

**Minutes of the Ordinary Meeting of the Municipal District of Bray held in the Council Chamber,
Town Hall, Bray on Tuesday 5th January 2016 at 7.30 p.m.**

Present:

**Councillor Joe Behan,
Councillor John Brady
Councillor Christopher Fox
Councillor Steven Matthews
Councillor Oliver O'Brien
Councillor John Ryan
Councillor Brendan Thornhill
Councillor Pat Vance**

Also present:

**Mr. Des O'Brien, Director of Services
Mr. David Forde, District Administrator
Mr. Liam Bourke, District Engineer
Ms. Triona Irving, Administrative Officer**

Absent

Apologies:

The meeting opened by a Vote of Sympathy being extended to the families of Dick MacGahon, Wesley Burrows, Ken Carton, Tommy Mason and Cllr. Pat Kavanagh who recently passed away. A minute's silence was observed, as a mark of respect.

1. Confirmation of the minutes of the Ordinary Meeting dated 1st December 2015

Councillor Steven Matthews proposed confirmation of the minutes of the Ordinary Meeting of the Municipal District of Bray dated 1st December 2015 and Councillor Joe Behan seconded the proposal.

2. To Review the Casual Trading Bye Laws

The District Administrator informed the members the current byelaws were previously circulated. They were amended in 2001 when a pitch was added for a 'Norman Market' outside the Heritage Centre. This amendment was requested by the Heritage Centre Committee. There are currently four pitches in the Main Street, two for the selling of jewellery, one for selling newspapers and one outside the Heritage Centre.

Wicklow County Council amended their byelaws in 2012 and we must be mindful of the charges when making amendments. We will need to advertise in a local and national newspaper and they would be on display for approximately 4/5 weeks for submissions/expressions of interest.

The members raised the following points:

- I previously put forward a Notice of Motion for the selling of flowers outside Springfield Cemetery; there is a demand for this.
- Flowers are sold outside Deansgrange Cemetery most of the time, we can make some arrangements so we won't be taking away from existing traders in the town.
- I propose that we go ahead with this on a Saturday and Sunday there would not be a demand 7 days a week.
- The fee of €12.70 for an area in the Main Street is very low.
- These areas should not be compared to the shops; it would give a chance to someone to earn some money.
- We need to be careful that the new rates are not set to high to price out the ordinary individual.
- Is it just one licence per pitch?
- I would like to keep the option of the Farmers Market.
- If pitches are not used they should be scrapped; we should do a review to see if we need these stands.
- The market at the Civic Centre is the only place in operation at the moment.
- It would be unfair to existing retailers selling flowers to agree to a pitch at Springfield Cemetery; they are paying rates, rent, insurance etc.
- Can we give the existing rate payers the option to sell flowers?
- Maybe we could limit this area to one day a week so existing florists would not feel aggrieved.
- We could have a farmers market in the People's Park, this would revive the area.
- The Dun Laoghaire Rathdown market has re-energized the area; there is a demand for a properly run market.
- Local traders would love a pitch and it would bring in revenue.
- I have talked to a lot of people in the town and the burning issue is housing. There is not a massive amount of people asking for the review of the bye laws. There is no urgency with them but there is with housing.
- Was the fee for the kiosks on the seafront €10?

The District Administrator informed the members that other Local Authorities don't have designated areas; they just take applications on their merit. The M.P.C. increased the rate for the kiosks over time. If we advertise for a new permit we cannot restrict it to the District. The kiosks are under licence agreement to Bray Tourism for this year; the same regulations/conditions attached to the kiosk lease will apply. The income from the kiosks will supplement the cut in the Bray Tourism budget. This income will go towards staff costs and litter pickers. It is envisaged that the litter pickers will start on the May Bank holiday weekend.

The members raised the following points:

- Members were not consulted regarding the licence agreement with Bray Tourism. This decision should have been taken by the members and is undermining us as representatives.
- Can we have an information document outlining the reserved functions that will clarify the members and officials role?

- I welcome staff showing initiative to keep money in the town. It was creative and I would encourage them. Wicklow County Council is centralizing everything. We don't need to give approval to something like this. We need to show a degree of faith in the staff.
- Other local authorities have not centralized to the same degree but it is policy in Wicklow County Council.
- We can review the kiosk licences at the end of the year.
- How are they allocated is it a lottery system?

The District Administrator informed the members that Bray Tourism will allocate the kiosks using the previous lottery system. All applicants drawn that meet the criteria will be allocated a kiosk for example the first out will be allocated kiosk number one and so on. The Cathaoirleach was present in the past and I am sure that Bray Tourism will have no problem with this continuing.

Councillor Joe Behan proposed that the casual trading areas in the Main Street be removed with the exception of the one outside the Heritage Centre, that no other area be added this proposal was seconded by Councillor Pat Vance.

The members voted as follows;

	<i>For</i>	<i>Against</i>
<i>Councillor John Behan</i>	√	
<i>Councillor Joe Brady</i>		√
<i>Councillor Christopher Fox</i>	√	
<i>Councillor Steven Matthews</i>	√	
<i>Councillor Oliver O'Brien</i>		√
<i>Councillor John Ryan</i>	√	
<i>Councillor Brendan Thornhill</i>	√	
<i>Councillor Pat Vance</i>	√	
Total	6	2

Councillor Oliver O'Brien proposed that the casual trading areas in the Main Street be removed with the exception of the one outside the Heritage Centre, and that casual trading be allowed at weekends at Springfield Cemetery, this proposal was seconded by Councillor John Brady.

	<i>For</i>	<i>Against</i>
<i>Councillor John Behan</i>		√
<i>Councillor Joe Brady</i>	√	

<i>Councillor Christopher Fox</i>		✓
<i>Councillor Steven Matthews</i>		✓
<i>Councillor Oliver O'Brien</i>	✓	
<i>Councillor John Ryan</i>		✓
<i>Councillor Brendan Thornhill</i>		✓
<i>Councillor Pat Vance</i>		✓
Total	2	6

The members voted as follows;

Councillor Brady proposed that we invite Bray Tourism to give a presentation to the members on the work that they do and this was seconded by Councillor O'Brien.

The members unanimously agreed.

3. To Consider the Housing Report

The members raised the following points;

Oldcourt Energy Efficiency Works

- Has there been further discussions in relation to the Oldcourt Refurbishment and in particular those privately owned.
- Has any progress been made we have had the same report for the last 6 months.
- Has Wicklow County Council made an application to the Department?
- Has this fallen back in the pecking order?
- Has it fallen down in the list of priority areas?
- The Fire Safety Assessment was circulated to the members; I hope it was read by all to see the key issues. You can now see why residents are concerned about the houses.
- This work should be extended to those who bought their houses in good faith.

Cedar Court

- We have been informed that this went to tender previously and that we are working through the process.
- The house that was used as a pilot, the work has not addressed the core issues. We need an inspection before any contractor starts work.
- The dampness is back with a vengeance.
- When do we expect this to be resolved a fortune was spent on consultants.

Triona Irving, Administrative Officer informed the members that a report was sent by the Quantity Surveyor from Wicklow County Council to the Department in relation to the Oldcourt Refurbishment. The report includes the request by the members at the December meeting that the private houses be included. This scheme is still a priority for Wicklow County Council. The Quantity Surveyor also had other work to prepare. They had to familiarize

themselves with the situation and prepared a detailed report for the Department. There has also been a change in personnel in the Department. We hope to have more information at the next meeting.

Cedar Court; my information is that the Clerk of Works will be calling tomorrow to assess the situation. No contract has been awarded; we need to ensure that the correct works are carried out.

The District Engineer informed the members that the initial inspection of the works carried out seemed fine. We had no direct communication from any tenant until just before Christmas. We will hopefully resolve what issues are outstanding this week.

4. To Receive an Update on the Florentine Centre

The District Manager informed the members that a brief for the above site was on tenders. The closing date was 16th December 2015. An architect has been chosen but a standstill period of two weeks has to be applied to allow for any challenge. We hope to make the appointment next week. We hope to lodge the planning application and the E.I.S. with An Bord Pleanala by the middle of the summer. We will be holding a workshop meeting later in the month to discuss the project.

The members raised the following points;

- We should move on this as quickly as possible there is a huge demand in the town for this facility.
- It is the right time to bring this to the final phase; can we give a little bit of thought to alternative parking arrangements when this starts?
- What about putting an extra parking deck on the Herbert Road car park, is this an option?
- I know the Church has taken their portion of the car park back, what process is being looked at?
- It is important that the town does not suffer; it is important to see what needs and is going to be done.
- I would welcome a shopping centre and a multiplex cinema.
- It is good news and there is a good vibe around the town.
- The Tiger unit has increased footfall and there is light at the end of the tunnel.
- Savills have attended different shows, is there interest or is there an appetite out there for this?
- Timing is everything; it is 5 years since BETT proposed buying back the portion of the site.
- Maybe we should change the name, make a new start.
- We need to get ahead of Cherrywood, Bray never looked better, the car park was full at Christmas, it is contagious.
- I hope we can work together and push this along, it is a great site.
- The Florentine Centre is the key to Bray and the hinterlands. I would like to pay tribute to those who made the decision to purchase this site. They remained firm in their belief that this was the key to the future of retail in Bray.

The District Manager informed the members that the Councillors in 1996 took the brave decision. At that time there was a tax break for car parks but they had the vision for

something bigger. It did not happen at the time. There was not a huge amount of interest in retail until the last year. We need something that can be built, achieved and delivered. We won't be competing with Dundrum. We hope to have some interest from small retail chains. We will have to do something with the Herbert Road car park. Our choice for the tender has a lot of experience in retail which includes town centre retail and they have previously worked with Local Authorities. We used some of the parking kitty to purchase the site. We don't have the money to develop the site we need to get a financial and retail expert as a partner. You can ask questions at the workshop.

5. To Discuss a Report on Bray Traffic Congestion

The District Administrator informed the members that a report from the District Engineer was circulated prior to the meeting.

'From about the middle of August last, there has been a considerable increase in traffic delays and queue lengths from the Dublin Road to the Killarney Road and Vevay Road. During the run up to the return to school, traffic congestion is normal in Bray. However during the recession over the last few years the level of congestion has not been as significant as that currently being experienced.'

Some motorists have blamed the new pedestrian crossing at the Civic Centre on the increased delays. However it is not contributing to the traffic congestion. A factor may be a return to economic growth resulting in increased activity in Bray. However, any economic growth in the town will be greatly curtailed if the increased traffic demand is not adequately catered for.

A major limiting factor is that there is only one single carriageway road providing the link between Dublin and most of the town of Bray. Several years ago, in an effort to optimise traffic management on this route, the control of the traffic signals was given over to the Dublin City Council operated Adaptive Urban Traffic Control system called SCATS. It was noted however, the benefits of the system has been unreliable in recent years. This has been partly due to an ageing communication system at each of the traffic signal controllers and because we have not been paying Dublin City Council to monitor our signals.

This year a new Memorandum of Understanding was signed with Dublin City Council that commits us to an annual SCATS connection fee of €1200 for the 12 signal controllers in the town plus any additional maintenance charges that may arise. Additional we have recently purchased and installed new routers in the traffic signal controllers from the Town Hall to the Old Connaught junction. The resulting improved communication and monitoring will facilitate the improved coordination of the signals and quick identification of faults when they occur.

Other changes have occurred that have benefited pedestrian movements due to shorter cycle times on the signals resulting in shorter waiting times. On the other hand, removing the segregated pedestrian only stage at the Dublin Road/Old Connaught Road junction last September has reduced traffic delays northbound on the Dublin Road. Continuing monitoring and response work should ensure minimum delays due to traffic signal faults. However, it should be noted that the budget for traffic signal maintenance was only €15,000 in 2015. To the end of October over €30,000 has been spent.

Further improvements in the traffic signal operation are limited and a wider range of measures are required to facilitate the development of the town into the future. Substantial expenditure is required to improve the capacity of the road network. Current policy is that the principal focus on any road scheme in Bray must be on promoting alternative transport modes i.e. walking, cycling or use of bus and rail. Such schemes, if they can be shown to be sustainable, have attracted NTA funding. However, NTA funding to local authority schemes has been greatly reduced. Secondly, there is a risk with some NTA funded schemes could reduce facilities for private motorised transport and therefore increase traffic delays. It is therefore important that this council makes adequate capital contribution towards road projects, including land acquisition, to ensure a balanced approach to cater for transport needs for the town in the future.

Other measures required to reduce traffic congestion include stricter control of on-street parking and restricting certain traffic movements that impact on road capacity or compromise road safety. The reduction in staffing for parking control in recent years needs to be addressed’.

Councillor John Ryan presented a report to the members ‘Congestion Black spots in Bray Municipal District and some proposed interventions for consideration’

Congestion Black spots in Bray Municipal District and some proposed interventions for consideration

1. Introduction
2. Kilmacanogue (Northbound) / N11 / M50
3. M50/N11 Merge (Southbound)
4. Hollybrook Roundabout
5. Kilmacanogue Petrol Station
6. Entering into Bray - From Greystones
7. Entering Bray - From N11 / Shankill / Wilford Roundabout
8. Exiting Bray (Residents Herbert Road / Killarney Road)
9. Ballywaltrim Junction
10. Parking Issues (Main Street and Seafront)

Commuting Issues in Bray Municipal District (Miles of Misery)

1-Introduction

Wicklow residents are subject to long daily commutes as many work in Dublin requiring early starts to allow for regular traffic jams on the N11/M50 and extended journey's home as the N11/M50 simply cannot take the traffic volumes.

Apart from the effect on the individuals and their families, this also affects the economic life of our county and has a negative environmental impact.

This short discussion document attempts to highlight the key issues and propose some long-term and short-term solutions. These solutions will require collaboration with our neighbouring authority (Dún Laoghaire Rathdown), the newly formed Transport Infrastructure Ireland (Formerly NRA and RPA) and the National Transport Authority.

The area is well served by public transport with an excellent Dart and Commuter Rail service and a high frequency Dublin Bus service. Bus Eireann also serves the region with its 133 service (Wicklow Town - Dublin Airport), while there is a plentiful supply of taxi's on offer. The Greater Dublin Area draft Transport Strategy 2016-2035 also proposes an extension of the Green Line Luas to Bray.

However when it comes to car, cycling and pedestrians the area has seen little investment. It is essential that we develop a clear plan and start lobbying for investment so we can deliver a better transport infrastructure to the residents of the BMD and beyond so we can drive economic development and deliver a better quality of life.

2 - Kilmacanogue (Northbound) / N11 / M50

It is now commonplace for long traffic jams most morning extending from beyond Glen of the Downs to Bray North at the Fassaroe Interchange. Add a road traffic accident (which is a regular occurrence) on a wet morning and there is chaos. Rat runs are also a common bringing high volumes of traffic at high speeds to roads that are not suited. The substandard road infrastructure has also delayed the development of much needed housing, retail and economic infrastructure in this area (particularly at the Cosgrave land at Old Fassaroe)

Proposed Solution Short Term: Contraflow a Southbound Lane from 7am to 9am
Longer Term: Widen Road with additional lanes and upgrade interchanges

3 - M50/N11 Merge (Southbound)

In the evening time the same weary commuters are faced with more delays at the M50 / N11 merge with traffic extended most evenings to the Cherrywood exit with traffic delays extending to the Carrickmines Interchange becoming commonplace. The lack of an alternate route was highlighted when this section of road flooded leaving commuters trapped in their cars for 7 hours - this is unacceptable.

Proposed Solution Short Term: Contraflow a Nortbound Lane from 4pm to 7pm
Longer Term: Widen Road with additional lanes and upgrade interchanges

4 - Hollybrook Roundabout

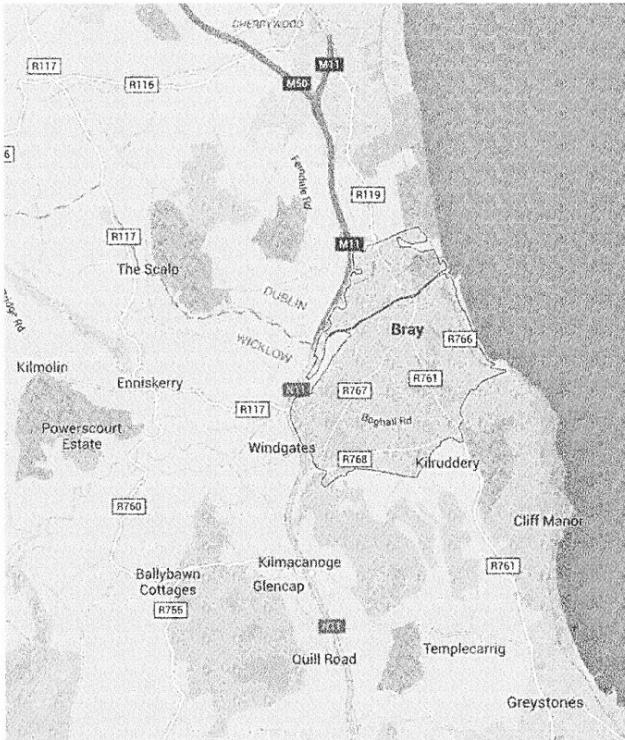
Confusion reigns supreme as N11 Southbound traffic exits for the Hollybrook Roundabout, locals know to split into two lanes even though there are no road marking with visitors being educated quickly as to the way things are done. Queues extend onto the N11 leaving problems as traffic queues on the hard shoulder.

Proposed Solution Short Term: Marking showing two lane queuing to Hollybrook Roundabout also extend exit lane from N11 southbound
Longer Term: redevelop Hollybrook roundabout as it is overcapacity.

5 - Kilmacanogue Petrol Station

At this stage we should probably write to the Pope, as it is a miracle that someone has not been killed as cars exit the Shell Petrol station at the Kilmacanogue intersection however near misses happen daily.

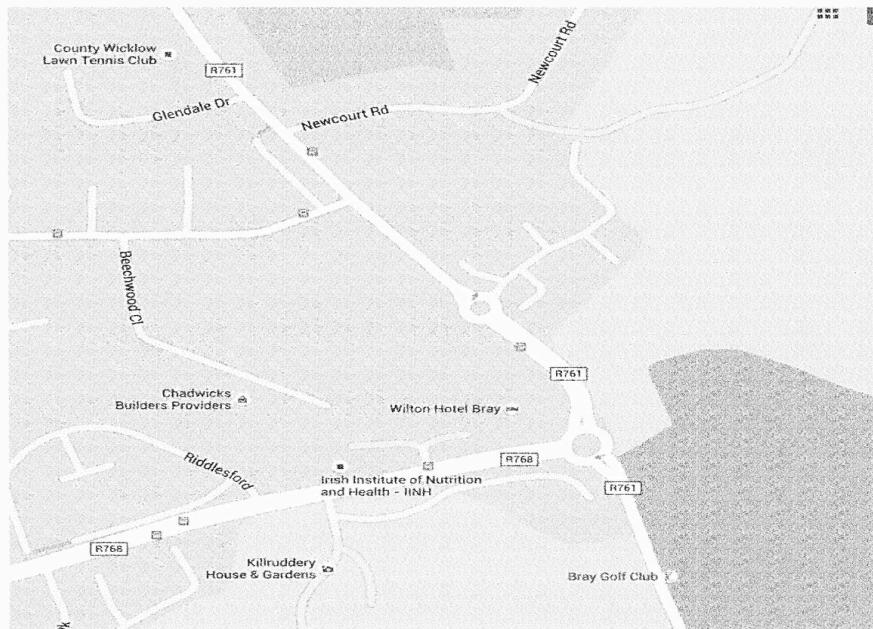
Proposed Solution Short Term: Force all traffic exiting the Petrol Station to go up the dual carraigeway exit lane and re-enter N11 on the southbound entrance
Longer Term Solution: Exit cars from back of Petrol Station and construct a new road linking to the roundabout giving safe passage to the N11



6 - Entering into Bray - From Greystones

Commuters from Greystones wishing to enter Bray or access the South Cross Road experience long morning delays. This is made worst at school times with traffic turning right from the Vevay road to the Newcourt road. There have been negotiations with St. Andrews and Newcourt schools to purchase part of their school land to allow for road widening and the development of a right turning lane that would not obstruct traffic flow - this would help alleviate these delays. We should also discuss the option of taking a small amount of land from Scott Park. Both initiatives would also facilitate the development of a cycle lane bringing students safely to school.

Short Term Solution: Conclude negotiation and widen road at this pinch point. Develop a new land (separate to the Roundabout) allowing traffic from Greystones to access the SCR without entering the roundabout

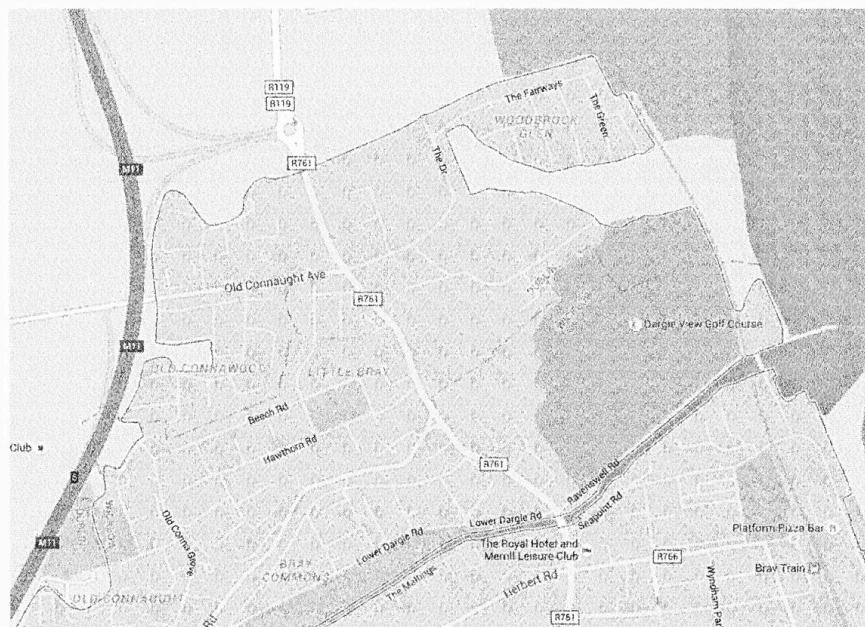


7 - Entering Bray - From N11 / Shankill / Wilford Roundabout

Delays are experienced on this route throughout the day with severe delays during the evening commute with chaos on the Wilford roundabout. This is the main route for cars entering Bray - with all vehicles needing to cross (Fran O'Toole) Bray Bridge - this is a critical pinch point. With the recent developments of Lidl and the probable development of Aldi at the old Heitons site and the resurgence of Supervalu all adding to traffic volumes a solution must be found.

Short Term Solution: The paths should be removed from Fran O'Toole Bridge and be replaced by a boardwalk on either side. This would remove delays when traffic is turning right into malting and increase the capacity of the Bridge

Longer Term Solution: The Dublin Road widening schemes should be progressed. In addition cars wishing to access the seafront should drive along the north side of the Dargle River and cross under the tracks and into the Harbour over a new Harbour bridge.



8 - Exiting Bray (Residents Herbert Road / Killarney Road)

For residents along the Killarney Road and Herbert Road and associated estates the choice each morning is to drive into Bray town and exit northbound at Wilford Roundabout or alternatively enter southbound on the N11 exiting at Hollybrook Roundabout and flowing across the bridge to join the N11 Northbound adding to the busy Kilcroney Roundabout or drive onto the overloaded junctions on the Killarney Road and join the queue to the Hollybrook roundabout.

Long Term Proposed Solution: A new bridge should be constructed across the Dargle River connecting the Herbert Road to the Fassaroe Interchange. Also a new one-way traffic system should be put in place at the Hollybrook Roundabout including the Woodies Roundabout with a new slip road for South Bound motorists.

9- Ballywaltrim Junction

With the recent decision to implement traffic lights on the Boghall Road and Schools Road, the Ballywaltrim Junction has experienced significant delays at morning times.

10 - Parking Issues (Main Street and Seafront)

With the imminent development of the Florentine Centre (Which should be renamed) a major source of car parking for the town will be removed and needs to be replaced. With the introduction of the cycle scheme on the Seafront we will lose parking spaces this will cause pressure in Summer months.

Short Term Proposed Solution: Start work to increase capacity of Herbert Road Car Park. Purchase land at corner of Vevay Road and Church Road (The development of car parking here will also alleviate problems at school times on Vevay Hill). Investigate parking in the Orchard. Introduce paid parking on the seafront to encourage turnover and ring fence the funds for graffiti removal and seafront improvement schemes

The members raised the following points;

- The co-ordination of the lights in the Main Street is essential.
- The new pedestrian crossing on the Main Street is a contributing factor.
- I would not be in favour of doing anything with this pedestrian crossing we have to consider the elderly in the town; we need another one at the Novara Road it would be more beneficial for the town.
- We should look at an outer orbital route; this should be put back on the agenda.
- It is still on the agenda.

- We should educate youngsters to get out and walk and encourage cycling.
- I don't think there is a significant increase of traffic coming into the town.
- Anyone using public transport is caught up in this congestion.
- Hills garage have a planning application for a food outlet this could add to a serious problem at this roundabout.
- The traffic lights are constantly going down the town is choking.
- Anyone who is regularly on the Southern Cross Road at 8am will notice the huge amount of traffic coming from Greystones going through the town and out onto the N11. It is quicker to go that way than along the Southern Cross Road at that hour in the morning. One way to solve this issue would be to make it easier to get onto the N11 from the Southern Cross Road.
- If traffic at the Putland Road junction turned left to get onto the N11 instead of going through the town it would help, we need directional signs at this location.
- I can't understand why the N.T.A. won't fund putting a road under the Dart line with a controlled light system which would facilitate the two new schools. The same amount of cars that go over the bridge would use this road.
- The traffic congestion can't all be due to economic growth,
- There is traffic congestion everywhere in the country.
- Widening the road is not the answer; we are a car dependent country.
- We need behavioural change and to give people options.
- We need to implement policy in line with the N.T.A. policy.
- I like the idea of short term and long term solutions and the contra flow is a fantastic idea. This is a fantastic document, it is a positive step.
- What are the plans of the officials?
- The transport hub at the Dart Station where is this at?
- This item merits a workshop type meeting to progress it.
- Can we ask Sean Quirke to attend a meeting?
- Can we ask the engineer to estimate costs of any works that would be of benefit?
- We could look at the traffic controls in the context of our budget.
- We need a unified approach, we need projects that we believe in and need to push them forward. Such as a new harbour bridge over the Dargle linking with the interchange at the Old Dublin Road to the seafront. There is a bridge there but it would not meet the need.
- Can we have a report for the next meeting?

The District Engineer informed the members that the N11/M50 is under the remit of the N.R.A. The traffic signals maintenance budget of €15,000 is not going to achieve anything. Our traffic signals controls are old, new routers were installed. The lights at the three junctions at the Florence and Quinnsborough Road and the Bridge are all co-ordinated. These junctions are close together. We are not getting any road improvement money for this. The N.T.A. will only improve footpaths and cycle ways. They won't facilitate car traffic. The schools road project will initially facilitate school traffic. We are in discussions with Dun Laoghaire Rathdown on an ongoing basis. The hub at the Dart Station is at an advanced stage nearly ready to go to planning.
The pedestrian crossing does not contribute to the congestion.

The District Manager informed the members that the design office in Waterford is doing some study regarding parallel road to the N11 and also a third lane on the N11 but I have not seen anything concrete to date. I will get a report from Sean Quirke for the next meeting.

At this point Cllr Brady called for a time extension and the members agreed.

6. To Consider an update on the River Dargle Flood Scheme

The members received the following report.

This report is to provide a brief outline of the progress made to date and to detail the ongoing works on the River Dargle Flood Defence Scheme.

Public Information Evening

A Public Information Evening was held in the Royal Hotel on Thursday 10th December 2015 from 7pm-9pm. IT was an opportunity to meet the project team and to discuss what works have been completed to date and the programme for works to be completed in 2016. It was a successful evening with in excess of 30 people from the local area in attendance.

Tenders

The tender for Landscape Works at Seapoint Court is due back on 3rd December 2015.

The tender for the assessment of the County Brook which includes the development of detailed design to address flooding in Dargle Vale is due back on 22nd December 2015.

The tender for Works Package E (Ravenswell Road and Areas 2+3 Lower Dargle Road) is due back 5th February 2016

Coburg and County Brook

The flood defence works in this area included construction of an engineered embankment at the confluence of the County Brook Stream and reinforced concrete wall at the rear of Coburg estate. The works in this area are complete, which means that residents of Coburg are protected against a 1in 100 year fluvial event. Landscaping was carried out in this area over the last couple of weeks. WCC have tendered for consultants to assess the wider catchment of the County Brook (from the Scalp in Enniskerry to its confluence at the River Dargle) and to propose appropriate and cost effective measures to address the ongoing issue with silt, debris and runoff from this stream. Tender submissions are due back before Christmas and a Consultant will be appointed in January 2016. WCC anticipate that the Consultant's report will be completed over the coming months with remedial works commencing in May 2016.

Killarney Glen

Enabling works (including the removal of vegetation) has been carried out. Construction of the flood defences comprising reinforced concrete wall were completed at the end of October. Further works including lowering the river channel and placement of scour protection will be undertaken from May 2016.

Glenwood/People's Park

As the Flood Scheme requires the lowering of the riverbed, the existing combined sewer that crosses the river at Glenwood would become suspended forming a weir in the river.

Originally it was proposed to lay a 1200mm diameter pipe along 600m within the river channel to replace the existing 525mm diameter pipe in this location. This pipe would have had to be laid at a very shallow gradient (1:1000) in the middle of the river at varying depths up to 2m below the

Riverbed level at Bray Bridge. Apart from the construction risk and the complex temporary works required to install this pipe in the River, there would have been access problems for maintenance.

In order to manage the services in this location, it is now proposed to construct a twin siphon which will operate on both sides of the river at Glenwood and the Western end of People's Park (adjacent to the site compound). This option negates the requirement of the pipeline and offers a significant cost saving to the scheme.

On completion of the works, there will be a small sealed electrical box (c.600mm x 450mm) and a manhole cover. There should be no other obvious evidence of the services.

Once the works have been completed the working areas will be reinstated and re-landscaped. WCC will be putting out a tender in the coming weeks for landscaping design for all remaining areas.

Maltings

The flood defence wall comprising c.600m of sheet piles (with anchors) adjacent to the Maltings estate has been completed. The stone masonry will be completed before Christmas. Remedial works on the storm line adjacent to the works (within the Maltings estate) are underway. An extension to the licence agreement until the end of February 2016 was agreed with the Maltings Management Company to facilitate remedial works.

The haul road/access track adjacent to the Maltings was put in to facilitate construction works and this will be removed in 2016.

Downstream of Bray Bridge

Lowering of the River Bed (between Bray Bridge and 50m upstream of Dart Bridge) to the level specified in the EIS was undertaken in September/October 2015.

An application for a derogation was made to Department of Communications, Energy and Natural Resources to facilitate this work and the completion of flood defence and enabling works upstream of Bray Bridge (to Killarney Glen).

Ravenswell Road

The works in this area are almost complete. The entrance is due for completion by Mid October. Stone cladding works are ongoing in this area. All Civils works have been completed in the Ravenswell Road Package. We are currently progressing with the landscaping design. Tim Austen & Associates (Landscape Designers) have been appointed to undertake the detailed landscape design. Works adjacent to the Railway Bridge are due to commence after Christmas (Early 2016). Once completed it is anticipated that this area will link the Harbour area to Bray Bridge.

Seapoint Court

The Civil Engineering Works in this area are complete. Regrading of the embankment has been completed and flood defence structures are in place. This means that residents of Seapoint Court are protected from a 1 in 100 year fluvial event and 1 in 200 year tidal event.

Footpaths and lighting have been put in place and further landscaping will take place between November and March (in line with the planting season). This will mean that there will be another attractive, well lit walkway between Seapoint Court and Bray Bridge.

Bray Harbour

A survey and report were undertaken to determine the levels of siltation in Bray Harbour. We have requested further details relating to removal of material (i.e. foreshore licence application, dumping at sea licence etc) and associated costs of same.

Works proposed for 2016

We are currently on programme to complete the River Dargle Flood Defence Works by 2016. The outstanding works include:

- Construction of the debris traps
- Lowering of the river bed and removal of material from site
- Secant pile wall at People's Park (including the pedestrian walkway from Bray Bridge to People's Park)
- Reinstatement works including Hard and soft landscaping works

The members raised the following points;

- I welcome the progress on this scheme and wish to thank all the staff for their work in the last few weeks.
- I have some concern about the section of the wall that collapsed, was there a potential risk?
- Was it a weak spot?
- Also another section at the old dump in the harbour area was washed away. I have raised this issue a number of times over the last 20 years. Would this have an impact on a Blue Flag application?
- Can we write to Dun Laoghaire Rathdown for an update, it is an environmental disaster something needs to be done?
- Are there any potential risk areas if this rain continues?
- Can we look at the stream that goes through Wheatfield there is a lot of overgrowth?
- In Killarney Park sewage is backing up in a back garden, the main pipe outside Ardmore Studios is not big enough to take the flow can we look at this?
- Have we a full crew in the Enniskerry area, I have had a lot of complaints in relation to the gullies? There have been issues at Healy Pottery, Ballinteskin on the Old Long Hill.
- I would like to thank the Civil Defence and the Flood Volunteers who were on standby ready to help.
- There is additional funding available at the moment to repair roads. We need to get a full application in straight away.
- The coastal protection previously carried out saved the seafront. We were told at the time by the O.P.W. that it would need to be assessed and replenished from time to time.
- The sea was within a foot of going over the harbour wall at the walking section. This indicates that the harbour bed has gone up a couple of feet.
- The works carried out at The Maltings to the public lights provides protection for the residents from anti-social behaviour; the scheme is now taking shape.
- Can we have a report from Wicklow County Council in relation to the Old Dump in Bray?
- The residents of Briarwood are grateful for the works that have been carried out in relation to the water running from the Golf Club Lands what is the ongoing situation?
- Because of this development the pipe carrying the water off the Golf Club Lands was reduced has this been addressed?

The District Engineer informed the members that we responded immediately to the collapsed wall. The nature of the rainfall was constant rather than intense. There was no major flooding just ponding, we have been cleaning road gullies over the last few months. The crew will be busy

cleaning for the next month in rural areas. There was some erosion on the seafront near the aquarium and we need to move some material in this area. This issue of the old dump is being addressed by the Environment Section in Wicklow County Council and Dun Laoghaire Rathdown. We are aware of the situation at Ardmore Studios and are currently talking to Irish Water. Drainage works have been carried out at the roundabout and at the back of Briarwood, I can't comment on the water from the Golf Club Lands due to the legal case. I am not aware of any pipe in this area.

The District Manager informed the members that the pipe was replaced with a bigger pipe but not by the Local Authority.

7. To Consider the Glór na Cásca Project

The Cathaoirleach informed the members that we have been in contact with the Garda in Bray and we have identified a site for the seven trees and the Proclamation Monument at the Garda Station. A relative of James Connolly lives nearby.

The members raised the following points:

- Can the engineer identify a more suitable site, only a small number of people from Bray took part?
- The People's Park would be ideal, I have spoken to some of the relatives and they are in favour of this location.
- We could bury a time capsule by school children saying what this means to them.
- The People's Park may be more appropriate.
- Can we have a site map for the next meeting?

The District Engineer informed the members that may have to go to public consultation.

8. To Discuss the Naming of Roads and Roundabouts

Due to time constraints this matter was not addressed

9. Notices of Motion

Due to time constraints this matter was not addressed

10. Correspondence

Due to time constraints this matter was not addressed

11. To Consider an update on the River Dargle Flood Scheme

Due to time constraints this matter was not addressed.

This concluded the meeting.

Signed:

CATHAOIRLEACH

Signed:

DISTRICT ADMINISTRATOR

Dated:
