

The background is a vibrant red color. It features several abstract geometric shapes: a large white circle with a blue border in the upper right; a smaller white circle with a blue border in the top right corner; a green semi-circle in the top left; a blue semi-circle with a white border in the bottom left; a large green semi-circle in the bottom right; and a white semi-circle with a blue border in the bottom right. The text is centered on the left side of the page.

Appendix G1

Desktop Parking Study - Tallaght to City Centre



Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme Parking Survey Report

Tallaght to City Centre Core Bus Corridor
BCIDA-ACM-TRA_SU-0009_XX_00-RP-TR-0001

Client – National Transport Authority
Stage – Stage 2

Project reference: BusConnects Package A
Project number: 60599126

March 2023

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1. Introduction

As part of the ongoing assessment of existing conditions to support the development of the engineering design of the Tallaght to City Centre Core Bus Corridor scheme (hereafter referred to as the Proposed Scheme), as shown on **Figure 1-1**, this report records the existing parking arrangements on the road network or adjacent to the Proposed Scheme. It also identifies locations where the existing parking provisions may be impacted by the Proposed Scheme and, where required, identifies the need for a parking survey.

The information provided has been collated from a combination of site visits and desk top research and use is made of Google Maps and Street View (www.googlemaps.ie) images throughout to aid the understanding of some of the items identified.

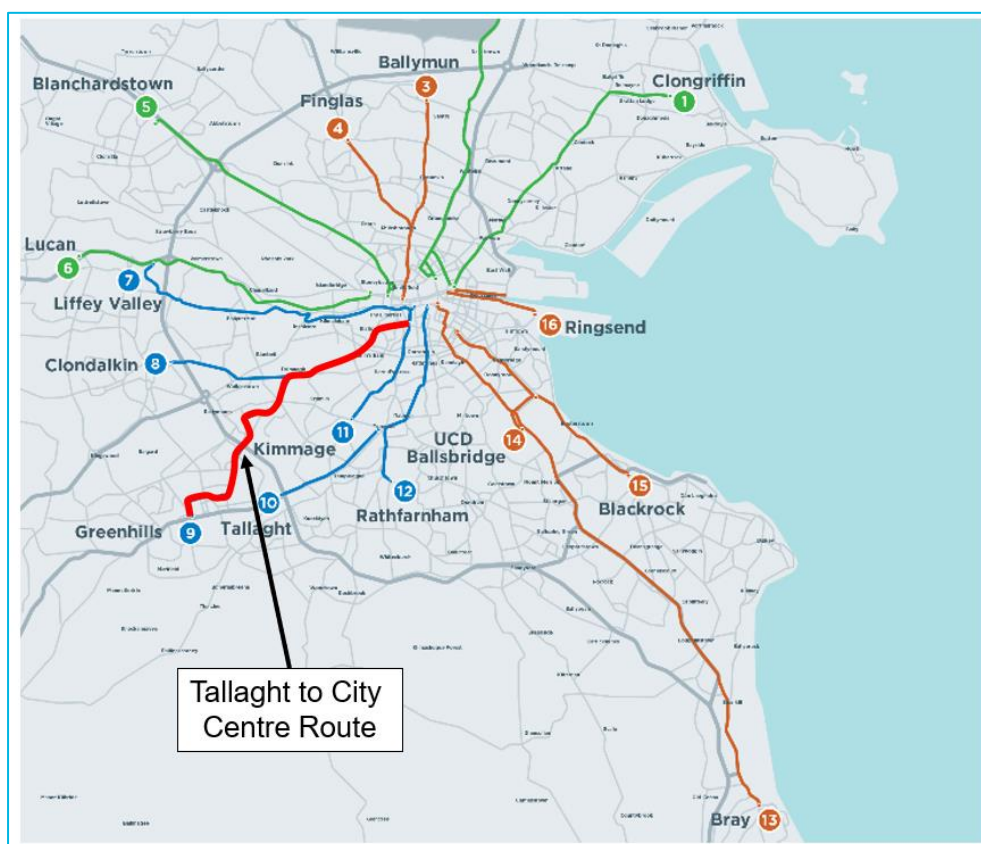


Figure 1-1 Tallaght to City Centre Route

Existing parking along the route has been described using the following classifications as set out by the NTA in their Parking Survey Specification:

- *Designated Paid Parking;*
- *Permit Parking;*
- *Disabled Permit Parking;*
- *Loading/Unloading (in designated Loading Bays);*
- *Loading/Unloading (outside designated Loading Bays);*
- *Taxi Parking (Taxi Ranks);*
- *Commercial vehicles parked for display (car sales);*
- *Illegal Parking*











In addition, other parking usage/behaviour has been analysed under the following classifications:

- **Informal Parking:** On-street parking in which spaces may or may not be marked and in which the Local Authority does not charge for use;
- **Adjacent Parking:** Parking which is located in close proximity to the street. This parking includes free and pay parking and also highlights car parks which may be affected by future design proposals.

2. Legend

Parking facilities along the Tallaght to City Centre route have been classified as set out by the NTA in their Parking Survey Specification:

Table 2.1 Parking Identification Legend

Colour Code	Facility
	Designated Paid Parking
	Permit Parking
	Disabled Permit Parking
	Loading/Unloading (in designated Loading Bays)
	Loading/Unloading (outside designated Loading Bays)
	Taxi Parking
	Commercial vehicles parked for display (car sales)
	Illegal Parking
	Informal Parking
	Adjacent Parking

3. Impacts on Existing Parking Arrangements

3.1 Introduction

The information provided has been collated from a combination of site visits and desk top research and use is made of Google Maps Street View (www.googlemaps.ie) images throughout to aid the understanding of some of the items identified.

Existing parking exists at the following locations along the length of the Proposed Scheme:

- Belgard Square;
- Blessington Road / Main Road Tallaght / Old Greenhills Road;
- Greenhills Road – West of M50 Bridge;
- Calmount Road;
- Greenhills Road between Calmount Road and Walkinstown Roundabout;
- Walkinstown Roundabout;
- Walkinstown Road;
- Drimnagh Road;
- Crumlin Road;
- Dolphin's Barn/Cork Street/St. Luke's Avenue;
- Dean Street/Patrick Street/Christchurch; and
- Proposed Quietway – Bunting Road/St. Mary's Road/Kildare Road/Clogher Road.

At each of these locations the existing parking facilities and arrangements are identified and the impact that the Proposed Scheme has on them is described.

3.2 Belgard Square

3.2.1 Existing Parking

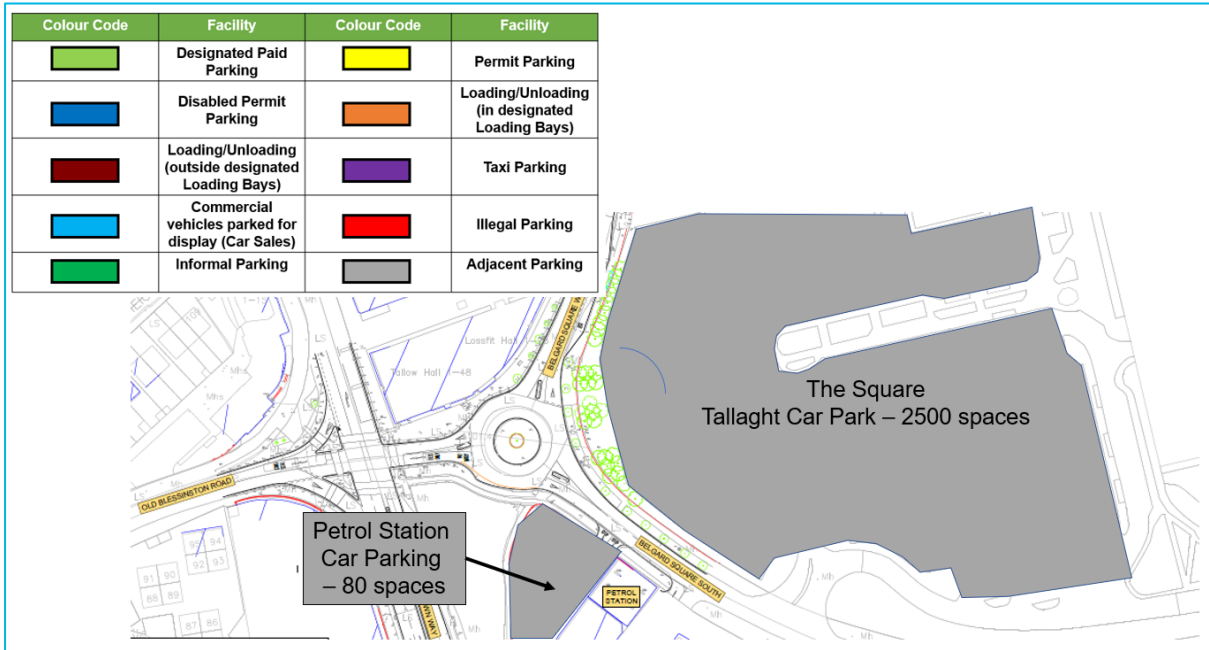


Figure 3-1 Cookstown Way to Belgard Square West

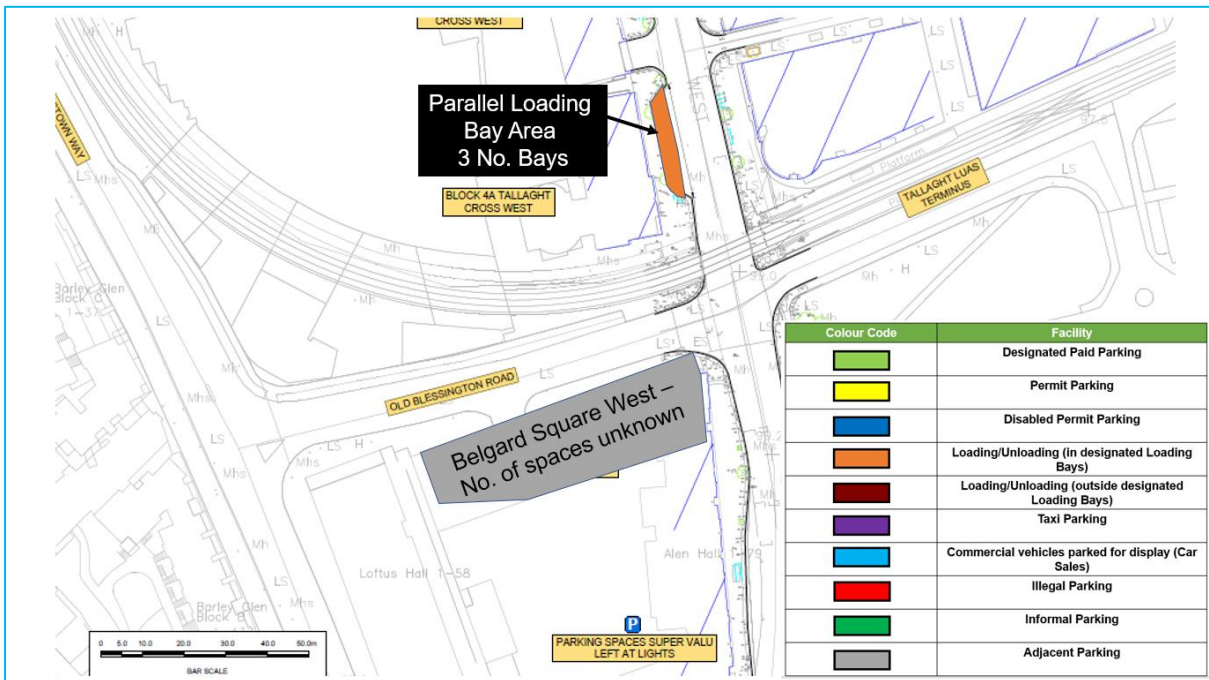


Figure 3-2 Tallaght Red Line Luas Terminus

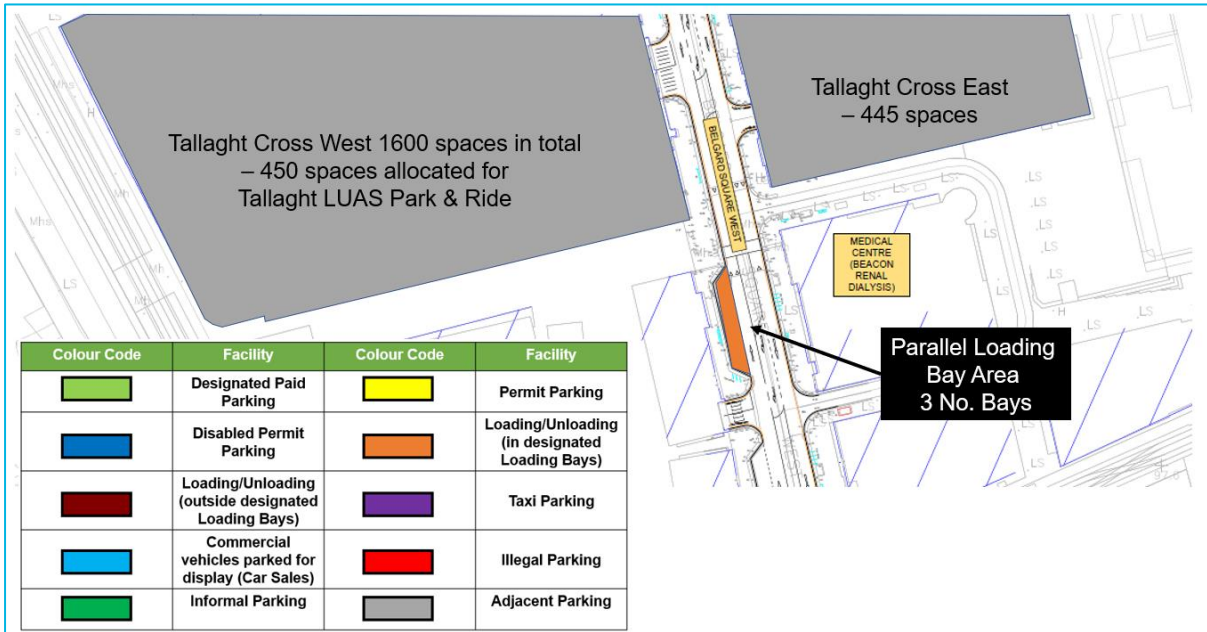


Figure 3-3 Belgard Square West

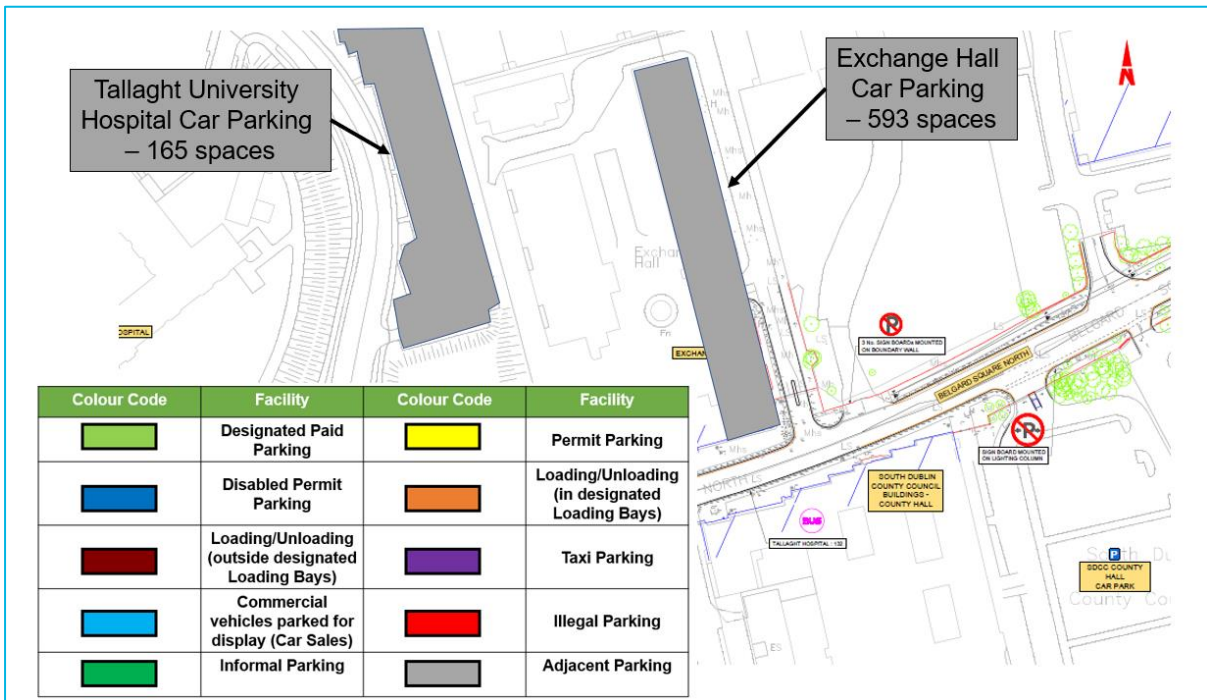


Figure 3-4 Tallaght Hospital & Exchange Hall Car Parks

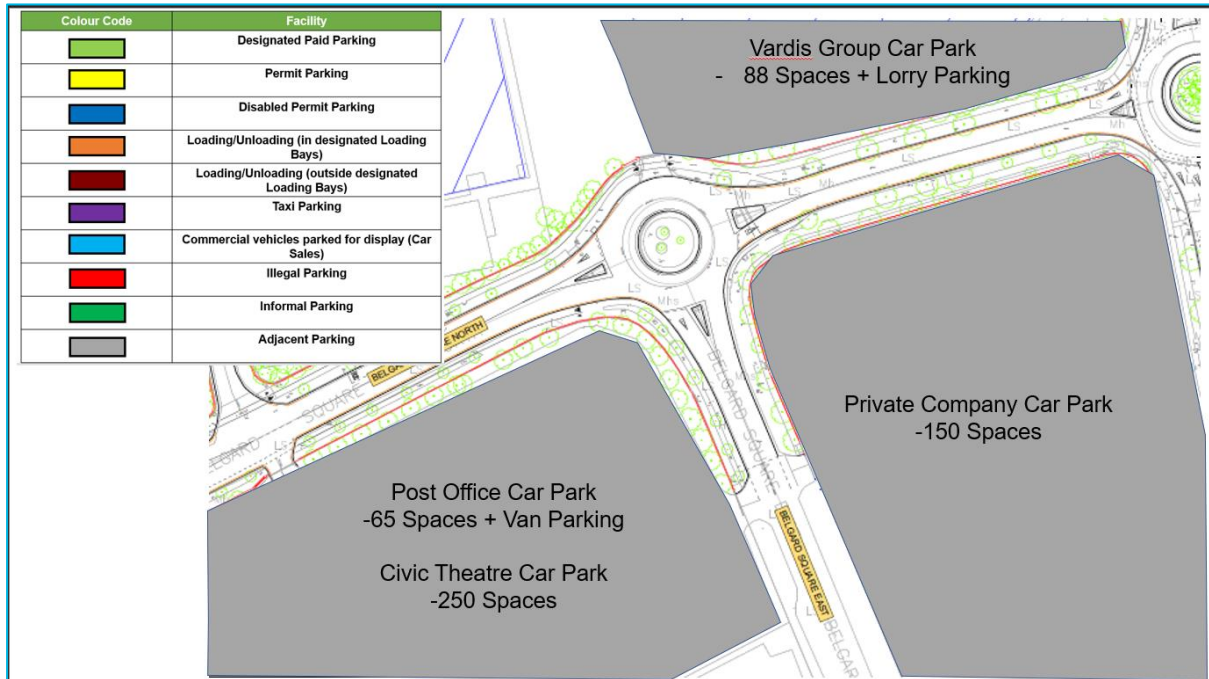


Figure 3-5 Belgard Square East

There are a number of car parks off Belgard Square South, West, North and East which provide a very large number of adjacent parking spaces as shown on **Figure 3-1** to **Figure 3-5**.

The number of spaces in the Belgard West Underground Car Park (Allen Hall) is unknown, however there are accurate figures for the Car Parks at the Square Shopping Centre, Tallaght Cross West & East, Tallaght University Hospital and Exchange Hall. There are 2 parallel loading bays located on the northbound lane of Belgard Square West – these have been closed off by bollards since 2020.

Table 3.1 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	0 spaces
Informal Parking	0 spaces
Adjacent Parking	Approx. 6000 spaces

3.2.2 Design Impacts

As the loading bays have been closed off, there is no impact on loading/unloading parking in this area.

The Square Tallaght car park will be impacted due to the introduction of the new Bus Interchange facilities. This will result in approximately 65 adjacent car parking spaces being removed.

Table 3.2 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces	0 spaces
Illegal Parking	0 spaces	0 spaces
Informal Parking	0 spaces	0 spaces
Adjacent Parking	Approx. 6000 spaces	Approx. 65 spaces

3.2.3 Options Analysis for Belgard Square Area

Potential mitigating measures have been identified which may be available to alleviate the impact to loading/unloading parking as a result of the design proposals. An analysis of the viability of these alternative arrangements is provided in **Table 3.3** below.

Table 3.3 Option Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Loading / Unloading	1	To reinstate the 2 nd loading bay	There are approximately 2000 underground parking spaces in very close proximity to loading bays on Belgard Square West, so it has been deemed unnecessary to convert both to permit parking. Currently both of the existing loading bays on Belgard Square West (Figures 3-2 and 3-3) are not in use with bollards closing them off. It is proposed to reinstate loading/parking bay shown in Figure 3-3. Stricter patrolling of illegal parking at this location would ensure it is only being used for parallel loading in the future.	Y

3.2.4 Parking Assessment Impact

Table 3.4 Parking Assessment Impact

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property

Loss Level	1	Minor <10% reduction of overall parking within 200m
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	1	Slight Impact

3.2.5 Recommendations

Following the analysis shown above, it is recommended that the second loading bay is reinstated. The lack of formal loading bays in the heavily pedestrianised Belgard Square area means there is no mitigating measure apart from reinstating the second loading bay which would have minimal affects to the scheme but would benefit the businesses in the vicinity of the loading bay.

3.3 Blessington Road /Main Road Tallaght /Old Greenhills Road

3.3.1 Existing Parking

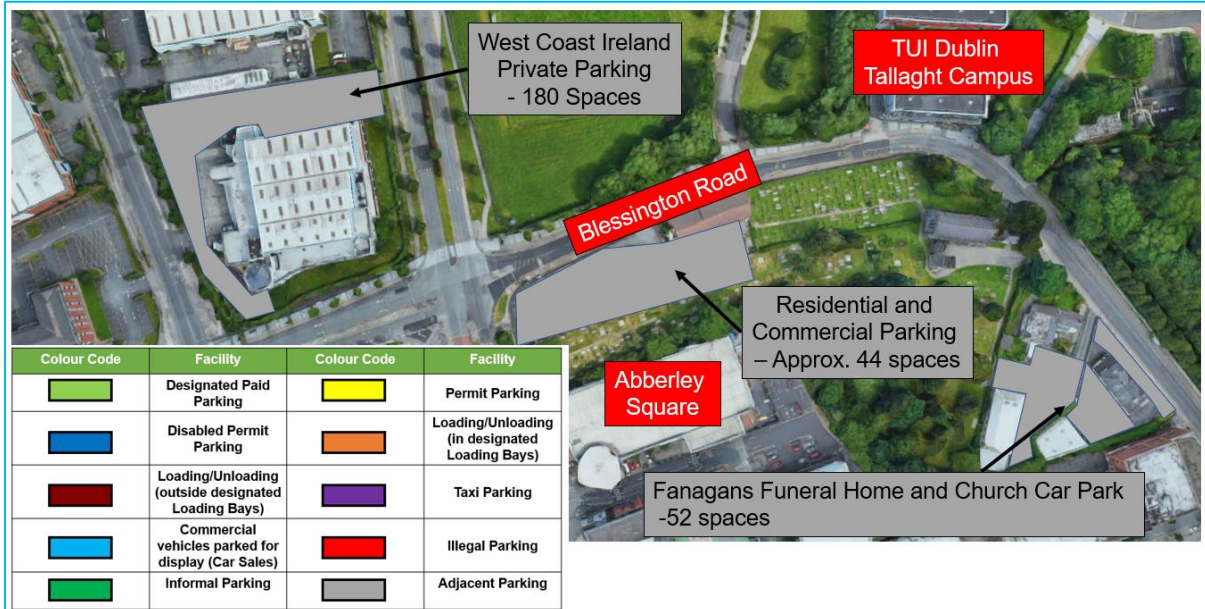


Figure 3-6 Main Street - TU Dublin Tallaght Campus Entrance

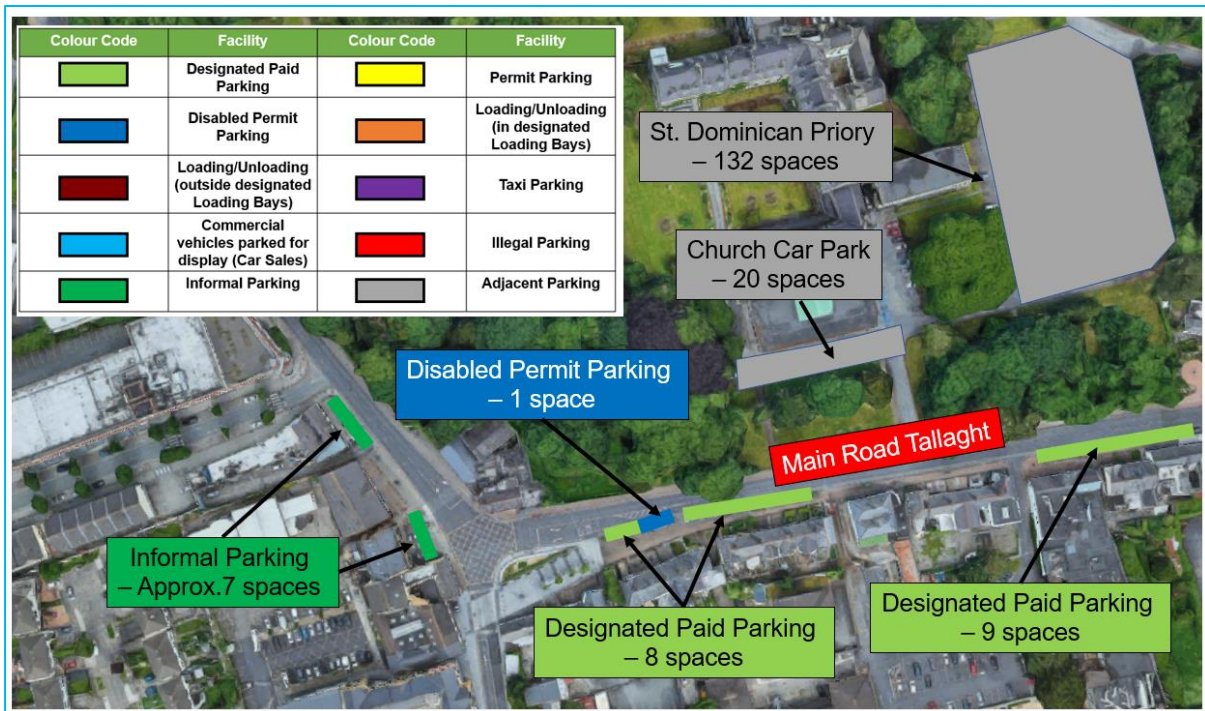


Figure 3-7 Main Street -Tallaght Village

Commercial adjacent parking can be seen in the vicinity of the TU Dublin Tallaght Campus entrance as shown in **Figure 3-6**. Designated paid parking outside shopfronts on the westbound lane on Main Road Tallaght in Tallaght Village were identified in the desktop survey as seen in **Figure 3-7**. 1 disabled parking bay is amongst the designated parking in the village.

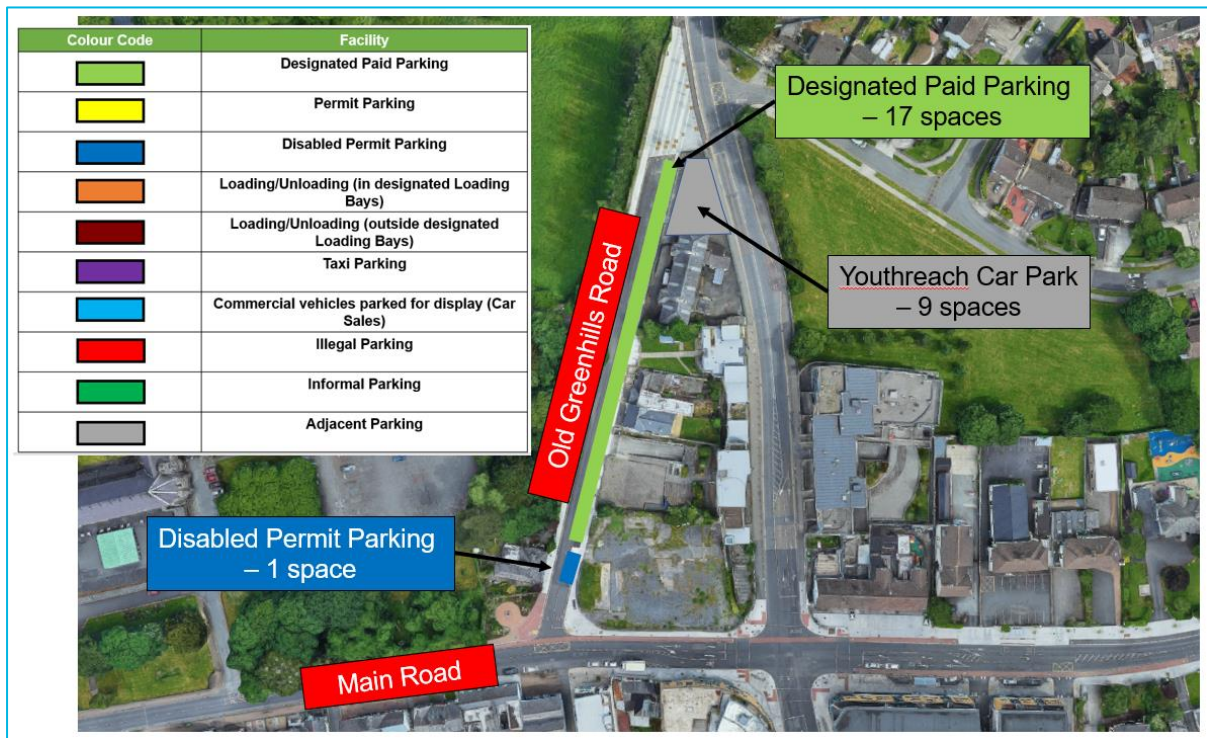


Figure 3-8 Old Greenhills Road

17 designated paid parking spaces and 1 disabled parking space have been identified on the southbound lane of Old Greenhills Road as seen in **Figure 3-8**. There is also adjacent parking for the Priors Youthreach building. This road is currently a cul-de-sac but will become a through road for buses as a part of the BusConnects scheme which means all parking on the road must be removed.

Table 3.5 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	34 spaces
Permit Parking	0 spaces
Disabled Permit Parking	2 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	Approx. 0 vehicles
Informal Parking	7 spaces
Adjacent Parking	Approx. 437 spaces

3.3.2 Design Impacts

On Main Road Tallaght there are 3 designated paid parking spaces which will need to be removed to allow the bus corridor to pass through Tallaght Village. These spaces are on the street and reduce the width of the road significantly at this point.

No adjacent commercial parking spaces will be removed on Main Road Tallaght. These spaces are used by either employees or customers of the barbershop, café, and takeaway restaurant. The area

outside the café and takeaway has been identified as a potential hazard due to the hidden nature of the spaces. Oncoming traffic cannot view of these spaces and there is no set entry onto Main Road Tallaght from these spaces.

On Old Greenhills Road there are 18 designated paid parking spaces, including 1 disabled bay, which will need to be removed to allow the bus corridor to pass through Old Greenhills Road. These spaces are on the street and reduce the width of the road significantly along this corridor.

It is unclear to the extent of the paid parking on Main Road Tallaght and Old Greenhills Road is used for residential purposes.

It has been observed that an amount of illegal parking is taking place at the aforementioned spaces outside the takeaway and café. There are often 2 cars parked against the wall which require reversing into a yellow box at a large junction to get onto Main Road, which is a dangerous manoeuvre, particularly for vulnerable road users.

Table 3.6 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	34 spaces	20 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	2 spaces	1 space
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces	0 spaces
Illegal Parking	Approx. 2 vehicles	Approx. 2 vehicles
Informal Parking	7 spaces	0 spaces
Adjacent Parking	Approx. 437 spaces	0 spaces

3.3.3 Options Analysis

Potential mitigating measures have been identified which may be available to alleviate the impact to informal and disabled permit parking as a result of the design proposals. An analysis of the viability of these alternative arrangements is provided in **Table 3.7** below.

Table 3.7 Option Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Provide a parallel parking arrangement on Main Street.	This proposed mitigation measure would be a much safer alternative to the current informal parking arrangement. The option would ensure parking is retained to serve the café and takeaway restaurant for delivery services which the current design does not.	N

Disabled Permit	2	Convert an existing designated paid parking space to a disabled parking space on Main Road.	On Main Road there is currently a paid parking space beside the remaining disabled car parking space in a 2-space parallel bay. This would be the best logical placement for the conversion as both spaces would be adjacent.	Y
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3.3.4 Parking Assessment Impact

Table 3.8 Parking Assessment Impact

Impact Assessment	Score	Notes
Intensity of Parking Usage	2	One parking space per residential house/commercial property = Medium usage
Loss Level	3	Significant >20% reduction.
Weighting	1	General parking where not directly associated with the frontage premises.
Impact Rating	2	Slight Impact

3.3.5 Recommendations

Following the analysis shown above, it is recommended that at a minimum, the disabled parking space to be removed on the Old Greenhills Road should be replaced with an additional disabled parking space on Main Street in Tallaght.

3.4 Greenhills Road – West of M50 Bridge

3.4.1 Overview

There is a large amount of adjacent car parks and commercial vehicles parked for display along this section of Greenhills Road as shown in **Figure 3-9** to **Figure 3-14**.

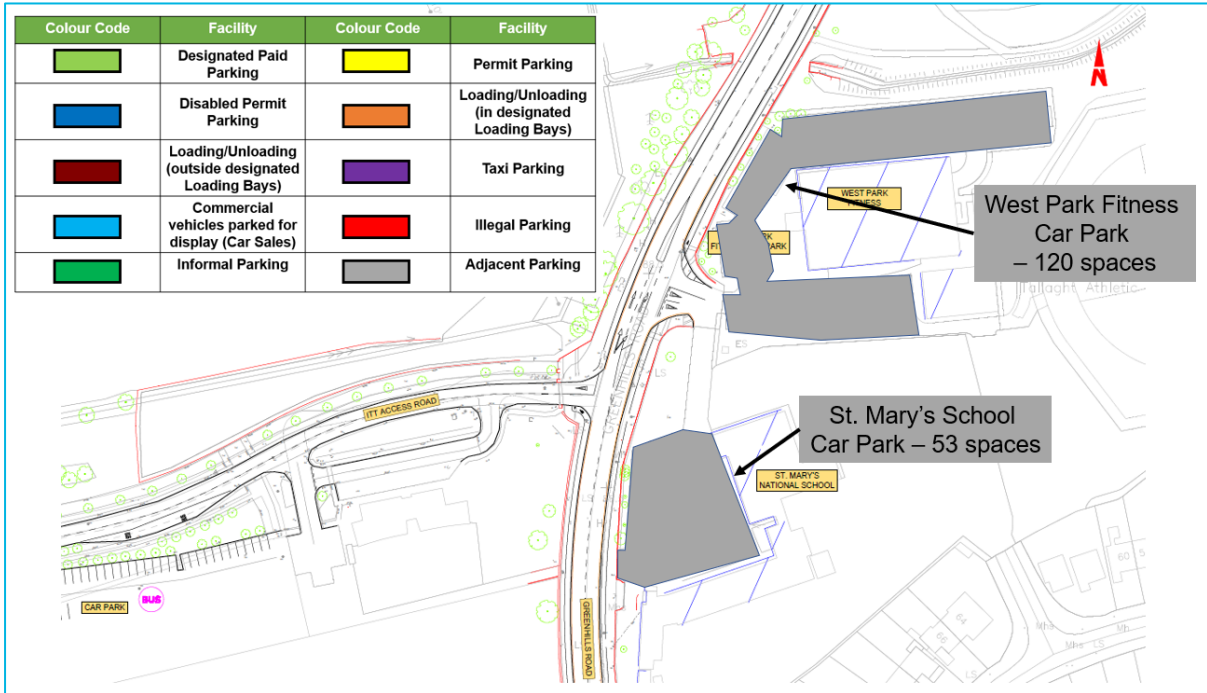


Figure 3-9 Greenhills Road – West Park and St Marys parking

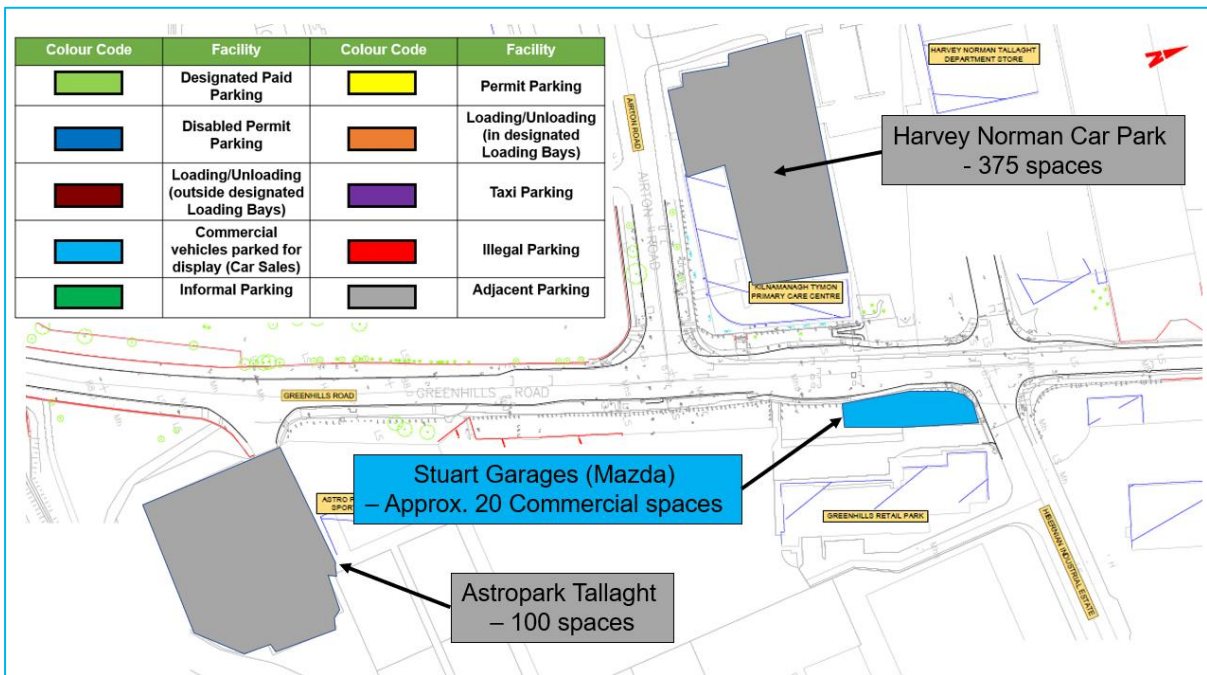


Figure 3-10 Greenhills Road – Commercial Car Parks and Car Sales

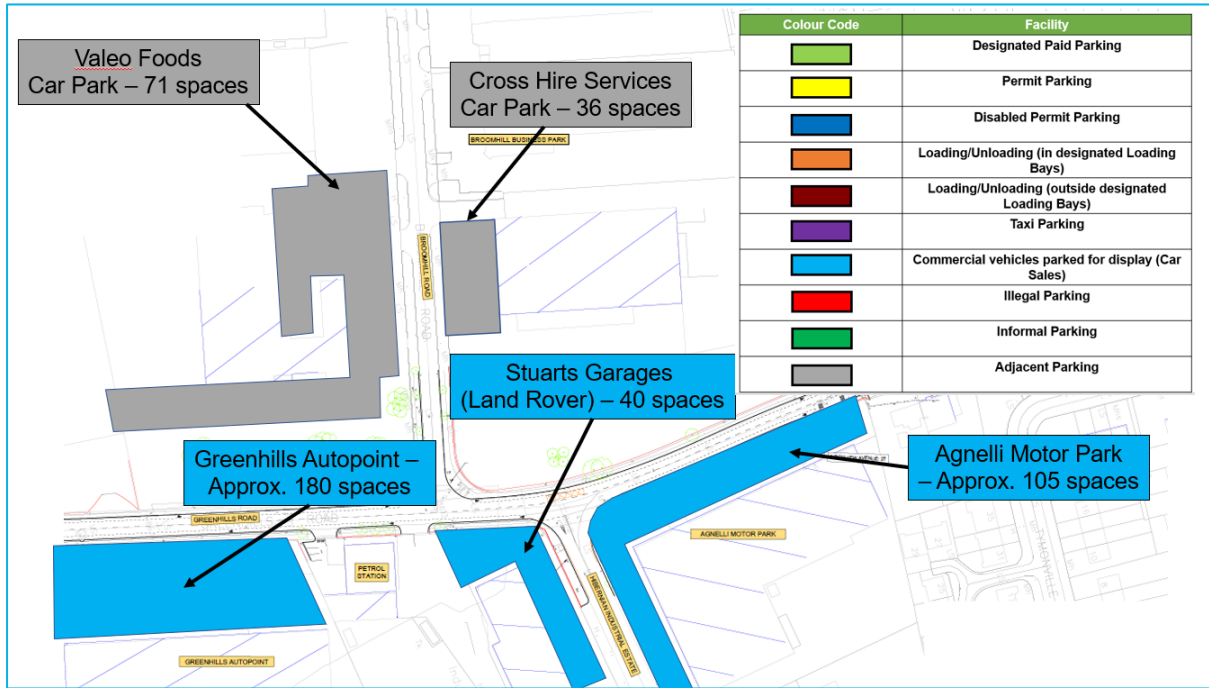


Figure 3-11 Greenhills Road – Commercial Car Parks and display vehicles

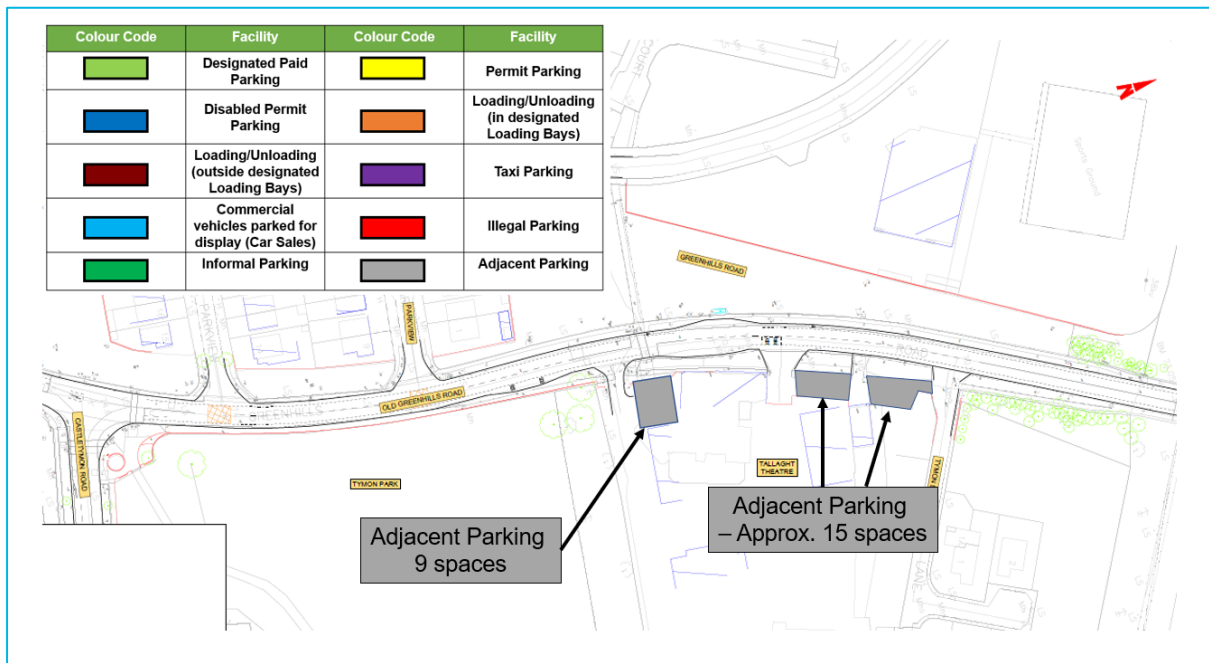


Figure 3-12 Greenhills Road – Tallaght Theatre and Boylesports Parking

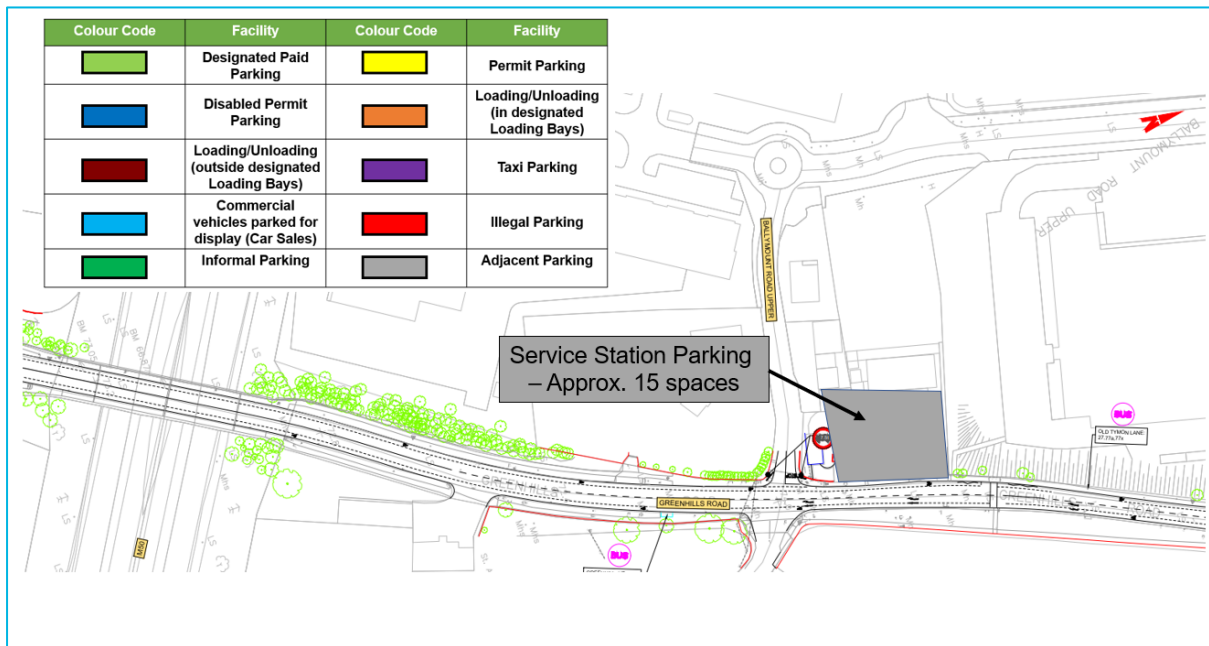


Figure 3-13 Greenhills Road – Service Station Parking

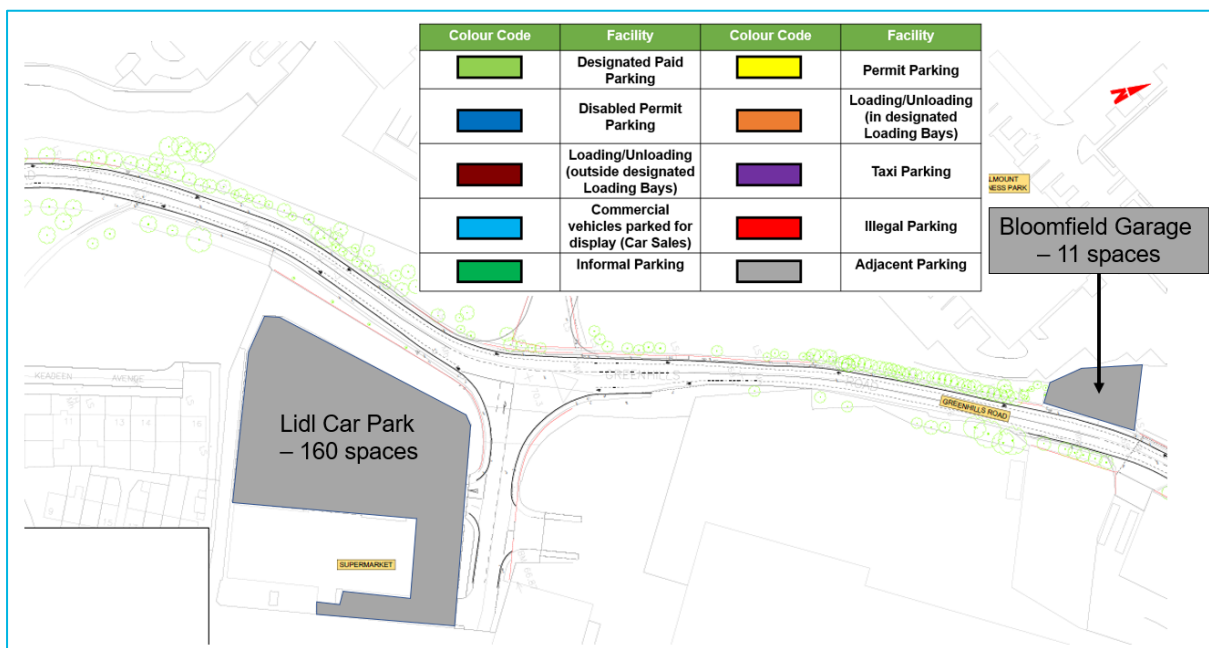


Figure 3-14 Greenhills Road in the vicinity of Calmount Business Park

There is no evidence of on-street parking facilities along Greenhills Road from the Technological University Dublin (T.U.D) access road to the proposed Calmount Road tie-in as shown on **Figure 3-9** to **Figure 3-14**. There are numerous adjacent parking facilities along the route at St. Mary’s School and West Park Fitness, Harvey Norman’s, the Astro Park Tallaght, the book makers, the Tallaght Theatre, and Lidl Shopping Centre. Several of these adjacent car parks are along the boundary of the proposed works and as such, may be affected by the design proposals.

There are also a number of commercial car dealerships along this section of the route namely Greenhills Autopoint, Agnelli Motor Park and Stuarts Garage (Mazda and Land Rover dealerships).

Table 3.9 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	Approx. 345 spaces
Illegal Parking	Approx. 0 vehicles
Informal Parking	0 spaces
Adjacent Parking	Approx. 920 spaces

3.4.2 Design Impacts

At West Park Fitness centre, the current design proposals requires the removal of 12 adjacent car parking spaces opposite the westbound lane of Greenhills Road.

Table 3.10 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display (Car sales)	Approx. 345 spaces	0 spaces
Illegal Parking	Approx. 0 vehicles	Approx. 0 vehicles
Informal Parking	0 spaces	0 spaces
Adjacent Parking	Approx. 920 spaces	12 spaces

3.4.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.11 Options Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Adjacent	1	Extend and redesign the Athletics Club car park.	The area would need to be assessed from a geotechnical perspective to see if there is scope to extend the car park towards the running track. The provision of retaining walls at the track fencing may be necessary along with repositioning the entrance to the track.	Y
Adjacent	2	Extending the existing car park over the River Poddle.	The area would have to be assessed by an environmental team to see if there is scope to extend the car park over the river. Construction of this option would require the provision of a culvert across the whole width of the car park which would considerably increase the construction costs.	N

3.4.4 Parking Assessment Impact

Table 3.12 Parking Assessment Impact

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	Minor <10% reduction of overall parking within 200m.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	1	Slight Impact

3.4.5 Recommendations

Following the analysis shown above, it is recommended that the existing overflow car park arrangement should be extended to accommodate additional parking within this area, although this would require agreement following consultation with the relevant stakeholders i.e., the proprietors of both Westpark fitness and the Tallaght Athletics Club.

3.5 Calmount Road

3.5.1 Overview

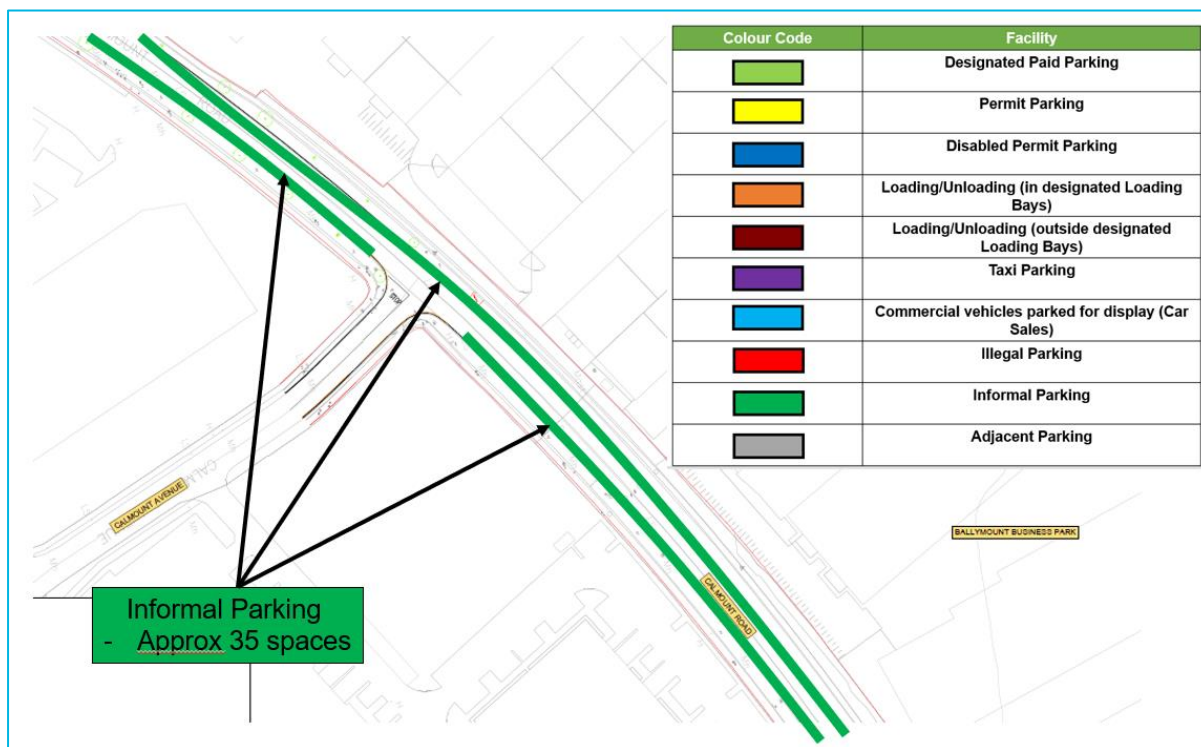


Figure 3-15 Calmount Road

Along Calmount Road, there is evidence of informal on-street driver parking behaviour at the locations shown on **Figure 3-15**. It was observed that approximately 35 cars were parked in these areas. It is unclear as to the nature of this parking. There is no evidence of any parking behaviour on the Ballymount Avenue approach to Ballymount Avenue / Calmount Road junction.

Table 3.13 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	0 vehicles
Informal Parking	Approx. 35 spaces
Adjacent Parking	0 vehicles

3.5.2 Design Impacts

As alluded to in the existing parking section above there is evidence of up to 35 vehicles parking along Calmount road. It is unclear as to the nature of this parking. This parking would not be permitted following construction of the proposed design due to the provision of a designated bus lane along both sides of the carriageway.

Table 3.14 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces	0 spaces
Illegal Parking	0 vehicles	0 vehicles
Informal Parking	35 spaces	35 spaces
Adjacent Parking	0 spaces	0 spaces

3.5.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.15 Options Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Removal of Informal Parking Spaces	The nature of parking along Calmount Road is unknown so there is no requirement to replace these informal parking spaces. It is the proposal to not replace these spaces.	Y

3.5.4 Parking Assessment Impact

Table 3.16 Parking Assessment Impact

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	Minor <10% reduction of overall parking within 200m.

Weighting	1	General parking where not directly associated with the frontage premises.
Impact Rating	1	Slight Impact

3.5.5 Recommendations

It is unclear what the nature of the parking behaviour observed to be taking place on Calmount Road is. Due to this parking being deemed illegal once the design proposals come into place, no mitigation measures have been suggested to replace the parking in this area.

3.6 Greenhills Road between Calmount Road and Walkinstown Roundabout

3.6.1 Overview

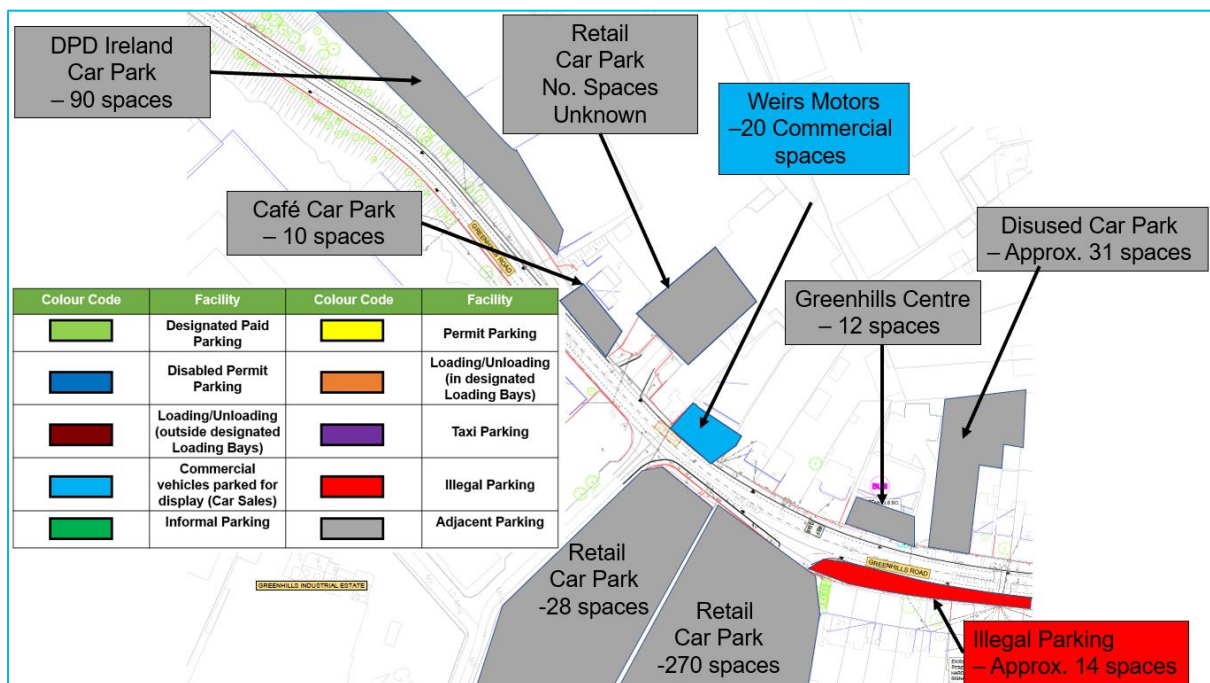


Figure 3-16 Greenhills Road on approach to Walkinstown Road roundabout

Along Greenhills Road, there is evidence of illegal on-street driver parking behaviour at the locations shown on **Figure 3-17**. Using google maps street view (www.googlemaps.ie) it has been estimated that

approximately 14 cars were parked in this area. Adjacent parking can be found at a number of private commercial businesses along the route and there is also evidence of a disused car park.



Figure 3-17 Example of Illegal Parking Greenhills Road

The illegal parking is taking place along the southbound traffic lane at the northern end of Greenhills Road. It is unclear whether this illegal parking is residential or commuter in nature. It has been observed that some of this parking is obstructing the footway as shown on **Figure 3-17** and as such will be removed.

Table 3.17 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	20 spaces
Illegal Parking	Approx. 14 vehicles
Informal Parking	0 spaces
Adjacent Parking	Approx. 450 spaces

3.6.2 Design Impacts

At DPD Ireland approximately 50 adjacent car parking spaces from the existing car park adjacent to the new connection between Calmount Avenue extension and the Depot, and opposite Greenhills Road eastbound traffic lane would be removed to accommodate road widening retaining structure.

At the Retail Car Park (28 spaces) on Greenhills Road approximately 4 adjacent car parking spaces from the car park would be removed.

At the Retail Car Park (270 spaces) on Greenhills Road approximately 7 adjacent car parking spaces from the car park would be removed.

The parking identified in the illegal parking section above may be residential parking and will be affected by the proposed design along Greenhills Road. It is unclear how much of the parking is residential as opposed to commuter in nature. It could also be argued that the parking may be as a result of overspill from commercial properties located in the nearby Mulcahy Keane Estate.

Table 3.18 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display (Car sales)	20 spaces	0 spaces
Illegal Parking	Approx. 14 vehicles	Approx. 14 vehicles
Informal Parking	0 spaces	0 spaces
Adjacent Parking	Approx. 450 spaces	Approx. 61 spaces

3.6.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.19 Options Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Adjacent	1	Redesign / reline the car parks at the DPD Depot, B & G Quality Home Products and Parts for Cars to maximise spaces available to mitigate lost	This option would have minimum impact on the surrounding areas and looking at the land available it is a viable option for all three properties.	Y

		car parking spaces.	
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3.6.4 Parking Assessment Impact

Table 3.20 Parking Assessment Impact - DPD Ireland

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	3	Significant >20% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	2	Slight Impact

Table 3.21 Parking Assessment Impact – Retail Car Parks

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	Minor <10% reduction of overall parking within 200m.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	1	Slight Impact

3.6.5 Recommendations

Following the analysis shown above, it is recommended that the existing car parks for all three businesses be redesigned/ relined within their existing boundaries. This should have minimum impact on the businesses and surrounding areas.

3.7 Walkinstown Roundabout

3.7.1 Overview

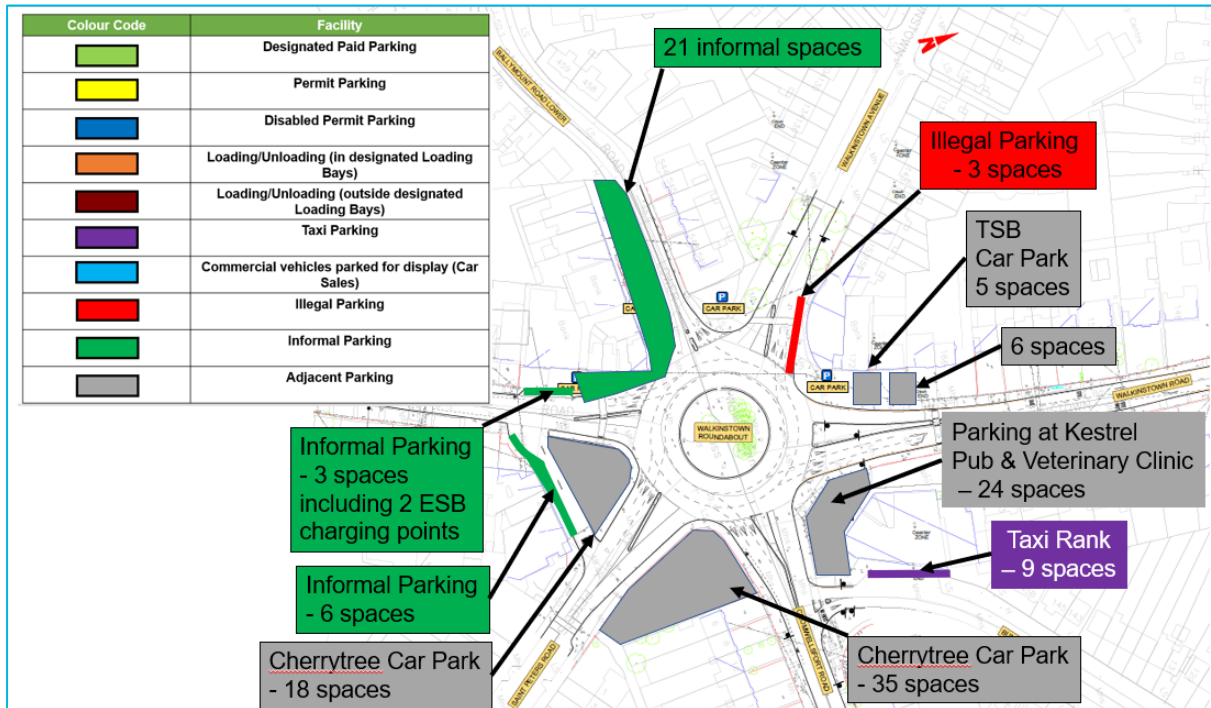


Figure 3-18 Parking facilities at Walkinstown Roundabout

At the Walkinstown Roundabout, it has been observed that the majority of parking facilities are in the vicinity of The Cherrytree Public House and the Kestrel Public House. There are also two EV charging stations on Greenhills Road approach to Walkinstown Roundabout. The parking in this area is provided in adjacent car parking spaces to various commercial premises at the locations shown on **Figure 3-18**. There are also some areas of illegal parking in the vicinity of Walkinstown Roundabout. At the junction with Bunting Road there is a taxi layby and informal parking. The capacity of these facilities has been estimated for the purposes of this desktop study.



Figure 3-19 Illegal Parking at Walkinstown Roundabout / Walkinstown Avenue

Table 3.22 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	9 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	Approx. 3 vehicles
Informal Parking	30 spaces
Adjacent Parking	Approx. 88 spaces

3.7.2 Design Impacts

The current design proposals involve removing the car park adjacent to the connection road between St. Peters Road and the Greenhills Road at the south side of the Walkinstown Roundabout. From road markings at the access/egress of the car park, this car park has been identified as serving the Cherrytree public house. The design proposes replacing this adjacent parking with a perpendicular parking arrangement reducing the parking in this area from 18 adjacent spaces and 6 informal spaces to 6 adjacent spaces, 2 EV charging spaces and 5 informal spaces.

The capacity of the car park facilities between Cromwellsfort Road and St. Peters Road at the south-east side of the Walkinstown Roundabout will be reduced from approximately 35 spaces to 12 spaces. From signage attached to piers at the access/egress to the existing car park, it has been identified that this car park is designated for use by customers of the Cherrytree public house only.

On Greenhills Road and Ballymount Road Lower due to the parking behaviour observed, it is unclear whether the parking is solely commercial in nature. The existing 21 spaces on Ballymount Road Lower will be unaffected, the 1 informal and the 2 EV charging stations on Greenhills Road will be removed.

At the Kestrel Public House and Ladbrokes shop, access to the existing adjacent parking spaces will be via Walkinstown Road only, access to car parking will not be possible from Bunting Road.

It was observed that illegal parking is taking place in a number of locations adjacent to the roundabout. It is unclear whether this illegal parking is commercial or commuter in nature. Some of this parking is obstructing the footway and as such will be removed.

Table 3.23 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces

Taxi Parking (Taxi Rank)	9 spaces	5 spaces
Commercial vehicles parked for display (Car sales)	0 spaces	0 spaces
Illegal Parking	Approx. 3 vehicles	Approx. 3 vehicles
Informal Parking	30 spaces	2 spaces
Adjacent Parking	Approx. 88 spaces	Approx. 35 spaces

3.7.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.24: Option Analysis

Type of Parking	Item	Proposal	Analysis	Viability (Y/N)
Adjacent	1	Use the adjacent parking at the Cherrytree Public House.	Assess the area to determine if there is scope to provide parking within the confines of the existing car park. In this case, designating the parking spaces as short-stay and for business customers only should reduce long-stay parking and may benefit these businesses due to increased parking turnover.	Y

3.7.4 Parking Assessment Impact

Table 3.25 Parking Assessment Impact

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	3	Significant >20% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	2	Slight Impact

3.7.5 Recommendations

Following the analysis shown above, it is recommended that, as the design impact rating in this area is slight, the parking arrangement suggested would be a viable mitigation measure. As removal of parking in this area is likely to encourage increased usage of the proposed Bus Connects service, this course of action would be in line with the core principles of the scheme objectives. The rearrangement of the parking facilities in the vicinity of The Kestrel public house and the Cherrytree public house should be discussed with local businesses in this area to inform stakeholders of the benefits of the proposed plan. Two loading bays have been provided on Walkinstown Avenue to further mitigate design impacts.

Overall, this would present a successful outcome, although there would be some concerns relating to public and commercial reaction to the proposed changes to the existing conditions.

3.8 Walkinstown Road

3.8.1 Overview

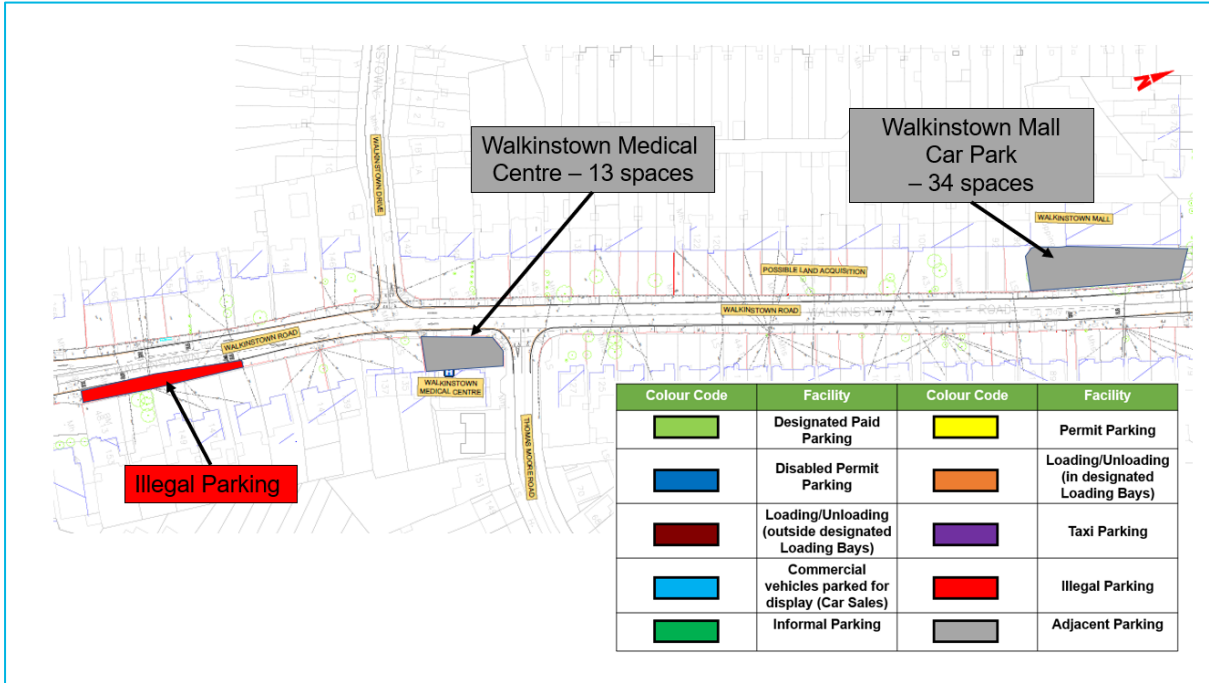


Figure 3-20 Walkinstown Road

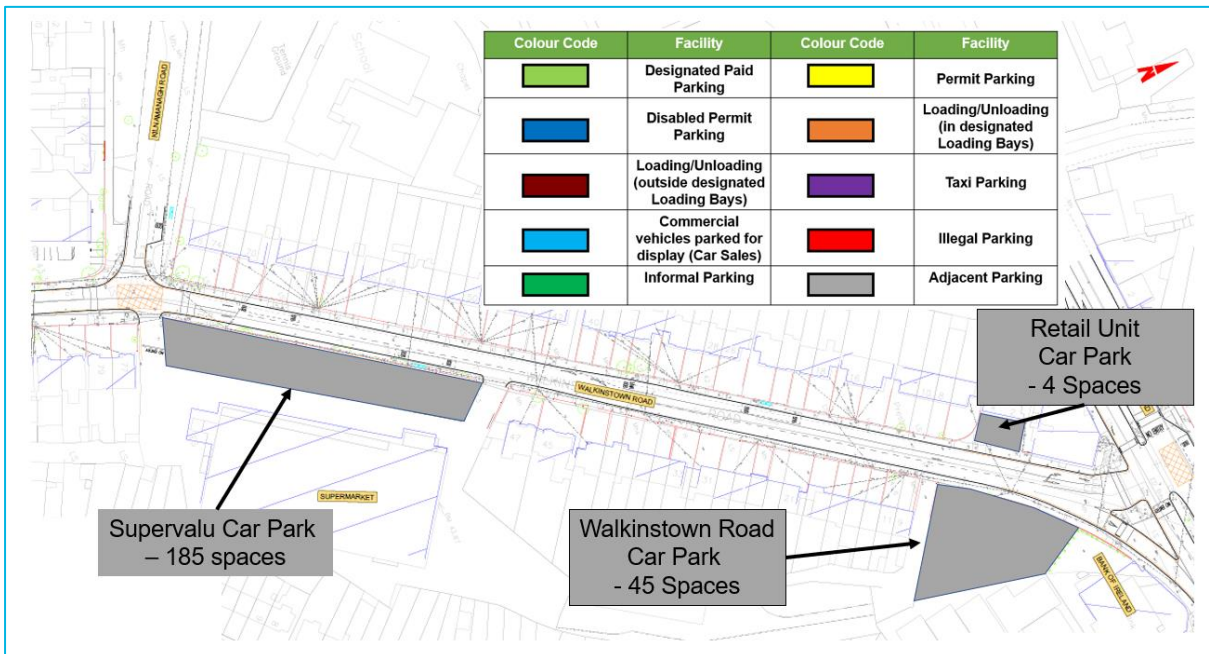


Figure 3-21 Walkinstown Road Adjacent Parking

Parking in this area is provided in adjacent car parks at the Walkinstown Medical Centre, at the Supervalu supermarket, the Walkinstown Mall Car Park and Walkinstown Road car park. These car parks are located along the boundary of the proposed corridor design and as such, may be affected by the design proposals.

The capacity of the Walkinstown Road parking facility has been garnered from www.parkopedia.ie for the purposes of this desktop study and a planning application for possible redevelopment of this site is proposed.

Table 3.26 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	Approx. 7 vehicles
Informal Parking	0 spaces
Adjacent Parking	281 spaces

3.8.2 Design Impacts

The current design proposals involve removing forty-one car parking spaces from the Supervalu car park adjacent to the southbound lane of Walkinstown Road on approach to the Kilnamanagh junction, this could be mitigated by the provision of approximately fourteen number parallel car parking spaces in the remaining area.

Table 3.27 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces	0 spaces
Illegal Parking	Approx. 7 vehicles	Approx. 7 vehicles
Informal Parking	0 spaces	0 spaces
Adjacent Parking	281 spaces	27 spaces

3.8.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.28 Option Analysis

Type of Parking	Item	Proposal	Analysis	Viability (Y/N)
Adjacent	1	Provide a parallel parking arrangement and additional parking within the confines of the SuperValu car park as part of the design scheme.	Assess the area to determine if there is scope to provide parking within the confines of the existing car park. As land is not available directly outside the shop premises to replace the perpendicular parking spaces, designating the parallel parking spaces as short-stay and for business customers only should reduce long-stay parking and may benefit these businesses due to increased parking turnover.	Y

3.8.4 Parking Assessment Impact

Table 3.29 Parking Assessment Impact

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	3	Significant >20% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	2	Slight Impact

3.8.5 Recommendations

Following the analysis shown above, it is recommended that the parking arrangement suggested should be brought forward as a viable mitigation measure to the removal of the existing parking spaces within the SuperValu car park. Amending the design to a parallel arrangement allows a significant number of parking spaces to be recovered within the confines of the existing car park while the customer footfall impact could be further reduced by introducing short-stay parking within these spaces.

Overall, this would present a successful outcome, although there would be some concerns relating to the commercial reaction to the proposed changes to the existing conditions.

3.9 Drimmagh Road

3.9.1 Overview

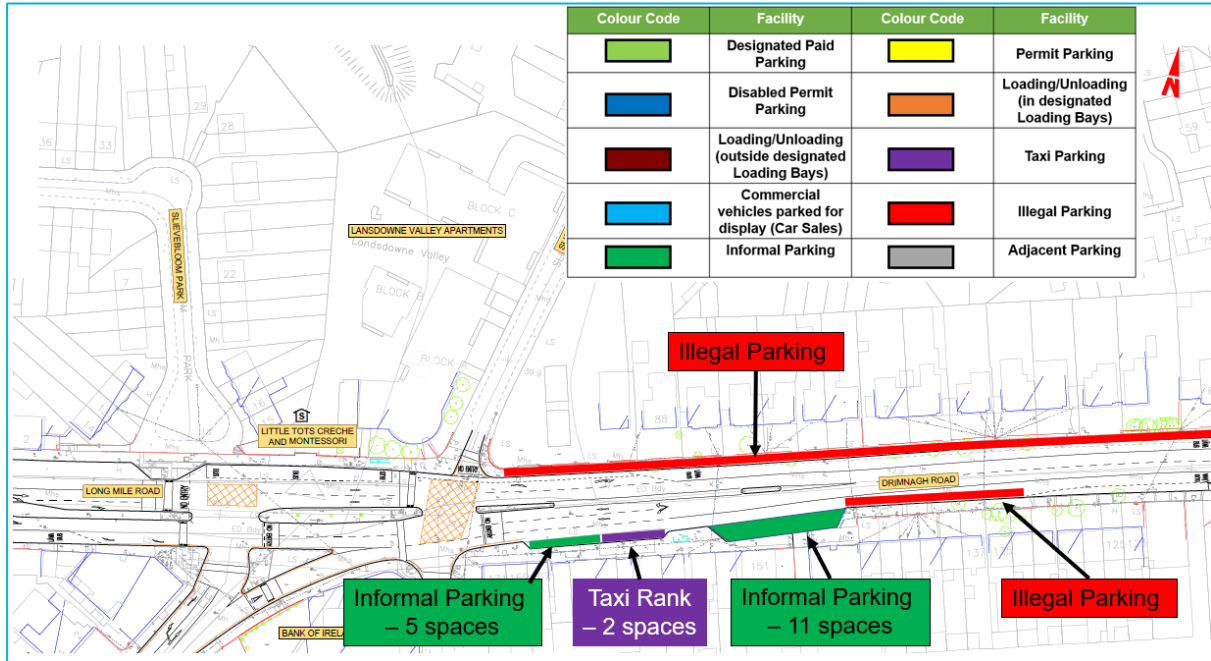


Figure 3-22 Walkinstown Road/Long Mile Road/ Drimmagh Road junction

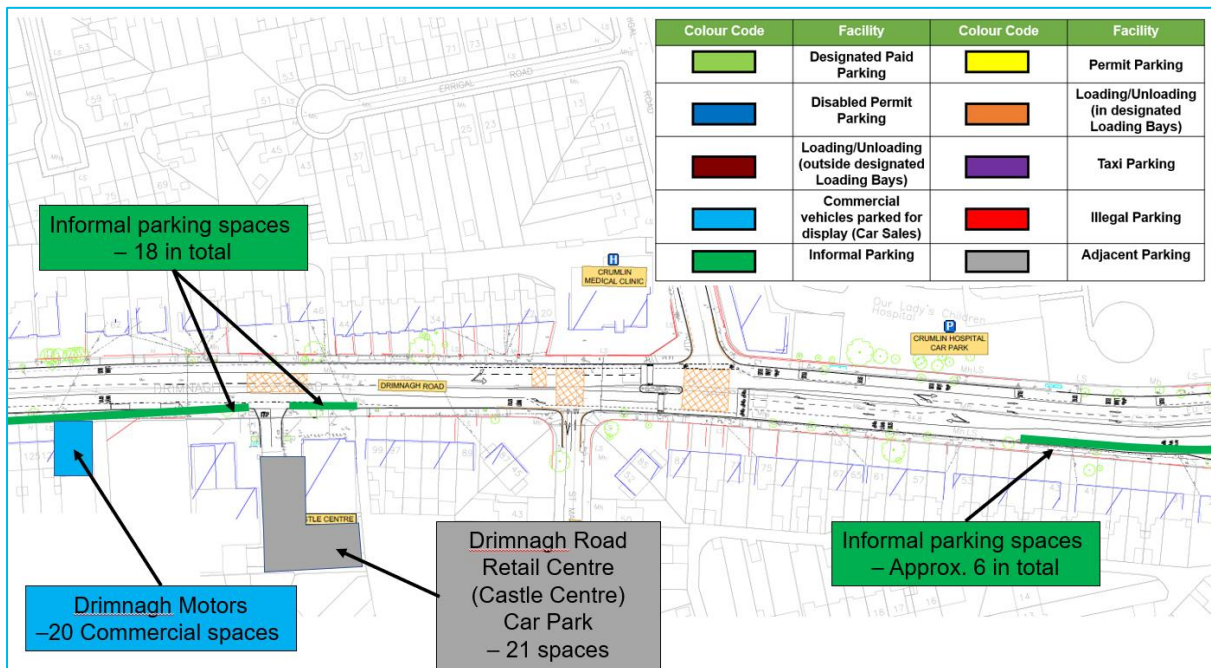


Figure 3-23 Drimmagh Road

Along Long Mile Road & Drimmagh Road, there are informal, adjacent and commercial parking spaces, there are also two taxi rank spaces and one disabled parking bay as shown on **Figure 3-22** and **3-23**.. Illegal parking is taking place on the footpath on both sides of the road and due to footpaths widths, it has been observed that the vehicle parking would be likely to cause an obstruction to pedestrians using the footpath, particularly wheelchair users. The exact numbers of vehicles parked illegally is estimated on the behaviour observed via Google Streetview (www.googlemaps.ie), an example of which is shown on **Figure 3-24**.



Figure 3-24 Illegal Parking Drimnagh Road

It has been noted that the location of the perpendicular parking to the front of the commercial properties on the Long Mile Road eastbound and Drimnagh Road westbound carriageways could lead to potential conflict between motorists accessing/egressing the perpendicular parking and cyclists and buses using the carriageway.

Table 3.30 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	1 + 2 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	2 spaces
Commercial vehicles parked for display (Car sales)	20 spaces
Illegal Parking	Approx. 17 vehicles
Informal Parking	63 spaces
Adjacent Parking	21 spaces

3.9.2 Design Impacts

The current design proposals involve replacing the perpendicular parking arrangement with a parallel parking arrangement in the area to the front of the commercial properties situated along the eastbound lane of the Long Mile Road on approach to the Walkinstown Road junction. This results in 23 bays plus 1 disabled parking bay, being replaced by 9 bays and 2 disabled parking bays. There is illegal parking and informal parking to be removed completely on Drimnagh Road.

On Drimnagh road westbound on approach to Walkinstown Road junction there are 16 informal parking bays (5 parallel plus 11 perpendicular) plus 2 taxi rank bays. These will be replaced with 9 parallel informal parking bays and 2 parallel taxi rank bays.

Also, on Drimnagh Road existing parallel illegal parking at the location shown on **Figure 3-24** will be removed. As observed on Google Streetview (www.googlemaps.ie) the parking in this area may be related to “convenience parking” due to the proximity of commercial properties, namely the Centra supermarket, Costa coffee and Boot’s pharmacy adjacent to this location. This parking may also be used as overflow parking from the nearby Drimnagh Motors commercial property.

It has been observed that illegal parking is taking place in a number of locations along both the westbound and eastbound lanes along this section. It is unclear whether this illegal parking is residential or commuter in nature. It has been observed that the majority of this parking is obstructing the footway and as such will be removed.

Table 3.31 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	1 + 2 spaces	+1 space
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	2 spaces	0 spaces
Commercial vehicles parked for display	20 spaces	0 spaces
Illegal Parking	Approx. 17 vehicles	Approx. 17 vehicles
Informal Parking	63 spaces	45 spaces
Adjacent Parking	21 spaces	0 spaces

3.9.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.32 Options Analysis Table

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Provide additional parking as part of the design scheme.	Assess section area to determine if there is additional scope to provide parking on the scheme. In this case, as land is not available directly outside the shop premises to replace the removed perpendicular parking spaces, designating the parallel parking spaces as short-stay and for business customers only should reduce long-stay parking and may benefit these businesses due to increased parking turnover.	N

Informal	2	Revert to the present arrangement whereby the existing perpendicular parking remains in place.	This arrangement could result in conflict between vehicles accessing/egressing the perpendicular parking and cyclists potentially causing serious injury or fatalities. Provision of this arrangement would also be in contravention of Section 36 (2) (k) of the Road Traffic (Traffic and Parking) Regulations, 1997	N
Informal	3	Direct customers currently using the perpendicular parking to use parking available at the nearby Walkinstown Road Car Park.	The Car Park is currently under private ownership and a planning application is currently with Dublin City Council to construct a mixture of commercial and residential properties on the site of the existing car park.	N
Informal	4	Customers to use the accessible parking to the rear of Drimnagh Road Retail Centre (Centra, Boots and Costa).	When viewed, the car park was not operating at full capacity, therefore would be able to accommodate additional vehicles. Due to the nature of the businesses (the majority of customers staying short term), parking space turnover would be quite high.	Y
Informal	5	Residents to park to the rear of their properties on Hughes Road.	It has been observed that there is capacity for residents to park along Hughes Road. Additionally, the majority of the residential properties in this location have garages to the rear of their properties which may be accessed from Hughes Road.	Y

3.9.4 Parking Assessment Impact

Table 3.33 Parking Assessment Impact – Commercial Parking

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	<10% reduction of overall parking within 200m.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	1	Slight Impact

Table 3.34 Parking Assessment Impact – Residential Parking

Impact Assessment	Score	Notes
Intensity of Parking Usage	2	One parking space per residential house/commercial property = Medium usage
Loss Level	3	Significant >20% reduction.
Weighting	3	Residential as it would have a more severe impact than for visitors.
Impact Rating	6	Significant Impact

3.9.5 Recommendations

Following the analysis shown above, it is recommended that Items 4 and 5 should be brought forward as viable alternatives to the existing parking arrangements. Overall, this would present a successful outcome, although there are some small concerns relating to public and commercial reaction to the proposed changes to existing conditions, however minimal.

3.10 Crumlin Road

3.10.1 Overview

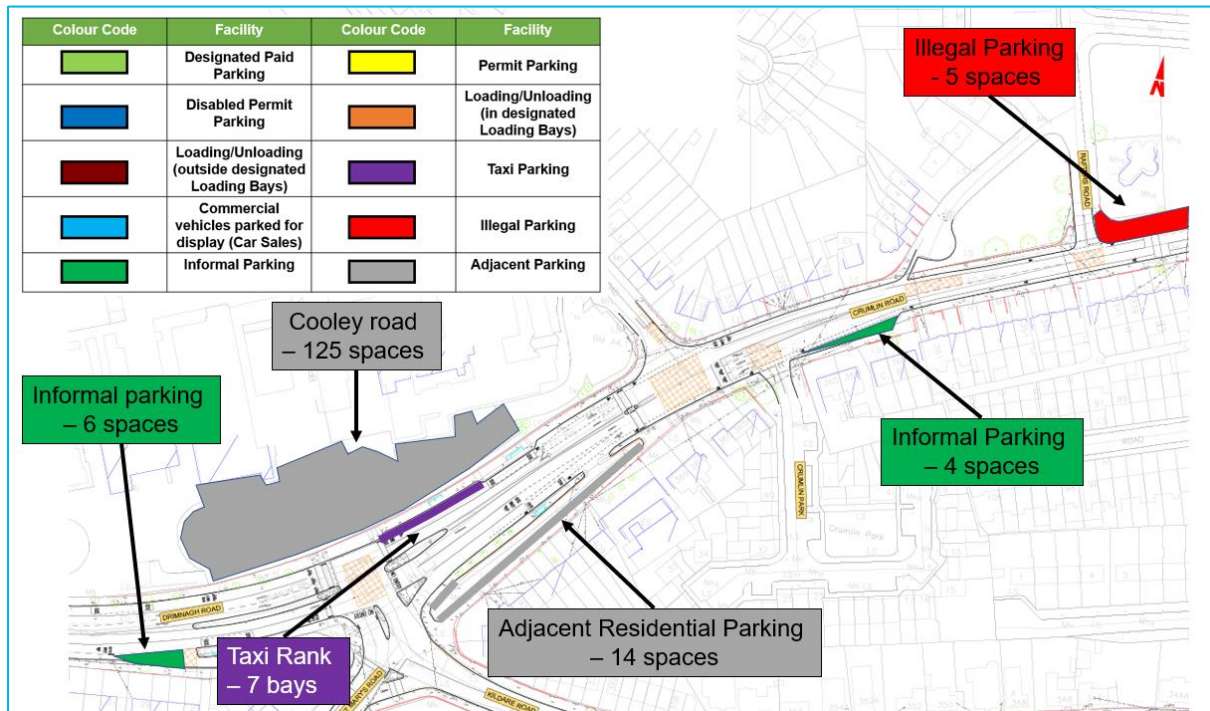


Figure 3-25 Parking on Crumlin Road Section 1

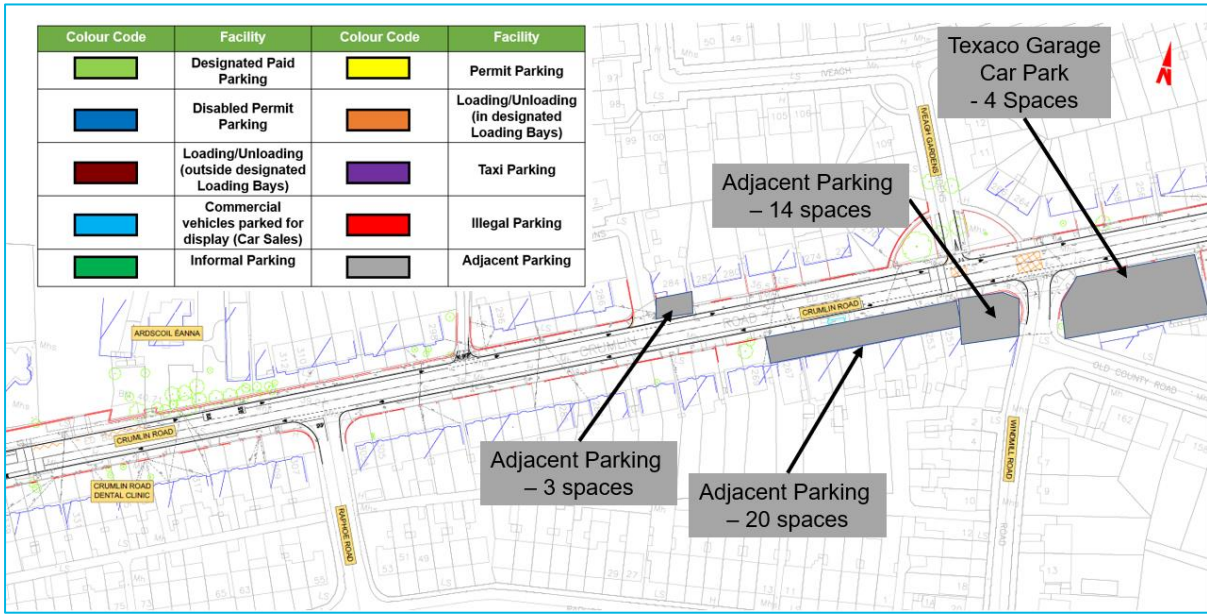


Figure 3-26 Parking on Crumlin Road Section 2

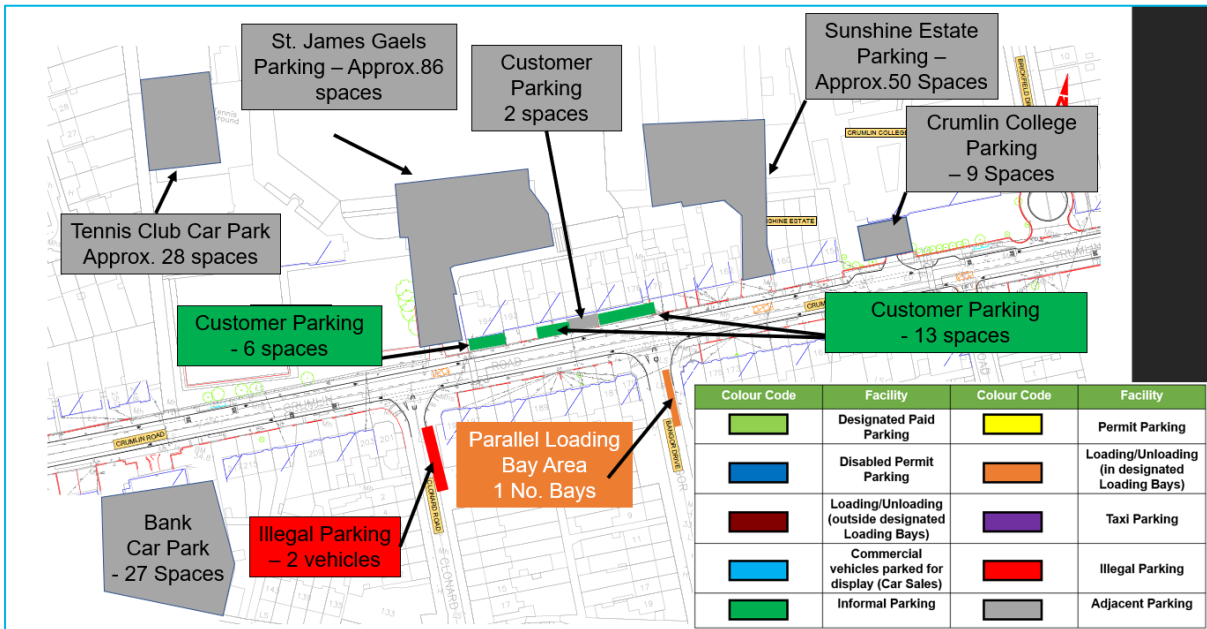


Figure 3-27 Parking on Crumlin Road Section 3

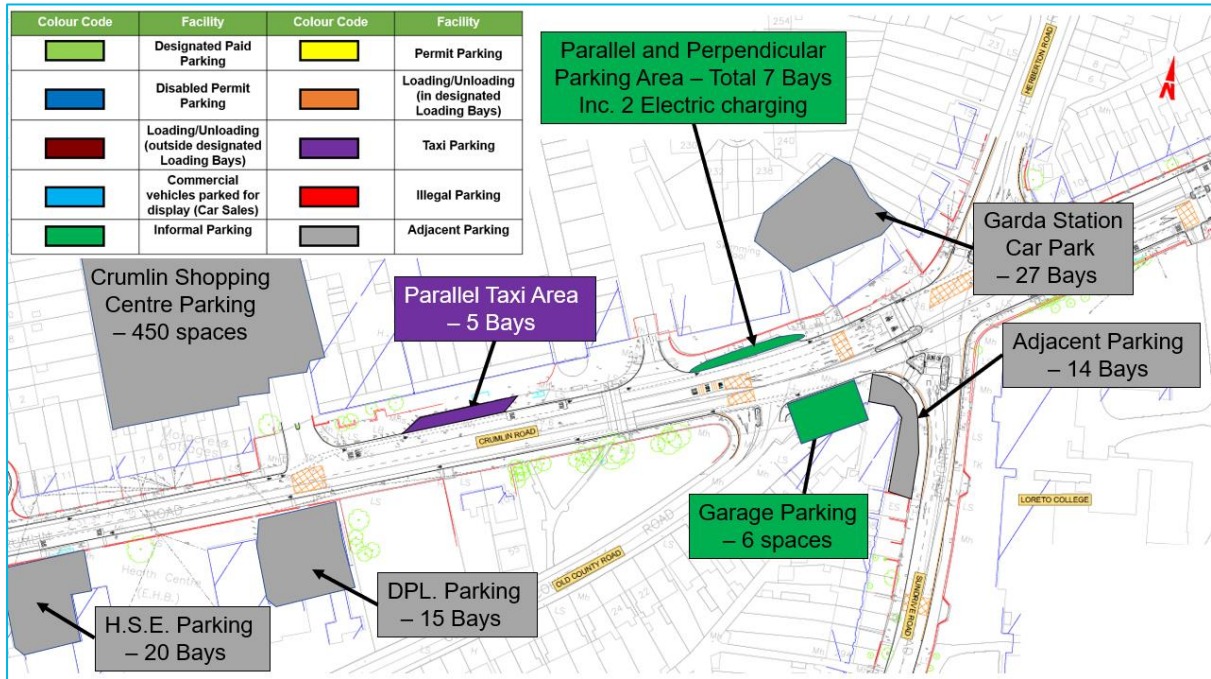


Figure 3-28 Parking on Crumlin Road Section 4

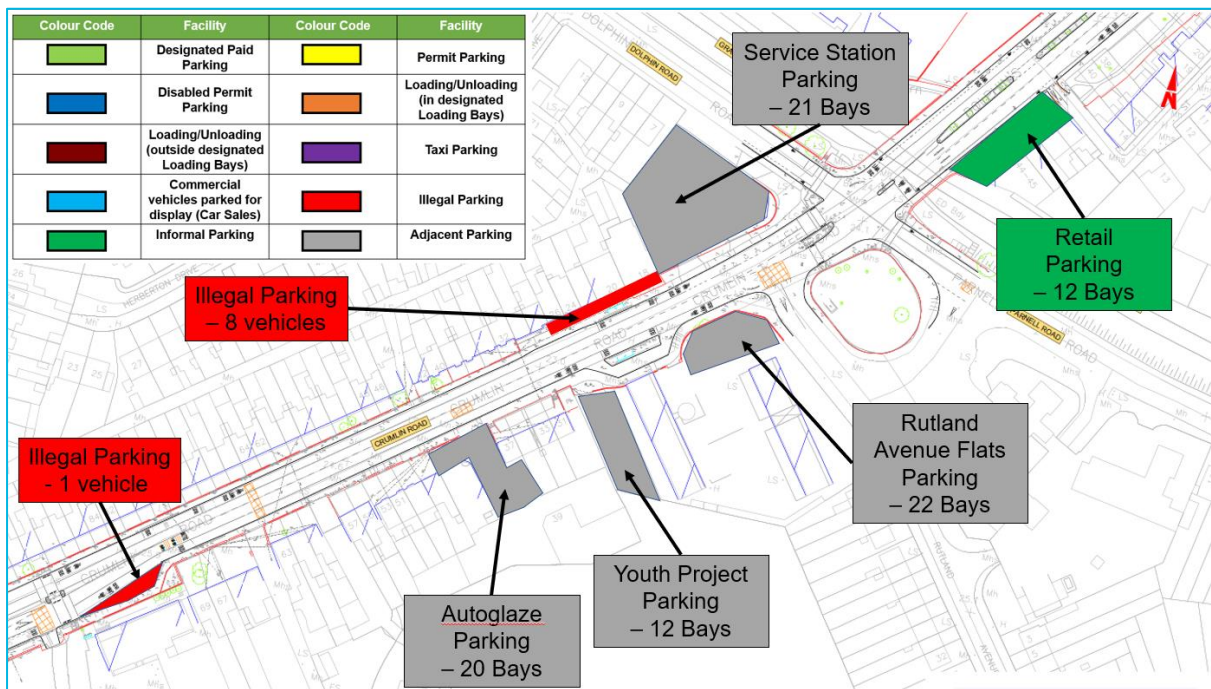


Figure 3-29 Parking on Crumlin Road Section 5

Along Crumlin Road, there is a mixture of informal, illegal, adjacent and taxi rank bay parking at the locations shown on **Figure 3-25** to **Figure 3-29**.

Adjacent parking, both parallel parking and perpendicular parking has been observed at several other locations. The perpendicular parking to the west of the Kildare Road/Drimnagh Road/Crumlin Road junction (**Figure 3-25**, westbound carriageway) is highly likely to be in use as residential parking. Reversing vehicles could lead to potential conflict between motorists egressing the perpendicular parking and cyclists and buses using the carriageway.

Along the length of the Crumlin Road there are a number of informal car parking bays. In front of Crumlin Shopping Centre there is taxi parking for 5 vehicles and 2 EV charging bays opposite Old County Road junction.

The existing retail parking to the North of the R111 Parnell Road should not be affected by the scheme.

Table 3.35 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	1 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	12 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	Approx. 16 vehicles
Informal Parking	54 spaces
Adjacent Parking	Approx. 983 spaces

3.10.2 Design Impacts

Figure 3-25, Section 1 - The 6 informal car parking spaces west of the Kildare Road Junction will be reduced to 2 parking bays at this location. The 4 informal car parking spaces east of Crumlin Park Road junction will be removed. The taxi rank will be reduced in length and the adjacent residential parking area opposite will remain in place. Illegal parking will no longer be facilitated.

Figure 3-28, Section 4 – To facilitate road widening to accommodate outbound bus gate at the HSE Health Centre on Crumlin Road the adjacent car park will be affected, 2 car parking spaces will be lost overall although this could be mitigated by reconfiguring the parking bay layout at this location. The existing taxi rank adjacent to the eastbound carriageway at the front of the Crumlin Shopping Centre will be removed. The introduction of 4 ESB charging spaces opposite the Old County Road junction will replace the existing informal car parking bays.

It was observed that illegal parking is taking place in a number of locations for both the westbound and eastbound lanes along this section. It is unclear whether this illegal parking is residential or commuter in nature. It has been observed that this parking is obstructing the footway and as such will be removed.

Table 3.36 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	1 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	12 spaces	7 spaces
Commercial vehicles parked for display	0 spaces	0 spaces

Illegal Parking	Approx. 16 vehicles	Approx. 16 vehicles
Informal Parking	54 spaces	13 spaces
Adjacent Parking	Approx. 983 spaces	2 spaces

3.10.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.37: Option Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Figure 3-25, Section 1. Informal car parking outside residences may be able to use Crumlin Park Road if required.	Residences affected have driveways for car parking, it is unclear if cars observed on hardstanding outside residences are residents' vehicles, but on-street parking is available on Crumlin Park Road nearby and 2 car parking spaces will be provided west of Kildare Road junction.	Y
Adjacent	2	Figure 3-28, Section 4. Reconfigure parking arrangement to mitigate loss of existing parking spaces	Health Centre car parking land take required to facilitate proposed bus lane and bus gate. Reconfigure parking bay layout using parallel parking bays.	Y
Taxi	3	Figure 3-28, Section 4. Relocate taxi rank to a new location within the car park of the Crumlin Shopping Centre.	Relocating the taxi rank within the car park of the Crumlin Shopping Centre would restrict the hours to which taxis could operate to the hours that the car park is open.	N
Taxi	4	Figure 3-28, Section 4. Revert to the present arrangement whereby the taxi rank remains in the existing location.	Planning permission has been granted to replace the existing advertising paper panel with a digital display screen. There is also sufficient space to provide a taxi rank at this location by slightly amending the current design proposals.	Y
Informal	5	Figure 3-28, Section 4. Redesign parking for First Stop Car Servicing and DID Electrical	This mitigation proposal will have a minimal impact on the surrounding network and would help formalise car parking in the areas.	Y

		using existing facilities	
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3.10.4 Parking Assessment Impact

Table 3.38: Parking Assessment Impact – Informal Parking

Impact Assessment	Score	Notes
Intensity of Parking Usage	2	One parking space per residential house/commercial property = Medium usage
Loss Level	2	Moderate 10% to 20% reduction.
Weighting	3	Residential as it would have a more severe impact than for visitors.
Impact Rating	4	Moderate Impact

Table 3.39: Parking Assessment Impact – Taxi Parking

Impact Assessment	Score	Notes
Intensity of Parking Usage	3	More than one parking space per residential house/commercial property = Low usage
Loss Level	3	Significant >20% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	6	Moderate Impact

Table 3.40: Parking Assessment Impact – Informal Parking (Figure 3-28, Section 4)

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	<10% reduction of overall parking within 200m.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	1	Slight Impact

3.10.5 Recommendations

Following the analysis shown above, it is recommended that **Table 3.37** Items 1,2, 4 and 5 should be brought forward as viable mitigation measures for the removal of existing parking spaces.

For the informal parking spaces located adjacent to the existing EV charging bays, it is recommended that an initial consultation should take place with the retailers to determine the overall impact of the removal of the parking spaces within the existing car park. Should the car park operate at less than full capacity for the majority of the time, there may be a case that the proposed removal of parking may not require replacement.

It is also recommended that the proposed removal of the taxi rank outside the Crumlin Shopping Centre should be revisited as suggested in Item 4. With a small adjustment to the proposed design i.e., the

relocation of the proposed inline bus stop, both the bus stop and the taxi rank could be accommodated within this area.

Prior to the application of Item 1, it is recommended that a consultation should take place with residents in the area of the proposed residential parking removal, to determine if this parking can be accommodated within the private properties of the adjacent residents.

Overall, these recommendations would present successful outcomes to the removal of the existing parking, although there would be some concerns relating to public and commercial reaction to the proposed changes to the existing conditions.

3.11 Dolphins Barn/Cork Street/St. Luke’s Avenue

3.11.1 Overview

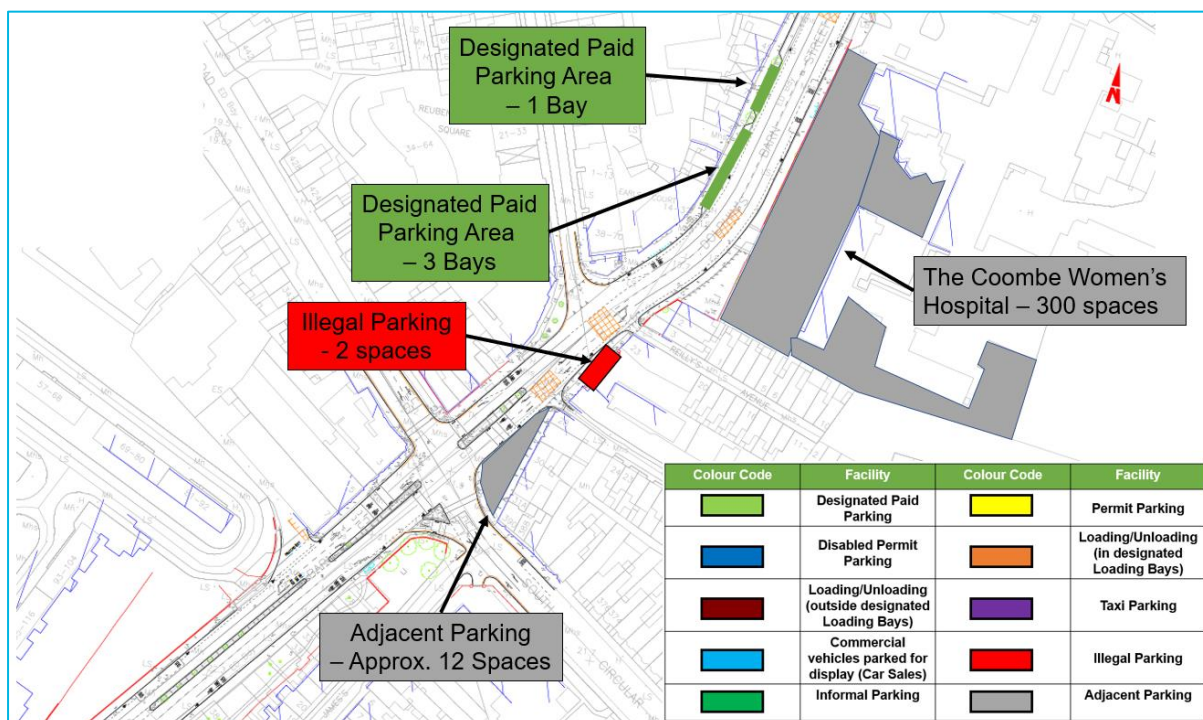


Figure 3-30 Existing Parking in the vicinity of the Coombe Hospital

Figure 3-30 shows the locations of a small number of designated paid parking facilities adjacent to the Coombe Women and Infants University Hospital. The parking bays are “Pay and Display and Permit Parking” between the hours of 07:00 to 19:00 Monday to Saturday. For information purposes the location of the car park at the Coombe Hospital is also shown.

Observing the driver behaviour at the adjacent car park (Boles Plaza) located at the junction of Dolphins Barn Street and the South Circular Road via Google Street View, (www.googlemaps.ie, 2020) approximately 12 vehicles were seen parking in this area. It was unclear whether the vehicles were customers parking close to nearby commercial properties, whether the vehicles parked belonged to employers/employees of said businesses or whether the parking was residential in nature. It is also unclear from the desktop study whether all the vehicles parked were parked legally or not. An example of the parking behaviour in this adjacent car park may be found on Figure 3-31.

Illegal parking is taking place on the footpaths in the vicinity of the Coombe Hospital on the eastbound carriageway and due to footpaths widths, it has been observed that the vehicle parking would be likely to cause an obstruction to pedestrians using the footpath particularly wheelchair users. It has been estimated that approximately 5 cars were parked on the footpath in these areas, but this would need to be confirmed following a parking beat survey.



Figure 3-31 Adjacent Car park Dolphins Barn/ South Circular Road junction

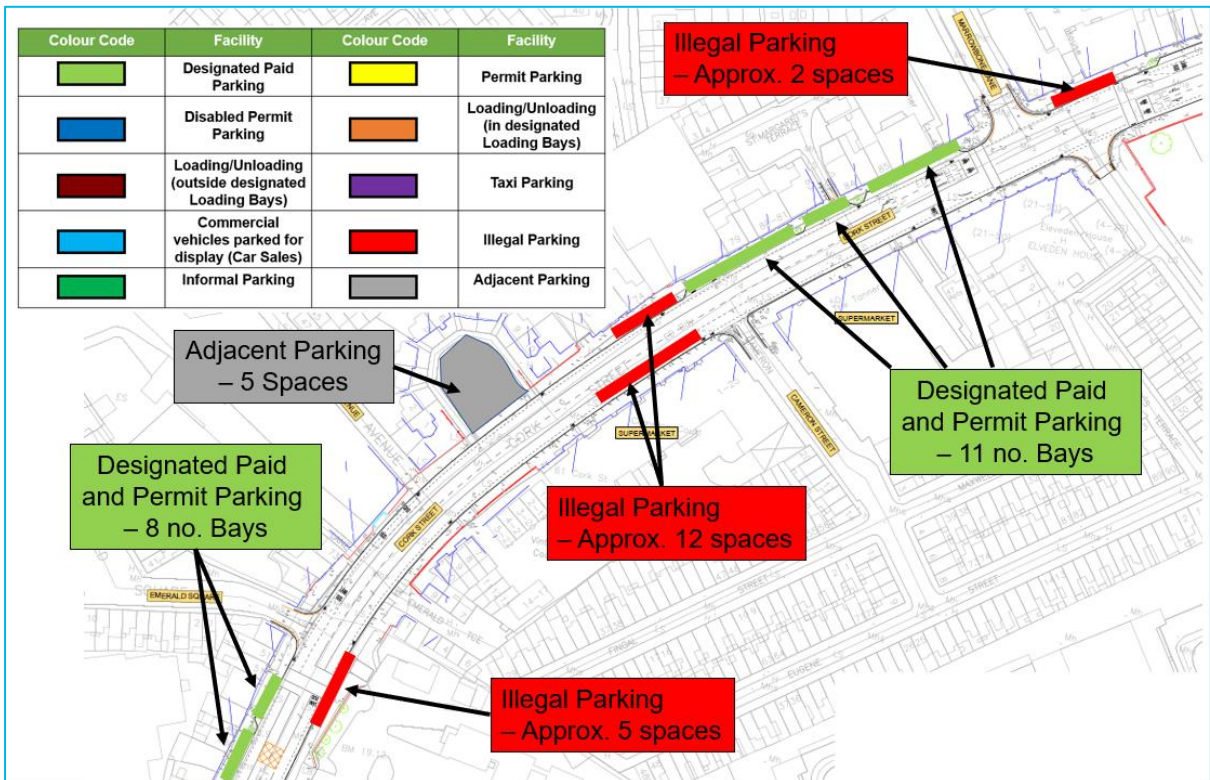


Figure 3-32 Cork Street Existing Parking – Coombe Hospital to Marrowbone Lane

As shown on **Figure 3-32** there are a number of on-street formal parking facilities in this area. This parking is restricted to “Pay and Display and Permit Parking” between the hours of 07:00 and 19:00 Monday to Saturday.

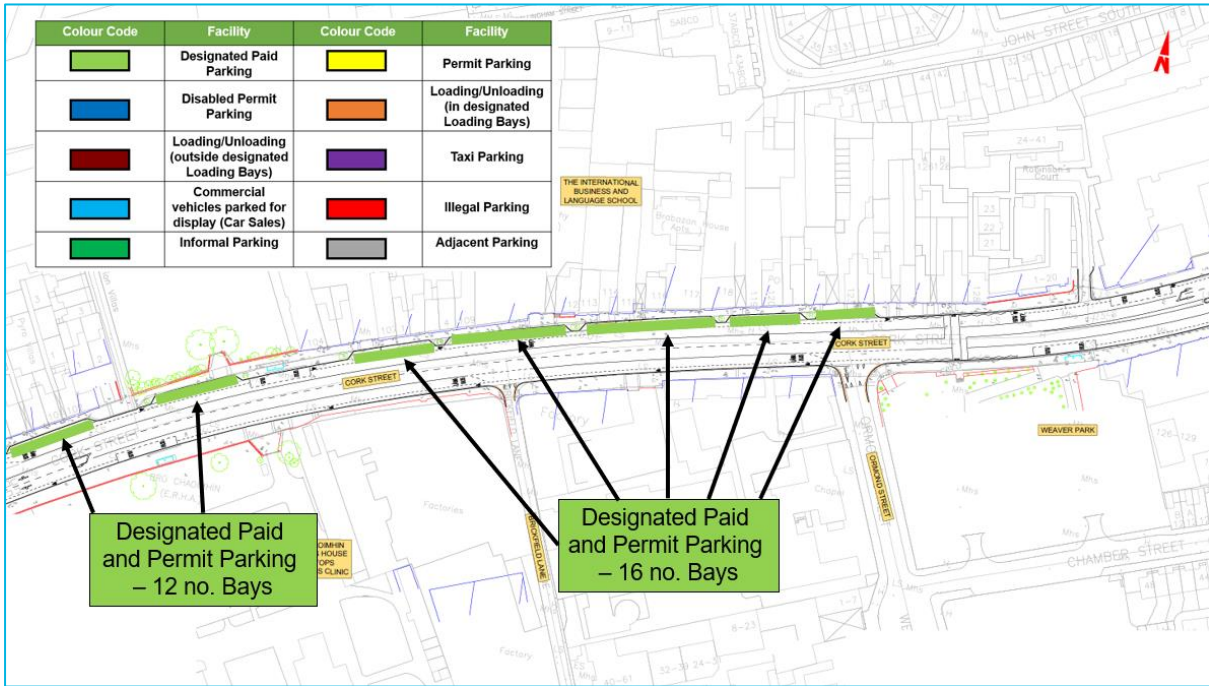


Figure 3-33 Cork Street Existing Parking – Marrowbone Lane to Ormond Street

As shown on **Figure 3-32** and **Figure 3-33** there are a number of on-street formal parking facilities in this area. This parking is restricted to “Pay and Display and Permit Parking” between the hours of 07:00 and 19:00 Monday to Saturday.



Figure 3-34 Cork Street/St. Luke's Avenue Illegal Parking – Ormond Street to Dean Street

As shown on **Figure 3-34** there are no on-street parking facilities in this area. At the time of the desktop survey some development projects were under construction and illegal parking was observed, possibly due to school pick-up at the time or related to ongoing development construction in the area.



Figure 3-35 Illegal Parking at St. Luke's Avenue

Table 3.41: Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	51 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	Approx. 34 vehicles
Informal Parking	0 spaces
Adjacent Parking	Approx. 317 spaces

3.11.2 Design Impacts

The current design proposals involve removing the adjacent parking facilities in the area to the front of the commercial properties situated along the westbound lane of Dolphin Barn Street on approach to the South Circular Road junction (approximately 12 spaces). As alluded to in the Existing Parking section above, it is unclear whether this parking can be classified as residential, commercial, or possibly illegal parking but for the purposes of this report it has been assumed that the majority of the parking in this area is for commercial reasons. The proposed design considers the Dublin City Council proposed Dolphins Barn Public Realm Improvement Plan for this area which similarly impacts parking at this location.

Opposite the Coombe Hospital four designated paid-parking spaces will be removed.

At green park adjacent to Marion Villas on Cork Street a relocated bus stop will result in the removal of three paid-parking spaces.

Table 3.42 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	51 spaces	7 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display	0 spaces	0 spaces
Illegal Parking	Approx. 34 vehicles	Approx. 34 vehicles
Informal Parking	0 spaces	0 spaces
Adjacent Parking	Approx. 317 spaces	12 spaces

3.11.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.43 Options Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Adjacent	1	Align with DCC proposals for Dolphins Barn Public Realm Improvement Plan	Dolphins Barn Public Realm Improvement Plan aims to provide designated parking along the South Circular Road towards Rialto with additional loading and disabled parking bays towards the Dolphin's Barn part of the street. Parking is to be removed from Boles Plaza with access only to the rear yards via key activated removable bollards.	Y

3.11.4 Parking Assessment Impact

Table 3.44 Parking Assessment Impact – Adjacent Parking

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	Minor <10% reduction of overall parking within 200m.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	1	Slight Impact

Table 3.45 Parking Assessment Impact – Designated Paid Parking opposite Coombe Hospital

Impact Assessment	Score	Notes
Intensity of Parking Usage	2	One parking space per residential house/commercial property = Medium usage
Loss Level	3	Significant >20% reduction of overall parking within 200m.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	4	Moderate Impact

Table 3.46 Parking Assessment Impact – Designated Paid Parking near Marion Villas

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	3	Significant >20% reduction of overall parking within 200m.
Weighting	1	General parking where not directly associated with the frontage premises.
Impact Rating	1	Slight Impact

3.11.5 Recommendations

Following the analysis shown above, it is recommended that the parking arrangements suggested should be brought forward as a viable mitigation measure. Overall, this would present a successful outcome, although there would be some concerns relating to public and commercial reaction to the proposed changes to the existing conditions.

3.12 Dean Street/Patrick Street/Christchurch

3.12.1 Overview

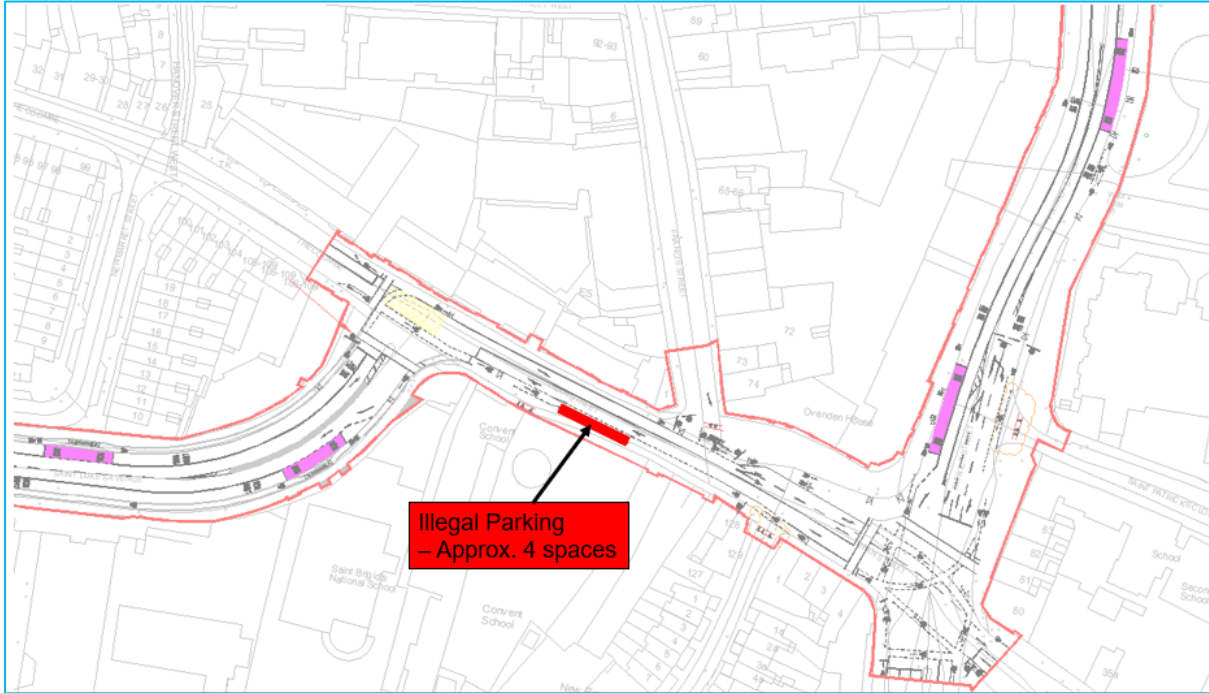


Figure 3-36 Illegal Parking – Dean Street

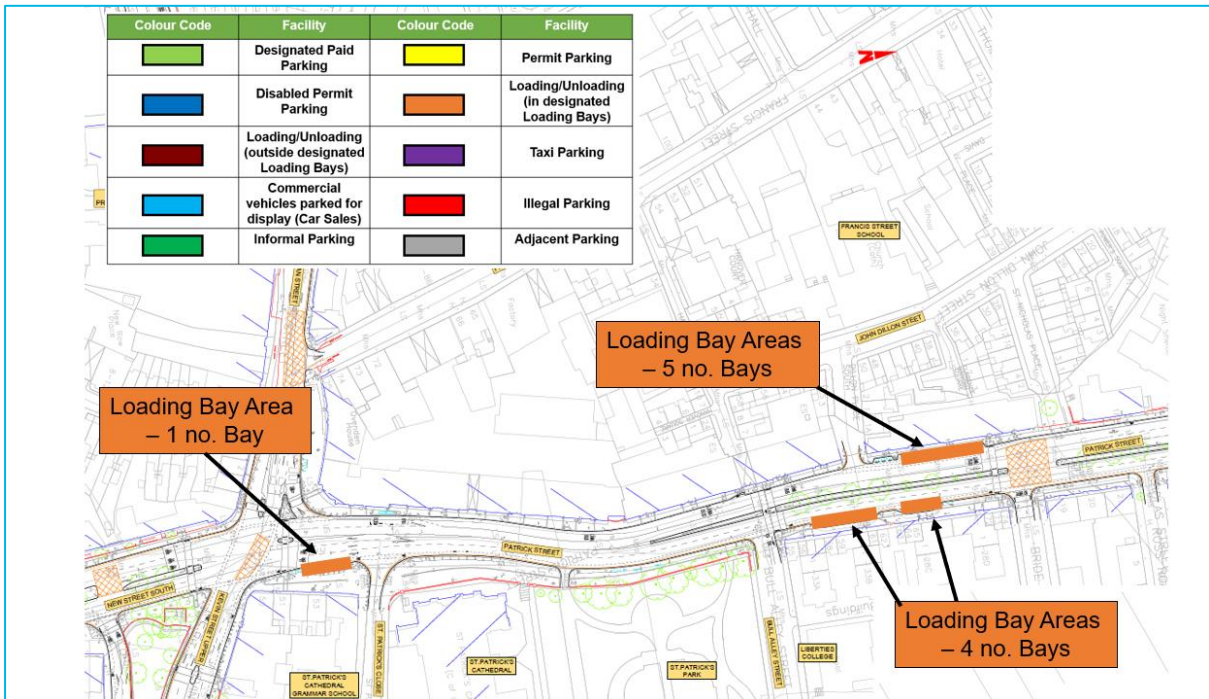


Figure 3-37 Loading Bays - Patrick Street

This desktop study has shown that there is no evidence of on-street parking facilities along St. Luke's Avenue or Dean Street. On-street parking is permitted outside the hours of 07:00 to 19:00 Monday to Saturday in the loading bay areas along Patrick Street.

Table 3.47 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	10 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	4 vehicles
Informal Parking	0 spaces
Adjacent Parking	0 spaces

3.12.2 Design Impacts

The current design proposals involve removing the loading bay in the area to the front of the commercial properties on the southbound lane of Patrick Street between St. Patrick's Close and Kevin Street Upper.

Table 3.48 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	10 spaces	1 space
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display	0 spaces	0 spaces
Illegal Parking	4 vehicles	4 vehicles
Informal Parking	0 spaces	0 spaces
Adjacent Parking	0 spaces	0 spaces

3.12.3 Options Analysis

To inform the final recommendations, each potential alternative parking arrangement has been analysed to check viability.

Table 3.49 Options Analysis

Type of Parking	Item	Proposal	Analysis	Viability
Loading/Unloading	1	Remove loading/unloading bay on Patrick Street between St. Patrick's Close and Kevin Street Upper.	Following assessment of the location and surrounding areas, it may be possible to provide alternative loading/unloading bay on St. Patrick's Close	Y

3.12.4 Parking Assessment Impact

Table 3.50 Parking Assessment Impact – Loading/Unloading Bay

Impact Assessment	Score	Notes
Intensity of Parking Usage	3	Fewer than one parking space per residential house/commercial property = High usage
Loss Level	3	Significant >20% reduction of overall parking within 200m
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	6	Moderate Impact

3.12.5 Recommendations

It is recommended that design proposals along Patrick Street southbound should be maintained and consideration be given to provide loading/unloading bay at St. Patrick's Close to mitigate loss of existing loading/unloading bay between St. Patrick's Close and Kevin Street Upper.

3.13 Proposed Quietway – Bunting Road/St. Mary’s Road/Kildare Road/Clogher Road

3.13.1 Bunting Road Overview

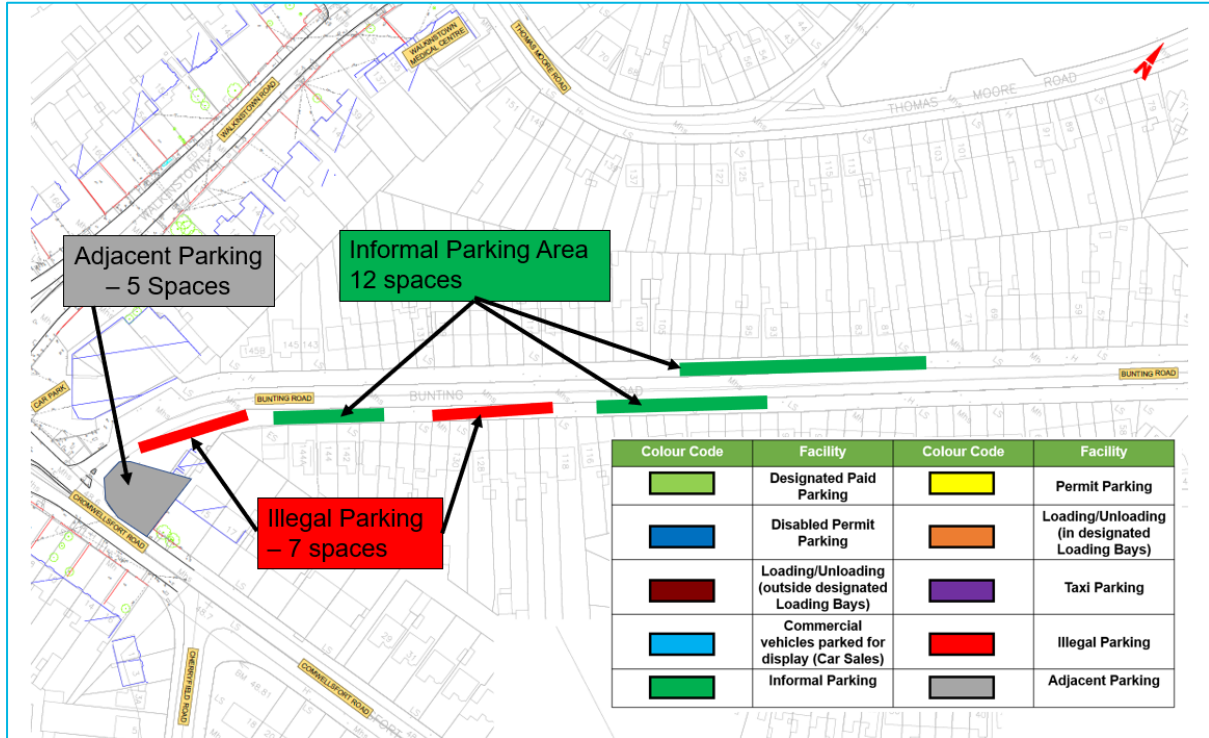


Figure 3-38 Cromwellsfort Road junction/Bunting Road

Along Bunting Road there are no designated paid parking facilities, there is evidence of informal on-street driver parking behaviour at the locations shown on **Figure 3-38**. Parking is taking place on footpaths in the area but due to footpaths widths it has been observed that the parking is not causing an obstruction either on the carriageway to motorists or to pedestrians using the footpath. It appeared that this parking was supplementing existing residential parking along the route. Examples of this informal parking can also be seen on **Figure 3-39**.



Figure 3-39 Informal Parking Behaviour Bunting/ Harty Avenue junction



Figure 3-40 Parking on footpath – Bunting Road

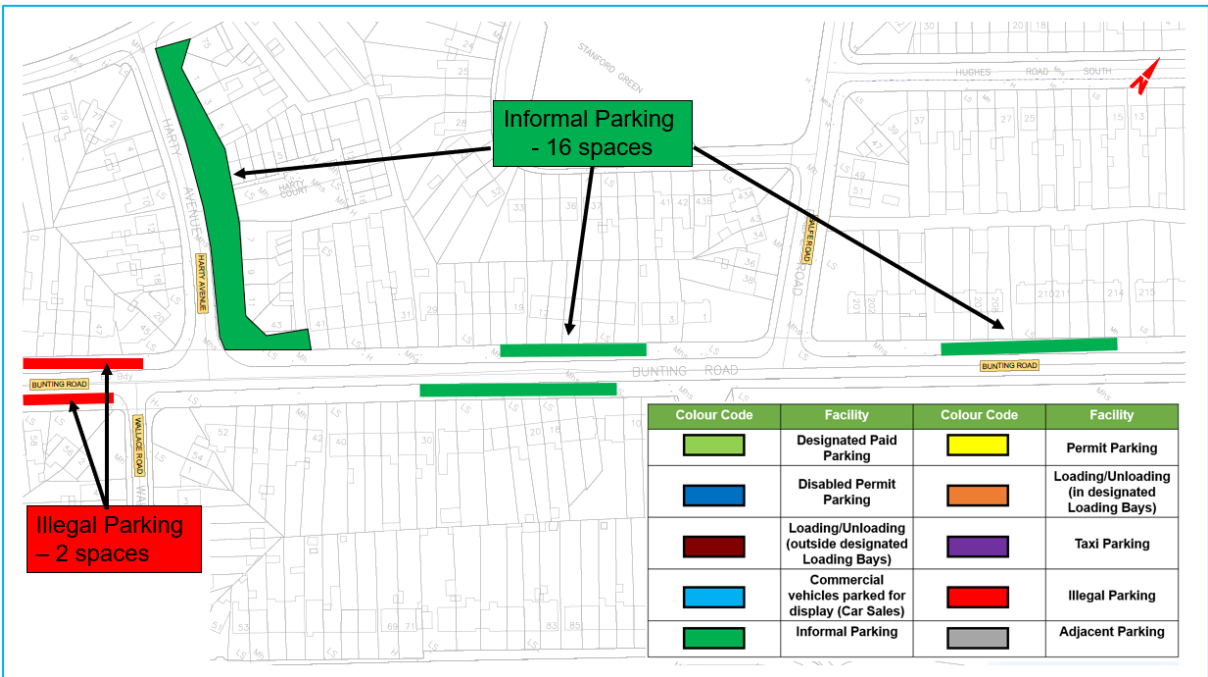


Figure 3-41 Bunting Road Informal Parking

3.13.2 St. Mary's Road Overview

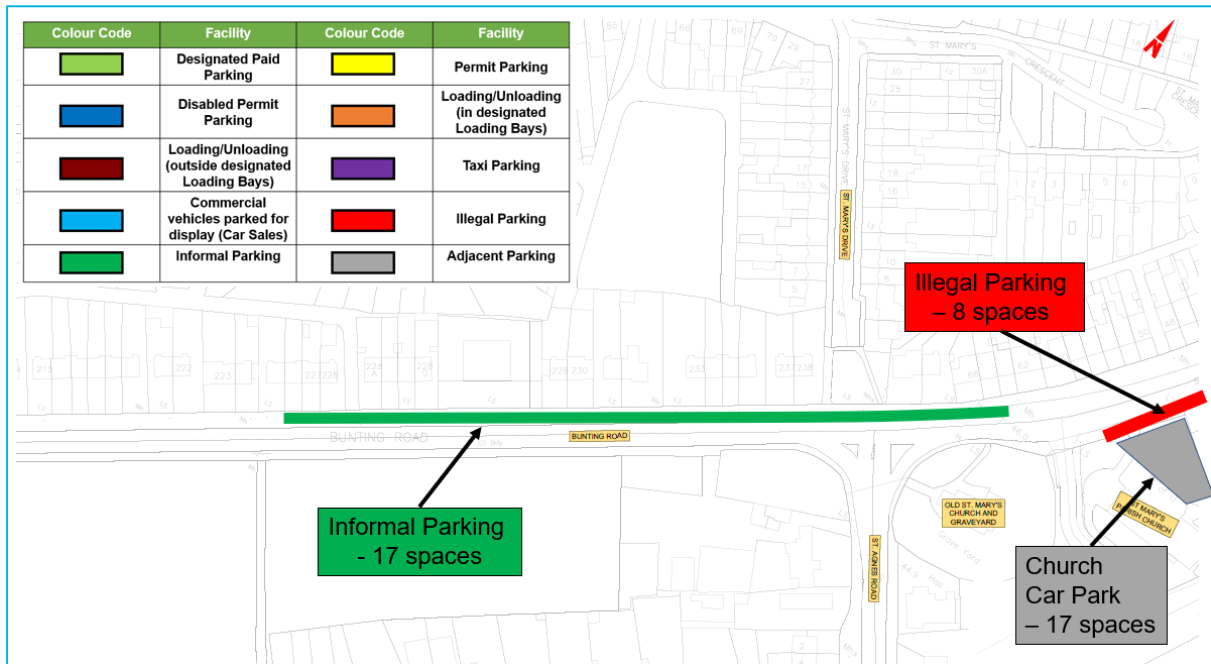


Figure 3-42 Bunting Road/St. Mary's Road

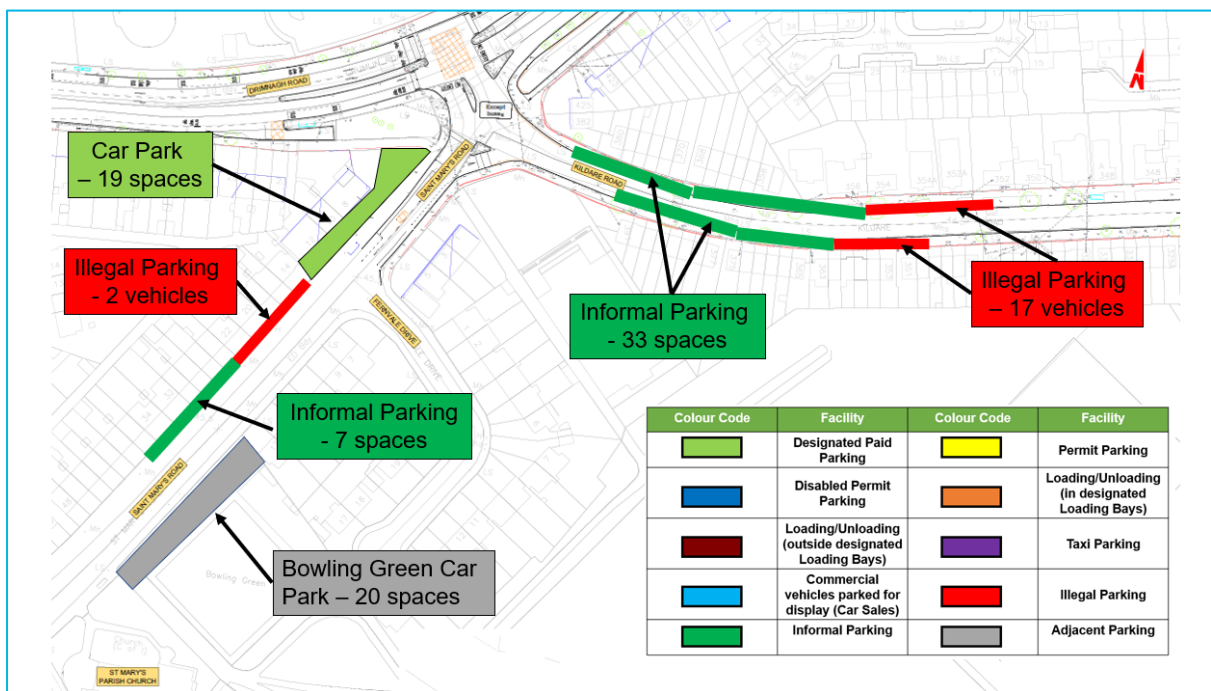


Figure 3-43 St. Mary's Road/Kildare Road junction

Following a site visit to the area it was observed that a high number of vehicles were parked informally and illegally on the footpath and carriageway both on St. Mary's Road and on Kildare Road in the vicinity of the junction in the locations shown on Figure 3-43. Examples of the informal and illegal parking behaviour in the area can be found on **Figure 3-44** and **Figure 3-45**.



Figure 3-44 Informal and Illegal parking – St. Mary’s Road

There are a number of adjacent parking facilities in this area, one at the Crumlin Bowling Club and another at the commercial properties adjacent to the St. Mary’s Road/Kildare Road junction. The parking at Crumlin Bowling Club consists of informal parking as shown on **Figure 3-45** whilst the parking at the commercial properties consists of both formal and informal parking spaces. It was observed that the illegal parking on the footpath at the Crumlin Bowling Club was likely to cause an obstruction to wheelchair users and ambulant disabled persons.



Figure 3-45 Adjacent Parking at Crumlin Bowling Club

3.13.3 Kildare Road Overview

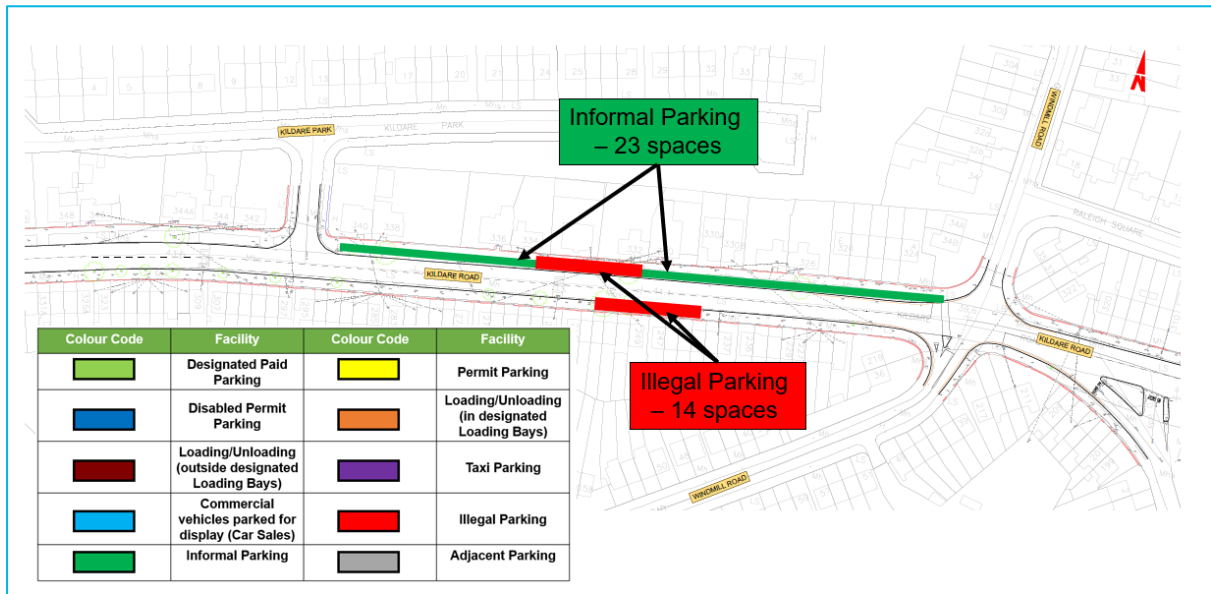


Figure 3-46 Locations of Informal Parking Kildare Road Section 1

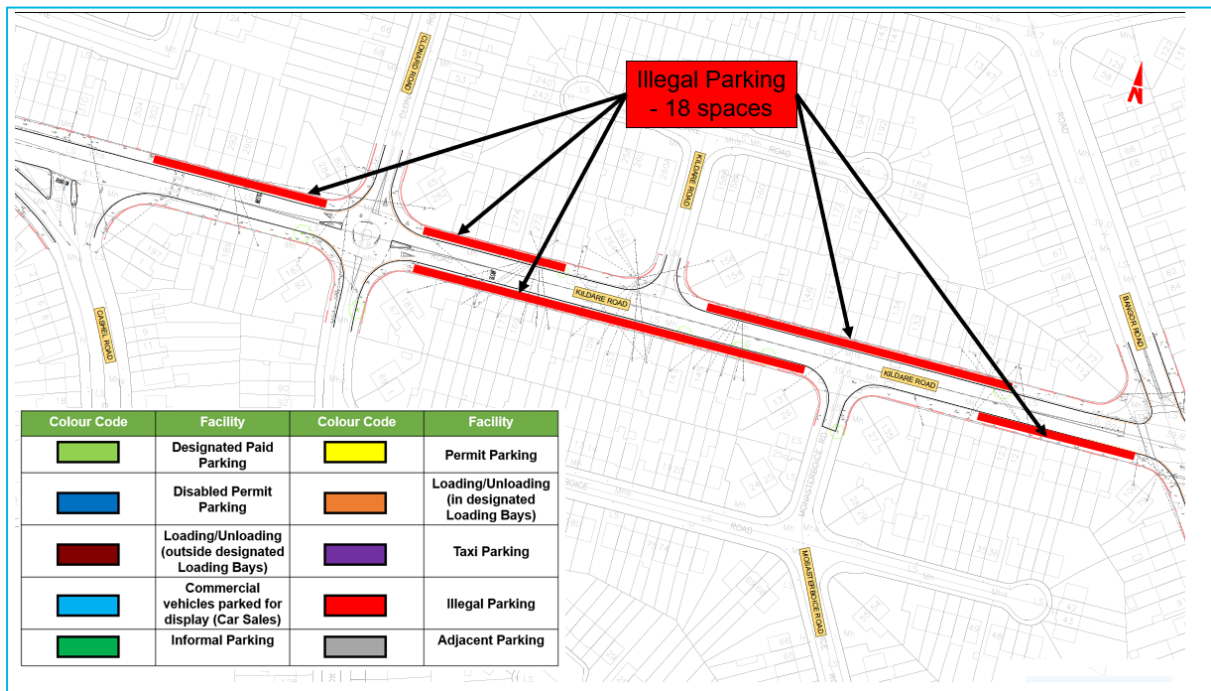


Figure 3-47 Locations of Informal Parking Kildare Road Section 2

Along Kildare Road, there is evidence of informal and illegal on-street driver parking behaviour at the locations shown on **Figure 3-46** and **Figure 3-47**.

Parking is taking place on both footpaths and carriageways in the area, an example of which can be seen in [Error! Reference source not found.](#) and [Error! Reference source not found.49](#). It has been observed that the vehicle parking would be likely to cause an obstruction to pedestrians using the footpath particularly wheelchair users. Parking on the carriageway would be likely to cause an obstruction particularly to large HGV's. It appeared that this parking was supplementing existing residential parking along the route.

The proposed design aims to mitigate loss of on-street parking on Kildare Road by providing sixty-three designated on-street parking spaces between St. Mary's Road junction and Windmill Road junction.



Figure 3-48 Looking East along Kildare Road – Informal and Illegal Parking

Between Windmill Road junction and Clogher Road, on-street informal parking will no longer be possible with the introduction of segregated cycle tracks inbound and outbound.



Figure 3-49 Looking West along Kildare Road – Informal Parking

3.13.4 Clogher Road Overview

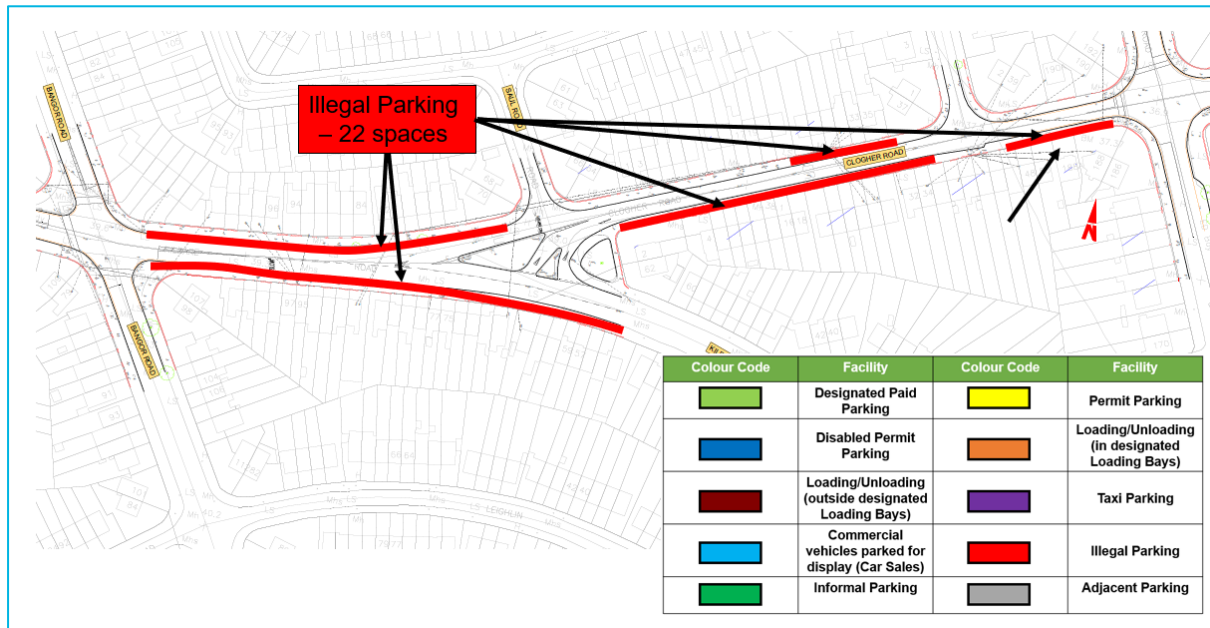


Figure 3-50 Clogher Road / Kildare Road

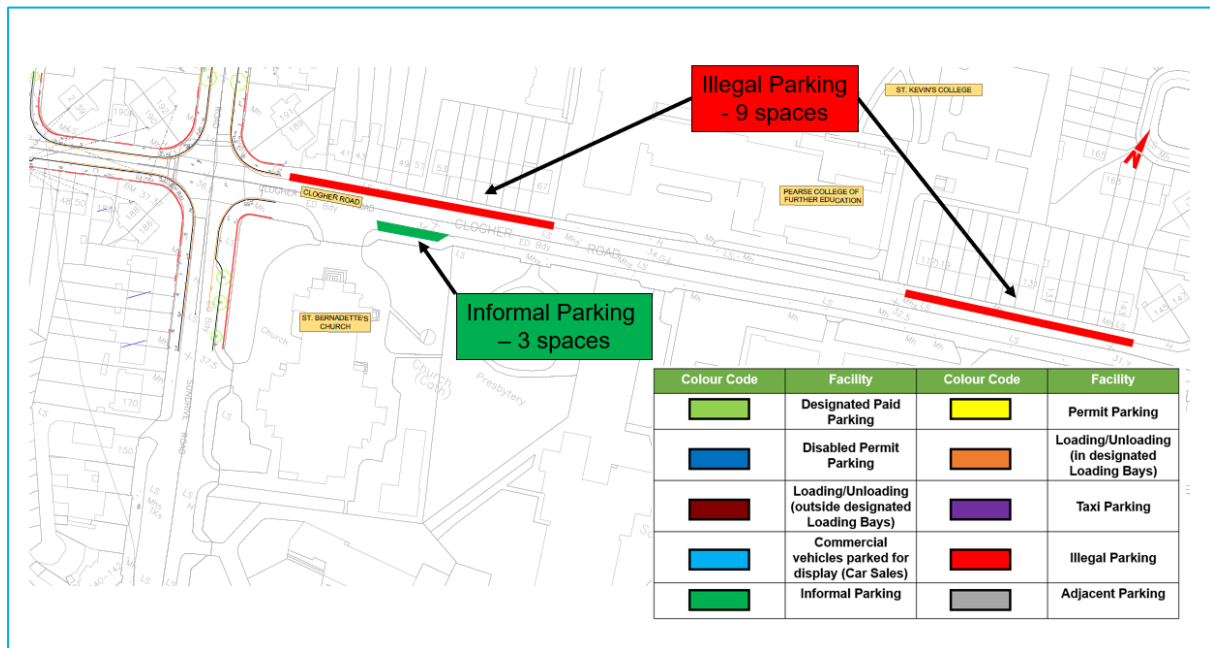


Figure 3-51 Clogher Road Section 1

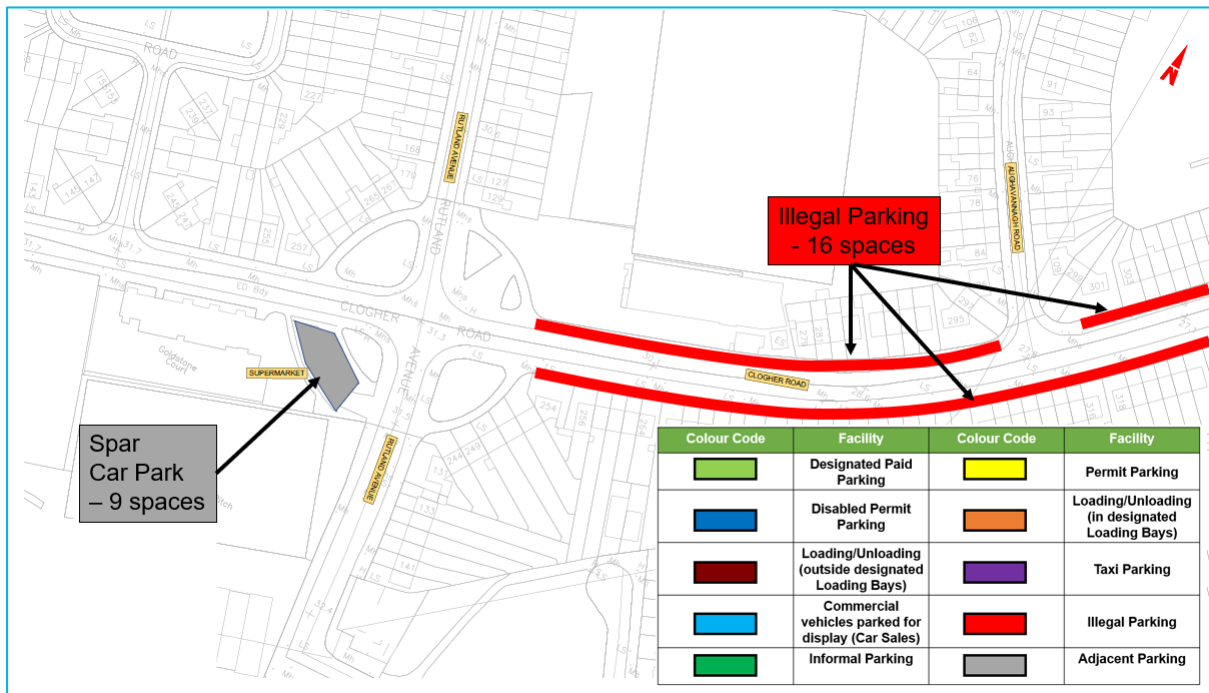


Figure 3-52 Clogher Road Section 2

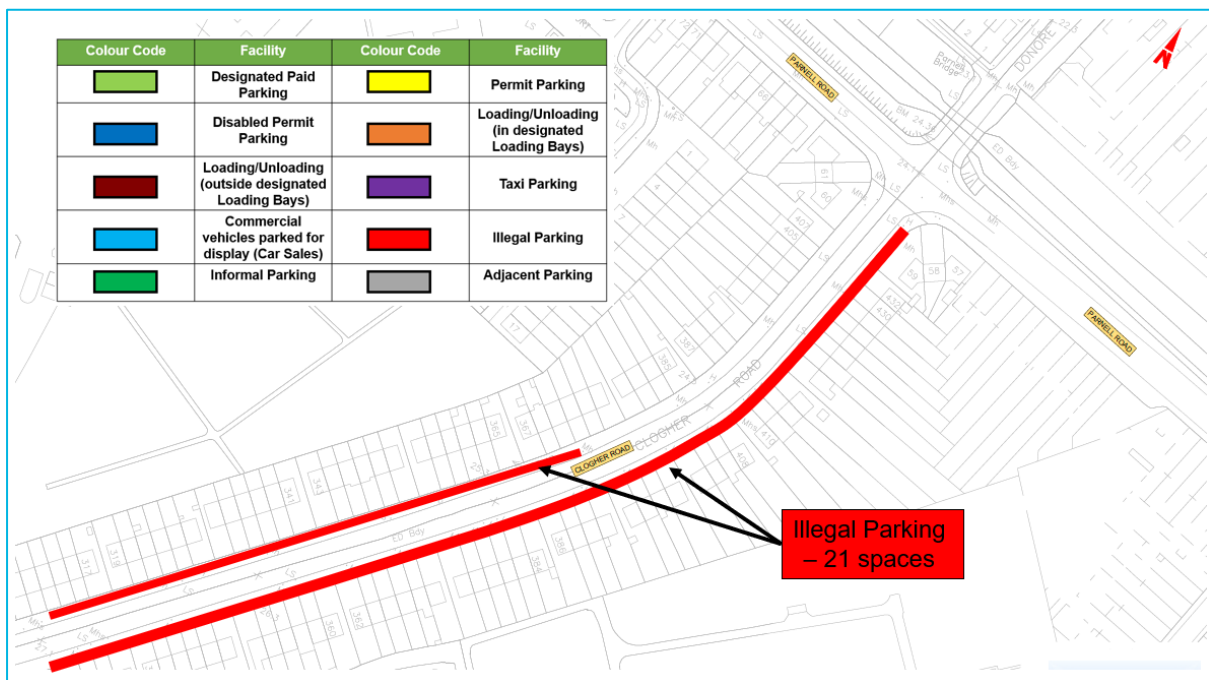


Figure 3-53 Clogher Road Section 3

During a site visit to Clogher Road in September 2019, it was observed that illegal parking is taking place on the footpaths on both carriageways at the locations shown on **Figure 3-52** to **Figure 3-53**. Reference source not found..

Due to footpaths widths along the route, it has been observed that the vehicle parking would be likely to cause an obstruction to pedestrians using the footpath particularly wheelchair users and ambulant disabled persons. A particular area of illegal parking occurs at Pearse College of Further Education and Marist National School during student drop-off and pick-up times as shown on **Figure 3-54**.

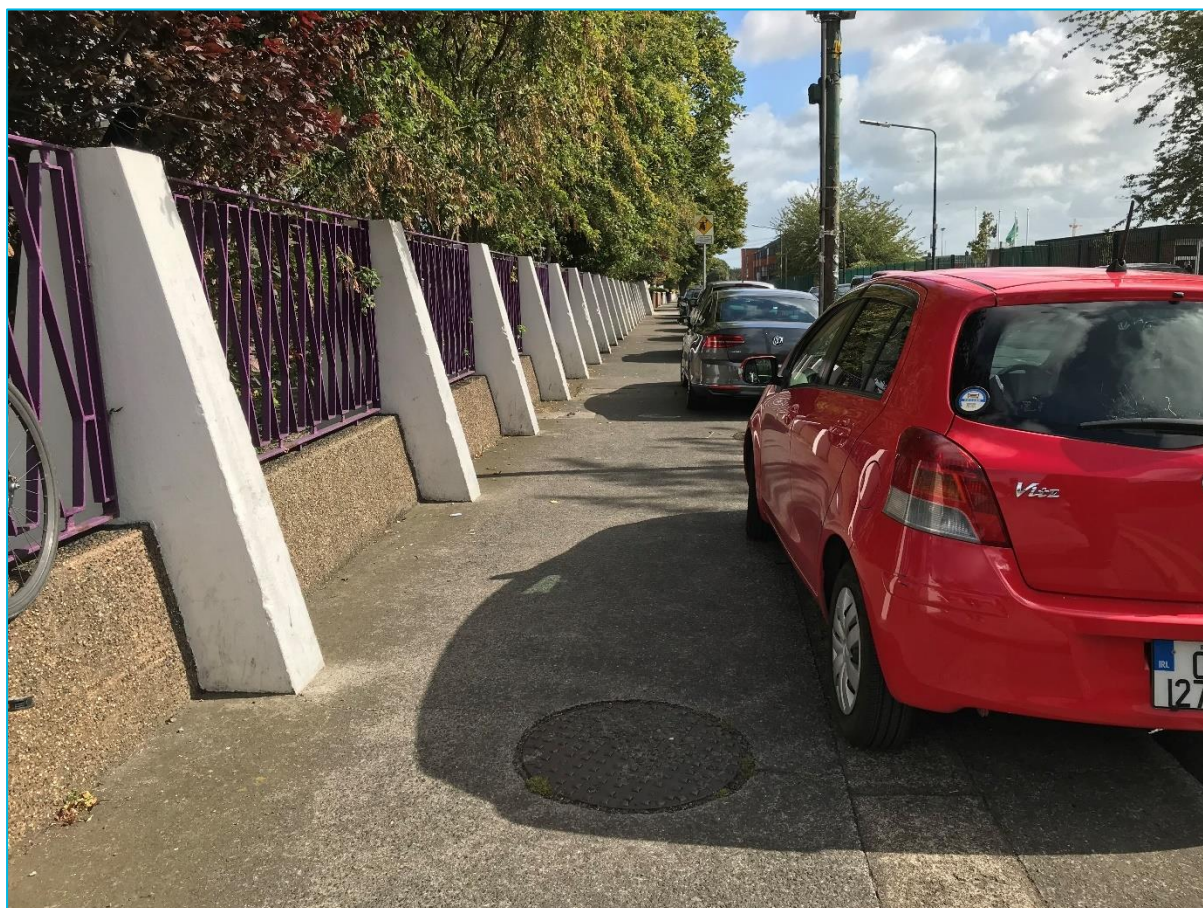


Figure 3-54 Obstructed footpaths Pearse College

Table 3.51 Existing Parking

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	19 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	Approx. 136 vehicles
Informal Parking	Approx. 111 spaces
Adjacent Parking	Approx. 51 spaces

3.13.5 Design Impacts

At various locations along Bunting, St. Mary's, Kildare and Clogher roads, residential parking has been observed to take place on both the footpath and the carriageway. The majority of this parking behaviour takes place on Kildare Road, and it is likely that this practise is taking place due to the lack of private parking space particularly in the residences adjacent to the westbound carriageway. Residents who

currently park their vehicles on the carriageway would not be permitted to do so due to the provision of cycle lanes/tracks as part of the design proposals.

It has been observed that illegal parking is taking place in a number of locations on both sides of the road along this section. It is unclear whether this illegal parking is residential or commuter in nature. While occurring in numerous locations, the classification of illegal parking behaviour indicated on the above map layouts relates to areas where it has been observed to cause obstruction to either pedestrians or to traffic.

Table 3.52 Design Impact Summary

Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	19 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Rank)	0 spaces	0 spaces
Commercial vehicles parked for display	0 spaces	0 spaces
Illegal Parking	Approx. 136 vehicles	Approx. 136 vehicles
Informal Parking	Approx. 111 spaces	Approx. 44 spaces
Adjacent Parking	Approx. 51 spaces	0 spaces

3.13.6 Options Analysis

To mitigate loss of informal parking sixty-seven parking spaces have been provided in the current design on Kildare Road, no other mitigation measure could be identified on Kildare Road and Clogher Road without compromising safety of cyclists using the proposed segregated cycle tracks.

3.13.7 Parking Assessment Impact

Table 3.53 Parking Assessment Impact – Informal Parking

Impact Assessment	Score	Notes
Intensity of Parking Usage	3	Fewer than one parking space per residential house/commercial property = High usage
Loss Level	3	Significant >20% reduction.
Weighting	3	Residential as it would have a more severe impact than for visitors.
Impact Rating	9	Significant Impact

3.13.8 Recommendations

The consequences of non-removal of existing informal on-street parking would be a loss of segregated cycle facilities and increased journey times for all potential roadway users. Due to the available road and footway cross-section, informal on-street parking mitigations should be implemented where space is available, this mitigation measure has been incorporated in the proposed design.