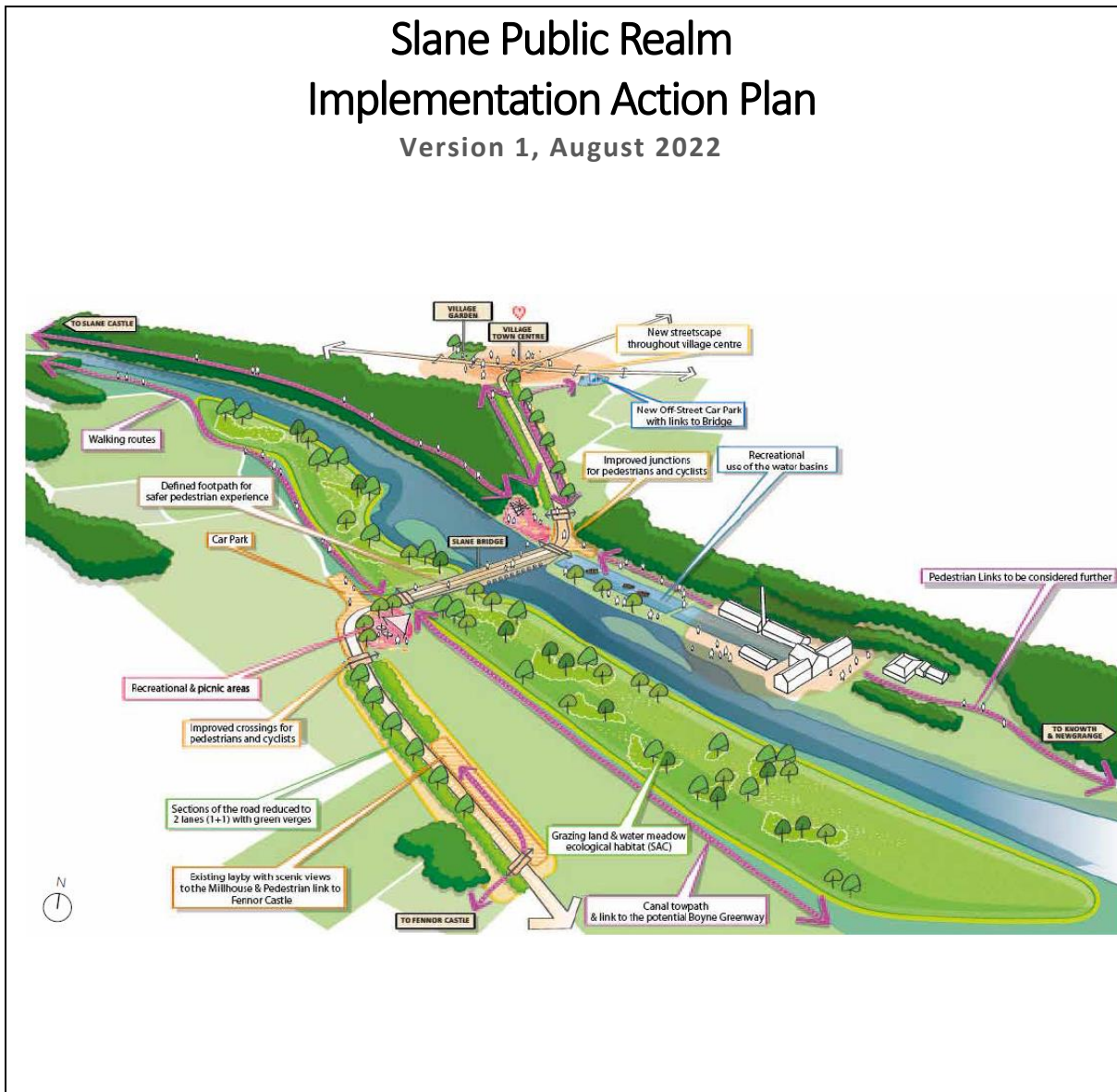


# Slane Public Realm Implementation Action Plan

Version 1, August 2022



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## 1.0 Introduction

The Draft Public Realm Strategy for Slane was on public display January to February 2022 and sets out the future approach for the street and spaces of the village.

Slane sits amongst a wealth of natural and built assets. Located adjacent to the River Boyne, the village is in close proximity to an area of outstanding natural beauty and a gateway to the World Heritage Site, Brú na Bóinne. The village also sees visitors to concerts at Slane Castle and the Slane Distillery. These attractions can greatly increase a sense of place for locals and visitors. Currently there are poor links between these elements.

The implementation of the Public Realm Plan will transform the village into a more attractive place for people to live, work, visit and socialise.

One of the main aspirations of the plan is to link these sites as well as local community / commercial sites via recreational and direct links at strategic points throughout the village. Particular focus should be given to connections to the future Boyne Greenway scheme. Though further consideration from landowners in this area will be required, the potential to having linking spaces along the river and the benefits of such interventions should not be underestimated.

Potential enhancements identified in the Public Realm Plan look to address vehicular domination and pedestrian permeability in the village.

The Plan proposed a number of measures which can only be delivered in the event of the construction of the N2 Slane Bypass. The planning application for the Bypass scheme will also comprise of some of the public realm enhancement measures which are identified in the Plan.

## 2.0 Stakeholders/ Partners

The Public Realm Strategy for Slane sets out an ambitious and practical set of projects for delivery by a range of stakeholders. Projects should be delivered by a range of stakeholders to share the costs and resources required for implementation and ultimately to provide a sense of ownership for all involved. It is recommended that the Public Realm Plan largely focuses on enhancing the daily experience of people who live, work and visit Slane.

Key Stakeholders include Public and Private Sector bodies, Community Groups and Individuals. Depending on the nature and scope of project/projects different stakeholders will need to take the lead implementing the proposed strategy. In general terms, Meath County Council, in conjunction and collaboration with TII, NTA and Laytown Bettystown Municipal District, will take the lead on street and public space projects, whereas community groups, businesses, property owners and individuals will be responsible for projects relating in/on private property.

Other inputs from Key Stakeholders include Meath Chamber of Commerce, Fáilte Ireland, Tidy Towns Committee, Community Groups and Private Sector Individuals.

The engagement/agreement of private landowners is critical for the progression of a number of projects.

### 3.0 Funding

Each project will be dependent on funding and approvals, which will involve detailed design and public consultation. Community initiatives and funding opportunities should be actively pursued for the delivery of community led projects.

Project Ireland 2040 is a clear source of funding which supports ambitious and strategic projects which contribute to sustainable Urban/ Rural Regeneration and development. Other sources will include Fáilte Ireland, Active Travel, Rural Regeneration Development Fund and Town and Village renewal schemes. Achieving this new vision for Slane will not happen overnight, the public realm strategy for Slane is the first step towards improving the built environment and streetscape in the town centre. In order for this plan to succeed, close cooperation and coordination is vital between local community groups, the local business community, landowners, the general public, Laytown-Bettystown MD and Meath County Council.

The planning application for the Slane By pass and public realm enhancement scheme will include a number of the measures set out in the plan, TII are therefore considered a potential funding source for implementation of these elements of the plan.

### 4.0 Implementing the Plan

The following are the Key Steps to implementing the Public Realm Plan for Slane;

1. The Public Realm Plan identifies 3 strategic projects which will have to be developed in order to achieve full implementation of the plan. These are listed in the table below.
2. Establish a project priority list with funding sources clearly identified and planning approvals in place, where applicable.
3. Amalgamation of N2 Bypass and Slane Public Realm Plan to include the design of the public realm improvement in the village as part of the N2 Slane Bypass Scheme to be brought forward for submission to An Bord Pleanála for planning permission. The proposed scheme is now titled the “N2 Slane Bypass and Public Realm Enhancement Scheme.

#### 4.1 Project Table

Projects	Actions	Partners & Stakeholders	Funding
<b>Project 01: The Square</b>	<ol style="list-style-type: none"> <li>1. New Junction design including reorganised traffic lanes, carriageway tightening pedestrian crossings on raised tables, resurfacing and planted verges. *</li> <li>2. Resurfaced raised tables with pedestrian crossings and tightening</li> </ol>	<ul style="list-style-type: none"> <li>• MCC Depts: Transport, Community, Economic Development</li> <li>• TII</li> <li>• NTA</li> </ul>	<ul style="list-style-type: none"> <li>• RRDF/Town Centre First</li> <li>• Active Travel Fund</li> </ul>

	<p>of the carriageway as traffic calming measures.</p> <ol style="list-style-type: none"> <li>3. Carriageway along N2 and N51 narrowed to 6.5-7m with pockets of parallel parking. *</li> <li>4. New tree planting to enhance the character of the streetscape and reduce air pollution.</li> <li>5. Southern approach road reduced to two traffic lanes (1+1), wider pavements for improved pedestrian movements, narrower carriageways to reduce speeds and promote safer cycling. *</li> <li>6. Removal of traffic gantries along mill hill. *</li> <li>7. Removal of existing lighting columns throughout the village centre, replaced with appropriate low-level conservation lighting columns under-grounding of overhead services.</li> <li>8. Bus stop provision along western and northern approach roads.</li> </ol>	<ul style="list-style-type: none"> <li>• Laytown-Bettystown MD,</li> <li>• Community Groups</li> <li>• Tidy Towns</li> </ul>	<ul style="list-style-type: none"> <li>• Streetscape Enhancement</li> <li>• Private Investment</li> </ul>
<p><b>Project 02: Village Garden</b></p>	<p>Overarching objective is to create a garden area in the open space located opposite Conyngham Arms Hotel. The new space will instil a sense of place for locals and visitors.</p> <p>The garden will comprise of the following:</p> <ol style="list-style-type: none"> <li>1. A high-quality paved space that is universally accessible.</li> <li>2. Seating opportunities that are age friendly with armrest and backrests.</li> <li>3. Cycle parking opportunities</li> <li>4. Links to nearby shops and cafes.</li> </ol>	<ul style="list-style-type: none"> <li>• MCC Depts: Projects Community, Economic Development, Arts Office.</li> <li>• Private landowners</li> <li>• Tidy Towns</li> <li>• Laytown-Bettystown MD</li> <li>• Community groups</li> </ul>	<ul style="list-style-type: none"> <li>• RRDF/Town Centre First</li> <li>• Town and Village Renewal Scheme</li> <li>• Streetscape Enhancement</li> <li>• Community Funding</li> <li>• Private Investment</li> </ul>

	<p>5. Increased local biodiversity, through the planting of native and naturalised trees, shrubs and herbaceous planting.</p> <p>6. Appropriate lighting.</p> <p>7. The installation of a public art piece.</p>		
<p><b>Project 03: Slane Bridge</b></p>	<p>1. Reorganised carriageway along N2 from The Square to Slane Bridge, including;</p> <ul style="list-style-type: none"> <li>a. Carriageway width reduced to 6.4m with two lanes of traffic (1+1). *</li> <li>b. Provision of a segregated cycle lane on Mill Hill. *</li> <li>c. Shared pedestrian/cyclist link from Mill Hill to proposed car-park off the N51. *</li> <li>d. Provision of a signage strategy for cyclists. *</li> <li>e. Planted verges with low vegetation on both sides to create a pedestrian friendly environment and reduce air pollution.</li> <li>f. New planting on northern side to enhance the character of the approach to the village.</li> <li>g. Removal of traffic gantries. *</li> <li>h. Enhanced public lighting.</li> </ul>	<ul style="list-style-type: none"> <li>• MCC Depts; Transport, Projects Community</li> <li>• TII</li> <li>• NTA</li> <li>• Laytown-Bettystown MD</li> <li>• Private landowners</li> </ul>	<ul style="list-style-type: none"> <li>• RRDF/Town Centre First</li> <li>• Active Travel Fund</li> </ul>

	<ol style="list-style-type: none"> <li>2. Pedestrian crossings to improve linkages between the village and amenity sites including the River Boyne.</li> <li>3. Defined pocket space at the entrance of the Millhouse.</li> <li>4. Resurfaced Slane Bridge and replace lighting columns, defined footpaths and crossing points.</li> <li>5. Existing angler's car parking resurfaced and retained.</li> <li>6. Improved access and signage to towpath recreational link.</li> <li>7. Picnic and recreational area.</li> </ol>		
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*\* Denotes objectives that cannot be delivered without the delivery of the Bypass*

## 5.0 Key Challenges

### 5.1 Cycling and Pedestrian Movement

Enhanced facilities for cyclists on the N51 are difficult to provide due to the limitations in width of the existing road space. Enhanced facilities for cyclists on the existing N2 are also challenging to deliver due to the width of the existing road space and current levels of traffic.

The connection of Slane to the future Boyne Greenway is a key tenet of the public realm plan as it is essential that greenway users are encouraged and facilitated to visit Slane village. Currently there are four possible routes for the Boyne Greenway under examination, work is ongoing on the identification of an emerging preferred route. Connectivity to Slane Village from the greenway in the absence of the bypass will form part of the emerging preferred route option for the greenway.

With a proposed bypass and a HGV ban in place, there will be a significant reduction in traffic in the village. A segregated cycle track is proposed on Mill Hill as part of the Slane by pass and public realm enhancement project for north bound cyclists. This will link Slane bridge and the future greenway with the proposed new off-street car park. At this location south bound cyclists will have the option of either dismounting and using the footpath or using the road sharing the downhill traffic lane with traffic. A signage strategy will be in place to provide guidance in this regard. Cycle parking facilities will be provided in the proposed car-park and at appropriate locations within the village. A new shared pedestrian/cycle link will be provided to the proposed car-park from Mill Hill. This will facilitate visitors wishing to travel to Slane by car, park and visit the area on foot or cycle.

## 6.0 Conclusion

The success of the Slane Public Realm Plan will depend exclusively on the buy-in and ownership taken by all stakeholders involved in the town. The number and range of stakeholders have been identified above in order to highlight the level of coordination and collaboration that will be required to implement the plan. Detailed analysis and assessment of both Slane village centre, together with the views of the people of Slane, has informed the content of the plan.

Meath County Council, together with Laytown-Bettystown Municipal District Staff and Elected members will be central to plan implementation, ultimately it will be about the combined efforts of all stakeholders to implement the plan.

This implementation plan is a live document and will be updated as the projects are actioned.