

MILLTOWN - VISION 2040

A Shared Vision

2020



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An Roinn Forbartha
Tuaithe agus Pobail
Department of Rural and
Community Development

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A strong village centre with healthy ways to get around,
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THE VISION AT A GLANCE

OUR AMBITION

1. A STRONG VILLAGE CORE WITH HEALTHY WAYS TO GET AROUND, PLAY, RELAX AND SHOP
2. HERITAGE AND NATURE CHERISHED AND CONNECTED BY WALKS AND CYCLEWAYS
3. A COMMUNITY PREPARING FOR A NEW FUTURE



HOW WE'LL GET THERE

AMBITION	HOW WE'LL GET THERE
A strong village core with healthy ways to get around	<ul style="list-style-type: none"> • Continuous safe, segregated pedestrian and cycling links including crossing the river and connecting homes, places of work and the school • Road design that enables safe driving in and through Milltown • A defined and vibrant historic village core with a great public realm and vibrant businesses and services
Heritage and nature cherished and connected	<ul style="list-style-type: none"> • Looped walks connecting Milltown's heritage • Built, natural and cultural heritage initiatives • Completion of cataloging and digitization of heritage archives
A community preparing for a new future	<ul style="list-style-type: none"> • A communication portal for community activity • Adapting to a clean energy future • Prioritise reuse and repurposing of existing buildings and improving and enhancing existing village centre services, ensure any new buildings and spaces contribute to consolidating the historic core and are linked on foot to amenities

INTRODUCTION

HOW THIS IS DIFFERENT

This shared vision is the outcome of a community workshop held in March 2020 about the future of Milltown and reflects the collective discussions and ideas expressed at the workshop. It describes what is distinctive and special about Milltown and sets out some of the challenges and potential solutions. Milltown has a vibrant, active and determined community with a long track record in delivering projects and there is a strong ambition to build further on what has already been achieved.

The community workshop, with over 60 people participating, collectively set out challenges and opportunities and generated consensus about short term and long term shared priorities. A workshop outcomes report summarising the evening's discussions was prepared and shared with all participants.



A first draft of this Vision 2040 document was prepared and shared with the community and with Galway County Council for feedback. The extensive feedback received has been incorporated into this final Milltown - Vision 2040 document.

This practical document will provide a robust foundation for future community-led projects and funding applications. It will enable collaboration and provides a framework for joined-up thinking.

While this is a non-statutory document, the

inclusive, sustainable and strategic approach makes every effort to align with the vision and ideas expressed in the Galway County Development Plan which contains the guiding principles and policy for development of rural villages. This vision also fulfils many of the ambitions of the family of funding schemes under Project 2040 such as the Rural Regional Development Fund, Outdoor Recreation Infrastructure Scheme, LEADER, Built Heritage Investment Scheme and Town and Village Renewal scheme.

WHO IS THIS FOR?

This document provides an overview of the “big picture” to ensure that projects progressed by the local community and others knit together and are mutually beneficial. It shows funding bodies that there is a strategic context for any particular project being progressed. This study can feed into the decision-making process of the Local Authority and national agencies where these decisions relate to Milltown. It pulls together the views of people in Milltown into a shared vision.

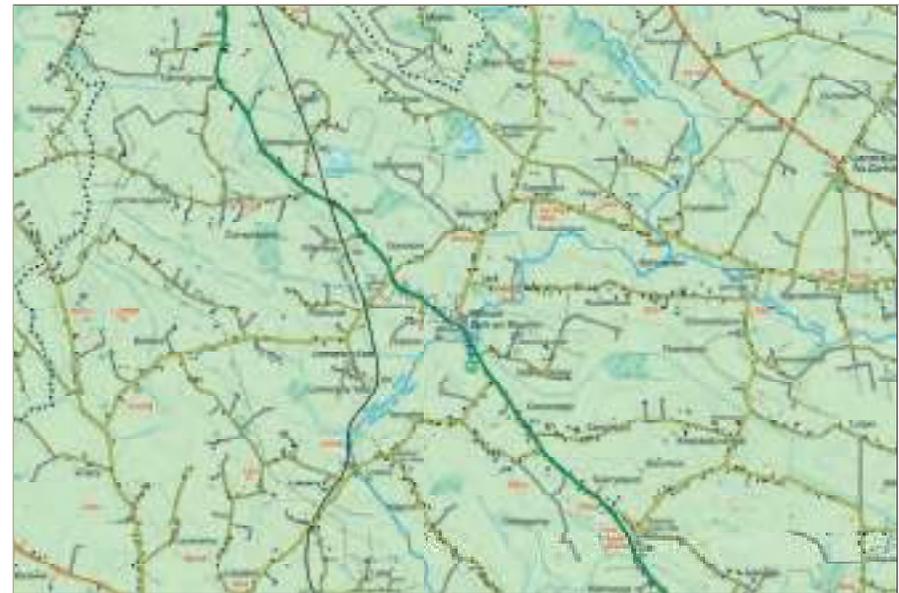


The focus of this study – Milltown village and an approximate 1.2km radius

WHERE IS THIS FOR?

The key focus at the workshop and in this document is the village itself which was set out on workshop mapping at a detailed scale for a radius of 1-2km from the centre of the village as shown on this map

While the focus was on this study area, it is clear that Milltown is an important settlement at the centre of a wide hinterland and many of the suggestions from the workshop include the areas outside of the focused study area.



The broader hinterland for Milltown village



Zooming out further, the hinterland of the study area extends into Mayo and includes Tuam, Ballindine and Claremorris, connected to Milltown along the N17 as well as Dunmore connected to Milltown via local roads and the River Clare



Milltown sits within the Atlantic Economic Corridor

LIVING IN MILLTOWN

Baile an Mhuillin - Milltown - derives its name from two mills, O'Grady's Mill and Lack Mill along the River Clare and extends north and south of an historic limestone bridge built in 1856 as a famine relief scheme. The village has active and innovative community groups and a multi-layered built, natural and cultural heritage. This heritage has been brought to life through many decades of community-led work to identify, protect and share historic places, structures and people of note.

Community infrastructure

There is a long history of team work in Milltown and a strong community spirit. The vibrancy of the community comes from an ecosystem of voluntary community effort over decades. Milltown Community Council is an umbrella organisation made up of representatives from the various organisations and voluntary groups within Milltown Parish.

Milltown Community Council sponsors a Community Employment Scheme (Department of Employment Affairs and Social Protection, 2014) and Galway Rural Development employs 5 participants on a Rural Social Scheme. Milltown has been consistently successful in the Tidy Towns competition coming either 1st or 2nd in Galway for 16 of the past 21 years – see www.milltowngalway.com.

Active community groups include Milltown Tidy Towns, Heritage group, Drama society, Foróige, Toddler group, Meals on wheels, GAA, Karate club, Line dancing, Defibrillator group, Run for Ollie, Children's choir, Gun club, Angling club, Badminton club, Parish pastoral council, Parish cluster group, Brownies, Day care centre and social housing committee, Running group, Traffic action committee, St. Joseph's church helpers, Cloondroon lake committee, Santa's cottage committee, and Neighbourhood watch.



An extraordinary amount of work has already been carried out by the community to record, protect and share the heritage of Milltown. This has included research, booklet production, a website (www.milltowngalway.com), the establishment of a heritage room in the Community Centre, stone markers for townlands, installation of an award winning river walk and the Heritage Park which is a key focal point in the village. The landscape surrounding Milltown includes archaeological features from every period of Irish history from a unique Irish longboat dated to 2500BC, ancient ring forts and souterrains to medieval towerhouses and graveyards.

Schools

There are two national schools in Milltown and its hinterland; Milltown National School located at Carrowreagh approx. 750m south of the village and St Brendan's National School located at Belmont approx. 4km west of the village.



Services

The group water scheme managed by the Milltown Community Group Water Scheme Co-op Society serves a wide hinterland of houses along local roads emanating from the village. The Society provides quality drinking water to over 500 houses and 160 farms in the immediate area. All connections are metered, and they are actively seeking new members wherever there is a distribution pipe. The current public systems in place for waste and potable water could service a larger amount of residents and businesses in the core of the village.

Movement

While the through traffic in the village is important for much of the local economy, the volume and speed of traffic travelling along the N17 through the village is an issue for people walking within the village and local drivers pulling out from side roads. Located on the main road from Derry to Kerry, Milltown is one of the only places along the route from the south where the driver is required to slow down. While investment has been made in speed reduction interventions at village arrival points, these do not fully address the issue. Works to upgrade the roads north and south of Milltown have resulted in larger volumes passing through the settlement. Some of the footpaths in the core of the village are too narrow including across Milltown bridge and can make walking around the village difficult.



Population profile



Milltown has a small urban core and a broad parish hinterland. Census data is based on a series of “small areas” and these do not always correspond with areas of local identity. While the core population of the village is 215 for the official Milltown “small area”, local analysis of census data for relevant townlands puts the Milltown area population at almost 1000¹. The details for the official Milltown village (the townlands of Milltown and Cartron) are set out below:

almost 1000¹. The details for the official Milltown village (the townlands of Milltown and Cartron) are set out below:

Census data - Small Area 067173002

Total 2016 population: 215

Males 94, Females 121

↑ 9% increase in population from 2011 to 2016

Age profile:

21% are under 12	10% are between 12 and 20
41% are between 20 and 50	15% are between 50 and 65
13% are over 65	
57% of families have children that are all under 10	

¹ <https://milltown.galwaycommunityheritage.org/content/townlands/townlands-townlands/census-figures/census-information-2>

How we get around.....

- 36% travel less than 15 minutes to school or work
- 38% spend between 15 and 45 minutes getting to school or work
- 26% spend more than 45 minutes commuting to school or work
- 11% of households have no car, 43% have one car, 38% have two and 9% have 3 or more

Getting to school

- 16% of students in Milltown walk to school
- 57% of students are driven to school
- 27% get the bus

Getting to work

- 90% drive to work
- 1% work from home (note that this figure will have dramatically changed since Covid-19)
- 8% walk to work
- 1% get the bus

Our homes

- There is a total of 112 houses
- 58% of houses were built after 2001
- 21% of dwellings were vacant in 2016
- 74% of households have broadband
- 96% people use fossil fuel (coal, gas, oil, turf) to heat their homes

Milltown includes a mix of 19th and early 20th century buildings and late 20th century/early 21st century houses on larger plots. Newer housing and businesses have been built at Millbrook within the core of the village – almost 60% of houses in the village core were built after 2001. Millbrook housing estate was granted planning permission in 2008 and built over the following five years. Permission was granted for thirteen detached houses, forty five townhouses, ten apartments, six shop units and a crèche. Vacancy of dwellings with the village is very high at 21% (2016 figures). Milltown Housing Association manages four social houses within the village.

The businesses and community facilities of Milltown serve a wide hinterland of dispersed homes along local roads emanating from the village. The village is at the heart of a broader agricultural hinterland and farming is an important part of the community and the economy. Co-operation between the village and surrounding landowners has been important in developing amenities such as the river walk.

Businesses

The village core includes a range of shops and a number of pub/restaurants as well as a garda station and post office.

Businesses² in the village of Milltown include:

- Ev's Hair & Beauty
- Finn's restaurant
- Glynn's Homevalue Hardware supplies mainly to the farming community selling feedstuffs and vaccines for animals
- Millbrook crèche - crèche, playschool and after school services
- Mill Meats - a wholesale meat processing business
- Molloy Motors-repairs and sells cars
- Mullarkeys - a family owned pub

- Ryan's Daybreak, a service station, off license and incorporating Milltown Post Office
- Saman Kebabs takeaway
- Sheridan's Bar and Restaurant, seven generations in business, offers breakfast, lunch and dinner and caters for events

A 30 acre business park employing 150 people is located just to the north of the village centre. Businesses in Milltown Business Park include:

- Joint-It Ltd - manufacturing and distribution company
- Masterlink - logistics and distribution
- DHL EXPRESS - logistics and distribution
- Health Care 21 - specialist supplier of medical devices & equipment to healthcare providers
- Merris International - supply paint shakers and mixers
- Krushtech Mobile - compact crushers for demolition waste recycling
- Harty International Transport - transport company
- Ocean Harvest Technology - seaweed animal feed ingredient producer
- Khk Units Limited - manufacture of kitchen furniture
- Marriage Multimedia - a team of media professionals ranging from photographers, video cameramen, sound and graphics engineers to photo and video editors
- GRAF Ireland Environmental Ltd supplies - a range of products for water management
- Westruck spray painting - full vehicle repaint, airbrushing, & custom painting
- Mr. Price - branded bargains discount retailer
- N17 Superstores - furniture, electrical appliances and consumer electronics
- Some sites still available

The village has a main Fibre Optic line running through but fibre to buildings appears difficult to get.

² Community Profile of Milltown, Pauline Connolly, November 2019

OUR VISION FOR MILLTOWN

The suggestions and priorities identified at the Milltown community workshop of March 2020 have been brought together into three broad ambitions for the future of the village.

A STRONG VILLAGE CORE WITH HEALTHY WAYS TO GET AROUND, PLAY, RELAX AND SHOP

“Village needs a heart/focal point i.e. something to gather people together”

“People need to be able to walk and cycle safely within the village - general lack of footpaths, no safe cycling”

“Retention of public facilities – garda station/post office”

“Use empty premises for new business opportunities? - shared work space/smart village?”

“More shops, café to keep people local”

“School dangerous – speed, overtaking - connect village to school by paths and cycleway”

“Develop area around village pump as a focal point of village, village square/centre piece, create a public realm area with seating, planting, paving etc.- this was the old market area”

“bus stops need improving”

“Paths over the dangerous bridge – really narrow, just a kerb, can be daunting with trucks, not safe – “footbridge” of some sort needed to allow safe crossing of Clare river”

“Access, speed and volume of traffic, especially HGVs has increased - difficult to turn out from side roads onto N17, parking and exiting from shop is very dangerous”

“Walks; around Dawros Bog, GAA pitch, Banagher walkway/ cycleway to rear of church/park, around back of John Birmingham’s house”

“Develop pathway and cycleway from railway to GAA to village to connect proposed greenway to village and encourage cyclists, walkers etc. from railway to the town”

“We need a much bigger heritage centre to bring all together”

“Complete the documentation and recording of heritage features, preservation of heritage collection”

“Potential for disused railway to be developed as Greenway”

“Riverwalk extension south, promote amenity”

“Develop station house as railway heritage centre/venue/tearooms as part of greenway”

HERITAGE AND NATURE CHERISHED AND CONNECTED BY WALKS AND CYCLEWAYS

“Graveyard maintenance, paths, landscape, family mapboards”

“Recognise/protect all community/parish Children’s burial grounds”

“Reconfigure CYMS hall as venue/theatre/central venue?, rehouse heritage room”

“Bardic school – fence present ruins – organise lease of land, apply for funding, encourage literary tourism, commission 3D reconstruction of buildings and area for heritage website <https://milltown.galwaycommunityheritage.org/> - create and reinforce relationship with NUIG/Leuven EU”

“more communication, external notice boards for community clubs, activities, heritage centre”

“Involve surrounding areas in our parish more with the actual village of Milltown”

“Parish/community population audit/evaluation”

“need a clear vision for the green agenda”

“Lands to be developed for housing around the village – more family/children in village”

A COMMUNITY PREPARING FOR A NEW FUTURE

“Both our water treatment plant and wastewater plant are underused”

“Move school to site in village”

“Community app/website/newsletter/” open day” – dissemination platform for community information”

“Business park could be extended”



A STRONG VILLAGE CORE WITH HEALTHY WAYS TO GET AROUND

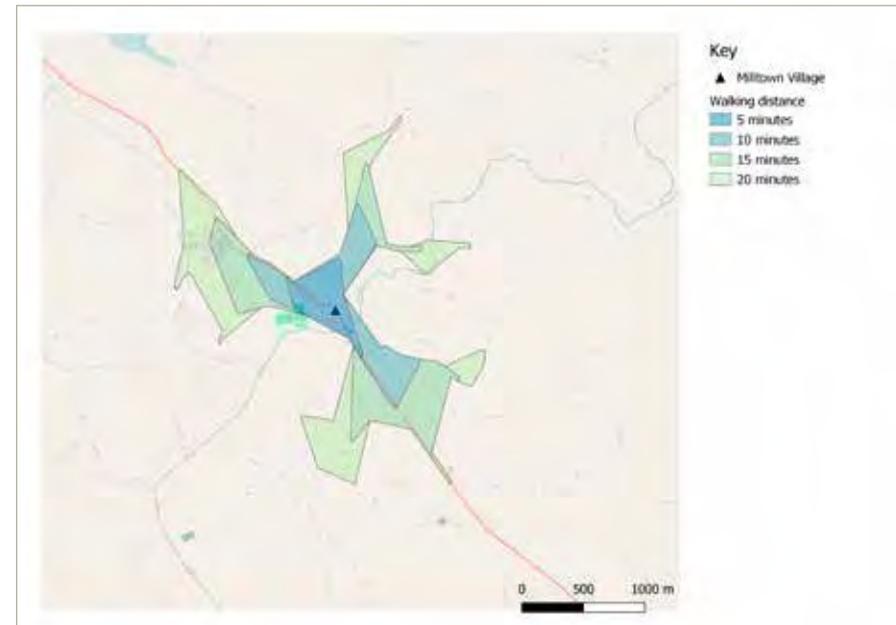
WHAT'S CURRENTLY HAPPENING

Historic and newer development within the core of Milltown has resulted in a varied public realm, with different site edges including walls, hedges, landscaped areas, open spaces and car parks. While the varied elements are very well maintained and great work has been carried out in the Heritage Park and river walk, an integrated design approach could make the centre of the village feel more cohesive. The area around the old pump was identified in the workshop as an area that could form the heart of the settlement and this can form the starting point of a broader understanding of how the public realm could better serve residents, businesses and visitors.

The busy N17 runs through the village and this passing trade supports many of the village's pubs, restaurants, shops and other businesses. While previous speed reduction interventions at village entrances have made some improvement, the through speed of traffic and inadequate pedestrian infrastructure remains a significant issue. Looking at ways to enable the people living in wider hinterland to travel sustainably to the village amenities is also important as much of this travel is currently car dependent.

Pedestrian safety and footpaths

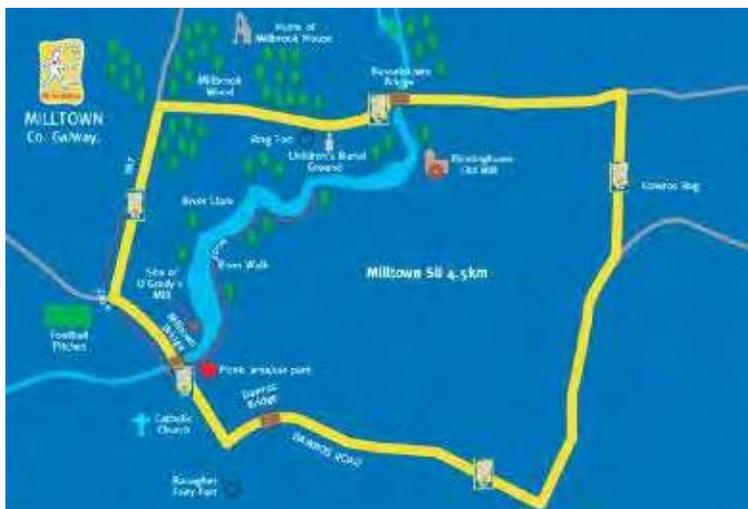
Milltown is an active and engaged local community, with many and varied facilities for its residents. It is also a compact village, with the map below showing the distances that can be reached within a 5, 10, 15 or 20-minute walk along public roads from the centre of the village if safe pedestrian infrastructure is in place.



This shows significant potential for the residents of Milltown to work, shop, go to school and enjoy community and leisure activities within walking or cycling distance of their home. Active travel (walking or cycling) brings health benefits and benefits to the environment. A place with more people walking and cycling also adds to the sense of place created by a community.

The N17 going through the town and the lack of footpaths on local roads means that walking is not always a safe or enjoyable experience.

Milltown has the size to make walking or cycling a preferred travel mode, but the current walking infrastructure does not allow for this. There is space within the public realm to consider new streetscape design.



The current Slí na Sláinte loop

Bridging the River

The footways on the bridge crossing the River Clare are narrow, causing concern for pedestrians who wish to walk through Milltown. The footpath on the north side of the bridge is not suitable for use due to its narrow width, potentially causing pedestrians to cross the road to use the south side of the bridge. Combined with the high volume of through traffic on the route,

having to cross the bridge reduces pedestrian comfort and the quality of the walking network in Milltown.



The narrow footpath on one western side and kerb on the eastern side crossing the bridge

The Bridge is a protected structure and any consideration of its alteration or development in its vicinity would need to be considered in accordance with its status. A Conservation Architect would need to be involved in developing any proposals.

Balancing local business vitality, quality of life and road safety

The workshop discussions and feedback included issues for residents regarding road safety as well as the importance of through traffic for many local businesses. Balancing the needs of national road through traffic and the livability of the village core can be addressed through good multi-disciplinary public realm design.

The N17 is a National Road with an annual average daily average traffic count of 9,567 vehicles (2018)³, of which 4.2% are heavy vehicles. Residents are interacting with this traffic on a daily basis, as drivers and as pedestrians, to

³ [https://www.nratrafficdata.ie/c2/calendar_alt.asp?sgid=ZvyVmXU8jBt9PJE\\$c7UXt6&spid=NRA_000000001171](https://www.nratrafficdata.ie/c2/calendar_alt.asp?sgid=ZvyVmXU8jBt9PJE$c7UXt6&spid=NRA_000000001171)

access work, home, services, leisure and community activities. The issues raised were on both the local road network and the N17 and the interaction between the two.



Traffic calming on the N17

Milltown is notable in that it is the first village on the N17 travelling north from Galway. For through traffic, this means that it is the first time they are coming to a 50 km/hour speed limit after a significant amount of time on a motorway and a 100 km/hour National Road.

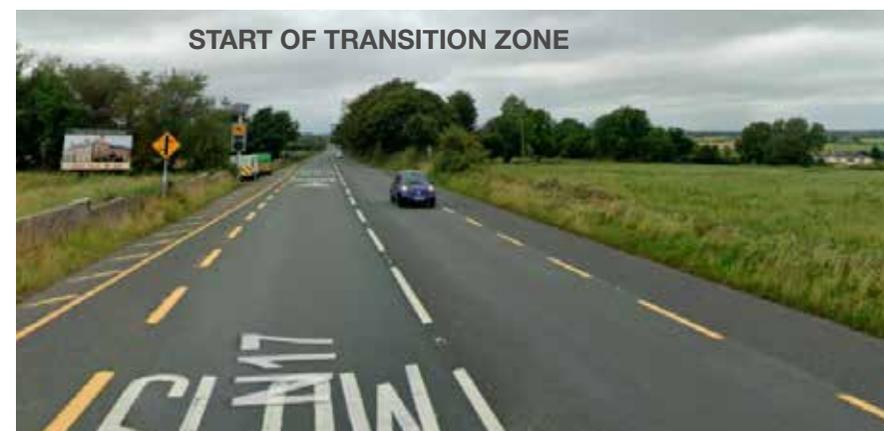
CURRENT TRAFFIC CALMING IN MILLTOWN

Previous traffic calming schemes on National Roads involved the creation of “gateways” through signage on the outskirts of villages, which is what Milltown currently has in place. The N17 through Milltown is approximately 1.7km in length between the two existing gateways. This is a significant length of time for a driver to remain alert to the urban speed limit. Before reaching the gateway sites, the start of an urban environment is evident with an increase in housing, local access roads and signage. Milltown is spread lengthways along the route and has many core village activities. This may cause drivers to think that they have already “passed through” the village when this is not the case

A new Advice Note to the Design Manual for Urban Roads and Streets⁴ sets out an approach based on a broader understanding of how the public realm influences driver behaviour and the concept of transition zones.



Rural high speed road – hedgerow and trees, carriageway only with a hard shoulder, infrequent lighting, speed limit 100 km/hour



Start of transition zone – hedgerow and trees with occasional walls and access, carriageway only with a hard shoulder and increase in road markings, occasional street lighting

⁴ Advice Note 1, Design Manual for Urban Roads and Streets, Dept. of Transport mandatory guidance, May 2019



ESTABLISHED TRANSITION ZONE

Established transition zone – boundary walls and individual access, occasional kerb on one side, buildings offset from the road, speed limit should be 50 – 60 km/hour



GATEWAY TO MILLTOWN

Gateway to Milltown and the urban environment – boundary is walls and landscaping, footpath is commencing on both sides, access to individual buildings, carriageway only, no hard shoulder, street lighting present on one or both sides, speed limit is 50 km/hour

Accessing Milltown National School

Milltown National School is located approximately 1.5 km south east of the village centre. 102 children were enrolled in the school for 2019/2020⁵.

The school is accessed directly off the east side of the N17. The school is located outside of the urban speed limit of 50 km/hour but does have signage for a special speed limit of 60 km/hour at school times. The N17 has a 100 km/hour speed limit.

There is no footpath present between Milltown and the school. The location of the school means that most students are dropped and collected by car. Cars queue along the hard shoulder of the N17 to drop and collect students. They then pull onto the N17 or make a U-turn on the N17 to continue to their destination.

The requirement to do a U-turn, when combined with the speed limit on the national road introduces a road safety issue that needs to be addressed. The existing signage for the school speed limit is the first traffic calming intervention on the N17, approaching Milltown from the Galway direction.

Drivers who are passing through Milltown will not have any knowledge of the location of the school or the significant traffic operations that go on daily to drop and collect students.



Milltown National School grounds in relation to the N17

⁵ [www.schooldays.ie](http://www schooldays.ie)

WHAT WE COULD DO

The various considerations raised during the workshop and subsequent feedback from the community and from Galway County Council suggest that Milltown would benefit from a ***Milltown Integrated Movement, Urban Design and Public Realm Plan***, carried out by a multi-disciplinary team of architects, engineers, and landscape architects with urban design, environmental, town planning and conservation input. This plan making process would need to maintain the high level of community engagement as set out in this work.

The plan would include the following elements to ensure that an adequate amount of detailed analysis is carried out to inform the overall integrated plan:

- Walking Audit
- Milltown bridge Structure Options Report (including planning, environmental/ecological, and hydraulic analysis reports)
- Movement Plan with Traffic Calming Report and design scheme
- Milltown School Traffic Management Plan
- Urban design/public realm audit and plan

The various elements of this integrated plan are set out below and could form a brief for commissioning the overall integrated plan. A good example of this type of plan-making in Galway was the Athenry Public Realm Plan of 2008.

Transport Infrastructure Ireland have provided correspondence at this time to state that a bypass of the N17 in Milltown is not on their current works programme. The planning and design of a potential bypass is a vast undertaking and it will be 5-10 years from initial options studies to the

opening of a route. The benefit of an integrated Movement, Urban Design and Public Realm Plan is that it can be undertaken and implemented in a much shorter timeframe. It has the potential to bring significant improvements to the quality of life for the residents of Milltown. Funding may be sought from a wide range of areas, such as active travel, road safety, rural and village development, tourism, and leisure walking.

Continuous safe, segregated pedestrian and cycling links

Pedestrian safety and footpaths

A **Walking Audit** would start with a review of the village activities with regards to work, school, residential, business, leisure, sport and community. Once the activities and places have been identified, a survey of the existing footpaths would be undertaken, both as a site visit and a desktop review. This would include all walking routes, such as the N17 and the River Clare amenity walk. A review of the potential walking links would also be undertaken. This is where the consultant would identify a demand for a walking route, for example, to cross the river, to link the business park with the village or to connect the village with an amenity walk.

As part of the study, the consultants would look at:

- Footpath widths to ensure their suitability
- Lighting along routes
- Pedestrian crossing locations, both formal and informal
- Provision of a continuous route i.e. no gaps in footway
- Where there is no footpath examine the demand for one, the appropriateness or not given a village, rural or quiet road context and detail the required space needed to safely introduce a footpath if deemed necessary

- Ensuring that the assessment links Milltown residents to the places and activities they want to go to including businesses, schools, amenities and potential connectivity with the future use of the railway corridor
- Reviewing of other measures to encourage more walking, such as community walks, cycling safety lessons within schools, printed maps and online presence to show the connected walking routes available

All the descriptions above for a walking study can also apply to a cycling study, which can be combined into one. As part of the study, a list of recommended projects should be provided, and a priority list created. This will demonstrate on any future funding applications how the project fits in with the overall successful development of Milltown. This audit would also include an appraisal of the location, setting and access to the village's bus stops including consideration of whether a bus stop at the church would be appropriate.



The walking study has the potential to extend in scope to include the development of new amenity walking routes, as suggested in the Milltown Outcomes Workshop. The walking study would provide an initial assessment and suggest development of a proposal as a full project. This would then require further engineering and environmental assessment to develop the amenity route. Many new routes have been proposed over the course of this process but would require further assessment in terms of environmental and flooding considerations.



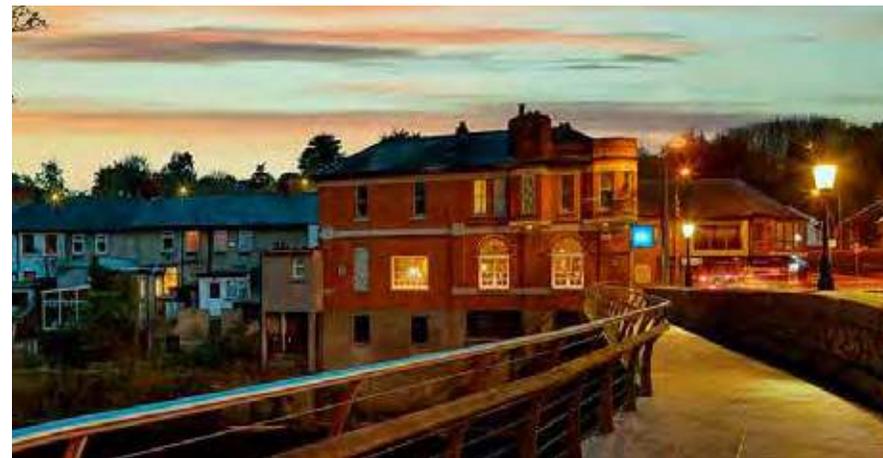
The N52 approaching Birr – example of incorporating a path, low hedge and trees along a National Road

Bridging the River

To improve the safety of pedestrians crossing the Milltown Bridge, a number of options can be explored, including widening the existing bridge, attaching a lightweight walkway, or erecting a separate pedestrian bridge in-line with the existing bridge. The consultation process for this report has suggested that landowners are amenable to the idea. The bridge is a protected structure and any consideration of its alteration or development

in its vicinity would need to be considered in accordance with its status. A Conservation Architect would need to be involved in developing any proposals. Outline proposals have been developed by an engineer living locally and these are included in Appendix C.

These and other options would need to be considered in cooperation with Transport Infrastructure Ireland, as Milltown Bridge is on the existing National Road Network (N71) crossing the River Clare. A **Structure Options Report** would be prepared by suitably qualified professionals to evaluate the range of options and consider them under the physical and environmental constraints of the site, along with a technical evaluation considering the engineering and cost impacts of each option.



Example of a contemporary pedestrian walkway attached to an historic bridge in Chapelizod

The Walking Audit is recommended to be completed prior to the Structure Options Report. The connectivity of the options with the pedestrian network surrounding the bridge should be considered as part of determining a preferred option. This will ensure that the preferred option meets the objective of bridging the river for pedestrians and will allow them to safely continue their journey along their route.



Milltown Bridge RPS record

RPS 3858 / NIAH 30401604

Milltown Bridge -Single-arch road bridge built c.1855, over River Clare. Milltown Bridge is typical of the drainage bridges built in the middle of the nineteenth century. It is one of the larger of the type and very well constructed.

Tuam CARTRON X:140576 Y:262965

As the River Clare watercourse is in the Lough Corrib Special Area of Conservation (SAC), and the ecological effects of the works would need to be carefully considered and any adverse effects to be appropriately mitigated. The hydraulic effects of any works would also need to be considered to satisfy the Office of Public Works (OPW) that the risk of flooding in the area was not increased by the proposed works. Once a preferred option emerges from this report, **planning, environmental/ecological, and hydraulic analysis reports** would be prepared to ensure the bridge proposals are acceptable to relevant stakeholders.



The old forded crossing of the River Clare



Road design that enables safe driving in and through Milltown

The scope of the **Movement Plan** would be defined at the start of the project and can be as wide or narrow as required. It would look at the route overall and on an individual junction basis. The integrated design team would undertake a desktop study and site visit, during peak and off-peak traffic to understand what is happening along the route.

Based on the issues raised during the workshop and consultation with Milltown residents, the following areas of study would be recommended:

- **Speed limit review** – is the speed limit appropriate for the geometry of the road and are vehicles adhering to it. As part of this review, a speed study is recommended.
- **Signage and road marking review** – over time, signs can become worn, obscured from view by landscaping or no longer relevant due to changes. A signage and road marking review would identify signs to remove, signs to replace or propose new signs. This has benefits with reducing visual clutter and improving the effectiveness of the signage in place.
- **Road safety review** – a study of the historical collision data for the route and a study of the road layout and geometry, road markings, parking, lighting, landscaping, drainage and visibility, to identify safety issues. Rat-running through Millbrook estate was also identified as an issue in the community workshop and limiting through traffic would also be considered.
- **Identify projects** – following the completion of the reviews, the Route Assessment would identify projects that will address the issues raised. These may range from minor maintenance on landscaping to realigning a junction to improve visibility or widening the N17 to allow for the introduction of ghost islands and turning lanes.

- **Create a priority project list** - after a list of projects has been compiled, a cost-benefit analysis can be undertaken to create a priority list of projects, with safety at the forefront of decision making. This section of the Route Assessment ensures that there is plan in place that allows for individual schemes to be progressed, either as a group or individually, when the opportunity for funding arises.

It is recommended that consultation with Transport Infrastructure Ireland takes place as part of the Movement Plan. Project and cost efficiencies can be found if works are undertaken together, or as part of a larger scheme, such as an overlay of the National Road pavement. By considering these efficiencies and providing value engineering to the proposed projects, there is opportunity to get the projects completed and in place to the benefit of Milltown.

Traffic calming on the N17 National Road

To reduce speeds on the N17 in Milltown with through traffic, a **Traffic Calming Report and design scheme** is recommended. The integrated design team would undertake a desktop assessment and on-site observations. The Design Manual for Roads and Bridges (DMURS) provides guidance on the design and implementation of Transition Zones and Gateways⁷. A transition zone is the zone between the rural environment and more urbanized development. It is an area where speed reductions must occur when entering an urban area from a higher speed road. Gateway features are easily identifiable elements along the route which signal a change of context. By applying the analytical processes outlined in the DMURS guidance, the integrated design team can identify the optimum location of a new gateway.

The scope of the Traffic Calming Report should include a review of traffic calming along the route, not just at the gateway sites. Road design measures

⁷ https://e27d7afc-e1b7-4c16-8756-d6faaa316674.filesusr.com/ugd/f378bf_e201d6cd6bed4316ad8ba968c7c8556a.pdf

that enhance traffic calming may include pedestrian crossings, signage and road markings, vertical elements such as landscaping, change of materials along the route, sculptures or art or changes to the carriageway width. These design measures should be used in combination across the route as appropriate. The final report is recommended to include a list of projects that can be implemented, either as a group or individually.



The potential extent for the Traffic Calming Report

Milltown School Traffic Management Plan

A **Traffic Management Plan** is recommended for Milltown school. This study would review the current transport operations for the school, including both staff and students.

As part of the plan, a survey of staff and students - their home location and their travel patterns - is recommended. This would include information on where the parents or guardians are continuing their journey to. This survey would inform the study of the needs of the school. The study would also review the existing school layout and lands to determine if any improvements in the layout may facilitate safer traffic operations, such as a layby or turning circle. The Traffic Management Plan could also review the walking and cycling infrastructure needed to provide safe access to the school from Milltown Village. Any new sustainable travel links would need to be developed in collaboration with Transport Infrastructure Ireland as the road connecting the village and school is a National Road. This element of the project would tie in with a Walking Study, as previously described.

The scope of the Traffic Management Plan should include signage and traffic calming on the N17 and provide a design for its improvement, which would include signage and road markings. When designing the traffic management, the location of the school in the context of the overall N17 route is important to consider, as there are no other features which slow traffic coming from the south prior to the school.

Relocation of the school to Milltown Village

A Traffic Management Plan would be limited to improving the existing situation in terms of road safety. Relocating the school to Milltown Village would remove a significant amount of the traffic related issues that have

been raised. It would also improve connectivity to Milltown Village by being connected to the existing and future walking and cycling network.

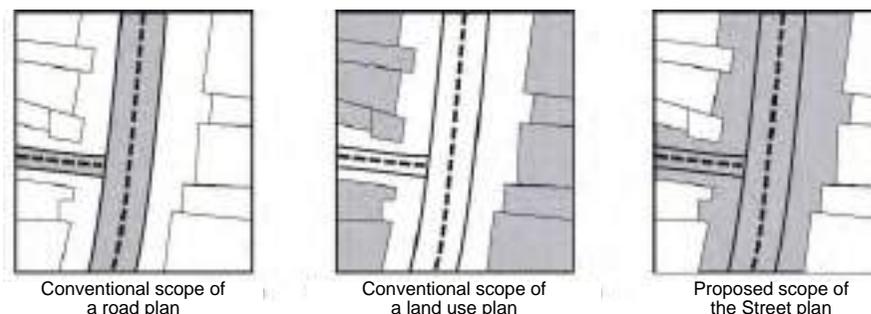
The journeys to school are a twice-daily feature in many people’s lives. In determining the site for the school, transport links, by vehicle, walking and cycling should be integrated into the decision-making process. The proposed studies and assessments suggested as part of the Milltown - Shared Vision report will provide a substantial wealth of information on the local transport network. A School Travel Plan as part of the process would enable parents and residents to understand how the new location would fit with the walking and cycling network. It would promote a sustainable, healthy, and safe way to travel to school, for both students and parents.

Relocating the school would be a matter for the Department of Education under the School Building Programme.

A defined and vibrant historic village core

Taking a “whole place” approach to the public realm in the historic core of the village would define the centre, increase use of village businesses and also contribute to traffic calming. This can be achieved by a preparing an **Urban design/public realm audit and plan**⁸ to ensure appropriate alignment of any new development, identification of public space enhancement projects, new building layout, form and site edge treatment to contribute to the village streetscape and walkability. The area around the old village pump would be one potential area for a defined centre but it is important that any chosen site take a “full place” approach to include adjacent areas as well as current or future proposed building lines on the other side of the road.

⁸ Include recommendations as set out in Being Age Friendly in the Public Realm – Guidelines and good practice, Age Friendly Ireland



The N20 runs through Buttevant in Co. Cork. Recent public realm improvements have reduced the speeds of traffic through the town through psychological traffic calming measures. Continuous built street frontage and public realm design enhances sense of place.



HERITAGE AND NATURE CHERISHED AND CONNECTED

WHAT'S CURRENTLY HAPPENING

Milltown has a strong reputation for progressing built, natural and cultural heritage projects and forming strong collaborative working relationships with agencies and institutions. The Heritage Park brings together many aspects of the local history in a beautiful park setting and the heritage room in the Community Centre holds community artefacts and archives.

Much of Milltown's heritage is described in great detail in the Milltown Heritage Trail booklet and signage. This visitor focused interpretation is deepened by the extraordinary level of detail contained in the Milltown Heritage website: <https://milltown.galwaycommunityheritage.org/>.

Milltown Heritage Group is a member of ICAN (Irish Community Archive Network). This is a collaborative project with the National Museum of Ireland and Galway County Council.

Much work has also been carried out with Inland Fisheries Ireland to restock the River Clare.

The community workshop gathered in further ideas for future projects. These will build on achievements to date and continue the work to conserve, connect and promote Milltown's heritage and the features in the village and in the broader landscape.



WHAT WE COULD DO

Looped walks connecting Milltown's heritage, park and river walks

In 2020 work is already underway on developing the Cartron River Walk connecting the centre of the village with the GAA grounds along an old mass path/public right of way. This is proposed to be a multi-access and Covid-19 friendly path with sealed surface, lighting and sanitisation facilities.



If, following the National Rail Review, the former railway or a path alongside it becomes a greenway, pending agreement from landowners, a short connection could connect the greenway, via this network of walks, directly to Milltown village. It is likely that more walks around Ireland will become available to enter the National Walks Scheme which provides landowners with payment for maintenance of their part of land along the routes.

Pending appropriate environmental and flooding checks, further walks could connect to Davros bog, Banagher and Millbrook House. There is also an opportunity to develop a walk to the de Birmingham House, and develop a Standing Stones Walk, a Ballymary Walk and a Station House walkway to the pending walk by TII for the N17 upgrade.

Built, natural and cultural heritage initiatives

The restoration of the former **station house** is a potential community-led project would provide users of a future greenway/railway with a beautiful and historic stop-off point/venue. The station house is a Protected Structure and any consideration of its alteration or development in its vicinity would need to be considered in accordance with its status and a Conservation Architect would need to be involved in developing any proposals. Whether the former railway should be reinstated as a rail line or a greenway or both is still a matter of discussion locally and nationally.



RPS 3856 / NIAH30401602

Milltown Railway Station - Detached railway station c.1900. This disused complex is a good example of a relatively late rural railway station. It has retained its key features and detailing and is fairly complete.

Tuam POLLATURICK X:139210 Y:263480

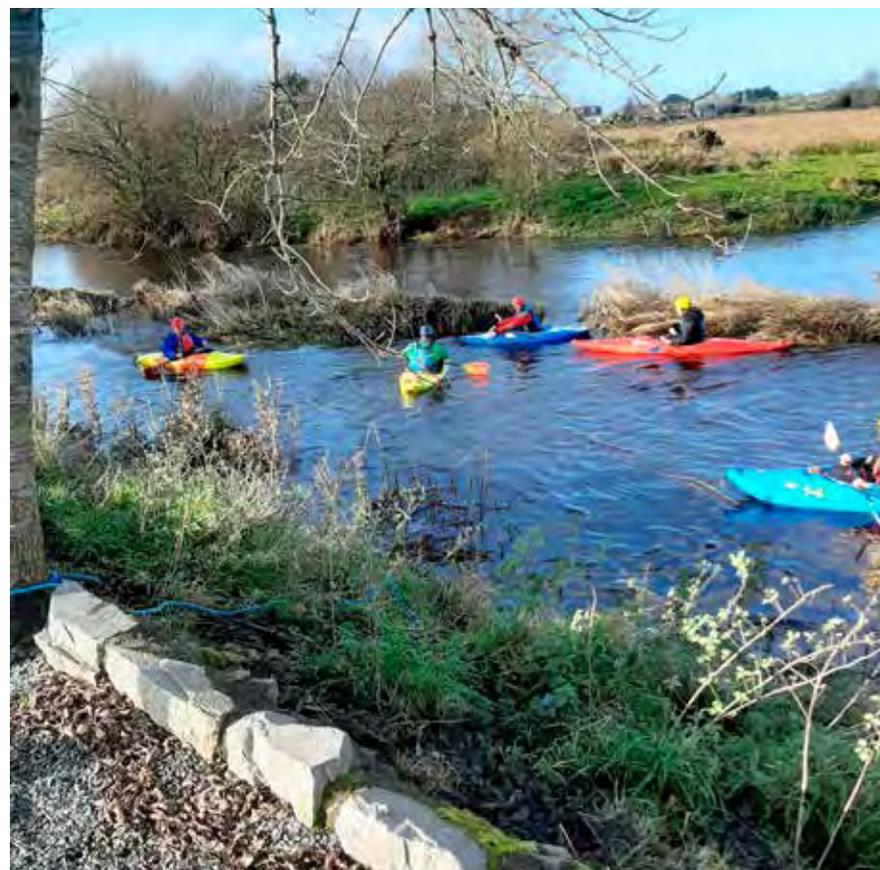
NUI Galway has been carrying out archaeological surveys of the location of the **Bardic School** at Kilclooney Castle just south of Milltown. A number of structures shown on OS mapping as “Church” and “Castle” were associated with a 16th century Bardic School and were once the home of the renowned Ó hUigín bardic family. The monuments are in private ownership and appropriate fencing is needed to protect the structures. There is potential for a project centred on literary tourism, including 3D illustrations of the Bardic school in its heyday.

The **River Clare** is part of the Lough Corrib Special Area of Conservation with Atlantic Salmon and Sea Trout spawning. A riverside walk was developed



by the community and there is potential for further projects including three looped extensions to the river walk and more kayaking subject to environmental assessments. The community will continue to work with Galway County Council in the development of a Clare River Blueway (from

Dunmore to Claregalway) and LAWPRO to ensure high river water quality building on existing work with Inland Fisheries Ireland to restock the river.



There are a number of **historic graveyards** in Milltown Parish; Kilclooney, Kilgevrin, Addergoole (old and new), Liskeevy and St. Josephs. Kilclooney and Kilgevrin graveyards were identified as potential heritage projects, with potential for restoration, landscaping and family mapboards to help with people tracing ancestors. Any new signage or mapboards should be designed to be in keeping with the historic character of the sites.

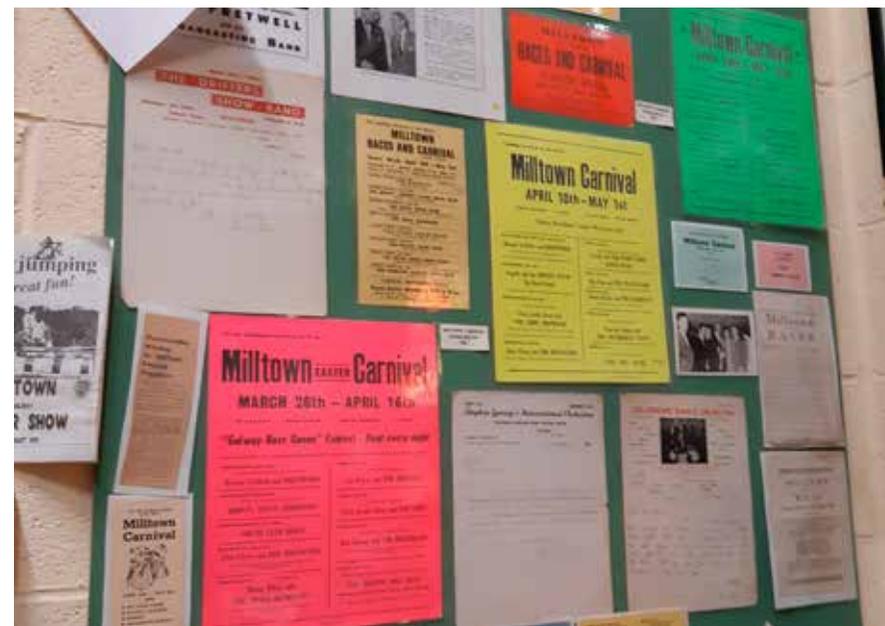
Recognition and protection of all children's burial grounds, or cilíní, was also considered important by workshop attendees. Stone plaques could be erected.

The Milltown Heritage Trail booklet identifies and describes other historic features in the landscape including Belmont hill fort, Banagher ringfort and souterrains, Addergoole cross, Cooladooan Standing stone, Pollaturick underground river. The workshop attendees reinforced the need to protect these local heritage features into the future.

There are also potential projects that could be progressed in relation to the many **famous and talented people that have connections with the area.**

These authors and books are an asset to the area and could be developed into an interesting attraction:

- Milltown Sketches by Christy Molloy
- Numerous Plays by MJ Molloy
- John Birmingham by Paul Mohr
- The many works of Frank J. Hugh O'Donnell
- An Gaodhal - Mícheál Ó Lócháin



Crowds visiting Milltown during the Easter Races ⁹

⁹ Image courtesy of Joe Sheridan – photo taken from the gable of Sheridan's

Cataloguing and digitization of heritage archives

Milltown Heritage Group has received training from the National Museum of Ireland regarding the cataloguing of heritage collection currently held in the community centre and a lot of incredible work is being done already to catalogue the collection.

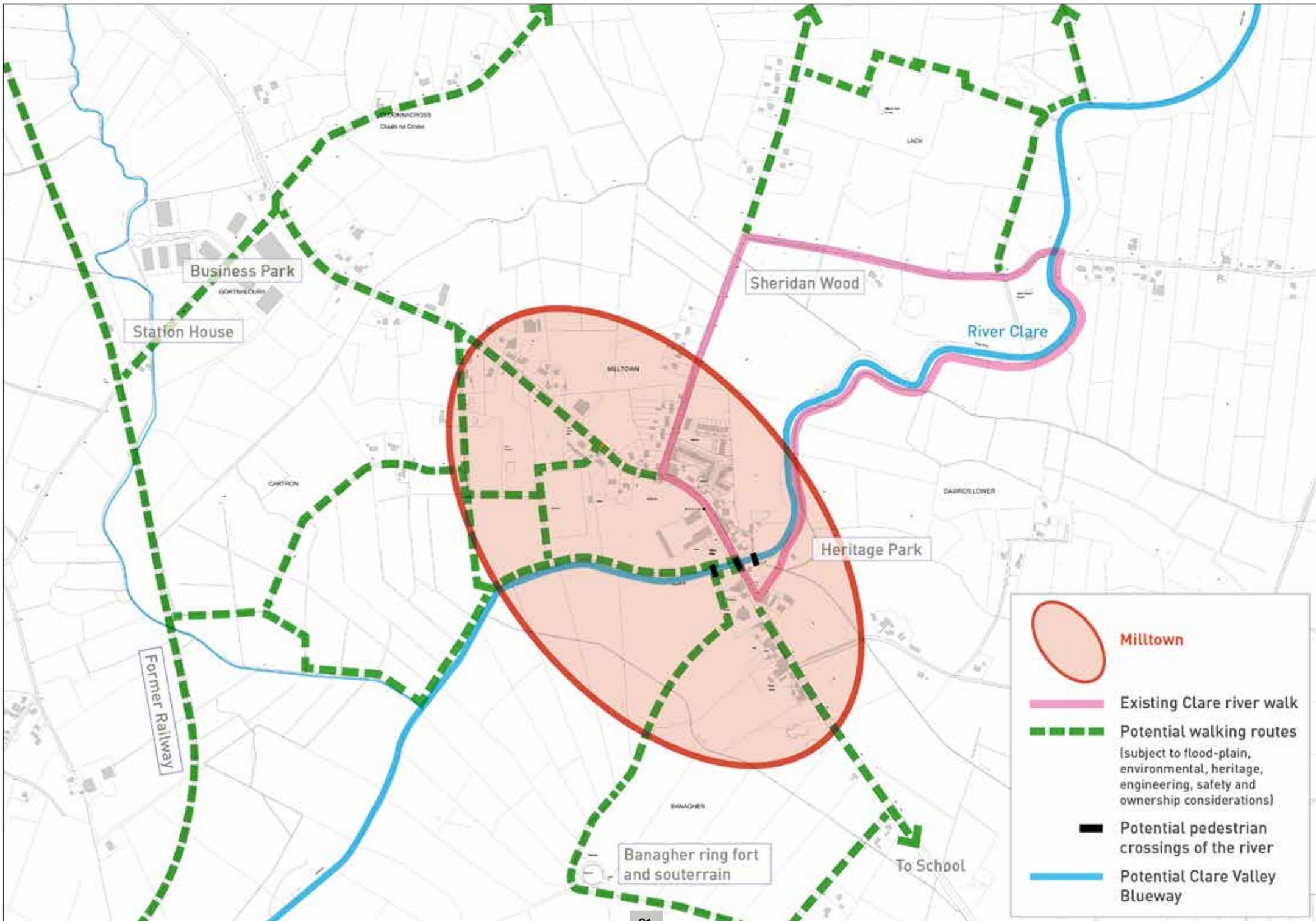
The collection would benefit from further digitization with input from a professional archivist and potential relocation to a larger space. The CYMS hall was suggested as a possible location by workshop attendees, although there are constraints including its current use as a storage area for the CE scheme and for farm machinery, lack of parking, the asbestos roof and the wall structure. Any new location would need to be appropriate for storage and display of artefacts including a large selection of horse drawn farm machinery.

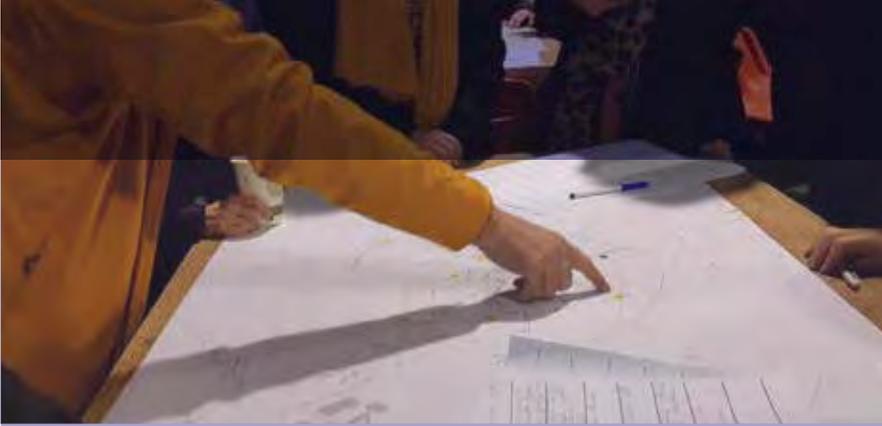
A professional archivist could assist the community in the development of an Archives Strategy including setting out approaches to the management and storage of the collection including:

- indicating ownership/leasing/donation of the collection items and terms of use
- collection care and control including archival processing, and directions on handling and use
- preservation of items as is practical, but with a view to best practice, including preservation digitisation where appropriate
- storage of items in line with international archival standards
- making material available to visitors, researchers and other members of the public, where possible and according to archives guidelines and policies.

An archivist would consider what policies and procedure documents are needed to underpin the above work. These could include an Archives Policy, a Digitisation Policy, Preservation/Conservation Policy, and an Emergency Plan.







A COMMUNITY PREPARING FOR A NEW FUTURE

WHAT WE COULD DO

A communication portal for community activity

While there is a huge amount of activity underway within the community groups, some felt that it was hard for newer residents to find out what was happening and how to get involved.

There is already a notice board inside the community centre, a website (www.milltowngalway.com) and a community facebook page. An open day, external information board, newsletter, on line portal or community app were suggested as other possible ways for disseminating information on events and programmes in Milltown.

Community groups could avail more of the milltowngalway.com website and have a section devoted to their group. This would involve members of the various community groups receiving some training to help manage this website and the village's online presence in general.

Adapting to a clean energy future

Milltown has already engaged with the Sustainable Energy Association of Ireland to start the process of becoming a Sustainable Energy Community (SEC). A Community Charter has been written with targets over a 3 year timeline. Currently, 90% of residents in Milltown drive to work and 96% rely on fossil fuel to heat homes. The Community Charter includes an ambition for a **Community Energy Masterplan**, smart metering, microgeneration, shared workspace and a dissemination area. Funding is available from the Sustainable Energy Association of Ireland for Community Energy Masterplans. The key objective of an Energy Masterplan is to deliver energy efficiency upgrades to homes, community buildings, businesses and public buildings and assist in the delivery of a just transition for Milltown. Suitable locations should also be identified for electric vehicle charging infrastructure along with the renewed focus in the village in walking and cycling for short journeys as set out in previous sections.



The low-lying nature of Milltown and its surroundings means that flooding is a concern in some areas. The below map shows the range of flooding that can happen along the river Clare. Any new proposals, for example river walks or new development, will need to take the floodplain and updates to water level data into account in their design and location.



Consolidating the historic core

A key part of Milltown’s sustainable future is making sure any new buildings and spaces contribute to consolidating the historic core to enable everyday travel to primarily consist of walking, cycling or public transport.

The priority will be to **reuse and repurpose existing buildings** and improve and enhance existing village centre services. Any new buildings or spaces should consolidate the settlement by “joining the dots” between the current

buildings and spaces, form streetscape patterns to reinforce the shape of the settlement and contribute to traffic calming by visually enclosing the road space. New structures will also be subject to the requirements to protect the Lough Corrib SAC, archaeological monuments and protected structures in the village and the current and future predicted floodplain of the river (see Appendix B).

As part of the process of community engagement and feedback, the following potential extent to a denser Milltown village was suggested



Milltown has surplus capacity in its water services and there are opportunities to develop **new business, sports and community facilities** using existing buildings and spaces within the village core as a first resource.

There is potential for compact and well laid out **new housing development** within Milltown which connects and enhances the village core. The workshop

participants suggested that **new shops or a café** in the village centre could strengthen the sense of a village heart. Reusing and repurposing existing empty buildings should be the first option for new businesses.

There is potential for a **more sustainable primary school location** within the village rather than the current location almost 2km outside of the village. While the relocation of Milltown National School would require further discussions with the Department of Education, it is clear from the analysis in this document that its current location is unsustainable on road safety and active travel grounds. The following general location for a school within the village has been suggested by some members of the community – it would be subject to further analysis, but can be a starting point for the conversation about consolidating Milltown into a more sustainable settlement where more children could walk or cycle to school.



A high quality Covid friendly **co-working space** would also offer new way to work with less commuting for those who could work remotely or for those wishing to establish new or grow existing enterprise in the village.

This need for a shared workspace in the village was raised at the community workshop in advance of the new ways of working that Covid-19 has prompted. The subsequent Covid-19 emergency has forced a national review of how we structure work and travel into the future.

The Western Development Commission is currently running an Enterprise Hubs Programme. This aims to create a network from the 100 plus hubs in the Atlantic Economic Corridor (Donegal to Kerry). Given the renewed focus on remote working, the longer term changes to work arising from advancing technology and digital connectivity, the availability of broadband, the existing strong enterprise base and a potential site for a shared workspace in the village, it would be appropriate to progress a Covid 19 friendly shared workspace/community co-working hub within Milltown village. A potential existing building has been identified by the community for this initiative and initial conversations have been held with the owner.



REALISING THE VISION - Projects

AMBITION	HOW WE'LL GET THERE	PARTNERS/ POTENTIAL FUNDING STREAMS	PRIORITY
<p>A STRONG VILLAGE CORE WITH HEALTHY WAYS TO GET AROUND</p> <p>Continuous safe, segregated pedestrian and cycling links</p> <p>Road design that enables safe driving in and through Milltown</p> <p>A defined and vibrant historic village core</p>	<p>PROJECT 1</p> <p>Commission a multi-disciplinary team to prepare a Milltown Integrated Movement, Urban Design and Public Realm Plan to consist of the following elements:</p> <p>Walking Audit</p> <ul style="list-style-type: none"> • Footpath widths to ensure their suitability • Lighting along routes • Pedestrian crossing locations, both formal and informal • Provision of a continuous route i.e. no gaps in footway • Where there is no footpath examine the demand for one, the appropriateness or not given a village, rural or quiet road context and detail the required space needed to safely introduce a footpath if deemed necessary • Ensure that the assessment links Milltown residents to the places and activities they want to go to including businesses, schools, amenities and potential connectivity with the future use of the railway corridor • A review of other measures to encourage more walking, such as community walks, cycling safety lessons within schools, printed maps and online presence to show the connected walking routes available <p>River Clare pedestrian crossing Structure Options Report including planning, environmental/ecological, and hydraulic analysis reports</p> <p>Movement Plan</p> <ul style="list-style-type: none"> • Speed limit review • Signage and road marking review • Road safety review • Identification of projects • Creation of a priority project list <p>Traffic Calming Report and design scheme Milltown School Traffic Management Plan Urban design/public realm audit and plan</p>	<p>Partners Community/Galway County Council/TII/OPW</p> <p>Potential funding streams: RRDF, Town and Village Renewal Scheme, ORIS, Active Travel</p>	<p>Short term</p>

AMBITION	HOW WE'LL GET THERE	PARTNERS/ POTENTIAL FUNDING STREAMS	PRIORITY
HERITAGE AND NATURE CHERISHED AND CONNECTED	<p>PROJECT 2 Looped walks connecting Milltown's heritage, park and river walks</p> <ul style="list-style-type: none"> • Progress looped and connecting off-road walks in and around Milltown including extending the River Clare Walk, connecting to a possible future greenway along or alongside the former railway and loops at Banagher and Davros – all walks projects would be subject to Appropriate Assessment screening process to identify any potential impact on the Lough Corrib SAC 	<p>Community /landowners/ Galway County Council</p> <p>Potential funding streams; ORIS, Sport Ireland, Walks Scheme, LEADER</p>	<p>Short term</p>
	<p>PROJECTS 3-8 Built, natural and cultural heritage initiatives</p> <ul style="list-style-type: none"> • Identify a location for a new heritage centre to house artefacts held in the Community Centre – in an existing and unused or underused building within the village core • Feasibility study for restoration and re-use of the former station house • Landscape and well-designed and sited family mapboards projects at graveyards • Bardic school project – protect structures and explore ways to interpret and share significance • Cultural heritage project focusing on books with connections to Milltown by Christy Molloy, MJ Molloy, Paul Mahr, Frank J. Hugh O'Donnell, Mícheál Ó Lócháin • Grow existing blue inland economy – enhance category 2/3 river kayaking amenity 	<p>Community/Galway County Council Heritage Officer/landowners/ LAWPRO</p> <p>Potential funding streams; RRDF, LEADER, Heritage Council</p>	<p>Medium term</p>
	<p>PROJECT 9 Continue the cataloging and digitization of heritage archives</p> <ul style="list-style-type: none"> • Building on the work already carried out by Milltown Heritage Group in association with the National Museum of Ireland, commission a professional archivist to prepare an Archives Strategy for collection held in Community Centre 	<p>Community</p> <p>Potential funding streams: RRDF, LEADER, Heritage Council</p>	<p>Medium term</p>

AMBITION	HOW WE'LL GET THERE	PARTNERS/ POTENTIAL FUNDING STREAMS	PRIORITY
A COMMUNITY PREPARING FOR A NEW FUTURE	PROJECT 10 Communication of community activity <ul style="list-style-type: none"> • <i>Compile a full inventory/community directory of all community groups and organisations with contact details in line with GDPR requirements</i> • <i>Install outdoor community information board</i> • <i>Consider an open day for all community groups</i> • <i>Continue to support the community website, www.milltowngalway.com – develop areas for the various community groups and offer training in managing and updating the website to these groups</i> • <i>Adequately staff the Community Office</i> 	<i>Community/Galway Rural Development</i> Potential funding streams; <i>Tús, CE Scheme, LEADER</i>	Short term
	PROJECT 11 Adapting to a clean energy future <ul style="list-style-type: none"> • <i>Apply for Community Energy Masterplan to SEAI to list a “register of opportunities” – the actions arising from the masterplan can be funded by SEAI and LEADER</i> • <i>Identify suitable locations for electric vehicle charging infrastructure</i> 	<i>Community/SEAI</i> Potential funding streams; <i>SEAI</i>	Short term

<p>A COMMUNITY PREPARING FOR A NEW FUTURE</p>	<p>PROJECT 12-17</p> <p>Prioritise reuse and repurposing of existing buildings and improving and enhancing existing village centre services ensure any new buildings and spaces contribute to consolidating the historic core and are linked on foot to amenities</p> <ul style="list-style-type: none"> • <i>avail of the current opportunity for a Covid 19 friendly shared workspace initiative within an existing building in the village as part of the overall Sustainable Energy Community (SEC) initiative,</i> • <i>Explore potential for connecting existing main Fibre Optic line to buildings</i> • <i>analyse existing vacant commercial and residential buildings and identify potential sites and for reuse.</i> • <i>explore potential for a more sustainable school location in collaboration with Dept. of Education</i> • <i>ensure new development contributes to the strengthening of the village core and creation of streetscape to contribute to traffic calming and that any new buildings are linked on foot to amenities</i> • <i>Consider the provision of public toilets at the car park</i> • <i>Ensure retention of existing services such as the post office</i> 	<p><i>Community/Western Development Commission/NWRA/ Dept. of Education/ landowners/Galway County Council</i></p> <p>Potential funding streams; <i>RRDF, Town and Village Renewal funding, Smart remote work initiative, LEADER</i></p>	<p>Short-medium term</p>
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PARTNERS

The projects above will be developed in partnership with organisations who have contributed to the Milltown Vision 2040 process to date and can continue to support the community to realise the ambition through policy, support and guidance. Milltown Community Council and other community organisations will continue to promote and refine the proposals and work with the following agencies and organisations to develop them further and aim to secure resources:

Galway County Council

Galway Rural Development

Transport Infrastructure Ireland

Office of Public Works

Local Authority Waters Programme

Sustainable Energy Authority of Ireland

Inland Fisheries Ireland

National Museum of Ireland – National History

Heritage Council of Ireland

Pobal

Irish Heart Foundation

The National Biodiversity Data Centre

National Federation of Group Water Schemes

Irish Water

APPENDIX A: Workshop Outcomes Report March 10th 2020



Milltown

we're launching something new.
A shared vision for the community

Join **US** for an exciting,
new project on
Monday 2nd March

Milltown, Our Vision Workshop
2nd March

Milltown Community Council has engaged **Deirdre Black Associates Landscape Architects** to work with the people of Milltown to develop a **shared vision for the community**.

We would like to hear your views on the future of Milltown.

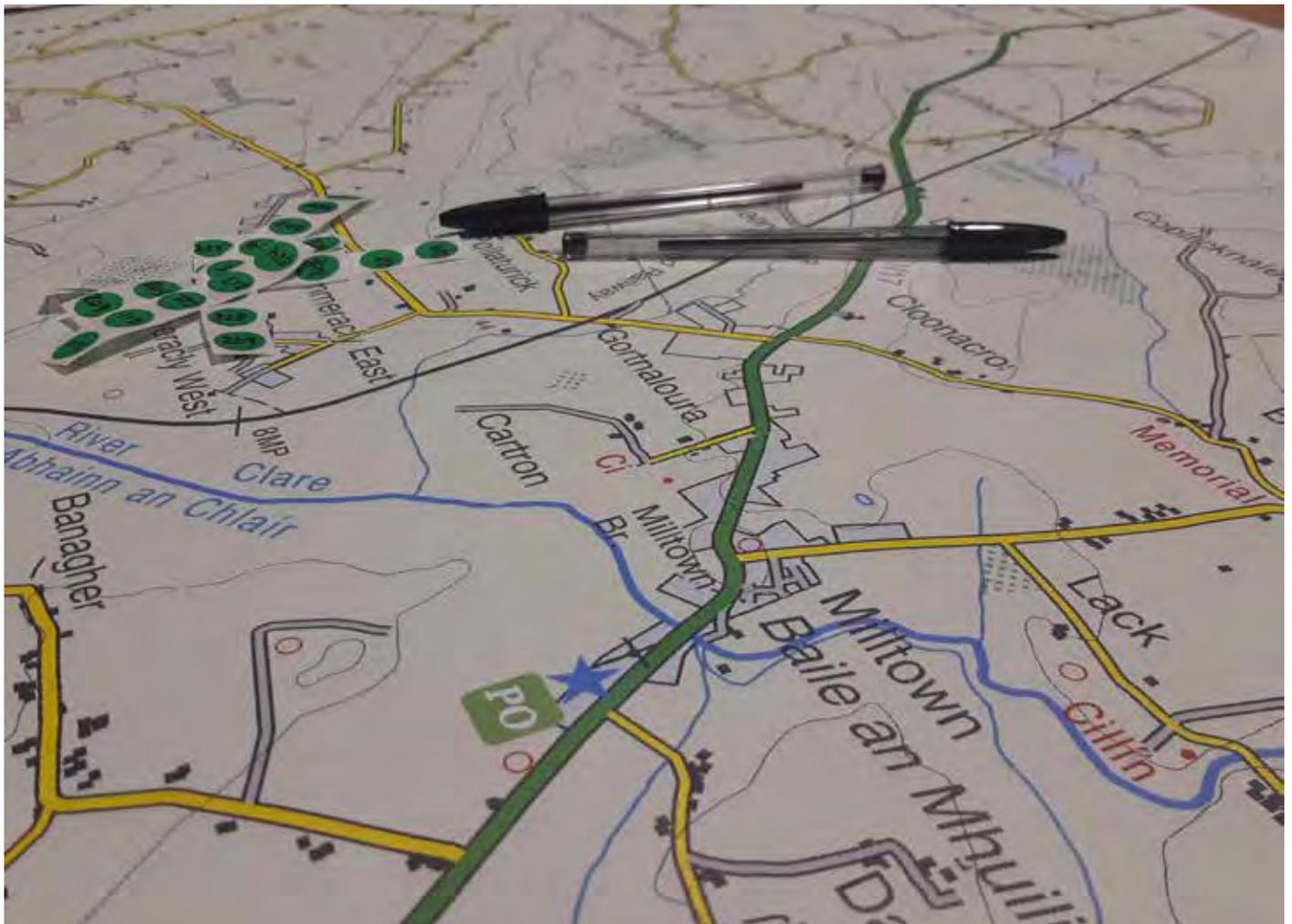
Please join us on:
Monday 2nd March 7.00 - 9.00pm
at Milltown Community Centre

See www.milltowngalway.com for more.

To confirm your attendance or to find out more, please text, email or contact:

Sinead on 087 9172744 or
admin@milltowngalway.com
or Deirdre Black at info@deidreblack.com
or 087 4186962

We look forward to seeing you on the 2nd of March.



MILLTOWN – A SHARED VISION

WORKSHOP OUTCOMES REPORT

2ND MARCH 2020





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The Mind Map	6
Mapping the Ideas	10
Next Steps	21

THANK YOU

On March 2nd you kindly participated in a workshop designed to hear your views on how best to develop a vision for Milltown. We wanted to engage your understanding, knowledge and experience in the process and hear your views on how Milltown can continue to be a great place to live, work and visit. Following introductory remarks, everybody introduced themselves. We then began to mind map participants' views in response to the first question posed – "What's great about Milltown?".

As responses flowed, we captured the remarks on the mind map, endeavouring to cluster similar sentiments as they were expressed. When all the views were heard, we asked participants to "vote" on those they felt most strongly about. The subsequent conversation around maps provided an opportunity for people to explore the topics of discussion in greater detail. This report is the outcome of all the contributions made during the course of the event.

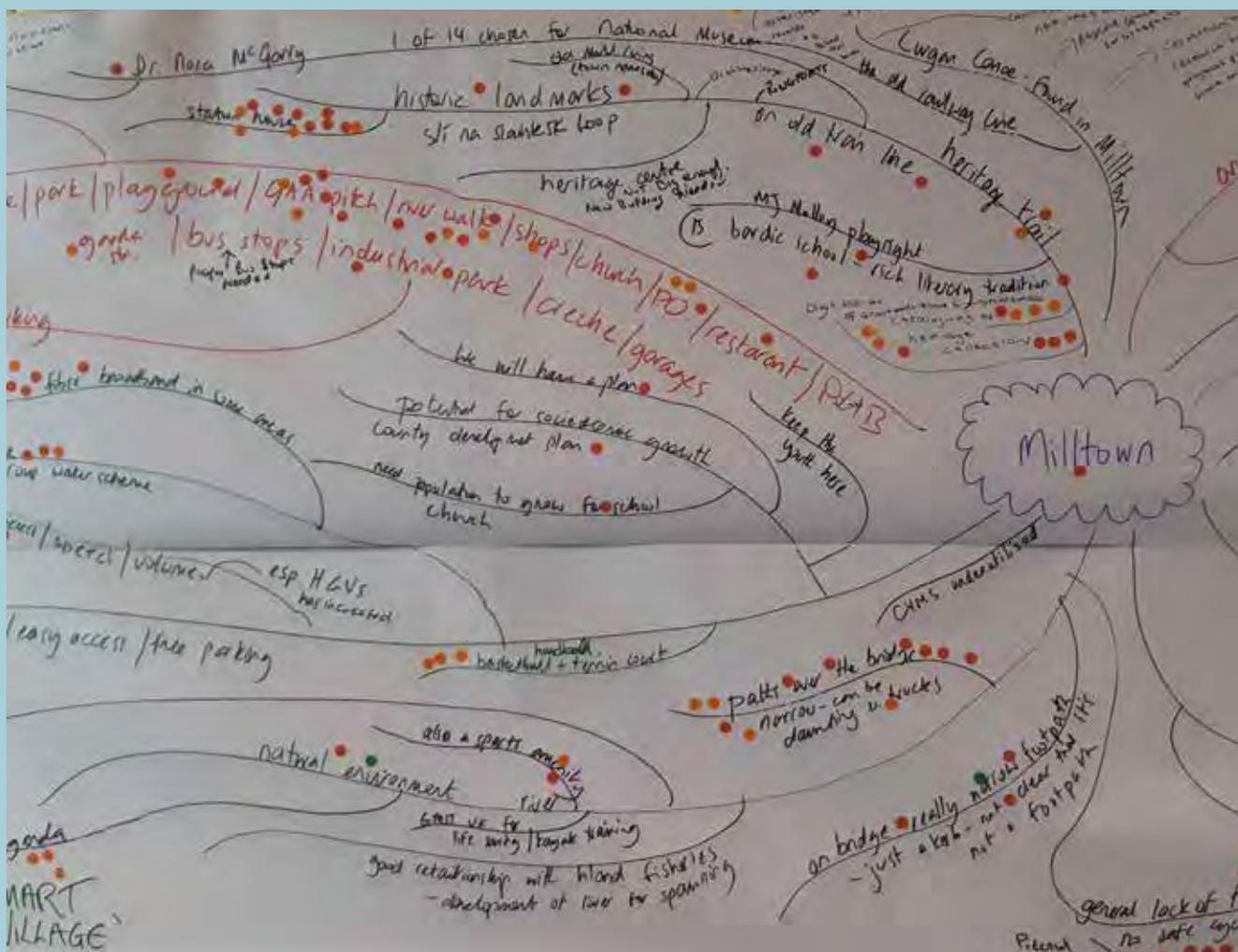
It draws together the different threads of the many conversations that took place on the day. Hopefully it brings some coherence to the huge amount of information – the ideas, the issues and the aspirations – we gathered on the way through. It also identifies some insights you brought to the discussion and suggests some next steps so that the momentum you built can be sustained. Above all this is your statement, in your words, of what Milltown means to you, what you think is important, what's currently happening, and what we need to pay attention to. Thank you again for taking the time to come along and for sharing your thoughts with us. We hope you found it worthwhile and enjoyable.

THE PARTICIPANTS

Billy Aherne	Breda Flanagan	Mary Murphy
Mary F Aherne	Jason Fleming	Tony Murphy
Clodagh Burke	John Finn	Tom Nestor
Deirdre Burke	Breda Hyland	Caitriona Nic Aonghusa
Eamon Callaghan	Lisa Dowd Hynes	Jimmy Noonan
Bridie Connolly	Catriona Kelly	Clare O'Connor
Michael Connolly	Jimmy Kirrane	John O'Donnell
Pauline Connolly	Deirdre Maloney Murphy	Monica O'Donnell
Ann-Marie Corcoran	Aoife McElwaine	Michael Rhatigan
Padraig Coyne	Ita Mannion	John Ryan
Liam Delaney	Claire McGrath	Áine Ní Shiorodain
Lisa Dowd Hynes	Ray McGrath	Cathal Sheridan
John Finn	Bríd McHugh	Eleanor Sheridan
John Henry Flattery	Cathal McHugh	Joe Sheridan
Barbara Glynn	Louisa McHugh	Tony Sheridan
Frank Glynn	Maureen McHugh	Pauline Singleton
Liam Glynn	Michael McHugh	Ann Tierney
Proinnsias Glynn	Bridie McWalters	Joe Waldron
Gerry Greene	Neala McWalters	John Waldron
Jimmy Greene	Jarlath Molloy	
Breda Hyland	Joanne Mullarkey	Facilitator
Olive Feely	Frances Murphy	Deirdre Black



THE MIND MAP



OUR PLACE

What's great – everything!

Clean, safe town

What we have; community centre, two schools, park, playground, GAA pitch, river walk, shops, church, post office, restaurant, pub, garda station, bus stops (proper bus stops needed), industrial park (and all the people working there), crèche, garages, handball, basketball, tennis court, Centra; easy access, free parking

Fibre broadband in some areas

Our location - on N17 – huge opportunity

OUR COMMUNITY

A history of teamwork

Good community spirit

Community organisations - Tidy Towns, Drama society, Foróige, Brownies, Toddler group, Meals on wheels, GAA, Heritage group, Karate club, Line dancing, Defibrillator group, Run for Ollie, Children's choir, Gun club, Fishing club, Parish cluster group, Elderly scheme, Neighbourhood watch

Highly educated demographic, a lot of new residents, experienced, have travelled, studied in other countries, proactive

Local County Councillor

EVENTS

Annual senior citizen party
Santa's cottage
End of year GAA juvenile presentations

OUR HERITAGE

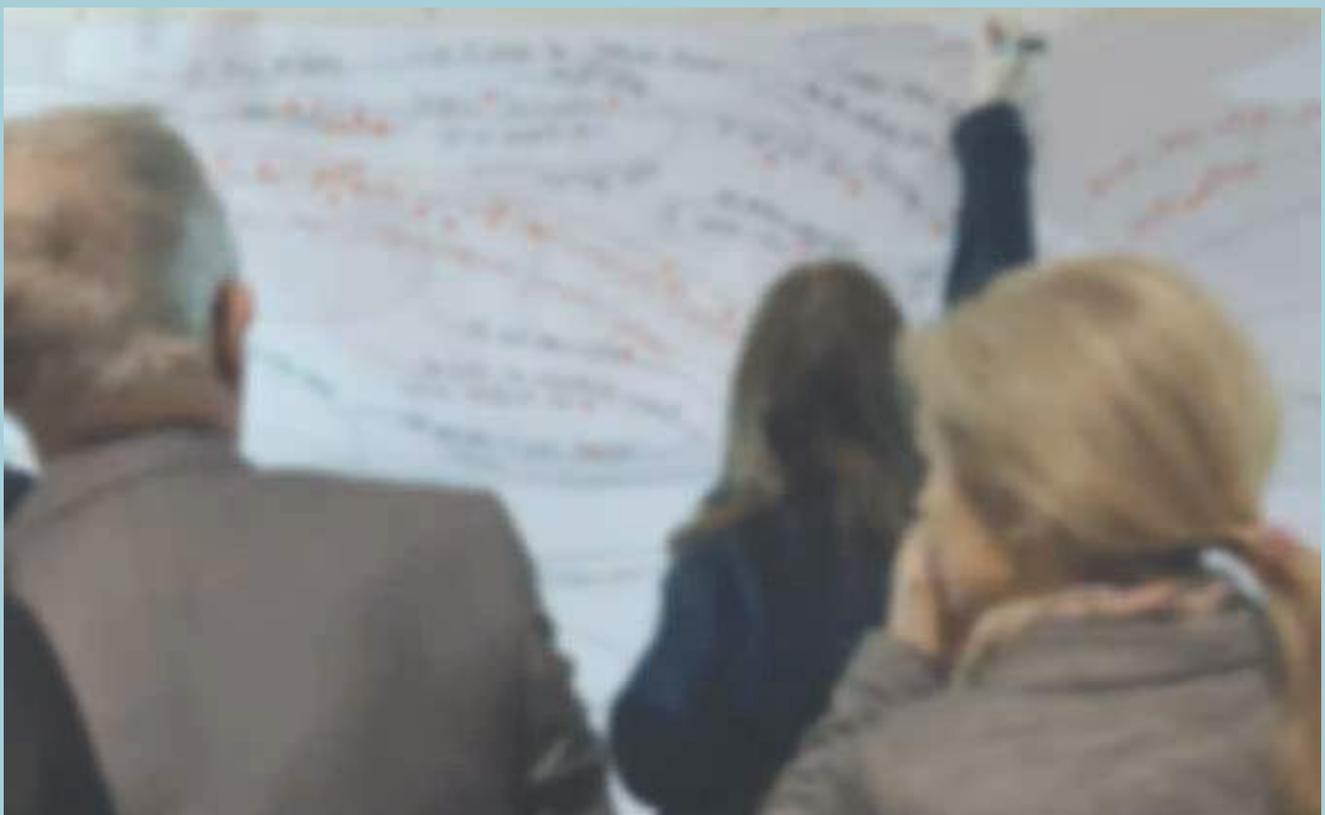
Historic landmarks
Old Mill ruins (town namesake)
Oral heritage
Ringforts
An old train line
Station house
Heritage trail
Slí na Sláinte 5km loop
Lurgan canoe – found in Milltown
Chosen for town "Big Idea": €10,000 for bringing awareness to the bardic school – 15th and 16th century university, O'Higgins Sligo connection; Poet in residence in schools, poetry events, harpers – ongoing; new archaeological survey of sites

NOTABLE PEOPLE

MJ Molloy, playwright
15th century bardic school – rich literary tradition
John Birmingham – astronomy
Dr. Jimmy Burke – expert in beet seed breeding, a freeman of Carlow
Dr. Nora McGarry – one of fourteen chosen for national museum
Conlon family – rich musical tradition

OUR ENVIRONMENT

Natural environment
Cloondroon lake
River – also a sports amenity, GMIT use it for life saving/kayak training, education on water safety
Good relationship with Inland Fisheries, development of river for spawning
Maintenance/landscaping of two local graveyards



OPPORTUNITIES

Community groups

Sometimes the people in the community groups need more help – have an open day? There's always help when asked for – people might be shy about getting involved

Draw up a compilation of all groups in the village

Heritage projects

Heritage centre not big enough, new building needed - expanded space for artefacts

Need a clear vision for the green agenda

CYMS underutilised

Potential greenway along old rail line

Digitisation of graveyards phase 2 – mapboards

Digitisation of heritage records e.g. old school roll books

Cataloguing of heritage collection

Use of herd's cottage

Continuing maintenance of heritage website

Community to research heritage and projects for publication to share on heritage website

Continue to collaborate with Galway County Council and National Museum

New homes

Potential for socio-economic growth – County Development Plan

We will have a plan

Need population to grow for school/church

Sewage scheme, group water scheme – housing!!!
– links into city evening/night

CHALLENGES

Traffic a problem at the school – school is disconnected from village

Traffic an issue for residents

Access, speed and volume of traffic, especially HGVs has increased

Traffic islands - traffic overtakes on white lines

Poor visibility from side roads

Being dependant on the car

Getting in the car can make people bypass the town for shopping

A bridge – really narrow footpaths, just a kerb, not clear that it's not a footpath

General lack of footpaths

Lack of wheelchair accessible toilets

Need funding to keep everything afloat; CE scheme – full time secretary needed, day care centre funded by card games, CPR and defibrillation training, social housing

Using the centre – storage can be an issue

Potholes on side roads – a problem

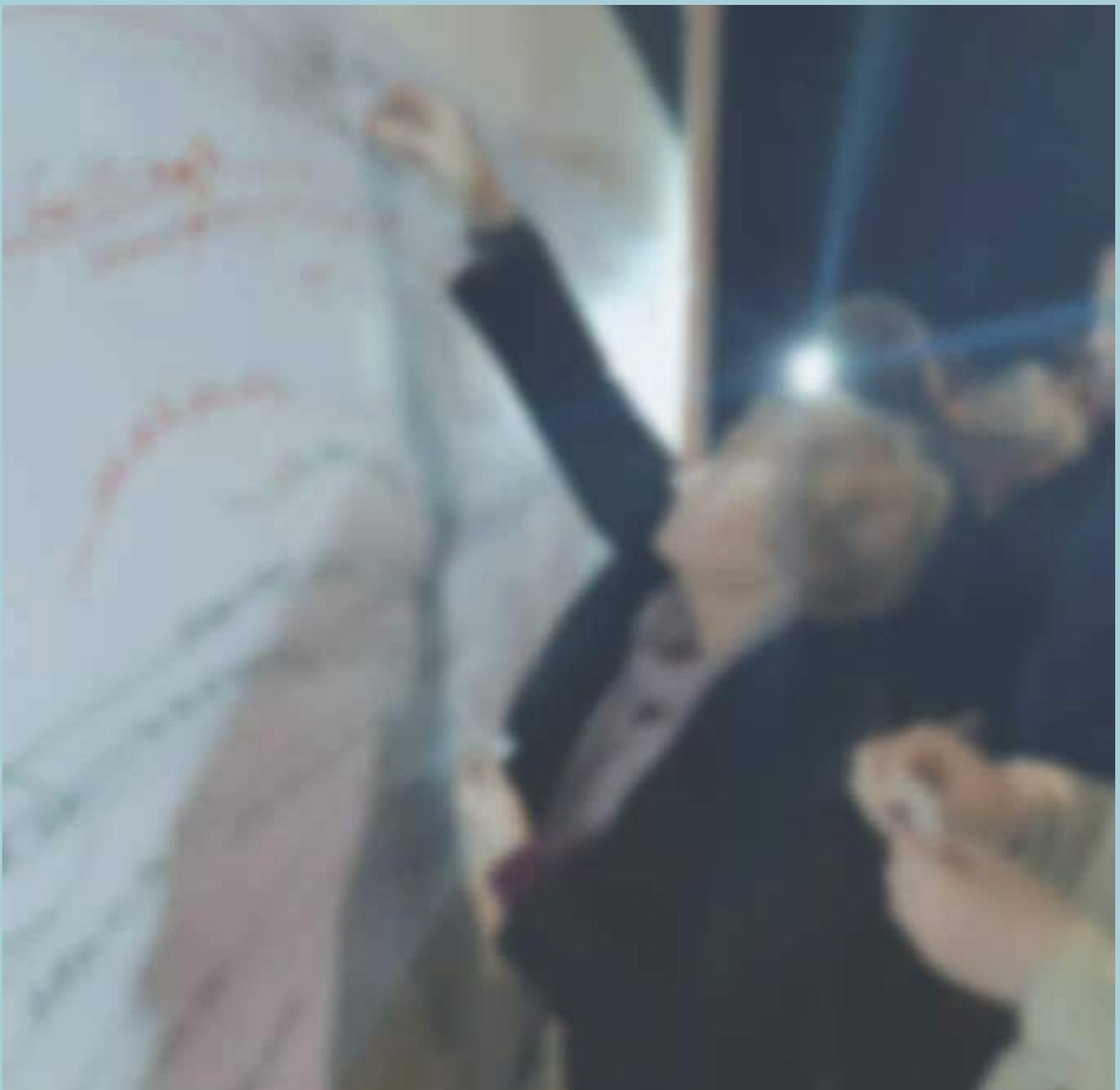
Hard for new people to make a connection – no focal points if not church/school/sports – hard to find niche

Keeping the youth here



WHAT'S MOST IMPORTANT TO US

- Paths over the bridge – too narrow, can be daunting with trucks, general lack of footpaths, no safe cycling
- Poor visibility at junctions and potholes on side roads
- The two schools – currently separated from the village, traffic a problem
- Need a clear vision for the green agenda
- Refurbishing Station House
- Cataloguing and digitisation of heritage archives
- Raising awareness of the 15th/16th century bardic school
- Our good community spirit



MAPPING THE IDEAS

THE VILLAGE CORE

- 1 Village needs a heart/focal point i.e. something to gather people together
- 2 Make a focal point at the heart of the village
- 3 Old market square and pump – site of Egg-shed Ambush (1922)
- 4 Develop area around village pump as a focal point of village
- 5 Village square/centrepiece
- 6 Create a public realm area with seating, planting, paving etc.
- 7 Bus stops need improving
- 8 More shops to keep people local for shopping
- 9 Need more shops in the village
- 10 New shop and café would be nice
- 11 Reopen shop at entrance to village from Ballindine side
- 12 Use empty premises for new business opportunities?
- 13 Creation of a creative space/retail outlet
- 14 Smart village – shared working space/community power/local app
- 15 Shared work space/smart village
- 16 Community shared work space/app/green agenda
- 17 Pharmacy and GP centre
- 18 Core community facilities; church, post office, playground, Garda station
- 19 Retention of public facilities – garda station/post office
- 20 Wheelchair toilets at church
- 21 Redesign/reuse/knock Ball Alley
- 22 Bottle banks at Community Centre – notice boards for community clubs, activities, heritage centre separate location
- 23 Community centre needs to be used more by locals
- 24 Community centre storage facilities

BRIDGING THE RIVER

- 25 Bridge – pedestrian access/bikes/buggies – not safe
- 26 Pedestrian footbridge inside old stone bridge

- 27 Pedestrian pathways on bridge
- 28 Build a footbridge/cycle bridge outside wall at bridge
- 29 "footbridge" of some sort to allow safe crossing of Clare river for buggies/dogwalkers etc.
- 30 Put a footbridge across the river here
- 31 Pedestrian over bridge?
- 32 Footbridge at back of Glynn's
- 33 Perhaps replace the "Old Bridge" over the river with an architecturally sound replica of the original as a footbridge/cycle path
- 34 Bridge – gantry

ROAD SAFETY; LOCAL DRIVING AND THROUGH TRAFFIC

- 35 Traffic problem
- 36 Traffic turnoff at Quarrymount onto Garrafrauns road off main N17
- 37 Better view coming out of Ballyglass road
- 39 Pollaturick – very poor visibility - road needs to be widened on right – trees create poor visibility and accidents occur
- 40 Pollaturick – end of road – very dangerous – poor visibility onto very narrow road
- 41 From Cartron road – very poor and dangerous visibility onto main primary road – N17 Road requires widening
- 42 Improve visibility coming onto N17 from Dawros road, keep flowers low
- 43 No view coming onto N17 from Dawros Rd particularly when roses in bloom
- 44 Extend traffic calming beyond right turn to Kilcloony
- 45-45 Put in a new road
- 46 Difficult to turn out from side roads onto N17
- 47 Hard shoulder on N17 (north)
- 48 Bypass – impact and vision
- 49 Put a short island here to help cars turning in
- 50 Speed of through traffic – more garda presence and speed vans in village
- 51 Parking and exiting from shop is very dangerous – no visibility
- 52 Junction widening
- 53 Create one entrance/exit to Millbrook to eliminate rat run
- 54 Traffic turning left at church junction too narrow
- 55 N17 – junction – accidents, traffic turning right from Ballidine

- 56 Hard shoulder on N17, back to business park
- 57 Widen the road from bridge to Margaret D's House
- 58 Flooding road ongoing

PEDESTRIAN SAFETY AND FOOTPATHS

- 59 People need to be able to walk and cycle safely within the village
- 60 Extend paths
- 61 Footpath to N17 superstore
- 62 Extend Cartron road to Belmont road for cycle/off-road walking
- 63 Extend footpath to Station Road and industrial park
- 64 Extend footpath and cycle path with street lighting to business park to facilitate walking during winter nights for community health
- 65 Footpath from Milltown village to N17 – requires footpath for pedestrian safety
- 66 Improve street lighting in village and extend to industrial park (new led lights not good enough)
- 67 Floodlight walkway

MILLTOWN SCHOOL

- 68 Move school to site in village
- 69 Milltown school – new school in village
- 70 School – potential new site
- 71 New school inside village speed limits beside pitch/community centre
- 72 Improve the safety of school
- 73 School dangerous – speed overtaking, cycle path needed from village
- 74 Traffic calming at Milltown National School
- 75 Safe walk/route to school, bike back
- 76 Footpath/cycle path from National School to Milltown village
- 77 Connect village to school
- 78 Walkway/cycle train from village to school
- 79 Footpaths/cycleway to school
- 80 60km zone should extend out to school
- 81 School needs to facilitate breakfast clubs and after school clubs to accommodate parents who travel to work

- 82 School needs to be better connected with village (e.g. river walk for nature classes or church for confirmations etc.)

FORMER RAILWAY AND STATION HOUSE

- 83 Potential for disused railway to be developed to Greenway
- 84 Develop pathway and cycleway from railway to GAA to village to connect proposed greenway to village and encourage cyclists, walkers etc. from railway to the town - also for path from Belmont to Milltown
- 85 Develop station house as railway heritage centre – future Athenry to Milltown greenway
- 86 Renovation/restoration of Station House as venue
- 87 Restoration/refurbishment of railway station; heritage, biodiversity, green agenda
- 88 Develop Station House/tearooms – greenway
- 89 Possible greenway or walkway to town?
- 90 Greenway/trainline
- 91 Open railway line from Milltown to Athenry onto Galway

OUR HERITAGE

- 92 “Church” was actually the Bardic School and existing ruin further in is the teacher’s tower house – NUIG survey (archaeological) done for first time. Unfortunately the monument is not in state ownership but the field owners are open and willing to accept fencing around the crumbling ruin. It is important to get this fenced asap.
- 93 Bardic school – fence present ruins – organise lease of land, apply for funding, encourage literary tourism, commission 3D reconstruction of buildings and area for heritage website, create and reinforce relationship with NUIG/Leuven EU
- 94 Develop presence, work on the future of bardic school for heritage and literary tourism. Castle – the Teacher’s Tower House, Church – Original School House 15th century
- 95 Souterrain (Banagher, Craggonowen) reconstruct, tidy up, access, demarcate
- 96 Preservation of heritage collection
- 97 Documenting and recording of heritage – of physical features of townlands e.g. photographing features in townlands
- 98 Refurbish/knock and build Handball Alley
- 99 Santa’s cottage – develop the tourist attraction
- 100 We need a much bigger heritage centre to bring all together

BROADBAND

- 101 Broadband for the area
- 102 Broadband to extend out from village

THE RIVER CLARE

103 There is an ongoing pollution problem with slurry tanks being emptied or filled?

104 Riverwalk extension south

105 Kayak slipway for kayaks – college/local etc.

106 Open up access to Riverwalk and promote amenity

107 More bins on river walk (end) for dogs mess etc.

BURIAL GROUNDS

108 (Kilclooney/Kilgevrin) graveyard maintenance, paths, landscape, family maps

109 Liskeavy graveyard restoration

110 Mapboards for graveyards

111 Signpost and tidy up and demarcate Children's Burial Ground (PJ Conlon's mother buried there with unbaptised children)

112 Belmont – maintain historical sites and hillfort and children's burial ground

113 Recognition/protection of all community/parish "Children's burial grounds"

CYMS HALL

114 CYMS old dance and community hall (1945)

115 CYMS hall – delapidated. Reconfigure as venue/theatre/central venue, rehouse heritage room to this or other venue

116 Move working hub into "a" building – CYMS Hall?

117 CYMS hall to be used for heritage centre

TRAILS AND WALKS

118 Develop a nature trail around Dawros Bog

119 Running and walking track around GAA pitch

120 Banagher walkway/cycleway to rear of church/park

121 John Birmingham, astronomer, ruin – develop a walk around back

122 Amenity potential of Bogland, nature walk

COMMUNITY

123 Parish/community identity

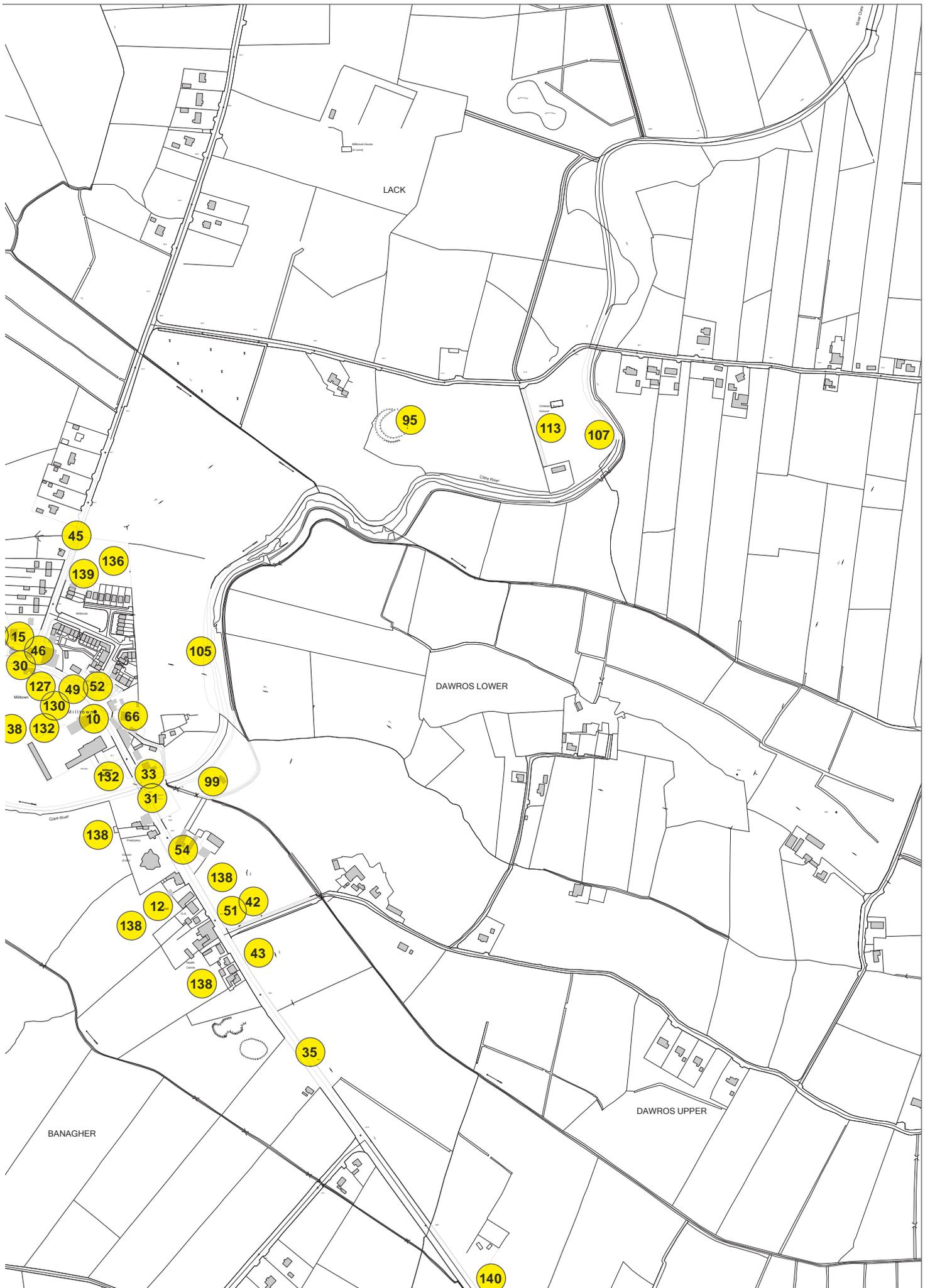
124 Parish/community population audit/evaluation

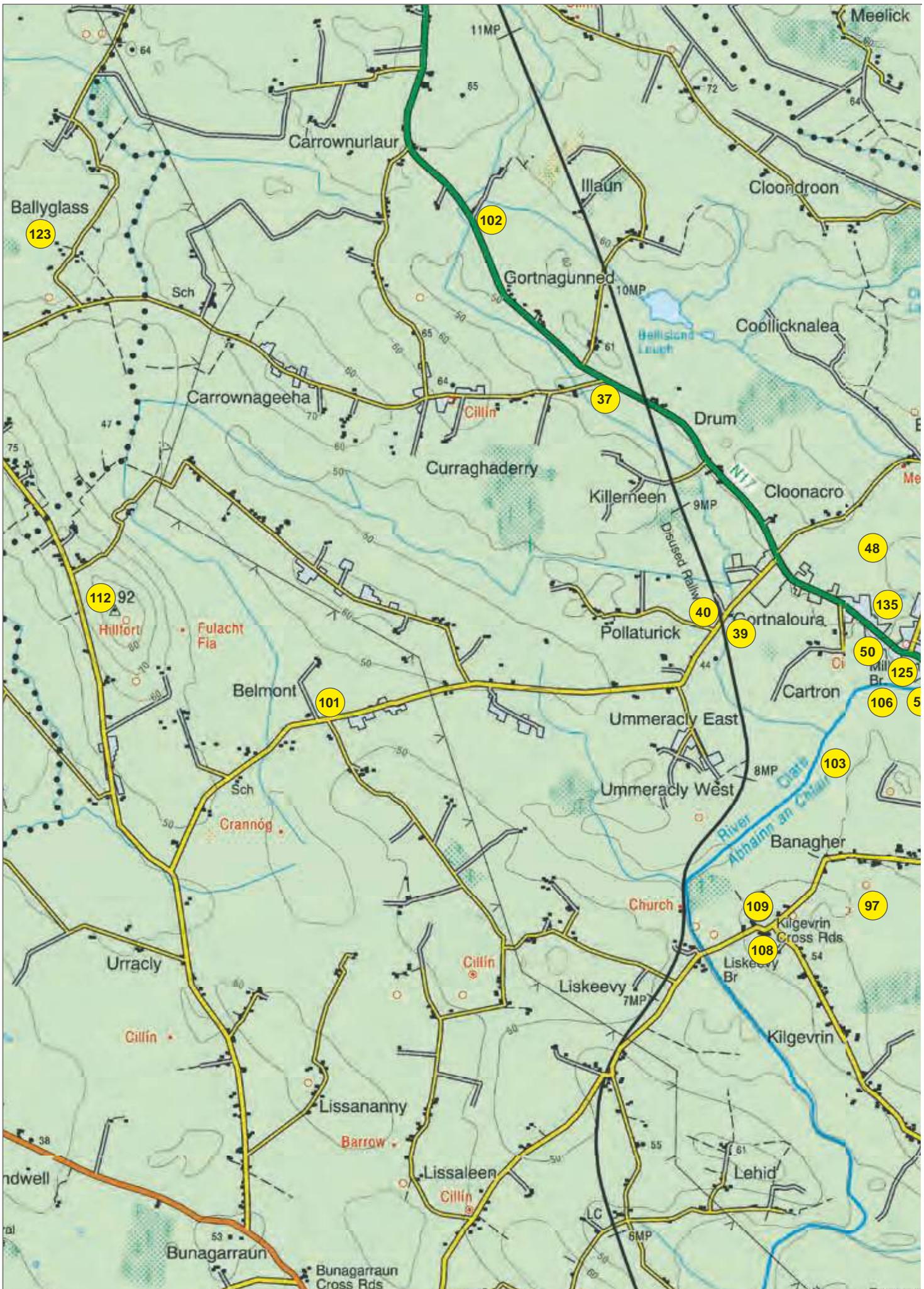
- 125 Involve surrounding areas in our parish more with the actual village of Milltown - “spread it out”, “share the load”
- 126 Some residents have no way of knowing what’s going on in the community – have a notice board located in the park with any local information available.
- 127 Communications; newsletter, website, end of year magazine, search all clubs’ members
- 128 Smart village – App/community power/green agenda
- 129 Community app – dissemination platform for community information
- 130 Community website – listing the current activities going on in the centre and village and contact numbers
- 131 More social events
- 132 Open day info event – compilation of available community groups
- 133 “An open day” event/welcome pack/day – community groups, organisations etc.
- 134 Involve youth more in Village events/activities/preservations
- 136 Community garden – apiary, bees

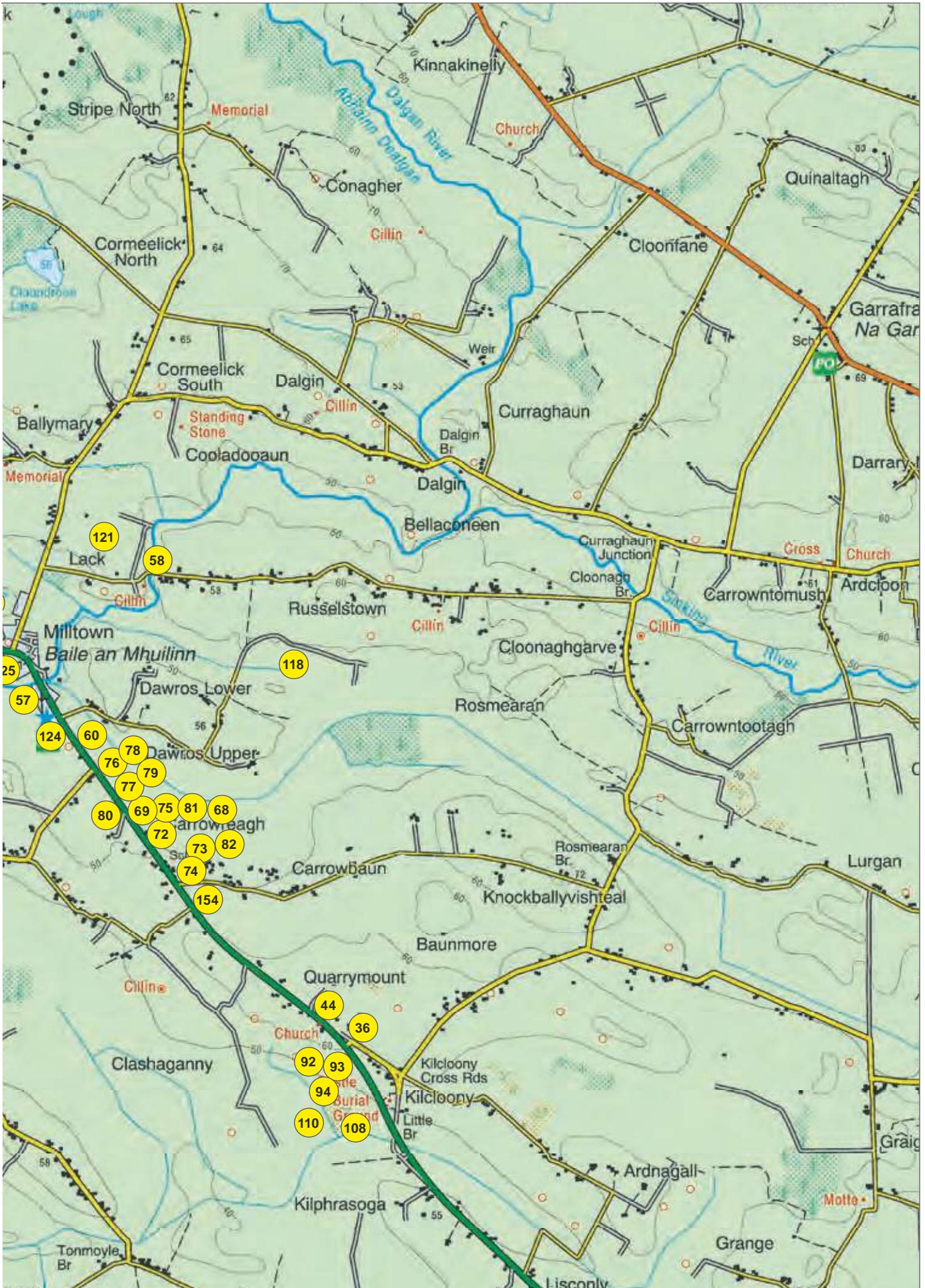
NEW DEVELOPMENT

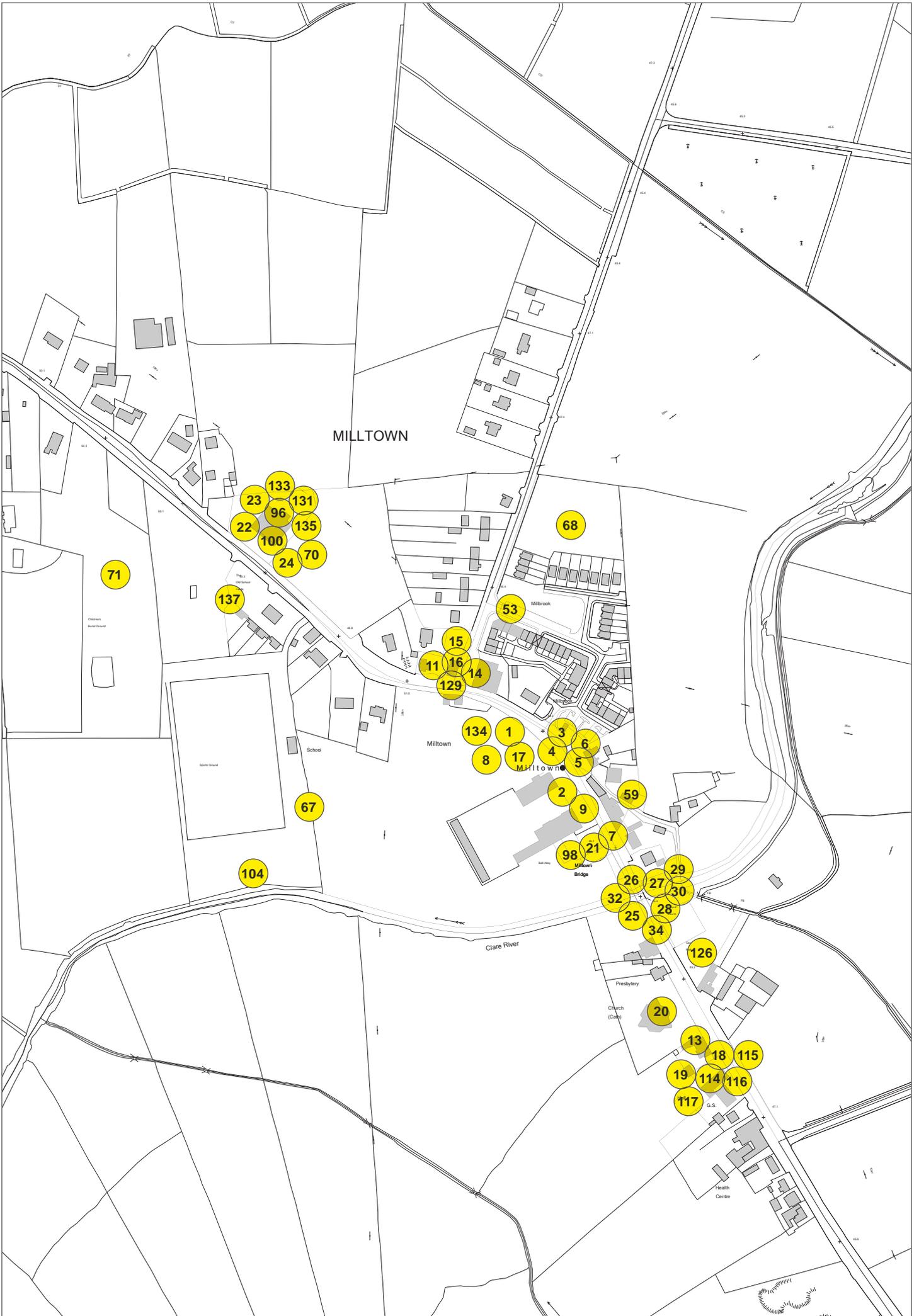
- 137 More social housing
- 138 Lands to be developed around the village – more family/children in village
- 139 Undeveloped ground at Millbrook
- 140 Extend village from N17 business park to Milltown National School. The school is too far from village and totally disconnected











NEXT STEPS

This workshop outcomes report will be shared with all those who attended the workshop and with those who expressed an interest in the project. Your work will feed directly into the development of the Vision for Milltown and the final report will be made available to everyone. Thank you again for all your contributions on the day.

APPENDIX B:

Archaeology, Architecture and Ecology - planning and legislative considerations

Planning and legislative considerations

Milltown has a long history of recognizing and celebrating its shared heritage. In order to provide firm foundations for any new thinking about the village, we set out here the protected and designated built and natural heritage within the study area.

Recorded Monuments, Protected Structures and Designated Sites within the study area are listed below and shown on following maps. This information and more details on the sites can be easily found on Heritagemaps.ie managed by the Heritage Council or the online Historic Environment Viewer managed by the National Monuments Service.

The Record of Monuments and Places (RMP) is the most widely applying provision of the National Monuments Acts.

Recorded Archaeological Monuments within the 1-2km study area:

- Enclosure GA016-123
- Children’s Burial Ground GA016-016
- Enclosure GA016-124
- Church GA016-009
- Ringfort GA016-005
- House – indeterminate date GA016-133001
- Structure GA016-133002
- Souterrain GA016-006002
- Souterrain GA016-006001
- Ringfort – rath GA016-006
- House – indeterminate date GA016-015
- Souterrain - GA016-090001
- Children’s burial ground - GA016-089
- Mill – unclassified GA016-092



Archaeological monuments and zones of notification within the 1km study area ¹¹

When the owner or occupier of a property, or any other person proposes to carry out, or to cause, or to permit the carrying out of any work at or in relation to a Recorded Monument or a Registered Monument they are required to give notice in writing to the Minister two months before commencing that work. This is to allow the National Monuments Service time to consider the proposed works and how best to proceed to further the protection of the monument. Any notification of works at or in relation to a Recorded or Registered Monument should be given using the form - *Ministerial Notification - Works at/near Monument* - and forwarded to nationalmonuments@chg.gov.ie marked “Notification under the National Monuments Acts 1930-2004”

¹¹ Data accessed through the Heritage Maps Viewer at www.heritagemaps.ie (19/06/20)



Archaeological monuments and zones of notification within Milltown ¹²

Protected Structures within 1-2km study area

- Milltown Bridge - Reg. No. 30401604, Regional rating
- Milltown Railway Station - Reg. No. 30401602, Regional rating
- Mill - Reg. No. 30401603, Regional rating
- Monument - Reg. No. 30401601, Regional rating



Protected structures within the 1km study area ¹³

Inclusion of structures in the Record of Protected Structures means that their importance is recognised, they are legally protected from harm and all future changes to the structure are controlled and managed through the development control process (for example, planning permission). If unsure about what works require planning permission for a particular building you can apply in writing to Galway County Council for a declaration under Section 57 of the *Planning and Development Act 2000* about the structure and its curtilage (or grounds attached). This declaration states what types of work can be carried out without affecting the character of the structure.

If a structure is included in the RPS, the protection extends to the interior of the structure; to the land in its curtilage; and to any other structures on that land and their interiors. Curtilage means the land and outbuildings immediately surrounding a structure which is (or was) used for the purposes of the structure. This obligation also applies to all fixtures and features

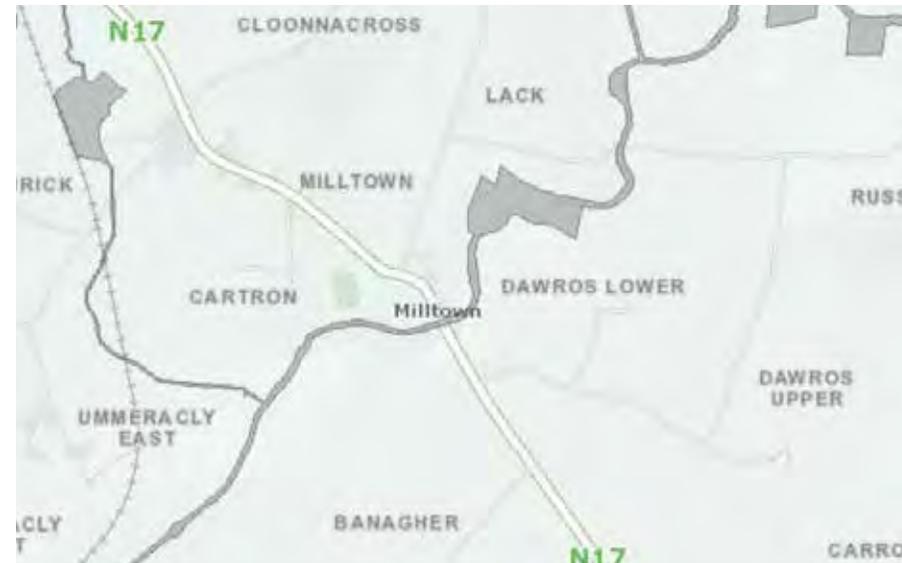
¹² Source: Historic Environment Viewer (19/06/20)

¹³ Data accessed through the Heritage Maps Viewer at www.heritagemaps.ie (19/06/20)

forming part of the interior and exterior of the protected structure or any structure on the grounds attached to it. If there is an urgent need for repairs to a protected structure, a grant may be available under the Structures at Risk Fund.

Natura sites designated for ecological significance within 1km of the study area

Special Area Conservation: Lough Corrib SAC Site code 000297



Lough Corrib Special Area of Conservation ¹⁴

Any plans or projects that could potentially impact on or connect to a SAC will need to go through an Appropriate Assessment screening process to determine if a Natura Impact Statement is required.

¹⁴ Data accessed through the Heritage Maps Viewer at www.heritagemaps.ie (19/06/20)

APPENDIX C:

Bridge options as proposed by engineer living locally

Pedestrian Bridge Concepts over River Clare Milltown

BACKGROUND:

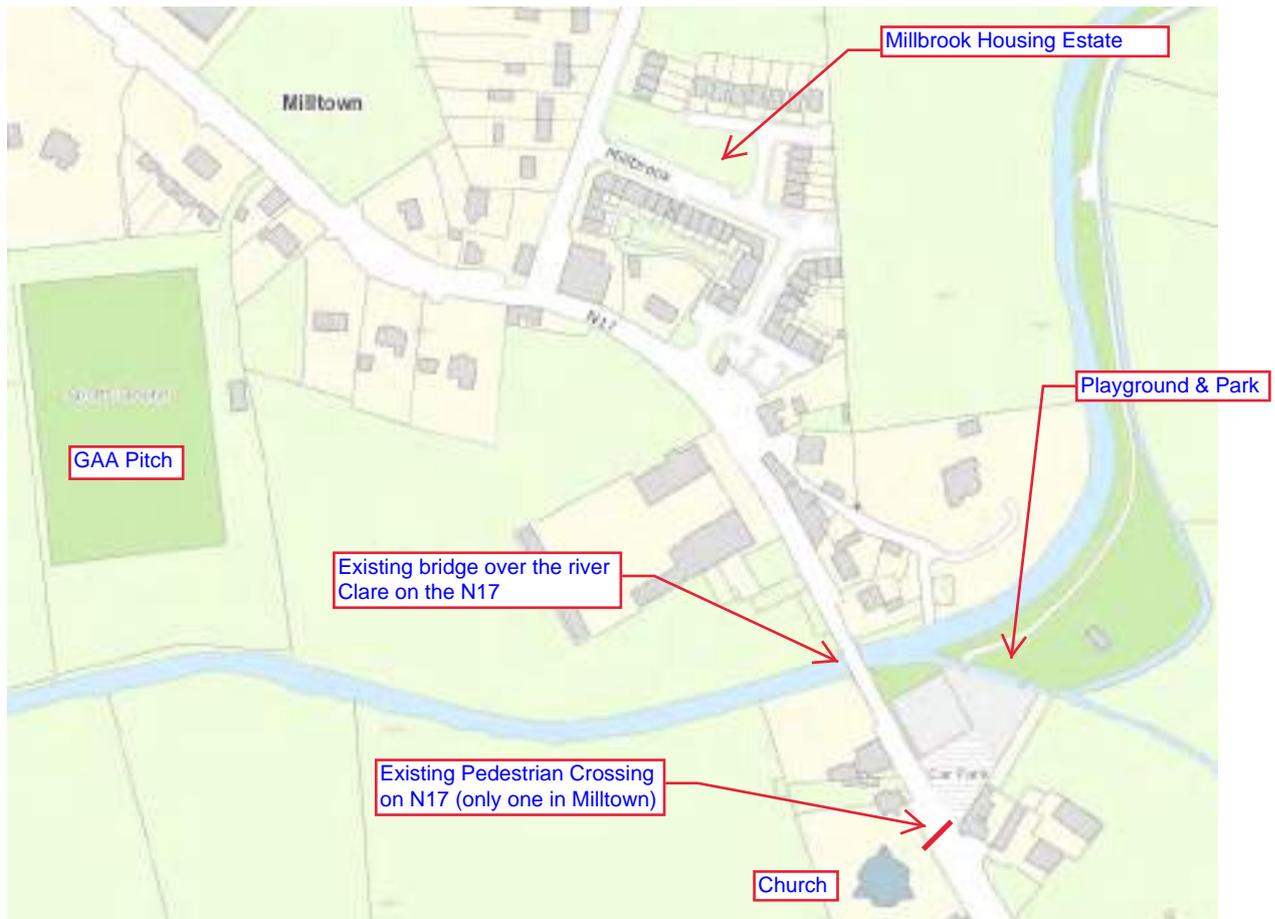
Following the recent public workshop on the “Milltown - Our Vision” one issue that was highlighted by many was the lack of a safe pedestrian crossing over the River Clare. While there is a narrow footpath on the southern / western side of the N17 circa 1 metre wide, the path on the northern / eastern side is less than 500mm and in fact should not be considered a path at all due to its width.

The carriageway on the bridge is also narrow for vehicles and when 2 large vehicles such as HGV’s or Buses meet, pedestrians on the path are at high risk of being hit by a vehicle or their wing mirrors.

With the increasing number of vehicles on the N17 (in excess of 10,000 per day) as a result of the new M17 Motorway and; because more people are now walking, running and cycling, the need for a new safe crossing over the River Clare is evident more than ever.



Northern approach to existing Bridge



Overview of Centre of Milltown Village

OPTIONS:

In order to address this issue, there are two main options in terms of a location for a pedestrian Bridge, each with their own advantages and disadvantages. Both of these would need to be assessed and developed in more detail by a structural engineer and costed.

Option A

New bridge located approx. 40m east of the existing bridge located on the line of the original crossing of the river Clare pre 1856.

Advantages

- The only functional path on the existing bridge is on the southern / western side of the N17 and therefore creating a new bridge on the northern /eastern side caters for people on the north of the N17 to cross the river without having to cross the busy N17.

- The only housing estate in the village with a large population of children is to the north, as is the local park and playground. This would give them direct access to the park and playground again without crossing the N17.
- This route takes pedestrians away entirely from the N17 road, minimising interaction between pedestrians & vehicles and therefore creates a safer environment for both pedestrians & vehicles.
- Completes the existing Sli na Slainte Walking Loop (used by hundreds of people on a weekly basis) without the need to cross the N17.
- Heritage value in that this was the original crossing over the River Clare.
- Both landing points for the bridge are on ground owned by Milltown Development Company or Galway Co. Council, therefore no requirement to purchase and agree works with neighbouring landowners.
- Minimal works required at either landing point.

Disadvantages

- Longer Bridge span over river section required than in other locations

Option B

New bridge located immediately west of the existing bridge located just inside the wall of the existing crossing of the river Clare.

Advantages

- Shorter bridge span over river section

Disadvantages

- Does not address the need for a crossing on the eastern side of the N17.
- Requirement for residents of Millbrook Housing Estates to cross the busy N17 twice to get to the park / playground.
- Significant retaining walls and build up required either side of the river to form a landing point for the shorter bridge.
- Requires purchase / negotiation with landowners either side of the river (Glynns & Finns)
- Will required removal of at least 2 mature trees in Glynns to facilitate.

See separate Appendices for map showing proposals for Option A and Option B.

BRIDGE DESIGN CONCEPTS:

In order to cater for pedestrians & cyclists in both directions, the width of the deck on the bridge would need to be approximately 2 meters wide. Taking into consideration the level of the river in previous flooding events in 2009 and 2015, the level of the bridge shall have to be above these recorded levels to ensure flow of the river is not restricted and that the bridge structure is not damaged. Having considered various bridge designs, the two which look to be the most feasible solution in Milltown are as follows:

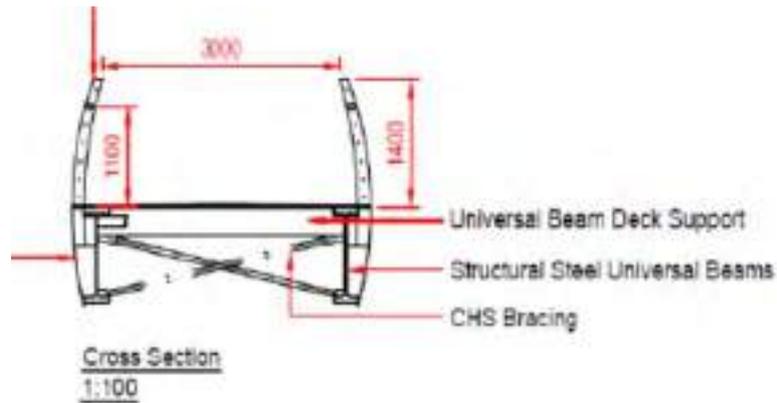
Type 1: Beam

The straight (deep) beam option is a practical and economical structural solution. In relation to the primary structural elements:

- the vertical loading is transferred to the foundations by two Structural Steel Universal Beams.
- Transverse Universal Beams connected perpendicular to the two primary Universal Beams support the 2m wide deck.
- CHS bracing at intermediate locations will provide lateral and torsional restraint.
- Profiled fin plates are bolted directly to the main longitudinal beams at intervals.
- Curved sheet cladding will conceal all structural members and bolted connections.
- Lateral and torsional stability of the structure is catered for through inclusion of cross bracing at intermediate locations longitudinally.
- It is likely that because of the span (in Option A at least) the depth of the main Universal Beams could be up to 1 meter.



Example of a Beam Bridge



Indicative Cross Section of a Beam Bridge

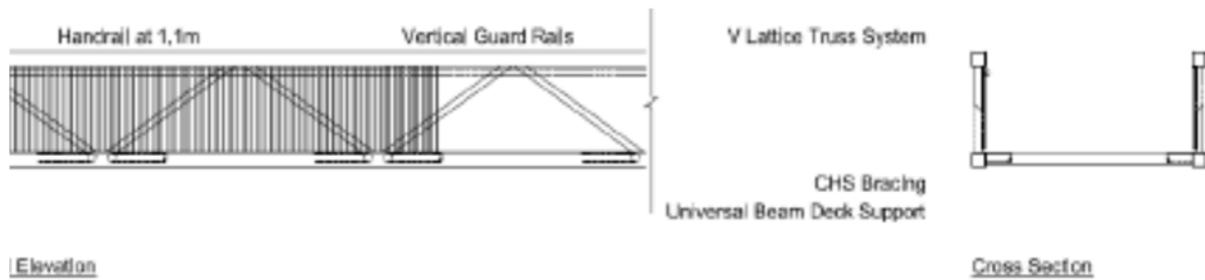
Type 2: Lattice Truss

This design is a bridge made from narrow structural members which act together to act as a structural frame. The truss acts in the same way as a deep beam but can span similar distances with a lighter and more aesthetically pleasing structure.

This design allows a low landing profile at either side of the river as the deck can be formed at the lower chord of the truss. This therefore reduces the overall height and size of any ramps on the banks and facilitates a smooth transition.



Example of a Lattice Truss Bridge



Indicative Cross Section of a Lattice Truss Bridge

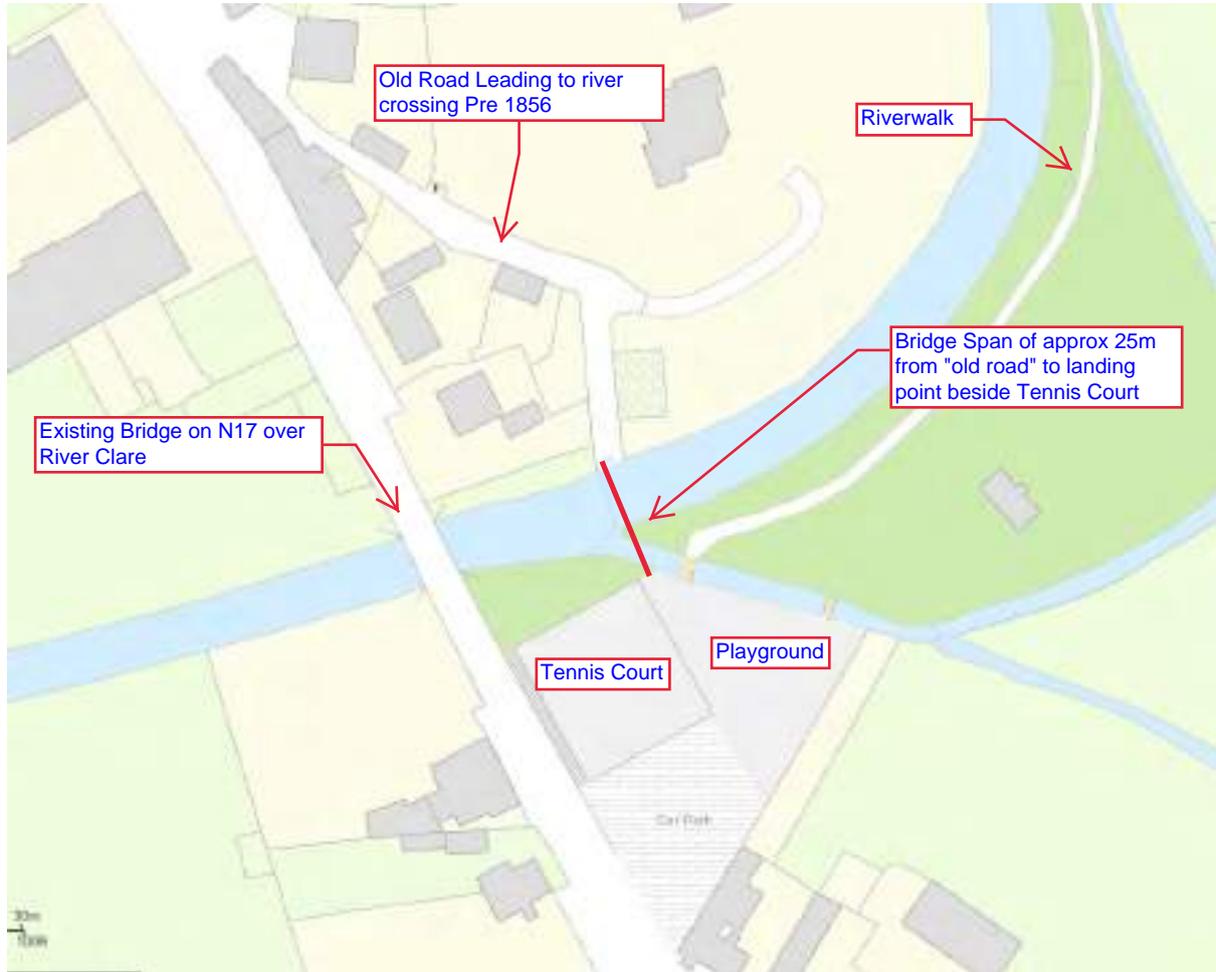
The above figure gives an indication of the structural elevation and section of a suitable lattice truss arrangement for the proposed span.

The box section truss may result in an “industrial” looking bridge; however specific treatments, finishes and lighting of bridge can significantly reduce this affect.

For example, low arching of this option may lead to a more aesthetically pleasing and less industrial looking footbridge. It may also tie in better with the existing. However, arching of the truss bridge will increase the fabrication costs. It may also increase foundation costs due to horizontal loading applied to the foundations by the curvature of the deck.

	Beam	Lattice Truss
Pros	Simple construction & installation	Low landing position
	Allows light detailing above deck	Visually low impact
	Cost effective	Arch creates pleasant experience
	Allows use of cladding	Cost effective
		Simple construction & installation
Cons	Circa. 1m deep	N/A
	Significant visual impact	

Location Option A



Location Option B

(could be applied to either side of the bridge)

