

Demesne East West Route



EW 01



EW 02



EW 03



EW 04



EW 05



EW 06

Demesne Circular Route



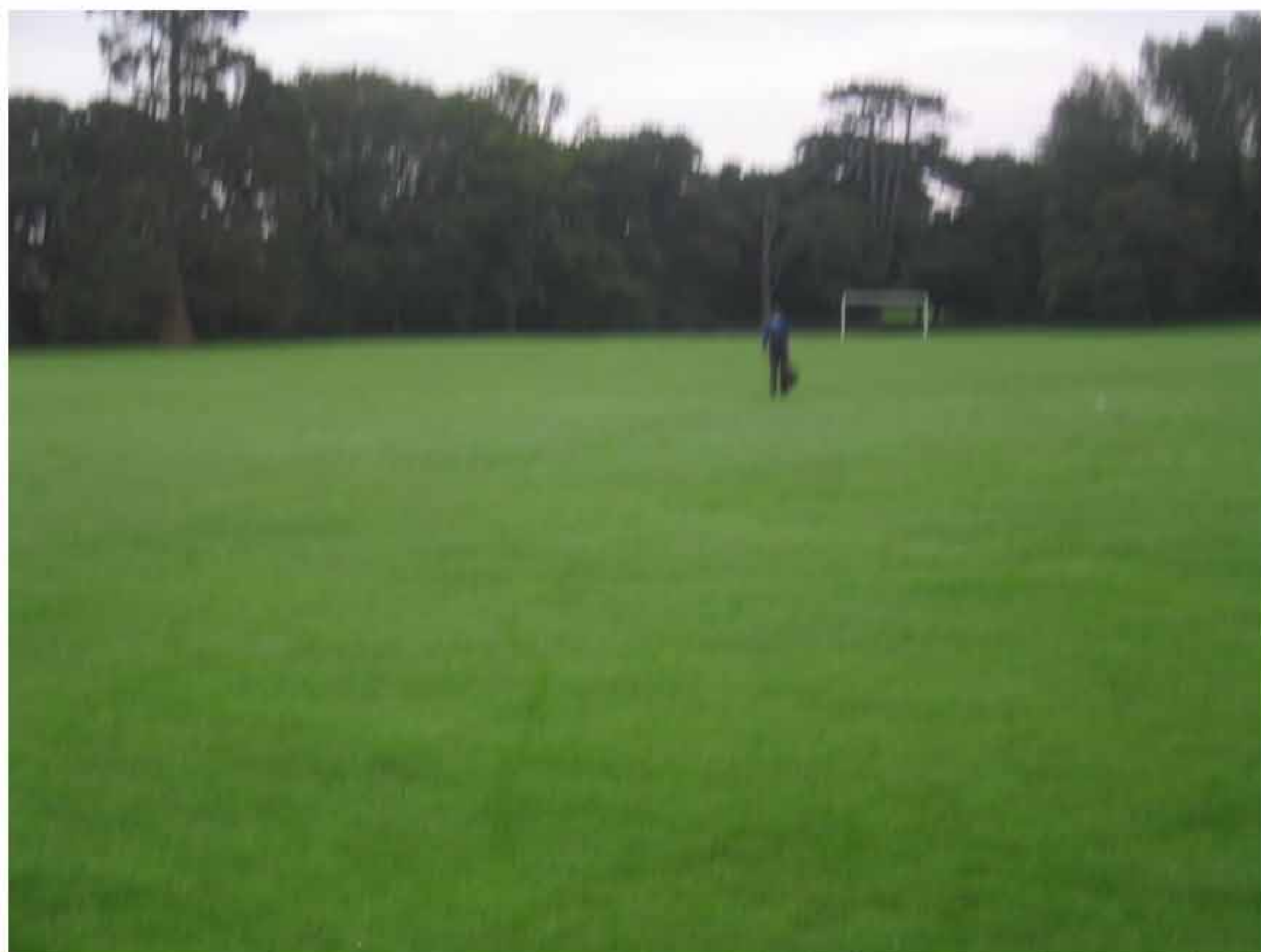
C 1



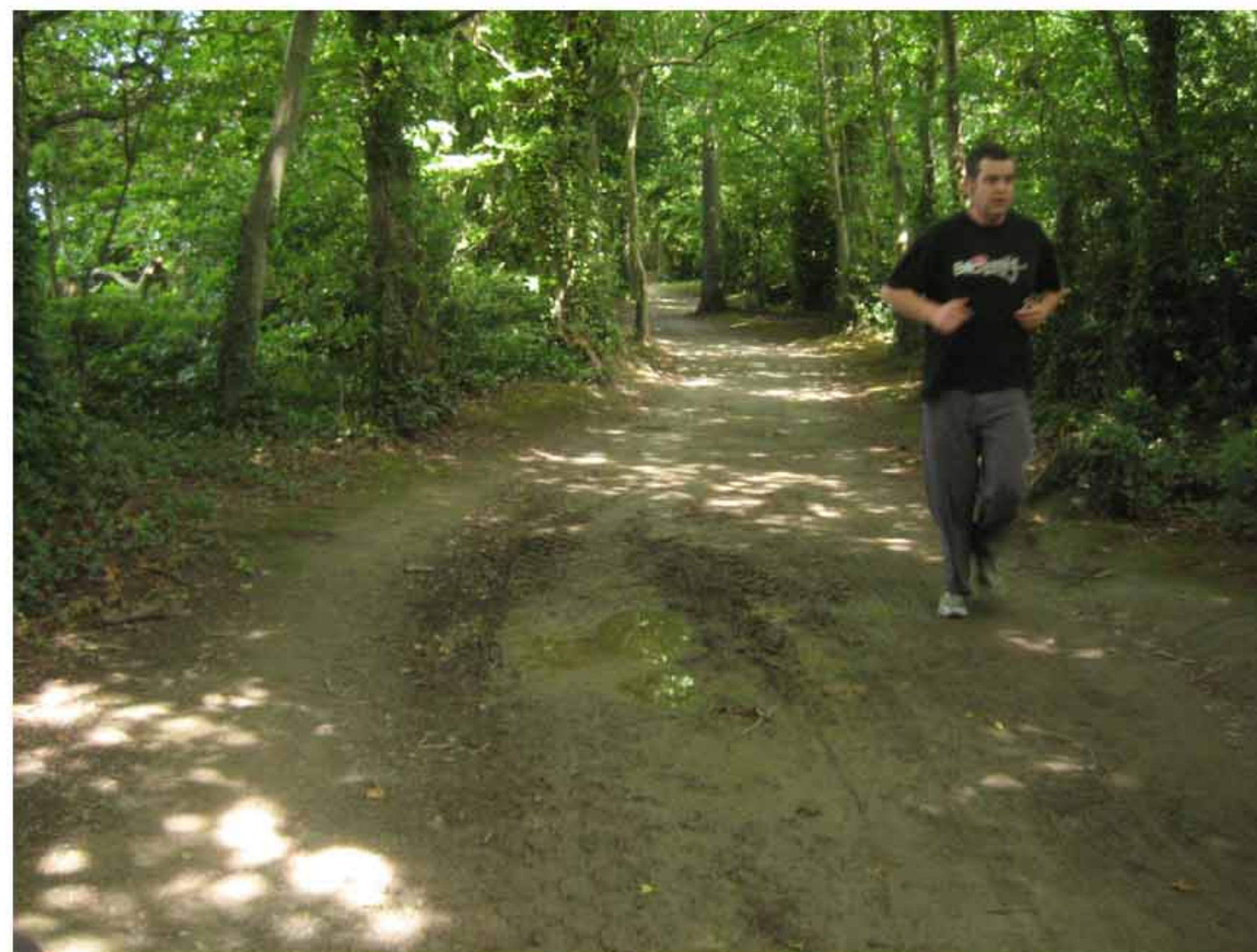
C 2



C 3



C 4



C 6



C 7

Demesne Circular Route



C 7a

Link Route to Seabury



LS 01



LS 02



LS 03



LS 04



LS 05



LS 06

Railway Station Links



RS 02



RS 03



RS 04



RS 05

Existing Route to Scoil Iosa



SI 01



SI 02



SI 03



SI 05

Route to Scoil Iosa with new bridge



NBL 03



NBL 04



NBL 05



NBL 06

3.10 Delivery: Prioritisation and Costings

3.10.1 Given the current priorities of Central Government to encourage cycling for transport, the promotion of active lifestyles in general and sustainable leisure and tourism, this report considers the development of cycling as something that should be progressed as a matter of priority. This is also in line with developments in Northern Ireland, Britain and many European countries.

3.10.2 The broad basis for deciding if a route section is to be classified as “H” (High Priority), “M” (Medium Priority) or “L” (Low Priority) is summarised in Table 3.1 below. Ultimately a judgement call needs to be made on the basis of opinions of others, particularly the Council and effected landowners as to the priority for delivery. It is assumed there will be some funding available for route development from within Fingal Transport and Leisure budgets, but sources for additional funding, from Central Government have yet to be identified in full.

Table 3.31: Broad Basis for Prioritization of Routes

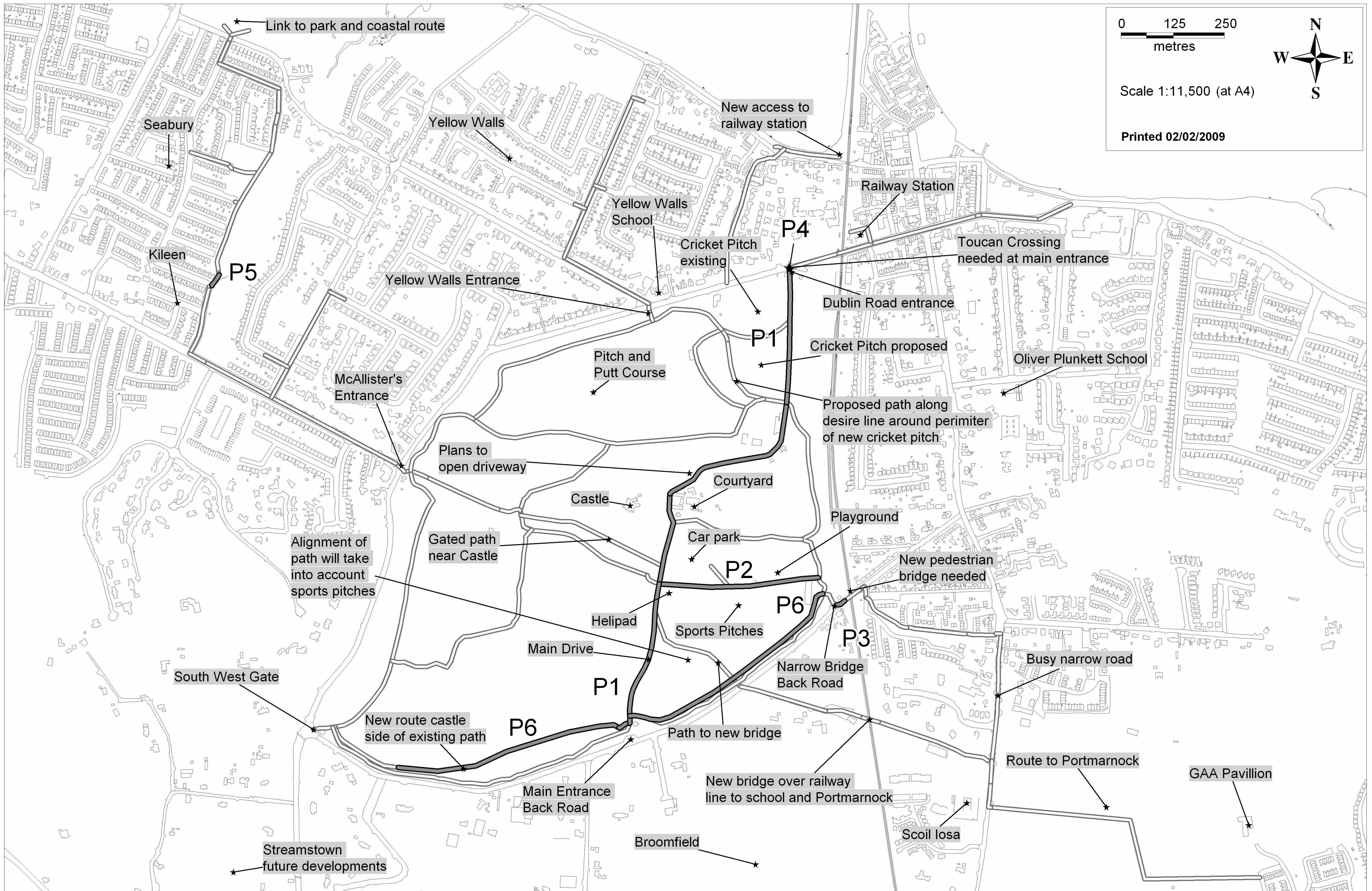
Priority	Basis for Priority Category
High Priority	<p>Provision of new links which lie along existing strong desire lines and which improve the permeability of an area for cyclists / link with important destinations.</p> <p>Upgrading of existing links which lie along existing desire lines and which link with important destinations.</p> <p>Crossings / Junctions where no adequate crossing is provided but where there is a current demand and possibly safety issues.</p> <p>Schemes which are thought to be easily progressed – i.e. there are few difficulties with land ownership / rights of way issues.</p> <p>Value for Money and expected highest levels of usage relative to investment</p>
Medium Priority	<p>Upgrading of existing links which lie along existing desire lines and for which greater use is expected with better quality facilities. Often the current paths are in good condition if a little narrow and widening can be best justified at time of resurfacing – if current budgets are limited.</p>
Low Priority	<p>Most quiet residential roads which are quite cycling friendly and only need directional signage.</p> <p>Very expensive schemes. While usage could be high there will be a need to prove the success of previous phases of investment.</p>

3.10.3 Table 3.2 below summarises the priority for provision of traffic-free routes in the Malahide Demesne area using the above basis.

3.10.4 Figure 3.4 on the following page illustrates these Priority Routes. The spreadsheet with details of costings in Section 3.9 above highlights in a yellow colour the priority route sections.

Table 3.2: Prioritisation of Interventions in Malahide

Priority Number (1 = Highest Priority)	Description of Link	Route Section Numbers (as per Figure 3.5)	Estimate of Costs (based on calculations in Section 3.9)	Comments.
P1	<u>North - South Route</u> Main Drive - Open existing closed section of Driveway past Courtyard and permitting cycling on driveway. Need to improve speed ramps for cycling.	NS1,2,3	Total € 4000 (for speed ramps- there will be costs other than path works such as security fencing when opening middle section)	Shortest, natural route from town centre to Courtyard and Castle and wide driveway for shared use
P2	<u>East - West Route</u> New 3.0m path from Main Drive to Changing Pavilion	EW4	Total € 68,400	Evidence of existing desire lines with numbers of school children pedestrians using this link and cyclists having long detour
P3	<u>Existing route to Scoil Iosa</u> Back Road bridge over railway - busy road need for shared pavement	SI1	Total € uncosted	The crossing of the Back Road on route to Scoil Iosa and town is busy with pedestrians and cyclists and is dangerous
P4	<u>Railway Station Links</u> Dublin Road at Main Entrance – need for toucan crossing for pedestrians and cyclists	RS3	Total € 30,000	The main pedestrian entrance to the Demesne at a very busy road
P5	<u>Link Route to Seabury</u> Steps on greenway from Killeen Ave to Castle Cove to be replaced with path and removal of shrubbery to improve security	LS6	Total € 22,500	The removal of these steps allows users to have a continuous greenway linking east Seabury to the Swords Road.
P6	<u>Demesne - Circular Route</u> From Back Road Railway Bridge Entrance to the South West Entrance - a new 3.0m tarmac path on Castle side of trees	C6, C7	Total € 253,000	Completion of circular route around Demesne and path through forest is rough with poor sightlines



0 125 250 metres

Scale 1:11,500 (at A4)

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Malahide and Skerries Cycling Study
Malahide Priority Routes - Figure 3.5

- Priority Routes
- Route Sections

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