

COMHAIRLE CHONTAE NA GAILLIMHE

Ceantar Bardasach Chonamara **Municipal District of Conamara**

Minutes of the Meeting of the Municipal District of Conamara held at the Council Chamber, Aras an Chontae, Galway on the 18th of February 2019 @ 10.00 a.m

ILATHAIR:

Baill:

Cllr. N. Thomas Cathaoirleach, S. O’Cualáin
S. Walsh, T. Ó Cuarraoin, N. Byrne, T. Welby
S. O’Tuairisg, T. Healy

Oifigigh:

G. Mullarkey, Head of Finance
J. Cullen, DOS Infrastructure-Operations
D. Mitchell, S.E Infrastructure-Operations
M. Timmins, S.E Infrastructure-Operations
C. Wynne S.E.E Infrastructure-Operations
M. Ní Chionna S.E. Infrastructure-Operations
N. O’Conaola Area Engineer, S. Conamara
L. Tierney E.E North Conamara
K. Lydon, Technician, N. Conamara
E. Curran, Administrative Officer
M. McGann, Administrative Officer.
S. Groarke, Meetings Administrator.

Apologies:

Cllr. E. Mannion

1. Minutes of the MD of Conamara Meeting held on the 10-12-2018 CMD 19001

The adoption of the Minutes of the Meeting held on the 10-12-2018 was proposed by Cllr. T. Welby and seconded by Cllr. S. O’Cualáin

2. Matters arising from the Minutes CMD 19002

Cllr. N. Thomas referred to the letter dated 14-3-2016 received from T.I.I in regard to the design of the new junctions on the N59 Moycullen Bypass in accordance with the DMURS Manual (Design Manual for Urban Roads and Streets) He read the letter but advised that

this was an old response and in his view the Council should be putting pressure on T.I.I to get the most out of the DMURS recommended standards for the design of streetscape and landscape features on the approach roads to Moycullen. He stated that the Council would be foolish if it does not seek this as the current design will result in an industrial like appearance with the problem of fast traffic on wide roads- the inclusion of street and landscape designs will slow the traffic down. He also referred to the need for a response from Irish Water as to who is responsible for fixing leaks and why the Council is not applying for the role of sub-contractor for the work- when it had full control leaks were fixed soon after the phone calls-now people can be waiting days for repairs. He advised that something is wrong with the new process and he is looking for answers as there are conflicting stories and enquired if the Council could get someone from Irish Water to provide this. J. Cullen advised that there is a leak detection program and repair arrangements in place and that the Council took on 6 more employees who are paid by Irish Water in regard to this work. He explained that there are different complexities involved in the detection and repair of leaks including pipe sizes and locations, the poor condition of the network, the requirement for traffic management and compliance with safety measures and issues with undertaking works at busy roads. He advised that the increasing extent of the leak detection and repair work can stretch the capacity to respond- but the Council will investigate all specific incidences. He explained that the divisional Engineers have to determine if they have enough resources to use direct labour or whether it is more appropriate to hire contractors and that is a long established practice.

Cllr. S. Walsh referred to the water element of development charges in regard to planning conditions and stated that it is very expensive for couples to get water connections for new homes. He advised that Irish Water charge thousands for this and people are being unfairly penalized as they are willing to take out mortgages to put a roof over their heads. He advised that development charges are meant to cover the cost of future services but bodies like Irish Water and the ESB appear to have excessive charges. Cllr. N. Thomas advised that the flooding problem at the first nursing home at Moycullen remains unresolved while the flooding problem at the second nursing home has been solved. He stated that the problem has existed for the last few months and needs to be sorted. He also referred to the problem with the dips on the Clydagh Road and at the entrance to the Barna Road. D. Mitchell advised that the Council staff had attempted to fix the flooding problem but the water has accumulated again after a period of heavy rain and the Council will examine the matter again. He stated that the Council has requested T.I.I to sanction funding to repair the dips. Cllr. S. Walsh requested that the minutes be changed to reflect the fact that he did propose that the €250,000 allocation for Oughterard be used for safety measures at the bridge such as a traffic light system, a pedestrian crossing and the use of a lollipop lady even though it was not seconded. A discussion then followed in regard to the procedural difference between a proposal and a notice of motion.

3. Declaration of Road as a Public Road- Section 11 Roads Act 1993 CMD 19003

On the proposal of Cllr. T. Welby, seconded by Cllr. S. Walsh the road at the Gortnagroagh, Rosscahill was declared to be a Public Road.

Cllr. T. Welby referred to the fact that this stretch of road was an issue when he was first elected in June 2004 and it is only now that it is declared a public road. Cllr. S. Walsh referred to roads in Conamara which the general community believe have a public right of

way but have not being registered by the Council as public roads- land and folio searches would support this. He stated that it is an objective of the County Development Plan to protect boreens and roads going down to the sea and the general community believe that these have public rights of way. He advised that he will lobby to have these roads taken in charge and referred to the timeframe introduced by Alan Shatter, former Minister for Justice for the registration of rights of way. He stated that there are cases where people think that they have rights of way on local roads but do not in fact legally and this can lead to problems such as putting in watermains. Cllr. T. Healy enquired about the procedure used by the Council before deciding to take a road in charge. He also referred to the NOM money he allocated for the road at Letterfrack N.S to be taken in charge. Comh. S. O'Tuairisg advised that Roinn na Gaeltachta had a condition that once work was done on Bóthair Aithse roads to bring them up to standard the Council would take them in charge. Comh. T. O'Curraoin stated that people understood that there are right of way over the boreens going down to the sea as they are used to transport seaweed.

D. Mitchell advised that work is in progress to bring the Schedule of Public Roads up to date and the Council has dealt with some issues going back 30 years. He stated that people can contact the Council in regard to queries on specific roads and it will respond -land and folio searches can be undertaken. He explained that he does not agree to a blanket policy of taking in charge as the Council has to have the resources to maintain these roads- they will be assessed on a case by case basis.

4. Roads Program- 2019

CMD 19004

J. Cullen advised that each Municipal District is required to consider a Schedule of Works – the largest component of which is the Roads Program which consists of the allocations for National and Non-National roads. He referred to the National road allocations in 2019 for Conamara as follows:

- N59 Clifden-Oughterard NS -€1 million
- N59 Moycullen Bypass NS- €500,000
- N59 Maam Cross-Bunnakill NS- €2 million
- N59 West of Letterfrack Widening NS- €800,000
- N59 Recess NS- €4,340,000
- National Secondary Maintenance Conamara-€132,645.

D. Mitchell advised that the grant funding for Regional & Local Roads in 2019 is €28.8 million which is an increase of €5.56 million on the 2018 allocation. He stated that the selection of projects for restoration improvement works is based on overall needs and priorities with consideration given to usage, category of vehicles served and the extent of deterioration. The Restoration Improvement Grant is €14.49 m of which €3m is allocated to Conamara and the specific list of works is shown on pages 30-32. He advised that the Council can no longer transfer from the Restoration Improvement Grant to the Discretionary Grant with effect from January 2019. He stated that the total of the Restoration Maintenance grant amounted to €3,707,000 an increase of €401,000 of which €776,646 has been allocated to Conamara- this can only be used for Surface Dressing works and the projects are listed on pages 32-33. He advised that the Discretionary Grant amounted to €5,607,500 an increase of €810,500 over 2018 of which €900,000 will be allocated for the repair of Tertiary Roads with

inhabited houses on them -the allocation for Conamara is €267,556 and the projects are listed on page 33. He confirmed that €95,000 will be allocated from the Discretionary Grant to repair 4 bridges in Conamara which are Doiriu Ros an Mhíl, Derryadda East Recess, Crusheen Casla and Tooreena Tullycross. He explained that the Council has also received a direct Bridge Rehabilitation grant of €415,000 from the Department of Transport of which €230,000 is allocated to 5 bridges in Conamara. These are Knocknafaughy Bridge Maam, Pollnaclogha Bridge Moycullen, Tullaghboy Bridge Maam Cross, Aughawollia Bridge Maam Cross and Derrough North Maam Cross. It was noted that €250,000 is ring fenced for the bridge at Oughterard under the Village Upgrade Scheme. He advised that €300,000 has been allocated for the bad bends on the Derrartha Road out of the Specific Improvement Grant of €1,204,920, €30,000 is provided for safety improvement works at Tully, Inverin out of the grant of €286,500 and a grant of €50,000 is allocated for R336 Bearna-Ros an Mhíl under the Strategic Road scheme. He stated that €546,040 is the allocation for CIS projects in 2019 and the Council has been allocated €856,956 for LIS schemes from the Department of Rural & Community Development-this funding is ring fenced and the option of transferring funds from the Discretionary Grant to LIS is no longer there. He explained that the funding from the Council's own resources for Regional & Local roads in 2019 amounts to €6,025,436 which is an increase of €356,600 over the previous year. This includes €1.2m for Public Lighting, €930,000 for Street Cleaning, €721,500 for NOM and €1.1m for Operational Costs which relate to expenditure incurred that cannot be charged against grants.

Comh. S. O'Tuairisg welcomed the increase in funding after the cutbacks since 2008. He advised that Conamara is short changed as the funding allocations are based on the length of non-national roads in the County and do not take into consideration the problem associated with its topography which means that roads cost more to upgrade and maintain. He welcomed the funding of €300,000 for the bad bends on the Derrartha road and enquired what the €30,000 allocation for safety measures at the R336 Tully Inverin will involve. He also enquired about the €50,000 allocation for the R336 Conamara Access Road (Bearna-Ros an Mhíl) and the extent of the works for the Crusheen Bridge. Cllr. T. Healy welcome the €1 million grant allocation for the N59 Clifden-Oughterard road and the pavement improvement grant of €4.3 million for the N59 at Recess. He hoped that TII and the Council would re-start the planning process for the upgrade of the N59 Clifden-Maam Cross road. He enquired about problems with the tar & chip process in regard to surface dressing and whether winter maintenance funding will be set aside as a reserve if not used. Cllr. S. Walsh welcomed the increase in funding for the Roads Program and acknowledged the co-operation of T.J Redmond and N. O'Conaola on their respective roles. Comh. T.O'Curraoin complimented the outdoor and indoor staff and stated that a lot of work is being done. He welcomed the funding for the Derrartha Road and complimented the work done on the bridge north of Barna Golf Club and the footpath between Barna and Furbo. Cllr. N. Byrne welcomed the positive aspects of the Roads Program including the grant allocations for the N59, the Moycullen Bypass, the Derrartha Road and the increase in restoration funding. She referred to the €250,000 provided in the Village Upgrade Scheme and stated that there are no specific details as to how it will be spent on the bridge for Oughterard as it is supposed to be drawn down in 2019 and requested that the details be provided to her. She referred to the Pavement Condition Survey Index and enquired if it covers both regional and local roads. She enquired about the €30,000 allocation for Smarter Travel and stated that €6,000 should be allocated to Conamara in 2019 for specific projects such as the bus stops. She also enquired about the extent of the school warden scheme, the surface dressing procedure for tertiary roads and the need for safety improvements at the Golf Course junction. Cllr. N. Thomas acknowledged the work done by the Roads staff and stated that even though the 2019 allocation is close to that in 2008 the Council has a lot of ground to make up as roads maintained even 5 years ago now

need attention- a budget of €40-€50 million is what is required to maintain progress. He enquired if the Council will be approving additional CIS schemes in 2019 and whether the money saved on winter maintenance could be used for speed limit works outside schools. Comh. S. O’Cualáin welcomed the extra funding for roads including the allocation for Derrartha and hoped it would continue as they have deteriorated badly. He advised that he is not happy with the allocation given to the R-340 for 1 km at Cill Chiaráin as the section further west needs restoration. He also referred to bad stretches of road at Carna and on the R336 near Costello that require maintenance as they carry heavy vehicles. He advised that some road works are done late in the year around November and December and can deteriorate very quickly as the standard of tar is not as good as in the past and needs to be laid in good weather. Cllr. T. Welby welcomed the works carried out at Recess and the fact that TII decided to transfer the funding there as it was in worse condition that the section of the N59 near his house. He requested an update on the Moycullen Bypass, more detail on the N59 works and information concerning the recommencement of the planning process for the N59 Maam Cross-Clifden. He enquired about the safety works for the Mahera Junction on the Rosscahill-Oughterard road and the CIS funding for the road at the school in Oughterard.

J. Cullen advised that the Council is starting at a low base and ground has to be made up which will require large grant allocations to sustain progress on improving the condition of the road network- but the Council is also faced with inflationary factors with the rising costs of tenders. He referred to the pavement improvement works undertaken at Recess and advised that the Council will be carrying out further works on the N59 in 2019. He expected that the tender process for the Moycullen Bypass will be completed before the end of the year and that the Council intends in conjunction with TII to look at the planning process for the N59 Clifden -Maam Cross section in order to address the issues concerning the refusal of planning. D. Mitchell advised that T.I.I have committed to the funding of either or both bridges and further consultations will now take place regarding the €250,000 allocation. He stated that the Council has received no notification from T.I.I in regard to the Mahera junction and that CIS funding will be allocated for the road outside the school in Oughterard. He advised that T.I.I did a survey on the Golf Club road and have not come back yet. He explained that the funding for School Wardens and Smarter Travel covers existing schemes and is insufficient for additional requirements. He also explained that surface dressing has to be completed by the Council with a September deadline- but the reason why sometimes other roadworks are done later in the year when the weather is deteriorating is due to extra funding being provided later in the year which has to be spent and the fact that contractors have a busy schedule. He stated that there is no money left over from winter maintenance and with the Clifden bus stop completed the Council will follow up on the others with the NTA.

On the proposal of Cllr. S. Walsh, seconded by Cllr. N. Thomas it was agreed to approve the Municipal District of Conamara Schedule of Works 2019 which includes the Roads Program 2019 and the Environment, Housing, Recreation & Amenity Schedules of Repair & Maintenance.

5 Update on the Conamara Greenway

CMD 19005

K. Lydon advised that following the publication of the strategy for the future development of National and Regional Greenways by the Department of Tourism, Transport and Sport in July 2018 and the subsequent funding call, the Council submitted an application for funding for the 32.5km route between Clifden and Leam Bridge in Oughterard. He stated that the Department has sought additional information which has been submitted and the Council is awaiting a decision on funding. The Council is also preparing tender documents to procure a

land valuer to negotiate the acquisition of land along the route. He explained that the Department of Rural & Community Development has allocated funding through the Outdoor Recreation Infrastructure Scheme to further extend the already completed section in Ballynahinch by 3.5km with the provision of a new footbridge over the Cloonbeg River. Work has commenced on this section. In regard to the Galway City -Oughterard section he advised that a gap analysis has been completed along the route with regard to the completion of the EIS and its supporting documentation. It is envisaged that an application for planning approval will be submitted to An Bord Pleanála in Q4 2019. He stated that the Council has appointed an Agronomist to assess the potential impacts that the proposed project may have on agricultural properties and management of same as set out in the strategy for the future development of National and Regional Greenways. The agronomist will commence writing to each of the affected landowners this week to organize a date and time to undertake an AIA (Agricultural Impact Assessment) -the assessment will be based on an interview and a walkover of the relevant lands.

Cllr. S. Walsh advised that more negotiations are required with the landowners as many are in limbo and do not know where they stand-he would encourage the Council to work towards accommodation and agreement and not to railroad them. He enquired about the current agreements and whether the Council is considering using the CPO process. K. Lydon advised that the Council staff have met 50 out of the 55 landowners -25 of which have signed an agreement in principle that they would be willing to meet the valuer- 20 landowners did not sign as they want to wait to see what compensation is on offer and 3 landowners gave a refusal. C. Wynne advised that the Council has planning permission for the Clifden- Oughterard section and it will now be in a position to offer compensation to the landowners following negotiations with the land valuer. He stated his opinion that there is a lot of support in principle for the project and the Council will only use the CPO process if it needs to. Cllr. N. Byrne referred to the fact that 30 of the 55 landowners are not on board and she understands that the landowners are not happy with the clarification provided to date. She enquired if the compensation is for access or ownership and does the land have to be signed over. She stated that there is also a need for agreement with the landowners to provide for scope to deviate from or change the route. Cllr. T. Welby advised that the section of Greenway completed at Ballynahinch has been done to a high standard and complimented the outdoor staff on the work and it was great to see people including locals using this facility. He stated that Conamara needs the Greenway in order to revitalize businesses in the villages and towns as visitors need facilities to eat, drink, sleep and stay overnight. He referred to the benefits which Mayo gets from its Greenways and he cannot understand the attitude of some landowners who are not prepared to discuss with the Council-he stated the new strategy should provide the Council with better options. He advised that the Greenway in Mayo was completed without planning and the quality of the work is not as good as Ballynahinch. He enquired about the maintenance costs and stated that when the Greenway for Conamara is completed it can be linked to Mayo to form part of a regional Greenway. Cllr. T. Healy welcomed the work done on the section at Ballynahinch and the fact that compensation is payable now. He referred to the economic revitalization benefits and suggested that the casual trading licence system be extended to get businesses going. He questioned why some landowners will resist the Council's offer to discuss acquisition of part of their land similar to what has happened in regard to the N59. Cllr. N. Thomas commended the landowners who have co-operated with the Council and hoped that progress can be maintained now that there is a more positive approach. He

explained that the Greenway has major potential for Conamara as regards economic sustainability-an NUI economic advisor estimated the value of the Greenway at a conservative €27m and a long- term potential of €60-€70m. He advised that the Council will have to provide accommodation works for the landowners as well as compensation and it is hard to understand why some will not come on board. He welcomed that fact that landowners are more willing to discuss the matter but cautioned that the Council may not get everyone to agree. Cllr. S. Walsh advised that the agricultural reports prepared by the agronomist will have to take into account that farmers will be losing grant money due to this process and they will have to deal with in a compassionate way. He enquired as to what deviations and variations can be made from the planning route and cited the example of farm buildings -is it 20-30m. Cllr. N. Byrne referred to the Oughterard to Galway route and enquired if more fundamental deviations can be made from the route and be included in the AIA. She welcomed that fact that the new guidelines provide for a different approach. C. Wynne advised that the Council will provide accommodation works and right of access. K. Lydon advised that the Council will- front load costs so as to reduce maintenance and estimated that these will be lower than Waterford and Mayo and stated that they have inspected a potential greenway route from Clifden to Leenane as regard to a link with Mayo in the future.

6. Process Flow for Voluntary/Community Groups' Applications

CMD 19006

Cllr N. Thomas referred to the revised version of the Council's requirements (Process Flow for Voluntary & Community Groups Applications) in regard to works proposed to be undertaken by Voluntary & Community Group Schemes -which was agreed in conjunction with the Health & Safety Officer. The works are divided in to 2 categories which have the following requirements.

Construction works such as painting, building walls & footpaths, erection of signage and gates & railings, drainage and other activities defined by the H & S Authority. The requirements are:

- GCC Application Form
- Insurances- Public Liability to a level of €6.5 m for 1 incident & Employer Liability to a level of €12.7m (if relevant)
- Insurances- evidence of specific indemnification to Galway County Council in regard to works & services provided until taken in charge by the Council.
- Group Safety Statement (Appropriate safety training/confirmation that works will be undertaken in accordance with H & S Legislation)
- Method Statement/Risk Assessments
- Temporary Traffic Management Plan (if required)
- GCC Sub-Contractor Assessment Form.

Non-Construction works such as litter picking, cutting of grass, trimming of hedges strimming, spraying weeds, street sweeping, watering plants and maintenance of flowerbeds, emptying bins and tidying recycling centres. The requirements are:

- GCC Application Form

- Insurances- Public Liability to a level of €6.5 m for 1 incident & Employer Liability to a level of €12.7m (if relevant)
- Insurances- evidence of specific indemnification to Galway County Council in regard to works & services provided.
- Declaration that works will be undertaken in accordance with H & S Legislation

The proposed works have to be agreed with the local Area Engineer and the Municipal District Engineer and are only permitted on single carriageway roads with a speed limit of not greater than 80km and a max traffic volume of 1,000 vehicles a day.

Cllr. Thomas advised of the difficulties that this will pose to the Community and Voluntary groups especially as regards the safety training requirements/risk assessments and insurances. He explained that the Council depends on the goodwill of these Community/Voluntary groups who organize cleanups as the Council does not have the staff to do it and the incidences of illegal dumping has got worse. M. McGann advised that the Community & Enterprise section had sent an e-mail to the community groups in regard to the revised version and had organized a workshop to clarify the procedure the previous Tuesday. She stated that insurance should not be a problem as these groups have public liability cover but in her view they do not have the capacity to do risk assessments/safety training and more clarity is required for this. Comh. S.O'Tuairisg advised that this places a major responsibility on these groups and the Council should be providing some form of blanket insurance cover for them. He stated that too much red tape may cause some Community & Voluntary groups to cease providing their valuable services. He explained how a Community group in his local area did a recent cleanup of rubbish only to witness more being dumped the following day which is very frustrating to their efforts. Comh. T. O'Curraoin enquired as to how Tidy Towns groups can keep going with these H & S requirements and even sports fields are now being affected. He explained how a Community group recently did a great job picking up to 14 bags of rubbish between the Conamara Coast Hotel and Knocknacarra. Cllr. T. Healy advised that he could not see the sense for having insurance to pick up litter and why do Community groups have to have insurance when cyclists are not required to do so. He enquired whether legislation was passed for this or do some bureaucrat in Dublin decide this and stated that the Road Traffic Act was supposed to provide unfettered access. Comh. S. O'Cualáin advised that Community groups are annoyed with these requirements and questioned as to who supervises their work and checks the insurance. Cllr. N. Thomas advised that while he understood that these groups have insurance and it may not cost much more to indemnify the Council he would like the Council to raise the matter with its own insurance company IPB. He stated that he wished to see the Council allowing for more reasonable measures as the Community groups do not have specific training as regards safety measures and risk and he wished to it continue providing equipment such as litter pickers, warning signs and bags and other supports to them.

D. Mitchell advised that the Council did not change anything but made the process simpler after consulting IPB and meeting with Community groups. He advised that construction works have to be assessed by the Council to ensure that Community groups have the ability to carry them out in a safe manner with the necessary insurance provided.

7. Update on the R-336

CMD 19007

Mr. Cullen summarized the background to the R336 stating that an initial feasibility study was undertaken in 2009 followed by a constraints study, route option proposals and a number

of public consultations. The responses to the public consultation were generally similar and to the effect that any new route through built-up areas was unacceptable, should be located north of existing settlements, severance of existing settlements was unacceptable and that an upgrade to the existing route might be more appropriate. Clearly there was little or no support for the proposal and although route options were identified and mapped nothing further happened and the scheme effectively stalled at that stage. In the intervening time, there was growing concern about the impact on landowners of the reservation of so many routes and there was mounting pressure to release them. Mr. Cullen advised that because of the time that has passed since the earlier studies and assessments were undertaken and the basis for dealing with protected sites had changed somewhat there were significant risks with advancing any of the route options. Also, the options examined were in the context of the Galway City Outer Bypass proposal which did not receive planning approval and would not be proceeding. This had now been overtaken by the proposed Galway City Ring Road which had been submitted to An Bord Pleanála for approval and an oral hearing was likely to happen later this year. He said the likelihood of bringing the R336 proposal successfully through planning as it currently stands is very small. He said that the passage of time with nothing happening hadn't helped and that a reappraisal of the whole project would be needed taking account in due course of the outcome of the GCRR decision, re-examination of candidate routes, detailed ecological studies, consideration of on-line safety improvements, linkage to N59 and further public consultation. He said that in effect that would be a new project for which there is no funding or approval in place. In the meantime, the route corridor reservations continue to impact on landowners and this is unfair given the difficulties with progressing further.

Comh. S. O'Tuairis proposed that the Council get rid of the routes selected due to the impact on planning applications caused by the planning restrictions imposed 100 m on both sides of each route and is a major issue. His proposal was seconded by Cllr. N. Thomas. He advised that the majority of the Councillors were in favour of the Brown Route but there is little hope when the planning decision on the N59 is taken into account. He referred to a traffic audit which indicated that 16,000 vehicles go through Barna each day and that something will have to be done about the traffic. He advised that other options can be examined including the upgrading of the existing roads. Cllr. T. Welby stated that false hope was given in the past and advised that F. Gilmore the former DOS had advised that the Brown Route was not feasible as it is too far from the settlement areas and the existing traffic. He referred to the NHA designations at Spiddal and advised that Ireland has not only signed up to EU Directives but also to international agreements including those on climate change. Cllr. S. Walsh stated that planning restrictions along the routes should be lifted and he also referred to the need to consider the option of upgrading an existing route i.e. Ragoon Road-Paddy's Cross onto the Spiddal and Moycullen Roads. This would enable better guidelines to be given to the consultants next time round. Cllr. T. Healy referred to the ability of local authorities in Scotland to construct major roads through designated areas and questioned as to why the Council refuses to engage in the IROPI process to achieve this. He stated that the Council and the Department should get together and try to make the route with public support work. He referred to the limited options of the Spiddal-Galway route due to the impact of ribbon development. Comh. S. O'Cualáin stated that the management of the traffic west of Galway City should be done in conjunction with the Ring Road and referred to the option of upgrading the road west of Paddy's Cross and the fact that there is more leeway west of Spiddal.

Responding to the councillors Mr Cullen stated that the process had stalled in 2012 because there was little or no support for the emerging preferred route then and without general support it was not likely to succeed. Also, the studies underpinning the earlier work were now

dated and the GCRR proposal that had since come forward hadn't been taken in to consideration. Effectively, this would have to be a new project for which approval and funding would be needed. This would be unlikely to receive consideration until the GCRR is advanced. Cllr. N. Thomas said that while he agreed with the removal of the routes he did have a concern for the provision of a road in the longer term and providing a good road network to connect with Rossaveal. Comh. T. O'Curraoin advised that there should be a proper plan to tie in all the roads in Conamara as the upgrade of the N59 on its own is not enough. He referred to the fact that EU countries like Scotland and Spain can undertake developments by finding ways around the restrictions. He stated that that the current routes should be removed and different locations be examined. Comh. O Curraoin then proposed that the routes be removed and his proposal was seconded by Comh.S. O Tuairisc and agreed. Cllr Thomas enquired as to what process was needed to give effect to the decision to remove the routes. Mr. Cullen advised that he would check whether it would require amendment to the Gaeltacht or County Development Plans or whether it would be a more straight forward process and that he would revert to the Councillors on that point.

8. Correspondence from the RSA

CMD 19008

The letter dated 29-1-2019 received from the Road Safety Authority concerning the Westside Driving Test Centre was noted.

9. Cathaoirleach's Business

CMD 19009

Cllr. N. Thomas referred to the dip and flooding on the Oranswell road and requested that N. O'Conaola look at it and Comh. S. O'Tuairisg also requested that he examine the flooding on the R-336. Cllr. Thomas referred to the impact on Conamara as regards the announcement by HID Global who employ 100 at their manufacturing base at An Tulaigh, Baile na h- Abhann in regard to its closure and the movement to Galway City. He referred to the need for a Local Area Plan for Tully as the Council has one for Carraroe. Comh. S. O'Tuairisg enquired as to what chance Conamara has when the IDA operate a similar grant scheme for businesses to locate in Dublin. He also referred to the fact that the SAC designations cover 70% of Conamara and this can prevent companies from providing or extending bases due to environmental issues with treatment works.

10. AOB

CMD 19010

Cllr. S. Walsh referred to the access and the parking area at Furnish Pier which has been filled in with rubble by the landowners which may be illegal. He advised that 3 users of the Pier raised the matter with him as they are prevented from using it. C. Wynne advised that the access to the Pier is still there but the parking area is compromised and this may be a Folio issue as regards whether it is public property or not. Cllr. Walsh referred to the statement from John Gormley former Minister for the Environment that land used by the public for a period of 7 years should not be blocked. He made a proposal that the Council deal with the matter which was seconded by Comh. S. O'Tuairisg. C. Wynne advised that he will examine the matter. The Councillors also raised the issue concerning the need for direction signs for Rosmuc and Cill Chiaráin which was requested at previous meetings. Cllr. N. Byrne requested information to be provided as regards the reinstatement of the Moycullen-Killanan road by SSE Renewables and the planning application for the Windfarm. She also requested specific information as regards how the Council propose to spend the €250,000 ringfenced for the footbridge at Oughterard.

A resolution of sympathy was extended to Cllr. Eileen Mannion on her recent bereavement by the members and officials of the Municipal District of Conamara.

11. Date & Venue for Next Meeting

MD 19011

It was agreed that the next Ordinary Meeting would be held at 10.00 a.m on Tuesday 16th of April in Moycullen. Cllr. N. Thomas stated that he will advise of the exact venue at a later stage.

CROCHNAIGH AN CRUINNIU ANSIN