

R102 River Road Improvement Scheme

Scheme Notification



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1 Introduction

1.1 GENERAL

The existing River Road (see Fig.1) is a regional road that was a connector road between Castleknock and Finglas until it was truncated during the construction of the M50. The Tolka River, Tolka River flood plain and the proposed redevelopment of Cardiffsbridge Park lies to the north of the study area. The southern boundary of River Road has recently undergone massive redevelopment with a large quantity of residential commercial and retail properties. There are three accesses from these developments onto the River Road which also provides a connection between Ashtown and Finglas. Owing to its location running parallel to N3 the road is also frequently used as a rat run for commuters coming on or off the M50. The R102 River Road Improvement scheme has been prepared by Mouchel on behalf of Dublin City Council.

The road runs from its junction with the Ratoath Road westwards for approximately 1.6 kilometres to its junction with the Ashtown Road.

2 Background to the Scheme

2.1 EXISTING SITUATION

The River Road from the Ratoath Road for approximately 800 metres is of a rural nature with virtually no footpaths and very little frontage development. The remainder of the road is quite different being wider with considerable new development located to the south of the road.

The existing road to the east is generally 6 metres in width with hedgerows and mature trees on either side of the road (see Fig. 2). The horizontal alignment is substandard and due to the hedgerows the forward visibility is, in places, very poor. The existing road surface in this area is in a bad condition being badly affected by the volume of traffic now using the road.

The existing road to the west is generally 6.5 metres in width with a 2.1 metre wide parking strip adjacent to the road's southern edge (see Fig. 3). A 2.5 metre footpath runs between the parking area and boundaries of the new developments in this area. This section of the road is in good condition with a number of speed control ramps.

Positive drainage is provided along the length of the existing road, however a visual inspection of the road during wet conditions revealed that some ponding is occurring at several locations.

The existing road is inadequate with regard to its alignment, its drainage, and to the provision of facilities for pedestrians and cyclists.

2.2 RECENT DEVELOPMENTS

Over the past couple of years a number of developments have been constructed along River Road. One of these is the Royal Canal Park, consisting of more than 1,000 residential units. The development also includes a fitness centre, a creche, a hotel, and a range of commercial and retail units and restaurants/cafes. Further development is still on-going along the route by Ballymore Properties and Castlethorn Developments. As a result of these developments there has been a considerable increase in the volume of traffic using the River Road.

The development of the proposed Cardiffsbridge Park will also give rise to an increase in traffic flows in the area.

3 Constraints Study

The constraints of the scheme include:

- New structures and residential properties located on the Royal Canal Park Housing Development (south side)
- Existing stables and outbuildings north west of junction of River Road / Scribbletown Lane
- The tie into Ratoath Road at the east end of the scheme and the tie into River Road west of the Scheme.
- The accesses from Royal Canal Park and third party service locations.
- Topography with steep slopes to both north and south of the existing road
- Archaeology involving the site of a designated monument.
- Land Ownership involving Ballymore Homes and others.
- Poor existing sightlines
- Culvert road crossing from new housing development.

4 Scheme proposal

4.1 INTRODUCTION

The new roadway alignment will provide for continuity of road cross section along River Road east of Ashtown Road and west of Ratoath Road. There are currently two terminal junctions on River Road. The terminal junctions are the junction of River Road Ratoath Road to the east and the junction of River Road / Ashtown Road / Scribbletown Road to the west.

4.2 OVERALL IMPROVEMENTS

The proposed scheme comprises the redesign of the poorest region of the horizontal alignment and the widening of the route to a constant standard width of 7.3 metres. A 3 metre two-way cycle track on the north side of the road and 2 metre wide footways on both sides are also proposed for the route. Improvements in sightlines and capacities will be made to the Ratoath Road and Ashtown Junctions. The design

principle for the road will be to an urban non-national standard, and designed to the National Roads Authority standards.

4.3 PEDESTRIAN/CYCLE FACILITIES

One of the main objectives of the scheme is to provide safe pedestrian and cycle ways to facilitate the new developments. The current carriageway widths and poor forward visibility on the road results in the hazardous scenarios for all non-vehicular traffic. The proposed scheme recommends full segregated pedestrian and cycleways along its entire length. With the proximity of Cardiffsbridge Park the scheme also promotes improved safety for pedestrians, with designated crossing points for residents and visitors. In addition 67 No. new parking spaces have been proposed for visitors to the park at the western section of the road.

4.4 RETAINING WALLS

Owing to the nature of the site retaining walls will be necessary at three locations along the route. It should be noted that two of the walls are the replacement of existing basic stonework walls, and the third is to reinforce a currently self-retaining 2.5 metre high bank.

5 Further Work

5.1 THE ENVIRONMENT AND HERITAGE

In the preparation of this scheme very careful consideration will be given to the environmental and archaeological issues involved. A full EA (Environmental Assessment) for the Cardiffsbridge Park was previously carried out by Atkins Consulting Engineers. This study will be used in assessing the environmental impacts which arise due the road improvements. Additional environmental studies will be undertaken if a need for them is identified.

An initial archaeological report has been prepared, and this indicates that further investigations will be required to fully assess the archaeological impacts of this scheme

5.2 PART 8 PLANNING APPLICATION

It is proposed to submit an application to the City Council for Part 8 approval, as required under the Local Government (Planning and Development) Act, 2001.

6 Figures



Fig. 1 Site Location Map

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Fig 2. River Road (Eastern End)



Fig 3 River Road (Western End)