

Part 8 for proposals

Lucan Village Green and Main Street

SDCC Council meeting 11 April 2022



Lucan Village Green Proposals



Lucan Village Main Street Proposals

Location

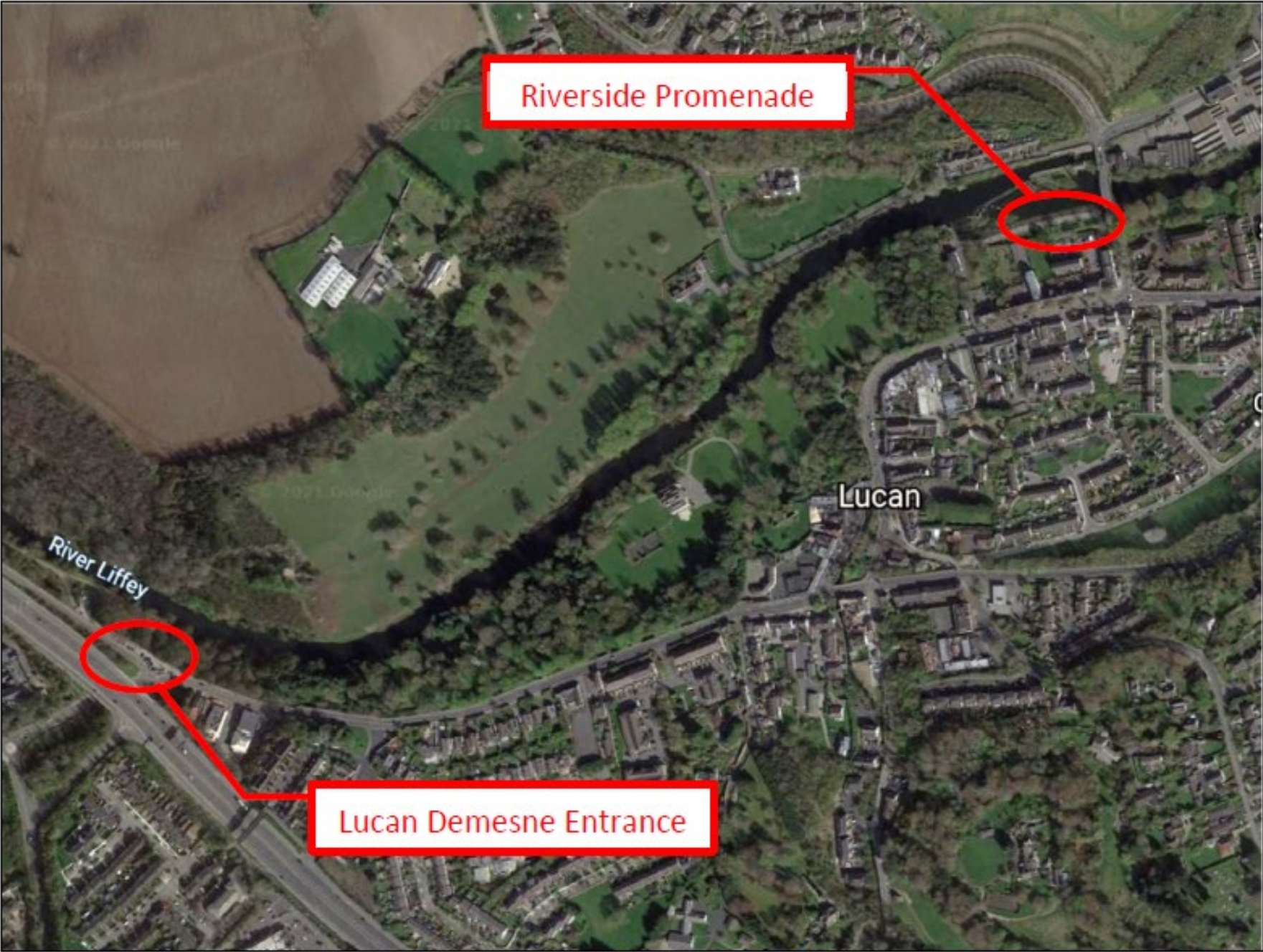
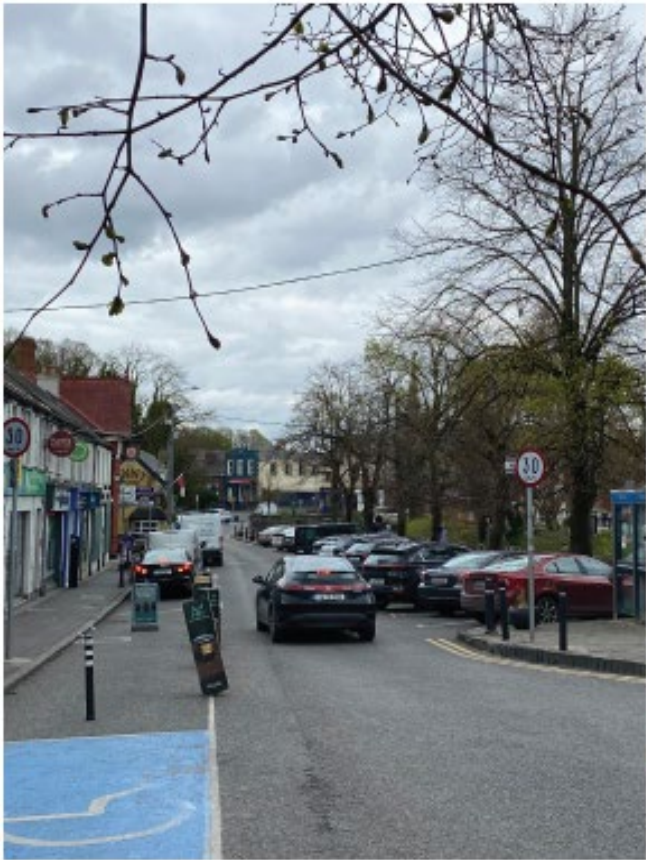


Figure 1.2.1 – Project Area Locations

Lucan Village Main Street Proposals



Main Street, looking North

Goals:



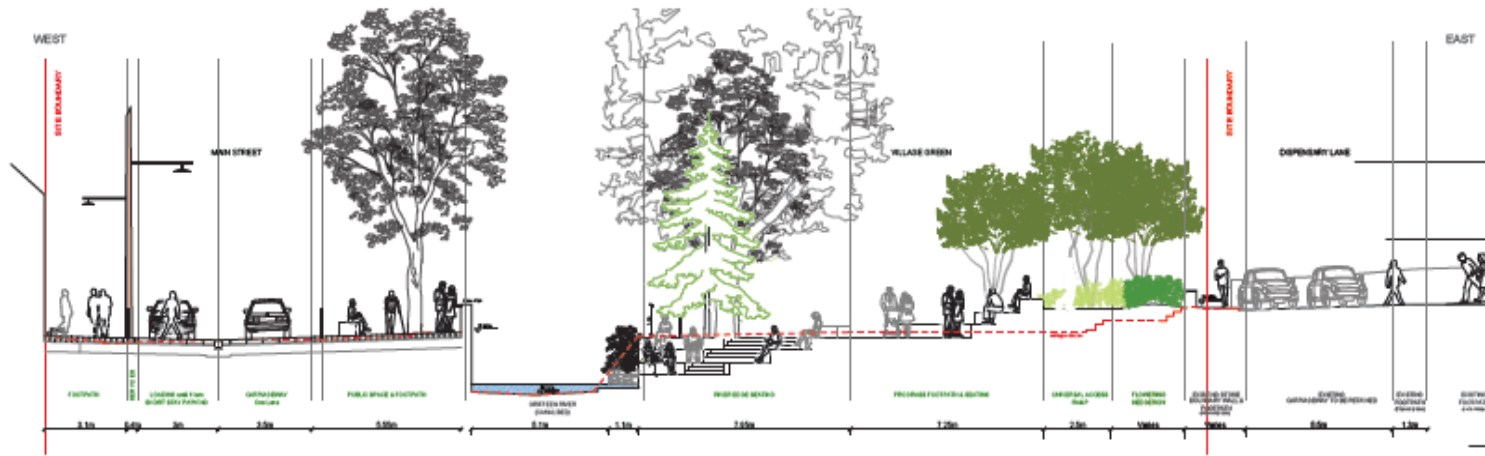
A space for everyone



Lucan Village Green Proposals

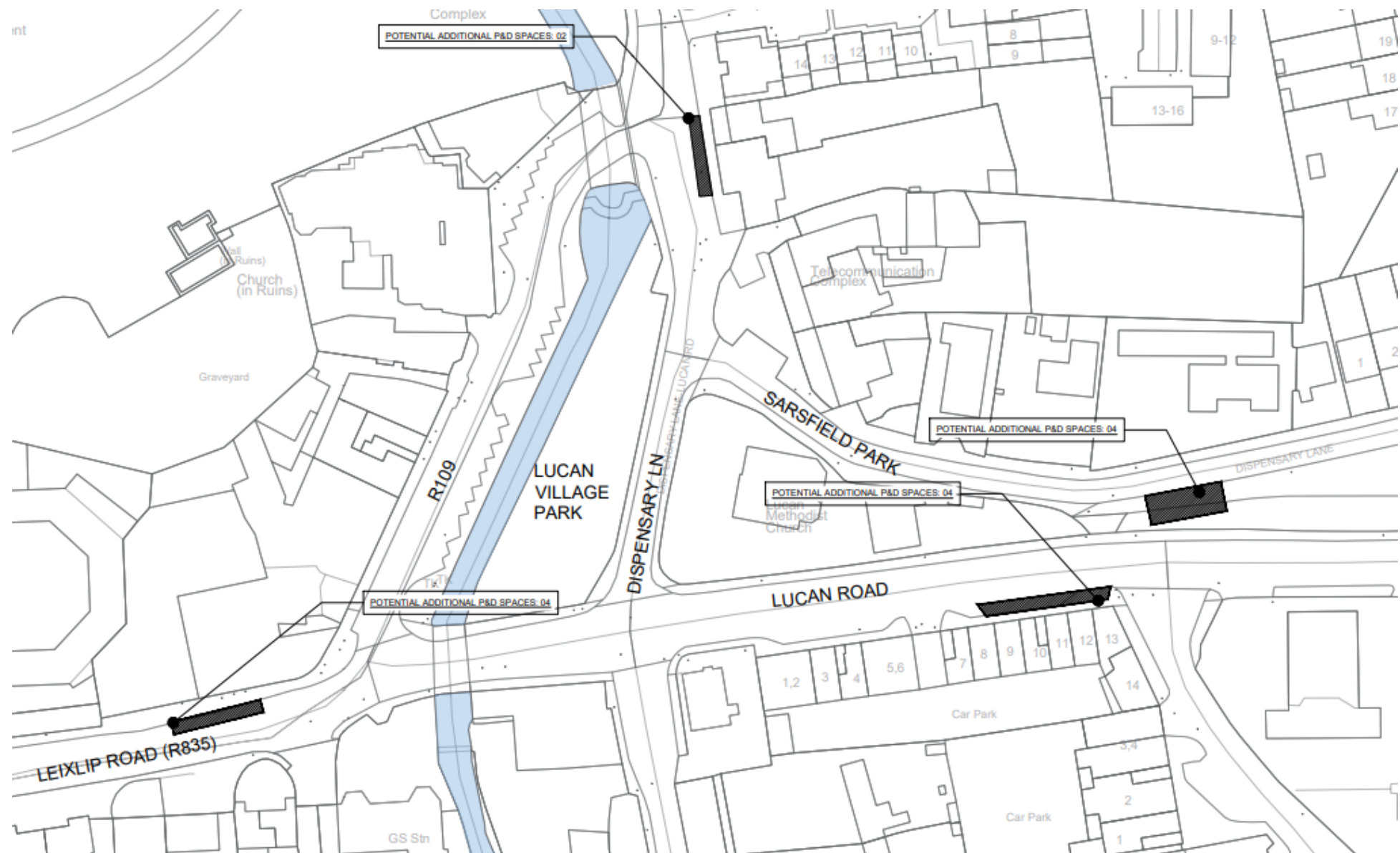


Lucan Main Street and Village Green Combined Proposal



Lucan Village 14 additional Parking Spaces off Main Street

All of these spaces are within 135 metres of Main Street and would be delivered as part of this scheme to address concerns about lost spaces on Main Street



Early Stage Consultations

- 5 presentations and updates were provided to the Lucan Area Councillors
- 23/04/2021, 29/06/2021, 14/07/2021, 30/09/2021 and on 13/10/2021
- 8 Virtual Presentations were held for Local Businesses, Community Groups & Residents on:
 - 05/05/2021 (early engagement with Businesses)
 - 19/05/2021 (early engagement with Community stakeholders)
 - 13/10/2021 (progress update on preferred design)
 - 14/10/2021 (progress update on preferred design)
 - 21/10/2021 (progress update on preferred design)
 - 17/11/2021 (progress update with Political Representatives also in attendance)
- Face to face meetings were held with Local Businesses on:
 - 28/10/2021
 - 03/11/2021 6
 - 20/12/2021
- 2 separate leaflet drops to over 760 premises were conducted

Part 8 Public Consultation

- 20th January to 3rd March 2022
- 2 Open Public meetings were held in February in the Lucan Library
- 700 leaflet drop to local businesses and residents (*this is included in the figure highlighted on previous slide*)
- SDCC's Consultation Portal Page was also launched; <https://consult.sdublincoco.ie/en/consultation/part-8-proposed-works-lucan-demesne-and-lucan-promenade>

Submissions received as part of the statutory public consultation

There was a total of 7,317 submissions received

- SDCC Consultation portal: 461 submissions
- Paper & Pro-Forma submissions: 4,753 submissions
- Petitions 1 & 2: 2,107 names

Issue Raised	Change	Proposed change
Removal of Parking/access/loading	Yes	Parking Spaces: 16 on Main St (11 P&D, 3 disabled, 2 Age Friendly), 14 off Main St within 135m
Economic impacts and loss of Businesses	No	Note: See next slide
Access to Healthcare	Yes	Parking Spaces: 16 on Main St (11 P&D, 3 disabled, 2 Age Friendly), 14 off Main St within 135m
Traffic	No	
Planning grounds	No	
Design and Quality of Materials	No	
Village Green	No	
Cycle Lanes on Main St and Cycle Parking	Yes	Cycle stands
Anti-Social Behaviour	No	
Flood Risk	No	

Submissions concerns on Economic Impact

SDCC have assessed wider Economic Reports and Research to inform its view including

- TU Dublin Finds Blackrock Mainstreet Works Effective (2021)
- The Pedestrian Pound – The business Case for Better Streets and places Living Streets and Just Economics
- Paved with Gold, The Real Value of Good Street Design (2007) Researched by Colin Buchanan
- Reclaiming City Streets for People, Chaos or Quality of Life
- Street Appeal the Value of Street Improvements report prepared by UCL as a commission from Transport for London (TfL).
- 500,000 visits to Royal Canal Greenway

Relevant Findings from these studies

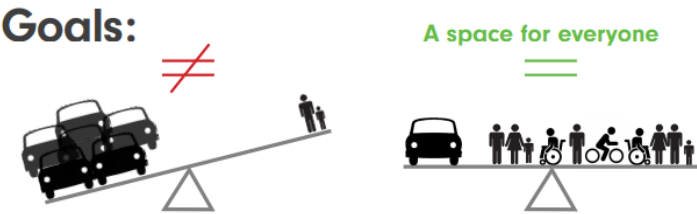
- Following a Village Enhancement scheme in Blackrock: 84% of residents think the improvements are good, overall 72% think the scheme should be made permanent and there has been a 40% reduction in car trips and there has been a 21% increase in the 'Health' of Blackrock main street
- Well planned public space improvements can boost footfall by 40%
- Better Streets and spaces for people can increase retail sales by as much as 30% due to increased amount of time people will spend on the street
- Improvements in public realm can enhance visitor numbers and reduce vacancy rates
- Improved walking and cycling routes to the high street / village will increase footfall to it
- Many car journeys are short and as the volume of goods purchased is small
- The Royal Canal Greenway has returned a dividend of 17.2m to businesses in its first year of operation (albeit we recognise this is a greenway scheme)

Case Studies



Figure 4a, b, c: Bromley street improvements

Figure 5a, b, c: Hornchurch street improvements



Waterford



Shared Surface with a covered canopy in a space previously designated to car parking and taxi ranks in the centre of Waterford City. This transformation has turned the Apple Market area into a successful space for existing business, outdoor dining and performances to take place. This public realm design has encouraged new businesses to establish in this area.

Bath, England



Clonakilty, Ireland



Successful implementation of a shared surface in Clonakilty, Ireland.

Questions?