

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 corner, a teal semi-circle in the bottom-right corner, and a blue semi-circle in the bottom-left corner containing a white circle. There are also smaller white circles and shapes in the bottom-left and bottom-right corners.

# Appendix G

## Parking Survey Report



# Jacobs

## BusConnects Dublin Core Bus Corridor Infrastructure Works – Package B

Parking Survey Report – Liffey Valley to City Centre CBC Scheme (CBC07)

09/06/22

BCIDB



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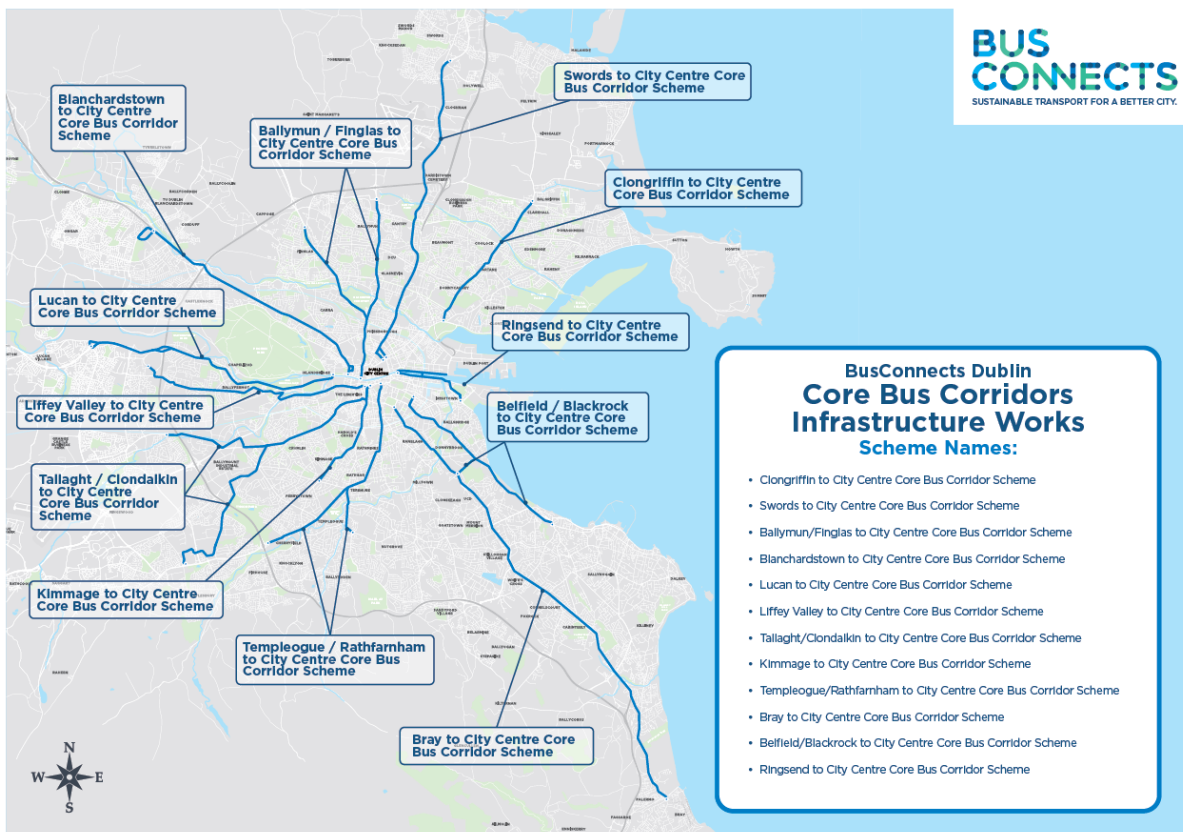
## List of Acronyms

Acronym	Definition
ABP	An Bord Pleanála
CBC	Core Bus Corridor
CPO	Compulsory Purchase Order
NTA	National Transport Authority

# 1. Introduction

As part of the ongoing assessment of existing conditions to support the development of the engineering design of the Core Bus Corridor along the Liffey Valley to City Centre Route (As shown in Image 1.1). This report records the existing parking arrangements on the road network or adjacent to the Proposed Scheme. It also identifies locations where the existing parking provisions may be impacted by the Proposed Scheme and, where required, identifies the need for a parking survey.

The information provided has been collated from a combination of site visits and desk top research to aid the understanding of some of the items identified.



**Image 1.1: Core Bus Corridor Routes**

Existing parking along the route has been described using the following classifications as set out by the National Transport Authority (NTA) in their Parking Survey Specification as shown in Figure 1.2:

- 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); and
- Illegal Parking



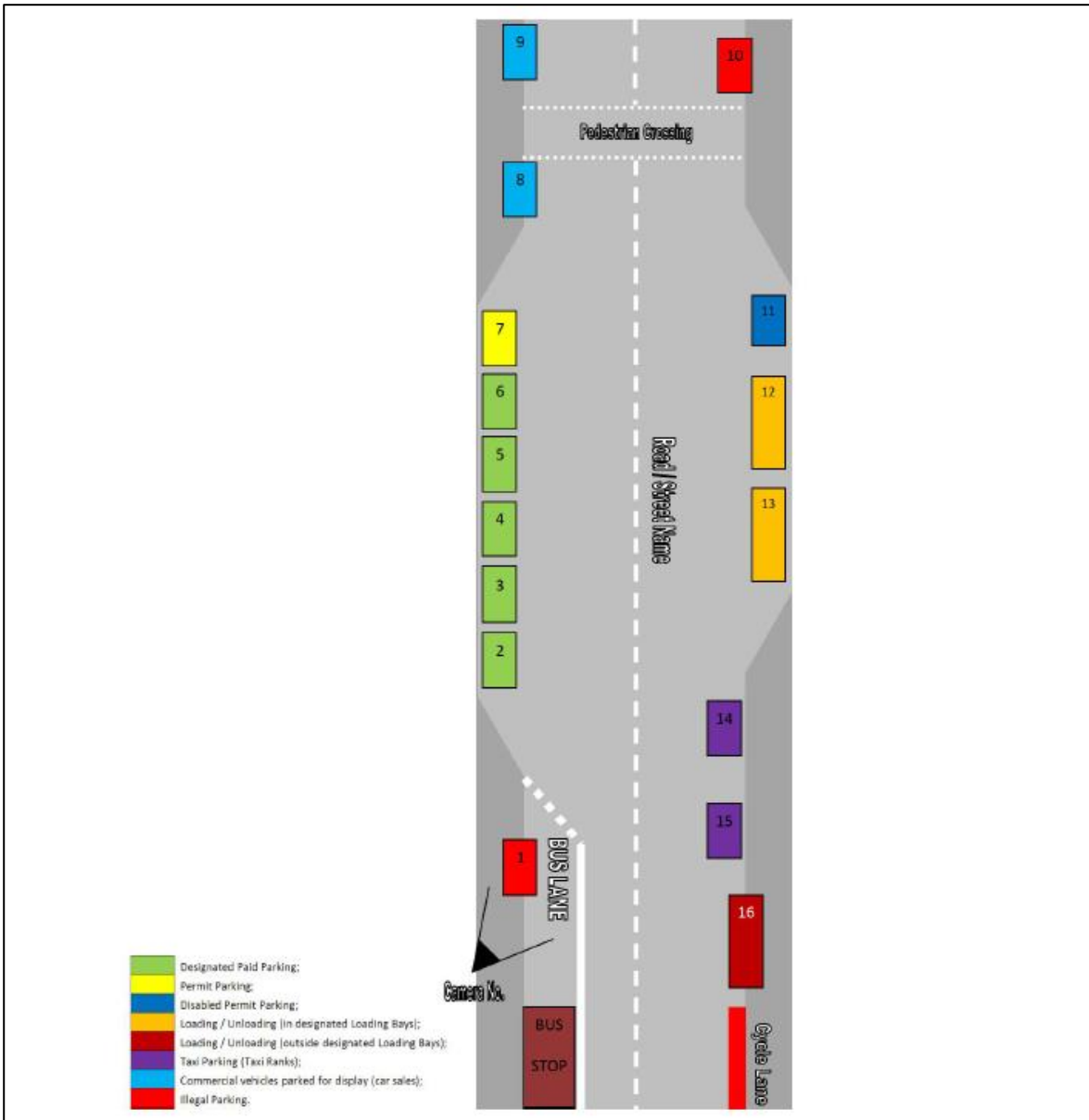


Image 1.2: Parking Survey Schematic

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; and

Adjacent Parking: For the purpose of this report, the definition of Adjacent parking is defined as the alternative parking spaces identified along the side roads of the mainline where the potentially impacted parking can be accommodated within the immediate section of the mainline.

## 2. Legend

### 2.1 Parking Classification

Existing parking along the route has been described using the following classifications as set out by the NTA in the 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); and
- Illegal Parking.

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

- Informal Parking;
- Adjacent Parking;

Detailed classification is shown in the Table 2-1 with their classified colours 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. Background

### 3.1 BusConnects Scheme

The BusConnects Scheme proposes the provision of approximately 230 kilometres of dedicated bus lanes and 200 kilometres of cycle lanes on sixteen key bus corridors into the Centre of Dublin. The project comprises of 16 different routes from the Dublin suburbs to the City Centre. The project aims to provide, where possible and appropriate, a continuous bus lane, segregated cycle track and footpath in each direction along each route as well as maintaining two general traffic lanes.

### 3.2 Liffey Valley to City Centre scheme

The Liffey Valley to City Centre Core Bus Corridor scheme (herein after called the Proposed Scheme) commences at the Fonthill Road where it will tie into the Liffey Valley Shopping Centre Bus Interchange and Road Improvement Scheme. The route continues along the Fonthill Road in a southerly direction towards Coldcut Road. From here it joins the R833 Coldcut Road and continues to the bridge over the M50, subsequently turning onto the R833 Ballyfermot Road. The route travels through Ballyfermot Village and continues onto the Sarsfield Road, whilst city bound general traffic is diverted via Le Fanu Road and Kylemore Road back to Ballyfermot Road.

The route continues along Ballyfermot Road and Sarsfield Road, turning right at the junction with Con Colbert Road before turning right again onto Grattan Crescent. At the intersection of Grattan Crescent and Emmet Road the route travels along Emmet Road, Old Kilmainham, Mount Brown and James's Street. From here the route joins Thomas Street, Cornmarket and along High Street to the junction with Nicholas Street and Winetavern Street where it will join the existing traffic management regime in the City Centre and terminates at the end of High Street.

### 3.3 Reporting Structure

The rationality of the subsequent chapter split has been established to represent the areas along the Proposed Scheme where parking exists, with each chapter representing an area of existing parking. Further analysis of each area will be expanded within the respective chapter. The areas of the Proposed Scheme which encompass existing parking and will be analysed include:

- Ballyfermot Access Roads
- Ballyfermot Parade, Le Fanu Road and Kylemore Road
- Ballyfermot Road and Sarsfield Road
- Memorial Road, Inchicore Road and Grattan Crescent
- Emmet Road
- Old Kilmainham to Lower Basin Street
- James Street
- Thomas Street and High Street

## 4. Ballyfermot Access Roads

### 4.1 Existing Parking

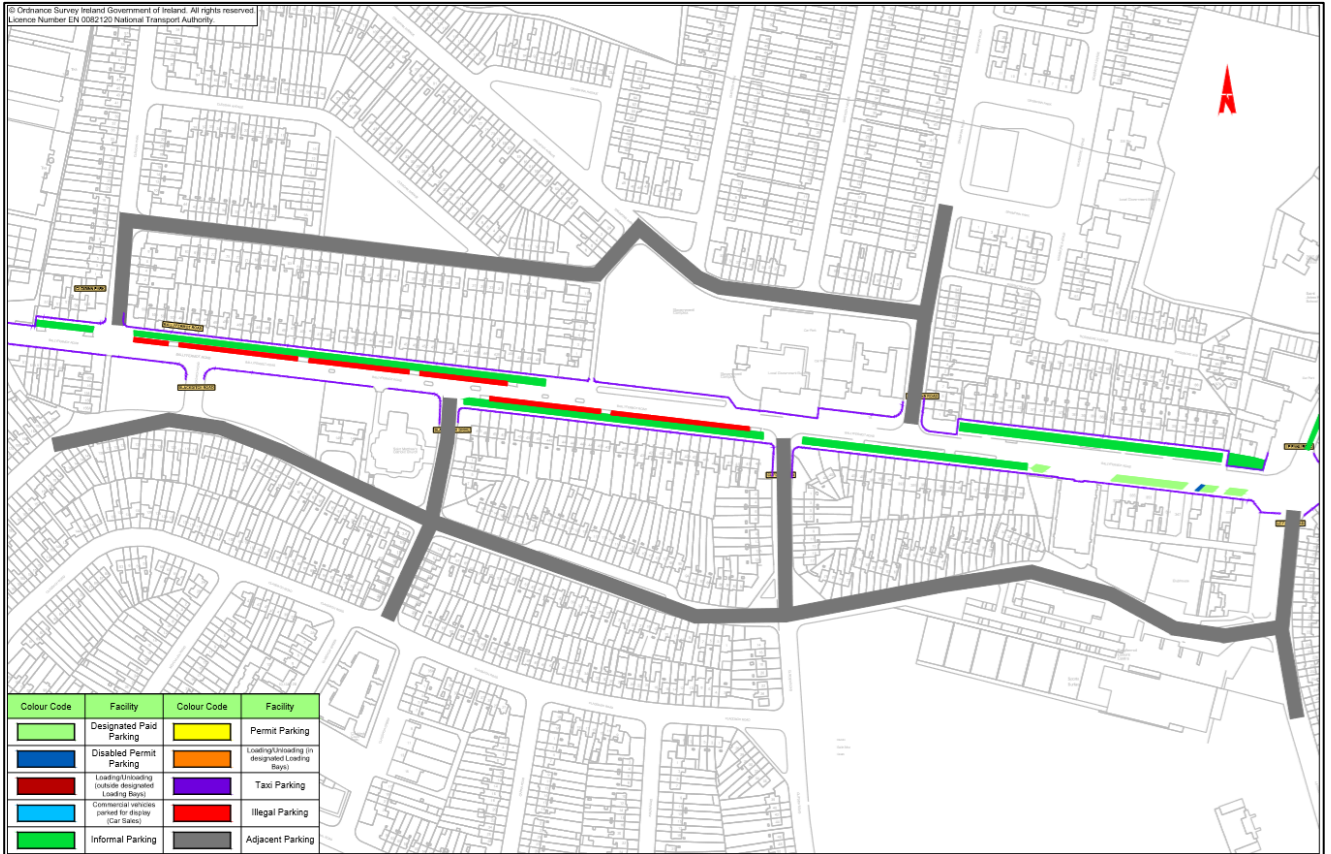


Image 4.1: Existing Parking - Ballyfermot Access Roads

This section of the Ballyfermot Road has local access road running parallel to the main carriageway. These access roads provide informal on street parking for the residents. Some illegal parking exists on the footway between the access road and the main carriageway. The stretch between O'Sheas Pub and Le Fanu Road consists of formalised "Pay and Display" parking on the south side of the carriageway.

Table 4.1: Existing Parking - Ballyfermot Road and Access Roads

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	37
Permit Parking	0
Disabled Permit Parking	1
Loading/Unloading (in Designated Loading Bays)	1
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	69
Informal Parking	147
Adjacent Parking	Approximately 286

## 4.2 Design Impacts

### 4.2.1 Commercial Parking Impact

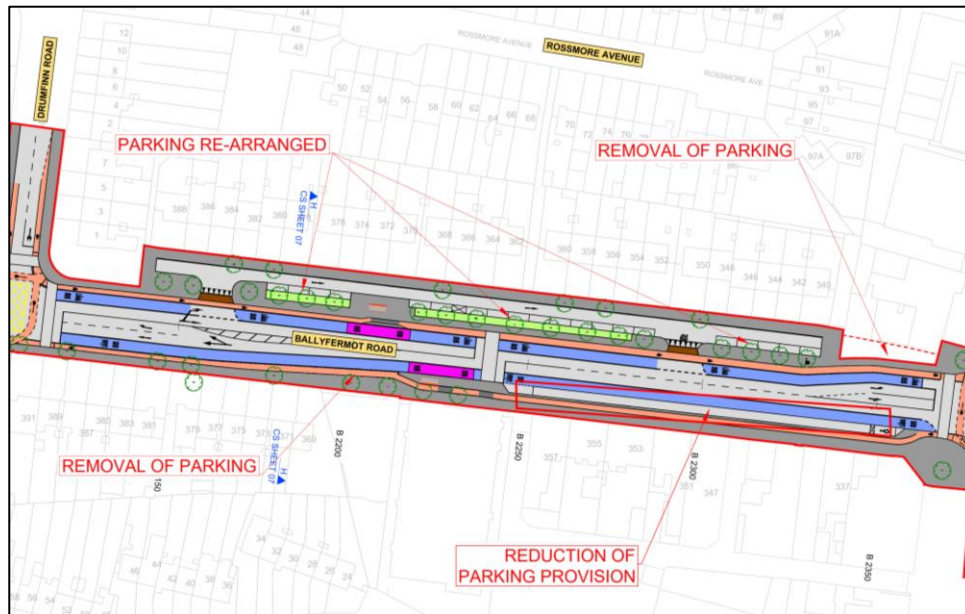


Image 4.2: Commercial Parking Impact - O'Sheas Pub to Le Fanu Road

As shown in Image 5.2.1, the design results in a loss of 22 "Pay and Display" spaces on the street. There are a number of public spaces in the area.



Image 4.3: Commercial Parking Impact – Parking Bays to be Removed

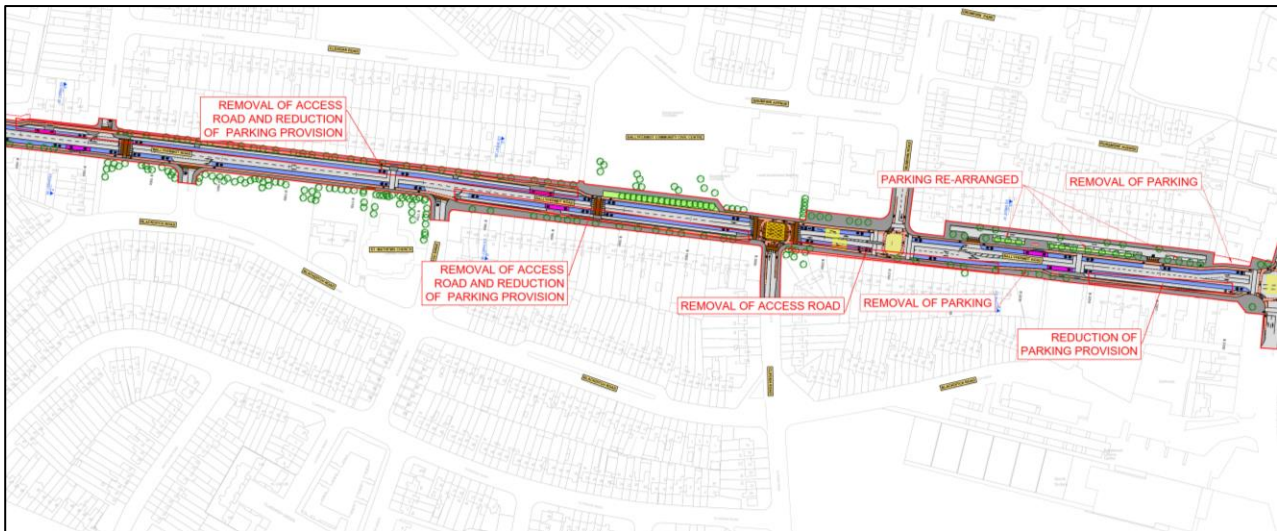


Image 4.4: Commercial Parking Impact – To be reduced



Image 4.5: Commercial Parking Impact – Car Park to be removed

### 4.2.2 Residential Parking Impact



**Image 4.6: Residential Parking Impact**

As the local access roads are being removed to create space for bus and cycling provision, formalised parking bays are to be constructed along the edge of the carriageway. This results in a reduction in available on-street parking space.



**Image 4.7: Ballyfermot Access Roads**



Image 4.8: Local Access Road to be Removed



Image 4.9: Impacted Local Access Road



### 4.2.3 Illegal Parking

There has been illegal parking observed on the footways throughout this section on multiple site visits, especially on the footway separating the access roads and the main Ballyfermot Road carriageway.

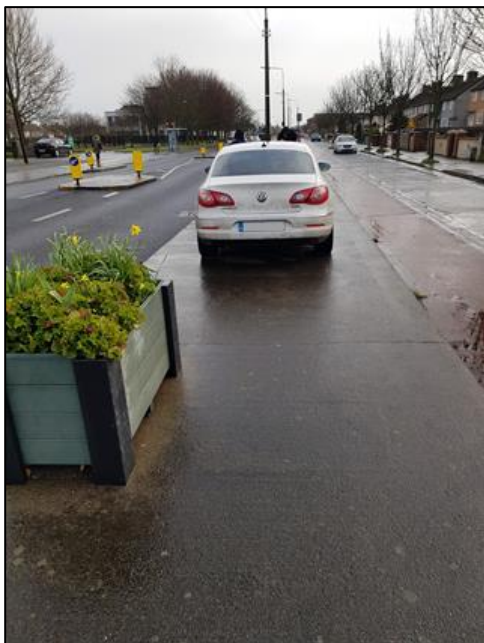


Image 4.10: Illegal Parking on local access road

### 4.2.4 Design Impact Summary

Table 4.2: Design Impact – Ballyfermot Road and Access Roads

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	37	22
Permit Parking	0	0
Disabled Permit Parking	1	0
Loading/Unloading (in Designated Loading Bays)	1	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	69	0
Informal Parking	147	35
Adjacent Parking	Approximately 286	0

## 4.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 4.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking locations along Ballyfermot Road, from O'Sheas Pub to Le Fanu Road, which may be considered to reduce the impact of the design proposals. Further analysis is presented in section 4.4 Options Analysis.

The potential mitigation measures for the impacted Pay and Display parking along Ballyfermot Road includes:

1. Diverting traffic to the two carparks on Le Fanu Road
2. Retain the current layout as to preserve the parking bays.



Image 4.11: Alternative Parking Provision for Commercial Parking

### 4.3.2 Residential Parking

Potential mitigation measures which are being considered to reduce the parking impact to residential parking on the Ballyfermot Access Roads

3. Provide onsite parking for houses currently without a driveway.
4. Reduce the spaces dedicated to urban realm improvements.
5. Retain the layout as existing to preserve parking.



**Image 4.12: Alternative Parking Provision for Local Access Roads**

Potential mitigation measures which are being considered to reduce the parking impact to residential parking on the Ballyfermot Access Road between O'Sheas Pub and Clifden Road.

- 6. Provide onsite parking for houses currently without a driveway.
- 7. Retain the layout as existing to preserve parking.

### 4.4 Options Analysis

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

**Table 4.3: Options Analysis Table - Ballyfermot Road and Access Roads**

Item	Proposal	Analysis	Viability (Y/N)
<b>Commercial Parking on Ballyfermot Road</b>			
1	Diverting traffic to the two carparks on Le Fanu Road.	The usage of the 2 car parks has to be assessed to see if they can hold the potential increase in traffic	Y
2	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N
<b>Residential Parking on Access Roads</b>			
3	Provide driveways for properties with no onsite parking.	Majority of residential properties have an existing driveway along this section. For those who don't some accommodation works would be needed to provide onsite parking.	Y

Item	Proposal	Analysis	Viability (Y/N)
4	Reducing the space dedicated to urban realm improvement.	This would reduce the number of trees to be planted in the area, reducing the potential of area betterment along the route.	Y
5	Retain the layout as existing to preserve parking.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N
<b>Residential Parking on Access Roads from O'Sheas Pub to Clifden Road</b>			
6	Provide driveways for properties with no onsite parking.	Only 2 Residential Properties don't currently have a driveway. Accommodation works could be carried out to provide parking for more than one can on these properties	Y
7	Retain the layout as existing to preserve parking.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N

#### 4.4.1 Recommendations

The impact on commercial parking was deemed acceptable due to the availability of parking in the surrounding area. The improvement of bus provision and expected shift to more sustainable modes of transport would also reduce the need for these spaces.

Removing the access roads does not have a significant effect on availability of residential parking as there is sufficient width to provide on-street parking over majority of this section. Due to width constraints, on-street residential parking cannot be provided between O'Sheas Pub and Clifden Road. However, there is sufficient length on the property fronts to provide parking for 2 or more vehicles. Of the properties along this stretch, 2 currently have no existing driveways, but these could be provided as part of the works.

## 5. Ballyfermot Parade, Le Fanu Road and Kylemore Road

### 5.1 Existing Parking

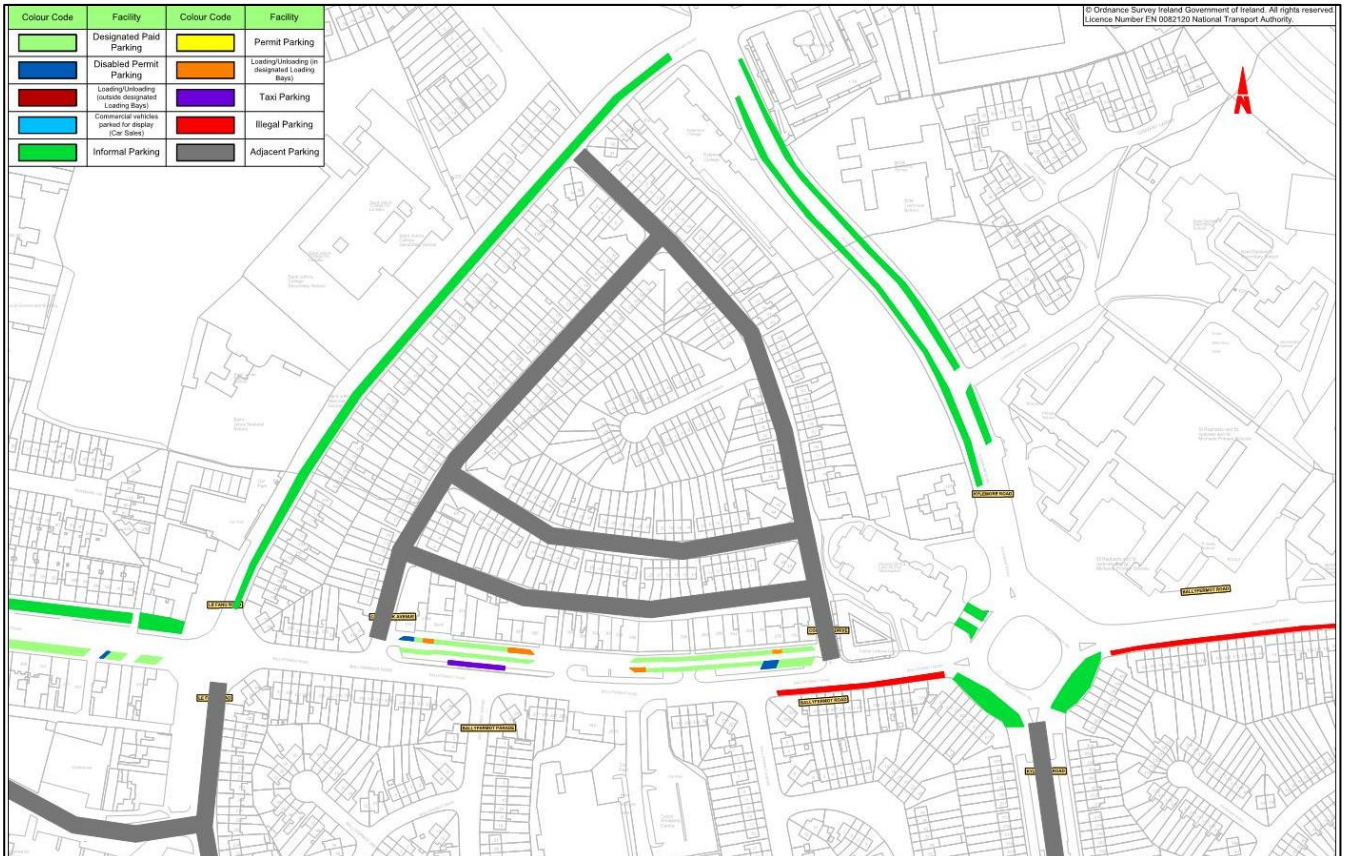


Image 5.1: Existing Parking - Ballyfermot Parade, Le Fanu Road and Kylemore Road

Ballyfermot Parade consists of designated paid parking bays, the proposed design sees these bays altered on the east of the road, removing 6 bays to facilitate safe footway and cycle tracks. Le Fanu road is to retain its current layout, while parking bays are to be formalised on Kylemore Road. The parking on the Ballyfermot/Kylemore Roundabout is to be formalised, with the church parking being moved onto the church grounds.

Table 5.1: Existing Parking - Ballyfermot Parade, Le Fanu Road and Kylemore Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	63
Permit Parking	0
Disabled Permit Parking	2
Loading/Unloading (in Designated Loading Bays)	4
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	5
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	16
Informal Parking	141
Adjacent Parking	Approximately 435

## 5.2 Design Impacts

### 5.2.1 Commercial Parking Impact

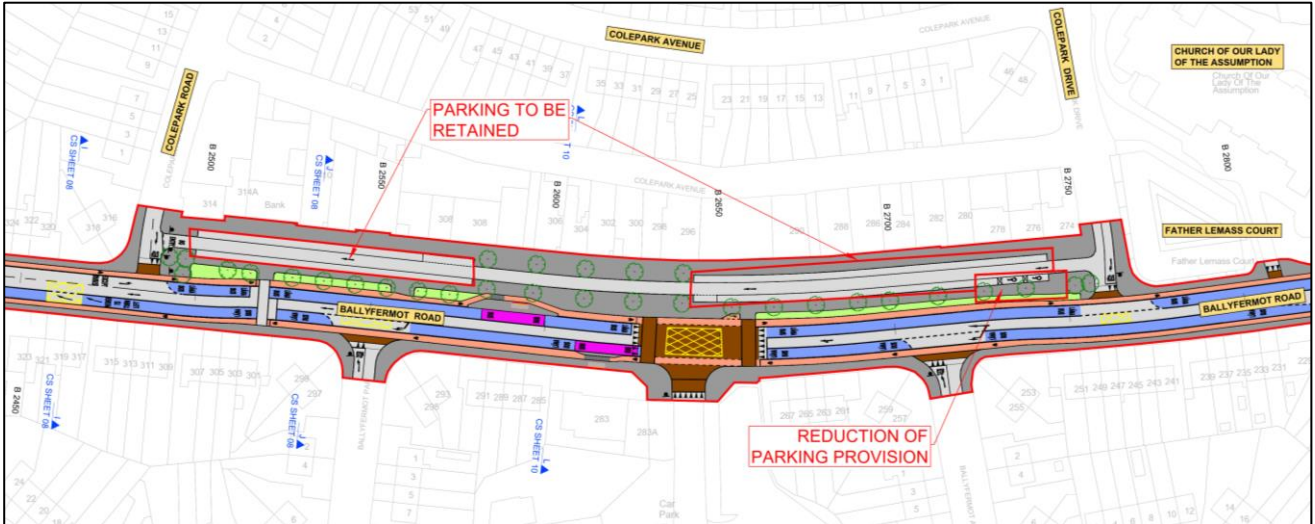


Image 5.2: Commercial Parking Impact - Ballyfermot Parade

The current designs sees a loss of 6 commercial spaces in the area. The accessible parking bay in the affected section are to be converted to a parallel space along the local access road.



Image 5.3: Commercial Parking Impact – Taxi Bays to be Retained



Image 5.4: Commercial Parking Impact – To be reduced

### 5.2.2 Residential Parking Impact



Image 5.5: Residential Parking Impact-Kylemore Road and LE Fanu Road

Le Fanu Road and Kylemore Road, predominantly residential access roads have a number of schools located along this route. The proposed design sees Le Fanu retain the existing parking. However, the parking is to be formalised as part of the proposed works on the Kylemore Road, resulting in a slight reduction in available parking.

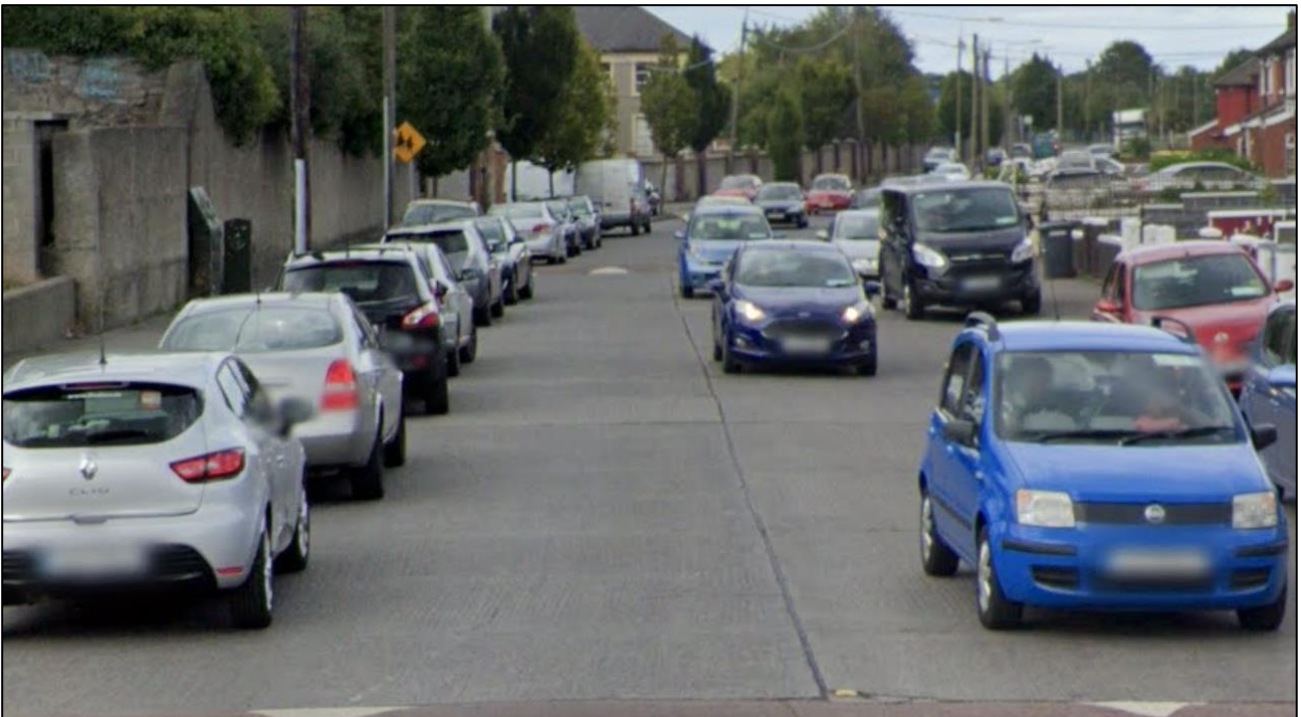


Image 5.6: Le Fanu Road

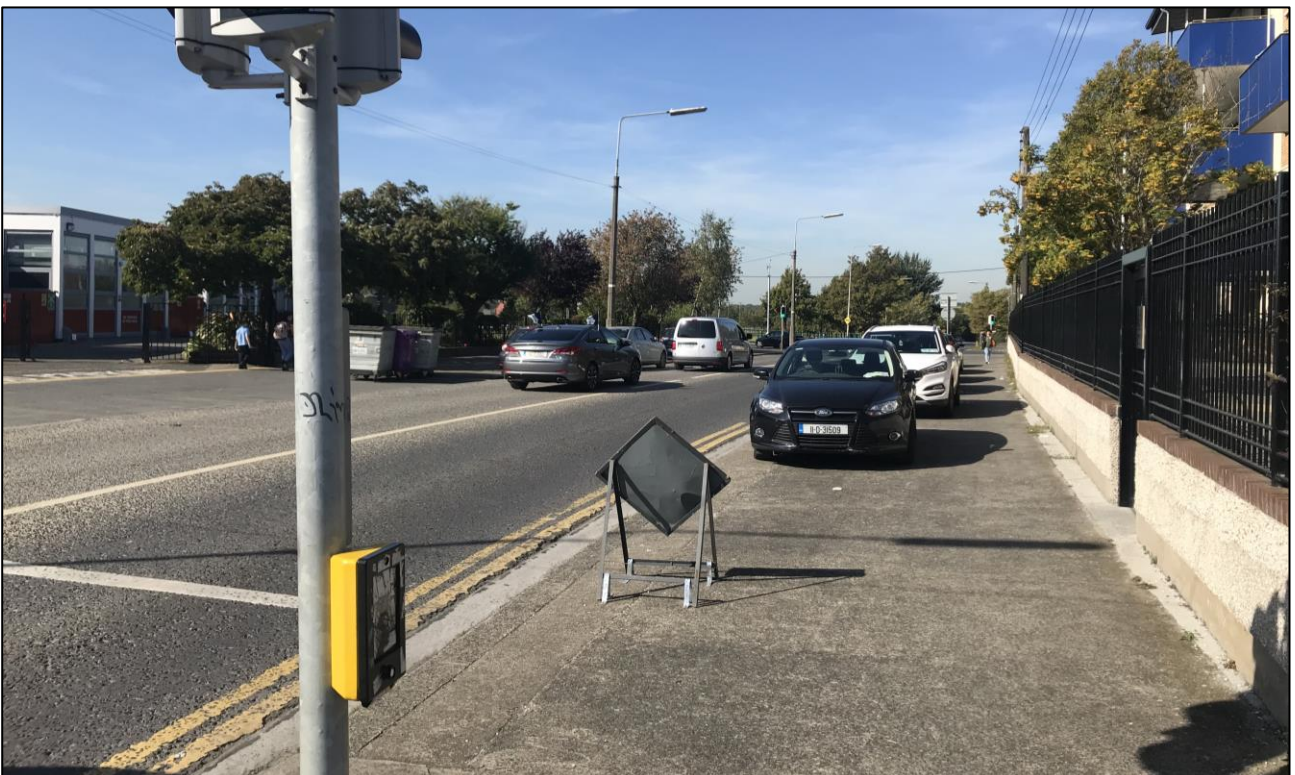


Image 5.7: Kylemore Road

### 5.2.3 Illegal Parking

Illegal parking has been observed on the footways throughout this section on multiple site visits, especially on the footway separating the access roads and the main Ballyfermot Road carriageway.





Image 5.8: Illegal Parking on Ballyfermot Parade

## 5.2.4 Design Impact Summary

Table 5.2: Design Impact - Ballyfermot Parade, Le Fanu Road, Kylemore Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	63	6
Permit Parking	0	0
Disabled Permit Parking	2	0
Loading/Unloading (in Designated Loading Bays)	4	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	5	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	16	16
Informal Parking	141	-3
Adjacent Parking	Approximately 435	0

## 5.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 5.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking and taxi parking locations along the Ballyfermot Parade which may be considered to reduce the impact of the proposed design proposals. Further analysis is presented in section 5.4 Options Analysis.

The potential mitigation measures for the impacted Pay and Display parking along Ballyfermot Road includes:

1. Divert traffic to use surrounding car parks in the area.
2. Retain the current layout as to preserve the parking bays.



Image 5.9: Alternative Parking Provision for Commercial Parking

### 5.3.2 Residential Parking

As a whole, residential parking is to be retained and formalised. Potential mitigation measures which are being considered to reduce the parking impact on the north of Kylemore Road and include:

3. Diverting residents to the formalised parking.
4. Retain the existing layout to preserve parking.



Image 5.10: Alternative Residential Parking Provision

## 5.4 Options Analysis

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

Table 5.3: Options Analysis Table – Ballyfermot Parade, Le Fanu Road and Kylemore Road

Item	Proposal	Analysis	Viability (Y/N)
<b>Commercial Parking on Ballyfermot Road</b>			
1	Diverting traffic to the nearby car parks	The Tesco Car Park should be assessed to identify capacity for the removed spaces from Ballyfermot Parade	Y
2	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N
<b>Residential Parking on Kylemore Road</b>			
3	Diverting residents to the formalised parking.	The residential properties have their own onsite parking. Excess traffic may divert to formalised parking in the area	Y
4	Retain the layout as existing to preserve parking.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N

### **5.4.1 Recommendations**

The impact the impact on the commercial parking is deemed acceptable due to the availability of parking in the area and improving the bus provision would reduce the need for cars. The current proposed design for Le Fanu Road and Kylemore Road sees a minimal loss of parking, making the design potentially viable.

## 6. Ballyfermot Road and Sarsfield Road

### 6.1 Existing Parking

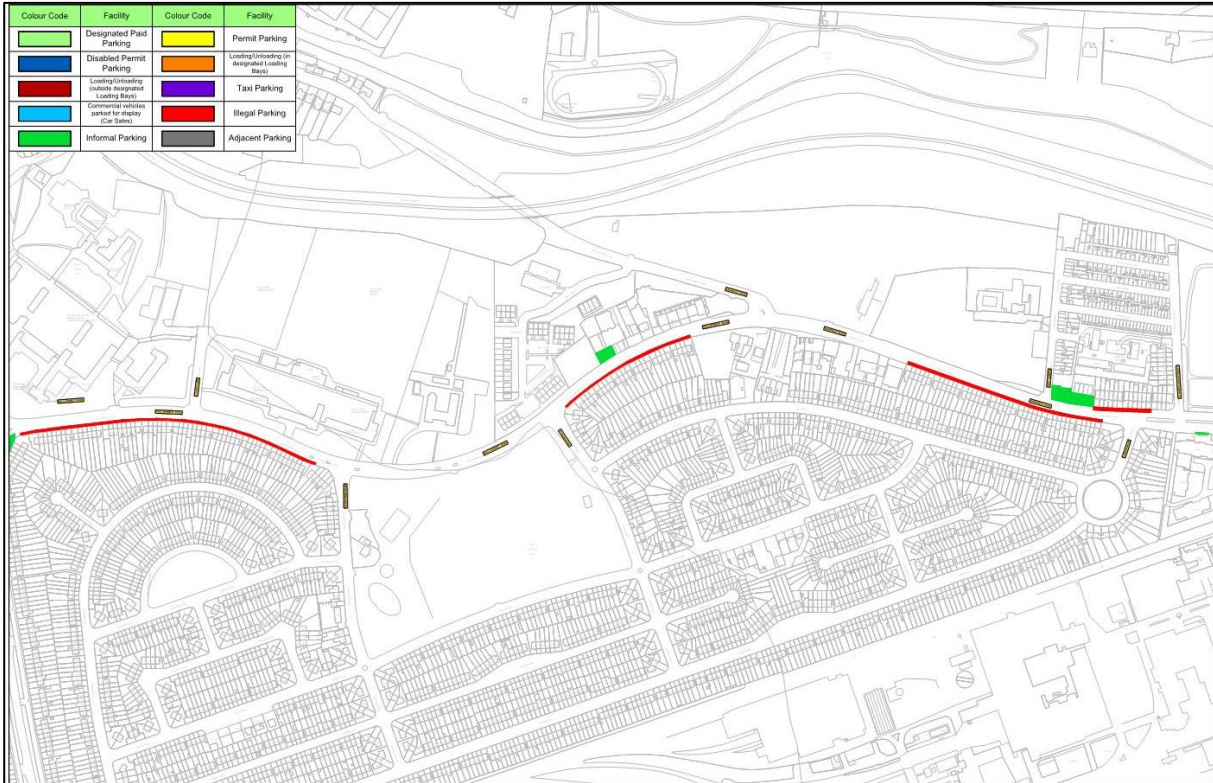


Image 6.1: Existing Parking – Ballyfermot Road and Sarsfield Road

Ballyfermot Road to Sarsfield Road Junction is primarily residential with majority of the properties having on-site parking. There is an issue with vehicles being parked illegally on the footways throughout this section. There are also 2 car parks to service the commercial properties at First Avenue, where some land take is needed.

Table 6.1: Existing Parking - Ballyfermot Road and Sarsfield Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	155
Informal Parking	35
Adjacent Parking	62

## 6.2 Design Impacts

### 6.2.1 Commercial Parking Impact

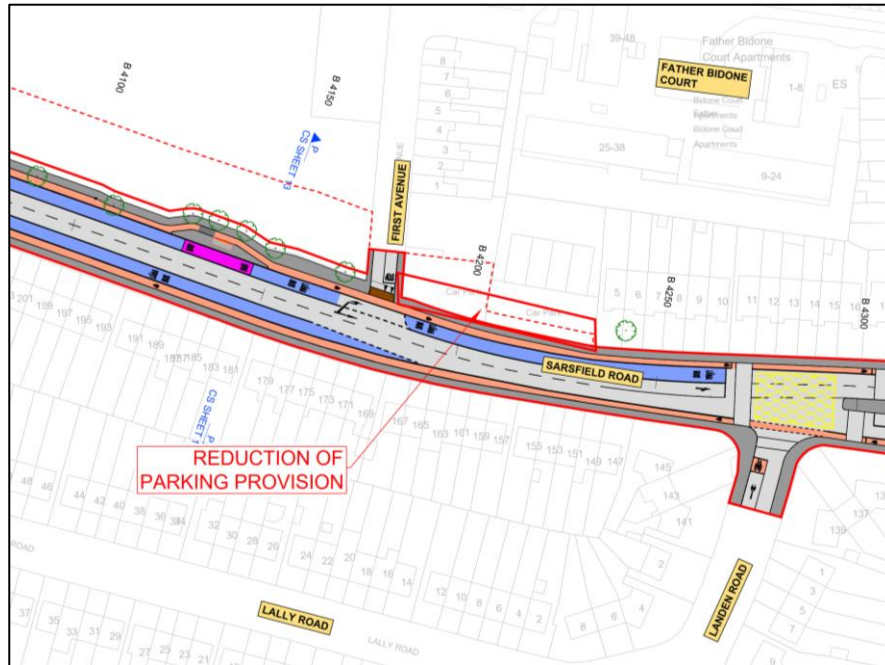


Image 6.2: Commercial Parking Impact – Sarsfield Road

The parking in image 6.2.1 shows the impacted commercial parking. The proposed design sees the potential loss of 8 spaces.



Image 6.3: Commercial Parking Impact – Parking Bays to be Reduced

## 6.2.2 Residential Parking Impact



**Image 6.4: Residential Parking Impact**

As majority of private properties through this section have on-site parking and there is no existing on-street residential parking provision, there is little to no effect on the legal residential parking.

## 6.2.3 Illegal Parking

There has been illegal parking observed on the footways throughout this section on multiple site visits.



**Image 6.5: Illegal Parking on Sarsfield Road**

## 6.2.4 Design Impact Summary

Table 6.2: Design Impact - Ballyfermot Road and Sarsfield Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	155	155
Informal Parking	35	8
Adjacent Parking	62	0

## 6.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 6.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking locations along Ballyfermot Road and Sarsfield Road which may be considered to reduce the impact of the design proposals. Further analysis is presented in section 4.4 Options Analysis.

The potential mitigation measures for the impacted informal car parks along the Sarsfield Road includes:

1. Divert traffic to use nearby parking on the side roads in the area.
2. Retain the current layout as to preserve the parking bays.





Image 6.6: Alternative Parking Provision for Commercial Parking

### 6.3.2 Residential Parking

As a whole, there is no informal or formal residential parking along the Ballyfermot Road and Sarsfield Road but some residents park along the existing footpath. Potential mitigation measures which are being considered to reduce the parking impact is by removing the illegal parking. These include:

- 3. Provide onsite for residents that don't currently have private parking.
- 4. Provide Formalised on street parking
- 5. Retain the layout as existing to preserve parking.



Image 6.7: Alternative Parking Provision for Illegal Parking

## 6.4 Options Analysis

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

**Table 6.3: Options Analysis Table – Ballyfermot Road and Sarsfield Road**

Item	Proposal	Analysis	Viability (Y/N)
<b>Commercial Parking on Sarsfield Road</b>			
1	Divert traffic to use nearby parking on the side roads in the area.	The usage of the car parks needs to be assessed to identify the potential impacts on the associated businesses.	Y
2	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N
<b>Illegal parking along Ballyfermot Road and Sarsfield Road</b>			
3	Provide onsite for residents that don't currently have private parking.	Majority of residential properties have an existing driveway along this section. For those who don't some accommodation works would be needed to provide onsite parking.	Y
4	Provide Formalised on street parking	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N
5	Retain the layout as existing to preserve parking.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N

### 6.4.1 Recommendations

The impact on the commercial parking is deemed acceptable due to the availability of parking in the area and improving the bus provision would reduce the need for cars. Due to cycling facilities being constructed, there will be a need to enforce no parking on the cycle track. To discourage this, on-site parking will need to be constructed for the residents who require it.

## 7. Inchicore Road and Grattan Crescent

### 7.1 Existing Parking

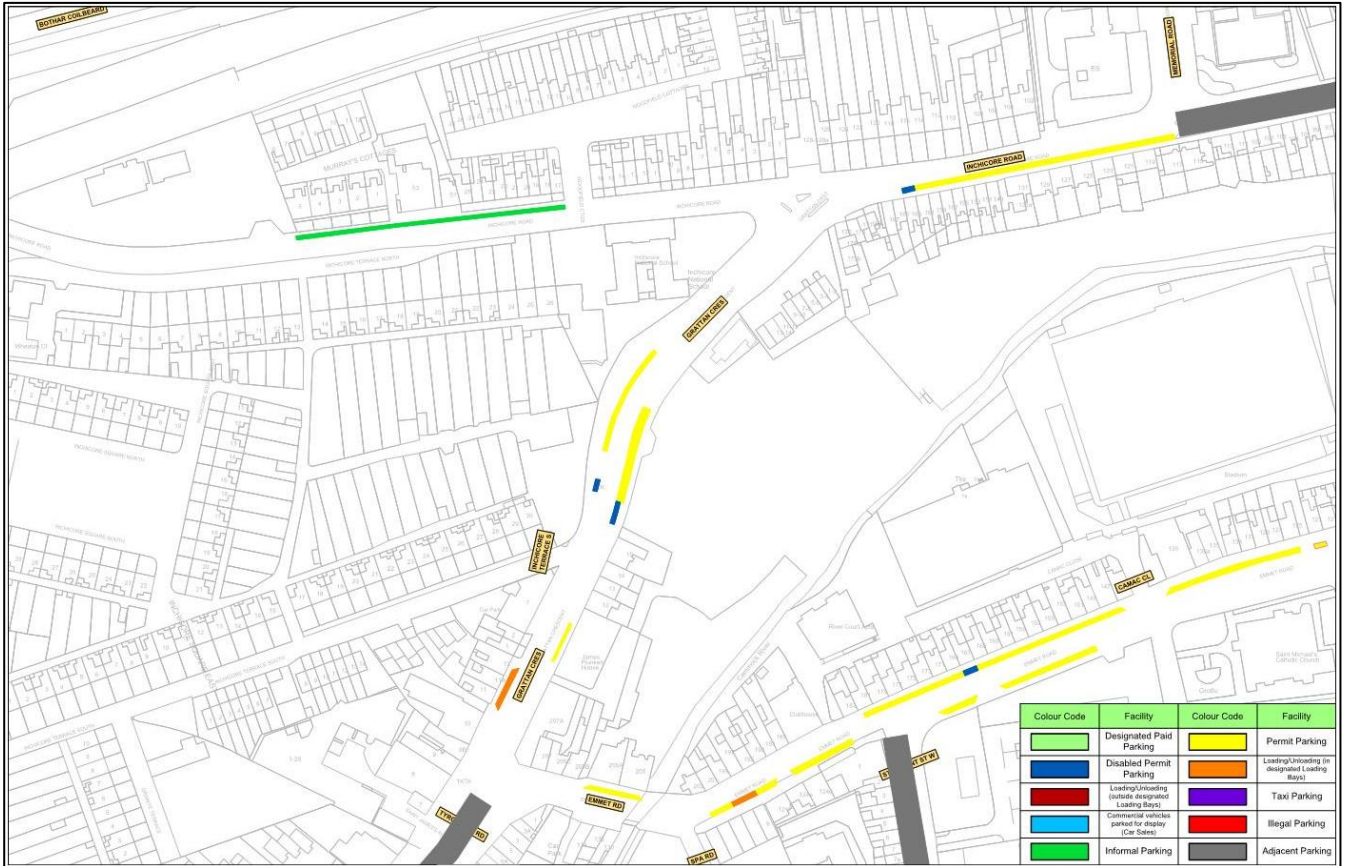


Image 7.1: Existing Parking – Grattan Crescent and Inchicore Road

Inchicore Road consists of informal permit parking and 1 accessible parking bay. As part of the proposed design the parking will be retained. Grattan Crescent currently has formal parking along the west of the carriageway, with a time-plated bus lane on the east side that is used for parking outside operating hours. The proposed design see the removal of the formal parking on the west, with the east parking being formalised. All 3 accessible parking bays on the street are to be retained, with the bays being upgraded to standard. The loading bay on Grattan Crescent Lower is to be retained and the parking bay is to be removed.

Table 7.1: Existing Parking - Grattan Crescent and Inchicore Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	17
Permit Parking	0
Disabled Permit Parking	3
Loading/Unloading (in Designated Loading Bays)	3
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0

Existing Parking Facilities	Number of Spaces
Informal Parking	14
Adjacent Parking	16

## 7.2 Design Impacts

### 7.2.1 Commercial Parking Impact



Image 7.2: Commercial Parking Impact – Grattan Crescent

The loss of the parking layby on the Grattan Crescent will see the loss of 3 spaces. There are a number of parking spaces nearby on the Tyrconnell Road.



Image 7.3: Commercial Parking Impact – Parking Bays to be Removed



Image 7.4: Commercial Parking Impact – To be reduced

### 7.2.2 Residential Parking Impact



Image 7.5: Residential Parking Impact

The residential parking along the Inchicore Road is being retained, therefore no accommodation works are needed.



Image 7.6: Inchicore Road

### 7.2.3 Illegal Parking

Over the course of multiple site visits there has been no illegal parking witnessed in the area.

## 7.2.4 Design Impact Summary

Table 7.2: Design Impact - Grattan Crescent and Inchicore Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	17	8
Permit Parking	0	0
Disabled Permit Parking	3	0
Loading/Unloading (in Designated Loading Bays)	3	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	14	0
Adjacent Parking	16	0

## 7.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 7.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking along the Grattan Crescent which may be considered to reduce the impact of the design proposals. Further analysis is presented in section 4.4 Options Analysis.

The potential mitigation measures for the impacted Pay and Display parking along the Grattan Crescent includes:

1. Divert traffic to use surrounding available parking in the area.
2. Retain the current layout as to preserve the parking bays.

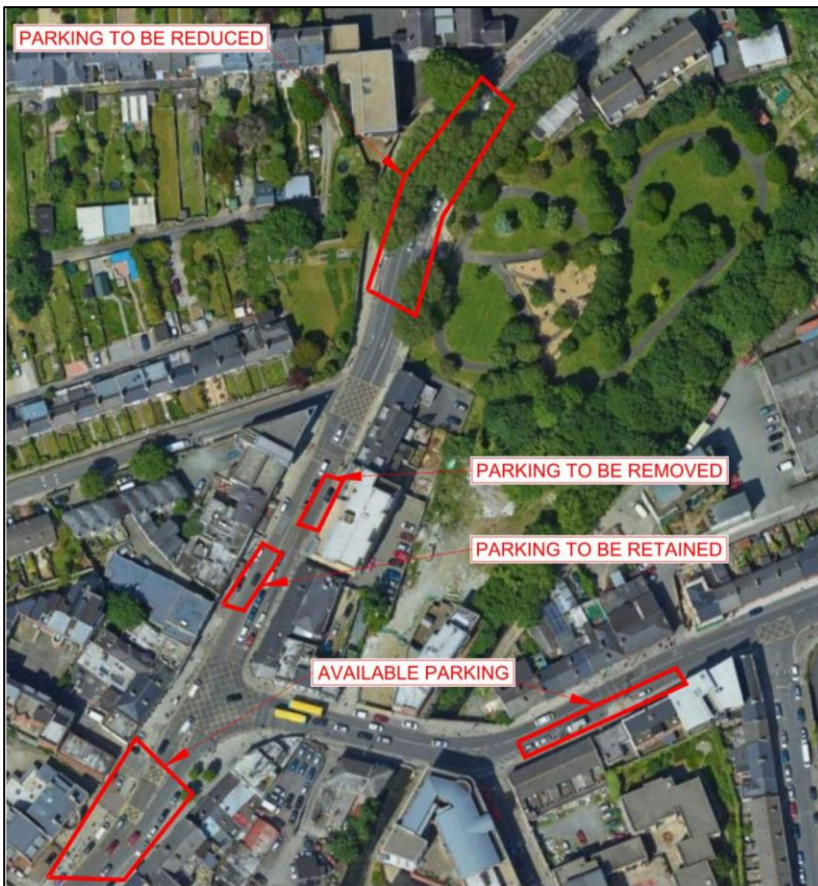


Image 7.7: Alternative Parking Provision for Commercial Parking

### 7.3.2 Residential Parking

The residential parking on this section is unaffected.

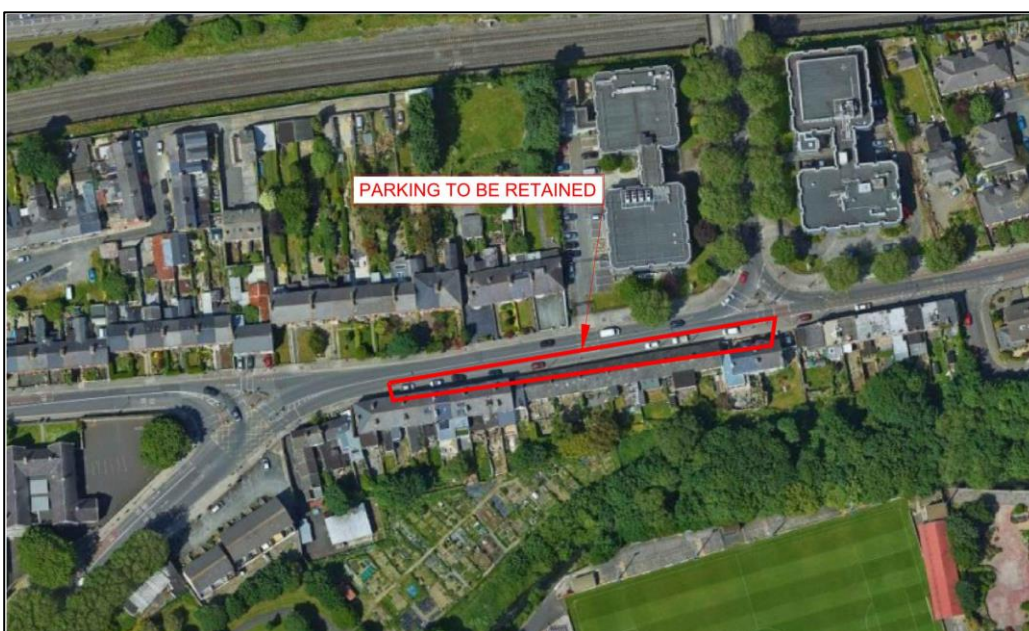


Image 7.8: Parking Provision for Loading Bay on Inchicore Road



## 7.4 Options Analysis

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

**Table 7.3: Options Analysis Table – Grattan Crescent and Inchicore Road**

Item	Proposal	Analysis	Viability (Y/N)
<b>Commercial Parking on Grattan Crescent</b>			
1	Divert traffic to use surrounding available parking in the area.	Traffic will be diverted to available parking on Emmet Road and Tyrconnel Road	Y
2	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N

### 7.4.1 Recommendations

The impact on the parking due to the proposed design is acceptable as there is available parking on the Tyrconnel Road and Emmet Road to serve the commercial premises on the Lower Grattan Crescent, with parking also available outside the park.

## 8. Emmet Road

### 8.1 Existing Parking

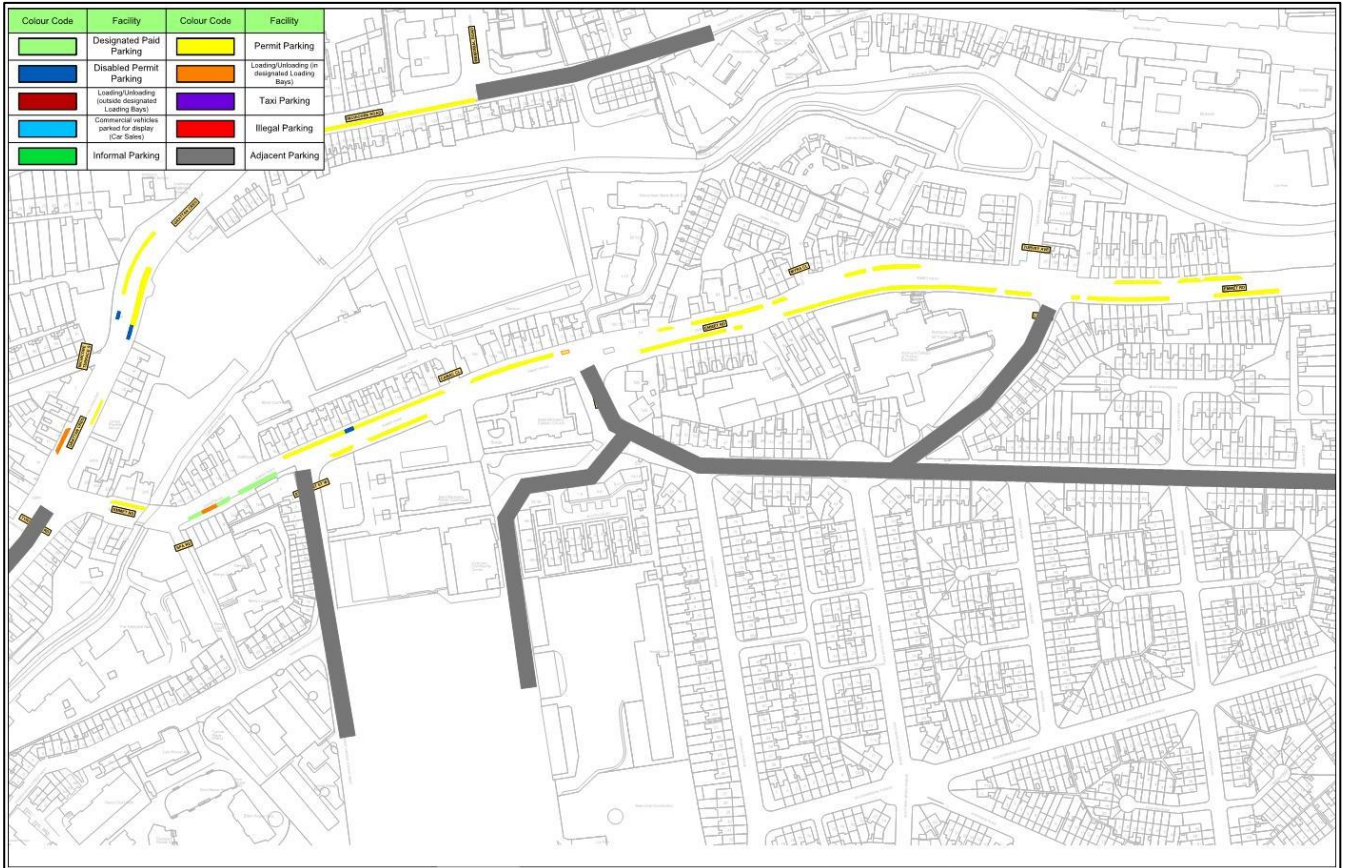


Image 8.1: Existing Parking – Emmet Road

Emmet Road mainly consists of paid and permit parking. It is lined with the residential properties with a large portion depending on the on-street parking. There are significant stretches of general parking which don't dedicate parking to specific properties.

Table 8.1: Existing Parking - Emmet Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	10
Permit Parking	118
Disabled Permit Parking	1
Loading/Unloading (in Designated Loading Bays)	2
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	0
Adjacent Parking	Approximately 141

## 8.2 Design Impacts

### 8.2.1 Commercial Parking Impact

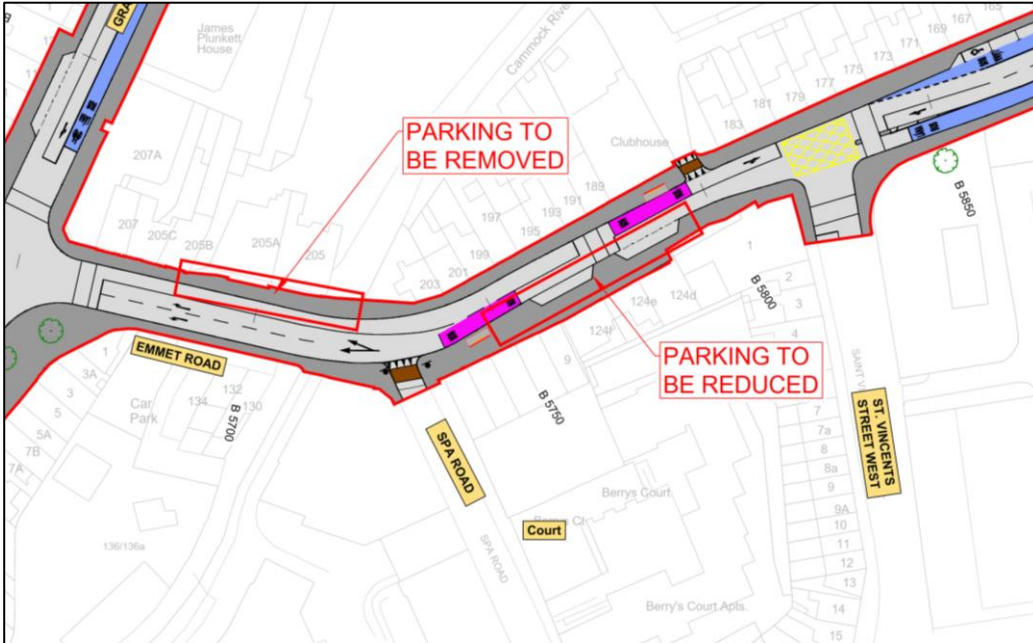


Image 8.2: Commercial Parking Impact – Emmet Road

The design results in a loss of 3 “Pay and Display” spaces on the street. There are a number of public spaces in the area.



Image 8.3: Commercial Parking Impact – Parking Bays to be Removed



Image 8.4: Commercial Parking Impact – To be reduced

### 8.2.2 Residential Parking Impact

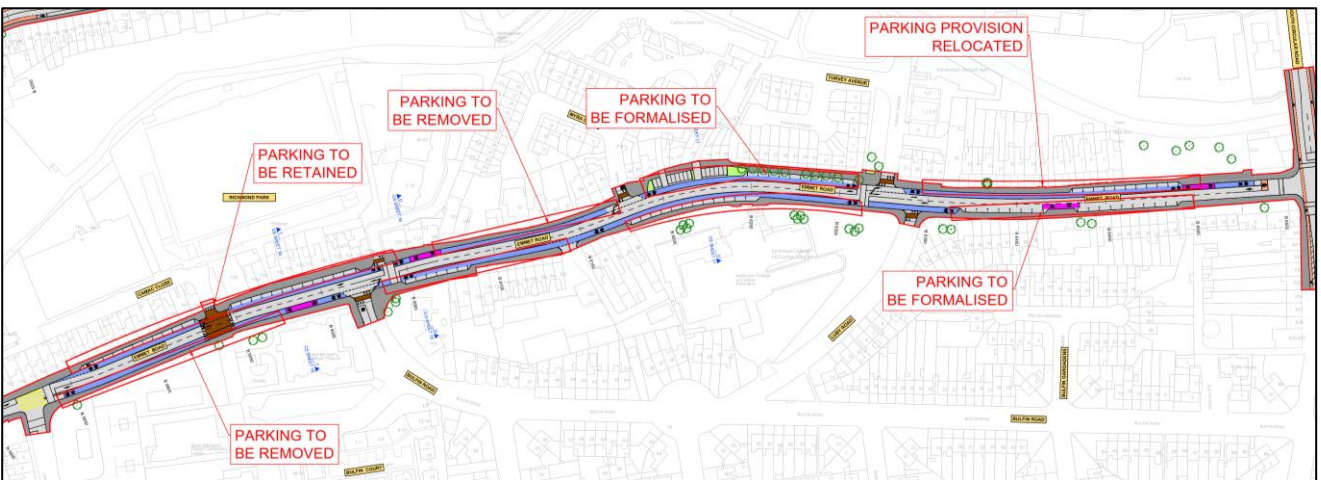


Image 8.5: Residential Parking Impact

This section of the route sees 28 permit spaces being removed, majority of these spaces are general and don't have a directly associated property. For those that are losing their parking outside their premises, they will be directed to use available parking on the side roads in the area or have accommodation works to provide on-site parking where possible. On the east end of the Emmet Road there is a proposal to construct additional parking provision for the nearby properties that are losing their parking and don't have sufficient space for an on-site alternative to be constructed.



Image 8.6: Emmet Road – Parking to be reduced



Image 8.7: Emmet Road – Parking to be formalised

### 8.2.3 Design Impact Summary

Table 8.2: Design Impact – Emmet Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	10	3
Permit Parking	118	28
Disabled Permit Parking	1	0
Loading/Unloading (in Designated Loading Bays)	2	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	Approximately 141	0

## 8.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 8.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking along the Emmet Road which may be considered to reduce the impact of the design proposals. Further analysis is presented in section 4.4 Options Analysis.

The potential mitigation measures for the impacted Pay and Display parking along the Emmet Road includes:

1. Divert traffic to use available parking in the surrounding area.
2. Retain the current layout as to preserve the parking bays.



Image 8.8: Alternative Parking Provision for commercial parking on Emmet Road

### 8.3.2 Residential Parking

The majority of the dedicated residential parking along the Emmet Road is being retained with some new parking being provided for properties losing spaces immediately outside the premises. These include:

St. Vincent Road to Luby Road:

3. Diverting residents to the formalised parking.
4. Retain the layout as existing to preserve parking.

Luby Road to South Circular Road:

5. Provide parking nearby to replace lost on-street spaces
6. Retain the layout as existing to preserve parking.



**Image 8.9: Alternative Parking Provision for Residential Parking on Emmet Road**

## 8.4 Options Analysis

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

**Table 8.3: Options Analysis Table – Emmet Road**

Item	Proposal	Analysis	Viability (Y/N)
<b>Commercial Parking on Emmet Road</b>			
1	Divert traffic to use available parking in the surrounding area	The usage of the parking on Tyrconnel Road and Emmet Road should be assessed to identify any issues with the additional pressures	Y
2	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N
<b>Residential Parking between St. Vincent Road and Luby Road</b>			
3	Diverting residents to the formalised parking	New parking layout should be assessed to ensure it accommodates the needs of the residential properties relying on it	Y
4	Retain the layout as existing to preserve parking.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N
<b>Residential Parking between Luby Road and South Circular Road</b>			
6	Provide parking nearby to replace lost on-street spaces	Parking should be provided for all properties losing their dedicated spaces	Y
7	Retain the layout as existing to preserve parking.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N

### 8.4.1 Recommendations

The impact on the commercial parking is deemed acceptable due to the availability of parking in the area and improving the bus provision would reduce the need for cars. The majority of the dedicated residential parking is also retained outside properties where it is needed, and accommodation works can't be provided. In the event on-street or on-site parking can't be provided, dedicated parking provisions should be made available to the affected properties nearby.



## 9. Old Kilmainham to Lower Basin Street

### 9.1 Existing Parking

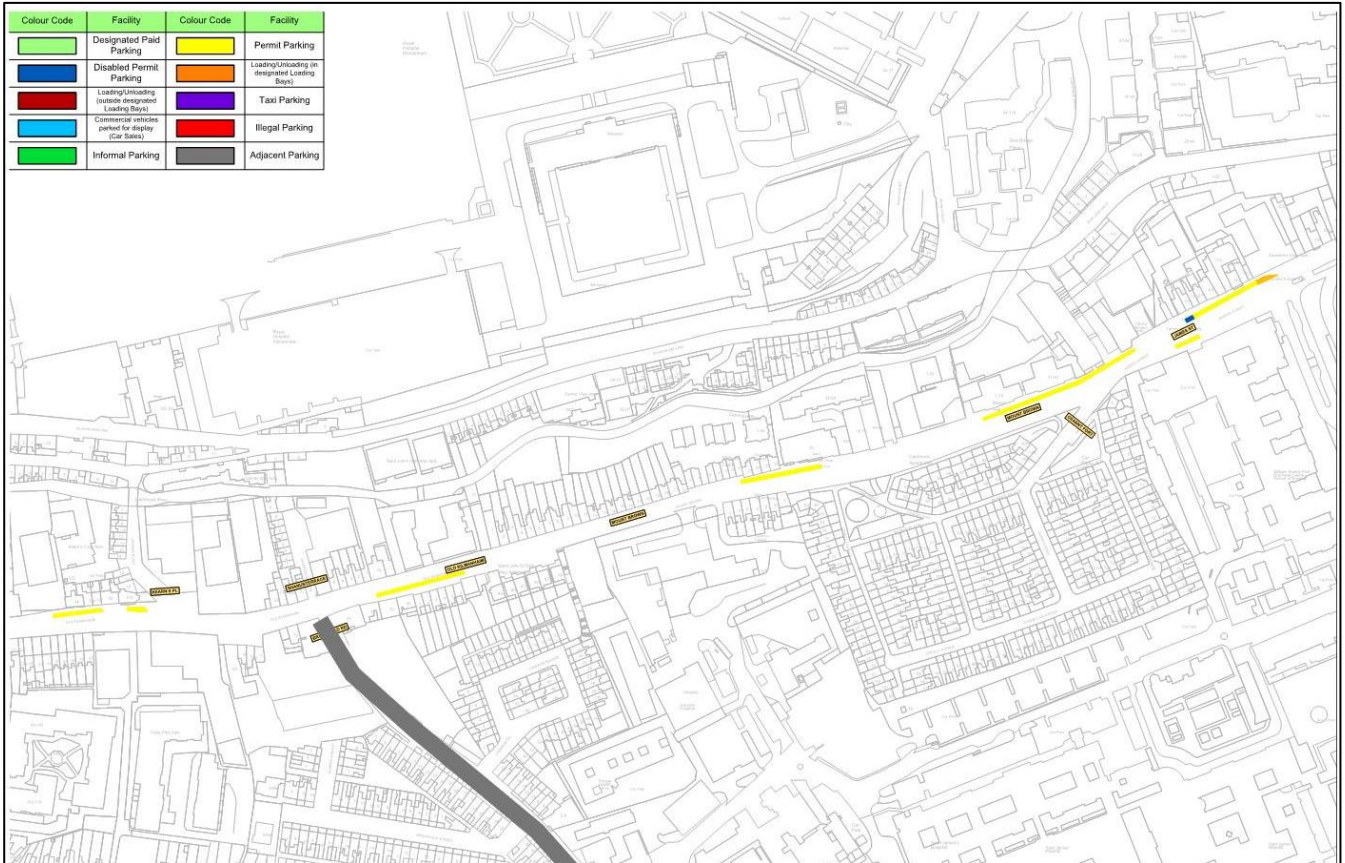


Image 9.1: Existing Parking – Old Kilmainham and Mount Brown

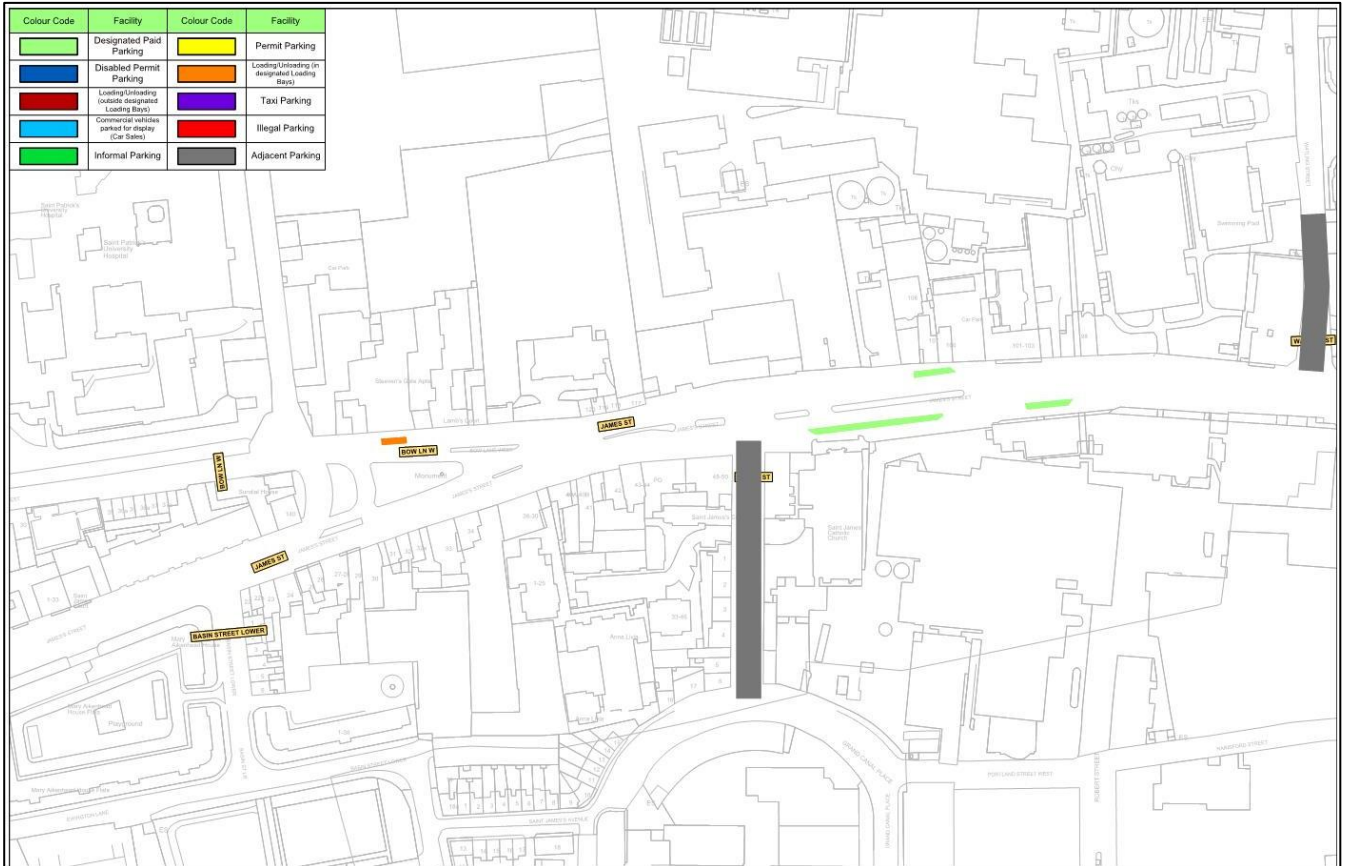
Due to the retention of the existing layout throughout this section, there is no loss of parking throughout.

Table 9.1: Existing Parking – Old Kilmainham and Mount Brown

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	42
Disabled Permit Parking	1
Loading/Unloading (in Designated Loading Bays)	1
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	0
Adjacent Parking	0

# 10. James Street

## 10.1 Existing Parking



**Image 10.1: Existing Parking – James Street**

James Street consists of paid parking serving the surrounding businesses and tourist attractions. The new layout sees the designated parking spaces removed in favour of improved cycling and bus facilities.

**Table 10.1: Existing Parking – James Street**

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	13
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	1
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	0
Adjacent Parking	35

## 10.2 Design Impacts

### 10.2.1 Commercial Parking Impact

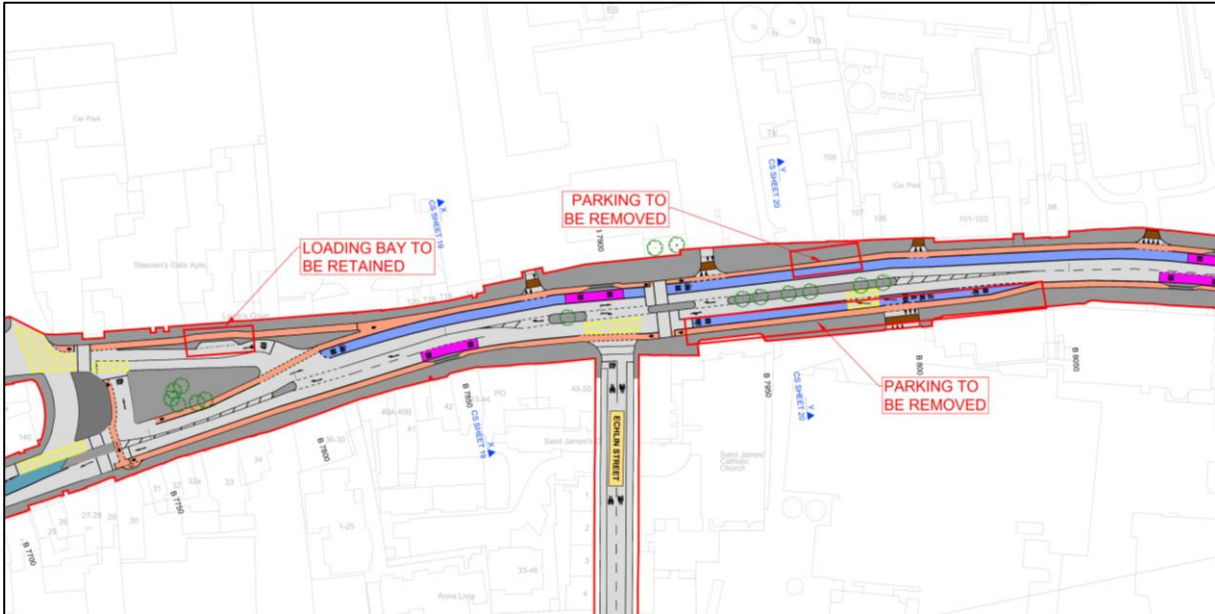


Image 10.2: Commercial Parking Impact – James Street

The design results in a loss of 13 “Pay and Display” spaces on the street. There are a number of public spaces on side streets in the area.

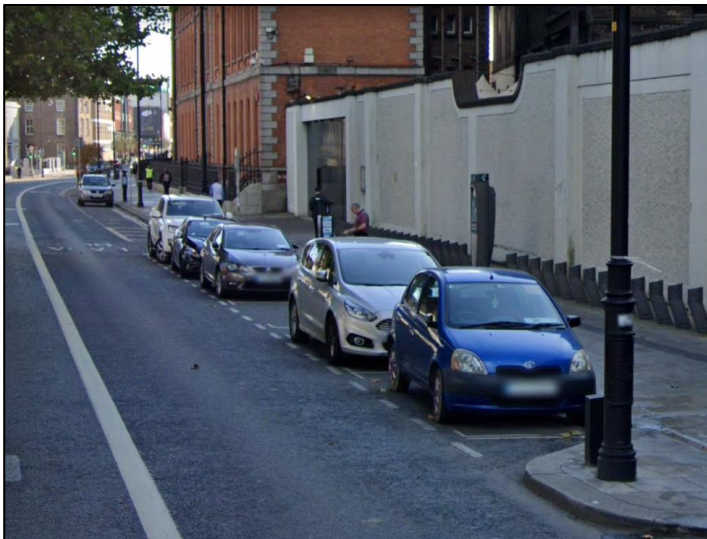


Image 10.3: Commercial Parking Impact – Parking Bays to be Removed



Image 10.4: Commercial Parking Impact – Loading bay on Bow Lane West

### 10.2.2 Design Impact Summary

Table 10.2: Design Impact – James Street

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	13	13
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	1	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	35	0

## 10.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 10.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking along the James Street which may be considered to reduce the impact of the design proposals. Further analysis is presented in section 4.4 Options Analysis.

The potential mitigation measures for the impacted Pay and Display parking along the James Street includes:

1. Divert traffic to use available parking in the surrounding area.
2. Retain the current layout as to preserve the parking bays.

The potential mitigation measures for the loading bay on Bow Lane West include:

3. Allowing off-peak use of the cycle track for loading.
4. Divert deliveries to use available parking in the surrounding area.
5. Retain the current layout as to preserve the loading bays.

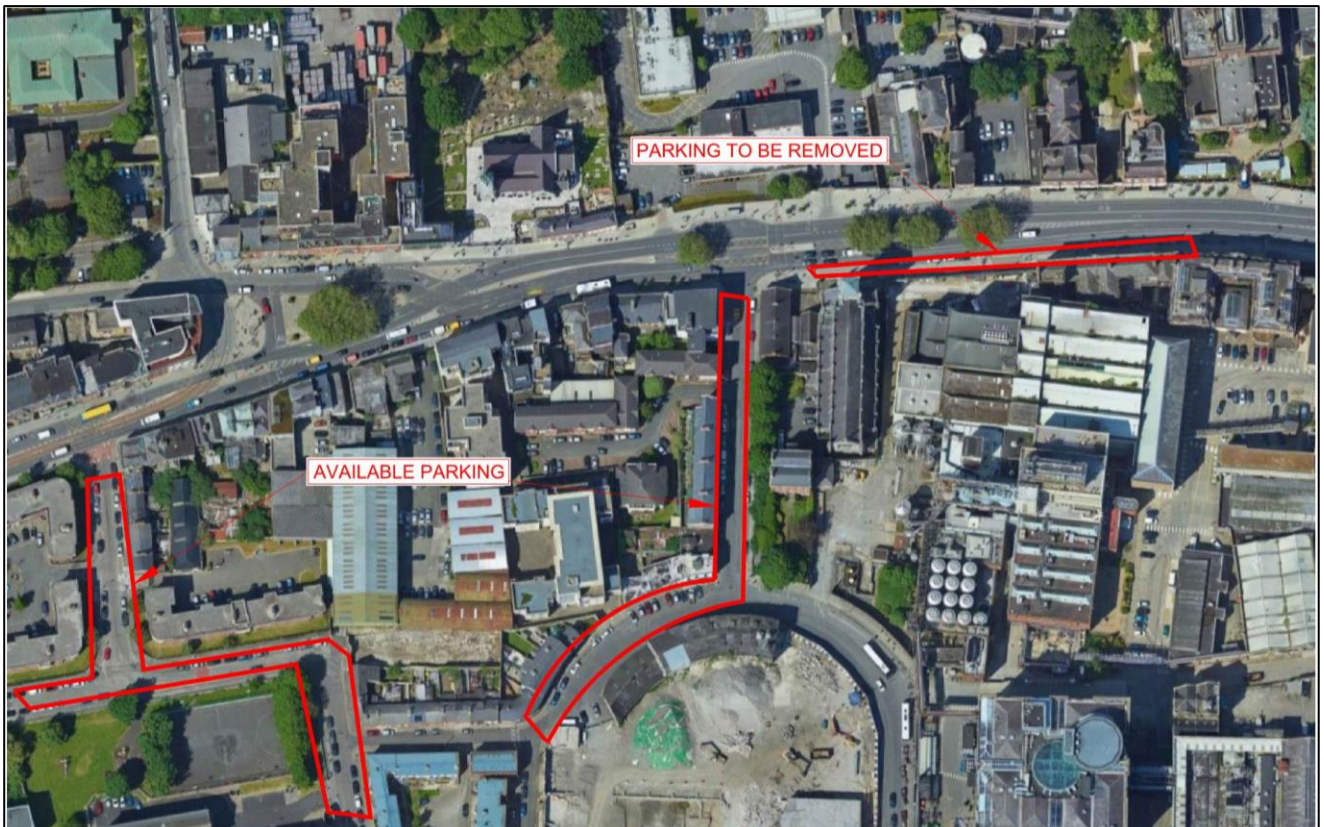


Image 10.5: Alternative Parking Provision for James Street Commercial Parking

## 10.4 Options Analysis

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

**Table 10.3: Options Analysis Table – James Street**

Item	Proposal	Analysis	Viability (Y/N)
<b>Commercial Parking on James Street</b>			
1	Divert traffic to use available parking in the surrounding area	There are a number of available parking facilities in the area that may be used, e.g. Thomas Street Carpark.	Y
2	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N
<b>Loading Bay on Bow Lane West</b>			
3	Allowing off-peak use of the cycle track for loading	Cyclists will have to use the carriageway as far as the junction.	Y
4	Divert deliveries to use available parking in the surrounding area.	This could lead so delivery handlers have to manually move goods over significant distances	Y
5	Retain the current layout as to preserve the loading bays.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N

### 10.4.1 Recommendations

Due the availability of parking in the surrounding area and the location of a parking structure on Oliver Bond Street, it is feasible that the parking on James Street may be removed in order to facilitate the improvements to bus and cycling provision through the area. The removal of the loading bay on the Bow Lane West is feasible but deliveries will need to utilise available parking on the nearby side streets.

# 11. Thomas Street and High Street

## 11.1 Existing Parking

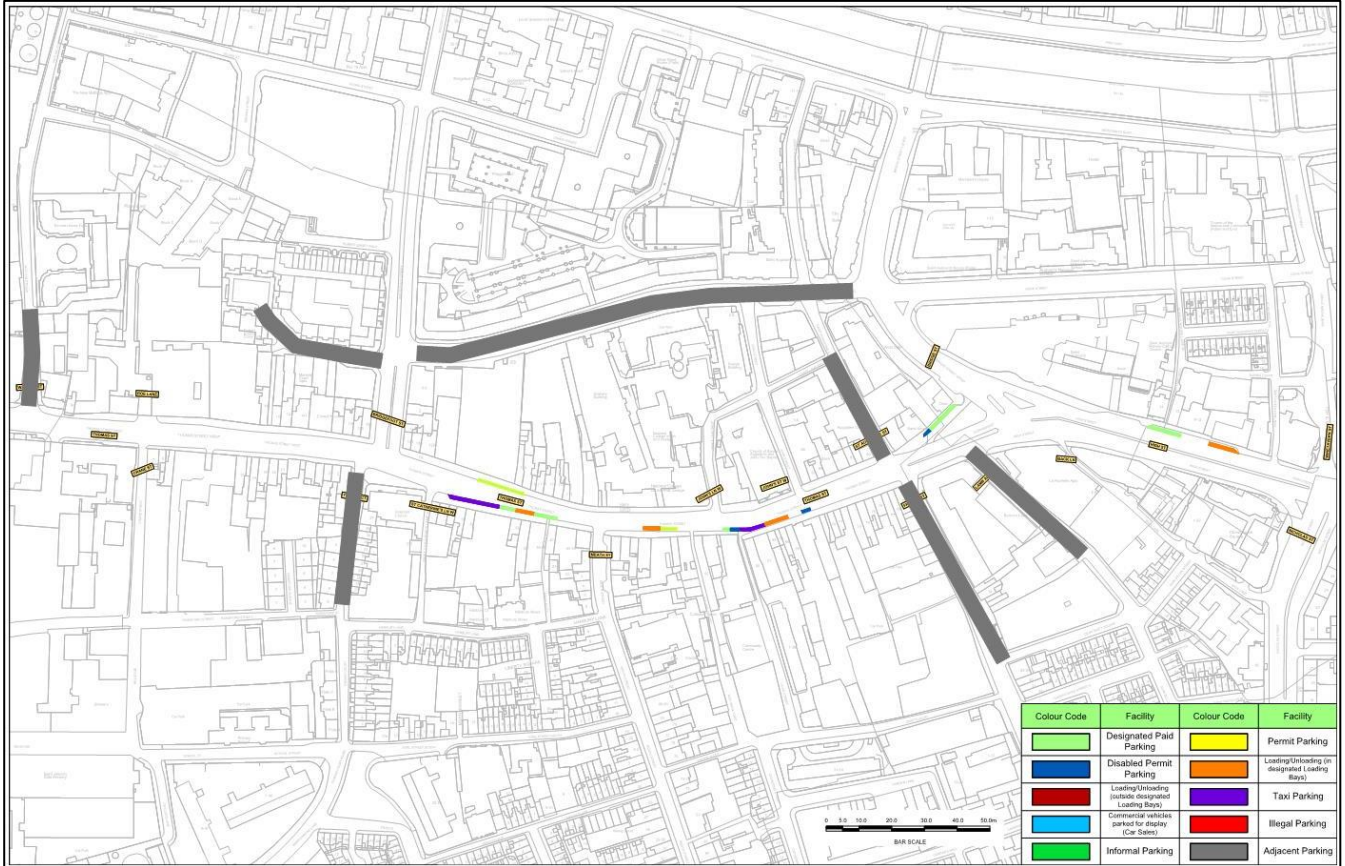


Image 11.1: Existing Parking – Thomas Street and High Street

Thomas Street and High Street consist of parking bays for commercial use. They also have loading bays and taxi bays to serve the local businesses and attractions. As a result of its central location there are already a number of multi-story car parks serving the area.

Table 11.1: Existing Parking – Thomas Street and High Street

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	22
Permit Parking	0
Disabled Permit Parking	3
Loading/Unloading (in Designated Loading Bays)	10
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	12
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	0
Adjacent Parking	270

## 11.2 Design Impacts

### 11.2.1 Commercial Parking Impact

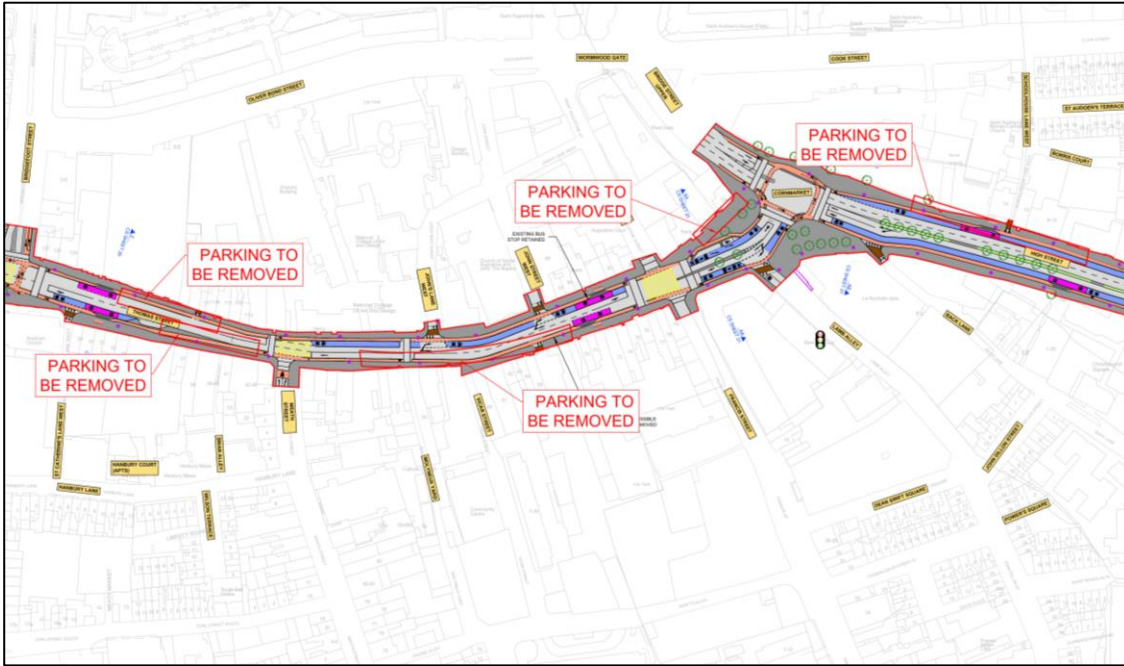


Image 11.1: Commercial Parking Impact – Thomas Street and High Street

The current design will see the removal of all parking, loading and taxi bays to facilitate improved cycle and bus facilities.



Image 11.2: Commercial Parking Impact – Parking Bays to be Removed





Image 11.3: Commercial Parking Impact – To be removed



Image 11.4: Commercial Parking Impact – Taxi Bay to be Removed



Image 11.5: Commercial Parking to be removed on High Street

### 11.2.2 Design Impact Summary

Table 11.2: Design Impact – Thomas Street and High Street

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	22	22
Permit Parking	0	0
Disabled Permit Parking	3	3
Loading/Unloading (in Designated Loading Bays)	10	6
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	12	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	270	0

## 11.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 11.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking along Thomas Street and High Street which may be considered to reduce the impact of the design proposals. Further analysis is presented in section 4.4 Options Analysis.

The potential mitigation measures for the impacted Pay and Display parking along the Thomas Street includes:

1. Divert traffic to use available parking in the surrounding area.
2. Retain the current layout as to preserve the parking bays.

The potential mitigation measures for the impacted Loading Bays along the Thomas Street includes:

1. Divert traffic to use available parking in the surrounding area.
2. Retain the current layout as to preserve the parking bays.

The potential mitigation measures for the impacted Pay and Display parking along the High Street includes:

1. Divert traffic to use available parking in the surrounding area.
2. Retain the current layout as to preserve the parking bays.

The potential mitigation measures for the impacted Loading Bay on High Street includes:

1. Divert traffic to use available parking in the surrounding area.
2. Retain the current layout as to preserve the parking bays.

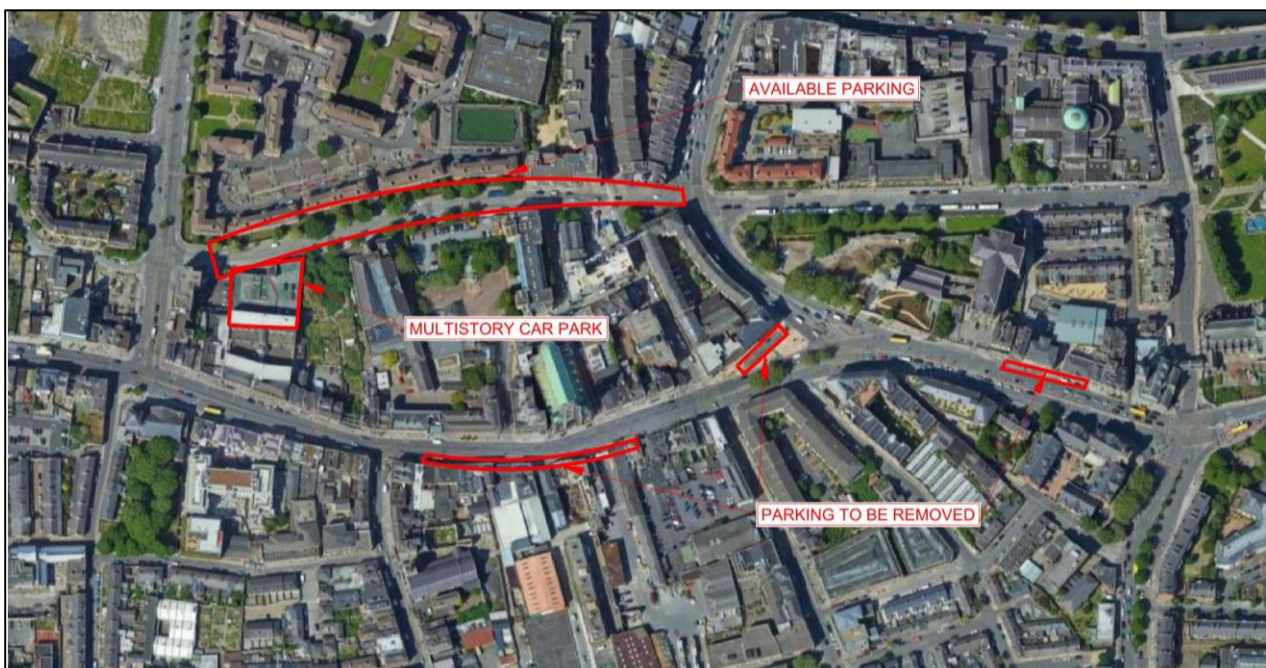


Image 11.6: Alternative Parking Provision for Thomas Street and High Street

## 11.4 Options Analysis

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

**Table 11.3: Options Analysis Table – Thomas Street and High Street**

Item	Proposal	Analysis	Viability (Y/N)
<b>Commercial Parking on Thomas Street</b>			
1	Divert traffic to use available parking in the surrounding area	There are a number of available parking facilities in the area that may be used, e.g. Thomas Street Carpark.	Y
2	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N
<b>Loading bay along Thomas Street</b>			
3	Divert traffic to use available parking in the surrounding area	Assess the availability of parking on the local side roads to accommodate deliveries to local commercial properties	Y
4	Retain the layout as existing to preserve the parking bays.	This would reduce the quality of service for city busses and coach busses as coach and city busses can conflict with each other undermining the overall Scheme objectives.	N
<b>Commercial Parking on High Street</b>			
5	Divert traffic to use available parking in the surrounding area	There are a number of available parking facilities in the area that may be used, e.g. Thomas Street Carpark.	Y
6	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N
<b>Loading Bay on High Street</b>			
7	Divert traffic to use available parking in the surrounding area	Assess the availability of parking on the local side roads to accommodate deliveries to local commercial properties	Y
8	Retain the layout as existing to preserve the parking bays.	This arrangement would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	N

### **11.4.1 Recommendations**

The impact on the commercial parking is deemed acceptable due to the availability of parking in the area and improving the bus provision would reduce the need for cars. There are a number of side streets in the area that may accommodate deliveries. The availability of parking space makes the proposed design feasible.

## 12. Summary of Figures

### 12.1 Overview

Tables 13-1 and 13-8 below lists the totals for each of the areas along the Proposed Scheme where existing parking desktop survey has taken place.

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

- In the Ballyfermot Access Roads, this section covers the area from the Ballyfermot Access Road between O'Sheas Pub and Le Fanu Road on the western section of the carriageway;
- In the Ballyfermot Parade, Le Fanu Road and Kylemore Road, in this section covers the area from Ballyfermot/Kylemore Roundabout down the Le Fanu Road on the western section of the roundabout;
- In the Ballyfermot Road and Sarsfield Road, this area extends from Ballyfermot Road to the down Sarsfield Road Junction, which is primarily occupied with residential properties and having on-site parking;
- In the Memorial Road, Inchicore Road and Grattan Crescent, this area extends Tyrconnel Road and Emmet Road, which serves the commercial premises on the Lower Grattan Crescent;
- In the Emmet Road, this section covers the area from a junction of Grattan Crescent/Emmet Road/Tyroconnel Road down to the Emmet Road before the four-leg signalised;
- In the Old Kilmainham to Lower Basin Street, covers the area starting from Old Kilmainham at the start of the junction to the Lower Basin Street
- In the James Street, in this section extends James Street at the southern side of the Bow Lane West, which covers the loading bay facilities that are located in the northern section of the Bow Lane West;
- In the Thomas Street and High Street, this section covers the area west from the Thomas Street to the down of the High Street just right before the Nicholas Street Signalised Junctions,

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

**Table 12.1: Breakdown of Figures– Ballyfermot Road and Access Roads**

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	37	15	-22
Permit Parking	0	0	0
Disabled Permit Parking	1	1	0
Loading/Unloading (in Designated Loading Bays)	1	1	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	0	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	69	69	0
Informal Parking	147	112	-35
Adjacent Parking	286	286	0
<b>Total Change</b>	<b>541</b>	<b>484</b>	<b>-57</b>

**Table 12.2: Breakdown of Figures– Ballyfermot Parade, Le Fanu Road, Kylemore Road**

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	63	57	-6
Permit Parking	0	0	0
Disabled Permit Parking	2	2	0
Loading/Unloading (in Designated Loading Bays)	4	4	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	5	5	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	16	0	-16
Informal Parking	141	144	3
Adjacent Parking	435	435	0
<b>Total Change</b>	<b>666</b>	<b>647</b>	<b>-19</b>

Table 12.3: Breakdown of Figures– Ballyfermot Road and Sarsfield Road

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	0	0	0
Permit Parking	0	0	0
Disabled Permit Parking	0	0	0
Loading/Unloading (in Designated Loading Bays)	0	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	0	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	155	0	-155
Informal Parking	35	27	-8
Adjacent Parking	62	62	0
<b>Total Change</b>	<b>252</b>	<b>89</b>	<b>-163</b>

Table 12.4: Breakdown of Figures– Grattan Crescent and Inchicore Road

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	17	9	-8
Permit Parking	0	0	0
Disabled Permit Parking	3	3	0
Loading/Unloading (in Designated Loading Bays)	3	3	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	0	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	0	0	0
Informal Parking	14	14	0
Adjacent Parking	16	16	0
<b>Total Change</b>	<b>53</b>	<b>45</b>	<b>-8</b>

Table 12.5: Breakdown of Figures– Emmet Road

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	10	7	-3
Permit Parking	118	90	-28
Disabled Permit Parking	1	1	0
Loading/Unloading (in Designated Loading Bays)	2	2	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	0	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	0	0	0
Informal Parking	0	0	0
Adjacent Parking	141	141	0
<b>Total Change</b>	<b>272</b>	<b>241</b>	<b>-31</b>

Table 12.6: Breakdown of Figures– Old Kilmainham and Mount Brown

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	0	0	0
Permit Parking	42	42	0
Disabled Permit Parking	1	1	0
Loading/Unloading (in Designated Loading Bays)	1	1	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	0	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	0	0	0
Informal Parking	0	0	0
Adjacent Parking	0	0	0
<b>Total Change</b>	<b>44</b>	<b>44</b>	<b>0</b>

Table 12.7: Breakdown of Figures– James Street

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	13	0	-13
Permit Parking	0	0	0
Disabled Permit Parking	0	0	0
Loading/Unloading (in Designated Loading Bays)	1	1	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	0	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	0	0	0
Informal Parking	0	0	0
Adjacent Parking	35	35	0
<b>Total Change</b>	<b>49</b>	<b>36</b>	<b>-13</b>



**Table 12.8: Breakdown of Figures– Thomas Street and High Street**

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	22	0	-22
Permit Parking	0	0	0
Disabled Permit Parking	3	2	-1
Loading/Unloading (in Designated Loading Bays)	10	4	-6
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	12	12	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	0	0	0
Informal Parking	0	0	0
Adjacent Parking	270	270	0
<b>Total Change</b>	<b>317</b>	<b>288</b>	<b>-29</b>

## 12.2 Impact

The current proposal along the Proposed Scheme would impact on the existing parking arrangements in certain sections of the proposed road corridor.

The most notable of these impacts are as follows:

- In the Ballyfermot Access Road area, 22 parking spaces of the “Pay and Display” will result in a loss of commercial car parking spaces, and available on-street car park spaces would have reduced in capacity due to arrangements in formalised parking bays in residential areas;
- In the Ballyfermot Parade, Le Fanu Road and Kylemore Road, the scheme proposes a loss of 6 commercial spaces in the area, but retaining residential parking spaces with a condition of formalising the existing car park spaces as a part of the proposed works to be conducted in the Kylemore Road. Therefore, it may have a slight reduction in capacity in residential parking spaces;
- In the Ballyfermot Road and Sarsfield Road, the scheme proposes 8 commercial car parking spaces to be removed from the parking bays, and there is no existing on-street parking to be affected on the residential sites as a part of ongoing Bus Connects Scheme;
- In the Memorial Road, Inchicore Road and Grattan Crescent, a loss of parking layby on the Grattan Crescent is envisaged, and there is no accommodation works to be carried out from residential park’s point of view;
- Emmet Road, existing car park of the “Pay and Display” spaces on-street will result in a loss of commercial car parking spaces, and 28 permit spaces proposed to be removed where the majority of permit spaces are not associated with residential properties. Therefore, there will be still available parking on site in the area;
- In the Old Kilmainham to Lower Basin Street, there is no significant changes to be applied for the existing car park conditions within the study area;
- In the James Street, existing 13 car park of the “Pay and Display” spaces on-street will result in a loss of commercial car parking spaces with loading bay, which has to be removed from Bow Lane West, and there is no changes applied onto residential parking sites;
- In the Thomas Street and High Street, the scheme proposed to remove existing all parking arrangements such as loading and taxi bays to facilitate cycle and bus lane changes to be imposed in place.

## 13. Conclusion

### 13.1 Overview of Recommendations

- **Ballyfermot Access Road area** – Although a number of commercial parking spaces proposed to be removed, the improvement of the Bus Connects Scheme will expect road users to shift in more sustainable modes of transport, which would also reduce a need of those car parking spaces;
- **Ballyfermot Parade, Le Fanu Road and Kylemore Road** – The scheme proposes sustainable modes of transport and promotes bus provision to reduce the need for cars. Therefore, the impact of the commercial parking seems to be a minimal, confirming that scheme offers a good value for an investment;
- **Ballyfermot Road and Sarsfield Road** – Potential schemes propose cycling facilities to be constructed; therefore, there will be restrictions applied for the drivers to discourage them to not parking on the cycle track;
- **Memorial Road, Inchicore Road and Grattan Crescent** – Despite the fact that some commercial park spaces that has to be removed from Grattan Crescent, Tyrconnel Road and Emmet Road can still have available parking spaces to accommodate, which is adjacent to study area. Therefore, the impact of the parking is considered to be acceptable due to facilitation of adjacent car parks made available;
- **Emmet Road** – Although the number of available car commercial and residential parking spaces proposed to be removed, bus provision would have a positive impact via reducing the need for the cars. Moreover, the majority of the dedicated residential parking is retained;
- **James Street** – It is feasible that parking on James Street may be considered in order to facilitate the improvements of bus and cycling provisions through area, and available parking spots supports the idea of proposed parking arrangements to be implemented;
- **Thomas Street and High Street** – Due to availability of the side streets in the area, parking is deemed acceptable where deliveries may have enough spaces to accommodate.