
Appendix 3.2
Stage 1 Preliminary
Options Description

Description of Preliminary Route Options Identified

This section describes the existing alignment of the N2 National Road, within the defined study area for the scheme, along with detailed descriptions of the fifteen proposed preliminary route options for the N2 Bypass at Slane.

Existing Alignment

The existing N2 under consideration is the section which runs from McGruder's crossroads to the south of Slane village, to the crossroads junction with the L5604 at Balrenny to the north of Slane village and is From McGruder's crossroads the existing N2 alignment runs in a northerly and north easterly direction, through the townlands of Johnstown and Fennor, before turning in a north westerly direction to cross the River Boyne at Slane Bridge in a north easterly direction. It continues in a north westerly direction to the signalised junction with the N51 in the middle of Slane village. From here the N2 runs in a north easterly direction, through the townlands of Mooretown and Knockmooney, to the L5604 at Balrenny crossroads in the townlands of Balrenny and Kellystown.

There are three river crossings along the existing N2, the River Boyne, the River Mattock and the Devlin River.

Preliminary Route Option AA – (Eastern Alignment)

Preliminary route option AA is approximately 5.8 km and runs to the east of Slane village. This preliminary route option leaves the existing N2 in a north easterly direction, approximately 560 m north of McGruder's crossroads in the townland of Johnstown. It continues in a north easterly direction for approximately 1 km, through the townlands of Fennor and Crewbane, before turning northwards to cross the River Boyne approximately 1.4 km east of the existing Slane Bridge. It then turns in a north westerly direction before turning north as it crosses the existing N51, approximately 1.2 km east of the existing N51/N2 crossroads in the centre of Slane village. This route then continues in a north easterly direction for approximately 2.6 km, through the townlands of Cashel, Mooretown and Knockmooney, crossing the River Mattock, before tying in with the existing N2 just south of Devlin's Bridge.

Preliminary Route Option AB – (Eastern Alignment)

Preliminary route option AB is approximately 5.3 km and runs to the east of Slane village. This route is similar in large sections to preliminary route option AA, with a variation at the southern end, to bring the route further west and even further away than preliminary route option AA is, from the buffer zone of the Brú na Bóinne WHP. This route is offline diverting from the existing N2, in a north easterly direction, approximately 600 m north of McGruder's crossroads in the townland of Johnstown. It then continues in a north easterly direction, through the townlands of Fennor and Crewbane, crossing the River Boyne approximately 1km east of the existing Slane Bridge. From Ch. 1900 approximately it travels in a north westerly direction before turning north to cross the existing N51, approximately 1.2 km east of the N2/N51 junction in the centre of Slane village. This preliminary route option then continues in a north easterly direction, through the townlands of Cashel, Mooretown and Knockmooney crossing the River Mattock, for approximately 2.6 km before it ties in with the existing N2 just south of Devlin's Bridge.

Preliminary Route Option AC – (Western Alignment)

Preliminary route option AC is approximately 7.6 km in length and runs to the west of Slane village. This route is offline diverting from the existing N2, in a north westerly direction, approximately 530 m north of McGruder's crossroads in the townland of Johnstown. It continues in a north westerly direction towards Carrickdexter crossing the River Boyne approximately 2.3 km west of the existing Slane Bridge. The preliminary route option then proceeds northwards as it crosses the existing N51 approximately 2.3 km west of the N2/N51 crossroads in the centre of Slane village. The route then veers north-east for approximately 3 km, through the townlands of Castlepark, Harlinstown, Furzyhill and Brittstown while crossing the River Castlepark and the R163 regional road, just southeast of Harlinstown crossroads. The route option then travels in an easterly direction through the townland of Commons, passing in close proximity to the northern edge of Littlewood woodlands, before tying in with the existing N2 approximately 890 m south of Devlin's Bridge.

Preliminary Route Option AD – (Western Alignment)

Preliminary route option AD is approximately 7.3 km in length and runs to the west of Slane village. This preliminary route option is offline diverting from the existing N2, in a north westerly direction, approximately 515 m north of McGruder's crossroads in the townland of Johnstown. It continues in a north westerly direction towards Castlepark crossing the River Boyne approximately 1.9 km west of the existing Slane Bridge. It then proceeds to cross the existing N51 approximately 2 km west of the N2/N52 junction in the centre of Slane village, before turning northwards, and then north-eastwards, for approximately 1.5km through the townlands of Harlinstown and Furzyhill, crossing the River Castlepark three times and crossing the R163 just southeast of Harlinstown crossroads. The route then turns in an easterly direction, through the townlands of Brittown and Commons crossing the River Mattock, until it ties in with the existing N2, approximately 780 m south of Devlin's Bridge. It passes along the northern edge of Littlewood woodlands as it travels through the townland of Commons.

Preliminary Route Option AE – (Eastern Alignment)

Preliminary route option AE is approximately 5 km in length and runs to the east of Slane village. This route is offline diverting from the existing N2, in a north easterly direction, approximately 225 m north of McGruder's crossroads in the townland of Johnstown. It then continues in a north easterly direction, through the townlands of Fennor and Crewbane, crossing the River Boyne approximately 850 m east of the existing Slane Bridge. The route then veers in a slight north westerly direction as it crosses the existing N51, approximately 1.3 km east of the N2/N51 junction in the centre of Slane village and continues through the townland of Cashel. As the route approaches the townland of Mooretown it progresses in a north easterly direction, crossing the River Mattock, before tying in with the existing N2, in the townland of Knockmooney, approximately 620 m south of the Devlin River at Devlin's Bridge.

Preliminary Route Option AF – (Western Alignment)

The preliminary route option AF is approximately 8.2 km in length and runs to the west of Slane village. This route is offline diverting from the existing N2, in a westerly direction, approximately 530 m north of McGruder's crossroads in the townland of Johnstown. After approximately 1 km it turns to run in a north westerly direction, towards the townland of Carrickdexter, crossing the River Boyne approximately 3 km west of the existing Slane Bridge. The route option then turns northwards to cross the existing N51, approximately 2.4 km west of the N2/N51 junction in the centre of Slane village, before crossing the River Castlepark. The route option travels through the townlands of Carrickdexter, Castlepark, Harlinstown, Furzyhill and Brittown, crossing the R163 just southeast of Harlinstown crossroads, before turning northeastwards through the townland of Commons, until it ties in with the existing N2 approximately 870 m south of Devlin's Bridge. This route option passes to the north of Littlewood woodlands.

Preliminary Route Option AG – (Western Alignment)

Preliminary route option AG is approximately 5.8 km long and runs to the west of Slane village. This route is offline diverting from the existing N2, in a north westerly direction, approximately 270 m north of McGruder's crossroads in the townland of Johnstown. The route option then continues in a north westerly direction, through the townland of Fennor, for approximately 1.7 km before turning northwards as it crosses the River Boyne, approximately 610 m west of the existing Slane Bridge, and crosses the existing N51 approximately 265 m west of the N2/N51 junction in the centre of Slane village. This route option traverses the driveway of Slane Castle Demesne. This proposed route option then runs between Castle Hill and Churchlands residential estates between Ch. 2600 and Ch. 2850 approximately. The route option then veers in a north westerly direction, running along the Hill of Slane, before turning north eastwards as it proceeds through the townlands of Brittown and Commons, crossing the River Mattock, before tying in with the existing N2 approximately 870 m south of Devlin's Bridge. The route option passes in close proximity to the northern edge of Littlewood woodlands as it travels through the townland of Commons.

Preliminary Route Option AH – (Western Alignment)

Preliminary route option AH is approximately 7.5 km in length and runs to the west of Slane village. This preliminary route option is mainly offline diverting from the existing N2, in a north westerly direction, approximately 270 m north of McGruder's crossroads in the townland of Johnstown. The route option

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continues in a north westerly direction towards Castlepark crossing the River Boyne approximately 1.7 km west of the existing Slane Bridge. It then proceeds to cross the existing N51 approximately 1.9 km west of the N2/N51 junction in the centre of Slane village, before turning northwards as it crosses the River Castlepark and the R163 southeast of Harlinstown crossroads. The route option then turns in a north easterly direction, passing through the townlands of Furzyhill and Britstown, before it proceeds in a more easterly direction, through the townland of Commons, before tying in with the existing N2 approximately 870m south of Devlin's Bridge. This route option passes in close proximity to the northern edge of Littlewood woodlands as it travels through the townland of Commons. This route option severs the western corner of Slane Castle Demesne which is classified as an ACA and runs along the lower part of the Hill of Slane.

Preliminary Route Option AI – (Eastern Alignment)

Preliminary route option AI is approximately 4.1 km in length and runs to the east of Slane village. This preliminary route option is mainly offline diverting from the existing N2, in an easterly direction, approximately 520 m north of McGruder's crossroads in the townland of Johnstown. Around Ch. 400 the route option veers northwards through the townland of Fennor before crossing the River Boyne at approximately 950 m east of the existing Slane Bridge. The route then continues in a northerly direction, through the townland of Crewbane, until approximate Ch. 2400 where it runs in a north westerly direction as it crosses the existing N51, approximately 1.25 km east of the N2/N51 junction in the centre of Slane village. The route then veers in a north easterly direction through the townland of Cashel, crossing the River Mattock, before curving round to the northwest as it re-joins the existing N2 approximately 1.5 km south of Devlin's Bridge.

Preliminary Route Option AJ – (Eastern Alignment)

Preliminary route option AJ is approximately 6.5 km in length and runs to the east of Slane village. This route is mainly offline diverting from the existing N2, in a north easterly direction, approximately 500 m south of McGruder's crossroads in the townland of Johnstown. It then continues in a north easterly direction for approximately 3.8 km, through the townlands of Fennor and Crewbane, where it crosses the River Boyne approximately 1.1 km east of the existing Slane Bridge and the existing N51, approximately 1.45 km east of the N2/N51 junction in the centre of Slane village. It then veers in a north westerly direction through the townland of Cashel for approximately 750 m before crossing the River Mattock. After this it travels in a north easterly direction, through the townland of Mooretown, before proceeding in a more northerly direction, through the townland of Knockmooney, to tie-in with the existing N2 approximately 250 m north of Devlin's Bridge.

Preliminary Route Option AK – (Western Alignment)

Preliminary route option AK is approximately 6.8 km long and runs to the west of Slane village. This route is mainly offline diverting from the existing N2, in a north westerly direction, approximately 265 m north of McGruder's Cross in the townland of Johnstown. The route option continues in a north westerly direction, through the townland of Fennor towards Harlinstown crossing the River Boyne, approximately 1.3 km west of the existing Slane Bridge, and crosses the existing N51 approximately 1.2 km west of the N2/N51 junction in the centre of Slane village. The route then traverses through Slane Castle Demesne, severing the grounds, until it veers in a northerly direction in the townland of Furzyhill, passing through the western edge of the ancient and long-established woodland (pNHA) located in the north of the demesne area. The route then proceeds north eastwards, through the townland of Commons, before veering eastwards to tie in to the existing N2 approximately 870 m south of Devlin's Bridge. The route passes to the north of Littlewood woodlands as it travels through this region.

Preliminary Route Option AL – (Western Alignment)

Preliminary route option AL is approximately 6 km long and runs to the west of Slane village. This route is mainly offline diverting from the existing N2, in a north westerly direction, approximately 530 m north of McGruder's crossroads in the townland of Johnstown. It continues in a north westerly direction for approximately 1.2 km before turning northwards towards Slane Castle Demesne and crossing the River Boyne, approximately 1.2 km west of the existing Slane Bridge, and then crosses the existing N51 approximately 930 m west of the N2/N51 junction in the centre of Slane village. The route then turns north-eastwards to the west of St. Patrick's Terrace; Francis Ledwidge Terrace and Castle Gardens residential estates, severing the eastern corner of Slane Castle Demesne and running along the western side of the Hill

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of Slane. This area is an Architectural Conservation Area (ACA). The route option continues north eastwards through the townland of Britstown, crossing the River Mattock, before turning in an easterly direction, through the townland of Commons, until it ties in to the existing N2 approximately 870 m south of Devlin's Bridge. The route passes in close proximity to the northern edge of Littlewood woodlands as it travels through this region. This route option is similar in alignment to route option AG at its' northern end from approximate Ch. 5000 to the tie in point with the existing N2. This route option is similar in alignment to route options AC at its' southern end, from the tie in point with the existing N2 to approximate Ch. 950, and also route option AM from the southern tie in point until approximate Ch. 2050.

Preliminary Route Option AM – (Western Alignment)

Preliminary route option AM is approximately 5 km long and runs to the west of Slane Village. This route is mainly offline diverting from the existing N2, in a north westerly direction, approximately 530 m north of McGruder's crossroads in the townland of Johnstown. The route continues in a north westerly direction for approximately 1.2 km before turning northwards for approximately 900 m after which it turns in a north easterly direction, crossing the River Boyne approximately 1 km west of the existing Slane Bridge, and crossing the existing N51 approximately 600 m west of the N2/N51 junction in the centre of Slane village. The route then runs along the eastern side of Marian Terrace and the western side of St. Erc's Terrace, residential estates in Slane village, before it runs along the lower section of the eastern slope of the Hill of Slane. The route then ties in to the existing N2 after crossing the River Mattock approximately 1.4 km south of Devlin's Bridge. This route option runs in close proximity to the existing N2 on the northern side of Slane village. It is similar in alignment to route option AC at its' southern end, from the tie in point with the existing N2 to approximate Ch. 950, and to route option AL from the southern tie in point until approximate Ch. 2050.

Preliminary Route Option AN – (Eastern Alignment)

Preliminary route option AN is approximately 6.4 km long and runs to the east of Slane village. This route is mainly offline diverting from the existing N2, in a north easterly direction, approximately 400 m south of McGruder's crossroads in the townland of Johnstown. The route then continues in a north easterly direction for approximately 2.6 km, through the townlands of Fennor and Crewbane, crossing the River Boyne approximately 0.6 km east of the existing Slane Bridge. The route then veers northwards for approximately 600 m traversing the existing N51 approximately 0.8 km east of the N2/N51 junction in the centre of Slane village. The route then turns in a north easterly direction, as it proceeds through the townlands of Cashel and Mooretown, crossing the River Mattock, before veering north again through the townland of Knockmooney, until it ties in with the existing N2 approximately 250 m north of Devlin's Bridge.

Preliminary Route Option AO – (Eastern Alignment)

Preliminary route option AO is approximately 3.7 km long and runs to the east of Slane village. This route is mainly offline diverting from the existing N2, in a north easterly direction, approximately 550 m north of McGruder's crossroads in the townland of Johnstown. It then continues in a northerly direction for approximately 2 km, through the townlands of Fennor and Crewbane, crossing the River Boyne approximately 1.1 km east of the existing Slane Bridge. The route then proceeds in a north westerly direction, through the townlands of Cashel and Mooretown, crossing the existing N51 approximately 1.3 km east of the N2/N51 junction in the centre of Slane village. The route then ties in with the existing N2 approximately 50 m south of the River Mattock.

Description of Traffic Management Options Identified

Traffic Management Measures considered in Stage 1

Traffic Management Measure	Description of Traffic Management Alternatives
HGV Ban Measures	<ul style="list-style-type: none"> • 1A - A ban on 5+ axle articulated HGVs in both directions on Slane bridge, including a similar ban on Broadboyne bridge (a local road bridge crossing of the River Boyne between Navan and Slane). • 1B - A ban on all 4+axle rigid & articulated HGVs on all approaches to Slane, - N2 north and south and N51, east and west - and on Broadboyne bridge. • 1C - A ban on all Heavy Goods Vehicles and Buses/Coaches on all approaches to Slane – N2 north and south and N51 east and west - and on Broadboyne bridge.
Additional Toll Measures	<ul style="list-style-type: none"> • 2A - A Heavy Vehicle toll (applying to all trucks and buses and other heavy vehicles) of €7.00 imposed on Slane bridge only. • 2B - A toll on all vehicles on Slane bridge only, set at the same level as the M1 toll (€1.90 / €3.40 / €4.80 / €6.10 varying by vehicle type).
Removal of Tolls	<ul style="list-style-type: none"> • 3A - Removal of M1 tolls at Drogheda, for Trucks only • 3B - Removal of tolls at both locations on M3, for Trucks only • 3C - Keep M1 toll junction 7-8 unchanged, but remove tolls on J9 ramps, for all vehicles
N2 Route Dis-improvements	<ul style="list-style-type: none"> • 4A - An 80kph speed limit applying to all vehicles over the length of the N2 between Collon and the R152 junction at Kilmoon, except for the length through Slane which is subject to a lower limit. • 4B - Introduction of traffic signals at junctions on the N2 with settings to minimise delay on the alternative routes that avoid Slane
Improvements to Alternative Routes	<ul style="list-style-type: none"> • 5A - Partial signalisation of existing roundabouts on the M1 to prioritise movements between Ardee and M1 South. • 5B - Nominal Collon bypass scheme to prioritise movements between N2 north and R168.
Improvements to Alternative Modes:	<ul style="list-style-type: none"> • 6A - A rail service • 6B - A bus service • 6C - A cycle route