COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

Fingal Development Plan 2017-2023

Tuesday, 27 September 2016

Motion from Councillor David Healy: Moyne Road. AI028656

Move Moyne Road improvement objective on Map 9 from current location to run along the existing Moyne Road.

REPORT:
Councillor Healy submitted a number of motions in relation to the Moyne Road, including Motion Nos. **AI028655, AI028824** and **AI028658.**

The existing Moyne road links Drumnigh Road with the Coast Road between Baldoyle and Portmarnock. The Northern Rail Line passes over the road with a vertical clearance of 3.85m, insufficient to allow buses or heavy goods vehicles to pass underneath. At the bridge location, the width between the bridge abutments is insufficient to allow for the provision of footpaths or cycle tracks.

Moyne Road, as it approaches the rail line, has to drop in level resulting in an inability to satisfactorily drain the road within the dip, which is prone to flooding during bad weather. To remove the constraints at this location and to provide for the requirements of public transport and active travel users, a search for an upgraded route was undertaken. A number of options were examined that would maintain the new road on the existing alignment, as set out below:-

1. Maintain the Moyne Road on its existing alignment, remove the dip in the road geometry and provide a new rail bridge over the road. This was discounted as it would result in extensive regrading of the Dublin – Belfast line on the approach to the new bridge site. It would not be possible to deliver this option while maintaining rail services.

2. Maintain the existing rail level, construct a new rail bridge and re-grade the existing road to pass under the new bridge. This will not solve the current drainage problems experienced as a result of the road being below the existing water table. The constructability of this proposal would

require significant precise engineering design and operation to maintain rail services while constructing new bridge abutments and deck. Consent for this proposal would need to be granted by Irish Rail. This option is considered too high a risk to be acceptable.

3. Construct a new road bridge over the existing rail line and re-grade the road on embankment to suit the new bridge level. This will result in extensive land acquisition for embankment construction, together with acquisition of properties.

Having consideration to negative impacts associated with the above options the construction of a duplicate road within a green field site was considered a more viable option. A tentative route has been suggested, taking into account engineering, environmental and economic considerations. This route has been included on the Draft Development Plan.

A key part of the preparation of the two Local Area Plans at Portmarnock South [adopted July 2013] and Baldoyle-Stapolin [adopted May 2013] was the assessment of the potential increase in the population of the area and the associated impact on traffic on the surrounding road network. The recommendations of both the South Fingal Transport Study: Final Report, May 2012 and Traffic Impact Assessment [TIA] informed the phasing arrangements for roads infrastructure at a strategic and localised level to facilitate the development of both these plan lands.

In this regard the TIA included a detailed examination of the Moyne Road. A fundamental finding of the TIA is that the existing Moyne Road underpass below the railway bridge operates satisfactorily as a shuttle system with good inter-visibility between the yield lines and is capable of accommodating development within the plan lands. It is acknowledged that due to the slow pace of development, this road has not been constructed to date.

In conclusion, the upgrade of the Moyne Road has been designed in accordance with the normal criteria of engineering feasibility and minimising environmental impact. It cannot follow its existing route because of the vertical alignment and the low-bridge. The railway cannot be raised without major disruption to Irish Rail. The Road cannot be lowered due to flooding. The existing bridge is not adequate to provide for footpaths, cyclepaths, HGVs and public transport.

Accordingly, it is considered that the proposed benefit of the route in terms of reducing flood risk and ensuring a safer route for all is an important future

development strategy for the area and accordingly the road proposal should be retained.

RECOMMENDATION:
It is recommended that no change is made.