

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

**Appendix G**  
Parking Survey  
Report

# Kimmage to City Centre Core Bus Corridor

## Parking Survey Report

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# 1. INTRODUCTION

## 1.1 Background

The BusConnects plan aims to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient, affordable, and with greater scope for interconnection between routes. A key aspect of the BusConnects proposal is the provision of major infrastructure enhancements for buses, cyclists, and pedestrians along each of the main bus corridors. Provision of high-quality footpaths, cycle tracks and bus lanes involve some local road widening, but also necessarily requires reallocation of roadspace where corridor width is heavily constrained by adjacent buildings and property. In some cases, reallocation of roadspace involves removal of some existing on-street parking bays. This report investigates the impact on local parking activity and supply associated with the provision of BusConnects infrastructure. The impact on loading / unloading activities is also assessed.

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

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

The purpose of this Preliminary Parking Survey Report is to:

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

## 2. METHODOLOGY AND ASSUMPTIONS

### 2.1 Introduction

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

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

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

### 2.2 Baseline Parking and Loading

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

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

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

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

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

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

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

### 2.3 Future Parking and Loading

The future on-street parking supply with the proposed BusConnects Core Bus Corridor (CBC) Scheme Preferred Route Option (PRO) in place has been identified from the scheme 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 Bus Connects scheme.

### 2.4 Parking Impact Assessment

An assessment of the potential impacts of BusConnects on parking availability has been undertaken. The assessment has included parking spaces on the bus corridor and also parking space available on side streets with a direct connection to the bus corridor (and within 200m from the corridor). The estimated parking impact is rated in 3 levels as follows, with a suggested numerical basis for determining the rating:

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

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

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

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

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

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

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

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

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

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

## **2.5 Mitigation Measures**

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

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

### 3. STUDY AREA

The report contains parking analyses of three route sub 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 offstreet parking supply and characteristics have also been noted. For the Kimmage to City Centre Core Bus Corridor Scheme, the three sections where changes are proposed to parking supply are listed below and is illustrated in Figure 3.1 (also contained in Appendix A):

- Section 1 – Kimmage Road Lower [Terenure Road West to Harold's Cross Road]
- Section 2 – Harold's Cross Road [Harold's Cross Road to Grand Canal]
- Section 3 – Clanbrassil Street Upper & Lower and New Street South [Clanbrassil Street Upper to Patrick Street]

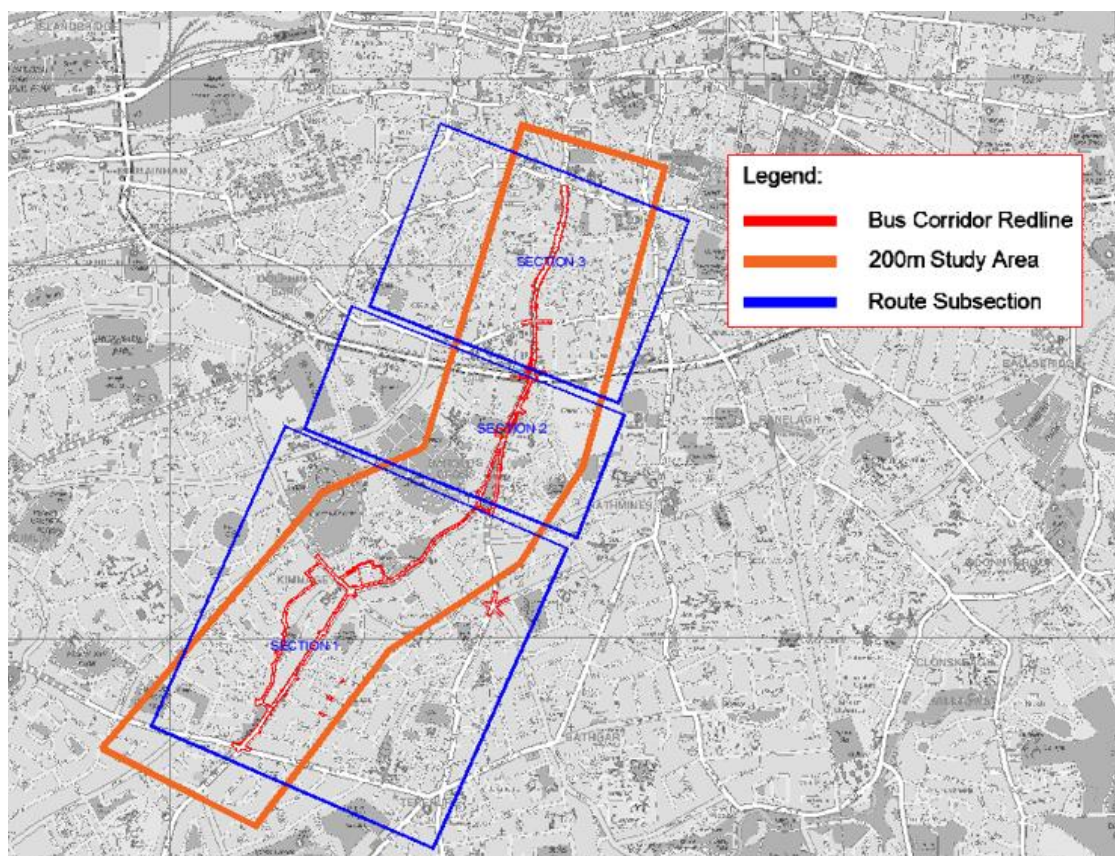


Figure 3.1: Kimmage to City Centre CBC Scheme Preliminary Parking Survey Study Area



## **4. PARKING IMPACT ON SECTION 1 - KIMMAGE ROAD LOWER [TERENURE ROAD WEST TO HAROLD'S CROSS ROAD]**

### **4.1 Baseline Parking and Loading Analysis**

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

Section 1 begins at Kimmage Road Lower and Kimmage Road West junction and continues along Kimmage Road Lower to Harold's Cross Road. This section has limited designated on-street parking. Most of the parking along this section is informal parking.

Along this section there are 433 parking spaces and no loading bays along the main corridor. The classification and location of these parking spaces are as follows.

- 7 informal parking spaces on Ravensdale Park.
- 30 informal parking spaces on the east side of Kimmage Road Lower between Kimmage Court and Ravensdale Park junction.
- 180 informal parking spaces on the west side of Kimmage Road Lower between Ravensdale Parking and Sundrive Road junction.
- 22 informal parking spaces on the east side of Kimmage Road Lower outside the residential section between Larkfield Avenue and Bedford Court.
- 52 Permit Parking spaces west side of Kimmage Road Lower just before Sundrive Road junction outside of the local shops and business.
- 2 Taxi rank spaces on the north side of Sundrive Road outside of Paddy Power.
- 24 designated paid parking on the northern side of Sundrive Road. These parking spaces are available from 07:00 to 19:00 Monday to Saturday.
- 8 informal spaces located on the north side of Sundrive Road outside of the local shops and approximately 5 informal spaces directly across on the south side of Sundrive Road.
- 4 informal spaces located on the northwest corner of the Kimmage Road Lower and Sundrive Road junction.
- Approximately 80 informal parking spaces on the east and west side of Kimmage Road Lower between Sundrive Road and Harold's Cross Road.
- 13 designated paid parking at the entrance of Mount Argus Church. This designated Pay & Display and Permit parking is available from 07:00 to 19:00 from Monday to Saturday.
- 6 Permit Parking on the west side of Kimmage Road Lower outside of Mount Argus Mill apartments.
- 7 designated paid parking east side of Harold's Cross Park, in front of Peggy Kelly's Pub.
- 3 designated paid parking east of Harold's Cross Park, in front of Park View Court apartments.
- 2 designated paid parking east of Harold's Cross Park, in front of St. Clare's Park apartments.

Section 1 between the Kimmage Crossroads and Harold's Cross Road has 1 lane in both the inbound and outbound directions. There is no existing designated bus lane in both directions. A clearway is in operation at the following times:

- Inbound direction has a clearway in operation from 07:00 to 10:00 from Monday to Saturday; and
- Outbound direction has a clearway in operation from 16:00 to 19:00 from Monday to Saturday.

A summary of existing parking and loading supply on Section 1; Kimmage Road Lower to Harold's Cross Road is shown in Table 4.1 below.

**Table 4.1: Existing Supply in Section 1**

Section	Parking Type	Existing
Section 1 - Between Kimmage Crossroads and Harold's Cross Road	Pay & Display (Designated)	37
	Permit	58
	Taxi	2
	Informal	336
	Adjacent	327

#### 4.1.2 Loading Bays

There is no loading bay in section 1 between Kimmage Road Lower and Kimmage Road.

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

There are several local side street parking along this section. These side street parking are available to be used by local residents, visitors, and business. There is a total of 327 parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 28 adjacent parking spaces on Hazelbrook Road. Informal parking.
- 8 adjacent parking on Riverdale Grove. Informal parking.
- 26 adjacent parking on Corrib Road. Informal parking.
- 3 adjacent parking on Hazel Park. Informal parking.
- 5 adjacent parking on Kimmage Court. Informal parking.
- 20 adjacent parking on Aideen Avenue. Informal parking.
- 6 adjacent parking on Saint Martin's Park. Informal parking.
- 4 adjacent parking on Kimmage Grove. Informal parking.
- 33 adjacent parking on Priory Road. Informal parking.
- 46 adjacent parking on Westfield Road. Pay & Display between 07:00-24:00 Monday to Friday.
- 66 adjacent parking on Kenilworth Park. Pay & Display between 07:00-24:00 Monday to Sunday.
- 66 adjacent parking on Casimir Road. Pay & Display between 07:00-24:00 Monday to Sunday.
- 4 adjacent parking on Harold's Cross Road south of Park. Pay & Display between 07:00-24:00 Monday to Saturday.
- 12 adjacent parking on Mount Argus Road. Pay & Display between 07:00-19:00 Monday to Saturday.

#### 4.1.4 Land Use and Parking Demand

Section 1 along Kimmage Road Lower between Kimmage Crossroads and Harold's Cross Road is predominantly zoned as existing residential. There are also areas along this section zoned for Industrial, enterprise, and employment north of Ravensdale Park, and mixed use along Sundrive Road.

Generally, the trip attractors along this section includes KCR Industrial Estate, local shops, and businesses along Kimmage Road Lower and Sundrive Road.

The trip attractors mentioned above are supported by private parking within their premises. However, there is parking demand on the east side of Kimmage Road Lower north of the Corrib Road junction in front of Tesco Express and other local shops. Parking activities here are not supported by formalised parking and informal parking occurs on advisory cycle lanes throughout the day.

An illustration of land use along Section 1 can be found in Appendix B.

## 4.2 Bus Corridor Parking Proposals

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

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking changes along this section is illustrated in Figure 4.1 – Figure 4.4 below.

The overall proposed design of BusConnects along Section 1 on Kimmage Road Lower (between Kimmage Crossroads and Sundrive Road junction) has resulted in the following changes:

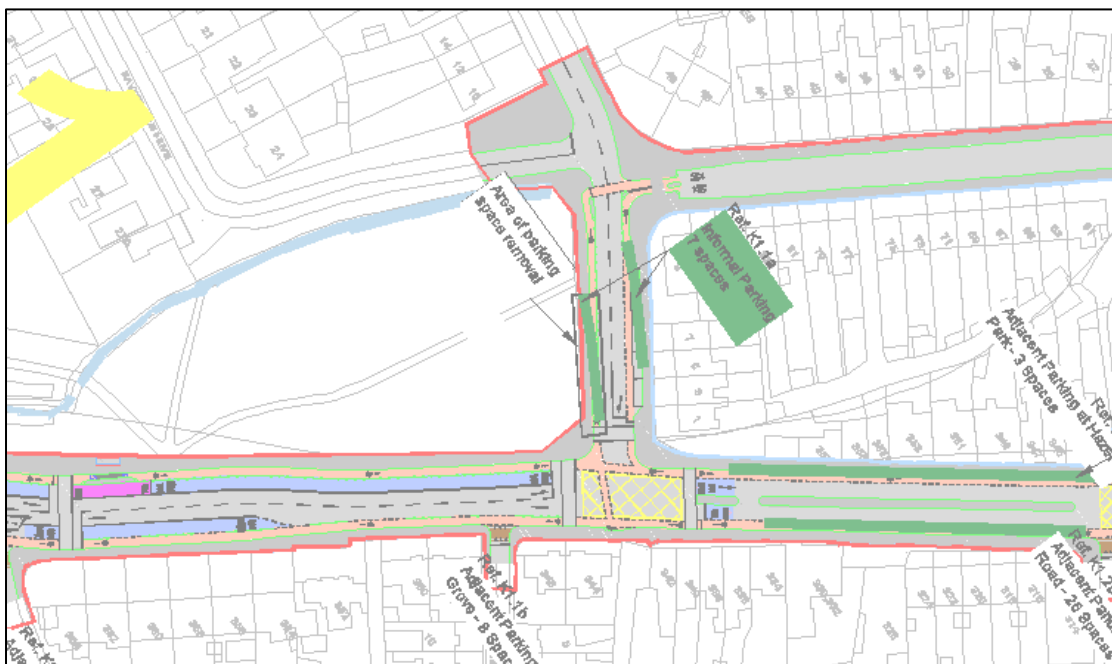
- Removal of 3 informal parking on the west side of Ravensdale Park.
- Removal of 6 informal parking on the east side of Kimmage Road Lower just before Sundrive Road junction. It is proposed to formalise parking in front of the residential homes with 16 new formalised spaces proposed.
- Removal of 2 Taxi Rank spaces on the north side of Sundrive Road. It is proposed to relocate the Taxi space inside the car park on the north side of Sundrive Road.
- Removal of 8 informal parking spaces on the north side of Sundrive Road.
- Removal of 5 informal parking space on the south side of Sundrive Road.
- Removal of 12 designated paid parking in the car park on the north side of Sundrive Road.
- Removal of 1 informal space on the north east corner of the Kimmage Road Lower/Sundrive Road junction.

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

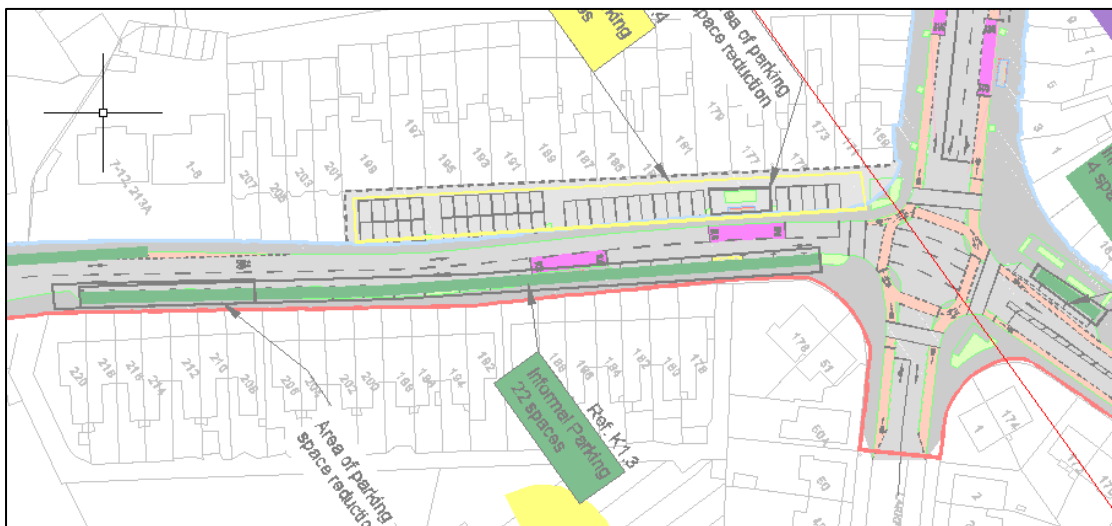
**Table 4.2: Existing and Proposed Parking Supply Summary in Section 1**

Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
Section 1 - Between Kimmage Cross Roads and Harold's Cross Road	Pay & Display (Designated)	37	25	-12
	Permit	58	58	0
	Taxi	2	0	-2
	Informal	336	313	-23
	Adjacent	327	325	-2

Along this section there is a total of 760 existing parking spaces, 721 proposed spaces and a loss of 39 spaces (5%).



**Figure 4.1: Proposed scheme design and parking changes along Ravensdale Park**



**Figure 4.2: Proposed scheme design and parking changes along Kimmage Road Lower**

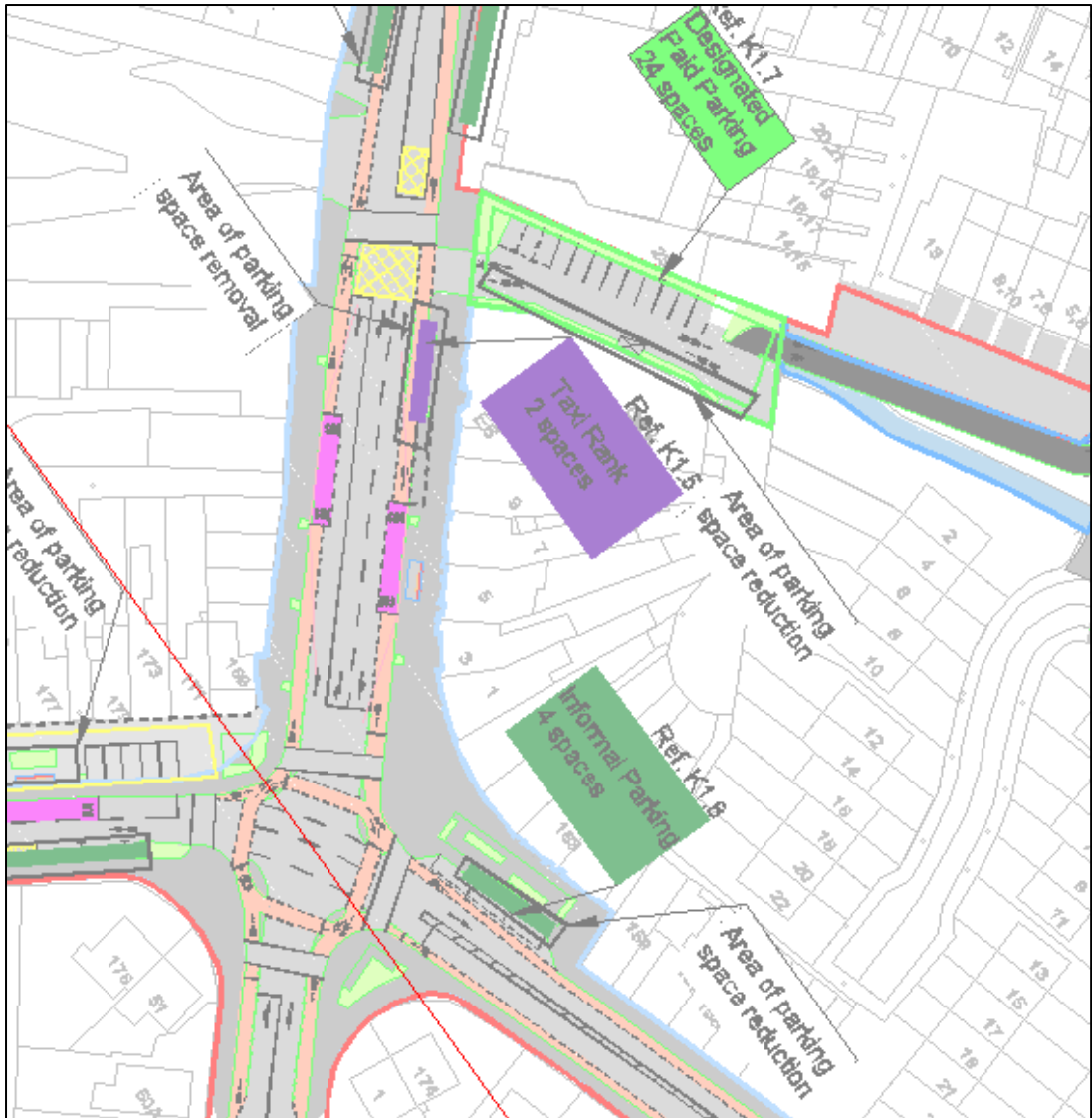


Figure 4.3: Proposed scheme design and parking changes along Sundrive Road



Figure 4.4: Proposed scheme design and parking changes along Sundrive Road

### 4.3 Parking Impact Assessment

The parking impact is assessed as described in section 2.4.

**Table 4.3 Parking Impact Assessment for Section 1**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Hazelbrook Road	28	Adjacent	28	0	0%	2	0	3	0	No Impact
Ravensdale Park	7	Informal	4	-3	-43%	2	3	3	6	Moderate
Riversdale Grove	8	Adjacent	8	0	0%	3	0	3	0	No Impact
LKR shops at Corrib	30	Informal	30	0	0%	1	0	1	0	No Impact
Ravensdale to Sundrive	180	Informal	180	0	0%	1	0	1	0	No Impact
Corrib Road	26	Adjacent	26	0	0%	2	0	3	0	No Impact
Hazel Park	3	Adjacent	3	0	0%	3	0	3	0	No Impact
Kimmage Court	5	Adjacent	5	0	0%	3	0	3	0	No Impact
Aideen Avenue	20	Adjacent	20	0	0%	2	0	1	0	No Impact
Saint Martin's Park	6	Adjacent	6	0	0%	2	0	3	0	No Impact
Kimmage Grove	4	Adjacent	4	0	0%	2	0	3	0	No Impact
LKR at Sundrive - East	22	Informal	16	-6	-27%	3	3	3	9	Significant
LKR at Sundrive - SouthWest	52	Permit	52	0	0%	2	0	2	0	No Impact
Sundrive Road 1	2	Taxi	0	-2	-100%	1	3	1	1	Slight
Sundrive Road 2	8	Informal	0	-8	-100%	1	3	2	2	Slight
Sundrive Road 3	5	Informal	0	-5	-100%	3	3	1	3	Slight
Sundrive Road 3	24	Pay & Display	12	-12	-50%	1	3	1	1	Slight
LKR at Sundrive - Northwest	4	Informal	3	-1	-25%	2	3	2	4	Moderate
Sundrive to Harold's Cross Park	80	Informal	80	0	0%	1	0	1	0	No Impact
Lower Kimmage Road at Mount Argus Church Entrance	13	Pay & Display	13	0	0%	3	0	1	0	No Impact
Priory Road	33	Adjacent	33	0	0%	3	0	3	0	No Impact
Westfield Road	46	Adjacent	46	0	0%	3	0	3	0	No Impact
Kenilworth Park	66	Adjacent	66	0	0%	3	0	3	0	No Impact
Casimir Road	66	Adjacent	66	0	0%	3	0	3	0	No Impact
Harold's Cross Road (Side Road)	4	Adjacent	4	0	0%	3	0	3	0	No Impact
Mount Argus Road	12	Adjacent	12	0	0%	2	0	3	0	No Impact
Mount Argus Apartments	6	Permit	6	0	0%	2	0	3	0	No Impact
Harold's Cross Road East (Pehhy Kelly's Pub)	7	Pay & Display	7	0	0%	2	0	1	0	No Impact
Harold's Cross Road East (Park View Court)	3	Pay & Display	3	0	0%	2	0	1	0	No Impact
Harold's Cross Road East (St Clare's Park Apartments)	2	Pay & Display	0	-2	-100%	1	3	1	1	Slight

The parking impact assessment indicates that there is one significant impact on parking on the east side of Kimmage Road Lower just before the Sundrive Road junction. However, the existing parking here is informal used by residents and visitors in front of the residential houses. It is proposed to provide 16 new formalised parking at this location.

### 4.4 Mitigation Measures

The following mitigation measures are proposed for the parking changes along Section 1. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;
- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;
- Replace parking loss at a different location where possible.

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

**Table 4.4 Parking Impact Assessment Post Mitigation for Section 1**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Hazelbrook Road	28	Adjacent	28	0	0%	2	0	3	0	No Impact	No Impact
Ravensdale Park	7	Informal	4	-3	-43%	2	3	3	6	Moderate	Slight
Riversdale Grove	8	Adjacent	8	0	0%	3	0	3	0	No Impact	No Impact
LKR shops at Corrib	30	Informal	30	0	0%	1	0	1	0	No Impact	No Impact
Ravensdale to Sundrive	180	Informal	180	0	0%	1	0	1	0	No Impact	No Impact
Corrib Road	26	Adjacent	26	0	0%	2	0	3	0	No Impact	No Impact
Hazel Park	3	Adjacent	3	0	0%	3	0	3	0	No Impact	No Impact
Kimmage Court	5	Adjacent	5	0	0%	3	0	3	0	No Impact	No Impact
Aideen Avenue	20	Adjacent	20	0	0%	2	0	1	0	No Impact	No Impact
Saint Martin's Park	6	Adjacent	6	0	0%	2	0	3	0	No Impact	No Impact
Kimmage Grove	4	Adjacent	4	0	0%	2	0	3	0	No Impact	No Impact
LKR at Sundrive - East	22	Informal	16	-6	-27%	3	3	3	9	Significant	Moderate
LKR at Sundrive - SouthWest	52	Permit	52	0	0%	2	0	2	0	No Impact	No Impact
Sundrive Road 1	2	Taxi	0	-2	-100%	1	3	1	1	Slight	Negligible
Sundrive Road 2	8	Informal	0	-8	-100%	1	3	2	2	Slight	Negligible
Sundrive Road 3	5	Informal	0	-5	-100%	3	3	1	3	Slight	Negligible
Sundrive Road 3	24	Pay & Display	12	-12	-50%	1	3	1	1	Slight	Negligible
LKR at Sundrive - Northwest	4	Informal	3	-1	-25%	2	3	2	4	Moderate	Slight
Sundrive to Harold's Cross Park	80	Informal	80	0	0%	1	0	1	0	No Impact	No Impact
Lower Kimmage Road at Mount Argus Church Entrance	13	Pay & Display	13	0	0%	3	0	1	0	No Impact	No Impact
Priory Road	33	Adjacent	33	0	0%	3	0	3	0	No Impact	No Impact
Westfield Road	46	Adjacent	46	0	0%	3	0	3	0	No Impact	No Impact
kenilworth Park	66	Adjacent	66	0	0%	3	0	3	0	No Impact	No Impact
Casimir Road	66	Adjacent	66	0	0%	3	0	3	0	No Impact	No Impact
Harold's Cross Road (Side Road)	4	Adjacent	4	0	0%	3	0	3	0	No Impact	No Impact
Mount Argus Road	12	Adjacent	12	0	0%	2	0	3	0	No Impact	No Impact
Mount Argus Apartments	6	Permit	6	0	0%	2	0	3	0	No Impact	No Impact
Harold's Cross Road East (Pehhy Kelly's Pub)	7	Pay & Display	7	0	0%	2	0	1	0	No Impact	No Impact
Harold's Cross Road East (Park View Court)	3	Pay & Display	3	0	0%	2	0	1	0	No Impact	No Impact
Harold's Cross Road East (St Clare's Park Apartments)	2	Pay & Display	0	-2	-100%	1	3	1	1	Slight	Negligible

## 5. PARKING IMPACT ON SECTION 2 – HAROLD'S CROSS ROAD [HAROLD'S CROSS ROAD TO GRAND CANAL]

### 5.1 Baseline Parking and Loading Analysis

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

Section 2 begins at Harold's Cross Road and continues to the Grand Canal. There are existing on-street parking along this section of the route.

Along Section 2 on Harold's Cross Road [between Harold's Cross and Grand Canal] there are 19 parking spaces and no loading bays along the main corridor. The classification and location of the parking spaces along this section are as follows:

- 10 designated paid parking west side of Harold's Cross Road just North of Harold's Cross Park.
- 1 disabled parking east side of Harold's Cross Road, just north of Harold's Cross Park.
- 6 designated paid parking east side of Harold's Cross Road, just north of Harold's Cross Park.
- 2 designated paid parking east side of Harold's Cross Road, just south the Parnell Road junction.

Section 2 has 1 lane in both the inbound and outbound direction and an existing designated bus lane in both directions. The bus lanes are in operation at the following hours and days:

- Inbound direction in operation from 07:00 to 10:00 and 12:00 to 19:00 from Monday to Saturday; and



- Outbound direction in operation from 07:00 to 10:00 and 12:00 to 19:00 from Monday to Saturday.

A summary of existing parking supply on Section 2 is shown in Table 5.1 below.

**Table 5.1 Existing Parking in Section 2**

Section	Parking Type	Existing
Section 2 - Between Harold's Cross Road and Grand Canal	Pay & Display (Designated)	18
	Disabled	1
	Adjacent	59

### 5.1.2 Loading Bays

There is no loading bay in section 2 between Harold's Cross Road and Grand Canal.

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

There are several side streets along this section. These side street parking are available to be used by local residents, visitors, and business. There is a total of 59 parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 8 adjacent parking spaces on Greenmount Avenue. Informal parking.
- 20 adjacent parking spaces on Mount Drummond Avenue. Pay & Display between 07:00-19:00 from Monday to Saturday.
- 9 adjacent parking spaces on Le Vere Terrace. Pay & Display between 07:00-19:00 from Monday to Saturday.
- 22 adjacent parking spaces on Armstrong Street. Pay & Display between 07:00-19:00 from Monday to Friday.

### 5.1.4 Land Use and Parking Demand

Section 2 along Harold's Cross Road between Sundrive Road junction is predominantly zoned as existing residential.

Generally, trip attractors along this section is predominantly local residents, Schools, and local shops.

An illustration of land use along Section 2 can be found in Appendix B.

## 5.2 Bus Corridor Parking Proposals

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

The proposed BusConnects infrastructure will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking changes along this section is illustrated in Figure 5.1 below.

The overall proposed design of BusConnects along Section 2 on Harold's Cross Road has resulted in the following changes:

- Removal of 10 Pay & Display parking on the west side of Harold’s Cross Road, north of the park;
- Removal of 2 Pay & Display parking on the east side of Harold’s Cross Road, just south of Grand Canal;
- Reduction of 2 Pay & Display parking on the east side of Harold’s Cross Road, north of the park;

Along Section 2, 26 new formalised parking is proposed as part of the BusConnects scheme. The location of these new parking spaces are as follows:

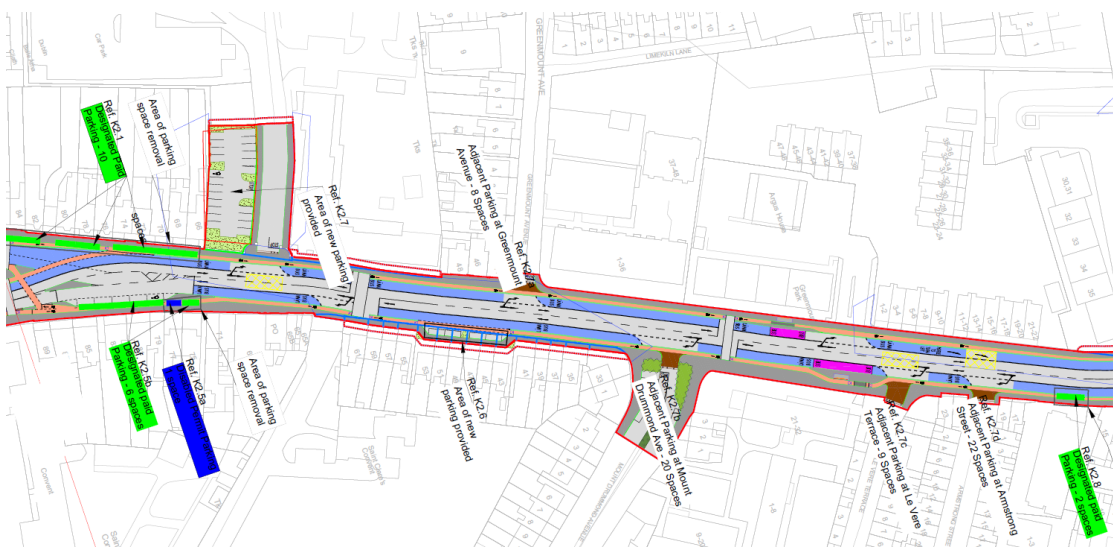
- 4 new parking on the east side of Harold’s Cross Road in front of Saint Clare’s Convent National School.
- New car park with 22 spaces in front of the Hospice on the west side of Harold’s Cross Road.

A summary of the existing and proposed parking along this section is shown in Table 5.2 below.

**Table 5.2: Existing and Proposed Parking Supply Summary (Section 2)**

Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
Section 2 - Between Harold's Cross Road Grand Canal	Pay & Display (Designated)	18	30	+12
	Disabled	1	1	0
	Adjacent	59	59	0

Along this section there is a total of 78 existing parking spaces, 90 proposed space and a gain of 12 spaces.



**Figure 5.1: Proposed scheme design and parking changes along Harold’s Cross Road.**

## 5.3 Parking Impact Assessment

The parking impact is assessed as described in section 2.4.

**Table 5.3 Parking Impact Assessment for Section 2**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Harold's Cross Road West (North of Park)	10	Pay & Display	0	-10	-100%	3	3	1	3	Slight
Harold's Cross Road East (North of Park)	1	Disabled	1	0	0%	1	0	3	0	No Impact
Harold's Cross Road East (North of Park)	6	Pay & Display	4	-2	-33%	3	3	1	3	Slight
Harold's Cross Road East (Across Greenmount Ave.)	0	Pay & Display	4	4	-	3	0	1	0	Positive
New car Park - Hospice	0	Pay & Display	22	22	-	2	0	2	0	Positive
Greenmount Avenue	8	Adjacent	8	0	0%	3	0	3	0	No Impact
Mount Drummond Avenue	20	Adjacent	20	0	0%	3	0	3	0	No Impact
Le Vere Terrace	9	Adacent	9	0	0%	3	0	3	0	No Impact
Armstrong Street	22	Adjacent	22	0	0%	3	0	3	0	No Impact
Grand Canal junction	2	Pay & Display	0	-2	-100%	1	3	1	1	Slight

The parking impact assessment indicates that there is no significant impact on parking along Harold's Cross Road.

## 5.4 Mitigation Measures

The following mitigation measures are proposed for the parking changes along Section 2. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;
- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;
- Replace parking loss at a different location where possible.

Table 5.4 below provides an update on parking considering the mitigation measures mentioned above.

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Harold's Cross Road West (North of Park)	10	Pay & Display	0	-10	-100%	3	3	1	3	Slight	Negligible
Harold's Cross Road East (North of Park)	1	Disabled	1	0	0%	1	0	3	0	No Impact	No Impact
Harold's Cross Road East (North of Park)	6	Pay & Display	4	-2	-33%	3	3	1	3	Slight	Negligible
Harold's Cross Road East (Across Greenmount Ave.)	0	Pay & Display	4	4	-	3	0	1	0	Positive	Positive
New car Park - Hospice	0	Pay & Display	22	22	-	2	0	2	0	Positive	Positive
Greenmount Avenue	8	Adjacent	8	0	0%	3	0	3	0	No Impact	No Impact
Mount Drummond Avenue	20	Adjacent	20	0	0%	3	0	3	0	No Impact	No Impact
Le Vere Terrace	9	Adacent	9	0	0%	3	0	3	0	No Impact	No Impact
Armstrong Street	22	Adjacent	22	0	0%	3	0	3	0	No Impact	No Impact
Grand Canal junction	2	Pay & Display	0	-2	-100%	1	3	1	1	Slight	Negligible

## 6. PARKING IMPACT ON SECTION 3 - CLANBRASSIL STREET AND NEW STREET SOUTH [CLANDBRASSIL STREET UPPER TO PATRICK STREET]

### 6.1 Baseline Parking and Loading Analysis

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

Section 3 begins at Clanbrassil Street Upper and continues to the junction with Patrick Street.

Along section 3 there are 48 parking spaces and 12 loading bay spaces along the main corridor. The classification and location of the parking spaces along this section are as follows:

- 4 designated paid parking west side of Clanbrassil Street Upper, just south of Clanbrassil Close junction.
- 3 designated paid parking east side of Clanbrassil Street Upper, just south of Wesley Place junction.
- 4 designated paid parking west side of Clanbrassil Street Upper, just north of Wesley Place junction.
- 11 designated paid parking west side of Clanbrassil Street Lower between South Circular Road junction and Lombard Street West junction.
- 10 designated paid parking east side of Clanbrassil Street Lower, at bottle bank.
- 10 designated paid parking east side of Clanbrassil Street Lower, between St. Vincent Street South junction and Lombard Street West junction.
- 1 disabled parking west side of Clanbrassil Street Lower, across Lombard Street West junction.
- 5 designated paid parking west side of New Street South, in front of Spar.

This section is predominantly 2 lanes in both the inbound and outbound direction along New Street South and Clanbrassil Street Lower. In the inbound direction there is an existing designated bus lane on Clanbrassil Street Lower starting just after the South Circular Road junction. The bus lane is in operation at the following hours and days:

- Inbound direction in operation from 07:00-10:00 and 12:00-19:00 Monday to Saturday and;

A summary of existing parking and loading supply along this section is shown in Table 6.1 below.

**Table 6.1 Existing Parking in Section 3**

Section	Parking Type	Existing
Section 3 - Between Clanbrassil Street Upper and Patrick Street	Loading	12
	Disabled	1
	Pay & Display (Designated)	47
	Adjacent	199

### 6.1.2 Loading Bays

As shown in table 6.1, there is a total of 12 spaces for cars or small vans in loading bays along this section. The location and designated times are as follows:

- 3 space loading bay west side of Clanbrassil Street Lower, just south of Donovan Lane junction.
- 3 space loading bay east side of Clanbrassil Street Lower, just north of Donovan Lane junction.
- 3 space loading bay west side of Clanbrassil Street Lower, just south of Malpas Street junction.
- 2 space loading bay west side of New Street South in front of Spar.
- 1 space loading bay east side of New Street South in front of Maldron Hotel.

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

There are several side streets parking along this section which can be used by local residents, visitors, and businesses. There is a total of 139 parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 24 adjacent parking spaces on Windsor Terrace. Pay & Display between 07:00-24:00 from Monday to Sunday.
- 3 adjacent parking spaces on Clanbrassil Close. Informal parking.
- 3 adjacent parking spaces on Wesley Place. Pay & Display between 07:00-24:00 from Monday to Sunday.
- 15 adjacent parking spaces on St. Vincent Street South. Pay & Display between 08:00-18:30 from Monday to Friday.
- 21 adjacent parking spaces on Lombard Street West. Pay & Display between 07:00-24:00 from Monday to Sunday.
- 5 adjacent parking spaces on Saint Kevin's Parade. Pay & Display between 07:00-24:00 from Monday to Sunday.
- 6 adjacent parking spaces on Donovan Lane. Pay & Display between 08:00-18:30 from Monday to Friday.
- 3 adjacent parking spaces on Clanbrassil Terrace. Pay & Display between 07:00-24:00 from Monday to Saturday.
- 38 adjacent parking spaces on Daniel Street. Pay & Display between 07:00-19:00 from Monday to Friday.
- 6 adjacent parking spaces on Malpas Street. Informal parking.
- 15 adjacent parking spaces on Long Lane. Pay & Display between 07:00-24:00 from Monday to Sunday.

### 6.1.4 Land Use and Parking Demand

Section 3 along Clanbrassil Street Upper & Lower and New Street South to the junction with Patrick Street is predominantly zoned as existing residential with zones, mixed use along Clanbrassil Street Upper, and Industrial/Enterprise/Employment along New Street South.

Generally, trip attractors along this section include schools, local shops, businesses, and hotels. Parking activities along this section is supported by Pay & Display. Loading bays and side street parking.

An Illustration of land use along section 3 can be found in Appendix B.

## 6.2 Bus Corridor Parking Proposals

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

The proposed design of BusConnect along Section 3 on Clanbrassil Street Upper/Lower and New Street South will require the removal of some parking spaces to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking and loading changes along this section is illustrated in Figure 6.1 – 6.3 below.

The overall proposed design of BusConnects along Section 3 has resulted in the following changes:

In the inbound direction, the proposed dedicated cycle track and bus lane along the full extent of this section would result in the removal of the following parking spaces:

- Reduction of 1 Pay & Display parking on the west side of Clanbrassil Street Upper, south of Clanbrassil Close junction;
- Reduction of 1 Pay & Display parking on the west side of Clanbrassil Street Upper, North of Wesley Place junction;
- Removal of 11 Pay & Display parking on the west side of Clanbrassil Street Lower, north of South Circular Road junction.

In the outbound direction, the proposed dedicated cycle track and bus lane along the full extent of this section would result in the removal of the following parking spaces:

- Removal of 10 Pay & Display parking on the east side of Clanbrassil Street Lower, north of South Circular Road junction;
- Removal of 3 Pay & Display parking on the east side of Clanbrassil Street Upper, North of Grand Canal;

Along Section 3, 7 new formalised parking is proposed as part of the BusConnects scheme. The location of these new parking spaces are as follows:

- 5 new parking spaces on the west side of Clanbrassil Street Lower, across Lombard Street West junction.
- 2 new parking spaces on the on the east side of Clanbrassil Street Lower at bottle bank.

A summary of the existing and proposed parking and loading supply along this section is shown in Table 6.2 below.

**Table 6.2: Existing and Proposed Parking Supply Summary (Section 3)**

Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
Section 3 - Between Clanbrassil Street Upper and Patrick Street	Loading	12	12	0
	Disabled	1	1	0
	Pay & Display (Designated)	47	28	-19
	Adjacent	139	139	0

Along this section there is a total of 199 existing parking spaces, 180 proposed spaces and a loss of 19 spaces (10%).

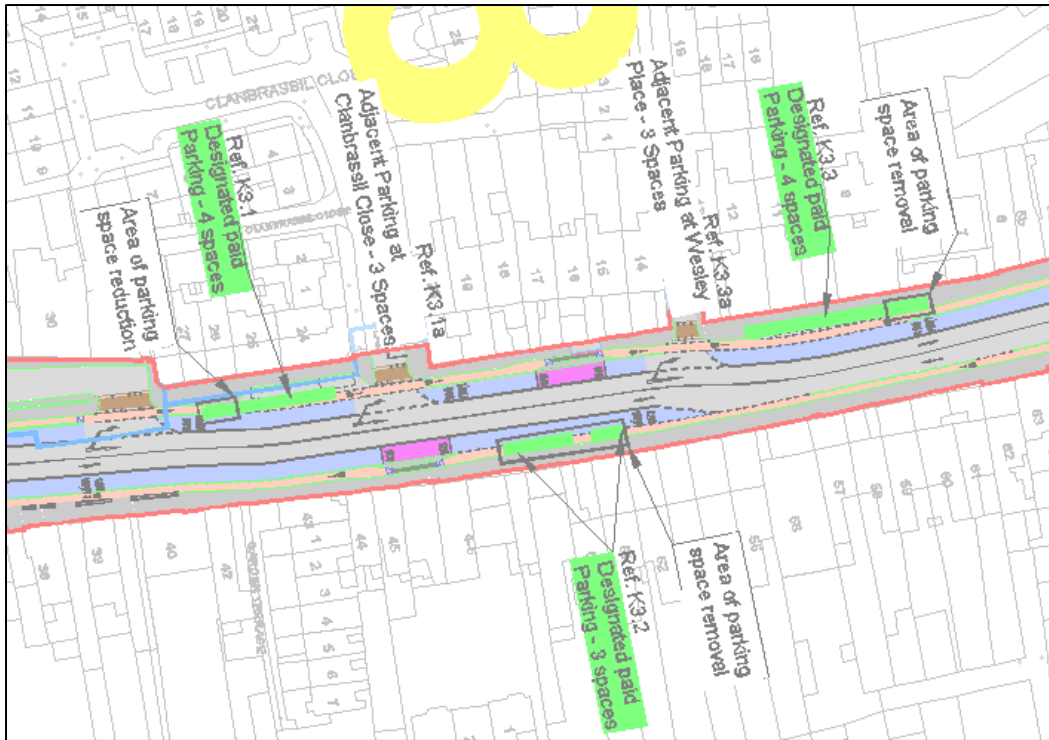


Figure 6.1: Proposed scheme design and parking changes along Clanbrassil Street Upper.

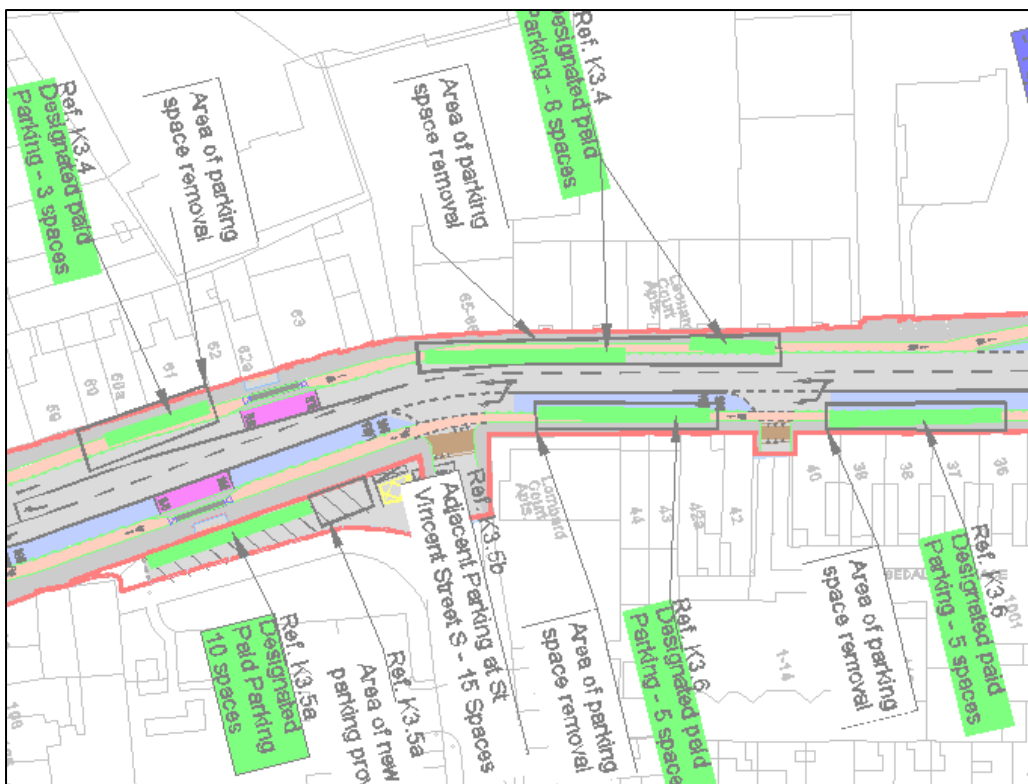


Figure 6.2: Proposed scheme design and parking changes along Clanbrassil Street Lower.

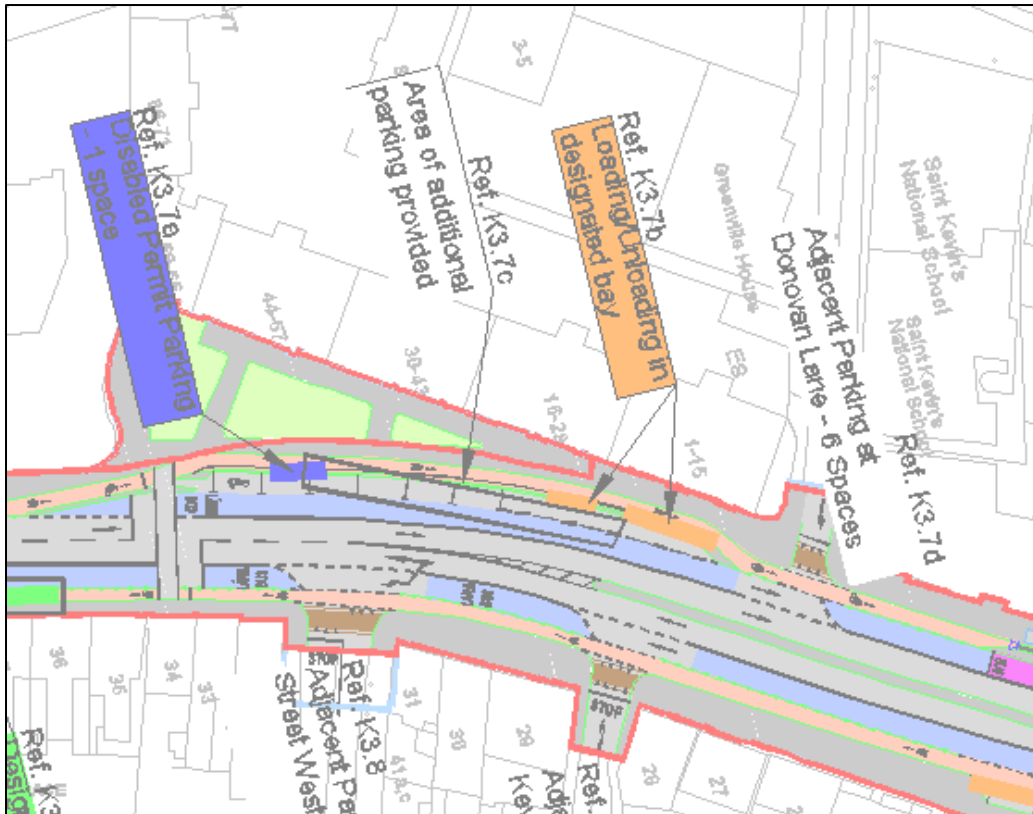


Figure 6.3: Proposed scheme design and parking changes along Clanbrassil Street Lower (across from Lombard Street West junction).

### 6.3 Parking Impact Assessment

The parking impact is assessed as described in section 2.4

Table 6.3 Parking Impact Assessment for Section 3

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition
Windsor Terrace	24	Adjacent	24	0	0%	3	0	3	0	No Impact
Clanbrassil St. Upper West (South of Clanbrassil Close)	4	Pay & Display	3	-1	-25%	3	3	1	3	Slight
Clanbrassil Close	3	Adjacent	3	0	0%	3	0	3	0	No Impact
Clanbrassil St. Upper East (North of Clanbrassil Close)	3	Pay & Display	0	-3	-100%	3	3	1	3	Slight
Clanbrassil St. Upper West (Halal Food & Grocery)	4	Pay & Display	3	-1	-25%	3	3	1	3	Slight
Wesley Place	3	Adjacent	3	0	0%	3	0	3	0	No Impact
Clanbrassil St. Lower West (North of South Circular Road)	11	Pay & Display	0	-11	-100%	2	3	1	2	Slight
St. Vincent Street Car Park (Bottle Bank)	10	Pay & Display	12	2	20%	2	2	1	1	Slight
St. Vincent Street South	15	Adjacent	15	0	0%	3	0	3	0	No Impact
Clanbrassil St. Lower East (Between St Vincent Street S and Loambrd Street West)	10	Pay & Display	0	-10	-100%	1	3	1	1	Slight
Clanbrassil St. Lower West (across Lombard Street West junction)	1	Disabled	1	0	0%	3	0	1	0	No Impact
Clanbrassil St. Lower West (across Lombard Street West junction)	3	Loading	3	0	0%	1	0	2	0	No Impact
Clanbrassil St. Lower West (across Lombard Street West junction)	0	Pay & Display	5	5	-	2	0	1	0	Positive
Donovan Lane	6	Adjacent	6	0	0%	3	0	3	0	No Impact
Lombard Street West	21	Adjacent	21	0	0%	3	0	3	0	No Impact
Saint Kevin's Parade	5	Adjacent	5	0	0%	3	0	3	0	No Impact
Clanbrassil St. Lower East (McDonnell Street)	3	Loading	3	0	0%	1	0	2	0	No Impact
Daniel Street	38	Adjacent	38	0	0%	1	0	3	0	No Impact
Clanbrasil Terrace	3	Adjacent	3	0	0%	3	0	3	0	No Impact
Clanbrassil St. Lower West (Malpas Steet)	3	Loading	3	0	0%	2	0	2	0	No Impact
Malpas Street	6	Adjacent	6	0	0%	3	0	3	0	No Impact
Long Street	15	Adjacent	15	0	0%	3	0	3	0	No Impact
Cathedral Court	2	Loading	2	0	0%	1	0	2	0	No Impact
Cathedral Court	5	Pay & Display	5	0	0%	2	0	1	0	No Impact
New Street East (Maldron Hotel)	1	Loading	1	0	0%	1	0	2	0	No Impact



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

### 6.4 Mitigation Measures

The following mitigation measures are proposed for the parking changes along Section 3. The mitigation measures apply to locations with parking loss are as follows:

- BusConnects will reduce reliance on private cars due to availability of an improved bus network with journey reliability;
- BusConnects will reduce reliance on private cars due to availability of improved cycling infrastructure;
- Use of off-site and local side street parking;
- Replace parking loss at a different location where possible.

Table 6.4 below provides an update on parking considering the mitigation measures mentioned above.

**Table 6.4: Parking Impact Assessment Post Mitigation for Section 3.**

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
Harold's Cross Road West (North of Park)	10	Pay & Display	0	-10	-100%	3	3	1	3	Slight	Negligible
Harold's Cross Road East (Pehhy Kelly's Pub)	9	Pay & Display	9	0	0%	2	0	1	0	No Impact	No Impact
Harold's Cross Road East (Park View Court)	4	Pay & Display	4	0	0%	2	0	1	0	No Impact	No Impact
Harold's Cross Road East (St Clare's Park Apartments)	4	Pay & Display	0	-4	-100%	1	3	1	1	Slight	Negligible
Harold's Cross Road East (North of Park)	1	Disabled	1	0	0%	1	0	3	0	No Impact	No Impact
Harold's Cross Road East (North of Park)	6	Pay & Display	4	-2	-33%	3	3	1	3	Slight	Negligible
Harold's Cross Road East (Across Greenmount Ave.)	0	Pay & Display	4	4	-	3	0	1	0	Positive	Positive
New car Park - Hospice	0	Pay & Display	22	22	-	2	0	2	0	Positive	Positive
Greenmount Avenue	8	Adjacent	8	0	0%	3	0	3	0	No Impact	No Impact
Mount Drummond Avenue	20	Adjacent	20	0	0%	3	0	3	0	No Impact	No Impact
Le Vere Terrace	9	Adjacent	9	0	0%	3	0	3	0	No Impact	No Impact
Armstrong Street	22	Adjacent	22	0	0%	3	0	3	0	No Impact	No Impact
Grand Canal junction	2	Pay & Display	0	-2	-100%	1	3	1	1	Slight	Negligible
Windsor Terrace	24	Adjacent	24	0	0%	3	0	3	0	No Impact	No Impact
Clanbrassil St. Upper West (South of Clanbrassil Close)	4	Pay & Display	3	-1	-25%	3	3	1	3	Slight	Negligible
Clanbrassil Close	3	Adjacent	3	0	0%	3	0	3	0	No Impact	No Impact
Clanbrassil St. Upper East (North of Clanbrassil Close)	3	Pay & Display	0	-3	-100%	3	3	1	3	Slight	Negligible
Clanbrassil St. Upper West (Halal Food & Grocery)	4	Pay & Display	3	-1	-25%	3	3	1	3	Slight	Negligible
Wesley Place	3	Adjacent	3	0	0%	3	0	3	0	No Impact	No Impact
Clanbrassil St. Lower West (North of South Circular Road)	11	Pay & Display	0	-11	-100%	2	3	1	2	Slight	Negligible
St. Vincent Street Car Park (Bottle Bank)	10	Pay & Display	12	2	20%	2	2	1	1	Slight	Negligible
St. Vincent Street South	15	Adjacent	15	0	0%	3	0	3	0	No Impact	No Impact
Clanbrassil St. Lower East (Between St Vincent Street S and Loambrd Street West)	10	Pay & Display	0	-10	-100%	1	3	1	1	Slight	Negligible
Clanbrassil St. Lower West (across Lombard Street West junction)	1	Disabled	1	0	0%	3	0	1	0	No Impact	No Impact
Clanbrassil St. Lower West (across Lombard Street West junction)	3	Loading	3	0	0%	1	0	2	0	No Impact	No Impact
Clanbrassil St. Lower West (across Lombard Street West junction)	0	Pay & Display	5	5	-	2	0	1	0	Positive	Positive
Donovan Lane	6	Adjacent	6	0	0%	3	0	3	0	No Impact	No Impact
Lombard Street West	21	Adjacent	21	0	0%	3	0	3	0	No Impact	No Impact
Saint Kevin's Parade	5	Adjacent	5	0	0%	3	0	3	0	No Impact	No Impact
Clanbrassil St. Lower East (McDonnell Street)	3	Loading	3	0	0%	1	0	2	0	No Impact	No Impact
Daniel Street	38	Adjacent	38	0	0%	1	0	3	0	No Impact	No Impact
Clanbrasil Terrace	3	Adjacent	3	0	0%	3	0	3	0	No Impact	No Impact
Clanbrassil St. Lower West (Malpas Steet)	3	Loading	3	0	0%	2	0	2	0	No Impact	No Impact
Malpas Street	6	Adjacent	6	0	0%	3	0	3	0	No Impact	No Impact
Long Street	15	Adjacent	15	0	0%	3	0	3	0	No Impact	No Impact
Cathedral Court	2	Loading	2	0	0%	1	0	2	0	No Impact	No Impact
Cathedral Court	5	Pay & Display	5	0	0%	2	0	1	0	No Impact	No Impact
New Street East (Maldron Hotel)	1	Loading	1	0	0%	1	0	2	0	No Impact	No Impact

## 7. SUMMARY AND CONCLUSIONS

### 7.1 Summary of Parking Changes

The proposed BusConnects Infrastructure will require removal of some parking spaces in order to accommodate improved facilities for pedestrians, cyclists, and buses. The proposed parking changes in parking provision along the Kimmage to City Centre Core Bus Corridor Scheme is summarised in Table 7.1 below.

**Table 7.1: Kimmage to City Centre CBC Scheme – Parking and Loading change Summary**

Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
Section 1 - Between Kimmage Cross Roads and Harold's Cross Road	Pay & Display (Designated)	37	25	-12
	Permit	58	58	0
	Taxi	2	0	-2
	Informal	336	313	-23
	Adjacent	327	325	-2
Section 1 Total		760	721	-39
Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
Section 2 - Between Harold's Cross Road and Grand Canal	Pay & Display (Designated)	18	30	12
	Disabled	1	1	0
	Adjacent	59	59	0
Section 2 Total		78	90	12
Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
Section 3 - Between Clanbrassil Street Upper and Patrick Street	Loading	12	12	0
	Disabled	1	1	0
	Pay & Display (Designated)	47	28	-19
	Adjacent	139	139	0
Section 3 Total		199	180	-19
<b>Overall Totals</b>		<b>1037</b>	<b>991</b>	<b>-46</b>
<b>Percentage Change</b>		<b>-5%</b>		

## 7.2 Summary of Parking Impact and Mitigation

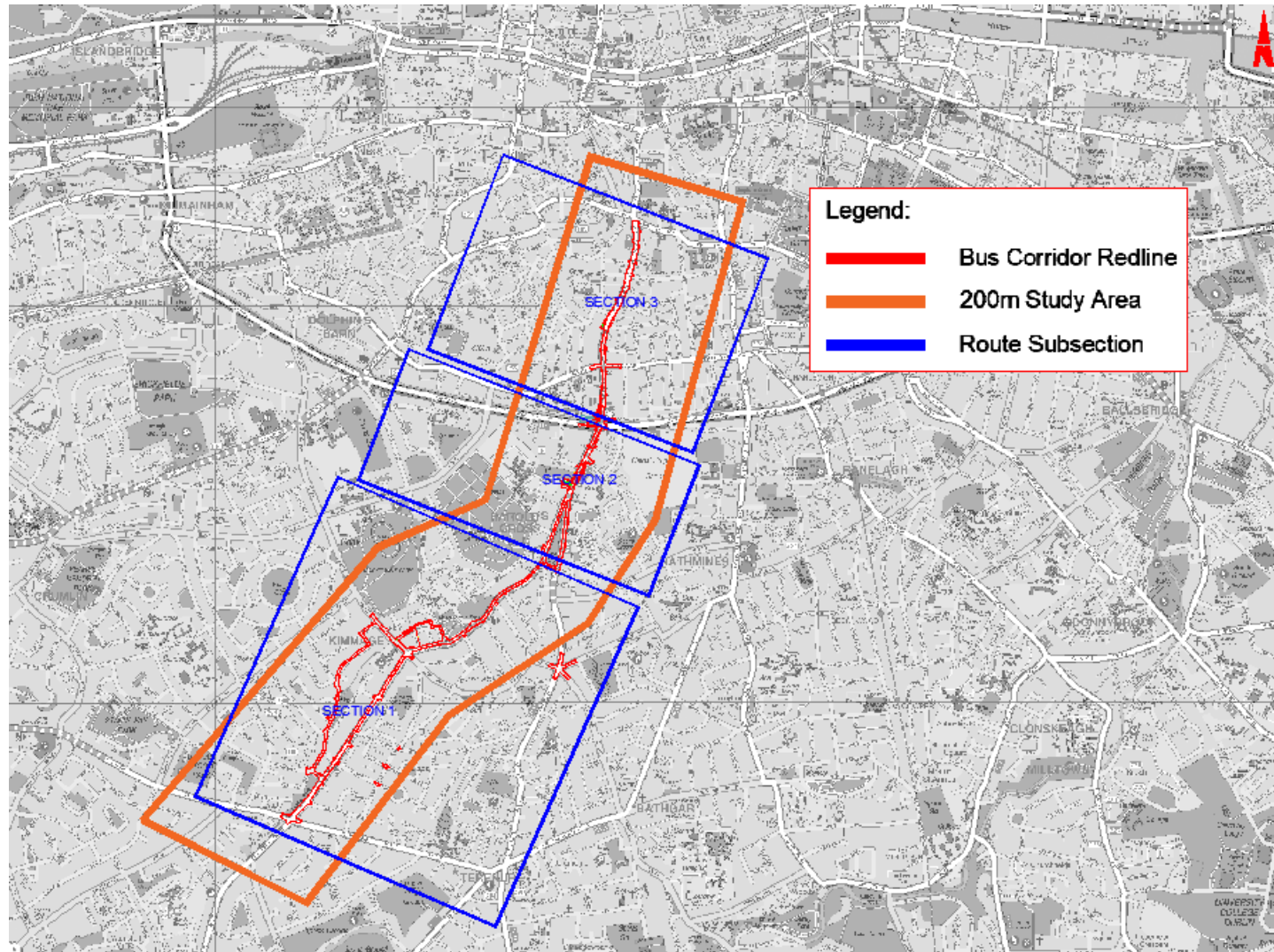
With BusConnects Infrastructure in place, the impacts of the change in on-street parking have been considered and are itemised below. The associated mitigation effects of the BusConnects plan and other measures are also summarised:

- The Kimmage to City Centre CBC Scheme will have limited impact to parking on the road network along and within the vicinity of the scheme. The impact of this scheme on parking will be a reduction of 5% of the total parking spaces.
- The proposed BusConnects scheme and network proposals are expected to mitigate the reduction in parking by reducing reliance on private cars due to availability of an improved bus network with journey reliability and by availability of improved cycling infrastructure.
- Most of the parking reduction on this scheme will occur along section 1 along Kimmage Road Lower and Sundrive Road and Section 3 along Clanbrassil Upper and Lower. The overall parking impacts on loss of parking spaces along this scheme will be largely offset by the cumulative effects of mitigations in addition to parking activities supported by ample parking spaces on side streets.

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

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

## **Appendix A – Scheme Section Map**



## **Appendix B – Existing Land Use**

