

# *MILLTOWN – OUR VISION*

## *A Shared Vision for Milltown*

2020

working draft pre-graphic design

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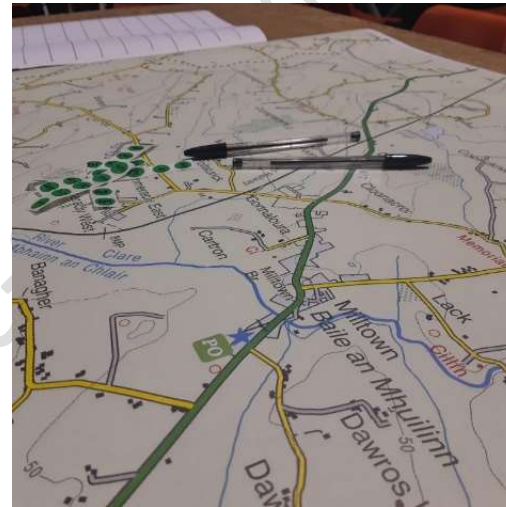
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This project received grant aid from Galway Rural Development which is financed by Irish Government under Rural Development Programme Ireland (LEADER) 2014-2020 and by the European Agricultural Fund for Rural Development: Europe investing in rural areas.



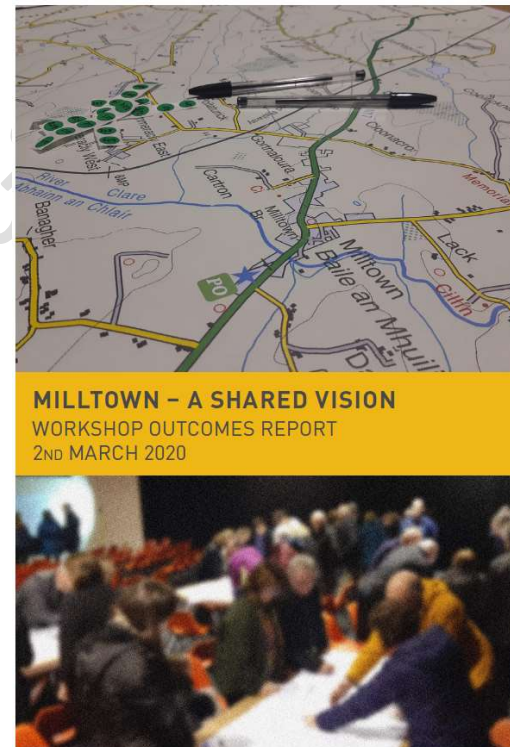
# THANK YOU

Thank you very much to everyone who gave of their time, expertise and insights at the Milltown village workshop and other one-to-one conversations. This is the output of all your work.



The community workshop, with over 60 people participating, collectively set out challenges and opportunities and generated consensus about shared priorities.

A workshop outcomes report summarising the evening's discussions was prepared and shared with all participants.



# THE VISION AT A GLANCE

## Our Ambition

1. A STRONG VILLAGE CORE WITH HEALTHY WAYS TO GET AROUND
2. HERITAGE AND NATURE CHERISHED AND CONNECTED
3. A COMMUNITY PREPARED FOR THE FUTURE

## How we'll get there

Ambition	How we'll get there
<i>A strong village core with healthy ways to get around</i>	<ul style="list-style-type: none"> <li>• <b>Continuous safe, segregated pedestrian and cycling links</b> including crossing the river and connecting homes, places of work and the school</li> <li>• Road design that enables <b>safe driving in and through Milltown</b></li> <li>• A defined and vibrant <b>historic village core</b></li> </ul>
Heritage and nature cherished and connected	<ul style="list-style-type: none"> <li>• <b>Looped walks</b> connecting Milltown's heritage</li> <li>• <b>Built and natural heritage</b> initiatives</li> <li>• <b>Cataloging and digitization</b> of heritage archives</li> </ul>
A community prepared for the future	<ul style="list-style-type: none"> <li>• A <b>communication portal</b> for community activity</li> <li>• Adapting to a <b>greener future</b></li> <li>• Ensuring any new buildings and spaces contribute to <b>consolidating the historic core</b> and are linked on foot to amenities</li> </ul>

# 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.

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.

## 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.

# LIVING IN MILLTOWN

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. The village has active and innovative community groups and a multi-layered built and natural heritage. This heritage has been brought to life through many decades of community-led work to identify, protect and share historic places and structures.

There is a history of team work and a strong community spirit. Milltown Community Council is an umbrella organisation made up of representatives from the various organisations and voluntary groups within Milltown.

The Community Council is the main sponsor for the Community Employment and Rural Social Schemes. Milltown has been consistently successful in the Tidy Towns competition coming either 1<sup>st</sup> or 2<sup>nd</sup> in Galway for many years.

Active community groups include: 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, Badminton club, Parish pastoral council, Parish cluster group, Elderly scheme and Neighbourhood watch.

A large industrial park is located just to the north of the village centre and the village includes a range of shops and a number of pub/restaurants as well as a garda station and post office.

New housing has been built within the historic core of the village and the group water scheme managed by the Community Council serves a wide hinterland of houses along local roads emanating from the village.

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, the establishment of a heritage room in the Community Centre, stone markers for townlands, installation of a river walk and the Heritage Park. The landscape surrounding Milltown includes archaeological features from every period of Irish history from ancient ring forts and souterrains to medieval towerhouses and graveyards.

The volume and speed of traffic travelling along the N17 through the village is an issue for people walking within the village and using side roads and junctions. Located on the main road from Limerick to Sligo, Milltown is one of the only places along the route from the south where the driver is required to slow down. Works to increase speeds on the roads north and south of Milltown has resulted in larger volumes and speeds of traffic passing through the settlement.

Transport Infrastructure Ireland have completed a Design Report, Environmental Impact Statement and Compulsory Purchase Order documentation for a bypass for Milltown and Ballindine, but progression of the scheme through the planning phases has currently been suspended as the proposed bypass is not listed as a project in the National Development Plan (NDP) 2018-2027.



*The extent of the area for Central Statistics Office data gathering.*

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 1000<sup>1</sup>. 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

#### **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 or drive to school

27% get the bus

#### **Getting to work**

90% drive to work

1% work from home

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

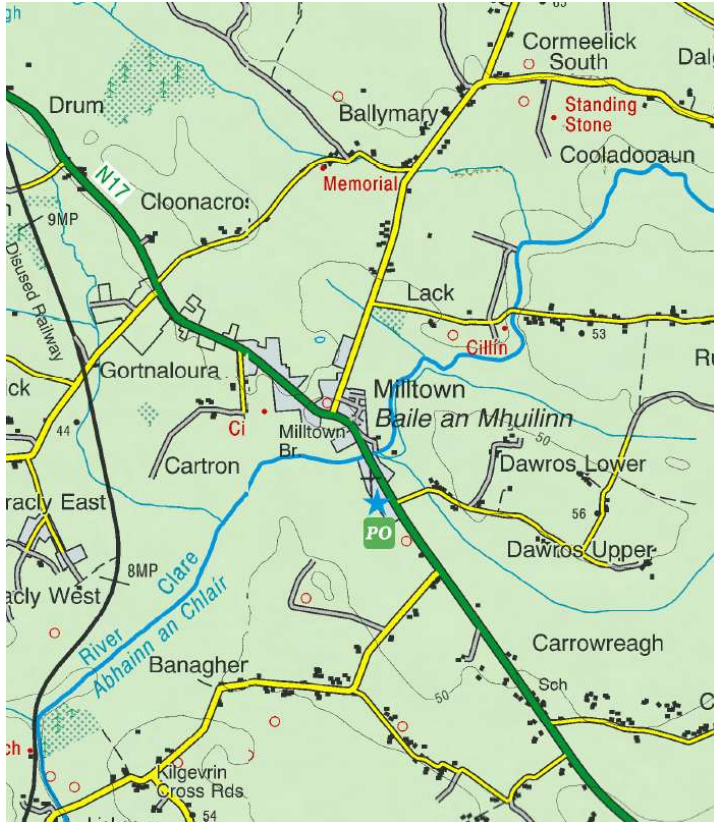
96% people use fossil fuel (coal, gas, oil, turf) to heat their homes



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

# OUR VISION FOR MILLTOWN



## A STRONG VILLAGE CORE WITH HEALTHY WAYS TO GET AROUND

*"Village needs a heart/focal point i.e. something to gather people together"*

*"Develop area around village pump as a focal point of village, village square/centrepiece, create a public realm area with seating, planting, paving etc."*

*"More shops, café to keep people local"*

*"Use empty premises for new business opportunities? - shared work space/smart village?"*

*"Retention of public facilities – garda station/post office"*

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

*"Paths over the 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"*

*"School dangerous – speed, overtaking - connect village to school by paths and cycleway"*

*"bus stops need improving"*



## HERITAGE AND NATURE CHERISHED AND CONNECTED

*"Riverwalk extension south, promote amenity"*

*"Walks; around Dawros Bog, GAA pitch, Banagher walkway/ cycleway to rear of church/park, around back of John Birmingham's house"*

*"Potential for disused railway to be developed as Greenway"*

*"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"*

*"Develop station house as railway heritage centre/venue/tearooms as part of greenway"*

*"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"*

*"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"*

*"Document and record heritage features, preservation of heritage collection"*

*"We need a much bigger heritage centre to bring all together"*

## A COMMUNITY PREPARED FOR THE FUTURE

*"need a clear vision for the green agenda"*

*"Parish/community population audit/evaluation"*

*"Involve surrounding areas in our parish more with the actual village of Milltown"*

*"Lands to be developed around the village – more family/children in village"*

*"Move school to site in village"*

*"Extend village from N17 business park to Milltown National School"*

*"Notice boards for community clubs, activities, heritage centre"*

*"Community app/website/newsletter/"open day" – dissemination platform for community information"*



# 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 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, 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. The busy N17 runs through the village and through speed of traffic and inadequate pedestrian infrastructure is a significant issue for residents.

### Road Safety; Local driving and through traffic

The workshop raised issues for residents regarding road safety. The N17 is a National Road with an annual average daily average traffic count of 9,567 vehicles (2018)<sup>2</sup>, of which 4.2% are heavy vehicles. Residents are interacting with this traffic on a daily basis, as drivers and as pedestrians, to 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.

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[https://www.nratrafficdata.ie/c2/calendar\\_alt.asp?sgid=ZvyVmXU8jBt9PJES\\$c7UXt6&spid=NRA\\_000000001171](https://www.nratrafficdata.ie/c2/calendar_alt.asp?sgid=ZvyVmXU8jBt9PJES$c7UXt6&spid=NRA_000000001171)



### 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. The speed of this through traffic is a concern for residents. 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.



RURAL HIGH-SPEED ROAD

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



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*



START OF TRANSITION ZONE

*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*



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*

### ***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 center of the village.



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.

### ***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.

### ***Milltown National School***

Milltown National School is located approximately 1.5 km south east of the village centre. 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.

## What we could do

### *Continuous safe, segregated pedestrian and cycling links*

#### **Pedestrian safety and footpaths**

A walking study is recommended to address the issues raised by pedestrians in Milltown. This may be named a **Pedestrian or Walking Audit or a Pedestrian or Walking Review**. An Engineering Consultancy would start by reviewing 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 will also be undertaken. This is where the consultant would identify a demand for a walking route, for example to link the business park with the village or to connect the village with an amenity walk.

As part of the study, the Engineering Consultancy 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 and detail the required space needed to safely introduce a footpath*

- *Ensure that their assessment links Milltown residents to the places and activities they want to go to*
- *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*

All the descriptions 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.

Funding may be sought from a wide range of areas, such as Active Travel, road safety, tourism, and leisure walking.

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.



*The N52 approaching Birr – incorporating a path, low hedge and trees*

### **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.

These 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 an Engineering Consultancy 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.

As the River Clare watercourse is in the Lough Corrib Special Area of Conservation (SAC), 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 proposals are acceptable to relevant stakeholders.

**The Walking and Cycle 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.

### **Road design that enables safe driving in and through Milltown**

#### **A Movement Plan to address road safety for local and through traffic**

A **Movement Plan** would be undertaken by an Engineering Consultancy, appointed by Galway County Council or undertaken by the Community Council. The scope of the Movement Plan is 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 Engineering Consultancy 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 costs 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. An Engineering Consultancy 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 Gateways<sup>3</sup>. 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

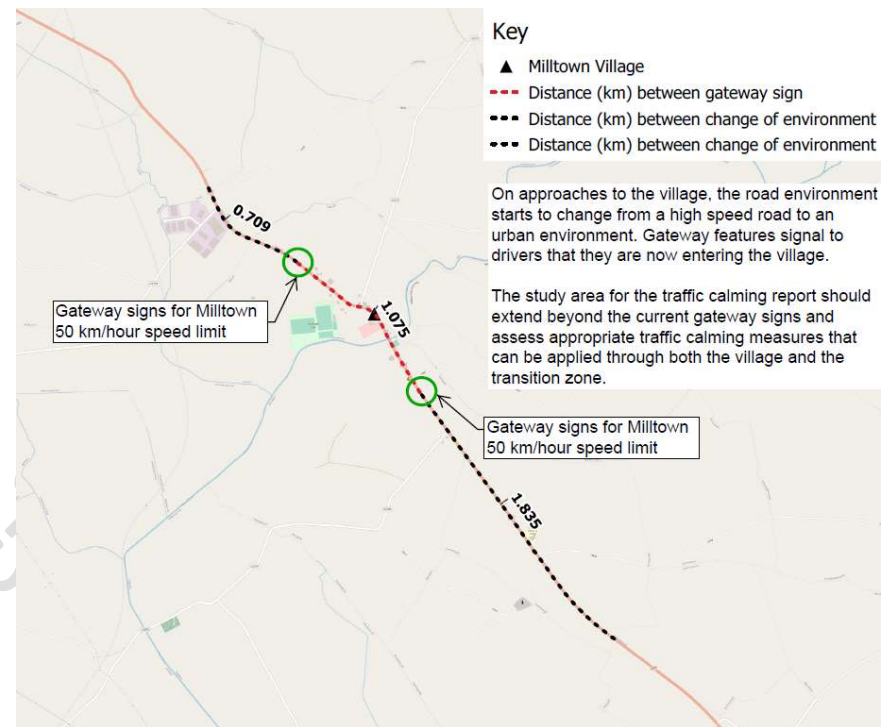
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<sup>3</sup> [https://e27d7afc-e1b7-4c16-8756-d6faaa316674.filesusr.com/ugd/f378bf\\_e201d6cd6bed4316ad8ba968c7c8556a.pdf](https://e27d7afc-e1b7-4c16-8756-d6faaa316674.filesusr.com/ugd/f378bf_e201d6cd6bed4316ad8ba968c7c8556a.pdf)

the DMURS guidance, the Engineering Consultancy 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 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 key part of a traffic related study is to define the scope. The Workshop Outcomes Report provides an overview of the issues experienced by residents and is a useful tool in starting to define the scope of these reports. The assessments discussed above may be combined into one report, which may be named a **Traffic Study or Movement Plan**. Funding may only allow for a reduced scope. The two recommended options of a **Movement Plan and Traffic Calming Report** have been detailed to take into account the issues raised as part of the Milltown – A Shared Vision consultation and workshop.



*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. An Engineering Consultancy would be appointed to prepare the plan.



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. 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.

### **Introduction of a bypass**

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 the transport related studies outlined in this report is that they can be undertaken and implemented in a much shorter timeframe. They have the potential to bring significant improvements to the quality of life for the residents of Milltown.

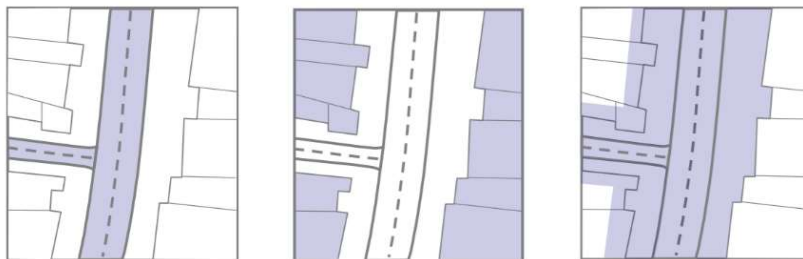
### **Overall traffic plan**

The studies and assessments discussed can all be undertaken as part of one larger study, referred to as **Milltown Movement and Public Realm Plan**. These would consider all the issues raised in the individual reports, focusing on the functionality of the road network for all vehicles, pedestrians and cyclists, as well as designs for the outcomes. These plans are non-statutory and as such their objectives and outcomes are defined by the scope of the project.

## 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 and contribute to traffic calming. This can be achieved by a combination of integrated public realm design and careful alignment of any new development for contribute to the sense of a streetscape. The area around the old pump and the historic location of the “egg-shed ambush” would be a first area of focus, and it would be important that any new plans for this area take a “full place” approach to include perhaps the adjacent parking area and across to the current or future building line on the other side of the road.

The workshop participants suggested that new shops or a café in the village centre could strengthen the sense of a village heart. Existing empty buildings should be the first option for new businesses.



Conventional scope of a road plan

Conventional scope of a land use plan

Proposed scope of the Street Plan



The N20 runs through Buttevant in Co. Cork. Recent public realm improvements have reduced the speeds of traffic through the town as 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 heritage projects and publications. Much of Milltown's heritage is described in great detail in the Milltown Heritage Trail booklet and signage and the Milltown Heritage website. The community workshop gathered in further ideas for future projects. These will build on achievements to date and build the connectivity between heritage features in the landscape.

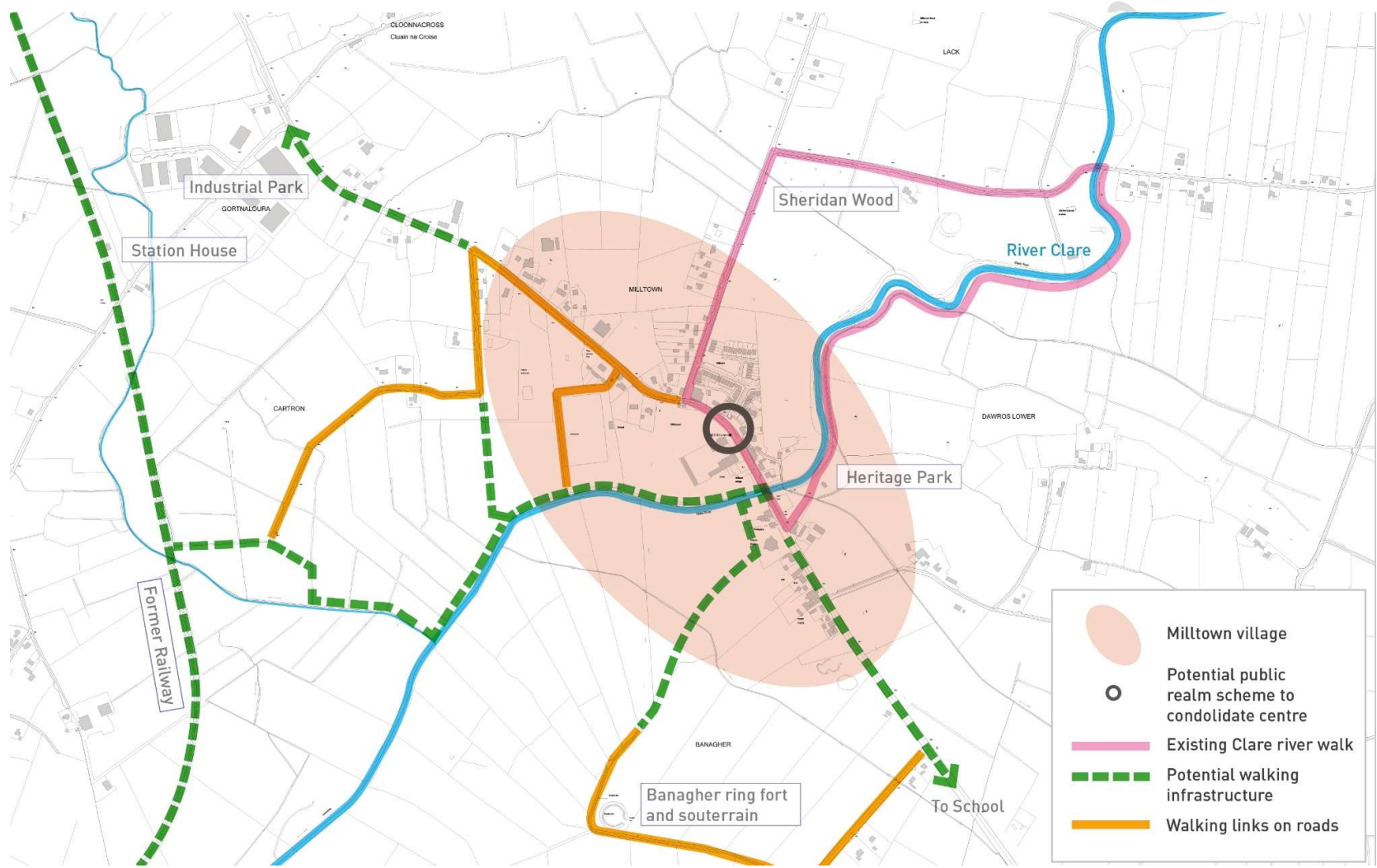
## What we could do

### *Looped walks connecting Milltown's heritage*

In 2020 the community are developing the Cartron River Walk connecting the centre of the village with the GAA grounds and a country lane/public right of way beyond.

If the former railway becomes a greenway, a short connection would connect the greenway, via this network of walks directly to Milltown village

Further walks could connect to Davros bog, Banagher and Millbrook House.



	Milltown village
	Potential public realm scheme to condolidate centre
	Existing Clare river walk
	Potential walking infrastructure
	Walking links on roads

### **Built and natural heritage initiatives**

The restoration of the former **station house** is a potential community-led project would provide users of the greenway with stop-off point/heritage centre/venue/tearooms.

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 16<sup>th</sup> century Bardic School and were once the home of the renowned Ó hUigín bardic family. The monuments are in private ownership and fencing would 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 an extension to the river walk and more kayaking subject to environmental assessments. The community will continue to work with LAWPRO to ensure high river water quality.

**Kilclooney and Kilgevrin graveyards** were identified as potential heritage projects, with potential for restoration, landscaping and family mapboards to help with people tracing ancestors. Recognition and protection of all children’s burial grounds, or cilíní, was also considered important by workshop attendees.

The Milltown Heritage Trail booklet identifies and describes other historic features in the landscape including Belmont hill fort and Banagher ringfort

and souterrains, the workshop attendees reinforced the need to protect these local heritage features into the future.

### **Cataloguing and digitization of heritage archives**

The **heritage collection** currently held in the community centre would benefit from a professional cataloguing by an archivist and potential relocation to a larger space. The CYMS hall was suggested a possible location by workshop attendees - any new location would need to be appropriate for storage and display of artefacts.

A professional archivist could assist the community in 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 Emergency Plan. Custodians of the collection could also take into consideration the training requirements for those looking after the collection and potential collaborations with Galway County Library.

# A COMMUNITY PREPARED FOR THE FUTURE

## *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. An open day, information board, newsletter, on line portal or community app were suggested as possible ways for disseminating information on events and programmes in Milltown.

## *Adapting to a greener future*

Funding is available from the Sustainable Energy Association of Ireland for Community Energy Masterplans that can set out a roadmap for communities needing to adapt to the low carbon future.

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<sup>4</sup>. Any new proposals, for example river walks or new development, would need to take this into account in their design and location.



## *Consolidating the historic core*

New buildings and spaces in Milltown can contribute to consolidating the historic core and should focus on links on foot to amenities. There is potential for a more sustainable school location and compact new development within Milltown which connects and enhances the village core.

Any new buildings or spaces should consolidate the settlement by “joining the dots” between the current buildings and spaces.

There are opportunities to develop new business or community facilities using existing buildings as a first resource. Any new infill development should form streetscape patterns to reinforce the shape of the settlement and contribute to traffic calming by enclosing the road space.

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<sup>4</sup> [www.floodinfo.ie](http://www.floodinfo.ie)

# REALISING THE VISION

## Projects

AMBITION	HOW WE'LL GET THERE	PARTNERS	PRIORITY
<b>A STRONG VILLAGE CORE WITH HEALTHY WAYS TO GET AROUND</b>	<p><b>Continuous safe, segregated pedestrian and cycling links</b></p> <ul style="list-style-type: none"> <li>• <i>Pedestrian or Walking Audit to include:</i> <ul style="list-style-type: none"> <li>○ <i>Footpath widths to ensure their suitability</i></li> <li>○ <i>Lighting along routes</i></li> <li>○ <i>Pedestrian crossing locations, both formal and informal</i></li> <li>○ <i>Provision of a continuous route i.e. no gaps in footway</i></li> <li>○ <i>Where there is no footpath, examine the demand for one and detail the required space needed to safely introduce a footpath</i></li> <li>○ <i>Ensure that their assessment links Milltown residents to the places and activities they want to go to</i></li> <li>○ <i>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</i></li> </ul> </li> <li>• <i>Clare River crossing - Structure Options Report</i></li> </ul>	<i>Community/Galway County Council/TII/OPW</i>	<i>Short term</i>
	<p><b>Road design that enables safe driving in and through Milltown</b></p> <ul style="list-style-type: none"> <li>• <i>Milltown Movement Plan to include</i> <ul style="list-style-type: none"> <li>○ <i>Speed limit review</i></li> <li>○ <i>Signage and road marking review</i></li> <li>○ <i>Road safety review</i></li> <li>○ <i>Identify projects</i></li> <li>○ <i>Create a priority project list</i></li> </ul> </li> <li>• <i>Traffic Calming Report and design scheme</i></li> </ul>	<i>Community /Galway County Council/TII</i>	<i>Short term</i>

	<ul style="list-style-type: none"> <li>• <i>Milltown School Traffic Management Plan</i></li> </ul> <p><i>These could be carried out separately or together depending on available funding</i></p>		
	<p>A defined and vibrant <b>historic village core</b></p> <ul style="list-style-type: none"> <li>• <i>Ensure new development contributes to the strengthening of the village core and creation of streetscape to contribute to traffic calming</i></li> </ul>	<i>Galway County Council/Community</i>	<i>ongoing</i>

<b>AMBITION</b>	<b>HOW WE'LL GET THERE</b>	<b>PARTNERS</b>	<b>PRIORITY</b>
<b>HERITAGE AND NATURE CHERISHED AND CONNECTED</b>	<p><b>Looped walks</b> connecting Milltown's heritage</p> <ul style="list-style-type: none"> <li>• <i>Progress looped and connecting off-road walks in and around Milltown including extending the River Clare Walk, connecting to a possible future greenway along the former railway and loops at Banagher and Davros</i></li> </ul>	<i>Community /landowners/Galway County Council</i>	<i>Short term</i>
	<p><b>Built and natural heritage initiatives</b></p> <ul style="list-style-type: none"> <li>• <i>Feasibility study for restoration and re-use of the former station house</i></li> <li>• <i>Landscape and family mapboards projects at graveyards</i></li> <li>• <i>Bardic school project – protect structures and explore ways to interpret and share significance</i></li> </ul>	<i>Community/Galway County Council Heritage Officer/landowners</i>	<i>Medium term</i>
	<p><b>Cataloging and digitization</b> of heritage archives</p> <ul style="list-style-type: none"> <li>• <i>Commission a professional archivist to prepare Archives Strategy for collection held in Community Centre</i></li> </ul>	<i>Community</i>	<i>Medium term</i>



<b>AMBITION</b>	<b>HOW WE'LL GET THERE</b>	<b>PARTNERS</b>	<b>PRIORITY</b>
<b>A COMMUNITY PREPARED FOR THE FUTURE</b>	<b>A communication portal for community activity</b> <ul style="list-style-type: none"> <li>• <i>Compile a full inventory/community directory of all community groups and organisations with contact details</i></li> <li>• <i>Install community information board</i></li> <li>• <i>Consider an open day for all community groups</i></li> <li>• <i>Consider creating a community website</i></li> </ul>	<i>Community/Galway Rural Development</i>	<i>Short term</i>
	<b>Adapting to a greener future</b> <ul style="list-style-type: none"> <li>• <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></li> <li>• <i>Keep working with LAWPRO to maintain the water quality of the River Clare</i></li> </ul>	<i>Community/SEAI/LAWPRO</i>	<i>Short term</i>
	<b>Ensure any new buildings and spaces contribute to consolidating the historic core and are linked on foot to amenities</b> <ul style="list-style-type: none"> <li>• <i>explore potential for a more sustainable school location</i></li> <li>• <i>ensure any new buildings are linked on foot to amenities</i></li> </ul>	<i>Community/Dept. of Education/landowners/Galway County Council</i>	<i>Medium term</i>

## Partners

The projects above will be developed in partnership with organisations who have contributed to the Milltown Shared Vision process to date and can continue to support the community in realise the ambition though policy, support, guidance and funding:

Galway County Council

Galway Rural Development

Transport Infrastructure Ireland

Office of Public Works

Local Authority Waters Programme

Sustainable Energy Authority of Ireland

working draft pre-graphic design