

South Dublin County Council

**Grand Canal to Lucan Urban  
Greenway Part VIII Consultation  
Report**

Report on Part VIII Consultation  
Process for the Above Proposal

Issue 1 | 3 November 2022

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 284399-00

**Ove Arup & Partners Ireland Ltd**

## Document verification

# ARUP

|                       |                 |                                     |   |                       |                    |
|-----------------------|-----------------|-------------------------------------|---|-----------------------|--------------------|
| <b>Job title</b>      |                 | Grand Canal to Lucan Urban Greenway |   | <b>Job number</b>     |                    |
|                       |                 |                                     |   | 284399-00             |                    |
| <b>Document title</b> |                 | Part VIII Consultation Report       |   | <b>File reference</b> |                    |
|                       |                 |                                     |   |                       |                    |
| <b>Document ref</b>   |                 |                                     |   |                       |                    |
| <b>Revision</b>       | <b>Date</b>     | <b>Filename</b>                     | 284399-00_Grand Canal to Lucan Urban Greenway_Part VIII Consultation Report_Draft   |                       |                    |
| Draft 1               | 27 October 2022 | <b>Description</b>                  | Work in progress Draft 1 for review   |                       |                    |
|                       |                 |                                     | <b>Prepared by</b>  | <b>Checked by</b>     | <b>Approved by</b> |
|                       |                 | <b>Name</b>                         | Jakub Radomski  | Aisling Murphy        | Zita Langenbach    |
|                       |                 | <b>Signature</b>                    |   |                       |                    |
| Draft 2               | 1 November 2022 | <b>Filename</b>                     | 284399-00_Grand Canal to Lucan Urban Greenway_Part VIII Consultation Report_Draft 2 |                       |                    |
|                       |                 | <b>Description</b>                  | Draft 2   |                       |                    |
|                       |                 |                                     | <b>Prepared by</b>  | <b>Checked by</b>     | <b>Approved by</b> |
|                       |                 | <b>Name</b>                         | Jakub Radomski  | Aisling Murphy        | Zita Langenbach    |
|                       |                 | <b>Signature</b>                    |   |                       |                    |
| Issue 1               | 3 November 2022 | <b>Filename</b>                     | 284399-00_Grand Canal to Lucan Urban Greenway_Part VIII Consultation Report_Issue 1 |                       |                    |
|                       |                 | <b>Description</b>                  | Issue 1   |                       |                    |
|                       |                 |                                     | <b>Prepared by</b>  | <b>Checked by</b>     | <b>Approved by</b> |
|                       |                 | <b>Name</b>                         | Jakub Radomski  | Aisling Murphy        | Zita Langenbach    |
|                       |                 | <b>Signature</b>                    |   |                       |                    |
|                       |                 | <b>Filename</b>                     |   |                       |                    |
|                       |                 | <b>Description</b>                  |   |                       |                    |
|                       |                 |                                     | <b>Prepared by</b>  | <b>Checked by</b>     | <b>Approved by</b> |
|                       |                 | <b>Name</b>                         |   |                       |                    |
|                       |                 | <b>Signature</b>                    |   |                       |                    |



## Contents

---

|       |   |    |
|-------|---|----|
| 1.    | Introduction  | 10 |
| 1.1   | Report Structure  | 10 |
| 1.2   | Overview  | 11 |
| 1.3   | Outline of Public Consultation Programme                            | 11 |
| 1.3.1 | Non-Statutory Consultation  | 11 |
| 1.3.2 | Statutory Consultation  | 12 |
| 1.4   | Environmental Consideration   | 12 |
| 1.4.1 | Environmental Impact Assessment Screening                           | 12 |
| 1.4.2 | Screening for Appropriate Assessment                                | 13 |
| 1.5   | Legislative Background  | 13 |
| 1.5.1 | South Dublin County Development Plan 2016-2022                      | 13 |
| 1.5.2 | National Transport Authority Greater Dublin Area Cycle Network Plan | 14 |
| 1.5.3 | South Dublin County Council Cycle South Dublin Programme of Works   | 14 |
| 2.    | Proposed Development  | 14 |
| 2.1   | Introduction  | 14 |
| 2.2   | Description of Proposed Development                                 | 15 |
| 2.3   | Plans and Details   | 16 |
| 3.    | Questionnaire Responses   | 17 |
| 4.    | List of Submissions   | 18 |
| 5.    | Detailed Submissions  | 19 |
| 5.1   | Submission No. 1 – Cllr Derren Ó Brádaigh                           | 19 |
| 5.1.1 | Chief Executive Responses   | 19 |
| 5.1.2 | Chief Executive Recommendations                                     | 19 |
| 5.2   | Submission No. 2 - Hidden   | 20 |
| 5.2.1 | Chief Executive Responses   | 20 |
| 5.2.2 | Chief Executive Recommendations                                     | 21 |
| 5.3   | Submission No. 3 - Hidden   | 22 |
| 5.3.1 | Chief Executive Responses   | 22 |
| 5.3.2 | Chief Executive Recommendations                                     | 22 |
| 5.4   | Submission No. 4 – Gavin Burke                                      | 23 |
| 5.4.1 | Chief Executive Responses   | 24 |

|             |   |           |
|-------------|---|-----------|
| 5.4.2       | Chief Executive Recommendations                   | 25        |
| <b>5.5</b>  | <b>Submission No. 5 – Hidden</b>                  | <b>25</b> |
| 5.5.1       | Chief Executive Responses                         | 25        |
| 5.5.2       | Chief Executive Recommendations                   | 25        |
| <b>5.6</b>  | <b>Submission No. 6 – Hidden</b>                  | <b>25</b> |
| 5.6.1       | Chief Executive Responses                         | 25        |
| 5.6.2       | Chief Executive Recommendations                   | 25        |
| <b>5.7</b>  | <b>Submission No. 7 – Hidden</b>                  | <b>26</b> |
| 5.7.1       | Chief Executive Responses                         | 27        |
| 5.7.2       | Chief Executive Recommendations                   | 27        |
| <b>5.8</b>  | <b>Submission No. 8 – Stephen Castello</b>        | <b>27</b> |
| 5.8.1       | Chief Executive Responses                         | 28        |
| 5.8.2       | Chief Executive Recommendations                   | 28        |
| <b>5.9</b>  | <b>Submission No. 9 - Hidden</b>                  | <b>29</b> |
| 5.9.1       | Chief Executive Responses                         | 29        |
| 5.9.2       | Chief Executive Recommendations                   | 29        |
| <b>5.10</b> | <b>Submission No. 10 - Martin Quinn</b>           | <b>29</b> |
| 5.10.1      | Chief Executive Responses                         | 30        |
| 5.10.1      | Chief Executive Recommendations                   | 30        |
| <b>5.11</b> | <b>Submission No. 11 - Cllr Derren Ó Brádaigh</b> | <b>30</b> |
| 5.11.1      | Chief Executive Responses                         | 30        |
| 5.11.2      | Chief Executive Recommendations                   | 30        |
| <b>5.12</b> | <b>Submission No. 12 – Pat McColgan</b>           | <b>31</b> |
| 5.12.1      | Chief Executive Responses                         | 31        |
| 5.12.2      | Chief Executive Recommendations                   | 31        |
| <b>5.13</b> | <b>Submission No. 13 - Hidden</b>                 | <b>31</b> |
| 5.13.1      | Chief Executive Responses                         | 32        |
| 5.13.2      | Chief Executive Recommendations                   | 32        |
| <b>5.14</b> | <b>Submission No. 14 - Hidden</b>                 | <b>32</b> |
| 5.14.1      | Chief Executive Responses                         | 32        |
| 5.14.2      | Chief Executive Recommendations                   | 32        |
| <b>5.15</b> | <b>Submission No. 15 – John Lynagh</b>            | <b>32</b> |
| 5.15.1      | Chief Executive Responses                         | 33        |
| 5.15.2      | Chief Executive Recommendations                   | 33        |
| <b>5.16</b> | <b>Submission No. 16 - Hidden</b>                 | <b>33</b> |
| 5.16.1      | Chief Executive Responses                         | 34        |
| 5.16.2      | Chief Executive Recommendations                   | 35        |

|             |  |           |
|-------------|--|-----------|
| <b>5.17</b> | <b>Submission No. 17 - Colum McCaffery</b>               | <b>36</b> |
| 5.17.1      | Chief Executive Responses                                | 36        |
| 5.17.2      | Chief Executive Recommendations                          | 37        |
| <b>5.18</b> | <b>Submission No. 18 - Hidden</b>                        | <b>37</b> |
| 5.18.1      | Chief Executive Responses                                | 38        |
| 5.18.2      | Chief Executive Recommendations                          | 38        |
| <b>5.19</b> | <b>Submission No. 19 - Hidden</b>                        | <b>39</b> |
| 5.19.1      | Chief Executive Responses                                | 39        |
| 5.19.2      | Chief Executive Recommendations                          | 39        |
| <b>5.20</b> | <b>Submission No. 20 - Hidden</b>                        | <b>39</b> |
| 5.20.1      | Chief Executive Responses                                | 40        |
| 5.20.2      | Chief Executive Recommendations                          | 40        |
| <b>5.21</b> | <b>Submission No. 21 - Hidden</b>                        | <b>41</b> |
| 5.21.1      | Chief Executive Responses                                | 41        |
| 5.21.2      | Chief Executive Recommendations                          | 41        |
| <b>5.22</b> | <b>Submission No. 22 - Hidden</b>                        | <b>42</b> |
| 5.22.1      | Chief Executive Responses                                | 42        |
| 5.22.2      | Chief Executive Recommendations                          | 42        |
| <b>5.23</b> | <b>Submission No. 23 - Hidden</b>                        | <b>42</b> |
| 5.23.1      | Chief Executive Responses                                | 43        |
| 5.23.2      | Chief Executive Recommendations                          | 43        |
| <b>5.24</b> | <b>Submission No. 24 - Lucan Active Travel</b>           | <b>44</b> |
| 5.24.1      | Chief Executive Recommendations                          | 46        |
| <b>5.25</b> | <b>Submission No. 25 - Main Street Clinic</b>            | <b>46</b> |
| 5.25.1      | Chief Executive Responses                                | 47        |
| 5.25.2      | Chief Executive Recommendations                          | 47        |
| <b>5.26</b> | <b>Submission No. 26 - Hidden</b>                        | <b>47</b> |
| 5.26.1      | Chief Executive Responses                                | 48        |
| 5.26.2      | Chief Executive Recommendations                          | 48        |
| <b>5.27</b> | <b>Submission No. 27 - Hidden</b>                        | <b>49</b> |
| 5.27.1      | Chief Executive Responses                                | 49        |
| 5.27.2      | Chief Executive Responses                                | 50        |
| 5.27.3      | Chief Executive Recommendations                          | 50        |
| <b>5.28</b> | <b>Submission No. 28 - Hidden</b>                        | <b>50</b> |
| 5.28.1      | Chief Executive Responses                                | 50        |
| 5.28.2      | Chief Executive Recommendations                          | 50        |
| <b>5.29</b> | <b>Submission No. 29 - Lucan Harriers Athletics Club</b> | <b>51</b> |

|             |  |           |
|-------------|--|-----------|
| 5.29.1      | Chief Executive Responses                          | 51        |
| 5.29.2      | Chief Executive Recommendations                    | 51        |
| <b>5.30</b> | <b>Submission No. 30 - Hidden</b>                  | <b>51</b> |
| 5.30.1      | Chief Executive Responses                          | 52        |
| 5.30.2      | Chief Executive Recommendations                    | 53        |
| <b>5.31</b> | <b>Submission No. 31 - Hidden</b>                  | <b>54</b> |
| 5.31.1      | Chief Executive Responses                          | 54        |
| 5.31.2      | Chief Executive Recommendations                    | 54        |
| <b>5.32</b> | <b>Submission No. 32 - Lucan Cycling Road Club</b> | <b>54</b> |
| 5.32.1      | Chief Executive Responses                          | 55        |
| 5.32.2      | Chief Executive Recommendations                    | 55        |
| <b>5.33</b> | <b>Submission No. 33 – Jimmy Stagg</b>             | <b>55</b> |
| 5.33.1      | Chief Executive Responses                          | 55        |
| 5.33.2      | Chief Executive Recommendations                    | 56        |
| <b>5.34</b> | <b>Submission No. 34 – Paul Gogarty</b>            | <b>56</b> |
| 5.34.1      | Chief Executive Responses                          | 60        |
| 5.34.2      | Chief Executive Recommendations                    | 63        |
| <b>5.35</b> | <b>Submission No. 35 – Mary Quinn</b>              | <b>63</b> |
| 5.35.1      | Chief Executive Responses                          | 63        |
| 5.35.2      | Chief Executive Recommendations                    | 63        |
| <b>5.36</b> | <b>Submission No. 36 - Caitriona McClean</b>       | <b>64</b> |
| 5.36.1      | Chief Executive Responses                          | 64        |
| 5.36.2      | Chief Executive Recommendations                    | 65        |
| <b>5.37</b> | <b>Submission No. 37 - Lucan Village Pharmacy</b>  | <b>65</b> |
| 5.37.1      | Chief Executive Responses                          | 65        |
| 5.37.2      | Chief Executive Recommendations                    | 66        |
| <b>5.38</b> | <b>Submission No. 38 – Michael Boyle</b>           | <b>66</b> |
| 5.38.1      | Chief Executive Responses                          | 66        |
| 5.38.2      | Chief Executive Recommendations                    | 66        |
| <b>5.39</b> | <b>Submission No. 39 - Hidden</b>                  | <b>67</b> |
| 5.39.1      | Chief Executive Responses                          | 67        |
| 5.39.2      | Chief Executive Recommendations                    | 67        |
| <b>5.40</b> | <b>Submission No. 40 - Ciara Slattery</b>          | <b>68</b> |
| 5.40.1      | Chief Executive Responses                          | 68        |
| 5.40.2      | Chief Executive Recommendations                    | 68        |
| <b>5.41</b> | <b>Submission No. 41 - Hidden</b>                  | <b>69</b> |
| 5.41.1      | Chief Executive Responses                          | 69        |

|             |   |           |
|-------------|---|-----------|
| 5.41.2      | Chief Executive Recommendations                 | 69        |
| <b>5.42</b> | <b>Submission No. 42 - Lynch's Centra Lucan</b> | <b>69</b> |
| 5.42.1      | Chief Executive Responses                       | 69        |
| 5.42.2      | Chief Executive Recommendations                 | 70        |
| <b>5.43</b> | <b>Submission No. 43 – St Mary's BNS</b>        | <b>70</b> |
| 5.43.1      | Chief Executive Responses                       | 72        |
| 5.43.2      | Chief Executive Recommendations                 | 72        |
| <b>5.44</b> | <b>Submission No. 44 - Hidden</b>               | <b>72</b> |
| 5.44.1      | Chief Executive Responses                       | 72        |
| 5.44.2      | Chief Executive Recommendations                 | 73        |
| <b>5.45</b> | <b>Submission No. 45 - Hidden</b>               | <b>73</b> |
| 5.45.1      | Chief Executive Responses                       | 73        |
| 5.45.2      | Chief Executive Recommendations                 | 73        |
| <b>5.46</b> | <b>Submission No. 46 - Hidden</b>               | <b>73</b> |
| 5.46.1      | Chief Executive Responses                       | 74        |
| 5.46.2      | Chief Executive Recommendations                 | 74        |
| <b>5.47</b> | <b>Submission No. 47 – People Before Profit</b> | <b>75</b> |
| 5.47.1      | Chief Executive Responses                       | 75        |
| 5.47.2      | Chief Executive Recommendations                 | 75        |
| <b>5.48</b> | <b>Submission No. 48 - Hidden</b>               | <b>76</b> |
| 5.48.1      | Chief Executive Responses                       | 76        |
| 5.48.2      | Chief Executive Recommendations                 | 76        |
| <b>5.49</b> | <b>Submission No. 49 – Kenny's of Lucan</b>     | <b>76</b> |
| 5.49.1      | Chief Executive Responses                       | 77        |
| 5.49.2      | Chief Executive Recommendations                 | 77        |
| <b>5.50</b> | <b>Submission No. 50 – Thomas Lynch</b>         | <b>77</b> |
| 5.50.1      | Chief Executive Responses                       | 77        |
| 5.50.2      | Chief Executive Recommendations                 | 78        |
| <b>5.51</b> | <b>Submission No. 51 - Hidden</b>               | <b>78</b> |
| 5.51.1      | Chief Executive Responses                       | 78        |
| 5.51.2      | Chief Executive Recommendations                 | 78        |
| <b>5.52</b> | <b>Submission No. 52 - Sinéad Murphy</b>        | <b>78</b> |
| 5.52.1      | Chief Executive Responses                       | 79        |
| 5.52.2      | Chief Executive Recommendations                 | 80        |
| <b>5.53</b> | <b>Submission No. 53 - Mattie McCabe</b>        | <b>80</b> |
| 5.53.1      | Chief Executive Responses                       | 80        |
| 5.53.2      | Chief Executive Recommendations                 | 81        |

|             |   |            |
|-------------|---|------------|
| <b>5.54</b> | <b>Submission No. 54 - Westbury Court Residents Association</b> | <b>81</b>  |
| 5.54.1      | Chief Executive Responses                                       | 81         |
| 5.54.2      | Chief Executive Recommendations                                 | 82         |
| <b>5.55</b> | <b>Submission No. 55 - Deputy Emer Higgins</b>                  | <b>82</b>  |
| 5.55.1      | Chief Executive Responses                                       | 83         |
| 5.55.2      | Chief Executive Recommendations                                 | 84         |
| <b>5.56</b> | <b>Submission No. 56 - Cllr Vicki Casserly</b>                  | <b>85</b>  |
| 5.56.1      | Chief Executive Responses                                       | 88         |
| 5.56.2      | Chief Executive Recommendations                                 | 88         |
| <b>5.57</b> | <b>Submission No. 57 - Paula Moraes</b>                         | <b>89</b>  |
| 5.57.1      | Chief Executive Responses                                       | 89         |
| 5.57.2      | Chief Executive Recommendations                                 | 89         |
| <b>5.58</b> | <b>Submission No. 58 - Laura Moloney</b>                        | <b>90</b>  |
| 5.58.1      | Chief Executive Responses                                       | 90         |
| 5.58.2      | Chief Executive Recommendations                                 | 90         |
| <b>5.59</b> | <b>Submission No. 59 - Aoife Cleary</b>                         | <b>90</b>  |
| 5.59.1      | Chief Executive Responses                                       | 90         |
| 5.59.2      | Chief Executive Recommendations                                 | 90         |
| <b>5.60</b> | <b>Submission No. 60 - Mairead Forsythe</b>                     | <b>91</b>  |
| 5.60.1      | Chief Executive Responses                                       | 93         |
| 5.60.2      | Chief Executive Recommendations                                 | 95         |
| <b>5.61</b> | <b>Submission No. 61 - Kevin O'Riordan</b>                      | <b>96</b>  |
| 5.61.1      | Chief Executive Responses                                       | 96         |
| 5.61.2      | Chief Executive Recommendations                                 | 97         |
| <b>5.62</b> | <b>Submission No. 62 - John Smith</b>                           | <b>97</b>  |
| 5.62.1      | Chief Executive Responses                                       | 97         |
| 5.62.2      | Chief Executive Recommendations                                 | 98         |
| <b>5.63</b> | <b>Submission No. 63 - Lucan Tidy Towns</b>                     | <b>98</b>  |
| 5.63.1      | Chief Executive Responses                                       | 99         |
| 5.63.2      | Chief Executive Recommendations                                 | 100        |
| <b>5.64</b> | <b>Submission No. 64 - Hidden</b>                               | <b>100</b> |
| 5.64.1      | Chief Executive Responses                                       | 100        |
| 5.64.2      | Chief Executive Recommendations                                 | 100        |
| <b>5.65</b> | <b>Submission No. 65 - The Cartridge Expert</b>                 | <b>100</b> |
| 5.65.1      | Chief Executive Responses                                       | 101        |
| 5.65.2      | Chief Executive Recommendations                                 | 101        |
| <b>5.66</b> | <b>Submission No. 66 - Shane Moynihan</b>                       | <b>102</b> |



|             |   |            |
|-------------|---|------------|
| 5.66.1      | Chief Executive Responses                             | 102        |
| 5.66.2      | Chief Executive Recommendations                       | 103        |
| <b>5.67</b> | <b>Submission No. 67 - Hidden</b>                     | <b>103</b> |
| 5.67.1      | Chief Executive Responses                             | 103        |
| 5.67.2      | Chief Executive Recommendations                       | 104        |
| <b>5.68</b> | <b>Submission No. 68 - Hidden</b>                     | <b>104</b> |
| 5.68.1      | Chief Executive Responses                             | 104        |
| 5.68.2      | Chief Executive Recommendations                       | 104        |
| <b>5.69</b> | <b>Submission No. 69 - Eimear Farrell</b>             | <b>104</b> |
| 5.69.1      | Chief Executive Responses                             | 105        |
| 5.69.2      | Chief Executive Recommendations                       | 105        |
| <b>6.</b>   | <b>Conclusion and Chief Executive Recommendations</b> | <b>106</b> |
| <b>6.1</b>  | <b>Conclusion</b>                                     | <b>106</b> |
| <b>6.2</b>  | <b>Recommendations</b>                                | <b>109</b> |
| <b>A.</b>   | <b>Appendix - Questionnaire</b>                       | <b>110</b> |
| <b>A.1</b>  | <b>Questionnaire Outline</b>                          | <b>110</b> |
| <b>B.</b>   | <b>Appendix – Drawings</b>                            | <b>116</b> |

# 1. Introduction

---

## 1.1 Report Structure

The remainder of this Report is structured as follows:

- **Chapter 1** summarises the non-statutory and statutory public consultation process, as well as environmental considerations and legislative background;
- **Chapter 2** provides a detail description of the proposal and sets out the scheme objectives;
- **Chapter 3** provides a summary of the questionnaire responses;
- **Chapter 4** provides a list of submissions received as part of the Part VIII public consultation process;
- **Chapter 5** presents the concerns and recommendations submitted by the public and provide a response to the submissions made in relation to the proposal; and
- **Chapter 6** presents the conclusions and Chief Executive recommendations following consideration of the submissions.

## 1.2 Overview

South Dublin County Council (SDCC) worked with the Employer's Representative Ove Arup & Partners Ltd in the compilation of this report, to present the outcome of the Statutory Public Consultation undertaken in relation to the Grand Canal to Lucan Urban Greenway. This report aims to summarise the concerns and recommendations submitted as part of the public consultation and to respond to submissions made during the consultation period.

## 1.3 Outline of Public Consultation Programme

### 1.3.1 Non-Statutory Consultation

Following the publication of the Barry Transportation Feasibility and Option Selection Report, a non-statutory public consultation was held over a period of six weeks beginning in March 2021. The Virtual Consultation Room received 3,918 views (5,231 total with repeat views).

The purpose of the consultation was to:

- Inform the public of the emerging preferred concept route
- Gauge opinion and get high level feedback on the concept route
- Having engaged the public, help inform the next preliminary design stage of the Project
- A project briefing was held online with Councillors on 29th August 2021 and additional online briefing to Councillors was held ahead of the non-statutory formal public consultation on October 22nd, 2021.
- From December 1st, 2021, to Jan 14th 2022 a further round of non-statutory public consultation was undertaken via a virtual consultation room.
- During this consultation the options were presented to the public via the Feasibility & Options Selection Report and explanatory videos and feedback sought to inform the preferred route of the scheme.

After the 2021 non-statutory public consultation was completed, the SDCC team continued to carry out non-statutory public consultation through Resident Association meetings, letter drops, and site meeting with stakeholders to better understand the outcomes of the 2021 non-statutory public consultation. The findings and outcomes of this non-statutory public consultation was summarized in the *Report on Public Consultation Process April 2021* which was included in the 2022 Part VIII consultation.

From this the preferred route for The Part VIII planning application process was designed and proposed by means of a statutory consultation as outlined in Section 1.2.2 of this report.

### 1.3.2 Statutory Consultation

- Following the non-statutory public consultation the planning application scheme was shared with the public by way of virtual consultation room via the following link from the 8<sup>th</sup> of September 2022 to 21<sup>st</sup> of October 2022: <https://grand-canal-to-lucan-urban-greenway.virtual-engage.com/>.
- During the consultation all appropriate documents including drawings, reports and artistic impressions indicating existing and proposed works were available to the public.
- All relevant information was also available by request as a hardcopy format in the South Dublin County Council Hall at Belgard Square North, Tallaght, Co. Dublin
- All relevant information was also available on the South Dublin County Council's consultation portal and virtually in the South Dublin County Council Offices in Tallaght. Submissions could be made via the portal or in writing by post to: Active Travel Officer, NTA Schemes, LUPT, South Dublin County Council, County Hall, Tallaght, Dublin 24 YNN5.
- During the duration of the consultation process interested parties had the opportunity to voice their support or concerns on the proposed scheme by completing a questionnaire and/or a submission on the SDCC Consultation website.
- During the consultation, there were 92 responses to the questionnaire and 69 written submissions received as further outlined in Section 4 and 5 of this report.

## 1.4 Environmental Consideration

### 1.4.1 Environmental Impact Assessment Screening

The EU has set out mandatory requirements for Environmental Impact Assessments under the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU). The Directive identifies certain project types, described under Annex I, that will always have significant environmental effects due to their nature and size. These projects are required to undergo an EIAR in every Member State.

For projects listed under Annex II, the EIA Directive gives Member States discretion to decide the limits of projects requiring an EIAR. In Ireland, mandatory thresholds have been set for projects that would otherwise fall under Annex II, which are described in Schedule 5 of The Planning and Development Regulations 2001 as amended, and in Section 50, Parts 1 (b-d) of The Roads Act 1993, as amended. These thresholds are based on project characteristics including size and location. Projects within these thresholds are always subject to an EIAR. In some circumstances, projects considered below the thresholds set under Schedule 5 Part 2 of the Planning and Development Act, or under Section 50 Parts 1 (b-d) of the Roads Act may still be considered by the Planning Authority to have significant effects on the environment, such as in cases where the projects are in a location of particular environmental sensitivity and may also be subject to an EIAR. These sub-threshold projects are reviewed by the Planning Authority on a case-by-case basis.

JBA Consulting Engineers and Scientists Ltd. (hereafter JBA) carried out a Screening Assessment that is embedded in the EIAR Screening Report to determine whether the characteristics of the proposed development are likely to have significant impacts on the environment. JBA assessed the potential environmental impacts of the development according to themes presented in an EIAR, such themes include: Population and Human Health biodiversity; Soils and Geology; Hydrology and hydrogeology; Cultural Heritage; Air and Climate; Noise and Vibration; Material Assets including Traffic, Utilities and Waste; and Cumulative impacts.

The assessment completed by JBA for the proposed development determined that no likely significant impacts are expected due to the proposed development. This is due to the small size of development and the distance and lack of pathways to Natura 2000 sites. Once operational, the proposed development is expected to be low in environmental impact. The development will be an important amenity asset for the area and will provide locals with a safe cycling and walking route from Lucan towards the Grand Canal.

It has been concluded that the proposed development does not fall under the category of subthreshold development, and thus an EIAR is not required.

### **1.4.2 Screening for Appropriate Assessment**

Appropriate assessment comes from the Habitats Directive (92/43/EEC), which seeks to safeguard the long-term survival of Europe's most valuable and threatened species and habitats. The geographical areas of particular importance to these species and habitats have been selected as Special Areas of Conservation (SAC) and Special Protection Areas (SPA) which are collectively referred to (in Ireland) as European sites. Together, these sites comprise the pan-European Natura 2000 network of protected areas. One of the measures which protects these areas is the requirement that every project must undergo an assessment of its implications for any European site before consent for the project is given. Consent for the project can only be given after determining that it will not adversely affect the integrity of the site(s) concerned in view of the conservation objectives of that site

JBA on behalf of SDCC have completed a Screening for Appropriate Assessment (AA) Report was prepared for the proposed development in accordance with Article 6(3) of the Habitats Directive, Part XAB of the Planning and Development Act 2000 (as amended), the relevant case law, established best practice and the Precautionary Principle. The AA Screening Report concluded that the proposed development, either individually or in combination with other plans or projects, is not likely to have significant effects on any European sites in view of best scientific knowledge and the Conservation Objectives of the site concerned.

## **1.5 Legislative Background**

### **1.5.1 South Dublin County Development Plan 2016-2022**

The aim of South Dublin County Development Plan is to develop sustainable and successful communities across the county through the redevelopment of the established built-up areas and the promotion of compact mixed-use urban villages. The Plan aims to increase the modal share for walking and cycling for local trips to work, schools, retail, and leisure. The Plan also aims to enhance safety for all modes of transport in the county.

The proposed Grand Canal to Lucan Urban Greenway is in accordance with the policies outlined in the South Dublin County Development Plan 2016-2022, in particular those related to; improving connectivity for pedestrians and cyclists within existing communities in order to maximise access to local shops, schools, public transport services and other amenities; Creating a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities, and; to ensure that all streets and street networks are designed to prioritise walking and cycling movements within a safe and comfortable environment for a wide range of ages, abilities and journey types.

### **1.5.2 National Transport Authority Greater Dublin Area Cycle Network Plan**

In 2013, the NTA published the Greater Dublin Area Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the Greater Dublin Area. The plan sets out to create an integrated, comprehensive high-quality cycling network, one that is safe, coherent, direct attractive and comfortable.

The Grand Canal to Lucan Urban Greenway forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and is route 01 in the Cycle South Dublin Programme.

### **1.5.3 South Dublin County Council Cycle South Dublin Programme of Works**

The objective of the programme is to provide a comprehensive and connected cycle network across South Dublin, making cycling a more achievable mode of transport for all adults and children and improve the cycling identity of the County.

The Grand Canal to Lucan Urban Greenway is listed as Route 01 in the ‘Now’ schemes of the programme.

## **2. Proposed Development**

---

### **2.1 Introduction**

The Grand Canal to Lucan Urban Greenway is a joint project between SDCC and the National Transport Authority (NTA). Arup was appointed in Q4 2021 as a multi-disciplined technical consultant to progress the Grand Canal to Lucan Urban Greenway. The scheme aims to provide a link between the Grand Canal and Lucan Village, providing improved pedestrian and cycle facilities throughout and enhancing links to residential, educational, leisure and commercial areas. Refer to Figure 1.1.



Figure 1: Proposed Route

## 2.2 Description of Proposed Development

The purpose of the proposed scheme, as set out by SDCC and the NTA, is to provide a link from Grand Canal to Lucan Village enhancing the pedestrian and cycle facilities from Grand Canal, through Griffeen Valley Park and into Lucan Village. Along with the improvements to pedestrian and cycle facilities, adjustments will be made to existing junctions along the main route and secondary links as part of these improvements. Ultimately when the route is delivered it will help to improve safety, including a reduction in vehicle speeds, and is envisaged that it will contribute towards an increased number of trips in the area by pedestrians and cyclists. The proposed works will tie-into the existing site limits, private and commercial accesses, and junctions along the route.

The scheme objectives are as follows:

- Encourage modal shift to cycle as a safe and convenient means of making local trips (work, school/college, recreational trips, etc) and to create a network of high-quality cycling facilities;
- Develop secondary links in the vicinity of the main scheme that will look to increase the usability of the main route through increasing access and destination options;
- Ensure the delivery of a high-quality cycle route that provides high-quality linkage between residential areas and key trip attractors (e.g. schools/colleges, sports clubs, shopping centres) as well as other planned and existing cycle and walking routes;
- Provide a route from Grand Canal bridge at Grange Castle to Lucan Village via the Clonburris Lands, Griffeen Valley Park, Lucan Newlands Road (referred to as Esker Road, Esker Lawns and Esker Hill in the FOSR), and Brookvale public space (referred to as Esker Hill Park in the FOSR) connecting to a boardwalk adjacent to Lucan Road;
- Upgrade junctions where facilities for pedestrians and cyclists are limited or non-existent;
- Significantly improve safety for pedestrians and cyclists in accordance with the NTA Cycle Manual and DMURS.

## 2.3 Plans and Details

All relevant documents outlining the proposed plans and details of the Proposed Scheme are included on the SDCC consultation website be accessed at the following link:

<https://consult.sdublincoco.ie/en/consultation/grand-canal-lucan-urban-greenway>



### 3. Questionnaire Responses

---

A questionnaire was available on the SDCC consultation portal; <https://consult.sdublincoco.ie/en/consultation/grand-canal-lucan-urban-greenway>. 92 submissions were made. The following are the summarized submissions from the questionnaire:

- When asked if they are supportive of the Canal Loop Urban Greenway and the School Links Scheme, 63% responded Yes, 28% responded Yes with Changes, 9% responded No.
  - 91 % are generally supportive of the scheme
- When asked if they think the proposed scheme will make the area pedestrian and cycle-friendly, 87% responded Yes, 13% responded No.
- 37% of respondents lived less than 1km from the scheme, 29% lived 1-5km from the scheme, and the rest were over 5km away.
- While there was a variety of response, responders express interest in the scheme, the overwhelming majority identified as Local Residents (34%).

For the full questionnaire and graphs of the responses can be found in Appendix A:

## 4. List of Submissions

Submissions received during the specified period of the Statutory Public Consultation in respect of the proposed scheme are listed in the table below.

|     |                               |    |                                      |
|-----|-------------------------------|----|--------------------------------------|
| No. | Author                        | 36 | Caitriona McClean                    |
| 1   | Cllr Derren Ó Brádaigh        | 37 | Lucan Village Pharmacy               |
| 2   | Hidden Author_CD-C254-2       | 38 | Michael Boyle                        |
| 3   | Hidden Author_CD-C254-3       | 39 | Hidden Author_CD-C254-45             |
| 4   | Gavin Burke                   | 40 | Ciara Slattery                       |
| 5   | Hidden Author_CD-C254-6       | 41 | Hidden Author_CD-C254-47             |
| 6   | Hidden Author_CD-C254-7       | 42 | Lynch's Centra Lucan                 |
| 7   | Hidden Author_CD-C254-8       | 43 | St. Mary's BNS                       |
| 8   | Stephen Castello              | 44 | Hidden Author_CD-C254-51             |
| 9   | Hidden Author_CD-C254-11      | 45 | Hidden Author_CD-C254-52             |
| 10  | Martin Quinn                  | 46 | Hidden Author_CD-C254-53             |
| 11  | Cllr Derren Ó Brádaigh        | 47 | People Before Profit                 |
| 12  | Pat McColgan                  | 48 | Hidden Author_CD-C254-55             |
| 13  | Hidden Author_CD-C254-16      | 49 | Kenny's of Lucan                     |
| 14  | Hidden Author_CD-C254-17      | 50 | Thomas Lynch                         |
| 15  | John Lynagh                   | 51 | Hidden Author_CD-C254-58             |
| 16  | Hidden Author_CD-C254-19      | 52 | Sinéad Murphy                        |
| 17  | Colum McCaffery               | 53 | Mattie McCabe                        |
| 18  | Hidden Author_CD-C254-23      | 54 | Westbury Court Residents Association |
| 19  | Hidden Author_CD-C254-24      | 55 | Deputy Emer Higgins                  |
| 20  | Hidden Author_CD-C254-25      | 56 | Cllr Vicki Casserly                  |
| 21  | Hidden Author_CD-C254-26      | 57 | Paula Moraes                         |
| 22  | Hidden Author_CD-C254-27      | 58 | Laura Moloney                        |
| 23  | Hidden Author_CD-C254-28      | 59 | Aoife Cleary                         |
| 24  | Lucan Active Travel           | 60 | Mairead Forsythe                     |
| 25  | Main Street Clinic            | 61 | Kevin O'Riordan                      |
| 26  | Hidden Author_CD-C254-31      | 62 | John Smith                           |
| 27  | Hidden Author_CD-C254-32      | 63 | Lucan Tidy Towns                     |
| 28  | Hidden Author_CD-C254-33      | 64 | Hidden Author_SD-C254-72             |
| 29  | Lucan Harriers Athletics Club | 65 | The Cartridge Expert                 |
| 30  | Hidden Author_CD-C254-37      | 66 | Shane Moynihan                       |
| 31  | Hidden Author_CD-C254-37      | 67 | Hidden Author_SD-C254-75             |
| 32  | Lucan Cycling Road Club       | 68 | Hidden Author_CVQ-9062               |
| 33  | Jimmy Stagg                   | 69 | Eimear Farrell                       |
| 34  | Paul Gogarty                  |    |                                      |
| 35  | Mary Quinn                    |    |                                      |

## 5. Detailed Submissions

### 5.1 Submission No. 1 – Cllr Derren Ó Brádaigh

| Unique ID   | Submission                                    | Observation                         | Author                 |
|---|---|-------------------------------------|------------------------|
| SD-C254-1   | SD-C254-1 Grand Canal to Lucan Urban Greenway | Grand Canal to Lucan Urban Greenway | Cllr Derren Ó Brádaigh |
| <p>In making this submission, I wish to express my support for this project and its aims to promote active travel, through increased daily trips by pedestrians and cyclists in a safe and environmentally positive manner. Submission includes suggestions / observations that I believe can go some way toward enhancing the overall scheme;</p> <ol style="list-style-type: none"> <li>1) Ensure adequate public lighting along the entire 4.2km route.</li> <li>2) Red bridge surface underfoot/track - Currently the bridge surface is very slippery and even more treacherous for cyclists. Clear need to upgrade to a suitably grip safe surface, if not already in the plan.</li> <li>3) Introduce additional litter bins to meet the expected increased footfall and usage.</li> <li>4) Introduce drinking fountains and bottle filling stations into the route.</li> <li>5) As part of the infrastructural upgrades to Griffeen Avenue, position appropriate visible signage on both approaches for motorists, indicating a cycle track crossing ahead.</li> <li>6) Deliver / agree upon proposals for planting of 250 new trees as an integral part of the project construction.</li> <li>7) Maintenance - Agree to scheduled inspections and for track sweeping on a quarterly basis.</li> <li>8) As the gradient from Brookvale into Lucan is steep, introduce appropriate road safety barrier at the bottom, protecting emerging pedestrians and cyclists.</li> </ol> |   |                                     |                        |

#### 5.1.1 Chief Executive Responses

1. Public lighting is proposed along the entire route.
2. The Grand Canal Bridge is within the scope of SDCC maintenance department, the comments will be passed on for their consideration.
3. It is intended to provide bins at strategic locations along the route.
4. It is intended to provide drinking fountains at strategic locations along the route.
5. It is intended to provide signage in accordance with the Traffic Signs Manual. Variable message signage will be considered as part of the design process
6. It is proposed to provide 250 plus new trees along the proposed route.
7. SDCC will be responsible for maintaining the route in accordance with their procedures.
8. A risk assessment will be carried out as part of the detailed design process to determine the need for a safety barrier.

#### 5.1.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.2 Submission No. 2 - Hidden

| Unique ID  | Submission   | Observation       | Author |
|--|--|-------------------|--------|
| SD-C254-2  | SD-C254-2 Pro cycling/pedestrian aspects, anti alterations to Lucan Newlands road. | Proposed upgrades | Hidden |
| <p>1. I am very much in favour of encouraging cycling, especially in green safe areas. However, as a resident of Cherbury Park road I find the proposed alterations to the Lucan Newlands road too intrusive to The local residents and as such object to the proposal. The chicanes serve to impede flow of traffic. Considering the only motorists utilizing the road are residents and visitors to the cemetery, the chicanes will impact residents unfavourably. The narrowing of the road compounds the chicane issue for several reasons. Currently, the road is wide enough to safely allow a car to overtake a cyclist. Narrowing the road will force cars to stay behind cyclists regardless of speed or conversely, overtake them recklessly. The chicanes impede progress of residents in what is effectively a cul de sac. The road narrowing and chicanes prevent road side parking for the cemetery and residents/visitors on the Lucan Newlands road. This will force cemetery traffic to seek roadside parking in Cherbury. This is of particular concern during large funerals and the yearly blessing of the graves mass when the cemetery carpark cannot facilitate all visitors. It will also negatively affect funeral processions. The chicanes and change in radius may prevent large vehicle entry to Cherbury Park. This will impact in the case of large furniture deliveries or property improvements where large vehicle access is required.</p> <p>2. The arrangement at the top of the hill at the entrance to Brookvale Park is not an enhancement to residents. It is a deliberate hindrance. It may back up a funeral procession in to the village if it stops on the hill.</p> <p>3. I still have concerns of the route encouraging criminal activity as it is a fast track from one side of Lucan to the other, taking routes a Garda car could not follow. A house break in could happen in Sarsfield estate and the criminal could be over the N4 bridge in minutes. Drugs can be transported and hid quite easily along that route as well. I have concerns about the speeds cyclists will be travelling at. Allot of cyclist time their route and try to beat their speed using the Strava app. I do not want to encourage the same problems being experienced with the Waterford greenway of road bikes racing up and down bullying motorists, commuters, pedestrians, family and leisure cyclists. This is of particular concern where cyclists emerge from the bridge over the N4.</p> <p>4. When driving out from Cherbury Park road the view to the right and left is obstructed. The proposed layout seems to give priority to cyclists exiting the bridge and entering the Lucan Newlands Road. This is not acceptable as a motorist simply cannot see if a cyclist is coming. Priority must be maintained for residents entering Cherbury Park road and speed reducing chicanes should be installed for cyclists to ensure they stop, look and listen before emerging. I am not against the Grand Canal to Lucan Urban Greenway. However, I do feel that residents should not be negatively impacted.</p> |  |                   |        |

### 5.2.1 Chief Executive Responses

1. It is the intention of the Lucan Newlands Road improvement is to slow and calm traffic on the road. The Design Manual for Urban Roads and Streets (DMURS) states that shared street facilities should only be provided on “lightly-trafficked / low-speed streets” where the maximum 85th percentile speed cannot exceed 50km/h. A traffic survey commissioned prior to completing the design indicated an 85th percentile speed of 52km/h along Lucan-Newlands Road. Extensive consideration was given to the speed mitigation measures and with consideration given to the Esker residents and Esker cemetery visitors. It was the opinion of SDCC and the Design Team that a combination of road narrowing, landscape interventions and chicanes provided the

most suitable speed reduction arrangement, especially in regards to future funeral progressions. Chicanes are a proven method of mitigating speed and traffic calming.

2. It is not the intention of SDCC to restrict vehicular access to Lucan Newlands Road at Esker Hill, the intention of SDCC is to provide a ‘Shuttle System’ at Esker Hill. A ‘Shuttle System’ is an automatic traffic light system which controls alternating one-way traffic movements, at one time, with a two-way access retained. The proposed crossing at Esker Hill would have poor visibility for drivers approaching the crossing, resulting in unsafe crossing conditions. By introducing the “Shuttle System” with an advance warning to drivers, a stop line and traffic lights, pedestrians will be visible, creating a safer road/public realm environment for all users. This arrangement also allows for the provision of wider footpaths and a short crossing distance for pedestrians and cyclists, decreasing the wait time for drivers and increasing pedestrian safety.
3. Section 1.2.4 of the ‘Permeability Best Practice Guide’ published by the National Transport Authority states that “A higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for pedestrians and cyclists, this enhanced safety can be provided.”. Proposals at Lucan-Newland Road and Brookvale aim to provide a safe and an attractive route for both leisure and commuting (workers and school-going children) pedestrians and cyclists, hence increasing passive surveillance. The proposals at Brookvale and Lucan-Newlands Road also include appropriate lighting at that location. It is also the intention to review the route with An Garda Síochána as part of the detailed design process.
4. It is the design intent at the interference between the proposed shared surface and Cherbury Park Road to provide priority for drivers. This will be achieved by providing appropriate road marking and signage along with a horizontal deflection forcing cyclists to slow down at approach to the road.

### **5.2.2 Chief Executive Recommendations**

1. No changes proposed following the review of this submission.

### 5.3 Submission No. 3 - Hidden

| Unique ID   | Submission   | Observation   | Author |
|---|--|---|--------|
| SD-C254-3   | SD-C254-3 A ridiculous plan that will greatly inconvenience residents in Esker Lawns, Lucan Heights and Beech Park | A ridiculous plan that will greatly inconvenience residents in Esker Lawns, Lucan Heights, Beech Park and Beech Grove | Hidden |
| <p>1. I object to this plan. The roads in the above locations are just about suitable for 2 way traffic and a footpath on both sides of the road, without trying to squeeze in a cycle lane. A reduction in footpath size will severely limit its use by parents with strollers, wheelchair users or anyone requiring a support while walking</p> <p>2. Closing off the road at Esker Hill will only increase the traffic bottleneck at St Josephs onto the Lucan road. Traffic wanting to get onto the N4 can currently go down Esker Hill and turn left at Courtneys to head onto the N4. If this option is not available, then traffic will ultimately head through Lucan Heights / Beech Park to get onto the Lucan Road. This road is already severely congested, and this new greenway plan will only make that situation worse</p> |  |   |        |

#### 5.3.1 Chief Executive Responses

1. It is not proposed to provide cycle tracks/lanes on Esker Lawns, Lucan Heights, Beech Park and Beech Grove. The proposal is to create a shared street by providing cycle symbol markings on the road surface.
2. It is not the intention of SDCC to restrict vehicular access to Lucan Newlands Road at Esker Hill, the intention of SDCC is to provide a ‘Shuttle System’ at Esker Hill. A ‘Shuttle System’ is an automatic traffic light system which controls alternating one-way traffic movements, at one time, with a two-way access retained. The proposed crossing at Esker Hill would have poor visibility for drivers approaching the crossing, resulting in unsafe crossing conditions. By introducing the “Shuttle System” with an advance warning to drivers, a stop line and traffic lights, pedestrians will be visible, creating a safer road/public realm environment for all users. This arrangement also allows for the provision of wider footpaths and a short crossing distance for pedestrians and cyclists, decreasing the wait time for drivers and increasing pedestrian safety.

#### 5.3.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.4 Submission No. 4 – Gavin Burke

| Unique ID  | Submission  | Observation  | Author      |
|--|---|--|-------------|
| SD-C254-4  | SD-C254-4 Support but could not go further / Positive but needs some tweaking | Access from Adamstown Avenue / improvements required | Gavin Burke |
| <ol style="list-style-type: none"> <li>1. Fully support the initiative to create a Greenway between the grand canal and Lucan. It should be noted though that the original proposal was to go all the way to the Royal canal to link the two. I feel this design stops a bit too short of Lucan village itself and should have more separation from car traffic all the way over the Liffey to the Fingal CoCo border for further extension to the Royal Canal.</li> <li>2. Any mixing of cyclists and car traffic on this route will not work. The Greenway needs to be protected by bollards or concrete kerbs where possible. This route will be traversed by people of all ages. Bicycles and cars do not mix. Shared streets are a good idea in theory but if near an area where parking is an issue it's pointless. Separation is key.</li> <li>3. One last point I'd like to bring up is that the access from the Adamstown Avenue to this route on Hayden's lane that crosses the road and the railway line next to it is very limited. By adding a low incline ramp up to the pedestrian and cycle way, you could greatly improve the access from Adamstown to Lucan and south to the Canal. The cycle infrastructure is already there on the Adamstown Avenue so linking the two up would massively improve the network. Realistically to get from Adamstown to Lucan using the plan in its current form means you have to cycle on the R120 over the railway, turn left to get to Hayden's lane and cross back over the railway bridge to continue along the cycle way. This is unnecessary and can be easily alleviated via a semi circle ramp up to the cycle way.</li> <li>4. Very much supportive of a plan to expand greenways around the Lucan area. They can provide a safe corridor for cyclists of all ages to rapidly move through the area. This plan will certainly help that but in my opinion I think it does not go far enough and is introducing some dangerous elements that will diminish its effectiveness.</li> <li>5. Shared surfaces should be avoided if at all possible, separation between pedestrians and cyclists would be much preferred, especially in the park stretches which is more likely to have young children walking in the path. Separating the cycleway from the pedestrians like the first parts of the scheme near the Grand canal would be much preferred as this would encourage far more cyclists to use this route rather than using the road.</li> <li>6. Lucan-Newlands road design is a recipe for disaster, the chicanes are forcing the cyclists into the path of oncoming traffic. This is not safe for anyone. At the very least the chicane build outs from the kerb should have a gap cut out so the cyclist does not need to go around them but can continue cycling through them and remain close to the kerb, this would offer protection to the cyclist as they do not need to negotiate with car right of way around the chicane. This road really should have a two way protected cycle lane on one side and retain the two carriageways for cars albeit narrowed slightly, the lanes are currently very wide on this stretch for no reason. There is more than enough room to add a two way cycleway and retain the two carriageways for cars. Again this would encourage cyclists to actually use this route and keep everyone safe.</li> <li>7. The route doesn't go to Lucan village, it stops at Lucan road. The original plan was to go all the way to the Royal canal over the Liffey. This scheme needs to deliver protected cycle infrastructure all the way to Lucan village to offer an alternative to the car to shop and spend time in the village itself. After Lucan-Newlands Road section, the cycleway should connect straight to Sarsfield Park Road and have a continued protected cycleway all the way into the village center.</li> <li>8. At the end of the day, the scheme needs to be safe enough for cyclists of all ages especially children to safely and confidently use to have any meaningful effect. Mixing everyone together in shared spaces</li> </ol> |   |  |             |

### 5.4.1 Chief Executive Responses

1. The Grand Canal to Lucan Urban Greenway is the first phase of a wider greenway project through South Dublin and Fingal to connect the Grand and Royal Canals. We have and will continue to work closely with the Active Travel team in Fingal County Council. The Active Travel team in Fingal County Council are currently working on the route design in Fingal and will be working closely with SDCC to finalise route options and design proposals if this Part VIII proposal is accepted. It is envisaged that route feasibility and options would be developed in the second half of 2023

In regards to the Village Connection, following the publication of Feasibility and Option Selection Report (FOSR), a non-statutory public consultation was held over a period of six weeks beginning in March 2021. The findings of the non-statutory public consultation have highlighted the need to revisit the route options set out in the FOSR in order to determine the new Preferred Route Option (PRO) that ensures the scheme has a stronger link to the centre of Lucan Village. Based on the findings of the non-statutory consultation Arup have prepared an addendum to the FOSR and completed an independent assessment and determined that 'Route 4-3A', achieves the scheme objectives of providing high-quality cycle infrastructure while providing a more direct route to Lucan Village.

2. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along with several workshops between SDCC, NTA and the Design Team. It is the opinion of SDCC that a shared surface is most suitable at the proposed locations. Design Manual for Urban Roads and Streets (DMURS) states that "On lightly-trafficked/low-speed streets, designers are generally directed to create Shared Streets where cyclists and motor vehicles share the carriageway". Shared Streets allow for the formation of quality multi-functional roads by reallocating space for footpath widening, landscape interventions and public realm improvements. It should be noted that segregated facilities will be provided wherever reasonably practicable.
3. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes
4. Comments are noted.
5. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.
6. It is the intention of the Lucan Newlands Road improvement is to slow and calm traffic on the road. The Design Manual for Urban Roads and Streets (DMURS) states that shared street facilities should only be provided on "lightly-trafficked / low-speed streets" where the maximum 85th percentile speed cannot exceed 50km/h. A traffic survey commissioned prior to completing the design indicated an 85th percentile speed of 52km/h along Lucan-Newlands Road. Extensive consideration was given to the speed mitigation measures and with consideration given to the Esker residents and Esker cemetery visitors. It was the opinion of SDCC and the Design Team that a combination of road narrowing, landscape interventions and chicanes provided the



most suitable speed reduction arrangement, especially in regard to future funeral progressions. Chicanes are a proven method of mitigating speed and traffic calming. A by-pass of chicanes by cyclists was deemed unsuitable as it may result in conflict with oncoming vehicles. A 2-way cycle track was considered not to be reasonably practicable.

7. Refer to response 1 above.
8. Refer to response 5 and 6 above.

## 5.4.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.5 Submission No. 5 – Hidden

| Unique ID  | Submission      | Observation | Author |
|--|-----------------|-------------|--------|
| SD-C254-6  | SD-C254-6 Gates | Gates       | Hidden |
| 1. It'd be great if gates are removed so that you can enter with a buggy or bicycle trailer (for a child). Currently, it's not possible to enter with a trailer and entering with a buggy is very difficult. |                 |             |        |

### 5.5.1 Chief Executive Responses

1. It is proposed to replace existing “kissing gates” with bollards or similar along the core route.

### 5.5.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.6 Submission No. 6 – Hidden

| Unique ID   | Submission                        | Observation                | Author |
|---|-----------------------------------|----------------------------|--------|
| SD-C254-7   | SD-C254-7 links to N4 cycle lanes | links to cycle lanes on N4 | Hidden |
| 1. Would it be possible/feasible to provide a link from the cycle lanes on the N4 to this proposal? The footbridge at Esker would be the logical place. It would greatly improve the cycle network if all existing cycle infrastructure was connected where possible. |                                   |                            |        |

### 5.6.1 Chief Executive Responses

1. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

### 5.6.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.7 Submission No. 7 – Hidden

| Unique ID  | Submission   | Observation  | Author |
|--|--|--|--------|
| SD-C254-8  | SD-C254-8 Residential property access impeded by proposed location of Zebra Crossing / Site boundary | Residential property access impeded by proposed location of Zebra Crossing / Site boundary | Hidden |
| <p>1. I wish to object to the proposed location of the Zebra Crossing and Site boundary line as outlined in section 6.4.2 of the Grand Canal to Lucan Urban Greenway Part 8 Planning report. Belisha Beacon Zebra Crossing - Chapel Hill – At the entrance to Sarsfield Park. Please find drawings attached below and the Google Map link to the location. <a href="https://tinyurl.com/5e9czamr">https://tinyurl.com/5e9czamr</a>. Below are the grounds on which I strongly object to this planning proposal.</p> <p>2. The proximity of the proposed Zebra Crossing and Site boundary line to my family home will hinder the peaceful enjoyment of my home and family life. It will impede vehicle access to my property and driveway during the construction phase. It will permanently impede vehicle access to my property if the proposed Zebra crossing is constructed in the proposed location as it impedes my right of way into my driveway. Please see attached photo - No 3. Sarsfield Park Entrance Flashing beacon from the proposed Zebra crossing at such close proximity to my family home will be a significant nuisance and will unreasonably and substantially interfere with the use and enjoyment of my home. It will remove the keep clear sign and hinder the safe passage of resident vehicles from my driveway to the main road. It will pose a danger to my young family as bikes may pass through the cycleway and across the entrance of my home at speed. Priority must be maintained for residents entering Sarsfield Park and for the peaceful enjoyment of my young family that lives in our home on Chapel Hill. There is a documented history of anti-social behaviour at the proposed location of the zebra crossing; a public cycleway will only exacerbate this issue and hinder the peaceful enjoyment of my home and family life. There is a documented history of litter and fly-tipping at the Sarsfield park entrance. The proposed development will only exacerbate this issue. Access, traffic and road safety. The potential risk of injury to the residents and my young family of Park Lodge, Chapel Hill, by speeding cyclists is a genuine concern. The additional high volume of school traffic and additional cyclists will only exacerbate this issue. The potential risk of injury to pedestrians and cyclists by cars accessing the driveway and car park space is a real concern due to limited visibility combined with the addition of speeding cyclists. Attaching a circular sent to parents of St. Joseph’s secondary school by An Garda Síochána on 16/09/2022 it appears illegal parking etc is part of a wider problem with the schools in the area. Design and layout of the proposal Will impact the ability of large furniture deliveries or property improvements where large vehicle access is required. I would suggest moving the Zebra crossing at least 50 metres west of my property, towards Lucan village. - Attachment No 2. Chapel Hill Crossing New Proposal. No consideration was given to the resident's privacy, security and ability to access their property under the current proposal - Attachment No 1. Chapel Hill Crossing Current Proposal</p> <p>3. Anti Social Behaviour, Litter &amp; noise. There is a documented history of anti-social behaviour at the proposed location of the zebra crossing; a public cycleway will only exacerbate this issue and hinder my family’s enjoyment of our family home and family life. There will be excessive environmental noise during the construction phase due to the proposals' proximity to my home, which will hinder my family’s enjoyment of our family home and family life. There is a documented history of litter and fly-tipping at the Sarsfield park entrance. The proposed development will only exacerbate this issue. Affect on Biodiversity Concerns that clearing sections of woodland to construct ramps will adversely affect the local wildlife such as the native red squirrel, Leisler's bat, red fox and foraging badgers.</p> <p>4. Possible Solutions: Upgrade the existing school crossing at St Mary’s Boys national school to a Belisha Beacon Zebra Crossing. <a href="https://tinyurl.com/2fzprwa6">https://tinyurl.com/2fzprwa6</a> - Google maps link of the location. Locate the Belisha Beacon Zebra Crossing at least 50 metres from the entrance to Sarsfield Prak on Chapel Hill,</p> |  |  |        |

towards Lucan village. <https://tinyurl.com/4f27es76> - Google maps link of the location. Please see attachment No 2. Chapel Hill Crossing New Proposal. Doing so will not affect any current parking spaces. Will ensure the safety of pedestrians and cyclists alike. This will help minimise the impact of all the issues raised above.

### 5.7.1 Chief Executive Responses

1. Comments are noted.
2. It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m west of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.
3. Section 1.2.4 of the ‘Permeability Best Practice Guide’ published by the National Transport Authority states that “A higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for pedestrians and cyclists, this enhanced safety can be provided.”. Proposals at Lucan-Newland Road and Brookvale aim to provide a safe and an attractive route for both leisure and commuting pedestrians and cyclists, hence increasing passive surveillance. The proposals at Brookvale and Lucan-Newlands Road also include appropriate lighting at that location. It is also the intention to review the route with An Garda Síochána as part of the detailed design process.
4. See note 2 above.

### 5.7.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design.

## 5.8 Submission No. 8 – Stephen Castello

| Unique ID  | Submission                         | Observation       | Author           |
|--|------------------------------------|-------------------|------------------|
| SD-C254-9  | SD-C254-9 Emergency vehicle access | Proposed upgrades | Stephen Costello |
| <ol style="list-style-type: none"> <li>1. In my initial submission I stated a concern about large vehicle access for deliveries or construction work and funeral processions to the cemetery. On further consideration it occurred to me that emergency service vehicles would also be obstructed as a result of traffic lights, new radii on corners, chicanes and narrowing of the Lucan Newlands road. Any deliberate attempt to impede emergency service vehicle progress is unacceptable.</li> <li>2. The narrowing of the junction of the Lucan road and Lucan heights hill would also increase congestion. The current layout allows for vehicles turning left in to and out of Lucan Heights to pull in to a left turning lane. The proposed alterations would cause traffic to cue up in one lane rather than the current two.</li> <li>3. The point where cyclist would emerge from the N4 bridge on to Lucan Newlands road states bollards would replace kissing gates. I cannot stress strongly enough how dangerous this is. This is a downhill stretch so speed builds quite easily on my push bike. If a cyclist emerges at full speed, there will be an</li> </ol> |                                    |                   |                  |

accident. Motorists are completely blind in both directions. Please visit the site and sit in a car exiting Cherbury Park road slowly to observe how little reaction time there would be to perform an emergency stop. Vision is completely obscured in both directions and pedestrians and cyclists tend to cross without looking. I personally almost had an accident when a cyclist heading from the village toward the bridge cycled straight ahead without looking left and almost collided with my car, I saw her when she was approximately 3 meters to my front right heading towards my wing. We both hit brakes and she stopped less than 500mm from my front wheel. I am very cautious with this corner in its current state and removing the kissing gates for the sake of convenience is reckless. If we have to dismount our bikes to prevent an accident so be it.

4. I must also point out that in the planning application for the new cemetery there is a pedestrian/cycle path connecting the N4 bridge to Vessey park. This is a direct safe route to the village which would not interfere with residents and it connects to the cycle lane on the N4. This route also leads to the demesne walk along the Liffey through Ardevin.
5. I am sure my next point would not fall under the scope for this project, however, it is relevant. The majority of traffic in Lucan village is through traffic. Cars avoiding the M50 toll in rush hours. Chapelizod suffers the same problem as the first points to cross the liffey either side of the M50. If there was no toll on the M50 the village would be a safer place for pedestrians, cyclists and motorists alike as traffic congestion would be severely reduced.

### 5.8.1 Chief Executive Responses

1. The proposed scheme has been subject to a vehicle tracking assessment which has confirmed that all required vehicle movements at this location are able to be carried out comfortably.
2. It is proposed to reduce the junction at Lucan Road and Lucan Heights to provide a more pedestrian and cycle friendly environment. It is acknowledged that the vehicular capacity of the junction will be reduced consequently.
3. It is the design intent that the footpath will be extended from Cherbury Park Road to the cemetery at the interface between the proposed shared surface and Cherbury Park Road. This will improve sightlines for both cyclists and drivers. The existing priority arrangement will be retained. This will be achieved by providing appropriate road marking and signage along with a horizontal deflection such as a chicane which will encourage cyclists to slow down on approach to the road.
4. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

5. Comments falls outside the scope of the project; however, merits further consideration.

### 5.8.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.9 Submission No. 9 - Hidden

| Unique ID  | Submission                                     | Observation   | Author |
|--|--|---|--------|
| SD-C254-11   | SD-C254-11 Grand Canal to Lucan Urban Greenway | Narrowing the road from Cherbury Park to Lucan village will cause traffic chaos in the area | Hidden |
| <ol style="list-style-type: none"> <li>1. I object to the plan to put in a cycle-way that will narrow Newlands Road for traffic. This road carries many cars / vans daily. Service vehicles, Garda cars, ambulances and bin-collection lorries also use this road frequently.</li> <li>2. The existing road from Cherbury Park to Lucan village is already barely suitable for safe two-way traffic. Newlands Road is the main route to the cemetery and for the very heavy traffic that funerals entail. Also, on Cemetery Sunday, many hundreds of cars must access this road.</li> <li>3. Any narrowing of the road that blocks two-way traffic will cause severe headaches for local residents, ambulances, service vehicles and attendees at funerals / Cemetery Sunday.</li> </ol> |  |   |        |

### 5.9.1 Chief Executive Responses

1. The proposed scheme has been subject to a vehicle tracking assessment which has confirmed that all required vehicle movements will be able to navigate and access this location comfortably. The carriageway is proposed to be narrowed to 6m over a short distance, along a straight section of road. A 6m wide carriageway is in line with the BusConnects Preliminary Design Guidance booklet and Design Manual for Urban Roads and Streets (DMURS).
2. A traffic survey commissioned suggests a low volume of daily traffic at Esker Newland Road, operation of Esker cemetery was also considered during the design process. It is the opinion of SDCC and the Design Team that the proposed arrangements will not impede the operation of Esker Cemetery.
3. See note 1 and 2 above.

### 5.9.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.10 Submission No. 10 - Martin Quinn

| Unique ID   | Submission  | Observation   | Author       |
|---|---|---|--------------|
| SD-C254-12  | SD-C254-12 I am in favour of the proposed Lucan Cycle loop. | I am broadly in favour of the proposal, however it does not go far enough | Martin Quinn |
| <ol style="list-style-type: none"> <li>1. I am broadly in favour of the proposed submission. As a 40 year plus resident of Lucan I believe that cycling infrastructure needs to be improved in Lucan. The cycle loop is a great idea. Allowing children to cycle safely is a hallmark of a just society. The traffic may increase on the Newlands Road with the new cemetery so cyclist need to be protected there. However I believe that at the back of the new cemetery there is a pedestrian/cycle path which could connect to Vesey park. This would be very welcomed if opened up as an addition to the proposed cycling loop.</li> </ol> |   |   |              |

### 5.10.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed, and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.10.1 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.11 Submission No. 11 - Cllr Derren Ó Brádaigh

| Unique ID   | Submission   | Observation                         | Author                 |
|---|--|-------------------------------------|------------------------|
| SD-C254-14  | SD-C254-14 Grand Canal Loop Urban Greenway Cycle Project | Grand Canal to Lucan Urban Greenway | Cllr Derren Ó Brádaigh |
| <ol style="list-style-type: none"> <li>1. Further to earlier submission; Reconsider the proposed location of the Zebra Crossing and Site boundary line as outlined in section 6.4.2. Belisha beacon zebra crossing on Chapel Hill and relocate by 30-50mtrs west (toward village) - the proposal as outlined in the design does not take account of the vehicular driveway access to private home at this specific location.</li> </ol> |  |                                     |                        |

### 5.11.1 Chief Executive Responses

1. It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.

### 5.11.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design.

## 5.12 Submission No. 12 – Pat McColgan

| Unique ID  | Submission                   | Observation       | Author       |
|--|------------------------------|-------------------|--------------|
| SD-C254-15   | SD-C254-15 Pedestrians First | Pedestrians First | Pat McColgan |
| <p>1. Any pedestrian space which is shared in an open and unconstrained manner with cyclists/scooterists is a dangerous place for pedestrians. Therefore any part of the mooted greenway that does not have physical barriers to keep cyclists/scooterists on a separated "roadway" to that used by pedestrians, must be clearly signposted to indicate unequivocally that pedestrians have priority at all times and in all situations, and must also be replete with gates or some other means designed to ensure that cyclists are kept to a low (walking) speed. These gates/other means must, if possible, be of such a fashion that they do not significantly hinder pedestrians, and those with infant prams/buggies. "Pedestrians First" should be a motto of, and guiding principal for, those designing the mooted greenway.</p> |                              |                   |              |

### 5.12.1 Chief Executive Responses

1. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.

### 5.12.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.13 Submission No. 13 - Hidden

| Unique ID   | Submission   | Observation  | Author |
|---|--|--|--------|
| SD-C254-16  | SD-C254-16 Contraflow Cyclelane R835 from Lucan village to Lucan Golf Club | Contraflow Cycle lane R835 from Lucan village to Lucan Golf Club | Hidden |
| <p>1. I propose the installation of a contra flow cycle lane installed on the R835. It's the short section of road between Lucan golf club on Tubber Lane Road and the roundabout at Dodsborough Road. I see cyclist regularly cycling the wrong way up the road in order to avoid having to go up the N4 to access Leixlip and Celbridge from Lucan village.</p> <p>2. I think this would be a safer option to access Celbridge/Leixlip via this route on Tubber Lane Road, rather than the N4 and the R403 which is lethal as cars constantly enter the cycle lane to bypass traffic turning right at the top of the slip road.</p> |  |  |        |

### 5.13.1 Chief Executive Responses

1. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.
2. See note 1 above.

### 5.13.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.14 Submission No. 14 - Hidden

| Unique ID  | Submission                        | Observation  | Author |
|--|-----------------------------------|--------------|--------|
| SD-C254-17   | SD-C254-17 Support for submission | Support plan | Hidden |
| <ol style="list-style-type: none"> <li>1. I fully support the submission for the Greenway and I am commenting to refute hypothetical problems such as so called “anti-social behaviour”. Lucan has a large young population with a large amount of schools situated near this greenway. These kids need safe cycling/walking routes to school and this adds to this infrastructure. It will provide a convenient, accessible and inexpensive space for physical activity, increasing opportunities for daily exercise and social interactions as is shown in the numerous other Greenway projects already in use around the country.</li> <li>2. There are numerous academic and economic studies that show that greenways add economically to an area through local use with a 2011 Fáilte Ireland study on the Great Western Greenway in Mayo showing that: nearly 47% of businesses surveyed or consulted indicate that the Greenway has led to an increase in business turnover, with only a very small proportion (3%) suggesting that it has had a negative impact on turnover. Estimates derived from the study suggest that all direct expenditure associated with the Greenway would contribute nearly €940,000 in expenditure by local residents, made up of 34,400 “visits” to or “uses” of the Greenway at an average spend of €27.31 per visit or use; Clearly this is in the interest of local businesses in the Village and surrounding areas near the proposed Greenway route and is good for jobs and investment in the local area. There are many Greenway routes in operation for a number of years around Ireland and the incidents of vandalism/anti-social behaviour are low. The health, recreational and economic benefits far outweigh the possible negatives.</li> </ol> |                                   |              |        |

### 5.14.1 Chief Executive Responses

1. Comments are noted.

### 5.14.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.15 Submission No. 15 – John Lynagh

| Unique ID | Submission | Observation | Author |
|-----------|------------|-------------|--------|
|-----------|------------|-------------|--------|



|  |  |   |             |
|--|--|---|-------------|
| SD-C254-18   | SD-C254-18 Bridge to small. Grand canal to Lucan Urban greenway. | New bridge in Griffeen Valley park required | John Lynagh |
| <p>1. The new Grand Canal Greenway project looks great. It provides a great opportunity to correct a design flaw in the Griffeen Valley park. When the new bridge was procured and installed opposite the playground, the width of same was not considered. Many many times you have to wait for a person to cross. You can barely have 2 people or a family with a buggy cross the bridge at the same time, it is far too narrow. The new project provides an ideal opportunity to procure a bridge (along with the others) and correct this error.</p> |  |   |             |

### 5.15.1 Chief Executive Responses

1. Comments are noted.

### 5.15.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.16 Submission No. 16 - Hidden

| Unique ID  | Submission   | Observation | Author |
|--|--|-------------|--------|
| SD-C254-19   | SD-C254-19<br>Observations on proposed Grand Canal to Lucan Urban Greenway | Cycling     | Hidden |
| <ol style="list-style-type: none"> <li>1. In making this submission, I want to express my support for this project and its aims to promote active travel, through increased daily trips by pedestrians and cyclists in a safe and environmentally positive manner.</li> <li>2. First, the project proposed does not explain adequately why it's not linking up to the Royal Canal. This shows that the councils doesn't have the capability to work together on projects, as if or when Fingal CoCo do launch a similar consultation more public money will be spent on Consultant fees for the AIE, Risk Audits etc., when better value would have been achieve if you approached it jointly. To have this project finish onto a main road with no further cycling infrastructure isn't ideal. A cycle lane of just 1.1km needs to be in place from the Lucan road to the carpark at Lucan Demesne and hey presto! the two Canals are linked though Lucan Demesne and Catherine's park.</li> <li>3. The route options report fails to address why a route through the new cemetery into Vesey Park and onto Adamstown rd. was not assessed.</li> <li>4. On the proposal details itself: Shared surfaces should be avoided if at all possible, separation between pedestrians and cyclists would be much preferred, especially in the park stretches which is more likely to have young children walking on the path. Separating the cycleway from the pedestrians like the first parts of the scheme near the Grand Canal would be much preferred as this would encourage far more cyclists to use this route rather than using the road.</li> <li>5. I welcome the removal of all the kissing gates around the cycle loop and especially in Griffin Park, the removal of kissing gates should go ahead even without this projects approval.</li> <li>6. The planting of more trees is great for biodiversity, once local native tree species are used. Maintenance plans should be in place to prevent branches overhanging onto the cycle lanes and footpaths.</li> <li>7. A Maintenance plan should also be in place to cover the cycle's loops new lanes and footpaths and also a winter plan to clear leafs and ice off them regularly and when required.</li> </ol> |  |             |        |

8. Lucan-Newlands road design, the actual drawings seem to suggest that cars will not be allowed on this road, which from the submissions to date is leading to some disinformation. This is poor Design information either from the Council itself or the contractors hired to produce the drawings.
9. Lucan-Newlands road design is a recipe for disaster, the chicanes are forcing the cyclists into the path of oncoming traffic. This is not safe for anyone. At the very least the chicane build outs from the kerb should have a gap cut out so the cyclist does not need to go around them but can continue cycling through them and remain close to the kerb, this would offer protecting to the cyclist as they do not need to negotiate with car right of way around the chicane. This road really should have a two way protected cycle lane on one side and retain the two carriageways for cars albeit narrowed slightly, the lanes are currently very wide on this stretch for no reason. There is more than enough room to add a two way cycleway and retain the two carriageways for cars. Again this would encourage cyclists to actually use this route and keep everyone safe.
10. As above, the route doesn't go to Lucan village, it stops at Lucan road. The original plan was to go all the way to the Royal canal over the Liffey. This scheme needs to deliver protected cycle infrastructure all the way to Lucan village to offer an alternative to the car to shop and spend time in the village itself. After Lucan-Newlands Road section, the cycleway should connect straight to Sarsfield Park Road and have a continued protected cycleway all the way into the village centre.
11. A link from the new cycle lanes to existing cycle lanes in Lucan would be hugely beneficial especially to the N4 cycle lanes. The footbridge at Esker would be the logical place. It would greatly improve the cycle network if all existing cycle infrastructure was connected where possible.

### 5.16.1 Chief Executive Responses

1. Comments are noted.
2. The Grand Canal to Lucan Urban Greenway is the first phase of a wider greenway project through South Dublin and Fingal to connect the Grand and Royal Canals. We have and will continue to work closely with the Active Travel team in Fingal County Council. The Active Travel team in Fingal County Council are currently working on the route design in Fingal and will be working closely with SDCC to finalise route options and design proposals if this Part VIII proposal is accepted. It is envisaged that route feasibility and options would be developed in the second half of 2023
3. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.  
The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed, and the findings used to inform a suitable design for Part VIII design and consultation.
4. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It

is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.

5. It is the intention that kissing gates will be removed.
6. It is proposed that all paths throughout Griffeen Valley Park will be maintained by the SDCC Parks department
7. See note 5 above.
8. It is not the intention of SDCC to restrict vehicular access to Lucan Newlands Road at Esker Hill, the intention of SDCC is to provide a ‘Shuttle System’ at Esker Hill. A ‘Shuttle System’ is an automatic traffic light system which controls alternating one-way traffic movements, at one time, with a two-way access retained. The proposed crossing at Esker Hill would have poor visibility for drivers approaching the crossing, resulting in unsafe crossing conditions. By introducing the “Shuttle System” with an advance warning to drivers, a stop line and traffic lights, pedestrians will be visible, creating a safer road/public realm environment for all users. This arrangement also allows for the provision of wider footpaths and a short crossing distance for pedestrians and cyclists, decreasing the wait time for drivers and increasing pedestrian safety.
9. It is the intention of the Lucan Newlands Road improvement is to slow and calm traffic on the road. The Design Manual for Urban Roads and Streets (DMURS) states that shared street facilities should only be provided on “lightly-trafficked / low-speed streets” where the maximum 85th percentile speed cannot exceed 50km/h. A traffic survey commissioned prior to completing the design indicated an 85th percentile speed of 52km/h along Lucan-Newlands Road. Extensive consideration was given to the speed mitigation measures and with consideration given to the Esker residents and Esker cemetery visitors. It was the opinion of SDCC and the Design Team that a combination of road narrowing, landscape interventions and chicanes provided the most suitable speed reduction arrangement, especially in regard to future funeral processions. Chicanes are a proven method of mitigating speed and traffic calming. A by-pass of chicanes by cyclists was deemed unsuitable as it may result in conflict with oncoming vehicles. A 2-way cycle track was considered not to be reasonably practicable. It is the opinion of SDCC and the Design Team that a shared road is most suitable at the proposed locations.
10. Per the Part VIII proposals, public realm improvements are proposed in front of ICA Muintir Na Tir where the scheme enters Lucan Village.
11. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

### **5.16.2 Chief Executive Recommendations**

1. No changes proposed following the review of this submission.

### 5.17 Submission No. 17 - Colum McCaffery

| Unique ID  | Submission  | Observation  | Author          |
|--|---|--|-----------------|
| SD-C254-21   | SD-C254-21 1.<br>Objection to the conduct of the consultation 2.<br>Suggestions re unwise location of cycleways | Problems with conduct of consultation, with design assumptions and with two specific locations | Colum McCaffery |
| <p>1. Two overarching points need to be made before referring to specifics: Though legal, the present process is not a consultation in any meaningful sense. It is a powerful marketing campaign in support of a project. A meaningful consultation would require the Council to present alternatives and to do so impartially, i.e. with an equal degree of effort, expertise and expense. This may explain: <a href="https://colummccaffery.wordpress.com/2022/09/18/consultation-versus-democracy-blog-2-of-2-consultation-as-the-exercise-of-power/">https://colummccaffery.wordpress.com/2022/09/18/consultation-versus-democracy-blog-2-of-2-consultation-as-the-exercise-of-power/</a></p> <p>2. Yes, the plan refers to South Dublin County between the Grand Canal and Lucan. However, neglecting to say at all times that it is but part of a larger plan and rooted in a questionable idea, is disingenuous.</p> <p>3. The larger plan is to link the cycle-roads on the Grand and Royal Canals to create a cycle-touring loop in and out of Dublin City. No evidence has ever been presented that there is or will be a significant tourist demand for this loop route.</p> <p>Two specific points</p> <p>4. The zig-zag descent through the proposed new park from Esker Lawns to Old Lucan Road is likely to be a boon to skateboarders and young sports cyclists but has nothing else to recommend it. Indeed it might be developed specifically for that purpose with no exit onto a public road. A specific consultation with these young people on the creation of a stand-alone sports descent is desirable.</p> <p>5. In consideration of “pedestrian permeability” (another gobbledegook term!) it would appear that UK councils require that public pathways be overlooked. They are right. Personal safety dictates avoidance of lonely pathways and certainly their creation. Cycling routes should be located with the same degree of prudence; it’s common sense. The Grand Canal cycleway at Inchicore as it heads off away from houses and traffic is already recognised as a location for bicycle thefts with fast getaways. It is true that there is little evidence of danger on cycle-ways generally but what evidence exists points to the need to distinguish between rural and urban/suburban settings as what incidents there are occur in the latter. Cycle ways in suburban settings should be routed through built up areas where passersby can see them. They should not be potential getaway routes after anti-social or criminal behaviour.</p> <p>6. Under no circumstances should the Esker Hill section of the Lucan-Newlands Road be restricted to cyclists. For the safety of cyclists and pedestrians, and the security of residents whose homes back onto it, as much traffic as possible – especially after dark – should be encouraged.</p> |   |  |                 |

#### 5.17.1 Chief Executive Responses

1. Comments are noted. Prior public consultation was held over a period of six weeks, a summary was provided in the *Report on Public Consultation Process April 2021* as part of this Part VIII documents.
2. The Grand Canal to Lucan Urban Greenway is the first phase of a wider greenway project through South Dublin and Fingal to connect the Grand and Royal Canals. We have and will continue to work closely with the Active Travel team in Fingal County Council. The Active Travel team in Fingal County Council are currently working on the route design in Fingal and will be working closely with SDCC to finalise route options and design proposals if this Part VIII proposal is accepted. It is envisaged that route feasibility and options would be developed in the second half of 2023
3. Comments are noted

4. The gentle slope at Brookvale has been designed to provide universal access for all and is in accordance with Building for Everyone: A universal Design Approach and other guidance’s.
5. Section 1.2.4 of the ‘Permeability Best Practice Guide’ published by the National Transport Authority states that “A higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for pedestrians and cyclists, this enhanced safety can be provided.”. Proposals at Lucan-Newland Road and Brookvale aim to provide a safe and an attractive route for both leisure and commuting pedestrians and cyclists, hence increasing passive surveillance. The proposals at Brookvale and Lucan-Newlands Road also include appropriate lighting at that location. It is also the intention to review the route with An Garda Síochána as part of the detailed design process.
6. It is not the intention of SDCC to restrict vehicular access to Lucan Newlands Road at Esker Hill, the intention of SDCC is to provide a ‘Shuttle System’ at Esker Hill. A ‘Shuttle System’ is an automatic traffic light system which controls alternating one-way traffic movements, at one time, with a two-way access retained. The proposed crossing at Esker Hill would have poor visibility for drivers approaching the crossing, resulting in unsafe crossing conditions. By introducing the “Shuttle System” with an advance warning to drivers, a stop line and traffic lights, pedestrians will be visible, creating a safer road/public realm environment for all users. This arrangement also allows for the provision of wider footpaths and a short crossing distance for pedestrians and cyclists, decreasing the wait time for drivers and increasing pedestrian safety.

### 5.17.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.18 Submission No. 18 - Hidden

| Unique ID   | Submission                              | Observation                         | Author |
|---|---|-------------------------------------|--------|
| SD-C254-23  | SD-C254-23 Grand Canal to Lucan Village | Grand Canal to Lucan Urban Greenway | Hidden |
| <ol style="list-style-type: none"> <li>1. In making this submission, I want to express my support for the principles of investment into Lucan Village and the proposed aims to promote active travel through increased daily trips by pedestrians and cyclists, in a safe and environmentally positive manner. It would be more impressive were investment made into local communities that truly benefit local communities rather than just the potential for transient tourist users.</li> <li>2. The project proposed does not adequately explain the link to the Royal Canal. If an increased cycle lane was in place from Lucan Rd to the Lucan Demesne carpark then the two canals would be linked, with various connections naturally through St. Catherine’s Park, instead to finish on a main road is a lost opportunity and far from ideal. The route options report fails to address why the route via the new cemetery into Vesey Park is not an option, whereas, in practical terms it is far more appropriate.</li> <li>3. In the planning application for the new cemetery there is a pedestrian/cycle path connecting the N4 bridge to Vesey park which is a direct and safe route to the village which would not interfere with residents and also connects to the cycle lane on the N4. This also leads to the demesne walk along the Liffey through Ardevin. This would be a well rounded, practical approach to providing such links and would greatly enhance a pivotal park that is currently under- utilised from a pedestrian and cyclist perspective.</li> </ol> |   |                                     |        |

4. In relation to materials, I welcome the planting of more native low lying tree species and shrubbery for biodiversity, however, this must be combined with both reactive and preventative maintenance plans and surveillance in place both to serve as security and safety measures in place to counteract anti-social behaviour that is aligned with these types of initiatives, and, various issues that arise with varying seasonal weather. It should not come at the expense of culling existing foliage.
5. It would be essential to complete a robust transparent survey of active cyclists to confirm actual usage to ensure viability of the plan.
6. As a local resident I would welcome more clarity on the drawings and actual usage. We need actual active interaction between the local authority and local residents because it is quite apparent there isn't any meaningful engagement at present. The mis-information, lack of clarity on drawings and true detail must be addressed and issues must be overcome to eliminate the concerns that local residents have around impacts on residential amenity.

### 5.18.1 Chief Executive Responses

1. Comments are noted.
2. The Grand Canal to Lucan Urban Greenway is the first phase of a wider greenway project through South Dublin and Fingal to connect the Grand and Royal Canals. We have and will continue to work closely with the Active Travel team in Fingal County Council. The Active Travel team in Fingal County Council are currently working on the route design in Fingal and will be working closely with SDCC to finalise route options and design proposals if this Part VIII proposal is accepted. It is envisaged that route feasibility and options would be developed in the second half of 2023
3. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.  
The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.
4. Comments are noted.
5. Traffic studies were carried out as part of the preliminary design process. It is noted that existing cycling trends do not predict future cycling trends when active travel infrastructure is provided.
6. South Dublin have engaged with local stakeholders throughout the design process and two separate public consultations were held, post publication of the Feasibility and Option Selection Report (FOSR) and this consultation as part of the part VIII planning process.

### 5.18.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.19 Submission No. 19 - Hidden

| Unique ID  | Submission                   | Observation    | Author |
|--|------------------------------|----------------|--------|
| SD-C254-24   | SD-C254-24<br>Infrastructure | Infrastructure | Hidden |
| <p>1. As a resident of Brookvale I wish to object to this proposal on the grounds that any form of traffic calming, or traffic lights will create serious traffic congestion it can't cope at the best of times. The budget for this project would be better invested into projects that benefit Lucan Village does not take away from it.</p> |                              |                |        |

#### 5.19.1 Chief Executive Responses

1. Comments are noted.

#### 5.19.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.20 Submission No. 20 - Hidden

| Unique ID  | Submission                   | Observation   | Author |
|--|------------------------------|---|--------|
| SD-C254-25   | SD-C254-25 Impact On My Home | Proposed Developments at Brookvale and Esker Hill/Newlands Lucan Road | Hidden |
| <p>I strongly object to this proposed development for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Newlands-Lucan Road Esker Hill proposed cyclists and pedestrian only, and quiet street development: My home backs onto this road. My back garden wall borders the footpath. I moved into my home in 2003 and have had a number of anti-social and vandalism incidents, namely: damage to the fence on my back wall, rubbish thrown over the wall, intruders climbing over the wall into my back garden, and – the worst incident – a brick thrown through my back bedroom window and landing on the floor beside my bed along with broken glass. In addition to the anxiety and fear associated with these incidents I have incurred expense in repairs to my property. The road is relatively quiet in the late evenings/early hours of the morning and the anti-social behaviour/vandalism occurs during these hours. The occasional car travelling on the road acts as a deterrent. If all vehicular traffic is removed and only cycling and walking is permitted, the following will happen: The road will become an anti-social/vandal haven. No cyclist/pedestrian will use the road during darkness and will be reluctant to do so at other times during the day as the area becomes dangerous. The safe and peaceful enjoyment of my home will be denied to me. I urge the Council to abandon this part of the proposed development.</li> <li>2. 'Brookvale Park' proposed cycle lane and pedestrian paths: The proposal to put a crossing on the Old Lucan Road from this new park to link with Sarsfield Park is dangerous. The crossing will be close to a sweeping bend and also to the entrance to Brookvale. Anyone crossing the Old Lucan Road at this point will be putting their lives at risk from traffic from both directions – traffic from the village accelerating up the hill and traffic coming down the hill and around a sweeping bend. The angle of the entrance and the camber of the road when turning left into Brookvale requires a driver to slow almost to a stop. Drivers who have had to slow and stop for the proposed pedestrian crossing will accelerate, only to be stopped again after a short distance if the vehicle in front is turning left into Brookvale. The chances of a collision are increased.</li> <li>3. 'Brookvale Park' Space This new park will attract anti-social behaviour/vandalism in the way most parks do, resulting in damage to park furniture (e.g. wooden benches set on fire), which will adversely</li> </ol> |                              |   |        |

affect the safety and peace of the residents of Brookvale in their homes. Cyclists and pedestrians will be reluctant to use the proposed cycle lanes and paths as the park becomes dangerous. Developing the area in the way proposed is a waste of money.

### 5.20.1 Chief Executive Responses

1. Comments are noted.
2. It is not the intention of SDCC to restrict vehicular access to Lucan Newlands Road at Esker Hill, the intention of SDCC is to provide a 'Shuttle System' at Esker Hill. A 'Shuttle System' is an automatic traffic light system which controls alternating one-way traffic movements, at one time, with a two-way access retained. The proposed crossing at Esker Hill would have poor visibility for drivers approaching the crossing, resulting in unsafe crossing conditions. By introducing the "Shuttle System" with an advance warning to drivers, a stop line and traffic lights, pedestrians will be visible, creating a safer road/public realm environment for all users. This arrangement also allows for the provision of wider footpaths and a short crossing distance for pedestrians and cyclists, decreasing the wait time for drivers and increasing pedestrian safety. Section 1.2.4 of the 'Permeability Best Practice Guide' published by the National Transport Authority states that "A higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for pedestrians and cyclists, this enhanced safety can be provided.". Proposals at Lucan-Newland Road and Brookvale aim to provide a safe and an attractive route for both leisure and commuting pedestrians and cyclists, hence increasing passive surveillance. The proposals at Brookvale and Lucan-Newlands Road also include appropriate lighting at that location. It is also the intention to review the route with An Garda Síochána as part of the detailed design process.
3. A review of forward visibility has been carried out during the design process, it is noted that the forward visibility at the proposed pedestrian crossing achieves the desirable minimum forward visibility set out in table 4.2, Section 4.4.4 of the Design Manual for Urban Roads and Streets (DMURS).

### 5.20.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.



## 5.21 Submission No. 21 - Hidden

| Unique ID   | Submission                                    | Observation  | Author |
|---|---|--------------|--------|
| SD-C254-26  | SD-C254-26<br>Biodiversity along the Greenway | Biodiversity | Hidden |
| <p>1. I'm in favour of the proposed Greenway. I believe it's an excellent way to make active transport accessible, convenient, attractive, and safer for the local population.</p> <p>2. As we're in the middle of a climate and environmental crisis I think this is also a wonderful opportunity to create additional areas of biodiversity along the greenway. One group of people have come up with the clever idea of pocket forests, creating mini areas of native trees and shrubs within areas as small as the size of a car parking space <a href="http://www.pocketforests.ie">www.pocketforests.ie</a>. It's a special method of growing small biodiverse forests in urban areas. I live in Esker Lawns and believe this idea could work along the verges and chicanes which are proposed along this section of greenway. If this idea were to be rolled out along the full length of the Greenway it could be a significant contributor to biodiversity in the local area while also acting as a future carbon store. As Lucan and the surrounding areas are becoming increasingly urbanised we need new and innovative ways to create more biodiverse and sustainable habitats for us all.</p> |   |              |        |

### 5.21.1 Chief Executive Responses

1. Suggestion is noted and merits further consideration.

### 5.21.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.22 Submission No. 22 - Hidden

| Unique ID   | Submission                                     | Observation                             | Author |
|---|--|---|--------|
| SD-C254-27  | SD-C254-27 Newcastle road and sdcc priorities. | Newcastle road hillcrest estate traffic | Hidden |
| <p>1. Whilst I welcome the joining of footpaths/cycle lanes. Can the council look at Newcastle road to Hillcrest as it's a disgrace with traffic and not a chance of a cycle lane. How are residents in Hillcrest estate who cycle able to get on this greenway vanity project?</p> |  |   |        |

### 5.22.1 Chief Executive Responses

1. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

### 5.22.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.23 Submission No. 23 - Hidden

| Unique ID  | Submission         | Observation                         | Author |
|--|--------------------|-------------------------------------|--------|
| SD-C254-28   | SD-C254-28 Cycling | Grand Canal to Lucan Urban Greenway | Hidden |
| <p>1. I welcome the creation of a cycleway from the Grand Canal to Lucan Village which will promote commuter, recreational and school cycling. My biggest regret about going to school in Lucan was being unable to cycle safely to and from St Mary's Boys school each day as the R835 was extremely busy with cars rendering the road too dangerous to cycle on. This cycleway will not make it possible for anyone coming from the direction of the Woodies Bridge towards St Marys, St Andrews, Colaiste Pdraig or St Joseph's girls primary and secondary school to cycle safely to school each day. I would like to know what SDCC plans are to address this major deficit in the plan. I understand that school links are to be established and why are they not in the Part 8.</p> <p>2. I like the idea of connecting the 2 canals by building a bridge into Vesey Park over the Griffeen River. This is part of the New Cemetery planning permission and would give Lucan residents access to an unused green space namely Vesey Park. This would allow the 2 canals to be connected in a safe manner by being able to cycle from Griffeen Valley Park, Arthur Griffith Park, Vesey Park then N4 cycle way and Tandys' lane to Liffey valley park and St Catherine's Park. St Catherines Park has 200 acres of land and a connection could be made from there to Royal canal which would make for a safe and enjoyable cycle ,walk or run. We have few amenities in Lucan and we should use them to maximum advantage. This is something that can be delivered now and which the people of Lucan would like their Council to undertake. I believe that this Part 8 Proposal is a welcome development but is in parts largely aspirational. The cycle link to the 5 parks through Vesey park is realistic and can be delivered now and not at some future unspecific date. I ask the SDCC to follow through on the Vesey Park Bridge and make this route a reality as it would be warmly welcomed by our Community.</p> |                    |                                     |        |

### 5.23.1 Chief Executive Responses

1. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

Links to school from the Greenway have been established and displayed in the Part VIII Engineering Drawings and described in additional detail in section 5.2 of the Part VIII Panning Report.

2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.23.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.24 Submission No. 24 - Lucan Active Travel

| Unique ID   | Submission               | Observation                         | Author              |
|---|--------------------------|-------------------------------------|---------------------|
| SD-C254-29  | SD-C254-29 Active Travel | Grand Canal to Lucan Urban Greenway | Lucan Active Travel |
| <p>Lucan Active Travel Draft Submission;</p> <p>Lucan Active Travel (LAT) supports and welcomes South Dublin County Council (SDCC) Part 8 Grand Canal to Lucan Urban Greenway Proposal as it creates a long overdue cycling link to Lucan Village. It is now a golden opportunity to complete the Green Link into Vesey Park, that is, a bridge into Vesey Park. This new park bride will complete the new Green Link that has already been put in place by the completion of the works at Esker Cemetery. The completed Green Link will complement the new Grand Canal to Lucan Urban Greenway. The Green Link will open access to the Grand Canal to Lucan Urban Greenway for the residents of Ardeevin, Vesey Park, Hill Crest, Airlie Heights and Dodsboro. Without this new park bridge these communities will be cut off from this fantastic new Grand Canal to Lucan Urban Greenway. This opportunity must be taken now.</p> <p>The Grand Canal to Lucan Urban Greenway meets the challenges that SDCC had to overcome in designing an acceptable and safe route given the challenges facing cyclists who live in and around Lucan on a daily basis.</p> <p>We believe that the addition of the green link created at the same time as the proposed Part 8 Cycleway would greatly enhance the likelihood of cyclists, runners and walkers utilizing this much needed active travel route.</p> <p><b>BACKGROUND</b></p> <p>The Green Link</p> <p>As the works at the New Cemetery in Esker near completion this is the ideal time for SDCC to lay a pedestrian/cyclepath at the N4 end of the cemetery into Vesey Park. In 2012 SDCC acquired the rights to land linking the pedestrian bridge route to Vesey Park, this land is known as the Green Link. The foundation for this Green Link has been laid by the developer as per conditions of the planning permission in 2012. At the end of this path a link bridge into Vesey Park can easily be erected by SDCC creating a new connection to South Lucan, Vesey and Ardeevin Estates as well as Leixlip to the current proposed Part 8 cycle path.</p> <p>Historically Vesey Park was at the Northern end of the Griffeen Valley Park complex but became isolated in the late 80’s when the N4 was constructed which resulted in Vesey Park becoming cut off from the existing park due to the 4 lane Dual carriage way that was created which resulted in Lucan Village being by-passed by people travelling from the West Of Ireland. One of the consequences was that this lovely area, through which the Griffeen River traverses, has become cut off from regular usage which is a shame considering the limited green space that exists north of the N4.</p> <p>This additional bridge link into Vesey Park has several distinct advantages.</p> <p>Firstly, it significantly increases the connectivity of the route by allowing those living in Vesey Park and Ardeevin access to the route as well as the communities of Adamstown (expected pop 20 to 25,000), Shackleton, Somerton, Hillcrest, Airlie Heights and Dodsboro via the N4 bridge at Tesco combined with N4 cyclepath. This connection would increase cycling for all school children, recreational and commuter cyclists.</p> <p>Secondly, it gives access to Liffey Valley Park and St Catherine’s Park via Tandy’s Lane. A cyclist could then cycle from the Grand Canal all the way to the Royal Canal through amenity areas for over 99 % of the journey ( over 5km) avoiding all forms of vehicular traffic. This connection of the 2 canals would be favoured by all active travel users be they cyclists, runners, or walkers . This route will allow those living in Leixlip (pop 15,000) to access the Proposed Part 8 route.</p> |                          |                                     |                     |

Thirdly, this route has the potential to open a 40KM Greenway in West Dublin starting in Dublin City Centre along a route which connects the Grand and Royal Canal, and which take approx. 3 hrs to cycle. There would no longer be any need to drive to a park to have a cycle when such a fantastic facility has the potential to be on your doorstep. It has long been an ambitious aim of SDCC and the NTA to achieve the creation of a network of cycling and walking routes throughout the county as detailed initially in “A proposal for Connected Walking and Cycling Routes Through the Parks, Open Spaces and Roads of South Dublin County(2006)” by utilising links through parks, open spaces, and roads with the purpose of facilitating secure ,safe and attractive connections for schools work and leisure purposes. The NTA’s “Great Dublin Area Cycle Network Plan (2013)” proposes the Griffeen Greenway to Link the Royal and Grand canals Griffeen Valley Park, Lucan Village, Liffey Valley Park, and St. Catherine Park to enable a 40km long greenway route around the city.

Finally, this link into Vesey Park would allow cyclists to access Lucan by cycling down through the park to the exit nearest the village where they would have the option to park their bikes in a dedicated bike rack. A playground and Picnic area could be created in this location which would allow active travellers to enjoy the wonders of the park in a relaxed manner.

SDCC must now grasp this opportunity to create this additional link into Vesey Park whilst they have the resources. Last year SDCC spent only 53% of available funds for active travel. SDCC aim is to have 10% of the population cycling in it’s catchment area. It currently only has 4% cycling rate. It needs to spend it’s available resources to achieve the 10% figure as these resources will disappear when the next recession hits in the near future.

Imagine the joy of a child cycling through the two parks south of the N4 over the Bridge at Cherbury then over another bridge into Vesey Park after which they can cycle around as there is a circular route at the Northern end of the park. This Path is cushioned from N4 traffic noise due the Tree line and physical distance separation from dual carriage way

On exiting the top of Vesey Park, they join the existing cycle path heading West and after travelling for less than 1 minute they turn right into Tandy’s Lane. For most of the journey to Tandy’s Lane from Vesey Park there is a bus lane between the N4 and cycle path which has a significant buffering impact from traffic noise on the N4.

Tandy’s Lane.

There are several advantages for using Tandy’s Lane.

No through traffic as NTA has a retractable bus bollard at N4 end of the Lane. There are no regular bus routes through this lane Wide footpath on left side of lane which can operate as a shared Cyclepath Connects to Ardeevin estate. This is a large housing estate very near Lucan Village. Children from this estate can cycle along Tandy’s Lane existing left onto N4 cycle path heading East and into Vesey Park crossing the new Bridge (to be built by SDCC ) to emerge onto SDCC ‘s School cycle path at the Cherbury Park Bridge. This route enables a large cohort of children to connect to the New Cyclepath and arrive at their school in a safe manner. Otherwise Ardeevin children and those living in Vesey Park will not be able to avail of the new School Cyclepath.

At the Northern end of Tandy’s Lane, the cyclist turns left and cycles a very short distance to Lucan Demesne. There are welcome plans to redevelop the entrance to Lucan Demesne which will include a Pedestrian Crossing. One then enters the Demesne and cycles alongside the Liffey River through Liffey Valley Park. At the far end of the park is an existing bridge which the cyclist can cross entering over 200 and more acres of St Catherine’s Park which has extensive cycle paths as well as a BMX cycle Park in it’s environs.

There is also the option for the cyclist to turn right towards Lucan village and travel along the left sided bus lane instead of travelling to Lucan Demesne at the exit from Tandy’s Lane

Advantages of this additional link into Vesey Park .

Sensible use of existing safe and comfortable resources Attractiveness of cycling through woodland and minimal exposure to N4. Reconnection of Vesey Park to original Parkland would breathe life into to this underutilized natural resource which lies redundant north of the N4. Enables children living in Vesey and Ardeevin estates to travel to school in a safer manner by connecting to the new School Cyclepath. The concept of the 5 Park Cycle to promote Recreational cycling will receive widespread community acceptance as local people will readily identify with the route. It has the potential of being the Jewel in the Crown of the SDCC Lucan based cycling programme The Cycle path to the village has to go ahead to ensure there are viable options for cycling to school. This route to St Catherine’s Park will be a branch extension of proposed school cycle pathway. Coherence and Directness. Junction where Adamstown Road meets Vesey Park is much safer for cyclists in this location than at the other end of the N4 bridge at this location. Such a route will be attractive to cyclists outside the immediate area. Highlights the hazards of cycling along the Clonee Road from Collins Bridge into Lucan Village coming from Royal Canal. A bridge over the Canal and rail line west of Collins Bridge into St Catherine’s Park is the safest and logical option to enable the 2 Canals to connect in the safest manner possible. Cyclists from Adamstown, Hillcrest and Dodsboro will be able to access the proposed cycling route via the Vesey Park route by crossing the N4 via the Bridge at Tesco’s. Cyclists from Leixlip will be able to access the route via Catherine’s Park.

Lucan Active travel supports and welcomes the Proposed Part 8 proposal and has outlined the importance of this additional Green Link into Vesey Park which will give greater connectivity to the cycling network in West Dublin and at the same time achieve the aim of creating a long sought after 40km Greenway in Dublin

Lucan Active Travel wishes to apologise for unintentionally omitting a photo of our proposed additional route( Colored in red ) to the proposed Part 8 route (Coloured in Blue) which SDCC proposes. This omission was referenced in the Lucan Harriers Submission which supports both routes and we are attaching this photo for all interested parties to view. The red route starts at the green link in the new cemetery and crosses via a small bridge ( whose construction we are seeking as part of the An Bord Pleanala Planning conditions 2012) into Vesey Park. This Green link will generate enormous connectivity to South lucan via Tesco bridge over N4 as well as leixlip via S Catherines' Park and will allow residents of Ardeevin and Vesey park connect to the new Blue route via the new Bridge. Please see photo which is an attachment. You can see from the photo the vast potential for connectivity with this route

### 5.24.1 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.25 Submission No. 25 - Main Street Clinic

| Unique ID   | Submission               | Observation                         | Author             |
|---|--------------------------|-------------------------------------|--------------------|
| SD-C254-30  | SD-C254-30 Active travel | Grand Canal to Lucan Urban Greenway | Main Street Clinic |
| 1. The Main Street clinic welcomes all initiatives which promote regular exercise whatever form it takes as long it is undertaken in a safe and healthy manner. The proposed “Grand Canal to Lucan Urban Greenway “is welcome development for Cyclists as it is logistically challenging to create a safe cycling route into the Village due to the steep inclines and lack of green space. It is hoped that this proposal will |                          |                                     |                    |

safeguard the wellbeing of all active travel users as well encouraging people to become more active in walking, cycling or running.

2. Several online submissions have raised the issue of the Green Link at the new Cemetery. Further enquiry has established that one of the 2012 planning conditions for the cemetery was the handing over of a parcel of land at the N4 end of the cemetery to SDCC so that the Council could create a green link path into Vesey Park by the construction of a small bridge over the Griffen River. This additional link would have the potential to allow people use this park which has been dormant for over 25 years since it was cut off by the N4 being built the purpose of which was to divert traffic away from Lucan Village. It would also allow for the creation of a 5-park cycle/walk or run by connecting Griffen Valley Park, Arthur Griffith Park, Vesey Park, Liffey valley Park and St Catherine’s Park by the addition of this small green link path and bridge. This bridge would enable Vesey estate and Ardeevin to access this new cycle route directly as well as Hillcrest, Dodsboro and Adamstown via the bridge over N4 at Tesco’s greatly increasing the connectivity of the cycle route. Main Street Clinic broadly supports this Part 8 proposal in promoting path for regular exercise but stresses the importance of adding this additional link into Vesey park followed through by SDCC as part of the Now project as funding is currently available and SDCC only used 53 % of it’s allocated active travel funding in 2021( See Dublin Cycling Website for this information on funding usage by Dublin Based Councils) The Councillors can introduce an amendment in this regard when the Part 8 comes to for discussion after closing date for Submissions which is October 21 2022.

### 5.25.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.25.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.26 Submission No. 26 - Hidden

| Unique ID  | Submission         | Observation                         | Author |
|--|--------------------|-------------------------------------|--------|
| SD-C254-31   | SD-C254-31 Cycling | Grand Canal to Lucan Urban Greenway | Hidden |
| 1. I cycle to work each day over the N4 bridge at Chebury park and then along the Old Lucan Newlands Road down Esker Hill to dispensary Lane. This route has a very low volume of Vehicular traffic. The proposed chicanes are wasteful and unnecessary from my personal experience of cycling this route. 3 of my coworkers cycle this route regularly and 1 of whom cycles out from town along the Grand Canal as the N4 cycleway is too noisy and polluted with Traffic fumes to make it a safe and comfortable |                    |                                     |        |

route. The 4 of us think that the chicanes are pointless and may make the route potentially more hazardous for all users.. The proposed cycleway is long over due and it is difficult to identify safe routes which will protect cyclists given the geography of Lucan ( no available space and based in a valley). This route is an attempt to create a safe cycling route into the Village from the Grand Canal using natural amenities and is to be commended.

2. The weakness of this proposal is the lack of connectivity with substantial parts of Lucan. This route makes no provision for residents of Vesey Estate or Ardeevin. It does not connect to Hillcrest, Adamstown, Dodsboro or Airlie Heights or Leixlip. Connectivity is vital for cyclists . This serious lack of connectivity in the route can be easily corrected by completing the green link at the New Cemetery. SDCC have been given some land at southern end of New Cemetery as part of the Planning conditions attached to this development to build a green link into Vesey park which would involve the construction of a Small bridge over the Griffeen River. This would allow the Residents of Ardeevin and Vesey estate to access the new cycling route as well as Residents from Leixlip via St Catherines Park. People living in Hillcrest, Adamstown and Dodsboro could access the new route via N4 bridge at Tesco's and using the N4 cycleway into Vesey park and over the proposed Bridge. This would have the effect of linking the 2 canals and creating a 5 park cycle on our door step. The Dublin Cycling website states SDCC used just over 50 % of it's active travel funding in 2021. SDCC will have to do better than that if active travel is to play an increasing important role in our wellbeing by promoting Climate change and healthy living. I support the creation of a cycling link to the Village, but this proposal has a serious lack of connectivity which can be readily corrected by building the green link into Vesey park.

### 5.26.1 Chief Executive Responses

1. It is the intention of the Lucan Newlands Road improvement is to slow and calm traffic on the road. The Design Manual for Urban Roads and Streets (DMURS) states that shared street facilities should only be provided on “lightly-trafficked / low-speed streets” where the maximum 85th percentile speed cannot exceed 50km/h. A traffic survey commissioned prior to completing the design indicated an 85th percentile speed of 52km/h along Lucan-Newlands Road. Extensive consideration was given to the speed mitigation measures and with consideration given to the Esker residents and Esker cemetery visitors. It was the opinion of SDCC and the Design Team that a combination of road narrowing, landscape interventions and chicanes provided the most suitable speed reduction arrangement, especially in regards to future funeral processions. Chicanes are a proven method of mitigating speed and traffic calming.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.
3. The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed, and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.26.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.



## 5.27 Submission No. 27 - Hidden

| Unique ID   | Submission  | Observation | Author |
|---|---|-------------|--------|
| SD-C254-32  | SD-C254-32<br>Observations on two aspects of plan | Cycling     | Hidden |
| <ol style="list-style-type: none"> <li>As a keen cyclist (commute to city centre for work and weekend leisure cyclist), and with my children cycling to school by themselves on the planned route, I am broadly supportive of the full proposal. I have two major issues with the proposal.</li> <li>The introduction of chicanes on the Lucan Newlands Road is not required for safety reasons in my opinion. It is not that busy a road, and cars travel at low speeds (could install a ramp or two if that is the concern) but the introduction of chicanes makes it more dangerous in my opinion.</li> <li>The changes to the Lucan Road, narrowing the road from 8.4m to 6m makes it more dangerous for cyclists. No sign of an introduction of a bike lane? On my cycle home from city centre, the most dangerous part is when I turn left off the Woodies bridge and cycle towards the village. Extremely narrow road, no room for cyclists, and now you are trying to narrow the road at the only wide point on the way to the village? Also, taking away the bus stop and introducing an inline bus stop to block the road for both cyclists and cars? Why not extend the set down area you are considering creating for the school buses. You are looking to increase the width of the footpath here from 3.85m to 8.7m? I really cannot understand this decision. What is the benefit of a footpath this wide?</li> <li>The observation of another submission to allow access to the N4 cyclepath from the N4 foot bridge seems like a good idea to me.</li> </ol> |   |             |        |

### 5.27.1 Chief Executive Responses

- Comments are noted.
- It is the intention of the Lucan Newlands Road improvement is to slow and calm traffic on the road. The Design Manual for Urban Roads and Streets (DMURS) states that shared street facilities should only be provided on “lightly-trafficked / low-speed streets” where the maximum 85th percentile speed cannot exceed 50km/h. A traffic survey commissioned prior to completing the design indicated an 85th percentile speed of 52km/h along Lucan-Newlands Road. Extensive consideration was given to the speed mitigation measures and with consideration given to the Esker residents and Esker cemetery visitors. It was the opinion of SDCC and the Design Team that a combination of road narrowing, landscape interventions and chicanes provided the most suitable speed reduction arrangement, especially in regard to future funeral processions. Chicanes are a proven method of mitigating speed and traffic calming.
- The design at Lucan Road and Lucan Heights forms a secondary link off the greenway and was designed in the context of improving safety and connectivity to local schools. By narrowing the carriageway space is reclaimed for footpath widening while also encouraging slower driving speed and providing shortened crossing distances. The island between the carriageway and set down intends to serve as a safe refuge for school pupils walking or getting dropped off at that location, it is also the intention to provide minor public realm improvements with landscape interventions and street furniture such a bicycle parking. Due to the close proximity of the proposed zebra crossing to the Dublin Bus Stop it is deemed unsafe to provide a layby bus stop arrangement. A pulled in bus would obstruct driver visibility of pedestrians waiting to cross the road.
- The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend

and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

### 5.27.2 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.27.3 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.28 Submission No. 28 - Hidden

| Unique ID  | Submission             | Observation  | Author |
|--|------------------------|--|--------|
| SD-C254-33   | SD-C254-33 Road Safety | Entering and leaving through gateways at existing residences | Hidden |
| <ol style="list-style-type: none"> <li>1. We note that the positions on the roadway for the holding 'Yield' vehicular locations are across existing gateways to residences on drawing number 09, thereby obstructing egress from driveways should bicycles or vehicles be in the 'Yield' holding locations on the road. Perhaps for the design development the 'Yield' road markings could be located stopping at the approach side of entrances which would provide a safer localised environment at the approach to the chicanes, when meeting residences walking, cycling or driving out of gates and crossing the proposed extended footpaths. In other words the road marking for the yielding positions to stop to the left side of gates when viewed from the shared street.</li> </ol> |                        |  |        |

### 5.28.1 Chief Executive Responses

1. Noted, it is the expectation of SDCC that given to the low traffic volumes at Lucan-Newlands Road any delays to residents will be minimal.

### 5.28.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.29 Submission No. 29 - Lucan Harriers Athletics Club

| Unique ID   | Submission                         | Observation    | Author                        |
|---|------------------------------------|----------------|-------------------------------|
| SD-C254-34  | SD-C254-34 Proposed Lucan Cycleway | Very satisfied | Lucan Harriers Athletics Club |
| <ol style="list-style-type: none"> <li>1. Lucan Harriers Athletics Club Management Committee have discussed this proposal at a recent monthly meeting and fully support the development as we believe will be very beneficial to our membership.</li> <li>2. Lucan Harriers Athletics club fully support Lucan Active Travel additional proposal linking to Vesey Park Lucan as set out in red on map.</li> </ol> |                                    |                |                               |

### 5.29.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part 8 process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part 8 design and consultation.

### 5.29.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.30 Submission No. 30 - Hidden

| Unique ID  | Submission                        | Observation  | Author |
|--|-----------------------------------|--|--------|
| SD-C254-37   | SD-C254-37 Safety for Pedestrians | Need for separation of cyclists and pedestrians, safety signage re vulnerable groups, speed limits | Hidden |
| <ol style="list-style-type: none"> <li>1. I am making this submission from the perspective of a person in my sixties who has already been knocked down by a cyclist in Griffeen Valley Park. The cyclist was crossing a bridge while travelling too fast and lost control as he tried to avoid me at the other side of the bridge. Mercifully, I escaped with some scratches and bruising but if I had brittle bones I could have been left with a life changing injury.</li> <li>2. The proposal to construct 4.2Km of shared pathways to facilitate pedestrians and cyclists within the parklands, while appearing to encourage active and healthy travel and remove a percentage of cars from our choked roads is extremely dangerous for vulnerable groups.</li> <li>3. The Stage 1 Road Safety Audit by Ove Arup &amp; Partners Ireland Ltd. identifies Griffeen Valley Park as a problem location for pedestrian /cyclist collisions due its current usage patterns and proposed shared pathways. Unfortunately, the proposed solution appears to my untrained eye to be junction amendments and paving treatments?</li> </ol> |                                   |  |        |

4. This is just another example of our more vulnerable citizens being displaced and dismissed. I strongly object to pedestrians, who are the main users of the park, being discouraged from taking their much needed exercise and recreation in calm and safe surroundings.
5. Let there be no confusion here, we are not talking about the single leisure cyclist or even two cyclists having a leisurely chat or children learning to ride a bicycle, this "greenway" is a cycle lane for commuters who will use it for getting to work or school. Don't try telling me that these cyclists will not try to get to their destination as quickly as possible. Even if there were to be speed limits, who would enforce them?
6. Furthermore, groups of leisure cyclists and cycling clubs will be encouraged to use this new route. Are park using pedestrians to step into the grass to make way?
7. Shared spaces will not work and are extremely dangerous. We only have to think of the amount of ebikes and e-scooters competing with pedestrians on our footpaths, with no regulation or signage on speed, direction or use of a bell, to realise the potential for serious accidents.
8. I would ask all councillors from all areas of SDCC to give serious thought to the consequences of blindly voting for a concept without due consideration for all park users.
9. While I acknowledge the critical need to encourage active travel and remove cars from our roads, it must be done in a way that is good for all. SDCC needs to plan for separation of pedestrians and cyclists before this process goes any further.

### 5.30.1 Chief Executive Responses

1. Comments are noted.
2. In the interest of safety and comfort for cyclists and pedestrians it is proposed to widen existing pathways in Griffeen Valley Park to 4m while also providing appropriate road marking and signage to indicate the shared nature of the pathways. It should also be noted that there are alternative pathways in Griffeen Valley Park which are not intended for shared use.
3. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.
4. The proposed scheme does not intend to displace nor dismiss pedestrians, who are at the top of the road user hierarchy as outlined within the Design Manual for Urban Roads and Streets (DMURS). It is the view of the Design Team and SDCC that the proposed scheme will greatly improve the provision for both pedestrians and cyclists within the area, and the needs of all users have been balanced in developing the proposed scheme.
5. It is not proposed to implement speed limits as part of the proposed scheme. As noted above, it is proposed to widen the existing paths and bridges within Griffeen Valley Park as well as to provide appropriate road marking and signage to indicate the shared nature of the pathways through the park.
6. See note 2.
7. See note 2.
8. Comments are noted.
9. See note 3.

### **5.30.2 Chief Executive Recommendations**

1. No changes proposed following the review of this submission.

### 5.31 Submission No. 31 - Hidden

| Unique ID   | Submission                        | Observation   | Author |
|---|-----------------------------------|---|--------|
| SD-C254-37  | SD-C254-37 Safety for Pedestrians | Space for Buses? Crossing at Arthur Griffith Court and Bridge near Nursing home | Hidden |
| <p>1. Ove Arup &amp; Partners have identified a problem at 3.9 The solution is reduction of carriageway. It's already tricky enough for buses at the little roundabout close to this location. Has SDCC linked in with BusConnects on this?</p> |                                   |   |        |

#### 5.31.1 Chief Executive Responses

- The proposed scheme has been subject to a vehicle tracking assessment which has confirmed that all required vehicle movements at this location are able to be carried out comfortably. The carriageway is proposed to be narrowed to 6m over a short distance, along a straight section of road. A 6m wide carriageway is in line with the BusConnects Preliminary Design Guidance booklet and a 5.5m wide carriageway on a local road is in line with the Design Manual for Urban Roads and Streets (DMURS). It is further noted that no amendments to carriageway widths are proposed at the mini roundabout referenced in this submission.

#### 5.31.2 Chief Executive Recommendations

- No changes proposed following the review of this submission.

### 5.32 Submission No. 32 - Lucan Cycling Road Club

| Unique ID   | Submission                               | Observation                            | Author                  |
|---|--|--|-------------------------|
| SD-C254-38  | SD-C254-38 Grand Canal to Lucan Greenway | The newly proposed cycle way for Lucan | Lucan Cycling Road Club |
| <p>1. Lucan Cycling Club has a membership of 200 members and we broadly welcome this and see it as a great facility for all cyclists and other active travel users. However, in order for this to be really successful, the greenlink that has been put in place at the new Lucan cemetery beside Esker bridge into Vesey Park, should now be completed by way of a bridge. By doing so, this will greatly enhance the proposed new greenway and will make the new greenway far more attractive for cyclists, runners, walkers etc. insofar as it will connect the five parks of Lucan without having to go through heavy traffic and populated areas. Another huge benefit to this link is it will allow a large proportion of residents in Lucan to take advantage of the new proposed cycle route, who without this link would be cut off from the new greenway ie. Vesey Park, Ardeevin Park, Hill Crest, Dodsboro etc. If this link is not added to the proposed greenway we would see this as a huge missed opportunity for the people of Lucan and surrounding areas. By creating this link it also creates a direct cycling route via Vesey Park to St Catherine's Park using the current N4 cycle lane onto Tandy's Lane. This would hugely benefit all the residents of Lucan and surrounding areas giving them access to all their parks without having to use cars. Lucan Cycling Club would see the above proposals as something that is going to encourage cycling and active travel in our area and therefore we urge you to take onboard our suggestions.</p> |  |  |                         |

### 5.32.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.32.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.33 Submission No. 33 – Jimmy Stagg

| Unique ID  | Submission                                    | Observation                        | Author      |
|--|---|------------------------------------|-------------|
| SD-C254-39   | SD-C254-39 Proposed new cycle route for Lucan | Proposed new cycle route for Lucan | Jimmy Stagg |
| <ol style="list-style-type: none"> <li>1. As a long established bicycle shop in Lucan Village, we most definitely welcome any improvements to cycling infrastructure that would make it safer for our customers and future customers while cycling. While the proposed new cycle lane will be an excellent development, we think the developers need to be more ambitious and to complete the existing new greenlink that has been put in place by the developers of the new cemetery and Esker Bridge. This would create a wonderful new cycle network connecting all of our parks and the direct safe route via N4 existing cycle route onto Tandy’s Lane into Catherine’s Park. By doing so, it would greatly enhance the access to all of our parks without having to use our cars which we think is everyone’s ambition.</li> </ol> |   |                                    |             |

### 5.33.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an

independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.33.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.34 Submission No. 34 – Paul Gogarty

| Unique ID   | Submission   | Observation   | Author       |
|---|--|---|--------------|
| SD-C254-40  | SD-C254-40 Cllr Paul Gogarty Canal to Lucan Greenway submission October 22 | Submission by Cllr Paul Gogarty on Grand Canal to Lucan Greenway scheme | Paul Gogarty |
| <p>Submission by Cllr Paul Gogarty on Grand Canal to Lucan Greenway scheme</p> <p>1. Overview<br/>I wholeheartedly support this plan in principle, both in terms of it acting as South Dublin’s contribution to a recreational link between the two canals and in terms of upgrading access to local schools given the understandable but regrettably low levels of cycling to and from school at present. However, it needs to be wider in scope to provide access to the canals and potential crossing points from all parts of Lucan. There are also several localised issues that need to be addressed. To make it easier for the design team and anyone else reading this submission to understand, I am referencing most comments and changes to the sheet numbers on the design drawings. Before this I will reference areas that are not included on these maps.</p> <p>2. Linkage to Vesey Park and Tandy’s Lane<br/>This is an essential element in the scheme as proposed and should not be put on the long finger. I refer to the submission by Lucan Active Travel and others and will not go into that level of detail. Suffice to say that a route is almost complete from the bridge at Cherbury Park alongside the new Esker Lawn Cemetery towards Vesey Park, as part of planning permission granted for this development.<br/>I note that monies would need to be allocated for the construction of a bridge at this location and while this is one option, another alternative might be to link with the cycleway along the N4 (with similar ramp link far side) and run a shorter stretch along the wall and back into Vesey Park. This route would have a natural continuation through the park into the village where bike racks could be located, but the main route would be a link-up with Tandy’s Lane along the N4 slip. This would join up the Hillcrest/Dodsboro Area and facilitate a direct route to Lucan Demesne. It may require some widening of the existing cycleway.</p> <p>3. Do not make Sarsfield Park a secondary route<br/>Sarsfield Park residents strongly argued on demographic and other grounds that their estate should not be used as a thoroughfare for a tourism cycle route. Even referencing secondary access via the main entrance into the estate will create a de-facto route, so this option should not be considered as a formal or signposted route.<br/>A solution still needs to be found to allow cyclists safe access into and through the village from the village green towards the bridge (irrespective of whether this will be a crossing point towards the future Fingal scheme), but this is a wider issue that from previous discussions likely needs to involve a trial one-way system firstly, following detailed consultation with all stakeholders that takes into account retaining parking provision on or off-street and facilitating access to local businesses.</p> |  |   |              |



For now, any other access into Sarsfield Park should be for access to St Mary's BNS from the Brookvale entrance up towards the steps and hopefully incorporating a boardwalk at this location (see Sheet 16 comments further down).

#### 4. Wider access from other parts of Lucan to canal access points:

Adamstown to Griffeen Valley Park, Tubber Lane and Old Celbridge Road

Given that Adamstown will have over 8,000 residences on completion, access needs to be provided for this rapidly growing part of Lucan to and from each canal. This should firstly include better access from Adamstown Avenue to Hayden's Lane, as another submission has detailed.

Secondly, while I acknowledge that the main thoroughfare should be via Griffeen Valley Park, linkages to the village area should take a joint approach that facilitates Lucan Demesne as a gateway to a potential Fingal canal crossing via St Catherine's Park, as well as bringing cyclists to the village itself and accessing schools along each route.

It is also the case that works are underway for linking Lucan to Hazelhatch along the Grand Canal and that South Dublin County Council plans a major canal-based amenity at the 12th Lock, incorporating heritage, leisure and recreational elements. Therefore, a secondary canal to canal loop needs to be provided for, one that accesses Adamstown in the first instance, with a spur down Adamstown Boulevard towards Tandy's Lane (Tesco), over the N4 and also a link that uses the shortly completed Celbridge Link Road to access Lucan Demesne, ideally passing the new Tobermaclugg Park along Tubber Lane. This would require a dedicated cycleway along the one-way Old Celbridge Road which would bring direct access to Lucan Demesne from West Adamstown and also facilitate a number of more isolated residential areas in west Lucan to be able to get to the village more safely.

#### 5. Lucan village to Lucan Demesne

Similarly, it does not make sense to have no link between the village and the Demesne, a gateway to the wider and larger St Catherine's Park, especially as Fingal could end up using this park as their route to the Royal Canal. A dedicated safe route needs to be marked out that allows safe access to and from the Demesne, which potentially means widening the footpath on the Italian Embassy side (double checking regarding any works in the vicinity of the wall). This also encourages those who may have cycled via Brookvale exit to continue towards the Demesne as necessary.

#### 6. Linkages from Lucan East of N4 to village via Willsbrook Park

This route requires safe access from the junction near Woodies to the village area. In this context a dedicated cycleway needs to be facilitated that includes access to Colaiste Phadraig and St Andrews NS.

So far efforts to put a cycle route from the Loman's Road area to the village have depended on removing the essential right turn on the bridge at Woodies from the village onto the N4. Other measures need to be looked at. In the meantime, we need to focus on a route via Willsbrook Park and a dedicated cycle route along the busy Lucan Road.

I acknowledge that this last link cannot be taken to be part of a canal route linkage right now, as it doesn't lead to any canal directly or indirectly, but it needs to be considered as a potential spur.

#### 7. Specific local references as per sheet maps

##### Sheet 1 Map

Red bridge – My motion passed at Area Committee referenced that necessary works to upgrade the slippery surface could be carried out as part of this plan. The entire surface would need to be repaired for both cyclists and pedestrians and presumably this would not incur an additional cost.

##### Sheet 3 Map

Shared surface needs to be physically separated or at the very least needs preferential sections on pathway indicated as cyclists will be slowed down unnecessarily by pedestrians otherwise and equally ignorant cyclists will go too close or pedestrians or force them off the pathway.

##### Sheet 4

I welcome widening of bridges and footpath, however once again the surface needs separation on safety grounds.

##### Sheet 5

Surface separation required in park.

Query how raised zebra crossing will deter vehicular traffic from slowing down for pedestrians and cyclists. Other zebra crossings and traffic lights along this stretch have been breached in the past. Needs multiple measures to ensure safety and reduce speeding.

Sheet 6

Welcome bridge widening but surfaces need separation.

Sheet 7

Welcome bridge replacement and entrance upgrade. Again, separation needed, especially as this is a route to schools for many parents walking with young children.

Sheet 8

Footpath needs segregation.

Link via Vesey Park needs to be highlighted as part of this scheme.

Sheet 9

I note rumble strips are to be provided to slow downhill bike traffic. These need to be suitable for cyclists and I recommend best practice as per this example of nudge-tested flat strips that gradually get closer together: <https://www.mebesafe.eu/cyclist-nudge/>

More work needs to be done on map to take into account the new Esker Lawn Cemetery entrance. Vehicular traffic to this location will increase over the years and my understanding is that there may also be a café in due course.

This stretch of Lucan Newlands Road is an access point to Cherbury Park, with 100 houses. It is also going to continue to see regular funeral processions.

Shared plot space remains at the old Esker Cemetery and new plots will be purchased at the recently opened Esker Lawn Cemetery.

As a result, there will be regular amounts of vehicular traffic along this stretch.

I strongly question the use of chicanes at this location as funeral traffic heading to cemeteries could well block residents in Cherbury Park from entering and leaving their estate.

This needs to be looked at and a response given. Why not have a dedicated cycle way with narrower two-way traffic? This will not impact on emergency vehicles in the same way as chicanes would at certain times. Cemetery Sunday may only happen yearly, but it causes significant parking problems on those days, which will be exacerbated here.

Should any chicanes remain, there should be a throughway for cyclists to continue on straight.

Sheet 10

Again, I have queries regarding chicanes. Has any analysis been done as to whether the Toucan crossing will impact on local residences?

I also query the entire zig-zag location here, but acknowledge an option is needed for younger children and cargo bikes etc.

Most serious local adult cyclists will continue to use the main roadway. Tourists might also see it as a quicker way of getting to the village and therefore a safe exit needs to be ensured at the end of the hill, as it will be a “desire line”.

I query the necessity of the boardwalk beside Sarsfield Park at this location and wonder whether a cheaper option is available that would free up funding for necessary works elsewhere, eg a solution for St Mary’s BNS, a bridge to Vesey Park and an alternate route to Canal via Adamstown using the Old Celbridge Road, Tubber Lane and the Celbridge Link Road. To me, it would make far more sense to widen the footpath by 2ft approx on the Sarsfield Park side of the Lucan Road so that when bikes cross, they veer left towards the bus stop opposite the Circle K garage. An opening can then be made at a shorter, lower gradient into Dispensary Lane area. This would also have the beneficial effect of not having to remove many mature trees along this location.

Sheet 11 – Support junction corner tightening

Residents have raised concerns about speeding along the long stretch from Lucan Heights to Beech Park, but there still appears to be no strong support for ramps, so any other measures that slows down traffic are to be welcomed and may be tweaked if necessary.

Sheet 12

This area needs to be looked at carefully and I would question how it is going to tie in with the construction works on the extension at St Joseph's College while works are underway.

This area is going to be the main entrance for this school and measures are required to stop parking on the footpaths on both sides of the road.

I welcome the revamp of the lay-by area into a set down/loading space, however on occasion there are events in the church (beyond existing car park capacity) or in the schools that will require space on limited evenings and in this context is there a way to facilitate evening/weekend parking only, as it will be required on occasion.

I also welcome the widening of the very narrow footpath at this location and request the continuation of flexible poles to avoid cars parking on the footpath or else high kerbs.

There remains an issue in terms of how vehicles will exit the revised configuration safely for pedestrians and cyclists and how to discourage rat-running through estates to avoid small but more noticeable queues along Lucan Road as a result of this measure and the Brookvale crossing. While an uptake in cycling will hopefully be the result of this whole exercise, the lack of reliable joined up public transport and younger children attending school means that vehicular traffic will continue to congregate at this location and needs to be managed so as to avoid the measures up the hill being negated.

More detail needs to be provided about the ramp/rail for wheeling a bicycle alongside the steps downhill to St Mary's BNS before Councillors get to vote on the plan.

Sheet 13

Not enough measures are evident in terms of making this route a safe cycling exit/entrance onto the Lucan Road from The Cloisters/Lucan Heights. This is near a very dangerous junction and cycle access to Colaiste Phadraig, St Andrews NS and St Mary's GNS needs to be enhanced.

Sheet 16

Serious concerns have been raised in relation to the location of the pedestrian crossing which directly impacts on a local resident, as they and others have outlined in separate submissions.

Moving the crossing down towards where the traffic warden operates makes sense, but it does not ensure safety of cyclists exiting at the gap beside this house.

I support the submission by St Mary's BNS in terms of flashing warning lights, digital speed limit signs and ramps. But it is possible that something else is needed also.

As such, given that a boardwalk construction is already proposed at Sarsfield Park leading to Dispensary Lane, I would suggest a boardwalk here instead, at the end of the steps where the two paths intersect and leading this along the existing wall, away from the house, to exit onto the footpath at a gently sloping "dismount" point adjacent to the car park beside the pizzeria. In this way a direct active travel route will have been reached and, any school goes cycling will simply have to walk a few metres to cross with pedestrians opposite the main school gates.

If there is a cost issue with having two boardwalks, then it makes more sense to dispense with the one opposite Brookvale in favour of a cheaper entrance.

Sheet 20

While the measures are to be welcomed, the opportunity needs to be taken to fix the problems with the roundabout adjacent to Lucan East Educate Together. Vehicles continue to use the right-hand lane for continuing straight and this requires an upgrade to the roundabout with wider roadway and less in the middle with perhaps physical flexible barriers also needed. In this way, children cycling to the school from Griffeen Road will be able to do so more safely around the roundabout without having to face jumping traffic in the right lane suddenly veering left alongside that slowed down in the other lane because of yellow boxes.

I welcome proposals on sheets 2, 14, 15, 17, 18, 19, 21 again expressing concerns in relation to shared surfaces where referenced.

### 5.34.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

3. An addendum to the Feasibility Options Selection Report (FOSR) was completed to assess the most appropriate route for the Greenway that provides a strong link to Lucan Village and local schools. The preferred route, referred to as 4-3A in the FOSR, was selected because it achieves the scheme objectives of providing high-quality cycle infrastructure. An additional benefit was that it was suggested by the residents. Only minor improvements are proposed for Sarsfield Park Road and Estate, bringing the estate pedestrian safety infrastructure in line with current best practice guidance for locals to be able to safely walk to the village and other amenities. The boardwalk will run along Lucan Road, not Sarsfield Park Road, creating a direct connection between Brookvale Park and Lucan Village. Future connections from the village will be examined during the next Phase of the Canal Loop Project (SDCC to FCC) and will require a revised feasibility report which incorporates consultation outcomes.

While this report recommends improvements to connect to St Mary's Boys School including realigning the path, a boardwalk entrance into St Mary's is not feasible due to level difference without a substantial land take.

Minor improvements are proposed for Sarsfield Park Road and Estate. It is proposed to tighten junction radii which will provide a safer environment for pedestrians and other vulnerable road users. It is not envisaged that this link will become a thoroughfare for cyclists.

- 4-6. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

7. See note 5 and the notes below:

#### **Sheet 1**

Works to the bridge are outside the scope of the application but the comments will be passed to the SDCC maintenance department for their consideration.

#### **Sheet 3**

Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated

into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.

**Sheet 4**

See note above for sheet 3

**Sheet 5**

See note above for sheet 3

Several measures are proposed in this location to reinforce the presence of the zebra crossing and to slow drivers, including a raised crossing, road narrowing to 6m in this area and the provision of a change in road surface material on approach to highlight the approaching crossing.

**Sheet 6**

See note above for sheet 3

**Sheet 7**

See note above for sheet 3

**Sheet 8**

The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

**Sheet 9**

Comments regarding the final design of the rumble strip are noted. This will be considered at detailed design stage. It is noted that the entrance to esker lawns cemetery has been taken into account in the design and will be reflected on future drawing sets. Comments regarding the proposed chicanes are noted, a by-pass of chicanes by cyclists was deemed unsuitable as it may result in conflict with oncoming vehicles. It is not envisaged that these chicanes will impact on emergency services.

**Sheet 10**

Comments regarding the proposed chicanes are noted, refer to the response above. In relation to the proposed toucan the location of this has been chosen to minimise impact on adjacent residences. As noted, the winding path is proposed to cater for vulnerable road users. In relation to the comment on the proposed boardwalk at Sarsfield Park. The boardwalk creates an important link along between Brookvale and Lucan Village, which was one of the main objectives outlined for the project. Extensive consideration to the proposed route at that location; however, given the constraint nature of Lucan Road it was the opinion of SDCC and the Design Team that a boardwalk offers the best connection to the village.

**Sheet 11**

Comments are noted

**Sheet 12**

The proposed design at Lucan Road and Lucan heights was complete with consultation with St. Joseph's.

A safe school treatment is proposed on Lucan Height's outside St. Joseph's, as part of this treatments flexible bollards and landscape interventions will be provided to deter parking along the kerb. The proposed design at Lucan Road and Lucan heights does not change the number of set-down spaces available outside St. Joseph's and should therefore not interfere with the operation of events at St. Joseph's or the church.

Additional comments are welcomed and will be taken into consideration.

**Sheet 13**

A quiet street treatment is proposed in this location to improve facilities for vulnerable road users.

**Sheet 16**

It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.

St Mary's Boys School suggestion to extend the Greenway westwards and school zone on Chapel Hill Road are valid suggestions which could be included as part of this project without causing a material change. The removal of 4 parking spaces to allow for the widening of the southern footpath, as shown in the proposed updated layout included in Appendix B, would allow for a shared path to connect to St. Mary Boys School, adding another safe link for school-going children. The introduction of Safe School Street treatments, including bollards, road markings/art, and/or placemaking elements would also increase this safety and will be examined further at detail design.

These improvements are within the scope and study area of the project and would not require a separate environmental review.

Refer to response 4 above.

**Sheet 20**

Upgrades to this roundabout are not within the remit of this scheme however may be explored further by SDCC.

Other general comments are noted.

### 5.34.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design.
2. Extend the Greenway westwards to connect with St. Mary's Boys School and introduction of School Street treatments, including bollards, road markings/art, and/or placemaking elements outside St. Mary's Boys School will be examined further at detail design. The removal of 4 parking space across from St Mary's Boys School would be necessary to allow for the widening of the southern footpath

## 5.35 Submission No. 35 – Mary Quinn

| Unique ID  | Submission                             | Observation | Author     |
|--|--|-------------|------------|
| SD-C254-41   | SD-C254-41 Cycle lane<br>Lucan Village | Cycling     | Mary Quinn |
| <ol style="list-style-type: none"> <li>1. I think there may be a conservation order on wall which has a heritage value.</li> <li>2. The trees opposite the entrance provide shelter from the north wind. With these gone it would be more expensive to heat our houses. Esp in these times when there may be a shortage of fuel.</li> <li>3. The proposed seating may promote anti social behaviour.</li> <li>4. There are road safety concerns. A lot of children walk the proposed way to school.</li> <li>5. Proposed road for cycle lane has too steep a gradient.</li> <li>6. There are numerous other directions that this proposed cycleway can go. More in line to spend the money on a bus lane from village to st marys school.</li> </ol> |  |             |            |

### 5.35.1 Chief Executive Responses

1. There is no conservation order attached to the wall in question.
2. Only a proportion of the existing trees in this location are proposed to be removed to install the boardwalk. As such it is note anticipated that there will be an adverse impact in terms of heating adjacent properties.
3. Walking and cycling will likely increase safety in the areas that the scheme moves through as there will be more visibility and movement through these areas, discouraging anti-social behaviour. Proposed seating is a vital part of the public realm and it is not expected to contribute to anti-social behaviour. A Garda review of the proposed design will be carried out at detailed design.
4. The scheme has been subject to an independent Stage 1 Road Safety audit that was reviewed and considered by SDCC and the Design Team. SDCC and the design team believe that the proposals will significantly improve road safety for vulnerable road users.
5. All gradients along the proposed route are in accordance with engineering guidelines and best practises.
6. The proposed scheme is supported by national and local policy and is funded through an active travel fund, as such it does not preclude a bus priority scheme from being progressed separately.

### 5.35.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.36 Submission No. 36 - Caitriona McClean

| Unique ID  | Submission   | Observation  | Author            |
|--|--|--|-------------------|
| SD-C254-42   | SD-C254-42 Lucan Planning Council objection to exclusion of west Lucan from proposed Grand Canal cycleway and proposed amendments to plan made public in part8 | Proposed amendment to draft Grand Canal to Lucan Urban Greenway as it appears in part8 | Caitriona McClean |
| <p>1. Lucan Planning Council is supportive in principle of active travel projects but critical of the limitations of this proposal which has greater potential for inclusion than the draft presented in this part8. We call upon SDCC to amend and extend the route to give access to the Canal Greenway to thousands living in west Lucan. We identify, Weston Park, Kew Park, Woodview Heights, Airlie Heights, Woodview, and the whole of the Dodsboro area with its much new development and newer estates, and ask SDCC to recognise these communities and provide for their active travel aspirations within this Grand Canal to Lucan Greenway initiative. We put forward the following amendments which are consistent with SDCC stated objectives for the project:</p> <p>2. That the cycleway continues (two-way) along by the crematorium and goes via Vesey Park to Tandy's Lane. We are aware a similar proposal has been submitted that involves this routing and that this opens up access to the Greenway to active travel from west Lucan. We recognise the need for a cycle bridge in the vicinity of Vesey Park to allow safe travel past the junction from N4 into Vesey Park. We have checked the feasibility of this when visiting the site.</p> <p>3. That a cycleway be provided along the Old Celbridge Rd ( by the golf course) to facilitate Weston Park and Kew Park to access Tandy's Lane and onwards to the Greenway with the proposed amendment as stated above. The added merit of this cycleway is that St Catherine's park is now accessible for active travel. Also those travelling on the Greenway would have access to the park with the potential to cross the river safely.</p> <p>4. A cycle bridge in the vicinity of Tandy's Lane is a cost-effective safety mechanism which could easily be accommodated within the scope of the project for the greater good of many active travellers.</p> <p>5. Tandy's Lane is a very short walk (less than one bus stop) from Lucan Village Green and a cycle parking facility will be required at Tandy's Lane to facilitate Greenway active travel visitors to the village who might decide to stop to enjoy the beauty of the village and its hospitality.</p> <p>6. SDCC stated objectives for this project include active walking and Lucan Planning Council would like to see this delivered on. Lucan is hilly, and there is a need for further public seating in the village area, and in particular in hilly spots. The availability of seating at strategic spots will encourage those keen to increase their active travel but who need to take short rests and breaks while walking. Walking as a means of active travel must be extended to all ages and abilities.</p> <p>7. Lucan Planning Council has identified the need for a cycle bridge at AGP, and we ask the plan is amended to include that. In our submission on amendments and extensions to include access for west Lucan we identified the need for cycle bridge also at Vesey Park, and at Tandy's Lane.</p> |  |  |                   |

#### 5.36.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend



and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

3. The team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.
4. Refer to response 3 above.
5. Refer to response 3 above.
6. Seating and other amenities will be provided at strategic locations along the route. This will be detailed as the design of the scheme progresses.
7. Refer to response 2 above.

### 5.36.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.37 Submission No. 37 - Lucan Village Pharmacy

| Unique ID  | Submission   | Observation   | Author                 |
|--|--|---|------------------------|
| SD-C254-43   | SD-C254-43 Lucan Village Pharmacy Supports Additional Route Linking Vesey Park | Submission by Lucan Village Pharmacy on Grand Canal to Lucan Urban Greenway | Lucan Village Pharmacy |
| <ol style="list-style-type: none"> <li>1. Lucan Village Pharmacy supports in general the Grand Canal to Lucan Urban Greenway described in the August 2022 documents but believe that the project is limited in its ambitions to provide inclusivity for all the communities in the Lucan Urban Area.</li> <li>2. We support the proposal made by Lucan Active Travel and others for an additional link from the Greenway to Vesey Park and Tandy's Lane by opening the Green Link at the new cemetery in Esker into Vesey Park. Lucan Active Travel in their submission has gone into great detail describing the link and its benefits. We support the Green Link into Vesey Park as it provides access for the communities at Vesey Park, Ardeevin, Airlie Heights, Hillcrest, Doddsboro and Woodview to the Greenway and schools around Lucan Village. We believe this is a golden opportunity for this link to all the communities to be created now.</li> </ol> |  |   |                        |

### 5.37.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.37.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.38 Submission No. 38 – Michael Boyle

| Unique ID  | Submission                                 | Observation                                | Author        |
|--|--|--|---------------|
| SD-C254-44   | SD-C254-44 Greenway, Vesey Park, Hillcrest | Greenway To Include West Lucan Communities | Michael Boyle |
| <p>1. In general, I support the Part 8 proposal of the Grand Canal to Lucan Urban Greenway as described. I believe this greenway should have greater inclusivity for the communities in West Lucan. I support the submission by Lucan Active Travel and others in recommending that a link be created from the Greenway into Vesey Park and onto Tandy's Lane, that is, a Green Link into Vesey Park and west Lucan. This Green link into Vesey Park will facilitate the communities of west Lucan including Vesey Park, Ardeevin, Woodview, Hillcrest, Doddsboro and Kew Park easy access to the Greenway. It also offers the benefit of linking the five parks of Griffeen Park, AGP, Vesey Park, Lucan Demesne and St Catherine's Park. This opportunity to link all the communities must be taken now.</p> |  |  |               |

### 5.38.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.38.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.39 Submission No. 39 - Hidden

| Unique ID  | Submission                | Observation                                | Author |
|--|---------------------------|--|--------|
| SD-C254-45   | SD-C254-45 Greenway Lucan | Greenway Link To Vesey Park and West Lucan | Hidden |
| <p>1. I agree with the Grand Canal to Lucan Urban Greenway proposal in the Part 8. I would like that an additional route be included into Vesey Park from the Greenway at Esker Cemetery as described in the submissions by Lucan Active Travel and others. This additional route is a good opportunity for the communities of west Lucan to be included in accessing the Greenway via Vesey Park.</p> |                           |  |        |

#### 5.39.1 Chief Executive Responses

- The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.  
The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed, and the findings used to inform a suitable design for Part VIII design and consultation.

#### 5.39.2 Chief Executive Recommendations

- No changes proposed following the review of this submission.

## 5.40 Submission No. 40 - Ciara Slattery

| Unique ID  | Submission          | Observation                    | Author         |
|--|---------------------|--------------------------------|----------------|
| SD-C254-46   | SD-C254-46 Greenway | Greenway To Connect West Lucan | Ciara Slattery |
| <p>1. I am delighted to support the Grand Canal to Lucan Greenway. I look forward to enjoying the Greenway. However I believe the proposed plan does not deliver for the needs of the communities in west Lucan due to its lack of connectivity. Therefore I support the submission of Lucan Active Travel and others to create a link into Vesey Park near the new cemetery in Esker. This link will benefit the surrounding communities in west Lucan.</p> |                     |                                |                |

### 5.40.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed, and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.40.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.41 Submission No. 41 - Hidden

| Unique ID   | Submission          | Observation              | Author |
|---|---------------------|--------------------------|--------|
| SD-C254-47  | SD-C254-47 Greenway | Additional Cycling Route | Hidden |
| 1. I support the Grand Canal to Lucan Greenway proposal. However I would like if there was an additional route into Vesey Park as described by Lucan Active Travel and others in their submissions. This additional route would benefit all the communities of Lucan. |                     |                          |        |

### 5.41.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.41.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.42 Submission No. 42 - Lynch's Centra Lucan

| Unique ID  | Submission                                 | Observation                               | Author               |
|--|--|---|----------------------|
| SD-C254-48   | SD-C254-48 Green way Link to Lucan Demesne | Lucan Urban Greenway including Lucan West | Lynch's Centra Lucan |
| 1. We support the Part 8 proposal of the Grand Canal to Lucan Urban Greenway as described. We think this greenway should have greater inclusivity for the communities of West Lucan. We support the submission by Lucan Active Travel and others in recommending that a link be created from the Greenway into Vesey Park and onto Tandy's Lane. |  |   |                      |
| 2. This will facilitate the communities of west Lucan including the new area of Adamstown, with an easy access to the Greenway. It also offers easy access to Lucan Demesne and St Catherine's Park. It would a shame to exclude these communities from a link to the Greenway.  |  |   |                      |

### 5.42.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.42.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.43 Submission No. 43 – St Mary’s BNS

| Unique ID  | Submission   | Observation  | Author         |
|------------|--|--|----------------|
| SD-C254-50 | SD-C254-50 Extension of Greenway to St. Mary's BNS Lucan and better traffic management on Chapel Hill in Lucan | SD-C254-50 Extension of Greenway to St. Mary's BNS Lucan and better traffic management on Chapel Hill in Lucan | St. Mary's BNS |

St Mary’s BNS is a proud part of community life in Lucan. The school can trace its roots back to the very early days of national schools, when an application was made in 1833 to the Commissioners of National Education for a Boys' National School. The school is, therefore, passionate about the sustainable development of Lucan village and its surrounding areas.

The school community want to express its support for the principles of investment into Lucan Village and the proposed aims to promote active travel through increased daily active travel, in a safe and environmentally positive manner.

Our submission will focus on four specific points:

1. Relocation of proposed zebra crossing
2. Extension of the proposed Greenway
3. Introduction of ‘safe school’ design with associated traffic calming measures
4. Encouraging more children to cycle to school safely which will benefit the environment and their physical health

The proposed Greenway has the potential to have transformative impact on the Lucan area. It is in this spirit that the school puts forward our submission.

1. Relocation of proposed zebra crossing

We request that South Dublin County Council (SDCC) reconsider the proposed location of the Zebra Crossing and Site boundary line as outlined in section 6.4.2. The proposed location for beacon zebra crossing on Chapel Hill is a missed opportunity to create a safe environment for young cyclists.

We are actively encouraging more students to cycle or walk to school. The school has spaces for 40 push scooters and 56 bicycles. Relocating the Zebra Crossing by 30-50 metres west (towards the village – please see screenshot of proposed location) will encourage more students and staff to cycle or walk to school.



It also worth noting the proposed zebra cross location does not take account of the vehicular driveway access to a private home.

2. Extension of the proposed Greenway

We note that the proposed Greenway along Sarsfield Park stops at the Chapel Hill/Sarsfield Park junction and does not extend to St Marys. The school requests that SDCC consider completing a link to St Mary’s BNS. This would support the school’s efforts to encourage modal shift away from private car.

3. Introduction of ‘school zone’ design with associated traffic calming measures

A School Zone is an initiative designed to give priority to students at the school gate by freeing up footpaths and reducing vehicle drop-offs, pick-ups and idling. The aim is to reduce congestion and increase safety at the front of school and prioritise active travel (walking and cycling) to and from school. The school is concerned about the volume (and speed) of car traffic on Chapel Hill. The school feels that the introduction of ‘School Zone’ and associated traffic calming measures should be considered. Options for traffic calming measures include:

- Flashing warning lights
- Digital speed limit signs
- Ramps
- Flexible orange safety bollards along Chapel Hill to prohibit dangerous parking (similar to the bollards outside St. Joseph’s Girls’ Secondary School).

The school feels that the implementation of ‘School Zone’ should be a priority on Health and Safety Grounds. It is also worth noting that the current volume, and speed, of private car traffic on Chapel Hill makes active travel options wholly unattractive.

4. Encouraging more children to cycle to school safely which will benefit the environment and their physical health

Our proposal would courage more children to cycle safely to school which will lead to less car omissions on our road and therefore help the local environment. The extension of this greenway would also improve their physical and mental health. Recent studies claim that 1 in every 4 primary school children suffer from obesity. We, as a school, try to encourage as much physical exercise as possible. The ‘Safe Routes to School’ programme was launched in 2021 t support walking, scooting and cycling to primary and post-primary schools. The programme seeks to invest in safe, walking and cycling routes

within communities, to alleviate congestion at the school gates and increase the number of students who walk, scoot or cycle to school.  
We hope that South County Dublin will consider this submission.

### 5.43.1 Chief Executive Responses

1. It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.
2. Suggestions to extend the Greenway westwards and school zone on Chapel Hill Road are valid suggestions which could be included as part of this project without causing a material change. The removal of 4 parking spaces to allow for the widening of the southern footpath would allow for a shared path to connect to St. Mary Boys School, adding another safe link for school-going children, refer to appendix B for sketch of proposals at Chapel Hill. The introduction of School Street treatments, including bollards, road markings/art, and/or placemaking elements would also increase this safety and will be examined further in detail design.
3. See noted 2 above.
4. Comments are noted

### 5.43.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design.
2. Extend the Greenway westwards to connect with St. Mary’s Boys School and introduction of School Street treatments, including bollards, road markings/art, and/or placemaking elements outside St. Mary’s Boys School will be examined further at detail design. The removal of 4 parking spaces across from St Mary’s Boys School would be necessary to allow for the widening of the southern footpath

## 5.44 Submission No. 44 - Hidden

| Unique ID   | Submission                              | Observation | Author |
|---|---|-------------|--------|
| SD-C254-51  | SD-C254-51 Grand Canal to Lucan Village | Greenway    | Hidden |
| 1. Have biodiversity studies been done in relation to any proposal to remove trees? |   |             |        |

### 5.44.1 Chief Executive Responses

1. An independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) were completed by JBA Consulting, and an independent Arboricultural Assessment Report and Tree Protection Plan were completed by TreeSpace. The assessments have concluded that no significant environmental impact will arise as a result of the proposed scheme. All documents are made available on the SDCC Consultation website at the following link:  
<https://consult.sdublincoco.ie/en/consultation/grand-canal-lucan-urban-greenway>



### 5.44.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.45 Submission No. 45 - Hidden

| Unique ID   | Submission   | Observation                                       | Author |
|---|--|---|--------|
| SD-C254-52  | SD-C254-52 Support for Grand Canal to Lucan Urban Greenway | Support for - Grand Canal to Lucan Urban Greenway | Hidden |
| <ol style="list-style-type: none"> <li>1. I wish to give my full support to this project. I see it as the first of many phases in long awaited Active Travel investment in the Lucan village area. I agree with other submissions in that there are other connections that can be added to further enhance active travel in the Lucan area but very much see this proposal as the first step to achieving this. Given the obvious workload that has been carried out to take the project to this stage, I strongly believe that it would be a calamity to prevent the immediate progression of the project on the basis of, as some other submissions state, 'under ambition'. The delivery of this project will support further significant investment and cycle/walking connections to other parts of Lucan. Preventing the progression of this project could potentially jeopardize any Active Travel project progression. Recommencing the planning of this project due to 'lack of connectivity' will set the construction of any element of Active Travel work back at least 3 years. And who knows if this level of investment in cycling and walking will be available at that stage. This project is a real opportunity for investment in Lucan.</li> <li>2. I welcome the proposed investment to the front of three schools. This will make travelling to school by walking and cycling a more attractive and safer prospect and will subsequently help to alleviate the severe traffic congestion in the Lucan Village area at school drop off and collection times.</li> <li>3. I welcome the works proposed to narrow the crossing distances at a number of side roads. Particularly at the entrance to Brookvale in Lucan village. This is currently a popular turning area for cars and narrowing will discourage this and thereby make it safer for the significant number of pedestrians (including school children) crossing this junction daily.</li> <li>4. I welcome the board walk but do request that the number of trees felled to accommodate the route be limited to the bare minimum. I do not support the felling of trees to accommodate the widened area.</li> <li>5. I welcome the works to Brookvale Park as this will create a far more attractive access to the village than the current offering on the jet/esker Hill. The current footpaths are extremely narrow and not suitable for buggies for example. The proposed zig zag nature of the route for cyclists through Brookvale Park will also be more attractive than the steep incline of the Jet hill for cyclists.</li> </ol> |  |   |        |

#### 5.45.1 Chief Executive Responses

1. The team welcomes these encouraging comments.

#### 5.45.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.46 Submission No. 46 - Hidden

| Unique ID  | Submission                              | Observation  | Author |
|------------|---|--------------|--------|
| SD-C254-53 | SD-C254-53 Grand Canal to Lucan Village | Biodiversity | Hidden |

1. As a resident of Brookvale for many years - I am concerned about the impact on biodiversity - have studies been undertaken in relation to the proposal to remove trees?

#### **5.46.1 Chief Executive Responses**

1. An independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) were completed by JBA Consulting, and an independent Arboricultural Assessment Report and Tree Protection Plan were completed by TreeSpace. The assessments have concluded that no significant environmental impact will arise as a result of the proposed scheme. All documents are made available on the SDCC Consultation website at the following link:  
<https://consult.sdublincoco.ie/en/consultation/grand-canal-lucan-urban-greenway>

#### **5.46.2 Chief Executive Recommendations**

1. No changes proposed following the review of this submission.

### 5.47 Submission No. 47 – People Before Profit

| Unique ID   | Submission   | Observation                       | Author               |
|---|--|-----------------------------------|----------------------|
| SD-C254-54  | SD-C254-54<br>Submission from People Before Profit | Welcome the improvement of routes | People Before Profit |
| <ol style="list-style-type: none"> <li>1. People Before Profit welcomes the new proposed route for this cycleway. We believe that the proposals will help to increase walking and cycling in the Lucan area by making it safer. We hope that this will encourage more young people to walk and cycle to school. We recognise that the council has also helped by providing improved cycle storage facilities for schools in the area.</li> <li>2. We previously raised concerns about the proposed route through Sarsfield Park and out on to Chapel Hill which we believed would be dangerous for cyclists and remove important green space in the housing estate. We welcome the re-routing of the cycleway towards the village instead of through Sarsfield Park.</li> <li>3. People Before Profit welcomes the provision of additional pedestrian crossings in Lucan. However, it has come to our attention that the proposed pedestrian crossing on Chapel Hill might cause danger to pedestrians because of the location of an existing property entrance there. It might be better to move the crossing further west down Chapel Hill. I have attached a photo with a possible new location and new path through the green.</li> </ol> |  |                                   |                      |

#### 5.47.1 Chief Executive Responses

1. Comment noted.
2. It is the intention of SDCC to provide an improved walking and cycling link through Sarsfield Park to St. Mary’s Boys National School from Lucan Road. The route through Sarsfield Park is the most direct route from Lucan Height, Beech Park and surrounding estates.
3. It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.

#### 5.47.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m west of the proposed location will be explored during detailed design.

### 5.48 Submission No. 48 - Hidden

| Unique ID  | Submission                            | Observation          | Author |
|--|---------------------------------------|----------------------|--------|
| SD-C254-55   | SD-C254-55 Support for Lucan Greenway | Support for Greenway | Hidden |
| <p>1. I would like to express my support for the proposed Lucan Greenway. The addition of improved cycling infrastructure in the Lucan area is very welcome. As a family we cycle daily for the school run and to work. This route will be of huge benefit to the area, connecting residential areas to schools, the park and shops and services. In particular we welcome:</p> <ul style="list-style-type: none"> <li>- Improved cycling facilities through Griffeen Valley Park</li> <li>- The removal of kissing gates to facilitate bicycle access including cargo bikes</li> <li>- The proposed road improvements within Beech Park</li> <li>- The proposed school zone at Gaelscoil Eiscir Riada</li> <li>- The proposed crossing point at Lucan Road</li> <li>- All proposed measures to make improvements to make walking and cycling safer.</li> </ul> <p>We would request that the gates at the top of the bridge over the N4 are removed as they are unnecessary at this location and it is difficult to queue and start on a hill with small children on bikes. It is a busy bridge and queuing at this gate is not required.</p> <p>2. We support this proposal and look forward to improved cycling infrastructure to support our family and others to safely cycle for their daily transport needs.</p> |                                       |                      |        |

#### 5.48.1 Chief Executive Responses

1. Comments noted.
2. It is the intention of SDCC to replace gates at either side of the N4 bridge with more cycling friendly alternatives.

#### 5.48.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.49 Submission No. 49 – Kenny’s of Lucan

| Unique ID   | Submission  | Observation | Author           |
|---|---|-------------|------------------|
| SD-C254-56  | SD-C254-56 Proposed amendment to The Lucan Urban Greenway | Cycling     | Kenny's of Lucan |
| <ol style="list-style-type: none"> <li>1. We at Kenny’s of Lucan supports in general the Grand Canal to Lucan Urban Greenway described in the August 2022 documents but we do believe that the project is limited in its ambitions to provide inclusivity for all the communities in the Lucan area.</li> <li>2. We strongly support the proposal made by Lucan Active Travel and many others for an additional link from the Greenway to Vesey Park and Tandy's Lane by opening the Green Link at the new cemetery in Esker into Vesey Park. This would allow the 2 canals to be connected in a safe manner by being able to cycle from Griffeen Valley Park, Arthur Griffith Park, Vesey Park then N4 cycle way and Tandys lane to Liffey valley park and St Catherine's Park. St Catherine’s Park is the perfect area to make a connection from there to The Royal canal which would make for a safe and enjoyable cycle. We believe that a Greenway of this type would greatly benefit all of the businesses in Lucan by creating an attraction that would appeal to tourists of all types in addition to facilitating local cyclists who would use the route as</li> </ol> |   |             |                  |

a transport link. We also support the Green Link into Vesey Park as it provides access for the communities at Vesey Park, Ardeevin, Airlie Heights, Hillcrest, Doddsboro and Woodview to the Greenway and more importantly the schools around Lucan Village. This extension of the current proposal should not be seen as a competing project to that being proposed by The Council. It should be viewed as an essential upgrade to their plan. We understand that some of the groundworks that would facilitate this route have already been completed as part of the Esker Cemetery expansion works and with a slight tweak to the existing plan we believe The Council would create a scenic and unique asset for West County Dublin that would be used by locals and tourists for generations to come.

### 5.49.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.49.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.50 Submission No. 50 – Thomas Lynch

| Unique ID   | Submission                   | Observation  | Author       |
|---|------------------------------|--|--------------|
| SD-C254-57  | SD-C254-57 Greenway to Lucan | Vesey Park to Tandy's Lane Greenway including West Lucan | Thomas Lynch |
| <ol style="list-style-type: none"> <li>1. I am in favour of the Part 8 proposal of the Grand Canal to Lucan Urban Greenway as described. I support the submission by Lucan Active Travel and others in recommending that a link be created from the Greenway into Vesey Park and onto Tandy's Lane, I think this Greenway would be more complete and inclusive if it was extended by linking Vesey Park to Lucan Demesne/Catherines Park on the existing Cycle path.</li> </ol> |                              |  |              |

### 5.50.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside

the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.50.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.51 Submission No. 51 - Hidden

| Unique ID   | Submission                | Observation                         | Author |
|---|---------------------------|-------------------------------------|--------|
| SD-C254-58  | SD-C254-58 Lucan Greenway | Grand Canal to Lucan Urban Greenway | Hidden |
| 1. As a local resident I support this initiative. It enhances cycling routes between the areas and would encourage more active travel |                           |                                     |        |

### 5.51.1 Chief Executive Responses

1. Comments are noted.

### 5.51.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.52 Submission No. 52 - Sinéad Murphy

| Unique ID   | Submission   | Observation                                     | Author        |
|---|--|---|---------------|
| SD-C254-59  | SD-C254-59 Support for Grand Canal to Lucan Urban Greenway | Support for Grand Canal to Lucan Urban Greenway | Sinéad Murphy |
| <ol style="list-style-type: none"> <li>1. I support this project. I welcome proposals to make Lucan a safer place to walk and cycle. This is in line with Government policy to prioritize infrastructure for pedestrians and those on bicycles and will help to encourage Lucan residents, including myself, to leave the car at home for those many short journeys. I grew up in Lucan. In my early childhood cycling was still safe but this diminished as the road space was increasingly prioritized towards motor vehicles. I would dearly love to see this trend reversed, even if it means some inconvenience to me, so that my children can get the independence and safety back that they deserve (along with the health benefits and the reduction of carbon emissions).</li> <li>2. Schools - Many of Lucan's school students currently walk and some cycle, producing little or no carbon. Those that don't should be encouraged to do so through this proposed infrastructure. The red carpet should be out for school students who want to use this form of transport. I welcome the emphasis on pedestrian and cycle access to St Joseph's college. This design should be extended to include cycling access from Lucan Main Road to the St Mary's boys' school, where this is currently a set of stairs (Sheet 16). This scheme should be extended across Griffeen Valley Park to link in with Lucan Community College. There is a missed opportunity here to provide approximately 1000 students with a connection to this greenway. They deserve safe access also.</li> <li>3. Shared surfaces - I understand the constraints of the project but would prefer to have seen more protected cycle lanes. Shared surfaces should be carefully designed to ensure courteous use by all road users.</li> </ol> |  |   |               |

4. Sports Fields - I welcome the proposals in the vicinity of the sports fields in Griffeen Valley Park, particularly AGP0, AGP1 and AGP2 as they are known. Bicycle parking is needed beside each pitch. I note some has recently been installed at AGP1 but it is needed everywhere as part of this project. Currently, at training and/or match times, the area around the roundabout (Sheet 17 - Haydens Lane/Esker Cottages/L1011) is mayhem. Dangerous parking on the side of the road, on the roundabout etc takes place. The early closure of the car park at AGP1 does not help this situation. I have tried to cycle here with my children on a number of occasions but it feels very dangerous. In addition the pedestrian lights recently installed here clearly prioritize cars above pedestrians and those on bicycles. The current proposals make limited changes here. The design needs to be revised to redress this very dangerous pinch point.
5. Landscaping - I welcome the additional landscaping proposed but would like to see even more, especially if it could be designed as sustainable drainage, mitigating against any future flooding.
6. Tightening of junctions - I welcome the tightening up of many junctions in residential areas as I am aware of the increased safety that provides for pedestrians and those on bicycles.
7. Personal Security - I'm not clear from the drawings whether lighting is included in the green areas. If this is truly to encourage active travel it needs to be secure. The project needs to be audited with a gender lens in this regard to that you can ensure that the proposed infrastructure will be useful for all.
8. In summary, I don't have confidence that my elected representatives will represent my view or that of my family on this project. They didn't on the Lucan Village scheme. In that regard, I am grateful to have an opportunity to provide my views. I welcome proposed investment of this type in Lucan and am delighted to see SDCC implementing Government and Climate Action policy.

### 5.52.1 Chief Executive Responses

1. Comments are noted.
2. St Mary's Boys School suggestion to extend the Greenway westwards and school zone on Chapel Hill Road are valid suggestions which could be included as part of this project without causing a material change. The removal of 4 parking spaces to allow for the widening of the southern footpath, as shown in the proposed updated layout included in Appendix B, would allow for a shared path to connect to St. Mary Boys School, adding another safe link for school-going children. The introduction of Safe School Street treatments, including bollards, road markings/art, and/or placemaking elements would also increase this safety and will be examined further at detail design.  
These improvements are within the scope and study area of the project and would not require a separate environmental review.
3. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.
4. Concerns raised about the absence of bicycle parking around pitches is noted and will be taken into consideration. In relation to the mentioned roundabout on Hayden's Lane, improvements to this section will be delivered as a separate project.
5. Sustainable Urban Drainage (SUDs) solutions will be implemented along the route where practicable.

6. Comment noted.
7. Lighting will be provided along the full length of the scheme.
8. All recommendations and observations made in these submissions have been noted and will be considered.

### 5.52.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m west of the proposed location will be explored during detailed design. Extend the Greenway westwards to connect with St. Mary’s Boys School and introduction of School Street treatments, including bollards, road markings/art, and/or placemaking elements outside St. Mary’s Boys School will be examined further at detail design. The removal of 4 parking spaces across from St Mary’s Boys School would be necessary to allow for the widening of the southern footpath

## 5.53 Submission No. 53 - Mattie McCabe

| Unique ID  | Submission  | Observation   | Author        |
|--|---|---|---------------|
| SD-C254-60   | SD-C254-60 Part 8<br>Grand Canal to Lucan<br>Urban Greenway | The Part 8 Grand Canal to Lucan Village Urban Greenway Proposal | Mattie McCabe |
| <ol style="list-style-type: none"> <li>1. I fully support the Grand Canal to Lucan Village Urban Greenway proposal. As pointed out by others, this proposal will allow SDCC to overcome the challenges in designing an acceptable and safe route facing cyclists who live in and around Lucan on a daily basis.</li> <li>2. This proposal will have transformational health, activity and societal benefits and fits in nicely with the overall green and climate change objectives of SDCC. The initiative by the Council in proposing this, is a constructive and ideal opportunity to improve the cycling infrastructure for the area. It will also lend itself to enhancing safe access to the village as well as providing alternative family recreational choices.</li> <li>3. I also want to fully support the proposal from Lucan Active Travel (LAT) that the addition of the green link created at the same time as the proposed Part 8 Cycleway would greatly enhance the likelihood of cyclists, runners and walkers utilizing this much needed active travel route. This is the time to be forward thinking and visionary and is an ideal and strategic opportunity to complete the Green Link into Vesey Park, that is, a bridge into Vesey Park. This new park bridge will complete the new Green Link that has already been put in place by the completion of the works at Esker Cemetery. The completed Green Link will complement the new Grand Canal to Lucan Urban Greenway for the residents of Ardeevin, Vesey Park, Hill Crest, Airlie Heights and Dodsboro. Without this new park bridge these communities will be cut off from this fantastic new Grand Canal to Lucan Urban Greenway.</li> <li>4. As stated above, the time is right to take a wider look at what can be achieved with a strategic vision and, in this context, I urge SDCC to seriously consider this enhanced and additional element of the plan, as proposed by Lucan Active Travel.</li> </ol> |   |   |               |

### 5.53.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban



Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.53.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.54 Submission No. 54 - Westbury Court Residents Association

| Unique ID   | Submission            | Observation                 | Author                               |
|---|-----------------------|-----------------------------|--------------------------------------|
| SD-C254-62  | SD-C254-62 Vesey Park | Greenway link to Vesey Park | Westbury Court Residents Association |
| <ol style="list-style-type: none"> <li>1. Westbury Court Residents Association fully supports the proposed Greenway linking the Grand Canal to Lucan Village.</li> <li>2. However, the proposal should include a pathway / cycleway link from the N4 footbridge near Cherbury Park to Vesey Park. Such a link would greatly enhance the overall amenity value of the Greenway and would more than make up for the additional costs to the scheme. The link would be forward looking and would promote greater use of the Vesey Park amenity but would also provide for a safer alternative route for the Greenway to arrive adjacent to Lucan Village. In addition, this short link would open up the Greenway to the numerous local residents in the estates of Vesey Park, The Hollows, Hillcrest, Dodsboro, Ardeevin and Adamstown / Shackleton and also would facilitate easy access to Lucan Demesne and St. Catherine's Park and upon which a link to the Royal Canal could be built. For the Greenway to proceed without the inclusion of this link would be an opportunity missed which would cost even more to add it at a later stage.</li> <li>3. In the interests of personal safety the segregation of pedestrians from cyclists/scooterists should be an absolute imperative. Griffeen Valley Park and other Parks adjacent to the Greenway route are amenities that are mainly used by pedestrians and by dog walkers. Cycling in the park is currently an insignificant and usually a leisure activity. The Greenway will be attractive mainly to cyclist commuters who will want to get to work as quickly as possible. The provision of a Greenway to entice more cyclists into the park should not be done at the expense of pedestrians and dog walkers. We note that the proposal is for pathways that will be 4 metres wide and on paper this would appear to be entirely adequate but this is not the case - if all users were stationary it may be adequate. However, we are referring to pedestrians sharing space with fast moving bicycles, electric bikes and electric scooters. When one of these vehicles overtakes a pedestrian at speed and without warning it is extremely alarming and could easily be the cause of an accident. There is plenty scope within the park to have separate paths for pedestrians. Such pathways should have clear signage directing cyclist/scooterist commuters away to alternative routes. The creation of shared pathways to be used by pedestrians and cyclists alike would, where an alternative is available, be an act of malfeasance and should be avoided.</li> </ol> |                       |                             |                                      |

### 5.54.1 Chief Executive Responses

1. Comments are noted.

2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.  
The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.
3. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.

### 5.54.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.55 Submission No. 55 - Deputy Emer Higgins

| Unique ID  | Submission                 | Observation       | Author              |
|--|----------------------------|-------------------|---------------------|
| SD-C254-63   | SD-C254-63 Emer Higgins TD | Vesey Park Bridge | Deputy Emer Higgins |
| <ol style="list-style-type: none"> <li>1. I wholeheartedly welcome this project which will encourage a shift to cycling and walking as a safe and convenient means of making local trips by creating a network of high-quality cycling and walking facilities. I believe that investing in infrastructure which encourages children to walk or cycle to school is of enormous benefit from an environmental, health, wellbeing and community perspective. Please take into account my observations under the various headings</li> <li>2. I wholeheartedly welcome this project which will encourage a shift to cycling and walking as a safe and convenient means of making local trips by creating a network of high-quality cycling and walking facilities. I believe that investing in infrastructure which encourages children to walk or cycle to school is of enormous benefit from an environmental, health, wellbeing and community perspective. Please find some observations below.</li> <li>3. <b>Bridge Into Vesey Park</b><br/>Esker Lawn Cemetery - Condition 9 of the planning permission for the new graveyard as outlined by An Bord Pleanála is that a green link is to be established at the southern end of the graveyard, so that a bridge into Vesey Park could be built reconnecting Vesey Park with Griffeen Valley Park. Constructing this bridge under the Active Travel fund and integrating it to the Urban Greenway would be a fantastic addition to the project.<br/>It would significantly increase the connectivity of the route by allowing those living in Vesey Park and Ardeevin access to the route as well as the communities of Adamstown, Shackleton, Somerton, Hillcrest, Airlie Heights and Dodsboro via the N4 bridge at Tesco combined with N4</li> </ol> |                            |                   |                     |

cyclepath.

It would give access to Lucan Demesne and on through St. Catherine's Park, via Tandy's Lane which has no through commuter traffic and could be very safe to use. A cyclist could then cycle from the Grand Canal all the way to the Royal Canal through amenity areas for over 99 % of the journey avoiding all forms of vehicular traffic. It also opens up the opportunity of cycling from Lucan right to the City Centre safely.

This link into Vesey Park would also allow cyclists to access Lucan by cycling down through the park to the exit nearest the village where they would have the option to park their bikes in a dedicated bike rack. Cyclists coming over the N4 bridge at Tesco's could access the village by cycling down Tandy's Lane and turn right along the bus route arriving at AIB in the heart of the Village.

**4. Chicanes - Old Lucan Newlands Road**

Consider carrying out a further traffic survey to ascertain if chicanes are necessary along the Old Lucan Newlands Road.

**5. Belisha Beacon Zebra Crossing - Chapel Hill – At the entrance to Sarsfield Park.**

I would ask that public feedback on this proposed Zebra crossing be taken into consideration

**6. Brookvale Estate**

Residents have some concerns, I would ask that direct consultation with the residents of the Brookvale Estate take place in order to provide information and reassurance:

- I understand there may be a conservation order on the wall which is part of the heritage of the village
- The trees opposite the entrance to the estate provide residents with shelter from the north wind, these should be preserved in order to protect residents quality of life.
- Have biodiversity studies been done in relation to the proposal to remove trees?
- The proposed seating may attract anti social behaviour
- Residents are concerned that the cycle lane coming down the hill adjacent to their estate is too steep a gradient
- Road safety is also a concern. There is a lot of traffic on the road, the busy junction only a seven hundred metres away at Chapel Hill is a hive of activity at school time where thousands of children attending St Marys, St Andrews, St Joseph's, Scoil Mhuire and a host of creches, the safety of all road users must be planned for.

**7. Associated Maintenance and Facilities**

I would ask that this greenway, when established will be maintained in its entirety to a high standard with a special focus on health and safety, especially with regard to the cleansing, surfacing, lighting, bins and water fonts.

I hope you will take these ideas into consideration when finalising the proposed route.

Regards

Emer

### 5.55.1 Chief Executive Responses

1. Comments are noted.
2. Comments are noted.
3. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. The scale of the additional routes and links would be a material change to this Part VIII process

and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

4. It is the intention of the Lucan Newlands Road improvement is to slow and calm traffic on the road. The Design Manual for Urban Roads and Streets (DMURS) states that shared street facilities should only be provided on “lightly-trafficked / low-speed streets” where the maximum 85th percentile speed cannot exceed 50km/h. A traffic survey commissioned prior to completing the design indicated an 85th percentile speed of 52km/h along Lucan-Newlands Road. Extensive consideration was given to the speed mitigation measures and with consideration given to the Esker residents and Esker cemetery visitors. It was the opinion of SDCC and the Design Team that a combination of road narrowing, landscape interventions and chicanes provided the most suitable speed reduction arrangement, especially in regards to future funeral processions. Chicanes are a proven method of mitigating speed and traffic calming.
5. It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.
6. Consultation will continue as the design develops and SDCC and the Design team will engage with members of the public as appropriate. In relation to the specific comments raised:
  - There is no conservation order attached to the wall in question.
  - Only a proportion of the existing trees in this location are proposed to be removed to install the boardwalk. As such it is not anticipated that there will be an adverse impact in terms of heating adjacent properties.
  - An arboricultural assessment has been carried out by a qualified arborist to determine the impacts of the proposed scheme in terms of existing trees. This report is available on the scheme website and these impacts have been carefully considered in developing the proposed scheme design.
  - Proposed seating is a vital part of public realm and it is not expected to contribute to anti-social behaviour. A Garda review of the proposed design will be carried out at detailed design.
  - All gradients along the proposed route are in accordance with current guidelines and best practices.
  - The scheme has been subject to an independent Stage 1 Road Safety audit and all recommended measures have been incorporated. SDCC and the design team believe that the proposals will significantly improve road safety for vulnerable road users.
7. Once completed, the route will be taken into the routine maintenance of the relevant Council Departments.

## 5.55.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

### 5.56 Submission No. 56 - Cllr Vicki Casserly

| Unique ID  | Submission                             | Observation            | Author              |
|--|--|------------------------|---------------------|
| SD-C254-64   | SD-C254-64<br>Completion of Green Link | Completion of Greenway | Cllr Vicki Casserly |
| <p>1. I support and welcome South Dublin County Council (SDCC) Part 8 Grand Canal to Lucan Urban Greenway Proposal as it creates a long overdue cycling link and improved permeability to Lucan Village.</p> <p>2. It is now a golden opportunity to complete the Green Link into Vesey Park, that is, a bridge into Vesey Park. This new park bridge will complete the new Green Link that has already been put in place by the completion of the works at Esker Cemetery. The completed Green Link will complement the new Grand Canal to Lucan Urban Greenway. The Green Link will open access to the Grand Canal to Lucan Urban Greenway for the residents of Ardeevin, Vesey Park, Hillcrest, Airlie Heights and Dodsboro. Without this new park bridge these communities will be cut off from this fantastic new Grand Canal to Lucan Urban Greenway. This opportunity must be taken now. For families, cyclists, runners, walkers this would hugely enhance the proposals and interconnectivity in Lucan. The Grand Canal to Lucan Urban Greenway meets the challenges that SDCC had to overcome in designing an acceptable and safe route given the challenges facing cyclists who live in and around Lucan on a daily basis. We believe that the addition of the green link created at the same time as the proposed Part 8 Cycleway would greatly enhance the likelihood of cyclists, runners and walkers utilizing this much needed active travel route.</p> <p><b>BACKGROUND</b></p> <p>a. The Green Link<br/>As the works at the New Cemetery in Esker near completion this is the ideal time for SDCC to lay a pedestrian/cyclepath at the N4 end of the cemetery into Vesey Park. In 2012 SDCC acquired the rights to land linking the pedestrian bridge route to Vesey Park, this land is known as the Green Link. The foundation for this Green Link has been laid by the developer as per conditions of the planning permission in 2012. At the end of this path a link bridge into Vesey Park can easily be erected by SDCC creating a new connection to South Lucan, Vesey and Ardeevin Estates as well as Leixlip to the current proposed Part 8 cycle path.</p> <p>b. Historically Vesey Park was at the Northern end of the Griffeen Valley Park complex but became isolated in the late 80’s when the N4 was constructed which resulted in Vesey Park becoming cut off from the existing park due to the 4 lane Dual carriage way that was created which resulted in Lucan Village being by-passed by people travelling from the West Of Ireland. One of the consequences was that this lovely area, through which the Griffeen River traverses, has become cut off from regular usage which is a shame considering the limited green space that exists north of the N4. It is a hidden gem in our area that should be utilized more and this provides ample opportunity for this.</p> <p>This additional bridge link into Vesey Park has several distinct advantages.</p> <p>c. Firstly, it significantly increases the connectivity of the route by allowing those living in Vesey Park and Ardeevin access to the route as well as the communities of Adamstown (expected pop 20 to 25,000), Shackleton, Somerton, Hillcrest, Airlie Heights and Dodsboro via the N4 bridge at Tesco combined with N4 cyclepath. This connection would increase cycling for all school children, recreational and commuter cyclists.</p> <p>d. Secondly, it gives access to Liffey Valley Park and St Catherine’s Park via Tandy’s Lane. A cyclist could then cycle from the Grand Canal all the way to the Royal Canal through amenity areas for over 99 % of the journey ( over 5km) avoiding all forms of vehicular traffic. This connection of the 2 canals</p> |  |                        |                     |

would be favoured by all active travel users be they cyclists, runners, or walkers . This route will allow those living in Leixlip (pop 15,000) to access the Proposed Part 8 route.

- e. Thirdly, this route has the potential to open a 40KM Greenway in West Dublin starting in Dublin City Centre along a route which connects the Grand and Royal Canal, and which take approx. 3 hrs to cycle. There would no longer be any need to drive to a park to have a cycle when such a fantastic facility has the potential to be on your doorstep. It has long been an ambitious aim of SDCC and the NTA to achieve the creation of a network of cycling and walking routes throughout the county as detailed initially in “A proposal for Connected Walking and Cycling Routes Through the Parks, Open Spaces and Roads of South Dublin County(2006)” by utilising links through parks, open spaces, and roads with the purpose of facilitating secure ,safe and attractive connections for schools work and leisure purposes. The NTA’s “Great Dublin Area Cycle Network Plan (2013)” proposes the Griffeen Greenway to Link the Royal and Grand canals Griffeen Valley Park, Lucan Village, Liffey Valley Park, and St. Catherine Park to enable a 40km long greenway route around the city.
- f. Finally, this link into Vesey Park would allow cyclists to access Lucan by cycling down through the park to the exit nearest the village where they would have the option to park their bikes in a dedicated bike rack. A playground and Picnic area could be created in this location which would allow active travellers to enjoy the wonders of the park in a relaxed manner and in walking/cycling distance of the village for economic input for local businesses/tourism passing through.
- g. SDCC must now grasp this opportunity to create this additional link into Vesey Park whilst they have the resources. Last year SDCC spent only 53% of available funds for active travel. SDCC aim is to have 10% of the population cycling in it’s catchment area. It currently only has 4% cycling rate. It needs to spend it’s available resources to achieve the 10% figure as these resources will disappear when the next recession hits in the near future.
- h. Imagine the joy of a child cycling through the two parks south of the N4 over the Bridge at Cherbury then over another bridge into Vesey Park after which they can cycle around as there is a circular route at the Northern end of the park. This Path is cushioned from N4 traffic noise due the Tree line and physical distance separation from dual carriage way
- i. On exiting the top of Vesey Park, they join the existing cycle path heading West and after travelling for less than 1 minute they turn right into Tandy’s Lane. For most of the journey to Tandy’s Lane from Vesey Park there is a bus lane between the N4 and cycle path which has a significant buffering impact from traffic noise on the N4.

Tandy’s Lane : There are several advantages for using Tandy’s Lane.

- j. No through traffic as NTA has a retractable bus bollard at N4 end of the Lane. There are no regular bus routes through this lane Wide footpath on left side of lane which can operate as a shared Cyclepath Connects to Ardeevin estate. This is a large housing estate very near Lucan Village. Children from this estate can cycle along Tandy’s Lane existing left onto N4 cycle path heading East and into Vesey Park crossing the new Bridge (to be built by SDCC ) to emerge onto SDCC ‘s School cycle path at the Cherbury Park Bridge. This route enables a large cohort of children to connect to the New Cyclepath and arrive at their school in a safe manner. Otherwise Ardeevin children and those living in Vesey Park will not be able to avail of the new School Cyclepath.
- k. At the Northern end of Tandy’s Lane, the cyclist turns left and cycles a very short distance to Lucan Demesne. There are welcome plans to redevelop the entrance to Lucan Demesne which will include a Pedestrian Crossing. One then enters the Demesne and cycles alongside the Liffey River through Liffey Valley Park. At the far end of the park is an existing bridge which the cyclist can cross entering over 200 and more acres of St Catherine’s Park which has extensive cycle paths as well as a BMX cycle Park in it’s environs.
- l. There is also the option for the cyclist to turn right towards Lucan village and travel along the left sided bus lane instead of travelling to Lucan Demesne at the exit from Tandy’s Lane

Advantages of this additional link into Vesey Park .

- m. Sensible use of existing safe and comfortable resources Attractiveness of cycling through woodland and minimal exposure to N4. Reconnection of Vesey Park to original Parkland would breathe life into to this underutilized natural resource which lies redundant north of the N4. Enables children living in Vesey and Ardeevin estates to travel to school in a safer manner by connecting to the new School Cyclepath. The concept of the 5 Park Cycle to promote Recreational cycling will receive widespread community acceptance as local people will readily identify with the route. It has the potential of being the Jewel in the Crown of the SDCC Lucan based cycling programme The Cycle path to the village has to go ahead to ensure there are viable options for cycling to school. This route to St Catherine's Park will be a branch extension of proposed school cycle pathway. Coherence and Directness. Junction where Adamstown Road meets Vesey Park is much safer for cyclists in this location than at the other end of the N4 bridge at this location. Such a route will be attractive to cyclists outside the immediate area. Highlights the hazards of cycling along the Clonee Road from Collins Bridge into Lucan Village coming from Royal Canal. A bridge over the Canal and rail line west of Collins Bridge into St Catherine's Park is the safest and logical option to enable the 2 Canals to connect in the safest manner possible.
- n. Cyclists from Adamstown, Hillcrest and Dodsboro will be able to access the proposed cycling route via the Vesey Park route by crossing the N4 via the Bridge at Tesco's. Cyclists from Leixlip will be able to access the route via Catherine's Park.
- o. I support and welcome the Proposed Part 8 proposal and has outlined the importance of this additional Green Link into Vesey Park which will give greater connectivity to the cycling network in West Dublin and at the same time achieve the aim of creating a long sought after 40km Greenway in Dublin.
3. In relation to concerns of a local village school and residents, how can the proposals be amended or reviewed to alleviate concerns and address issues While the school support the proposal, these observations are of concern:
4. Relocation of proposed zebra crossing I request that South Dublin County Council (SDCC) reconsider the proposed location of the Zebra Crossing and Site boundary line as outlined in section 6.4.2. The proposed location for beacon zebra crossing on Chapel Hill is a missed opportunity to create a safe environment for young cyclists. It also worth noting the proposed zebra cross location does not take account of the vehicular driveway access to a private home, resident has aired their concerns with me here.
5. Extension of the proposed Greenway I note that the proposed Greenway along Sarsfield Park stops at the Chapel Hill/Sarsfield Park junction and does not extend to St Marys. I would request that SDCC consider completing a link to St Mary's BNS. This would support the school's efforts to encourage modal shift away from private car.
6. Introduction of 'school zone' design with associated traffic calming measures A School Zone is an initiative designed to give priority to students at the school gate by freeing up footpaths and reducing vehicle drop-offs, pick-ups and idling. The aim is to reduce congestion and increase safety at the front of school and prioritise active travel (walking and cycling) to and from school. The school is concerned about the volume (and speed) of car traffic on Chapel Hill. The school feels that the introduction of 'School Zone' and associated traffic calming measures should be considered. Options for traffic calming measures include:
- Flashing warning lights
  - Digital speed limit signs
  - Ramps
  - The school feels that the implementation of 'School Zone' should be a priority on Health and Safety Grounds. It is also worth noting that the current volume, and speed, of private car traffic on Chapel Hill makes active travel options wholly unattractive.
8. in section 6.4.2 and the proximity of this Zebra Crossing and Site boundary line to resident's driveway. My concerns are that this cycleway and zebra crossing: Will Impede vehicle access to property and driveway during the construction phase. Will permanently impede vehicle access to property and right of way to driveway when completed. Will remove the existing 'keep clear' sign and

hinder the safe passage of resident vehicles from my driveway to the main road. Will impact the ability of large furniture deliveries or property improvements where large vehicle access is required. It will pose a danger to residents leaving home as bikes may pass through the cycleway and across the entrance of property. There is a documented history of anti-social behaviour at the proposed location of the zebra crossing; could a public cycleway exacerbate this issue?

### 5.56.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.  
The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.
3. All public feedback will be taken into account in the finalisation of the Proposed Scheme. This report sets out SDCC and the Design Team's position on all such matters raised.
4. It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.
5. St Mary's Boys School suggestion to extend the Greenway westwards and school zone on Chapel Hill Road are valid suggestions which could be included as part of this project without causing a material change. The removal of 4 parking spaces to allow for the widening of the southern footpath, as shown in the proposed updated layout included in Appendix B, would allow for a shared path to connect to St. Mary Boys School, adding another safe link for school-going children. The introduction of Safe School Street treatments, including bollards, road markings/art, and/or placemaking elements would also increase this safety and will be examined further at detail design.  
These improvements are within the scope and study area of the project and would not require a separate environmental review.
6. Refer to response 6 above.
7. Refer to response 4 above.

### 5.56.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m west of the proposed location will be explored during detailed design.
2. Extend the Greenway westwards to connect with St. Mary's Boys School and introduction of School Street treatments, including bollards, road markings/art, and/or placemaking elements



outside St. Mary's Boys School will be examined further at detail design. The removal of 4 parking space across from St Mary's Boys School would be necessary to allow for the widening of the southern footpath.

## 5.57 Submission No. 57 - Paula Moraes

| Unique ID  | Submission                | Observation                                       | Author       |
|--|---------------------------|---|--------------|
| SD-C254-65   | SD-C254-65 Greenway Lucan | Grand Canal To Lucan Greenway And Vesey Park Link | Paula Moraes |
| <p>1. I support the Greenway linking the Grand Canal to Lucan. I believe this proposal must offer more connectivity to the communities in west Lucan. I very much support the submissions of Lucan Active Travel and others that have explained how a link into Vesey Park from the proposed Greenway at Esker Cemetery will link all of the communities in west Lucan to the fantastic new Greenway. A golden opportunity now exists that must be taken to connect all of the communities in Lucan.</p> |                           |   |              |

### 5.57.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.
2. The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.57.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.58 Submission No. 58 - Laura Moloney

| Unique ID  | Submission                                  | Observation                      | Author        |
|--|---|----------------------------------|---------------|
| SD-C254-66   | SD-C254-66 Support for Lucan Urban Greenway | Support for Lucan Urban Greenway | Laura Moloney |
| 1. I wish to express my support for this project and its aims to promote active travel, through increased daily trips by pedestrians and cyclists in a safe and environmentally positive manner. We are a family with young children and use a cargo bike for creche runs and work. This will have huge benefits for local residents and families. |   |                                  |               |

### 5.58.1 Chief Executive Responses

1. Comments are noted.

### 5.58.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.59 Submission No. 59 - Aoife Cleary

| Unique ID  | Submission          | Observation        | Author       |
|--|---------------------|--------------------|--------------|
| SD-C254-67   | SD-C254-67 Greenway | Link To Vesey Park | Aoife Cleary |
| 1. I support the greenway to Lucan. I think it will be more inclusive to people in Lucan if the greenway connected to Vesey park as described by Lucan active travel and others in their submissions. The Vesey Park link must be put in as soon as possible as it would make it easier for Lucan residents to get around in this particular area. |                     |                    |              |

### 5.59.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.59.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

**5.60 Submission No. 60 - Mairead Forsythe**

| Unique ID  | Submission                         | Observation                         | Author           |
|--|------------------------------------|-------------------------------------|------------------|
| SD-C254-68   | SD-C254-68 Dublin Cycling Campaign | Grand Canal to Lucan Urban Greenway | Mairead Forsythe |
| <p>1. Dublin Cycling Campaign welcomes the proposed scheme as it has the potential to transform travel patterns in Lucan, Adamstown and neighbouring areas. But we have reservations about some aspects of the proposals and have made some recommendations for improvements. We also recommend that the additional Vesey Park route proposed by Lucan Active Travel be implemented simultaneously</p> <p>2. Introduction<br/>Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. We are a member of Cyclist.ie, the Irish Cycling Advocacy Network. Our vision for Dublin is a place with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.</p> <p>3. General Comments</p> <p>a) In general we broadly welcome the proposed scheme, which covers a wide area in the vicinity of Lucan &amp; Adamstown, and has the potential to transform travel patterns in this area. But we have reservations about some aspects of the proposals.</p> <p>b) As much of the route is close to residential areas and several schools, it will provide an alternative route to encourage people to switch from driving to cycling, and will enable schoolchildren to cycle to school, thus helping to relieve the chronic traffic congestion in the Lucan area. The route will also encourage recreational cycling and will encourage people to visit Lucan Village.</p> <p>c) We are disappointed that it is not proposed to segregate bicycle and pedestrian traffic on the route through Griffeen Park, although we note the location of separate footpaths close to the proposed shared route in a number of locations in Griffeen Park. The use of shared space will provide a substandard experience for both pedestrians and cyclists and will give rise to conflict. There is ample room along most sections in Griffeen Park to provide separate, safe, segregated paths for pedestrians and cyclists which will allow both groups to enjoy the Greenway without conflicts.</p> <p>d) We note that consideration is being given to the design of the gates and barriers along the route. At present, there are several “kissing gates” and it is imperative that an alternative design be implemented as part of the development of the route. Any barriers should allow all types of cycles, especially mobility cycles, to access the route without difficulty. Likewise the route should be fully accessible to wheelchair users and childrens’ buggies.</p> <p>e) We are disappointed that some sections of the route will be on-road and that cyclists will be obliged to share roadspace with motor vehicles. Some of the residential roads proposed are quite busy and have many cars parked. This aspect will prevent the use of the route by young children and inexperienced cyclists.</p> <p>f) It is disappointing that there are no proposals to continue the route into Lucan village and that there is no plan for the continuation of the route over the Liffey and on to the Royal Canal. We welcome the tightening of the corner radii and the improvement of pedestrian crossing facilities at several locations. These measures will make the many junctions safer for people walking and cycling.</p> <p>g) While the documentation supplied with this consultation process is comprehensive we have had some difficulty in the orienting of the various map sections, and often the difficulty of spotting the locations of cross sections on the maps. They were not very clear. We noted the non- inclusion of the location of Cross Section N-N on Map 12.</p> <p>3. Lucan Active Travel proposal for additional route via Vesey Park and St. Catherine’s Park<br/>We have examined the route proposed by Lucan Active Travel and strongly urge that this proposed route be implemented to supplement the current proposal. This route would provide an excellent alternative choice for people moving actively in the general area. As it is mostly off-road it provides a safer alternative for more vulnerable road users than the route through the residential roads. It provides strong linkages from residential areas to the Village and surrounding area. It has the added advantage of being a more attractive route for tourists and leisure cyclists. Furthermore, it will facilitate active</p> |                                    |                                     |                  |

travel all the way from the Grand Canal to the Royal Canal and compensate for the failure/delay in implementing the Fingal section of the route.

#### 4. Detailed Comments

##### **Sheet 3**

It is disappointing to see that the existing kissing gate at the junction with Hayden's Lane has been reinstated recently. For some time it was more accessible because of the removal of some components. It is recommended that it be removed as soon as possible and replaced with a design that meets NTA and Department of Transport Guidelines, and meets the needs of people with disabilities and people using non-standard bicycles and buggies. The latest update of the TII Rural Cycleway Design manual (DN-GEO-03047 August 2022) provides clear improved guidance on gate design options.

##### **Sheet 5**

We welcome the opening up of the Park area at Griffeen Avenue and the creation of a plaza, which will enhance the area, and create greater clearer access and visibility. We would urge the consideration of a further narrowing of the carriageway in this particular crossing area down to 5.5m, to encourage lower vehicle speeds, and enable easier crossing of the roadway by pedestrians and cyclists.

##### **Sheet 8**

The proposed Zebra crossing of the roadway on Esker Lane is to be welcomed, but we would urge the consideration of greater public realm and plaza treatment similar to Griffeen Avenue. We would again also urge the consideration of a further narrowing of the carriageway in this particular crossing area down to 5.5m, to encourage lower vehicle speeds, and enable easier crossing of the roadway by pedestrians and cyclists.

##### **Sheet 9**

We welcome the proposed narrowing of the carriageway and the introduction of chicanes on the Lucan Newlands Road which will encourage motorists to slow down in the shared space. We would however urge the further reduction of the carriageway width on this access road to 5.5m in line with DMURS recommendations, and the reduction in the speed limit to 30kph, on what is a fairly steep roadway. But, to further reduce conflict between cyclists and motor vehicles, we recommend that cut through access for cyclists to the left of the chicanes be included so that cyclists can get extra protection and are not required to move out into the flow of motor traffic.

##### **Sheet 10**

The proposed Shuttle System and narrowing to a single carriageway on the Newlands-Lucan road at the proposed entrance to the Brookvale Park is a simple and effective way of slowing general traffic and providing priority for pedestrians and cyclists. We welcome this innovation. The hairpin loops to Brookvale Park, and the proposed boardwalk, are another innovation that will be welcomed both as a public realm feature and in particular by beginner cyclists but it is important that the gradient is reduced to an acceptable level. However we further recommend that the road narrowing and chicane arrangement be continued all the way down along the Newlands-Lucan road to the main Lucan Road, as many cyclists will choose to use this more direct route option. And, regardless of the alternative Brookvale access route as outlined we suggest that a further designated controlled crossing is needed to cross the Lucan Road at the junction with Newlands-Lucan road, as this will continue to be an active desire line for both pedestrians and cyclists. This crossing could be further extended to facilitate entry directly into Sarsfield Park, and link with the proposed boardwalk.

##### **Sheet 11,12,13,14,15 & 16**

We welcome the proposed links and various improvements outlined in these areas of Beech Park and Lucan Heights, and in particular the school street proposals, the narrowing of the main Lucan Road, and the improvement in pedestrian footpaths. We note however that Section N-N location is not defined on Sheet 12 of the exhibited drawings.

The Zebra crossing on both the Lucan Road and on Chapel Hill are welcome, along with the improvements in the Steps leading from Lucan Road into the Sarsfield Park area, to enable wheeling and walking. These additions will facilitate greater permeability.

##### **Sheet 17,18,19,20 & 21**

The various interventions proposed in these areas are to be welcomed but our previous comments in relation to shared space between cyclists and pedestrians applies.

#### Section A-A – Lucan Road & Boardwalk

We note the wide 7.2-metre carriageway proposed on this section of the Lucan Road compared to that in Section NN of Sheet 12, and we suggest that all of this section of the Lucan Road should be narrowed to a minimum 6metre width for consistency, and overall driver and pedestrian/cyclist safety.

#### 5. **Conclusion**

We support the alignment of the proposed route and also recommend that the additional Vesey Park route proposed by Lucan Active Travel be implemented simultaneously. We further would ask the Council to consider the comments and suggested changes we have alluded to in our narrative above. We would be happy at any stage to meet with the designers/Council to discuss any of the issues raised.

### 5.60.1 Chief Executive Responses

1. Noted.
2. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.

In regards to gates along the Greenway, it is proposed to remove existing ‘kissing gates’ and barriers that impede cyclists mobility and replace them with cycling-friendly alternatives.

Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team. It is the opinion of SDCC and the Design Team that a shared surface is most suitable at the proposed locations. Design Manual for Urban Roads and Streets (DMURS) states that “On lightly-trafficked/low-speed streets, designers are generally directed to create Shared Streets where cyclists and motor vehicles share the carriageway”. Shared Streets allow for the formation of quality multi-functional roads by reallocating space for footpath widening, landscape interventions and public realm improvements. It should be noted that segregated facilities will be provided wherever reasonably practicable. SDCC have commissioned traffic surveys to determine traffic flows and average driving speeds at locations where shared streets will be implemented, where it is deemed that driving speeds are too great, speed mitigation measures will be provided.

The Grand Canal to Lucan Urban Greenway is the first phase of a wider greenway project through South Dublin and Fingal to connect the Grand and Royal Canals. We have and will continue to work closely with the Active Travel team in Fingal County Council. The Active Travel team in Fingal County Council are currently working on the route design in Fingal and will be working closely with SDCC to finalise route options and design proposals if this Part VIII proposal is accepted. It is envisaged that route feasibility and options would be developed in the second half of 2023

In regards to the Village Connection, following the publication of Feasibility and Option Selection Report (FOSR), a non-statutory public consultation was held over a period of six weeks beginning in March 2021. The findings of the non-statutory public consultation have highlighted the need to revisit the route options set out in the FOSR in order to determine the new Preferred Route Option (PRO) that ensures the scheme has a stronger link to the centre of Lucan Village. Based on the findings of the non-statutory consultation Arup have prepared an addendum to the FOSR and completed an independent assessment and determined that 'Route 4-3A', achieves the scheme objectives of providing high-quality cycle infrastructure while providing a more direct route to Lucan Village.

3. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

4. Detailed Comments

Sheet 3

The existing 'kissing gate' will be replaced with a more cycling friendly alternative.

Sheet 5

Comments are noted. It is proposed to narrow the carriageway to 6m which was deemed sufficient narrowing by the design team and the Stage 1 Road Safety Auditor.

Sheet 8

Comments are noted. It is proposed to narrow the carriageway to 6m which was deemed sufficient narrowing by the design team and the Stage 1 Road Safety Auditor.

Sheet 9

Comments are noted. A by-pass of chicanes by cyclists was deemed unsuitable as it may result conflict with oncoming vehicles

Sheet 10

It is proposed to provide a gently sloped route through Brookvale that takes the form of a 3m shared space with gradients of less than 5% or 1:20 and landings every 10m or 500mm rise and resting places at each turn.

Regarding continuation of traffic calming along Lucan-Newlands Road and additional crossing, the team welcomes these encouraging suggestions/additions. The Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council. These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

Sheets 11,12,13, 14, 15 & 16

Comments noted

Sheets 17, 18, 19, 20, and 21

Comments noted.

Section A-A - Lucan Road & Boardwalk

These suggestions/additions can be reviewed as part of future Cycle South Dublin schemes.

### **5.60.2 Chief Executive Recommendations**

1. No changes proposed following the review of this submission.

## 5.61 Submission No. 61 - Kevin O'Riordan

| Unique ID  | Submission   | Observation           | Author          |
|--|--|-----------------------|-----------------|
| SD-C254-69   | SD-C254-69 Support for Grand Canal to Lucan Greenway | Seating, more please. | Kevin O'Riordan |
| <ol style="list-style-type: none"> <li>Another submission asked for more seating, particularly around hilly sections. This sounds like a great idea.</li> <li>The suggestions from Lucan Active Travel are excellent. St. Mary's request for an extension to make it safer to cycle to that school are great too.</li> <li>Fit adult cyclists can travel at 25-35km/h comfortably on flat stretches, such as in Griffeen Park. At such speeds, sharing space with pedestrians - particularly vulnerable pedestrians such as kids, parents with buggies, etc., - is not safe. Slower cycling speed makes commuting a less viable option.</li> <li>With multiple sharp turns, the Brookvale section looks like a risk for conflict between pedestrians and cyclists, and between cyclists travelling in opposite directions at turns. Could the paths be made wider than 3m?</li> <li>This proposed section will also be over twice as long as the path along the equivalent section of Lucan-Newlands rd., and the exit onto Lucan Rd. is further from the village. People going to the village are likely to go the more direct way: down the hill and along the narrow, uneven footpath - currently the way everyone who walks goes, no one takes the steps. People walking up from the village may also prefer this shorter route. That footpath is in need of widening, and the only way I can see to do that is to take space from the road, which is already narrow enough, esp. at the turns. Could this section of Lucan-Newlands Rd. be made one way for vehicular traffic? The reclaimed space would be sufficient for a decent footpath and a cycle lane.</li> </ol> |  |                       |                 |

### 5.61.1 Chief Executive Responses

- Seating and other amenities will be provided at strategic locations along the route. This will be detailed as the design of the scheme progresses.
- St Mary's Boys School suggestion to extend the Greenway westwards and school zone on Chapel Hill Road are valid suggestions which could be included as part of this project without causing a material change. The removal of 4 parking spaces to allow for the widening of the southern footpath, as shown in the proposed updated layout included in Appendix B, would allow for a shared path to connect to St. Mary Boys School, adding another safe link for school-going children. The introduction of Safe School Street treatments, including bollards, road markings/art, and/or placemaking elements would also increase this safety and will be examined further at detail design.  
These improvements are within the scope and study area of the project and would not require a separate environmental review.
- Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.



4. It is the opinion of the SDCC and the Design Team that the width of the path at Brookvale is sufficiently wide and in accordance with the specified width in the National Cycling Manual (NCM) section 7.2. Provision of wider pathways will adversely diminish the space allocated to landscape and public realm.
5. Extensive consideration was given to continuing the route along Lucan Newlands Road and Lucan Road. However, it was determined that the existing gradient of the Lucan Newlands Road was too steep for most vulnerable cyclists.

In order to re-route the proposed greenway along the Lucan Road, a significant road realignment and the removal of over 30 on-street car parking spaces would be required. SDCC and the Design Team acknowledge that the route through Brookvale is less direct, however, it does provide an opportunity to revitalize the area by providing a pleasant space with the public realm and landscape features for residents and visitors of Lucan to enjoy. It is also proposed to connect the scheme from the base of Brookvale to Lucan Village by a boardwalk along Lucan Road.

### 5.61.2 Chief Executive Recommendations

1. The introduction of School Street treatments, including bollards, road markings/art, and/or placemaking elements outside St. Mary’s Boys School will be examined further at detail design.

## 5.62 Submission No. 62 - John Smith

| Unique ID  | Submission  | Observation                           | Author     |
|--|---|---------------------------------------|------------|
| SD-C254-70   | SD-C254-70<br>Conditional Support for Grand Canal to Lucan Urban Greenway | Safety Cost and community Inclusivity | John Smith |
| <ol style="list-style-type: none"> <li>1. In general terms I support the Grand Canal to Lucan Urban Greenway described in the August 2022 documents. I get the feeling though that the project could do more to provide inclusivity for all the communities in the Lucan Urban Area.</li> <li>2. I support the proposal made by Lucan Active Travel and others for an additional link from the Greenway to Vesey Park and Tandy's Lane by opening the Green Link at the new cemetery in Esker into Vesey Park. This solution seems to make a awful lot of sense in terms safety, cost and general community Inclusivity. By opening the Green Link at the new cemetery in Esker into Vesey Park, we would provide access for the communities at Vesey Park, Ardeevin, Airlie Heights, Hillcrest, Doddsboro and Woodview to the Greenway and schools around Lucan Village. This is great opportunity to achieve something really beneficial for the community and what's better is that it can be done relatively quickly, as the works involved are minimal in scale compared to some the potential solutions outlined for crossing the Liffey.</li> </ol> |   |                                       |            |

### 5.62.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban

Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.62.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.63 Submission No. 63 - Lucan Tidy Towns

| Unique ID  | Submission                         | Observation  | Author           |
|--|------------------------------------|--|------------------|
| SD-C254-71   | SD-C254-71 Canal to Lucan Greenway | Submission from Lucan Tidy Towns on Proposed Plans for Canal to Lucan Greenway | Lucan Tidy Towns |
| <ol style="list-style-type: none"> <li>1. We broadly support the concept of the proposed greenway as it should yield environmental benefits, principally reduction of car emissions and facilitation of better opportunities for exercise and active means for transport. Our main focus in this submission is on the area leading from Cherbury bridge towards so called Brookvale Park and leading on down into Lucan village</li> <li>2. Brookvale Park:<br/>In relation to Brookvale field, (referred to as Park in the plan), in particular, this was neglected until Lucan Tidy Towns developed and enhanced this area over the past ten or more years. This has involved extensive clearing, grass cutting, planting, placing of stone seating, litter-picking and generally maintaining the area. We recognise that Brookvale needs to be taken in charge by SDCC. It is very important to us that the plan includes native tree planting and wildflower areas. Can we assume that appropriate lighting will be part of this plan, as none exists there at present? Additionally, we would like to see placement of bins along this route.</li> <li>3. Lucan Road:<br/>The relevant maps indicate that a new exit will be created from the foot of Brookvale onto the Lucan road. It would appear that this will be close to the existing steps. This area alongside the road from Lucan Heights to Brookvale Estate has been developed, planted and maintained by Lucan Tidy Towns over the years. We would like a commitment from SDCC that this area will be interfered with to the minimum. From our time working in this area, we know that the wall all the way down between Lucan Heights and Brookvale estate is in poor condition, with several loose stones. Therefore the relevant section will need remedial work if not complete rebuilding. This of course applies to the entire wall. We support other submissions which propose that the wall on the Sarsfield Park side of the road should be retained with appropriate repointing.</li> <li>4. Safety:<br/>We note that a significant part of the greenway is intended to be shared by pedestrians and cyclists. We support other submissions in the view that there are serious safety concerns with a shared space such as proposed. We believe that proper segregation of cyclists is necessary.</li> </ol> |                                    |  |                  |

5. **Connectivity:**  
We support the proposal made by Lucan Active Travel and others for an additional link from the Greenway at Esker Lawns Cemetery to Vesey Park and Tandy's Lane. Lucan Active Travel in their submission has gone into great detail describing the link and its benefits. We support the Green Link into Vesey Park as it provides access for the communities at Vesey Park, Ardeevin, Airlie Heights, Hillcrest, Doddsboro and Woodview to the Greenway and to schools around Lucan Village.
6. **Biodiversity:**  
We were very impressed with submission number SD-C254-26: 'Biodiversity along the Greenway'. "As we are in the middle of a climate and environmental crisis, I think this is also a wonderful opportunity to create additional areas of biodiversity along the greenway. One group of people have come up with the clever idea of pocket forests, creating mini areas of native trees and shrubs within areas as small as the size of a car parking space [www.pocketforests.ie](http://www.pocketforests.ie). It's a special method of growing small biodiverse forests in urban areas..... If this idea were to be rolled out along the full length of the Greenway it could be a significant contributor to biodiversity in the local area while also acting as a future carbon store. As Lucan and the surrounding areas are becoming increasingly urbanised, we need new and innovative ways to create more biodiverse and sustainable habitats for us all. "
7. **Griffeen Park:**  
Recently two planted Wetland Areas were created by SDCC and environmental experts. Lucan Tidy Towns, along with other local community groups were involved in the planting of wetland species. The purpose of wetland areas such as this is to capture the inland water flow and improve its quality before discharge into the Griffeen river. We trust that the council is aware of and will ensure that any works involved in the construction of the Greenway will not impact on these new wetlands.

### 5.63.1 Chief Executive Responses

1. Comments are noted.
2. It is the intention of the Landscape Architects to recommend native trees and wildflowers at Brookvale Park. Appropriate lighting will also be provided.
3. Remedial works for the boundary wall are outside the scope of the application but the comments will be passed to the SDCC maintenance department for their consideration.
4. Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.
5. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.  
The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and

Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

6. Comments are noted.
7. SDCC representatives on this project have liaised with the SDCC Parks Department and the design has been amended to incorporate the planted Wetland Areas.
8. All comments and recommendations raised in the submission have been noted and will be taken into consideration.

### 5.63.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.64 Submission No. 64 - Hidden

| Unique ID  | Submission   | Observation                               | Author |
|--|--|---|--------|
| SD-C254-72   | SD-C254-72<br>Observations on<br>Proposed Cycleway | Some Observations on<br>Proposed Cycleway | Hidden |
| 1. I wish to fully support this proposed initiative. |  |   |        |

### 5.64.1 Chief Executive Responses

1. Comments are noted.

### 5.64.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.65 Submission No. 65 - The Cartridge Expert

| Unique ID   | Submission                      | Observation   | Author               |
|---|---------------------------------|---|----------------------|
| SD-C254-73  | SD-C254-73 Qualified<br>Support | Yes to greenway<br>without loss of village<br>footfall. | The Cartridge Expert |
| <ol style="list-style-type: none"> <li>1. In general, I am very supportive of the idea of the Grand Canal to Lucan Urban Greenway. To be honest I'm a bit unsure from the documents provided what the most likely final route is, as there seems to be a couple of different reports pinned together in the document "7_Options Report_ReduceSize", which seem to arrive at different conclusions as to the best route to choose.</li> <li>2. I would be in favour of most route options, with the unequivocal exception of any route that reduces access to the village for local residents. I would strenuously object to the introduction of a one-way traffic system in the village to accommodate a cyclepath up the main St, as I believe it would be hugely detrimental to local residents availing of essential services in the village, as well as local businesses who rely on customers accessing the village from all directions. This option would create complete daily traffic bedlam at the top of Chapel hill, as well as at the crossroads at Courtney's. It would be way too high a price to pay for and particularly objectionable given that there are so many better, less disruptive route options available.</li> </ol> |                                 |   |                      |

3. Last but not least, I wholeheartedly support the proposal made by Lucan Active Travel and others for an additional link from the Greenway to Vesey Park and Tandy's Lane by opening the Green Link at the new cemetery in Esker into Vesey Park. This option provides access for the communities at Vesey Park, Ardeevin, Airlie Heights, Hillcrest, Doddsboro and Woodview to the Greenway and schools around Lucan Village. Whether in lieu of or in addition to any other proposed works, i believe this proposal should be actioned as soon as possible. The benefits are obvious and it's something that's achievable in months as opposed to years.

### 5.65.1 Chief Executive Responses

1. Barry Transportation were previously appointed by SDCC to develop the Feasibility and Option Selection Report (FOSR) for the Canal Loop Urban Greenway. The FOSR detailed assessment determined that 'Route 12' offers the preferred route option. It was deemed the preferred route as it was determined that it would achieve the scheme objectives of providing high quality cycle infrastructure. Following the publication of FOSR, a non-statutory public consultation was held over a period of six weeks beginning in March 2021. The findings of the non-statutory public consultation have highlighted the need to revisit the route options set out in the FOSR in order to determine the new Preferred Route Option (PRO) that ensures the scheme has a stronger link to
2. Lucan Village. Based on the findings of the non-statutory consultation Arup have prepared an addendum to the FOSR and completed an independent assessment and determined that 'Route 4-3A', achieves the scheme objectives of providing high-quality cycle infrastructure while providing a more direct route to Lucan Village.
3. Comments are noted.
4. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.65.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.66 Submission No. 66 - Shane Moynihan

| Unique ID   | Submission                                | Observation | Author         |
|---|---|-------------|----------------|
| SD-C254-74  | SD-C254-74 Support for the Cycle Greenway | Greenway    | Shane Moynihan |
| <ol style="list-style-type: none"> <li>1. I welcome the development of the Grand Canal to Lucan Urban Greenway as a huge step forward for the rollout of cycling infrastructure in Lucan and the surrounding areas. One of the most exciting aspects of this particular proposal is the connectivity that it enables connectivity with schools in the area and encourages the adoption of active travel by children as an early habit.</li> <li>2. With this connectivity in mind, I wish to publicly support the proposal made by Lucan Active Travel for the completion of the Green Link into Vesey Park, that is, a bridge into Vesey Park. This new park bridge will complete the new Green Link that has already been put in place by the completion of the works at Esker Cemetery. The completed Green Link will complement the new Grand Canal to Lucan Urban Greenway. The Green Link will open access to the Grand Canal to Lucan Urban Greenway for the residents of Ardeevin, Vesey Park, Hill Crest, Airlie Heights and Dodsboro. By including this additional link, it would open up access for residents here, increasing the usage of the Greenway.</li> <li>3. While I am fully aware of the legal and procedural constraints of adding a new substantial element to a Part 8 proposal, I would welcome a declaration of intent and a timebound commitment to scope out, plan and put out to consultation, a proposal to develop a connected link to Vesey Park, which would unlock additional capacity on the cycleway. Not only would this address a missing link in a Greater Dublin Cycleway, it would also increase footfall and use of the public amenity that is Vesey Park and would give an alternative route into Lucan village for visitors and commuters.</li> <li>4. With regard to the particulars of the proposal, I would make the following observations: Suggest moving the Zebra crossing at least 50 metres west of the entrance of Sarsfield Park, towards Lucan village to address safety and access concerns raised by local residents. Propose adequate public lighting along the central vein of the greenway. Any planting should be designed with a view to ensure that it will not obstruct public lighting and visibility at night. I would encourage a deliberate and concerted effort to make sure maintenance of the cycleway ensures that it is maintained to as high a standard as possible.</li> </ol> |   |             |                |

### 5.66.1 Chief Executive Responses

1. Comments are noted.
2. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.
3. The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed, and the findings used to inform a suitable design for Part VIII design and consultation.
4. See note 3 above.
5. It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit

and will be explored further. An alternative location for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.

### 5.66.2 Chief Executive Recommendations

1. An alternative option for the zebra crossing approximately 40m West of the proposed location will be explored during detailed design.

## 5.67 Submission No. 67 - Hidden

| Unique ID  | Submission                   | Observation    | Author |
|--|------------------------------|----------------|--------|
| SD-C254-75   | SD-C254-75 Greenway<br>Lucan | Lucan Greenway | Hidden |
| <ol style="list-style-type: none"> <li>1. I object to the plan to superimpose an urban greenway on the route from the layby to the lights at Courtneys and passing Brookvale estate. It's my understanding that greenway/cycle paths/boardwalks are best designed from greenfield sites when an environment is first being developed. I feel that adding a cycle route and a boardwalk to space that already has multiple uses is problematic and it is questionable whether there are recreational benefits or other advantages that can be safely gained in placing the greenway on such a busy thoroughfare. On this very busy road with 2-way traffic - including a QBC bus service that operates with frequent stops - many entry and egress points along the route disrupt traffic flow and affect all road and footpath users; a 2-way cycle path would add further risk.</li> <li>2. The proposed "tranquil greenway in the quiet streets of Lucan" route is a busy traffic zone with work commuters, school runs, corteges to the cemetery and vehicles avoiding the M50, etc. Part of the route has double yellow lines on both sides.</li> <li>3. The SDCC artist has provided an idyllic visual impression of the proposal to install a greenway. Could the artist take a Google streetview or AA Roadwatch still - say at 8.30am on a weekday morning - and replicate views using scale models of pedestrians/vehicles/boardwalk/cycle path to give realistic visuals at varying points along the proposed route?</li> <li>4. Keeping the beautiful tree-lined, sweeping approach to Lucan village preserved is essential. I support Lucan Tidy Towns suggestions for improvements to this area.</li> <li>5. On a positive note, a greenway in Lucan would be very welcome in a more environmentally suitable and safe location.</li> </ol> |                              |                |        |

### 5.67.1 Chief Executive Responses

1. A Feasibility and Option Selection Report (FOSR) identified the route to Lucan through Brookvale and Sarsfield Park via a boardwalk as the most suitable route. Assessment criteria included but was note limited to: Road Safety; Comfort; Biodiversity; and Impact on Other Road Users and Lucan Village.

The FOSR can be accessed through the SDCC consultation website and at the following link:  
<https://consult.sdublincoco.ie/en/consultation/grand-canal-lucan-urban-greenway>

2. Comment noted.
3. Comment noted.

### 5.67.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.68 Submission No. 68 - Hidden

| Unique ID   | Submission        | Observation                 | Author                      |
|---|-------------------|-----------------------------|-----------------------------|
| CVQ-9062  | CVQ-9062 Greenway | Vesey Park Link To Greenway | Vesey Park Link To Greenway |
| <ol style="list-style-type: none"> <li>1. I endorse the proposed Grand Canal to Lucan Greenway. I believe that now is a great time to link the communities of west Lucan with the Lucan Greenway. Lucan Active Travel and others have described in their submissions in detail a link at the new cemetery into Vesey Park that would greatly facilitate the communities of west Lucan being available to avail of the new proposed Greenway. I support this additional link being created.</li> </ol> |                   |                             |                             |

### 5.68.1 Chief Executive Responses

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.  
The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.

### 5.68.2 Chief Executive Recommendations

1. No changes proposed following the review of this submission.

## 5.69 Submission No. 69 - Eimear Farrell

| Unique ID   | Submission        | Observation                                      | Author         |
|---|-------------------|--|----------------|
| CVQ-9075  | CVQ-9075 Greenway | Greenway Link Into Vesey Park To Link West Lucan | Eimear Farrell |
| <ol style="list-style-type: none"> <li>1. I support the Grand Canal to Lucan Greenway described in the Part 8 documents. I believe that the Greenway should include the communities in west Lucan by adding an additional route into Vesey Park as described in the submissions by Lucan Active Travel and others. This opportunity must be taken now.</li> </ol> |                   |  |                |



### **5.69.1 Chief Executive Responses**

1. The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.

The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed, and the findings used to inform a suitable design for Part VIII design and consultation.

### **5.69.2 Chief Executive Recommendations**

1. No changes proposed following the review of this submission.

## 6. Conclusion and Chief Executive Recommendations

### 6.1 Conclusion

Following the review of all 69 submissions received during the Statutory Public Consultation period, a number of Key Themes were identified by Arup and SDCC.

A summary of these Key Themes and the accompanying Chief Executive Response are outlined below:

| Key Theme                        | Response  |
|----------------------------------|---|
| Vesey Park Link                  | <p>The potential Vesey Park link is to be examined during the next phase of the Canal Loop in SDCC Project, which will connect and link to FCC Canal Loop. SDCC project team has been communicating with the FCC project team. Additionally, the Grand Canal to Lucan Urban Greenway is the first project in the area of the Cycle South Dublin programme, which will extend and grow the network in South Dublin County Council.</p> <p>The scale of the additional routes and links would be a material change to this Part VIII process and therefore cannot be assessed in this report. Any proposed additional significant works, outside the original scope of this project, would need to be assessed separately and an independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) completed and the findings used to inform a suitable design for Part VIII design and consultation.</p>  |
| Proposals on Lucan Newlands Road | <p>Shuttle System: It is not the intention of SDCC to restrict vehicular access to Lucan Newlands Road at Esker Hill, the intention of SDCC is to provide a ‘Shuttle System’ at Esker Hill. A ‘Shuttle System’ is an automatic traffic light system which controls alternating one-way traffic movements, with a two-way access always retained. The proposed crossing at Esker Hill would have poor visibility for drivers approaching the crossing, resulting in unsafe crossing conditions. By introducing the “Shuttle System” with an advance warning to driver, a stop line and traffic lights, pedestrians will be visible, creating a safer road/public realm environment for all users. This arrangement also allows for the provision of wider footpaths and a short crossing distance for pedestrians and cyclists, decreasing the wait time for drivers and increasing pedestrian safety.</p> <p>Chicanes: It is the intention of the Lucan Newlands Road improvement is to slow and calm traffic on the road. The Design Manual for Urban Roads and Streets (DMURS) states that shared street facilities should only be provided on “lightly-trafficked / low-speed streets” where the maximum 85th percentile speed cannot exceed 50km/h. A traffic survey commissioned prior to completing the design indicated an 85th percentile speed of 52km/h along Lucan-Newlands Road.</p> <p>Extensive consideration was given to the speed mitigation measures and with consideration given to the Esker residents and Esker cemetery visitors. It was the opinion of SDCC and the Design Team that a combination of road narrowing, landscape interventions and chicanes provided the most suitable speed reduction arrangement, especially in relation to future funeral processions. Chicanes are a proven method of mitigating speed and traffic calming.</p> |

|  |  |
|--|--|
| <p>St Mary's Boys School</p>                       | <p>It is proposed to provide a zebra crossing at this location as it is the most direct route for pedestrians and cyclists to cross the road to enter/exit from Sarsfield Park. We have reviewed the suggestion put forward above and we believe the alternative solution and suggestions has merit and will be explored further. An alternative location for the zebra crossing approximately 40m west of the proposed location will be explored during detailed design as a suitable option. It should be noted that any chosen location for the zebra crossing will not impede residential access.</p> <p>St Mary's Boys School suggestion to extend the Greenway westwards and school zone on Chapel Hill Road are valid suggestions which could be included as part of this project without causing a material change. The removal of 4 parking spaces to allow for the widening of the southern footpath, as shown in the proposed updated layout included in Appendix B, would allow for a shared path to connect to St. Mary Boys School, adding another safe link for school-going children. The introduction of Safe School Street treatments, including bollards, road markings/art, and/or placemaking elements would also increase this safety and will be examined further at detail design.</p> <p>These improvements are within the scope and study area of the project and would not require a separate environmental review.</p> |
| <p>Biodiversity</p>                                | <p>An independent Ecological Impact Assessment, Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) were completed by JBA Consulting, and an independent Arboricultural Assessment Report and Tree Protection Plan was completed by TreeSpace. The assessments have concluded that no significant environmental impact will arise as a result of the proposed scheme. It is the intention of the Landscape Architects to recommend the planting of native trees, plants, and wildflowers.</p>   |
| <p>Proposals at Brookvale</p>                      | <p>Extensive consideration was given to continuing the route along Lucan Newlands Road and Lucan Road. However, it was determined that the existing gradient of Lucan Newlands Road was too steep for most vulnerable cyclists. In order to re-route the proposed greenway on the Lucan Road, a significant road realignment and the removal of over 30 on-street car parking spaces would be required. SDCC and the Design Team acknowledge that the route through Brookvale is less direct, however, it does provide an opportunity to revitalize the area by providing a pleasant space with the public realm and landscape features for residents and visitors of Lucan to enjoy. It is also proposed to connect the scheme from the base of Brookvale to Lucan Village by a boardwalk along Lucan Road.</p>   |
| <p>Kissing gates</p>                               | <p>It is proposed to replace existing “kissing gates” with bollards or similar along the core route.</p>   |
| <p>FCC Canal Loop and Lucan Village Connection</p> | <p>The Grand Canal to Lucan Urban Greenway is the first phase of a wider greenway project through South Dublin and Fingal to connect the Grand and Royal Canals. We have and will continue to work closely with the Active Travel team in Fingal County Council. The Active Travel team in Fingal County Council are currently working on the route design in Fingal and will be working closely with SDCC to finalise route options and design proposals if this Part VIII proposal is accepted. It is envisaged that route feasibility and options would be developed in the second half of 2023</p> <p>In regards to the Village Connection, following the publication of the Feasibility and Option Selection Report (FOSR), a non-statutory public consultation was held over a period of six weeks beginning in March 2021. The findings of the non-</p>   |

|                       |  |
|-----------------------|--|
|                       | <p>statutory public consultation have highlighted the need to revisit the route options set out in the FOSR in order to determine the new Preferred Route Option (PRO) that ensures the scheme has a stronger link to the centre of Lucan Village. Based on the findings of the non-statutory consultation Arup have prepared an addendum to the FOSR and completed an independent assessment and determined that 'Route 4-3A', achieves the scheme objectives of providing high-quality cycle infrastructure while providing a more direct route to Lucan Village.</p>  |
| Segregation           | <p>Extensive consideration was given to the most suitable cycling facilities provided along the Greenway, along several workshops between SDCC, NTA and the Design Team, resulting in the decision to propose a 4m shared path. The independent Stage 1 Road Safety Auditor highlighted that the existing paths within Griffeen Valley park operate as shared paths and should continue to operate as shared paths following the implementation of the proposed scheme, to avoid confusion where the route of the proposed scheme intersects with these other paths. This recommendation has been accepted by the design team and incorporated into the design of the proposed scheme. It is proposed to provide appropriate road markings and signage to indicate the shared nature of the pathways through the park.</p> |
| Seating               | <p>Seating and other amenities will be provided at strategic locations along the route. This will be detailed as the design of the scheme progresses.</p>  |
| Maintenance           | <p>SDCC will be responsible for maintaining the route in accordance with their procedures.</p>   |
| Anti-Social Behaviour | <p>Walking and cycling will likely increase safety in the areas that the scheme moves through as there will be more visibility and movement through these areas, discouraging anti-social behaviour. Proposed seating is a vital part of the public realm and it is not expected to contribute to anti-social behaviour. A Garda review of the proposed design will be carried out at detailed design.</p>   |
| Public Lighting       | <p>Public lighting is proposed along the entire route.</p>   |

## 6.2 Recommendations

Following consideration of the submissions, the Chief Executive is of the view that the issues raised by way of the submissions can be satisfactorily addressed as outlined in this report.

The following recommendations have been made:

1. An alternative option for the zebra crossing approximately 40m west of the proposed location (at Chapel Hill) will be explored during detailed design. See Appendix B – Drawings.
2. Extend the Greenway westwards to connect with St. Mary’s Boys School and introduction of Safe School Street treatments, including bollards, road markings/art, and/or placemaking elements outside St. Mary’s Boys School will be examined further in detail design. These treatments will begin to address the requests for a safe and sustainable connection for the students of St Mary’s Boys School. By providing a safe connection for walking and cycling, this recommendation will create an opportunity to increase student well-being. The reduction of cars and the wider footpath with safe school treatment will decrease pollution at the school entrance produced by idling cars and decrease the risk of a child being stuck by a car\*. These improvements will require the removal of 4 parking spaces across from St Mary’s Boys School to allow for the widening of the southern footpath and to connect east into the Grand Canal to Lucan Urban Greenway. These improvements are within the scope and study area of the project and would not require a separate environmental review. See Appendix B – Drawings.

\*See research regarding the benefits of these improvements in Safe Routes To School Design Guide.

## A. Appendix - Questionnaire

---

### A.1 Questionnaire Outline

1. Name
2. Email Address
3. Address
4. Age
  - a) Under 25
  - b) 26 – 35
  - c) 36 – 45
  - d) 46 – 55
  - e) 56 – 65
  - f) Over 66
5. What distance do you live from the scheme
  - a) Less than 1km
  - b) Between 1km and 5km
  - c) Between 5km and 10 km
  - d) Greater than 10km
6. What is your interest in the scheme? (choose all that apply)
  - a) Local resident
  - b) Local worker
  - c) Local shopper
  - d) Caregiver of school going children
  - e) Local Student
  - f) Commuter Cyclist
  - g) Leisure Cyclist
  - h) Pedestrian
  - i) Griffeen Park user
7. Do you travel through the area regularly
  - a) Daily

- b) A few times a week
- c) Once a week
- d) Once a month
- e) Rarely
- f) Never

8. Are you supportive of the Canal Loop Urban Greenway and School Links scheme?

- a) Yes
- b) No
- c) Yes with a few changes

Additional comments

*Thank you, do you have a few more minutes to provide additional input?*

9. Do you think the proposed scheme will make the area more pedestrian and cycle friendly?

- a) Yes
- b) No

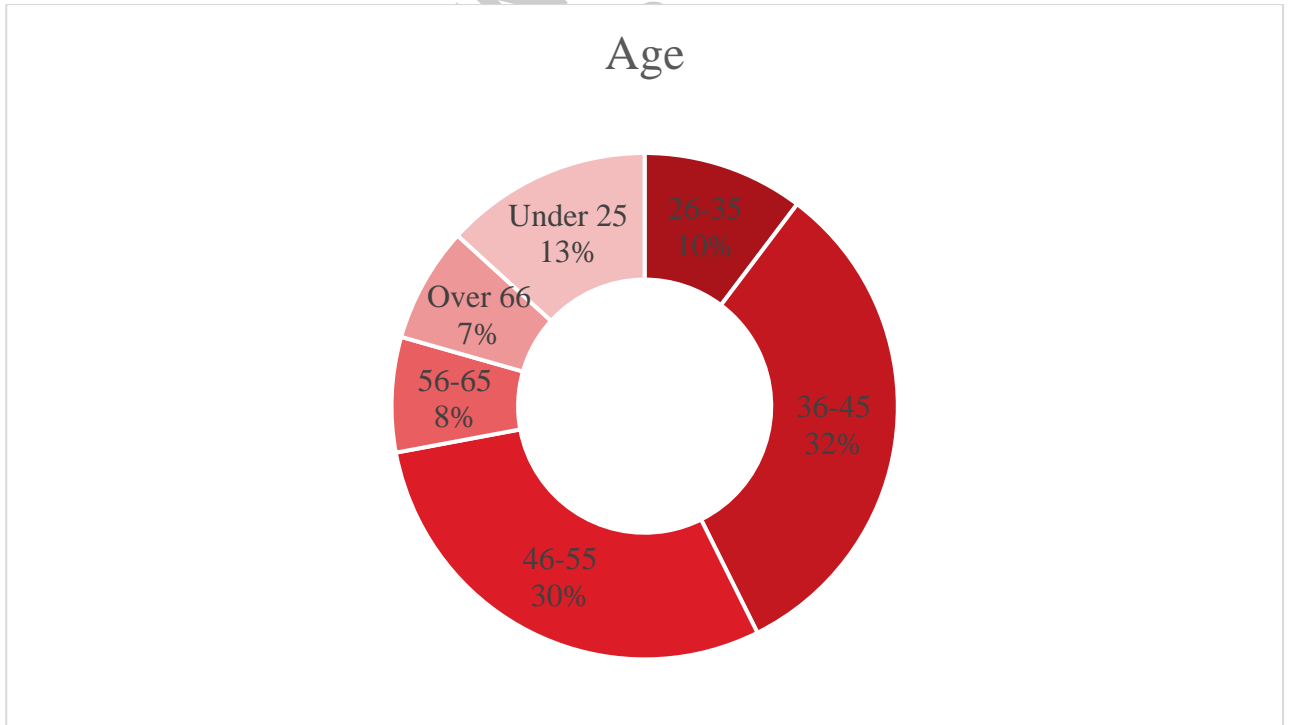
Additional comments

10. What would you like to see more of along the proposed Canal Loop Urban Greenway alignment (tick all relevant options)

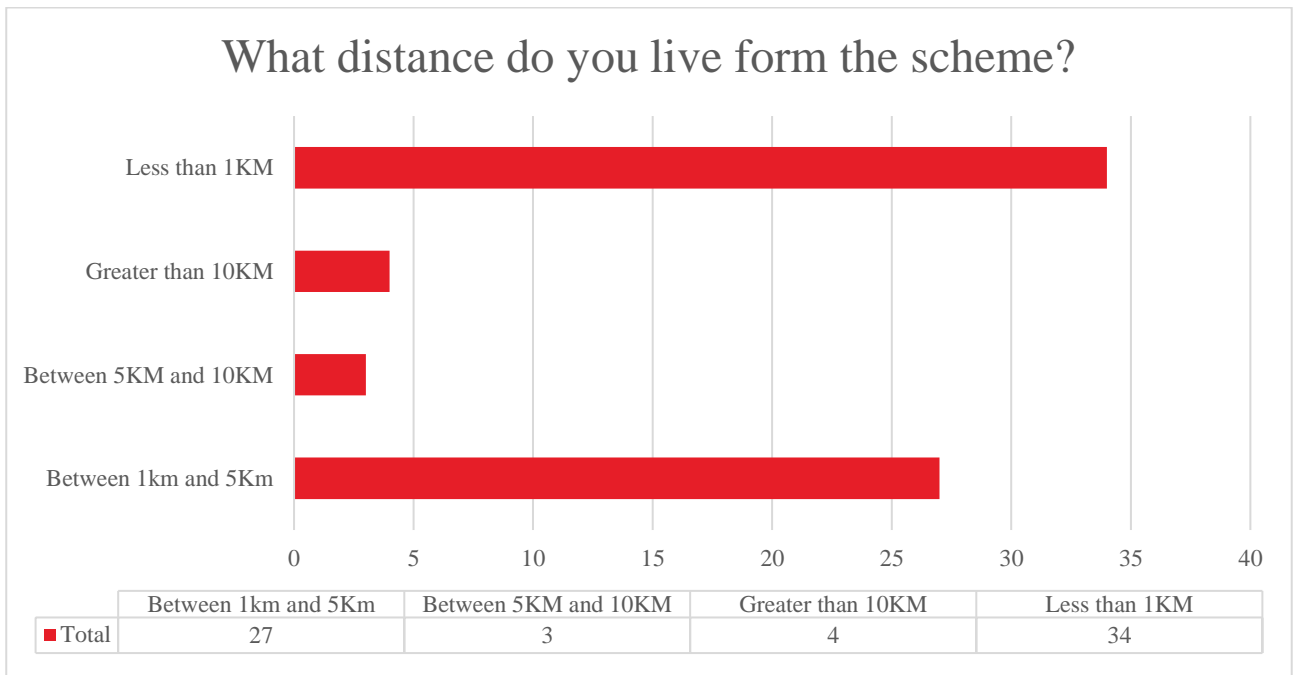
- a) Outdoor seating (benches, picnic tables, etc)
- b) Planting (bio-diversity, wild flowers/grass, etc)
- c) Children Play Area
- d) Signage
- e) Lighting
- f) Bicycle Parking
- g) Other

## A.2 Responses Graphs

### A.2.1 Age

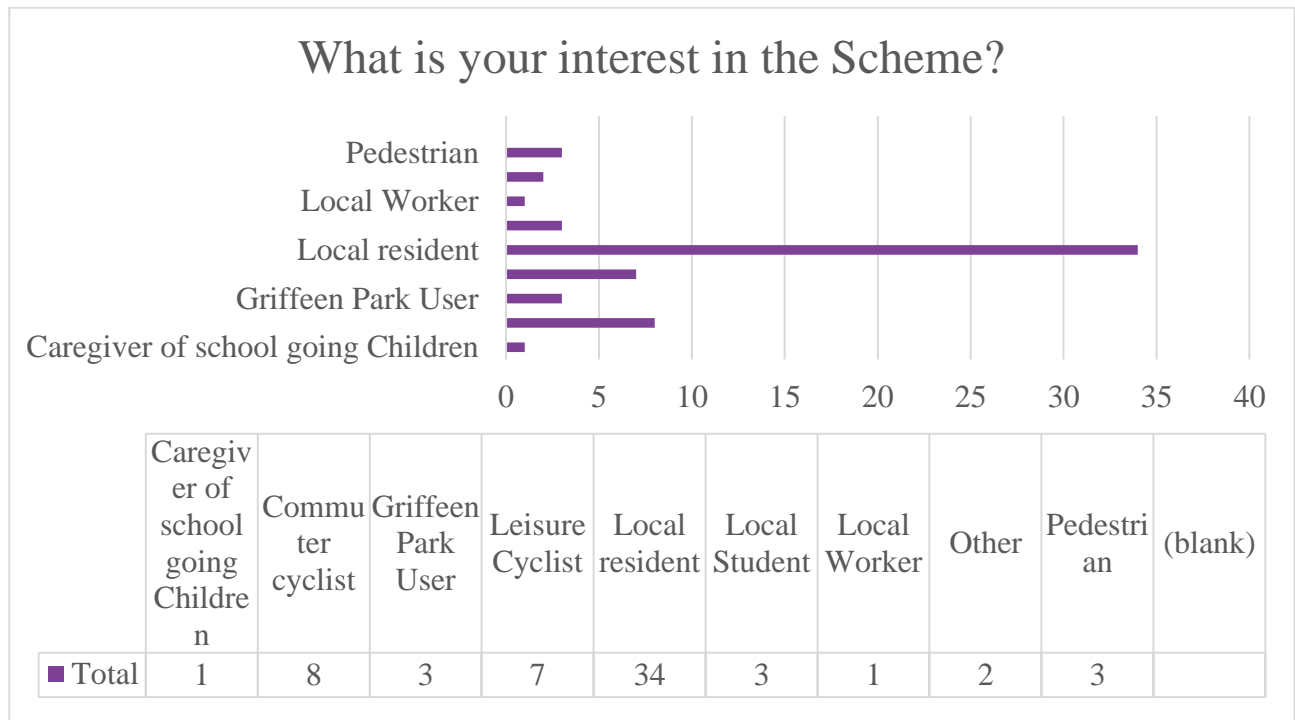


### A.2.2 What distance do you live from the scheme?

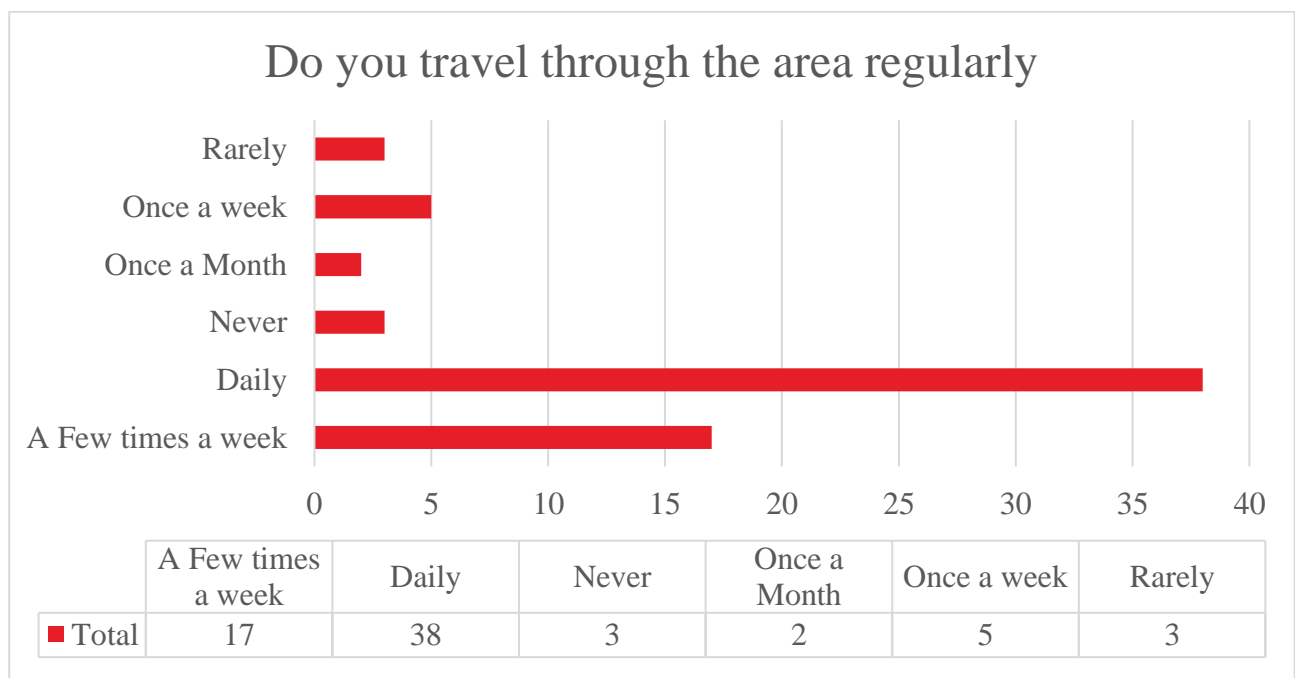




### A.2.3 What is your interest in the scheme?

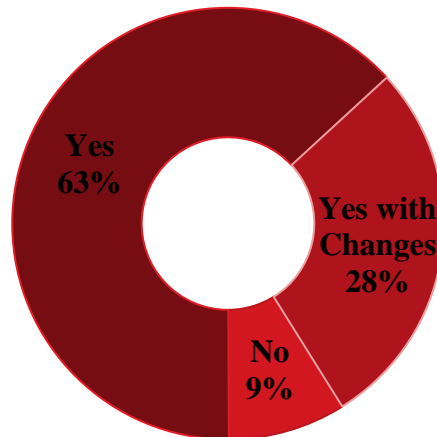


### A.2.4 Do you travel through the area regularly?



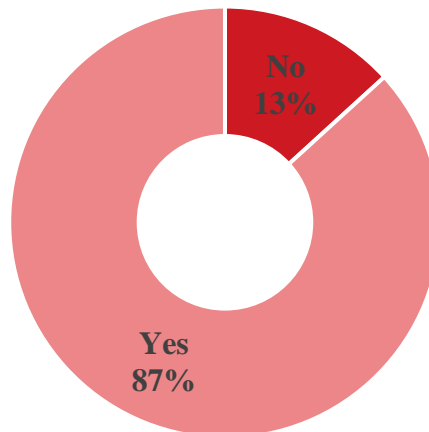
**A.2.5 Are you supportive of the Canal Loop Urban Greenway and School Links scheme?**

Are you supportive of the Canal Loop Urban Greenway and the Schools Links Scheme?

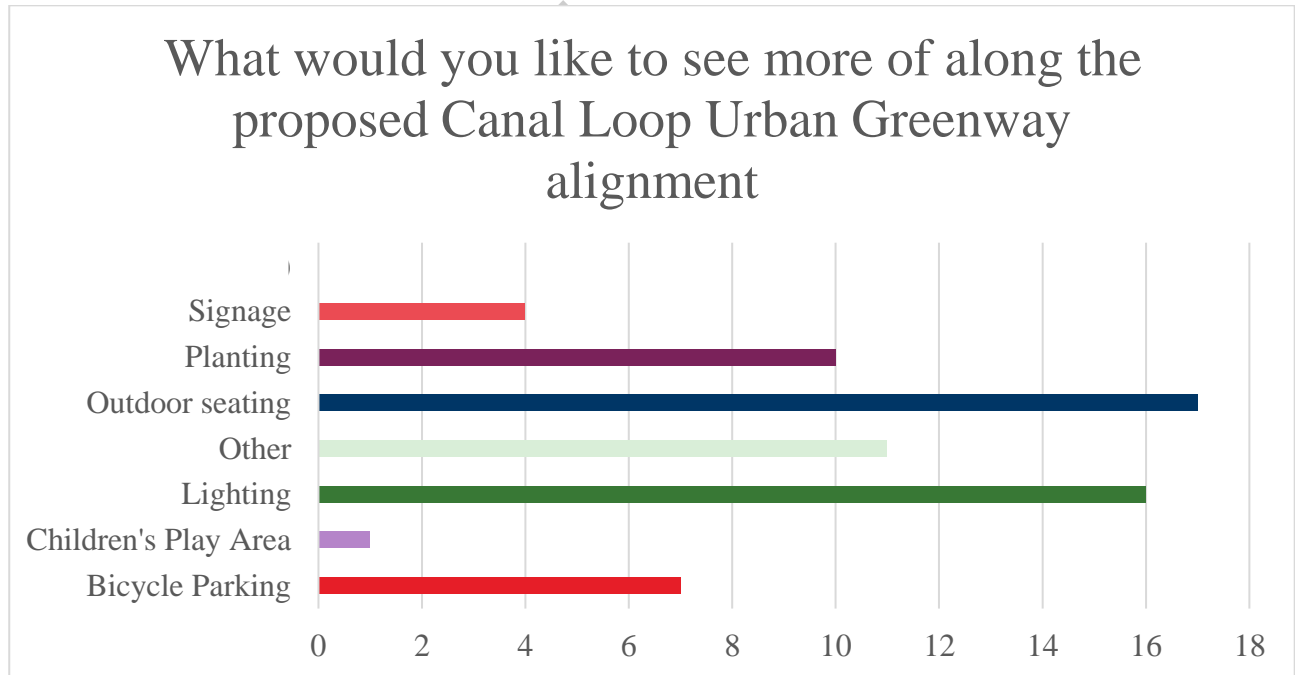


**A.2.6 Do you think the proposed scheme will make the area more pedestrian and cycle friendly?**

Do you think the proposed scheme will make the area more pedestrian and cycle friendly?

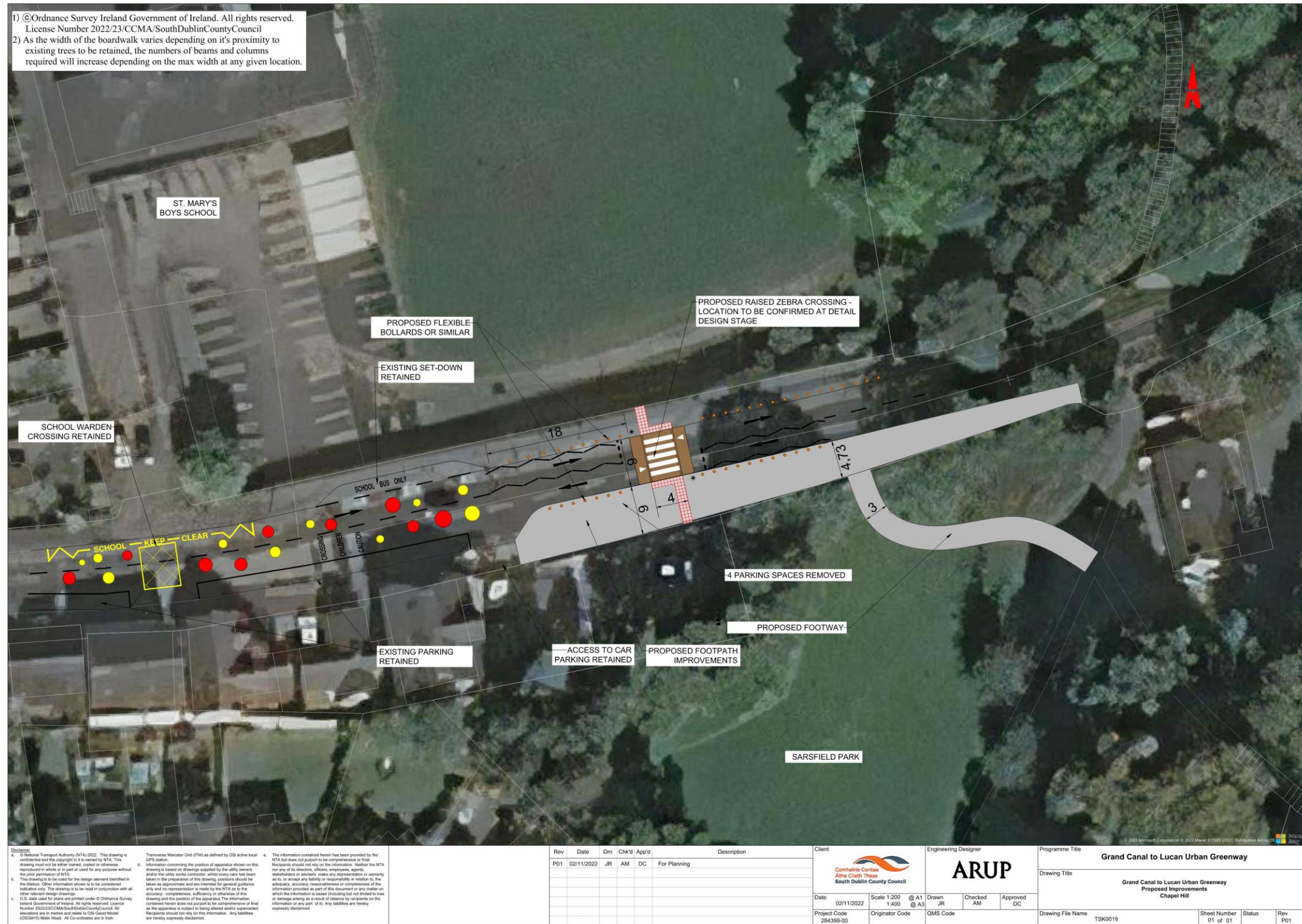


### A.2.7 What would you like to see more of along the proposed Canal Loop Urban Greenway alignment?





B. Appendix – Drawings



|   |  |  |  |   |  |  |  |
|---|--|--|--|---|--|--|--|
| <p>1) ©Ordnance Survey Ireland Government of Ireland. All rights reserved. License Number 2022/23/CCMA/SouthDublinCountyCouncil</p> <p>2) As the width of the boardwalk varies depending on its proximity to existing trees to be retained, the numbers of beams and columns required will increase depending on the max width at any given location.</p> |  | <p>Rev   Date   Dm   Chk'd   App'd   Description</p> <p>P01   02/11/2022   JR   AM   DC   For Planning</p> |  | <p>Client: <b>Comhairle Contae Átha Cliath Thiar South Dublin County Council</b></p> <p>Date: 02/11/2022   Scale: 1:200   1:400   @ A1   @ A3   Drawn: JRS   Checked: AM   Approved: DC</p> <p>Project Code: 284399-00   Originator Code:   QMS Code:  </p> |  | <p>Engineering Designer: <b>ARUP</b></p> <p>Programme Title: <b>Grand Canal to Lucan Urban Greenway</b></p> <p>Drawing Title: <b>Grand Canal to Lucan Urban Greenway Proposed Improvements Chapel Hill</b></p> <p>Drawing File Name: TSK0019   Sheet Number: 01 of 01   Status:   Rev: P01</p> |  |
|---|--|--|--|---|--|--|--|

DO NOT SCALE USE FIGURED DIMENSIONS ONLY