South Dublin County Council

Grand Canal to Lucan Phase 1c

Non-Statutory Consultation Survey Report

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# Introductions:

## Grand Canal to Lucan Urban Greenway

The Grand Canal to Lucan Urban Greenway is a greenway scheme that connects the Grand Canal to Lucan Village with approximately 6 km of walking and cycling facilities. The Grand Canal to Lucan Urban Greenway Part 8 consultation commenced on 08/09/2022 and ended on 21/10/2022. Subsequent to this, the Part 8 planning was approved by a full council in November 2022. The scheme is currently broken up into four phases: Phase 1a Grand Canal to N4, Phase 1b: N4 to Lucan, Phase 1c: Bridges Upgrade and Boardwalk and Phase 2 Lucan Village to Royal Canal.

This report is focused on a public survey on a proposed alteration to the approved boardwalk in Sarsfield Park, on the edge of Lucan Village, which is part of Phase 1c, in order to reduce the environmental and construction impact. During the detailed design development, Site Investigations works were carried out in Sarsfield Park in Q3 of 2024. During that, it was determined that the approved proposed boardwalk would require significant tree removal. While this impact was considered and assessed during planning, the team deemed it important to explore alternative solutions with would reduce the impact on the environment without compromising vulnerable users’ (pedestrians and cyclists) safety. An alternative design was developed, which reduces the length of the boardwalk, but would require additional road space.

## Proposed Alteration:

The proposed altered boardwalk will have a 60% reduction in length. A smaller footprint will have the following impact:

* a 60% reduction in tree removal,
* Traffic Calming and reduced impact on traffic during construction,
* 8 parking spaces will need to be removed or reallocated to Sarsfield Park, and
* A potential 20-40% reduction in construction costs.

The construction of altered boardwalk design would have significantly reduced trees/woodland removal. These trees/woodlands would be replaced in a 2:1 ratio, 2 trees/sqm planted for every 1 tree/sqm removed. The planting would be between the boardwalk and Sarsfield Park, extending the treeline and providing a visual screening of the boardwalk. To accommodate these alterations, the section of Lucan Road which is 6m will be extended to the Brookvale Park entrance, increasing the calming traffic heading into Lucan Village.

# Survey/Non-Statutory Consultation:

## Overview:

A survey was developed to gauge levels of support for the proposed alteration to the boardwalk from Lucan residents and the surrounding areas. An on-line survey consultation was created to give these residents a platform to fill-out the survey. The questions were chosen to gather a background of the respondents, as well as comment boxes, to offer them the ability to explain their experience with the scheme and opinion on alterations. A consultation page was made in conjunction with this survey, the consultation page allowed for further information about the scheme to be provided and additional drawings related to the scheme, to help respondents gain a complete understanding of the scheme and drawings and information of the proposed alterations. On the consultation page, a link to the survey was given and it was made clear that the survey was the method to provide input on the proposed alterations. The main purpose of this consultation page was to inform stakeholders and the public and to promote the survey, see screenshot of support consultation page below

A screenshot of a survey

AI-generated content may be incorrect.

The propose of the survey was to gain insights into the public’s opinions on changes to the boardwalk section of this scheme which as explained has a positive environmental impact.

In the survey, demographics such as age and Eircode were asked to be able to efficiently analyse survey results. Respondents were asked about their opinions towards the alteration, and as the alteration would require the space of existing parking spaces, whether to remove or reallocate those parking spaces in Lucan Village. Respondents were also given the option to leave comments on other Lucan schemes and to give additional comments.

## Survey/Non-Statutory Consultation:

The survey was open 12thof February to 12th of March 2025. Seven questions were posed to respondents (see Appendix A), as well as the option to give feedback on other Lucan Schemes, and an option for additional comments on the proposed alternatives. The ‘Additional Comments’ section grants respondents with a further ability to share their experiences, insight, and feedback on the proposed alterations.

## Results of the Survey (Summary):

On this survey, 135 responses were received. Below is a summary of the responses:

Question 1&2: Name & Email

Question 3: Eircode

The first question that could be used for analysis was the Eircode of respondents. 95% of respondents have a K78 Eircode which resides in the Lucan area. The other 5% were made of D22, D20, W23 and K77. This data tells us that the survey was completed mainly by locals who will be engaging with these changes daily. It also tells us that locals are interested in the development of the scheme and want to voice their opinions on any changes and alterations.

Question 4: Age Range

The age range of respondents allows analysis to be done on the distribution of the survey and gives an idea on what age ranges are likely to engage in a survey as a means of communication. The results showed a relatively even distribution with the highest percentages being 33% (46-55), 27% (36-45) and 18% (56-65). Only 14% of respondents were under the age of 35, there could be various reasons for this demographic not to engage as much. Improvements could be made in future communication efforts to ensure a wider age demographic is represented.

Question 5: Do you support the alterations to the proposed Lucan Road Boardwalk (including reducing tree removal and overall cost)?

This question was the primary question of the survey. The results for this question were as follows: 71% of respondents answered ‘Yes’ to the alterations of the approved Part 8 design and 29% of respondents answered ‘No’ and in turn wanted to keep the approved Part 8 design. The results show a willingness for most respondents to accept the alteration; they have done this for a multitude of reasons that are discussed in the next question and in the ‘Additional Comment’ section.

Question 6: If yes, which was the main reason why?

This question was designed to get a reasoning behind 71% of respondents' support for the proposed alterations and allowed multiple answers to be chosen.

The reasons were the environmental impact (tree removal), reducing cost of the scheme, reducing the potential traffic impact and all the above. Results found that the most popular reasoning was the ‘environmental impact’ with 37% of responses including this, the second most popular was ‘all the above’ (environmental impact (tree removal), reducing cost of the scheme, and reducing potential traffic impact) with 28% of respondents answering this. The other responses of reducing cost and potential traffic impact were the least popular of the responses. Environmental impact is clearly top of respondents’ mind and the proposed alterations are conscious of this with the new proposed design.

Question 7: To accommodate the changes to the proposed design, road space needs to be redistributed

Respondents were given two options: for the removal of 8 parking spaces on Lucan Road near the Bus Stop (Stop ID: 3372) or the relocation of 8 parking spaces from Lucan Road near the Bus Stop (Stop ID: 3372) to Sarsfield Park by extending the parking bays on Sarsfield Park (53.358322, -6.444975).

This question gave us a split consensus from respondents with 52% opting for the removal of the spaces and 48% opting for relocation.

## Results of Survey (Graphic):

# Written Submission Key Themes:

As previously stated, the purpose of this non-statutory consultation was to gauge public opinion via a survey. This was stated in the consultation portal that precipitants should respond via the survey, which many did.

South Dublin County Council received written submissions as well, through the portal, as additional comments and digital observations, as well as via the post. These are summarised below:

## Comments from Survey:

From the online survey, 53 included additional comments. Within these comments were several themes:

* Environment
* Lucan Village
* Biodiversity
* Parking
* Pedestrian safety
* Traffic congestion

The primary concern related to this theme is the removal of trees and natural habitats in the construction of this scheme. A similar theme is the effect that the construction will have on the biodiversity of the area.

Two repeated themes that are interlinked and are prominent across the survey comments were the effect the scheme will have on Lucan Village and the Traffic congestion issues faced by Lucan. The common issue raised is that the removal of parking spots would have an economic impact on the Lucan area. Additionally, concern was raised about the existing and potential increase in traffic congestion within the Lucan area.

## Digital Observations:

Twenty-three Digital Observations were received on the consultation page of the Lucan Boardwalk alterations. These submissions primarily focus on the themes of maintaining Lucan’s heritage, environmental implications, and the loss of parking spaces in Lucan Village. Submissions relating to the removal of parking spaces in Lucan, look at the issue through an economic lens. They discuss how the removal of these spaces could be detrimental for local businesses by leading to less footfall in Lucan and less availability of parking for workers coming from outside of Lucan. Submissions regarding the loss of heritage in Lucan and the environmental impact of works focus on the potential loss of biodiversity with these works and the relocation of parking spaces. It is also a concern that further green spaces will be lost in return for parking spaces.

## Physical Written Submissions:

There were +850 written submissions addressed to the South Dublin County Council, Lucan Boardwalk Alterations. The majority of these are form submissions and were repetitive, therefore, they are taken as a whole. The primary concern of these submissions was related to two themes:

* job losses due removal of parking spaces
* economic impact on Lucan/negative effect on local businesses.

Other themes that had less duplication included traffic congestion issues, environmental impacts and anti-social issues.

Although these submissions were criticisms of a possible effect of the Boardwalk alteration, these submissions did not openly address the scheme nor comment on the proposed alterations to the boardwalk. The primary focus of these physical submissions was lobbying to maintain the parking spaces in Lucan village. These submissions were formatted identically and signed by local business owners, employees and residents alike with a common goal to keep these spaces untouched. As the proposed alterations included relocated parking space at a specific feasible location, this proposal wouldn’t necessarily remove parking space from Lucan village.

## Written Submission Summary:

Overall, the main theme of the written submission was Economic Impact due to loss of Parking and Traffic Congestion.

This survey was to gauge the alterations and whether people would prefer for the parking to be removed or relocated, which was a direct question of the survey. While the parking concern from the additional comment can be seen in the results of the survey, the online and physical submittals can be summarised in favour of the relocation of parking spaces, as that would retain the amount of parking in Lucan overall, or to keep the original Part 8 design.

As for traffic congestion, the overall project would help improve traffic congestion by providing a safe alternative to driving to Lucan village, without impeding vehicular access to the village.

# Conclusions:

The consultation process for the proposed alterations to the Lucan Road Boardwalk has demonstrated significant public engagement and interest. With 153 survey responses and over 900 written submissions, the community has actively participated in voicing their opinions and concerns.

The survey results indicate a strong preference for the proposed alterations, with 71% of respondents supporting the changes primarily due to the positive environmental impact, reduced costs, and minimised traffic disruption. The majority of respondents are local residents, highlighting the importance of these changes to those who will be directly affected.

Overall, the consultation has provided valuable insights into public sentiment, which will guide the decision-making process for the final design of the boardwalk. The proposed alterations appear to be favourable to most respondents, if parking spaces can be effectively managed to mitigate economic impacts.

The project team will continue to consult with the public and councillors in relation to the potential boardwalk alterations and parking relocation, in this regard the views of the Members are sought on their preferred option to proceed with the delivery of the Boardwalk section of the Grand Canal to Lucan Urban Greenway.

# Appendix A

Thank you for taking the time to give input on the changes to the proposed Lucan Road Boardwalk design in Lucan. The following questionnaire is in three parts: General Question, Lucan Boardwalk, and Active Travel in Lucan

## General Question

Please answer the following questions:

1. Name
2. Email Address
3. Eircode/Address
4. Age Range
5. Under 25
6. 26 – 35
7. 36 – 45
8. 46 – 55
9. 56 – 65
10. Over 66

## Lucan Boardwalk

The following questions are focused on the changes to the proposed Lucan Road Boardwalk, which was approved in the Grand Canal to Lucan Urban Greenway Part 8 in November 2022.

Please review the information on the SDCC Consultation Portal https://consult.sdublincoco.ie/en/consultation/lucan-road-boardwalk-alterations:

1. Do you support the changes to the proposed Lucan Road Boardwalk (including reducing tree removal and overall cost)?
2. Yes
3. No, keep the design the same.
4. If Yes, which was the main reason?
   1. Reducing the environmental impact (tree removal)
   2. Reducing Cost
   3. Reducing potential traffic impact
   4. All of the above
5. To accommodate the changes to the proposed design, road space needs to be redistributed, therefore would you prefer:
   1. the removal of 8 parking spaces on Lucan Road near the Bus Stop (Stop ID: 3372) or
   2. the relocation of 8 parking spaces from Lucan Road near the Bus Stop (Stop ID: 3372) to Sarsfield Park by extending the parking bays on Sarsfield Park ([53.358322, -6.444975](https://maps.app.goo.gl/K33bq51rYY2yQbyj7))

## Other schemes in Lucan

There are several ongoing schemes in the Lucan area, including works in the village, at the entrance to Lucan Demean, and at the Liffey River promenade. These are separate projects and more information can be found at https://www.sdcc.ie/en/active-travel/villages-districts/lucan-village/lucan-promenade/sdcc-pre-construction-leaflet.pdf .

Enquiries on these schemes can be submitted to publicliaisonofficer@bretland.ie. or you can put your comments in the box below and they will be passed on to the project team.

Additional comments

If you have any other comments on the changes to the proposed Lucan Road Boardwalk, please write them in the box below