

Update July 2022

Summary Report on Public Consultation Process

Non-Statutory Public Consultation on Emerging Concept Route was carried out in March 2021. The key finding from this outreach can be found in the Report on Public Consultation Process April 2021, which is attached.

The received input from the Non-Statutory Public Consultation lead to amending the Emerging Concept Route and a Preferred Route design was developed into preliminary design. Additional Non-Statutory Public Consultation was carried out throughout this development, and is summarized below:

Sarsfield Park Residents Group Meeting (In-Person in Lucan)

Date: November 2021

Summary of the meeting: Scheme overview, a summary of March 2021 Non-Statutory Public Consultation results, review and discussion of an amended Preferred Route which had been suggested by residents, and next steps.

Cherbury Park Residents Meeting (Online, due to Covid Recommendations)

Date: November 2021

Summary of the meeting: Scheme overview, a summary of March 2021 Non-Statutory Public Consultation results, review of the amended Preferred Route, review of school links, and next steps.

Lucan-Newlands Road & Brookvale Residents (Letter Drop)

Date: March 2022

After confirmation that the amended Preferred Route was feasible, a letter was sent to residents along Lucan-Newlands Road and within the Brookvale Estate. The letter outlined the context and an overview of the Grand Canal to Lucan Urban Greenway. The letter also included initial concepts of Lucan Newlands Road and Brookvale Park (a proposed park which accommodates the preferred route) and the next steps. The SDCC had further engaged with some residents who reached out; meeting them on-site and discussing the proposals and listening to residents' feedback.

General Customer Enquiries

Date On-going

The SDCC team has responded to several custom care enquiries regarding the Grand Canal to Lucan Urban Greenway; providing updates and answering questions as requested.

Report on Public Consultation Process April 2021

Key Findings Report

Table of Contents

Introduction	3
1.1 Methods and Outreach	4
Key Findings	8
2.1 Survey	10
2.2 Youth Conversation Kit	13
2.3 Live Online Polling	15
2.4 Workshop Discussions	18
2.5 Additional Material	18
Next Steps	19



Introduction

This document summarises the process and outcomes of the community consultation for the Canal Loop Urban Greenway emerging concept route through Lucan. The consultation was led by Connect the Dots (CtD), partnering with Jacobs, who were appointed by South Dublin County Council (SDCC).

Having previously commissioned Barry Transportation to carry out a feasibility assessment on route options for a section of pedestrian and cyclist route between the Grand Canal and Lucan Village, South Dublin County Council undertook an online public consultation programme on a 4.2-kilometre section on the emerging concept route.

The purpose of the consultation, which took place over a period of six weeks, beginning in March 2021 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.



1.1 Methods and Outreach

The multifaceted methods utilised to engage with the public over a period of six weeks beginning in March 2021 included, among others:

- Informing local Councillors of the proposed method of engagement and timeframe for same
- an online survey
- a youth conservation kit
- a series of live online consultation events involving presentations, questions and answers, live polling and workshops
- a recorded online presentation
- the online display of material including maps, technical documents, photomontages and a video within a fully interactive Virtual Consultation Room

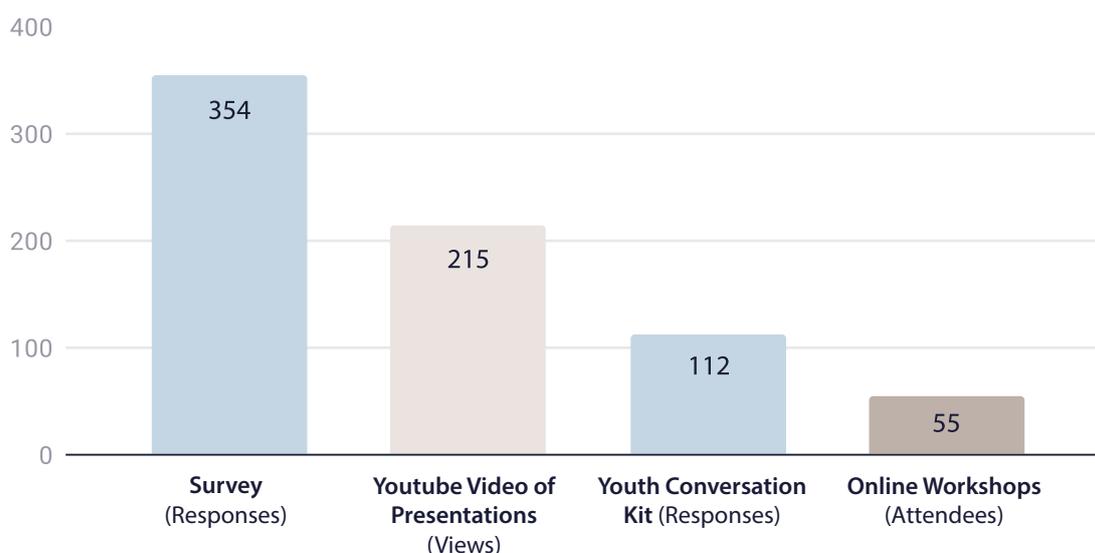
Within the context of Covid 19 restrictions, social media platforms and e-leaflets were utilised extensively to encourage participation across different age groups. Various groups, schools and individuals were also notified directly via the Council's Public Participation Network.

The Virtual Consultation Room received 3,918 views (5,231 total with repeat views).

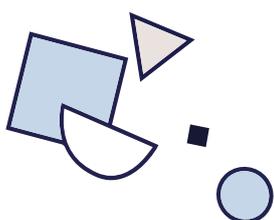


In addition to the Virtual Consultation Room (VCR), the following chart outlines the reach of each method of engagement used in this consultation:

Public Reach of Consultation Methods

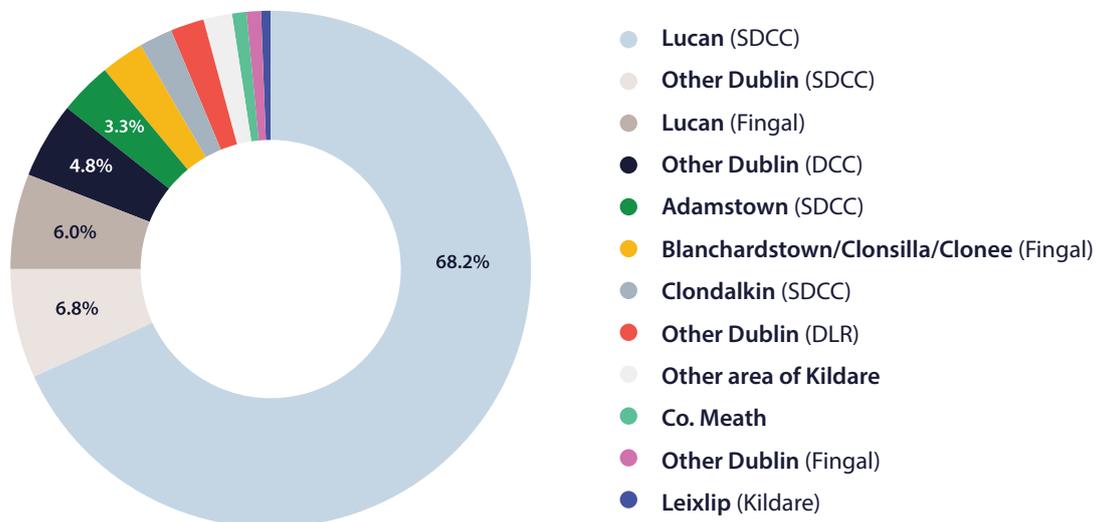


Approximately 500 people engaged with the consultation programme through the survey, youth conversation kit and online workshops. In addition, queries and material on the emerging concept route was received by post, phone message and email from approximately 40 people including elected representatives and individuals representing interest groups. The vast majority of survey respondents, VCR users and workshop attendees that engaged with the consultation lived in the Lucan area.

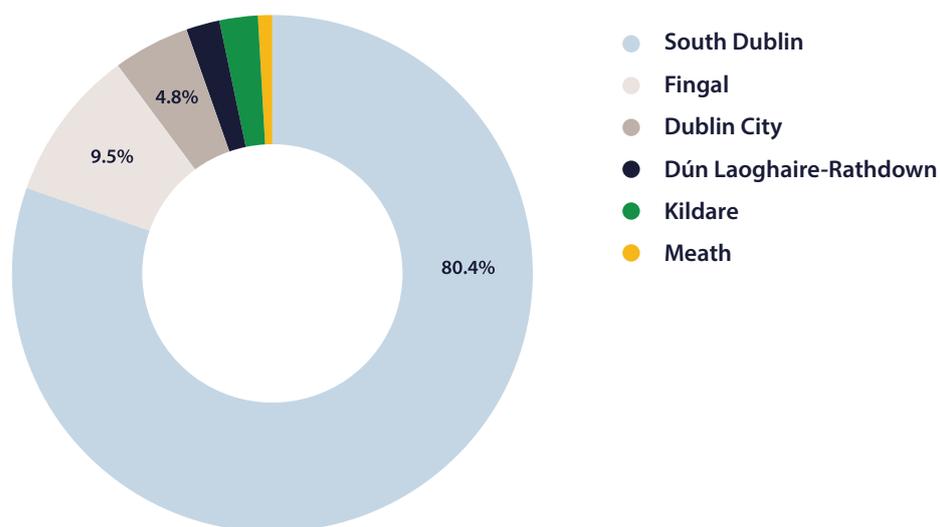


The location and age breakdown of survey respondents is as follows:

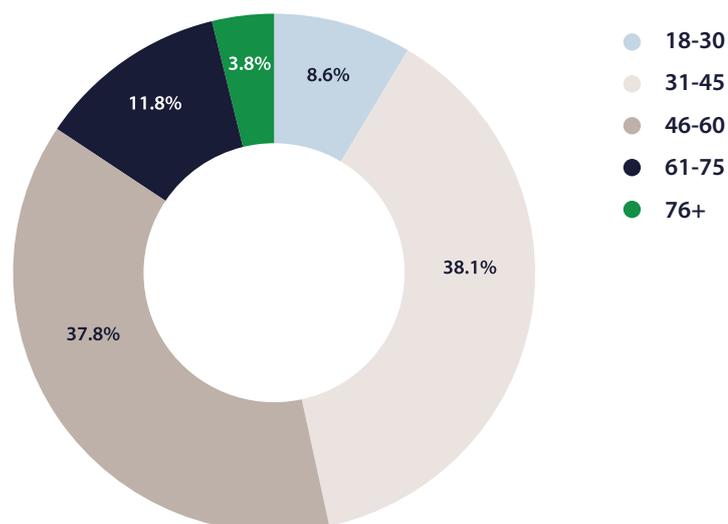
Location of Survey Respondents



Council Area of Survey Respondents



Age of Survey Respondents



Survey results show that the majority of respondents (86.5%) identified as residents of Lucan, with 9.7% working locally.

The vast majority (86%) of youth survey participants were also Lucan residents, with attendees of Gaelscoil Eiscir Riada and other schools near the proposed route accounting for most youth conversation kit responses.

Although it is not quantified, the content of discussion in the online workshops indicates that a high percentage of attendees at these events were also residents of Lucan.

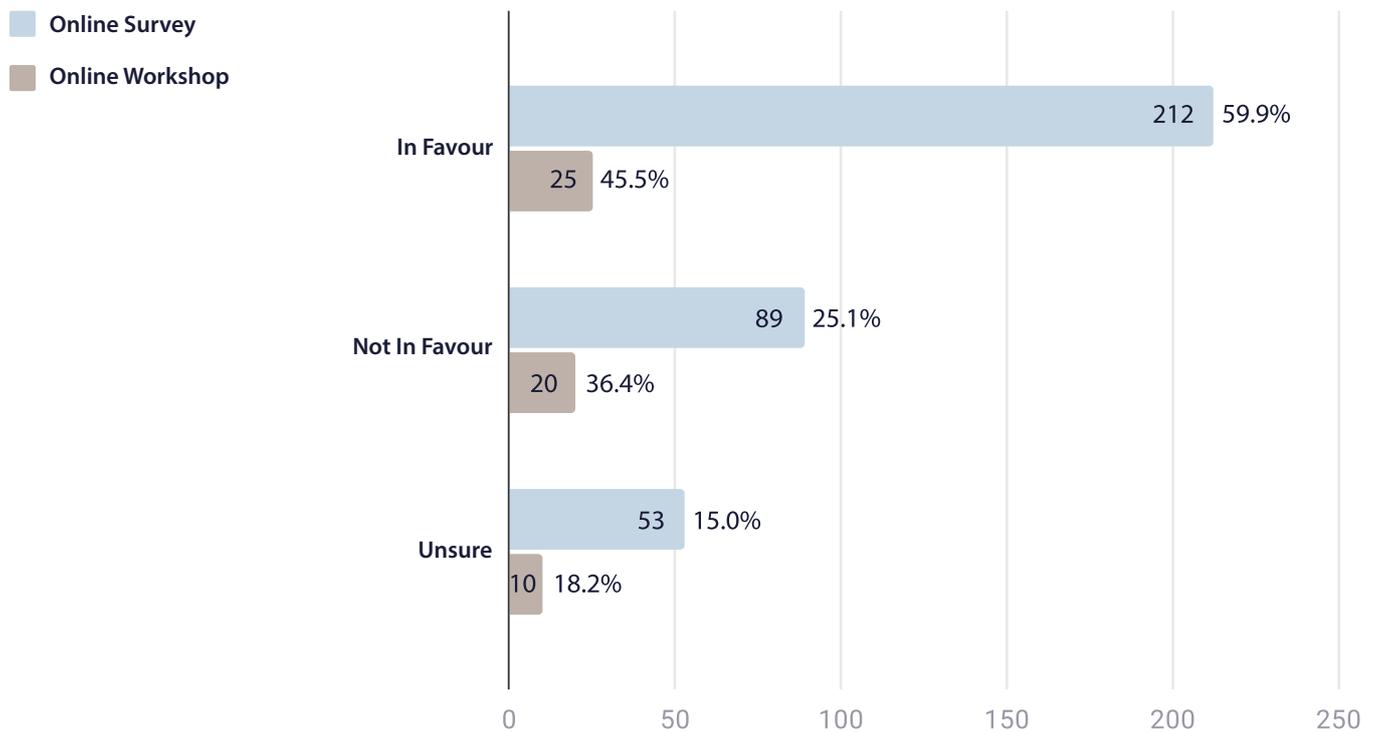


Key Findings

The consultation gathered a variety of important insights and opinions from the public on the Greenway's concept route.

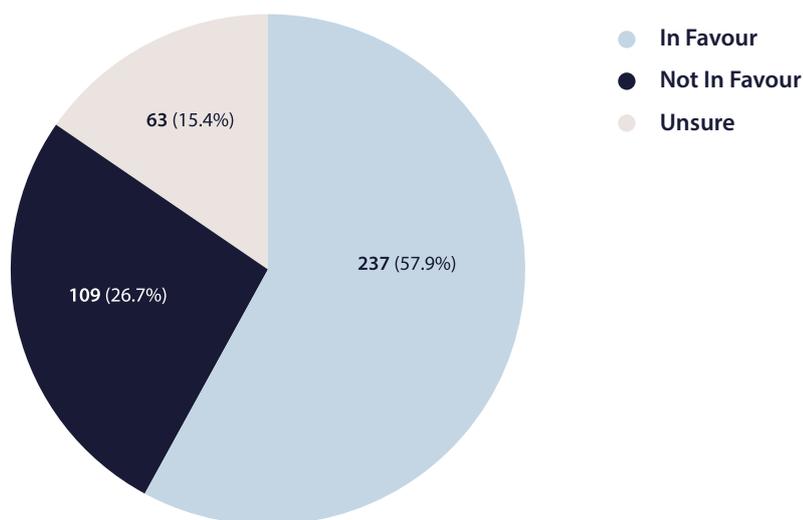
As illustrated in the following charts, there was a divergence in the proportion of people in favour of the concept route when comparing results of the online survey with polling that was conducted during the online consultation workshops:

Support for Concept Route



When collated, the total number of people in favour of the concept route was 237 (58%) and the total of people who were not in favour of the concept route was 109 (27%) with 64 (15%) unsure.

Total Support for Concept Route



The results of the youth conversation kit were even more positive than the survey and workshop results with 80% of youths (60 of 75 respondents to this question) indicating that they were either Very Happy or Extremely Happy with the concept route.



2.1 Survey

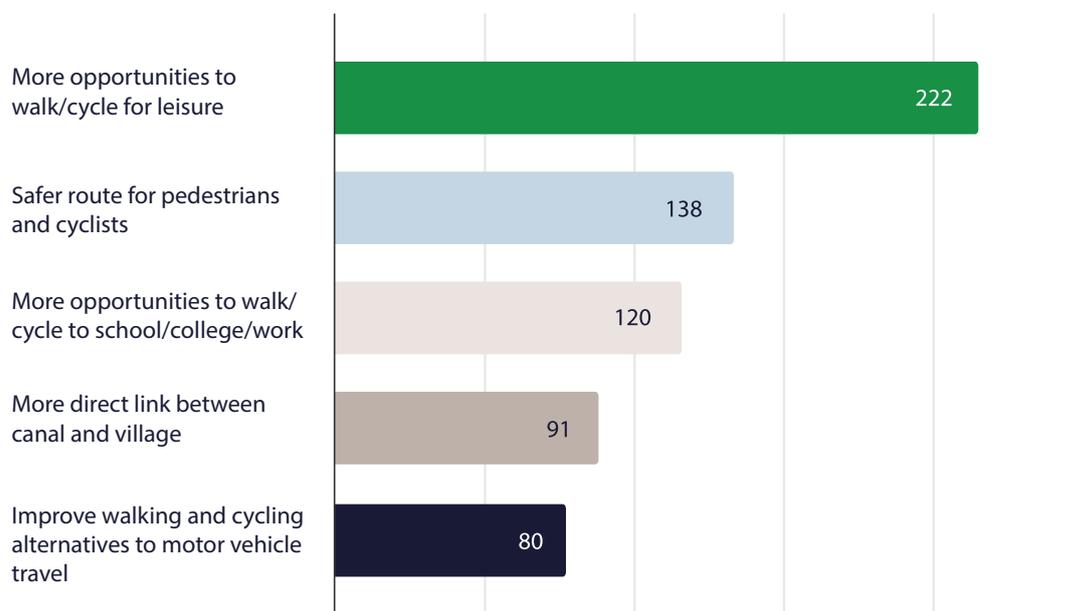
After identifying whether they were either in favour, not in favour or undecided on the concept route, respondents were prompted to identify the reason for their decision.

The most common rationales of survey respondents for their opinion on the concept route are outlined in the table below:

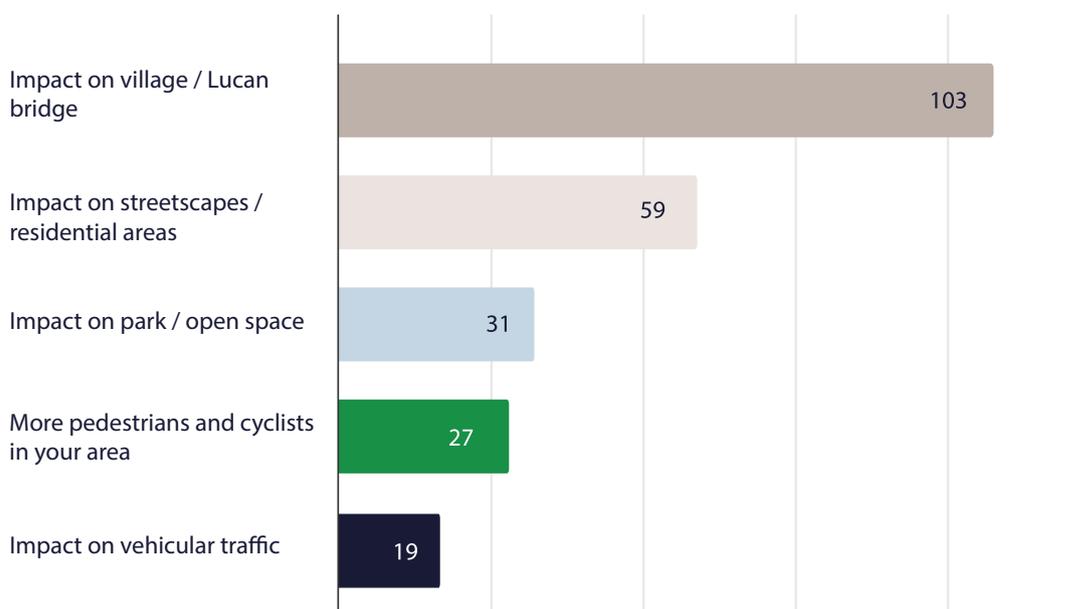
In Favour (60%)	Not in Favour (25%)	Unsure (15%)
Safe infrastructure (emphasis on family use for walking & cycling)	Impact on estates, concerns: <ul style="list-style-type: none"> Traffic Safety of children & elderly Anti-social behaviour 	Safety and traffic in estates
Amenity for leisure & connection with nature		Safety for cyclists on roads
Alternative to car for reasons: <ul style="list-style-type: none"> Climate / pollution Exercise & public health Lower traffic in area 	Route indirect or not well connected. Suggestions: Vesey Park, Catherine's Park, Demesne.	Specific route choices: i.e. Sarsfield Park, Griffeen Park safety, Main St/R109 Roundabout
	Impact on the Lucan Bridge	Direct connection (or lack thereof) to Lucan Village

Multiple choice questions identified the following top five positive outcomes and concerns from all survey respondents:

What *positive outcomes* do you expect the Greenway to have locally?

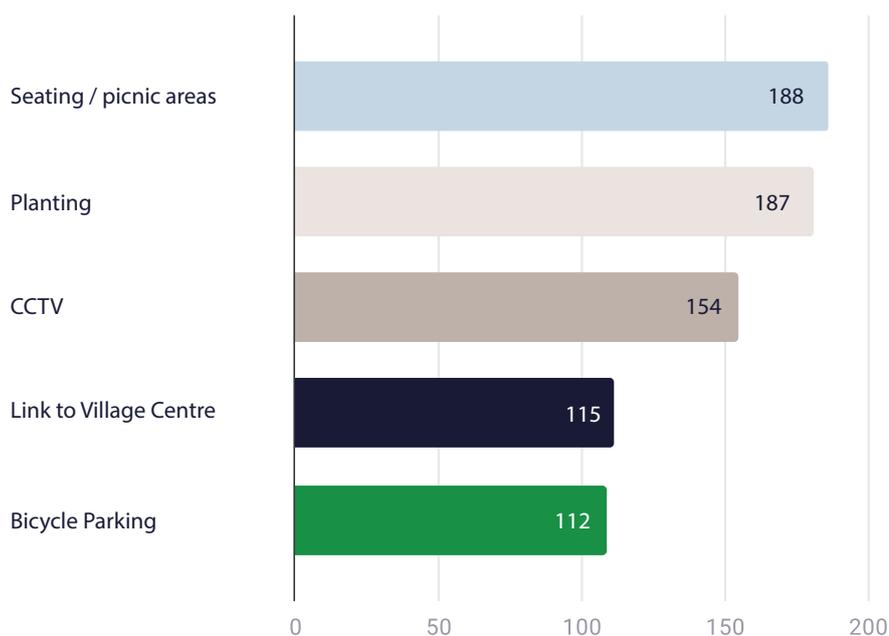


What is your *main concern* about the proposed Greenway?



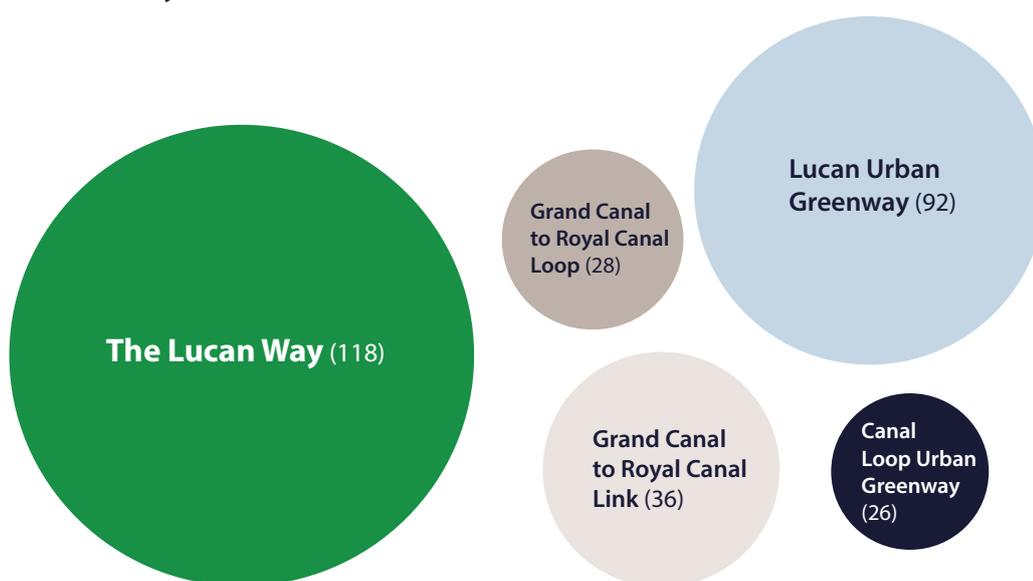
Survey respondents were then prompted to select preferred potential enhancements along the proposed Urban Greenway, the top five results of which are illustrated in the chart below:

What complementary *enhancements* along the proposed Urban Greenway would you be most interested in?



Having then been requested to identify a preferred name for the concept route, the top five choices are illustrated below:

What do you think the route should be called?



2.2 Youth Conversation Kit

The results from the youth conversation kit revealed a high level of excitement among youth about the possibilities of a Greenway near their homes and schools.

The majority of youth respondents currently either cycle (24%) or walk (35%) to school, as seen below:

How do you get to school?



34.9% Walk



28.9% Drive



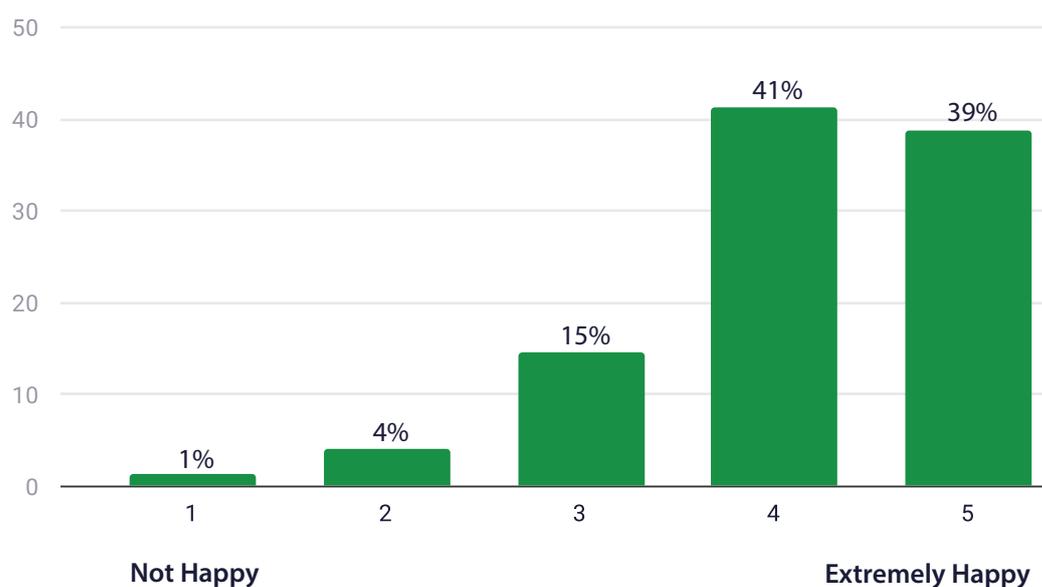
24.1% Cycle



12% Other

When asked to rank their level of happiness about the Greenway, 80% of youth ranked either a 4 or 5 out of 5, with 5 being extremely happy.

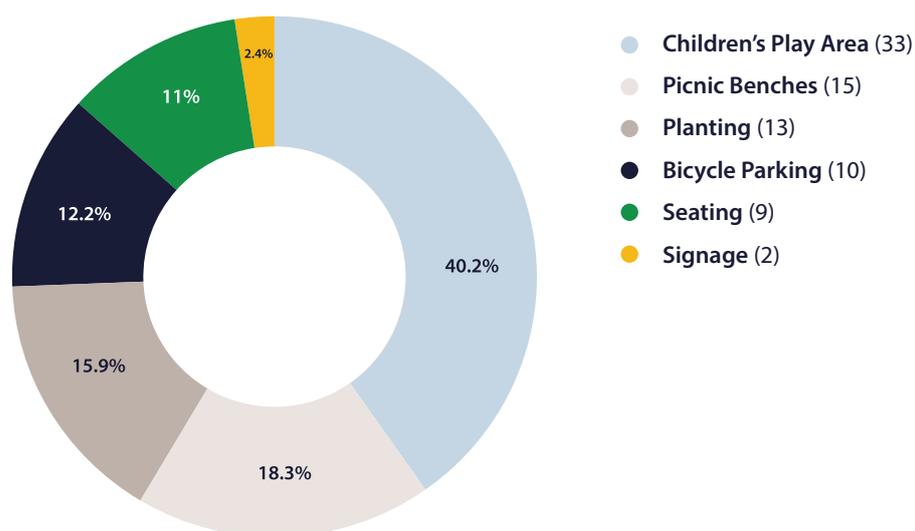
How happy are you about having a new Greenway in your area?





Youth respondents were prompted to select what features they would like to be added along the Greenway, which are illustrated in the chart below:

What would you like to have added to the Greenway?



An open-ended question also fielded ideas for amenities that could encourage youth use of the Greenway, which are shown in the table below:

Trees or a forest area	Places to sit	Ice Cream Van
Fairy trail	Chipper Shop	Basketball Courts
Sculptures	Playground	Skate Park

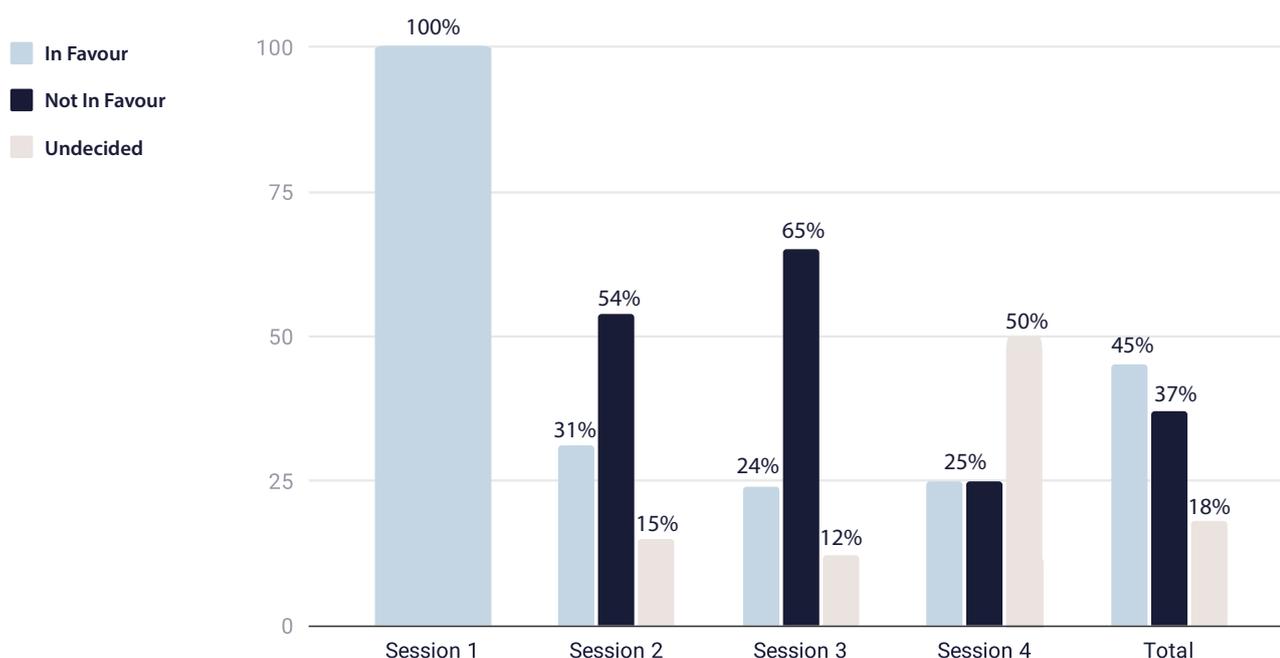
2.3 Live Online Polling

Public consultation on the emerging concept route process incorporated a series of four online public workshops held through Zoom.

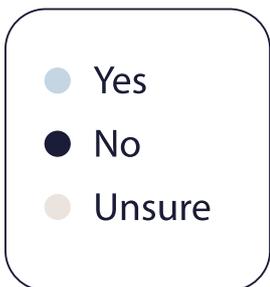
Following a questions and answers session, on topics such as alternate route considerations, impacts on residential estates and Lucan village, pedestrian safety and e-bikes, and the environmental impact of works, presentations were given. The presentations outlined the two separate study areas investigated and alternative route options explored. Participants were then asked by way of a series of polls to give their response to the concept route including specific aspects of the route.

Support varied depending on the workshop and this is illustrated in the first chart below:

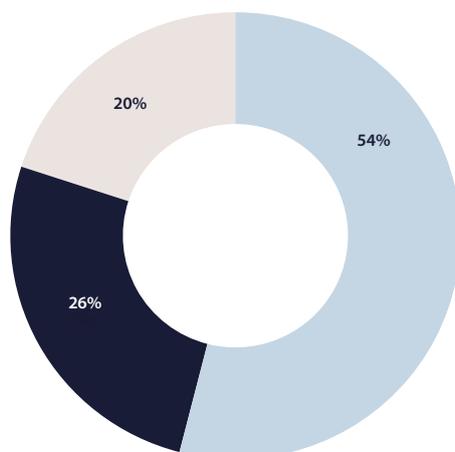
Having heard the presentations - are you generally in favour of the proposed route?



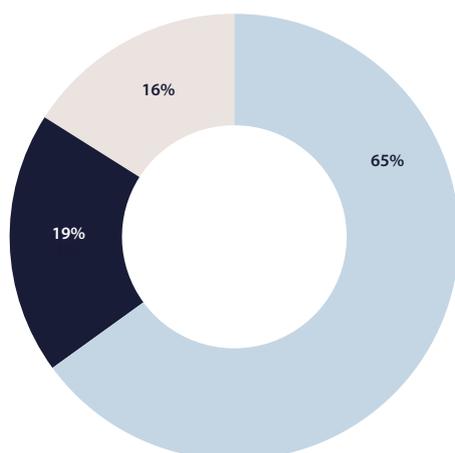
The tallied responses from all sessions to questions about specific aspects of the route are illustrated by the charts presented thereafter.



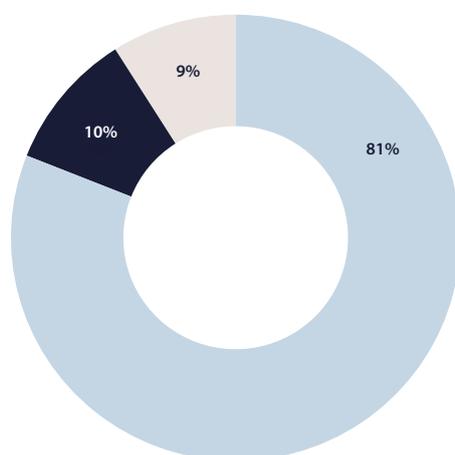
Do you understand the rationale of the route going *through residential areas*?



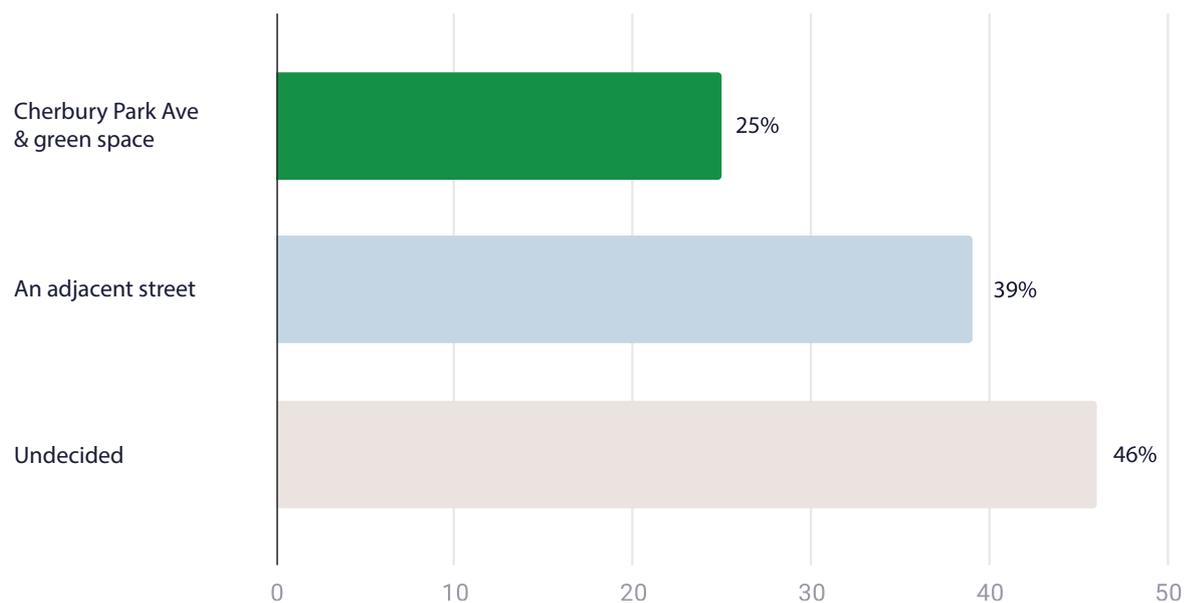
Do you understand the rationale of the proposed ramp in *Sarsfield Park Embankment / Open Space*?



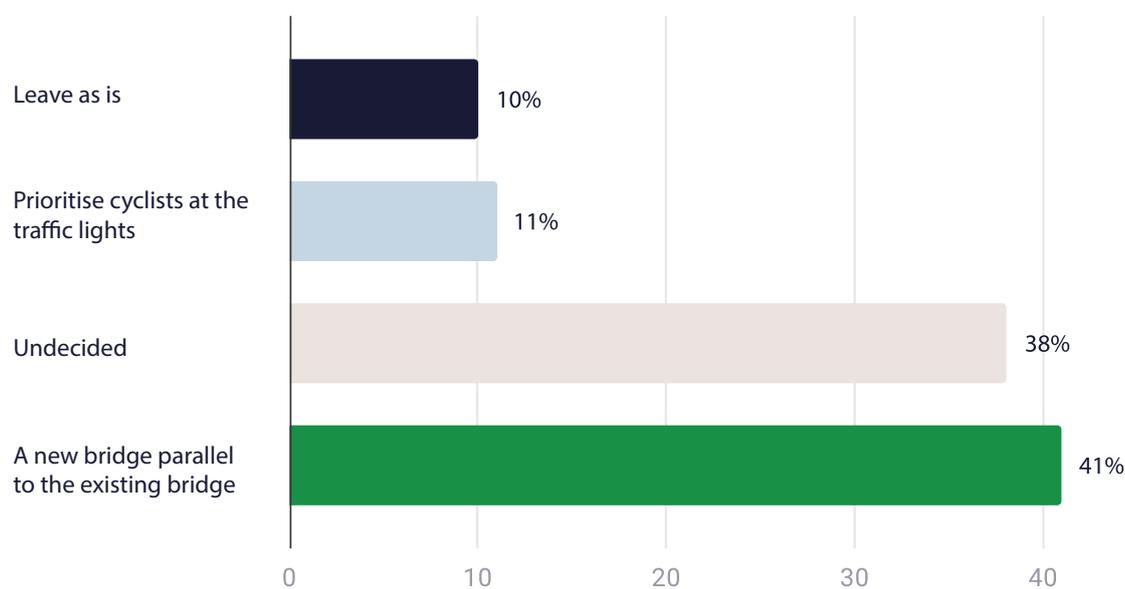
Do you agree that we should find ways to connect more to the *centre of Lucan Village*?



Would you be in favour of locating the route through:



What is your preferred design solution for pedestrians and cyclists crossing the Liffey Bridge?



2.4 Workshop Discussions

Following the online polling, participants of the Online Workshops were divided into small breakout rooms and were then engaged in discussion on detailed aspects of the emerging concept route.

The central takeaway was many in attendance understood the various benefits of a Greenway, but many were also concerned about specific parts of the route especially with regard to the impact on residential areas and on Lucan Village.

Six major themes could be identified from the breakout room discussions.

Three of the identified themes related largely to the route's **impact on residential areas**, including potential impacts on:

1. The safety of cyclists, pedestrians and the elderly
2. Security and privacy
3. Crime and anti-social behaviour

The other three themes **related to Lucan Village** as follows:

4. The visual and aesthetic impact on Lucan Bridge
5. The need for stronger link to the centre of Lucan Village
6. The need to address traffic congestion

Those in favour of the route also suggested the need to separate pedestrians and cyclists along the route.

2.5 Additional Material

In addition to the results of the consultation program, material was received by post and email on the emerging concept route, which detailed a range of concerns and suggestions in relation to the emerging concept route.

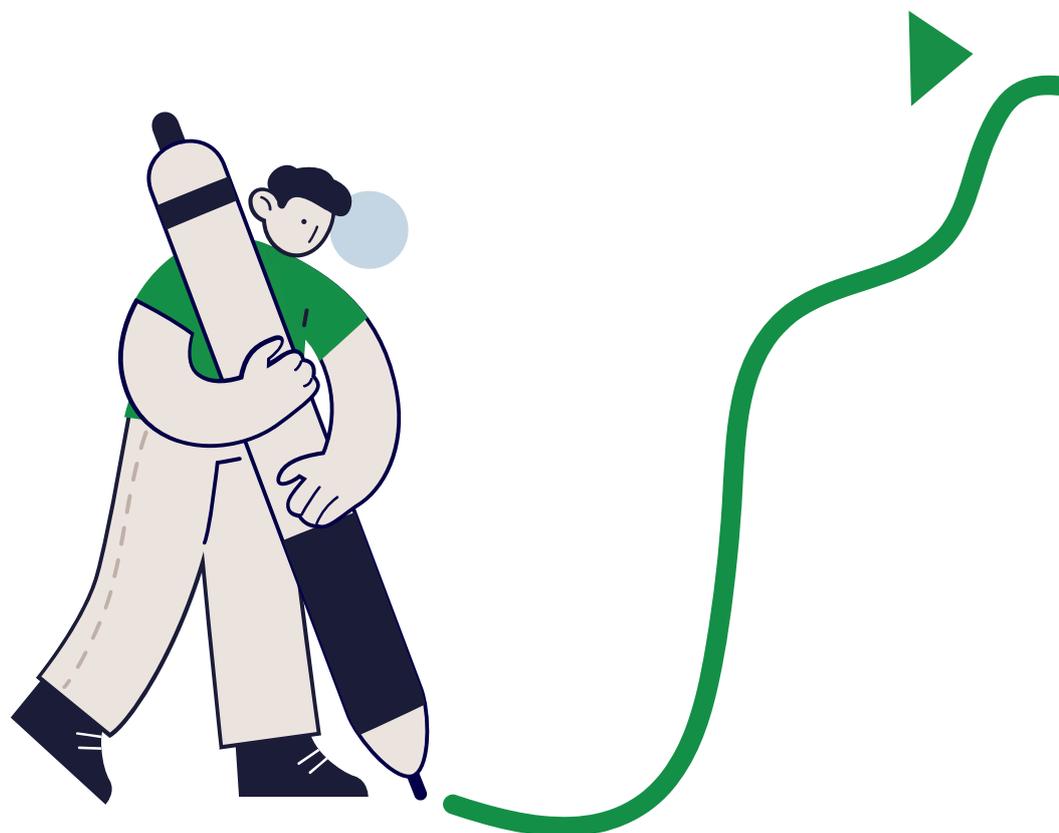


Next Steps

SDCC has acknowledged the key findings raised above and is considering each of them.

The Council will now begin to further develop and progress the concept route for the Urban Greenway to Part 8 planning approval, based on the feedback provided by the community. It is anticipated that the planning approval process will commence in Q2/Q3 2021 once the concept route is further developed. This will involve a further round of public consultation on a preliminary design.

SDCC would like to thank all participants in the consultation and we hope that all residents in the area will eventually get to enjoy the Urban Greenway.



Thank You

Key Findings Report