
- LUAS needs to connect but not in the Town Centre.
- Who does the RPA make recommendations to?
- Have the RPA look at alternatives for Bray Emmetts?
- It is up this Council to recommend a route – it is our job.
- Officials are not speaking on behalf of the Members.

Councillor John Byrne then proposed and Councillor John McManus seconded the proposal that Bray Town Council recommend Route 3 to the RPA as their preferred choice.

Ms Falkiner responded with the following:

- The LUAS will impact on Bray Emmetts and may constrain future development of the club.
- All routes serve the DART line whether it be at Woodbrook or by means of interchange.
- The Platform for Change document envisaged a terminal at Shanganagh near Woodbrook.
- If the developers of the Golf Club lands were in support they could consider the LUAS extension there.
- Need commitment from developers that they will fund and facilitate.
- The land at Bray Emmetts GAA grounds is 6ft high in weeds and is not currently a pitch.
- Feedback is mainly regarding Bray Emmetts and the Town Centre.
- Guidance is taken from the local authorities.
- Wicklow County Council support the LUAS at Fassaroe but there hasn't been a clear response from Bray Town Council.
- The RPA are employees of a state agency.

- The criteria are clearly listed on the back of the consultation document.
- Metro – as much segregation as possible from road traffic, journey times, no road junctions, high frequency of service and longer vehicles.
- The RPA will make a recommendation to their own board by the end of 2006.
- They have investigated alternative routes to Bray Emmetts but there were environmental implications with listed structures and massive traffic implications.

Councillor Joe Behan stated that the configuration came through LUTS which no members took part in and were not asked to approve. He asked the Town Manager does the LUTS study have any statutory forum and what is the status of the LUTS and South Bray LUTS?

The Town Manager informed the members that the LUTS study is not a statutory document. The document was commissioned to put context onto zonings and planning. A Traffic Impact Assessment was required for some of the larger planning applications such as the Bray Golf Club lands and possibly Fassaroe. He stated that the officials of Bray Town Council are not a lobby group, they had input under the RPA guidance. The consultation took on board the RPA's requirements. There is an employment deficit in Fassaroe and people need to leave Bray to work. He further stated that much of the income made from LUAS is made off-peak.

The Town Manager stated that they had requested that the RPA address Bray Town council at an earlier stage in the process but that the PR department of the RPA stated that the proposals must go the public first. He stated that Bray Town Council will be making a submission in October.

The land in South Bray is defined. There is not going to be much more traffic getting through Bray so the Public Transport Study was commissioned.

The Cathaoirleach then thanked Ms Falkiner and Mr Manning for attending the meeting.

The Cathaoirleach then asked the members if they would accept replies to the Notices of Motion in writing and any replies they are not happy with they can let the Town Clerk know to include them on the agenda again. This was agreed by the members. Any issues relating to the Government or politics will remain on the agenda.

4. Confirmation of Minutes of the Monthly Meeting dated 12th September 2006.

It was proposed by Councillor Brid Collins and seconded by Councillor John Byrne and unanimously agreed to confirm and adopt the minutes of the Monthly Meeting dated 12th September 2006.

5. Reports and Recommendations.

The Town Clerk circulated the following reports which were noted by the members.

Report on works to be carried out on O'Byrne Road and Wolfe Tone Square

Road and footpath improvement works were carried out at Wolfe Tone Square in 2004 and 2005. The completion of the work, including provision of ramps, was delayed due to need to carry out stormwater separation.

Bray Town Council engaged RPS Consultants to design a stormwater separation scheme at O'Byrne Road. The council's engineers recently agreed the proposals and the consultants are currently preparing tender documents for the drainage works. The tender documents will be reviewed within the next two weeks. It is proposed to advertise the drainage works by the end of October 2006 with a view to commencing work before Christmas.

Part of the drainage works has already taken place on Wolfe Tone Square West. As part of the road restoration works is funded from 2006 grant allocations, it is intended to carry out road surfacing works on Wolfe Tone Square West south of its junction with Wolfe Tone Square North before the end of November 2006. The remaining road works will follow the completion of the drainage works in the Spring of next year. These include completion of resurfacing works on Wolfe Tone Square West, the reconstruction of about 50m of footpath and the construction of traffic calming ramps throughout Wolfe Tone Square.

Smoke Alarm Pilot Scheme

Attached see copy of press release circulated by the Department of the Environment, Heritage and Local Government earlier in the year. Please note that the pilot has not as yet commenced.

As part of the pilot, the County Wicklow Fire Service will purchase up to 500 10 year, battery free, smoke alarms. These will be supplied to a number of voluntary organisations for installation in vulnerable households throughout the county.

Under the current regulations, most new builds are required to have three smoke alarms and one heat detector (depending on the size, layout and number of rooms in the house). When local authority properties are being re-furbished or having central heating installed, Bray Town Council arranges to have mains operated smoke alarms and heat detectors installed also.

Roche launches Smoke Alarm Pilot Scheme

Minister for the Environment, Heritage and Local Government, Dick Roche, today, in Greystones, announced that he is sanctioning funding for a Pilot Project for the installation of smoke alarms in vulnerable households in a number of counties. The participating counties are Carlow, Cavan, Cork, Dun Laoghaire Rathdown, Galway, Laois, Louth, Offaly, Waterford and Wicklow.

Under the Pilot Scheme, local authorities will, with the assistance of the voluntary sector and others who visit persons in vulnerable households, identify those households where there are no smoke alarms and will arrange for the supply and installation of two smoke alarms in each such household. It is envisaged that up to 250 households will be dealt with by each local authority participating in the pilot scheme. The Department will pay the cost of the purchase of the fire alarms by the local authorities and it is expected that they will be installed either by those who visit the households or by the local authority.

Research commissioned by the Minister has indicated that 20% of Irish households have no working smoke alarm and the Minister is now planning a range of measures aimed to achieve a situation where every household has at least two working smoke alarms as quickly as possible. As well as a general media campaign to encourage the installation of smoke alarms and targeted measures in relation to local authority-owned houses, these measures include targeted campaigns aimed at the private rented sector and student accommodation. The objective of the present Pilot Scheme, which was developed in consultation with officials from the local authorities, is to target vulnerable households which might not be captured by any of the other measures.

The Pilot Scheme will run until the end of October, 2006, and a review of its effectiveness will then be carried out in consultation with the participating local authorities with a view to extending it nationwide next year.

7. Correspondence.

The Town Clerk informed the members that there are two pieces of correspondence:

A letter received from the Bray Heritage Centre requesting permission to hold a market on Fridays from 10.00 a.m. until 2.00 p.m. This market was previously held on Saturdays and Sundays. Revenue from the market is to provide funding for the Heritage Centre.

It was proposed by Councillor John Byrne and seconded by Councillor Caroline Burrell that permission be granted for this market.

Bray Partnership Ltd AGM will take place on 25th October 2006 at 2.00 p.m. in the Partnership Offices. Two nominations to the Partnership Board are requested. It was proposed by Councillor John Byrne and seconded by Councillor Pat Vance that Councillor Caroline Burrell be nominated to the Bray Partnership Board. Councillor John Brady is to remain on the Partnership Board.

3. To receive a presentation regarding the River Dargle Flood Defence Study.

The Cathaoirleach welcomed the representatives from O'Connor Sutton Cronin to the meeting.

Representatives from O'Connor Sutton Cronin confirmed the Project Team which consists of:

Mr Des O'Brien and Mr Sean O'Neill from Bray Town Council
Mr Tom Sherlock and Mr Tim Joyce from the O.P.W.
O'Connor Sutton Cronin and Dr John O'Sullivan (UCD)
Royal Haskoning (Independent Environmental Consultant)
Mulcahy McDonagh Quantity Surveyors
McGill Planning
Mitchell & Associates Landscape Architects
Central Fisheries Board.

It was stressed that the presentation was an interim presentation. The Flood Study was at step two of a three step process. There would be a further presentation to members on completion of the public consultation. The consultants outlined the project format including the catchment area, the processes undertaken in compliance with the OPW requirements.

They also outlined in some detail the various measures that are being considered for various locations of the riverbank.

There are six options for flood alleviation measures. They include:

1. Do Nothing.
2. Containment only.
3. Containment and River works.
4. Upstream Storage.
5. Partial Storage and Containment.
6. Partial Storage, Containment and River works.

While describing the six options in detail the consultants also outlined the areas affected by each option including a section of the People's Park which would need landscaping to take advantage of the new topography.

The options outlined will be presented to the riparian landowners first and then at a general Public Consultation on 6th November 2006.

This concluded the meeting.

Signed:

CATHAOIRLEACH

Signed:

TOWN CLERK

Dated:
