

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

# **Appendix G**

## Parking Survey Report

National Transport Authority  
**Templeogue/Rathfarnham to City  
Centre Scheme**  
Parking Survey Report

Issue | 06 January 2023

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

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

Job number 268401-00

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### Appendix B

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# 1 Introduction

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## 1.1 Background

The BusConnects programme 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. In some cases, reallocation of road space involves removal of on-street parking bays. This report investigates the impact on local parking activity and supply associated with the proposed scheme. The impact on loading / unloading activities is also assessed.

This Parking Survey Report is a high-level study to understand the impacts of BusConnects in terms of parking along the Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme (hereafter referred to as 'the proposed scheme'). Parking duration surveys were originally planned to assist in parking investigations, however, the COVID-19 outbreak and associated restrictions on movement meant that any surveys carried out during this period would not reflect typical parking patterns. A desktop study was therefore carried out to assess the impact of the BusConnects infrastructure proposals on parking. The study is based on inspection of current parking supply and compares the existing parking supply to the parking supply with the proposed scheme in place.

The purpose of this Parking Survey Report is hence to:

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

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

- Grange Road / Rathfarnham Road (between Grange Road and Dodder Park Road);
- Rathfarnham Road / Terenure Road East (between Dodder Park Road and Rathgar Avenue);
- Rathgar Road (between Rathgar Avenue and Rathmines Road Upper);
- Rathmines Road Lower (between Rathmines Road Upper and Grove Road);

- Richmond Street South / Camden Street Lower Wexford Street (between Grove Road and Cuffe Street);
- Redmond's Hill / Aungier Street / South Great George's Street (between Cuffe Street and Dame Street); and
- Terenure Road North / Harold's Cross Road (between Templeogue Road and Parkview Avenue).

It is noted that the section of the Templeogue/Rathfarnham to City Centre scheme that runs along Templeogue Road (between Spawell and Terenure Road West) was also considered but no parking is present on this section within the scheme extents. Parking is present within Templeogue Village but this section of the route is not included in the proposed scheme and has therefore not been included in this report.

## 1.2 Assumptions and Approach

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

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

Key assumptions in the assessment are:

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

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

## 2 Methodology

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### 2.1 Introduction

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

### 2.2 Baseline Parking and Loading

In order to understand the baseline parking situation along the proposed corridor, the following information was collated via desktop analysis (making use of local authority data on parking regulations, using 'street view' images from online resources and site visits):

- 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 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 (and 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).

Land uses on and surrounding the proposed scheme 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 scheme in place has been identified from the final scheme drawings. For the purposes of this report, it has been assumed that the existing parking regulations at each group of parking spaces will continue to apply to parking spaces provided at or close to the same location in the proposed scheme.

# 3 Parking Impact on Grange Road / Rathfarnham Road (between Grange Road and Dodder Park Road)

## 3.1 Baseline Parking and Loading Analysis

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

Grange Road between Rathfarnham Wood and Willbrook Road is a single carriageway with a bus lane in the northbound direction that operates from 07:00 to 19:00 (Monday to Saturday). It has one general traffic lane in each direction with a segregated cycle lane in the southbound direction only.

Rathfarnham Road between Willbrook Road and Dodder Park Road is a single carriageway with one lane in each direction for general traffic. The majority of Rathfarnham Road to Dodder Park Road has bus lanes in the northbound direction, with the exception of the section between Castleview Drive and Brookvale Road. Only a small section in the southbound direction has bus lanes between Castleview Road and Butterfield Avenue. Both bus lanes are in operation from 07:00 to 19:00 (Monday to Saturday).

It should be noted that there are cycle lanes in both directions between Castleview Road and Dodder Park Road.

There is a Pay & Display parking area on Rathfarnham Road immediately north of St Mary's Avenue for up to 7 cars from 08:00 to 18:00 (Monday to Saturday). This is itemised in Table 1 and is shown in Appendix A. It is within South Dublin County Council Parking's 'SR' zone, which has no maximum restrictions and has a parking tariff of €1.50 per hour.

Table 1: Existing On-Street Parking Spaces at Grange Road / Rathfarnham Road

Sub-section	Existing Parking Facilities	Number of Spaces
Grange Road / Rathfarnham Road (between Grange Road and Dodder Park Road)	Designated Parking	7 spaces

### 3.1.2 Loading Bays

There are no on-street loading bays between Grange Road and Dodder Park Road. With the exception of the Yellow House Pub, there would appear to be little demand for loading on this section of the route. It is assumed that any loading activity for the Yellow House Pub occur within the premises, on Willbrook Road or St. Marys Avenue. Any other loading activity is assumed to occur in the bus lane outside hours of operation and Clearway hours

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

There are no designated on-street parking bays on relevant local side streets between Grange Road and Dodder Park Road. However, it can be assumed informal/free parking activities occur on the local side streets throughout the day.

### 3.1.4 Land Use

This section between Grange Road and Dodder Park Road is predominantly residential, with some commercial/retail surrounding the junctions at Willbrook Road, St Mary's Avenue, Butterfield Avenue, Main Street and Castleview. A map of the existing land use on Grange Road and Rathfarnham Road are in Appendix B.

Rathfarnham Castle is located on the southeast quadrant of this section of the Proposed Scheme, which has a private Pay & Display parking that is accessible via Rathfarnham Road for approximately 40 spaces. The northeast quadrant are predominantly residential properties with parking within their premises.

The western side of this section is predominantly residential on the northern and southern end of Rathfarnham Road and Grange Road, respectively. However, there are non-residential uses between Willbrook Road and Village Green, such as:

- Rathfarnham Church of the Annunciation;
- The Yellow House (pub);
- Village Court;
- Rathfarnham Gate (residential with commercial);
- Rathfarnham Office Heritage Credit Union; and
- Texaco.

Some of the properties listed above have private parking within their premises, particularly Rathfarnham Church of the Annunciation, Texaco and Village Court.

## 3.2 Proposed Scheme Parking Proposals

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

As part of the proposed scheme, it is proposed to retain all existing car parking and as such, there is no impact on parking and loading supply in this section. These are illustrated in Figure 1 to show the proposed future on-street parking provision on the bus corridor and summarised in Table 2.

Table 2: Existing and Proposed Parking Supply Summary (Grange Road / Rathfarnham Road)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Grange Road / Rathfarnham Road (between Grange Road and Dodder Park Road)	Designated Paid Parking and Permit Parking	7 spaces	7 spaces	0 space

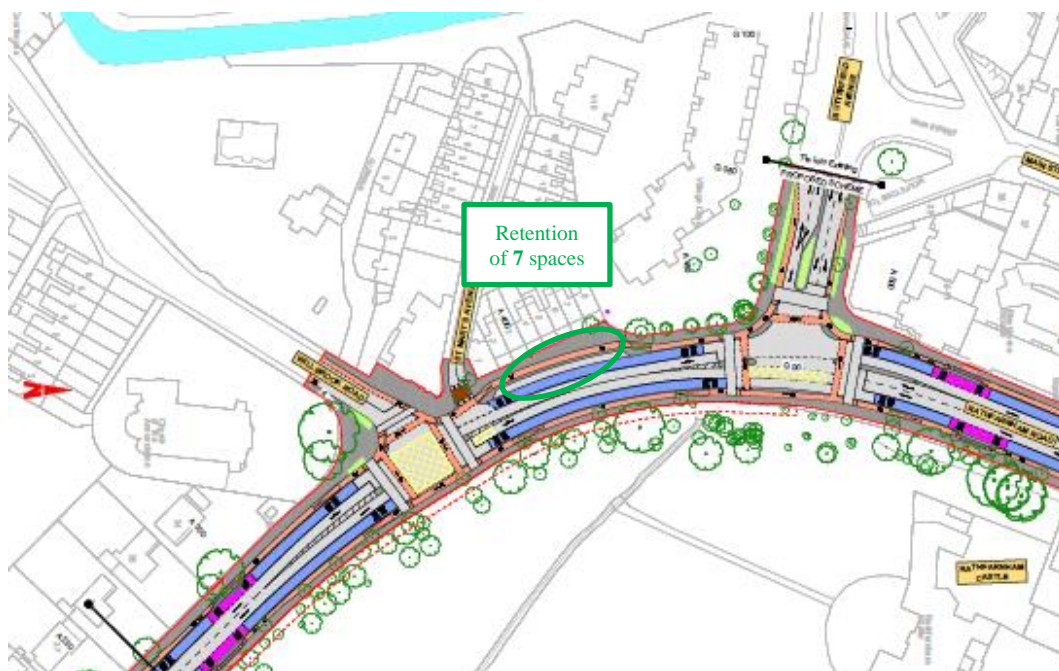


Figure 1: Proposed scheme design on Rathfarnham Road (between St Mary's Avenue and Butterfield Avenue)

### 3.2.2 Loading Bays

There are no on-street loading bays between Grange Road and Dodder Park Road. Therefore, the proposed scheme has no impact on loading activities.

### 3.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor at (Grange Road / Rathfarnham Road) is shown in Table 3, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

Table 3: Impact of Parking Changes for Grange Road / Rathfarnham Road

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Next to St. Mary's Ave	Designated Paid	Residential	7	7	0
Approx. adjacent on-street parking within 200m			0	0	0
Total			7	7	0

## 4 Parking Impact on Rathfarnham Road / Terenure Road East (between Dodder Park Road and Rathgar Avenue)

### 4.1 Baseline Parking and Loading Analysis

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

Rathfarnham Road between Dodder Park Road and Terenure Road East is a single carriageway with bus lanes in the northbound direction that operate from 07:00 to 10:00 and 12:30 to 19:00 (Monday to Saturday). The southbound direction has a Clearway that is in operation from 07:00 to 10:00 and 12:00 to 19:00 (Monday to Saturday) due to the cycle lane. Therefore, on-street parking cannot occur during these time periods, with the exception of the designated Pay & Display and Permit Parking spaces south of Terenure Road East. These are in operation from 07:00 to 19:00 (Monday to Saturday) for up to 15 spaces (including 1 disabled bay).

Terenure Road East between Rathfarnham Road and Rathgar Avenue is also a single carriageway with Clearway in operation from 07:00 to 10:00 and 12:00 to 19:00 (Monday to Saturday) due to the cycle lane in the eastbound direction and a bus lane that turns into a cycle lane in the westbound direction. This section of Terenure Road East towards Rathgar Avenue has designated Pay & Display parking in both directions with up to 7 spaces (including 1 disabled bay) to serve facilities such as shops, banks and restaurants in Rathgar Village. These Pay & Display parking spaces are operational from 07:00 to 19:00 (Monday to Saturday).



All Pay & Display parking spaces in this section are within Dublin City Council's Parking Tariff Low Demand Zone, with an hourly rate of €1.00 per hour. The maximum allowable parking time at Pay & Display areas is three hours and vehicles are not permitted to return to the same street until one hour has elapsed.

A summary of the existing parking supply on Rathfarnham Road and Terenure Road East is shown on Table 4 and illustrated in Appendix A.

Table 4: Existing On-Street Parking Spaces on Rathfarnham Road / Terenure Road East

Sub-section	Existing Parking Facilities	Number of Spaces
Rathfarnham Road (between Dodder Park Road and Terenure Road East)	Designated Parking	14 spaces
	Disabled Parking	1 space
Terenure Road East (between Rathfarnham Road and Rathgar Avenue)	Designated Parking	6 spaces
	Disabled Parking	1 space

#### 4.1.2 Loading Bays

There are no on-street loading bays on Rathfarnham Road and Terenure Road East between Dodder Park Road and Rathgar Avenue. It can be assumed that majority of the loading activities occur within the premises or outside bus lane regulation and/or Clearway hours.

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

There are a number of side streets which may be used by local residents and visitors / businesses for parking. These spaces are likely to be utilised by some residents and visitors to premises on Rathfarnham Road and Terenure Road East as an alternative to parking along the corridor. Most of the on-street parking available on the local side streets that have access to the Templeogue/Rathfarnham to City Centre Scheme are informal.

There are designated Pay & Display and Permit Parking with up to 14 spaces available on Fergus Road to the west of Rathfarnham Road. These are in operation from 07:00 to 24:00 (Monday to Saturday) and is within the Parking Tariff Low Demand Zone. Additionally, there are informal parking spaces available on Cormac Terrace to the west of Rathfarnham Road. There is a car park on the corner of Rathgar Avenue and Harrison Row with approximately 34 spaces.

#### 4.1.4 Land Use

The Templeogue/Rathfarnham to City Centre Scheme consists of different land uses throughout the corridor, as shown in Appendix B.



The majority of this section is residential, with private parking within their premises. There are non-residential properties with on-site parking provided, such as:

- Rathfarnham Parish War Memorial Hall;
- Little Smarties Montessori and After School;
- St Joseph’s Church;
- Terenure Enterprise Centre;
- Lidl; and
- ALDI.

Additionally, there are commercial properties with no on-street parking, which would use either the Pay & Display parking discussed in **Section 4.1.1** and surrounding side streets. As some of these commercial properties are primarily small shops, it can be assumed that parking may have quick turnover throughout the day.

## 4.2 Proposed Scheme Parking Proposals

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

With the proposed scheme in place, there is an associated need to remove some parking space to provide improved facilities for pedestrians, cyclists, and buses. The planned change in on-street parking on Rathfarnham Road and Terenure Road East is illustrated in Figure 2 and Figure 3 and summarised in Table 5.

Table 5: Existing and Proposed Parking Supply Summary (Rathfarnham Road / Terenure Road East)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Rathfarnham Road (between Dodder Park Road and Terenure Road East)	Designated Parking	14 spaces	7 spaces	7 spaces
	Disabled Parking	1 space	1 space	0 space
Terenure Road East (between Rathfarnham Road and Rathgar Avenue)	Designated Parking	6 spaces	6 spaces	0 space
	Disabled Parking	1 space	1 space	0 space

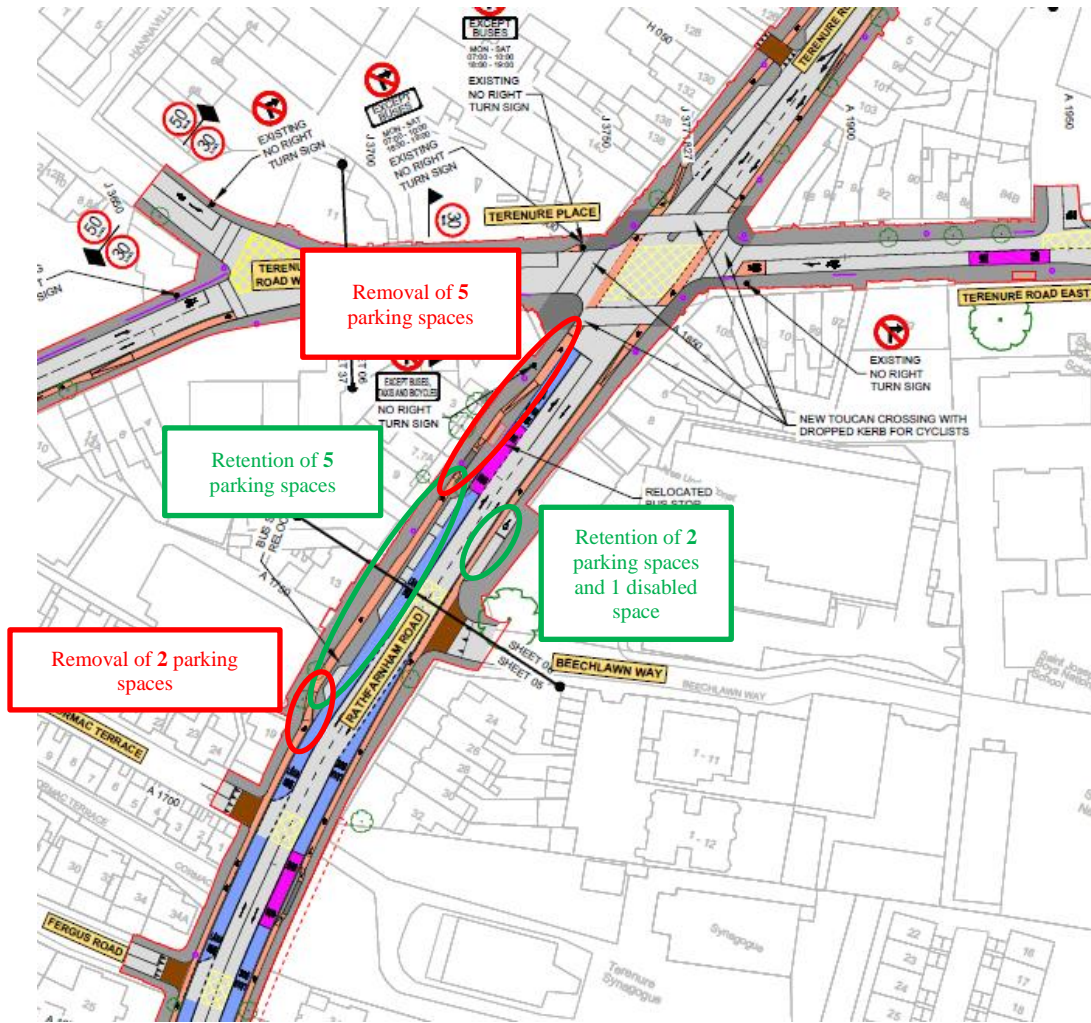


Figure 2: Proposed scheme design on Rathfarnham Road (south of Terenure Road East)

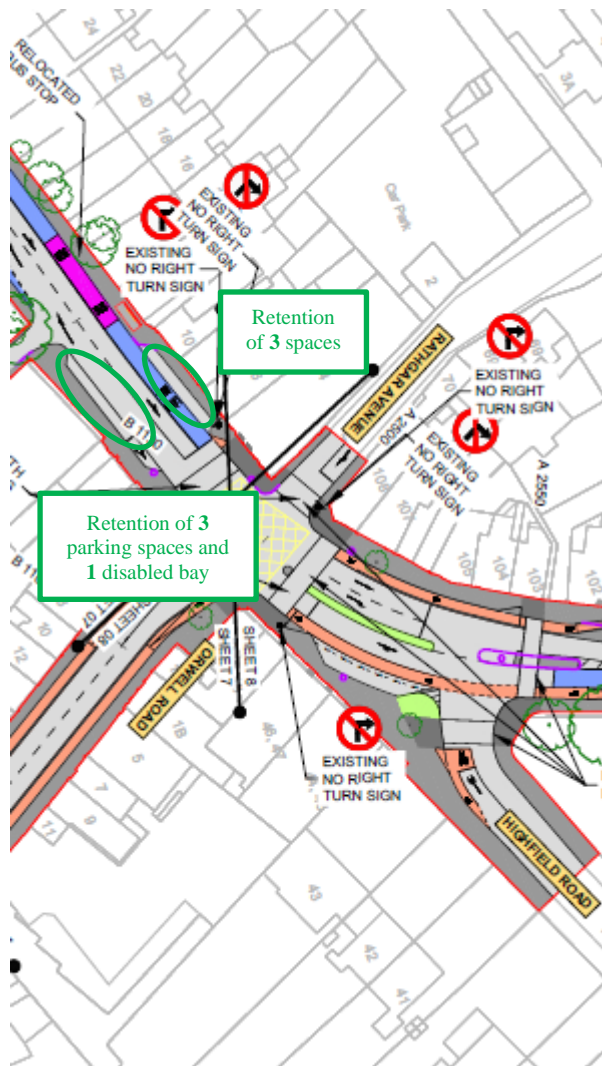


Figure 3: Proposed scheme design on Terenure Road East (west of Rathgar Avenue)

## 4.2.2 Loading Bays

There are no on-street loading bays on Rathfarnham Road and Terenure Road East, and no change is proposed in the proposed scheme. The current bus lanes (where present) operate from 07.00 to 19.00 (Monday to Saturday) – which allows some overnight parking and / or loading – which could be provided in the future bus lane scheme (depending on adoption of time-limited or 24-hour bus lane regulation).

## 4.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor at (Rathfarnham Road / Terenure Road East) is shown in Table 6, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

Table 6: Impact of Parking Changes for Rathfarnham Road / Terenure Road East

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Rathfarnham Road between Cormac Terrace and Terenure Road East	Designated Paid and Permit	Commercial	14	7	-7
Rathfarnham Road between Cormac Terrace and Terenure Road East	Disabled Designated Paid and Permit	Commercial	1	1	0
Terenure Road East, west of Rathgar Village Junction	Designated Paid	Commercial	6	6	0
Terenure Road East, west of Rathgar Village Junction	Disabled Designated Paid	Commercial	1	1	0
Approx. adjacent on-street parking within 200m			83	83	0
Total			105	98	-7

## 5 Parking Impact on Rathgar Road (between Rathgar Avenue and Rathmines Road Upper)

### 5.1 Baseline Parking and Loading Analysis

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

Rathgar Road between Terenure Road East and Rathmines Road Upper is a single carriageway corridor with a bus lane and traffic lane in the northbound direction, and traffic lane and cycle lane in the southbound direction. The bus lane is in operation from 07:00 to 10:00 and 16:00 to 19:00 on Monday to Friday, while the southbound cycle lane is from 07:00 to 10:00 and 12:00 to 19:00 on Monday to Saturday.

Therefore, any on-street parking activities within these time periods would be non-existent or minimal, with the exception of Pay & Display parking for up to 6 cars at the southern end of Rathgar Road. These parking spaces primarily serve the businesses along Rathgar Road and are in operation from 07:00 to 19:00 on Monday to Saturday and are within Dublin City Council's Parking Tariff Low Demand Zone, with an hourly rate of €1.00 per hour. The maximum allowable parking time at Pay & Display areas is generally three hours; however, there are signs in this section of Rathgar Road where the maximum limit is one hour. It is noted that the bus lane at the southern end of Rathgar Road is used out of hours as parking for visitors to businesses in Rathgar Village.

A summary of the existing on-street parking supply on Rathgar Road is shown on Table 7 and illustrated in Appendix A.

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

Sub-section	Existing Parking/Loading Facilities	Number of Spaces
Rathgar Road (between Rathgar Avenue and Rathmines Road Upper)	Designated Parking	6 spaces
	Loading Bays	2 bays (including at the junction on Highfield Road) for up to 3 spaces each

### 5.1.2 On-Street Parking Bays and Regulation on Local Side Streets

There are several side streets which may be used by local residents and visitors / businesses for parking. These spaces are likely to be utilised by some residents and visitors to premises on Rathgar Road as an alternative to parking along the corridor. In this section, there are designated Pay & Display and Permit Parking with up to 236 spaces on local side streets, which are as follows:

- Wesley Road;
- Winton Avenue;
- Garville Mews;
- Garville Avenue;
- Garville Road;
- Leicester Avenue;
- Frankfort Avenue;
- Grosvenor Road; and
- Spire View Lane.

The parking spaces on the streets listed above have varying time plates, ranging from 08:00 to 18:30 (Monday to Friday) to 07:00 to 24:00 (Monday to Sunday). All the streets listed above, with the exception of Spire View Lane and Grosvenor Road, are within the Parking Tariff Low Demand Zone, a rate of €1.00 per hour. Spire View Lane and Grosvenor Road are within the Medium Demand Zone, where paid parking cost €1.60 per hour.

It should be noted that there is also an off-street paid parking facility available near Rathgar Road, at the corner of Harrison Road and Rathgar Avenue.

### 5.1.3 Loading Bays

There are two loading bays on the southern end of Rathgar Road. One is located outside Boyle Sports and the other outside SuperValu.

Both can fit up to three cars or small vans, or a single rigid vehicle. Both loading bays are time-plated and are in operation from 10:00 to 12:00 on Monday to Saturday (outside Boyle Sports) and 07:00 to 16:00 on Monday to Saturday on Highfield Road (outside SuperValu).

### 5.1.4 Land Use

This section consists of different land uses throughout the corridor, as shown in Appendix B. The majority of Rathgar Road is residential, with private parking within their premises. There are non-residential properties with on-site parking provided, such as Church of the Three Patrons and Circle K; however, there are also commercial properties mixed with the residential properties, most of which have parking within their premises.

## 5.2 Proposed Scheme Parking Proposals

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

With the proposed scheme in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Rathgar Road is summarised in Table 8 and illustrated in Figure 4.

Table 8: Existing and Proposed Parking and Loading Supply Summary (Rathgar Road)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Rathgar Road (between Rathgar Avenue and Rathmines Road Upper)	Designated Paid Parking and Permit Parking	6 spaces	3 spaces	3 spaces
	Loading Bays	2 bays (6 spaces)	1 bay (3 spaces)	1 bay (3 spaces)



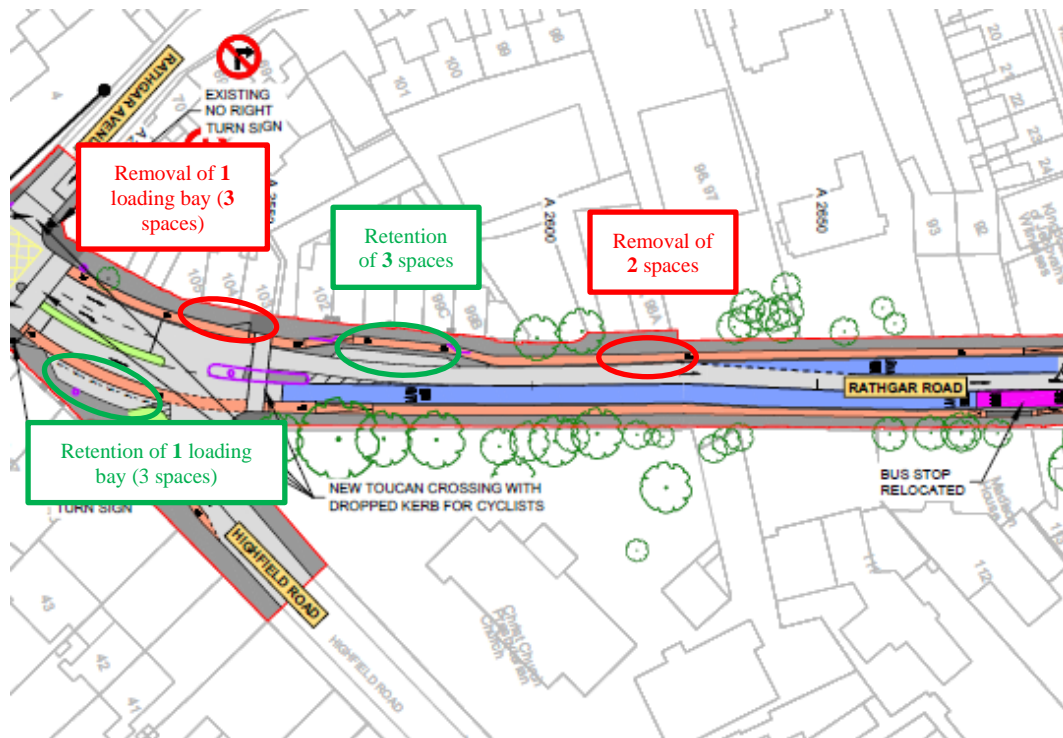


Figure 4: Proposed scheme design on Rathgar Road

There are a number of retail and commercial premises on the south of Rathgar Road which have off-street parking, such as the paid car park on the corner of Rathgar Avenue and Harrison Row (where there are spaces for approximately 30-35 cars). Overall, it is anticipated that more efficient use of off-street parking supply and continued use of on-street parking on local side roads will provide a robust and adequate parking provision into the future.

### 5.2.2 Loading Bays

There are presently two separate loading bays, which are towards the southern end of Rathgar. However, the proposed scheme includes the removal of the existing loading bay on the southern end of Rathgar Road (outside of Boyle Sports). It should be noted that this loading bay proposed to be removed is currently only operational from 10:00 to 12:00 from Monday to Saturday and therefore, loading activities would already be limited.

### 5.3 Overall Parking Impact

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

Table 9: Impact of Parking and Loading Changes for Rathgar Road

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
At Highfield Road	Loading Bay	Commercial	6	3	-3
Between Highfield Road and Wesley Road	Designated Paid	Commercial	6	3	-3
Approx. adjacent on-street parking within 200m			236	236	0
Total			248	242	-6

## 6 Parking Impact on Rathmines Road Lower (between Rathmines Road Upper and Grove Road)

### 6.1 Baseline Parking and Loading Analysis

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

Rathmines Road Lower is a single carriageway road through the inner suburb of Rathmines. Clearway is in operation from 07:00 to 10:00 and 12:00 to 19:00 on Monday to Saturday, primarily due to the bus lane in the northbound direction along this section of the corridor. The southbound direction is also a Clearway at the same time for the on-street cycle lane along the whole length of this section of the corridor. Therefore, on-street parking activities are prohibited during these hours and there are no Pay & Display parking spaces available in Rathmines Road Lower.

Overall, there is no designated on-street parking on Rathmines Road Lower; however, it should be noted that the cycle lanes are used extensively as parking outside Clearway hours, and often illegally during Clearway hours.

A total of 21 Pay & Display parking spaces are provided on Military Road which are in operation between the hours of 08:00 and 18:30.

A summary of the existing supply on Rathmines Road Lower and Military Road is shown in Table 10 and illustrated in Appendix A.



Table 10: Existing On-Street Parking and Loading Spaces on Rathmines Road Lower

Sub-section	Existing Parking Facilities	Number of Spaces
Rathmines Road Lower (between Rathmines Road Upper and Grove Road)	Designated Parking	0 spaces
	Loading Bays	4 bays (14 spaces)
Military Road	Designated Parking	21 spaces
	Loading Bays	1 bay (1 space)

### 6.1.2 Loading Bays

There are four loading bays on Rathmines Road Lower as follows:

- Outside Swan Shopping Centre which can fit up to four small vans or cars, or a single rigid vehicle;
- Outside Aldi which can fit up to three small vans or cars, or a single rigid vehicle;
- Northeast of Rathgar Road / Rathmines Road Lower and Rathmines Road Upper junction in the southbound direction for up to two small vans or cars, or a small rigid vehicle; and
- Immediately north of Lidl that can fit up to 5 small vans or cars, or 2 rigid vehicles.

The loading bays are time plated from 07:00 to 17:00 Monday to Friday. Loading activities would often occur during early morning and evening periods and intermittently throughout the day – and hence loading bays should be free from parking most of the time. Additionally, due to the lack of designated on-street parking in Rathmines Road Lower, these loading bays supplement local parking supply outside loading bay hours.

There is one loading bay on Military Road, it is time plated from 07:00 to 19:00 Monday to Saturday.

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

There are a number of side streets which may be used by local residents and visitors / businesses. These spaces are likely to be utilised by some residents and visitors to premises on Rathmines Road Lower as an alternative to parking on Rathmines Road Lower or private car parks accessed off this road. In **Section 4** there are designated Pay & Display and Permit Parking with over 300 spaces on most of the local side streets with direct access to Rathmines Road Lower, which are as follows:

- Charleville Road;

- Rathmines Road Upper;
- Wynnefield Road;
- Leinster Square;
- Leinster Road;
- Williams Park;
- Military Road;
- Observatory Lane;
- Richmond Hill;
- Blackberry Lane; and
- Grove Park.

The parking spaces on the streets listed above have varying time plates, ranging from 08:00 to 18:30 (Monday to Friday) to 07:00 to 24:00 (Monday to Sunday). All the streets listed above, except for Observatory Lane and Richmond Hill, are within the Medium Demand Zone, where paid parking costs €1.60 per hour. Observatory Lane and Richmond Hill are within the High Demand Zone, where paid parking costs €2.70 per hour.

#### 6.1.4 Land Use

Rathmines Road Lower is surrounded by a mixture of land uses which would have different parking behaviours and distribution. Overall, Rathmines Road Lower has an abundance of small shops and restaurants, which serve not only Rathmines but also surrounding areas such as Ranelagh and Harold's Cross, as shown in Appendix B.

There are supermarkets available in Rathmines such as Dunnes, ALDI, Lidl and Centra, which, with the exception of Dunnes, do not have parking available for customers.

To the southeast, one of the largest trip attractors in this section is Swan Shopping Centre, which has over 300 spaces available and has direct access to Rathmines Road Lower. This car park operates from 07:00 to 00:30 on Monday to Saturday and 10:00 to 00:30 on Sunday. The first two hours cost €1.50 per hour and €2.00 per hour thereafter and from 5pm to midnight, it costs €3.00. Adjacent to Swan Shopping Centre is Omniplex which also uses the off-street paid parking within the shopping centre.

Another large site to the southeast of the corridor is Bring Centre, which is a recycling centre. It has a small number of on-site parking available of up to 18 spaces for visitors to drop off recyclables and parking activities may be throughout the day, within the hours of 09:00 to 13:00 and 14:00 to 16:00 on Monday to Thursday, 09:00 to 13:00 on Friday and 10:00 to 13:00 and 14:00 to 16:00 on Sunday.

Other large non-residential uses to the east of the corridor are Leinster Cricket Club at Observatory Lane which has on-site parking for members only (via swipe card at the gate) and St Mary's Community Centre is accessible via Richmond Hill immediately to the east of the corridor and has parking spaces available for visitors. Additionally, there is the Church of Mary Immaculate Refuge of Sinners with small parking available for approximately 10 spaces (including two disabled bays)

To the west of the corridor, there is also a mix of land uses with non-residential properties such as DIT Conservatory of Music and Drama, Rathmines Library, Swan Leisure and Technological University Dublin. Conservatory of Music and Drama has limited parking available within its premises.

## 6.2 Proposed Scheme Parking Proposals

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

With the proposed scheme in place there is an associated need to remove some parking space to provide improved facilities for pedestrians, cyclists, and buses, which inevitably requires some reallocation of parking road space. This section describes the planned provision of on-street parking supply.

Overall, it is anticipated that more efficient use of off-street parking supply and continued use of on-street parking on local side roads will provide a robust and adequate parking provision into the future.

The design impact summary on Rathmines Road Lower is summarised in Table 11.

Table 11: Existing and Proposed Parking and Loading Supply Summary (Rathmines Road Lower)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Rathmines Road Lower (between Rathmines Road Upper and Grove Road)	Loading Bays	4 bays (14 spaces)	6 bays (20 spaces)	Gain of 2 bays (6 spaces)
Military Road	Designated Parking	21 spaces	17 Spaces	4 spaces
Military Road	Loading Bays	1 bay (1 space)	1 bay (1 space)	0 bays

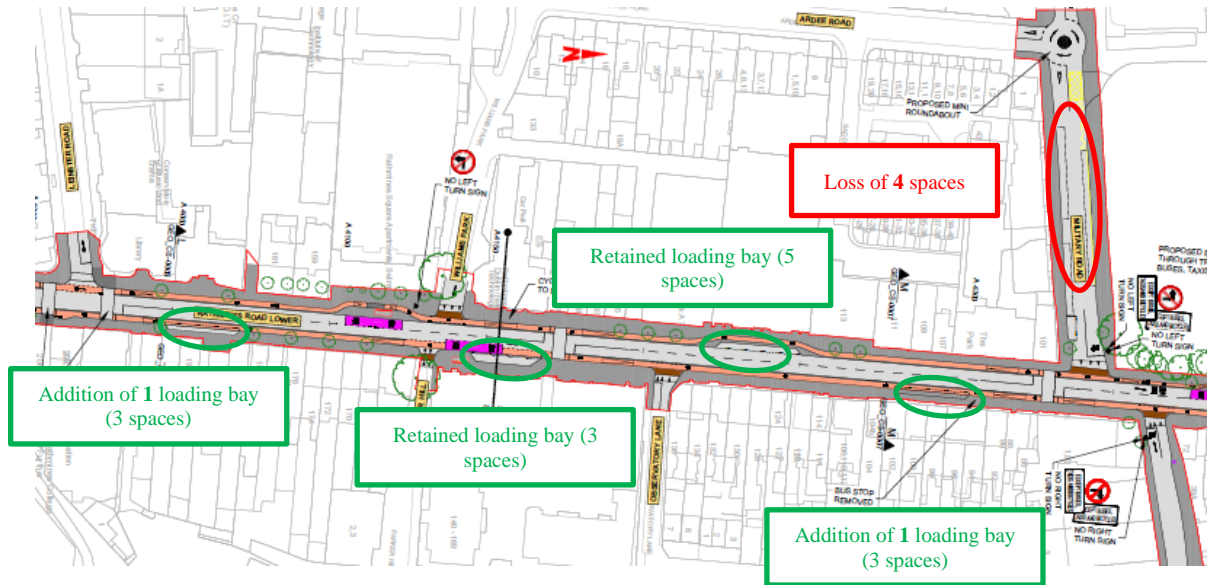


Figure 5: Proposed scheme design on Rathmines Road Lower

### 6.2.2 Loading Bays

As discussed in Section 6.1.2, there are currently five loading bays in Rathmines, which are proposed to increase to seven as part of the proposed scheme.

### 6.3 Overall Parking Impact

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

Table 12: Impact of Parking and Loading Changes for Rathmines Road Lower

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Military Road	Designated Paid and Permit	Residential	21	17	-4
Military Road	Loading Bay	Commercial	1	1	0
Between Castlewood Avenue and Swanville PI	Loading Bay	Commercial	4	4	0
Outside Paddy Power	Loading Bay	Commercial	2	2	0
Outside Aldi	Loading Bay	Commercial	3	3	0
Outside Lidl	Loading Bay	Commercial	5	11	+6
Approx. adjacent on-street parking within 200m			300	300	0
Total			336	338	+2

## 7

# 7 Parking Impact on Richmond Street South / Camden Street Lower / Wexford Street (between Grove Road and Cuffe Street)

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## 7.1 Baseline Parking and Loading Analysis

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

Richmond Street South has a 24-hour bus lane to Lennox Street in the northbound direction and a cycle lane from 07:00 to 10:00 and 12:00 to 19:00 (Monday to Saturday) in the southbound direction. Additionally, the northbound direction north of Lennox Street turns into a 24-hour cycle lane. Therefore, parking activities on Richmond Street South is minimal, except for 4 Pay & Display parking bays in the southbound direction immediately south of Harcourt Street. There is also Pay and Display & Permit Parking available on Richmond Street for up to 4 cars. Both designated parking facilities are available from 07:00 to 19:00 Monday to Saturday.

Camden Street Lower has bus lanes in the southbound direction: between Camden Place and Charlotte Way is in operation from 07:00 to 10:00 and 12:00 to 19:00 (Monday to Saturday) and from Charlotte Way to Harcourt Road is for 24 hours. Therefore, informal on-street parking on this section of Camden Street Lower is limited, except for the designated Pay & Display kerbside for up to 8 spaces parking adjacent to these bus lanes.

Similarly, the northbound direction has limited informal parking available during the day on Camden Street Lower, due to a combination of cycle lanes and bus lanes in this section. There are designated parking spaces for up to 30 spaces on Camden Street Lower and Wexford Street that are available for Pay & Display and are in operation between 07:00 to 19:00 from Monday to Saturday. Parking in Camden Street Lower and Wexford Street are within the Very High Demand Zone with an hourly cost of €3.20 per hour.

It should be noted that there are 4 of the 30 designated Pay & Display parking spaces that become taxi ranks from 20:00 to 06:00 (Monday to Sunday) on Camden Street Lower between Pleasants Street and Camden Row.

A summary of the existing parking and loading supply on Richmond Street South, Camden Street Lower and Wexford Street is presented in Table 13 and illustrated in Appendix A.

Table 13: Existing On-Street Parking and Loading Spaces on Richmond Street South / Camden Street Lower / Wexford Street

Sub-section	Existing Parking / Loading Facilities	Number of Spaces
Richmond Street South (between Lennox Street and Harcourt Road and including Richmond Street)	Designated Paid Parking	8 spaces
	Loading Bays	3 bays (6 spaces)
Camden Street Lower (between Harcourt Road and Montague Street)	Designated Paid Parking (including 4 spaces which act as a taxi rank from 20:00 to 06:00 Monday to Sunday)	20 spaces
	Loading Bays	4 bays (8 spaces)
Wexford Street (between Montague Street and Cuffe Street)	Designated Paid Parking	9 spaces
	Disabled Permit Parking	1 space
	Loading Bays	2 bays (5 spaces)

### 7.1.2 Loading Bays

There is a total of 9 loading bays for up to 19 spaces in this section: three bays on Richmond Street South (including one on Richmond Street) with up to 6 spaces; four bays on Camden Street Lower with up to 8 spaces and two on Wexford Street with up to 5 spaces. The loading bays serve the abundance of commercial facilities along this section. These loading bays are time plated from 07:00 to 19:00 Monday to Saturday.

It is noted that there is significant loading activity throughout the day along Camden Street, with this often taking place outside of designated loading bays and in bus lanes, both in and out of the hours of operation.

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

There are several side streets which may be used by local residents and visitors / businesses for parking. These spaces are likely to be utilised by some residents and visitors to premises on Richmond Street South, Camden Street Lower and Wexford Street as an alternative to parking along the corridor. In this section, there are designated Pay & Display and Permit Parking with over 80 spaces on the local side streets with direct access to the Templeogue/Rathfarnham to City Centre Scheme, which are as follows:

- Charlemont Mall;
- Lennox Street;

- Harrington Street;
- Grantham Street;
- Pleasants Street;
- Montague Street; and
- Camden Row.

The parking spaces on the streets listed above have varying time plates, ranging from 10:00 to 16:00 (Monday to Friday) to 07:00 to 24:00 (Monday to Sunday). All the streets listed above, except for Lennox Street and Harrington Street, are within the Very High Demand Zone, where paid parking costs €3.20 per hour. Lennox Street and Harrington Street are within the High Demand Zone, where paid parking costs €2.70 per hour.

#### 7.1.4 Land Use

Richmond Street South, Camden Street Lower and Wexford Street runs through Portobello, which has a mixed range of businesses that operate along the corridor such as retail, pubs/bars, cafes/restaurants and offices as shown in Appendix B. Therefore, there are different parking demands and activities on this section of the Templeogue/Rathfarnham to City Centre Scheme.

It can be assumed that parking activities in this section are busy with a high turnover throughout the day due to visitors/customers of the retail shops and cafes. In the night, the parking activities change as visitors/customers will be for the bars/pubs and restaurants located along Richmond Street South, Camden Street Lower and Wexford Street

As discussed in Section 7.1.2, there is a total of nine loading bays with space for 20 vehicles that help serve the loading requirements for the businesses along Richmond Street South, Camden Street Lower and Wexford Street. These are not only for the businesses to undertake loading activities, but also for customers, such as Gas Electric (electronics retail and repair shop) where customers may need to carry/move heavy goods to vehicles.

## 7.2 Proposed Scheme Parking Proposals

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

With the proposed scheme in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Richmond Street South, Camden Street Lower and Wexford Street are illustrated in Figure 6, Figure 7 and Figure 8 and is summarised in Table 14.



Table 14: Existing and Proposed Parking and Loading Supply Summary (Richmond Street South, Camden Street Lower and Wexford Street)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Richmond Street South (between Lennox Street and Harcourt Road and including Richmond Street)	Designated Paid Parking	8 spaces	8 spaces	0 spaces
	Loading Bays	3 bays (6 spaces)	3 bays (6 spaces)	0 bay (0 spaces)
Camden Street Lower (between Harcourt Road and Montague Street)	Designated Paid Parking (including 4 spaces which act as a taxi rank from 20:00 to 06:00 Monday to Sunday)	20 spaces	13 spaces	7 spaces
	Disabled Permit Parking	0 spaces	1 space	Gain of 1 space
	Loading Bays	4 bays (8 spaces)	5 bays (11 spaces)	Gain of 1 bay (3 spaces)
Wexford Street (between Montague Street and Cuffe Street)	Designated Paid Parking	9 spaces	0 space	9 spaces
	Disabled Permit Parking	1 space	0 spaces	1 space
	Loading Bays	2 bays (5 spaces)	1 bay (2 spaces)	1 bay (3 spaces)

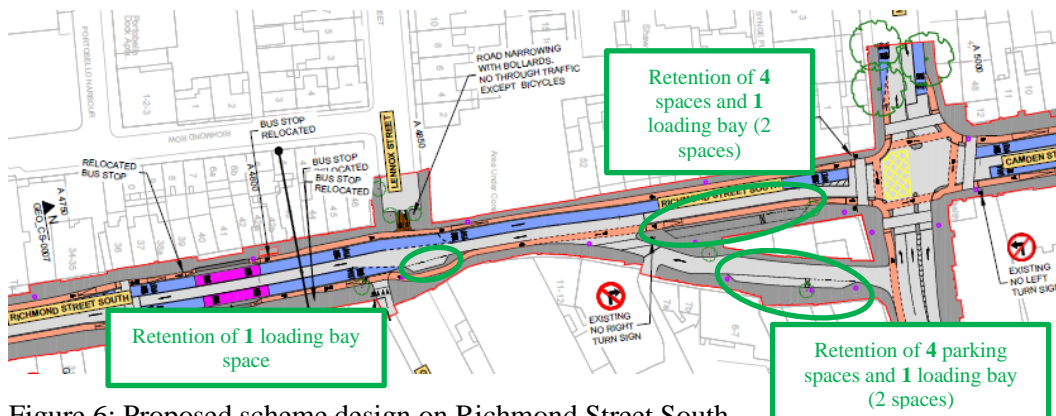


Figure 6: Proposed scheme design on Richmond Street South



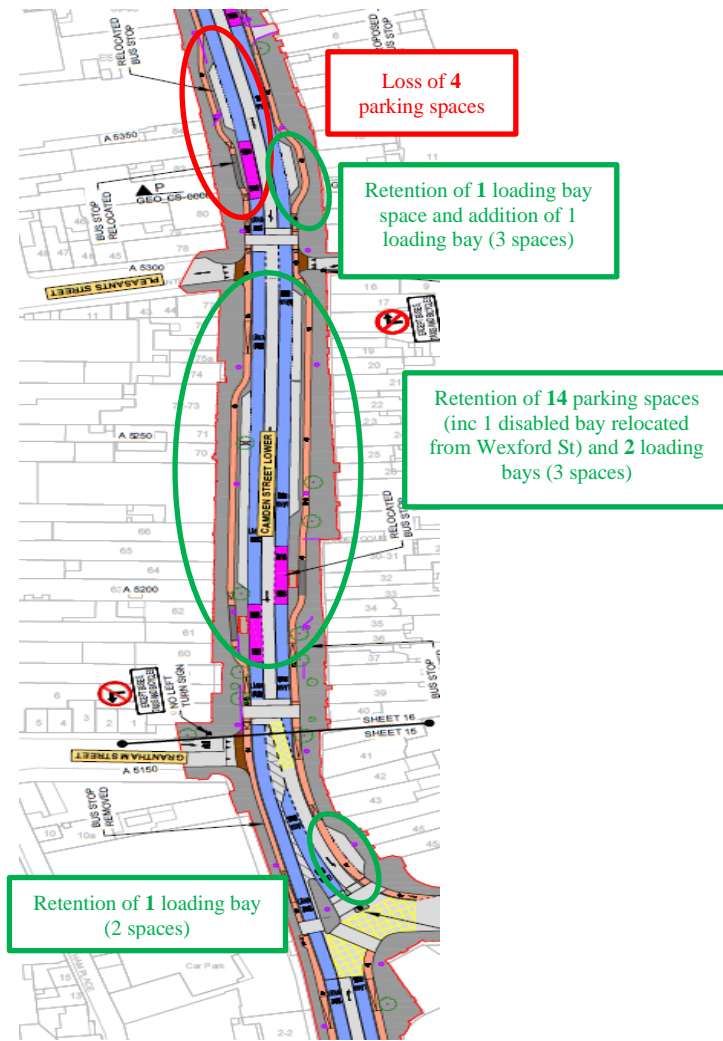


Figure 7: Proposed scheme design on Camden Street Lower

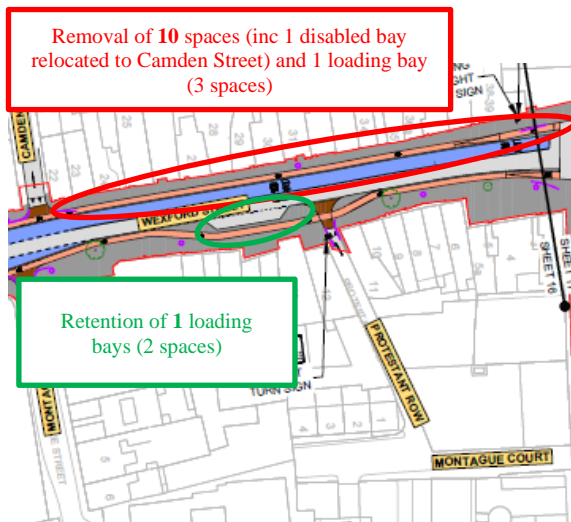


Figure 8: Proposed scheme design on Wexford Street

### 7.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor at (Richmond Street South / Camden Street Lower Wexford Street (between Grove Road and Cuffe Street)) is shown in Table 15, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

The proposed scheme will have multi-purpose time-plated bays along this section, to mitigate the effective loss of loading space (where bus lanes were previously time-plated and used as loading outside of these hours). These multi-purpose bays will generally be split into (Designated Paid and Permit Parking (1000 – 1900) / Loading Bay (0700 – 1000)) or (Taxi Rank (2000 – 0600) / Loading Bay 0700 – 1900)).

Table 15: Impact of Parking and Loading Changes for Richmond Street South / Camden Street Lower Wexford Street

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Perpendicular to Lennox St	Loading Bay	Commercial	2	2	0
Near Junction with Harcourt Rd, Spar	Loading Bay	Commercial	2	2	0
Near Junction with Harcourt Rd, Spar	Designated Paid and Permit	Commercial	4	4	0
Near Junction with Harcourt Rd	Designated Paid and Permit	Commercial	4	4	0
Near Junction with Harcourt Rd	Loading Bay	Commercial	2	2	0
Near Junction with Charlotte Way	Loading Bay	Commercial	2	2	0
Between Grantham St and Pleasants Street	Designated Paid	Commercial	14	13	-1
Between Grantham St and Pleasants Street	Disabled Permit Parking	Commercial	0	1	1
Between Grantham St and Pleasants Street	Loading Bay	Commercial	4	4	0
Between Pleasants St and Montague St	Designated Paid	Commercial	2	0	-2
Between Pleasants St and Montague St	Designated Paid / Taxi Rank	Commercial	4	0	-4
Between Pleasants St and Montague St	Loading Bay	Commercial	2	5	+3
Between Montague St and Cuffe St	Designated Paid	Commercial	9	0	-9
Between Montague St and Cuffe St	Disabled Permit Parking	Commercial	1	0	-1
Between Montague St and Cuffe St	Loading Bay	Commercial	5	2	-3
Approx. adjacent on-street parking within 200m			97	97	0
Total			154	138	-16

Parking Impact on Redmond's Hill / Aungier Street / South Great George's Street (between Cuffe Street and Dame Street)

## 7.4 Baseline Parking and Loading Analysis

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

It should be noted that there are no designated on-street parking spaces available in this section of the Proposed Scheme between Cuffe Street and Dame Street).

However, loading bays and taxi ranks are itemised in Table 16 and illustrated in Appendix A.

Redmond's Hill is a short section between Cuffe Street and Digges Street Upper. The northbound lane is a Clearway from due to the cycle lane while the kerbside lane in the southbound direction is a bus lane from 07:00 to 19:00 (Monday to Saturday). This also continues Aungier Street between Digges Street Upper and Longford Street Lower.

Aungier Street between Longford Street Lower and Stephen Street Lower has Clearway in operation from 07:00 to 19:00 (Monday to Saturday) due to the cycle lane in both directions.

South Great George's Street between Stephen Street Lower and Exchequer Street has a bus lane in the northbound direction and a cycle lane in the southbound direction from 07:00 to 19:00 (Monday to Saturday). To the north of Exchequer Street, this section of the route has a bus lane in the right turn lane and cycle lane in the southbound direction.

Therefore, on-street parking activities for the general traffic is limited during the day due to the lack of designated on-street parking spaces, as well as Clearways from 07:00 to 19:00 (Monday to Saturday).

Table 16: Existing Loading Spaces on Redmond's Hill, Aungier Street and South Great George's Street

Sub-section	Existing Parking / Loading Facilities	Number of Spaces
Redmond's Hill	Loading Bays	1 bay (5 spaces)
Aungier Street	Loading Bays	3 bays (8 spaces)
South Great George's Street	Loading Bays (which act as a taxi rank from 20:00 to 06:00 Monday to Sunday)	3 bays (11 spaces)
	Designated Taxi Ranks from 20:00 to 06:00 Monday to Sunday	1 bay (5 spaces)

## 7.4.2 Loading Bays

There is a total of 7 loading bays between Cuffe Street and Dame Street and are as follows:

- Redmond's Hill – one long loading bay outside Tesco Express that has space for up to five small vans or cars or three rigid vehicles – operational from 07:00 to 19:00 Monday to Saturday;
- Aungier Street – one to the south (with two spaces) and two long loading bays to the north that can fit up to 8 small vans or cars or a two large rigid vehicles combined – operational from 07:00 to 19:00 Monday to Saturday; and

- South Great George's Street – three loading bays with one to the south that can fit up to two small vans / cars or 1 rigid vehicle and two to the north that can fit up to three small vans / cars each or 1-2 rigid vehicles. All loading bays are operational from 07:00 to 19:00 Monday to Saturday, with the exception of the loading bay outside Dunnes, which is from 10:00 to 16:00 Monday to Saturday.

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

It should be noted that the three loading bays on South Great George's Street serve as taxi ranks from 20:00 to 06:00 (Monday to Sunday).

### 7.4.3 On-Street Parking Bays and Regulation on Local Side Streets

There are several side streets which are able to be used by local residents and visitors / businesses. These spaces are likely to be utilised by visitors to premises on the Templeogue/Rathfarnham to City Centre Scheme between Cuffe Street and Dame Street as an alternative to parking. There are designated Pay & Display and Permit Parking with almost 100 spaces on the local side streets with direct access to the corridor, which are as follows:

- Mercer Street Upper;
- York Street;
- Peter Row;
- Peter Street;
- Whitefriar Place;
- Whitefriar Street;
- Golder Lane;
- Longford Street Little;
- Longford Street Lower;
- Noel Purcell Walk; and
- Drury Street.

The parking spaces on the streets listed above are mostly from 07:00 to 19:00 Monday to Saturday, with certain locations also have time plates on Sunday from 14:00 to 18:00. All the streets listed above are within the Very High Demand Zone, where paid parking costs €3.20 per hour.

## 7.4.4 Land Use

This section of the Proposed Scheme is within the city centre and therefore the land uses are predominantly non-residential, as shown in Appendix B. On Redmond's Hill, there are small shops, including Tesco Express to the west and residential housing (with some private parking) to the east.

Aungier Street predominantly has small shops, restaurants, pubs/bars, community centre (Carmelite Community Centre, YMCA) and education (Dublin Business School). Similarly, South Great George's Street predominantly has shops (e.g. Dunnes), restaurants, pubs/bars.

The majority of these do not have parking facilities within their premises and therefore it can be assumed that customers and visitors either access the businesses on foot or by public transport or park in one of the many large car parks available in the area.

## 7.5 Proposed Scheme Parking Proposals

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

With the proposed scheme in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. However, as discussed in Section 7.4.1, there are no existing on-street parking spaces on Redmond's Hill, Aungier Street and South Great George's Street. These are illustrated in Figure 9 and Figure 10 to show the proposed changes on the bus corridor, which are all in relation to loading bays.

It should be noted that the designated taxi rank in the northbound direction immediately south of South Great George's Street and Fade Street junction is proposed to move slightly north, closer to the junction.

A summary of the existing and proposed parking and loading supply on Redmond's Hill, Aungier Street and South Great George Street and summarised in Table 17.

Table 17: Existing and Proposed Loading Supply Summary (Redmond's Hill, Aungier Street and South Great George Street)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Redmond's Hill	Loading Bays	1 bay (5 spaces)	1 bay (5 spaces)	0 bay (0 spaces)
Aungier Street	Loading Bays	3 bays (8 spaces)	2 bays (5 spaces)	1 bay (3 spaces)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
South Great George's Street	Loading Bays (which act as a taxi rank from 20:00 to 06:00 Monday to Sunday)	4 bays (11 spaces)	3 bays (8 spaces)	1 bay (3 spaces)
South Great George's Street	Taxi Rank	1 bay (5 spaces)	1 bay (5 spaces)	0 bay (0 spaces)

\* Dual use loading/taxi rank proposed. Loading between 06:00 and 20:00

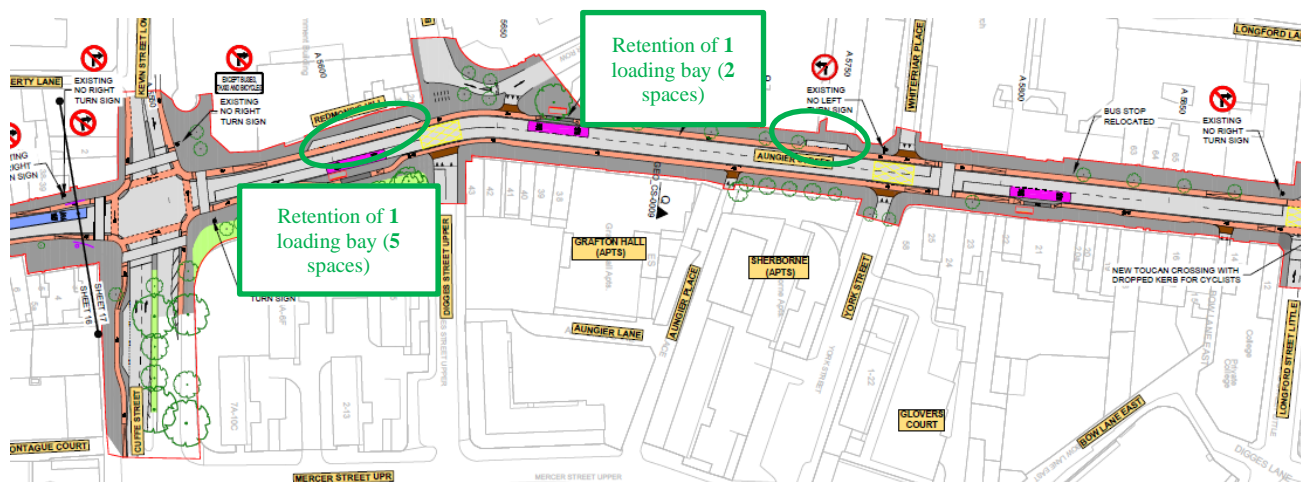


Figure 9: Proposed scheme design on Redmond's Hill and Aungier Street

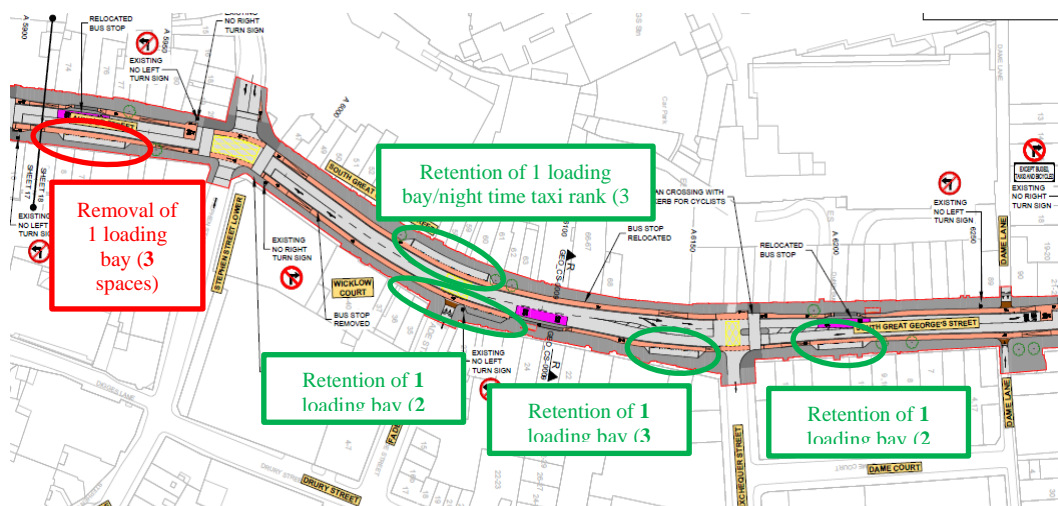


Figure 10: Proposed scheme design on Aungier Street and South Great George's Street

## 7.6

### 7.6 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor at (Redmond's Hill / Aungier Street / South Great George's Street) is shown in Table 18, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

The proposed scheme will have multi-purpose time-plated bays along this section, to mitigate the effective loss of loading space (where bus lanes were previously time-plated and used as loading outside of these hours). These multi-purpose bays will generally be split into (Designated Paid and Permit Parking (1000 – 1900) / Loading Bay (0700 – 1000)) or (Taxi Rank (2000 – 0600) / Loading Bay 0700 – 1900)).

Table 18: Impact of Loading Changes for Redmond's Hill / Aungier Street / South Great George's Street

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Between Cuffe St and Digges St Upper	Loading Bay	Commercial	5	5	0
At YMCA Gym	Loading Bay	Commercial	2	2	0
Between Longford St Lower and Stephen St Lower	Loading Bay	Commercial	6	3	-3
Between Stephen St Upper and Fade St	Taxi Rank	Commercial	5	5	0
Between Stephen St Upper and Fade St	Taxi Rank / Loading Bays	Commercial	3	0	-3
Between Exchequer St and Fade St	Taxi Rank / Loading Bays	Commercial	5	5	0
Between Exchequer St and Dame Ln	Taxi Rank / Loading Bays	Commercial	3	3	0
Approx. adjacent on-street parking within 200m			100	100	0
Total			129	123	-6



## 8 Parking Impact on Terenure Road North / Harold's Cross Road (between Templeogue Road and Parkview Avenue)

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### 8.1 Baseline Parking and Loading Analysis

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

Terenure Road North between Templeogue Road and Brighton Square is a Clearway from 07:00 to 10:00 and 12:30 to 19:00 on Monday to Saturday due to the cycle track in both directions, with the exception of where designated on-street parking, loading bays, taxi ranks and bus lanes (southbound only) are located. These are described below:

On Terenure Road North between Templeogue Road and Elm Park Terrace there are Pay & Display parking with up to approximately 10 spaces – operating from 10:00 to 19:00 on Monday to Saturday. Four of these spaces are time plated as loading bays from 07:00 to 10:00 on Monday to Saturday;

There is Pay & Display and Permit Parking for one vehicle outside Terenure Road public car park – operating from 07:00 to 19:00. This area also has a taxi rank for up to four vehicles with no time plates on display;

Pay & Display parking with up to 4 spaces are located in the northbound direction (opposite Whitton Road) – operating from 07:00 to 10:00 on Monday to Saturday. Two of these spaces are time plated as loading bays from 07:00 to 10:00 on Monday to Saturday;

There is Pay & Display and Permit Parking for up to 6 vehicles on Terenure Road North in the northbound direction, immediately south of its junction with Ashdale Road – operating from 07:00 to 10:00 on Monday to Saturday; and

The spaces on Terenure Road North are within Dublin City Council's Parking Tariff Low Demand Zone, which has an hourly rate of €1.00 per hour.

Similarly, Harold's Cross Road between Brighton Square and Parkview Avenue is a Clearway from 07:00 to 10:00 and 12:30 to 19:00 on Monday to Saturday due to the cycle track in both directions, with the exception of where designated on-street parking and bus lanes (southbound only) are located. These are described below:

Harold's Cross Road northbound Ashdale Road and Mount Tallant Avenue is a Clearway from 07:00 to 10:00 on Monday to Saturday. Pay & Display and Permit Parking with approximately 15 spaces is located in this section, Avenue – operating from 10:00 to 19:00 on Monday to Saturday.

There is Pay & Display and Permit Parking with up to 8 spaces available on Harold's Cross Road northbound opposite of Leinster Road West – operating from 07:00 to 19:00 on Monday to Saturday;

Northbound bus lanes on Harold's Cross Road between Mount Tallant Avenue and south of Kenilworth Park, between Kenilworth Park and south of Tivoli Avenue and between Mountain View Avenue and Parkview Avenue. These bus lanes are in operation between 07:00 to 10:00 and 12:00 to 19:00 on Monday to Friday.

The spaces on Harold's Cross Road are within Dublin City Council's Parking Tariff Medium Demand Zone, which has an hourly rate of €1.60 per hour.

Informal on-street parking activities for the general traffic is limited during the day due a combination of Clearways and bus lanes along the corridor from 07:00 to 19:00 (Monday to Saturday), except for the designated on-street paid parking spaces listed above.

A summary of the existing supply on Terenure Road North and Harold's Cross Road is presented in Table 19 and Appendix A.

Table 19: Existing On-Street Parking and Loading Spaces on Terenure Road North and Harold's Cross Road

Sub-section	Existing Parking / Loading Facilities	Number of Spaces
Terenure Road North	Designated Paid Parking	24 spaces
	Loading Bays (car parking spaces which are timeplated for loading use between 07:00 – 10:00)	3 bays (6 spaces)
	Taxi Rank	4 spaces
Harold's Cross Road	Designated Paid & Permit Parking	23 spaces

### 8.1.2 Loading Bays

There is a total of 6 loading spaces on Terenure Road North and Harold's Cross Road between Templeogue Road and Parkview Avenue. These are only in operation from 07:00 to 10:00 on Monday to Saturday and is available for Pay & Display parking from 10:00 onwards.

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

### 8.1.3 On-Street Parking Bays and Regulation on Local Side Streets

There are several side streets which are able to be used by local residents and visitors / businesses. These spaces are likely to be utilised by visitors to premises on Terenure Road North and Harold's Cross Road as an alternative to parking.

There are designated Pay & Display and Permit Parking with almost 100 spaces on the local side streets with direct access to the corridor, such as:

- Terenure Park;
- Hannaville Park;
- Elm Park Terrace;
- Terenure Square;
- Rathmore Villas;
- Eaton Road;
- Whitton Road;
- St Enda's Road;
- Brighton Square;
- Ashdale Road;
- Mount Tallant Avenue;
- Rathgar Avenue;
- Kenilworth Park;
- Leinster Road West;
- Leinster Road; and
- Tivoli Avenue.

The parking spaces on the streets listed above are mostly from 07:00 to 24:00 Monday to Sunday. Paid parking spaces in the locations that include those listed above are within Dublin City Council's Parking Tariff Low and Medium Demand Zone, which cost €1.00 and €1.60 per hour, respectively.

### 8.1.4 Land Use

The northern and southern areas of this section of the Templeogue/Rathfarnham to City Centre Scheme have mixed uses which would attract residents and visitors as both areas serve as neighbourhood centres. Terenure Road North has mixed uses to the south of this section of the Templeogue/Rathfarnham to City Centre Scheme, as well as the northern end of this section on Harold's Cross Road. Both neighbourhood centres comprise of shops, takeaways/restaurants, pubs/bars and other commercial uses. Some of these retail and commercial areas have access to parking within its premises in front of their properties (i.e. adjacent to the corridor), which include the following:

- Gerry Caffrey Motors;
- Insurance House;
- Terenure Sports Club;
- CYM Rugby Football Club;

- Tesco Metro;
- Paul Mannion Motors (car repair and maintenance);
- Maxol;
- Century House; and
- Church of Our Lady Rosary.

It should be noted that there is a large off-street paid public parking available at the northwest corner of Terenure Road North / Eaton Road junction which has an all-day flat rate parking cost of €5.

The majority of the properties in between the two neighbourhood centres are residential. Some of the properties have parking within their premises, whereas some would avail of the permit parking spaces along the corridor and surrounding streets.

## 8.2 Proposed Scheme Parking Proposals

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

With the proposed scheme in place, there is an associated need to remove some parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The planned changes in on-street parking on Terenure Road North and Harold's Cross Road are illustrated in Figure 11, Figure 12, and Figure 13, and summarised in Table 20.

Table 20: Existing and Proposed Parking and Loading Supply Summary (Terenure Road North and Harold's Cross Road)

Sub-section	Parking / Loading Facilities	Existing	Proposed	Loss of Parking / Loading
Terenure Road North	Designated Paid Parking	24 spaces	12 spaces	11 spaces
	Loading Bays	3 bays (6 spaces)	2 bays (4 spaces)	1 bay (2 spaces)
	Taxi Rank	4 spaces	4 spaces	0 spaces
Harold's Cross Road	Designated Paid & Permit Parking	23 spaces	8 spaces	15 spaces

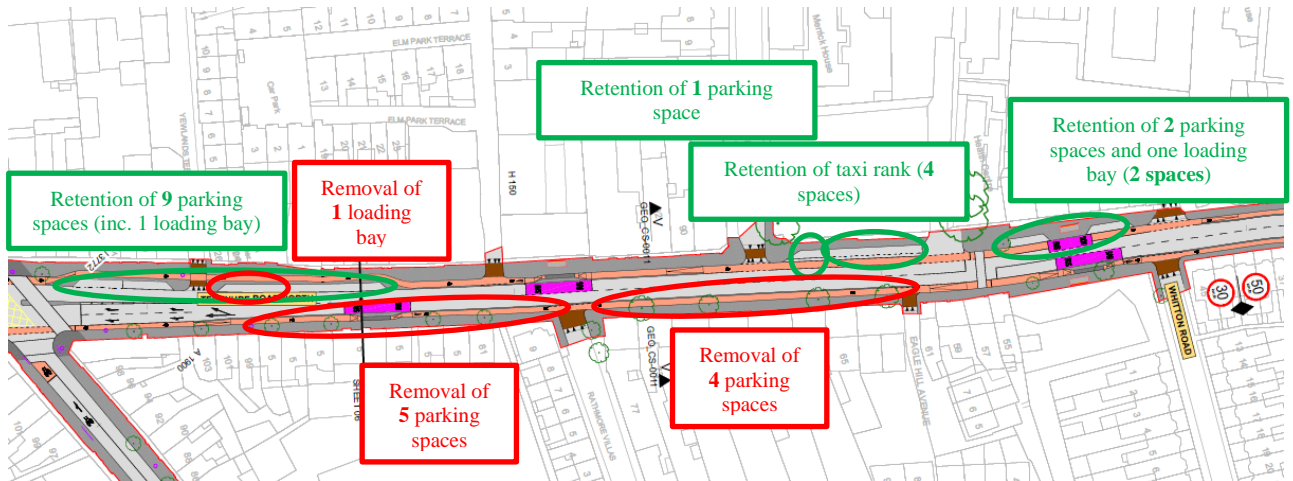


Figure 11: Proposed scheme design on Terenure Road North (between Templeogue Road and Whitton Road)

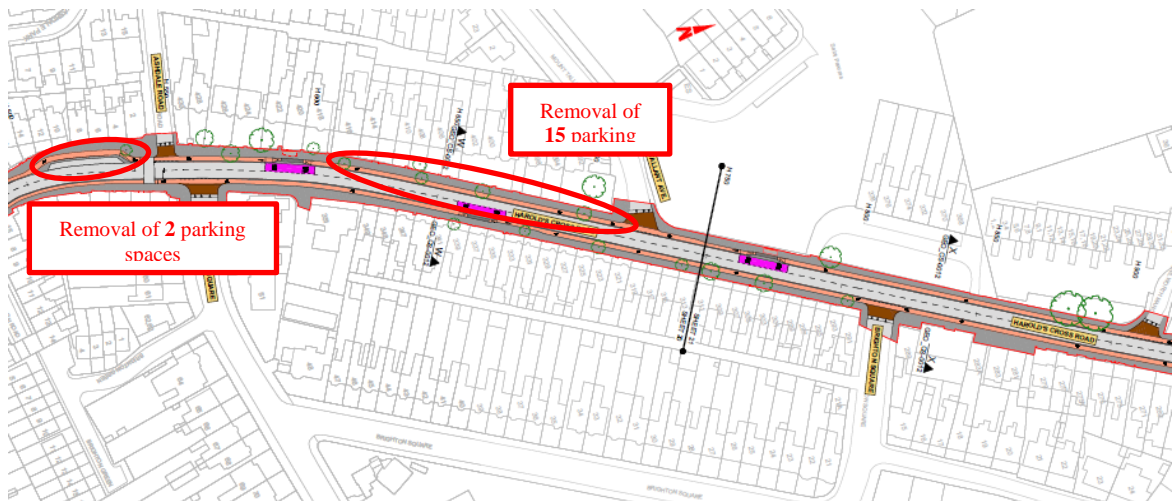


Figure 12: Proposed scheme design on Terenure Road North and Harold's Cross Road (between Ashdale Road and Brighton Square)

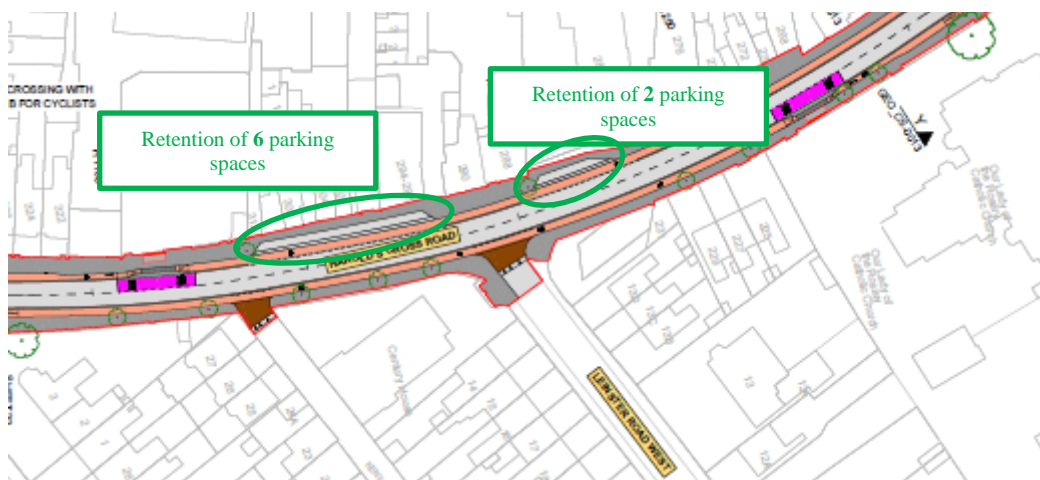


Figure 13: Proposed scheme design on Harold's Cross Road at Leinster Road West

### 8.3 Overall Parking Impact

A summary of the parking impact with respect to the change in overall parking supply on the Proposed Scheme corridor at (Terenure Road North / Harold's Cross Road) is shown in Table 21, which includes consideration of spaces on adjacent streets within an approximate 200m distance.

Table 21: Impact of Parking and Loading Changes for Terenure Road North / Harold's Cross Road

Location	Type of Parking		No. of Spaces		
			Baseline	Scheme	Change
Between Terenure Place and Yewland's Tce	Loading Bay / Designated Paid Parking	Commercial	2	2	0
Between Terenure Place and Yewland's Tce	Designated Paid	Commercial	2	2	0
Between Yewland's Tce and Rathmore Villas	Loading Bay / Designated Paid Parking	Commercial	2	0	-2
Between Yewland's Tce and Rathmore Villas	Designated Paid	Commercial	9	7	-2
Between Rathmore Villas and Eagle Hill Ave	Designated Paid	Commercial	5	0	-5
Between Rathmore Villas and Eagle Hill Ave	Taxi Rank	Commercial	4	4	0
Between Eagle Hill Ave and Whitton Rd	Designated Paid	Commercial	2	2	0
Between Eagle Hill Ave and Whitton Rd	Loading Bay / Designated Paid Parking	Commercial	2	2	0
Between West Hampton Pl and Ashdale Rd	Designated Paid and Permit	Commercial	6	4	-2
Between Ashdale Rd and Mt Tallant	Designated Paid and Permit	Commercial	15	0	-15
Between Kenilworth Lane W and Leinster Road	Designated Paid	Commercial	8	8	0
Approx. adjacent on-street parking within 200m			132	132	0
Total			189	163	-26

## 9

## 9 Summary of Parking Impact

## 9.1 Summary of Parking Changes

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

Table 22: Summary of Parking Changes for Templeogue/Rathfarnham to City Centre Scheme

Location	Baseline		Proposed		Change
	Corridor	Adjacent	Corridor	Adjacent	
Grange Road / Rathfarnham Road (between Grange Road and Dodder Park Road)	7	0	7	0	0
Rathfarnham Road / Terenure Road East (between Dodder Park Road and Rathgar Avenue)	22	83	15	83	-7
Rathgar Road (between Rathgar Avenue and Rathmines Road Upper)	6	35	3	35	-3
Rathmines Road Lower (between Rathmines Road Upper and Grove Road)	21	103	17	103	-4
Richmond Street South / Camden Street Lower Wexford Street (between Grove Road and Cuffe Street)	38	97	22	97	-16
Redmond's Hill / Aungier Street / South Great George's Street (between Cuffe Street and Dame Street)	0	53	0	53	0
Terenure Road North / Harold's Cross Road (between Templeogue Road and Parkview Avenue)	45	132	21	132	-24



Table 23: Summary of Loading Changes for Templeogue/Rathfarnham to City Centre Scheme

Location	Loading Bays		Change
	Baseline	Proposed	
Grange Road / Rathfarnham Road (between Grange Road and Dodder Park Road)	0	0	0
Rathfarnham Road / Terenure Road East (between Dodder Park Road and Rathgar Avenue)	0	0	0
Rathgar Road (between Rathgar Avenue and Rathmines Road Upper)	6	3	-3
Rathmines Road Lower (between Rathmines Road Upper and Grove Road)	15	21	+6
Richmond Street South / Camden Street Lower Wexford Street (between Grove Road and Cuffe Street)	19	19	0
Redmond's Hill / Aungier Street / South Great George's Street (between Cuffe Street and Dame Street)	29	23	-6
Terenure Road North / Harold's Cross Road (between Templeogue Road and Parkview Avenue)	6	4	-2

## 9.2 Summary of Parking Impact and Mitigation

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

- Grange Road / Rathfarnham Road / Terenure Road East / Rathgar Road / Terenure Road North / Harold's Cross Road:** Aspects of the proposed scheme and network proposals are expected to mitigate the reduction in parking by reducing reliance on private cars due to availability of an improved bus network with journey reliability, by availability of improved cycling infrastructure, and by continued and managed use of private off-street parking at, for example, local churches and schools.



Similarly, most houses have driveways and residents should be encouraged to utilise their available off-road space for parking (rather than seek to park on-street). It concluded that the overall impact of loss of parking space on these roads is limited and will be largely offset by the cumulative effect of mitigations.

- **Rathmines Road Lower / Richmond Street South / Camden Street Lower / Wexford Street / Redmond's Hill / Aungier Street / South Great George's Street:** Aspects of the proposed scheme and network proposals are expected to mitigate the reduction in parking by reducing reliance on private cars due to availability of an improved bus network with journey reliability, and by availability of improved cycling infrastructure. Improved compliance with parking and loading bay regulations, and management of loading activities will also assist in offsetting the reduction in on-street parking spaces. It concluded that the overall impact of loss of parking space on these streets is limited and will be largely offset by the cumulative effect of mitigations.

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

- Commercial premises may need to consider adapting their loading arrangements – for example by loading at night-time or early morning (including using smaller vans in Paid-for or permit spaces).
- Cycle parking is being incorporated in the proposed scheme – which will enhance the ability of residents to cycle instead of driving and parking a car to use local services

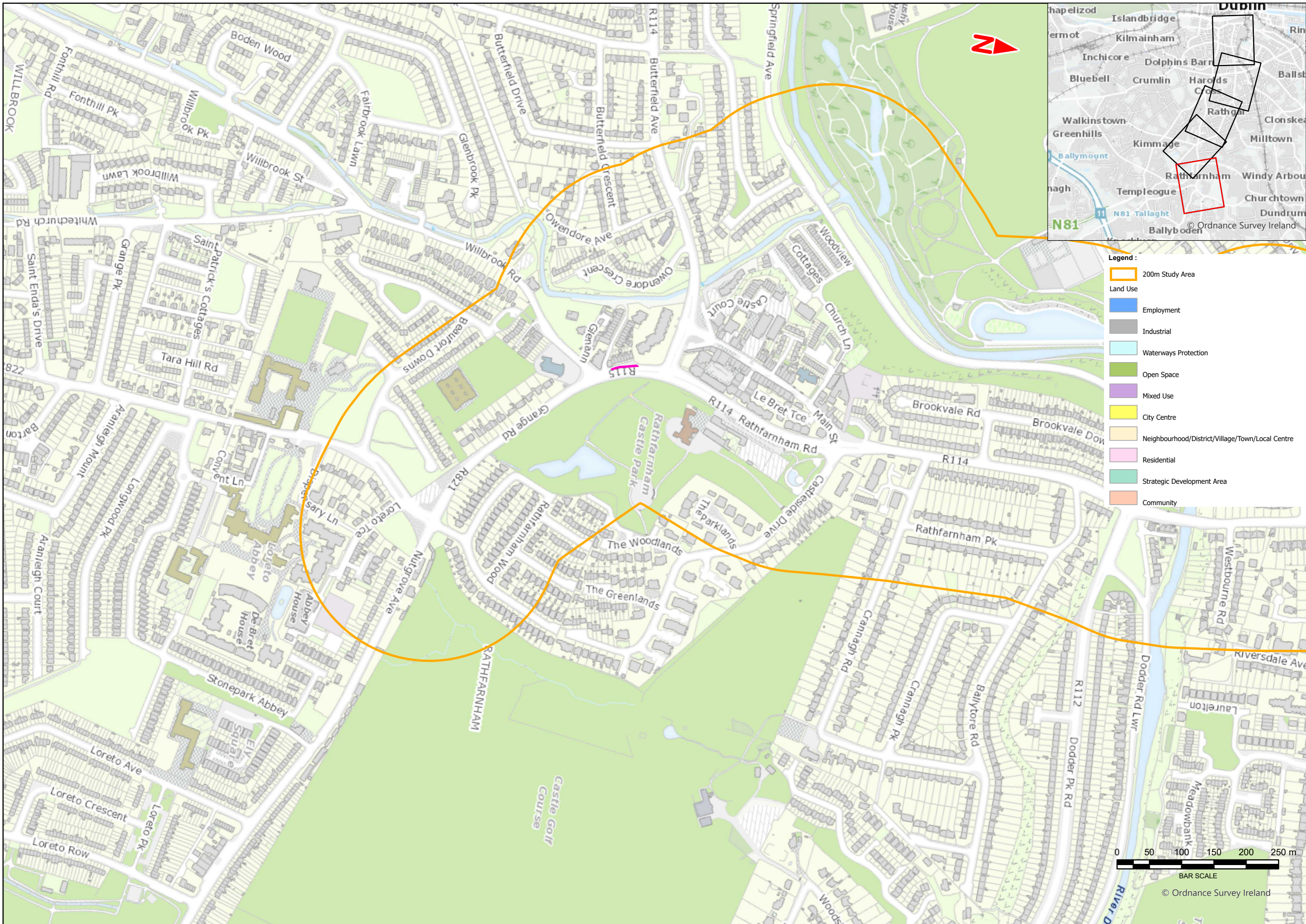
## Appendix A

Existing On-Street Parking  
Spaces on  
Templeogue/Rathfarnham to  
City Centre Scheme

**A1 Existing On-Street Parking Spaces Grange Road / Rathfarnham Road (Between Grange Road and Dodder Park Road)**

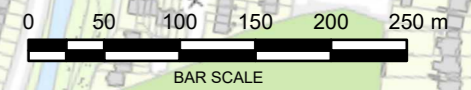
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**Legend :**

- 200m Study Area
- Land Use**
- Employment
- Industrial
- Waterways Protection
- Open Space
- Mixed Use
- City Centre
- Neighbourhood/District/Village/Town/Local Centre
- Residential
- Strategic Development Area
- Community

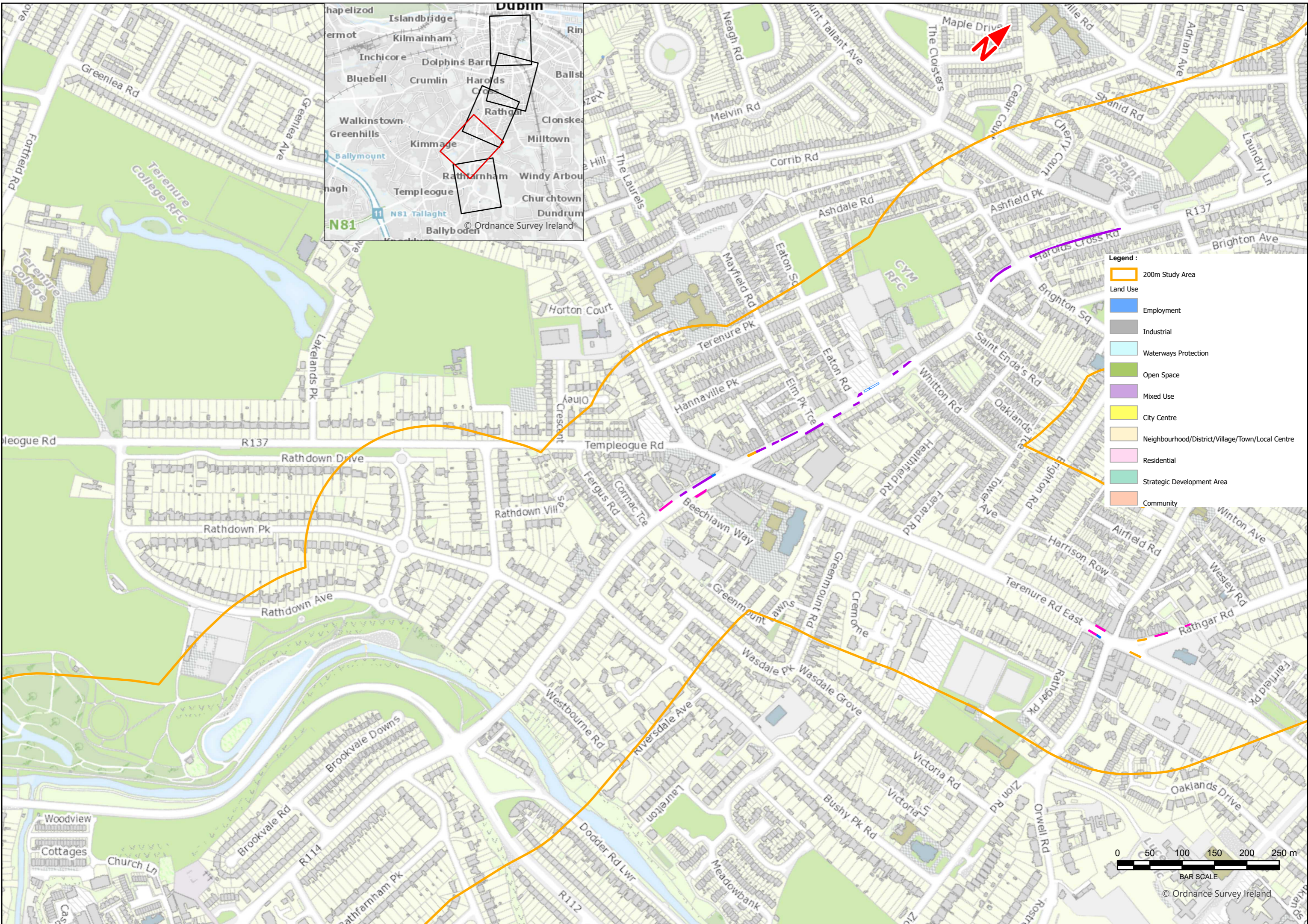




**A2 Existing On-Street Parking Spaces  
Rathfarnham Road / Terenure Road East  
(between Dodder Park Road and Rathgar  
Avenue)**

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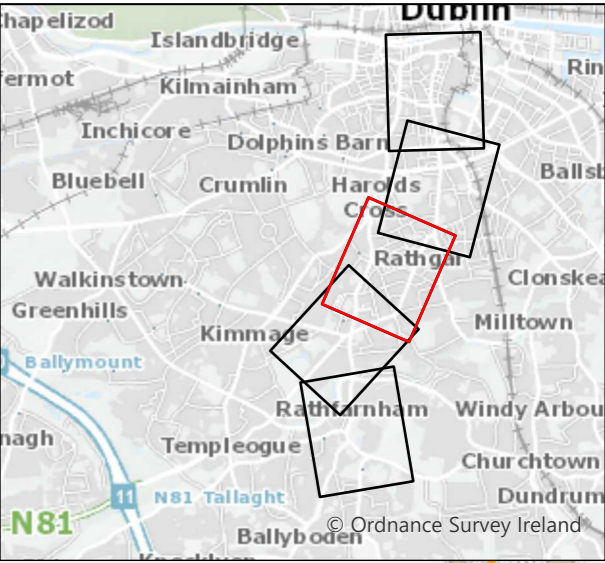
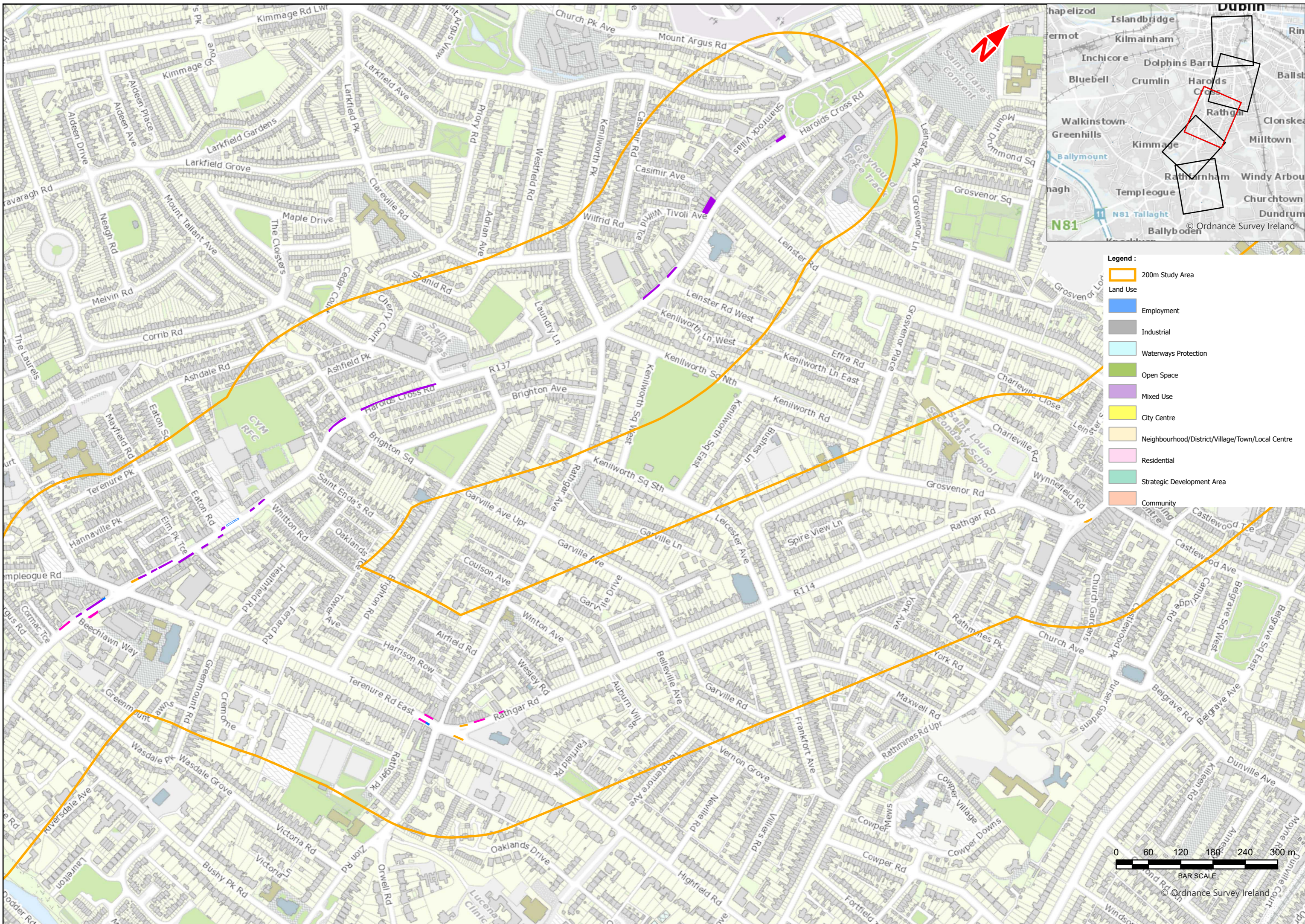




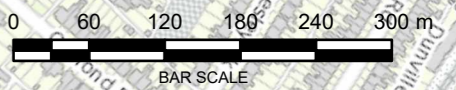
**A3 Existing On-Street Parking Spaces Rathgar Road (between Rathgar Avenue and Rathmines Road Upper) Terenure Road North / Harold's Cross Road (between Templeogue Road and Parkview Avenue)**

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



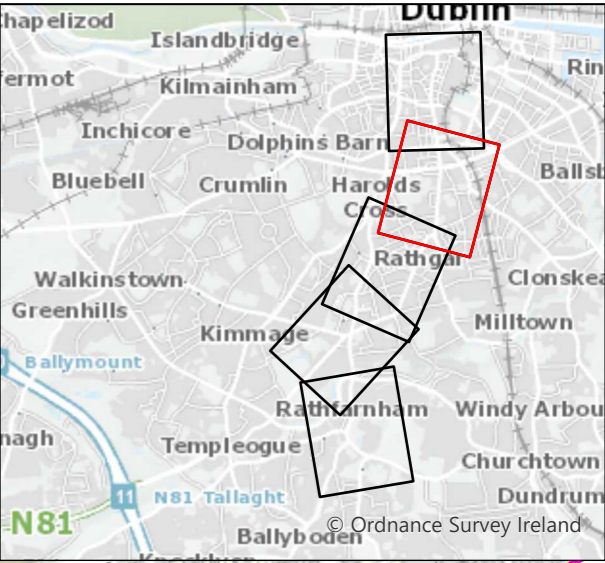
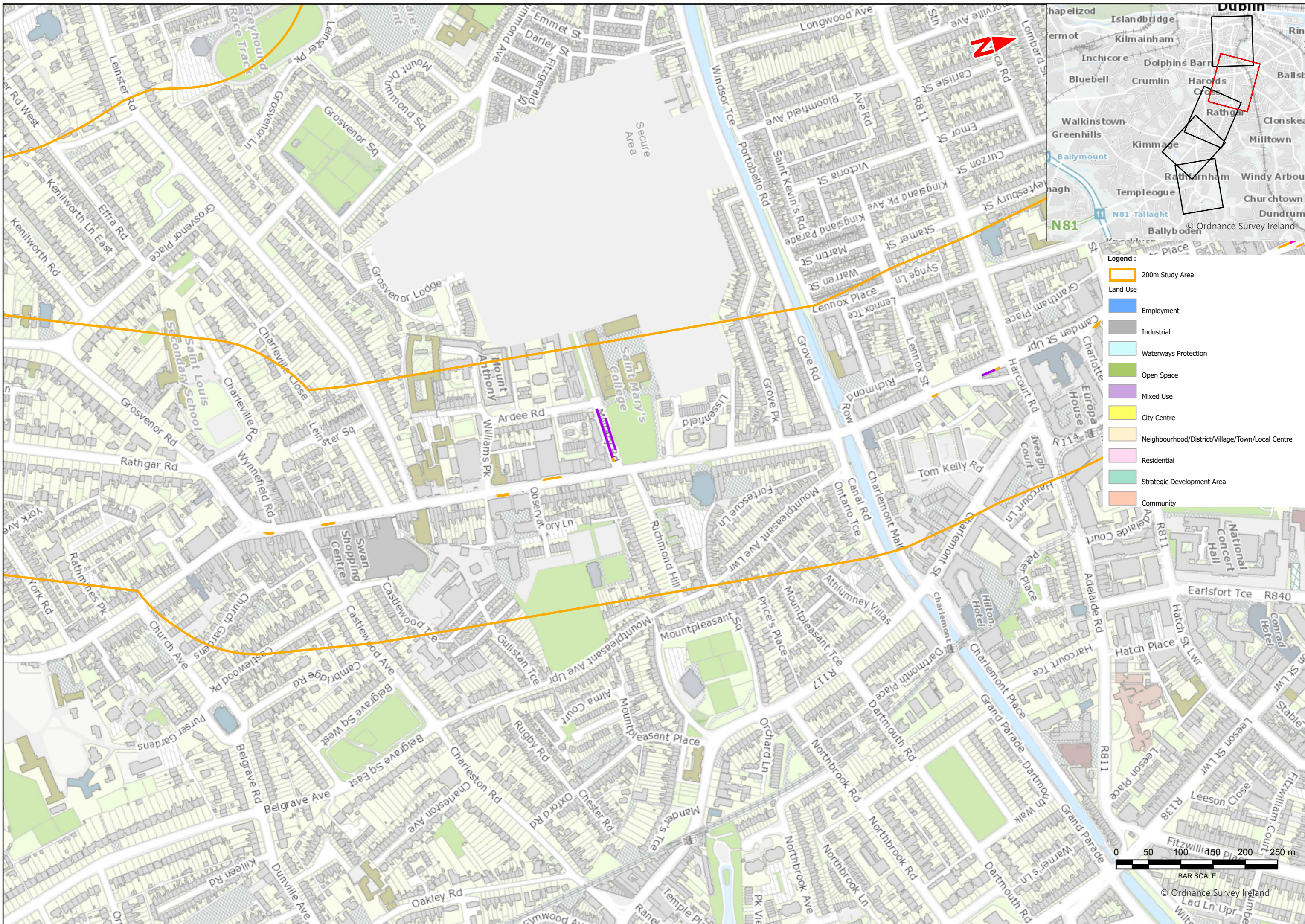
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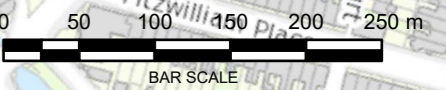
**A4 Existing On-Street Parking Spaces  
Rathmines Road Lower (between  
Rathmines Road Upper and Grove Road)**

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



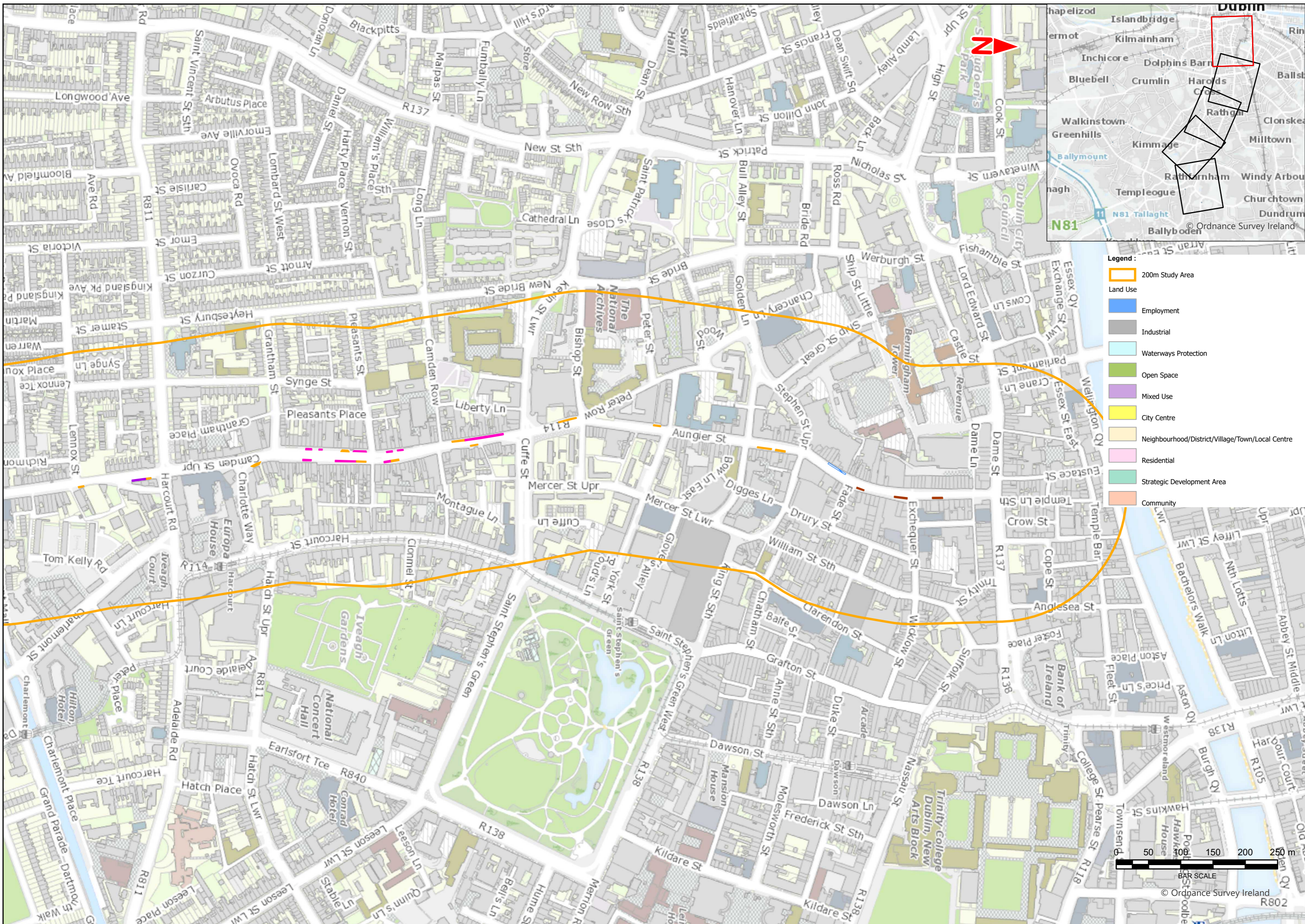
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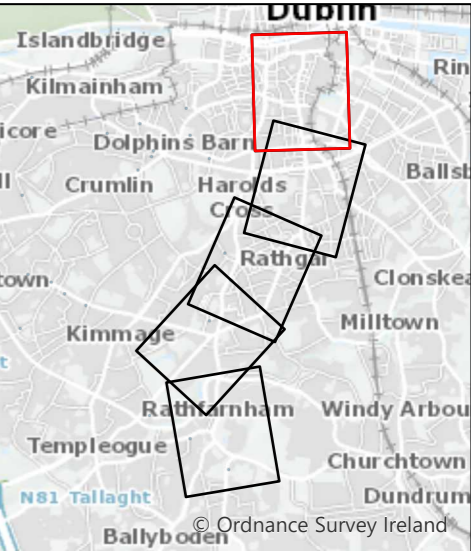
**A5 Existing On-Street Parking Spaces on  
Richmond Street South / Camden Street  
Lower / Wexford Street / Redmond's Hill /  
Aungier Street / South Great George's  
Street**

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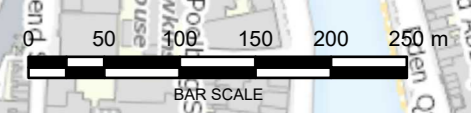




Dublin



- 200m Study Area
- Land Use
  - Employment
  - Industrial
  - Waterways Protection
  - Open Space
  - Mixed Use
  - City Centre
  - Neighbourhood/District/Village/Town/Local Centre
  - Residential
  - Strategic Development Area
  - Community



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## **Appendix B**

Existing Land Use on  
Templeogue/Rathfarnham to  
City Centre Scheme Parking  
Study Area

**B1 Existing Land Use on Grange Road /  
Rathfarnham Road (Between Grange Road  
and Dodder Park Road)**

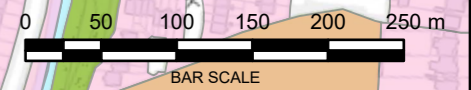
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**Legend :**

-  200m Study Area
- Land Use**
-  Employment
-  Industrial
-  Waterways Protection
-  Open Space
-  Mixed Use
-  City Centre
-  Neighbourhood/District/Village/Town/Local Centre
-  Residential
-  Strategic Development Area
-  Community

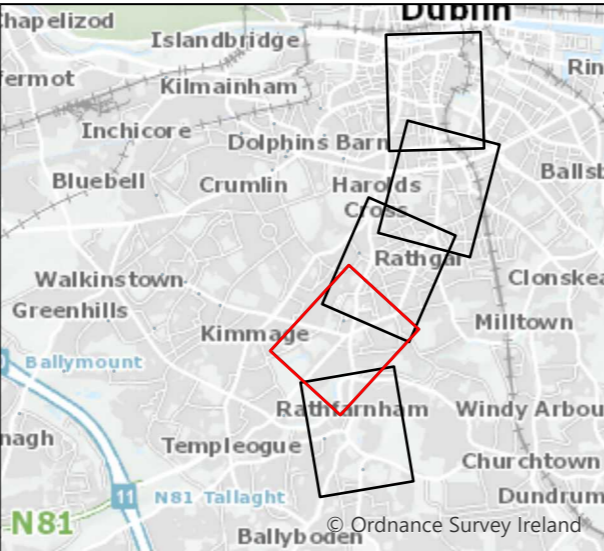
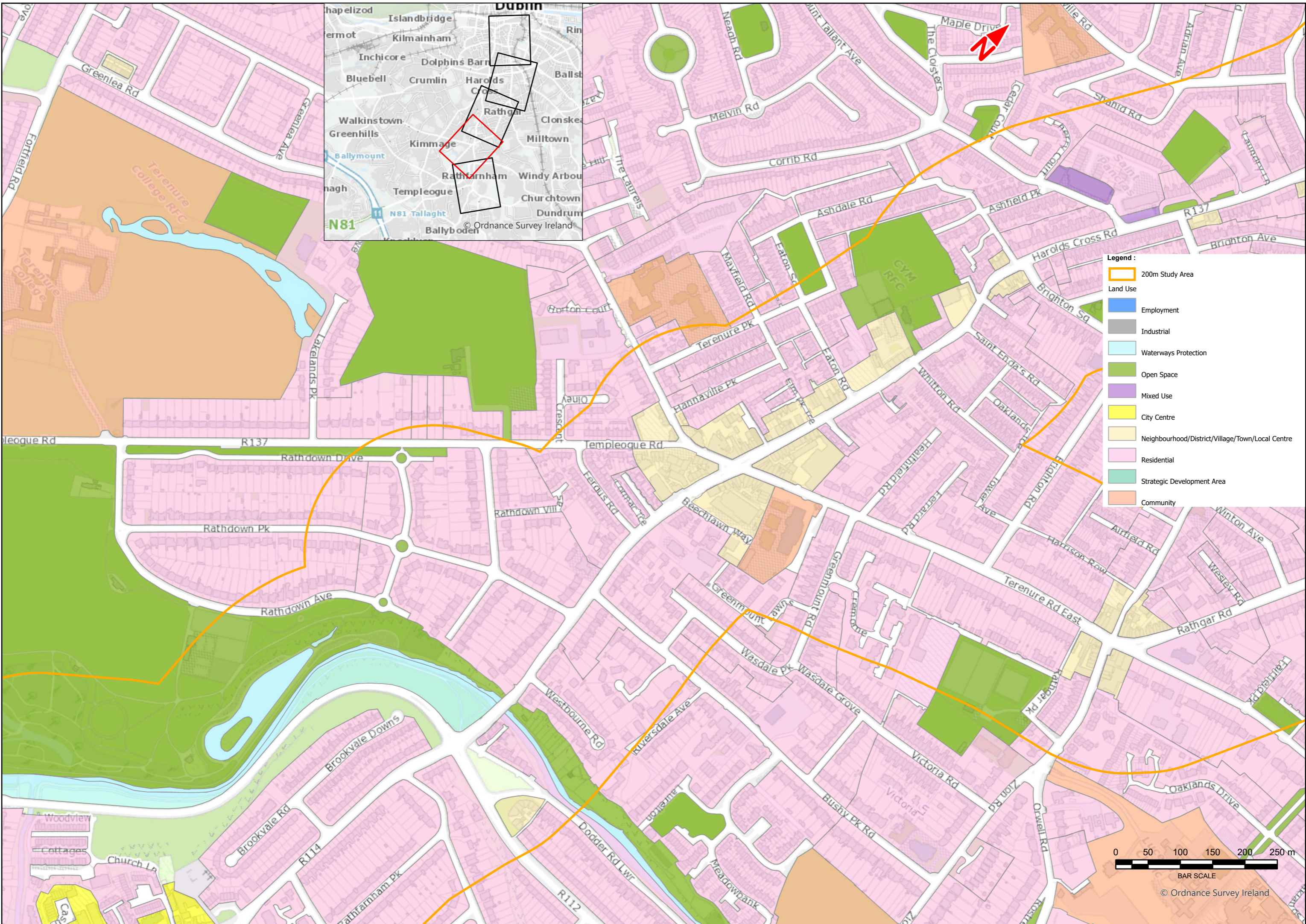




**B2 Existing Land Use on Rathfarnham Road /  
Terenure Road East (between Dodder Park  
Road and Rathgar Avenue)**

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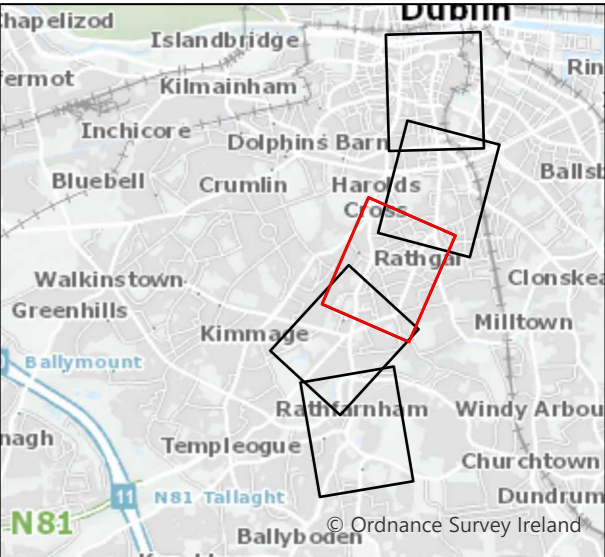
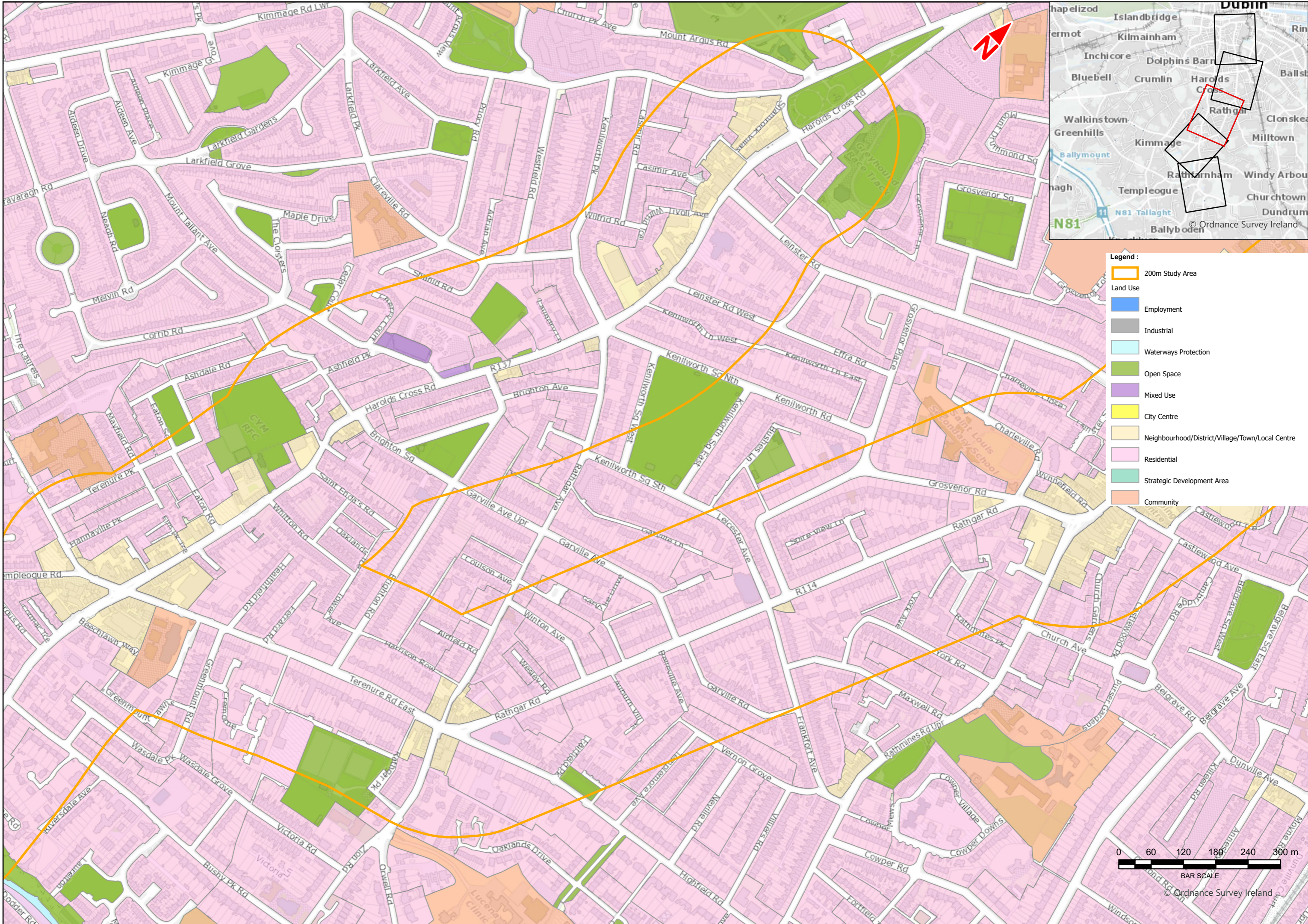




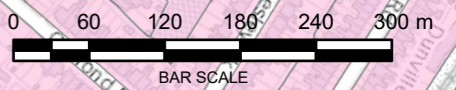
**B3 Existing Land Use on Rathgar Road  
(between Rathgar Avenue and Rathmines  
Road Upper) Terenure Road North /  
Harold's Cross Road (between Templeogue  
Road and Parkview Avenue)**

---





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



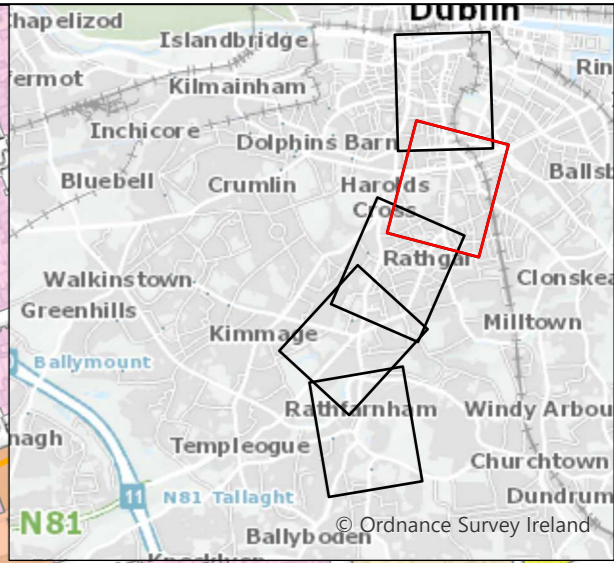
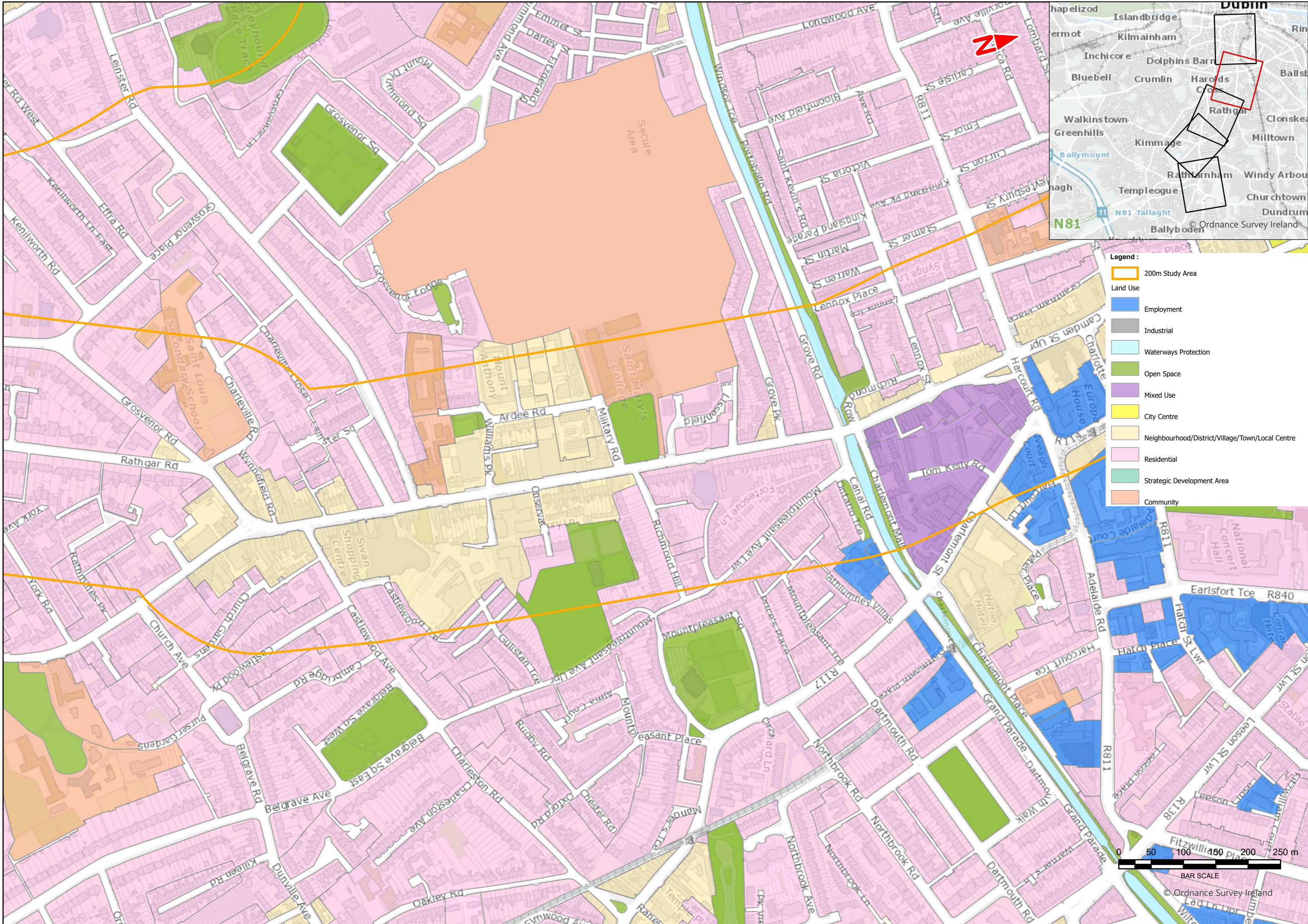
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**B4 Existing Land Use on Rathmines Road  
Lower (between Rathmines Road Upper  
and Grove Road)**

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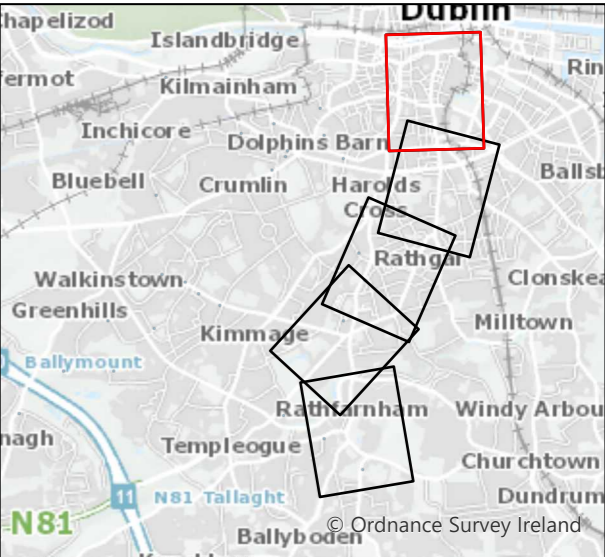
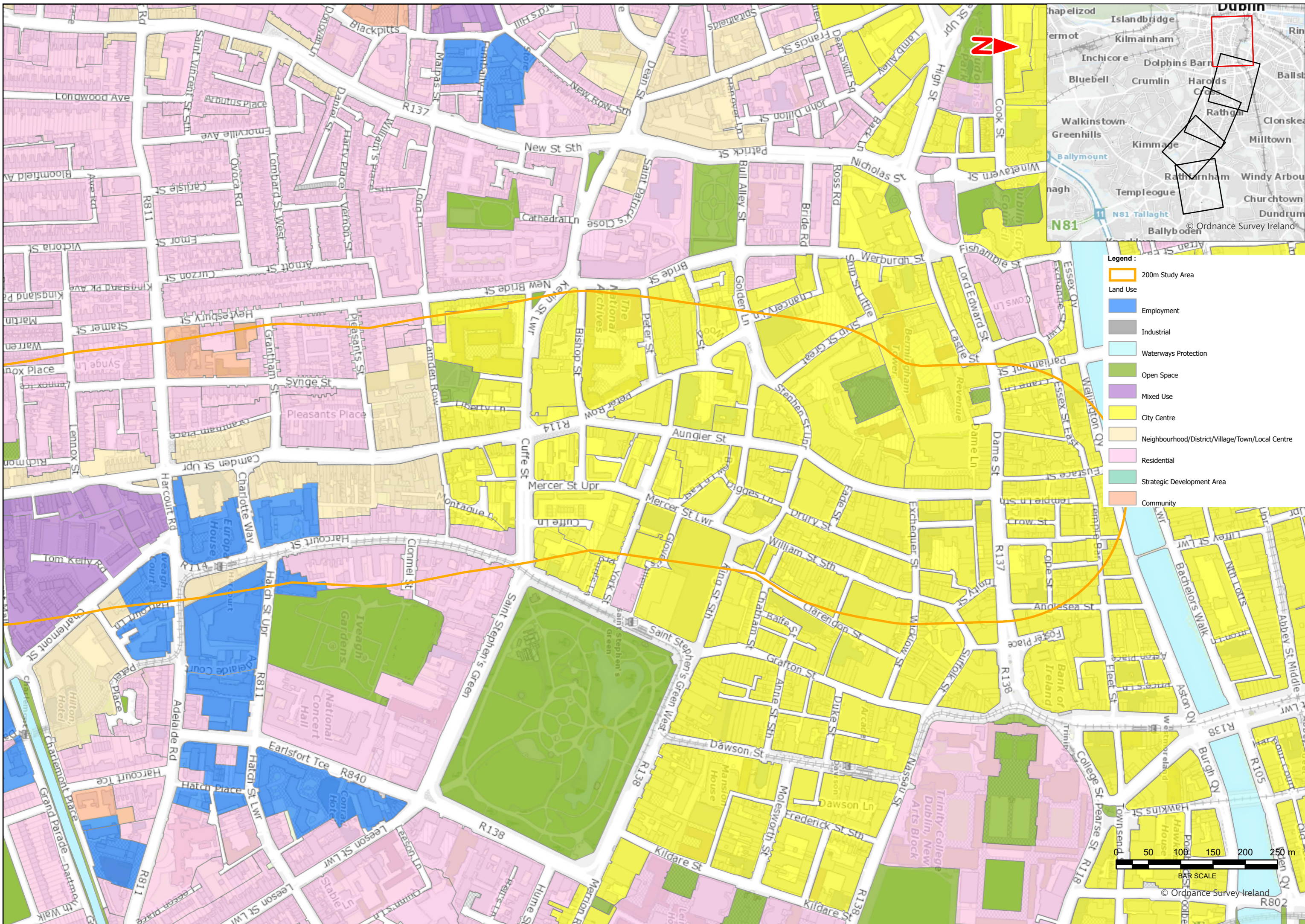




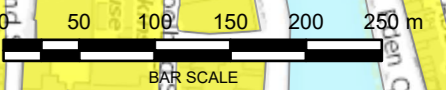
**B5 Existing Land Use on Richmond Street  
South / Camden Street Lower / Wexford  
Street / Redmond's Hill / Aungier Street /  
South Great George's Street**

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- Legend :**
- 200m Study Area
  - Land Use**
  - Employment
  - Industrial
  - Waterways Protection
  - Open Space
  - Mixed Use
  - City Centre
  - Neighbourhood/District/Village/Town/Local Centre
  - Residential
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  - Community



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