

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

Fingal Development Plan 2017-2023

Tuesday, 27 September 2016

Motion from Councillor David Healy: Moyne Road. AI029003

Remove Moyne Road Realignment from Table 7.1 and the corresponding road alignment from Map 9.

REPORT:

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.

Due 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 taking into account engineering, environmental and economic considerations. This route is sketched on the Draft Development Plan.

The CE Report also notes that 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. However, it is considered that the proposed benefit of the route in terms of reducing flood risk and ensuring a safer route for all, which includes the accommodation of footpaths, cyclepaths, HGVs and public transport in an area of continuing development and also minimising the risk to the Irish Rail low-headroom Moyne Road overbridge, 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.