



Appendix G

Parking Survey Report



BusConnects - Core Bus Corridor Project

Scheme 1: Clongriffin to City Centre Existing
Parking Survey Report

July 2020

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BusConnects - Core Bus Corridor Project

Scheme 1: Clongriffin to City Centre Existing Parking Survey Report

July 2020

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1 Introduction

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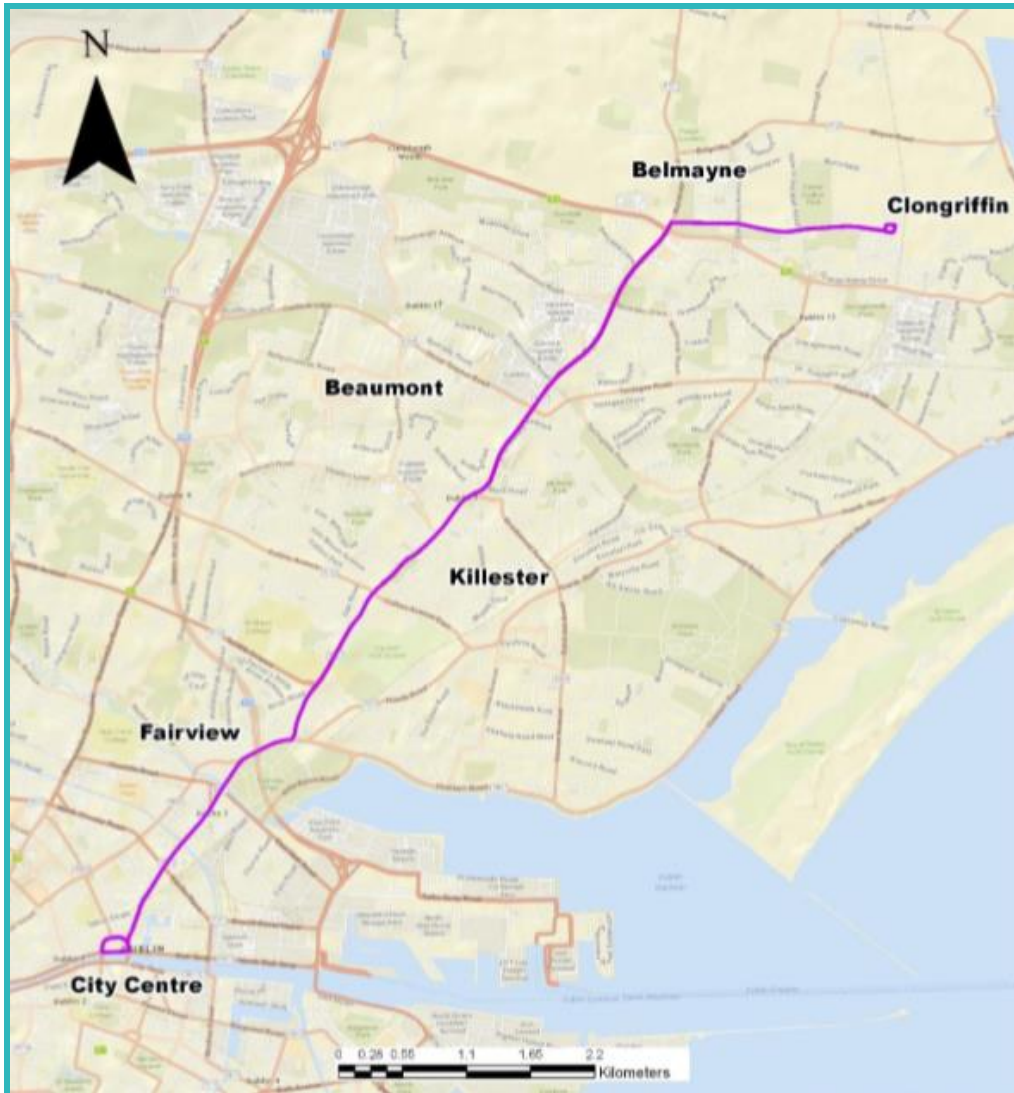


Figure 1-1: Clongriffin to City Centre Route

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 noted 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 Clongriffin 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 Existing Parking Arrangements

3.1 Clongriffin Park and Ride Car Park

3.1.1 Overview

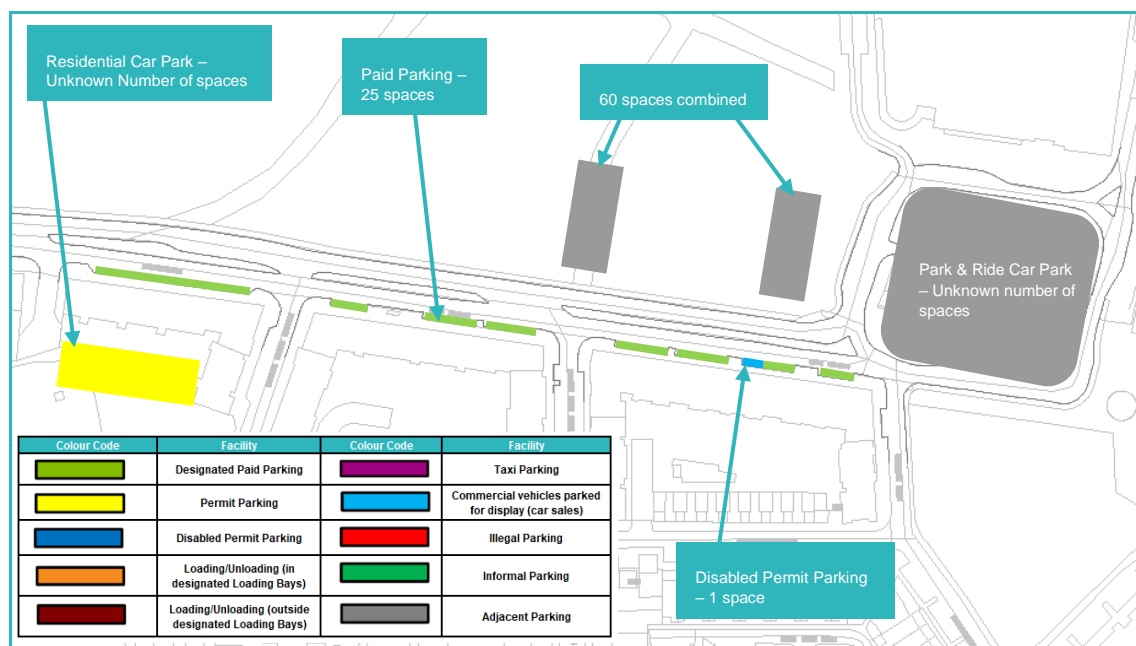


Figure 3-1: Main Street Parking Layout to Friar's Street

The desktop study showed that there was ample designated paid parking spaces and disabled permit parking spaces along the Main Street next to businesses and residential areas, as shown in Figure 3-1 and 3-2. There is also adjacent parking for consumers in the area, with 60 parking spaces located across from the shops on Main Street and a car park located at the centre of Clongriffin. Furthermore, all residential buildings along the street are equipped with private permit parking spaces.

The parking breakdown in this area is quantified as follows:

- Designated Paid Parking – 41 spaces;
- Permit Parking – Unknown number of spaces;
- Disabled Permit Parking – 1 space;
- Loading/Unloading (in designated Loading Bays) – 0 no. parallel spaces;
- Loading/Unloading (outside designated Loading Bays) – 0 no. spaces.
- Taxi Parking (Taxi Rank) – 0 spaces
- Commercial vehicles parked for display (Car sales) – 0 spaces
- Illegal Parking – 0 no. spaces
- Informal Parking – 0 spaces
- Adjacent Parking – Unknown number of spaces

No illegal parking was observed along Main Street to the Junction to Hole in the Wall Road due to the availability of designated paid parking spaces in the area.

The Clongriffin area is serviced by the 15 and 29a bus.

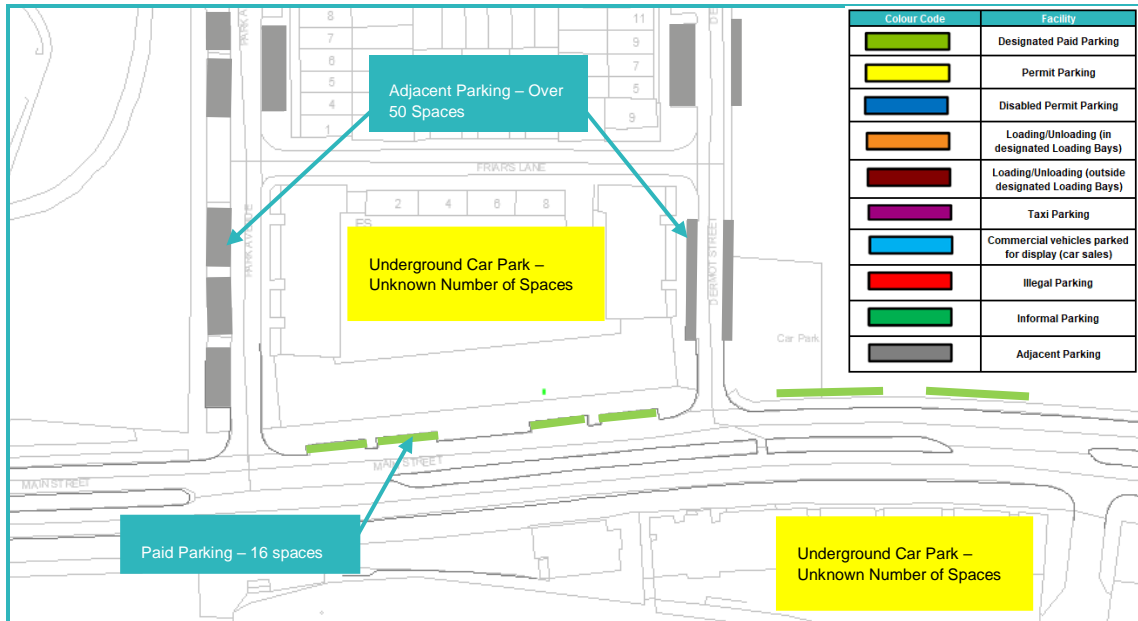


Figure 3-2: Main Street Parking Layout to Park Avenue

As Main Street continues, the road west of the junction of Hole in the Wall Road end abruptly due to construction work being undertaken in that area. The parking layout for this area is shown in Figure 3-3. The road is closed on the west bound side by construction hoarding. Therefore, due to the road being a cul de sac, there is very little traffic on that road. However, illegal parking was observed on the fast lane side of the east bound road. 6 cars were observed to have been parking illegally at the time of the desktop study, though with construction ongoing in the area, it is expected that the illegal parking will stop upon the completion of works. There are 30 designated paid parking spaces along the road with residential parking also available in the adjacent area.

The parking breakdown in this area is quantified as follows:

- Designated Paid Parking – 30 spaces;
- Permit Parking – Unknown number of spaces;
- Disabled Permit Parking – 0 spaces;
- Loading/Unloading (in designated Loading Bays) – 0 no. parallel spaces;
- Loading/Unloading (outside designated Loading Bays) – 0 no. spaces.
- Taxi Parking (Taxi Rank) – 0 spaces
- Commercial vehicles parked for display (Car sales) – 0 spaces
- Illegal Parking – 0 no. of cars
- Informal Parking – 0 spaces
- Adjacent Parking – Unknown number of spaces

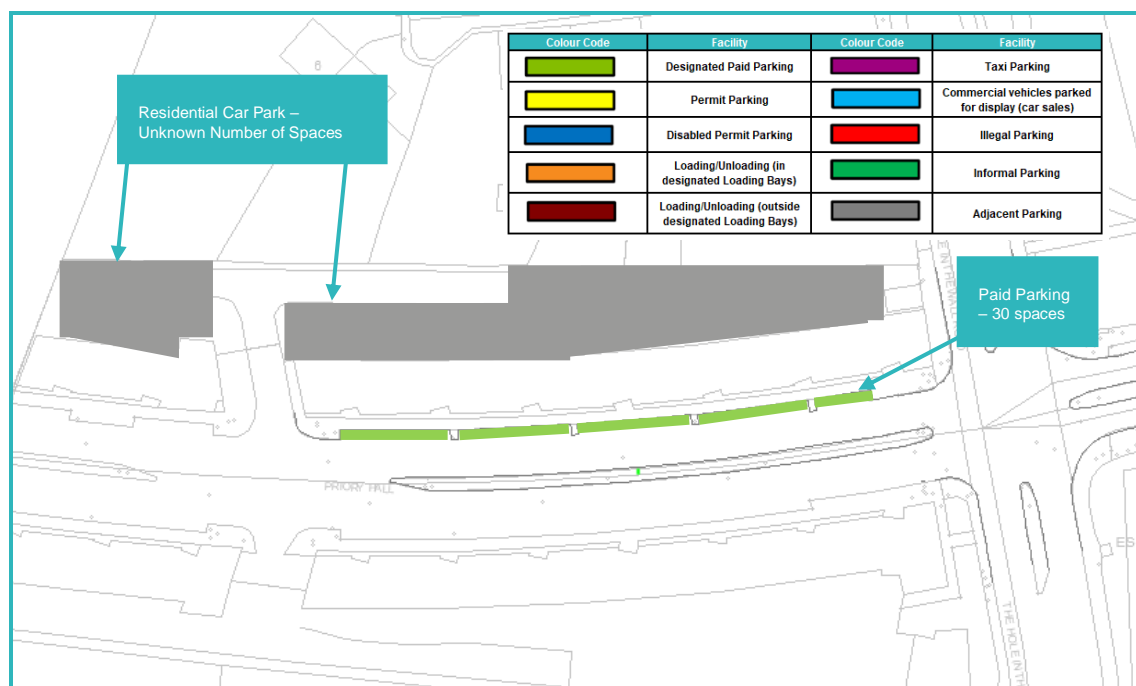


Figure 3-3: Main Street west of Hole in the Wall Road Junction

3.1.2 Option Analysis for the Clongriffin Area

Table 3-1: Option Analysis

| Type of Parking | Item | Proposal | Analysis | Viability |
|-----------------|------|--|--|-----------|
| Commercial | 1. | Provide additional parking as part of the design scheme. | No additional parking is required as there are ample parking spaces available for businesses on this stretch of road | N |
| | 2. | Revert to the present arrangement whereby the existing perpendicular parking remains in place. | There is no conflict of interest between the motorists and cyclists. | Y |
| | 3. | Direct customers currently using perpendicular parking to use available car parks. | For those associated with the commercial uses, they can be directed to the respective commercial car parks off Main Street | Y |

| | | | | |
|--------------------|----|--|--|---|
| | 4. | Direct customers currently using the perpendicular parking to use parking available on other roads. | Feasible as there are numerous adjacent roads along Main Street. | Y |
| | 5. | Customers to use the accessible parking to the rear of the commercial properties (Clongriffin car park) | Not feasible due to no access or laneway with insufficient width to park. | N |
| Residential | 6. | Check viability of converting existing front gardens to driveways to enable residents to park privately on their own property. | Not feasible as the properties along the road are mainly apartments or businesses with no garden space | N |
| | 7. | Residents to park to the rear of their properties | Not feasible due to no access or laneway with insufficient width to park | N |

3.1.3 Parking Assessment Impact

Table 3-2: Parking Assessment Impact at Clongriffin

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

3.1.4 Recommendations

There is no recommendation to change the parking layout along Main Street. The proposed bus lanes are already in use and do not inhibit the existing parking spaces. No further comment is required. Furthermore, it is not expected that east of the Hole in the Wall Road illegal parking will persist once the new road is constructed.

3.2 Northern Cross Area

3.2.1 Overview

The northmost section of the Malahide Road has multiple locations for parking for the adjacent business that operate in the area. However, to the north of the Malahide and R139 junction, the only area where there is on-street parking, the new scheme extends into the area where paid permit parking is provided. These parking spaces serves Pierce Monuments, Fine Wines and Noble House Chinese business premises. Note, the scheme allows for the existing parking spaces to remain in place, maintain 6 no. spaces outside the businesses, but with parking spaces parallel to the road, instead of diagonally. The private parking at the Hilton Hotel will remain with no changes to the access.

The Northern Cross area is serviced by the 42 and 43 buses along the Malahide Road.

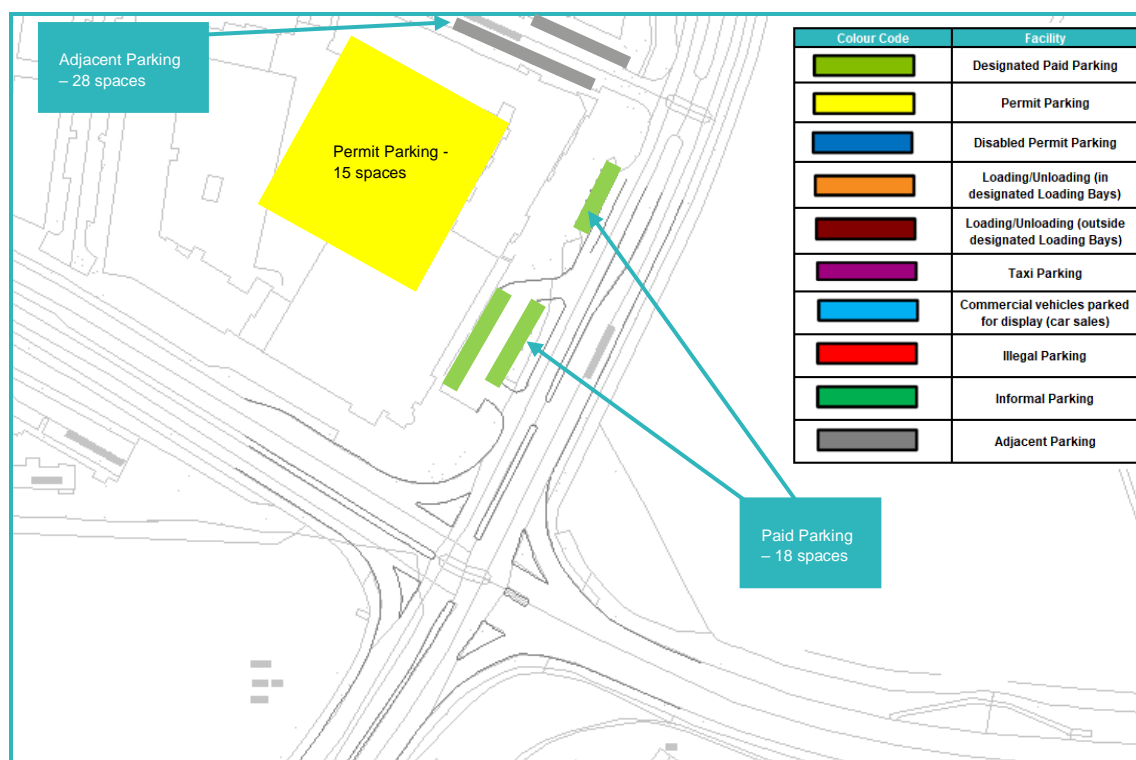


Figure 3-4: Northern Cross Parking Layout

South of the Malahide Road and R139 junction, there are several business premises and a shopping centre. The Clarehall shopping centre features a large amount of customer car spaces, as well as 6 spaces for Loading/Unloading and a taxi rack. Access arrangements will still be in place.

Further down, the business premises, which include First Stop, Tyreland and Topaz, provide parking to customers. The car sales shop has cars on display. It is worth noting that the current entrance to First Stop and Tyreland will be removed.

The parking breakdown in this area is quantified as follows:

- Designated Paid Parking – 18 spaces;

- Permit Parking – Unknown number of spaces;
- Disabled Permit Parking – 0 spaces;
- Loading/Unloading (in designated Loading Bays) – 6 no. parallel spaces;
- Loading/Unloading (outside designated Loading Bays) – 0 no. spaces.
- Taxi Parking (Taxi Rank) – 6 spaces
- Commercial vehicles parked for display (Car sales) – 50 spaces
- Illegal Parking – 0 no. of cars
- Informal Parking – 0 spaces
- Adjacent Parking – Unknown number of spaces

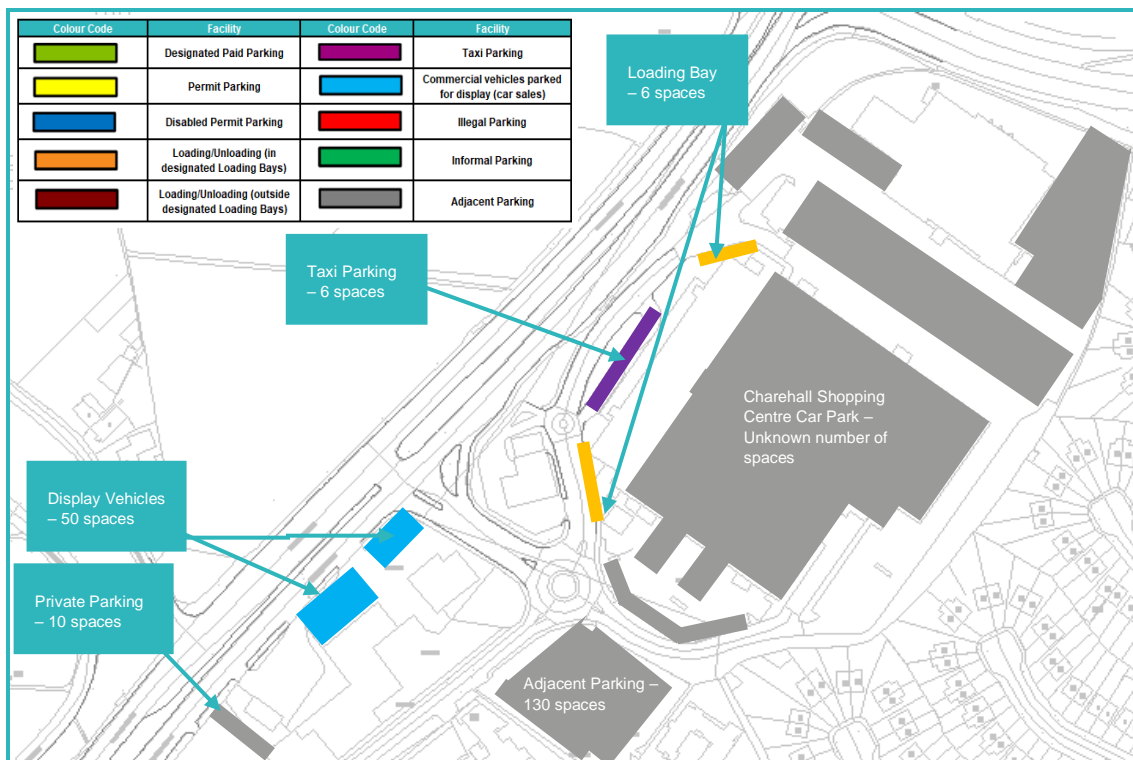


Figure 3-5: Parking Layout around Charehall Shopping Centre

Please see Figure 3-6 of the vehicle on display as well as a premise owned by a mechanic where cars are parked to the front.



Figure 3-6: Vehicles on display along Malahide Road

No illegal or informal parking was observed during the desktop study along this section of the BusConnects scheme.

3.2.2 Option Assessment for the Northern Cross Area

Table 3-3: Option Analysis

| Type of Parking | Item | Proposal | Analysis | Viability |
|-------------------|------|---|---|-----------|
| Commercial | 1. | Provide additional parking as part of the design scheme. | There is little scope in the area to provide additional parking. | N |
| | 2. | Revert to the present arrangement whereby the existing perpendicular parking remains in place. | There is a conflict of interest between the motorists and cyclists, as the parking spaces would block cycle lanes. | N |
| | 3. | Direct customers currently using perpendicular parking to use available car parks. | For those associated with the commercial uses, they can be directed to the respective commercial car parks at Clare hall shopping centre. | Y |
| | 4. | Direct customers currently using the perpendicular parking to use parking available on other roads. | Feasible as there are numerous adjacent roads by the Hilton Hotel. | Y |
| | 5. | Customers to use the accessible parking to the rear of the commercial properties | Not feasible due to no access | N |

| | | | | |
|--------------------|----|--|--|---|
| Residential | 6. | Check viability of converting existing front gardens to driveways to enable residents to park privately on their own property. | Not feasible as the properties along the road are mainly apartments or businesses with no garden space | N |
| | 7. | Residents to park to the rear of their properties | Not feasible due to no access | N |

3.2.3 Parking Assessment Impact at Northern Cross

Table 3-4: Parking Assessment Impact at Northern Cross

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

3.2.4 Recommendations

There are no recommendations to change any of the parking arrangements as the scheme will not change any of the existing parking layouts.

3.3 Coolock Area

3.3.1 Overview

The BusConnects scheme passes through the residential village of Coolock. The homes in the estates around Coolock have their own private car spaces while public parking spaces is provided in some locations as well as for local businesses. However, it was noted on this desktop study that most streets had informal parking both in the extents of the new scheme and in adjacent streets. It is the view that due to these streets being in housing estates, on street parking is acceptable.

To the north of the Malahide Road and Greencastle Road junction, there was no illegal or informal parking observed. The area included the Leisureplex Coolock Car Park and Crown Paints Car Park which provides 380 and 55 spaces respectively, as shown in Figure 3-7. The BusConnects scheme does not extend into these areas.

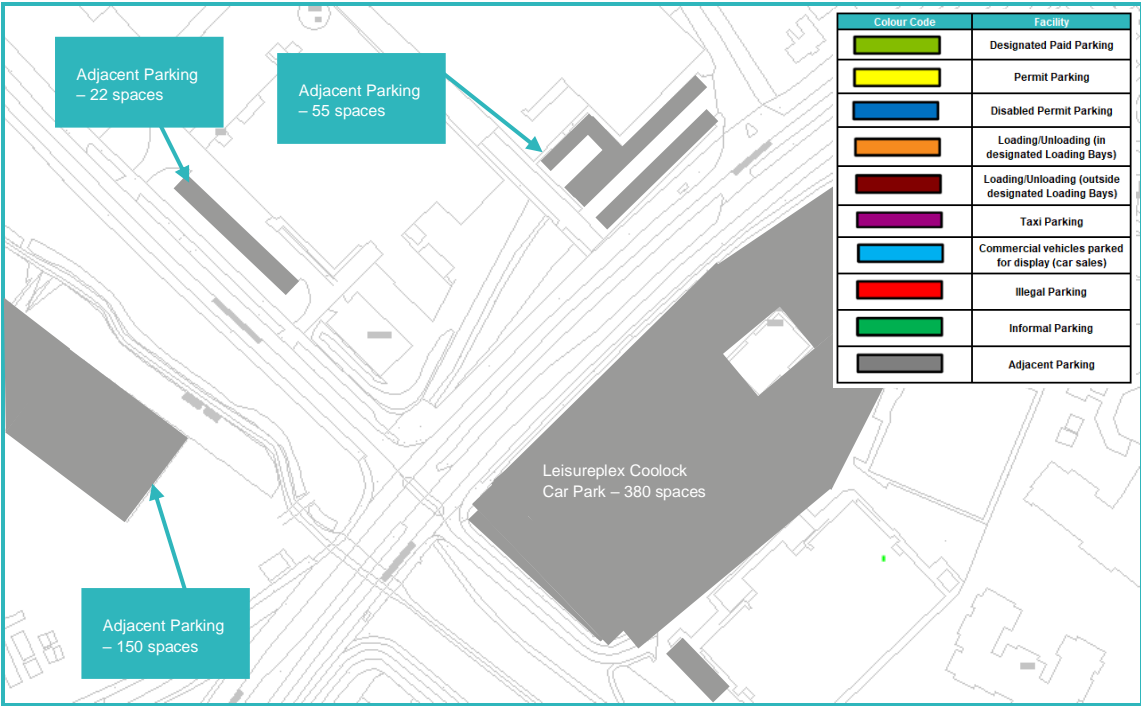


Figure 3-7: Parking Layout around the Coolock Leisureplex

South of the Malahide Road and Greencastle Road junction but before the junction to Tongelee Road, there was several cars parked informal in an area on the northbound side of Malahide Road. These areas are marked in green in Figure 3-8. In some locations, these cars were parked informally within the extents of the BusConnects scheme. Informal parking was also observed in the Brookville Park Road and the Dunree Park Road where cars were parked informally beside their homes. Up to 75 cars were observed to have been parked informally in this area. The new BusConnects scheme allows for cars to be parked along the Malahide Road in this area, except for the parking space further north which will be moved. Informal parking for homeowners in Brookville Park will remain in place.

Mondelez Europe is also in this area and it provides 150 private car parking spaces to its staff and customers.

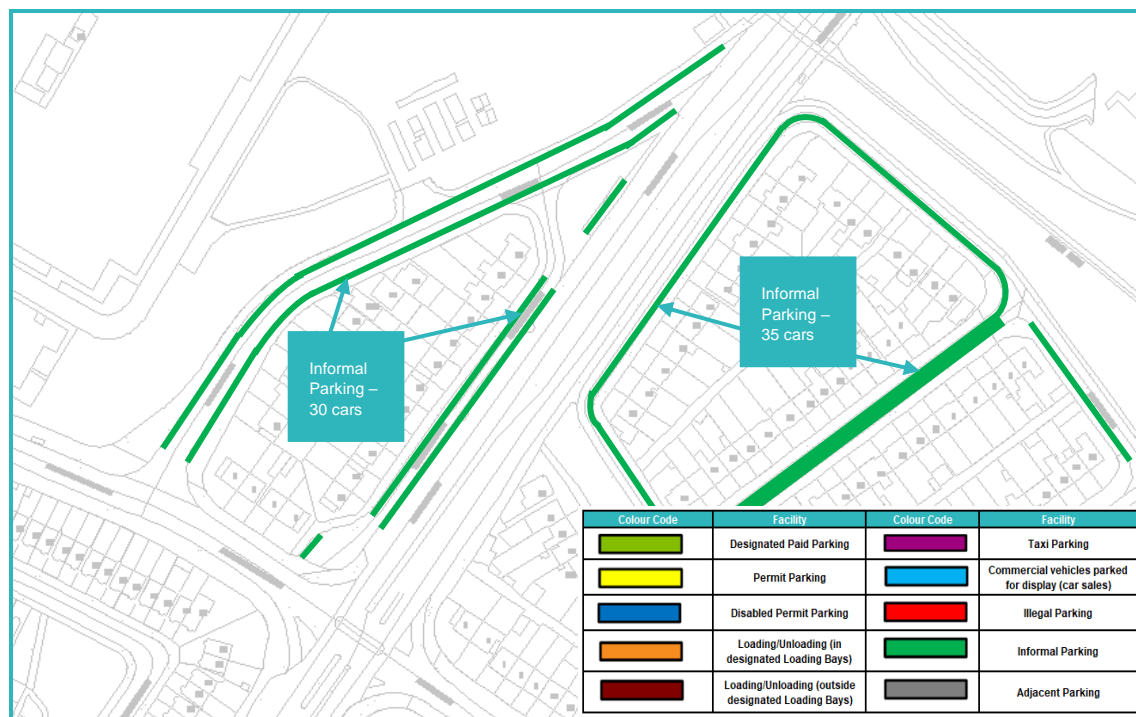


Figure 3-8: Parking Layout around Dunree Park

Between the Malahide Road and Tongelee Road junction, to the Artane Roundabout, there were further observations made of informal parking. Once again, these areas were both within the extents of the BusConnects scheme and in adjacent areas. Please see Figure 3.9 of an example of informal parking on Brookville Park.

The areas where informal parking was observed were the following roads:

- St. Brendan's Avenue
- Brookville Park

There was no informal parking observed along the Malahide Road itself.

Along the Brookville Park road, the new BusConnects scheme will provide provision for permit and paid parking. This along with the incorporation of a cycle lane along the road will remove informal parking on both sides of the Brookfield Park road.



Figure 3-9: Informal Parking along Brookville Road

Up to 172 cars were observed to have been informally parked both within the extents of the scheme and in the adjacent surround areas as shown in Figures 3-10 and 3-11. Once again, the reason for these informally parked cars is due to these roads being in housing estates where traffic is low.

There are another businesses and clubs, a bank and a church in the area where car parking is provided for the public. At junction between Malahide Road and Main Street there are 5 businesses and Ulster bank which provide 12 parking spaces at the front. It was observed that insufficient public parking spaces are available with numerous cars having to park along the side of the street, partially blocking the southbound lane of Main Street. The area also includes Parnell GAA Club and Coolock Church where public parking is available. The BusConnects scheme does not extend into these parking areas.

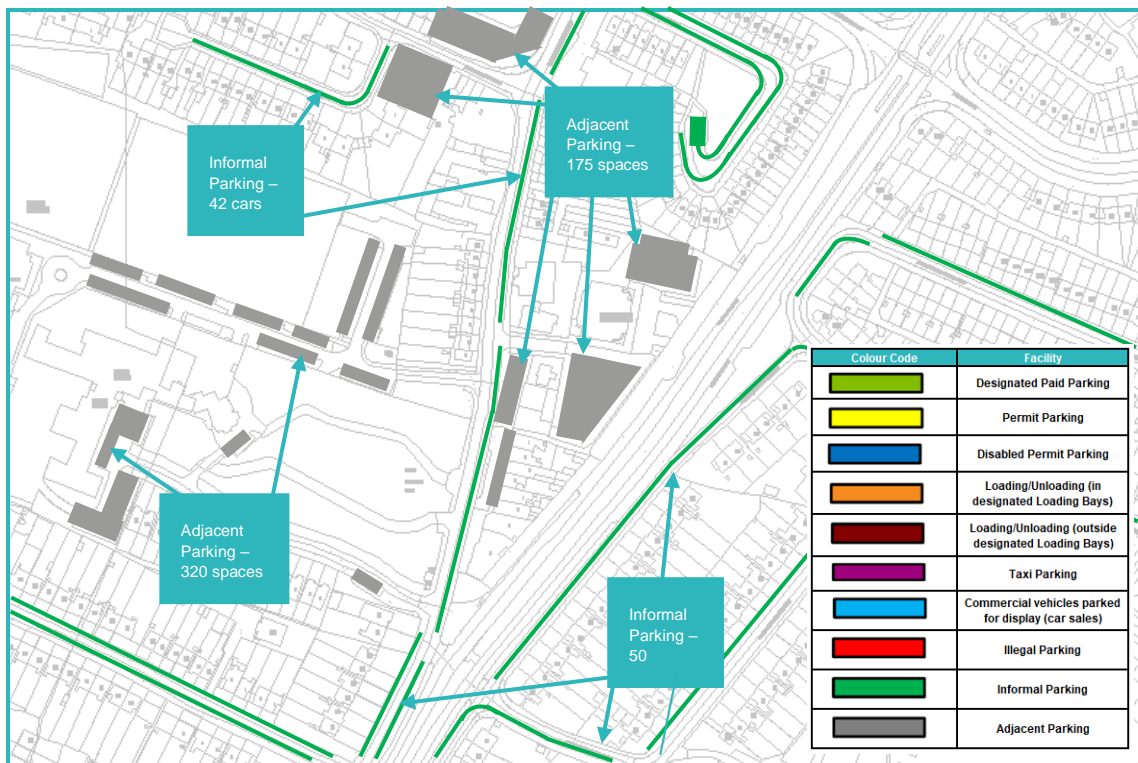


Figure 3-10: Parking Layout around St Brendan's Avenue

The parking breakdown in this area is quantified as follows:

- 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 – 237 spaces
- Adjacent Parking – 1,000 spaces

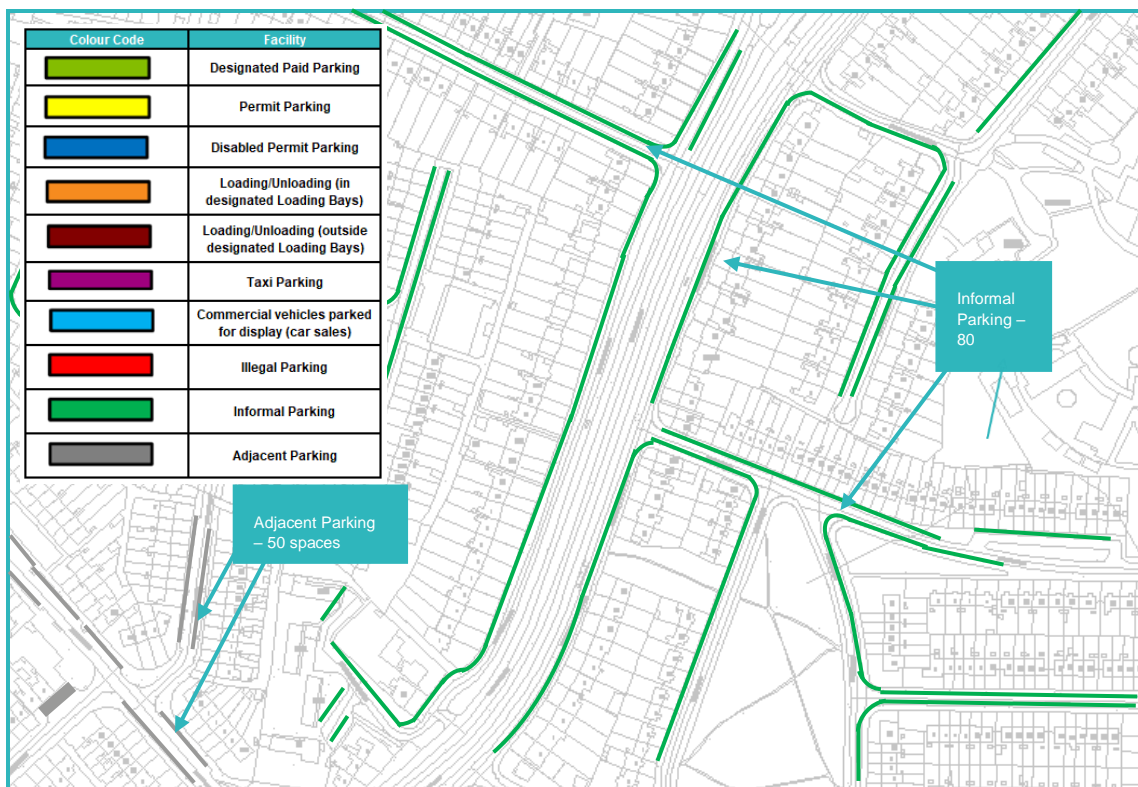


Figure 3-11: Parking Layout south of Coolock

3.3.2 Option Assessment for the Coolock Area

Table 3-5: Option Analysis

| Type of Parking | Item | Proposal | Analysis | Viability |
|-----------------|------|--|--|-----------|
| Commercial | 1. | Provide additional parking as part of the design scheme. | There is little scope in the area to provide additional parking. | N |
| | 2. | Revert to the present arrangement whereby the existing perpendicular parking remains in place. | There is a conflict of interest between the motorists and cyclists, as the parking spaces would block cycle lanes. | N |
| | 3. | Direct customers currently using perpendicular parking to use car parks available. | There is some scope to use the car park at Leisure plex. | Y |
| | 4. | Direct customers currently using the perpendicular | Feasible as there are numerous adjacent roads | Y |

| | | | | |
|-------------|----|--|---|---|
| | | parking to use parking available on other roads. | along the Malahide Road where people can park informally. | |
| | 5. | Customers to use the accessible parking to the rear of the commercial properties | Feasible in an informal capacity. | Y |
| Residential | 6. | Check viability of converting existing front gardens to driveways to enable residents to park privately on their own property. | Feasible in some locations along Brookville Park road and St. Brendan's Avenue, as most homeowners have front gardens with car parking space. | Y |
| | 7. | Residents to park to the rear of their properties | Not feasible due to no access | N |

3.3.3 Parking Assessment Impact at the Coolock Area

Table 3-6: Parking Assessment Impact at Coolock

| Impact Assessment | Score | Notes |
|----------------------------|----------|---|
| Intensity of Parking Usage | 1 | More than one parking space per residential house/commercial property |
| Loss Level | 2 | 10% to 20% reduction. |
| Weighting | 3 | Residential as it would have a more severe impact than for visitors. |
| Impact Rating | 6 | Moderate Impact |

3.3.4 Recommendations

the scheme does allow for on street parking in areas where homes do not have private parking on their driveway. The scheme also reduces some level of on street parking along Malahide Road.

3.4 Artane Area

3.4.1 Overview

The BusConnects scheme passes through the village of Artane. At the Artane roundabout, there was no informal or illegal parking observed during the desktop study. Along the Artane road, 13 designated parking spaces is provided across the road. Local business premises also have a limited number of customer parking spaces. It must be noted that at the junction

between Mornington Grove and the Malahide Road, the scheme states that there will possibility be land acquisition outside Spar Artane, which will extend into their customer parking.

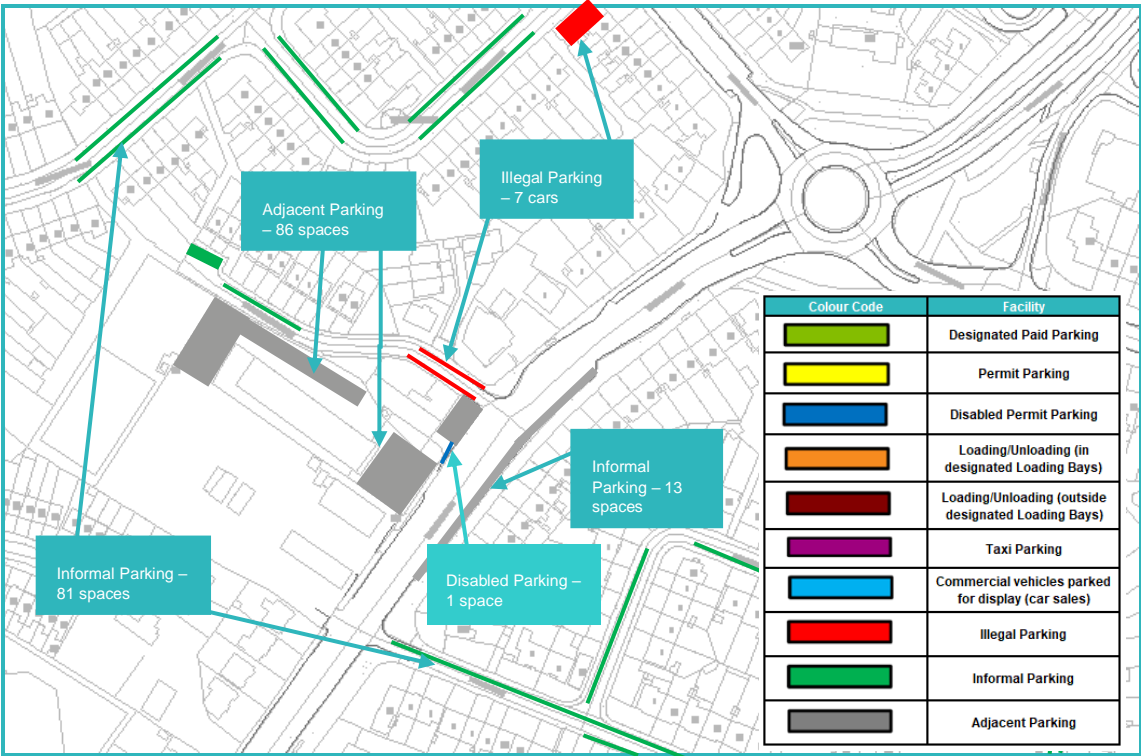


Figure 3-12: Parking Layout around Artane Roundabout

In the adjacent areas, there were several locations where informal and illegal parking was taking place. Along Mornington Grove, 3 cars were observed to be parking on double yellow lines as shown in Figure 3-13. A further four cars were observed to be parking illegally on the footpaths along Ardcollum Road. As similarly observed in other adjacent locations along the Malahide Road, most housing estates had informal parking along it road which obstructs pedestrians and drivers.

The new BusConnects route will remove the 13 designated parking spaces along Malahide Road. The customer parking spaces. Furthermore, the customer parking spaces will also reduce from a capacity of eight (when parked perpendicular to the road) to 4 designated parking spaces.



Figure 3-13: Illegal Parking on Mornington Grove

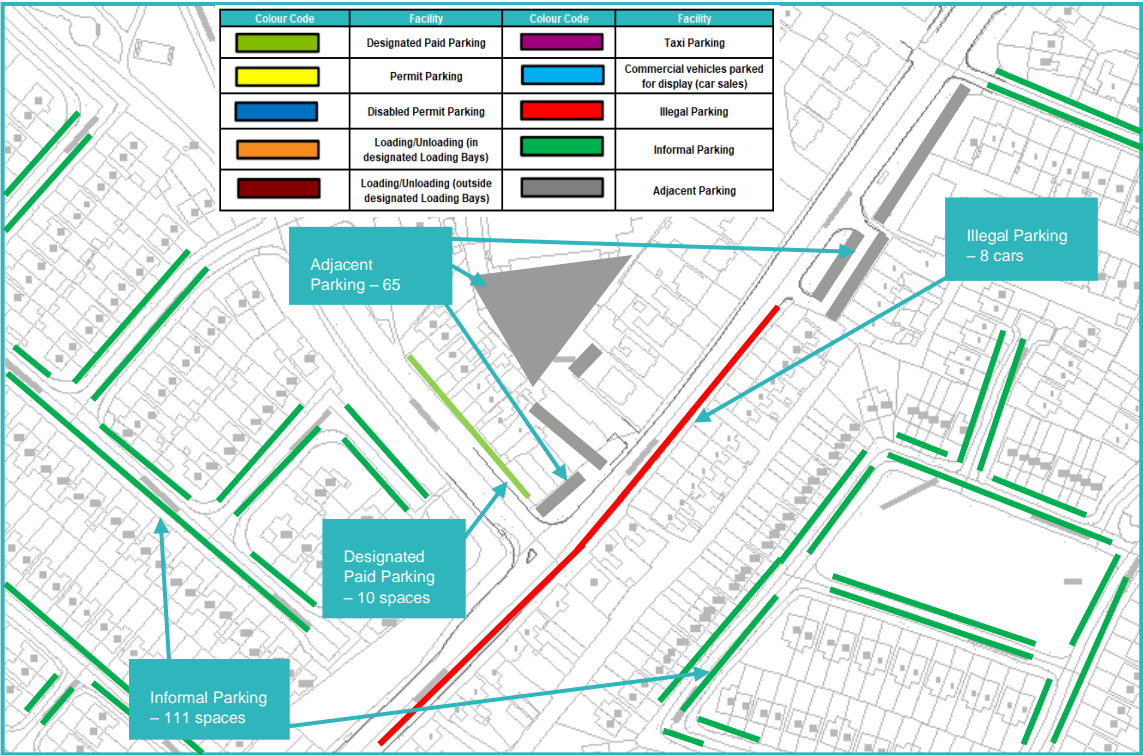


Figure 3-14: Parking Layout from Daneli Road past Kilmore Road

Further down past Artane to Kilmore Road, more illegally parked cars were observed, this time on the Malahide Road. Figure 3-15 shows the illegally parked cars. Eight cars were observed to be parking illegally on the footpath. Like before, informal parking in the adjacent housing estates was also observed.



Figure 3-15: Illegal Parking along Malahide Road

The Artane area has many business premises that include shops, petrol stations, diners and clinics which provide limited consumer parking. A small industrial complex where the are many businesses present has its own private car park.



Figure 3-16: Parking Layout from Kilmore Road to Collins Avenue

The parking breakdown in the Artane area is quantified as follows:

- Designated Paid Parking – 10 spaces;
- Permit Parking – 0 spaces;
- Disabled Permit Parking – 1 space;
- 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 – 15 cars;
- Informal Parking – 295 cars
- Adjacent Parking – 186 spaces

3.4.2 Option Assessment for the Artane Area

Table 3-7: Option Analysis

| Type of Parking | Item | Proposal | Analysis | Viability |
|--------------------|------|--|--|-----------|
| Commercial | 1. | Provide additional parking as part of the design scheme. | There is little scope in the area to provide additional parking. | N |
| | 2. | Revert to the present arrangement whereby the existing perpendicular parking remains in place. | There is a conflict of interest between the motorists and cyclists, as the parking spaces would block cycle lanes. | N |
| | 3. | Direct customers currently using perpendicular parking to use car parks available. | There no scope as there are no car parks in this area | N |
| | 4. | Direct customers currently using the perpendicular parking to use parking available on other roads. | Feasible as there are numerous adjacent roads along the Malahide Road where people can park informally. | Y |
| | 5. | Customers to use the accessible parking to the rear of the commercial properties | Feasible as some business provide properties to the rear of their premise. | Y |
| Residential | 6. | Check viability of converting existing front gardens to driveways to enable residents to park privately on their own property. | Feasible in some locations as most homeowners have front gardens with car parking space. | Y |

| | | | | |
|--|----|---|-------------------------------|---|
| | 7. | Residents to park to the rear of their properties | Not feasible due to no access | N |
|--|----|---|-------------------------------|---|

3.4.3 Parking Assessment Impact at Artane

Table 3-8: Parking Assessment Impact at Artane

| Impact Assessment | Score | Notes |
|----------------------------|----------|---|
| Intensity of Parking Usage | 1 | More than one parking space per residential house/commercial property |
| Loss Level | 3 | >20% reduction |
| Weighting | 2 | Commercial where of value for passing trade for a frontage business |
| Impact Rating | 6 | Moderate Impact |

3.4.4 Recommendations

Measures would need to be incorporated into the BusConnects scheme design to prevent illegal parking around the Artane area, particularly along the Malahide Road. Communication with the owners of the Spar shop with regards to land acquisition is also required as the new scheme extends into the area where their customers park. The available customer parking spaces reduction will also have to be analysed, taking into account the businesses in the area.

3.5 Donnycarney and Haverty Road to City Centre

3.5.1 Overview

From Donnycarney to the end of the BusConnects scheme, no informal or illegal parking was observed along Malahide Road. Once again, in the adjacent housing estates, informal parking was observed along the streets. A parking beat survey should be taken at Dessie Kiernan's Flooring and Beds premise to get an accurate account of the parking available in the area.

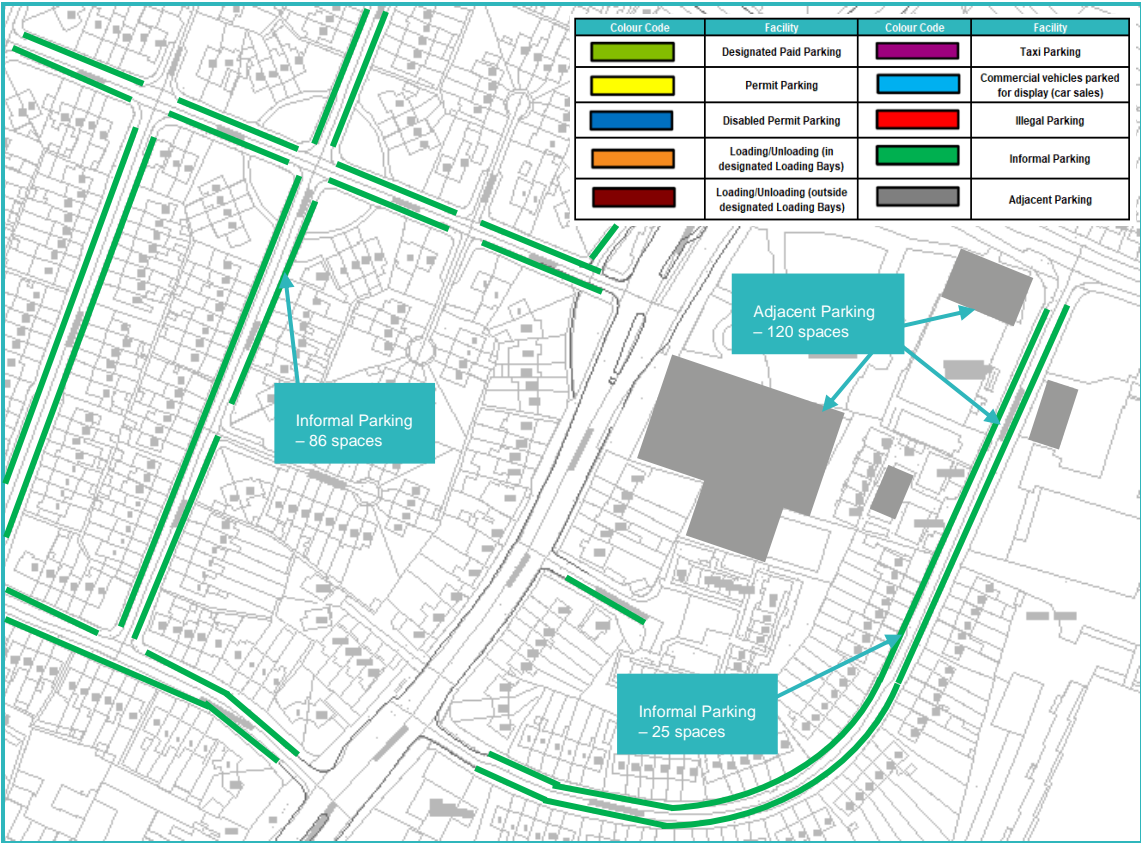


Figure 3-17: Parking Layout at Donnycarney Church to Donnycarney Road

At Donnycarney, there are two major parking areas adjacent to the Malahide Road. These parking areas serve Donnycarney Church and Clontarf Golf Club. These parking areas are shown in Figures 3-17 and 3-18. Further on by the junction of Malahide Road to Griffith Avenue, Ardscoil Rishave their own private car park. This is shown in Figure 3-19.

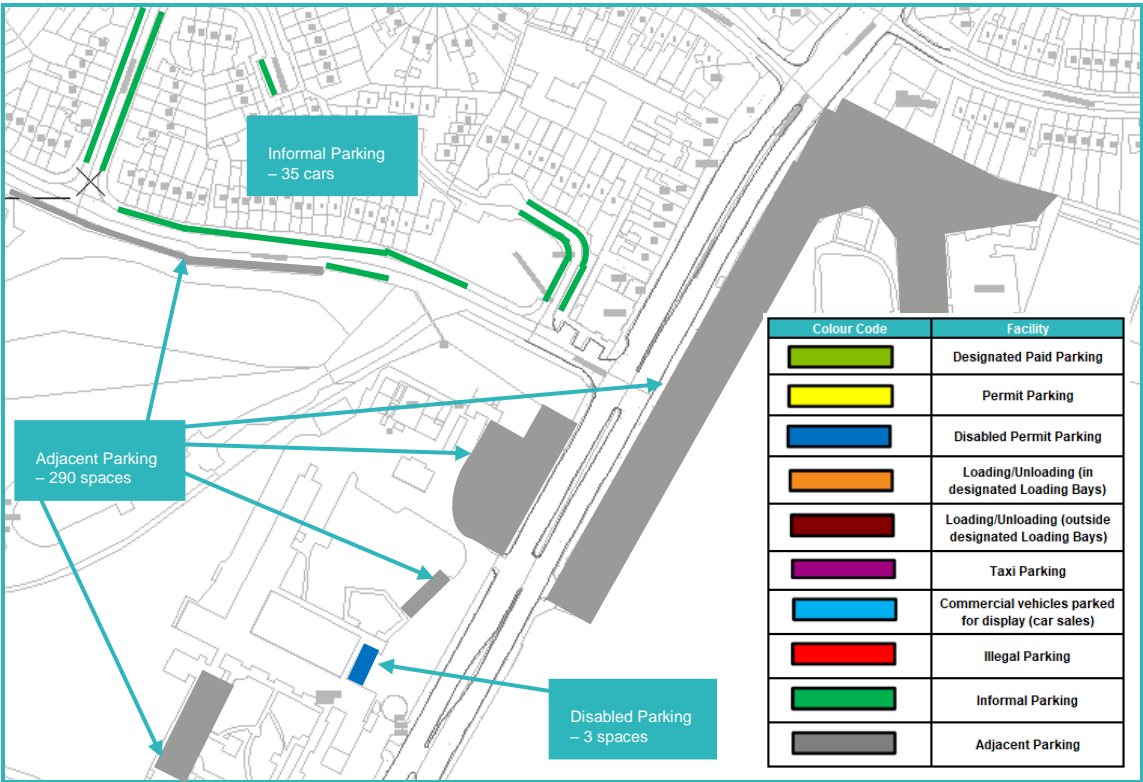


Figure 3-18: Parking Layout at Donnycarney Road to past Casino Park

Further on by the junction of Malahide Road to Griffith Avenue, Ardscoil Rishave their own private car park. This is shown in Figure 3-20. Illegal Parking was also observed along Griffith Avenue, where 21 cars were observed to be parking on the footpath. This is shown in Figure 3-19.



Figure 3-19: Illegal Parking along Griffith Avenue

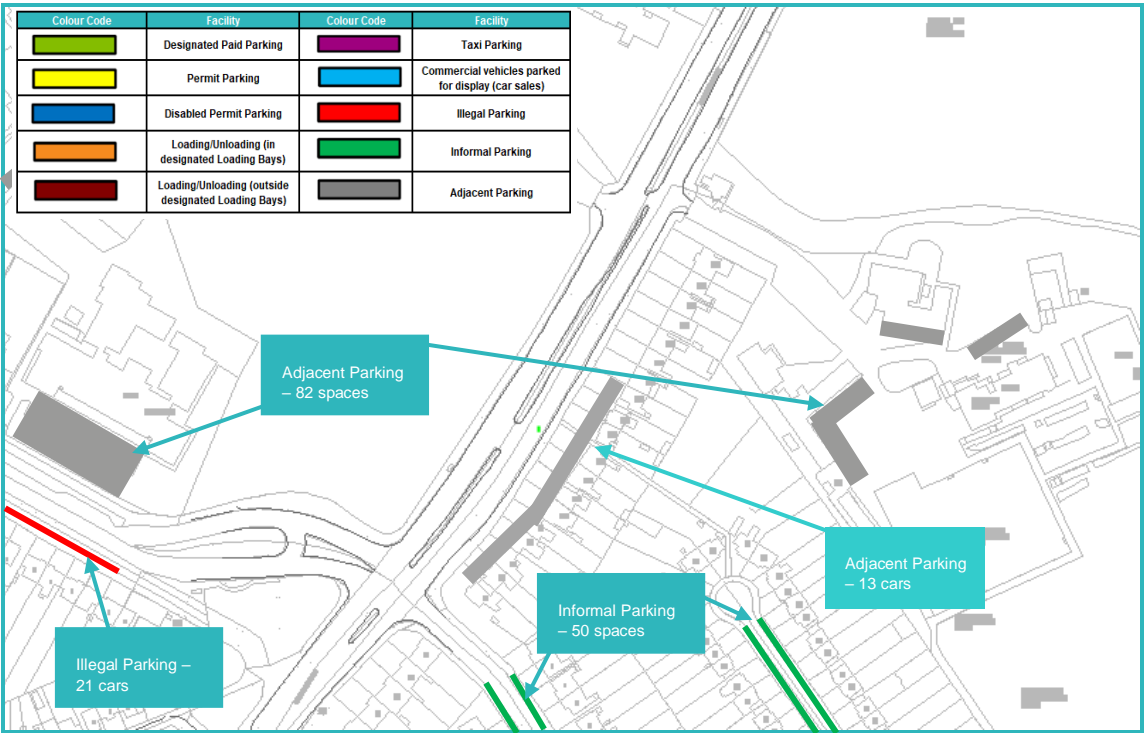


Figure 3-20: Parking Layout from Casino Park to Griffith Avenue

Towards the end of the proposed BusConnects Clongriffin Route, Haverty Road and Carleton Road are also incorporated into the scheme. Both these roads experience heavy informal parking to severely obstructs movement of traffic and pedestrians along the road. This is shown in Figure 3-21, with schematic diagrams in Figures 3-22 and 3-23.



Figure 3-21: Informal Parking along Haverty Road

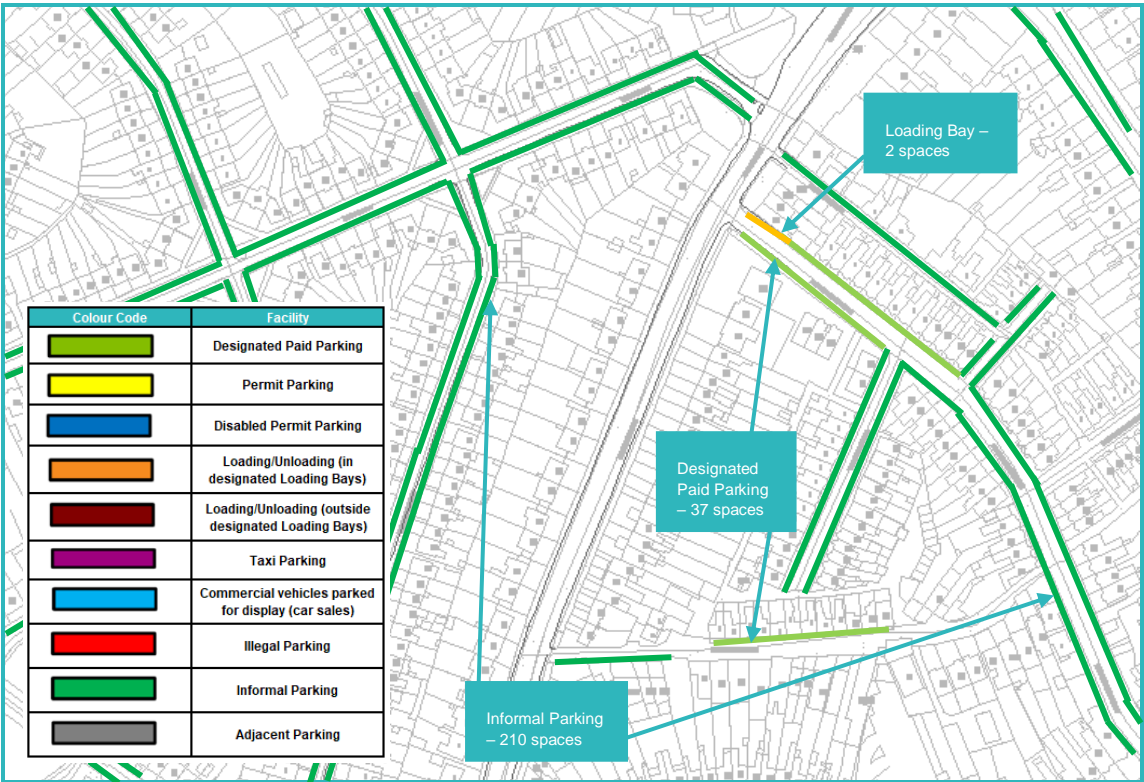


Figure 3-22: Parking Layout from Brian Road to St. Aidan's Park Road

Along the Marino Mart Road, illegal parking was observed along the cycle lane where St. Joseph's CBS Secondary School is located. This is shown in Figure 3-23. There is designated paid parking at the opposite side of the road.



Figure 3-23: Illegal Parking on Marino Mart

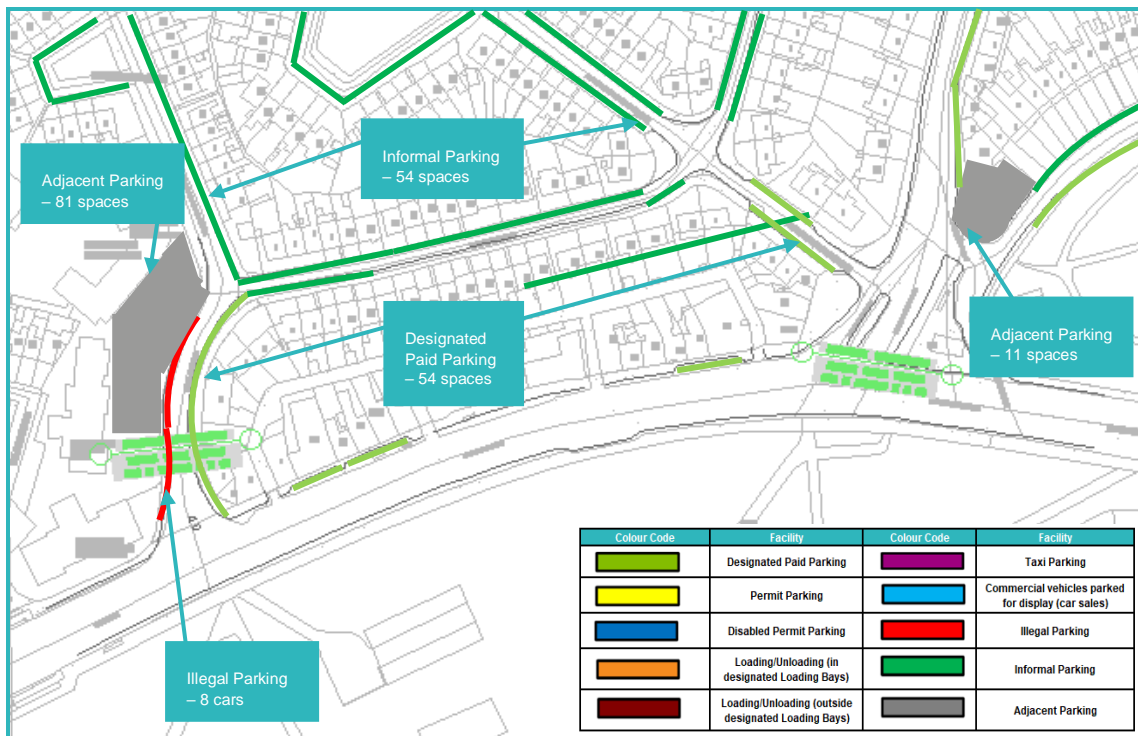


Figure 3-24: Parking Layout from Malahide Road to Marino Mart

At the very end of the Malahide Road, 13 designated paid parking spaces will be removed outside a number of shops.

There are many business premises along the Malahide Road, Marino Mart, Charlemont Road and St. Aidan's Park Road. Limited designated paid parking for these businesses is provided. St. Joseph's CBS Secondary School and DNG Fairway Estate Agency provide their own private car park.

The parking breakdown in the Artane area is quantified as follows:

- Designated Paid Parking – 91 spaces;
- Permit Parking – 0 spaces;
- Disabled Permit Parking – 3 spaces;
- Loading/Unloading (in designated Loading Bays) – 2 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 – 29 cars;
- Informal Parking – 460 cars
- Adjacent Parking – 584 spaces

3.5.2 Option Assessment for the Donnycarney to Haverty Road Area

Table 3-9: Option Analysis

| Type of Parking | Item | Proposal | Analysis | Viability |
|--------------------|------|--|---|-----------|
| Commercial | 1. | Provide additional parking as part of the design scheme. | There is little scope in the area to provide additional parking. | N |
| | 2. | Revert to the present arrangement whereby the existing perpendicular parking remains in place. | There is a conflict of interest between the motorists and cyclists, as the parking spaces would block cycle lanes. | N |
| | 3. | Direct customers currently using perpendicular parking to use car parks available. | There is some scope to use the car park at Donnycarney church | Y |
| | 4. | Direct customers currently using the perpendicular parking to use parking available on other roads. | Feasible as there are numerous adjacent roads along the Malahide Road where people can park using designated paid parking. | Y |
| | 5. | Customers to use the accessible parking to the rear of the commercial properties | Not feasible due to no access. | Y |
| Residential | 6. | Check viability of converting existing front gardens to driveways to enable residents to park privately on their own property. | Feasible in some locations along Brookville Park road and St. Brendan's Avenue, as most homeowners have front gardens with car parking space. | Y |
| | 7. | Residents to park to the rear of their properties | Not feasible due to no access | N |

3.5.3 Parking Assessment Impact at the Donnycarney to Haverty Road Area

Table 3-10: Parking Assessment Impact at Donnycarney/Haverty Road

| Impact Assessment | Score | Notes |
|----------------------------|----------|---|
| Intensity of Parking Usage | 1 | More than one parking space per residential house/commercial property |
| Loss Level | 1 | 10% to 20% reduction. |
| Weighting | 3 | Residential as it would have a more severe impact than for visitors. |
| Impact Rating | 3 | Slight Impact |

3.5.4 Recommendations

It is not recommended that measures be put in place to reduce informal parking. Under the BusConnects scheme, the road will become a cul-de-sac, for the private use of the residents in that area.

4 Summary of Figures

4.1 Overview

Table 4-1 below lists the totals for each of the areas along the proposed Bus Connects Clongriffin to City Centre route where the existing parking desktop survey has taken place.

For ease of calculation the surveyed areas have been combined as follows:

- Clongriffin: This section encompasses the area along Main Street from Clongriffin Car Park to the junction at Hole in the Wall Road and further past.
- Northern Cross Area: This section covers the area from past the Hilton Hotel, down the Malahide Road to the Clarehall Shopping Centre
- Coolock Area: This section of the Malahide Road extends from the Leisureplex to the approach to the Artane Roundabout
- Artane Area: The Artane section of the Malahide Road extends from Artane Roundabout to the approach to the Collins Avenue/Malahide Road junction
- Donnycarney Area: This area extends from the Collins Avenue/Malahide Road junction to the Marino Mart/Haverty Road Junction. This area also incorporates roads the following road:
 - Malahide Road
 - Marino Mart Road
 - Haverty Road
 - Carleton Road
 - St. Aidan's Park Road

To be noted: The number of informal parking spaces has been estimated based on the conditions observed on google maps.

Table 4-1: Breakdown of Figures

| Location | Designated Paid Parking | Permit Parking | Disabled Permit Parking | Loading/Unloading (in designated loading bays) | Loading/Unloading (outside designated loading bays) |
|----------------|-------------------------|-----------------------|-------------------------|--|---|
| Clongriffin | 30 | Unknown number | 0 | 0 | 0 |
| Northern Cross | 18 | Unknown number | 0 | 6 | 0 |
| Coolock | 0 | 0 | 0 | 0 | 0 |
| Artane | 10 | 0 | 1 | 0 | 0 |
| Donnycarney | 91 | 0 | 3 | 2 | 0 |
| Total | 149 | Unknown Number | 4 | 8 | 0 |

Table 4-2: Breakdown of Figures

| Location | Number of Taxi Parking Spaces | Commercial Vehicles parked for Display (car sales) | Illegal Parking | Informal Parking | Adjacent Parking |
|----------------|-------------------------------|--|-----------------|------------------|--|
| Clongriffin | 0 | 0 | 0 | 0 | Unknown |
| Northern Cross | 6 | 30 | 0 | 0 | Unknown |
| Coolock | 0 | 0 | 0 | 237 | 1000 |
| Artane | 0 | 0 | 15 | 295 | 186 |
| Donnycarney | 0 | 0 | 29 | 490 | 597 |
| Total | 6 | 50 | 44 | 1022 | 1783 (plus an unknown number of spaces) |

4.2 Impact

The proposed Clongriffin to City Centre has an impact on the existing parking arrangements in certain sections of the scheme.

The most notable of these impacts are as follows:

- In the Northern Cross area, existing access locations to car parks of business will be affected by the new scheme.
- In the Coolock area, the scheme designates parking for homeowners which is expected to reduce the amount of informal parking that obstructs pedestrians and cyclists.
- In the Artane area where customer parking will be reduced from 7 adjacent parking spaces, 1 disabled parking space and 13 informal parking spaces across the road to 4 adjacent parking spaces.
- 13 designated paid parking spaces will be removed along the Malahide Road at the junction to Marino Mart which serves business along the road
- By incorporating a cul-de-sac along Haverty Road, it is expected that collisions with parked cars will be reduced, due to less cars entering the now private road



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