The background is a vibrant red color. It features several abstract geometric shapes: a large white circle with a blue border in the upper right; a smaller white circle with a blue border in the top right corner; a green semi-circle in the top left; a blue semi-circle with a white border in the bottom left; a large green semi-circle in the bottom right; and a white semi-circle with a blue border in the bottom right. The text is positioned in the center-left area of the page.

## Appendix G2

### Desktop Parking Study - Clondalkin to Drimnagh



# Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme Parking Survey Report

Clondalkin to Drimnagh Core Bus Corridor  
BCIDA-ACM-TRA\_SU-0008\_XX\_00-RP-TR-0001

Client – National Transport Authority  
Stage – Stage 2

Project reference: BusConnects Package A  
Project number: 60599126

July 2020

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# 1. Introduction

As part of the ongoing assessment of existing conditions to support the development of the engineering design of the Clondalkin to Drimnagh Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme), as shown on Figure 1-1, this report records the existing parking arrangements on the road network or adjacent to the Proposed Scheme. It also identifies locations where the existing parking provisions may be impacted by the Proposed Scheme and, where required, identifies the need for a parking survey.

The information provided has been collated from a combination of site visits and desk top research and use is made of Google Maps and Street View ([www.googlemaps.ie](http://www.googlemaps.ie)) images throughout to aid the understanding of some of the items identified.

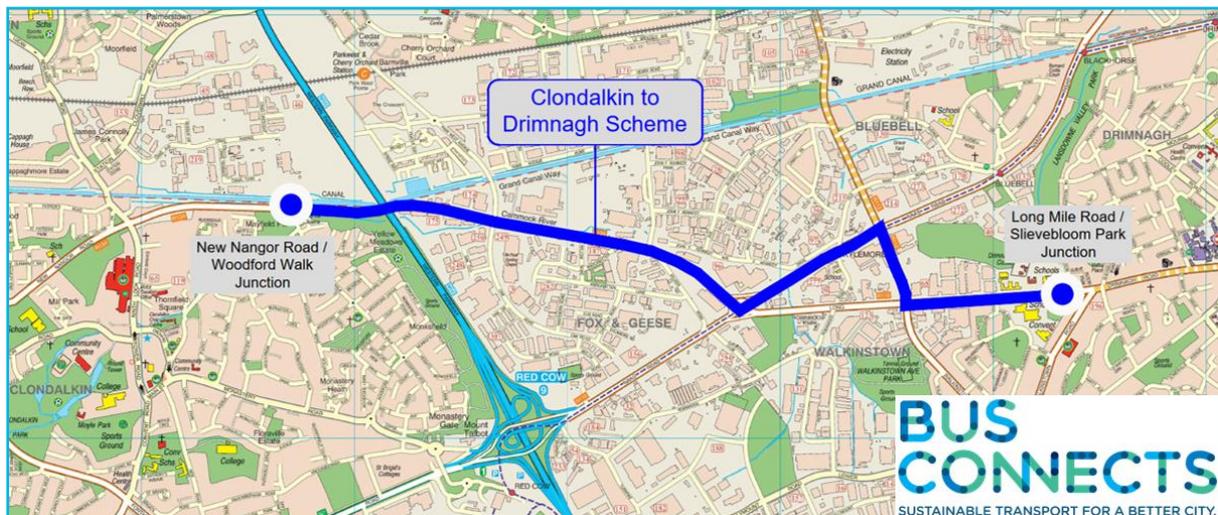


Figure 1-1: Clondalkin to Drimnagh Route

## 2. Methodology

### 2.1 Parking Classification

Existing parking along the route has been described using the following classifications as set out by the NTA in the Parking Survey Specification:

- Designated Paid Parking;
- Permit Parking;
- Disabled Permit Parking;
- Loading/Unloading (in designated Loading Bays);
- Loading/Unloading (outside designated Loading Bays);
- Taxi Parking (Taxi Ranks);
- Commercial vehicles parked for display (car sales);
- Illegal Parking

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

- Informal Parking: On-street parking in which spaces may or may not be marked and in which the Local Authority does not charge for use;

- *Adjacent Parking: Parking which is located in close proximity to the street. This parking includes free and pay parking and also highlights car parks which may be affected by future design proposals.*

Parking facilities along Clondalkin to Drimnagh route have been classified as set out by the NTA in their Parking Survey Specification:

**Table 2.1 Parking Identification Legend**

Colour Code	Facility
	<b>Designated Paid Parking</b>
	<b>Permit Parking</b>
	<b>Disabled Permit Parking</b>
	<b>Loading/Unloading (in designated Loading Bays)</b>
	<b>Loading/Unloading (outside designated Loading Bays)</b>
	<b>Taxi Parking</b>
	<b>Commercial vehicles parked for display (car sales)</b>
	<b>Illegal Parking</b>
	<b>Informal Parking</b>
	<b>Adjacent Parking</b>

# 3. Impacts on Existing Parking Arrangements

## 3.1 Introduction

The information provided has been collated from a combination of site visits and desk top research and use is made of Google Maps Street View ([www.googlemaps.ie](http://www.googlemaps.ie)) images throughout to aid the understanding of some of the items identified.

Existing parking exists at the following locations along the length of the Proposed Scheme:

- New Nangor Road between M50 overbridge and Park West Avenue;
- New Nangor Road between Par West Avenue and Willow Road;
- New Nangor Road between Willow Road and Naas Road junction;
- New Nangor Road / Naas Road / Long Mile Road junction;
- Naas Road and Walkinstown Avenue between New Nangor Road junction and Long Mile Road junction; and
- Long Mile Road between Walkinstown Avenue junction and Slievebloom Park junction.

At each of these locations the existing parking facilities and arrangements are identified and the impact that the Proposed Scheme has on them is described.

## 3.2 New Nangor Road between M50 overbridge and Park West Avenue

### 3.2.1 Existing Parking

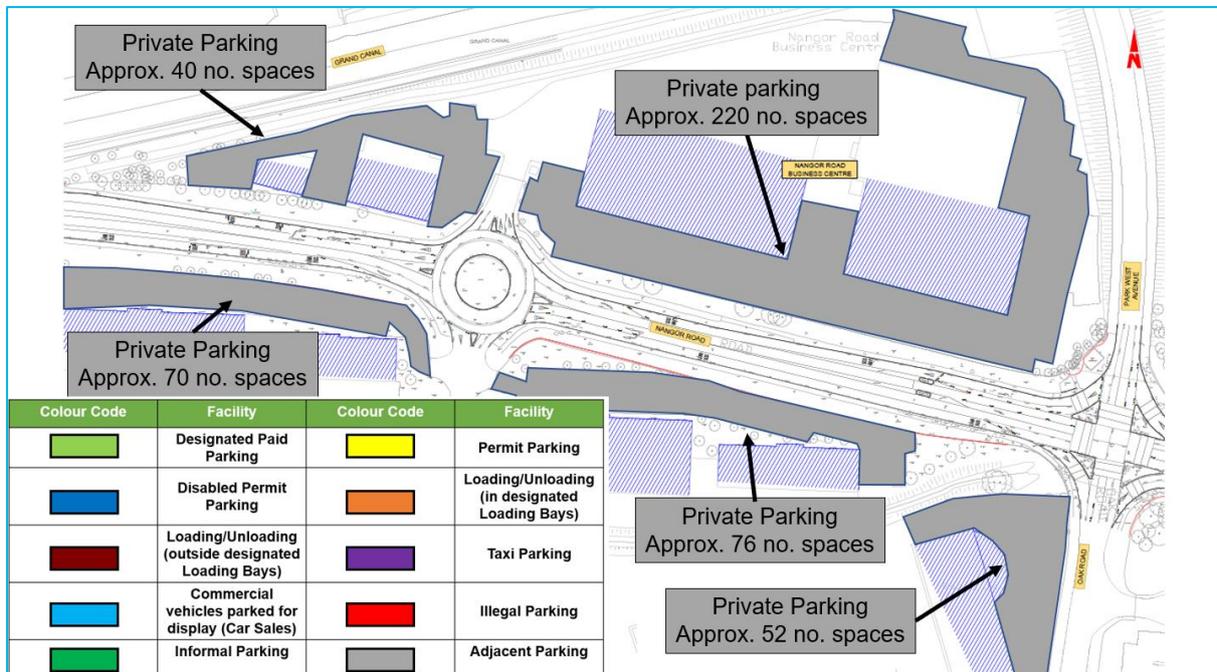


Figure 3-1 New Nangor Road between M50 overbridge and Oak Road Parking Facilities

This desktop study has shown that there is no evidence of on-street parking facilities along New Nangor Road in the vicinity of the New Nangor Road and Park West Avenue as shown on Figure 3-1. There is extensive adjacent parking located within the Business Parks, with approximately 458 spaces.

**Table 3.1 Existing Parking – New Nangor Road Section 1**

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	0 spaces
Informal Parking	0 spaces
Adjacent Parking	Approx. 458 spaces

### 3.2.2 Design Impacts

The design proposals in this area will not affect existing parking numbers or arrangements.

### 3.2.3 Potential Mitigation Measures (Alternative Parking Arrangements)

As existing parking is not affected in this area mitigation measures are not required.

### 3.2.4 Parking Assessment Impact

Not required.

### 3.2.5 Recommendations

As the design proposals include land acquisition onto the lands to the south of New Nangor Road / Oak Road junction, the land take affects primarily an existing grass verge and part of the footway.

Therefore, no further assessment or mitigation is required.

### 3.3 New Nangor Road between Park West Avenue and Willow Road

#### 3.3.1 Existing Parking

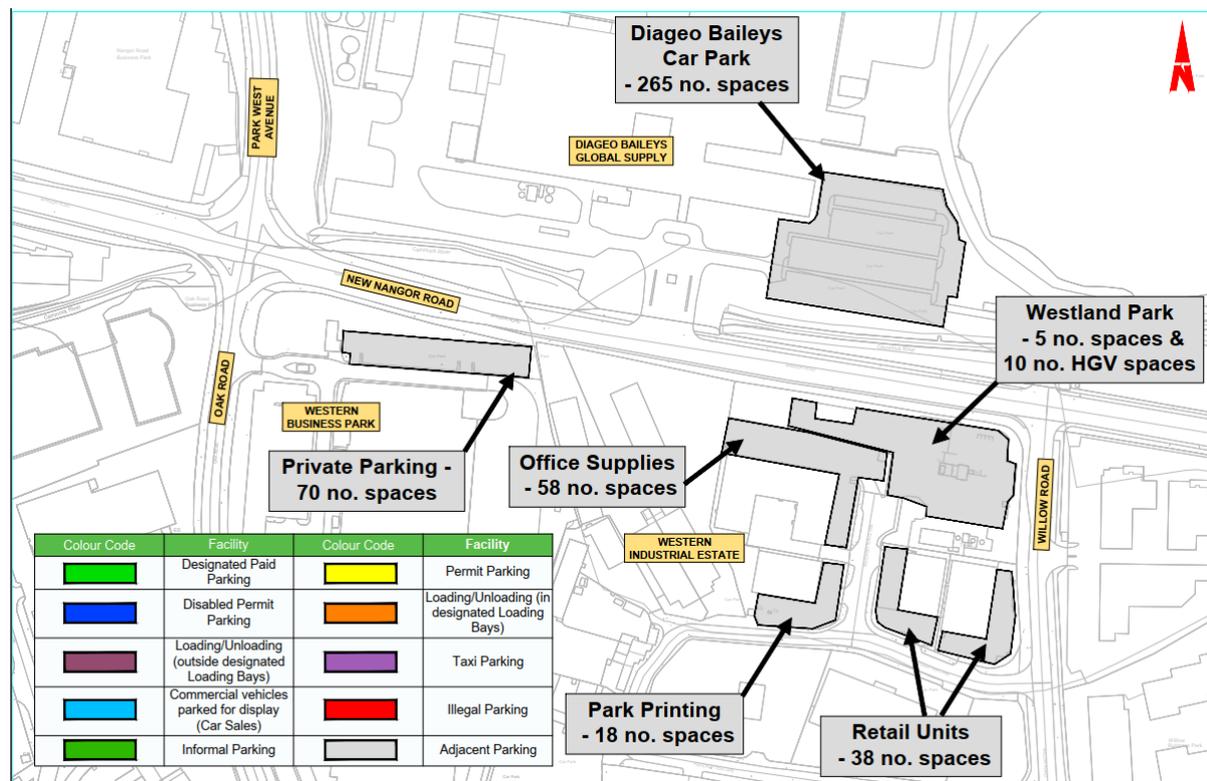


Figure 3-2 New Nangor Road between Oak Road and Willow Road Parking Facilities

This desktop study has shown that there is no evidence of on-street parking facilities along New Nangor road between Park West Avenue and Willow Road as shown on Error! Reference source not found.. There is a private car park located at the Western Business Park which is unlikely to be impacted by the proposed BusConnects road alignment.

Table 3.2 Existing Parking – New Nangor Road Section 2

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	0 spaces
Informal Parking	0 spaces
Adjacent Parking	Approx. 454 spaces and 10 HGV spaces

#### 3.3.2 Design Impacts

The design proposals in this area will not affect existing parking numbers or arrangements.

### 3.3.3 Potential Mitigation Measures (Alternative Parking Measures)

As existing parking is not affected in this area mitigation measures are not required.

### 3.3.4 Parking Assessment Impact

Not Required

### 3.3.5 Recommendations

Design proposals include land acquisition onto the lands along New Nangor Road between Park West Avenue and Willow Road, the land take affects primarily an existing grass verge and part of the existing footway.

Therefore, no further parking assessment or mitigation is required.

## 3.4 New Nangor Road between Willow Road and Naas Road junction

### 3.4.1 Existing Parking

This desktop study has shown that there is no evidence of on-street parking facilities along New Nangor Road between Willow Road and the Naas Road junction as shown on Error! Reference source not found. and Figure 3-3. There are a number of private car parks in this area and for information purposes, the number of spaces has been approximated using google maps ([www.googlemaps.ie](http://www.googlemaps.ie)).

The Toyota Ireland adjacent parking lot contains a large number of vehicles without marked parking spaces, the proposed design will require a two-metre wide landtake area over a one hundred metre length (approximately) which will affect the parking lot size.

There is adjacent parking immediately adjacent to the junction of New Nangor Road and the southern arm of Killeen Road (L1013). It appears that this area is being used as an overflow car park for the adjacent Premier Pitstop, as illustrated in Figure 3-4 Overflow Parking (Informal)

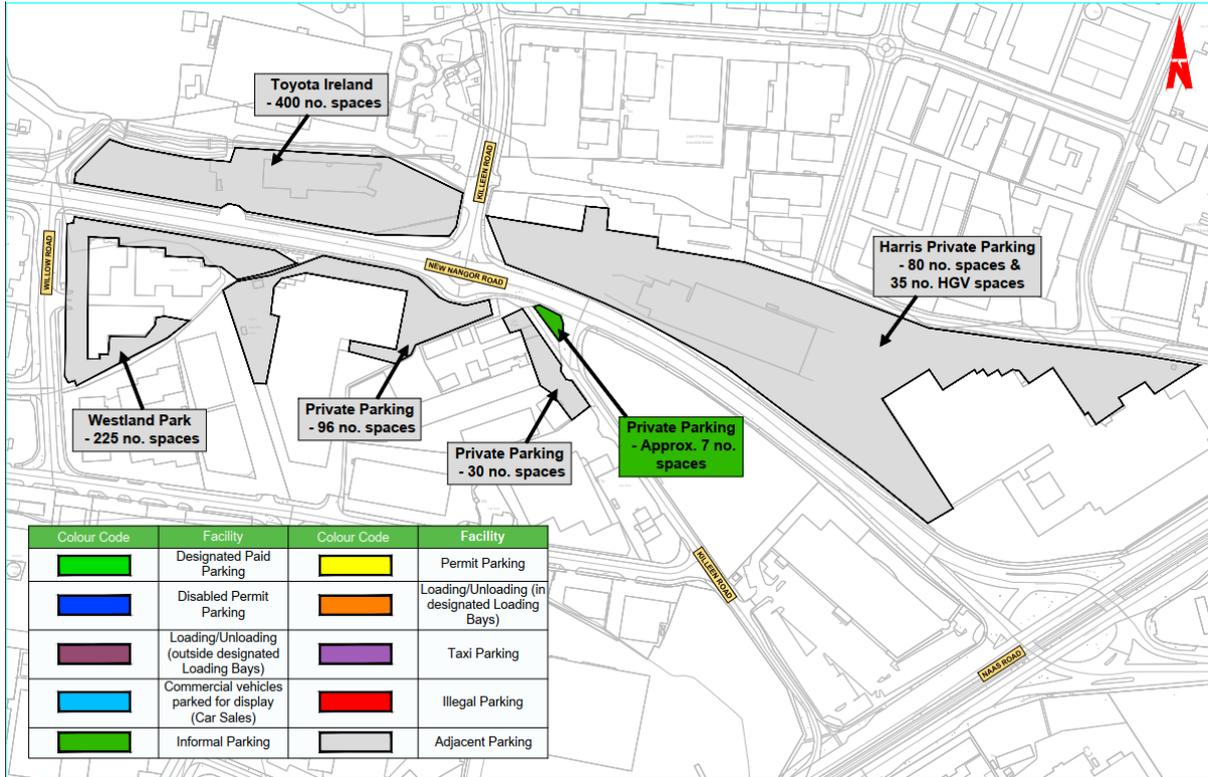


Figure 3-3 New Nangor Road between Killeen Road and Naas Road Junction Parking Facilities

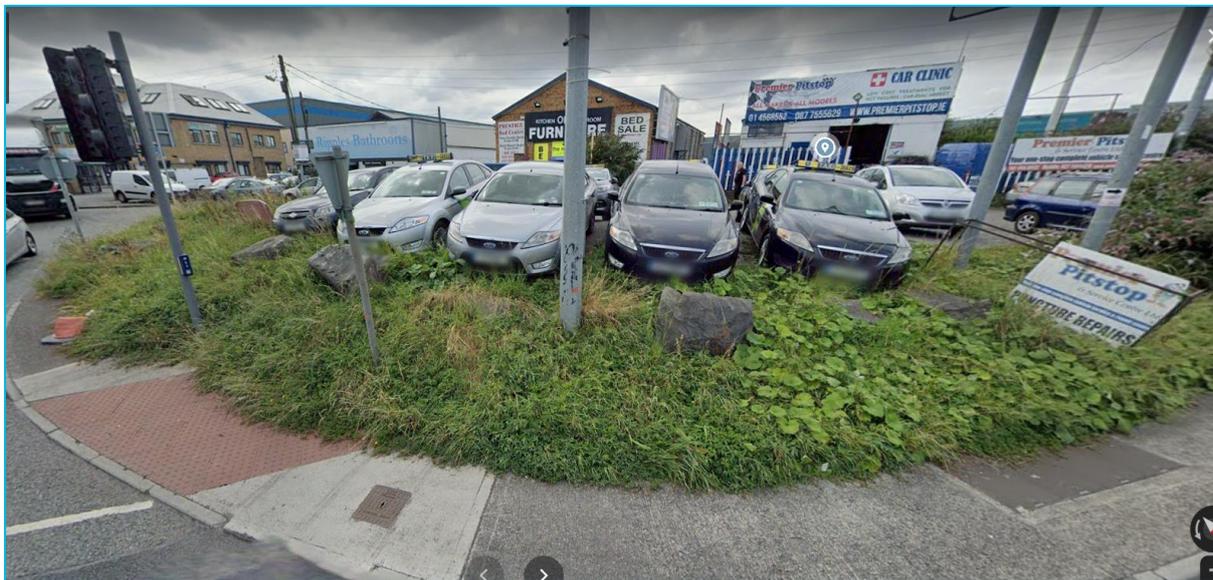


Figure 3-4 Overflow Parking (Informal)

Table 3.3 Existing Parking – New Nangor Road Section 3

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces

<b>Disabled Permit Parking</b>	0 spaces
<b>Loading/Unloading (in designated Loading Bays)</b>	0 spaces
<b>Loading/Unloading (outside designated Loading Bays)</b>	0 spaces
<b>Taxi Parking (Taxi Rank)</b>	0 spaces
<b>Commercial vehicles parked for display (Car sales)</b>	0 spaces
<b>Illegal Parking</b>	0 spaces
<b>Informal Parking</b>	7 spaces
<b>Adjacent Parking</b>	Approx. 831 spaces and 35 HGV spaces.

### 3.4.2 Design Impacts

The proposals in this area are generally within the existing road boundary space. For Toyota Ireland adjacent to the New Nangor Road the design requires an area of landtake approximately one hundred metre long and two metres wide, this landtake may affect the parking arrangements at the Toyota Ireland parking lot.

On the western side of the junction of New Nangor Road and Killeen Road (L1013), some landtake of the existing mounded grass verge there is required. This grass mound appears to be used for informal car parking of vehicles using Premier Pitstop servicing garage.

**Table 3.4 Design Impact Summary – New Nangor Road Section 3**

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading / Unloading (Designated Bays)	0 spaces	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces	0 spaces
Commercial Vehicles (for display)	0 spaces	0 spaces
Illegal Parking	0 spaces	0 spaces
Informal Parking	7 spaces	7 spaces
Adjacent Parking	Approx. 831 spaces and 35 HGV spaces	Approx. 10 spaces and -4 HGV spaces

### 3.4.3 Options Analysis

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

**Table 3.5 Option Analysis – New Nangor Road Section 3**

Type of Parking	Item	Proposal	Analysis	Viability
<b>Informal</b>	1	Extend private car park to the north	As the parking spaces lost to the business are informal and consist of vehicles parked on a grass verge, it is deemed unnecessary to replace this parking facility.	N

<b>Adjacent</b>	2	Reconfigure Toyota Ireland parking lot	This parking lot does not have parking bays marked on the ground and does not appear to be fully utilised for parking at all times, it may be possible to reconfigure parking to suit reduced lot size if necessary, to mitigate any parking space loss.	Y
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### 3.4.4 Parking Assessment Impact

**Table 3.6 Parking Assessment Impact – Adjacent Parking**

Impact Assessment	Score	Notes
<b>Intensity of Parking Usage</b>	1	More than one parking space per residential house/commercial property
<b>Loss Level</b>	1	Minor <10% reduction of overall parking within 200m
<b>Weighting</b>	2	Commercial where of value for passing trade for a frontage business.
<b>Impact Rating</b>	<b>1</b>	<b>Slight Impact</b>

### 3.4.5 Recommendations

The informal parking immediately adjacent to the junction of New Nangor Road and the southern arm of Killeen Road (L1013), it appears this area is being used as an overflow car park for the adjacent Premier Pitstop. As the parking bays lost to the development are informal parking and look like an overrun area it is deemed unnecessary to replace this parking facility. Given no loss of formal / designated parking is projected, no further assessment or mitigation is required.

The Toyota Ireland parking lot reduction in size may possibly result in the loss of approximately ten parking spaces, as this parking lot does not have parking bays marked on the ground and does not appear to be fully utilised for parking at all times, it may be possible to reconfigure parking to suit reduced lot size if necessary to mitigate any parking space loss. As the impact rating is slight, the proposal should be discussed with the plot owner/operator to review any reorganisation of plot parking which may be required.

## 3.5 New Nangor Road / Naas Road / Long Mile Road Junction

### 3.5.1 Overview

This study has shown that there is no evidence of on-street parking facilities in the vicinity of the New Nangor Road / Naas Road / Long Mile Road junction as shown on Figure 3-5 Error! Reference source not found.. There are a number of private car parks in this area and for information purposes, the number of spaces has been approximated using google maps ([www.googlemaps.ie](http://www.googlemaps.ie)). Of these, the design proposals include land acquisition from the Woodies Naas Road and Harris Group car parks.

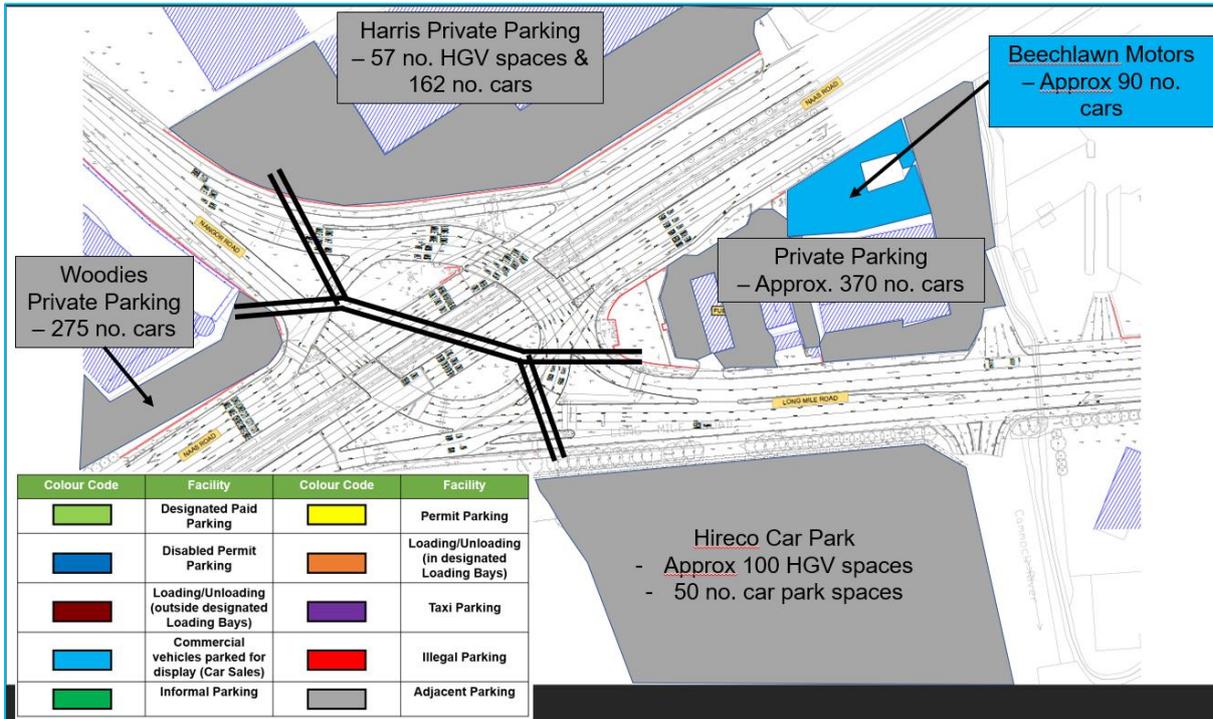


Figure 3-5 New Nangor Road / Naas Road / Long Mile Road Junction Parking Facilities

Table 3.7 Existing Parking - New Nangor Road / Naas Road / Long Mile Road Junction

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	90 spaces
Illegal Parking	0 spaces
Informal Parking	0 spaces
Adjacent Parking	Approx. 857 spaces and 157 HGV spaces

### 3.5.2 Design Impacts

The design proposal to construct a pedestrian and cycle bridge structure over the Naas Road / New Nangor Road / Long Mile Road junction requires landtake on four junction arms at the properties of Woodies Naas Road, Harris Group of Companies, Maxol Petrol Station and Hireco / DHL Long Mile Road. The four access ramp arm structures will affect the existing parking space numbers at Woodies Naas Road, Harris Group of Companies and Hireco / DHL Long Mile Road.

Woodies Naas Road will lose approximately fifty-five car parking spaces and an existing loading dock will need to be relocated.

Harris Group of Properties depot located on the New Nangor Road / Naas Road junction will lose approximately fifty-five car parking spaces.

The Hino / DHL Long Mile Road depot parking lot may lose space for three HGV trailers and two car parking spaces based on Google Maps images; these parking spaces are not marked on the ground so assumed impact is an approximation.

**Table 3.8 Design Impact Summary - New Nangor Road / Naas Road / Long Mile Road Junction**

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading / Unloading (Designated Bays)	0 spaces	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces	0 spaces
Commercial Vehicles (for display)	90 spaces	0 spaces
Illegal Parking	0 spaces	0 spaces
Informal Parking	0 spaces	0 spaces
Adjacent Parking	Approx. 857 spaces and 157 HGV spaces	Approx. 112 spaces and 3 HGV trailer spaces

### 3.5.3 Options Analysis

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

**Table 3.9 Option Analysis - New Nangor Road / Naas Road / Long Mile Road Junction**

Type of Parking	Item	Proposal	Analysis	Viability
Adjacent	1	Woodies Naas Road: Direct customers currently using parking to use available parking nearby	There are approximately two hundred and seventy-five spaces serving the Woodies Naas Road complex. With the removal of fifty-five spaces, customers can still utilise approximately two hundred and twenty spaces. It is not feasible to include additional car parking within the BusConnects proposals to replace the impacted car parking spaces.	Y
	2	Harris Group: Reconfigure existing parking lot to mitigate car park space loss.	There are approximately one hundred and sixty-two spaces serving the Harris Group depot. With the removal of fifty-five spaces, customers and staff can still utilise approximately eighty-seven spaces, there also appears to be unused/unmarked space available within the existing lot which could be converted to additional car parking if necessary. It is not feasible to include additional car parking within the BusConnects proposals to replace the impacted car parking spaces.	Y
	3	Hino / DHL Long Mile Road: Reconfigure existing parking spaces to mitigate car park space loss.	Parking at this parking lot is not marked on road surface and not all available lot area appears to be used for parking so any parking loss could be mitigated within existing parking lot area.	y
	4	Revert to the present arrangement whereby the	Reverting to the current arrangement would compromise the proposals to enhance pedestrian connectivity at this location.	N

		existing parking is retained	
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### 3.5.4 Parking Assessment Impact

**Table 3.10 Parking Assessment Impact – Woodies Naas Road**

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	3	Significant >20% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	<b>2</b>	<b>Slight Impact</b>

**Table 3.11 Parking Assessment Impact – Harris Group Properties**

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	3	Significant >20% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	<b>2</b>	<b>Slight Impact</b>

**Table 3.12 Parking Assessment Impact – Harris Group Properties**

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	Minor <10% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	<b>1</b>	<b>Slight Impact</b>

**Table 3.13 Parking Assessment Impact – Hino / DHL Long Mile Road**

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage
Loss Level	1	Minor <10% reduction.
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	<b>1</b>	<b>Slight Impact</b>

### 3.5.5 Recommendations

Following the analysis shown above, it is recommended that Items 1, 2, and 3 should be brought forward as viable alternatives to the existing parking arrangements.

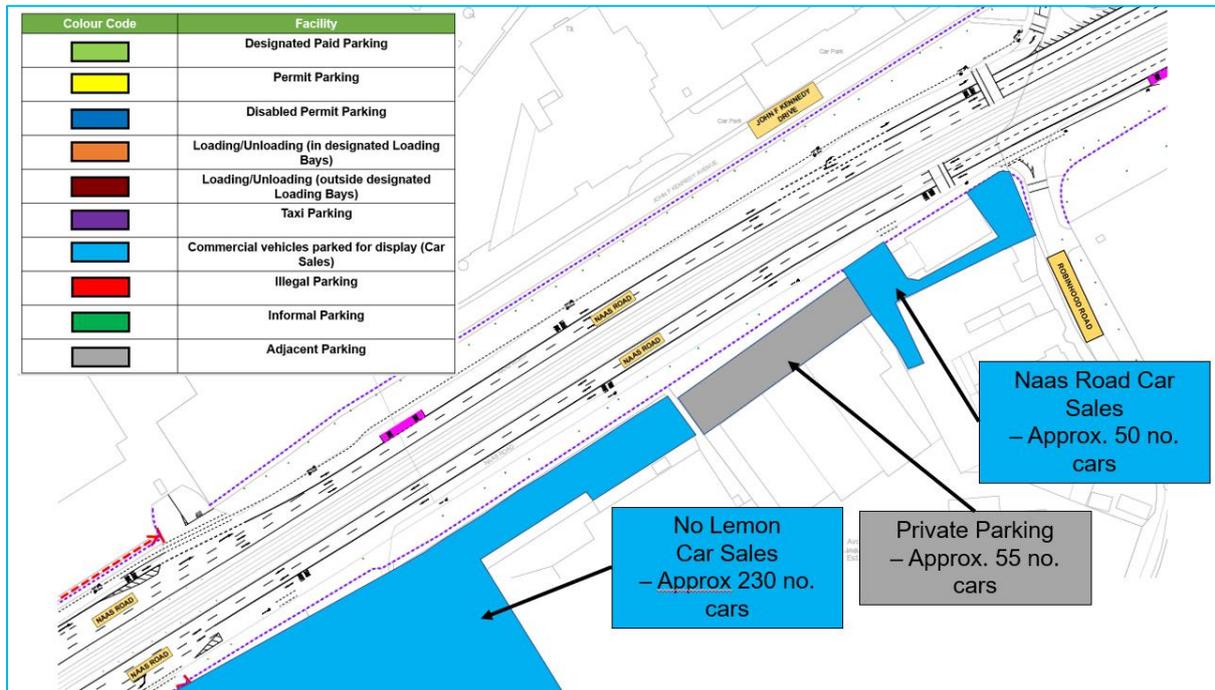
The loss of parking should be a consideration in the development of the design options for the new cyclist and pedestrian bridge.

### 3.6 Naas Road and Walkinstown Avenue between New Nangor Road junction and Long Mile Road Junction

#### 3.6.1 Overview

This study has shown that there is no evidence of on-street parking facilities along the Naas Road or Walkinstown Avenue as shown on Error! Reference source not found.7, Error! Reference source not found.8 and Error! Reference source not found.9. There are a number of private car parks in this area and for information purposes, the number of spaces has been approximated using google maps ([www.googlemaps.ie](http://www.googlemaps.ie)). These car parks are located along the boundary of the proposed works and as such, may be affected by future design proposals.

Illegal Parking has been observed outside the Hyundai Car dealership adjacent to the Walkinstown Road/Long Mile Road junction as shown on Error! Reference source not found. **Figure 3-9**.



**Figure 3-6 Naas Road between New Nangor Road Junction and Robinhood Road Parking Facilities**

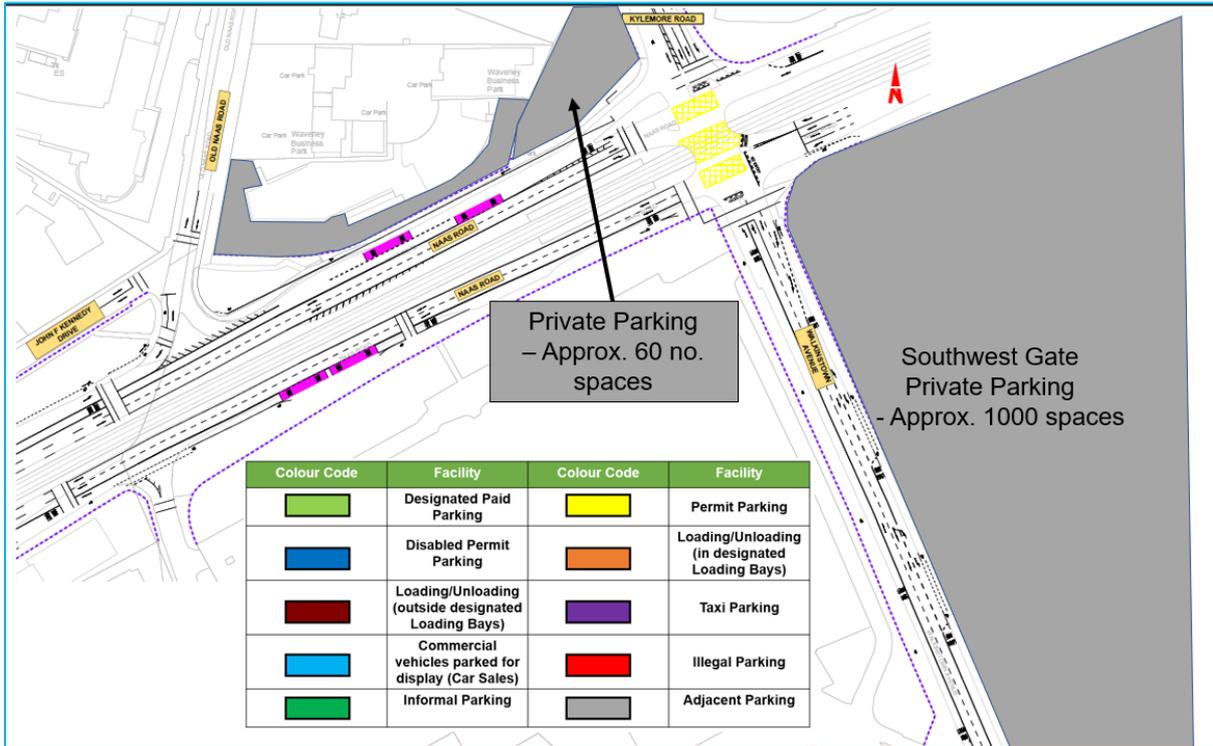


Figure 3-7 Naas Road between Robinhood Road and Walkinstown Avenue Parking Facilities

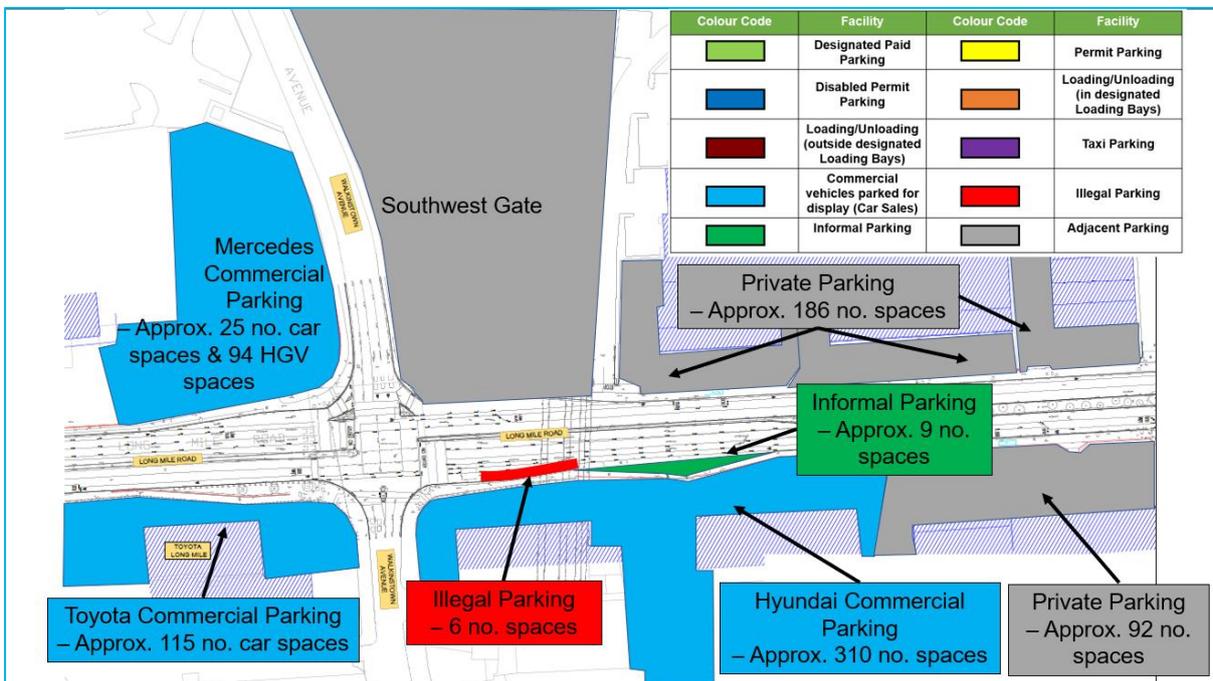


Figure 3-8 Walkinstown Avenue / Long Mile Road Junction



Figure 3-9 Illegal Parking outside the Hyundai Dealership ([www.googlemaps.ie](http://www.googlemaps.ie))



Figure 3-10 Informal Parking outside the Hyundai Dealership ([www.googlemaps.ie](http://www.googlemaps.ie))

Table 3.14 Existing Parking – Naas Road / Walkinstown Avenue

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	Approx. 730 spaces and 94 HGV spaces
Illegal Parking	Approx. 6 spaces
Informal Parking	Approx. 9 spaces
Adjacent Parking	Approx. 1393 spaces

### 3.6.2 Design Impacts

For this section of Naas Road, the proposed design does not affect the existing adjacent and commercial car parking spaces.

On Walkinstown Avenue, landtake is required on the eastern side of Walkinstown Avenue where a redevelopment proposal was submitted to Dublin City Council. The Masterplan for this proposed development (Southwest Gate Dublin Twelve) indicates there will be provision of approximately one thousand parking spaces included in this mixed-use development. The proposed design for BusConnects Tallaght / Clondalkin to City Centre Scheme was shared with the developer for their consideration in the Southwest Gate development.

At the Walkinstown Avenue / Long Mile Road junction the proposed design does not affect existing adjacent and commercial car parking, there are a number of illegal and informal parking spaces (**Figure 3-10 and Figure 3-11**) which will be removed to facilitate the proposed design.

**Table 3.15 Design Impact Summary– Naas Road / Walkinstown Avenue**

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading / Unloading (Designated Bays)	0 spaces	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces	0 spaces
Commercial Vehicles (for display)	Approx. 730 spaces and 94 HGV spaces	0 spaces
Illegal Parking	Approx. 6 spaces	Approx. 6 spaces
Informal Parking	Approx. 9 spaces	Approx. 9 spaces
Adjacent Parking	Approx. 1393 spaces	0 spaces

### 3.6.3 Options Analysis

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

**Table 3.16 Option Analysis– Naas Road / Walkinstown Avenue**

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Provide additional parking as part of the scheme	It is not feasible to include additional car parking within the BusConnects proposals to replace the impacted car parking spaces. Removal of parking at this location will enhance visibility at the entrances.	N
	2	Revert to the present arrangement whereby the existing parking is retained	Reverting to the current arrangement would compromise the proposals to enhance pedestrian and cyclist facilities at this location	N

### 3.6.4 Parking Assessment Impact

**Table 3.17 Parking Assessment Impact– Naas Road / Walkinstown Avenue**

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property
Loss Level	1	Minor <10% reduction of overall parking within 200m
Weighting	2	Commercial where of value for passing trade for a frontage business.
Impact Rating	<b>1</b>	<b>Slight Impact</b>

### 3.6.5 Recommendations

As the parking bays lost are informal parking it is deemed unnecessary to replace this parking facility. Given no loss of formal / designated parking is projected, no further assessment or mitigation is required.

## 3.7 Long Mile Road between Walkinstown Avenue junction and Slievebloom Park Junction

### 3.7.1 Overview

This study has shown that there is evidence of informal on-street parking facilities along the Long Mile Road as shown on Error! Reference source not found. and Illegal parking at schools during pick-up and drop-off student times as shown in **Figure 3-12**.

Adjacent car parking can be found at the businesses and schools on the Long Mile Road, for information purposes the number of spaces has been approximated. Informal parking is taking place outside residential properties, whilst illegal parking is noted in vicinity of the schools on both sides of Long Mile Road.

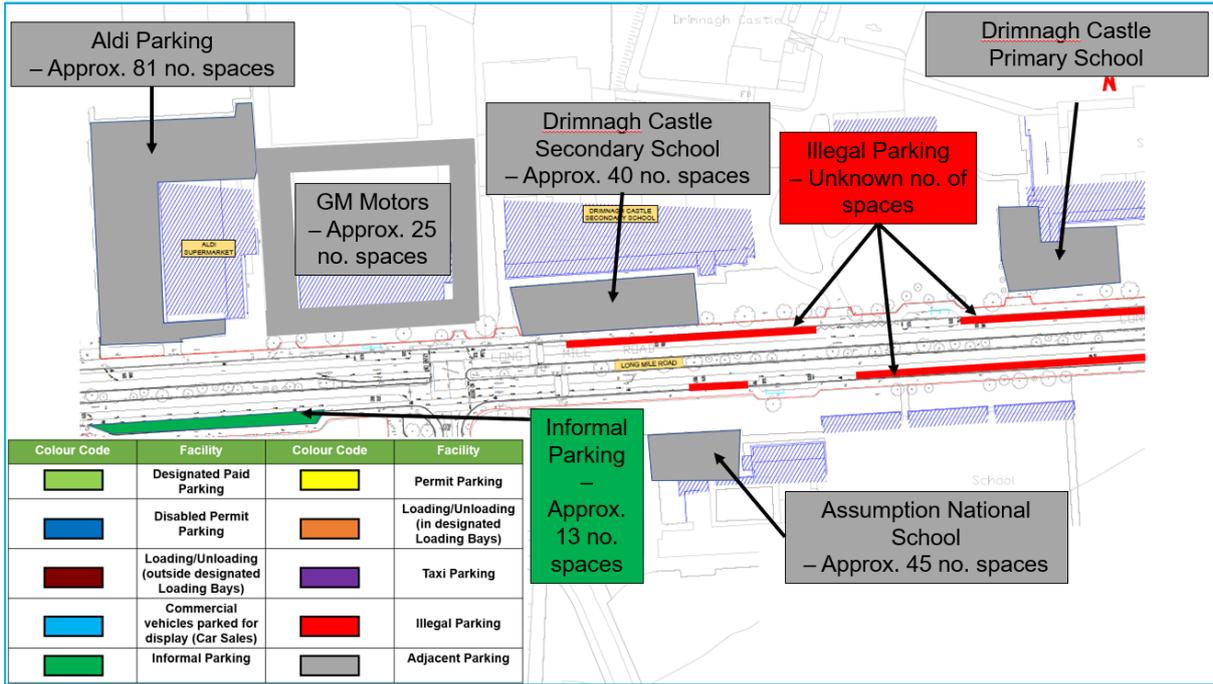


Figure 3-11 Long Mile Road between Walkinstown Avenue junction and Slievebloom Park Junction Parking Facilities Section 1

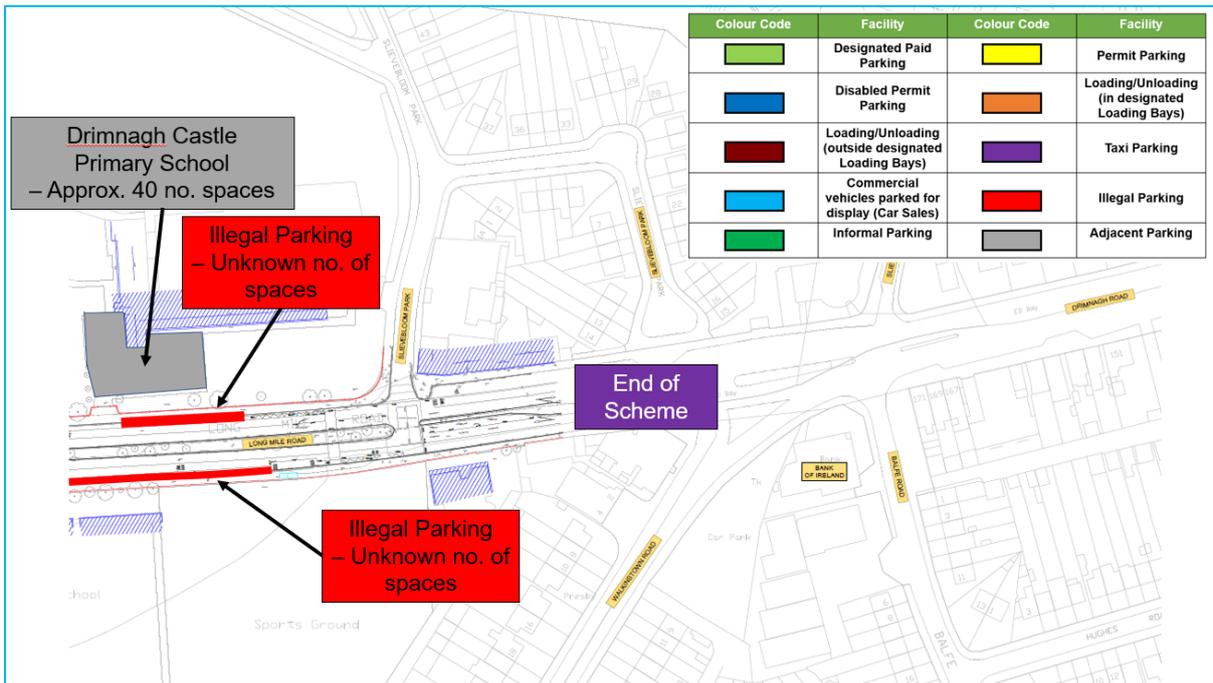


Figure 3-12: Long Mile Road between Walkinstown Avenue junction and Slievebloom Park Junction Parking Facilities Section 2



Figure 3-13 Illegal Parking outside Schools on Long Mile Road ([www.googlemaps.ie](http://www.googlemaps.ie))

Table 3.18 Existing Parking Facilities – Long Mile Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading/Unloading (in designated Loading Bays)	0 spaces
Loading/Unloading (outside designated Loading Bays)	0 spaces
Taxi Parking (Taxi Rank)	0 spaces
Commercial vehicles parked for display (Car sales)	0 spaces
Illegal Parking	Approx. 20 spaces
Informal Parking	Approx. 13 spaces
Adjacent Parking	Approx. 231 spaces

### 3.7.2 Design Impacts

For this section of the Long Mile Road, the proposed design does not affect the existing adjacent car parking at the businesses and the schools.

The existing informal parallel car parking spaces parking bay will be reduced in length from 75m to 52m, resulting in a loss of approximately four spaces.

**Table 3.19 Design Impact Summary– Long Mile Road**

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading / Unloading (Designated Bays)	0 spaces	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces	0 spaces
Commercial Vehicles (for display)	0 spaces	0 spaces
Illegal Parking	Approx. 20 spaces	Approx. 20 spaces
Informal Parking	Approx. 13 spaces	Approx. 4 spaces
Adjacent Parking	Approx. 231 spaces	0 spaces

### 3.7.3 Options Analysis

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

**Table 3.20 Option Analysis– Long Mile Road**

Type of Parking	Item	Proposal	Analysis	Viability (y/n)
Informal	1	Revert to the present arrangement whereby the existing parking is retained	Reverting to the current arrangement would compromise the proposals to enhance pedestrian and cyclist facilities at this location	N

### 3.7.4 Parking Assessment Impact

**Table 3.21 Parking Assessment Impact – Long Mile Road Informal Parking**

Impact Assessment	Score	Notes
Intensity of Parking Usage	1	More than one parking space per residential house/commercial property = Low usage.
Loss Level	1	Minor <10% reduction of overall parking within 200m
Weighting	3	Residential as it would have a more severe impact than for visitors.
Impact Rating	1	<b>Slight Impact</b>

### 3.7.5 Recommendations

Following the analysis shown above for informal residential parking where nine residences have available parking in their front driveway resulting in a slight impact to residential parking availability, no further assessment or mitigation is required.

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