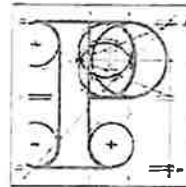


Our Case Number: ABP-318573-23



**An
Bord
Pleanála**

National Transport Authority
c/o Robert Parkinson
Dún Scéine
Iveagh Court
Harcourt Lane
D02 WT20

Date: 23 February 2024

**Re: A proposed Road Development comprising of the N2 Slane By-Pass and Public Realm Enhancement Scheme
Within the Townlands of Slane, County Meath**

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

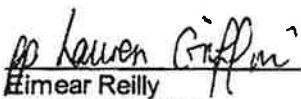
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA03A

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Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
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Baile Átha Cliath 1
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64 Marlborough Street
Dublin 1
D01 V902

From: [REDACTED]
Sent: Friday 23 February 2024 10:12
To: [REDACTED]
Subject: RE: NTA Submission - ABP Reg. Ref. HA17.318573 - N2 Slane Bypass and Public Realm Enhancement Scheme

A Chara,

The Board acknowledges receipt of your email, official acknowledgment will issue in due course.

Kind Regards,

Lauren

From: Robert Parkinson [REDACTED]
Sent: Friday, February 16, 2024 1:36 PM
To: LAPS <laps@pleanala.ie>
Subject: NTA Submission - ABP Reg. Ref. HA17.318573 - N2 Slane Bypass and Public Realm Enhancement Scheme

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Dear Sir/Madam,

Please find attached a submission from the National Transport Authority on ABP Reg. Ref. **HA17.318573 – N2 Slane Bypass and Public Realm Enhancement Scheme**.

I would be grateful for confirmation of receipt of this submission.

Regards,

Robert Parkinson.



Robert Parkinson
Land Use & Transport Planner, Strategic Planning Section

National Transport Authority | Údarás Náisiúnta Iompair
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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith midhleathach.

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Dún Scéine,
Iveagh Court,
Harcourt Lane,
Dublin 2,
D02 WT20.

Strategic Infrastructure Section,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902.

By e-mail: laps@pleanala.ie

16th February 2024

Re: Reg. Ref. HA17.318573 – N2 Slane Bypass and Public Realm Enhancement Scheme, Slane, Co. Meath

Dear Sir / Madam,

The National Transport Authority (NTA) has reviewed the subject planning application. Based on the *Greater Dublin Area Transport Strategy 2022-2042* (the 'Transport Strategy'), which is a consideration material to the planning process in the Greater Dublin Area, and the NTA's *Cycle Design Manual*, the NTA submits the following observations and recommendations.

GDA Transport Strategy

The Transport Strategy, which was published in January 2023, is supportive in principle of the proposed scheme. Section 13.3.2 of the Transport Strategy, which relates to National Roads Projects, states that the NTA intends 'to further manage, develop and enhance the national road network', in part through the delivery of a number of new road projects including 'N2 Slane Bypass and associated public realm and sustainable transport enhancements in Slane Village'.

The proposed delivery of public realm improvements in Slane village in tandem with the construction of the proposed bypass also accords with 'Measure ROAD1 – Principles of Road Development' in the Transport Strategy. This Measure states, at point 5, that 'where a road scheme comprises an urban bypass, measures must be proposed and implemented to reallocate road space within the bypassed area to sustainable transport and/or public realm improvements'. This principle

is further expressed in 'Measure PLAN16 – Reallocation of Road Space', which seeks the reallocation of road space in accordance with the road user hierarchy, in order to prioritise walking, cycling and public transport use, and to prioritise the placemaking functions of the urban street network. The subject application is therefore consistent with the Transport Strategy as it relates to National Roads Projects.

Provision for Active Travel

Notwithstanding the consistency with the Transport Strategy outlined above, the NTA submits the following observations on the design of the active travel proposals, for consideration in the assessment of the subject scheme.

The Transport Strategy includes 'Measure CYC2 – Cycle Infrastructure Design', which states that 'It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.' The NTA published the successor to the National Cycle Manual, the *Cycle Design Manual (CDM)*, in 2023.

Proposed Bypass

The subject scheme proposes to provide a 2.0m wide shared two-way cycle/pedestrian facility along the western side of the new Bypass. The CDM states that the Desirable minimum width for a two-way cycle track accommodating fewer than 300 cyclists per hour with a gradient greater than 3% is 3.25m, with an Absolute minimum width of 2.25m (CDM Section 2.6; Table 2.2). For shared pedestrian/cycle facilities, the Desirable minimum width is 4.0m, with 3.0m the Absolute minimum width at pinch points (Table 4.16).

The planning documentation for the subject scheme states that 'With the increasing popularity of recreational cycling generally in Ireland, provision for local cycling loops incorporating the proposed bypass is proposed' (EIAR, Non-Technical Summary, p.13). It further states that 'The concept of walking loops between the village and the bypass offers an opportunity to enhance the amenity value of the project to the local community and visitors' (ibid). The health benefits of increased walking and cycling are acknowledged in the EIAR, which states that: 'Key features of the Proposed Scheme that are expected to improve physical activity within Slane [include] the proposed shared pedestrian/cyclist facilities along the proposed bypass and connecting the towpath/ Rampart's walk.' (Section 11.4.2.1 Healthy lifestyles)

Leisure/recreational cycling and walking, while occasionally solitary pursuits, are more often group activities, and facilities for use by such groups should be provided, if feasible. While the design of the proposed bypass in a cutting would present a significant challenge to the achievement of additional width on the full scheme cross-section, the NTA notes that the proposed shared 2.0m wide facility is separated from the vehicular carriageway by a 2.5m wide grass verge on the carriageway side and a 1.0m grass verge on the earthworks side. Subject to alignment with the CDM guidance, which states that the Absolute minimum buffer width between a two-way facility and a 100 km/h carriageway is 1.5m (Table 2.2, part D), provision of increased width on the shared facility for much of the length of the bypass would appear to be achievable through the reallocation of grass verge space on either side.

The proposed Bypass design includes three new roundabouts, at the junctions at the northern and southern extremities of the scheme, and at the junction with the N51 east of Slane village. The CDM

provides guidance on the design of roundabouts that are intended to cater for cycling, and the NTA recommends that, in the event of a grant of planning permission for the scheme, the detailed design of these roundabouts should accord with this guidance.

Recommendations:

The NTA recommends that the design of the proposed two-way shared walking and cycling track on the bypass should be reviewed, with a view to providing a wider facility. If it were feasible to increase the width, the NTA would welcome such provision.

The NTA also recommends that the design of the roundabouts along the proposed Bypass should accord with the guidance contained in the CDM.

Old N2 route

The subject scheme proposes to provide a northbound cycle track on the east side of the old (i.e. current) N2 between the River Boyne and the crossroads in the village centre. Given the significant incline on this road, such provision is welcome. However, in light of the uphill track being on the east side of the road, i.e. where a with-flow (downhill) track would usually be expected, the design of the crossovers at the side roads to the east of the N2 require careful consideration. In this regard, the NTA is supportive of the proposal to provide traffic signals at the Millhouse and Boyne View junctions to control traffic entering the one-way portion of the route from these side roads. However, such signals do not appear to control movements into the side roads from the N2. The NTA therefore recommends that clear warning signage should be provided, addressing both turning motorists and ascending cyclists, in tandem with tight corner radii at these junctions to slow turning vehicles.

Due to the narrow deck of the Slane Bridge, a cross section comprising a 4.0m carriageway and a 2.0m footpath is proposed. The current traffic regime, whereby movements across the bridge are managed by traffic signals at each end to implement shuttle-working, is proposed to be retained, with the exception of the signalised pedestrian crossing to the north of Mill Lodge (entrance to Millhouse). While the NTA is not opposed to such a solution, considerable care would be required in the design of the traffic signal stages and offsets, in order to ensure that sufficient intergreen time is provided for cyclists to clear the deck of the bridge. This is particularly important given the proposed location of the northern signals, which do not provide a line of sight to the bridge deck or to cyclists crossing from the bridge deck to the start of the uphill cycle track at Mill Lodge. As noted above, the subject scheme proposes to control traffic entering the one-way portion of the road from the Millhouse by means of traffic signals. The NTA recommends that consideration should also be given to the use of traffic signals to control southbound mainline vehicular traffic on the old N2 at the Millhouse junction in the interests of cyclists' safety.

Recommendations:

The NTA recommends that the design of the junctions along the proposed uphill cycle track north of the river should include clear warning signage addressing both turning motorists and ascending cyclists, and tight corner radii to slow turning vehicles.

The NTA also recommends that the design of the traffic signal cycle at Slane Bridge should account for the speed of cyclists across the bridge deck and the compromised line of sight from the northern signals towards the bridge deck, and that consideration should be given to the use of traffic signals to control southbound mainline vehicular traffic on the old N2 at the Millhouse junction.

I trust that the views of the NTA will be taken into account in the assessment of the subject planning application.

Yours sincerely,

Michael Mac Aree

Michael Mac Aree
Head of Strategic Planning