



The Boyne Greenway and Navigation Restoration



What is being proposed?

Meath County Council is proposing to develop the Boyne Greenway and Navigation Restoration. The scope of the project is to create a safe, attractive and environmentally sympathetic canal and river side walking and cycling route in tandem with the sensitive restoration of the Boyne navigation route.

The scheme would be approximately 26.5km long and incorporates a study area extending across the river valley. The proposed greenway scheme would extend from the Councillor Andy Brennan Park in Navan Town to the main gates at the Oldbridge Estate. The proposed restoration of the Boyne Navigation would extend from Oldbridge Guard Lock to the canal harbour in Navan.

The scheme would therefore route adjacent to some of Ireland's most significant visitor attractions including the Battle of Boyne site and the UNESCO World Heritage site at Brú na Bóinne.

The proposed greenway is envisaged to be a path of typical width between 3.0m to 5.0m depending on physical constraints and anticipated demand. The path would be shared between pedestrians and cyclists.

The proposed greenway has the potential to increase tourism and recreational activity while offering an attractive alternative transport choice for commuters through its links to the large towns of Navan and Drogheda, bringing significant environmental, economic and health benefits to the wider community

The Boyne Greenway and Navigation Restoration Scheme has the potential to be a flagship tourism scheme of regional, national and international significance which would provide access the wealth and diversity of ecological, cultural, industrial and historical heritage within the Boyne Valley.

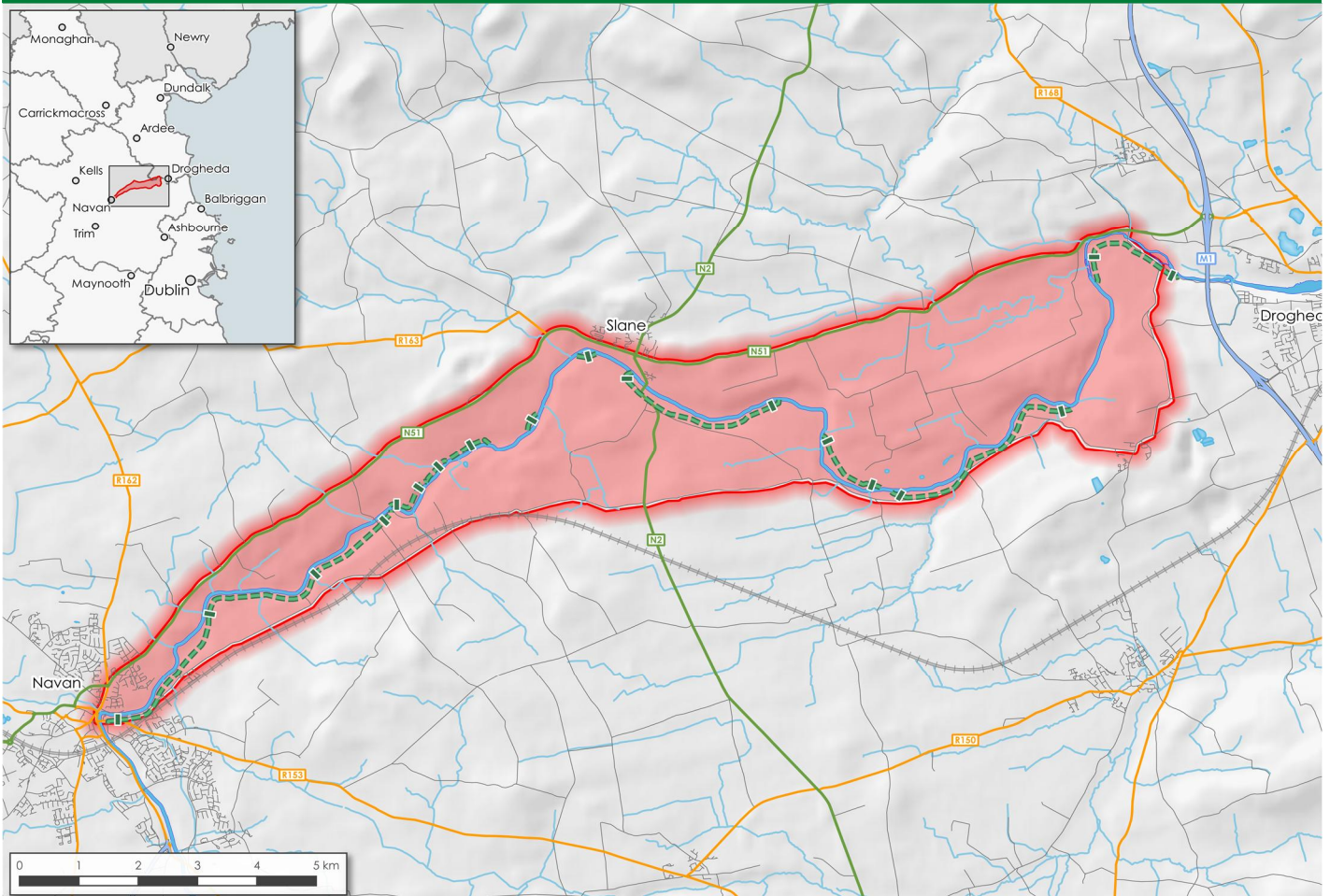


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Study Area



What Stage are we at?

What has happened previously?

The project commenced in 2020 when a Constraints Study was prepared to identify key constraints and opportunities associated with the scheme study area. This Constraints Study covered both the greenway element and the navigation element of the project.

What's happening now?

An initial route optioneering process has been completed for the greenway and this has included route options in the wider study area that extends as far as the N51 to the north of the river and the Boyne Road and Staleen Road to the south of the river. The aim of this process was to identify all potential route options.

Route options along the existing towpath or through other land in close proximity to the river bank, have been identified as being the most feasible route options that would deliver the highest quality greenway route. Route options in close proximity to the canal or river are the subject of this public consultation.

A condition study has been undertaken of the Boyne navigation including the canal sections and locks. This has included a topographical survey of the canal sections and locks. A feasibility study of the navigation restoration is currently ongoing and it is anticipated that the outcome of this would be known in Q2 2021.

What's happening next?

Following this public consultation process, we will review your comments, queries and suggestions in relation to the route options identified. A detailed route option analysis process will then be completed in order to identify an emerging preferred route. In tandem with the greenway consultation the feasibility study of the navigation restoration will be completed. During this next stage of the project, both the emerging preferred route for the greenway and the canal restoration will be subject to further public consultation.



Greenway Route Options Rationale

Policy and objective references to the Boyne Greenway within the Meath County Development Plan fundamentally link the scheme to the existing transport corridor and asset that is the historic Boyne Navigation Towpath, whilst reference is also made to the route being developed along the banks of the River Boyne.

The principle of developing the greenway relative to the canal towpath and river bank is given further credibility given that there are significant sections of the navigation towpath that are in good state of repair, open to the public and in most cases are also well used by the public.

However, given the environmental sensitivities of the River Boyne, it was also appropriate to investigate the feasibility of alternative options within the study area based on other route development principles. As such it was proposed to undertake two stages of route development and assessment, namely an initial preliminary stage and then a more detailed stage. The initial stage of route development and assessment was based on the following route development principles which were assessed against the criteria of Project Vision, Policy Commitments and Achievability:

- ⊗ Developing the route along the canal tow path and/or riverbank;
- ⊗ Developing the route along field boundaries adjacent the river corridor;
- ⊗ Developing the route along local roads adjacent the river corridor; and
- ⊗ Developing the route based off the principle of do-nothing.

The outcome of the initial stage of route development has determined that it is most appropriate and feasible to further develop and assess route options of the proposed Boyne Greenway based on the principle of re-using and upgrading the original towpath route or utilising other land adjacent the river bank. The route options presented are based on this. The detailed assessment stage to identify the emerging preferred route will be presented at a similar public consultation process in the near future.

Greenway Route Descriptions

The study area has been divided into five sections. Each section contains a number of routes. These sections and routes are presented on the Route Options Maps. A description of the routes is provided as follows:

- ⊗ Section A –Navan to the Broadboyne Bridge
 - Green Route (A1) - This proposed route would extend along the right bank of the river (as you look downstream) along the existing towpath, positioned between the river and the canal.
 - Magenta Route (A2) - This proposed route would predominately extend along the left bank of the river on a newly formed path. A bridge would be required at Ruxton Lock to facilitate access to the left bank.
- ⊗ Section B –Broadboyne Bridge to Slane Bridge
 - Green Route (B1) - This route would extend along the historic towpath. The route would utilise Broadboyne Bridge to gain access to the route on the left bank of the river from Broadboyne Bridge to Carrickdexter Lock before crossing the river on a new bridge and progressing along the right bank towards Slane Bridge.
 - Magenta Route (B2) - This route would be similar to the Green Route (B1) up as far as Carrickdexter lock. At this point the route would stay on the left bank of the river towards Slane Castle, navigating the perimeter of the associated grounds before exiting onto Slane Bridge.
 - Blue Route (B3) - This route would be similar to the Magenta Route (B2) up as far as Slane Castle. The route would then cross the river on a new bridge and progressing along the right bank towards Slane Bridge.
 - Yellow Route (B4) - This proposed route would progress in its entirety along the right bank of the river.
- ⊗ Section C – Slane Bridge to Brú na Bóinne
 - Green Route (C1) - This proposed route would extend entirely along the existing and historic towpath. The route would progress along the right bank of the river as far as Morgan's Lock before crossing the river on a new bridge. It would then progress along the left bank as far as Broe Lock. The route would then cross back across the river on another new bridge and progress along the right bank again towards the visitor centre.
 - Pink Route (C2) - This proposed route would be similar to the Green Route (C1) up as far as Broe Lock. The route at this point would then continue along the left bank of the river as far as the visitor centre.
 - Blue Route (C3) - This proposed route would be similar to the Blue Route (B1) up as far as Morgans Lock. The route would divert onto a newly formed path along field boundaries adjacent the river and the road progressing towards Broe Lock. It would then join back up with the existing towpath towards the visitor centre.



Yellow Route (C4) - This proposed route would extend entirely along the right bank of the river, initially similar to the Blue Route (C3) up as far as Broe Lock. At this point the route would proceed along field boundaries parallel to the adjacent road progressing towards the visitor centre.

⊗ Section D – Brú na Bóinne to Oldbridge Estate

Green Route (D1) - This proposed route would progress entirely along the line of the historic towpath along the right bank of the river.

Magenta Route (D2) - This proposed route would progress along the left bank of the river adjacent field boundaries before crossing the river on a new bridge to join the existing towpath upstream of the canal.

Blue Route (D3) - This proposed route would progress along local roads on the left bank of the river before crossing the river on a new bridge to join the existing towpath upstream of the canal.

⊗ Section E – Oldbridge Estate

Green Route (E1) - This proposed route would progress along the line of the existing towpath along the north west boundary of Oldbridge Estate. At Obelisk Bridge the route would then progress as a separate path parallel to a local road towards the main gates at Oldbridge.

Magenta Route (E2) - This proposed route would commence upstream of the canal at Oldbridge wherein the greenway would gain access to the higher ground within the estate, before routing along the south east field boundary of the estate towards the local road.

Blue Route (E3) – This proposed route would divert off the towpath and eastwards into Oldbridge Estate where the route would carefully navigate through the estate towards the main gates.

The routes subject of this public consultation process are indicative only and are subject to change based on feedback from the public, stakeholders and the further consideration of same.

The selection of the emerging preferred route for the overall study area could be made up of a combination of any route from each section.

Public Consultation Roadmap

The Public Consultation Roadmap provides information on the Project Timeline.

Period	Studies & Research	Publications & Milestones	Public Participation
2020	Study Area Identification Data Collection and Constraints Development	Study Area and Constraints Mapping & Reports	Stakeholder Engagement
2021	Greenway Stage 1 Preliminary Options Assessment and Navigation Condition Assessment	Greenway Route Options Identification and Canal Condition Identification	Public Consultation
2021	Greenway Stage 2 Detailed Options Assessment and Navigation Feasibility Assessment	Greenway Emerging Preferred Route Identification and Canal Feasibility	Public Consultation
2021	Preferred Greenway Route & Navigation Restoration Design Development	Preferred Route & Navigation Restoration Preliminary Design	Public Consultation
2021 /22	Complete Project Appraisal, EIA, AA and Statutory Documents	Planning Submission Preparation	An Bord Pleanála Pre-Planning Consultation
2022	Subject to An Bord Pleanála Approval; Make Planning Submission	Issue of Planning Submissions & Orders	An Bord Pleanála Statutory Consultation including potential Oral Hearing





Public Consultation Material

In addition to this brochure there is also further public consultation material provided on the Meath County Council Consult website, <https://consult.meath.ie> which will provide you with further information. These are as follows:

- ⊗ Route Option Maps
- ⊗ Frequently Asked Questions

How to submit your feedback

We are seeking your input and suggestions which can be made in the following ways:

- ⊗ Completing the questionnaire on the Meath County Council Consult website, <https://consult.meath.ie>
- ⊗ By email to: transport@meathcoco.ie
- ⊗ Or by post to:
Senior Engineer,
Transportation Department,
Meath County Council,
Buvinda House, Dublin Road
Navan, County Meath
C15 Y291

Submissions should be received no later than 5pm on Monday the 22nd March 2021. Any submissions shall state your name, address and where relevant, the body or organisation represented.

Contact Us

If you have a query, about making your submission or questions about the Boyne Greenway and Navigation restoration, please contact us at:

Email: transport@meathcoco.ie

Tel: (046) 9097150

