

The background is a vibrant red color. It features several abstract geometric shapes: a large teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue horizontal bar in the top-right, a teal semi-circle in the bottom-right, and a blue vertical bar in the bottom-left containing a white circle. There are also smaller white circles and curved lines in blue and dark blue scattered throughout the design.

Appendix G
Parking Survey
Report

National Transport Authority
**Belfield / Blackrock to City Centre
Core Bus Corridor Scheme**
Parking Survey Report

Issue | 4 March 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 268401-00

Ove Arup & Partners Ireland Ltd

Arup
50 Ringsend Road
Dublin 4
D04 T6X0
Ireland
www.arup.com

ARUP

Contents

	Page	
1	Introduction	1
1.1	Background	1
1.2	Assumptions and Approach	2
2	Methodology	3
2.1	Introduction	3
2.2	Baseline Parking and Loading	3
2.3	Future Parking and Loading	4
3	Parking Impact on Rock Road / Frascati Road (between Stradbroke Road and Booterstown Avenue)	5
3.1	Baseline Parking and Loading Analysis	5
3.2	Proposed Scheme Parking Proposals	7
3.3	Overall Parking Impact	10
4	Parking Impact on Rock Road / Merrion Road (between Booterstown Avenue to Nutley Lane)	11
4.1	Baseline Parking and Loading Analysis	11
4.2	Proposed Scheme Parking Proposals	13
4.3	Overall Parking Impact	17
5	Parking Impact on Merrion Road (between Nutley Lane and Ballsbridge)	18
5.1	Baseline Parking and Loading Analysis	18
5.2	Proposed Scheme Parking Proposals	20
5.3	Overall Parking Impact	23
6	Parking Impact on Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)	24
6.1	Baseline Parking and Loading Analysis	24
6.2	Proposed Scheme Parking Proposals	27
6.3	Overall Parking Impact	32
7	Parking Impact on Nutley Lane (between Stillorgan Road and Merrion Road)	34
7.1	Baseline Parking and Loading Analysis	34
7.2	Proposed Scheme Parking Proposals	35
7.3	Overall Parking Impact	37
8	Summary of Parking Impact	38
8.1	Summary of Parking Changes	38

8.2 Summary of Parking Impact

39

Appendices

Appendix A

Existing On-Street Parking Spaces on Belfield / Blackrock to City Centre Scheme

Appendix B

Existing Land Use on Belfield / Blackrock to City Centre Scheme Parking Study Area

1 Introduction

1.1 Background

This Parking Survey Report is a high-level study to understand the impacts in terms of parking along the Belfield / Blackrock to City Centre Core Bus Corridor Scheme (hereafter referred to as ‘the Proposed Scheme’).

A key aspect of the Proposed Scheme is the provision of major infrastructure enhancements for buses, cyclists and pedestrians along each of the main bus corridors. Provision of high-quality footpaths, cycle tracks and bus lanes involve some local road widening, but also necessarily requires reallocation of roadspace where corridor width is heavily constrained by adjacent buildings. In some cases, reallocation of roadspace involves removal of on-street parking bays. This report investigates the impact on local parking activity and supply associated with the proposed scheme. The impact on loading / unloading activities is also assessed.

Parking duration surveys were originally planned to assist in parking investigations, however, the COVID-19 outbreak and associated restrictions on movement meant that any surveys carried out during this period would not reflect typical parking patterns. A ‘desktop’ study was therefore carried out to assess the impact of the BusConnects infrastructure proposals on parking. The study is based on inspection of current parking supply and compares the existing parking supply to the parking supply with the proposed scheme in place.

The purpose of this Parking Survey Report is hence to:

- Quantify the current and proposed on-street parking bays;
- Identify the current parking regulations; and
- Establish the dominant local land uses and expected parking characteristics.

The report contains separate analyses of a number of ‘self-contained’ corridor sections, where groups of parking bays can be considered to provide a local parking supply. The change in on-street parking supply has been identified and assessed in the context of the local needs and adjacent land uses. The local adjacent parking supply and characteristics have also been noted. For the Belfield / Blackrock to City Centre Core Bus Corridor Scheme (the ‘Proposed Scheme’), the self-contained sections where changes are proposed to parking supply are listed below:

- Stradbroke Road to Booterstown Avenue;
- Booterstown Avenue to Nutley Lane;
- Merrion Road (Nutley Lane to Ballsbridge);
- Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street); and
- Nutley Lane (R138 to Merrion Road)

It should be noted that there are no existing designated on-street parking spaces on Temple Hill / Frascati Road (between Montpellier Place and Mount Merrion Avenue) and this area, therefore, has been excluded from this report.

1.2 Assumptions and Approach

The approach adopted to quantifying parking impacts is based on utilising the existing topographical surveys, mapping and site visits in order to determine the scale of existing parking availability.

The existing parking availability has then been compared against the proposed quantity of parking as set out in the General Arrangement drawings for the proposed scheme and tabulated to present the change in quantum of parking arising as a result of the proposed scheme.

Key assumptions in the assessment are:

- That the existing parking regulations at each group of parking spaces will continue to apply to parking spaces provided at or close to the same location in the Proposed Scheme; and
- All parking alterations located within the redline boundary of the scheme are considered to form part of the corridor parking quantum.

It should be noted that this report does not include consideration of cycle parking; It should also be noted the operation of bus lanes for a lesser period than 24 hours per day (say 0700 – 1900, or 0700 – 2100) and may be utilised as parking outside of the hours of operation, has not been considered in this study.

2 Methodology

2.1 Introduction

The approach adopted in this study involves identifying both the baseline parking and loading bay situation and the future provision of parking and loading bays with the proposed scheme infrastructure in place, and comparing the two scenarios in respect of the number of spaces available. A description of the existing land use and parking supply in the vicinity of the proposed scheme is also presented.

2.2 Baseline Parking and Loading

In order to understand the baseline parking situation along the proposed scheme corridor, the following information was collated via desktop analysis (making use of both local authority data on parking regulations, using 'streetview' images from online resources and examination of topographical survey information):

- On-street parking regulations and spaces along the bus corridor;
- Location of time-limited bus lanes/cycle lanes which allow parking during unregulated periods;
- Loading bays; and
- On-street parking regulations and spaces on side streets (limited to those streets which connect directly with the bus corridor and only counting spaces within 200m of the bus corridor).

The existing parking regulations for each group of parking bays were classified as follows:

- Designated Paid Parking;
- Designated Permit Parking;
- Disabled Permit Parking;
- Designated Loading Bays;
- Designated Taxi Ranks; and
- Informal / Unregulated Parking (free parking).

For both the existing and future parking supply, where continuous multiple parallel parking spaces are present, it has been assumed that parking bays are 6m in length.

It should be noted that certain locations have 'mixed' regulations, in particular, many on-street parking bays are shared between paid parking and resident permit parking. In order to quantify the change in parking on these shared bays, it has been assumed that usage is split equally between both types of parking. Illegal parking, where observed, has been noted where it appears to occur on a regular basis but has not been included in the baseline parking supply.

Land uses on and surrounding the Proposed Scheme have also been reviewed in order to fully understand local parking characteristics, and off-street parking provision noted where relevant.

2.3 Future Parking and Loading

The future on-street parking supply with the proposed scheme in place has been identified from the final scheme drawings. For the purposes of this report, it has been assumed that the existing parking regulations at each group of parking spaces will continue to apply to parking spaces provided at or close to the same location in the proposed scheme.

3 Parking Impact on Rock Road / Frascati Road (between Stradbroke Road and Booterstown Avenue)

3.1 Baseline Parking and Loading Analysis

3.1.1 Corridor On-Street Parking Bays and Regulation

This section begins at Stradbroke Road to the south east of Blackrock Village and continues along Temple Road and Frascati Road to the junction with Mount Merrion Avenue. There is currently no existing on-street parking along this section of the route between Stradbroke Road and Mount Merrion Avenue.

Rock Road between Mount Merrion Avenue and Booterstown Avenue has 18 designated parking spaces, which are free of charge, at the following locations, and as shown in **Appendix A**:

- 5 spaces in the vicinity of Blackrock Clinic;
- 7 spaces opposite Blackrock College; and
- 6 spaces in the vicinity of Booterstown Hall.

Rock Road between Mount Merrion Avenue and Booterstown Avenue predominantly has bus lanes in both directions, with some intermittent designated on-street parking on the inside of the bus lane. The bus lanes are in operation at the following hours and days:

- Inbound direction has a bus lane between Mount Merrion Avenue and Booterstown Avenue from 07:00 to 19:00 from Monday to Saturday; and
- Outbound direction has a bus lane between Booterstown Avenue and Mount Merrion Avenue from 07:00 to 19:00 from Monday to Saturday.

A summary of existing parking and loading supply on Rock Road, from Mount Merrion Avenue to Booterstown Avenue is presented in **Table 1**.

Table 1: Existing On-Street Parking and Loading Spaces on Rock Road / Frascati Road

Sub-section	Existing Parking / Loading Facilities	Number of Spaces
Rock Road (between Mount Merrion Avenue and Booterstown Avenue)	Designated Parking (Free)	18 spaces
	Loading Bay	1 bay (1 space)

3.1.2 Loading Bays

As shown in **Table 1**, there is a total 1 loading bay with space for one car or small van in this section of the corridor, located on the Rock Road. This is designated as a loading bay from 08:00 to 19:00 from Monday to Saturday.

3.1.3 On-Street Parking Bays and Regulation on Local Side Streets

There are several side streets and one off-street surface car-park which are able to be used by local residents and visitors/businesses. These spaces are likely to be utilised by visitors to premises along Rock Road / Frascati Road, between Stradbroke Road and Booterstown Avenue, as an alternative to parking on the corridor itself. There are designated Pay & Display parking spaces with approximately 31 spaces on the local side streets, within 200m from the corridor and in the vicinity of the on-street parking directly on the corridor, which are located on Seafort Parade.

The designated Pay & Display parking spaces above are within DLRCC's 'DP' Parking TAG reference zone, which have a tariff of €1.00 per hour with a restriction of up to three hours. These parking spaces are available from 08:00 to 19:00 from Monday to Friday.

Additionally, there is an existing Iarnrod Eireann surface car-park located at Booterstown DART station, which is located approximately 100m from the existing on-street parking in the vicinity of Booterstown Hall. This surface has in excess of 100 spaces and is operated by Apcoa Connect Ireland. It is a 'Pay and Display' car-park with a range of rates offered from €3.50 per day, up to €360 per year.

3.1.4 Land Use

Rock Road between Mount Merrion Avenue and Booterstown Avenue is a corridor that has a range of land uses illustrated in **Appendix B**. The Rock Road has some large sites with private parking within their premises, such as:

- Blackrock Clinic – up to 520 spaces which are free for the first 15 minutes and €2.50 per hour thereafter. There is also a daily pass available at €15 per day and a weekly pass of €45 per week;
- Blackrock College;
- Willow Park School;
- Booterstown DART Station – in excess of 100 spaces at a cost of €3.50 per day; and
- Car Park beside Lexus Blackrock and Toyota Carroll & Kinsella car dealerships which is operated by DLRCC but is not generally available for public parking.

There are also small shops and restaurants located opposite Blackrock Clinic, Blackrock College and Booterstown DART Station in which parking activities are

supported by designated parking spaces on Rock Road. There are also other businesses located along the corridor in which on-street parking activities may be limited.

3.2 Proposed Scheme Parking Proposals

3.2.1 Proposed On-Street Parking and Loading Bay Supply

With the Proposed Scheme infrastructure in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Rock Road are illustrated in **Figure 1** and **Figure 2**, and summarised in **Table 2**.

The overall proposed design of the Proposed Scheme along Merrion Road (between Stradbroke Road and Booterstown Avenue) has resulted to the retention of approximately 6 designated parking spaces and 1 loading bay, all in the vicinity of existing parking spaces.

Table 2: Existing and Proposed Parking and Loading Supply (Rock Road / Frascati Road)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Rock Road (between Stradbroke Road and Booterstown Avenue)	Designated Parking	18 spaces	6 spaces	12 spaces
	Loading Bay	1 bay (1 space)	1 bay (2 spaces)	Gain of 1 loading bay space

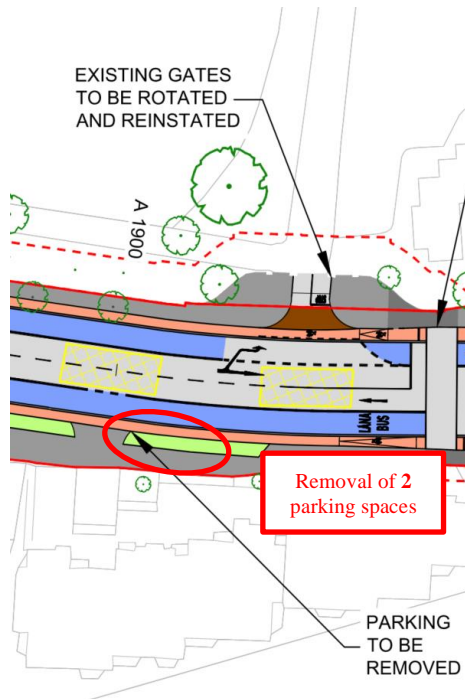
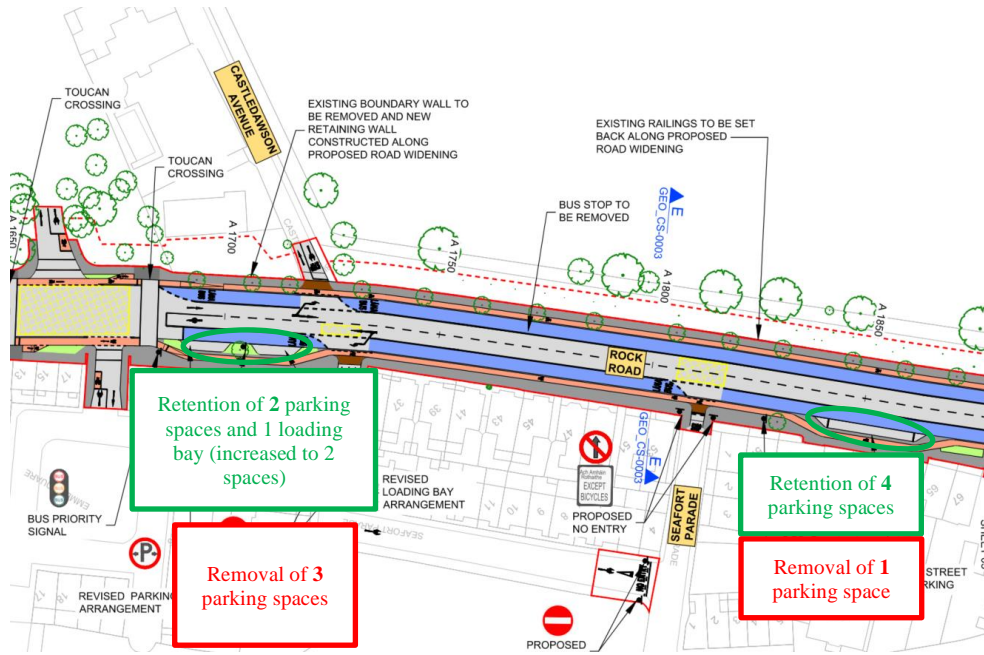


Figure 1: Proposed scheme design on Rock Road (opposite Blackrock College and Blackrock Clinic)

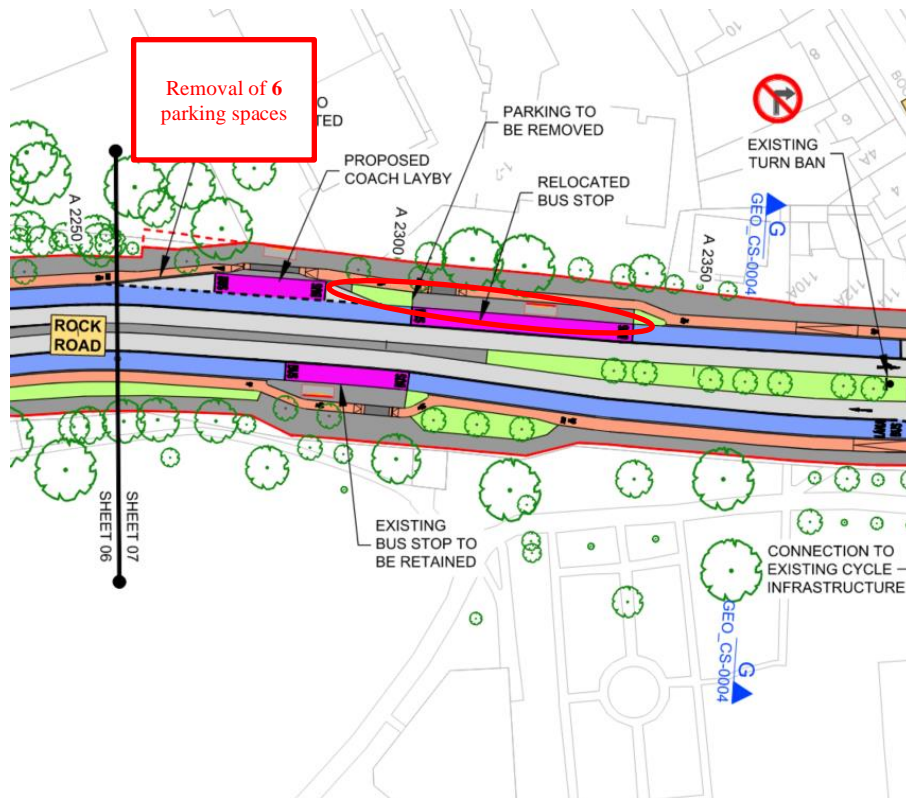


Figure 2: Proposed scheme design on Rock Road at Booterstown Avenue

3.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor at (Stradbroom Road to Booterstown Avenue) is shown in **Table 3**, which includes consideration of spaces on adjacent streets within an approximate 200m distance of existing on-street parking.

Table 3: Impact of Parking and Loading Changes for Rock Road / Frascati Road

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Between Phoenix Terrace and Castledawson Avenue	Informal	Residential	3	2	-1
Between Phoenix Terrace and Castledawson Avenue	Informal	Commercial	2	0	-2
Between Phoenix Terrace and Castledawson Avenue	Loading Bay	Commercial	1	2	1
Adjacent to Seafort Parade	Informal	Commercial	5	4	-1
Adjacent to Seafort Parade	Informal	Residential	2	0	-2
South of Booterstown Avenue Junction	Informal	Residential	6	0	-6
Approx. adjacent on-street parking within 200m			31	31	0
Total			50	39	-11

4 Parking Impact on Rock Road / Merrion Road (between Booterstown Avenue to Nutley Lane)

4.1 Baseline Parking and Loading Analysis

4.1.1 Corridor On-Street Parking Bays and Regulation

Rock Road between Booterstown Avenue and Trimleston Avenue has limited designated on-street parking at the following locations, and as shown in **Appendix A**:

- Approximately 12 designated Pay & Display parking spaces (including a disabled bay) immediately north and south of Rock Road / Grotto Avenue junction (Booterstown Avenue to 138 Rock Road). This is within Dún Laoghaire-Rathdown County Council's (DLRCC) 'DP' Parking TAG reference, which has a tariff of €1.20 per hour with a restriction of up to three hours. These parking spaces are available from 08:00 to 19:00 from Monday to Saturday; and
- Approximately 16 designated Pay & Display parking spaces immediately south of Rock Road / St Helen's Road junction (between 138 Rock Road and St. Helen's Road). This is within DLRCC's 'DL' Parking TAG reference, which has a tariff of €1.20 per hour and a maximum cost of €5.00 per day. These parking spaces are available from 08:00 to 19:00 from Monday to Saturday.

Merrion Road (between Trimleston Avenue and Nutley Lane) has a total of 11 designated Pay & Display and Permit Parking spaces, located in the outbound direction between Strand Road and Nutley Lane. The designated spaces are available from 07:00 to 19:00 on Monday to Saturday and are within Dublin City Council's Parking Tariff Green Zone, which has an hourly rate of €1.60 per hour.

It should be noted that the desktop analysis showed that informal parking occurs along a time-plated clearway on Merrion Road outbound between Strand Road and Bóthar Mhuirfean. This section can potentially fit up to 16 spaces, where parking activities may occur outside bus lane and Clearway hours.

Rock Road / Merrion Road between Booterstown Avenue and Nutley Lane predominantly has two lanes in both the northbound and southbound directions. One of these lanes is generally a bus lane, except where clearways are in operation and some sections where two vehicle lanes are provided. The bus lanes and clearways are in operation at the following hours and days:

- Inbound direction has a bus lane between Booterstown Avenue and St. Helen's Road from 07:00 to 19:00 from Monday to Saturday;
- Outbound direction has a bus lane between Elmpark Green Business Park junction and Booterstown Avenue from 07:00 to 19:00 from Monday to Saturday;

- Inbound and outbound direction have bus lanes between Elmpark Green Business Park junction and Strand Road from 07:00 to 19:00 from Monday to Saturday;
- Inbound and outbound direction have bus lanes along the majority of the section between Strand Road and Nutley Lane which operate from 07:00 to 10:00 and 12:00 to 19:00 from Monday to Saturday;
- Inbound direction has short sections with Clearways in operation: one immediately north-west of Strand Road (07:00 to 10:00 and 12:00 to 19:00 from Monday to Saturday) and immediately south-east of Nutley Lane (at all times); and
- Outbound direction has a Clearway between opposite Estate Avenue and Strand Road from 16:00 to 19:00 from Monday to Saturday).

Therefore, due to the bus lanes and Clearways listed above, on-street parking activities in the daytime are limited, with the exception of where designated on-street parking is available.

A summary of existing parking and loading supply on Rock Road and Merrion Road is presented in **Table 4**.

Table 4: Existing On-Street Parking Supply on Rock Road / Merrion Road

Sub-section	Existing Parking / Loading Facilities	Number of Spaces
Rock Road (between Booterstown Avenue and Trimleston Avenue)	Designated Paid Parking	27 spaces
	Designated Disabled Parking	1 space
Merrion Road (between Trimleston Avenue and Nutley Lane)	Designated Paid Parking	11 spaces

4.1.2 Loading Bays

There are no loading bays on this section of Merrion Road between Booterstown Avenue and Nutley Lane. Therefore, it is assumed that loading activities occur within the premises of businesses, or during early morning and evening periods.

4.1.3 On-Street Parking Bays and Regulation on Local Side Streets

There are several side streets which are able to be used by local residents and visitors/businesses. These spaces are likely to be utilised by visitors to premises along Rock Road and Merrion Road between Booterstown Avenue and Nutley Lane as an alternative to parking directly on the corridor. There are designated Pay & Display parking spaces with approximately 127 spaces on the local side streets, within 200m from the corridor and in the vicinity of on-street parking on the corridor, such as:

- Grotto Avenue;
- Grotto Place;
- St Helen's Road;
- Estate Avenue; and
- Herbert Avenue.

The parking spaces on the streets listed above have varying time plates, ranging from 08:00 to 18:30 (Monday to Friday) to 07:00 to 24:00 (Monday to Sunday). Estate Avenue and Herbert Avenue are within Dublin City Council's Parking Tariff Orange Zone, a rate of €1.00 per hour.

St. Helen's Avenue is within DLRCC's 'DP' Parking TAG reference, which has a tariff of €1.20 per hour with a restriction of up to three hours. These parking spaces are available from 08:00 to 19:00 from Monday to Saturday.

4.1.4 Land Use

Rock Road / Merrion Road between Booterstown Avenue and Nutley Lane is a corridor that runs through Merrion Village with a range of land uses illustrated in Appendix B. Merrion has sites with private parking within their premises, such as St Vincent's University Hospital, St Vincent's Private Hospital, Our Lady Queen of Peace, St Mary's Centre (Telford), Elmpark Green Business Park, Texaco, Merrion House and Applegreen.

There are also small shops and restaurants located within Merrion Village, in which parking activities are supported by designated parking spaces on Merrion Road. There are also other businesses located along the corridor in which on-street parking activities may be limited.

4.2 Proposed Scheme Parking Proposals

4.2.1 Proposed On-Street Parking and Loading Bay Supply

With the Proposed Scheme infrastructure in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Rock Road and Merrion Road are illustrated in **Figure 3**, **Figure 4** and **Figure 5**, and summarised in **Table 5**.

The overall proposed design of the Proposed Scheme on Rock Road and Merrion Road (between Trimblestown Avenue and Nutley Lane) has resulted in the following changes:

- Removal of all Pay & Display and Permit Parking spaces on Merrion Road southbound between Nutley Lane and Strand Road; however, these spaces have been compensated by new spaces introduced immediately north and south of Merrion Road / Strand Road junction; and

- The proposed bus lane on Merrion Road southbound between Bóthar Mhuirfean and Strand Road would result to the loss of current parking opportunities within the bus lane along this section outside of clearway operation times.

Table 5: Existing and Proposed Parking Supply (Rock Road / Merrion Road)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Rock Road (between Booterstown Avenue and Trimleston Avenue)	Designated Paid Parking	27 spaces	17 spaces	10 spaces
	Designated Disabled Parking	1 space	1 space	No change
Merrion Road (between Trimleston Avenue and Nutley Lane)	Designated Paid Parking	11 spaces	13 spaces	Gain of 2 spaces

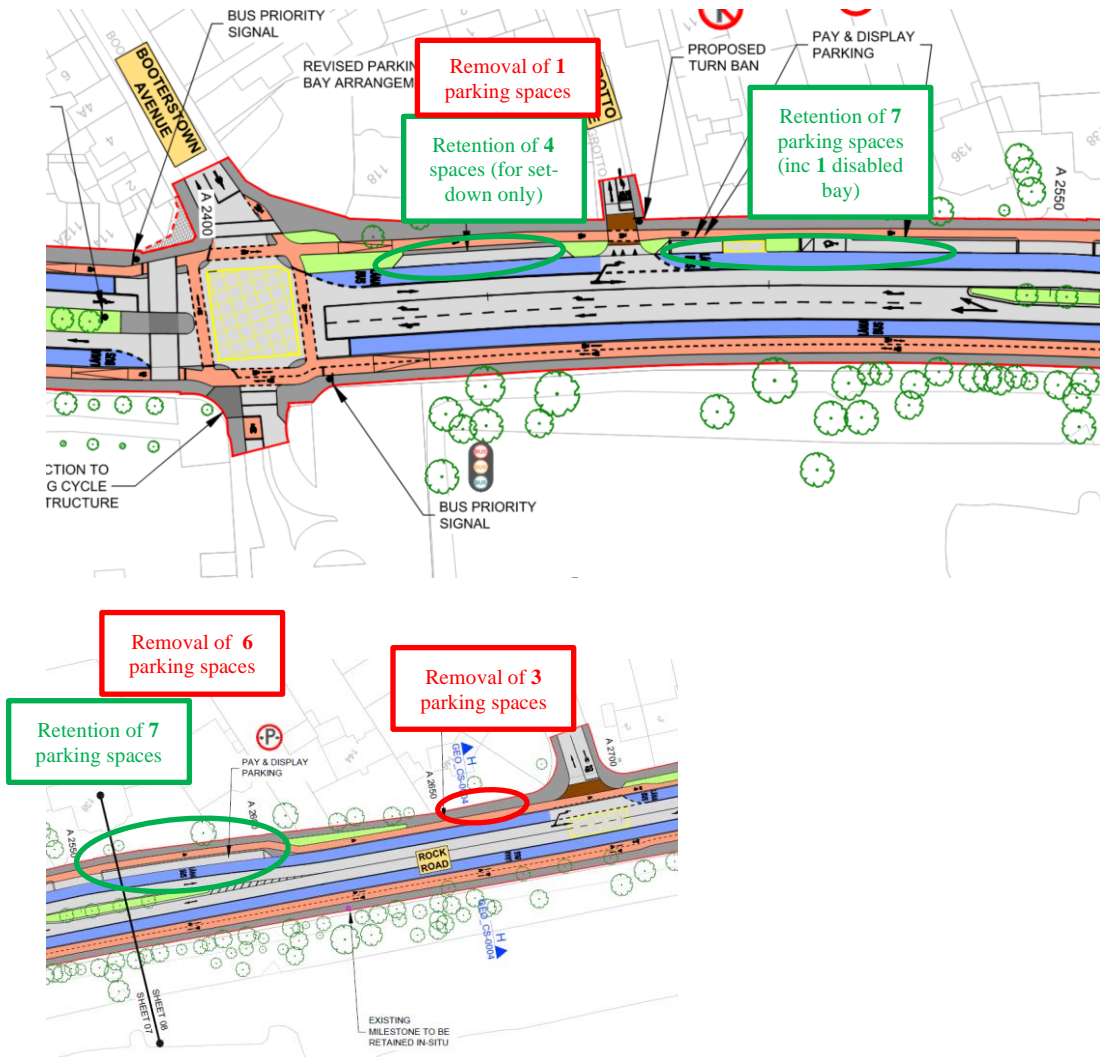


Figure 3: Proposed scheme design on Rock Road (at Booterstown Avenue and St Helen's Road junctions)

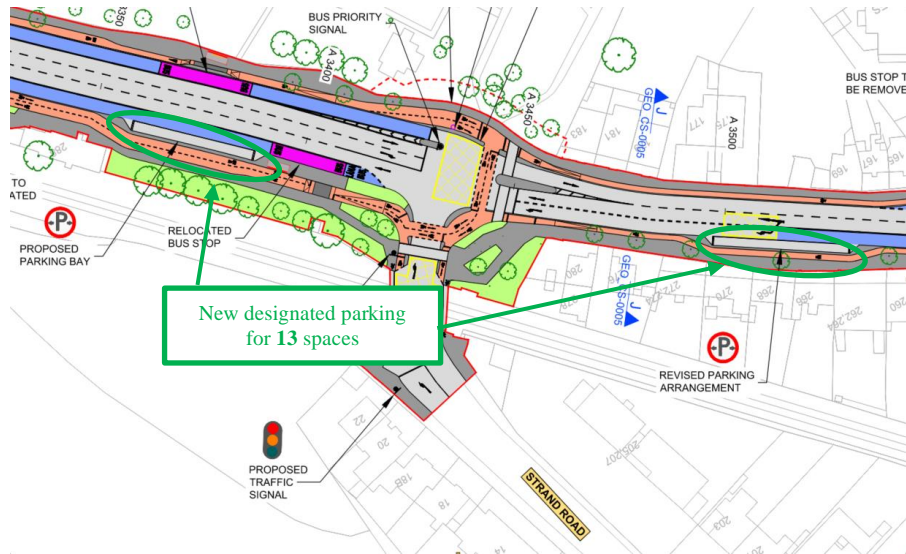


Figure 4: Proposed scheme design on Merrion Road (Strand Road)

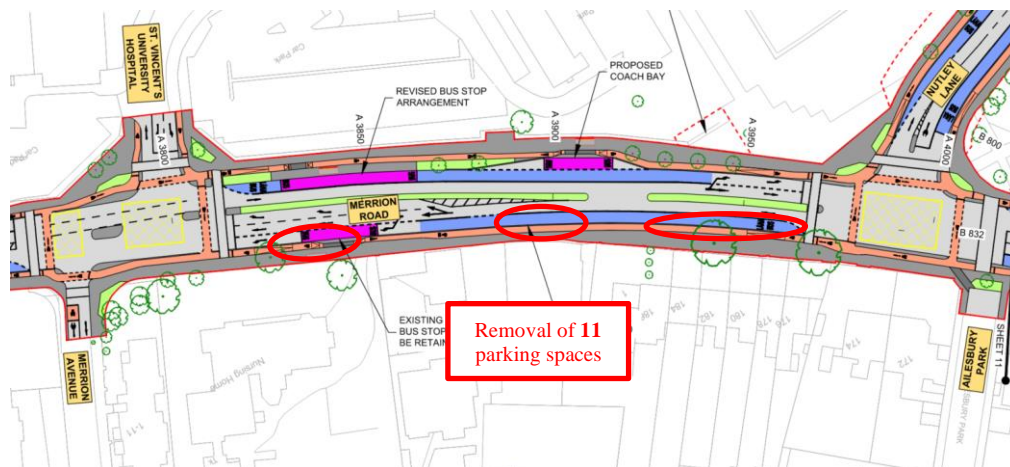


Figure 5: Proposed scheme design on Merrion Road (SVUH)

4.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor on Rock Road and Merrion Road (Boosterstown Avenue to Nutley Lane) is shown in **Table 6**, which includes consideration of spaces on adjacent streets within an approximate 200m distance of existing on-street parking.

Table 6: Impact of Parking Changes for Rock Road and Merrion Road

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
North of Booterstown Avenue Junction	Designated Paid	Residential	5	4	-1
Between Grotto Ave and St. Helen's Road	Designated Paid	Residential	22	13	-9
	Disabled	Residential	1	1	0
Between Trimleston Avenue and Nutley Lane	Designated Paid	Residential	8	13	5
	Designated Paid	Commercial	3	0	-3
Approx. adjacent on-street parking within 200m			127	127	0
Total			166	158	-8

5 Parking Impact on Merrion Road (between Nutley Lane and Ballsbridge)

5.1 Baseline Parking and Loading Analysis

5.1.1 Corridor On-Street Parking Bays and Regulation

Merrion Road between Nutley Lane and Sandymount Avenue has a bus lane in the northbound direction from 07:00 to 19:00 (Monday to Saturday). In the southbound direction, Merrion Road has an on-road cycle track from Sandymount Avenue to Nutley Lane. The southbound direction between Ailesbury Road and Nutley Lane is a Clearway at all times due to the cycle track. It should be noted that there are no dedicated on-street parking spaces on this section of Merrion Road and therefore, it can be assumed that parking activities throughout the day are minimal.

Merrion Road between Sandymount Avenue to Sydenham Road predominantly has bus lanes in both directions from 07:00 to 19:00 from Monday to Saturday. The northbound direction of Merrion Road from Sydenham Road to Ballsbridge is predominantly a Clearway in operation from 07:00 to 19:00 on Monday to Saturday, with the exception of where short bus lanes are located outside the RDS. An advisory cycle lane is present in the northbound direction along the majority of this section. The southbound direction predominantly has bus lanes along this section. The bus lanes are in operation from 07:00 to 19:00 from Monday to Saturday.

Therefore, informal on-street parking activities between 07:00 to 19:00 from Monday to Saturday is limited due to a combination of Clearways (for cycle lanes) and bus lanes between Sandymount Avenue and Ballsbridge, as shown in **Appendix A**.

Merrion Road only has one designated on-street parking area available for residents and visitors directly on the corridor, which is a Pay & Display and Permit Parking for up to 6 spaces, including 1 disabled bay, in the southbound direction between Granite Place and Ballsbridge Park, in Ballsbridge village. The designated spaces are available from 07:00 to 19:00 on Monday to Saturday and are within Dublin City Council's Parking Tariff Red Zone, which has an hourly rate of €2.60 per hour.

A summary of the existing parking supply on Merrion Road between Nutley Lane and Ballsbridge is in **Table 7**.

It should be noted that the proposed design includes changes the parking provision at the Ballsbridge Avenue and therefore the existing parking facilities have also been itemised for the study.

Table 7: Existing On-Street Parking and Loading Spaces on Merrion Road

Sub-section	Existing Parking Facilities	Number of Spaces
Merrion Road (between Nutley Lane and Sandymount Avenue)	Designated Paid Parking	0 spaces
Merrion Road (between Sandymount Avenue and Ballsbridge)	Designated Paid Parking	5 spaces
	Designated Disabled Parking	1 space
	Loading Bay	1 bay (2 spaces)
Ballsbridge Avenue (immediately north of Pembroke Road)	Designated Paid Parking	4 spaces

5.1.2 Loading Bays

There is one loading bay, offering space for 2 car parking, available on Merrion Road. It is located in the southbound direction between Granite Place and Ballsbridge Park which is designated as a loading bay from 07:00 to 19:00 from Monday to Saturday. This would primarily provide loading activities for the shops, pubs and restaurants with frontage to Merrion Road such as Spar, Crowe's Pub and Life Pharmacy.

Loading activities would often also occur during early morning and evening periods and intermittently throughout the day – and hence loading bays should be available for loading most of the time.

5.1.3 On-Street Parking Bays and Regulation on Local Side Streets

There are several side streets which are able to be used by local residents and visitors/businesses. These spaces are likely to be utilised by visitors to premises on Merrion Road as an alternative to parking directly on the corridor. There are designated Pay & Display and Permit Parking with almost 71 spaces on the local side streets (including those itemised in **Table 7**), within 200m from the corridor and in the vicinity of the on-street parking directly on the corridor, such as:

- Ballsbridge Avenue;
- Anglesea Road;
- Beatty's Avenue; and
- Ballsbridge Terrace.

The availability of parking spaces on the streets listed above have varying time plates, including 08:00 to 18:30 Monday to Friday on Ballsbridge Avenue and Beatty's Avenue, 10:00 to 19:00 Monday to Saturday on Anglesea Road, and 07:00 to 24:00 Monday to Sunday on Ballsbridge Terrace. All spaces are within Dublin City Council's Parking Tariff High Demand Zone, which cost €2.70 per hour.

5.1.4 Land Use

Merrion Road between Nutley Lane and Sandymount Avenue is predominantly residential with parking within their own premises. There are non-residential properties with on-site parking such as St Michael's College, Wanderers Rugby Club, Clayton Hotel and a range of embassies (e.g. Great Britain, The Netherlands, India and China). Therefore, it can be assumed that parking activities are within their premises and would not require on-street parking along the corridor.

Merrion Road runs through large trip attractors in Ballsbridge, which include the following:

- AIB Bankcentre;
- Facebook (Ballsbridge Campus);
- Royal Dublin Society (RDS) – includes three paid parking car-parks within its boundary and provides free complimentary parking for three hours per day and €7 per day thereafter for members. The parking facilities are available daily from 07:00 to 19:00.
- Embassy House – limited parking for up to 11 spaces; and
- Intercontinental (hotel) – hotel guest parking available at a cost of €18.00 per night.

Generally, Ballsbridge Village has a range of shops, restaurants/takeaways, pubs/bars located along Merrion Road and Pembroke Road.

An illustration of land use on Merrion Road can be found in Appendix B.

5.2 Proposed Scheme Parking Proposals

5.2.1 Proposed On-Street Parking and Loading Bay Supply

With the Proposed Scheme infrastructure in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Merrion Road and Ballsbridge Avenue are illustrated in **Figure 6** and summarised in **Table 8**.

Table 8: Existing and Proposed Parking Supply (Merrion Road)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Merrion Road (between Nutley Lane and Ballsbridge)	Designated Paid Parking	5 spaces	0 spaces	5 spaces
	Designated Disabled Parking	1 space	1 space	No change
	Loading Bay	1 bay (2 spaces)	1 bay (3 spaces)	Gain of 1 loading bay space
Ballsbridge Avenue (in the immediate vicinity of Merrion Road)	Designated Paid Parking	4 spaces	9 spaces	Gain of 5 spaces

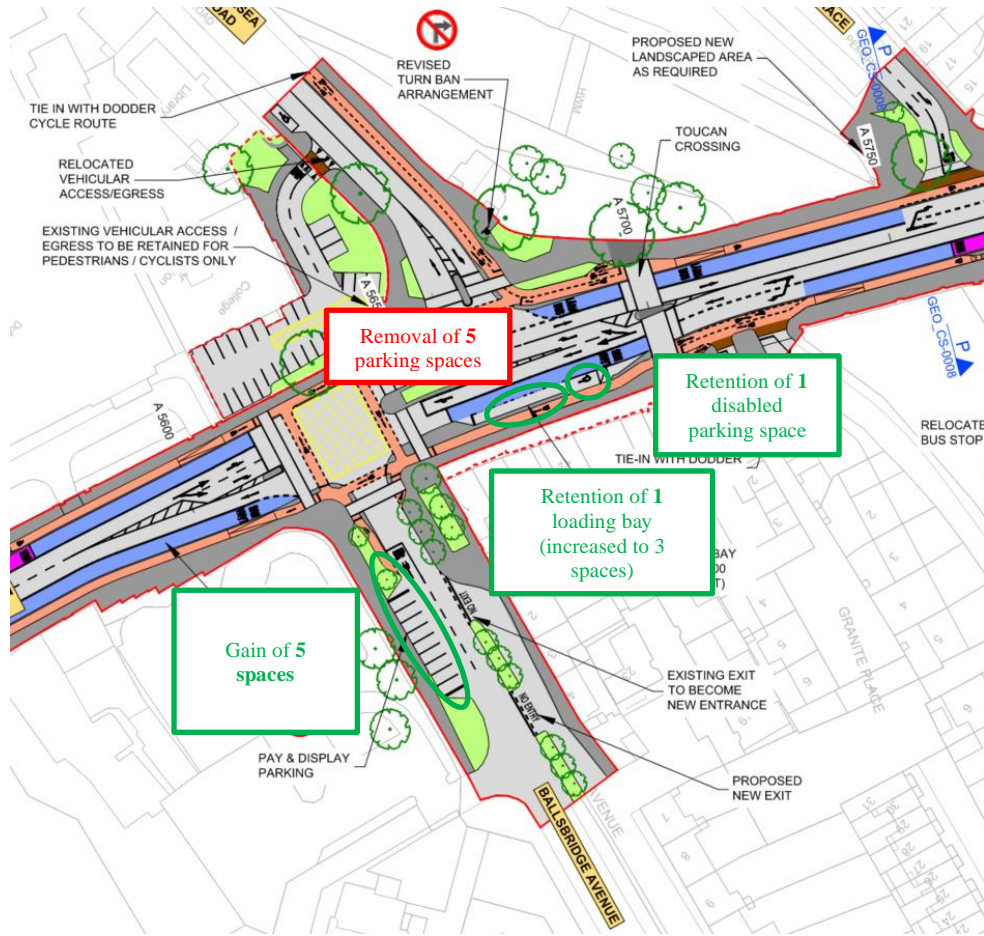


Figure 6: Proposed scheme design on Merrion Road in Ballsbridge

5.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor in section is shown in **Table 9**, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

Table 9: Impact of Parking and Loading Changes on Merrion Road

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Between Anglesea Rd and Ballsbridge Terrace	Designated Paid & Permit	Commercial	5	0	-5
	Disabled Designated Paid Parking	Commercial	1	1	0
	Loading Bay / Taxi Rank	Commercial	2	3	+1
Ballsbridge Avenue	Designated Paid & Permit	Commercial	4	9	+5
Approx. adjacent on-street parking within 200m			71	71	0
Total			83	84	+1

6 Parking Impact on Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)

6.1 Baseline Parking and Loading Analysis

6.1.1 Corridor On-Street Parking Bays and Regulation

This section begins at Ballsbridge and continues along Pembroke Road, Baggot Street Upper and Lower turning onto Fitzwilliam Street, finishing at Merrion Square.

At the beginning of this section, the proposed design includes changes at the Shelbourne Road junction and along a short section of Shelbourne Road including amendments to on-street parking and therefore the existing parking facilities have also been itemised for the study, however for the purposes of assessment of the impact on turnover, this street has been considered to be a side-street.

Pembroke Road between Ballsbridge junction and Northumberland Road currently has no designated on-street parking.

Pembroke Road between Northumberland Road and Eastmoreland Place has designated on-street Pay & Display and Permit Parking spaces throughout. It has a total of approximately 91 parking spaces (including 1 disabled bay and 1 loading bay) which are in operation from 07:00 to 19:00 from Monday to Saturday). It is noted that the proposed design includes changes to 16 existing spaces on Wellington Road between Pembroke Road and Wellington Court and therefore the existing parking facilities have also been itemised for the study within **Table 10**, however, for the purposes of assessment of the impact on turnover, Wellington Road has been considered to be a side-street.

Baggot Street Upper between Eastmoreland Place and Haddington Road has a total of approximately 17 parking spaces (including 4 disabled bays) from 07:00 to 19:00 from Monday to Saturday.

Baggot Street Lower between Haddington Road and Fitzwilliam Street Lower has a total of 49 parking spaces which consist of 45 Pay & Display and 4 Pay & Display and Permit Parking. Similar to Pembroke Road and Baggot Street Upper, these parking spaces are available from 07:00 to 19:00 from Monday to Saturday.

Fitzwilliam Street Lower between Baggot Street Lower and Merrion Square Upper currently has a total of approximately 18 Pay & Display and Permit Parking spaces in the northbound direction. Of these, one space is designated for electric vehicle charging, located towards the Mount Street Upper and Fitzwilliam Street Lower junction.

All spaces on this section, shown in **Appendix A**, between Ballsbridge to Merrion Square are within Dublin City Council's Parking Tariff Very High Demand Zone, which cost €3.20 per hour.

A summary of existing parking and loading supply on Shelbourne Road, Pembroke Road, Baggot Street Upper, Baggot Street Lower and Fitzwilliam Street Lower is presented in **Table 10**.

Table 10: Existing Parking and Loading Spaces on Ballsbridge to Merrion Square

Sub-section	Existing Parking Facilities	Number of Spaces
Shelbourne Road (immediately north of Pembroke Road)	Designated Paid Parking	10 spaces
Pembroke Road	Designated Paid Parking	89 spaces
	Disabled Paid Parking	1 space
	Loading Bay	1 bay (1 space)
Wellington Road (between Pembroke Road and Wellington Court)	Designated Paid Parking	16
	Loading Bay	0 bays
Baggot Street Upper	Designated Paid Parking	13 spaces
	Disabled Paid Parking	4 spaces
	Loading Bay (including 5 spaces which act as a taxi rank from 20:00 to 06:00 Monday to Sunday)	3 bays (10 spaces)
Baggot Street Lower	Designated Paid Parking	45 spaces
	Designated Paid & Permit Parking	4 spaces
Fitzwilliam Street Lower	Designated Paid Parking	17 spaces
	Designated Electric Vehicle Charging Space	1

6.1.2 Loading Bays

As shown in **Table 10**, there is a total of 4 loading bays along this section of the Proposed Scheme, including: 1 bay on Pembroke Road (outside Lansdowne Hotel) which can accommodate one car or small van and 3 on Baggot Street Lower, which can accommodate up to 10 cars or small vans. All loading bays are designated as loading bays from 07:00 to 19:00 from Monday to Saturday.

Loading activities would often occur during early morning and evening periods and intermittently throughout the day – and hence loading bays should be available for use most of the time.

It should be noted that one of the loading bays listed above is a bay which has a total of 5 spaces that act as a taxi rank from 20:00 to 06:00 from Monday to Sunday.

6.1.3 On-Street Parking Bays and Regulation on Local Side Streets

There are several side streets which are able to be used by local residents and visitors/businesses. These spaces are likely to be utilised by visitors to premises on between Ballsbridge and Merrion Square South as an alternative to on-street parking along the corridor. There are designated Pay & Display and Permit Parking with almost 650 spaces on the local side street (including those itemised in **Table 10**), within 200m from the corridor and in the vicinity of the on-street parking directly on the corridor, such as:

- Shelbourne Road;
- Herbert Park;
- Lansdowne Road;
- Raglan Road;
- Wellington Road;
- Eastmoreland Place;
- Waterloo Road;
- Mespil Road;
- Haddington Road;
- Wilton Terrace;
- Herbert Place;
- Herbert Street;
- Lad Lane;
- Fitzwilliam Street Upper;
- Merrion Square East;
- Mount Street Upper; and

- Merrion Square South.

The availability of parking spaces on the streets listed above are generally designated as Pay and Display Parking or Pay and Display and Permit Parking from 08:00 to 18:30 from Monday to Friday. The parking spaces in the Merrion Square area are designated as Pay and Display Parking from 07:00 to 19:00 from Monday to Saturday. There are also 12 spaces on the east side of Waterloo Road which are designated as Pay and Display from 07:00 to 16:00 from Monday to Saturday however parking is prohibited from 16:00 to 19:00 from Monday to Saturday as it acts as a bus lane. All spaces are within Dublin City Council's Parking Tariff Very High Demand Zone, which cost €3.20 per hour.

6.1.4 Land Use

This section of the Proposed Scheme between Ballsbridge and Merrion Square is predominantly mixed use and are illustrated in **Appendix B**.

Pembroke Road consist of short term (e.g. hotels) and long-term accommodation, with pockets of commercial uses between Northumberland Road and Eastmoreland Road.

Baggot Street Upper runs through Baggot Village which has a range of shops, pubs/bars and takeaways/restaurants. The parking and loading activities in this area are supplemented by some on-street parking on both sides of the road and loading bays in the eastbound direction.

Baggot Street Lower is predominantly commercial, with some residential and a school (Scoil Chaitríona). Therefore, parking activities in this area would be primarily during the day, particularly during morning and afternoon peak hour and school drop-off and pick-up hours.

Fitzwilliam Street Lower also has a combination of residential and commercial and therefore parking activities would be primarily during the day, particularly in the morning and peak hour.

6.2 Proposed Scheme Parking Proposals

6.2.1 Proposed On-Street Parking and Loading Bay Supply

With the Proposed Scheme infrastructure in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Pembroke Road, Baggot Street Upper, Baggot Street Lower and Fitzwilliam Street Lower are illustrated in **Figure 7** to **Figure 11** and is summarised in **Table 11**.

Table 11: Existing and Proposed Parking and Loading Supply (Ballsbridge to Merrion Square)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Shelbourne Road (in the immediate vicinity of Ballsbridge Junction)	Designated Paid Parking	10 spaces	7 spaces	3 spaces
Pembroke Road	Designated Paid Parking	89 spaces	54 spaces	35 spaces
	Disabled Paid Parking	1 space	1 space	No change
	Loading Bay	1 bay (1 space)	0 bay (0 spaces)	1 bay (1 spaces)
Wellington Road (between Pembroke Road and Wellington Court)	Designated Paid Parking	16 spaces	23 spaces	Gain of 7 spaces
	Loading Bay	0 bay (0 space)	1 bay (2 spaces)	Gain of 1 bay (Gain of 2 spaces)
Waterloo Road	Disabled Paid Parking	0 spaces	1 space	Gain of 1 space
Baggot Street Upper	Designated Paid Parking	13 spaces	3 spaces	10 spaces
	Disabled Paid Parking	4 spaces	3 spaces	1 space
	Loading Bay (including 4 spaces which act as a taxi rank from 20:00 to 06:00 Monday to Sunday)	3 bays (6 loading spaces and 4 loading / taxi spaces)	2 bays (3 loading spaces and 3 loading / taxi spaces)	1 bays (3 loading spaces and 1 loading / taxi spaces)
Eastmoreland Place	Designated Paid Parking	6	2	-4

	Loading Bay	0	4	+4
Baggot Street Lower	Designated Paid Parking	49 spaces	13 spaces	36 spaces
Fitzwilliam Street Lower	Designated Paid Parking	18 spaces	0 spaces	18 spaces
	Designated Paid & Permit (Electric)	2 spaces	0 spaces	2 spaces

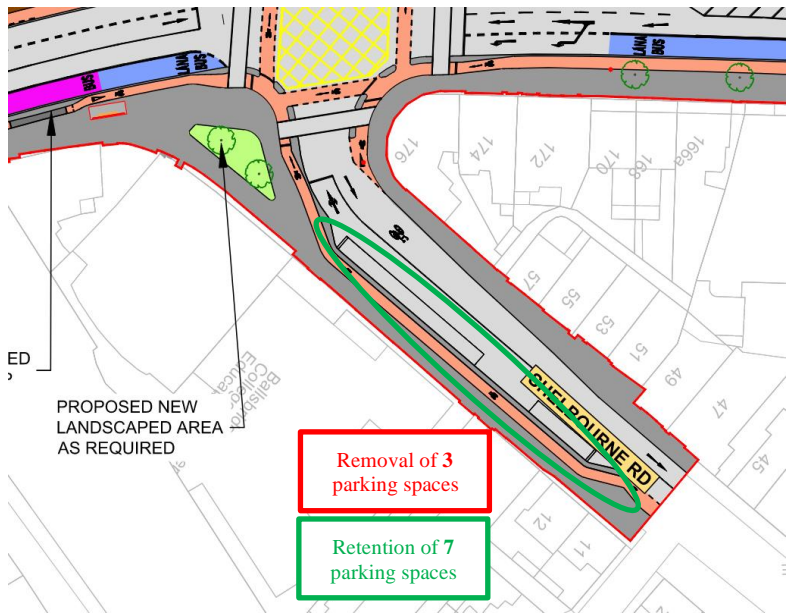


Figure 7: Proposed scheme design at the Ballsbridge Junction

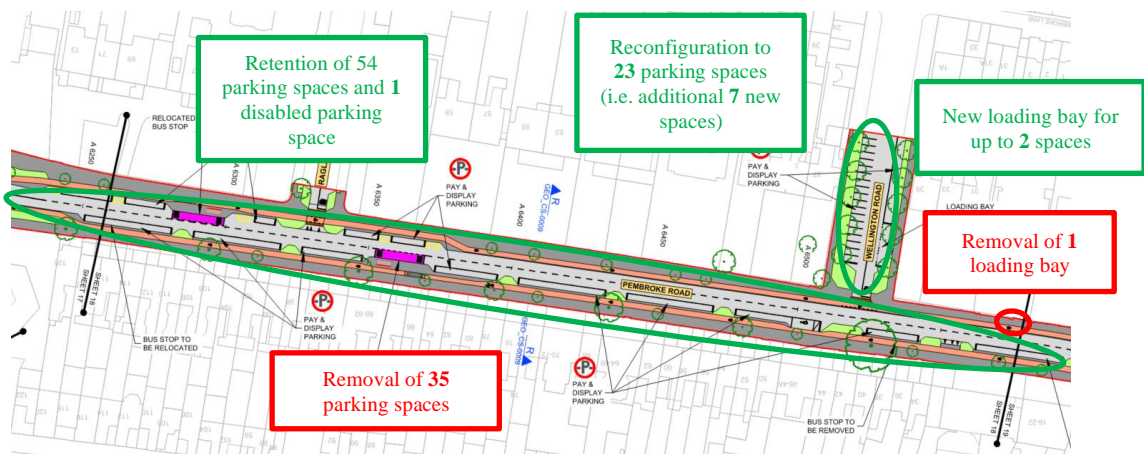


Figure 8: Proposed scheme design on Pembroke Road (including Wellington Road)

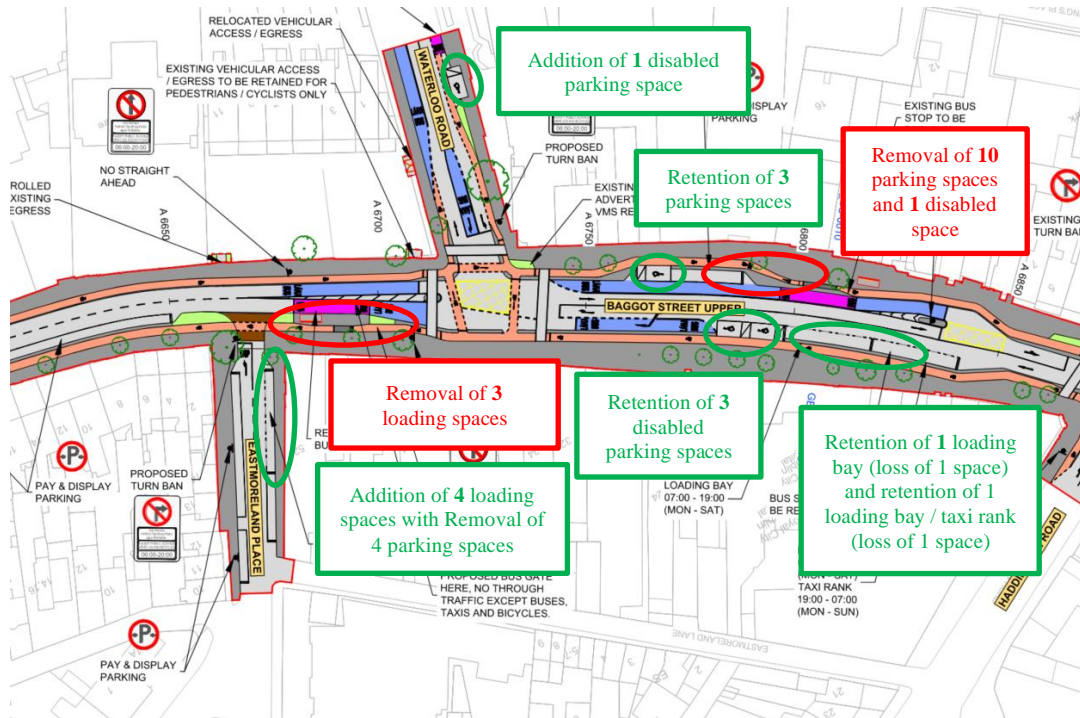


Figure 9: Proposed scheme design on Baggot Street Upper

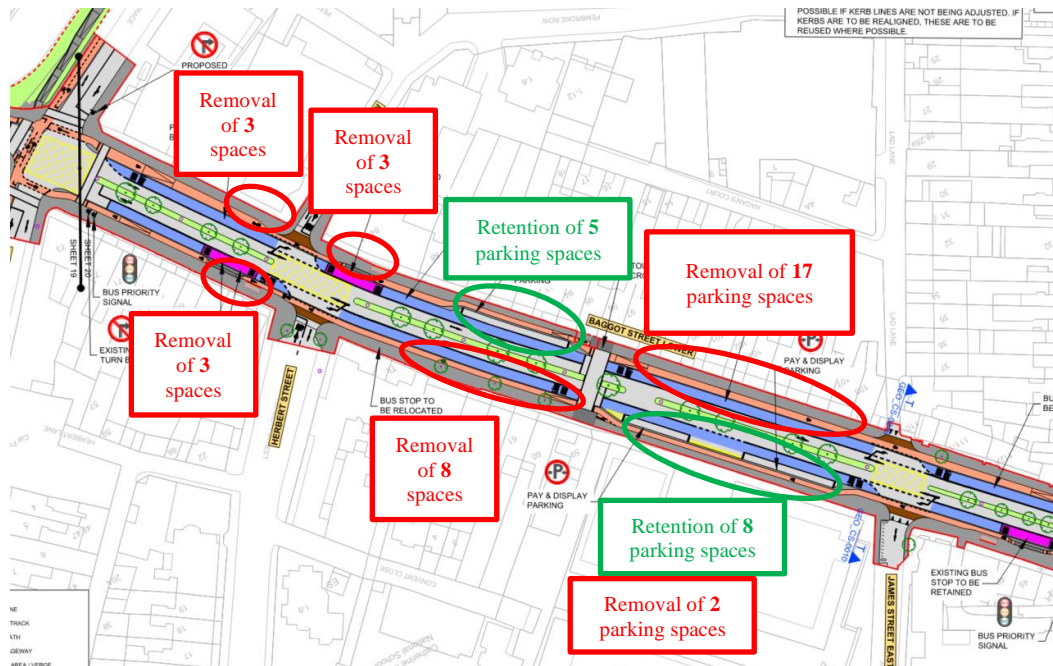


Figure 10: Proposed scheme design on Baggot Street Lower

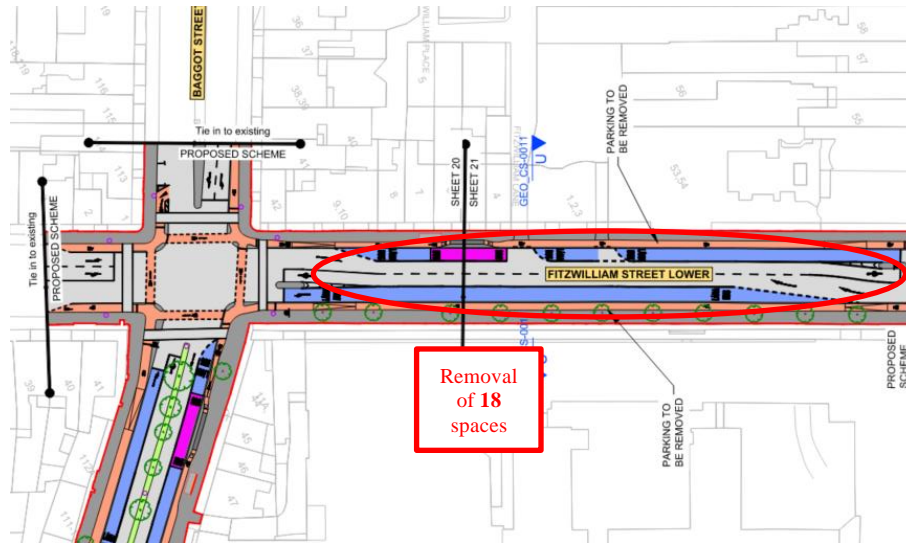


Figure 11: Proposed scheme design on Fitzwilliam Street Lower

6.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor on this section of the Proposed Scheme is shown in **Table 12**, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

Table 12: Impact of Parking and Loading Changes for Ballsbridge to Merrion Square

Location	Type of Parking		No. Spaces		
			Baseline	Scheme	Change
Shelbourne Rd	Designated Paid & Permit	Commercial	10	7	-3
Pembroke Road (Between Pembroke Lane and Wellington Road)	Designated Paid & Permit	Residential	67	38	-29
	Disabled Designated Paid Parking	Residential	1	1	0
Pembroke Road (Between Wellington Rd and Waterloo Road)	Designated Paid & Permit	Residential	22	16	-6
	Loading Bay	Commercial	1	0	-1
Wellington Road	Designated Paid & Permit	Residential	16	23	7
	Loading Bay	Commercial	0	2	2
Waterloo Road	Disabled Designated Paid Parking	Commercial	0	1	1
Baggot Street Upper (Between Waterloo Road and Haddington Road)	Designated Paid & Permit	Commercial	13	3	-10
	Disabled Designated Paid Parking	Commercial	4	3	-1
	Loading Bay / Taxi Rank	Commercial	4	3	-1
	Loading Bay	Commercial	6	3	-3
Eastmoreland Place	Designated Paid Parking	Commercial	6	2	-4
	Loading Bay	Commercial	0	4	4
Baggot Street Lower (Between Wilton Tce and James St E)	Designated Paid & Permit	Residential	42	13	-29
	Designated Paid	Commercial	7	0	-7
Fitzwilliam Street Lower (Between Baggot St Lower and Mount St Upper)	Designated Paid & Permit	Commercial	18	0	-18
	Designated Paid & Permit (Electric)	Commercial	2	0	-2
Approx. adjacent on-street parking within 200m			650	650	0
Total			863	763	-100

7 Parking Impact on Nutley Lane (between Stillorgan Road and Merrion Road)

7.1 Baseline Parking and Loading Analysis

7.1.1 Corridor On-Street Parking Bays and Regulation

Nutley Lane between Stillorgan Road and Merrion Road is a single carriageway road which has a relatively long section of designated Pay & Display on-street parking fronting Elm Park Club on its south-eastern side. There are also a limited number of Pay and Display and Disabled parking spaces directly in front of the Merrion Shopping Centre on Nutley Lane. The designated spaces are available from 07:00 to 19:00 on Monday to Saturday and are within Dublin City Council's Parking Tariff Medium Zone, which has an hourly rate of €1.60 per hour.

The existing parking supply on Nutley Lane is summarised in **Table 13**, and are shown in **Appendix A**.

Table 13: Existing Parking and Loading Spaces on Nutley Lane

Sub-section	Existing Parking Facilities	Number of Spaces
Nutley Lane (between Stillorgan Road and Merrion Road)	Designated Paid Parking	39 spaces
	Disabled Paid Parking	4 spaces
	Loading Bay	1 bay (2 spaces)

7.1.2 Loading Bays

There is one loading bay on Nutley Lane outside The Merrion Shopping Centre and is designated as a loading bay between 07:00 and 19:00 from Monday to Saturday. This loading bay is likely to be used by Tesco Superstore and other retail units located in The Merrion Shopping Centre.

7.1.3 On-Street Parking Bays and Regulation on Local Side Streets

There are a number of side streets which are able to be used by local residents and visitors / businesses. These spaces are likely to be utilised by some residents and visitors to premises on Nutley Lane as an alternative to parking directly on the corridor.

There are Pay & Display and Permit Parking areas for approximately 105 spaces within 200m from the corridor and in the vicinity of the on-street parking directly on the corridor, at the following locations:

- Nutley Park;
- Nutley Road;
- Elm Park; and
- Nutley Avenue.

The parking spaces on the streets listed above have varying time plates, including 07:00 to 19:00 (Monday to Friday) on Nutley Park and Nutley Road, and 07:00 to 24:00 (Monday to Sunday) on Elm Park and Nutley Avenue. All the streets listed above are within the DCC Parking Tariff Medium Demand Zone, a rate of €1.60 per hour.

7.1.4 Land Use

Nutley Lane and its surrounds consist of different land uses throughout, as shown in **Appendix B**. There are a number of large trip attractors that have access to Nutley Lane, which include RTE Television Studios, The Merrion Shopping Centre, St Vincent's University Hospital and Elm Park Golf & Sports Club. These all have parking within their premises; however, parking overspill may occur and therefore visitors may use on-street parking within the surrounding areas.

7.2 Proposed Scheme Parking Proposals

7.2.1 Proposed On-Street Parking and Loading Bay Supply

With the Proposed Scheme infrastructure in place, there is an associated need to remove some parking space to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Nutley Lane is illustrated in **Figure 12** and summarised in **Table 14**.

All parking and loading facilities will be removed along Nutley Lane, due to the proposed bus lanes and cycle tracks along the corridor. Along with 5 spaces being removed outside the Merrion Shopping Centre, a two-way cycle track on the southwest bound lane of Nutley Lane is proposed and therefore will require the removal of 39 spaces.

Table 14: Existing and Proposed Parking and Loading Spaces (Nutley Lane)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Nutley Lane (between Stillorgan Road and Merrion Road)	Designated Paid Parking	39 spaces	0 spaces	39 spaces
	Disabled Paid Parking	4 spaces	0 spaces	4 spaces
	Loading Bay	1 bay (2 spaces)	0 bay	1 bay (2 spaces)

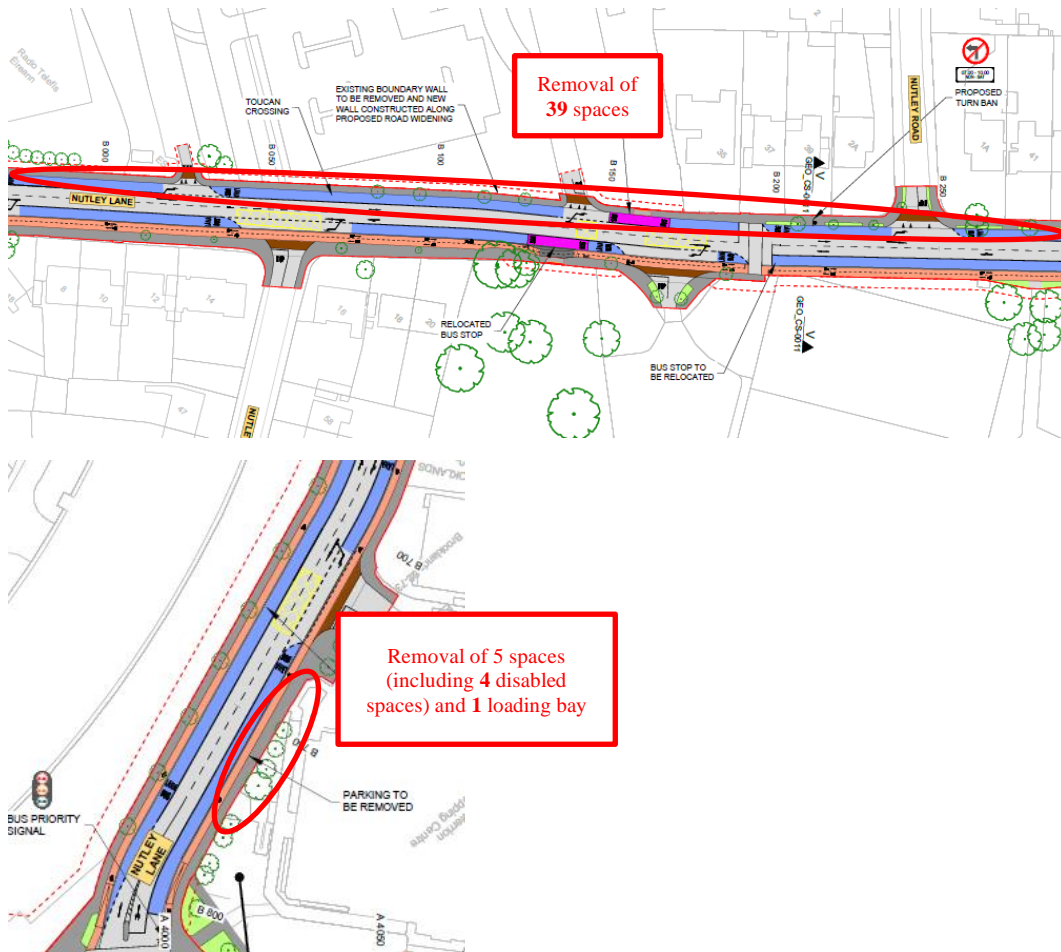


Figure 12: Proposed scheme design on Nutley Lane

The large trip attractors on Nutley Lane such as St Vincent’s University Hospital, RTÉ Studios, Elm Park Golf and Sports Club, and the Merrion Shopping Centre all currently have off-street parking on each of their sites. Overall, it is anticipated that more efficient use of off-street parking supply and some continued use of on-street parking on local side roads will provide a robust and adequate parking provision for this area into the future.

The proposed the Proposed Scheme design includes the removal of the existing loading bay on Nutley Lane (outside Merrion Shopping Centre). However, loading activities may be displaced within The Merrion Shopping Centre car park and loading area.

7.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor on Nutley Lane is shown in **Table 15**, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

Table 15: Impact of Parking and Loading Changes for Nutley Lane

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Between Nutley Road to Nutley Ave	Designated Paid	Residential	39	0	-39
Adjacent to Merrion Shopping Centre	Disabled Designated Paid Parking	Commercial	4	0	-4
	Designated Paid	Commercial	1	0	-1
	Loading Bay	Commercial	2	0	-2
Approx. adjacent on-street parking within 200m			105	105	0
Total			151	105	-46

8 Summary of Parking Impact

8.1 Summary of Parking Changes

With the proposed scheme in place, there is an associated need to remove some parking space to provide improved facilities for pedestrians, cyclists, and buses – which inevitably requires some reallocation of parking road space. The proposed changes in parking and loading provision along the Belfield / Blackrock to City Centre Scheme are summarised in **Table 16** and **Table 17** below:

Table 16: Summary of Parking Changes (Belfield / Blackrock to City Centre Proposed Scheme)

Location	Baseline		Proposed		Change
	Corridor	Adjacent	Corridor	Adjacent	
Rock Road / Frascati Road (between Stradbroke Road to Booterstown Avenue)	18	31	6	31	-12
Rock Road / Merrion Road (between Booterstown Avenue to Nutley Lane)	39	127	31	127	-8
Merrion Road (between Nutley Lane to Ballsbridge)	10	71	10	71	0
Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)	208	650	107	650	-101
Nutley Lane (between Stillorgan Road to Merrion Road)	44	105	0	105	-44

Table 17: Summary of Loading Changes (Belfield / Blackrock to City Centre Proposed Scheme)

Location	Loading Bays		Change
	Baseline	Proposed	
Rock Road / Merrion Road (between Booterstown Avenue to Nutley Lane)	1	2	1
Rock Road / Merrion Road (between Booterstown Avenue to Nutley Lane)	0	0	0
Merrion Road (between Nutley Lane to Ballsbridge)	2	3	1
Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)	11	12	1
Nutley Lane (between Stillorgan Road to Merrion Road)	2	0	-2

8.2 Summary of Parking Impact

With the Proposed Scheme infrastructure in place, the impacts of the change in on-street parking have been considered and are itemised below (in summary); the associated mitigation effects of the Proposed Scheme and other measures are also summarised:

- The Proposed Scheme will have a limited impact to parking on the road network along and within the vicinity of the scheme with an expected reduction in approximately 12% of parking space provision.
- Aspects of the Proposed Scheme and network proposals are expected to mitigate the reduction in parking by reducing reliance on private cars due to availability of an improved bus network with journey reliability, by availability of improved cycling infrastructure, and by continued and managed use of private off-street parking.
- Similarly, many houses have driveways and residents should be encouraged to utilise their available off-road space for parking (rather than seek to park on-street). It concluded that the overall impact of loss of parking space on these

roads is limited and will be largely offset by the cumulative effect of mitigations.

- Improved compliance with parking and loading bay regulations, and management of loading activities will also assist in offsetting the reduction in on-street parking spaces. It is concluded that the overall impact of loss of parking space on these streets is limited and will be largely offset by the cumulative effect of mitigations.

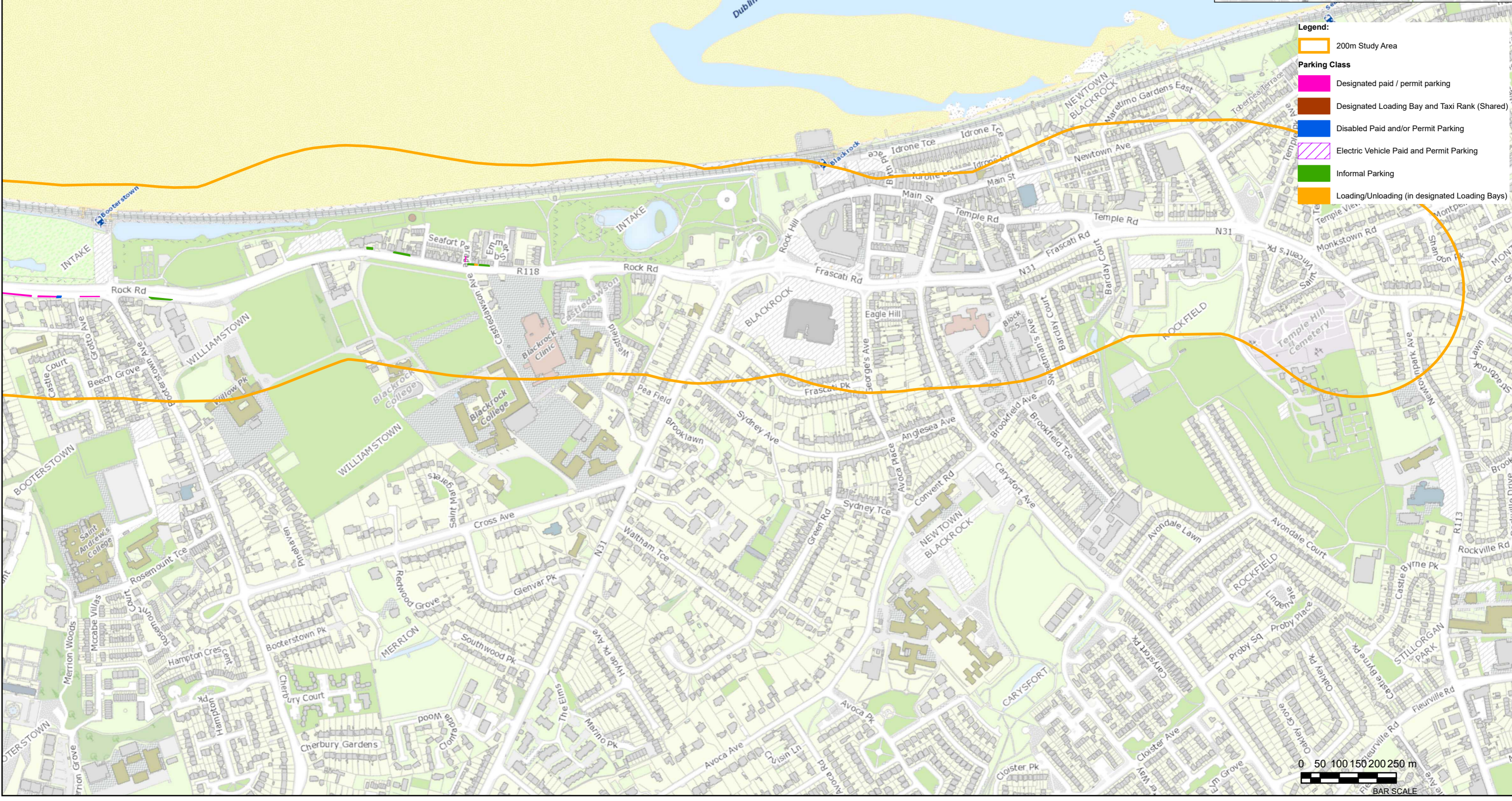
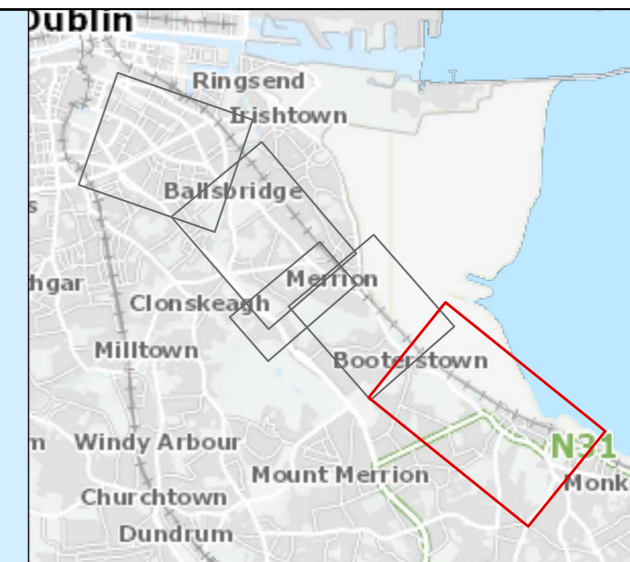
Other issues and design considerations will also have an impact on parking availability and usage:

- Commercial premises will need to consider adapting their loading arrangements – for example by loading at night-time or early morning (including using smaller vans in paid-for or permit spaces).
- Cycle parking is to be incorporated in the Proposed Scheme – which will enhance the ability of residents to cycle instead of driving and parking a car to use local services
- Applying 24-hour or time-limited regulations to bus lanes is under consideration in ongoing planning for the Proposed Scheme – which will affect the availability of overnight on-street parking on the bus corridor (although parking on side-streets will continue in most cases to provide a means to park overnight near the bus corridor).

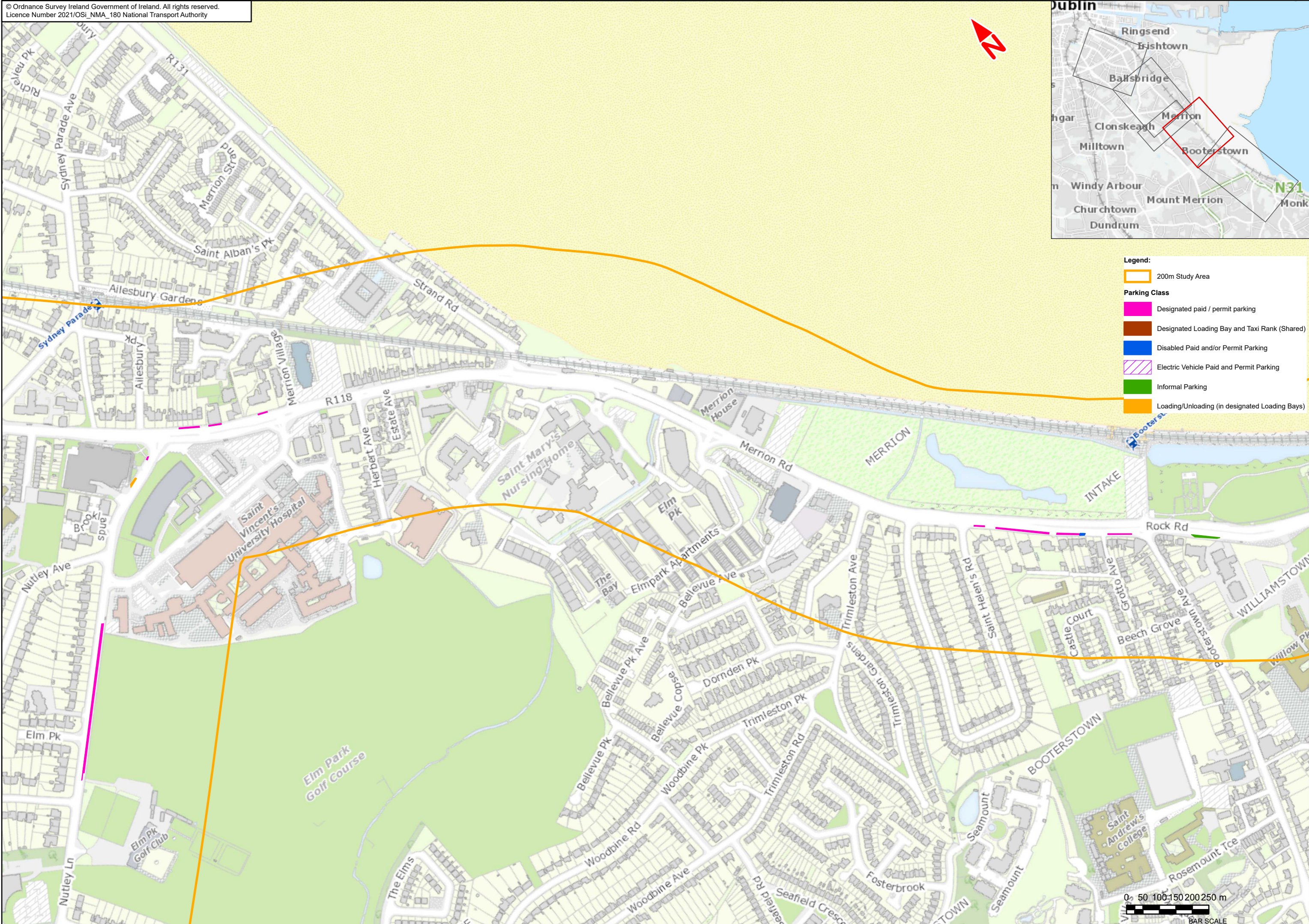
Appendix A

**Existing On-Street Parking
Spaces on Belfield / Blackrock
to City Centre Scheme**

A1 Existing On-Street Parking Spaces (Stradbrook Road to Booterstown Avenue)



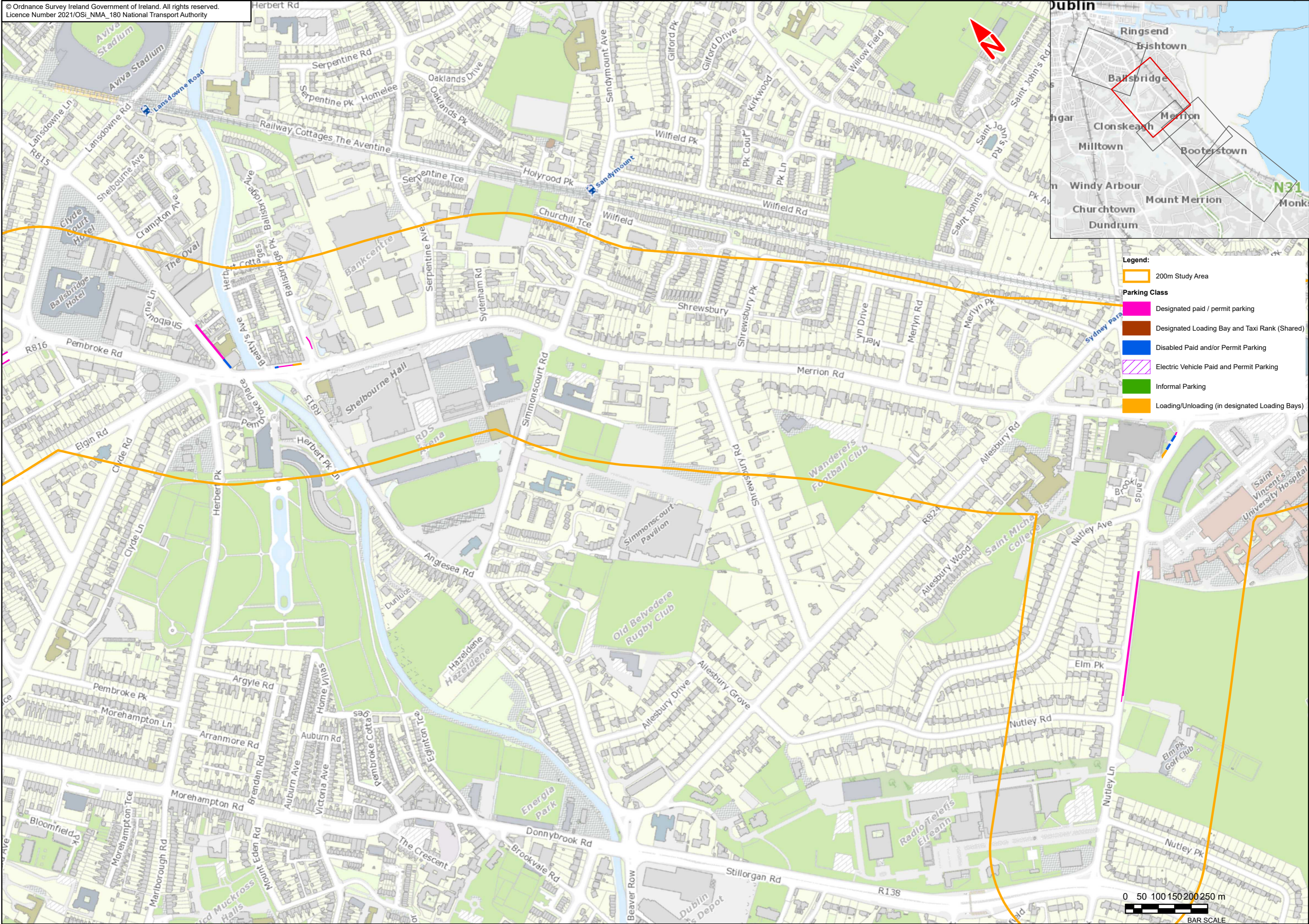
A2 Existing On-Street Parking Spaces (Boosterstown Avenue to Nutley Lane)



- Legend:**
- 200m Study Area
 - Parking Class**
 - Designated paid / permit parking
 - Designated Loading Bay and Taxi Rank (Shared)
 - Disabled Paid and/or Permit Parking
 - Electric Vehicle Paid and Permit Parking
 - Informal Parking
 - Loading/Unloading (in designated Loading Bays)



**A3 Existing On-Street Parking Spaces (Merrion Road
(Nutley Lane to Ballsbridge))**

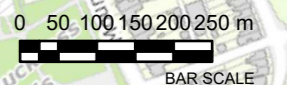
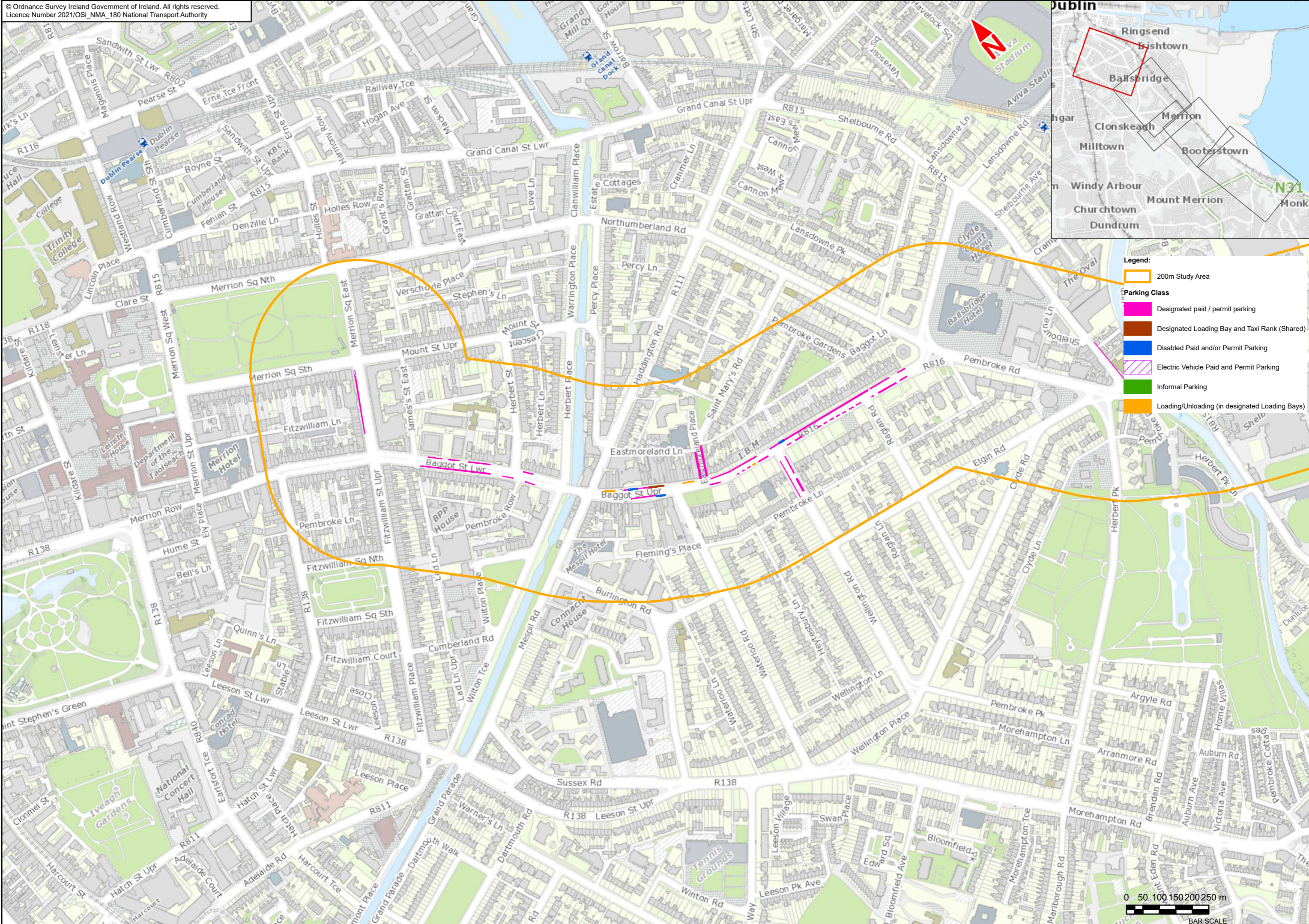


Legend:

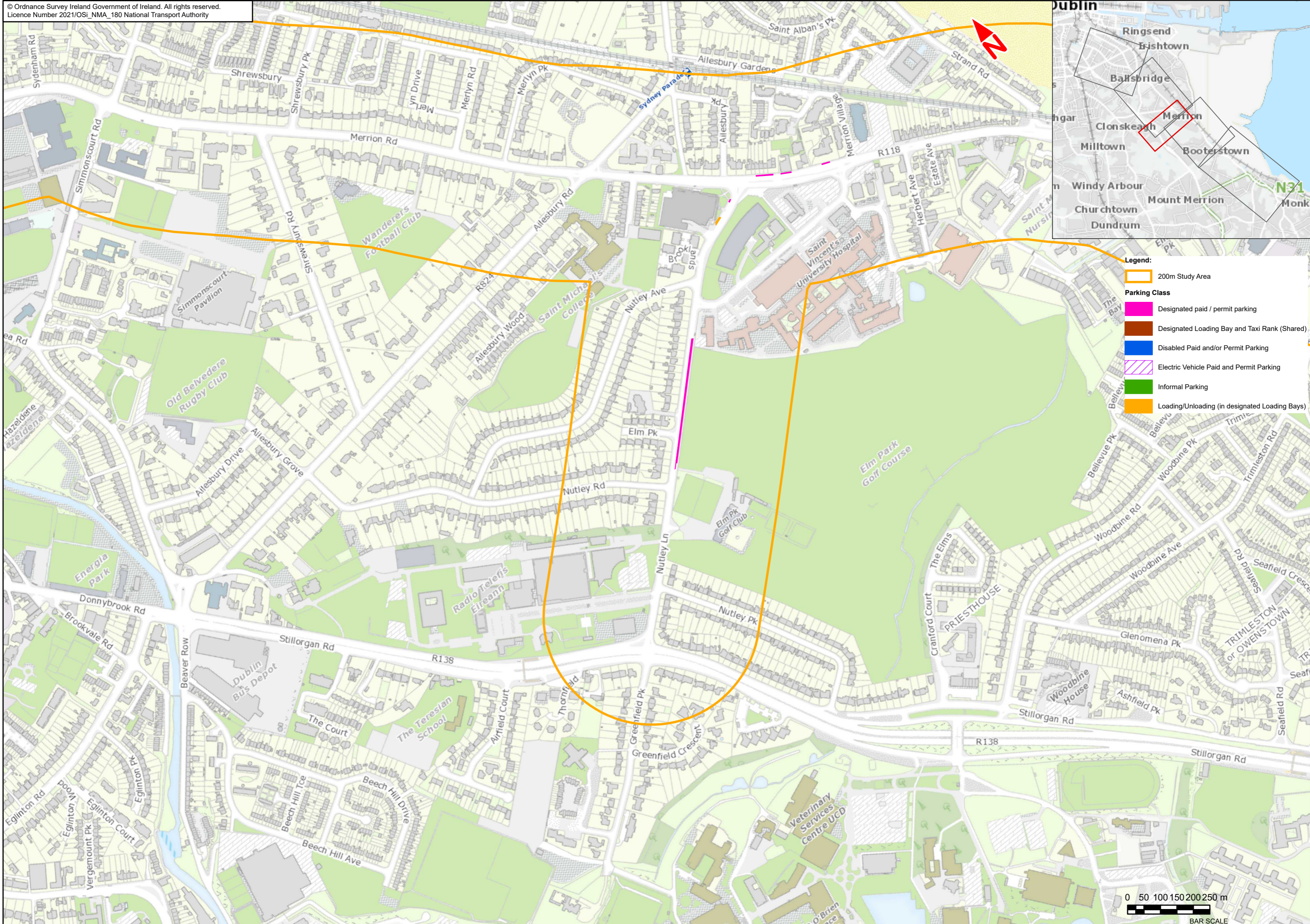
- 200m Study Area
- Parking Class**
- Designated paid / permit parking
- Designated Loading Bay and Taxi Rank (Shared)
- Disabled Paid and/or Permit Parking
- Electric Vehicle Paid and Permit Parking
- Informal Parking
- Loading/Unloading (in designated Loading Bays)



A4 Existing On-Street Parking Spaces (Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street))

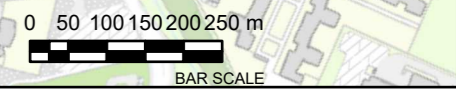


**A5 Existing On-Street Parking Spaces (Nutley Lane
(R138 to Merrion Road))**



Legend:

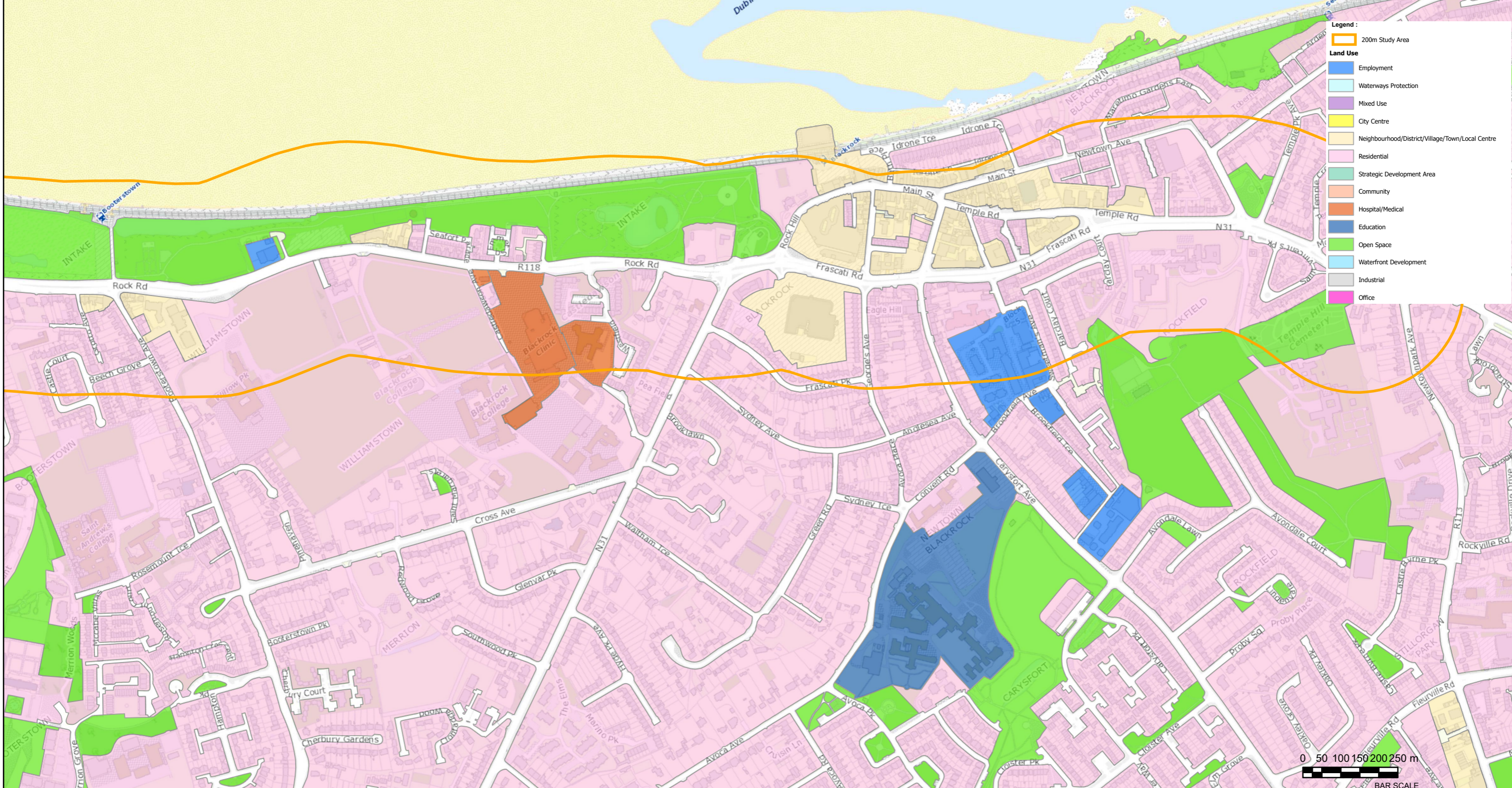
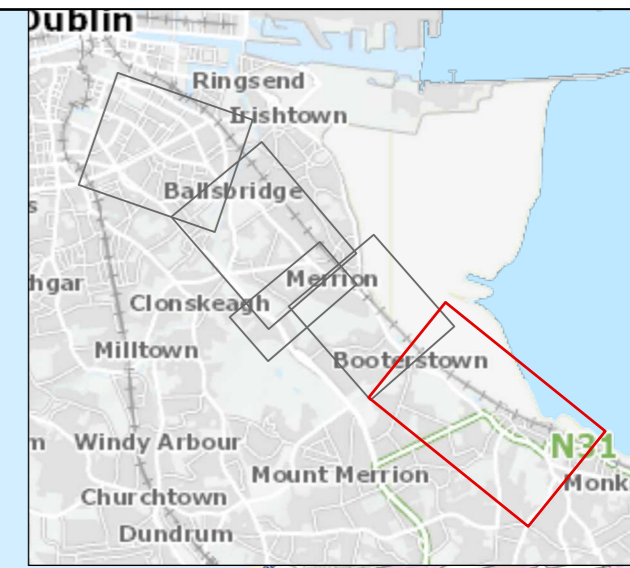
- 200m Study Area
- Parking Class**
- Designated paid / permit parking
- Designated Loading Bay and Taxi Rank (Shared)
- Disabled Paid and/or Permit Parking
- Electric Vehicle Paid and Permit Parking
- Informal Parking
- Loading/Unloading (in designated Loading Bays)



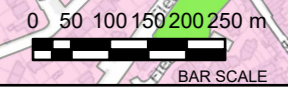
Appendix B

Existing Land Use on Belfield /
Blackrock to City Centre
Scheme Parking Study Area

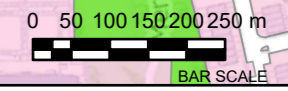
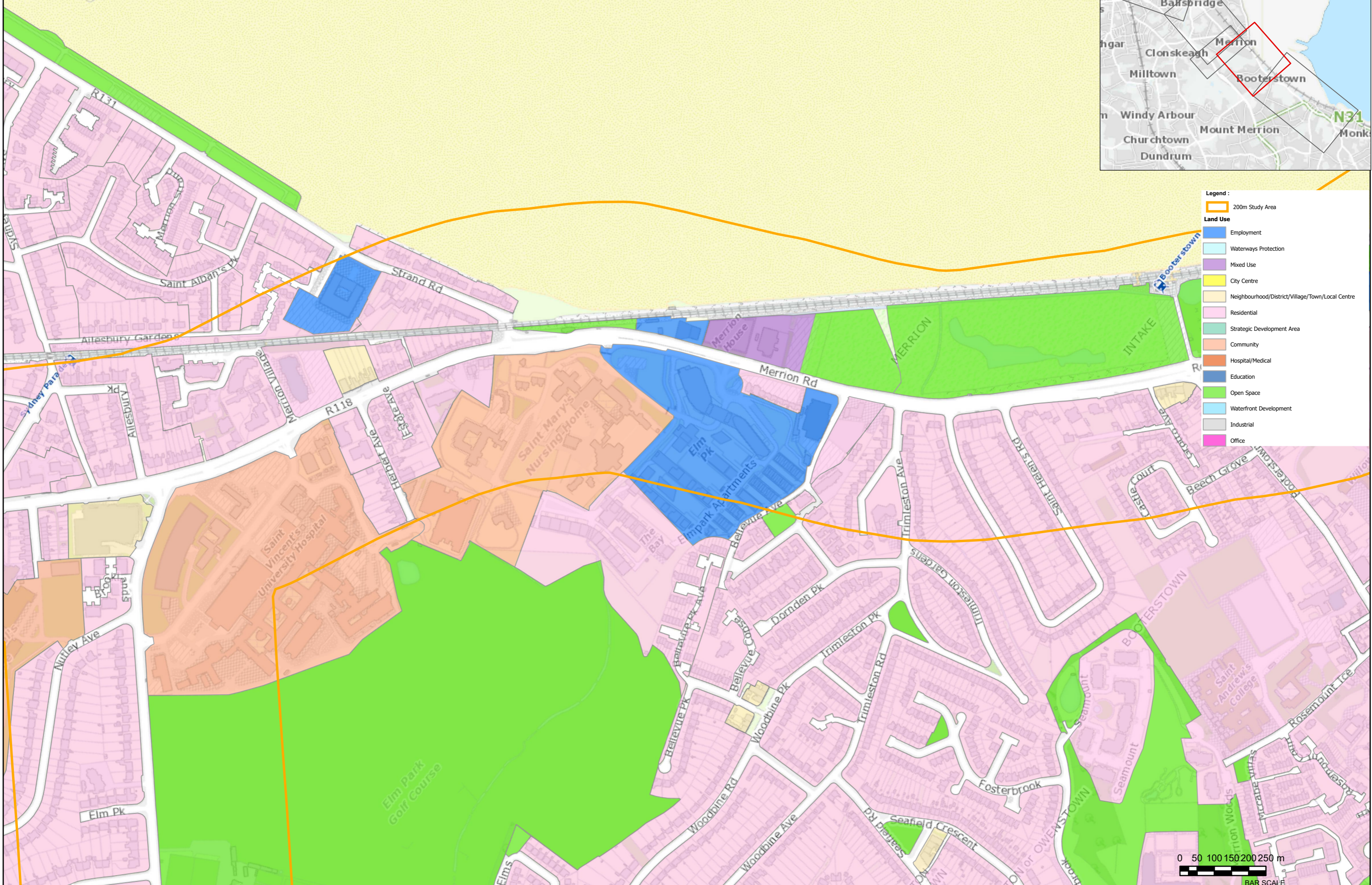
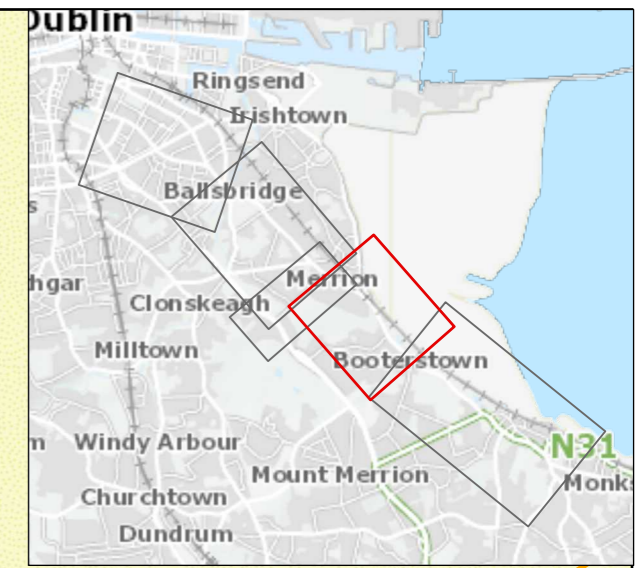
B1 Existing Land Use (Stradbroke Road to Booterstown Avenue)



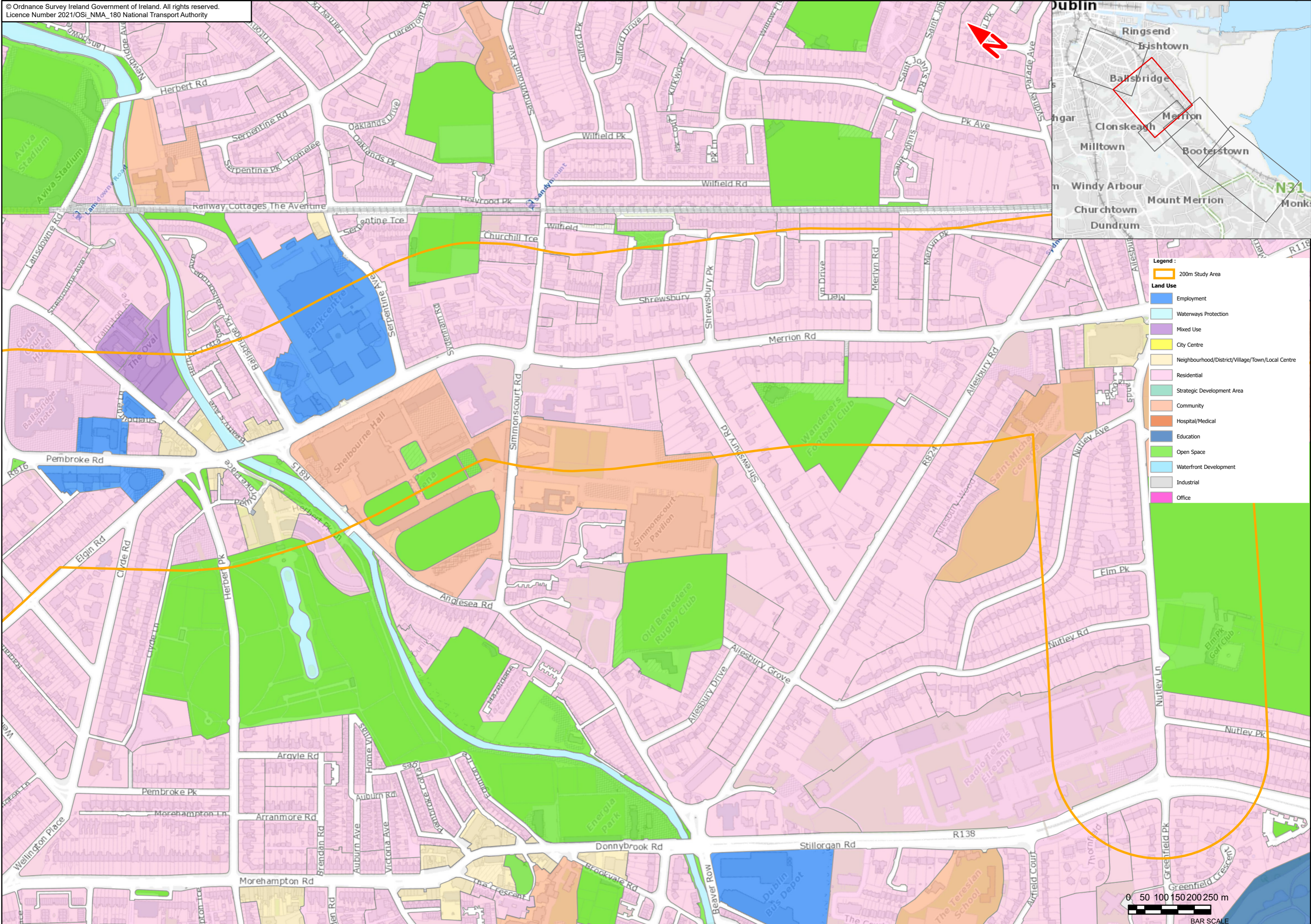
- Legend :**
- 200m Study Area
 - Land Use**
 - Employment
 - Waterways Protection
 - Mixed Use
 - City Centre
 - Neighbourhood/District/Village/Town/Local Centre
 - Residential
 - Strategic Development Area
 - Community
 - Hospital/Medical
 - Education
 - Open Space
 - Waterfront Development
 - Industrial
 - Office



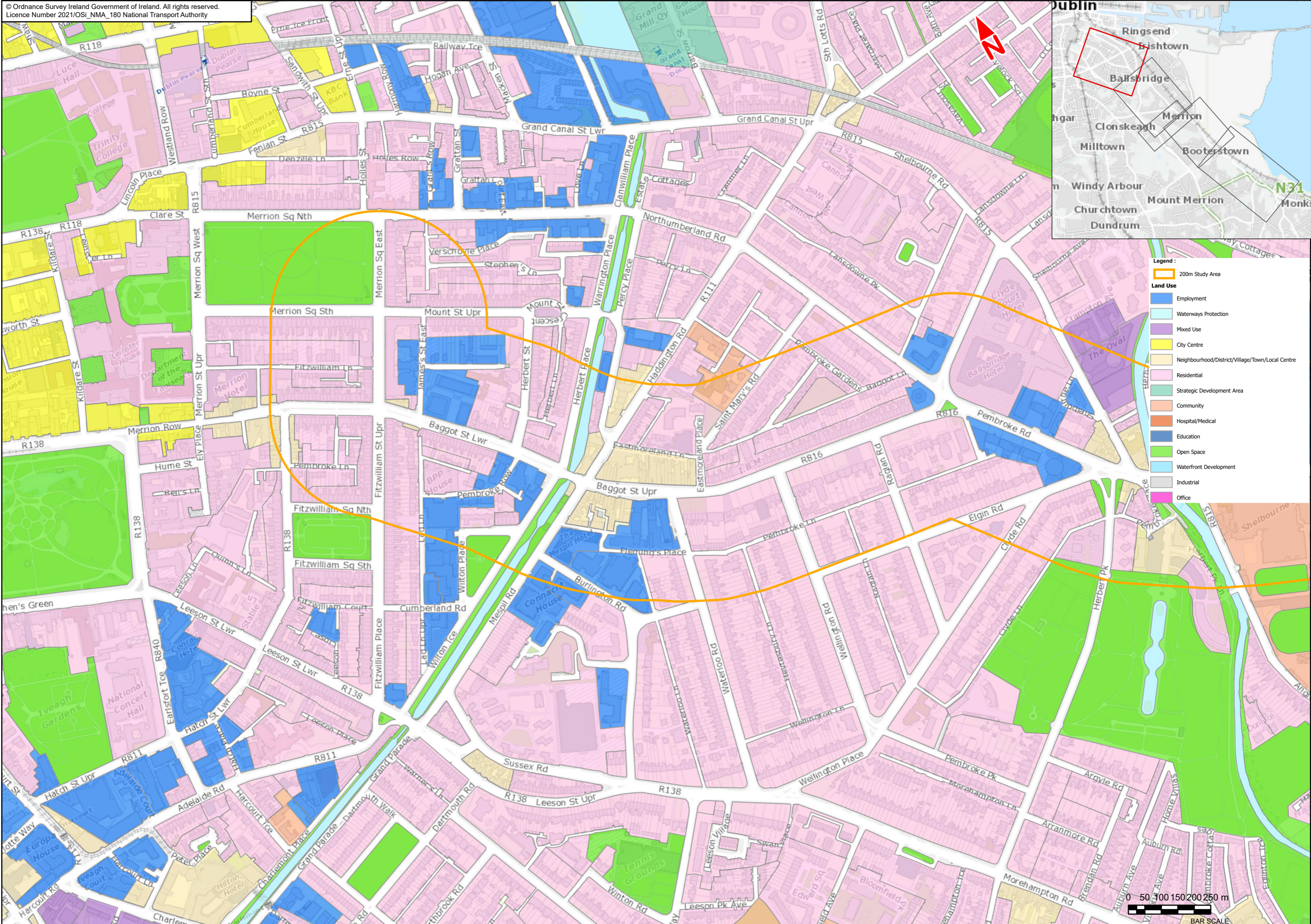
B2 Existing Land Use (Boosterstown Avenue to Nutley Lane)



B3 Existing Land Use (Merrion Road (Nutley Lane to Ballsbridge))



**B4 Existing Land Use (Ballsbridge to Merrion Square
(Pembroke Road, Baggot Street and Fitzwilliam
Street))**



B5 Existing Land Use (Nutley Lane (R138 to Merrion Road))

