Appendix G
Parking Survey Report

Jacobs Engineering Ireland Limited

Merrion House
Merrion Road
Dublin 4, D04 R2C5
Ireland
T +353 1 269 5666
F +353 1 269 5497
www.jacobs.com

Contents

List of Acronyms

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

1. Introduction

As part of the ongoing assessment of existing conditions to support the development of the engineering design of the Core Bus Corridor along the Bray to City Centre route (as shown in 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 to aid the understanding of some of the items identified.

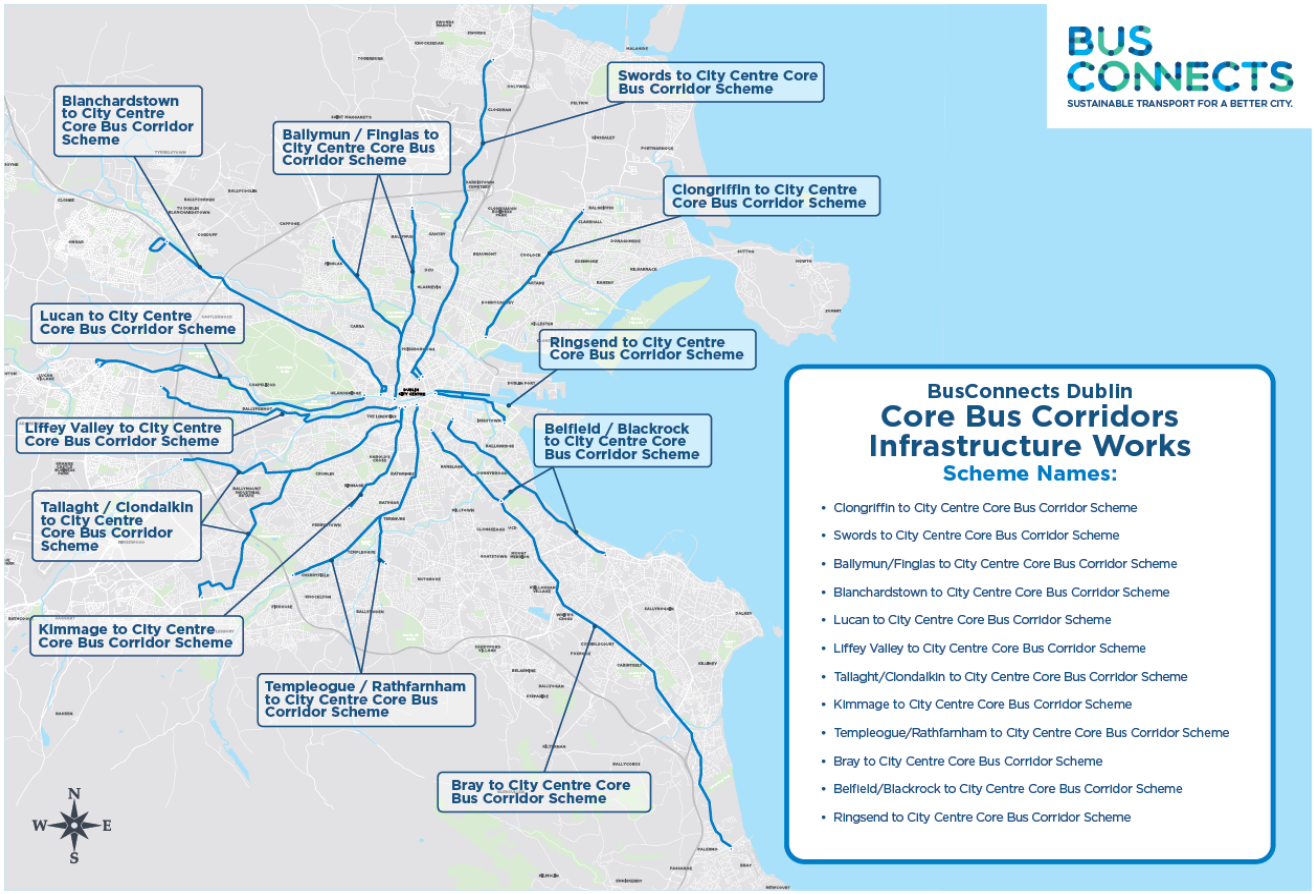

Figure 1.1: Radial Core Bus Corridors Emerging Preferred Routes

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

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

Figure 1.2: Parking Survey Schematic

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

- Informal Parking: On-street and/or off- street parking in which spaces may or may not be marked and in which the Local Authority does not charge for use; and
- Adjacent Parking: For the purpose of this report, the definition of Adjacent parking is defined as the alternative parking spaces identified along the side roads of the mainline approx. up to 250m, where the potentially impacted parking can be accommodated within the immediate section of the mainline.
- Commercial Parking: Refers to impacted parking spaces owned by or used by businesses and car park reconfiguration dealt as part of accommodation works.

2. Legend

2.1 Parking Classification

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

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

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

- Informal Parking (on-street and/or off-street);
- Adjacent Parking (Side Streets – Informal Parking); and
- Commercial Parking (Including business impacted);

Detailed classification is shown in the Table 2.1 with their classified colours as set out by the NTA in their Parking Survey Specification:

Table 2.1: Parking Identification Legend

Colour Code	Facility
	Designated Paid Parking
	Permit Parking
	Disabled Permit Parking
	Loading/Unloading (in designated loading bays)
	Loading/Unloading (outside designated loading bays)
	Taxi Parking
	Commercial vehicles parked for display (car sales)
	Commercial parking (including business impacted accommodation works)
	Illegal Parking
	Informal Parking (Designated Free Parking)
	Adjacent Parking (Side Streets – Informal Parking)

Where taxi rank lengths without defined spaces are to be measured, the overall length of taxi rank space has been divided by 6m to work out the potential number of actual taxis that can be accommodated along that length.

3. Background

3.1 BusConnects Dublin Infrastructure Works

The BusConnects Dublin Infrastructure Works proposes the provision of approximately 230 kilometres of dedicated bus lanes and 200 kilometres of cycle lanes on sixteen key bus corridors into the Centre of Dublin. The project comprises of 12 different schemes from the Dublin suburbs to the City Centre. The project aims to provide, where possible and appropriate, a continuous bus lane, segregated cycle track and footpath in each direction along each scheme as well as maintaining two general traffic lanes.

3.2 Bray to City Centre CBC Scheme Description

Bray to City Centre CBC Scheme of BusConnects initiates at the signalised junction of Leeson Street Lower and Earlsfort Terrace/St. Stephens Green East. From here the scheme commences southwest along Leeson Street Lower. A bus gate is proposed just south of the Leeson Street Lower junction on to St. Stephens Green. This requires all inbound traffic to be rerouted from Leeson Street Lower on to Hatch Street Lower and then on to Earlsfort Terrace. The route continues along southbound on Sussex Road and northbound on Leeson Street Upper. The route then continues southwest along Leeson Street Upper, Morehampton Road and Donnybrook Road before crossing over the River Dodder to form a junction with Ailesbury Road/Beaver Row, in Donnybrook. From Earlsfort Terrace/St. Stephens Green East to the Ailesbury Road/Beaver Row junction is the most metropolitan section of the corridor which is encompassed with wide footpaths, commercial shops and plazas, residential homes fronting the corridor, mature trees within the footpaths and various parking bays for on street parking.

Southwest of Ailesbury Road/Beaver Row, the existing corridor continues southwest via Stillorgan Road. The scheme includes a bus interchange facility at UCD, accessed via the Stillorgan Road bridge. After crossing the N31 Mount Merrion Avenue junction, Stillorgan Road becomes a national road, N11 Stillorgan Road. At the junction with Clonkeen Road/Old Bray Road N11 Stillorgan Road becomes N11 Bray Road, continuing as far as Loughlinstown Roundabout. From Ailesbury Road/Beaver Row to Loughlinstown Roundabout, the surroundings of the corridor consist of a suburban environment with detached dwellings and commercial properties such as gas stations, schools, churches, and hotels fronting the corridor.

Loughlinstown Roundabout links the N11 Bray Road to and from the north, the M11 to and from the south-southwest and the Dublin Road to and from the south-southeast. Bray to City Centre CBC Scheme continues from Loughlinstown Roundabout to the Shankill (St. Anne's Church) junction with Shanganagh Road and Corbawn Lane, subsequently the route proceeds through Shankill Village and arrives at the Wilford (M11) Junction via the Dublin Road. Through Loughlinstown Roundabout to Wilford (M11) junction, the corridor passes through the community of Shankill which comprising of various commercial shops and residential properties fronting the corridor. The cross section through the village of consists paved footpaths, commercial and residential buildings, commercial car parking bays and street furniture, flower beds and trees in planters. Adjacent to Shankill to the north and south, the landscape displays a rustic backdrop as old granite walls and heavy, mature vegetation are present beyond the edge of corridor.

The Wilford (M11) junction connects the Dublin Road to the north and south, and the M11 to the west. Bray to City Centre CBC Scheme continues from the Wilford (M11) junction south via the Dublin Road, before traversing through the northern portion of Bray and terminating at the Upper Dargle River before the Fran O'Toole Bridge. Through this section of Bray, the setting consists of various residential dwellings and commercial buildings such as shopping venues, car dealerships and gas stations abutting the corridor.

3.3 Reporting Structure

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

- Leeson Street Upper and Sussex Road and Lesson Street Lower

- Morehampton Road
- Donnybrook Road
- UCD
- Stillorgan Road
- Shankill
- Bray
- Parking Retained as Existing

4. Leeson Street and Sussex Road

4.1 Existing Parking

Taxi ranks are present on both sides of the corridor between Fitzwilliam Place and Hatch Street on Leeson Street Lower. Southbound, there are designated paid parking spaces on the right and a loading bay on the left present along Sussex Road to facilitate various commercial businesses. As the corridor proceeds southbound and enters a residential portion of the route, "Pay & Display and Permit Parking", disabled parking, and an outside designated loading bay is present on the right side while taxi ranks are present on the left side. Along the northbound portion of the route via Leeson Street Upper, existing "Pay & Display and Permit Parking" and designated loading bays exist on the right side, servicing residential homes and commercial retailers. Adjacent parking is located on Sussex Terrace, Northbrook Road, Dartmouth Road, Leeson Park and Burlington Road. Illegal parking has been noted at various spots along Leeson Street Upper and Sussex Road. An overview of the existing parking conditions and number of spaces along Leeson Street Upper and Sussex Road is presented in Figure 4.1 and Table 4.1.

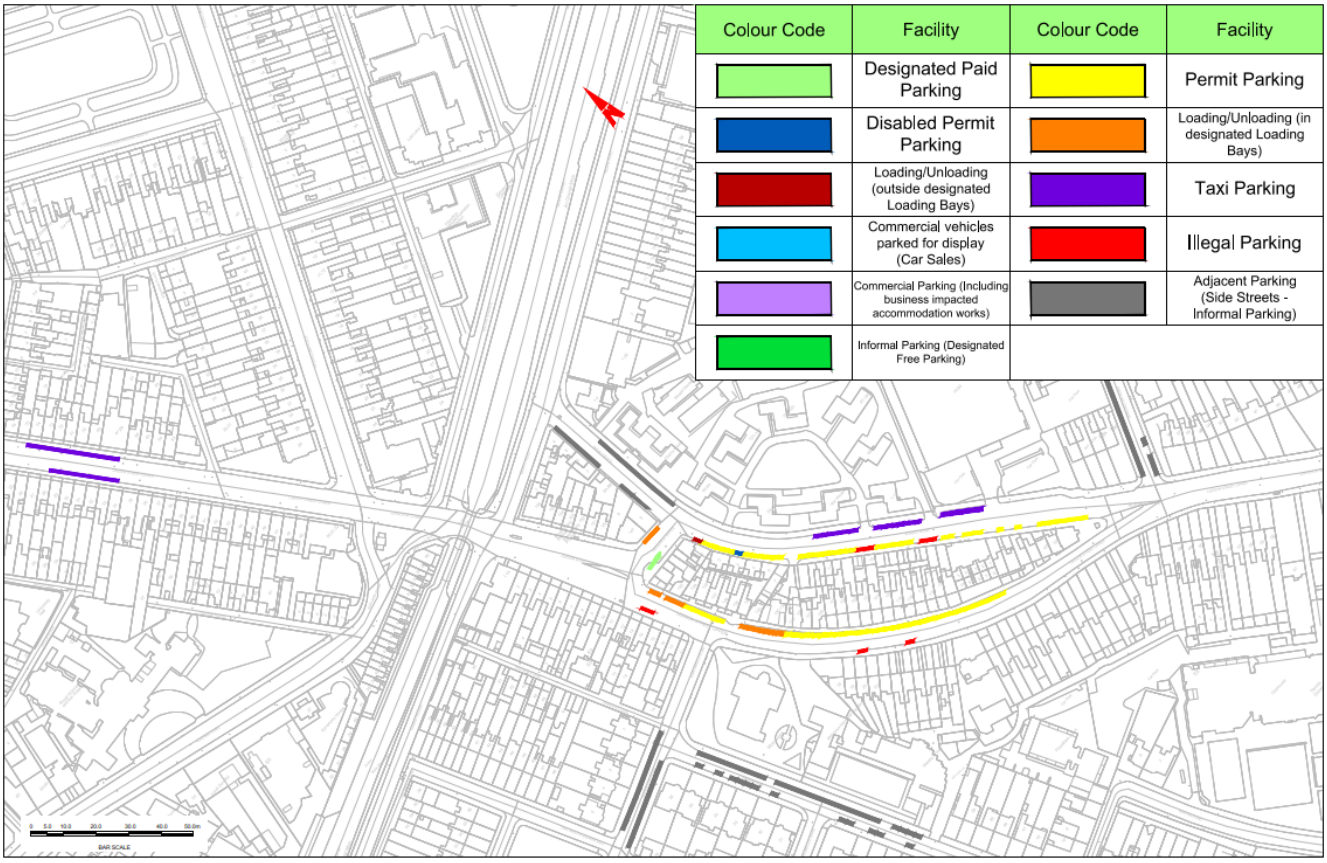

Figure 4.1: Existing Parking - Sussex Road and Leeson Street Upper

Table 4.1: Existing Parking - Sussex Road and Leeson Street Upper and Lesson Street Lower

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	2
Permit Parking	56
Disabled Permit Parking	1
Loading / Unloading (Designated)	8
Loading / Unloading (Non-Designated)	1
Taxi Parking	30
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	7

Existing Parking Facilities	Number of Spaces
Informal Parking	0
Adjacent Parking	230

4.2 Design Impacts

4.2.1 Commercial Parking Impact

The existing taxi ranks between Fitzwilliam Place and Hatch Street are being impacted by the current design proposals. 1 of the 3 lengths of taxi rank on Sussex Road is also affected. On Sussex Road, a designated loading bay in front of M. O'Brien's pub is affected by the Proposed Scheme proposals. Northbound, along Leeson Street Upper, there are two additional designated loading bays impacted in front of Leeson Barbers and WYSE. Figure 4.2 to Figure 4.7 demonstrate the location where current design proposals necessitate impacting loading bays, and taxi parking. All impacted loading bays on Leeson Street Upper and Sussex Road are time-plated for Monday to Saturday 7:00 to 19:00.

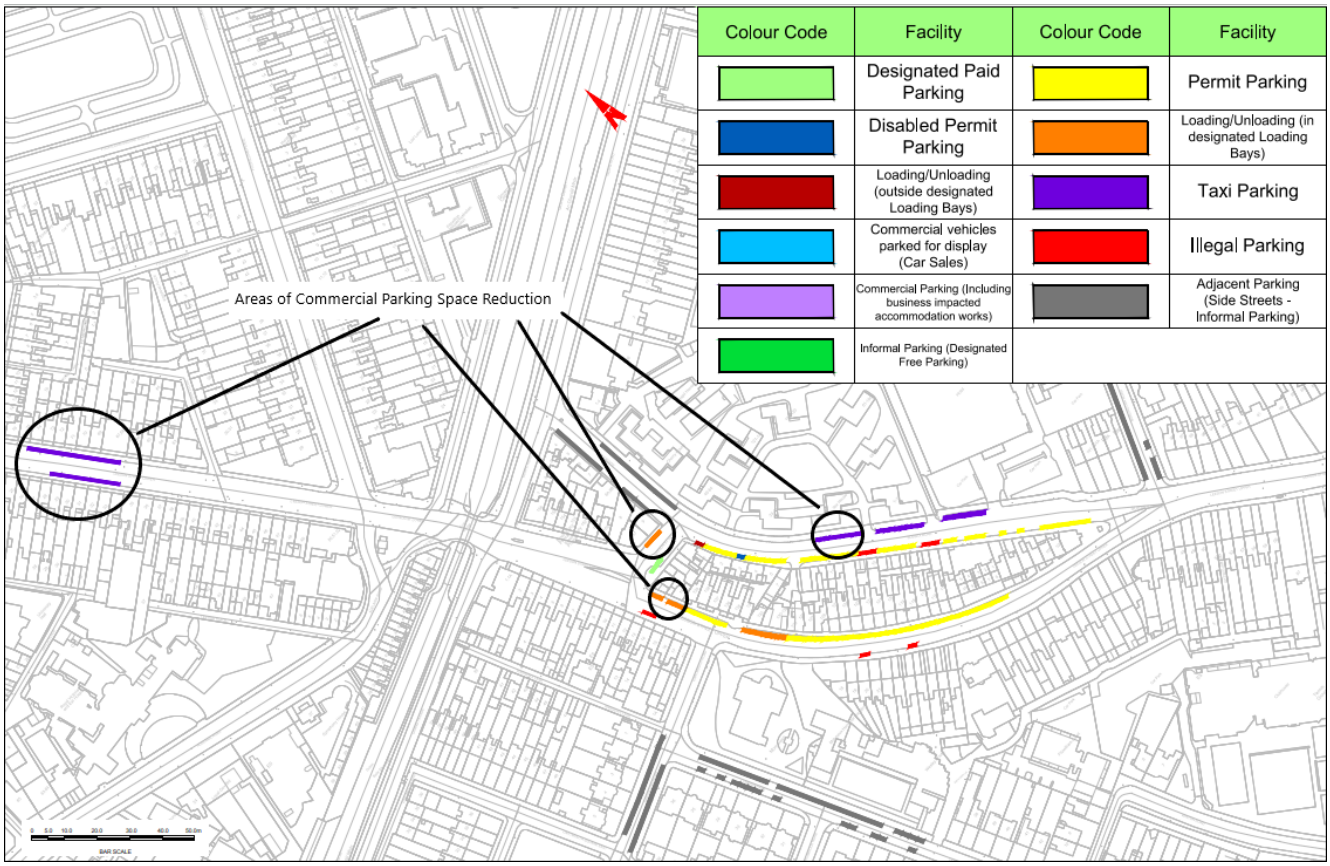

Figure 4.2: Commercial Parking Impact - Sussex Road and Leeson Street Upper

Figure 4.3: Commercial Parking Impact – Taxi Ranks on Leeson Street Lower

Figure 4.4: Commercial Parking Impact – Loading Bay on Sussex Road

Figure 4.5: Commercial Parking Impact – Taxi Parking on Sussex Road

Figure 4.6: Commercial Parking Impact – Loading Bay on Leeson Street Upper

Figure 4.7: Commercial Parking Impact – Loading Bay on Leeson Street Upper

4.2.2 Residential Parking Impact

An impact on residential parking occurs north of the Dartmouth Road junction on Leeson Street Upper. Residential areas where permit parking would be impacted are exhibited on Figure 4.8 and Figure 4.9.

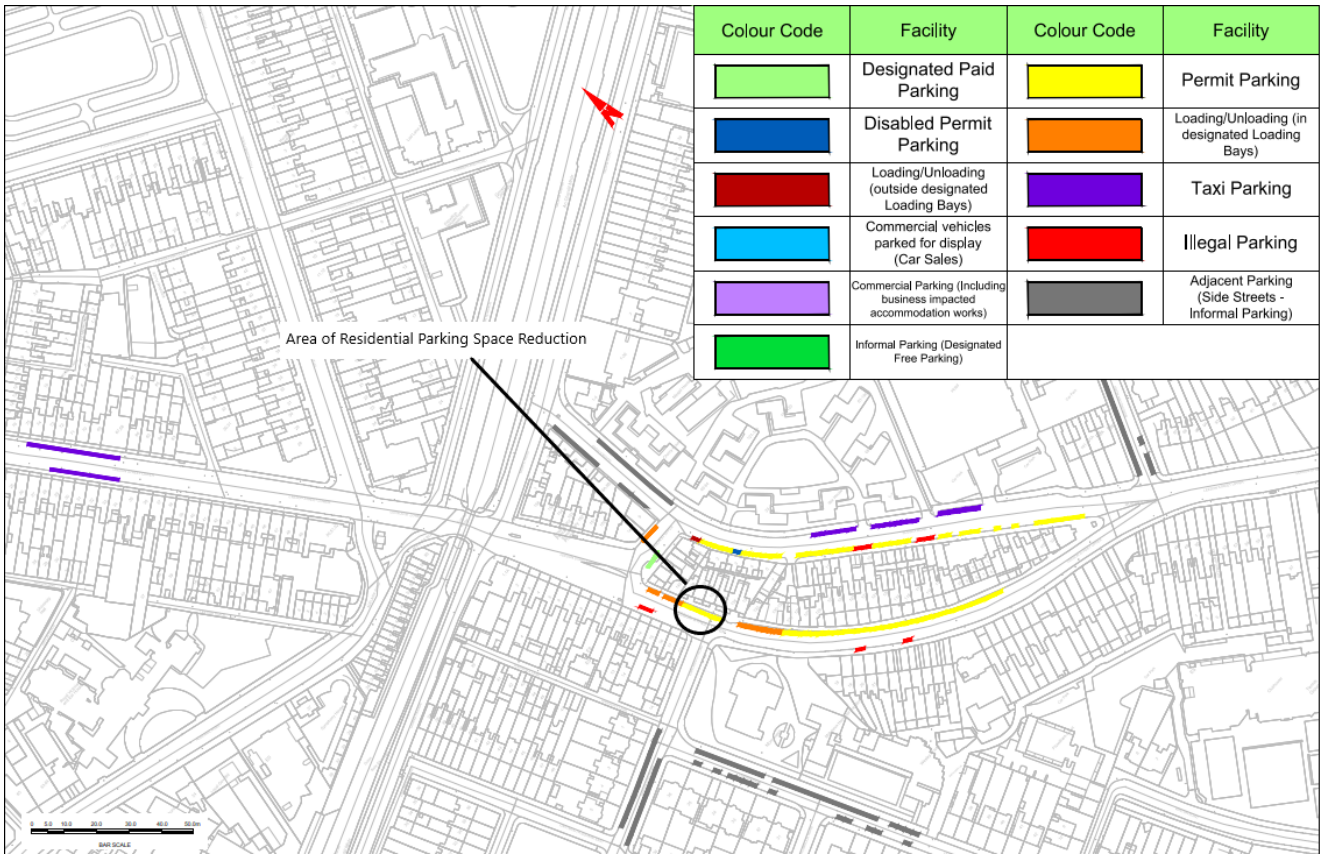

Figure 4.8: Residential Parking Impact - Sussex Road and Leeson Street Upper

Figure 4.9: Residential Parking Impact – Leeson Street Upper

4.2.3 Illegal Parking

Figure 4.10 the locations where current design proposals necessitate impacting observed locations of illegal parking along Sussex Road and Leeson Street Upper.

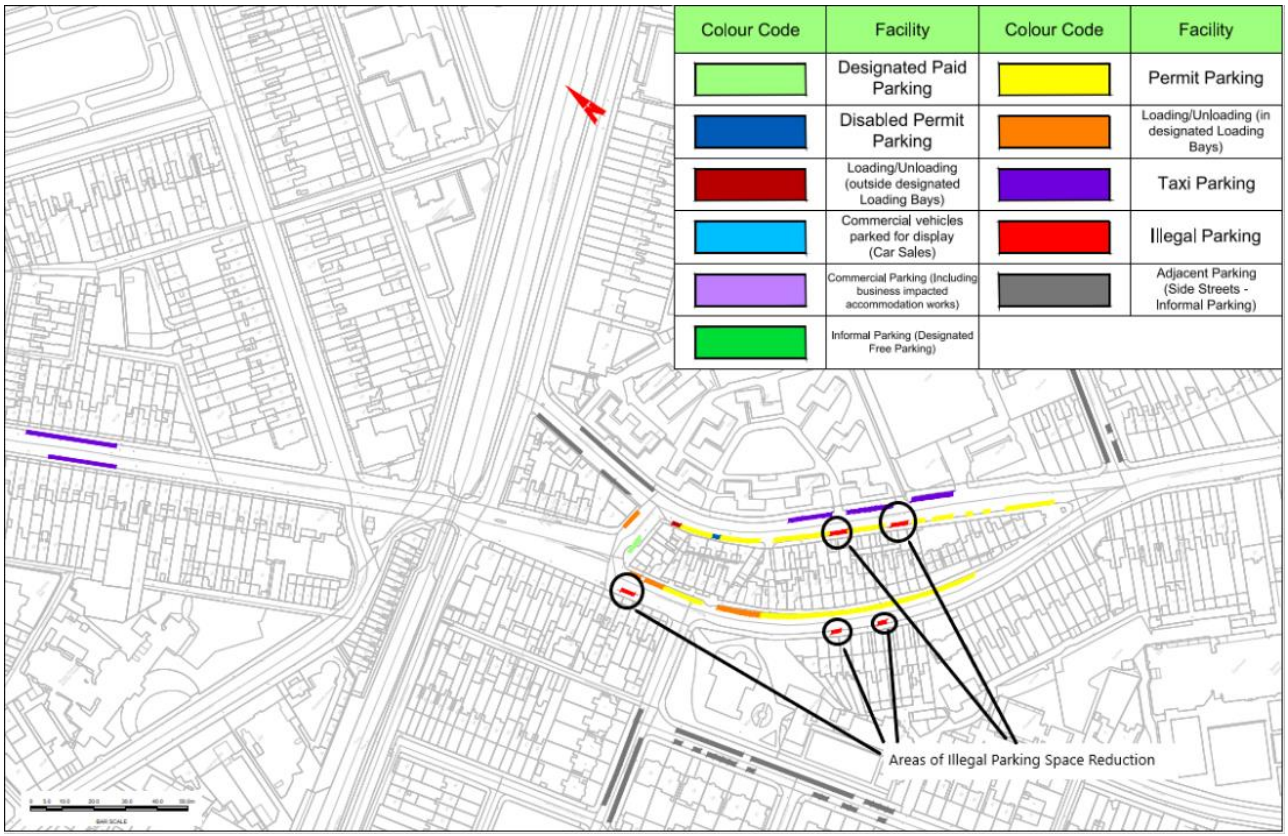

Figure 4.10: Illegal Parking Impact – Sussex Road and Leeson Street Upper

4.2.4 Design Impact Summary

Table 4.2: Design Impact - Sussex Road and Leeson Street Upper and Lesson Street Lower

Existing Parking Facilities	Number of Spaces	Loss / Gain of Parking
Designed Paid Parking	2	-2
Permit Parking	56	3
Disabled Permit Parking	1	0
Loading / Unloading (Designated)	8	-6
Loading / Unloading (Non-Designated)	1	-1
Taxi Parking	30	-21
Commercial Vehicles for Display (Car Sales)	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0
Illegal Parking	7	-7
Informal Parking	0	0
Adjacent Parking	230	0

4.3 Potential Mitigation Measures (Alternative Parking Arrangements)

The potential mitigation measures in this section of the report have been considered but may not all be implemented.

4.3.1 Commercial Parking

Potential mitigation measures have been identified at the four impacted commercial parking locations along Sussex Road and Leeson Street Upper to reduce the impact of the design proposals. Those four impacted commercial areas on Leeson Street and Sussex Street are as follows:

- Taxi Ranks on Leeson Street Lower
- Loading bay on Sussex Road
- Taxi Ranks on Sussex Road
- Loading bay on Leeson Street Upper

For the taxi ranks on Leeson Street Lower, the following mitigation measure have been considered:

1. Providing provision for off-peak parking on Leeson Street Lower.
2. Provision of additional taxi rank spaces on Pembroke Street Upper and Fitzwilliam Place if spaces available.
3. Provision of additional time plated taxi rank spaces on Hatch Street Lower.

The potential mitigation measures for the impacted loading bay along Sussex Road include:

4. Divert loading bay traffic to the adjacent existing loading bay on the side street Sussex Terrace or
5. Retain the layout as existing to preserve loading bay parking on Sussex Road.

Along Sussex Road, the potential mitigation measure to reduce the impact of a reduced taxi parking are:

6. Divert traffic from the impacted taxi parking to the remaining adjacent taxi parking on Sussex Terrace.

7. Relocate the proposed coach stop to retain the taxi parking being impacted.

8. Incorporate the proposed coach stop with the city bus service to retain the taxi parking being impacted.

9. Retain the layout as existing to preserve taxi bay parking.

Potential mitigation measures which have been considered to reduce the impact of removal of the loading bay on Leeson Street Upper, north of Dartmouth Road, are:

10. Modify the cross section to maintain segregated cyclist and bus provision but allow for the existing parking to remain. To allow for parking, segregated cyclist provision, and bus provision, the right turning lane onto Sussex Road may need to be reduced in length or merged with the straight traffic lane. There may also be scope for parking provision without drastically altering the current design. A further geometric assessment of this option is required.

11. Divert the loading bay parking to adjacent resident parking which will require being converted to loading bay parking on Leeson Street Lower, south of Dartmouth Road.

12. Retain the layout as existing to preserve loading bay parking.

Further analysis is presented in section 5.4 Options Analysis.

4.3.2 Residential Parking

Potential mitigation measures which have been considered to reduce the impact to residential parking on Leeson Street Upper, north of Dartmouth Road, are:

13. Retain the existing residential parking by combining the straight through traffic and right turn lane.

14. Divert the residential parking to adjacent resident parking on Dartmouth Road and Leeson Park.

15. Retain the layout as existing to preserve loading bay parking.

Further analysis is presented below in section 5.4 Options Analysis.

4.4 Options Analysis

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

Table 4.3: Options Analysis - Sussex Road and Leeson Street Upper

Item	Proposal	Analysis	Viability (Y/N)
Taxi Ranks on Leeson Street Lower			
1	Providing provision for off-peak parking for taxis on Leeson Street Lower.	This would require taxi ranks to be located alongside the segregated cycle track, and taxi patrons to step in/out onto a cycle track with associated level differences between it and the footpath. This has been deemed to be unsafe and not to be taken forward.	N
2	Provision of additional taxi rank spaces on Pembroke Street Upper and Fitzwilliam Place if spaces available.	This would require some current public parking spaces to be used for taxi parking instead	Y
3	Provision of additional time plated taxi rank spaces on Hatch Street Lower	This would require some current public parking spaces to be used for taxi parking instead. The proposal would be for the public	Y

Item	Proposal	Analysis	Viability (Y/N)
		parking to be during daytime business hours, and for taxi parking to be during evening and night time hours.	
Loading Bay on Sussex Road			
4	Divert loading bay traffic to the adjacent existing loading bay on the side street Sussex Terrace.	Usage of the existing loading bay on Sussex Terrance to be assessed and determine if there is additional capacity.	Y
5	Retain the existing layout to preserve loading bay parking on Sussex Road.	This arrangement would result in reduced quality of service for buses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.	Y
Taxi Parking on Sussex Road			
6	Divert traffic from the impacted taxi parking to the remaining adjacent taxi parking.	Usage of the existing taxi parking on Sussex Road to be assessed and determine if there is additional capacity.	Y
7	Relocate the proposed coach stop to retain the taxi parking being impacted.	The coach stop could be relocated north closer to reduce the number of spaces impacted. The consequence of this would be that it would be further away from Clayton Hotel, Burlington Road which is a trip attractor for the coach stop.	Y
8	Incorporate the proposed coach stop with the city bus service to retain the taxi parking being impacted.	This would reduce the quality of service for city buses and coach buses as coach and city buses can conflict with each other undermining the overall Scheme objectives.	N
9	Retain the layout as existing to preserve taxi bay parking.	This would reduce the quality of service for city buses and coach buses as coach and city buses can conflict with each other undermining the overall Scheme objectives.	Y
Loading Bay on Leeson Street Upper			
10	Modify the cross section to maintain segregated cyclist and bus provision but allow for the existing parking to remain.	Narrow lanes at this location are to be assessed for acceptability	N
11	Divert the loading bay parking traffic to adjacent loading bay south of Dartmouth Road.	This is feasible, but the adjacent loading bay is approximately 75m away which may not be convenient for businesses fronting this section of Leeson Street Upper.	Y
12	Retain the layout as existing to preserve loading bay parking.	The existing layout includes a northbound cycle track which is not sufficient in width. Retaining the existing layout would reduce the quality of service for cyclist and conflict with the Scheme objectives.	N
Residential Parking on Leeson Street Upper			
13	Modify the cross section to maintain segregated cyclist and bus provision	To allow for parking, segregated cyclist provision, and bus provision, the right turning	N

Item	Proposal	Analysis	Viability (Y/N)
	but allow for the existing parking to remain.	lane onto Sussex Road would need to be reduced in length or merged with the straight traffic lane. There may also be room for parking provision without drastically altering the current design. A further geometric assessment of this option is required.	
14	Divert the residential parking to adjacent parking on Leeson Street Upper, Dartmouth Road and/or Leeson Park.	This is feasible as is there is adjacent on street residential parking available but may not be convenient for residents north of Dartmouth Road.	Y
15	Retain the layout as existing to preserve loading bay parking.	The existing layout includes a northbound cycle track which is not sufficient in width. Retaining the existing layout would reduce the quality of service for cyclist and conflict with the Scheme objectives.	N

4.4.1 Recommendations

In the case of the taxi ranks on Leeson Street Lower, retaining off-peak taxi parking along the Leeson Street Lower has been ruled out on user safety grounds as taxi users would have to cross a live cycling track and negotiate the kerbs and level differences of the footpath, cycle track, and road. The design proposes to remove these spaces with alternatives to be provided Hatch Street Lower which would serve the current user catchment along the Leeson Street Lower.

The impact to the loading bay on Sussex Road to allow for segregated cycle track provision is considered acceptable as there is alternative loading bay about 15m away in Sussex Terrace.

Removal of taxi parking to allow for a coach bus stop is also deemed acceptable as there is a sufficient taxi parking available in the close proximity.

Regarding the loading bays and residential parking on the Leeson Street Lower north of Dartmouth Road, a further geometric analysis has concluded that these are to be removed as per the proposed design to provide a right turn lane on to Sussex Road.

5. Morehampton Road

5.1 Existing Parking

The existing parking conditions along both sides of Morehampton Road include "Pay & Display and Permit Parking". In addition, designated paid parking spaces and a single disabled permit parking space are present fronting a variety of commercial shops, northbound between Herbert Park/Marlborough Road and Belmont Avenue. There is also informal parking present southbound between Herbert Park/Marlborough Road and Belmont Avenue. Adjacent parking is present on Wellington Place, Bloomfield Avenue, Morehampton Terrace, Marlborough Road, Herbert Park, Arranmore Road, Brendan Road and Mount Eden Road. An overview of the existing parking along Morehampton Road is shown in Figure 5.1 and Table 5.1.

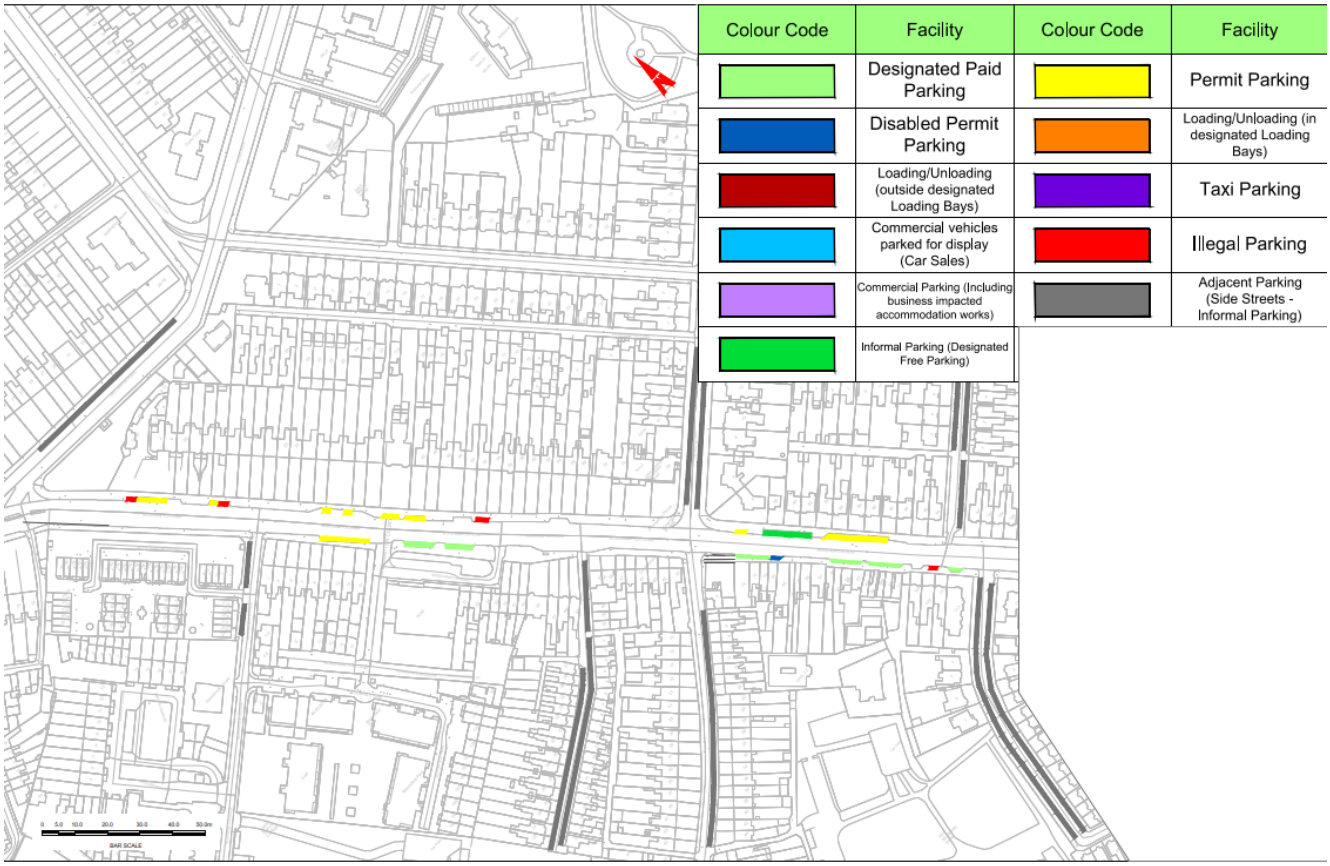

Figure 5.1: Existing Parking - Morehampton Road

Table 5.1: Existing Parking – Morehampton Road

Existing Parking Facilities	Number of Spaces
Designed Paid Parking	17
Permit Parking	21
Disabled Permit Parking	1
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	4
Informal Parking (on-street)	4
Adjacent Parking	455

5.2 Design Impacts

5.2.1 Commercial Parking Impact

Figure 5.2 to Figure 5.5 demonstrate the locations where current design proposals necessitate impacting commercial parking in the form of permit parking, designated paid parking and disabled permit parking. Existing commercial parking on Morehampton Road, which facilitates Hampton Hotel and shops between Marlborough Road/Herbert Park to Belmont Avenue, is being impacted to accommodate the Proposed Scheme.

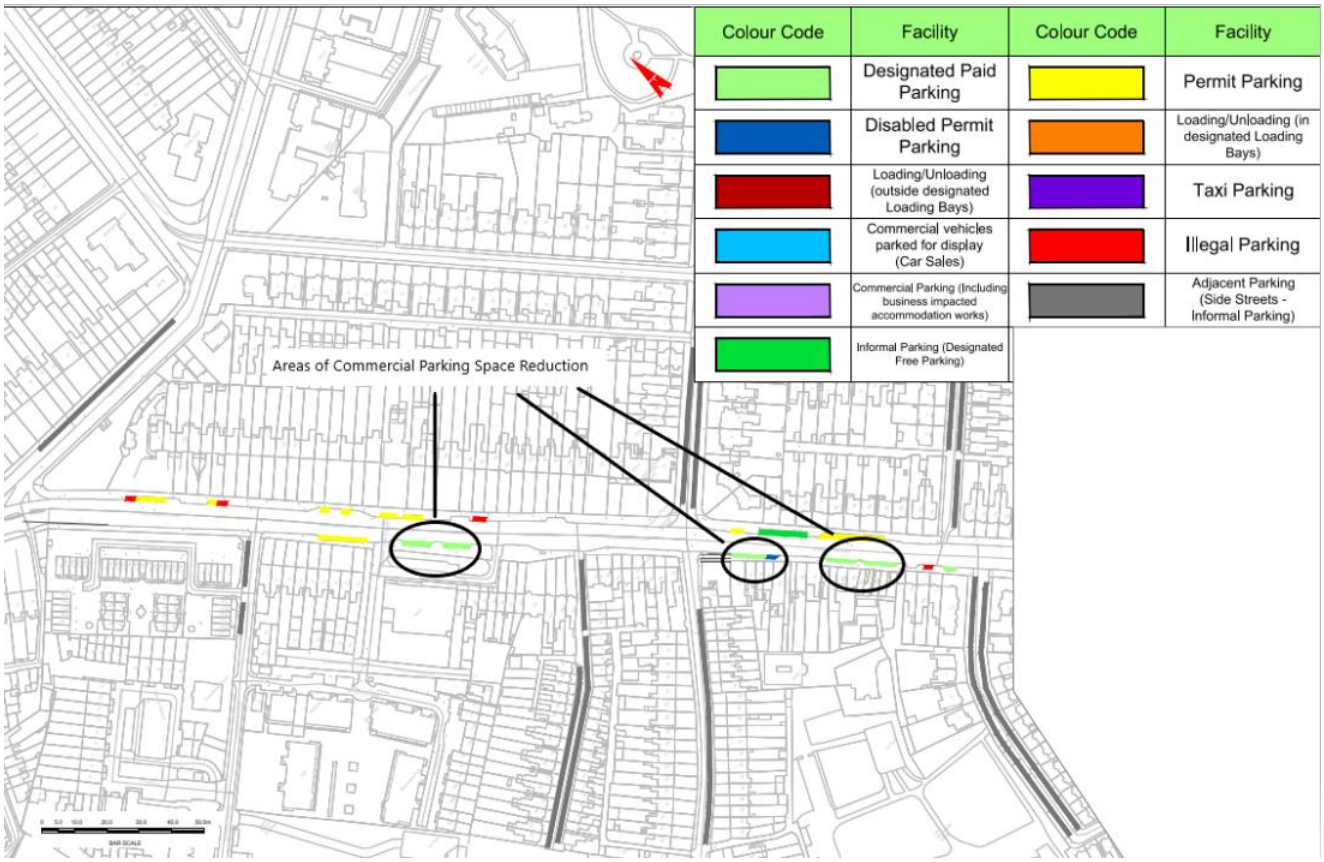

Figure 5.2: Commercial Parking Impact - Morehampton Road

Figure 5.3: Commercial Parking Impact - Morehampton Road

Figure 5.4: Commercial Parking Impact - Morehampton Road

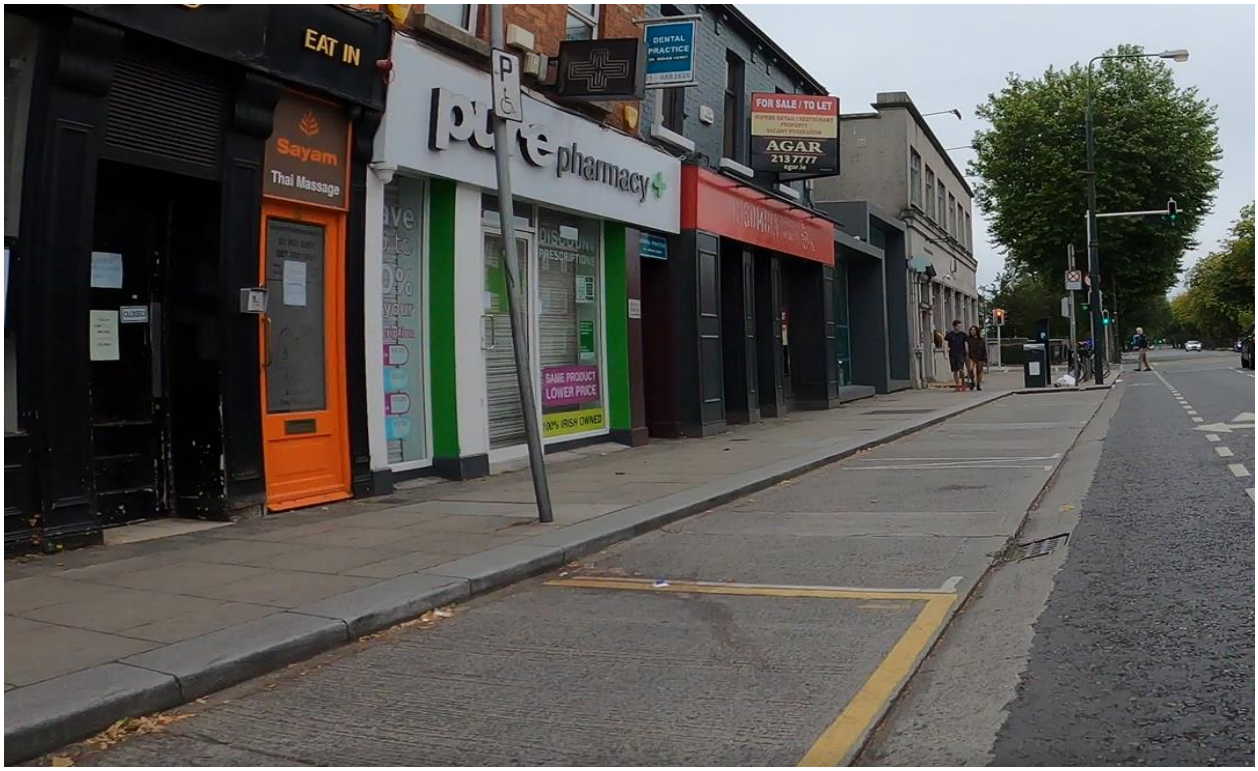

Figure 5.5: Commercial Parking Impact - Morehampton Road

5.2.2 Residential Parking Impact

Figure 5.6 to Figure 5.8 demonstrate the location where current design proposals necessitate impacting residential parking. Residential parking on Morehampton Road including permit parking, designated paid parking and informal parking is being impacted to accommodate the Proposed Scheme.

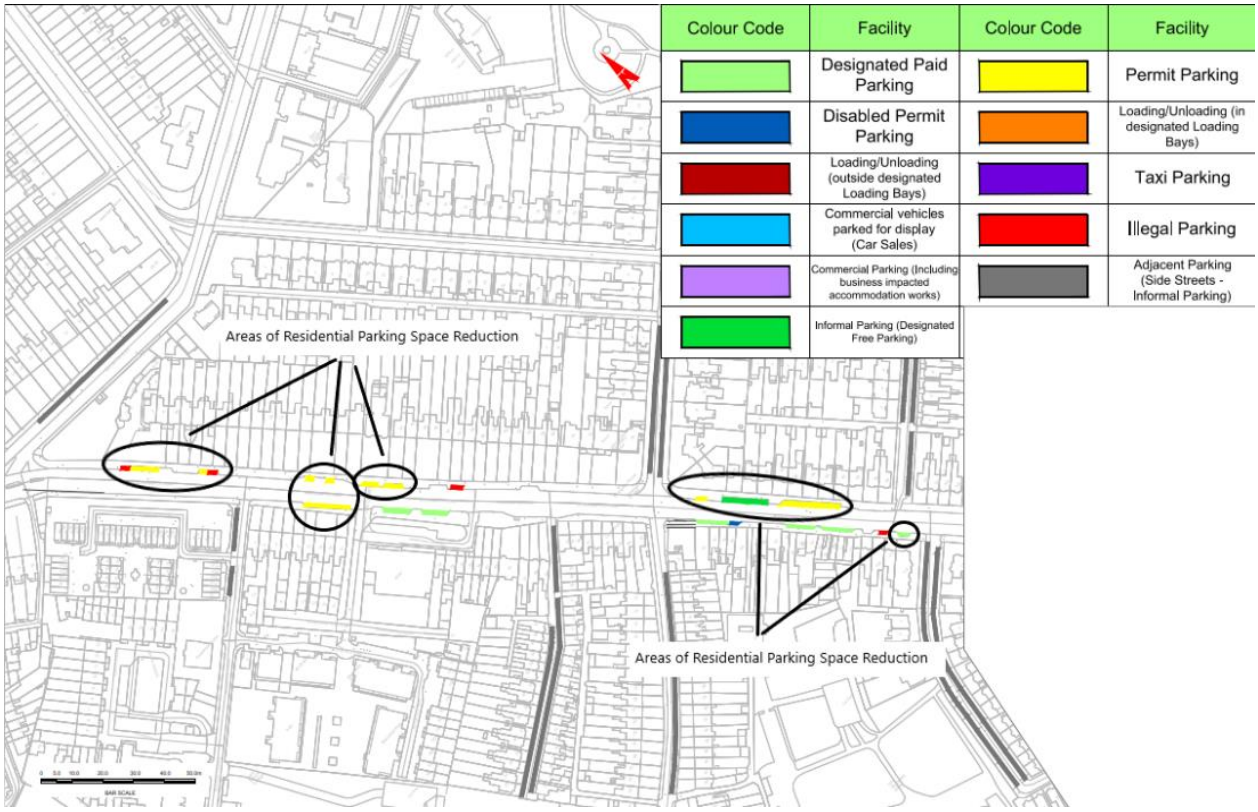

Figure 5.6: Residential Parking Impact - Morehampton Road

Figure 5.7: Residential Parking Impact - Morehampton Road

Figure 5.8: Residential Parking Impact - Morehampton Road

5.2.3 Illegal Parking

Figure 5.9 indicates the locations where current design proposals necessitate impacting observed locations of illegal parking along Morehampton Road.

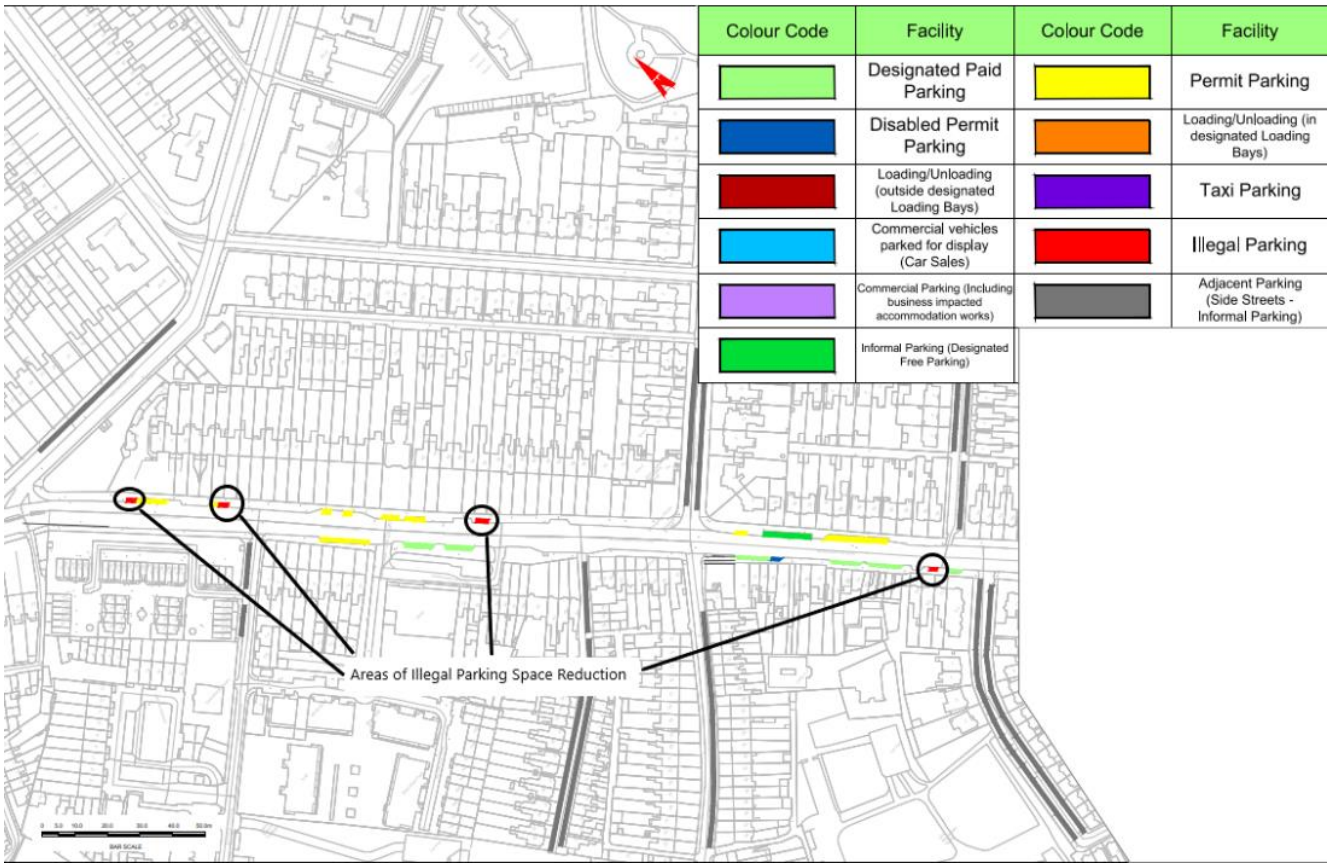

Figure 5.9: Illegal Parking Impact - Morehampton Road

5.2.4 Design Impact Summary

Table 5.2: Design Impact – Morehampton Road

Existing Parking Facilities	Number of Spaces	Loss / Gain of Parking
Designed Paid Parking	17	-17
Permit Parking	21	-18
Disabled Permit Parking	1	0
Loading / Unloading (Designated)	0	2
Loading / Unloading (Non-Designated)	0	0
Taxi Parking	0	0
Commercial Vehicles for Display (Car Sales)	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0
Illegal Parking	4	-4
Informal Parking	4	-4
Adjacent Parking	230	0

5.3 Potential Mitigation Measures (Alternative Parking Arrangements)

The potential mitigation measures in this section of the report have been considered but may not all be implemented.

5.3.1 Commercial Parking

On Morehampton Road, impacted commercial parking has been divided into two locations for the purpose of proposing mitigation measures and providing analysis in this report. The first is the designated paid parking in front of Hampton Hotel, the second is the designated paid parking and disabled parking between Herbert

Park/Marlborough Road to Belmont Avenue. Potential mitigation measures have been identified at the two impacted commercial parking locations which have been considered to reduce the impact of the design proposals. Further analysis is presented in section 6.4 Options Analysis.

Along Morehampton Road in front of the Hampton Hotel, the mitigation measures considered for the impacted designated paid parking include the following:

1. Divert the parking to adjacent parking on Bloomfield Avenue and/or Morehampton Terrace.

2. Relocating the proposed coach bus stop north of Bloomfield Avenue.

3. Combine the northbound proposed cycle track with the bus lane to form a combined cycle and bus lane for 50m.

The potential mitigation measures for the impacted designated paid parking and disabled parking between Belmont Avenue and Marlborough Road/Herbert Avenue comprise of:

4. Reducing the footpath and cycle track width to allow for at least the disabled parking space to be retained in front of Allied Irish Banks (AIB).

5. Divert the designated paid parking to adjacent parking spaces on Mount Eden Road, Auburn Avenue, Brendan Road, Herbert Park, and Marlborough Road. Alternatives for the disabled parking space will also be investigated on Herbert Park and Marlborough Road.

6. Combine the northbound proposed cycle track with the bus lane to form a combined cycle and bus lane for 100m.

5.3.2 Residential Parking

Impacted residential parking along the Morehampton Road has been divided into four locations for the purpose of proposing mitigation measures and providing analysis in this report, as follows:

- Northbound, north of the Herbert Park/Marlborough Road junction,

- Northbound, south of the Herbert Park/Marlborough Road junction,

- Southbound, north of the Herbert Park/Marlborough Road junction, and

- Southbound, south of the Herbert Park/Marlborough Road junction.

Along Morehampton Road, northbound, north of the Herbert Park/Marlborough Road junction, the mitigation measures considered for permit parking include the following:

7. Divert the parking to adjacent parking on Bloomfield Avenue.

8. Retain some of the parking.

Along Morehampton Road, northbound, south of the Herbert Park/Marlborough Road junction, the mitigation measures considered for permit parking include the following:

9. Divert the parking to adjacent parking on Mount Eden Road, Auburn Avenue, Brendan Road, Herbert Park, and Marlborough Road.

10. Combine the northbound proposed cycle track with the bus lane to form a combined cycle and bus lane for 10m.

Along Morehampton Road, southbound, north of the Herbert Park/Marlborough Road junction, the mitigation measures considered for permit parking include the following:

11. Determine if the geometry allows for parking to remain between the proposed cycle track and bus lane.

12. Divert the parking to adjacent parking on Wellington Place and/or Bloomfield Avenue.

Along Morehampton Road, southbound, south of the Herbert Park/Marlborough Road junction, the mitigation measures considered for permit parking include the following:

13. Divert the parking to adjacent parking to Herbert Road, Marlborough Road, Auburn Avenue and Belmont Avenue.

5.4 Options Analysis

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

Table 5.3: Options Analysis Table – Morehampton Road

Item	Proposal	Analysis	Viability (Y/N)
Parking Fronting Hampton Hotel on Morehampton Road			
1	Divert the designated paid parking to adjacent parking on Bloomfield Avenue and/or Morehampton Terrace.	Assess the usage of the existing parking on Bloomfield Avenue and/or Morehampton Terrace and determine if there is additional capacity.	Y
2	Relocating the proposed coach bus stop, north of Bloomfield Avenue.	An assessment will be made to determine if there is capacity to position both the coach bus stop north and local bus stop north of Bloomfield Avenue, although this would impact existing trees.	Y
3	Combine the northbound proposed cycle track with the bus lane to form a combined cycle and bus lane for 50m.	This would reduce the quality of service for buses and cyclists undermining the overall Scheme objectives.	N
Commercial Parking between Belmont Avenue and the Herbert Park/Marlborough Road junction			
4	Reducing the footpath and cycle track width to minimum width and allow for at least the disabled parking permit space to be retained in front of Allied Irish Banks (AIB).	This cross section reduction was not possible, so the disabled parking space is proposed to be relocated to either Herbert Park or Marlborough Road by the junction with Morehampton Road.	N
5	Divert the designated paid parking and disabled parking to adjacent parking on Mount Eden Road, Auburn Avenue, Brendan Road, Herbert Park, and Marlborough Road.	Assess the usage of the existing parking on Bloomfield Avenue and/or Morehampton Terrace and determine if there is additional capacity. Assess usage of current Pay & Displayparking on Herbert Park and Marlborough Road to assess change of one space to disabled parking.	Y
6	Combine the northbound proposed cycle track with the bus lane to form a combined cycle and bus lane for 100m.	This would reduce the quality of service for buses and cyclists undermining the overall Scheme objectives.	N
Northbound, north of the Herbert Park/Marlborough Road junction			

Item	Proposal	Analysis	Viability (Y/N)
7	Divert the parking to adjacent parking on Bloomfield Avenue and/or Morehampton Terrace.	Assess the usage of the existing parking on Bloomfield Avenue and determine if there is additional capacity.	Y
8	Retain some of the parking.	At least 3 parking spaces can be retained under the present Proposed Scheme design proposal.	Y
Northbound, south of the Herbert Park/Marlborough Road junction			
9	Divert the parking to adjacent parking on Auburn Avenue, Belmont Avenue, Brendan Road, Mount Eden Road, Pembroke Cottages, and/or Victoria Avenue.	Assess the usage of the existing parking on Mount Eden Road, Auburn Avenue, Brendan Road, Herbert Park, and Marlborough Road and determine if there is additional capacity.	Y
10	Combine the northbound proposed cycle track with the bus lane to form a combined cycle and bus lane for 10m.	This would reduce the quality of service for buses and cyclists undermining the overall Scheme objectives.	N
Southbound, north of the Herbert Park/Marlborough Road junction			
11	Determine if the geometry allows for parking to remain between the proposed cycle track and bus lane.	An assessment will be made to determine if the geometry has capacity to retain the parking.	N
12	Divert the parking to adjacent parking on Wellington Place and/or Bloomfield Avenue.	Assess the usage of the existing parking on Wellington Place and/or Bloomfield Avenue and determine if there is additional capacity.	Y
Southbound, south of the Herbert Park/Marlborough Road junction			
13	Divert the parking to adjacent parking to Herbert Road, Marlborough Road, Auburn Avenue and Belmont Avenue.	Assess the usage of the existing parking on Herbert Road, Marlborough Road, Auburn Avenue and Belmont Avenue and determine if there is additional capacity.	Y

5.4.1 Recommendations

Regarding the impacted designated paid parking in front of the Hampton Hotel, there is a sufficient parking capacity on the Bloomfield Avenue. Therefore, the impact from the Proposed Scheme is deemed to be acceptable. The northbound Permit Parking at Chainage 1500 has been retained.

For the commercial parking between the Herbert Park and the Mount Eden Road, the disabled parking space is proposed to be relocated to Herbert Park by the junction with the Morehampton Road. The remaining parking spaces are to be accommodated on Auburn Avenue, Herbert Park, Mount Eden Road or Brendan Road. A time plated loading bay has been provided within the footpath at Chainage 1750.

The impacted southbound parking north and south of the Herbert Park/Marlborough Road junction could be relocated to the Auburn Avenue, Herbert Park, Marlborough Road, Mount Eden Road or Brendan Road.

In addition, a geometric assessment has been made to determine if the geometry would allow for keeping the parking between the proposed cycle track and the bus lane to retain the southbound parking, north of the Herbert Park/Marlborough Road junction, but this was found to not be feasible.

6. Donnybrook Road

6.1 Existing Parking

Existing parking conditions along Donnybrook Road include designated paid parking spaces in the form of "Pay & Display Parking" on both southbound and northbound sides of the road. There are also multiple designated loading/unloading bays servicing various commercial properties on both sides of the road. Northbound there is a single permit parking space adjacent to bus stop 773, Donnybrook Road in the form of "Pay & Display and Permit Parking". The existing parking being used by MOLA Architecture, Fast Fit, and First Stop Service Centre is being classified as "Commercial Parking (including business impacted accommodation works)" for this report. A single disabled permit parking space exists in front of the shopping plaza northbound prior to Belmont Avenue. Adjacent can be found on Auburn Avenue, Victoria Avenue, Pembroke Cottages, Eglinton Terrace, Belmont Avenue, Belmont Park and The Crescent. An overview of the existing parking along Donnybrook Road is provided in Figure 6.1 and Table 6.1.

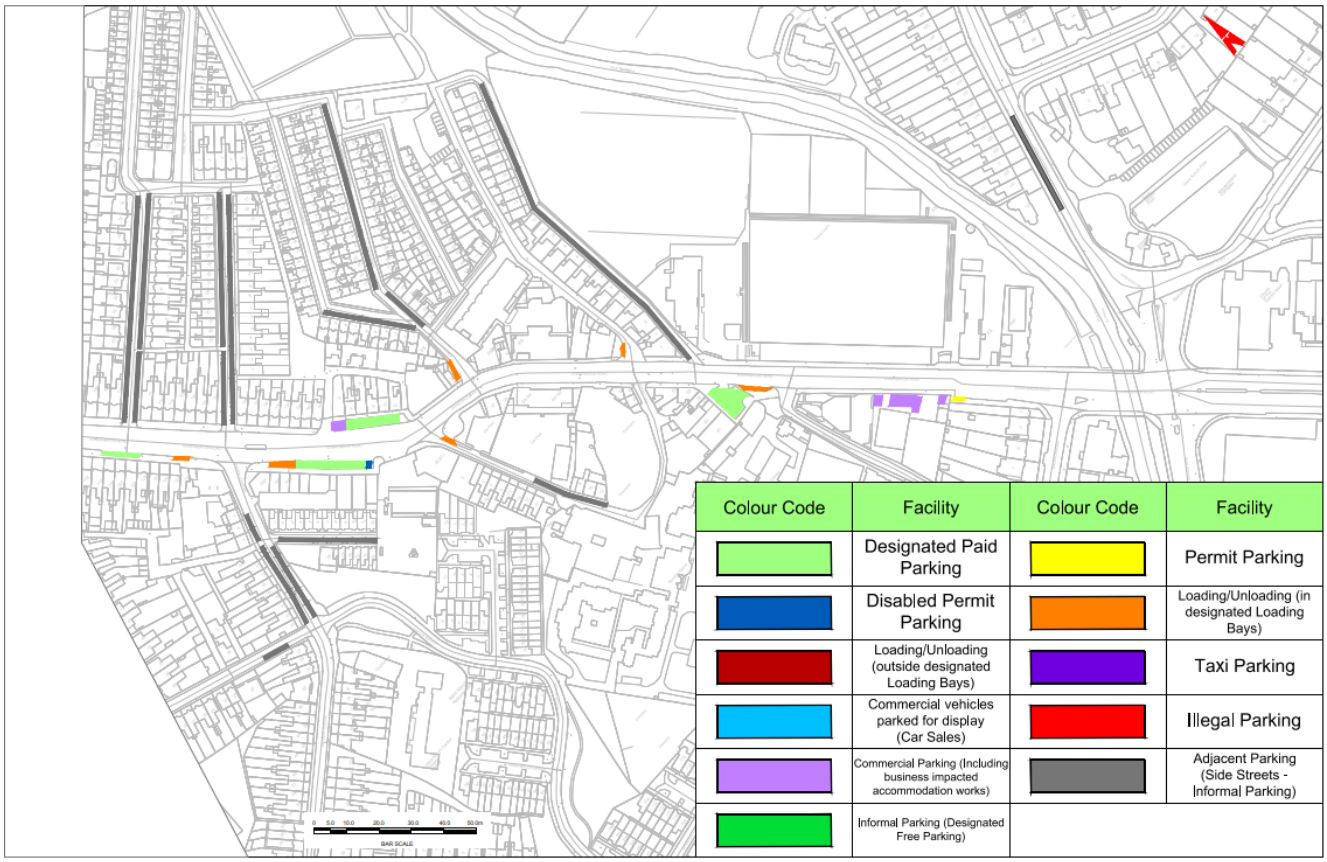

Figure 6.1: Existing Parking - Donnybrook Road

Table 6.1: Existing Parking – Donnybrook Road

Existing Parking Facilities	Number of Spaces
Designed Paid Parking	38
Permit Parking	1
Disabled Permit Parking	1
Loading / Unloading (Designated)	9
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	15

Illegal Parking	**0**
Informal Parking	**0**
Adjacent Parking	**227**

6.2 Design Impacts

6.2.1 Commercial Parking Impact

Figure 6.2 to Figure 6.5 indicate the location where current design proposals necessitate impacting commercial parking including permit parking, designated paid parking and designated loading bays. Designated paid parking servicing the plaza south of Mulberry Lane on the southbound side of the road is being impacted. The proposal impacts a single permit parking space northbound adjacent to bus stop 773, Donnybrook Road and two designated loading bays. Effected loading bays include two northbound loading bays, the first is located north of Brookvale Road while the other is located north of Belmont Avenue. Both impacted loading bays on Donnybrook Road are time-plated for Monday to Saturday 7:00 to 19:00. Two loading bays at this location sit outside of the boundary of the scheme and are not impacted by the design, at The Crescent and Pembroke Cottages respectively. The proposals also impact a number of the parking spaces used by Fast Fit and First Stop garages as a result of necessary road widening.

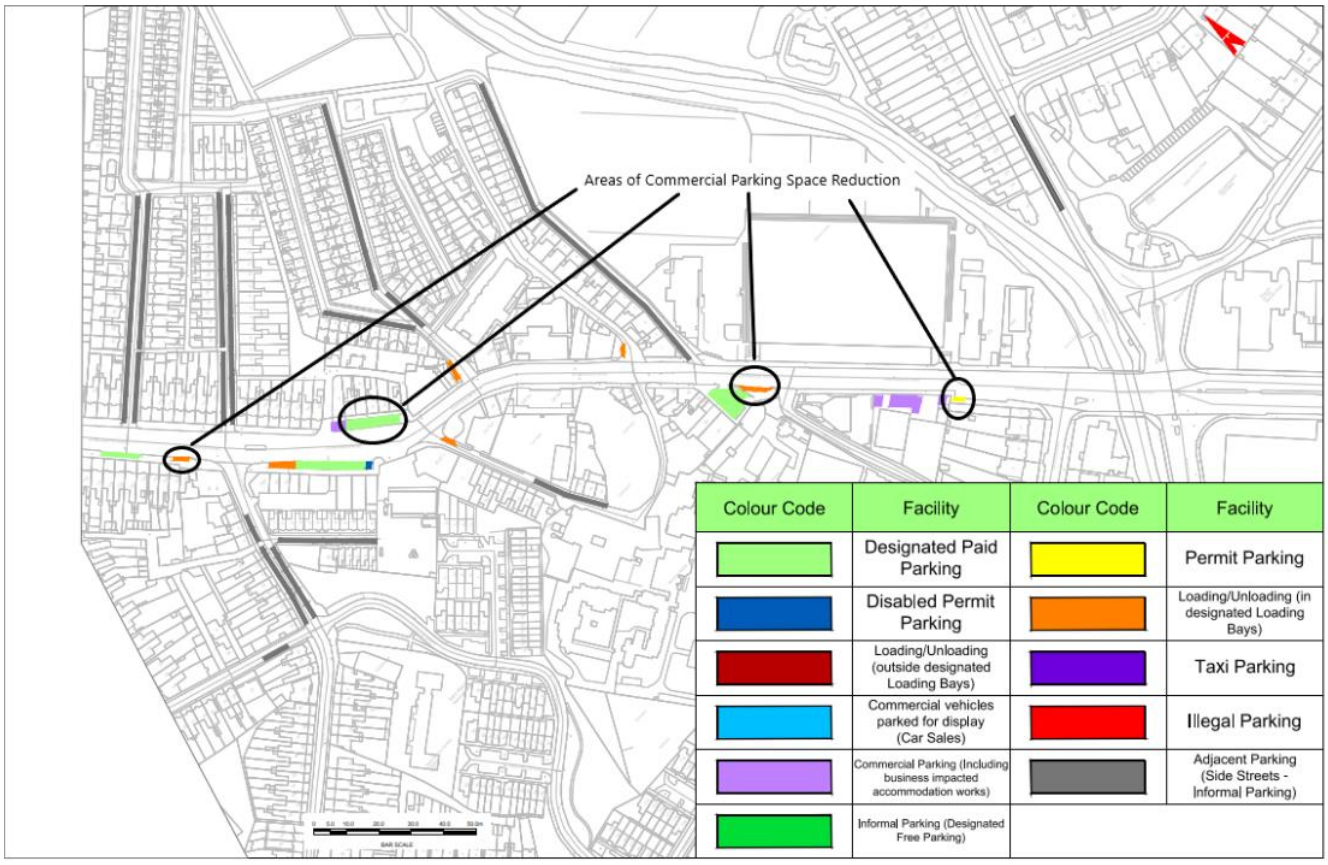

Figure 6.2: Commercial Parking Impact - Donnybrook Road

Figure 6.3: Commercial Parking Impact - Donnybrook Road

Figure 6.4: Loading Bay Parking Impact - Donnybrook Road

Figure 6.5: Loading Bay Parking Impact - Donnybrook Road

6.2.2 Residential Parking Impact

Figure 6.6 and Figure 6.7 display the location where current design proposals necessitate impacting residential parking including designated paid parking. The only impacted residential parking on Donnybrook Road is located northbound west of the junction with Auburn Avenue.

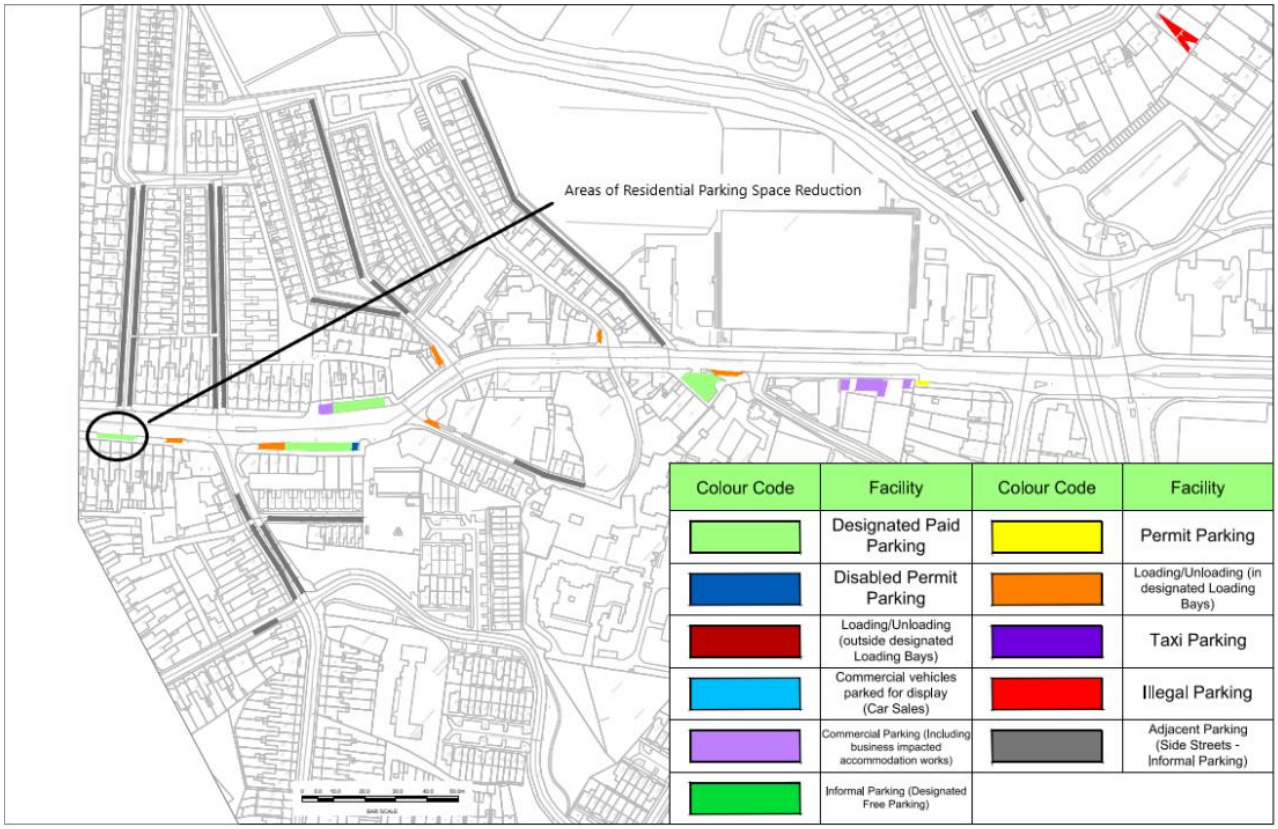

Figure 6.6: Residential Parking Impact - Donnybrook Road

Figure 6.7: Residential Parking Impact - Donnybrook Road

6.2.3 Illegal Parking

No illegal parking impact has been observed along Donnybrook Road.

6.2.4 Design Impact Summary

Table 6.2: Design Impact – Donnybrook Road

Existing Parking Facilities	Number of Spaces	Loss / Gain of Parking
Designed Paid Parking	38	-17
Permit Parking	1	-1
Disabled Permit Parking	1	0
Loading / Unloading (Designated)	9	-5
Loading / Unloading (Non-Designated)	0	0
Taxi Parking	0	0
Commercial Vehicles for Display (Car Sales)	0	0
Commercial Parking (Incl. business impacted accommodation works)	15	-10
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	227	0

6.3 Potential Mitigation Measures (Alternative Parking Arrangements)

The potential mitigation measures in this section of the report have been considered but may not all be implemented.

6.3.1 Commercial Parking

Impacted commercial parking on Donnybrook Avenue will be divided into five locations for the purpose of proposing mitigation measures and providing analysis in this report:

- Northbound, north of Eglinton Road,
- Northbound loading bay, north of Brookvale Road,
- Northbound loading bay, north of Belmont Avenue,
- Southbound, south of Mulberry Avenue including MOLA Architecture, and
- At the Fast Fit and First Stop garages.

The potential mitigation measures for the impacted permit parking northbound, north of Eglinton Road included:

1. Divert the permit parking to adjacent parking on Anglesea Road or Eglinton Road.

The potential mitigation measures for the impacted loading bay northbound, north of Brookvale Road included:

2. Reduce the width of footpath to allow for the loading bay to remain.

The potential mitigation measures for the impacted northbound loading bay, north of Belmont Avenue included:

3. Providing a loading bay adjacent to the existing space on Belmont Avenue.

The potential mitigation measures for the impacted parking southbound, south of Mulberry Avenue included:

4. Arrange the parking spaces to be positioned parallel to Proposed Scheme allowing some spaces to be retained.
5. Divert the designated paid parking to adjacent parking on Victoria Avenue and/or Pembroke Cottages.

The potential mitigation measures for the impacted parking northbound, at the Fast Fit and First Stop garages included:

6. Reconfiguration of remining space in car park spaces.

6.3.2 Residential Parking

The potential mitigation measures for the impacted residential designated paid parking, north of Belmont Avenue included:

7. Divert the designated paid parking to adjacent parking on Victoria Avenue, Auburn Avenue or Mount Eden Road.

6.4 Options Analysis

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

Table 6.3: Options Analysis Table – Donnybrook Road

Item	Proposal	Analysis	Viability (Y/N)
Northbound, north of Eglinton Road			
1	Divert the permit parking to adjacent parking on Anglesea Road or Eglinton Road.	Assess the usage of the existing parking on Anglesea Road and Eglinton Road to determine if there is additional capacity.	Y
Northbound loading bay, north of Brookvale Road			
2	Reduce the width of footpath to allow for the loading bay to remain.	A geometric assessment will be undertaken to determine if this can be provided.	N
3	Divert the loading bay parking to the adjacent loading bay on Rampart Lane.	Assess the usage of the existing parking on Rampart Lane and determine if there is additional capacity.	Y
Northbound loading bay, north of Belmont Avenue			
4	Providing a loading bay adjacent to the existing space on Belmont Avenue.	A geometric assessment will be undertaken to determine if this can be provided.	Y
5	Divert the loading bay parking to the adjacent loading bay south of Belmont Avenue junction.	Assess the usage of the existing parking and determine if there is additional capacity.	Y
Southbound, south of Mulberry Avenue including MOLA Architecture			
6	Arrange the parking spaces to be positioned parallel to the corridor allowing some spaces to be retained.	The lost parking spaces can still divert to Victoria Avenue and/or Pembroke Cottages.	Y
7	Divert the designated paid parking to adjacent parking on Victoria Avenue and/or Pembroke Cottages.	Assess the usage of the existing parking on Victoria Avenue and/or Pembroke Cottages and determine if there is additional capacity.	Y
Northbound, First top and Fast Fit Garages			
8	Reconfigure existing car parks	Assess if remaining available car park space can be reconfigured to provide parking.	Y
Residential designated paid parking, north of Belmont Avenue			
9	Divert the designated paid parking to adjacent parking on Auburn Avenue, Belmont Avenue, Brendan Road, Mount Eden Road and/or Victoria Avenue.	Assess the usage of the existing parking on Victoria Avenue, Auburn Avenue and Mount Eden Road to determine if there is additional capacity.	Y

6.4.1 Recommendations

It is recommended to divert a single commercial parking space north of the Eglinton Road onto Anglesea Road or Eglinton Road.

The loading bay traffic from north of the Brookvale Road is to be redirected to the existing loading bay on the Rampart Lane across Donnybrook Road.

The car parks in front of the Fast Fit and First Stop garages should be assessed to provide a reconfigured parking and access layout, acknowledging the specific access requirements for the hydraulic ramps.

There is sufficient geometry to provide a loading bay in close proximity on the Belmont Avenue to replace the existing loading bay on the corridor north of the Belmont Avenue. This will require the loading bay to act as a footpath with flush interface levels (no kerb step) while not in operation.

Regarding the commercial plaza between the Mulberry Lane and Pembroke Cottages, the overall parking spaces have been reduced in numbers as a result of changing the parking configuration from a perpendicular to a parallel layout. Any additional parking requirements here will be accommodated on Victoria Avenue or Pembroke Cottages.

The residential designated paid parking, north of Belmont Avenue is to be diverted to Victoria Avenue, Auburn Avenue, or Mount Eden Road.

7. UCD Parking Impacts

Part of the Proposed Scheme development includes the provision of a new bus interchange within UCD grounds at Belfield.

The proposed new bus interchange location will be adjacent to the existing N2 O'Reilly Hall car park at UCD, which serves the adjacent campus buildings as well as the UCD Veterinary Hospital. The interchange extends into the space currently occupied by the existing car park. A total of 82 spaces will be removed, with the space reallocated to the interchange and new UCD access road around the interchange. The space loss comprises of 75 perpendicular parking spaces, and 7 parallel parking spaces.

To ensure efficient operation of the interchange and its associated bus, pedestrian and cyclist movements, traffic flow to and from the existing N2 O'Reilly Hall car park may be regulated at peak hours. Liaison has taken place with UCD to ensure that the interchange proposals are coordinated with the wider UCD campus including the UCD Future Campus masterplan.

Table 7.1 below details the changes in parking numbers within the scheme boundary only and does not reflect the additional remining parking in the N2 O'Reilly Hal car park, and other car parks within UCD.

Table 7.1 – Design Impact - UCD

Existing Parking Facilities	Baseline	Scheme	Change
Designated Paid Parking	0	0	0
Permit Parking (off-street)	82	0	-82
Disabled Permit Parking	0	0	0
Loading/Unloading (in Designated Loading Bays)	0	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0	0
Taxi Parking (Taxi Rank)	0	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0	0
Illegal Parking	0	0	0
Informal Parking	0	0	0
Adjacent Parking	0	0	0
Total Change	82	0	-82

8. Stillorgan Road

8.1 Existing Parking

Informal parking is present on Belmont Terrace, adjacent to the southbound N11 at Galloping Green, Leopardstown. There is a designated loading bay in front of Byrnes of Galloping Green and some illegal parking has been noted at the entrance to Belmont Terrace off of the N11 Stillorgan Road. The existing parking conditions are demonstrated in Figure 8.1 and Table 8.1 for Belmont Terrace.

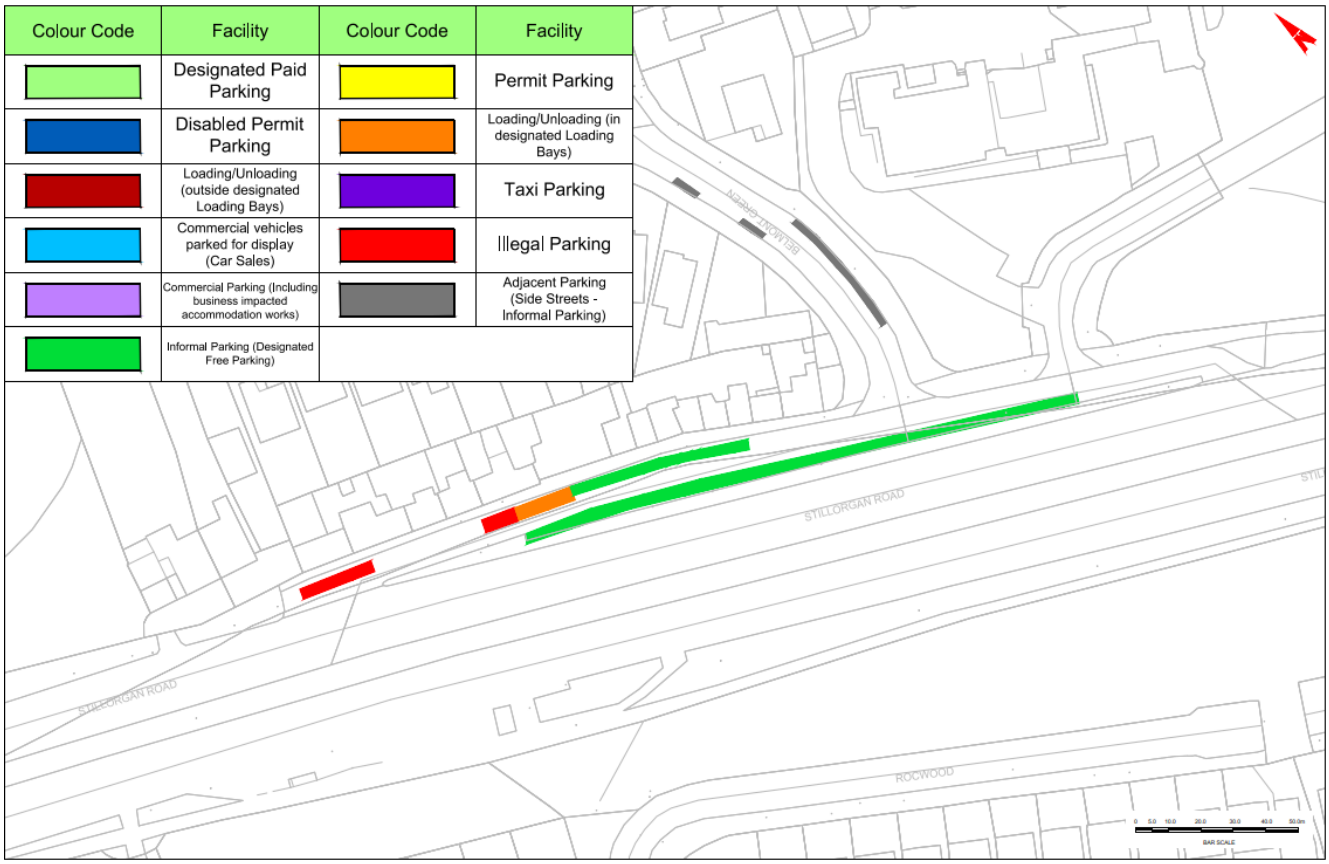

Figure 8.1: Existing Parking – Belmont Terrace

Table 8.1: Existing Parking – Belmont Terrace

Existing Parking Facilities	Number of Spaces
Designed Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading / Unloading (Designated)	1
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	3
Informal Parking (Designated Free Parking)	23
Adjacent Parking (Side Streets - Informal Parking)	58

8.2 Design Impacts

8.2.1 Commercial Parking Impact

There is one existing 12m long loading bay at this location which is not impacted by the Proposed Scheme.

8.2.2 Residential Parking Impact

Figure 8.2 to Figure 8.3 indicate the location along the Stillorgan Road at Belmont Terrace where current design proposals necessitate impacting residential parking in the form of informal parking.

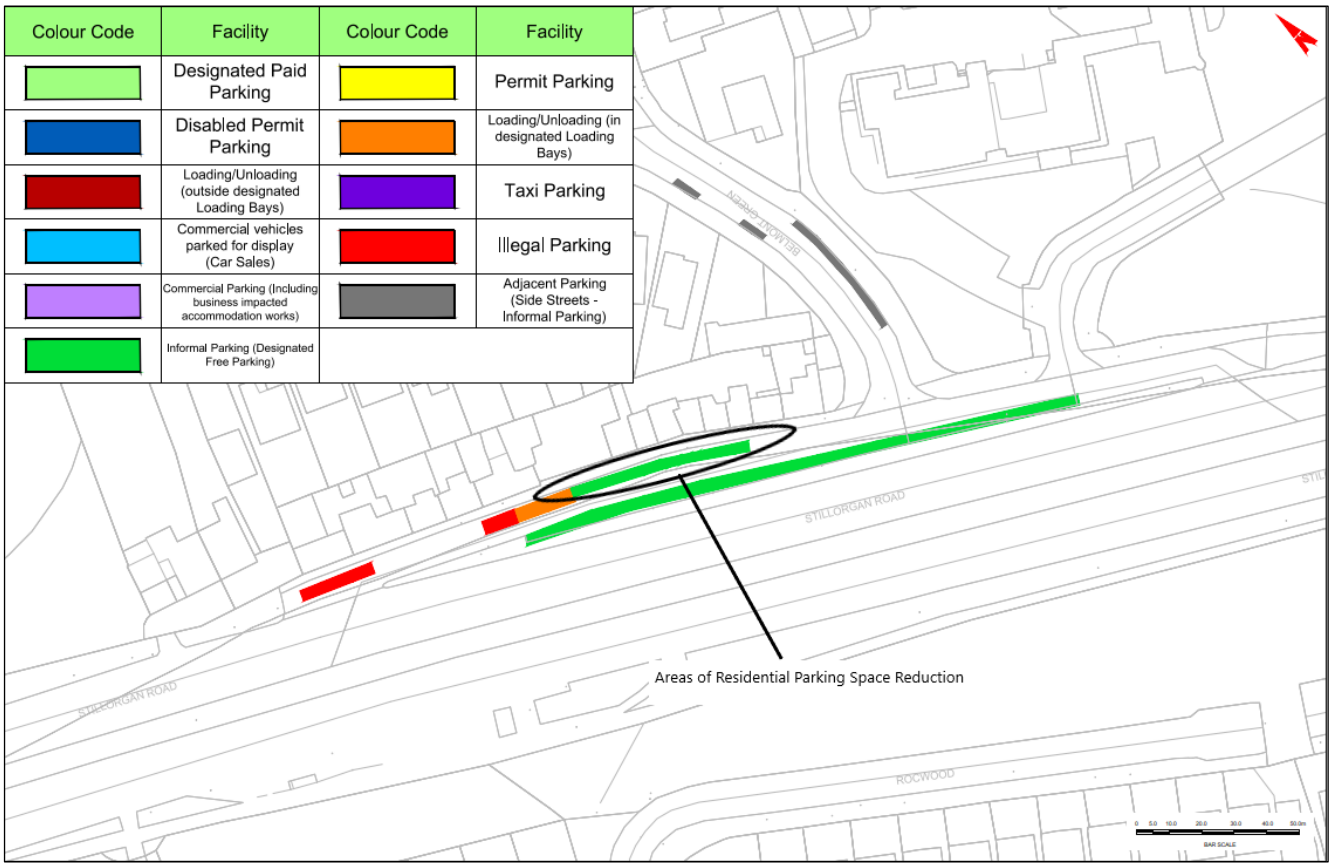

Figure 8.2: Residential Parking Impact – Belmont Terrace

Figure 8.3: Informal Parking Impact – Belmont Terrace

8.2.3 Illegal Parking

Figure 8.4 indicates the locations where current design proposals necessitate impacting observed locations of illegal parking along Belmont Terrace.

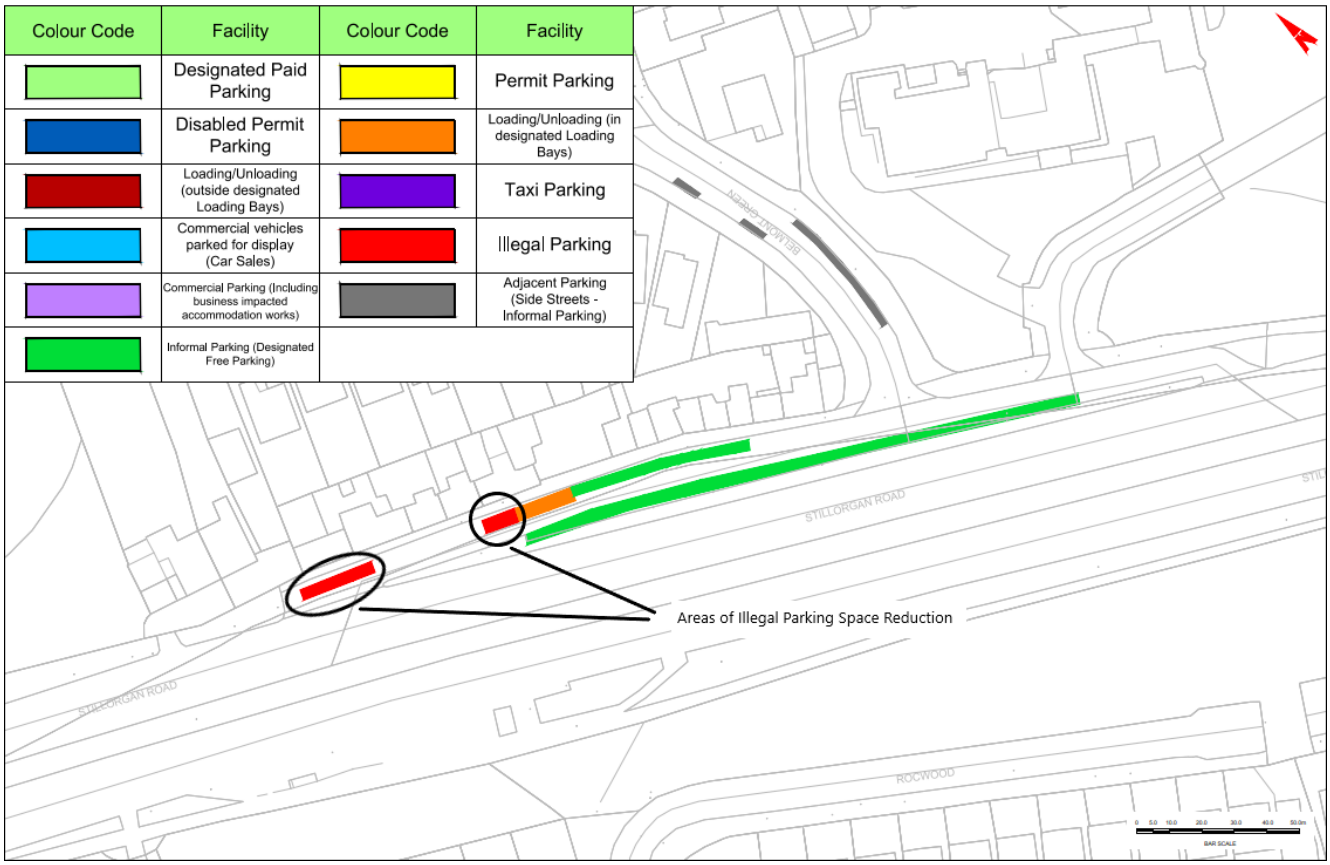

Figure 8.4: Illegal Parking Impact – Belmont Terrace

8.2.4 Design Impact Summary

Table 8.2: Design Impact – Belmont Terrace

Existing Parking Facilities	Number of Spaces	Loss / Gain of Parking
Designed Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading / Unloading (Designated)	1	0
Loading / Unloading (Non-Designated)	0	0
Taxi Parking	0	0
Commercial Vehicles for Display (Car Sales)	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0
Illegal Parking	3	-3
Informal Parking (Designated Free Parking)	23	-2
Adjacent Parking (Side Streets - Informal Parking)	58	0

8.3 Potential Mitigation Measures (Alternative Parking Arrangements)

The potential mitigation measures in this section of the report have been considered but may not all be implemented.

8.3.1 Informal Parking

Mitigation measures for the impacted informal residential parking on Belmont Terrace:

1. Assess available adjacent parking available on Belmont Grove.

8.4 Options Analysis

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

Table 8.3: Options Analysis Table – Stillorgan Road

Item	Proposal	Analysis	Viability (Y/N)
Belmont Terrace			
1	Assess available adjacent parking on Belmont Grove	Survey of parking use on Belmont Terrace and Belmont Grove to be undertaken	Y

8.4.1 Recommendations

At Belmont Terrace, adjacent parking on Belmont Grove can be utilised to mitigate reduction in informal parking spaces on Belmont Terrace.

9. Shankill

9.1 Existing Parking

In close proximity to Shankill Roundabout, parking is present on the property of St. Anne's Church, Shankill which has been classified as off-street informal parking in this report. There is adjacent parking available along the Beechfield Manor and on the premises of Lidl. The existing parking conditions near Shankill Roundabout are shown in Figure 9.1 and Table 9.1.

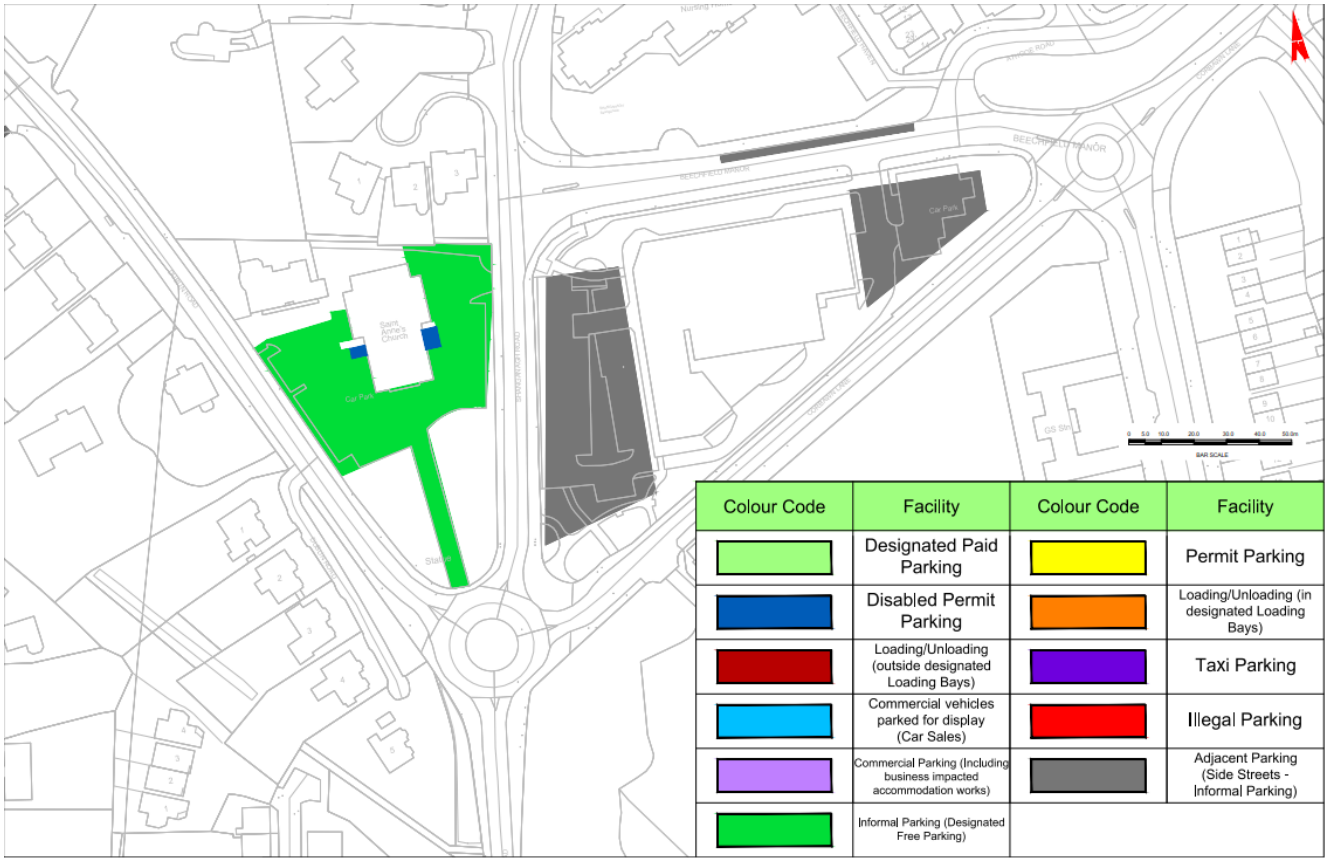

Figure 9.1: Existing Parking - Shankill Roundabout

Table 9.1: Existing Parking - Shankill Roundabout

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	3
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	83
Adjacent Parking (Side Streets - Informal Parking)	179

9.2 Design Impacts

9.2.1 Informal Parking Impact

Figure 9.2 to Figure 9.3 indicate informal parking on the property of St. Anne's Shankill Parish being impacted by design proposals of the corridor, adjacent to Shankill Roundabout. There is no parking impact to existing parking through the Shankill Village due to design proposals.

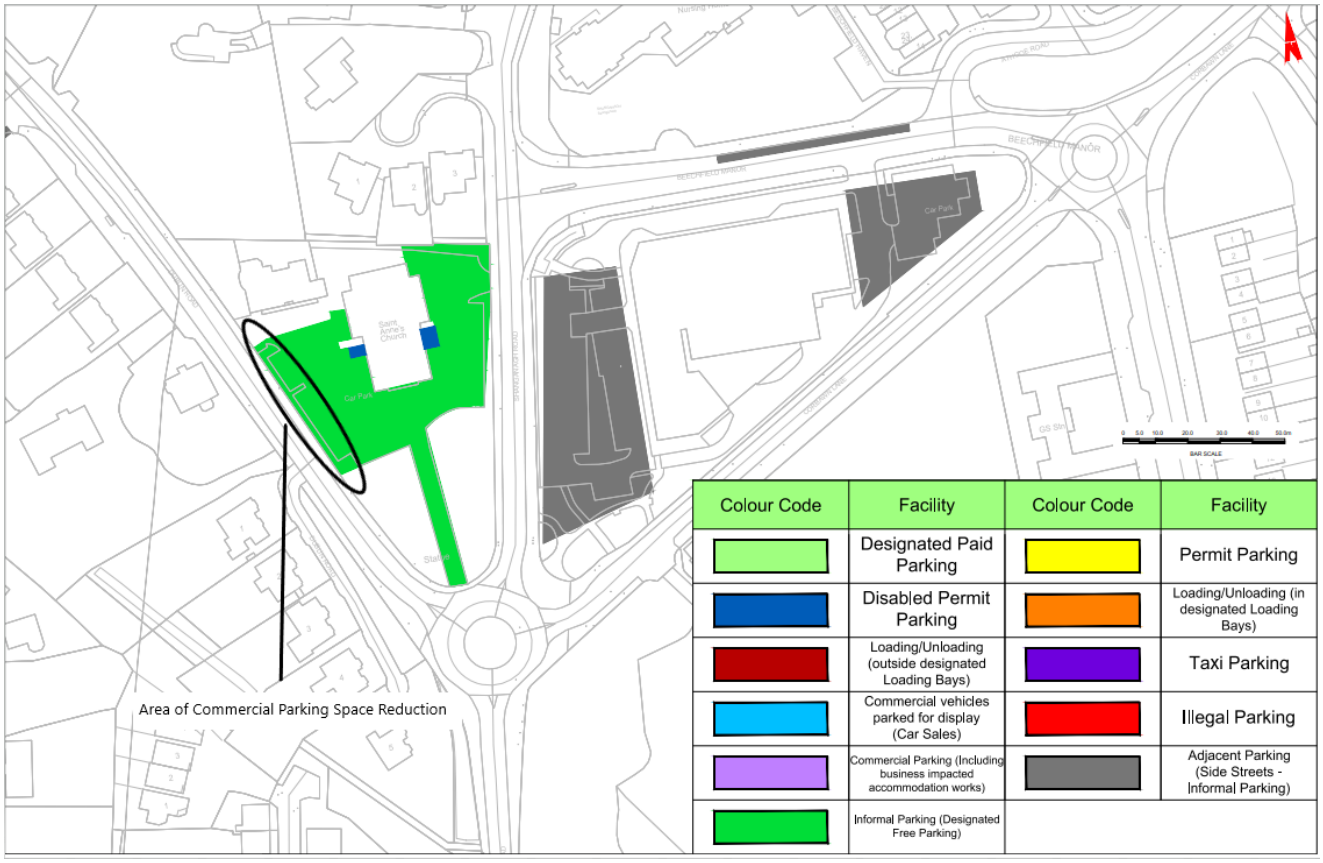

Figure 9.2: Informal Parking Impact - Shankill Roundabout

Figure 9.3: Informal Parking Impact - Shankill Roundabout

9.2.2 Residential Parking Impact

No impacted residential parking has been observed through Shankill Village including Shankill Roundabout.

9.2.3 Illegal Parking

No impacted illegal parking has been observed through Shankill Village including Shankill Roundabout.

9.2.4 Design Impact Summary

Table 9.2: Design Impact – Shankill Roundabout

Existing Parking Facilities	Number of Spaces	Loss / Gain of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	3	0*
Loading / Unloading (Designated)	0	0
Loading / Unloading (Non-Designated)	0	0
Taxi Parking	0	0
Commercial Vehicles for Display (Car Sales)	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0
Illegal Parking	0	0
Informal Parking (Designated Free Parking) (Off Street)	83	0*
Adjacent Parking (Side Streets - Informal Parking)	179	0

**subject to agreement of new layout with the car park owner, consultation has taken place*

9.3 Potential Mitigation Measures (Alternative Parking Arrangements)

The potential mitigation measures in this section of the report have been considered but may not all be implemented.

9.3.1 Informal Parking

Mitigation measures assessed for the impacted informal parking on the property of St. Anne's Shankill Parish consists of:

1. Terminating the two-way cycle track at the pedestrian crossing approaching St. Anne's Shankill Parish to reduce number of spaces impacted.

2. Review and optimise parking on the St. Anne's Shankill Parish property.

9.4 Options Analysis

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

Table 9.3: Options Analysis Table – Shankill Roundabout

Item	Proposal	Analysis	Viability (Y/N)
Informal parking on the property of St Anne's Shankill Parish			
1	Terminating the two-way cycle track at the pedestrian crossing approaching St. Anne's Shankill Parish to reduce number of spaces impacted.	This would reduce spaces and result in a safe crossing for cyclist entering/existing the proposed two-way cycle track.	Y
2	Review and optimise the St. Anne's Shankill Parish property.	This would require consultation with the St. Anne's Shankill Parish.	Y

9.4.1 Recommendations

The parking layout in St. Anne's Church car park has been assessed and a reconfiguration can be provided with no overall loss in number of currently defined parking spaces.

10. Bray

10.1 Existing Parking

Near the Dublin Road and Corke Abbey Avenue/Old Connaught Avenue junction, commercial parking occurs on a property owned by AXA Insurance and Circle K. Commercial vehicles parked for car sales display are situated across from St. Peter's Road at Fitzpatrick Motors (Bray) Limited, and outside Windsor Motors Bray beside the Wilford Junction. There is adjacent parking present on Croke Abbey Avenue and St. Peter's Road. Figure 10.1 and Table 10.1 display the location and number of existing parking spaces along the Dublin Road and Corke Abbey Avenue/Old Connaught Avenue junctions.

Existing parking conditions present through Bray along Castle Street comprises of Commercial Parking, with Display or Permit Parking south of Dwyer Park southbound, and Designated Paid Parking northbound. Northbound, this Designated Paid Parking parking lot includes Disabled Permit Parking and services the Castlestreet Shopping Centre. There is a southbound Commercial Parking at the Dargle Shopping Centre. In addition, north of St. Cronan's Road, there is a northbound loading bay. Loading and unloading occurs outside of designated loading bays within the Castlestreet Shopping Centre parking lot. Additional information regarding precise existing parking location and number of spaces along the Castle Road are represented in Figure 10.2 and Table 10.2.

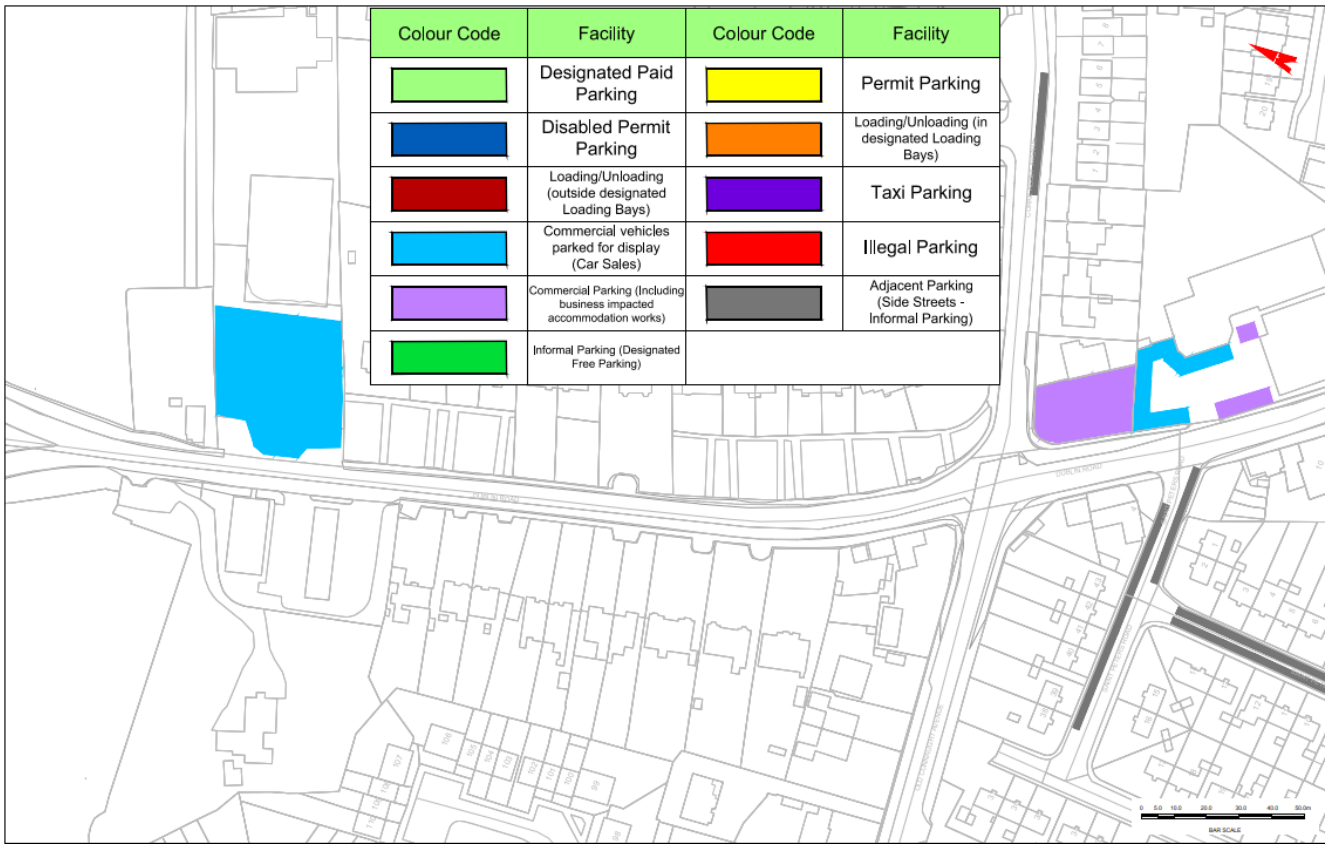

Figure 10.1: Existing Parking - Dublin Road

Table 10.1: Existing Parking – Dublin Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0

Existing Parking Facilities	Number of Spaces
Commercial Vehicles for Display (Car Sales)	76
Commercial Parking (Incl. business impacted accommodation works)	19
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	0
Adjacent Parking (Side Streets - Informal Parking)	137

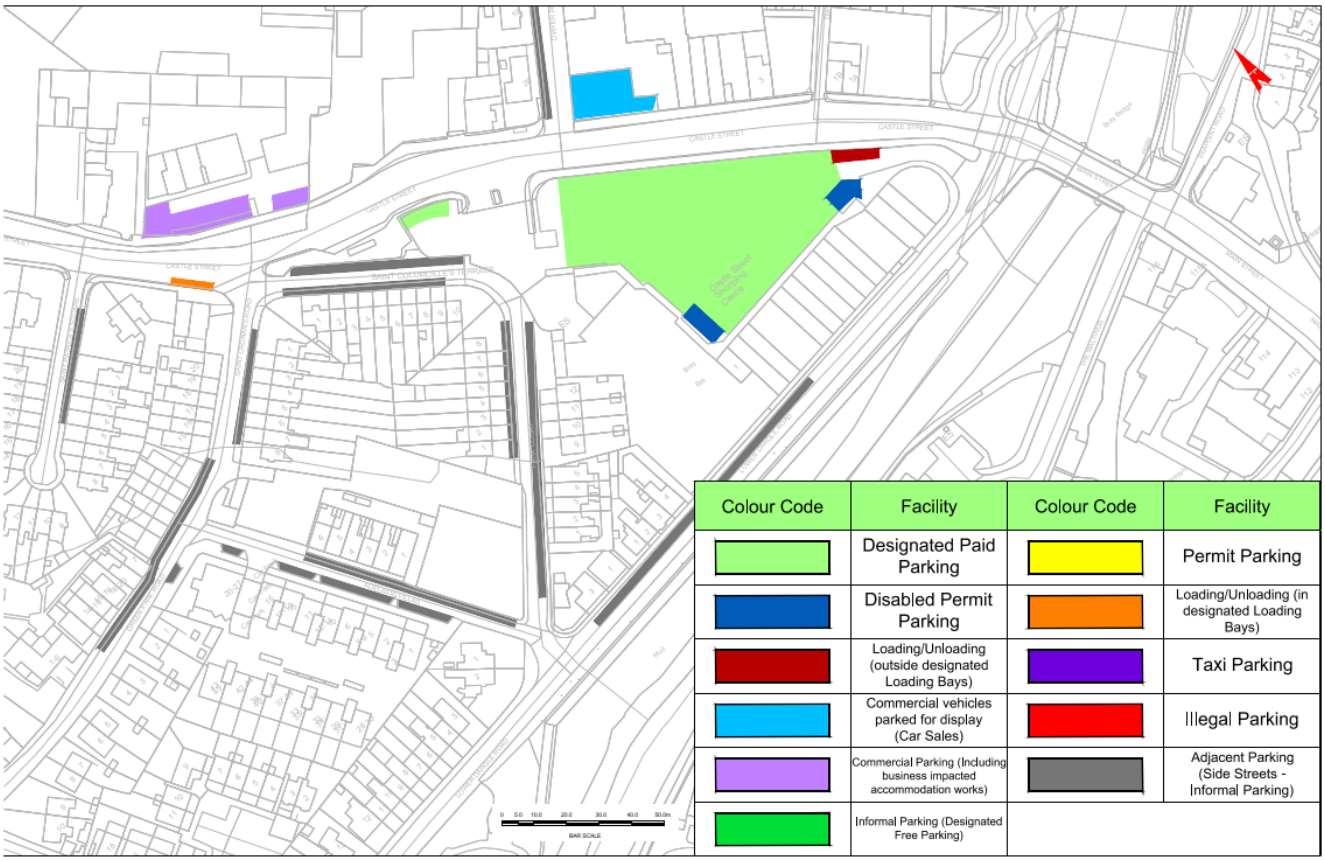

Figure 10.2: Design Impact - Castle Street

Table 10.2: Existing Parking – Castle Street

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	132
Permit Parking	0
Disabled Permit Parking	5
Loading / Unloading (Designated)	2
Loading / Unloading (Non-Designated)	2
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	16
Commercial Parking (Incl. business impacted accommodation works)	15
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	0
Adjacent Parking (Side Streets - Informal Parking)	215

10.2 Design Impacts

10.2.1 Commercial Parking Impact

Figure 10.3 to Figure 10.5 indicates the commercial parking impact along the Dublin Road at Old Connaught Ave/Corke Abbey Avenue and Windsor Motors Bray in the form of Commercial Parking and Display Sales parking impacted by the design proposals. The impacted Commercial Parking spaces are on the property of AXA Insurance while the car sales parking spaces are on Fitzpatrick Motors (Bray) Limited and Windsor Motors Bray, beside the Wilford Junction, is also impacted.

The commercial parking through Bray along Castle Street impact is presented in Figure 10.3 to Figure 10.9. Presently, the design proposals impact on the southbound commercial plaza and car workshop at the Dargle Centre, a large parking lot for the Castle Street Shopping Centre and a northbound loading bay north of St. Cronan's Road.

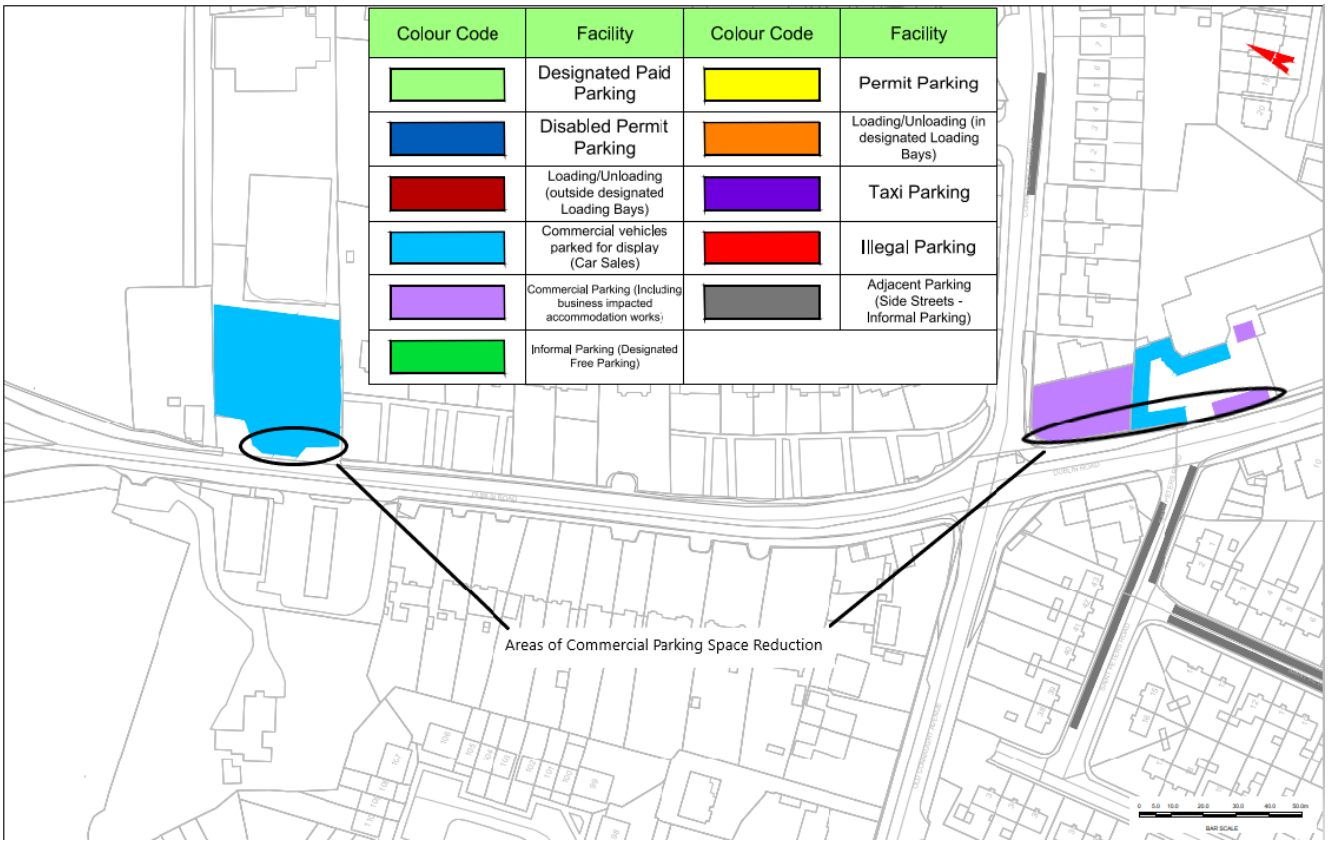

Figure 10.3: Commercial Parking Impact - Dublin Road

Figure 10.4: Commercial Parking Impact - Dublin Road at Old Connaught Ave/Corke Abbey Avenue

Figure 10.5: Commercial Parking Impact - Dublin Road at Windsor Motors Bray

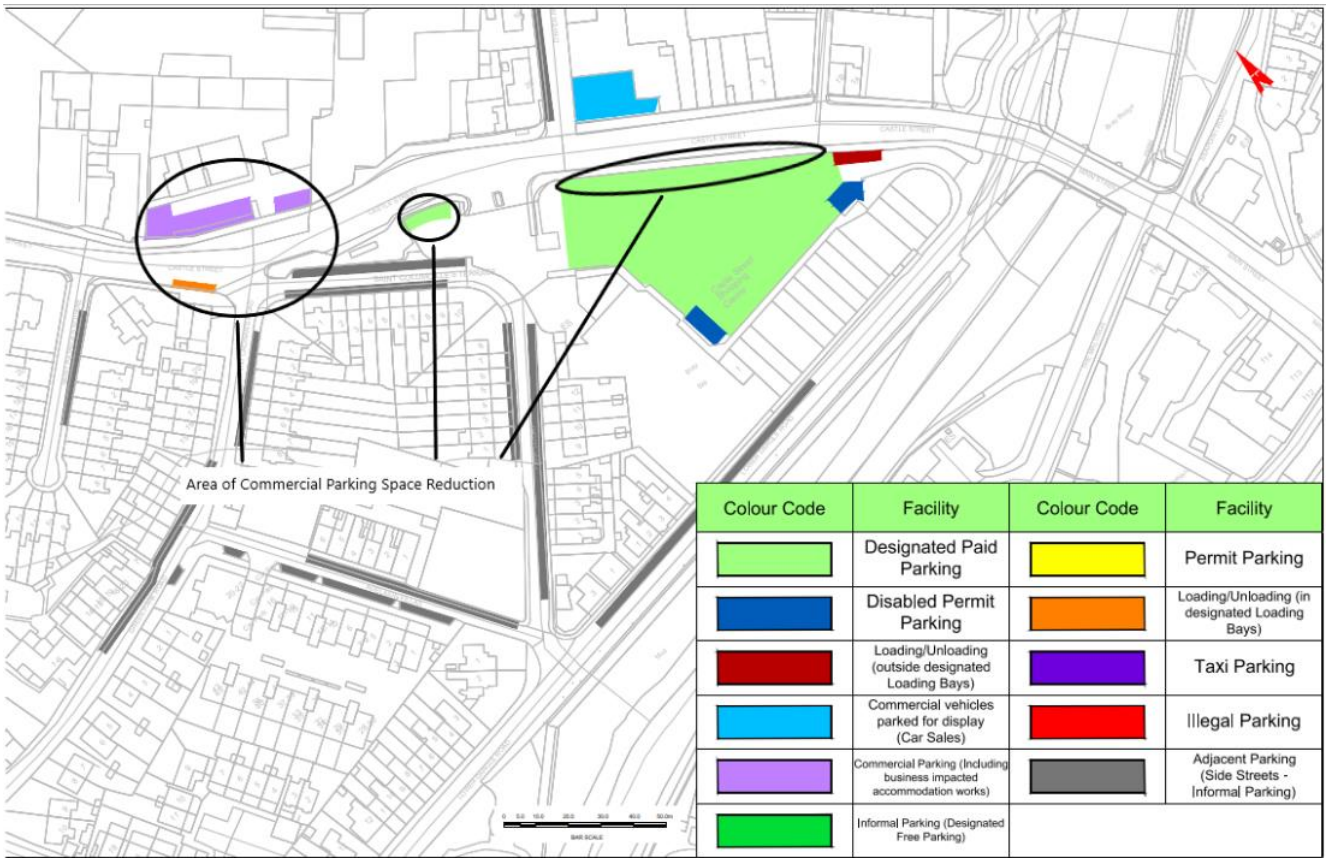

Figure 10.6: Informal and Commercial Parking Impact - Castle Street

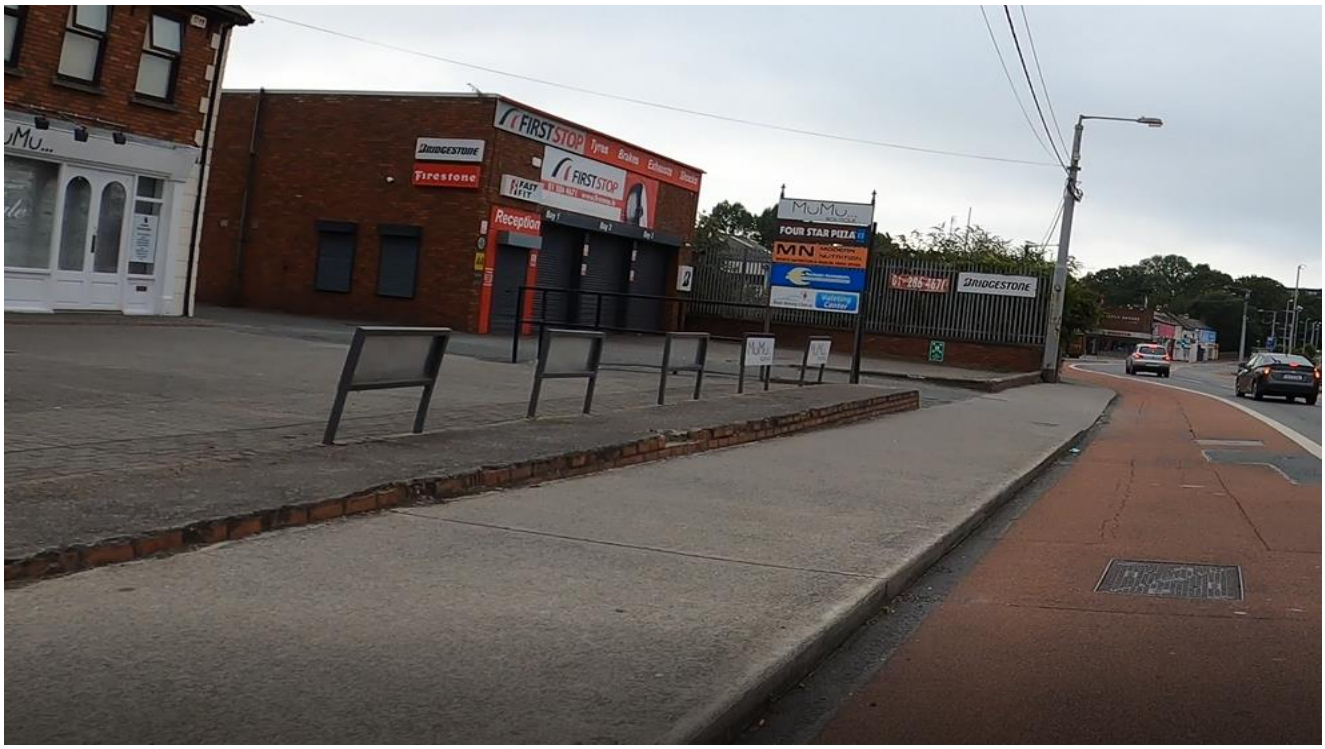

Figure 10.7: Informal Parking Impact – Dargle Centre, Castle Street

Figure 10.8: Informal Parking Impact - Castle Street Shopping Centre

Figure 10.9: Commercial Parking Impact - Castle Street Loading Bay

10.2.2 Residential Parking Impact

No residential parking impact has been observed through Bray.

10.2.3 Illegal Parking

No illegal parking impact has been observed through Bray.

10.2.4 Design Impact Summary

Table 10.3: Design Impact – Dublin Road

Existing Parking Facilities	Number of Spaces	Loss / Gain of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	1
Loading / Unloading (Designated)	0	0
Loading / Unloading (Non-Designated)	0	0
Taxi Parking	0	0
Commercial Vehicles for Display (Car Sales)	76	-14
Commercial Parking (Incl. business impacted accommodation works)	19	-10
Illegal Parking	0	0
Informal Parking (Designated Free Parking) (Off Street)	0	0
Adjacent Parking (Side Streets - Informal Parking)	132	0

Table 10.4: Design Impact – Castle Street

Existing Parking Facilities	Number of Spaces	Loss / Gain of Parking
Designated Paid Parking	132	-13*
Permit Parking	0	0
Disabled Permit Parking	5	0
Loading / Unloading (Designated)	2	4
Loading / Unloading (Non-Designated)	2	-2
Taxi Parking	0	0
Commercial Vehicles for Display (Car Sales)	16	-3
Commercial Parking (Incl. business impacted accommodation works)	15	-11
Illegal Parking	0	0
Informal Parking (Designated Free Parking) (Off Street)	0	0
Adjacent Parking (Side Streets - Informal Parking)	0	0

**subject to agreement of new layouts with the car park owners*

10.3 Potential Mitigation Measures (Alternative Parking Arrangements)

The potential mitigation measures in this section of the report have been considered but may not all be implemented.

10.3.1 Commercial Parking

Impacted commercial parking has been divided into six locations for the purpose of proposing mitigation measures and providing analysis in this report:

- Commercial Parking at AXA Insurance
- Display Parking Spaces at Fitzpatrick Motors (Bray) Limited
- Display Parking Spaces at Windsor Motors Bray
- Commercial Parking at the Dargle Centre
- Castle Street Shopping Centre parking lot

- Loading bay north of St. Cronan's Road

Mitigation measures for the AXA Insurance Commercial Parking consist of:

1. Divert the parking to remaining AXA Insurance parking spaces
2. Reducing the left lane slip lane.
3. Combining the northbound right turn lane and straight through traffic lane.

The potential mitigation measures for the Display Parking Spaces owned by Fitzpatrick Motors (Bray) includes:

4. Divert the parking to remaining Fitzpatrick Motors (Bray) Limited parking spaces.
5. Reducing the left lane slip lane.
6. Combining the northbound right turn lane and straight through traffic lane.

The potential mitigation measures for the Display Parking Spaces owned by Windsor Motors Bray includes:

7. Reconfiguring the bus lane and cycle track provision.

The potential mitigation measures for the Commercial Parking at the Dargle Centre:

8. Divert parking to the rear of the properties.
9. Relocating northbound coach layby to allow road to align away from the impacted parking.
10. Combining southbound cycle track and bus lane to form a combined cycle and bus lane.

Castle Street Shopping Centre parking impact mitigations measures include:

11. Redesigning and optimising the internal parking layout.
12. Combining northbound cycle track and bus lane to form a combined cycle and bus lane.

Measures to reduce the parking impact to the loading bay north of St. Cronan's Road include:

13. Adjusting layout to accommodate provision for the existing loading bay to remain.

10.4 Options Analysis

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

Table 10.5: Options Analysis Table – Bray

Item	Proposal	Analysis	Viability (Y/N)
Commercial Parking owned by AXA Insurance			
1	Divert the parking to remaining AXA Insurance parking spaces.	Assess the usage of the existing parking on AXA Insurance and determine if there is additional capacity.	Y
2	Remove the second lane merging into one lane, south of Corke Abbey junction.	A geometric assessment has been undertaken to determine if this can be provided.	N

Item	Proposal	Analysis	Viability (Y/N)
3	Combine the northbound right turn lane and straight through traffic lane.	A geometric assessment has been undertaken to determine if this can be provided.	N
Display Parking Spaces owned by Fitzpatrick Motors (Bray) Limited			
4	Divert the parking to remaining Fitzpatrick Motors (Bray) Limited parking spaces.	Assess the usage of the existing parking on Fitzpatrick Motors (Bray) Limited and determine if there is additional capacity.	Y
5	Remove the second lane merging into one lane, south of Corke Abbey junction.	A geometric assessment has been undertaken to determine if this can be provided.	N
6	Combine the northbound right turn lane and straight through traffic lane.	A geometric assessment has been undertaken to determine if this can be provided.	N
Display Parking Spaces owned by Windsor Motors Bray			
7	Reconfiguring the bus lane and cycle track provision.	This arrangement would result in reduced quality of service for buses, and cyclists which would undermine the overall scheme objectives.	N
Commercial Parking at the Dargle Centre			
8	Divert parking to the rear of the properties.	Assess the usage of the existing rear commercial parking on and determine if there is additional capacity.	Y
9	Relocate northbound coach layby to allow road to align away from the impacted parking.	A geometric assessment has been undertaken to determine if this can be provided.	N
10	Combine southbound cycle track and bus lane to form a combined cycle and bus lane.	This arrangement would result in reduced quality of service for buses, and cyclists which would undermine the overall scheme objectives.	N
Castle Street Shopping Centre			
11	Redesigning and optimising the internal parking layout	While this won't eliminate all impact, this would reduce the net number of parking spaces being removed.	Y
12	Combine northbound cycle track and bus lane to form a combined cycle and bus lane.	This arrangement would result in reduced quality of service for buses and cyclists, which would undermine the overall scheme objectives.	N
Loading bay north of St. Cronan's Road			
13	Adjust layout to accommodate provision for the existing loading bay to remain.	A geometric assessment has been undertaken to determine if this can be provided.	Y

10.4.1 Recommendations

The Corke Abbey Avenue/Old Connaught Road and Dublin Road junctions can be modified to reduce the southbound traffic lane width to 3.0m. This would reduce the impact on Commercial Parking owned by AXA Insurance and Display Parking owned by Fitzpatrick Motors (Bray) Limited. The overall proposed lane configuration however will be retained on both sides of the junction to achieve scheme objectives so the impact on the parking spaces will still be present. The impact at Windsor Motors Bray cannot be reduced due to the need for bus lanes and cycle tracks at this location.

The Commercial Parking layout at the Dargle Centre has been reconfigured in line with the remaining space available following road widening, though this does result in a reduction of available spaces.

Considering the commercial parking spaces on the Castle Street Shopping Centre, the parking layout of the entire car park has been assessed and can be reconfigured to provide an overall loss of 13 spaces in the car park while providing all scheme objectives for footpath, cycle track and bus lane provision on the Castle Street. The final layout is to be agreed with the landowner and other stakeholders.

Finally, regarding the impacted loading bay north of the St. Cronan's Road, the footpath can be reduced to facilitate parking space for the existing loading bay.

11. Parking Retained as Existing

11.1 Location of Parking Retained as Existing

Along the scheme there are numerous locations where parking is retained as existing. There is no change to the parking provided at these locations, however they have been documented for reference. Table 11.1 presents the location and number of existing parking spaces along the scheme.

Section 1

Along Hatch Street there is a combination of designated paid parking, disabled parking and loading bays.

Section 2

At Airfield Park there is set down only parking outside of The Teresian School. Along Saint Bridges Church Road there is a mix of informal parking and disabled permit parking. At Johnstown Road, there is church parking only for Saint Brigid's Church. Along Old Bray Road running between Wyattville Link Road and Loughlinstown Roundabout there is informal parking.

Section 3

Through Shankill Village there is disabled permit parking and informal parking, and towards the end of Stonebridge Road there is set down only parking outside of Saint Anne's National School.

Table 11.1: Existing Parking – Hatch Street

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	50
Permit Parking	3
Disabled Permit Parking	1
Loading / Unloading (Designated)	2
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	0
Adjacent Parking (Side Streets - Informal Parking)	0

Table 11.2: Existing Parking – Airfield Park

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0

Existing Parking Facilities	Number of Spaces
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	13*
Adjacent Parking (Side Streets - Informal Parking)	0
	**Time Plated*

Table 11.3: Existing Parking – Saint Brigid's Church Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	2
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	4
Adjacent Parking (Side Streets - Informal Parking)	0

Table 11.4: Existing Parking -Johnstown Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	3*
Disabled Permit Parking	0
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	0
Adjacent Parking (Side Streets - Informal Parking)	0
	**Church Parking Only*

Table 11.5: Existing Parking – Old Bray Road (South of Cherrywood Road)

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0

Existing Parking Facilities	Number of Spaces
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	12
Adjacent Parking (Side Streets - Informal Parking)	0

Table 11.6: Existing Parking – Shankill Village

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	1
Loading / Unloading (Designated)	0
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	16
Adjacent Parking (Side Streets - Informal Parking)	0

Table 11.7: Existing Parking – Stonebridge Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading / Unloading (Designated)	6*
Loading / Unloading (Non-Designated)	0
Taxi Parking	0
Commercial Vehicles for Display (Car Sales)	0
Commercial Parking (Incl. business impacted accommodation works)	0
Illegal Parking	0
Informal Parking (Designated Free Parking) (Off Street)	0
Adjacent Parking (Side Streets - Informal Parking)	0
	**Set Down Area Only*

12. Summary of Figures

12.1 Overview

Table 12.1 to Table 12.8 below list the totals for each of the areas along the proposed BusConnects from Bray to City Centre Scheme where existing parking desktop survey has taken place. Parking to be retained as existing as laid out in Table 11.1 to Table 11.7 is not included in the below summary of figures as there is no change between existing and proposed design.

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

- Leeson Street and Sussex Road, this section covers the area on both sides of the corridor between Fitzwilliam Place and Hatch Street Lower, including Leeson Street Lower & Upper where also includes a Loading Bay and taxi parking spaces on Sussex Road;
- Morehampton Road, this area extends from Leeson Street Upper at the end of the road section goes down to the Morehampton Road corridor;
- Donnybrook Road, this section covers the area of Donnybrook Road from Auburn Avenue as far as the Anglesea Road / Beaver Row junction, which also includes some minor roads such as Rampart Lane, Belmont Avenue, Victoria Avenue and Pembroke Cottages;
- The UCD Interchange area
- Stillorgan Road, this area extends from signalised junction at Anglesea Road / Beaver Row junction at the start of the Stillorgan Road, as far as the Loughlinstown Roundabout on the Bray Road (N11);
- Shankill, this section covers the study area, starting of Shankill Roundabout where also extends to the Shankill Village;
- Bray, this area extends from the Dublin Road and Corke Abbey Avenue/Old Connaught Avenue junction where also covers the road sections in Castle Street.

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

Table 12.1: Breakdown of Figures - Leeson Street and Sussex Road

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	2	0	-2
Permit Parking	56	59	3
Disabled Permit Parking	1	1	0
Loading / Unloading (Designated)	8	2	-6
Loading / Unloading (Non-Designated)	1	0	-1
Taxi Parking	30	9*	-21
Commercial Vehicles for Display (Car Sales)	0	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0	0
Illegal Parking	7	0	-7
Informal Parking (Designated Free Parking)	0	0	0
Adjacent Parking (Side Streets - Informal Parking)	230	230	0
Total Change	335	301	-34

**excludes proposed time plated taxi rank spaces on Hatch Street Lower*

Table 12.2: Breakdown of Figures - Morehampton Road

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	17	0	-17
Permit Parking	21	3	-18
Disabled Permit Parking	1	1	0
Loading / Unloading (Designated)	0	2	2
Loading / Unloading (Non-Designated)	0	0	0
Taxi Parking	0	0	0
Commercial Vehicles for Display (Car Sales)	0	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0	0
Illegal Parking	4	0	-4
Informal Parking (Designated Free Parking)	4	0	-4
Adjacent Parking (Side Streets - Informal Parking)	455	455	0
Total Change	502	461	-41

Table 12.3: Breakdown of Figures - Donnybrook Road

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	38	21	-17
Permit Parking	1	0	-1
Disabled Permit Parking	1	1	0
Loading / Unloading (Designated)	9	4	-5
Loading / Unloading (Non-Designated)	0	0	0
Taxi Parking	0	0	0
Commercial Vehicles for Display (Car Sales)	0	0	0
Commercial Parking (Incl. business impacted accommodation works)	15	5	-10
Illegal Parking	0	0	0
Informal Parking (Designated Free Parking)	0	0	0
Adjacent Parking (Side Streets - Informal Parking)	227	227	0
Total Change	291	258	-33

Table 12.4: Breakdown of Figures – UCD

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	0	0	0
Permit Parking	67	0	-67
Disabled Permit Parking	0	0	0
Loading / Unloading (Designated)	0	0	0
Loading / Unloading (Non-Designated)	0	0	0
Taxi Parking	0	0	0
Commercial Vehicles for Display (Car Sales)	0	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0	0
Illegal Parking	0	0	0
Informal Parking (Designated Free Parking)	0	0	0
Adjacent Parking (Side Streets - Informal Parking)	0	0	0
Total Change	67	0	-67

Table 12.5: Breakdown of Figures – Belmont Terrace

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	0	0	0
Permit Parking	0	0	0
Disabled Permit Parking	0	0	0
Loading / Unloading (Designated)	1	1	0
Loading / Unloading (Non-Designated)	0	0	0
Taxi Parking	0	0	0
Commercial Vehicles for Display (Car Sales)	0	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0	0
Illegal Parking	3	0	-3
Informal Parking (Designated Free Parking)	23	21	-2
Adjacent Parking (Side Streets - Informal Parking)	58	58	0
Total Change	85	80	-5

Table 12.6: Breakdown of Figures - Shankill Roundabout

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	0	0	0
Permit Parking	0	0	0
Disabled Permit Parking	3	3	0
Loading / Unloading (Designated)	0	0	0
Loading / Unloading (Non-Designated)	0	0	0
Taxi Parking	0	0	0
Commercial Vehicles for Display (Car Sales)	0	0	0
Commercial Parking (Incl. business impacted accommodation works)	0	0	0
Illegal Parking	0	0	0
Informal Parking (Designated Free Parking)	83	83*	0
Adjacent Parking (Side Streets - Informal Parking)	179	179	0
Total Change	265	265	0

**subject to agreement of new layout with the car park owner, consultation has taken place*

Table 12.7: Breakdown of Figures - Dublin Road

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	0	0	0
Permit Parking	0	0	0
Disabled Permit Parking	0	1	1
Loading / Unloading (Designated)	0	0	0
Loading / Unloading (Non-Designated)	0	0	0
Taxi Parking	0	0	0
Commercial Vehicles for Display (Car Sales)	76	62	-14
Commercial Parking (Incl. business impacted accommodation works)	19	9	-10
Illegal Parking	0	0	0
Informal Parking (Designated Free Parking)	0	0	0
Adjacent Parking (Side Streets - Informal Parking)	137	137	0
Total Change	232	209	-23

Table 12.8: Breakdown of Figures - Castle Street

Existing Parking Facilities	Baseline	Scheme	Change
Designed Paid Parking	132	119	-13
Permit Parking	0	0	0
Disabled Permit Parking	5	5	0
Loading / Unloading (Designated)	2	6	4
Loading / Unloading (Non-Designated)	2	0	-2
Taxi Parking	0	0	0
Commercial Vehicles for Display (Car Sales)	16	13	-3
Commercial Parking (Incl. business impacted accommodation works)	15	4	-11
Illegal Parking	0	0	0
Informal Parking (Designated Free Parking)	0	0	0
Adjacent Parking (Side Streets - Informal Parking)	215	215	0
Total Change	387	362	-25

12.2 Impact

The current proposal along the Bray to City Centre CBC would impact on the existing parking arrangements in certain sections of the proposed CBC.

The most notable section of CBCs where parking impacts are likely to occur are as follows:

- Leeson Street and Sussex Road, 21 taxi rank spaces along Leeson Street Lower and Sussex Road, 6 designated and 1 non-designated loading bay on Leeson street and Sussex Road, and 2 paid parking spaces on Leeson Street Upper.

  An overall parking loss of 30 spaces resulting from the current design proposals.

- Morehampton Road, the Proposed Scheme shows a loss of commercial car parking spaces, serving those facilities for Hampton Hotel and shops between Marlborough Road/Herbert Park to Belmont Avenue. Permit parking, designated paid parking, informal parking and disabled permit parking is proposed to be impacted in the context of commercial parking arrangements, and residential parking has also been impacted from those Proposed Schemes in Morehampton Road.

  An overall parking loss of 39 spaces resulting from the current design proposals (excluding observed illegal parking)

- Donnybrook Road, Proposed Scheme shows a loss of 5 designated loading/unloading bays and impacted residential parking spaces located on the northbound west of the junction with Auburn Avenue. There is also a loss of parking spaces to the front of the First Stop and Fast Fit garages.

  Overall, there is parking loss of 33 spaces is resulting from the current design proposals.

- UCD Interchange construction will result in the loss of 67 spaces. This has been coordinated with the wider UCD Future Campus masterplan.

- Stillorgan Road, current scheme proposals suggest a minor impact will be noted at Belmont Terrace.

  An overall parking loss of 2 spaces resulting from the current design proposals at Belmont Terrace (excluding observed illegal parking).

- Shankill, current scheme proposals suggest that there may be a parking impact at Shankill Roundabout (St. Anne's church car park), depending on agreement with the landowner on a car park reconfiguration.

Overall, there is no parking loss resulting from the current design proposals provided agreement can be reached on a revised car park layout that has been developed.

- Bray, current scheme proposals suggest a loss of 24 and 29 car parking spaces in Dublin Road at Old Connaught Ave/Corke Abbey Avenue Junction and along Castle Street respectively.

  Overall, parking loss of 14 display parking spaces and 10 commercial parking spaces between Windsor Bray Motors and at the Old Connaught Avenue /Corke Abbey Avenue junction, and 11 commercial parking spaces, 3 display parking spaces, and 13 designated paid parking spaces along Castle Street resulting from the current design proposals.

13. Conclusion

13.1 Overview of Recommendations

- **Leeson Street and Sussex Road:** The design proposes the removal of taxi parking spaces on the Leeson Street Lower, with replacement spaces provided on Hatch Street Lower. Moreover, the segregated cycle track design on the Sussex Road is deemed acceptable as there is an alternative loading bay approximately 15m away on the Sussex Terrace.

  Although loading bays and residential car park spaces are proposed to be removed on Leeson Street Upper, a further engineering analysis has concluded that these impacts are required to facilitate a right turn lane movement on to Sussex Road.

- **Morehampton Road:** Despite the fact that the scheme proposes a loss of Pay & Display car parking spaces outside to the Hampton Hotel, there is sufficient additional parking available on the Bloomfield Avenue. An impacted disabled car parking space will be relocated to Herbert Park by the junction with the Morehampton Road.

  While the majority of northbound residential permit car park spaces to the north of the Herbert Park/Marlborough Road junction will be retained, southbound parking north and south of the Herbert Park/Marlborough Road junction is still affected by the Proposed Scheme and will be accommodated on adjacent side roads.

- **Donnybrook Road:** It has been confirmed that the loading bay traffic from the affected bay north of Brookvale Road can be accommodated at the existing loading bay on the Rampart Lane.

  Pay & Display from north of Belmont Avenue will be accommodated on Victoria Avenue, Auburn Avenue, or Mount Eden Road.

  While a reduced number of the commercial plaza spaces between the Mulberry Lane and Pembroke Cottages will be retained, the remaining parking spaces will be accommodated on either Victoria Avenue or Pembroke Cottages. With regards to geometric designs, there is sufficient space to retain the loading bay just north of the Belmont Avenue along Donnybrook Road.

- **UCD Interchange:** Parking losses in this location to accommodate the interchange facility have been identified in coordination with UCD and the UCD Future Campus masterplan.

- **Stillorgan Road:** Belmont Terrace will continue to accommodate the majority of the parking spaces currently in place, with the remainder to be accommodated along the Belmont Grove.

- **Shankill:** The Proposed Scheme provides a reconfigured car park at St. Anne's Church which provides no overall loss in number of available parking spaces, pending agreement with the landowner.

- **Bray:** Although the lane configurations in the proposed design are proposed to be retained on both sides of the Corke Abbey Avenue/Old Connaught Road and Dublin Road junctions, the southbound lane width will be reduced, which will reduce but not remove the impact on the commercial parking at the AXA insurance and the display car sales parking spaces at two dealerships.

  Moreover, the scheme proposes to implement a coach layby on the Castle Street to facilitate the coach and bus stop separation, which will reduce the impact on parking spaces at the Dargle Centre and allows for the retention of the northbound loading bay to the north of St. Cronan's Road.