



FG/IG/RT1606

Comhairle Chontae na Gaillimhe
Galway County Council

22nd March, 2012

Ms. Angela Holian,
Town Clerk,
Tuam Town Council,
Tuam,
Co. Galway.

Re: Community CCTV

A Chara,

I enclose a draft scheme of Operational Programmes for Tuam Town CCTV system for the next Town council meeting.

Yours faithfully,

Frank Gilmore.
Director of Services.
Roads, Transportation,
Marine & General Services.

Operational Guidelines
April 2012
Community CCTV Scheme, Tuam

Purpose:

To assist the Garda Siochana, Tuam Town Council and Galway County Council to provide a secure and pleasant environment for Tuam Town.

The system is not normally monitored in live mode but can be accessed by approved personnel when the situation demands it.

The installation of the CCTV system in Tuam was approved by the Joint Policy Committee at its meeting on 23/10/2006.

Data Controller:

The Data Controller for the Tuam CCTV system is Mr. Frank Gilmore, Director of Services and Manager of Tuam Town Council.

Ms. Mary Dunne, Galway County Council has been appointed by Mr. Frank Gilmore to manage the operation of the CCTV system. Alternative appointments will be made as required.

Technical Details:

The CCTV system consists of a network of seven wireless, remote controllable cameras installed at the following locations:

1. Shambles Car Park
2. Parkmore Housing Estate
3. Market Square (Town Hall)
4. Tuam Cathedral Car Park
5. Palace Grounds
6. St Jarlaths Court (Cluid)

The control equipment is located in locked premises in the Town Hall, Tuam. Further cameras may be added as required.

Access Control:

Physical access to the Town Hall premises is via the Tuam Clerks Office. The control and monitor is located in Town Hall in an area which is lockable adjacent to the Town Clerks office.

The monitor is not switched on except when access is approved. Access is confined to the approved personnel listed hereunder:

1. Frank Gilmore, Director of Services
2. Mary Dunne
3. Enda Gallagher, Town Engineer

Access to other individuals is permitted provided they have complied with the following conditions:

1. Have the approval of one of the three persons named above or
2. Have the approval of the Garda Superintendent for Tuam of his/her nominated deputies of his/her Garda Superintendent on call.

Access Log:

A log will be kept of access requests to the CCTV monitoring system.

The log will include the following information:

1. Name and organisation of person requesting access.
2. Name of approver of person requesting access.
3. Time, date and duration of access (if granted).
4. Data retrieved from CCTV records system

Complaint Log:

A log will be kept of all complaints relating to data stored on the CCTV system.

The log will include the following information:

1. Name, address of person making complaint.
2. Detail of complaint.
3. Actions taken consequent to the complaint.
4. Communication with complainant.

Signage:

Signage for the CCTV scheme has been erected.

Training:

Training will be given to personnel in:

1. Operation of the system.
2. Management of the system including authorisation process, data security, data retention, and complaints procedure.

Presented to Tuam Town Council on 2nd April 2012.

COMHAIRLE BAILE THUAMA
Tuam Town Council



Cleireach an Bhaile,
Halla an Bhaile,
Tuaim, Co. na Gaillimhe.

Town Clerks Office,
Town Hall,
Tuam, Co Galway.

Tel: 093 242 46

Fax: 093 70463

Email: tclerk@tuamtc.galwaycoco.ie

Our Ref:

Your Ref:

28th March, 2012

To each Member of Tuam Town Council

A Chara,

The Monthly Meeting of Tuam Town Council will be held in the Town Hall on Monday, 2nd April, 2012 at 7.00 p.m. You are hereby summoned to attend.

Mise, le meas,

Angela Nolan Baile Cleireach

Agenda

Minutes

Manager's Business

Correspondence

Traffic Management Plan

Tuam Stadium

Annual Financial Statement

Draft Operational Guidelines for J.P.C.

Power to make Bye-law – Local Government Act, 2001

A. O. B.

TUAM TOWN COUNCIL

Minutes of Monthly Meeting held on Monday 5th March, 2012

Present:

Mayor: Councillor Loftus

Councillors: S. A. Flanagan, I. Kelly, L. Bane, O. Ward,
P. O'Hora, T. Reilly, P. O'Grady

Officials: Mr. Frank Gilmore, Director of Services
Ms. Angela Holian, Town Clerk

The Prayer was recited.

The Minutes of Monthly Meeting held on Monday, 6th February, 2012 was adopted on the proposal of Councillor Kelly seconded by Councillor Flanagan.

Councillor Kitt was wished a speedy recovery.

Matters arising from the Minutes:

The Mayor informed the Members she was meeting with the Mayors of Ballinalsoe and Loughrea on Friday morning regarding the proposed abolishment of Town Councils.

Manager's Business:

Mr. Gilmore told the Members that the Director of Services Corporate, Housing and Emergency Services, Mr. Cummins had met with two delegations, Tuam Celtic and St. Pat's Primary School regarding the Tuam All-Weather Pitches. A decision on the matter should be made in the next two weeks.

Regarding improvement to the Shambles Mr. Gilmore stated that Galway County Council is working on plans. These should be ready in five or six weeks.

Regarding the "Tuam 400" Festival Mr. Gilmore advised contacting Ms. Marie Mannion, Heritage Officer, Galway County Council who is also advising on "Clifton 200".

Correspondence:

The following letters were read, noted and agreed:

Letter dated 13th February, 2012 from office of Minister for the Environment, Community and Local Government regarding septic tanks - read.

Letter dated 11th February, 2012 from Mr. Johnny Cloonan regarding car taxing facilities at the Area Office. It was proposed by Councillor Flanagan, seconded by the Mayor and agreed to write to the Director of Services – Finance, Galway County Council.

Letter dated February, 2012 from Irish Public Bodies Mutual Insurances Ltd. It was proposed by Councillor Kelly, seconded by Councillor O'Hora and agreed that Councillor Reilly represent the Town Council at Ordinary General Meeting of I. P. B.

Letter dated 5th March, 2012 from Bord Gais Eireann. It was proposed by Councillor Reilly seconded by the Mayor and agreed to write to Bord Gais and express the dissatisfaction of the Board at the lack of information.

Traffic Management Plan:

The Mayor welcomed Mr. Liam Gavin, Senior Engineer to the meeting. Mr. Gavin said he hoped to have the Draft Traffic Management Plan ready for the April meeting. He said nine areas would be considered including parking, 1 hour parking and disabled parking spaces, traffic flow, single and double yellow lines and one way streets, loading bays, taxi ranks, bus stops, bicycle racks, pedestrian crossings and provision of a charging place for electric cars. The Foster Place/Inner Relief Road junction will also be considered. Replying to the Members he said the Traffic Management Plan will be brought before the Tuam Town Council, Tuam Electoral Area Committee, the Gardai and the National Roads Authority. Following further discussion he said the Members may make submissions now.

Replying to the Members regarding free parking the Manager stated that parking in Tuam is not an issue. He had met with Traders who will come back with proposals.

The draft traffic management plan will go on public display and submissions will be invited from the Public.

Regarding the Level Crossing at Abbey Trinity Mr. Gilmore said he had been in contact with Iarnrod Eireann that morning and this matter was discussed.

Walking/Cycling Route:

Mr. Gavin told the Members that Galway County Council will be preparing a walking/cycling strategy for the county in the next few weeks. The plan will be submitted to the Department and put on display. A number of walking/cycling clubs have proposed using the Tuam to Claremorris Railway Track.

Councillor O'Hora said the Greenway People do not want to compromise the W. R. C., a report produced the previous week said Tuam would get the next section of the W. R. C. Councillor Reilly presented a section of the McCann Report (Rail Vision 2030: The future of Rail Transport in Ireland) relating to the W.R.C. It was proposed by Councillor Reilly, seconded by the Mayor and agreed that Councillor Kitt and the Deputy Mayor represent the Town Council on the W. R. C. Committee. The Mayor thanked Mr. Gavin for attending the meeting.

Jack Mangan Road:

Councillor Reilly thanked Mr. P. J. McGrath for his suggestion. It was proposed by Councillor Reilly, seconded by Councillor Kelly and agreed that the roundabout on the Purcell/Stockwell road be named the Jack Mangan roundabout. It was agreed to inform Councillor Michael Connolly, Chairman, Tuam Area Electoral Committee of the proposal.

It was proposed by Councillor Kelly, seconded by Councillor Flanagan and agreed that the Board not suggest a name for the inner relief road.

Gilmartin Road/St. Enda's Ave:

The Mayor welcomed Ms. Teresa Kelly, Mr. John Mannion, Mr. Michael Moggan and Mr. Martin Ward to the meeting. Mr. Moggan outlined the Residents Associations proposals for 'Browns Field' as a recreational park. The area had been left to the Town Council by former Member Gay Browne. The Members complimented the Residents Association on their presentation. It was proposed by Councillor Ward, seconded by Councillor Reilly and agreed to support the proposed project.

The Manager advised that the proposal, in writing, together with evidence of Insurance be submitted to the Town Council. He advised the Residents Association to contact the Town Engineer.

A. O. B.:

Councillor Bane reminded the Members of the proposal to invite the Chairman of the Galway County Board, the Chairman of the Galway Football Board and the Chairman of Tuam Stadium to the April meeting of the Board.

Regarding the proposed Memorial Plaque it was proposed by Councillor O'Grady, seconded by Councillor Flanagan and agreed that the complete planning application be put together and dealt with at the next meeting.

Councillor Reilly, who had proposed that photos of present and former Chairpersons /Mayors be hung in the Board Room, thanked Councillor Kelly for her work on the project.

Sympathy:

A vote of sympathy was passed with the Families of the following:

Reilly and Brady Families, Corofin on the death of Jennifer Reilly
Murphy Family, Ballygaddy Road on the death of Kitty
Henderson Family, Tubberjarlath Road on the death of Mary
Lavelle Family, Dublin Road on the death of Paddy
Melia Family, Bishop Street and Marley on the death of Frank
Keane Family, Caherlistrane on the death of Mrs. Keane

This concluded the meeting.

Recorded by:
Angela Holian,
Town Clerk,

SIGNED: _____

Mary Jane Luff
MAYOR

- 22 February 2012 A major report into the future strategy for the national rail network (Rail Vision 2030: The Future of Rail Transport in Ireland) has recommended that improvements in speeds and capacity on Intercity lines be prioritised. A number of potential new regional rail lines are evaluated, with only Athenry to Tuam currently envisaged a candidate for further consideration.
- The report makes the following observations re Phase 1 of the railway: The Western Rail corridor opened to business during 2010, and provides direct InterCity connections between Galway and Limerick. Nevertheless, whilst commuting demand from its catchment into Galway and Limerick is strong, the level of intercity travel is very low, and central sections of the line remain lightly trafficked. Nevertheless, it does not offer consistency within the InterCity network, having no capability for seat reservations, promotional tickets and catering.

11.1 Upgrade all services to inter-city branding with seat reservations, advance purchases and catering.

11.2 Increase frequency to 8 trains/day.

12.1 Introduce 5 direct services per day from Cork – Limerick – Galway as an extension of the Western Rail Corridor.

Comments

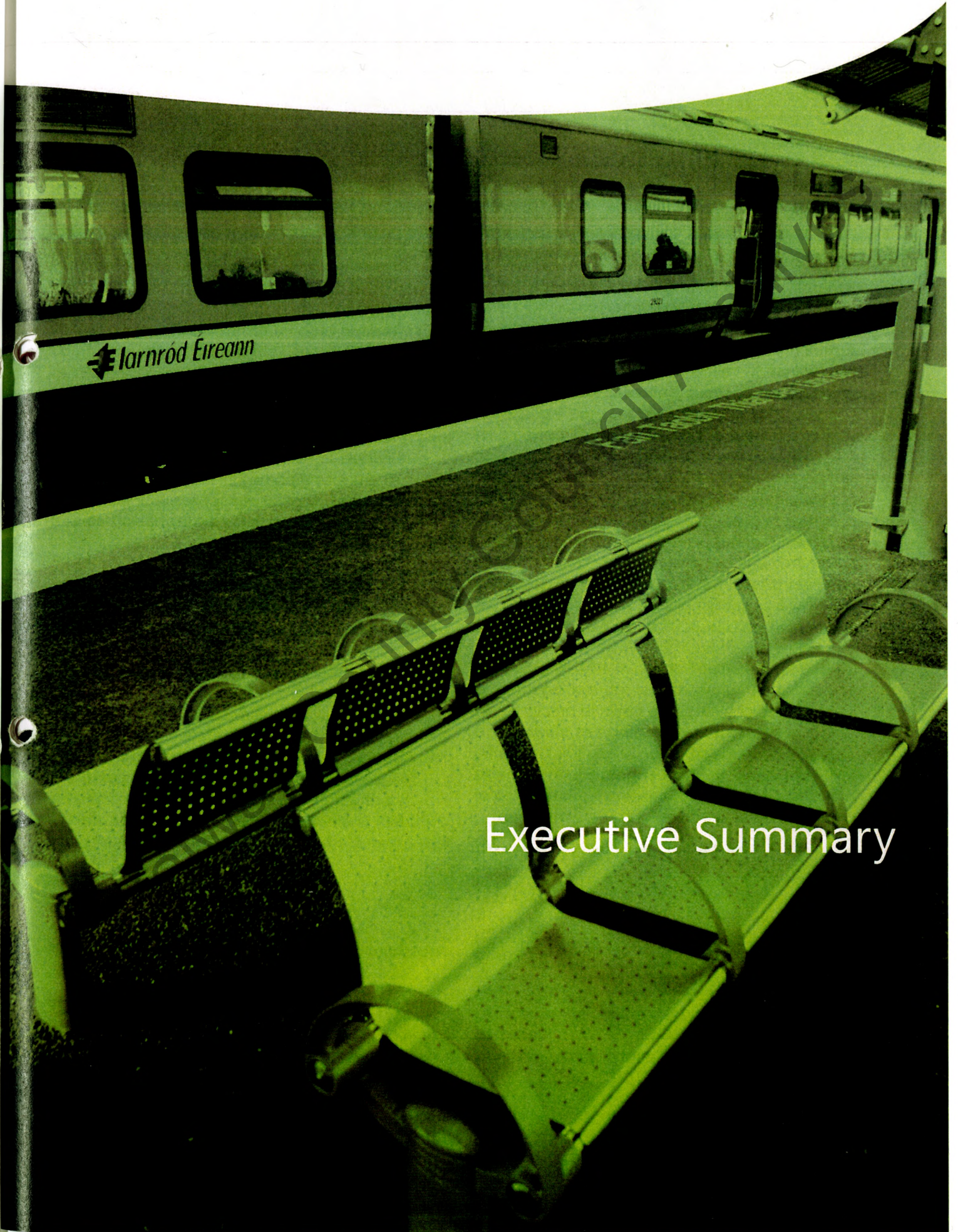
The key proposal for this route is therefore to introduce consistency with other InterCity services. The increase in service frequency is proposed as a measure to stimulate more intercity demand.

Note: The recent Primetime programme made no effort to examine any of the above. An official complaint has been made to RTÉ and the joint Oireachtas Committee on Transport is to examine the situation shortly.

- Mayo is now the largest producer of Rail freight outside of Dublin. There are four DFDS Liners; six Timbers to and from Waterford plus twelve IWT Liners to and from Dublin each week at present. 1,144 trains per annum – 20,592 truck loads – 8 million truck miles transferred to rail. The McCann Report recommended that if such development were to take place then the Claremorris-Athenry route should be opened for freight.

AECOM

 Iarnród Éireann



Executive Summary

Background

The focus of this 2030 Rail Network Strategy Review is on the future development requirements of the Iarnród Éireann InterCity Network (ICN) and the regional services. The potential for rail freight was also considered. The study does not embrace commuter rail services in the Greater Dublin Area as these services are being considered by the National Transport Authority in the context of the Draft Transport Strategy for the Greater Dublin Area (Vision 2030). However, this review pays due regard to the NTA proposals for the greater Dublin area as the InterCity services compete with the Dublin commuter services for access to Dublin city centre and particularly during the peak periods.

The Government's Statement of Common Purpose indicates that it will draw up a new National Development Plan for the period 2012-2019 that reflects Ireland's changed economic circumstances. This Plan is to be based on a comprehensive study of Ireland's public investment priorities over the period. A key element of the Plan will be the requirement to subject major capital projects to thorough cost-benefit analysis and evaluation. This Rail Network Strategy Review is a contribution to the preparation of such a Plan and subsequent strategic development. It may be noted that it adopts an evidence-based approach and identifies investment priorities on the basis of a detailed cost benefit analysis.

Following a review of the major national and regional transport and settlement strategies, a broad strategic goal for the rail network has been identified as follows.

'To provide safe, accessible and integrated rail services that contribute to sustainable economic and regional development in an efficient manner'.

Recent Trends & Developments

In the past decade, infrastructural improvements have been complemented by significant investments in rolling stock. As a result, Iarnród Éireann has the youngest inter city fleet in Europe and service capacity and reliability of the ICN have much improved. Passenger demand has responded, averaging 4 per cent per annum growth over a long period. Demand peaked in 2007 at 45.5m passengers for the railway as a whole, before falling back to 38.2 m in 2010. Passengers on the ICN amounted to 21.4m in 2010 or 56 per cent of all passengers in 2010. Total railway revenue has followed a similar pattern, and is currently 17 per cent below its 2007 peak. Despite cost saving initiatives, amounting to c. €75m over three years, the operating deficit for the railway as a whole amounted to €14.3m in 2010, and declining public subvention has increased the difficulty of keeping operating deficits in check. The recent global economic downturn together with the national property and banking crises have forced the Government to significantly reduce and re-prioritise infrastructural spending in the short to medium term. Funding supports for such services are likely to come under increased pressure in future.

Performance of the InterCity Network

Dublin-Cork

The Dublin-Cork corridor remains the dominant corridor on the rail network, carrying a high level of passenger demand, and a significant level of inter-city movements, particularly by business travellers,

who account for over 35 per cent of total rail passengers. It also competes strongly with car for trips between Dublin and Cork City, accounting for approximately 50 per cent of non-bus trips. Other routes perform less well, with lower market shares.

Dublin-Galway

Although overall patronage on the Galway services is relatively low, the demand on services between Dublin and Athlone/Ballinasloe is quite strong, and is comparable with sections of the Cork and Belfast corridors. In fact, the Galway corridor performs a very strong inter-city function, with only 16 per cent of passenger kilometres accounted for by commuters. Rail competes poorly on journey times with road transport on the Dublin – Galway route, although the train can offer competitive journey times to intermediate destinations such as Tullamore.

Dublin-Belfast

The Dublin to Belfast corridor carries a relatively high level of passenger demand, although much of this is accounted for by outer-commuting services to Drogheda and Dundalk. InterCity services perform extremely poorly in relation to the route's population catchment and trip length. The low level of business travel on this corridor is particularly notable.

Dublin-Limerick

Limerick is provided with the highest number of connections from Dublin compared with any other regional destination. Connections are provided at Limerick Junction to all Dublin – Cork services,

with further direct, albeit stopping, services provided from Dublin (Heuston). The journey time via Limerick Junction is also good. As a result, demand is relatively strong, and the route performs relatively close to its full potential. Nevertheless, the interchange requirement remains a barrier to travel on this route. The interchange also poses additional delay to Dublin – Cork Services.

Dublin-Waterford

Although subject to recent increases in service frequency, the Dublin to Waterford corridor continues to suffer from a number of barriers including the relatively high journey time in comparison to road, the isolation of the mainline rail station in Waterford from the City Centre, and the limited population catchment along the corridor. Journey times are hampered by the arrangement in Kilkenny, and by permanent speed restrictions through difficult terrain, and this all contributes to the route falling significantly short of its full potential demand.

Dublin-Sligo

Patronage on the Sligo route responded well to improvements to frequency and rolling stock quality in recent years. The route carries significant traffic from the commuter areas within the Greater Dublin Area, and demand to/from areas northwest of Longford is somewhat weaker. The route enjoys a moderate train frequency (8 trains/day) for a limited population, using high quality rolling stock and at a journey time that is comparable to that by road. The route also terminates in Connolly Station which boasts good access to the City Centre.

Dublin-Westport/Ballina

The Westport and Ballina service is one of the longer routes from Dublin, and patronage is relatively strong when compared to the catchment population – mainly as a result of the tourism potential on the line. Even so, the high proportion of concessionary travellers on this route has been noted, which make up a significant proportion of leisure travellers. The demand at Castlebar is particularly strong, and confirms the important role of rail in servicing the Castlebar-Ballina linked hub.

The journey time is reasonable in comparison to road journey times, and would become more competitive with any improvements to line speed between Dublin and Athlone. The main deficiency on this route is the low frequency which restricts availability of services, and the requirement to interchange for Ballina services.

Dublin-Tralee

The Tralee routes generate quite strong levels of demand in comparison to the population catchment. As with the Westport/Ballina route, this is due to the high volume of tourism, although a significant level of that demand includes concession travellers which comprise in the region of 30 per cent on parts of the Mallow – Tralee corridor.

The long travel times by road from Dublin to Killarney and Tralee supports the use of the railway, and patronage is resilient, despite the need for an interchange at Mallow for the majority of services.

Dublin-Rosslare

The Wexford service is relatively isolated from the core InterCity railway network. The high commuting demand arising from coastal towns in Wicklow and North Wexford dominates the route.

Rolling stock is variable and the InterCity experience can be extremely poor, particularly for peak time departures from Dublin.

The journey time to Wexford is not unreasonable, but demand is restrained by limited service frequency and the variable rolling stock quality. Overcrowding is also prevalent on peak services to and from Dublin.

Other Routes

The Waterford – Limerick Junction, Ballybrophy – Limerick and Manulla Junction – Ballina lines all carry quite low passenger volumes and low levels of passenger kilometres. The existing demand on the Ballybrophy to Limerick line is especially poor. However, this reflects very limited passenger demand into Limerick City. Instead, this line primarily acts as a feeder service from Nenagh and Roscrea onto InterCity services at Ballybrophy.

There is very limited demand for movement between the regional cities. Travel by rail between Cork, Limerick and Galway is extremely low, as is demand between Waterford and Limerick. Analysis confirms that this is also generally the case for road travel, where the volume of city centre to city centre movements is relatively low, other than for:

- Trips between the Regional Cities and Dublin City; and
- Trips between Regional Cities and large towns within their catchment.

This dictates against substantial investment in providing connections between the regional cities, other than in those areas where the catchments of connected cities partially overlap, and InterCity connections allow both catchments to be connected with their relative city centres on a single

service. Whilst this is the case with Galway-Limerick and to a lesser extent Limerick – Waterford, it is not the case with Cork – Limerick.

Service Levels

Service frequency varies considerably across the network to match demand. However, catchment analysis confirms that the Belfast and Galway routes have relatively low service frequencies compared to the population they serve. Line speed is an important attribute of service quality and is dictated by track quality, the number of stops that a service provides, and driver behaviour. The Cork and Limerick routes exhibit the least amount of slow speed running, whilst the Rosslare, Waterford and Sligo services exhibit the highest levels. A high percentage of slow running was also observed on the Belfast and Galway routes, suggesting that there may be scope for improvement in travel times through addressing existing temporary and permanent speed restrictions, and through reducing the requirement for stopping. The high percentage displayed by the Belfast service is of particular concern as there were only four scheduled stops on that particular service. A key issue on that route is the presence of significant speed restrictions north of the border.

Future Patronage

It is anticipated that without further service improvements, passenger numbers will not recover their 2007 peak of 45.5m until after 2015 based on forecast economic and demographic trends. The long term predicted growth rate is 1.9 per cent. The projection is for ICN traffic to increase from 21.3m in 2009 to 31.1m in 2030. This represents an increase of 46 per cent or 1.8 per cent per annum. This may represent a conservative forecast, as there

is potential for rail to win traffic from both car and air modes, as a result of increased energy prices and reduced subvention of air services. Increased competition from the bus mode is likely to arise only if a policy shift to liberalisation of the bus market takes place. The growth rate in passenger demand reflects lower population and GNP growth rates in the post Celtic Tiger period.

Future Role of the ICN

The key role for the ICN over the period to 2030 will be to contribute to the maximum extent possible to value for money, economic productivity and competitiveness, while ensuring safe, sustainable and integrated services. The ICN has a number of key advantages over other modes in this regard:

- It provides direct city centre to city centre links at a time when the service sector has increased in importance and high value-added services continue to be located in city centres;
- The level of service offered by ICN is unaffected by road congestion at the approaches to urban areas, which means that the rail mode offers a degree of reliability, which is becoming more and more valued by trip-makers;
- It contributes to economic productivity by permitting business travellers to work when travelling;
- Where service frequencies are high, it further improves economic productivity by facilitating return journeys between the major urban areas within one day, without driver fatigue and safety issues arising; and

- It has an as yet unexploited role to play in providing transport services for tourists.
- To improve rail links and services to the major airports that act as access points for tourists.

Strategic Priorities

- These considerations point to a number of strategic priorities that should inform the development of a strategy for the ICN. These are:
- The need to ensure that the renewal of the track system is safeguarded and that adequate resources are devoted to maintenance and renewal of track infrastructures and rolling stock;
- The need to build on the infrastructure and rolling stock investments already made to ensure that they make the maximum contribution possible to economic development;
- Within this context, to provide service frequencies and service improvements that will prove attractive to users in general and business users and car available passengers in particular;
- Other things being equal, to concentrate future investments and service improvements on linkages between the major agglomerations. This suggests that the radial routes connecting Dublin to Cork, Belfast, Limerick, Galway and Waterford should be the focus of future rail development;
- To support National Spatial Strategy objectives by improvement of the key non-radial rail links between Cork, Limerick and Galway where transport volumes are of sufficient density; and

In addressing these issues, given that funding resources are likely to be scarce for the foreseeable future, the investment needs and service improvements must be based on a value for money approach and in the context of ensuring that revenues are maximised to the greatest possible extent.

Future Investment Strategy

To increase patronage and enhance the economic role of the railway, a three phase investment strategy is proposed. This strategy recognises the current state of Exchequer finances and is predicated on adequate resources being devoted to infrastructure and rolling stock maintenance and renewal, in order to preserve the gains made in service levels. An estimated spend of €215m per annum on infrastructure maintenance and renewal is required over the period to 2030. This is similar to existing levels of spending. Rolling stock maintenance and renewal spending of €116m per annum will be required.

Phase 1: 2010-2015: Consolidating the Gains through Quick Wins

This Phase has three elements:

Relatively small investments to reduce journey times on rail corridors, with the prime emphasis on the Cork and Galway routes, where there is high existing or potential passenger demand;

- Using existing rolling stock to provide increased frequency on selected routes; and
- Short-term improvements to services to Dublin Airport, through development of a Dublin Parkway station for InterCity customers from the south and west with connecting Airport bus services to the national network. (This is in addition to the separate development of a direct DART spur to the Airport from Clongriffin, which will initially serve passengers from the east coast, the City centre and Northern Ireland.

These investments would show a large return in both passenger benefits and fare revenue for Iarnród Éireann, if they were carried out immediately. The proposal to invest in the short term to increase journey times was based on relatively modest improvements to line speeds. If further short-term reductions in journey times are possible, then the benefits of this strategy would be enhanced.

Phase 2: 2015-2020: Responding to Long Term Growth

The introduction of more ambitious investments in infrastructure and service frequency improvements,

such as for example double tracking from Portlannington to Athlone and the early opening of a DART airport link between Clongriffin and the Airport, as well as improvements that are reliant on growth in demand to exhibit a satisfactory economic return, such as upgrades to Limerick Junction and Athlone Stations.

Phase 3: 2020-2025: Electrification of the Core Rail Network

When sufficient growth has occurred and rolling stock replacement is approaching, electrification of Dublin-Galway and Dublin Cork will yield significant returns. This should encompass direct services to Dublin City Centre and Dublin Airport via the DART Underground.

Route Investment Strategies

Analysis indicates that improving InterCity journey time to at least 2:00 hours on the Dublin to Galway, Limerick, Waterford and Belfast routes and at least 2.30 hours on the Cork route would establish rail as a strong option for such connections, and will bring a high level of consistency and transparency to the network. Measures to improve journey times and or improve frequencies on these and other routes were considered. An investment of €50 million per annum on the removal of speed restrictions over the next five years could be expected to deliver even more competitive journey InterCity times than those set out above. Given the focus of transport policy on the promotion of sustainable development, electrification of the more highly trafficked routes is envisaged for the longer term.

The route investment options were subject to cost-benefit analysis to determine their economic return,

priority and phasing. The recommendations on a route by route basis are:

Dublin-Cork: A modest short term investment programme aimed at reducing journey times would yield a large economic return. This is based on achieving a journey time of 2.30 hours or better. Further improvements, identified by Iarnród Éireann to achieve a 2 hour journey also merit consideration in the short term given the central importance of this route for the other InterCity services to and from the south and west.

The economic return to electrification depends on the timing of the investment. If this investment were to take place in the near future when the current fleet of InterCity carriages are all still within their useful life, the relevant costs of electrification would include the full cost of a new electric fleet (EMUs), and the investment would not be justified. However, if electrification is postponed until the current fleet is being replaced, the relevant capital cost of electrification would be limited to the cost of the civil works needed to the line. This would make electrification an attractive investment at that juncture. When the DART Underground is in place, electrification combined with a spur to Dublin airport from Clongriffin will open up large parts of the network to through running to the airport.

Dublin-Galway: Similarly to Dublin-Cork, a short term investment programme aimed at reducing journey times to no more than 2 hours would yield a large economic return. Iarnród Éireann has identified measures that could be introduced in the short term to reduce the journey time to 1hr 30 minutes. These are worthy of further consideration.

An hourly service on this route would be attractive in the short term, if it can be introduced with

the existing fleet and without significant capital investment or negative impacts on existing stopping patterns. This appears to be the case.

Further growth in passenger numbers and increases in the value of these passengers' time will make double tracking from Portarlinton to Athlone an attractive investment in the medium term, particularly to improve the reliability of the service.

In the longer term, electrification can be justified on the same basis as Dublin-Cork. In fact, the Dublin-Galway line offers a better return on electrification than the latter.

Dublin-Belfast: If journey times can be reliably reduced to 2 hours with a limited set of investments, then such spending is justified. Additionally, as extra rolling stock is likely to be available in the short term, the introduction of an hourly service should be considered.

Predicted levels of travel between Dublin and Belfast by all modes are not high enough to justify the cost of electrifying the line. This remains true even if electrification is postponed to when rolling stock is being renewed, although this should be kept under review in the context of wider policies.

Dublin-Limerick: Service improvements such as introducing more direct services and upgrading Limerick Junction do not show a high economic return in the short term. However, upgrading these services should be considered in conjunction with the equivalent investments in the Dublin-Cork service, which will generate journey time savings.

Dublin-Waterford: An investment to reduced journey times to two hours is justified if it can be achieved for a relatively modest investment in

civil works. The Waterford services will benefit from time savings generated on the main Dublin – Cork route. Similarly there is clear potential to realise significant net gains by improving access by passengers to Waterford train station.

Dublin-Westport/Ballina: An increase in service frequencies to up to 8 per day would yield an economic return, if rolling stock is available. In the medium term, proposals to upgrade Athlone station and to introduce a shuttle service with existing fleet involving interchange with the Galway service at Athlone should be considered.

Dublin-Rosslare: Upgrading the quality of service to an InterCity level in the short term produces enough extra patronage and is of enough benefit to existing passengers to justify the investment required. However, increasing frequencies to eight per day requires a larger investment that cannot be justified at current levels of demand on this route.

Dublin-Tralee: A relatively modest investment to upgrade Mallow station is appropriate.

Waterford-Limerick Junction: A range of service improvements were considered, but none proved viable, given limited demand along the route.

Limerick-Ballybrophy: If the service from Ballybrophy terminated at Nenagh rather than Limerick it would be possible to run eight services a day with the same rolling stock needed for five services a day between Ballybrophy and Limerick. There is evidence that such a change in the service pattern may be worth considering.

In the context of reduced subvention levels and funding from the automation of level crossings there is a need to carefully consider options to

reduce costs on the Waterford – Limerick Junction and Limerick – Ballybrophy lines. The options range from closure to more targeted services over sections of the routes.

Line Service Closures & New Rail Lines

A number of new rail lines have been proposed by various interests. Of these, a sketch appraisal indicates that only the Athenry-Tuam line merits further consideration, taking account of the performance of Phase 1 of the Western Rail corridor between Ennis and Athenry. None of the others perform sufficiently well to be further considered.

Rail Freight

Recent developments have indicated that opportunities continue to arise for the carriage of bulk materials and unit load traffics, where relatively long distances and port oriented traffics are involved. Carriage of additional traffic by rail could provide an economic if not financial rate of return. As the costs of climate change rise, the economic benefits of using rail freight will grow. For certain traffics, these benefits may then outweigh the costs of providing services, so that the use of the rail mode over road freight haulage should be favoured.

The previous Government commitment to introduce an allowance (subsidy) per tonne for freight transported by rail suffers from the drawback that it is not budget delimited. Given the current Exchequer position and the competition for scarce resources, it is considered that such a policy is no longer justifiable. It is recommended that Government supplant this approach by a grant

facility that would be available to both enterprises and Iarnród Éireann to support projects where a clear economic return exists, as demonstrated by a cost-benefit analysis that encompasses environmental and other economic benefits.

Fare Structures

The single walk-up fare in Ireland is broadly on a par with equivalent fares abroad, with the exception of the UK. Fares in the UK are substantially in excess of the European norm.

The policy of offering basic return fares at a substantial discount to two single fares is very much a UK and Irish phenomenon. For other countries, the return fare is typically double the single. Irish basic return fares are offered at a much more substantial discount to single fares than the UK equivalent. Ireland is unique in offering a discount/saver return fare below the basic single.

While the UK and Ireland were first to make the transition to Advance Purchase, these pricing techniques are quickly becoming more commonplace in Europe. Where they exist, they are varied by time of purchase i.e. they represent a yield management pricing strategy. Despite Ireland being a relatively high price high wage economy, advance purchase fares in Ireland are pitched very low in comparison to the rest of Europe.

The current rail fare structure, which is complex, may be a deterrent to ICN rail use, especially as rail demand is characterised by infrequent users. This complexity also poses challenges for the publication and dissemination of information on fare types and structures. There is a need to simplify and rationalise fare structures, upgrade web-based fare information, and make available an improved train and fare search capability.

A number of key reforms to the fare structure need to be considered:

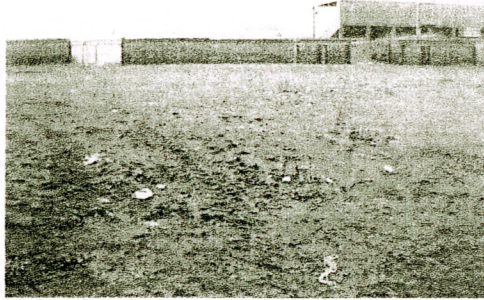
- Reduce the discount offered for walk-up basic return journeys or alternatively re-balance walk-up single/return fares with a lower single fare than is currently offered;
- Amalgamate the two existing flexible return fares into a single flexible fare and apply across the system;
- Standardise, to the maximum extent possible, the days on which walk-up saver fares are offered;
- Ensure that walk-up saver return fares are always in excess of the basic single walk-up fare;
- Set the walk-up return saver fares above the equivalent single saver fare;
- Raise the lowest advance purchase fare for longer journeys;
- Migrate the existing advance purchase fares to a time-of-purchase related yield management system; and
- In this revised system, consider having advance purchase fares approach the walk-up saver fares as the day of departure approaches.

These and other proposals for changes to fare structures and levels need a more comprehensive appraisal than has been possible in the context of this study. It is recommended that Iarnród Éireann undertake a more comprehensive review of the issues as a matter of urgency.

Building a better community

PROPOSAL FOR

BROWN'S FIELD



As a Recreational Park on behalf of St. Enda's Ave\ Liam Mellow Strre and Gilmartin Road
Residents Associations.

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5. Design Feasibility	14
6. Planting Plan	15

Galway County Council Archives

1. DESIGN BRIEF



Following a meeting with Teresa Kelly and David Collins Western Traveller and Intercultural Development Centre a further meeting was arrange with the Tuam Town Council and Residents members to meet on February 4th 2012.

The Residents are in need of a recreational space in which the people of these areas could in a joint project, utilise Brown's Field.

The following issues/concerns were raised.

- **No seating was to be put into the site.**
- **This was felt to reduce socially unacceptable behaviour.**
- **They were looking for a simple design.**

2. SITE ANALYSIS



The terrain of the site is relatively flat and is open to elements on most sides.

The Northern and some of the western boundary is sheltered by the houses of Saint Enda's avenue and some tree cover.



As can be seen from the above, the site is not overlooked by housing and is very much a wide open space within the town.





The stand of the stadium has a very dramatic physical and visual impact on the field/ location, as can be seen from the photographs. The exits from Tuam Stadium have the same, and are adding to the issue.



The southern boundary is a block wall (1m in height) but is incomplete in one area at present, for a distance of three meters. But overall, the site is secure apart from 13 metres which is fenced on the Northern boundary.

This area may need to be addressed for the future development.





The ground is very compacted, with flooding visible on the day. This is due to the land been used in recent times for car parking and other events.

Further investigation may be required, but outlying perspective would say that this situation would be solved with earthworks taking place on the site.



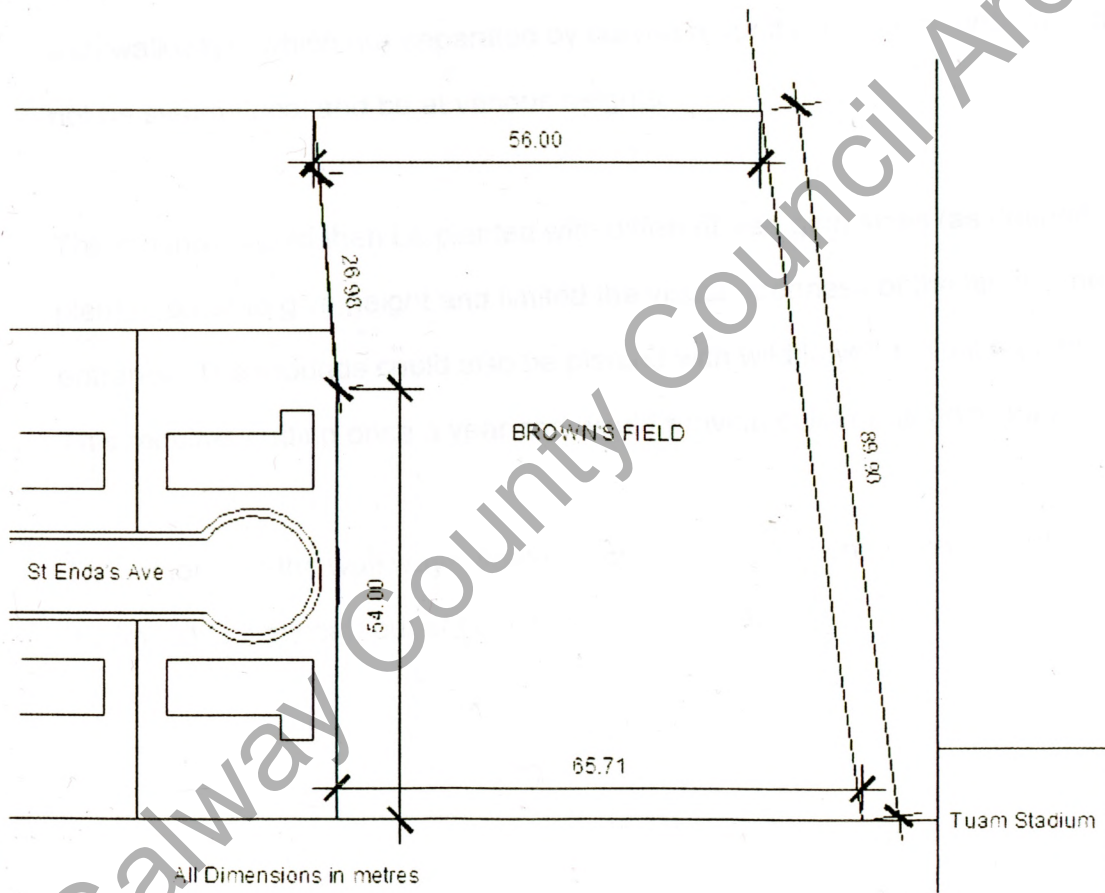
Pilot holes dug on the site, would seem to suggest that there is a reasonable depth of soil within the site in order to construct the design layout.

Existing rubbish level on the site is relatively low and is concentrated on Western boundary but small plastics, nothing major).

There is not a major issue in relation to the site in general and it would set a good prescient for the future. Rubble on the site is at a minimum level, this is not an issue on this site.



Overall, the site has massive potential and given its location within the town boundaries, is a site which is crying out for some attention and development.



3. DESIGN CONCEPT



With home of North Galway GAA been in close proximity, there should be some reflection of this structure, as its part of the community.

With the landscape at present been completely flat and the complete visualisation of the on entering the site, the proposal is to create a central sphere with walkways, which are separated by curved mounds. These mounds would not be symmetrical and be at various heights.

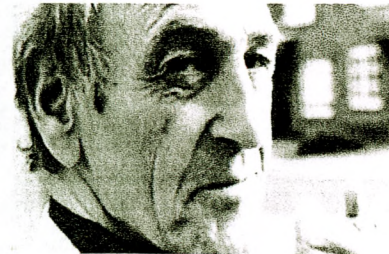
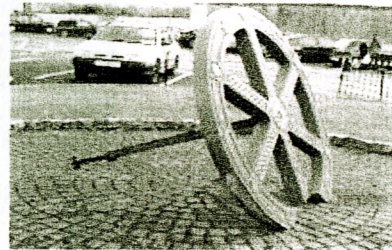
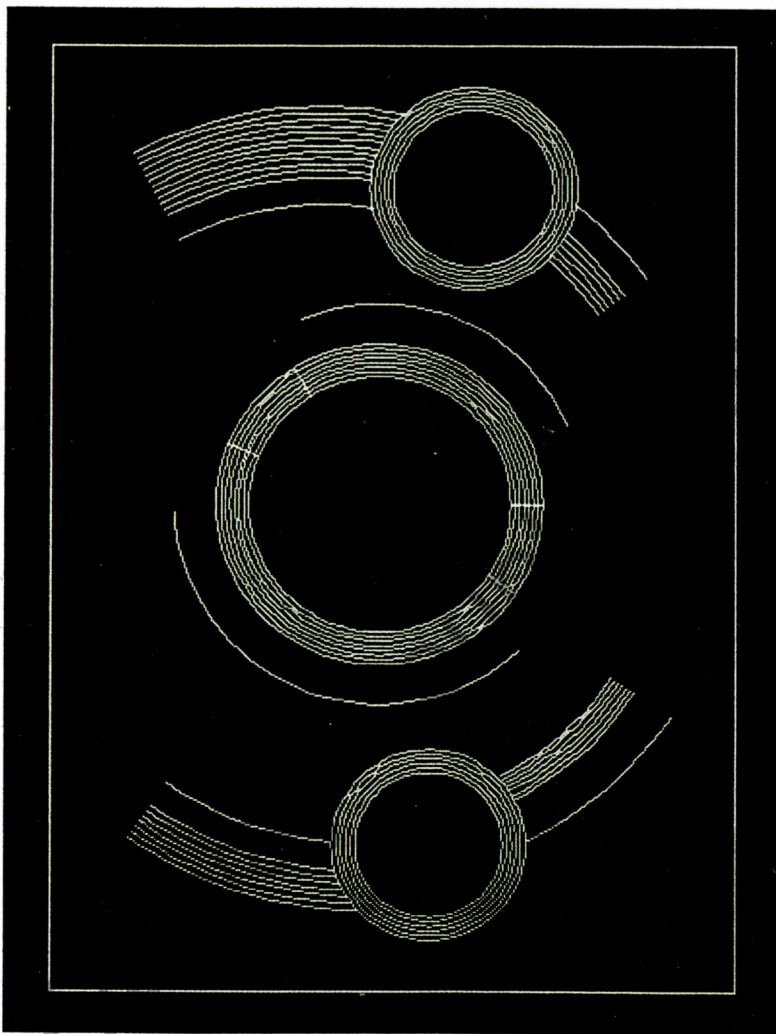
The mounds would then be planted with different tree girth sizes (as defined in plan) in order to give height and limited the visual openness of the landscape on entrance. The mounds could also be planted with wildflower, to limit maintenance. This requires cutting once a year and would provide colour and encourage a habit.

The majority of the walkways would be grass, with only one been a solid surfaces, to limited (initial cost) but also to encourage different user types.



LANDSCAPE DESIGN

Background behind the concept

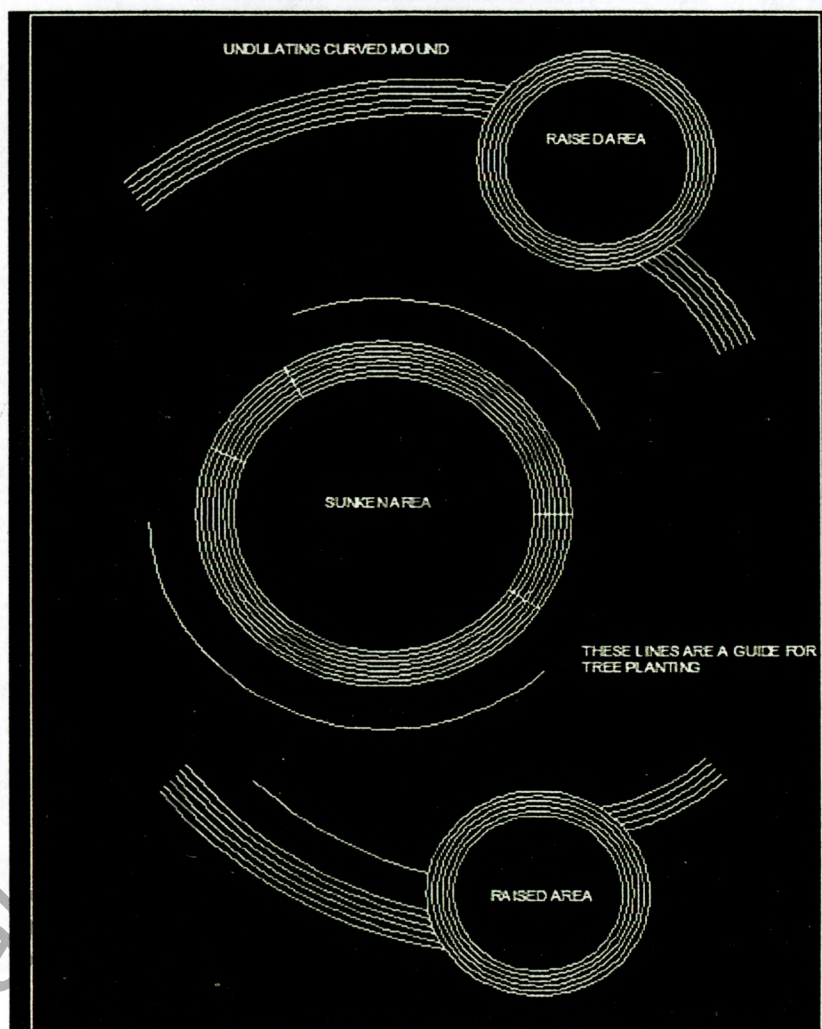




4. THE DESIGN

Informal and simple design

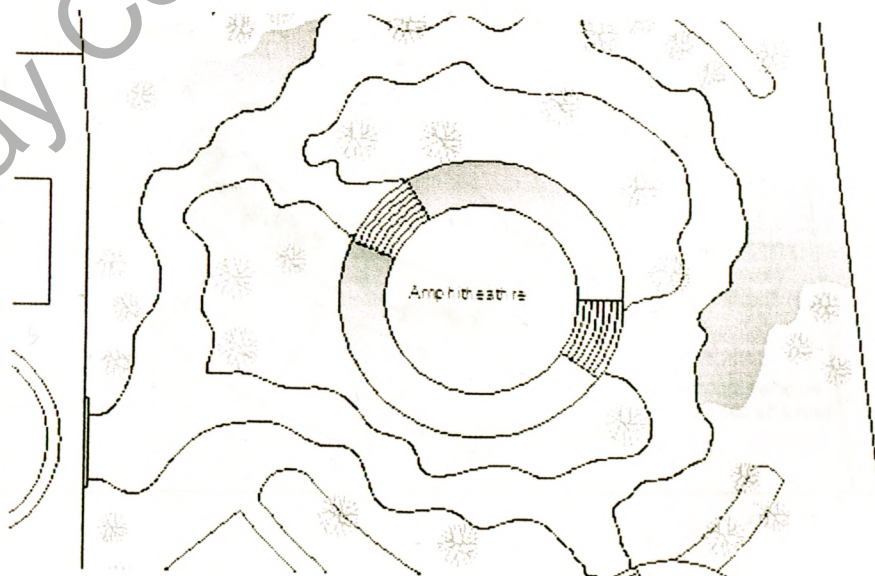
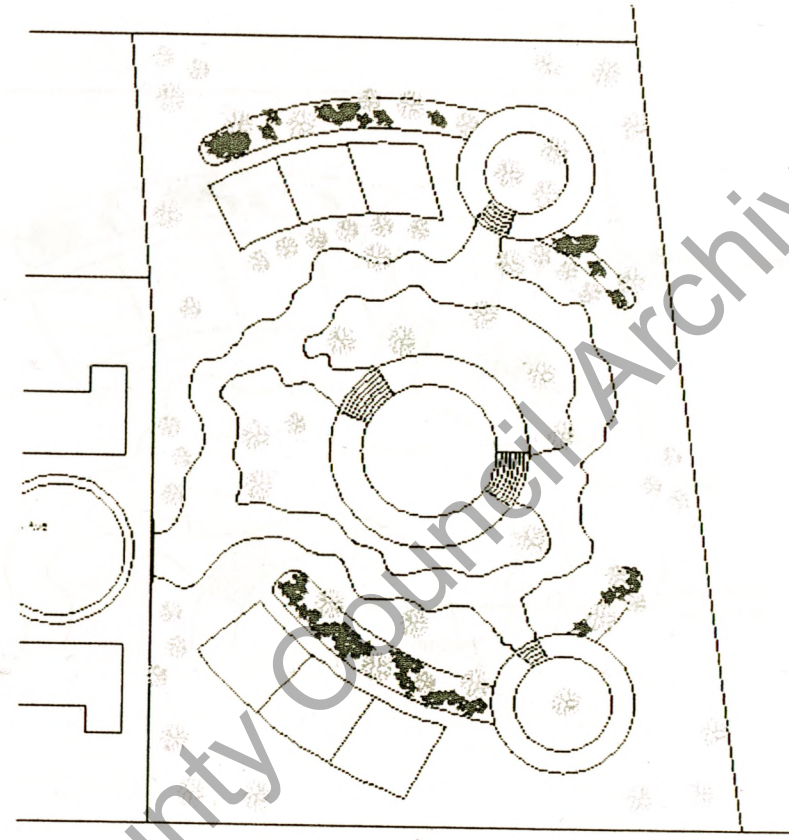
but answers the needs of the community and the site.





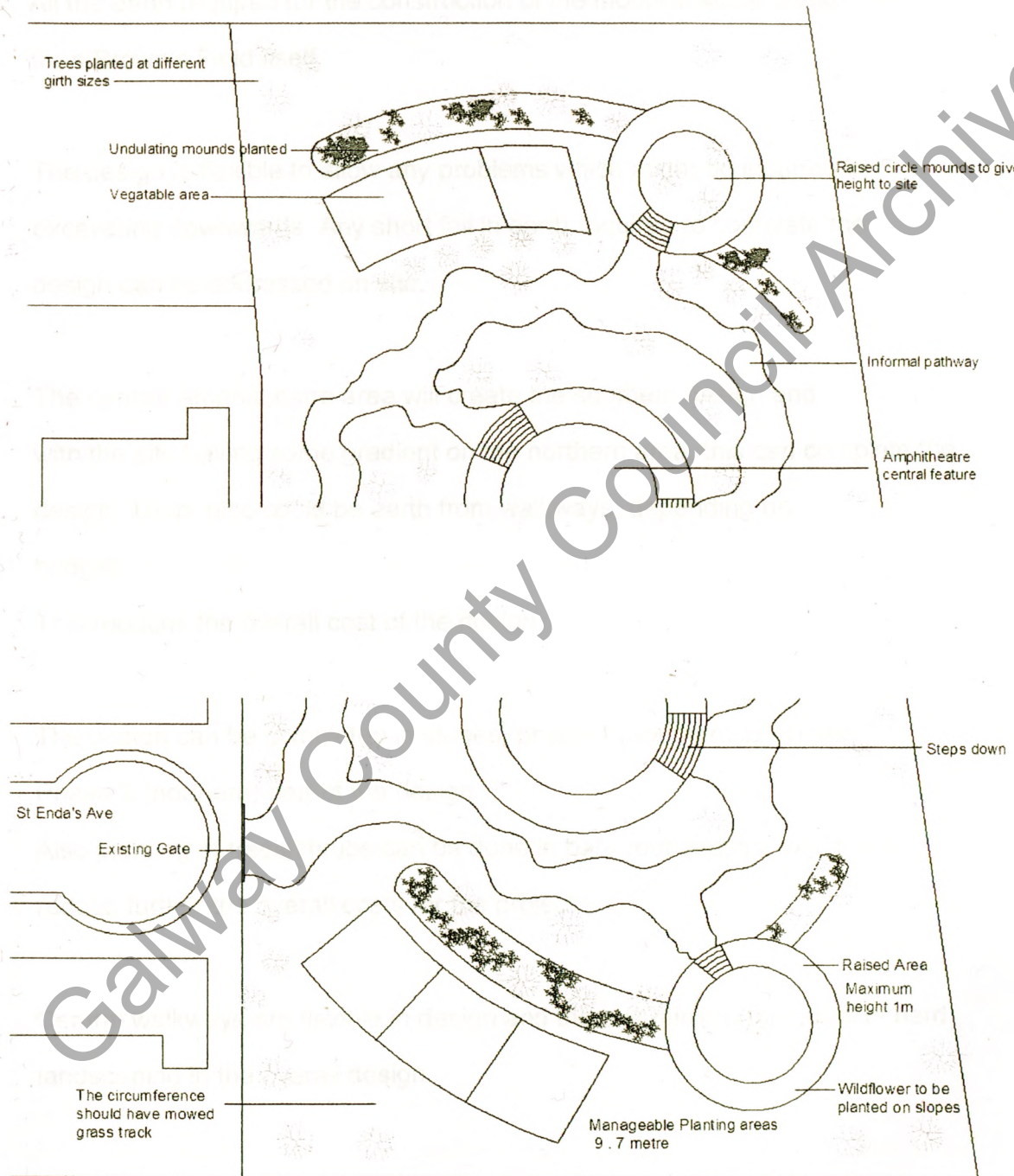
As it could be

Design





Detail



5. DESIGN FEASIBILITY



All the earth required for the construction of the mounds would come from Brown's Field itself.

The design is flexible to allow any problems which might be incurred in excavating downwards. Any short fall in earth required to complete the design can be addressed on site.

The central Amphitheatre area will create the southern design and with the site having some gradient on the northern area, this can complete the design. There also could be earth from walkways, depending on budget.

This reduces the overall cost of the design.

The design can be completed in stages, phase 1 (southern area) and Phase 2 (northern) part of the design.

Also planting of trees/shrubs can be done in bare root season, which will reduce further the overall costs for the project.

Central walkways are flexible in design and there is minimum amount of hard landscaping in the overall design.



6. PLANTING PLAN

Sample of planting plan for proposed centre area. The tree species are native to the area.

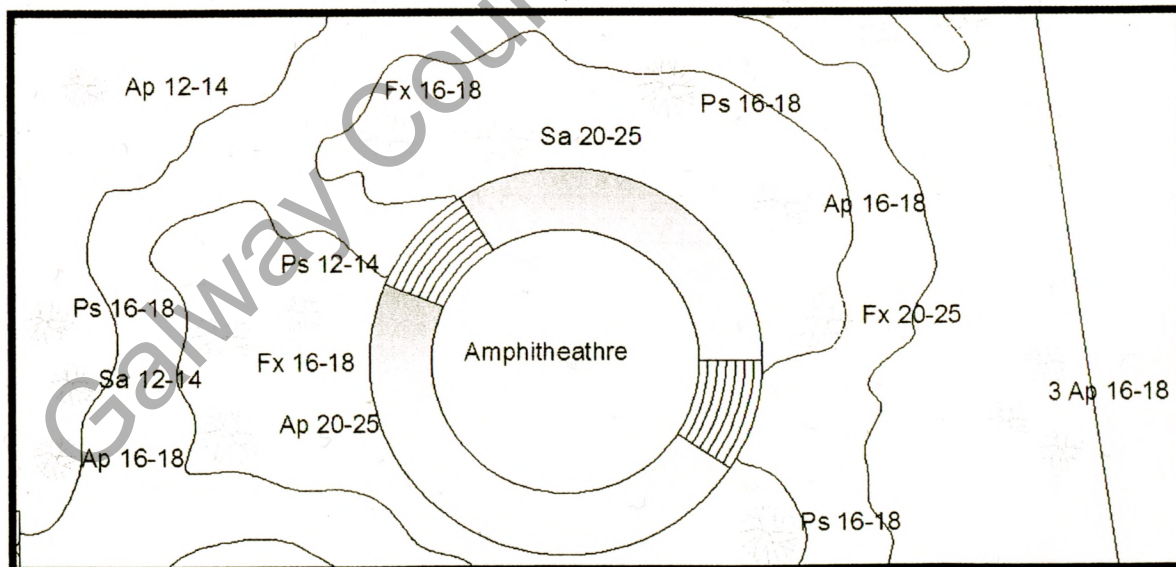
The girth sizes (12-14, 16-18, 20-25) given below, is to achieve a natural balance and a sense of maturity to the planting design. In theory, the same principle would follow in relation to all planting.

Acer pseudoplatanus (Ap)

Fraxinus excelsior (Fx)

Pinus sylvestris (Ps)

Sorbus aria (Sa)





Thank You

Galway County Council Archives

COMHAIRLE BAILE THUAMA
Tuam Town Council



Cleireach an Bhaile,
Halla an Bhaile,
Tuaim, Co. na Gaillimhe.

Town Clerks Office,
Town Hall,
Tuam, Co Galway.

Tel: 093 242 46

Fax: 093 70463

Email: tclerk@tuamtc.galwaycoco.ie

Our Ref:

Your Ref:

29th February, 2012

To each Member of Tuam Town Council

A Chara,

The Monthly Meeting of Tuam Town Council will be held in the Town Hall on Monday, 5th March, 2012 at 7.00 p.m. You are hereby summoned to attend.

Mise, le meas,

Angela Noleen Baile Cleireach

Agenda

Minutes

Manager's Business

Correspondence

Bord Gais

Traffic Management Plan

Power to make Bye-law – Local Government Act, 2001

Jack Mangan Road/Naming of new Road

Gilmartin Road/St. Enda's Ave Residents Association

Walking-Cycling routes in Tuam/Western Rail Corridor

A. O. B.

TUAM TOWN COUNCIL

Minutes of Monthly Meeting held on Monday 6th February, 2012

Present:

Mayor: Councillor Loftus

Councillors: S. A. Flanagan, L. Bane, E. Kitt, I. Kelly,
O. Ward, P. O'Grady, P. O'Hora,

Officials: Mr. Frank Gilmore, Director of Services
Mr. Enda Gallagher, Town Engineer,
Ms. Angela Holian, Town Clerk

The Prayer was recited.

The Minutes of Monthly Meeting held on Monday, 9th January, 2012 was adopted on the proposal of Councillor Kelly seconded by Councillor Flanagan. The Minutes of Special Meeting held on Monday 16th January, 2012 were adopted on the proposal of Councillor Kitt seconded by Councillor Bane.

Councillor Reilly was wished a speedy recovery.

Matters arising from the Minutes:

Replying to Councillor Kelly regarding Tuam Water Distribution & Main Drainage Scheme the Mayor said she was meeting with Coffey's on Friday morning. Councillor Kelly requested an update regarding night work on Galway Road. Councillor Kelly stated that the road from the new road to the Supermarket was extremely dangerous because of ongoing work and bad signage. Councillor Flanagan said the lack of footpaths and lights also contributed to dangerous conditions in that area. Councillor Bane stated that something needed to be done urgently at the Shop Street/New Road/Foster Place/Tullinadaly Road junction.

The Manager told the Members that a Road Safety Audit will be carried out on the new road.

Replying to Councillor Bane regarding parking outside Harpies Bar the Town Engineer said he had contacted Mr. Darragh Farrell, Project Engineer and was awaiting a reply. Regarding resurfacing of Ballygaddy Road (approximately 400/500 metres) he said work will be carried out following completion of the Tuam Water Distribution & Main Drainage Scheme.

Replying to Councillor Kitt regarding the removal of trees (road from the new road to the supermarket) the Town Engineer said Galway County Council had requested the removal of one tree which was dead.

Replying to Councillor Ward he said the pedestrian crossing at Purcell Road will be installed independently.

Correspondence:

The following letters were read, noted and agreed:

Letter dated 4th January, 2012 from Colmcille Heritage Trust – read.

Letter dated 10th January, 2012 from Commission for Energy Regulation – read.

Letter dated 12th January, 2012 from Dundalk Chamber – read.

Letter dated 16th January, 2012 from Mr. John Hynes, Galway Football Board – It was proposed by Councillor Bane, seconded by Councillor Flanagan and agreed to invite the Chairman of the Galway County Board, the Chairman of the Galway Football Board and the Chairman of Tuam Stadium to the April meeting of the Board.

Letter dated 17th January, 2012 from Monaghan Town Council – there was unanimous support for the following Notice of Motion:

“That Monaghan Town Council calls on the FG/Labour Government to reverse immediately the cuts in the Home Insulation Grants in the interests of Homeowners and the retention of jobs in the construction industry”.

Letter dated 19th January, 2012 from Mr. Pat Fahy, Chairman, Tuam Tidy Towns – read.

Letter dated 30th January, 2012 from Councillor Ward – It was agreed that Councillor Ward and Councillor O'Hora contact the Chamber of Commerce.

Letter dated 1st February, 2012 from Mr. Myles McHugh, Service Planning Manager, Iarnrod Eireann – read.

Letter dated 1st February, 2012 from Tuam Business Community – Following discussion it was proposed by Councillor Bane, seconded by Councillor O’Hora and agreed to invite the Public to make submissions to the Town Council regarding future enhancement works in the town.

Memorial Plaque:

Councillor Ward told the Members he was awaiting a reply from Kelly’s Monumental Works. Mr. Gilmore said there were issues with the proposed wording and size of the plaque. Prior to applying to Galway County Council for planning permission he advised writing to Ms. Mairin Doddy, Conservation Officer and Ms. Marie Mannion, Heritage Officer and obtaining their approval for the project. It was proposed by Councillor Flanagan, seconded by Councillor Bane and agreed that future meetings on this matter be arranged through the Mayor or Deputy Mayor and all decisions be made by the Board. It was proposed by the Mayor that Councillor Ward and the Deputy Mayor continue with preparations for the project.

Traffic Management Plan:

Mr. Gilmore told the Members the Draft Traffic Management Plan will be presented at the next meeting of the Board.

Power to make Bye-law – Local Government Act, 2001:

Mr. Gilmore told the Members he was awaiting a response from the Law Agent.

Jack Mangan Road:

The Manager stated that naming of roads must be agreed with the Galway County Council Place Names Committee. It was agreed to include the matter on the agenda for the next meeting.

Councillor O’Grady proposed that the new road be called the Joe O’Toole Road.

Person of the Year:

It was agreed to invite applications for the Person of the Year.

Bord Gais:

It was agreed to invite a representative of Bord Gais to the March meeting of the Board.

February meeting Tuam Town Co, 6th Feb 2012

A. O. B.:

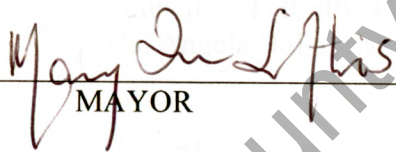
It was proposed by Councillor Flanagan, seconded by the Mayor and agreed to receive a deputation at the March Meeting from the Gilmartin Road/St Enda's Ave Residents Association regarding area known as "Brown's Field" which it is believed is in the ownership of the Town Council. The Manager agreed to check regarding ownership.

Councillor O'Hora told the Members it was important to preserve the industrial history of Tuam, in particular the area around the river nanny which hasn't changed in ~~a thousand~~ ^{3 HUNDRED} years. It is important to protect the character of the road along the river. Replying to Councillor O'Hora regarding restoration of the cottage at the Shop Street/New Road junction the Manager agreed to check the planning File.

This concluded the meeting.

Recorded by:
Angela Holian,
Town Clerk

Signed by:


MAYOR

Galway County Council Archives

TUAM TOWN COUNCIL

Minutes of Special meeting

held on

Monday 16th January, 2012

Present:

Deputy Mayor: Councillor E. Kitt

Councillor O. Ward, Councillor L. Bane,
Councillor P. O'Grady, Councillor S. A. Flanagan,
Councillor T. Reilly, Councillor I. Kelly, Councillor P. O'Hora
Ms. Angela Holian, Town Clerk

Apology:

Mayor M. Loftus

The prayer was recited.

The special meeting was called to discuss progress on the proposal (meeting held 4th July, 2011) to erect a plaque on the exterior front wall of the Town Hall in memory of all who died in all wars. The Members thanked Councillor Ward for his work on the project to date.

The Deputy Mayor stated that three areas need clarification:

- 1) Planning permission
- 2) Size of the Plaque
- 3) Wording on Plaque

COMHAIRÉ BAILÉ THUAMA
Tuam Town Council

Councillor Ward said he had spoken to Ms. Marie Mannion, Heritage Officer. A form of planning permission was needed. There was no problem with the proposed location of the plaque. The proposed size of the Plaque is 30" by 26" across. He circulated a copy of a poem for consideration by the Members. He said it was hoped to unveil the Plaque on Easter Sunday, 8th April, 2012. Councillor Reilly stated there was specific wording used on memorials to war dead.

Following further discussion it was proposed by Councillor Reilly, seconded by Councillor Bane and agreed that the Deputy Mayor contact Ms. Mairin Doddy, Conservation Officer in the morning and invite her to a meeting of the Town Council at her earliest convenience also contact Mr. Frank Gilmore, Director of Services regarding planning permission.

It was agreed to include Memorial Plaque on the Agenda for the February meeting.

This concluded the meeting.

Recorded by:

Angela Holian,
Town Clerk

Signed by:


MAYOR

COMHAIRLE BAILE THUAMA
Tuam Town Council



Cleireach an Bhaile,
Halla an Bhaile,
Tuaim, Co. na Gaillimhe.

Town Clerks Office,
Town Hall,
Tuam, Co Galway.

Tel: 093 242 46

Fax: 093 70463

Email: tclerk@tuamtc.galwaycoco.ie

Our Ref:

Your Ref:

1st February, 2012

To each Member of Tuam Town Council

A Chara,

The Monthly Meeting of Tuam Town Council will be held in the Town Hall on Monday, 6th February, 2012 at 7.00 p.m. You are hereby summoned to attend.

Mise, le meas,

Angela Nolan Baile Cleireach

Agenda

Minutes

Manager's Business

Correspondence

Tuam Stadium ✕

Iornrod Eireann ✕

Memorial Plaque ✕

Traffic Management Plan

Power to make Bye-law – Local Government Act, 2001

Jack Mangan Road

Person of the Year

A. O. B.

TUAM TOWN COUNCIL

Minutes of Monthly Meeting held on Monday 9th January, 2012

Present:

Mayor: Councillor Loftus

Councillors: T. Reilly, L. Bane, I. Kelly, S. A. Flanagan,
O. Ward, E. Kitt, P. O'Grady, P. O'Hora,

Officials: Mr. Frank Gilmore, Director of Services
Mr. Enda Gallagher, Town Engineer,
Ms. Angela Holian, Town Clerk

The Prayer was recited.

The Minutes of Monthly Meeting held on Monday, 28th November, 2011 was adopted on the proposal of Councillor Kitt seconded by Councillor Reilly. The Minutes of Budget of Expenses Meeting held on Monday 28th November, 2011 were adopted on the proposal of Councillor Reilly seconded by Councillor Kelly.

Matters arising from the Minutes:

Regarding Tuam Stadium Councillor Bane stated he would inform the Town Clerk when the names of the newly elected officers became available. It was agreed to invite the Chairman and Secretary of the Galway County Board, the Chairman and Secretary of the Galway Football Board and the Chairman and Secretary of the Tuam Stadium Committee to the February meeting.

Replying to Councillor Bane regarding hedge at Ballygaddy Road the Town Engineer said the owner had been contacted and work will be carried out.

Councillor Reilly complimented all involved in work at the cemetery.

Manager's Business:

Mr. Gilmore circulated the 2011 report from IBAL - Anti-Litter League. He said while Tuam had slipped to 46th place out of 53 towns most of the issues raised can be easily dealt with. It was noted that the Railway Crossing at Vicar Street was the worst area. It was proposed by Councillor Reilly, seconded by the Mayor and agreed that a representative of Iarnrod Eireann be invited to the February meeting.

Regarding the Traffic Management Plan Mr. Gilmore told the Members he hoped to have a draft plan for the next meeting. The Draft Plan will be on display at the Area Office. Replying to the Members he said Galway County Council will invite submissions.

Correspondence:

Letters dated 25th November, 2011 and 21st December, 2011 from Monaghan Town Council were read. Notice from TJK Conferences Ltd., was noted.

Power to make Bye-law – Local Government Act, 2001:

Mr. Gilmore told the Members he had referred the matter which had been raised by An Garda Síochána to the Law Agent. On receipt of clarification he will revert back to the Board. It was proposed by Councillor Kelly, seconded by Councillor Reilly and agreed to include the matter on the Agenda for the February meeting.

Septic Tanks:

It was proposed by Councillor Reilly, seconded by the Mayor and agreed to write to the Minister for the Environment, Community and Local Government.

Mr. Eugene Cummins, Director of Services:

The Mayor welcomed Mr. Eugene Cummins, Director of Services to the meeting. Mr. Cummins circulated letter to the Mayor and Members of the Board regarding the Tuam All-Weather Pitches together with copy of letter dated 18th November, 2011 from the Sports Unit, Department of Arts, Sport & Tourism. He said the Department had agreed to retain the allocation for Tuam on condition that a lease be agreed, executed and registered by the 30th March, 2012. If the lease is not in place by 30th March, 2012 the grant will be withdrawn. This is a very tight timeframe. If the project is to go ahead Galway County Council will have to lease land. This land will have to be appropriately zoned, located and have planning permission for such a development as the facility will have to be constructed and the grant drawn down before the 31st December, 2012. Galway County Council will build the facility, run the facility or enter an agreement with other people to manage the facility. Galway County Council is seeking proposals from interested parties to lease a site that meets the aforementioned requirements. He said an advertisement would be placed in the local media in the coming week inviting proposals.

Regarding the old library building at Shop Street Mr. Cummins told the Members that when the new Area Office/Library was built it was planned to dispose of the old building. He said it was not the intention of Galway County Council to give the building for community use. Following discussion the Mayor stated that a feasibility study will be completed in a few weeks and she requested that Mr. Cummins reply to the Town Council following receipt of same. She thanked Mr. Cummins for attending the meeting.

Tuam Water Distribution & Main Drainage Scheme:

The Mayor welcomed Mr. Dermot Collins, Project Engineer to the Meeting. Mr. Collins told the Members that the work on Bishop Street and Dunmore Road will be completed in eight weeks. Work at Church View will be completed in two weeks. Work is continuing at Tubberjarlath and Dublin Road. The whole Scheme will be completed in April, 2012. Replying to Councillor Flanagan he said there are areas of road which have to be re-surfaced, footpaths from the new road to the supermarket will be installed. Replying to Councillor Bane he said the completion of the roads will depend on the methodology of Bord Gais. Replying to Councillor Ward he said the Pedestrian Crossing at Purcell Road will be installed. Mr. Collins thanked the elected Representatives, the Manager, the Town Engineer, Engineering Staff of Galway County Council, Ryan Hanley and Coffey for their support and co-operation during the project.

The Mayor and Members thanked Mr. Collins for his co-operation and wished him well in his new position. The Manager, on behalf of Tuam Town Council and Galway County Council thanked Mr. Collins for his co-operation and wished him good luck in Dublin. Regarding the removal of some parking places at Tullinadaly Road the Town Engineer said he would investigate. Replying to Councillor Kitt who queried if the Bridge at Shop Street was complete the Manager said the new section was a crash barrier. He agreed to investigate regarding a nicer finish to the new section.

A. O. B.:

Councillor Flanagan asked if some new equipment would be provided at the Children's playground.

It was proposed by Councillor O'Grady, seconded by the Mayor and agreed to accord a Civic Reception to Archbishop Rooke. It was proposed by Councillor Flanagan, seconded by Councillor Kelly and agreed to hold the reception together with the Person of the Year function.

It was proposed by Councillor Reilly, seconded by Councillor Bane and agreed a presentation be made to Mr. Jack Mangan.

Councillor Reilly raised the matter of Mortgage Arrears /Negative Equity. Following discussion it was proposed by Councillor Reilly, seconded by the Mayor and agreed to invite the Oireachtas members to a meeting of the Board.

Councillor Ward told the Members that the plaque in commemoration of all who died in all wars is almost complete - a special meeting will be held on Monday 16th January, 2012 at 7 p.m.

Sympathy:

A vote of Sympathy was passed with the following Families:

Murphy Family, Belclare on the death of Vincent
Lane Family, Ballygaddy Road on the death of Cait
Hynes Family, Argloragh on the death of Eoin
Fahy Family, Fartown, Glenamaddy on the death of Anthony
Heffernan Family, Tubberjarlath Road on the death of John
Higgins Family, Kilcloghans on the death of Hubert
Kiely Family, Airglooney on the death of Mrs. Kiely
Maura Craven, College Green on the death of her Father
Supt. Begley on the death of his Father

One minutes silence was observed as a mark of respect to the deceased.

This concluded the Meeting.

Recorded by:
Angela Holian,
Town Clerk

Signed by:


MAYOR

9th January 2012

To the Mayor and each Elected Member of Tuam Town Council.

Tuam All- Weather Pitches

In April 2007 the Department of Arts, Sports and Tourism informed Galway County Council that a grant of €180K had been provisionally allocated towards the development of two All-Weather Pitches and floodlighting for Tuam.

It was envisaged at that time that the development would take place in the Palace Grounds as Galway County Council did not have a suitable site. However this did not materialise because the Elected Members of Tuam Town Council did not agree to the proposed development proceeding on that site as they wished to retain this open space amenity.

In August 2011 Galway County Council wrote to the Department seeking to retain the allocation for Tuam and on 18th November 2011 the Dept. acceded to this request on the condition that a lease be agreed, executed and registered by the 30th March 2012. They also noted that the grant would be withdrawn if a lease was not in place by that date. This is a very tight timeframe.

If this project is to go ahead within this timeframe Galway County Council will have to lease land. This land will have to be appropriately zoned, located and have the benefit of planning permission for such a development, as the facility will have to be constructed and the grant drawn down before the 31st December 2012.

With this in mind, Galway County Council is seeking proposals from interested parties to lease a site that meets the aforementioned requirements. If such a lease can be effected on land that has planning permission for such a development then Galway County Council will construct the All-Weather Pitches in accordance with the said Planning Permission.

Signed 

E. Cummins
Director of Services Corporate, Housing and Emergency Services

18 November 2011

Mr. E. Cummins, DOS
Corporate Services
Galway County Council
Áras an Chontae
Prospect Hill
Galway

Re: Galway County Council – Tuam Leisure Centre
Ref: R-14-27-090

Dear Mr. Cummins

I refer to your letter received in the Department on 9 August 2011.

Following a recent meeting with senior management to discuss this matter I can confirm that the Department is agreeable to the Council transferring the grant to a new site. However, this is conditional on a lease being agreed, executed and registered by 30th March 2012. Please note that the grant will be withdrawn if the lease is not in place by this date.

The grant must be drawn down in full by 21st December 2012.

As soon as the lease is in place please provide a letter from your legal representatives confirming that the lease is registered and capable of supporting a charge. This will then be forwarded on to the Office of the Chief State Solicitor to commence legal requirements for the grant.

If you have any queries on this matter please do not hesitate to contact me on the details shown below.

Yours sincerely,

Kathy Fagan
Sports Unit
Tel: (064) 6627364 Fax: (064) 6627360
E-mail: kathyfagan@dtas.ie

Dept. of Arts, Sport & Tourism

ENVIRONMENTAL LAW

Local Government Act, 2001

Power to make bye-law

S.199.—(1) Subject to subsection (7), a local authority may make a bye-law for or in relation to the use, operation, protection, regulation or management of any land, services, or any other matter provided by or under the control or management of the local authority, whether within or without its functional area or in relation to any connected matter.

(2)(a) Subject to this subsection and subsection (7), a local authority may make a bye-law where in its opinion it is desirable in the interests of the common good of the local community—

- (i) that any activity or other matter should be regulated or controlled by bye-law, or
- (ii) that any nuisance should be controlled or suppressed by bye-law.

(b) A bye-law may not be made under this subsection for a purpose as respects which provision for that particular purpose is made by or under any other enactment or may be made under such enactment.

(3) Any bye-law may include such provisions as the local authority considers appropriate for its effective application, operation and enforcement and generally to achieve the purposes for which it is made, including—

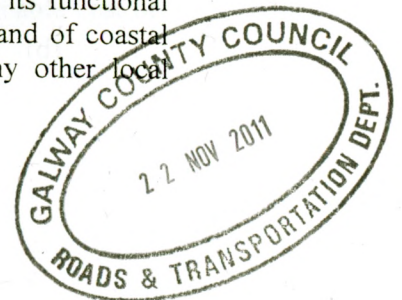
- (a) its application at all times or at specified times;
- (b) its application throughout the functional area of the local authority or in any specified part of that functional area;
- (c) the prohibition of any activity, matter or thing;
- (d) the prescription of specified standards or requirements for, or in relation to, specified activities, matters or things;
- (e) the exception of classes of persons or things from the bye-law either subject to or without compliance with specified conditions;
- (f) the conduct of persons at specified places or in specified circumstances;
- (g) the issue of licences or other authorisations by the local authority subject to or without condition and to have effect permanently or for a specified period;
- (h) the payment of a fee or charge at a specified time by any person in respect of any specified matter governed by a bye-law;
- (i) the specification of a fine for a contravention of a specified provision of a bye-law as provided by section 205;
- (j) the specification of a fixed payment as an alternative to a prosecution for a contravention of a specified provision of a bye-law as provided for by section 206.

(4)(a) A local authority may, subject to this Part, amend any bye-law made by it.

(b) A local authority may revoke any bye-law made by it with effect from such day as is specified in the resolution.

(5) The approval of a draft bye-law, the consideration of submissions in relation to such draft bye-law and the making, amendment or revocation of a bye-law, are each reserved functions.

(6) The power of a local authority to make a bye-law in respect of its functional area includes a power to make a bye-law in respect of the foreshore and of coastal waters adjoining that functional area and with the agreement of any other local



authority, of the coastal waters adjoining the functional area of that other local authority.

(7) The appropriate Minister may by regulation prescribe matters or classes of matters in respect of which local authorities are not entitled to make a bye-law.

(8)(a) Where, for given reasons, the appropriate Minister considers that a bye-law or any provision of it is objectionable and so notifies the local authority in writing then, if the local authority does not revoke or amend the bye-law in conformity with the notice, that Minister may by order under this subsection do so with effect from a specified day.

(b) Section 4(4)(c) applies to an order made under paragraph (a).

Procedure for making bye-law.

S.200.—(1) Not less than 2 months before a local authority makes a bye-law, the local authority shall publish a notice in one or more newspapers circulating in the area to which the proposal relates—

(a) indicating that it is proposed to make a bye-law and stating its general purpose and where appropriate, that provision is to be made for the imposition of fixed payments in accordance with section 206,

(b) indicating the times at which and the period, which shall be not less than one month, during which a copy of the draft bye-law will be available for public inspection, at such place as is specified in the notice,

(c) stating that a copy of the draft bye-law will be given to any person applying for it on payment of such specified sum, if any, as the local authority may have fixed,

(d) stating that the local authority will consider any submissions in relation to the draft which are submitted to the authority in writing by any person before such date as may be specified, not being less than 7 days after the end of the period for inspection of the draft bye-law, and

(e) where a bye-law is subject to the approval of the appropriate Minister the notice shall comply with ^{section 201}(2)(b).

(2)(a) During the period indicated under subsection (1)(b), the local authority shall keep a copy of the draft bye-law open for public inspection, during ordinary office hours at the place specified in the notice and any person may apply for a copy of it.

(b) A copy of the draft bye-law may be obtained by any person on the payment to the local authority concerned of such fee (if any) as the local authority fixes not exceeding the reasonable cost of copying it.

(3) A local authority shall on, or as soon as may be after, the publication by it of a notice under subsection (1), send a copy of such notice together with a copy of the relevant draft bye-law to such persons as may be prescribed by regulations made by the Minister and different provisions may be prescribed for different classes of bye-law.

(4) The local authority shall consider any submissions made to it under subsection (1) and not withdrawn and may then—

(a) make the bye-law either in accordance with the draft or subject to such changes as the local authority may, at its discretion, determine, or

(b) not make the bye-law.



- (5) (a) A bye-law made by a local authority, other than a bye-law to which section 201 applies, shall come into force on such date as shall be specified in the bye-law, which is not less than 30 days after its making.
- (b) A bye-law to which section 201 applies shall not come into force unless approved by the appropriate Minister under that section.

Certain bye-laws to be submitted to appropriate Minister.

S.201.—(1) This section applies to a bye-law which by virtue of regulations under subsection (2) is required to be submitted to the appropriate Minister.

- (2)(a) The appropriate Minister may make regulations under this section for the purpose of designating any matter or classes of matters in relation to which a bye-law requires the approval of that Minister and any such bye-law made subsequent to the commencement of such regulations shall not come into operation unless so approved.
- (b) Subject to this section, section 200 applies to a bye-law to which this section applies but a notice to be published by the local authority under section 200(1) shall state that the bye-law to be made by the local authority is subject to the approval of the appropriate Minister and that the authority is required to submit all submissions which it receives to that Minister together with its comments (if any) on them.
- (3) A local authority shall, as soon as may be after the making under section 200 of a bye-law to which this section applies, submit a copy to the appropriate Minister together with a copy of any submissions made to the authority under section 200(1) and not withdrawn and any comments which it may wish to make on those submissions.
- (4) The appropriate Minister, having considered the documents submitted by the local authority under subsection (3), may—
 - (a) approve the bye-law, or
 - (b) approve the bye-law subject to such amendments as that Minister may incorporate in it, or
 - (c) refuse to approve the bye-law.
- (5) The appropriate Minister shall in approving a bye-law under this section endorse on it a statement that the bye-law has been so approved and shall specify the date on which it shall come into operation.

Publication of bye-law.

S.202.—(1) Notice of the making of a bye-law, or approval in the case of a bye-law to which ^{section 201} applies, and of the place where copies of the bye-law may be purchased or inspected shall be published in the *Iris Oifigiúil* and in one or more newspapers circulating in the area to which the bye-law relates.

- (2) The notice referred to in subsection (1) shall include—
 - (a) a statement of the general purposes for which the bye-law was made,
 - (b) the date on which it comes into force,
 - (c) a statement that a copy of the bye-law may be inspected, during ordinary office hours, at the principal offices of the local authority, and
 - (d) a statement that a copy of the bye-law will be given to any person applying for it on payment of a specified fee, not exceeding the reasonable cost of making such copy.

- (3)(a) The local authority shall keep a copy of the bye-law open for public inspection during ordinary office hours at the principal offices of the local authority and any person may apply for a copy of it.
- (b) A copy of the bye-law may be obtained by any person on the payment to the local authority concerned of such fee (if any) as the local authority fixes not exceeding the reasonable cost of the making of a copy.
- (4) Failure to publish notice of the making of, or as appropriate, the approval of, or to make available a copy of, any bye-law does not invalidate that bye-law.
- (5)(a) Where a bye-law relates to the use, regulation or management of land provided by a local authority, a local authority shall endeavour to keep a notice displayed at or near such land that a bye-law applies to it.
- (b) Failure to provide or to keep a notice under paragraph (a) is not a defence in any prosecution for contravention of a provision of a bye-law.
- (6) A local authority shall maintain a register of bye-laws made by it under this Part and under Part VII of the Local Government Act, 1994, and the register shall—
- (a) be available for public inspection at the principal offices of the local authority during normal office hours, and
- (b) include the date of the coming into operation, the area of application, and an indication of the subject matter of all bye-laws made by the authority.

Proof of bye-law.

S.203.—Whenever required so to do by any court, it is the duty of a local authority, to produce to that court a true copy of any bye-law and to verify the copy to that court by having endorsed on the copy a certificate signed by an employee (whose official position it is not necessary to prove) of the local authority, by which the bye-law was made and that court shall receive the copy in evidence and, accordingly, the copy as so certified is evidence of the bye-law unless the contrary is shown.

Obstruction, etc. of authorised person.

S.204.—(1) In this section "authorised person" means a person authorised in writing by a local authority for the purpose of this section or, except in the case of subsection (4), a member of the Garda Síochána.

(2) An authorised person may request any person who appears to be contravening or to have contravened a provision of a bye-law relating to any land, service or any other thing provided by or under the control or management of the local authority to leave such land or to refrain from any activity and may remove any person failing to comply with such request.

(3)(a) A person who obstructs or impedes or refuses to comply with a request of an authorised person acting in the exercise of the functions conferred on an authorised person by this Part is guilty of an offence.

(b) Where an authorised person is of the opinion that a person is committing or has committed an offence to which this section or section 205 relates, the authorised person may demand the name and address of such person and if that demand is refused or the person gives a name or address which is false or misleading, that person is guilty of an offence.

(c) A person who is convicted of an offence under this subsection is liable on summary conviction to a fine not exceeding €1904.61.

(d) Where a member of the Garda Síochána is of the opinion that a person is committing or has committed an offence to which this section or section 205 relates, that member may arrest the person without warrant.

(4) A person is not bound to comply with a request of an authorised person under this section unless the authorised person produces, if requested by the person, evidence of appointment as an authorised person for the purpose of this Part.

Bye-law offences and penalties

S.205.—(1) A person who contravenes a provision of any bye-law is guilty of an offence and is liable on summary conviction to a fine not exceeding €1,904.61 or such lesser amount as may be specified in the bye-law in respect of such contravention.

(2) If the contravention of a provision of a bye-law is continued after conviction, the person causing the contravention is guilty of an offence on each day on which that contravention continues and is liable on summary conviction for each such offence to a fine not exceeding €127 or such lesser amount as may be specified in the bye-law in respect of such contravention.

Fixed payment notices

S.206.—(1) A bye-law may provide for a person to be served with a notice, specifying a fixed payment, not exceeding such amount as may be prescribed by regulations made by the Minister, in respect of a contravention of a bye-law as an alternative to a prosecution for the contravention and where the bye-law so provides it shall specify—

- (a) the amount of the fixed payment, and
- (b) the period within which it must be paid in order to avoid prosecution.

(2) A notice referred to in subsection (1) shall specify—

- (a) the name and address of the alleged offender,
- (b) in general terms the nature of the contravention alleged to have been committed,
- (c) the date and place of the alleged contravention,
- (d) the amount of the payment,
- (e) the period within which and the place where the fixed payment may be made, and
- (f) that the alleged offender is entitled to disregard the notice and defend a prosecution of the alleged contravention in court.

(3) A fixed payment shall not exceed the maximum fine duly provided for in respect of the alleged contravention concerned.

(4) Where a fixed payment has been duly paid in respect of an alleged contravention by a person, no proceedings shall be instituted against the person in respect of the alleged contravention.

Prosecution of offences (Part 1^c)

S.207.—An offence under this Part may be prosecuted by the local authority which made the relevant bye-law, by any other local authority acting on its behalf or by a member of the Garda Síochána.

Payments of fines and fixed payments

S.208.—All fines in respect of offences under this Part and all fixed payments to which section 206 relates shall be paid to the local authority by which the relevant bye-law was made.

Continuation in force of existing bye-laws, etc.

S.209.—(1) Every bye-law made under Part VII of the Local Government Act, 1994, and subsisting at the commencement of this provision, shall continue in force as if made under this Part and may be amended or revoked as if made under this Part.

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