



Broadmeadow Way

It is proposed to provide a new pedestrian and cycle trail (Greenway) linking Malahide Demesne and Newbridge Demesne via the railway causeway across the Malahide Estuary. The name of the trail will be the Broadmeadow Way.

The requirements of the proposed scheme are to deliver a safe, high quality pedestrian & cycleway track that will provide a critical link in the overall Fingal Coastal Way which is a long-standing objective of the county development plan. The overall length of the proposed trail is 6km, 1.8km of which is on the railway causeway.

It is an objective that the trail is to be accredited by the National Trails Office (NTO) as a Recreational Multi-access Trail which will be included on the NTO trails web site and will become one of the National Trails of Ireland.

An Environmental Impact Study (EIS) and Natura Impact Study (NIS) will be prepared by Fingal County Council as part of the planning procedure for this project in accordance with Section 226 of the Planning and Development Act 2001 to 2013 for consideration by An Bord Pleanála.

Objectives and Benefits

It is envisaged that the proposed project would be a flagship scheme for tourism in the area and be a model for recreational walking and cycling in Ireland. It will also exemplify how a sustainable trail can be built and integrated into a national cycle network, public transport, heritage sites, employment centres and local amenities.

The main objectives of this scheme are to:

- Provide an attractive first class pedestrian and cycle trail
- Encourage a larger modal shift (from private to public transport) and promote physical activity among local communities
- Increase pedestrian and cycle activity in Malahide and Donabate villages and further afield
- Provide access to scenic areas normally inaccessible to mobility impaired users
- Improve access within the Malahide and Donabate area and the Malahide Estuary locally
- Provide a recreational amenity that can be recognised locally, nationally and internationally as a first rate tourist attraction.

Start and End Points

It is a requirement of the National Trails Office that suitable carparking and access to public transport is available at the head and tail of a trail, both of which are within 750m (approximately) of existing train stations.

Both of these locations have positive features which will enhance the sustainability and attractiveness of the greenway including;

- Links to existing attractions
- Built heritage
- Natural heritage
- Existing paths, tracks
- Appropriate surfaces
- Picnic sites
- Good local services
- Proximity to villages/towns
- Ease of maintenance
- Carpark areas

Study Area

Taking into account the general requirement to connect Malahide and Newbridge Demesnes via the railway causeway across the Malahide Estuary a study area was identified. (Refer to drawing)

For ease and clarity of reporting and assessment the project has been divided into six sections as follows;

Section 1 – Malahide Demesne

Section 2 – R106 Dublin Road, Malahide

Section 3 – R106 Dublin Road to Bissets Strand

Section 4 – Bissets Strand to the North Shore of Malahide Estuary

Section 5 – North Shore of Malahide Estuary to R126 Hearse Road

Section 6 – Newbridge Demesne

Section 1 – Malahide Demesne

A number of route options within the demesne were identified and assessed. The proposed routes utilised the existing paths within the park where possible. Path widths within the demesne follow a width hierarchy and any new paths and existing paths must conform to this requirement. This restricts the option of widening of the existing paths.

As part of this study carparking surveys were carried out to determine the usage of the existing car parks within Malahide Demesne. The surveys were carried out both on weekdays and weekends and show that the carpark usage peaks at 70% during peak hours. This leaves 30% spare capacity during normal usage. Special events including major summer bank holiday weekends will have higher usages but these are exceptions to the norm. An overflow carpark is available adjacent to the main carpark for usage during peak times.

Trail signage is proposed to be installed at the main carpark and the demesne entrances.

Emerging Preferred Route - Section 1 – Route Option 3

Starting at the main carpark within Malahide Demesne, this option runs north along the existing path between Malahide Castle and the new Retail Centre, which has been recently upgraded and resurfaced. Cyclists must dismount over this section. It then continues north-east on the northern side of the walled gardens alongside the recently completed FCC compound area.

It then continues north along the existing 3.8m path up as far as the existing pedestrian & staff vehicle entrance to Malahide Demesne known as Hogans Gate.

The existing path is currently designated as a shared pedestrian and cycle path within the demesne. The total length of this section is approximately 0.9km long.

This is the emerging preferred route for the following reasons;

- Most direct route
- Enters/Exits the demesne at an existing entrance
- The existing path widths accommodate shared use
- Currently designated as a shared route within the demesne
- Good quality surface finish and acceptable gradients
- Minimum disturbance to the demesne

Section 2 – R106 Dublin Road, Malahide

The R106 Dublin Road, Malahide is a single carriageway road with footpaths on both sides. The R106 is one of the main roads into Malahide Village

A number of route options were identified and assessed. Options included the use of existing footpaths and pedestrian crossings, the construction of new pedestrian crossings and the upgrading and realignment of the road to provide a 3.2m wide shared surface along sections of the road.

Emerging Preferred Route - Section 2 – Route Option 4

Exiting Malahide Demesne at Hogans Gate the trail would cross the Dublin Road on a new controlled crossing.

The trail would then continue west along a newly constructed 3.2m wide shared surface on the northern side of the road as far as O'Hanlon's Lane. The total length of this section is approximately 166m long.

This would be provided by re-aligning the existing Dublin Road providing a 2.0m wide path on the southern side, a 6.5m carriageway and a 3.2m shared surface on the northern side.

This is the emerging preferred route for the following reasons;

- Provides a 3.2m wide dedicated off-road shared surface
- Integrates with the existing and proposed local cycle networks (in particular links between residential areas and Malahide Village including Chalfont, Ard Na Mara and Inbhir areas)
- Provides continuity for all users allowing cyclists to proceed without dismounting
- Provides a coherent entrance to Malahide Village
- Good quality surface finish and acceptable gradients
- Links to the preferred route in Section 1 and Section 3

Section 3 – R106 Dublin Road, Malahide to Bissetts Strand

Section 3 extends between the R106 Dublin Road, Malahide as far as Bissetts Strand. This section is a built-up urban area with existing roads and paths. A number of route options were identified and assessed utilising the existing roads and paths to provide the proposed trail using both on-road and off-road cycle facilities as required.

As part of this project, it is proposed to provide a viewing area at the location of the existing site compound at Bissetts Strand. The design of this area will provide an urban public open space at this location and will tie in with Fingal County Council overall planning proposals.

Emerging Preferred Route - Section 3 – Route Option 3

Route Option 3 follows O'Hanlon's Lane as far as Bissetts Strand.

O'Hanlon's Lane is an existing roadway with bollards at the midpoint restricting through traffic.

The first section of O'Hanlon's Lane is a 3.5m existing shared pedestrian, cycle and vehicular surface.

The road then widens out to a 7.5m road with footpaths and private houses on both sides. It is proposed to use the existing footpath along this section for pedestrians and cyclists to remain on-road with appropriate signage as required.

The road then returns to a 5.0m shared pedestrian, cycle and vehicular surface and continues on to Bissetts Strand.

The junction of O'Hanlon's Lane and Bissetts Strand has a number of entrances and approaches to the junction which will require upgrading to allow safe and controlled access for pedestrians, cyclists and vehicular traffic.

At the junction of O'Hanlon's Lane and Bissetts Strand a proposed pedestrian crossing would be required to allow

users to cross to the northern side of Bissetts Strand.

The proposed route will continue along the existing grass verge on a newly constructed 4m wide path which runs along the north side of the Bissetts Strand adjacent to the Malahide Estuary as far as the existing site compound at Bissetts Strand Bridge.

The total length of this section is approximately 0.5km long.

It is proposed to provide a contemporary landscaped area at this location as part of this project.

This is the emerging preferred route for the following reasons;

- Most direct route
- Utilises an existing cul-de-sac road with no through traffic
- No disturbance to Malahide Village
- No loss of on-street carparking
- Minimum disturbance to local residences
- Good quality surface finish and acceptable gradients

Section 4 – Bissetts Strand to the North Shore of Malahide Estuary

The proposed route in this section is defined as it runs parallel to the railway line across the existing causeway. The total length of this section is approximately 1.8km long.

This section of the route passes through the area of Malahide Estuary which is defined as a Special Area of Conservation (SAC) and Special Protection Area (SPA). Fingal County Council is responsible for ensuring that the requirements of the Habitats Directive are met while proposing any project in or adjacent to these sites.

The first section of this route is at a lower level than the railway tracks on the existing stoned access road (4m wide).

Access will be restricted by the use of kissing gates and barriers which will restrict vehicle access but allow pedestrians and cyclists (including prams and wheelchairs) to continue their journey.

A viewing and seating area will be provided on the southern side of the existing viaduct.

The second section of this route will be a new 4m wide pedestrian bridge across the weir at the railway viaduct. The proposed bridge is a 12 span integral bridge structure which is 180m long.

This last section of this route is at the same level as the railway tracks on the existing raised stone area. (Approximately 3.0-3.5m wide)

New fencing will be erected between the railway and the trail and between the trail and the estuary.

It is proposed to continue the trail at the same level as the railway tracks as far as the agricultural lands along the north shore of the estuary.

Emerging Preferred Route - Section 4 – Route Option

The proposed route in this section is defined as it runs parallel to the railway line across the existing causeway. The total length of this section is approximately 1.8km long.

Section 5 – North Shore of Malahide Estuary to R126 Hearse Road

Section 5 includes the route options from the North Shore of the Malahide Estuary up to the R126 Hearse Road. This section is made up of agricultural lands and low lying flood plains.

To reduce impact and severance on existing agricultural lands, proposed routes that follow existing hedge rows, ditches and water courses have been identified.

Where crossings of water courses are required suitable bridge structures are proposed.

To ensure existing flood storage is not impacted the trail will be constructed on timber posts in low lying floodplains. This will also ensure the trail is above flood levels during storm events.

Emerging Preferred Route - Section 5 – Route Option 3

This route runs north from the north shore of Malahide Estuary and continues across agricultural lands running parallel to an existing open drain and hedgerow on the western side of the railway line.

There is an existing agricultural crossing point across the railway line which provides access to the agricultural lands to the east of the railway line which will have to be maintained.

This route continues north crossing the Pill River adjacent to the existing Pill River culvert under the railway line. A suitable structure will be required at this location which takes account of the changes in level on the southern bank of the river, the maximum allowable gradients, and the low levels on the northern bank of the river. A ramped structure will be required which continues north along the existing stoned area.

This area is exceptionally scenic and would be an ideal location for a proposed viewing area.

The route continues north-west following the line of the Pill River on the eastern bank through low lying agricultural lands. A raised timber structure is proposed to minimise environmental impacts during construction and also to ensure the volume of flood storage is not reduced.

The route continues on the eastern side of the Pill River until it reaches a private residence and working farm yard. At this location it crosses to the southern side of the Pill River which will require a suitable structure at this location.

The trail runs along the southern side of the private dwelling and farm buildings through open agricultural lands. There is an agricultural entrance between the farm buildings and the agricultural lands to the south which will have to be maintained.

The proposed trail will be separated from the dwelling by an upgraded hedgerow and watercourse.

The trail continues on the southern side of the existing property fence line and hedgerow through private lands. The trail reaches Kilcrea Road between two existing residences.

It is proposed to continue the trail on the western side of the road running north as far as the junction with the Hearse Road. This will involve the filling in of the existing open ditch while maintaining drainage and existing access points to private dwellings.

Realignment and provision of a new pedestrian crossing on the R126 Hearse road would be required at this location.

This is the emerging preferred route for the following reasons;

- Most direct route
- Most scenic route
- Users are off road for the majority of the route
- Provides access to mobility impaired users to areas normally not accessible
- Access to local wildlife and ecology is provided with minimum impact to the environment.
- Good quality surface finish and acceptable gradients

The total length of this section is approximately 1.7km long.

Section 6 – Newbridge Demesne

It is proposed to complete the trail in the main carpark which

is located beside Newbridge House. Vehicular access to the park and the carpark is via an existing driveway leading from the R126 Hearse Road, through the parkland.

Adjacent to the junction of the Hearse Road and Kilcrea Road (east of the vehicular entrance) is an existing entrance to the park with existing paths leading to Newbridge House and the main carpark. It is proposed to use the existing paths within the demesne for this section of the trail.

Footpaths widths within the demesne follow a width hierarchy and any new paths and existing paths must conform to this requirement.

As part of this study carparking surveys were carried out to determine the usage of the existing car parks within Newbridge Demesne. The surveys were carried out both on weekdays and weekends and show that the carpark usage peaks at 65% during peak hours which leaves 35% spare capacity based on these surveys during normal usage. Special events including major summer bank holiday weekends will have higher usages but these are exceptions to the norm.

Emerging Preferred Route - Section 6 – Route Option 1

The proposed route enters Newbridge Demesne via the existing Kilcrea entrance gates and runs north through a wooded area. The gates and piers form part of the boundary to Newbridge Demesne and are protected structures and will be conserved. The path crosses the Turvey River over an existing 2.0m wide bridge.

The route continues north on the existing 2.0m paths as far as Newbridge House and across to the existing main carpark. These paths have been designated as shared routes. It is a requirement for cyclists to dismount in front of Newbridge House. A safe crossing point would be required across the existing driveway towards the main carpark where signage could be provided.

The existing path is currently designated as a shared pedestrian and cycle path within the demesne.

The existing linkages to Donabate Village and public transport links with both bus and rail links are available using the existing paths within the demesne (also known as Newbridge Avenue.)

This is the emerging preferred route for the following reasons;

- Most direct route
- Enters/Exits the demesne at an existing entrance
- Currently designated as a shared route within the demesne
- Good quality existing surface finish and acceptable gradients
- Minimum disruption to the demesne
- Links to Donabate Village and the Railway Station

The total length of this section is approximately 0.9km long.

Submissions or observations with respect to the proposal to be made, in writing to:

**Senior Executive Engineer, Broadmeadow Way Project,
Fingal County Council,
Planning and Strategic Infrastructure Department,
County Hall, Main Street, Swords, Co. Dublin**

By email to: strategicinfrastructure@fingal.ie
to arrive no later than 5pm on 28th March 2014



Broadmeadow Way - Emerging Preferred Route

Sheet 15 Of 15



Legend:

Emerging Preferred Route ———

Clifton Scannell Emerson
Associates

February 2014
Public Display
CSEA

Revision	Description	Initials	Date

Clifton Scannell Emerson
Associates

Clifton Scannell Emerson
Associates Limited
Consulting Engineers,
Seafort Lodge,
Castledawson Avenue,
Blackrock, Co. Dublin,
Ireland.
T. +353 1 288 5006
F. +353 1 283 3466
E. info@csea.ie
W. www.csea.ie

Client	Fingal County Council		
Project	Broadmeadow Way		
Dwg. Title	Emerging Preferred Route Overview - Aerial Sheet 15 of 15		
Drawn By	NH	Date	January 2014
Checked by	PM	Scale	NTS @ A1
Dwg. Progress			
Dwg. No.	12_160_184		