

This submission is from:

***Cllr Joe Conway***

***Waterford City and County Council***

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A chara,

Please find attached my submission.

Joe Conway

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### **Relating to lifelong learning**

Taking into account that – between 2018 and 2040 – the population of over-65s in the State is estimated to double from c. 0.65m to 1.3m, there will need to be particularised and unprecedented planning measures taken to ensure the inclusion of this cohort in the life of a rapidly changing social and technical environment.

A considerable number of over-65s in 2018 would see ICT as quite or very challenging. One cannot begin to imagine what advances in technology will emerge in the remit time of the plan, so the likelihood is that they will be very disaffected by 2040 in this area.

Central and Local authorities, along with educational establishments, will need to address this to avoid wholesale exclusion of our older citizens from what will be an integral part of life in those years ahead.

### **Relating to Coastal Environment**

According to **Working Group 1 contribution to the IPCC Fifth Assessment Report [2013]** “**Projections of Sea Level Rise**”, the level will increase globally by 5cm. This will present unprecedented challenges for planning to retain our coastal environments and heritage.

Nowhere around our coasts will this be more critical than in coastal sand dune systems, e.g. at Tramore Strand and Backstrand.

Measures will need to be planned to arrest, in as far as it is possible, the degradation of these ecosystems.

**Relating to Safe Connectivity for Commuters**

Where there is large-scale commuter traffic between dormitory towns and cities – e.g. the heavily used R675 that links Tramore and Waterford City – steps need to be taken to redress the deterioration in road quality and safety.

A quarter of a century ago, this road had significantly better marking, studding and surface.

It is against all logic that we can increase quality-of-life issues here, viz. road safety, when we have hugely increased traffic numbers using markedly inferior roads.

We need to plan to invest heavily in our roads network, prioritising those that have demonstrated notable increases in vehicular movements.