

The background is a vibrant red color. It is decorated with several abstract 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 vertical shape in the bottom-left corner containing a white circle. There are also smaller white circles and curved lines in various colors scattered throughout the design.

**Appendix G**  
Parking Survey  
Report

# BusConnects – Ballymun / Finglas to City Centre Core Bus Corridor

## Parking Survey Report

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# 1. INTRODUCTION

## 1.1 Background

The BusConnects plan aims to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient, affordable, and with greater scope for interconnection between routes. A key aspect of the BusConnects proposal 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 road space where corridor width is heavily constrained by adjacent buildings and property. In some cases, reallocation of road space involves removal of some existing on-street parking bays. This report investigates the impact on local parking activity and supply associated with the provision of BusConnects infrastructure. The impact on loading / unloading activities is also assessed.

A key outcome of the BusConnects proposals is expected to be a significant mode-change from car to bus and / or cycle, with a consequent reduced reliance on private car use, and hence also reduced pressure on local parking supply.

This Preliminary Parking Survey Report is a high-level desktop study to understand the impacts of BusConnects in terms of parking along the Ballymun / Finglas to City Centre Core Bus Corridor Scheme. Parking duration and usage surveys was conducted to assist in parking investigations. A desktop study was carried out to assess the impact of the BusConnects infrastructure proposals on parking. The study is based on inspection of current parking supply and utilises both local knowledge and typical known parking behaviours to identify the likely scale of impact on parking.

The purpose of this Preliminary Parking Survey Report is to:

- Quantify the current and proposed on-street parking bays and regulation;
- Establish the dominant local land uses and expected parking characteristics; and
- Assess on a qualitative basis the potential impact of the BusConnects scheme on parking supply and activity.

## 2. METHODOLOGY AND ASSUMPTIONS

### 2.1 Introduction

A methodology was developed following discussions with the National Transport Authority (NTA), as a means to provide a robust basis for assessing parking impacts while also taking account of the absence of detailed parking survey data.

The approach adopted involves identifying the baseline parking situation, identifying the future parking provision with BusConnects infrastructure in place, and comparing the two scenarios in respect of the number of spaces and the likely daily turnover.

It should be noted that this report does not include consideration of cycle parking; this will be addressed during the scheme design development. It should also be noted that the operation of bus lanes as '24 hour' lanes or for a lesser period of the day (say 0700 – 1900, or 0700 – 2100) has not been considered in this study.

### 2.2 Baseline Parking and Loading

In order to understand the baseline parking situation along the proposed BusConnects corridor, the following information was collated via desktop analysis, using 'streetview' images from online resources):

- 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 BusConnects corridor 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 BusConnects Core Bus Corridor (CBC) Scheme Preferred Route Option (PRO) in place has been identified from the scheme. 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 Bus Connects scheme.

### 2.4 Parking Impact Assessment

An assessment of the potential impacts of BusConnects on parking availability has been undertaken. The assessment has included parking spaces on the bus corridor and also parking space available on side streets with a direct connection to the bus corridor (and within 200m from the corridor). The assessment has been undertaken on the basis of the arithmetic change in spaces, and on the basis of the likely change in parking turnover, as described as follows:

**Change in On-Street Parking Spaces:** this assessment is based on calculating both the change in parking numbers and the percentage change (Loss Level) in supply. The assessment includes local side streets within a direct, easy walking distance of the corridor (within 200m). The loss level rating is determined as follows:

- **Loss Level 1 – Minor** <10% reduction of overall parking
- **Loss Level 2 – Moderate** 10% to 20% reduction
- **Loss Level 3 – Significant** >20% reduction

**Intensity of Parking Usage:** this assessment is based on identifying the usage level of existing parking via site visits and using google street view. The estimate of parking usage is categorised below:

- **Usage Level 1:** Low
- **Usage Level 2:** Medium
- **Usage Level 3:** High

**Weighting Criteria:** the parking sensitivity is weighted as follows:

- **Weighting 1:** General – where parking is not directly associated with the frontage premises.
- **Weighting 2:** Commercial – where of value for passing trade for a frontage business.
- **Weighting 3:** Residential – as it would have more severe impact than for visitors.

**Impact Rating Calculation:** the impact rating is calculated using the formula below:

**Impact Rating = (Usage Level x Loss Level x Weighting)/3**

The impact rating is derived on a scale of 1 to 9 as follows:

- 1 to 3: Slight
- 4 to 6: Moderate
- 7 to 9: Significant

## **2.5 Mitigation Measures**

Once the changes in parking space have been identified, a number of mitigation measures have been assessed for their effect in offsetting any loss of parking supply.

Mitigation measures were considered where there is some reduction in parking provision along the route as part of the BusConnects scheme. Aspects of the overall BusConnects scheme and local parking characteristics provide a range of mitigation measures which could combine to offset the reduction in parking supply.

### 3. STUDY AREA

This report contains parking analysis of eight route sub sections, where group of parking spaces can be considered to provide local parking supply. The change in on-street parking supply has been identified and assessed in the context of local needs an adjacent land uses. The local off-street parking supply and characteristics have also been noted. For the Ballymun Finglas to City Centre Core Bus Corridor Scheme, the eight sections for Ballymun and Finglas route where changes are proposed to parking supply are listed below and is illustrated in Figure 3.1 below (also contained in Appendix A):

#### **Section 1: Ballymun Road from St. Margaret’s Road to Griffith Avenue**

- Section 1.1: Santry Cross (between St Margaret’s Road junction and Shangan Road junction)
- Section 1.2: Ballymun Main Street (between Shangan Road junction and Collins Avenue junction)
- Section 1.3: Collins Avenue to Griffith Avenue

#### **Section 2: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart’s Corner**

- Section 2.1: Ballymun Road/Glasnevin Hill
- Section 2.2: St Mobhi Road/Botanic Road (between Griffith Avenue junction and Hart’s Corner)

#### **Section 3: Prospect Road, Phibsborough Road from Hart’s Corner to Western Way**

- Section 3.1: Phibsborough Village (between Hart’s Corner and Monck Place junction)
- Section 3.2: Phibsborough Road South/Constitution Hill (between Monck Place junction and Western Way)

#### **Section 4: Constitution Hill and Church Street to Arran Quay**

- Section 4.1: Church Street (Between Kings Street North junction and Chancery Street junction)

#### **Sections 5, 6 & 7 - Finglas Road**

- Finglas Road (between St. Margaret’s Road roundabout and Hart’s Corner)



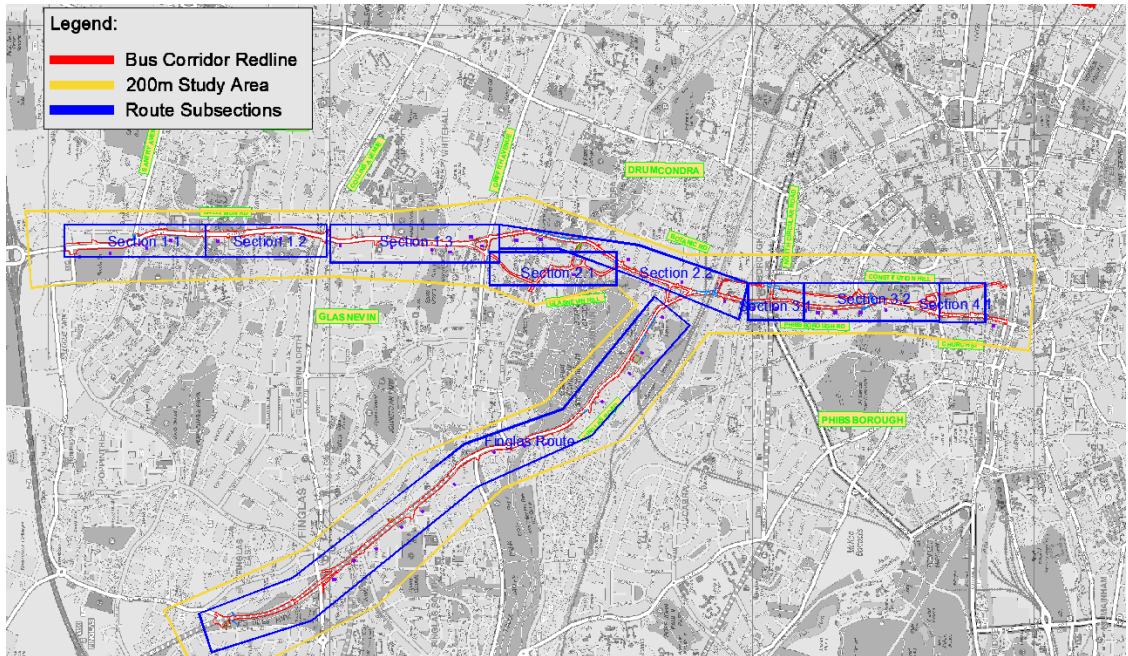


Figure 3.1: Ballymun Finglas Study Area

## 4. SECTION 1: BALLYMUN ROAD FROM ST. MARGARET’S ROAD TO GRIFFITH AVENUE

### 4.1 Section 1.1 – Santry Cross (between St Margaret’s Road junction and Shangan Road junction)

#### 4.1.1 Baseline Parking and Loading Analysis

##### ***Corridor On-Street Parking Bays and Regulation***

Section 1.1 begins at the Santry Cross junction and continues along Ballymun Road to the Shangan Road junction. There are existing on Street parking along this section of the route.

Along this section, there are 17 parking spaces and 3 loading bay spaces. The classification and location of the parking spaces along this section are as follows:

- 3 informal parking spaces, east side of Ballymun Road, in front of Regatto’s Takeaway.
- 2 informal parking spaces, west side of Ballymun Road, opposite of Spelman Callaghan Solicitors.
- 3 informal parking spaces, east side of Ballymun Road, in front of Spelman Callaghan Solicitors;
- 9 adjacent parking spaces at Shangan Road.

This section predominantly has a bus lane for both inbound and outbound direction. The existing parking along this section are located on the inside of the bus lanes. The bus lanes are in operation at the following hours and days:

- Inbound direction has bus lane along Ballymun Road towards City Centre with 24-hour operation from Monday to Saturday.
- Outbound direction has bus lane along Ballymun Road with 24-hour operation from Monday to Saturday.

A summary of existing parking and loading supply along this section from Santry Cross junction to Shangan Road junction is shown in Table 4.1.1 below.

**Table 4.1.1: Existing Parking in Section 1.1**

Section	Parking Type	Number of Spaces
Ballymun Road (Between Santry Cross junction and Shangan Road junction)	Loading	3
	Informal	8
	Adjacent	17

#### 4.1.2 Loading Bays

As shown in Table 4.1, there is a total of 3 spaces for car or small van in loading bays along this section. The location and designated times are as follows:

- 3 space loading bay, west side of Ballymun Road, in front of Maguire’s Outlet, no designated hours, used for deliveries and part time parking.

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

There is two side street along this section with on-street parking located on Shangan Road and Balbutcher Lane. There is a total of 9 parking spaces on Shangan Road, however 6 of these spaces are associated with the Travelodge hotel, and 3 are taxi rank spaces. On Balbutcher Road there is 8 informal spaces.

#### 4.1.4 Land Use and Parking Demand

Section 1.1 along Ballymun Road between Santry Cross junction and Shangan Road junction is predominantly zoned for mixed use along the main corridor with existing residential within the surroundings.

Generally, the main trip attractors along this section include the following:

- Various commercial businesses;
- Metro Hotel & Travelodge hotel;
- Lidl Ballymun

The trip attractors mentioned above are supported by informal indented parking bays and loading bays along Ballymun Road. The Hotels and Lidl Ballymun have private parking spaces within their premises.

An illustration of land use along Section 1.1 of Ballymun Road can be found in Appendix B.

#### 4.1.5 Bus Corridor Parking Proposals in Section 1.1

##### ***Proposed On-Street Parking***

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking and loading changes along this section is illustrated in Figure 4.1 below.

The overall proposed design of BusConnects along Section 1.1 on Ballymun Road (Between Santry Cross junction and Shangan Road junction) has resulted in the following changes:

In the outbound direction, the proposed segregated cycle track inside the dedicated bus lanes along the full extent of this section would result in the removal of the following parking spaces to accommodate the proposed segregated cycle track are as follows:

- Removal of 3 space loading bay, west side of Ballymun Road, in front of Maguire's Outlet;
- Removal of 2 informal parking spaces, west side of Ballymun Road, opposite of Spelman Callaghan Solicitors;

In the inbound direction, the proposed segregated cycle track inside the dedicated bus lanes along the full extent of this section would result in the removal of the following parking spaces to accommodate the proposed segregated cycle track are as follows:

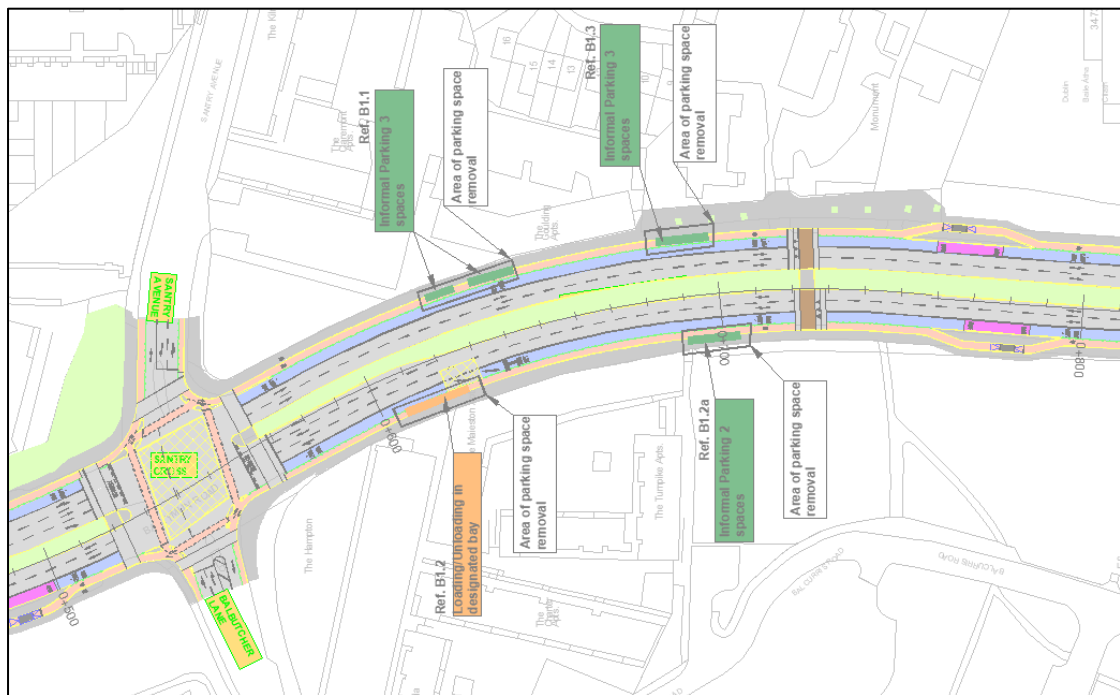
- Removal of 3 informal spaces, east side of Ballymun Road, in front of Regatto's Takeaway;
- Removal of 3 informal spaces, east side of Ballymun Road, in front of Spelman Callaghan Solicitors.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 4.1.2.

**Table 4.1.2: Existing and Proposed Parking Supply Summary (Section 1.1)**

Section	Parking Type	Existing	Proposed	Change of Parking / Loading
Ballymun Road (Between Santry Cross junction and Shangan Road junction)	Loading	3	0	-3
	Informal	8	0	-8
	Adjacent	17	17	0

Along this section there is a total of 28 existing parking spaces, 17 proposed spaces and a loss of 11 spaces (39%).



**Figure 4.1.1: Proposed scheme design and parking changes along Ballymun Road (Between Santry Cross junction and Shangan Road junction).**

#### 4.1.6 Parking Impact Assessment in Section 1.1

The parking impact is assessed as described in section 2.4.

**Table 4.1.3 Parking Impact Assessment for Section 1.1**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Ballymun Road, east - Regatto's takeaway	3	Informal	0	-3	-100%	2	3	2	4	Moderate
Ballymun Road, west - Maguires outlet	3	Loading	0	-3	-100%	1	3	2	2	Slight
Ballymun Road, West side across Spellamn Callaghan Solicitors	2	Informal	0	-2	-100%	1	3	2	2	Slight
Ballymun Road, east - Spelman Callaghan Solicitors	3	Informal	0	-3	-100%	2	3	2	4	Moderate
Shangan Road	9	Adjacent	9	9	0%	1	0	2	0	No impact
Balbutcher Lane	8	Adjacent	8	0	0%	1	0	1	0	No impact

The parking impact assessment indicates that there is no significant impact on parking along this section.

#### 4.1.7 Mitigation Measures in Section 1.1

The following mitigation measures are proposed for the parking changes along Section 1.1. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;
- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;

Table 4.1.4 provides an update on parking considering the mitigation measures mentioned above.

**Table 4.1.4: Parking Impact Assessment Post Mitigation for Section 1.1**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Ballymun Road, east - Regatto's takeaway	3	Informal	0	-3	-100%	2	3	2	4	Moderate	Slight
Ballymun Road, west - Maguires outlet	3	Loading	0	-3	-100%	1	3	2	2	Slight	Negligible
Ballymun Road, West side across Spellamn Callaghan Solicitors	2	Informal	0	-2	-100%	1	3	2	2	Slight	Negligible
Ballymun Road, east - Spelman Callaghan Solicitors	3	Informal	0	-3	-100%	2	3	2	4	Moderate	Slight
Shangan Road	9	Adjacent	9	9	0%	1	0	2	0	No impact	No impact
Balbutcher Lane	8	Adjacent	8	0	0%	1	0	1	0	No impact	No impact

## 4.2 Section 1.2 – Ballymun Main Street (Between Shangan Road junction and Collins Avenue junction)

### 4.2.1 Baseline Parking and Loading Analysis

#### *Corridor On-Street Parking Bays and Regulation*

Section 1.2 begins at Shangan Road junction, continues along Ballymun Road to Collins Avenue junction. There are existing on-street parking along this section of the route.

Along Section 1.2 there are 17 parking spaces and no loading bays on the main corridor. The classification and location of the parking spaces along this section are as follows:

- 3 Disabled parking space in front of Intreo Centre Ballymun, on the east side of Ballymun Road.
- 14 designated paid parking space in front of Intreo Centre Ballymun, on the east side of Ballymun Road.

Ballymun Road between Shangan Road junction and Collin Avenue junction has a bus lane for the inbound and outbound direction for the full extent of the section. The existing parking along this section are located on the inside of the bus lane. The bus lanes are in operation at the following hours and days:

- Inbound direction has bus lane along Ballymun Road in operation from 04:00 – 10:00 and 16:00 – 23:00 from Monday to Saturday and;
- Outbound direction has a bus lane along Ballymun Road in operation from 16:00 – 19:00 from Monday to Saturday.

A summary of existing parking and loading supply along Ballymun Road between Shangan Road junction and Collins Avenue junction is shown in Table 4.2.1.

**Table 4.2.1: Existing Parking in Section 1.2**

Section	Parking Type	Number of Spaces
Ballymun Road (Between Shangan Road junction and Collins Ave.)	Disabled	3
	Pay & Display (Designated)	14
	Adjacent	132

### 4.2.2 Loading Bays

There are no loading bays along this section.

### 4.2.3 On Street Parking Bays and Regulation on Local Side Streets

There are several side streets parking along this this section which can be used by local residents, visitors, and businesses. There is a total of 68 adjacent parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 34 adjacent parking spaces on Sillogue Road. Pay & Display between 07:00 – 19:00 from Monday to Saturday;
- 20 adjacent parking spaces on Gateway Crescent. Unregulated local parking.

- 14 adjacent parking spaces on Gateway Avenue. Unregulated local parking.

#### 4.2.4 Land Use and Parking Demand

Section 1.2 along Ballymun Road between Shangan Road junction and Collins Avenue junction is predominantly zoned for mixed use along the main corridor with community and institutional, and existing residential within the surroundings.

Generally, the main trip attractors along this section include the following:

- Ballymun Town Centre;
- Intreo Centre Ballymun;
- Ballymun Sports & Fitness Centre;
- Trinity Comprehensive School;
- Ballymun Youthreach school;
- Ballymun Library;
- Various student accommodations

The trip attractors mentioned above are supported by parking within their premises. Pay & Display and adjacent parking is also available to support parking demand around the Ballymun Town Centre area.

An illustration of land use along Section 1.2 of Ballymun Road can be found in Appendix B.

#### 4.2.5 Bus Corridor Parking Proposals in Section 1.2

##### ***Proposed On-Street Parking and Loading Bay Supply***

The overall proposed designed of BusConnects along Section 1.2 on Ballymun Road between Shangan Road junction and Collins Avenue junction will not require parking removal and will propose additional parking spaces at the following locations:

- Addition of 11 new parking spaces, east side of Ballymun Road, across Ballymun Shopping Centre.
- Addition of 25 new parking spaces, west side of Ballymun Road, in front of Ballymun Shopping Centre.

The proposed parking and loading changes along this section is illustrated in Figure 4.2.1 & 4.2.2.

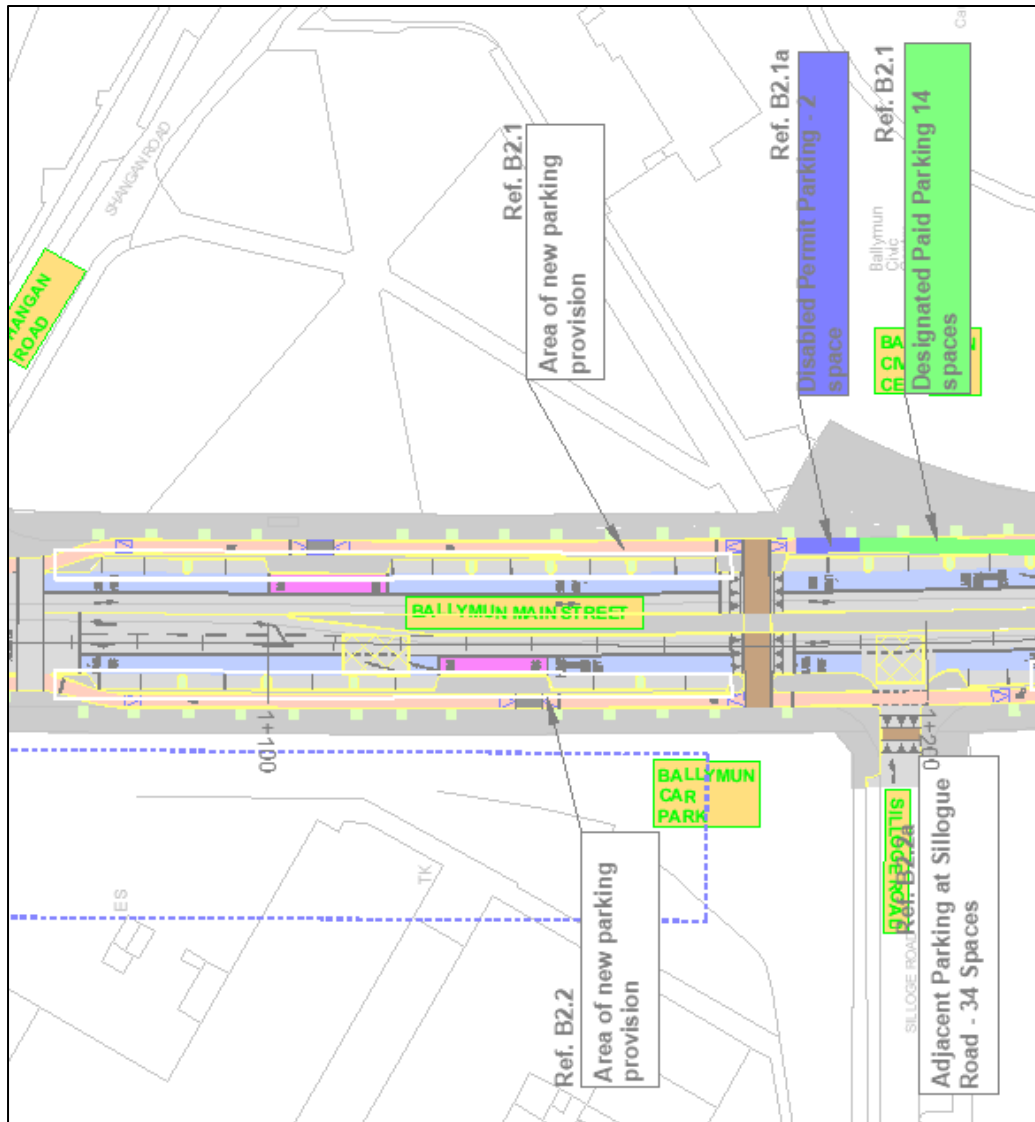
A summary of the existing and proposed parking and loading supply along this section is shown in Table 4.2.2 below.

**Table 4.2.2: Existing and Proposed Parking Supply Summary (Section 1.2)**

Section	Parking Type	Existing	Proposed	Change for Parking/Loading
Ballymun Road (Between Shangan Road junction and Collins Ave.)	Disabled	3	3	0
	Pay & Display	14	25	+11
	Adjacent	132	132	0
	New Formalised	0	25	+25

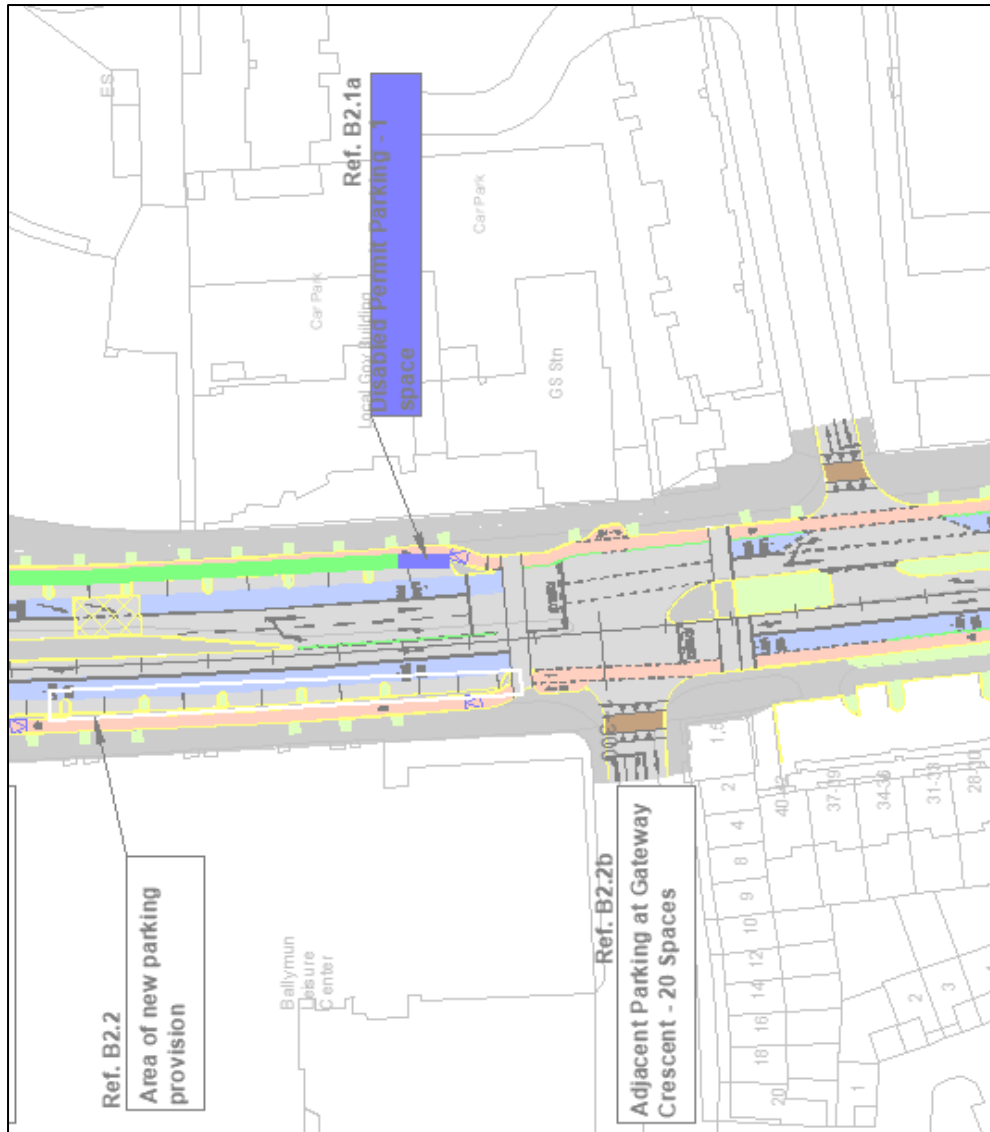


Along this section there is a total of 149 existing spaces, 185 proposed spaces and positive increase of 36 spaces (24%).



**Figure 4.2.1: Proposed scheme design and parking changes along Ballymun Road (Between Shangan Road junction and Collins Avenue junction).**





**Figure 4.2.2: Proposed scheme design and parking changes along Ballymun Road (Between Shangan Road junction and Collins Avenue junction).**

#### **4.2.6 Parking Impact Assessment in Section 1.2**

The parking impact is assessed as described in Section 2.4.

In Section 1.2 there is a Positive Impact for parking with a net increase of 36 parking spaces.

**Table 4.2.3 Parking Impact Assessment for Section 1.2**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Ballymun Road, East, in front of Intreo Centre Ballymun	14	Pay & Display	25	11	79%	3	0	1	0	Positive
Ballymun Road, East, in front of Intreo Centre Ballymun	3	Disabled	3	0	0%	2	0	1	0	No Impact
Ballymun Road, West, across Intreo Centre Ballymun	0	Pay & Display	25	25	-	3	0	1	0	Positive
Silloge Road	34	Adjacent	34	0	0%	2	0	1	0	No Impact
Gateway Crescent	20	Adjacent	20	0	0%	2	0	3	0	No Impact
Gateway Avenue	28	Adjacent	28	0	0%	2	0	3	0	No Impact
Ballymun Car Park	50	Adjacent	50	0	0%	2	0	1	0	No Impact

The parking impact assessment indicates that there is no negative impact on parking along this section. Overall, this section will have a positive impact with a total of 36 new parking spaces.

#### 4.2.7 Mitigation Measures in Section 1.2

Mitigation measures are not applicable for Section 1.2.

### 4.3 Section 1.3 – Collins Avenue to Griffith Avenue

#### 4.3.1 Baseline Parking and Loading Analysis

##### *Corridor On-Street Parking Bays and Regulation*

Section 1.3 begins at Collins Avenue junction, continues along Ballymun Road to Griffith Avenue junction. There are existing on-street parking along this section of the route.

Along Section 1.3 there are 25 parking spaces and no loading bays on the main corridor. The classification and location of the parking spaces along this section are as follows:

- 10 informal parking spaces on the east side of Ballymun Road, in front of Albert Park;
- 15 permit parking spaces around the St. Mobhi Road, Griffith Avenue, and Ballymun Road Gyratory.

Section 1.3 between Collins Avenue junction and Griffith Avenue junction predominantly has a bus lane for the inbound and outbound direction. Existing parking along this section is located on the inside of the bus lane or indented on the side. The bus lanes are in operation at the following hours and days:

- Inbound direction has bus lane along Ballymun Road in operation from 07:00 – 10:00 and 12:00 – 19:00 from Monday to Saturday;
- Outbound direction has a bus lane along Ballymun Road in operation from 16:00 – 19:00 from Monday to Saturday.

A summary of existing parking and loading supply along Ballymun Road between Collins Avenue junction and Griffith Avenue junction is shown in Table 6.1 below.

**Table 4.3.1: Existing Parking in Section 1.3**

Section	Parking Type	Number of Spaces
Ballymun Road (Between Collins Ave. and Griffith Ave.)	Permit	15
	Informal	10
	Adjacent	102

#### 4.3.2 Loading Bays

There are no loading bays along this section.

#### 4.3.3 On Street Parking Bays and Regulation on Local Side Streets

There are several side streets parking along this this section which can be used by local residents, visitors, and businesses. There is a total of 62 adjacent parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 57 adjacent parking spaces on Albert College Court. Pay & Display between 11:00 to 17:00 from Monday to Saturday;
- 5 adjacent parking spaces on Hampstead Avenue. Informal spaces.
- 40 adjacent spaces on front of Shops on St Pappin Road.

#### 4.3.4 Land Use and Parking Demand

Section 1.3 along Ballymun Road between Collins Avenue junction and Griffith Avenue junction is predominantly zoned as existing residential along the main corridor with community and institutional within the surroundings.

Generally, the main trip attractors along this section include the following:

- Dublin City University;
- Glasnevin Lawn Tennis Club;
- Various schools.

The trip attractors mentioned above are supported by parking within their premises. Adjacent parking is also available to support parking demand around the area.

An illustration of land use along Section 1.3 of Ballymun Road can be found in Appendix B.

#### 4.3.5 Bus Corridor Parking Proposals in Section 1.3

##### ***Proposed On-Street Parking and Loading Bay Supply***

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking and loading changes along this section is illustrated in 4.3.1 & 4.3.2.

The overall proposed design of BusConnects along Section 1.3 on Ballymun Road (between Collins Avenue junction and Griffith Avenue junction) has resulted in the following changes:

In the outbound direction, the proposed 2-way cycle track on Griffith Avenue (between St. Mobhi Road junction and Ballymun Road junction) would result in the removal of 4 permit parking spaces to accommodate the 2-way cycle track.

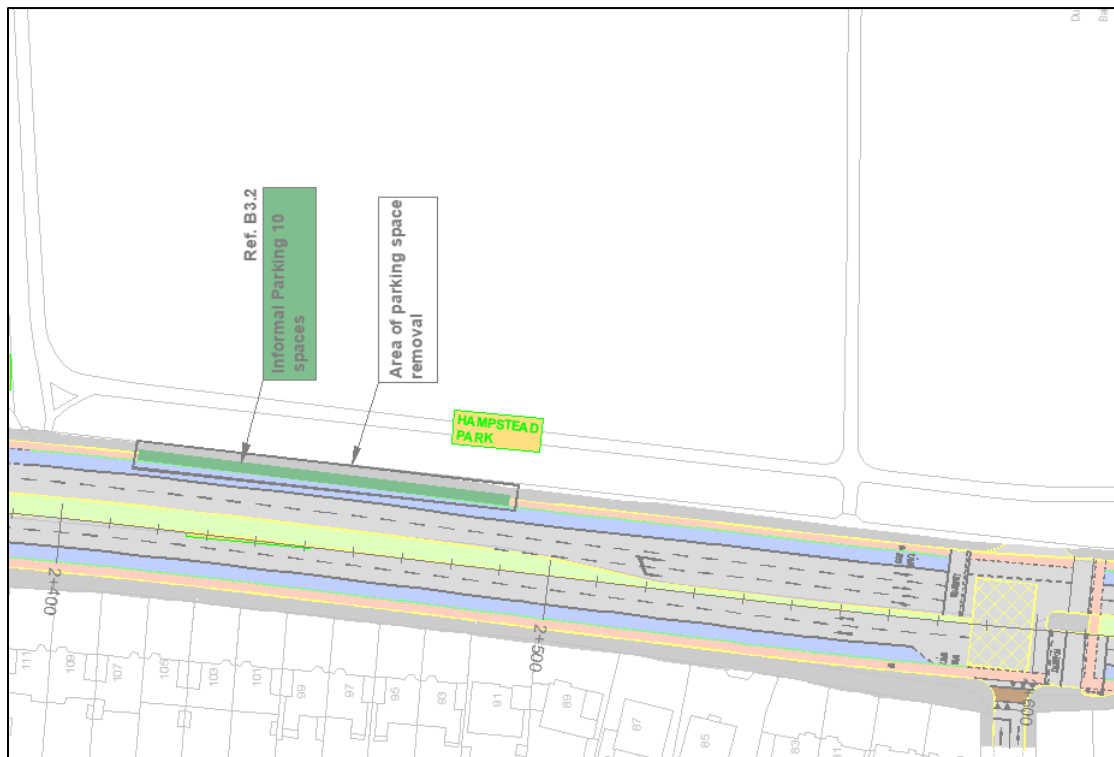
In the inbound direction, the proposed bus lane and cycle track along Ballymun Road just in front of Albert College would result in the removal of 10 informal parking spaces to accommodate for the bus and cycle infrastructure.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 4.3.2.

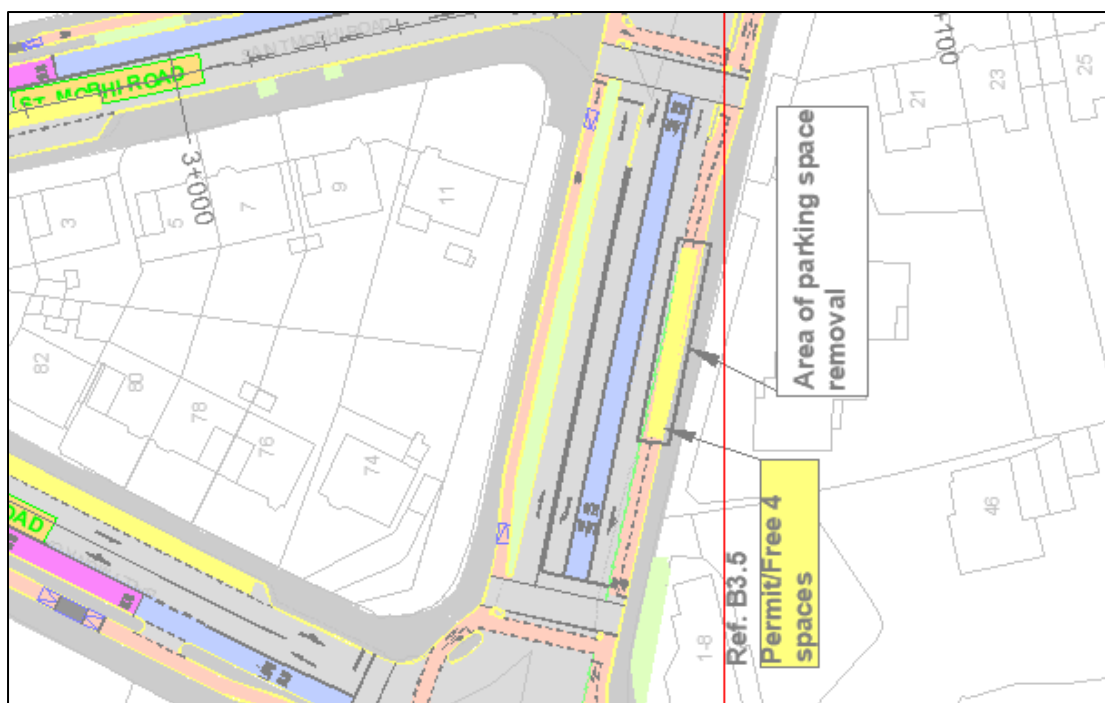
**Table 4.3.2: Existing and Proposed Parking Supply Summary (Section 1.3)**

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
Ballymun Road (Between Collins Ave. and Griffith Ave.)	Permit	15	11	-4
	Informal	10	0	-10
	Adjacent	102	102	0
	New formalised	0	11	+11

Along this section there is a total of 127 parking spaces, 124 proposed spaces and a net loss of 3 spaces (3%).



**Figure 4.3.1: Proposed scheme design and parking changes along Ballymun Road (between Collins Avenue and Griffith Avenue).**



**Figure 4.3.2: Proposed scheme design and parking changes along Ballymun Road (between Collins Avenue and Griffith Avenue).**

#### 4.3.6 Parking Impact Assessment in Section 1.3

The parking impact is assessed as described in section 2.4.

**Table 4.3.3: Parking Impact Assessment for Section 1.3**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Ballymun Road, west - between school and Pappin Road	0	New Formalised	11	11	-	2	0	1	0	Positive
Albert College Court	57	Adjacent	57	0	0%	1	0	1	0	No Impact
St Pappin Road outside Shops	40	Adjacent	40	0	0%	3	0	1	0	No Impact
Ballymun Road, outside DCU Entrance/Albert Park	10	Informal	0	-10	-100%	3	3	1	3	Slight
Hampstead Avenue	5	Adjacent	5	0	0%	3	0	1	0	No Impact
St. Mobhi Road, west side, outside barber shop	3	Free - 1 hr max	3	0	0%	2	0	1	0	No Impact
Ballymun Road at Griffith Avenue, shops	8	Free - 1 hr max	8	0	0%	3	0	1	0	No Impact
Griffith Avenue Link, south	4	Permit	0	-4	-100%	1	3	1	1	Slight

The parking impact assessment indicates that there is no significant impact on parking along this section.

#### 4.3.7 Mitigation Measures in Section 1.3

The following mitigation measures are proposed for the parking changes along Section 1.3. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;

- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;

Table 4.3.4 below provides an update on parking considering the mitigation measures mentioned above.

**Table 4.3.4: Parking Impact Assessment Post Mitigation for Section 1.3**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Ballymun Road, west - between school and Pappin Road	0	New Formalised	11	11	-	2	0	1	0	Positive	Positive
Albert College Court	57	Adjacent	57	0	0%	1	0	1	0	No Impact	No Impact
St Pappin Road outside Shops	40	Adjacent	40	0	0%	3	0	1	0	No Impact	No Impact
Ballymun Road, outside DCU Entrance/Albert Park	10	Informal	0	-10	-100%	3	3	1	3	Slight	Negligible
Hampstead Avenue	5	Adjacent	5	0	0%	3	0	1	0	No Impact	No Impact
St. Mobhi Road, west side, outside barber shop	3	Free - 1 hr max	3	0	0%	2	0	1	0	No Impact	No Impact
Ballymun Road at Griffith Avenue, shops	8	Free - 1 hr max	8	0	0%	3	0	1	0	No Impact	No Impact
Griffith Avenue Link, south	4	Permit	0	-4	-100%	1	3	1	1	Slight	Negligible

## 5. SECTION 2 - ST. MOBHI ROAD AND BOTANIC ROAD FROM GRIFFITH AVENUE TO HART’S CORNER

### 5.1 Section 2.1 – Ballymun Road / Glasnevin Hill

#### 5.1.1 Baseline Parking and Loading Analysis

##### *Corridor On-Street Parking Bays and Regulation*

Section 2.1 is along Ballymun Road and Glasnevin Hill (from Griffith Avenue junction to Botanic Road). There are existing on-street parking along this section of the route.

Along Section 2.1 there are 74 parking spaces and 1 loading bay along Ballymun Road and Glasnevin Hill. The classification and location of the parking spaces along this section are as follows:

- 18 informal parking spaces, east side of Ballymun Road north of Claremont Avenue junction;
- 17 informal parking spaces, east side of Ballymun Road south of Claremont Avenue junction;
- 11 informal parking spaces south side of Glasnevin Hill between Ballymun Road junction and Beechmount Court junction;
- 1 disabled parking space south side of Glasnevin Hill between Ballymun Road junction and Beechmount Court junction;
- 14 informal parking west side of Glasnevin Hill, in front of The Tolka House;
- 1 loading bay space east side of Botanic Road, just south of Botanic Avenue junction;
- 14 designated paid parking east side of Botanic Road, just south of Botanic Avenue junction;

Section 2.1 along Ballymun Road and Glasnevin hill has no existing bus lanes in both directions. Existing parking along this section is predominantly located on street in front of residential houses.

A summary of existing parking and loading supply along Ballymun Road and Glasnevin Hill is shown in Table 5.1.1 below.

**Table 5.1.1: Existing Parking in Section 2.1**

Section	Parking Type	Number of Spaces
Ballymun Road/Glasnevin Hill	Loading	1
	Disabled	1
	Pay & Display (Designated)	14
	Informal	59

### 5.1.2 Loading Bays

As shown in Table 7.1 above, there is a total of 1 loading bay space for a car or small van along this section. The loading bay is located on the east side of Botanic Road just south of Botanic Avenue junction in front of various local stores. The loading bay has designated operating hours between 10:00 to 12:30 from Monday to Saturday.

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

There are no side street parking considered along this section, as section 2.1 is not part of the main Ballymun to City Centre corridor.

### 5.1.4 Land Use and Parking Demand

Section 2.1 along Ballymun Road and Glasnevin Hill is predominantly existing residential. There are also zones for Community and Institutional, and industrial, Enterprise, and Employment.

There are no significant trip attractors along this section. Existing institutions and employment along this section have private parking within their premises.

An illustration of land use along Section 2.1 can be found in Appendix B.

### 5.1.5 Bus Corridor Parking Proposals in Section 2.1

#### ***Proposed On-Street Parking and Loading Bay Supply***

The overall proposed design of BusConnects along Section 2.1 on Ballymun Road/Glasnevin Hill will not require parking removal.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 5.1.2.

**Table 5.1.2: Existing and Proposed Parking Supply Summary (Section 2.1)**

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
Ballymun Road / Glasnevin Hill	Loading	1	1	0
	Disabled	1	1	0
	Pay & Display (Designated)	14	14	0
	Informal	59	59	0
	New Formalised	0	7	+ 7

Along this section there is a total of 75 existing parking spaces, 75 proposed spaces, and a net gain of 7 spaces.

#### **5.1.6 Parking Impact Assessment in Section 2.1**

No loss in parking along this section.

#### **5.1.7 Mitigation Measures in Section 2.1**

Mitigation measures are not applicable for Section 2.1.



## 5.2 Section 2.2 – St Mobhi Road / Botanic Road (between Griffith Avenue junction and Hart’s Corner)

### 5.2.1 Baseline Parking and Loading Analysis

#### *Corridor On-Street Parking Bays and Regulation*

Section 2.2 is along St Mobhi Road and Botanic Road (between Griffith Avenue junction and Hart’s Corner). There are existing on-street parking along this section of the route.

Along Section 2.2 there are 25 parking spaces and no loading bay along St Mobhi Road and Botanic Road. The classification and location of the parking spaces along this section are as follows:

- 5 informal parking spaces, east side of St Mobhi Road, south of Home Farm football club;
- 20 informal parking spaces, south side of St Mobhi Drive

Section 2.2 along St Mobhi Road has an existing bus lanes in the inbound direction. Existing parking along this section is located on the inside of the bus lane. The inbound bus lane along St Mobhi Road is in operation from 07:00 to 19:00 from Monday to Saturday.

A summary of existing parking along St Mobhi Road and Botanic Road is shown in Table 5.2.1.

**Table 5.2.1: Existing Parking in Section 2.2**

Section	Parking Type	Number of Spaces
St Mobhi Road / Botanic Road (between Griffith Avenue junction and Hart’s Corner)	Informal	25
	Adjacent	462

### 5.2.2 Loading Bays

There are no loading bays along this section.

### 5.2.3 On Street Parking Bays and Regulation on Local Side Streets

There are several side streets parking along this this section which can be used by local residents, visitors, and businesses. There is a total of 452 adjacent parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 32 spaces on Fairfield Road. Pay & Display from 07:00 to 19:00 Monday to Friday;
- 70 spaces on Cliftonville Road. Informal spaces, no regulation;
- 67 spaces on Marguerite Road. Informal spaces, no regulation;
- 55 spaces on Iona Road. Pay & Display from 07:00 to 24:00 Monday to Sunday;
- 55 spaces on Lindsay Road. Pay & Display 07:00 to 24:00 Monday to Sunday;

- 48 spaces on Leinster Street North. Pay & Display 07:00 to 24:00 Monday to Sunday;
- 25 spaces on Enniskerry Road. Pay & Display 07:00 to 24:00 Monday to Sunday;
- 32 spaces on Munster Street. Pay & Display 08:00 to 18:30 Monday to Friday;
- 28 spaces on Royse Road. Pay & Display 07:00 to 24:00 Monday to Sunday;
- 40 spaces on Connaught Street. Pay & Display 07:00 to 24:00 Monday to Sunday.
- 10 Spaces on St Teresa’s Road. Pay & Display 07:00 to 24:00 Monday to Sunday.

#### 5.2.4 Land Use and Parking Demand

Section 2.2 along St Mobhi Road and Botanic Road is predominantly existing residential. There are also zones for Community and Institutional, and industrial, Enterprise, and Employment.

There are no significant trip attractors along this section. Existing institutions and employment along this section have private parking within their premises.

An illustration of land use along Section 2.2 can be found in Appendix B.

#### 5.2.5 Bus Corridor Parking Proposals in Section 2.2

##### *Proposed On-Street Parking and Loading Bay Supply*

The overall proposed designed of BusConnects along Section 2.2 on St Mobhi Road and Botanic Road will not require parking removal.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 5.2.2.

**Table 5.2.2: Existing and Proposed Parking Supply Summary (Section 2.2)**

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
St Mobhi Road/Botanic Road (between Griffith Avenue junction and Hart’s Corner)	Informal	25	25	0
	Adjacent	462	462	0

No loss in parking along this section.

#### 5.2.6 Parking Impact Assessment in Section 2.2

No impact on parking on Section 2.2.

#### 5.2.7 Mitigation Measures in Section 2.2

Mitigation measures is not applicable for section 2.2.

## 6. SECTION 3 PROSPECT ROAD, PHIBSBOROUGH ROAD FROM HART’S CORNER TO WESTERN WAY

### 6.1 Section 3.1 – Phibsborough Village (between Hart’s Corner and Monck Place junction)

#### 6.1.1 Baseline Parking and Loading Analysis

##### *Corridor On-Street Parking Bays and Regulation*

Section 3.1 is along Phibsborough Village (between Hart’s Corner and Monck Place junction). There are existing on-street parking along this section of the route.

Along Section 3.1 there are 62 parking spaces and 9 loading bay spaces along Phibsborough Village. The classification and location of the parking spaces along this section are as follows:

- 59 designated paid parking space in front of Phibsborough Shopping Centre;
- 3 designated paid parking spaces, on the western side of Phibsborough Road just north of Monck Place junction.

Section 3.1 along Phibsborough Village does not have an existing bus lanes in either direction. Existing parking along this section is located on the inside of the traffic lane.

A summary of existing parking along Phibsborough Village is shown in Table 6.1.1.

**Table 6.1.1: Existing Parking in Section 3.1**

Section	Parking Type	Existing
Phibsborough Village (between Hart’s Corner and Monck Place junction)	Loading	9
	Pay & Display	62
	Adjacent	2
	Night Parking (in Bus Lane)	29

#### 6.1.2 Loading Bays

As shown in Table 9.1 above, there is a total of 9 loading bay space for a car or small van along this section. The loading bays are located on the east side of Phibsborough Road opposite the Phibsborough Shopping Centre with designated hours between 07:00 - 19:00 from Monday to Saturday, and on the west side of Phibsborough Road just north of Monck Place junction with designated hours between 08:30 – 19:00 from Monday to Saturday.

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

There is side road parking on Phibsborough (Side Street). There are 2 pay & display spaces here from 07:00 to 19:00 Monday to Saturday.

#### **6.1.4 Land Use and Parking Demand**

Section 3.1 along Phibsborough Village is predominantly existing residential and Mixed use including Phibsborough Shopping centre and various commercial business along Phibsborough Road.

Generally, the main trip attractors along this section include the following:

- Phibsborough Shopping Centre
- Numerous restaurants
- Numerous pubs
- Other commercial businesses

The trip attractors mentioned above are supported by designated paid parking spaces along Phibsborough Road and Phibsborough Shopping Centre has designated paid parking in front of the premises.

An illustration of land use along Section 3.1 can be found in Appendix B.

#### **6.1.5 Bus Corridor Parking Proposals in Section 3.1**

##### ***Proposed On-Street Parking and Loading Bay Supply***

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking and loading changes along this section is illustrated in Figures 6.1.1 & 6.1.2.

The overall proposed design of BusConnects along Section 3.1 on Phibsborough Road (between Hart's Corner and Monck Place junction) has resulted in the following changes:

In the inbound direction the proposed inbound bus lane and new pedestrian crossing would result in the removal of the 4-space loading bay in front of Monck's Green restaurant. There will also be the removal of 29 informal parking spaces used for night parking on the east side of Phibsborough Road from North Circular Road and Monck Place.

In the outbound direction the proposed outbound bus lane would result in the removal of a 2-space loading and 3 designated paid parking space on the west side of Phibsborough Road just north of Monck Place junction.

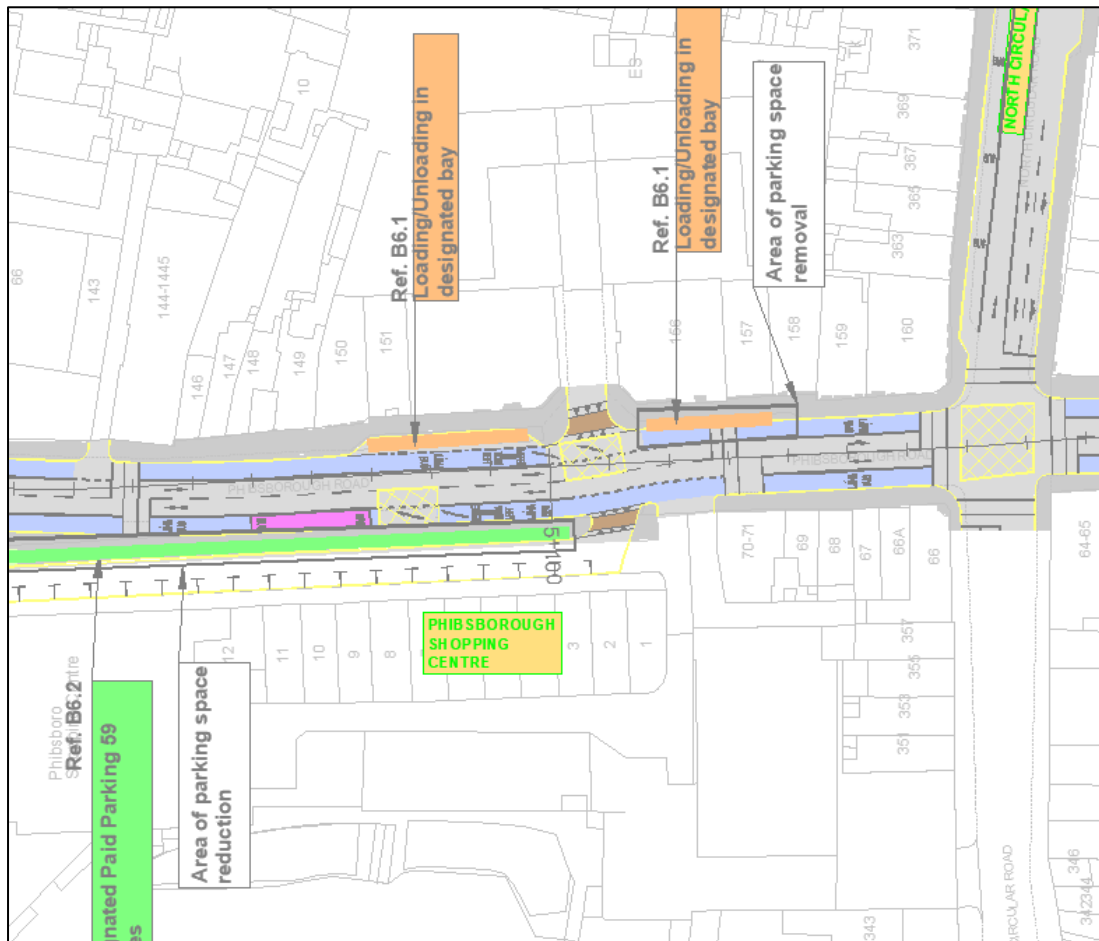
Other changes include the reduction of parking spaces in front of the Phibsborough Shopping Centre to accommodate the new road layout. 38 designated paid parking spaces will be lost in front of the shopping centre.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 6.1.2.

**Table 6.1.2: Existing and Proposed Parking Supply Summary (Section 3.1)**

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
Phibsborough Village (between Connaught Street junction and Monck Place junction)	Loading	9	4	-5
	Pay & Display	62	25	-37
	Night Parking	29	0	-29
	Adjacent	2	2	0

Along this section there is a total of 102 existing parking spaces, 31 proposed spaces, and a loss of 71 spaces (70%).



**Figure 6.1.1: Proposed scheme design and parking changes along Phibsborough Road.**

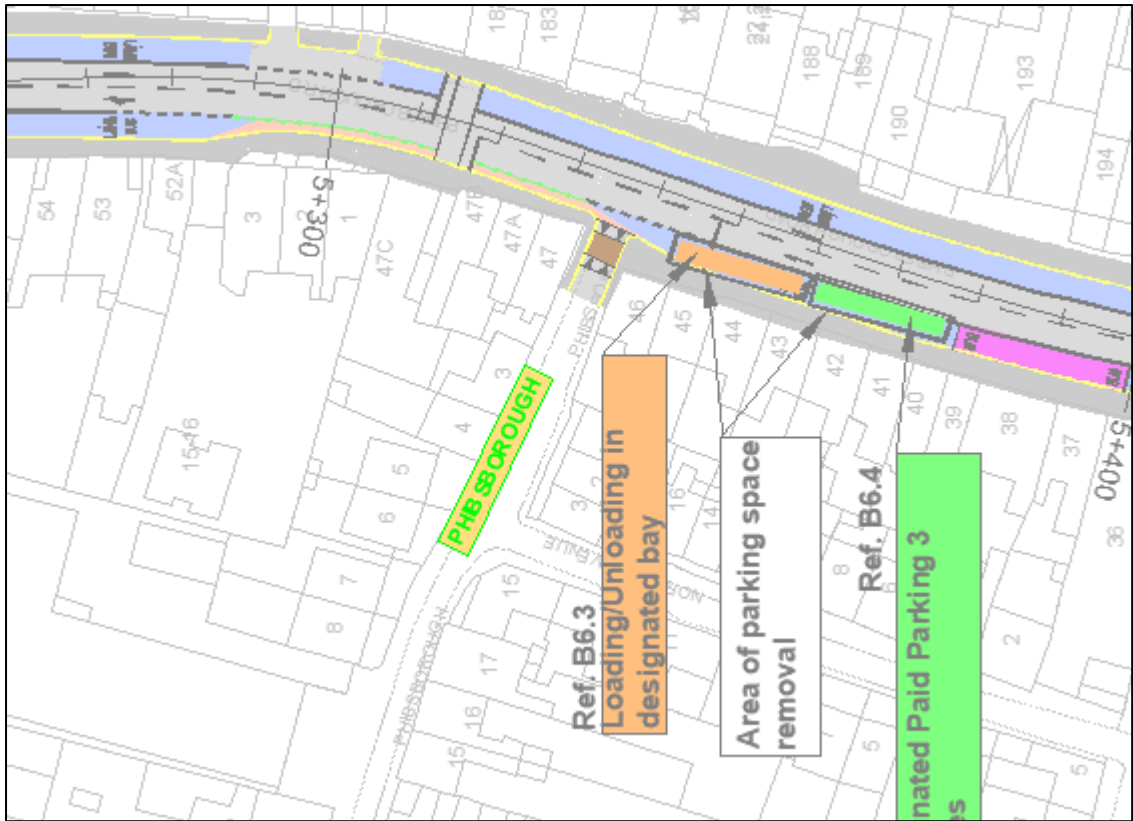


Figure 6.1.2: Proposed scheme design and parking changes along Phibsborough Road.

### 6.1.6 Parking Impact Assessment in Section 3.1

The parking impact is assessed as described in section 2.4.

Table 6.1.3 Parking Impact Assessment for Section 3.1

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Phibsborough Road, outside EuroGiant & Woodstock Café	7	Loading Bay	4	-3	-43%	3	3	2	6	Moderate
Phibsborough Shopping Centre	59	Pay & Display	25	-34	-58%	3	3	2	6	Moderate
Phibsborough Road, north of Monck Place, west opposite tattoo shop	2	Loading Bay	0	-2	-100%	1	3	2	2	Slight
Phibsborough Road, north of Monck Place, west opposite tattoo shop	3	Pay & Display	0	-3	-100%	2	3	3	6	Moderate
Night Parking, NCR to Monck Place east side	29	Night Parking	0	-29	-100%	1	3	2	2	Slight
Phibsborough (side street)	2	Adjacent	2	0	0%	3	0	3	0	No Impact

The parking impact assessment indicates that there is no significant impact on parking along this section.

### 6.1.7 Mitigation Measures in Section 3.1

The following mitigation measures are proposed for the parking changes along Section 3.1. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;

- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;

Table 6.1.4 provides an update on parking considering the mitigation measures mentioned above.

**Table 6.1.4: Parking Impact Assessment Post Mitigation for Section 3.1**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Phibsborough Road, outside EuroGiant & Woodstock Café	7	Loading Bay	4	-3	-43%	3	3	2	6	Moderate	Slight
Phibsborough Shopping Centre	59	Pay & Display	25	-34	-58%	3	3	2	6	Moderate	Slight
Phibsborough Road, north of Monck Place, west opposite tattoo shop	2	Loading Bay	0	-2	-100%	1	3	2	2	Slight	Negligible
Phibsborough Road, north of Monck Place, west opposite tattoo shop	3	Pay & Display	0	-3	-100%	2	3	3	6	Moderate	Slight
Night Parking, NCR to Monck Place east side	29	Night Parking	0	-29	-100%	1	3	2	2	Slight	Negligible
Phibsborough (side street)	2	Adjacent	2	0	0%	3	0	3	0	No Impact	No Impact

## 6.2 Section 3.2 – Phibsborough Road (south) / Constitution Hill (between Monck Place junction and Western Way)

### 6.2.1 Baseline Parking and Loading Analysis

#### *Corridor On-Street Parking Bays and Regulation*

Section 3.2 is along Phibsborough Road and Constitutional Hill (between Monck Place junction and Western Way). There are existing on-street parking along this section of the route.

Along Section 3.2 there are 47 parking spaces and 2 loading bay spaces along Phibsborough Road and Constitutional Hill. The classification and location of the parking spaces along this section are as follows:

- 10 designated paid parking spaces, west side of Phibsborough Road in front of All Saints Parish Church;
- 9 designated paid parking spaces, east side of Phibsborough Road across All Saints Parish Church;
- 7 designated paid parking spaces, east side of Phibsborough Road across Phibsborough Fire Station;
- 3 designated paid parking spaces, west side of Phibsborough Road just south of Phibsborough Fire Station;
- 2 taxi rank spaces, west side of Phibsborough Road in front of McGowans Pub;
- 2 designated paid parking space, east side of Phibsborough Road in front of The Hair Company;
- 4 taxi rank spaces, west side of Phibsborough Road across The Hair Company;
- 10 designated paid spaces, west side of Phibsborough Road across The Hair Company.

Section 3.2 along Phibsborough Road has an existing bus lanes in the outbound direction. Existing parking along this section is located on the inside of the bus lane and traffic lane. The outbound bus lane along Phibsborough Road is in operation from 16:00 to 19:00 from Monday to Saturday.

A summary of existing parking along Section 3.2 is shown in Table 6.2.1 below.

**Table 6.2.1: Existing Parking in Section 3.2**

Section	Parking Type	Number of Spaces
Phibsborough Road South/Constitution Hill (between Monck Place and Western Way).	Loading	2
	Taxi	6
	Pay & Display	41
	Adjacent	104

### 6.2.2 Loading Bays

There are 2 loading bay space for a car or small van along this section. The loading bay is located on the east side of Phibsborough Road in front of The Hair Company with designated hours between 07:00 – 19:00 from Monday to Friday.

### 6.2.3 On Street Parking Bays and Regulation on Local Side Streets

There is several side street parking this section spaces which can be used by locals, visitors, and business. There is a total of 104 adjacent parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 40 designated paid parking spaces on Monck Place. Designated paid parking 07:00 – 19:00 Monday to Saturday;
- 4 designated paid parking on Western way. Designated paid parking 08:00 – 18:30 Monday to Friday;
- 17 designated paid parking on Coleraine Street. Designated paid parking 07:00 – 24:00 Monday to Sunday;
- 16 designated paid parking on Linenhall Street. Designated paid parking 07:00 – 24:00 Monday to Sunday;
- 9 designated paid parking on Lisburn Street. Designated paid parking 07:00 – 24:00 Monday to Saturday;
- 3 loading space on Temple Cottages
- 15 designated paid parking on Linenhall Terrace. Designated paid parking 07:00 – 19:00 Monday to Saturday.
- 

### 6.2.4 Land Use and Parking Demand

Section 3.2 along Phibsborough Road and Constitutional Hill is predominantly existing residential.



There are no significant trip attractors along this section.

An illustration of land use along Section 3.2 can be found in Appendix B.

### 6.2.5 Bus Corridor Parking Proposals in Section 3.2

#### ***Proposed On-Street Parking and Loading Bay Supply***

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking and loading changes along this section is illustrated in Figure 6.2.1 & 6.2.2.

The overall proposed design of BusConnects along Section 3.2 on Phibsborough Road and Constitutional Hill (between Monck Place junction and Western Way has resulted in the following changes:

In the outbound direction, the proposed dedicated bus lane along the full extent of this section would result in the removal of the following parking spaces to accommodate the proposed bus lane are as follows:

- Removal of 10 designated paid parking spaces, on the west side of Phibsborough Road in front of All Saints Parish Church;
- Removal of 3 designated paid parking spaces, on the west side of Phibsborough Road just south of the Phibsborough Fire Station;
- Removal of 2 taxi rank spaces, on the west side of Phibsborough Road in front of McGowan’s Pub;
- Removal of 4 taxi rank spaces, on the west side of Phibsborough Road across The Hair Company;
- Removal of 10 designated paid parking spaces, on the west side of Phibsborough Road across The Hair Company.

7 new formalised spaces are proposed on the east side of Phibsborough Road across McGowan’s Pub. There is no parking loss of the east side of Phibsborough Road along this section.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 6.2.2.

**Table 6.2.2: Existing and Proposed Parking Supply Summary (Section 3.2)**

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
Phibsborough Road South/Constitution Hill (between Monck Place and Kings Street North Junction).	Loading	2	2	0
	Taxi	6	0	-6
	Pay & Display	41	18	-23
	Adjacent	104	104	0
	New formalised	0	7	7

Along this section there is a total of 153 existing parking spaces, 131 proposed spaces, and a loss of 22 spaces (14%).

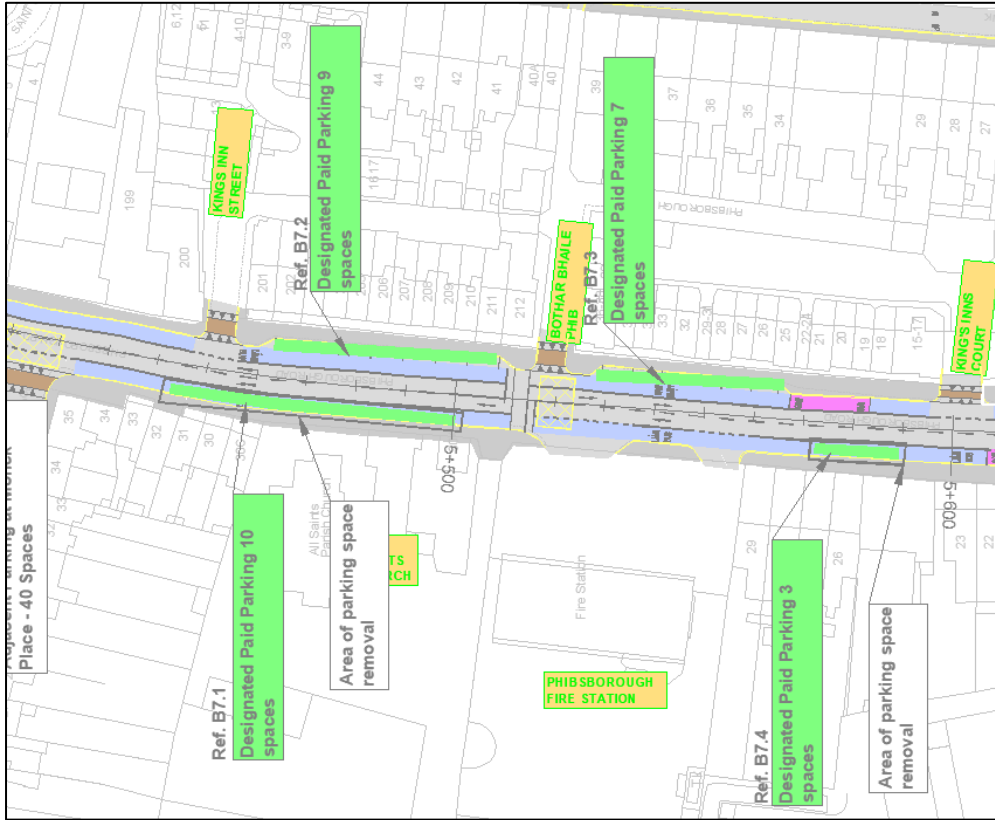


Figure 6.2.1: Proposed scheme design and parking changes along Phibsborough Road (Between Monck Place and King Street North)

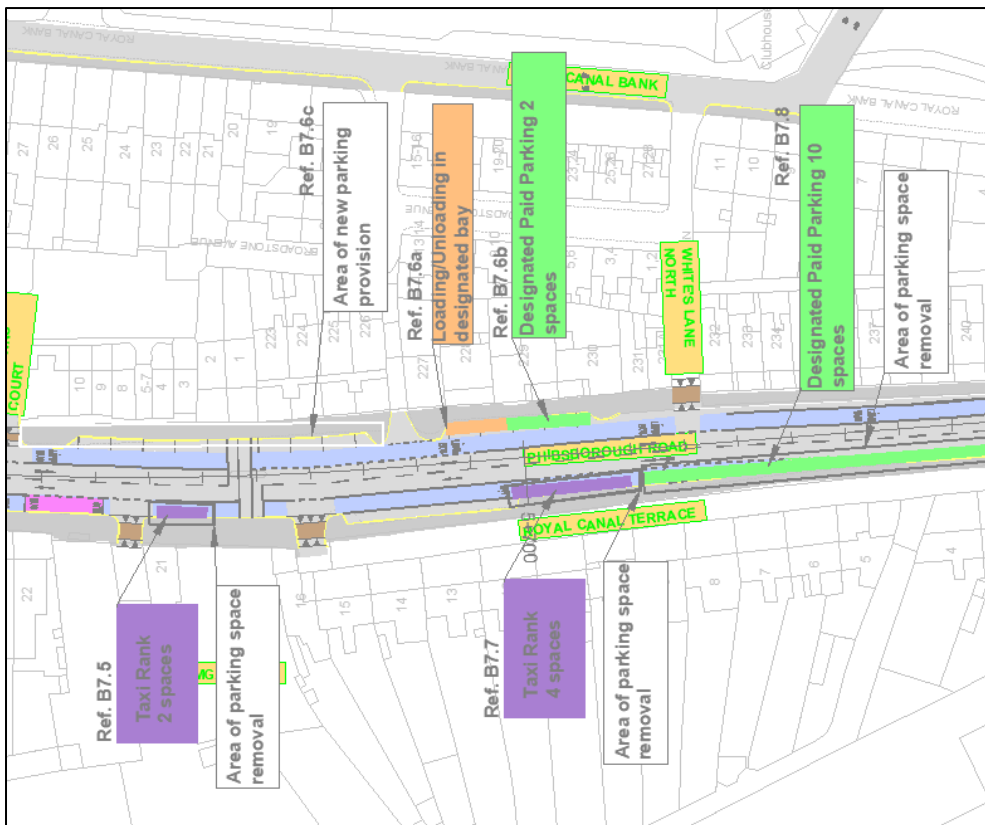


Figure 6.2.2: Proposed scheme design and parking changes along Phibsborough Road (Between Monck Place and King Street North)

### 6.2.6 Parking Impact Assessment in Section 3.2

The parking impact is assessed as described in section 2.4.

**Table 6.2.3 Parking Impact Assessment for Section 3.2**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Phibsborough Road, outside church, west side	10	Pay & Display	0	-10	-100%	1	3	1	1	Slight
Monck Place	40	Adjacent	40	0	0%	2	0	3	0	No Impact
Phibsborough Road, outside church, east side	9	Pay & Display	9	0	0%	1	0	1	0	No Impact
Phibsborough Road, opposite Phibsborough Fire Station, east side	7	Pay & Display	7	0	0%	1	0	1	0	No Impact
Phibsborough Road, south of Fire station, west side	3	Pay & Display	0	-3	-100%	1	3	1	1	Slight
Phibsborough Road, outside McGowans Pub	2	Taxi Rank	0	-2	-100%	1	3	1	1	Slight
Phibsborough Road, outside The Hair Company	2	Loading Bay/Pay & Display	2	0	0%	1	0	2	0	No Impact
Phibsborough Road, outside The Hair Company	2	Pay & Display	2	0	0%	1	0	2	0	No Impact
Phibsborough Road, outside The Hair Company	0	Pay & Display	7	7	-	2	0	1	0	Positive
Phibsborough Road, across The Hair Company	4	Taxi Rank	0	-4	-100%	1	3	1	1	Slight
Phibsborough Road, south of The Hair Company, western side	10	Pay & Display	0	-10	-100%	1	3	1	1	Slight
Western Way	4	Adjacent	4	0	0%	1	0	1	0	No Impact
Coleraine Street	17	Adjacent	17	0	0%	3	0	3	0	No Impact
Linenhall Street	16	Adjacent	16	0	0%	3	0	3	0	No Impact
Lisburn Street	9	Adjacent	9	0	0%	3	0	3	0	No Impact
Temple Cottages	3	Adjacent	3	0	0%	1	0	2	0	No Impact
Linenhall Terrace	15	Adjacent	15	0	0%	3	0	3	0	No Impact

The parking impact assessment indicates that there is no significant impact on parking along this section.

### 6.2.7 Mitigation Measures in Section 3.2

The following mitigation measures are proposed for the parking changes along Section 3.2. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;
- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;

Table 6.2.4 provides an update on parking considering the mitigation measures mentioned above.

**Table 6.2.4: Parking Impact Assessment Post Mitigation for Section 3.2**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Phibsborough Road, outside church, west side	10	Pay & Display	0	-10	-100%	1	3	1	1	Slight	Negligible
Monck Place	40	Adjacent	40	0	0%	2	0	3	0	No Impact	No Impact
Phibsborough Road, outside church, east side	9	Pay & Display	9	0	0%	1	0	1	0	No Impact	No Impact
Phibsborough Road, opposite Phibsborough Fire Station, east side	7	Pay & Display	7	0	0%	1	0	1	0	No Impact	No Impact
Phibsborough Road, south of Fire station, west side	3	Pay & Display	0	-3	-100%	1	3	1	1	Slight	Negligible
Phibsborough Road, outside McGowans Pub	2	Taxi Rank	0	-2	-100%	1	3	1	1	Slight	Negligible
Phibsborough Road, outside The Hair Company	2	Loading Bay/Pay & Display	2	0	0%	1	0	2	0	No Impact	No Impact
Phibsborough Road, outside The Hair Company	2	Pay & Display	2	0	0%	1	0	2	0	No Impact	No Impact
Phibsborough Road, outside The Hair Company	0	Pay & Display	7	7	-	2	0	1	0	Positive	Positive
Phibsborough Road, across The Hair Company	4	Taxi Rank	0	-4	-100%	1	3	1	1	Slight	Negligible
Phibsborough Road, south of The Hair Company, western side	10	Pay & Display	0	-10	-100%	1	3	1	1	Slight	Negligible
Western Way	4	Adjacent	4	0	0%	1	0	1	0	No Impact	No Impact
Coleraine Street	17	Adjacent	17	0	0%	3	0	3	0	No Impact	No Impact
Linenhall Street	16	Adjacent	16	0	0%	3	0	3	0	No Impact	No Impact
Lisburn Street	9	Adjacent	9	0	0%	3	0	3	0	No Impact	No Impact
Temple Cottages	3	Adjacent	3	0	0%	1	0	2	0	No Impact	No Impact
Linenhall Terrace	15	Adjacent	15	0	0%	3	0	3	0	No Impact	No Impact

## 7. SECTION 4 - CONSTITUTION HILL AND CHURCH STREET TO ARRAN QUAY

### 7.1 Baseline Parking and Loading Analysis

#### *Corridor On-Street Parking Bays and Regulation*

Section 4 is along Church Street (between King Street North junction and Chancery Street junction). There are existing on-street parking along this section of the route.

Along Section 4 there are 12 parking spaces and 1 loading bay spaces along Church Street. The classification and location of the parking spaces along this section are as follows:

- 12 permit parking spaces, east side of Church Street in front of Liv Student accommodation, for Garda vehicles only.

A summary of existing parking along Section 4 is shown in Table 7.1 below.

**Table 7.1: Existing Parking in Section 4**

Section	Parking Type	Number of Spaces
Church Street (between Kings Street North Junction and Chancery Street Junction)	Loading	1
	Permit	12
	Adjacent	106

## 7.2 Loading Bays

There is 1 loading bay space for a car or small van along this section. The loading bay is located on the west side of Church Street in front of The Kings Building with designated hours between 07:00 – 19:00 from Monday to Saturday.

## 7.3 On Street Parking Bays and Regulation on Local Side Streets

On several side streets there are 106 adjacent parking spaces. The location and classification of these parking spaces are as follows:

- 16 designated paid parking on St Mary's Lane from 17:00 – 19:00 Monday to Saturday;
- 11 designated paid parking on Anne Street North from 07:00 – 24:00 Monday to Sunday;
- 10 designated paid parking on Stirrup Lane from 07:00 – 24:00 Monday to Sunday;
- 16 informal spaces on New Street North;
- 18 informal spaces on Church Terrace;
- 20 designated paid parking on Father Matthew Square from 07:00 – 19:00 Monday to Saturday;
- 25 designated paid parking on Church Avenue from 07:00 – 19:00 Monday to Saturday.

## 7.4 Land Use and Parking Demand

Section 4 along Church Street is predominantly office buildings on the west side and existing residential on the east side.

Generally, the main trip attractors along this section are office building on the west side. These buildings do not have parking within their premises. This section is located within the city centre and is highly accessible by public transport.

An illustration of land use along Section 4 can be found in Appendix B.

## 7.5 Bus Corridor Parking Proposals In Section 4

### ***Proposed On-Street Parking and Loading Bay Supply***

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking and loading changes along this section is illustrated in Figure 4.1 below.

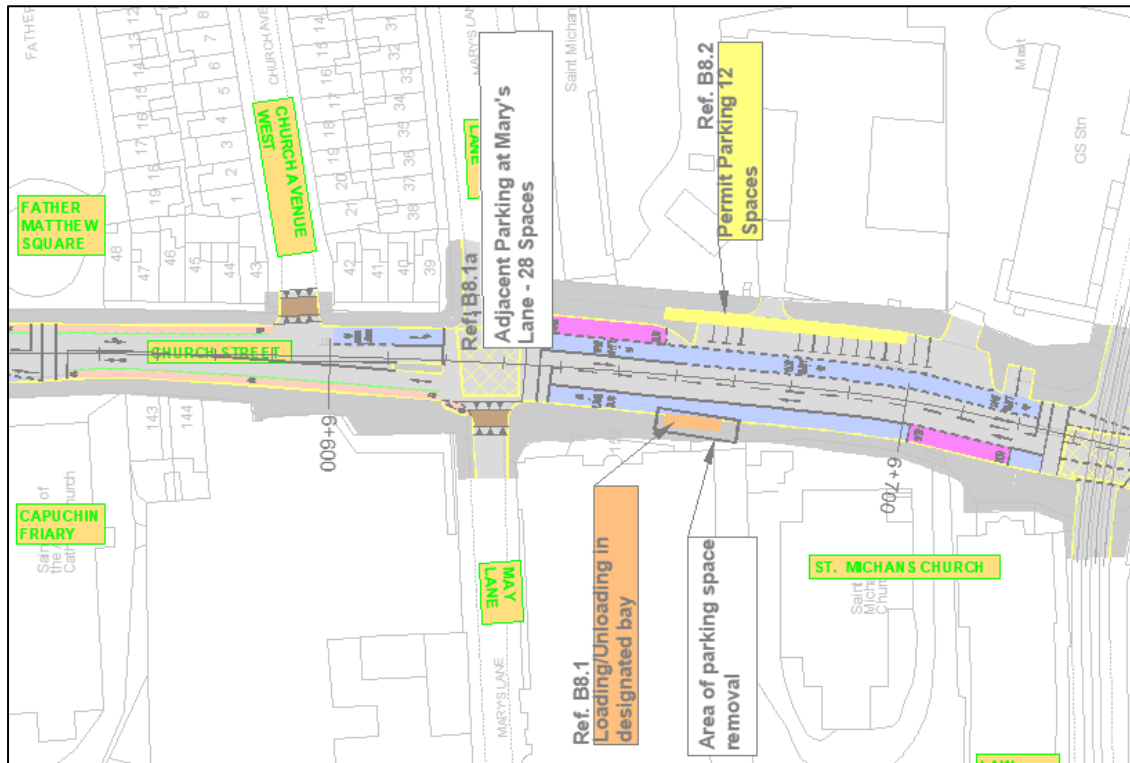
The overall proposed design of BusConnects along Section 4 on Church Street (between Kings Street North junction and Chancery Street junction) has resulted in the removal of 1 loading bay on the west side of Church Street in front of The Kings Building.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 4.2.

**Table 4.2: Existing and Proposed Parking Supply Summary (Section 4)**

Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
Church Street (between Kings Street North Junction and Chancery Street Junction)	Loading	1	0	-1
	Permit	12	12	0
	Adjacent	106	106	0

Along this section there is a total of 119 existing parking spaces, 118 proposed spaces, and a loss of 1 space (1%).



**Figure 4.1: Proposed scheme design and parking changes along Church Street (Between King Street North and Chancery Street)**

## 7.6 Parking Impact Assessment in Section 4

The parking impact is assessed as described in section 2.4.

**Table 4.3 Parking Impact Assessment for Section 4**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Church Street (N1), outside The Kings Building	1	Loading Bay	0	-1	-100%	1	3	2	2	Slight
Mary's Lane	16	Adjacent	16	0	0%	3	0	1	0	No Impact
Church Street (N1), outside LIV student accommodation	12	Permit - Garda for the Courts	12	0	0%	3	0	2	0	No Impact
Anne Street North	11	Adjacent	11	0	0%	3	0	1	0	No Impact
Stirrup Lane	10	Adjacent	10	0	0%	3	0	3	0	No Impact
New Street North	16	Adjacent	16	0	0%	3	0	3	0	No Impact
Church Terrace	18	Adjacent	18	0	0%	3	0	3	0	No Impact
Father Matthew Sqaure	20	Adjacent	20	0	0%	3	0	3	0	No Impact
Church Avenue	15	Adjacent	15	0	0%	3	0	3	0	No Impact

The parking impact assessment indicates that there is no significant impact on parking along this section.

### 7.6.1 Mitigation Measures in Section 4

The following mitigation measures are proposed for the parking changes along Section 4. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;
- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;

Table 4.4 below provides an update on parking considering the mitigation measures mentioned above.

**Table 4.4: Parking Impact Assessment Post Mitigation for Section 4**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Church Street (N1), outside The Kings Building	1	Loading Bay	0	-1	-100%	1	3	2	2	Slight	Negligible
Mary's Lane	16	Adjacent	16	0	0%	3	0	1	0	No Impact	No Impact
Church Street (N1), outside LIV student accommodation	12	Permit - Garda for the Courts	12	0	0%	3	0	2	0	No Impact	No Impact
Anne Street North	11	Adjacent	11	0	0%	3	0	1	0	No Impact	No Impact
Stirrup Lane	10	Adjacent	10	0	0%	3	0	3	0	No Impact	No Impact
New Street North	16	Adjacent	16	0	0%	3	0	3	0	No Impact	No Impact
Church Terrace	18	Adjacent	18	0	0%	3	0	3	0	No Impact	No Impact
Father Matthew Sqaure	20	Adjacent	20	0	0%	3	0	3	0	No Impact	No Impact
Church Avenue	15	Adjacent	15	0	0%	3	0	3	0	No Impact	No Impact

## 8. SECTIONS 5 / 6 / 7 - FINGLAS ROAD

The Finglas Corridor is described the following sections in the Preliminary Design Report:

- Section 5: R105 Finglas Road from St. Margaret’s Road to Wellmount Road,
- Section 6: Finglas Road from Wellmount Road to Ballyboggan Road,
- Section 7: Finglas Road from Ballyboggan Road to Hart’s Corner at Prospect Road.

For the purpose of this report the three sections are combined as there is very little parking along the route and the majority of parking is concentrated within Section 7 at the southern end.

### 8.1 Baseline Parking and Loading Analysis for Section 7

#### *Corridor On-Street Parking Bays and Regulation*

Along Finglas Road there are 35 parking spaces and 2 loading bay spaces as follows:

- 30 designated paid parking on Finglas Road across Glasnevin Cemetery;
- 1 disabled parking on Finglas Road across Glasnevin Cemetery;
- 4 informal parking spaces Finglas Road (Hart’s Corner).

There is no outbound bus lane along Finglas Road between Hart’s Corner and Glasnevin Cemetery and the parking spaces mentioned above are located on the inside of the of the traffic lane.

A summary of existing parking along the Finglas route is shown in Table 8.1.

**Table 8.1: Existing Parking along Finglas Route**

Section	Parking Type	Number of Spaces
Finglas Roads (between Prospect Road junction and St Margaret's roundabout)	Loading	2
	Pay & Display	30
	Informal	4
	Disabled	1
	Adjacent	120

### 8.2 Loading Bays

There is 1 loading bay space for a car or small van along this section. The loading bay used as coach stop only is located on the west side of Finglas Road across Glasnevin Cemetery with designated hours between 08:00 – 18:00 from Monday to Sunday.

### 8.3 On Street Parking Bays and Regulation on Local Side Streets

There is a total of 120 adjacent parking spaces along the side roads. The location and classification of these parking spaces are as follows:

- 10 informal spaces on Delcassian Downs;



- 16 designated paid parking on St. Philomena’s Road from 07:00 – 24:00 Monday to Saturday;
- 13 informal spaces on Towerview Cottages;
- 30 designated paid parking on Prospect Avenue from 07:00 – 24:00 Monday to Sunday;
- 12 informal spaces on Claremont Lawns;
- 12 informal spaces on Claremont Crescent;
- 7 informal spaces on The Willows;
- 20 informal spaces on Tolka Valley Road.

#### 8.4 Land Use and Parking Demand

The Finglas Route along Finglas Road is predominantly existing residential, Industrial, Enterprise, Employment, and Community and Institutional along Finglas Road (between Hart’s Corner and Glasnevin Cemetery).

Generally, the main trip attractors along this section is Glasnevin Cemetery. There are 30 designated paid parking spaces in front Glasnevin Cemetery.

An illustration of land use along Finglas Road can be found in Appendix B.

#### 8.5 Bus Corridor Parking Proposals for Section 7

##### *Proposed On-Street Parking and Loading Bay Supply*

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking and loading changes along this section is illustrated in Figure 8.1 below.

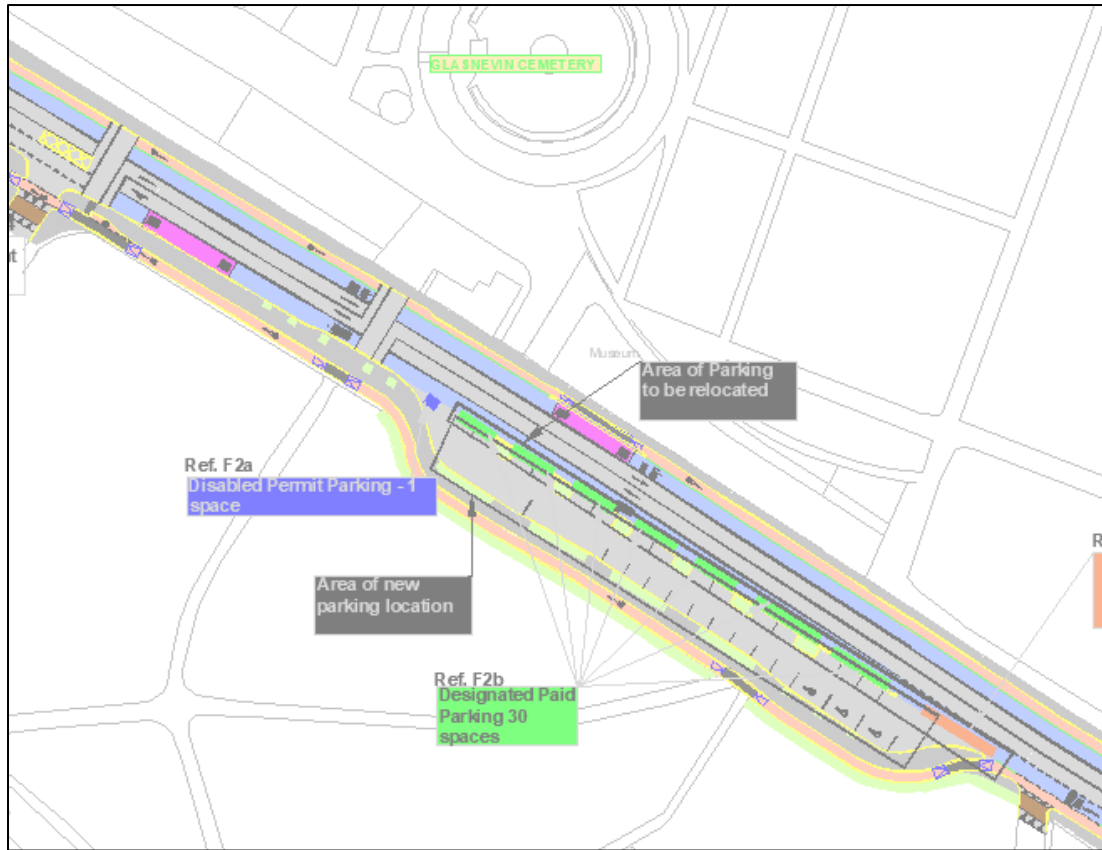
The overall proposed design of BusConnects along the Finglas Route has resulted in the reduction of 1 designated paid parking in front of Glasnevin Cemetery to accommodate the proposed road layout.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 8.2.

**Table 8.2: Existing and Proposed Parking Supply Summary - Section 7**

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
Finglas Roads (between Prospect Road junction and St Margaret’s roundabout)	Loading	2	2	0
	Pay & Display	30	27	-3
	Informal	4	4	0
	Disabled	1	3	+2
	Adjacent	120	120	0

Along this section there is a total of 157 existing parking spaces, 156 proposed spaces, and a loss of 1 space (1%).



**Figure 8.1: Proposed scheme design and parking changes along Church Finglas Road (across Glasnevin Cemetery)**

### 8.6 Parking Impact Assessment for Section 7

The parking impact is assessed as described in section 2.4.

**Table 8.3 Parking Impact Assessment for Section 7**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Finglas Road at Hart's Corner	4	Informal	4	0	0%	3	0	2	0	No Impact
Delcassian Downs	10	Adjacent	10	0	0%	2	0	3	0	No Impact
St Philomena's Road	16	Adjacent	16	0	0%	3	0	3	0	No Impact
Towerview Cottages	13	Adjacent	13	0	0%	3	0	3	0	No Impact
Prospect Avenue	30	Adjacent	30	0	0%	3	0	1	0	No Impact
Finglas Road at Glasnevin Cemetery	1	Disabled	3	2	-	1	0	1	0	Positive
Finglas Road at Glasnevin Cemetery	30	Pay & Display	27	-3	-10%	1	2	1	1	Slight
Finglas Road at Glasnevin Cemetery	2	Loading Bay	2	0	0%	1	0	2	0	No Impact
Claremont Lawns	12	Adjacent	12	0	0%	3	0	3	0	No Impact
Claremont Cresecent	12	Adjacent	12	0	0%	3	0	3	0	No Impact
The Willows	7	Adjacent	7	0	0%	3	0	3	0	No Impact
Tolka Valley Road	20	Adjacent	20	0	0%	3	0	1	0	No Impact

The parking impact assessment indicates that there is no significant impact on parking along this section.

### 8.7 Mitigation Measures for Section 7

The following mitigation measures are proposed for the parking changes along Section 7. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;
- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;

Table 8.4 below provides an update on parking considering the mitigation measures mentioned above.

**Table 8.4: Parking Impact Assessment Post Mitigation for Section 7**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Finglas Road at Hart's Corner	4	Informal	4	0	0%	3	0	2	0	No Impact	No Impact
Delcassian Downs	10	Adjacent	10	0	0%	2	0	3	0	No Impact	No Impact
St Philomena's Road	16	Adjacent	16	0	0%	3	0	3	0	No Impact	No Impact
Towerview Cottages	13	Adjacent	13	0	0%	3	0	3	0	No Impact	No Impact
Prospect Avenue	30	Adjacent	30	0	0%	3	0	1	0	No Impact	No Impact
Finglas Road at Glasnevin Cemetery	1	Disabled	3	2	-	1	0	1	0	Positive	Positive
Finglas Road at Glasnevin Cemetery	30	Pay & Display	27	-3	-10%	1	2	1	1	Slight	Negligible
Finglas Road at Glasnevin Cemetery	2	Loading Bay	2	0	0%	1	0	2	0	No Impact	No Impact
Claremont Lawns	12	Adjacent	12	0	0%	3	0	3	0	No Impact	No Impact
Claremont Crescent	12	Adjacent	12	0	0%	3	0	3	0	No Impact	No Impact
The Willows	7	Adjacent	7	0	0%	3	0	3	0	No Impact	No Impact
Tolka Valley Road	20	Adjacent	20	0	0%	3	0	1	0	No Impact	No Impact

## 9. SUMMARY AND CONCLUSIONS

### 9.1 Summary of Parking Changes

The proposed BusConnects infrastructure will require removal of some parking spaces in order to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking changes in parking provision along the Ballymun and Finglas to City Centre Core Bus Corridor Scheme is summarised in Table 9.1.

**Table 9.1: Ballymun and Finglas to City Centre CBC Scheme – On-Street Parking Change Summary**

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
<b>Ballymun Section 1.1</b>				
Ballymun Road (Between Santry Cross junction and Shangan Road junction)	Loading	3	0	-3
	Informal	8	0	-8
	Adjacent	17	17	0
Section Total		28	17	-11
<b>Ballymun Section 1.2</b>				
Ballymun Road (Between Shangan Road junction and Collins Ave.)	Disabled	3	3	0
	Pay & Display (Designated)	14	25	11
	Adjacent	132	132	0
	New Formalised	0	25	25
Section Total		149	185	36
<b>Ballymun Section 1.3</b>				
Ballymun Road (Between Collins Ave. and Griffith Ave.)	Permit	15	11	-4
	Informal	10	0	-10
	Adjacent	102	102	0
	New formalised	0	11	11
Section Total		127	124	-3
<b>Ballymun Section 2.1</b>				
Ballymun Road/Glasnevin Hill	Loading	1	1	0
	Disabled	1	1	0
	Pay & Display (Designated)	14	14	0
	Informal	59	59	0
	New Formalised	0	7	7
Section Total		75	82	7
<b>Ballymun Section 2.2</b>				
St Mobhi Road/Botanic Road (between Griffith Avenue junction and Hart's Corner)	Informal	25	25	0
	Adjacent	462	462	0
Section Total		487	487	0

Section	Parking Type	Existing	Proposed	Change of Parking/Loading
<b>Ballymun Section 3.1</b>				
Phibsborough Village (between Hart's Corner and Monck Place junction)	Loading	9	4	-5
	Pay & Display	62	25	-37
	Night Parking	29	0	-29
	Adjacent	2	2	0
Section Total		102	31	-71
<b>Ballymun Section 3.2</b>				
Phibsborough Road South/Constitution Hill (between Monck Place and Western Way).		2	2	0
		6	0	-6
	Pay & Display	41	18	-23
	Adjacent	104	104	0
	Loading	0	7	7
Section Total		Taxi	131	-22
<b>Ballymun Section 4</b>				
Church Street (between Kings Street North Junction and Chancery Street Junction)	Loading	1	0	-1
	Permit	12	12	0
	Adjacent	106	106	0
Section Total		119	118	-1
<b>Finglas Sections 5 &amp; 6</b>	No Parking			
<b>Finglas Section 7</b>				
Finglas Roads (between Prospect Road junction and St Margaret's roundabout)	Loading	2	2	0
	Pay & Display	30	27	-3
	Informal	4	4	0
	Disabled	1	3	2
	Adjacent	120	120	0
Section Total		157	156	-1
<b>Overall Totals</b>		<b>Existing</b>	<b>Proposed</b>	<b>Loss</b>
		<b>1397</b>	<b>1331</b>	<b>-66</b>
<b>Percentage Change</b>		<b>-5%</b>		

## 9.2 Summary of Parking Impact and Mitigation

With BusConnects infrastructure in place, the impacts of the change in on-street parking have been considered and are itemised below. The associated mitigation effects of the BusConnects plan and other measures are also summarised:

- The Ballymun and Finglas to City Centre CBC Scheme will have limited impact to parking on the road network along and within the vicinity of the scheme. The impact of this scheme on parking will be a reduction of 5% of the total parking spaces.

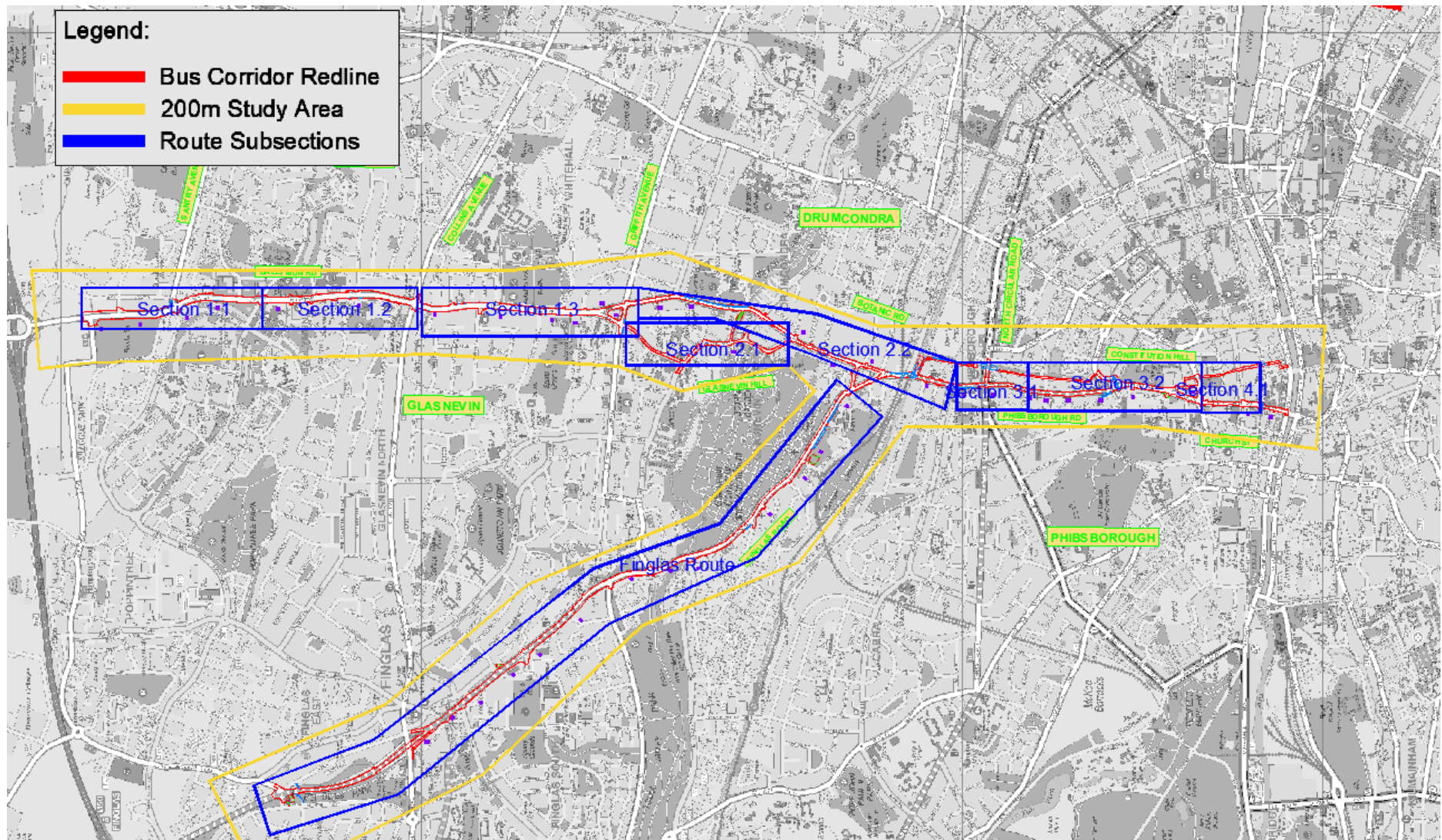
- The proposed BusConnects scheme and network proposals are expected to mitigate the reduction in parking by reducing reliance on private cars due to availability of an improved bus network with journey reliability and by availability of improved cycling infrastructure.
- Most of the parking reduction on this scheme will occur along Section 3.1 Phibsborough Village and Section 3.2 along Phibsborough Road and are designated Pay and Display spaces. The overall parking impacts on loss of parking spaces along this scheme will be largely offset by the cumulative effect of mitigations in addition to parking activities supported by ample parking spaces on side streets.

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

- Commercial premises should consider adapting their loading arrangement to early morning or late night and consider using smaller vans on designated paid or permit parking spaces.
- The BusConnects Scheme will incorporate cycle parking facilities along with improved cycle infrastructure to enhance the ability of employees and visitors in the area to cycle instead of driving and parking a car to work or to use local services.
- Applying 14-hour or time-limited regulations to bus lanes is under consideration in ongoing planning for BusConnects – which will affect the availability of overnight on-street parking on the bus corridor (although parking on side streets will continue to support parking activities near the bus corridor).

## **Appendix A – Scheme Section Maps**







## **Appendix B – Existing Land Use**

