

**Minutes of the Monthly Meeting of Bray Town Council held in the Council Chamber,  
Town Hall, Bray on Tuesday 10<sup>th</sup> March, 2009 at 7.30 p.m.**

**Present:**

- Councillor Ciaran O'Brien, Cathaoirleach**
- Councillor John Brady**
- Councillor Caroline Burrell**
- Councillor John Byrne**
- Councillor Brid Collins**
- Councillor David Grant**
- Councillor John McManus**
- Councillor Steve Matthews**
- Councillor Pat Vance**

**Also present:**

- Ms. Christine Flood, A/Director of Services**
- Mr. Sean O'Neill, Town Engineer**
- Mr. Liam Bourke, Senior Executive Engineer**

**Apologies:**

- Mr. Des O'Brien, Director of Services**
- Councillor Anne Egan**
- Councillor Anne Ferris**
- Councillor Michael Lawlor**

Councillor John Byrne extended his sympathies to the family of Mr. Hedley Wright who had passed away recently. Councillor Caroline Burrell extended her sympathies to the family of Mr. Ultan Fitzsimons who also passed away recently. The Cathaoirleach added his sympathies to Mr. Fitzsimons' family, stating that Mr. Fitzsimons was a personal friend. He then extended his sympathies to the family of Mr. Niall O'Brien, a well-known actor who had also passed away recently. The members wished to be associated with these votes of sympathy.

The Cathaoirleach reminded the public gallery that Standing Orders prohibits the use of mobile phones in the Council Chamber.

**1. Confirmation of Minutes of the Monthly Meeting dated 10<sup>th</sup> February, 2009**

Councillor Bríd Collins proposed confirmation of the minutes of the Monthly Meeting of 10<sup>th</sup> February, 2009 and Councillor Caroline Burrell seconded the proposal.

**2. To Discuss The New Bye Laws in Relation To Car Parking Along the Strand Road**

A report from the Town Engineer was circulated to the members and he informed them of the following:

- The long stay area around the DART station is under utilised at the moment.
- In the past people had no problem paying €2.50 for all day parking on Wyndham and Seymour Roads.
- Motorists are now parking on Meath Road, Convent Avenue and Seapoint Court in order to avoid paying parking fees.
- I would suggest the daily parking charge in the area of the DART station be reduced to €3.50 per day to alleviate parking in the Meath Road, Convent Avenue and Seapoint Court areas. One of the solutions in my report to alleviate parking on the Meath Road is to put single or even double yellow lines down.

The members thanked Mr. O'Neill for his report and raised the following points:

- We should look at a review of the parking situation. It is going reasonably well. Overall it is a good plan, but we need to look at the seafront again.
- People are coming from outside the town of Bray and getting the DART. Charges for parking on the seafront are high. People are now parking in different areas and are causing problems.

- CIE are an absolute disgrace. We spoil the people of the town. We gave them a free car park at the north end of the seafront to park in. What are CIE going to do?
- People are coming in from Greystones, parking in Bray and getting the DART at the train fares are cheaper.
- There is a reduction in numbers using the DART at the moment.
- People are parking up as far as Sidminton Gardens and are parking on both sides of Sidminton Road. This affects traffic flow.
- People are moving to other areas of Bray to park and this is causing problems. There is also confusion in the area regarding charges – CIE is charging €2 per day and Bray Town Council is charging €5 per day. Iarnród Éireann have a lot to answer for, it's their customers who are parking there.
- I fought this [seafront charges] when the members wanted to bring it in. it hasn't worked. You have to give people alternatives before enacting restrictions.
- There are parking problems in the southern car park and the northern car park is full by 7.30am.
- I brought the matter of the south end car park to a sub-committee that I am on and was told that there were no problems – now there are. We need to review this.
- Point of information – I checked the south end car park on five different days at different times and there were spaces available. I said that there is an overflow from the north end car park and that it does need to be looked at.
- There are problems in the northern end car park with cars being blocked in. The north end of the Strand Road is less used. We should look at this for long-term car parking.
- We need to look at this situation more thoroughly and provide more car parking. We should ask Bray Wanderers if they can increase the capacity of their car park and also if they can reduce their charges. We need to help people who are working in the town. People always used the seafront to park.
- What hours will be defined for all day parking?
- The CIE car park is €2 for 24 hours, but they clamp. Bray Town Council do not clamp cars and I hope we never bring it in.
- [Councillor John Brady] We were told previously that Iarnród Éireann were to develop a multi-story car park. We need to tackle the problems in a co-ordinated manner. I propose that we organise a meeting with Iarnród Éireann and ask what they intend to do. I also propose that we have one parking fee in the area. I ask that the officials get in touch with CIE and progress this matter.
- I welcome this review – it is up to us to address the issues. Parking needs will always change, when the Quality Bus Network comes on stream, we will have to review it again. Could we also look at the option of a taxi rank on Strand Road at certain times and weekends?
- [Councillor Steve Matthews] I propose that we reduce the parking charge to €3, which is a good reduction but places a value on the service.
- [Councillor Caroline Burrell] I second the proposal.
- There is a definite need for a review due the discrepancies in charging. People will always pick the cheaper option, hence they will park in residential areas. This scheme has not operated during the summer months and we don't know the impact this will have.
- We should equalise charges amongst all providers and charge for the northern end car park also. We could go lower than €3, perhaps charge €2 as CIE do. We should not go back to free car parking though.
- Point of information – as the main parking provider in the town, we should set the rate.
- The area is price sensitive - €5 is expensive. The area is not being used at the moment, it has been over managed. People accept you have to pay for parking – it is not about price, but about management.
- Will this pricing apply to the long stay zone? There are 185 spaces that are not being used.
- We need new byelaws for the car parks also. Most people couldn't complain about paying €2.50.

The Town Engineer informed the members of the following:

- Short stay parkers prefer proximity. Long stay parkers prefer price and will walk further.
- The issue is not people paying for parking, it is paying €5 a day, 5 days a week for the year. They park in the north beach car park, the south beach and then other areas in order to park for free. They are not prepared to pay €5 per day. They might pay €3 per day.
- Commuters have paid €2.50 per day previously for a number of years.

- The 10 hour parking on Wyndham Park Road was reduced to 2 hours on foot of representations by residents and following a vote by the elected representatives at the meeting of 5<sup>th</sup> February, 2008.
- I've suggested a fee of €3.50 as you would get more people parking there than in the residential areas such as Meath Road.
- I suggest going with this recommendation and we can revisit it at the end of the summer as we would have more information about its' effectiveness by then. We do not need to go to public consultation – all we need to do is change the information plates. We could also revisit the bye laws for the car parks then.
- I suggest leaving the area at Katie Gallagher's as short stay.
- Employees in the town could use the long stay areas also.
- I suggest we then review the whole situation in September.

The members responded:

- €3 is a fair enough charge. We should consider the car parks as well.
- [Town Engineer, Sean O'Neill] We should see what impact this change has and look at car parks at the end of the summer.
- We should organise a meeting with CIE and Bray Wanderers and look at a long term plan for the area. We also need to get a commitment from Iarnród Eireann regarding their multi storey car park. We should also explore the possibility of a park and ride facility immediately.
- In fairness to Councillor Vance, he always looked after the seafront residents. I support the €3 fee and meeting with CIE and Bray Wanderers. We are a tourist town and we have to look after people visiting us.
- Where are the fees applying? Will they also apply to the red zone on the map given to us – the north end?
- [Town Engineer, Sean O'Neill] Yes. If you park on the seafront, you won't have to pay more than €3.
- We should also get Bray Wanderers on board. Ask them to increase their car park capacity and reduce their charges.
- Bray Wanderers are short of money – that's why they charge for parking.
- There has been an increase in car parks in Bray. Private developers will be more willing to build car parks if there is a demand for them.

The A/Director of Services then called for a vote and the members voted in the following manner:

*To Amend the On-Street Parking Charges 2009 As Pertaining To Strand Road, Bray to allow for Long Stay Parking at €3 per day, on Strand Road (with a further review in September 2009).*

	For	Against
Councillor John Brady	✓	
Councillor Caroline Burrell	✓	
Councillor John Byrne	✓	
Councillor Brid Collins	✓	
Councillor Anne Egan	<i>Absent</i>	<i>Absent</i>
Councillor Anne Ferris	<i>Absent</i>	<i>Absent</i>
Councillor David Grant	✓	
Councillor Michael Lawlor	<i>Absent</i>	<i>Absent</i>
Councillor John McManus	✓	
Councillor Steve Matthews	✓	
Councillor Ciaran O'Brien	✓	
Councillor Pat Vance	✓	
<b>Total</b>	<b>9</b>	<b>0</b>

The A/Director of Services then deemed the matter to be carried unanimously.

### 3. To Discuss A Report On Measures To Combat Future Flooding Events

A report from Mr. Sean O'Neill Town Engineer and Mr. Liam Bourke Senior Executive Engineer was circulated to the members at the Special Housing & Planning Meeting of 3<sup>rd</sup> March and it was decided to place this item on the Agenda for discussion.

The Town Engineer informed the members of the following:

- Last week you were presented with a report on the flooding on 16<sup>th</sup> August, 2008. This is in effect, a partial report as it is focused on one area. There are other issues regarding Bray Head, Newcourt Road, Briarwood etc. A further report will be issued in the near future.
- The catchment is divided into a rural and urban area.
- The first issue is that we had a big rainfall and subsequently a big flood. We had to figure out if we need to look at drainage to prevent similar future events. We concluded that normal practice is to cater for a 100 year flood event on average.
- We also wanted to establish if the flooding experienced was a 100 year flood event or a 500 year flood event. If it was a 500 year flood event, there will be no need to increase capacity.
- There was a flood studies report published in 1975, which included the calculations needed to determine the type of flood event. We also used information that we have regarding the River Dargle, storm water drainage etc. to come to our conclusions.
- The mean of annual average run off maxima is usually more than the annual maximum. The flooding of the Swan River is considered to be a 100 year flood event. The calculation we used was the annual average rainfall multiplied by a factor of 2.6, which is the factor recommended in the Greater Dublin Strategic Drainage Study.
- Glen na Smol and Oldcourt were affected by the storm sewers being unable to cope with the capacity of water flowing through them. Water also came up through a manhole and into Oldcourt.
- The flow at Granite Cottage was impeded by a fence.
- There are pure foul sewerage pipes along the Boghall Road, which also serve Riddlesford and Belmont.
- We have looked at the average flood of the Swan River and the likelihood is that it can't carry over the average Mean of Annual Maxima on a relatively regular basis. Liam Bourke investigated the river and the pipes and he will tell you what we need to do to improve the situation.

The Senior Executive Engineer informed the members of the following:

- Sean O'Neill did most of the work regarding estimating a return flood. I've concentrated on the capacity of the pipes. The water flowing through the twin 900mm pipes on the Boghall Road was 6m<sup>3</sup> per second and there was a higher flow of 9m<sup>3</sup> per second.
- We conducted a comparison study and the Boghall Road culvert has ample capacity. It was very difficult to assess the Swan River channel correctly due to the trees and vegetation.
- We took two points – there is a carrying capacity of 3.2m<sup>3</sup> per second at Granite Lodge and further downstream there is a carrying capacity of 4.8m<sup>3</sup>. The capacity is half of what flowed through during the flash flooding.
- Wheatfield bridge could cope with a flow of 11m<sup>3</sup> per second – it is the downstream restriction in the channel which causes any back ups.
- Water entered Mountainview from the back of the estate and could not escape into the river due to the restrictions in the channel. To rectify the situation we need to improve the capacity of the channel.
- Most of the trees are actually growing in the river – to widen the channel we'll need to remove the trees.
- We spoke to residents of Wheatfield and as a compromise, it is proposed that widening will take place predominantly on one side.
- I propose that we commence works as soon as possible. Mountainview has flooded on a few occasions as has Granite Cottage.
- The works will also facilitate a new pipe from Mountainview. Further works will need to be done in future. We are also looking at improving the Boghall Stream and diverting the channel. Lowering the channel in Wheatfield will help this.

The members welcomed this report, thanked Mr. O'Neill & Mr. Bourke for their work and raised the following points:

- I ask that whatever is decided tonight is sent in letters to the residents affected. Can we also detail the works to be undertaken? The residents want to know the short and long term options are. I ask that we also replant in this area. I support the works and the tree removal.
- Everyone wants to see the problem of flooding in the area addressed. We know what happened and no one wants to see a re-occurrence.
- Mr. Bourke said Mountainview has flooded in the past, I would question this. Residents say that the flooding came from Schering Plough lands. The map of the pipes shows a 90° turn in the pipe from their lands. The residents say that is where the flooding came from.
- In the past eight years, sections of Mountainview have flooded. It was said to me that Schering Plough could have caused the problems but they carried out the works in accordance with the planning permission granted.
- There was always a history of flooding on the Boghall Road, particularly in the 1970's. Our function is to protect people's homes, property and find engineering solutions.
- People in the area want to be confident that works will alleviate the problems.
- Did the fact that the river is not wide enough lead to the flooding? I know the engineers met with Schering Plough and received a report from them. I would like to see this report as I believe the problems are purely caused by Schering Plough.
- Wheatfield bridge is acting as a dam. Could the river be deepened or an extra culvert be established to increase capacity?
- We are looking at a plan to take the surface water out of Wolfe Tone Square – will future works solve this?
- A child fell into the stream in the 1970's, which led to the stream being culverted. What plans are in place for safety regarding the widening and deepening of the channel?
- We have an opportunity to try to improve the safety of the river and I would ask the engineers to keep this in mind.
- Regarding Health & Safety, we've been lucky that there has been no tragedy. Can we deal with the restriction in the channel first?
- I walked the Swan River and was amazed at the amount of trees growing in the river. Our duty is to free up the river.
- If trees need to come down due to safety, the engineers should not have to come to the members.
- I believe that the open spaces in Wheatfield are not in charge – it is important that we work closely with residents. We should have a committee/action group working with the staff of Bray Town Council.
- The priority is to provide funding for the works and have a tree replacement programme.
- Have we looked at soft engineering solutions for this flooding? Can we create amenity value areas?
- I would like to thank the Town Engineer, Town Clerk and Cathaoirleach for facilitating the meeting at short notice with the residents of Wheatfield. They appreciated the engagement by the council. They recognise that works have to be done but don't want to be the subject of flooding due to the works. They also don't want the estate ripped apart by the engineering works.
- It is clear from this report that the problem is the width and depth of the channel from the Boghall Road bridge to Wheatfield. These works should not be done as a raw engineering job. Works should be done in conjunction with planting etc. Let's get on with it and cost it to see where the money can be raised.
- A compromise may not be the optimum solution, but if it does the job, so be it.
- There should be no compromise on stopping peoples' homes flooding. We are trying to protect homes. Will the compromise solve the problem and not just alleviate it?
- At the meeting it was mentioned that the bridge may be lowered, but the report does not mention this. This is a serious issue and should be addressed. What are the proposals for the area north east of the bridge?
- A lot of work went into this report, it is very thorough. If we had similar rainfall tomorrow, we would have the same situation.
- The response to the flash flooding from Bray Town Council was excellent.
- The report states that the river will be cleared. By doing these works, will the lower area be affected adversely?
- The Local Area Plan includes Sugarloaf but there is no attenuation.

- It is important that we work closely with the residents – are you dealing with a committee?

The Town Engineer responded:

- Areas in Mountainview have flooded on a number of occasions. Some areas have also had threatened floods.
- Schering Plough got permission to culvert the stream. The original application was for a 90° bend. Bray Town Council gave permission for two 45° bends – there is better hydraulic flow this way. Works were inspected and found to have been carried out in compliance with the requirements of Bray Town Council.
- In 1999 the 100 year flood event allowed for a factor of 2, the Greater Dublin Strategic Drainage Study allows for a factor of 2.6.
- We haven't examined everywhere yet, I have heard of no difficulties downstream.
- Regarding the lowering of the bridge – we may require a new pipe from Deerpark to Granite Cottage one metre in diameter. The new pipe will be placed above or below but probably below any pipes already present. If we install new pipes, the bridge will need to be lowered by two feet.
- Surface water from Oldcourt and Wolfe Tone Square enters combined sewers at the moment. We want to take the surface water from Oldcourt out of the foul sewer system. We have done work in Wheatfield regarding the pipes already.
- We will need to investigate and soft engineering solutions, most would be outside our functional area.
- Issues with the pipes at Schering Plough are not of their making.
- I would recommend attenuation – I can't say if the lowering of the bridge will help.

The Senior Executive Engineer added the following:

- With regard to safety issues, there is at least 18 inches of water at all times. If we deepen the channel, it will lower the level of the water.
- We will reduce the grading of the bank and put in a revetment also, so there will be no slippery slopes.
- We will restore the condition of the area as was pre works, i.e. we will replace the vegetation.
- During the works we propose a temporary fence, which will be in place until the vegetation becomes established.
- We can utilise development levies in the short term for funding.
- I contacted a resident who manages the grass cutting by telephone and she in turn contacted the residents. I dispatched a letter to the residents detailing the proposed works. Not much has changed since then. We received a request to mark the trees that will be removed, which we will do.

A member raised the following point:

- It is believed that the pipe work at Schering Plough caused the flooding in Mountainview. This has not been addressed. The flooding in Oldcourt has not been addressed. The pipe work along the Boghall Road has not been addressed. Are further works needed?

Mr. Liam Bourke responded:

- We have done work on the combined sewer system in Oldcourt, which will relieve the pressure on it. I can't say to what extent the pressure will be relieved.
- The problem in Mountainview was due to the fact that the water couldn't escape. Doing these works will help the situation.

The Town Engineer added the following:

- Yes, the issue is with the twin 900mm pipes. The Greater Dublin Strategic Drainage Study 2005 recommended that the formula used is 2.6, instead of 2. The design of the culvert might be bigger if it was designed today. A culvert will work most of the time. Flood routing needs to be addressed.
- We also had an issue with Headlands and Mountainview. Yes, there is more work to be done, but we have to start somewhere.
- Development levies do not allow for flood defence, but allow for drainage.

- We will have to do other works regarding Mountainview. The Schering Plough pipes have flap valves. The problem arose with a manhole on the SuperQuinn site, it needs an alternative route. Schering Plough did what they were told to do.
- If pipes don't work in the middle of a flood, we can't tell if the pipes were blocked or the capacity became diminished during the storm. For example, a lot of sand and gravel entered the pipes in Briarwood.
- We will be looking at the pipe at the APC road – this flows into a box culvert and is joined by a 750mm pipe from Deerpark.

Councillor Caroline Burrell proposed that the short-term works proceed and added that perhaps in the future a schedule of works will be presented to the members. Councillor John Byrne seconded the proposal. The Cathaoirleach suggested that the report is placed on Bray Town Council's website.

The Town Engineer added that Bray Town Council are also working on the flooding situation on the eastern side of the Vevay Road.

#### 4. Reports and Recommendations

##### Urn Wall/Angels Plot

The A/Director of Services informed the members that a report had been requested by Councillor Anne Egan in relation to the above. She stated that Mr. Liam Bourke could give the report verbally or it could be held off until the next meeting when Councillor Egan would be present. It was decided to wait until the next meeting for the written report.

#### 5. Notices of Motion

##### **360. Notice of motion in the name of Councillor John Brady (03/02/2009)**

*That this council erect a monument in a prominent location in the town in memory of firemen Brian Murray and Mark O'Shaughnessy, who tragically died fighting a blaze in Bray in September 2007.*

##### Report

This is a matter for the elected members.

The members raised the following points:

- These two men lost their lives more than eighteen months ago and the only fitting tribute will be an effective and full time fire service. This is outside our control unfortunately.
- Bray Town Council has a duty to honour these men – they paid the ultimate sacrifice.
- It is only fitting that Bray Town Council erect a statue in a prominent location – I know the families would love to see this happen.
- This matter was raised at a meeting of Wicklow County Council also. We should erect a suitable monument to these men. It is important that we recognise fire fighters.
- The fire service has erected their own plaque. If we erect one, it needs to be professionally and tastefully done. The fire station might be a more suitable location. Please liaise with the Director of Services in Wicklow County Council or the Chief Fire Officer.
- I support this – it was a very big tragedy.
- I support some form of memorial – we will look into it.
- I thank the members for their support. I agree that the memorial needs to be tasteful and it also needs to be done in consultation with the families. We should get a local sculptor to work on this.
- I feel a prominent location in the town or at the Town Hall is a fitting location. It will be a permanent reminder to the people of the town of the sacrifice of these two men.

**361. Notice of motion in the name of Councillor John Brady (03/02/2009)**

*That this council would make available to the Bray Boxing Club, the small section of the club house that is retained by this council.*

Report

It is not proposed to extend the area of the Harbour Shed that is rented to the Boxing Club. This small area that is retained by the Council is necessary for Council purposes.

The members raised the following points:

- The Bray Boxing Club has produced fantastic boxers, including Katie Taylor who recently retained her World Title. They have exceeded their capacity.
- The sewer works have started – I wish to thank the engineers for this.
- There is a section of the club that is cordoned off and has remained vacant ever since. This would be a good location for the toilet and shower facilities, instead of lying vacant and derelict. Other sites could be found for storage – please use this area for the club.
- I support this resolution.

The A/Director of Services informed the members that the Harbour Shed was upgraded at significant expense and is not derelict. The storage area is on two levels, which is necessary and required. The officials of Bray Town Council are extremely supportive of the Boxing Club and Katie Taylor, but it is not feasible to hand over this area for use by the club.

**362. Notice of motion in the name of Councillor John Brady (03/02/2009)**

*That the street lighting on the Quinsborough Road be replaced with the new lighting that was to be installed when the street underwent a major refurbishment scheme a number of years ago.*

Report

Agreed. Funding from development levies required. The cost of carrying out work on Quinsborough Road, Eglinton Road and upper end of Florence Road was priced at approximately €300,000 in 2006.

The members raised the following points:

- The street looked fantastic when the works were originally carried out – we were told that we would get new lights.
- There is a street light on the road outside the post office that is a serious liability. Recently a bus caused a tailback because it became jammed at the light. This needs to be remedied immediately. When will it be done?

The Senior Executive Engineer informed the members that at the time the estimate of cost was received, Bray Town Council were hopeful of funding through the Urban Renewal Scheme. This was not forthcoming. He proposed using development levies to fund this.

**363. Notice of motion in the name of Councillor John Brady (03/02/2009)**

*That appropriate signage be erected on the Quinsborough Road to inform motorists that a one-way traffic system is in place from the Eglinton Road junction to the Main Street.*

Report

It has been noticed that the signage at this location is in need of improvement. Options have been discussed recently and it is hoped to erect a further 'No Entry' sign and improve road markings.

The members raised the following points:

- I welcome this report. A number of people using the road have witnessed incidents of motorists travelling through the junction. Can this happen sooner rather than later?

**364. Notice of motion in the name of Councillor John Brady (03/02/2009)**

*That this council start a process of renaming some of the streets in the town that have no local connection or relevance and have them renamed with names that have local historical or community importance.*

Report

There is a process for renaming streets/roads and this can be initiated by the residents of any particular street/road.

The members raised the following points:

- Under the Local Government Act, the council can initiate this process. There are a number of streets around the town that have no local significance e.g. Albert Walk, Albert Avenue, Prince of Wales Terrace.
- We have many local sports people and Olympians deserving of this. There is also local suffragette Pauline Adams who grew up in Prince of Wales Terrace. It is a good idea to name streets after people of local importance like this.
- I haven't had any representations from people regarding this matter, but if residents wish it, that's fine.
- Let the residents make the applications.
- Past presidents of Ireland have been born and bred in Bray and there is no recognition for them. The request doesn't have to come from the people of the town.

Due to time constraints, Notice of Motion 365 in the name of Councillor John Brady was not addressed.

**6. Correspondence**

The A/Director of Services informed the members of a letter received from Mr. Paddy Hooper, Senior Planner of Wicklow County Council regarding the Enniskerry Local Area Plan and the Bray Environs Local Area Plan. This letter was also sent to each Councillor. The letter stated that the modified plans are on public display from 11<sup>th</sup> March to 8<sup>th</sup> April 2009. The plans will then be considered at the meeting of Wicklow County Council being held on 27<sup>th</sup> April, 2009, which is a tight turnaround period.

The plans can also be viewed on the [www.wicklow.ie](http://www.wicklow.ie) website.

The Cathaoirleach stated that if there was room on the Agenda for the April meeting, the Bray & Environs LAP could be discussed. It was suggested that Mr. Hooper be asked to the meeting also.

**7. Any Other Business**

There was no Other Business arising.

\* \* \* \*

This concluded the meeting.

**Signed:** \_\_\_\_\_  
**CATHAOIRLEACH**

**Signed:** \_\_\_\_\_  
**TOWN CLERK**

**Dated:** \_\_\_\_\_