

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

# Ringsend to City Centre Core Bus Corridor Scheme

## Preliminary 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 Ringsend 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.

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 site visit and desktop analysis using google street view.

- On-street parking regulations and spaces along the bus corridor;
- Bus lane operation times
- Loading bay locations and operating times; 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

This report contains parking analysis of three route sub sections, where group of parking spaces can be considered to provide local parking supply. The change in on-street parking supply has been identified and assessed in the context of local needs an adjacent land uses. The local off-street parking supply and characteristics have also been noted. For the Ringsend 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 below (also contained in Appendix A):

- Section 1: North Wall Quay (between Talbot Memorial Bridge and Tom Clarke Bridge);
- Section 2: South Quays (City Quay/Sir John Rogerson's Quay);
- Section 3: Ringsend (Ringsend Park Cycle Route).

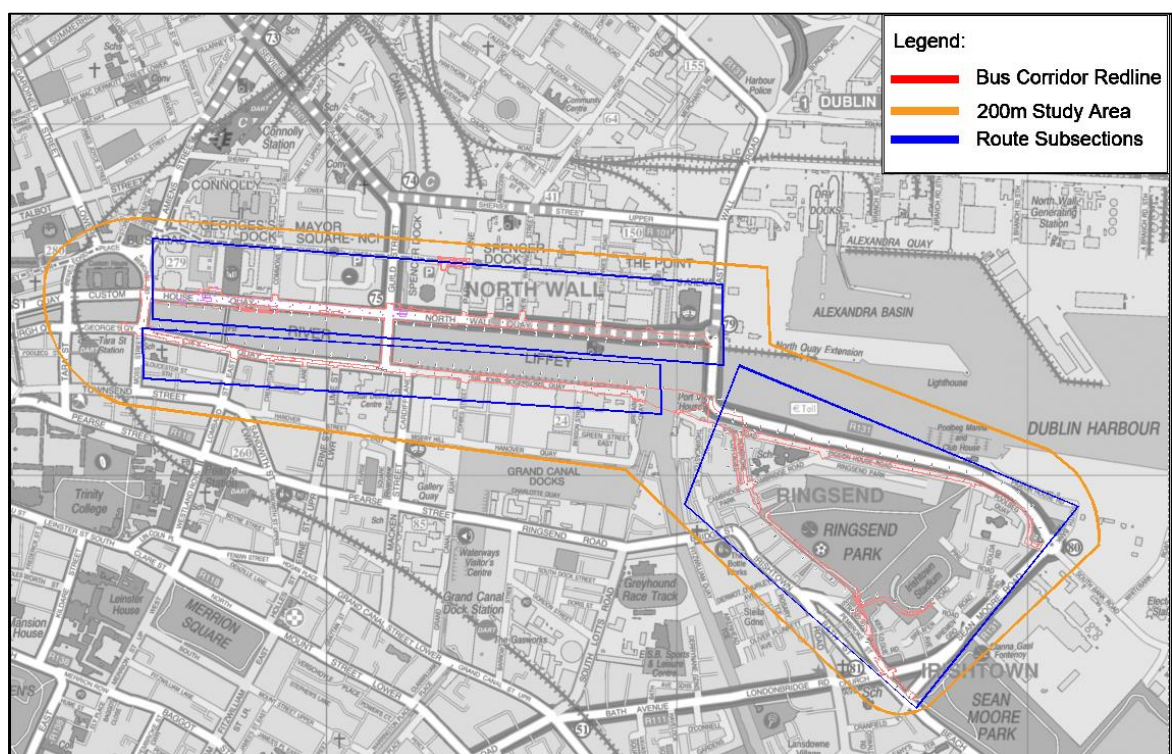


Figure 3.1: Ringsend to City Centre CBC Scheme Preliminary Parking Survey Study Area



## 4. PARKING IMPACT ON SECTION 1 – NORTH WALL QUAYS

### 4.1 Baseline Parking and Loading Analysis

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

Section 1 begins at Custom Quay/Talbot Memorial Bridge junction continues along the North Wall Quay to the North Wall Quay/Tom Clarke Bridge roundabout. There are existing on-street parking along this section of the route.

Along the North Wall Quays there are 54 parking spaces and 27 loading bays. The classification and location of the parking spaces along North Wall Quays are as follows:

- 5 Taxi rank spaces on the east side of The Convention Centre;
- 7 designated paid parking east of Park Lane junction;
- 9 informal parking spaces west of Castleforbes Road junction;
- 8 designated aid parking spaces east of Castleforbes Road junction;
- 2 disabled parking spaces east of Castleforbes Road junction
- 3 informal parking spaces west of North Wall Avenue junction (south side of North Wall Quay)
- 20 adjacent parking spaces at North Wall Avenue

Custom House Quay and North Wall Quay between Talbot Memorial Bridge and Tom Clarke Bridge predominantly has a bus lane for the inbound direction with a short section on Custom House Quay and eastern end of North Wall Quay for the outbound direction. Existing parking along this section are located on the inside of the bus lane. The bus lanes are in operation at the following hours and days:

- Inbound direction has sections of bus lane along North Wall Quay towards Custom House Quay in operation from 07:00 to 19:00 from Monday to Saturday and;
- Outbound direction has sections of bus lane along Custom House Quay towards North Wall Quay in operation from 07:00 to 19:00 from Monday to Saturday.

A summary of existing parking and loading supply along North Wall Quay, from Custom House Quay/Talbot Memorial Bridge junction and North Wall Quay/Tom Clarke Bridge junction is shown in Table 4.1 below.

Table 4.1: Existing Parking in Section 1

Section	Parking Type	Number of Spaces
North Wall Quay (Between Talbot Memorial Bridge and Tom Clarke Bridge)	Loading	27
	Disabled	2
	Taxi	5
	Pay & Display (Designated)	15
	Informal	12
	Adjacent	20

#### 4.1.2 Loading Bays

As shown in Table 4.1 above, there is a total of 27 spaces for car or small van in loading bays along this section. The location and designated times are as follows:

- 3 space loading bay in front of Hilton Garden Inn, no designated hours, used as drop off and collection point for hotel;
- 2 space loading bay in front of Citi Group, no designated hours, used as drop off and collection point;
- 5 space loading bay in front of The Spencer Hotel, no designated hours, used as drop off and collection point for hotel;
- 2 space loading bay in front of A&L Goodbody, no designated hours, used as drop off and collection point;
- 6 space loading bay in front of The Convention Centre, no designated hours, used as drop off and collection point;
- 2 space loading bay in front of Central Bank of Ireland, designated hours from 07:00 to 19:00 from Monday to Saturday;
- 2 space loading bay in front of the National Treasury Management Agency, no designated hours, used as drop off and collection point;
- 3 space loading bay in front of the National Treasury Management Agency (south side of North Wall Quay), no designated hours, used as drop off and collection point;
- 2 space loading bay east of Castleforbes Road, designated hours from 07:00 to 19:00 from Monday to Saturday.

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

There is one side street along this section with on-street parking located on North Wall Avenue. There is a total of 20 parking spaces here and is currently utilised by workers from the Ronan Group on the Project Waterfront. There is currently no parking regulation on this side road.

#### 4.1.4 Land Use and Parking Demand

Section 1 along the North Wall Quay between Talbot Memorial Bridge and Tom Clarke Bridge is predominantly zoned for Strategic Development, City Centre, and Mixed Use.

Generally, the North Wall Quays run through large trip attractors including the following:

- Hilton Garden Inn & Spencer Hotel;
- Various large offices such as Citi Group, AIG Ireland, and Central Bank of Ireland;
- The Convention Centre;
- 3 Arena and;
- Various restaurants

The trip attractors mentioned above are supported by loading bays/drop off bays and designated Pay & Display parking spaces along the main corridor.

The large office buildings along this section have private parking within their premises, or close to private car providers such as Park Rite IFSC, Euro Car Parks Convention

Centre, and Euro Car Parks Point Square. There are also a number of side roads with Pay & Display parking along this section.

An illustration of land use on North Wall Quays 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 and loading changes along this section is illustrated in Figure 4.1, Figure 4.2, Figure 4.3, and Figure 4.4 below.

The overall proposed design of BusConnects along Section 1 on the North Wall Quay (Between Talbot Memorial Bridge junction and Tom Clarke Bridge junction) has resulted in the following changes:

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

- Removal of 5 Taxi rank on the east side of The Convention Centre;
- Removal of 7 designated paid parking spaces east of Park Lane junction;
- Removal of 2 space loading bay in front of the National Treasury Management Agency building;
- Removal of 9 informal parking spaces west of Castleforbes Road junction;
- Removal of 8 designated parking spaces east of Castleforbes Road junction;
- Removal of 2 disabled permit parking spaces east of Castleforbes Road junction;
- Removal of 2 space loading bay east of Castleforbes Road junction

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

- Removal of 3 informal parking spaces, west of North Wall Avenue on the south side of North Wall Quay;
- Removal of 3 space loading bay across the National Treasury Management Agency building on the south side of North Wall Quay.

Removal of 2 spaces loading bay in front of the Citi Group building will be required to accommodate a proposed new coach stop.

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

Table 4.2: Existing and Proposed Parking Supply Summary (Section 1)

Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
North Wall Quay (Between Talbot Memorial Bridge and Tom Clarke Bridge)	Loading	27	18	-9
	Disabled	2	0	-2
	Taxi	5	0	-5
	Pay & Display (Designated)	15	0	-15
	Informal	12	0	-12
	Adjacent	20	20	0

Along this section there is a total of 81 existing parking spaces, 38 proposed spaces and a loss of 43 spaces (53%).

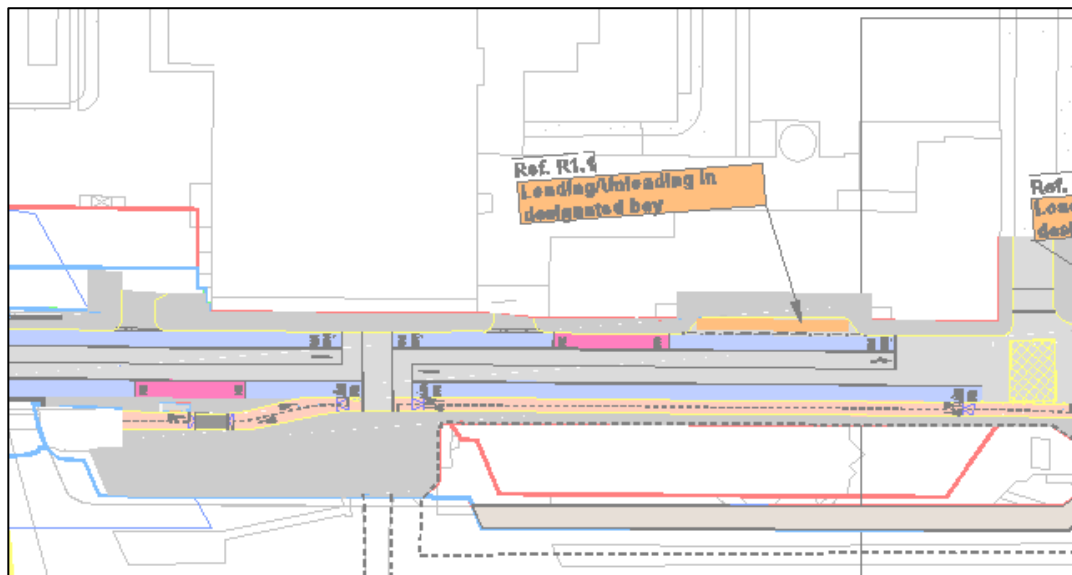


Figure 4.1: Proposed scheme design and parking changes along North Wall Quay (between CHQ and Common Street junction).

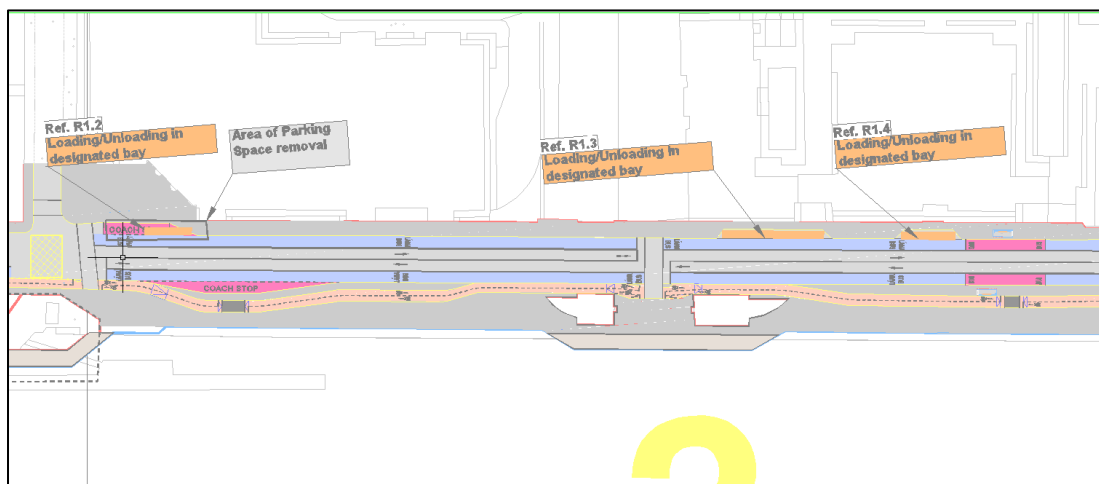


Figure 4.2: Proposed scheme design and parking changes along North Wall Quay (between Common Street junction and Guild Street junction).

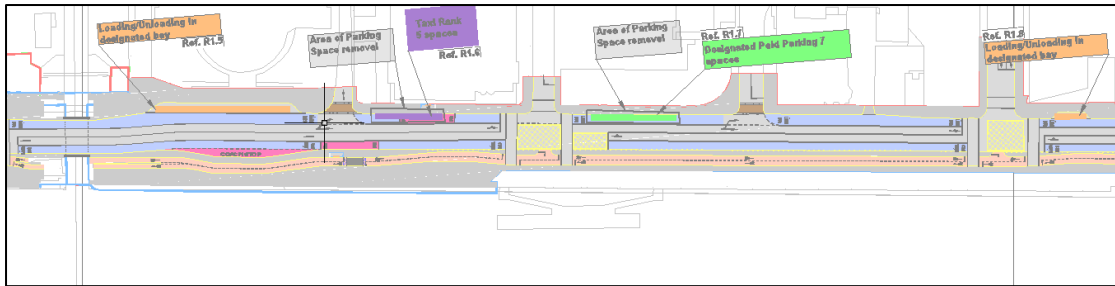


Figure 4.3: Proposed scheme design and parking changes along North Wall Quay (between Guild Street and New Wapping Street).

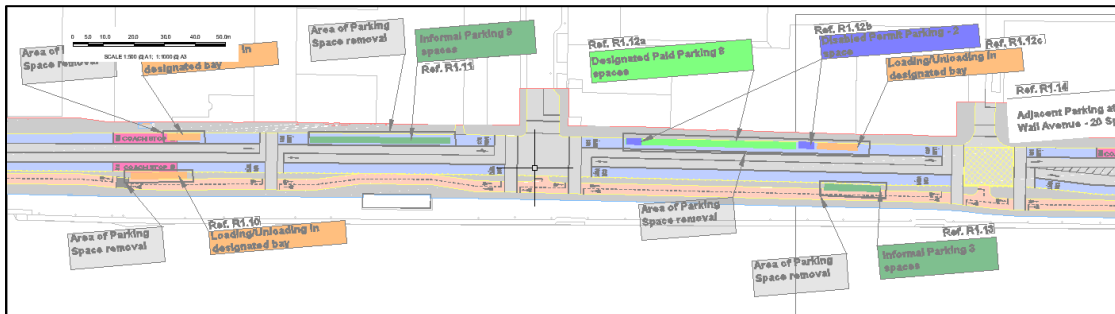


Figure 4.4: Proposed scheme design and parking changes along North Wall Quay (between New Wapping Street and Tom Clarke Bridge roundabout).

### 4.3 Parking Impact Assessment

Parking impact is assessed using the following formula:

$$\text{Impact Rating} = (\text{Usage Level} \times \text{Loss Level} \times \text{Weighting}) / 3$$

Usage Level: this will be rated in 3 levels as follows:

- Usage Level 1 – Low usage level
- Usage Level 2 – Medium usage level
- Usage Level 3 – High usage level

Loss Level: this will be rated in 3 levels as follows:

- Loss Level 1 - <10% of parking loss
- Loss Level 2 – 10% to 20% of parking loss
- Loss Level 3 - >20% of parking loss

Weighting: the parking sensitivity will be weighted as follows:

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

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

- 1 to 3: Slight Impact
- 4 to 6: Moderate Impact

- 7 to 9: Significant Impact

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
North Quays						U	L	W	(U x L x W) / 3	
North Wall Quay, outside Hilton Garden Inn	3	Loading Bay	3	0	0%	1	0	2	0	No Impact
North Wall Quay, outside CITI building	2	Loading Bay	0	-2	-100%	1	3	2	2	Slight
North Wall Quay, outside Spencer Hotel	5	Loading Bay	5	0	0%	1	0	2	0	No Impact
North Wall Quay, outside A&L Goodbody	2	Loading Bay	2	0	0%	1	0	2	0	No Impact
North Wall Quay, outside Convention building	6	Loading Bay	6	0	0%	1	0	2	0	No Impact
North Wall Quay, Taxi Rank just east of Convention building	5	Taxi Rank	0	-5	-100%	3	3	2	6	Moderate
North Wall Quay, Pay & Display east of Park Lane	7	Designated Paid Parking	0	-7	-100%	2	3	1	2	Slight
North Wall Quay, outside Central Bank of Ireland	2	Loading Bay	2	0	0%	1	0	2	0	No Impact
North Wall Quay, outside Home Building Finance Ireland, building side	2	Loading Bay	0	-2	-100%	2	3	2	4	Moderate
North Wall Quay, outside Home Building Finance Ireland, river side	3	Loading Bay	0	-3	-100%	3	3	1	3	Slight
North Wall Quay, west of Castleforbes Road	9	Informal parking	0	-9	-100%	3	3	1	3	Slight
North Wall Quay, east of Castleforbes Road	8	Designated Paid Parking	0	-8	-100%	3	3	1	3	Slight
North Wall Quay, east of Castleforbes Road	2	Disabled Permit Parking	0	-2	-100%	1	3	1	1	Slight
North Wall Quay, east of Castleforbes Road	2	Loading Bay	0	-2	-100%	1	3	2	2	Slight
North Wall Quay, east of Castleforbes Road, river side	3	Informal parking	0	-3	-100%	3	3	1	3	Slight
North Wall Avenue	20	Adjacent Parking	20	0	0%	3	0	1	0	No Impact

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

#### 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;

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)
North Quays											
						U	L	W	(U x L x W) / 3		
North Wall Quay, outside Hilton Garden Inn	3	Loading Bay	3	0	0%	1	0	2	0	No Impact	No Impact
North Wall Quay, outside CITI building	2	Loading Bay	0	-2	-100%	1	3	2	2	Slight	Negligible
North Wall Quay, outside Spencer Hotel	5	Loading Bay	5	0	0%	1	0	2	0	No Impact	No Impact
North Wall Quay, outside A&L Goodbody	2	Loading Bay	2	0	0%	1	0	2	0	No Impact	No Impact
North Wall Quay, outside Convention building	6	Loading Bay	6	0	0%	1	0	2	0	No Impact	No Impact
North Wall Quay, Taxi Rank just east of Convention building	5	Taxi Rank	0	-5	-100%	3	3	2	6	Moderate	Slight
North Wall Quay, Pay & Display east of Park Lane	7	Designated Paid Parking	0	-7	-100%	2	3	1	2	Slight	Negligible
North Wall Quay, outside Central Bank of Ireland	2	Loading Bay	2	0	0%	1	0	2	0	No Impact	No Impact
North Wall Quay, outside Home Building Finance Ireland, building side	2	Loading Bay	0	-2	-100%	2	3	2	4	Moderate	Slight
North Wall Quay, outside Home Building Finance Ireland, river side	3	Loading Bay	0	-3	-100%	3	3	1	3	Slight	Negligible
North Wall Quay, west of Castleforbes Road	9	Informal parking	0	-9	-100%	3	3	1	3	Slight	Negligible
North Wall Quay, east of Castleforbes Road	8	Designated Paid Parking	0	-8	-100%	3	3	1	3	Slight	Negligible
North Wall Quay, east of Castleforbes Road	2	Disabled Permit Parking	0	-2	-100%	1	3	1	1	Slight	Negligible
North Wall Quay, east of Castleforbes Road	2	Loading Bay	0	-2	-100%	1	3	2	2	Slight	Negligible
North Wall Quay, east of Castleforbes Road, river side	3	Informal parking	0	-3	-100%	3	3	1	3	Slight	Negligible
North Wall Avenue	20	Adjacent Parking	20	0	0%	3	0	1	0	No Impact	No Impact

## 5. PARKING IMPACT ON SECTION 2 – CITY QUAY/SIR JOHN ROGERSON'S QUAY

### 5.1 Baseline Parking and Loading Analysis

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

Section 2 begins at City Quay/Talbot Memorial Bridge junction, continues along City Quay to the east end of Sir John Rogerson's Quay. There are existing parking on-street parking along this section of the route.

Along the City Quay and Sir John Rogerson's Quay there are 90 parking spaces and 4 loading bays on the main corridor. The classification and location of the parking spaces along this section are as follows:

- 2 Permit Parking space in front of Indeed building, west of Stevens Walk;
- 6 Permit Parking space in front JP Morgan building, west of Stevens Walk;
- 4 designated paid parking space in front of Butler's Court, west of Benson Street;
- 14 designated paid parking space west of Britain Quay;
- 5 designated paid parking space west of Blood Stoney Road;
- 1 disabled permit parking space west of Blood Stoney Road;
- 8 designated paid parking space in front of Ancestry building, west of Asgard Road;



- 14 designated paid parking space in front of Riverside Two building, west of Forbes Street;
- 3 Taxi rank spaces in front of Riverside Two building, west of Forbes Street;
- 5 designated paid parking space in front of Three Ireland building, east of Lime Street;
- 13 permit parking space in front of residential, west of Creighton Street;
- 1 disabled parking space in front of residential, west of Creighton Street;
- 14 informal parking space in front of residential, west of Lombard Street East.

The South Quays between City Quay and Sir John Rogerson's Quay has no existing bus lane in either direction. The existing parking along this section are located on the south side of Sir John Rogerson's Quay and City Quay.

A summary of the existing parking and loading supply along this section is shown in Table 5.1 below.

Table 5.1 Existing Parking in Section 2

Section	Parking Type	Number of Spaces
South Quay (City Quay/Sir John Rogerson's Quay)	Loading	4
	Disabled	2
	Permit	21
	Taxi	3
	Pay & Display (Designated)	50
	Informal	14
	Adjacent	167

### 5.1.2 Loading Bays

As shown in Table 5.1 above, there is a total of 4 spaces for car or small van in loading bays along this section. The location and designated times are as follows:

- 2 space loading bay in front of Ferryman Pub, designated hours from 07:00 to 19:00 from Monday to Saturday;
- 2 space loading bay in front of Three Ireland building, east of Lime Street, designated hours from 07:00 to 19:00 from Monday to Saturday.

### 5.1.3 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 167 parking spaces along the side roads referred to as adjacent parking. The location and classification of these parking spaces are as follows:

- 26 adjacent parking spaces on Benson Street. Pay & Display between 08:00 to 18:00 from Monday to Friday;
- 11 adjacent parking spaces on Blood Stoney Road. Pay & Display between 07:00 to 19:00 from Monday to Saturday;
- 21 adjacent parking spaces on Forbes Street. Pay & Display between 07:00 to 19:00 from Monday to Saturday;

- 11 adjacent parking spaces on Cardiff Lane. Pay & Display between 07:00 to 19:00 from Monday to Saturday and Permit Parking;
- 22 adjacent parking spaces on Lime Street. Pay & Display between 07:00 to 19:00 from Monday to Saturday;
- 18 adjacent parking spaces on Windmill Lane. Pay & Display between 07:00 to 19:00 from Monday to Saturday;
- 37 adjacent parking spaces on Creighton Street. Pay & Display between 07:00 to 24:00 from Monday to Saturday and Permit Parking.
- 11 adjacent parking spaces on Lombard Street East. Pay & Display between 07:00 to 19:00 from Monday to Saturday and Permit Parking.
- 10 adjacent parking spaces on Prince's Street South.

#### **5.1.4 Land Use and Parking Demand**

Section 2 along City Quay and Sir John Rogerson's Quay is predominantly zoned for Strategic Development, City Centre and Residential, as shown in Appendix B. Between Talbot Memorial Bridge and Samuel Beckett Bridge there are residential sites with private parking within their premises, such as Peterson's Court and Lombard Court. There are also small shops and restaurants along this section with limited to no parking, however, Pay & Display parking is available on side streets such as Creighton Street, Windmill Lane, and Lime Street.

Between Samuel Beckett Bridge and the east end of Sir John Rogerson's Quay there are several large office buildings with limited parking space on the main corridor and no private parking within their premises. However, these parking activities are supported by Pay & Display parking on side roads such as Benson Street, Blood Stoney Road, Forbes Street, and Cardiff Lane.

## **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 and loading changes along this section is illustrated in Figure 5.1, Figure 5.2, Figure 5.3, and Figure 5.4 below.

The overall proposed design of BusConnects along Section 2 on the South Quay (City Quay/Sir John Rogerson's Quay) has resulted in the following changes:

- Removal of 2 permit parking in front of Indeed building, west of Stevens Walk;
- Removal of 6 permit parking in front of JP Morgan building, east of Benson Street;
- Removal of 4 designated paid parking, west of Benson Street;
- Removal of 7 designated paid parking, west of Britain Quay;
- Removal of 2 designated paid parking, west of Blood Stoney Road;
- Removal of 8 designated paid parking, east of Forbes Street;
- Removal of 14 designated paid parking in front of Riverside Two building, west of Forbes Street;
- Removal of 3 Taxi rank spaces in front of Riverside Two building, west of Forbes Street;

A summary of the existing and proposed parking and loading supply 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
South Quay (City Quay/Sir John Rogerson's Quay)	Loading	4	4	0
	Disabled	2	2	0
	Permit	21	13	-8
	Taxi	3	0	-3
	Pay & Display (Designated)	50	15	-35
	Informal	14	14	0
	Adjacent	167	167	0

Along this section there is a total of 261 existing parking spaces, 215 proposed spaces and a loss of 46 spaces (18%).

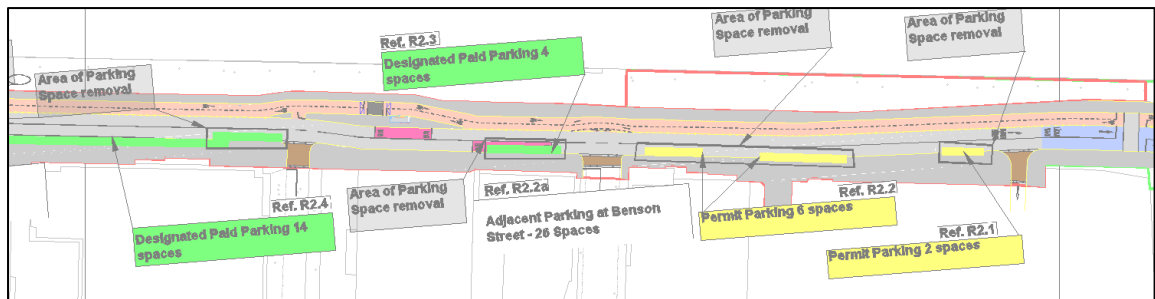


Figure 5.1: Proposed scheme design and parking changes along Sir John Rogerson's Quay (between east end of Sir John Rogerson's Quay and Blood Stoney Road junction)

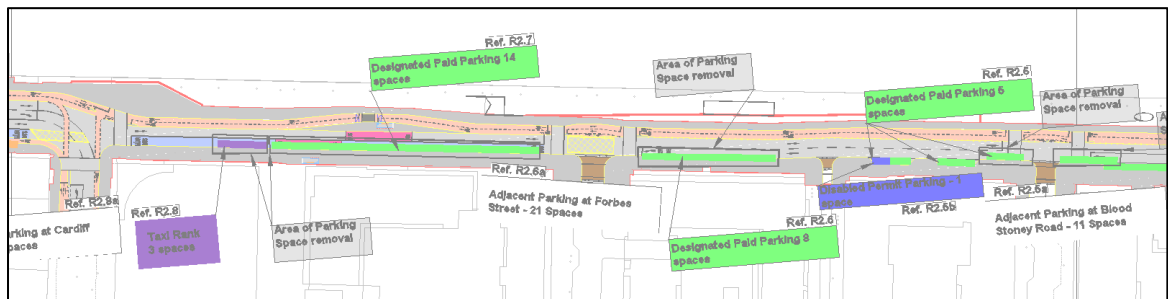


Figure 5.2: Proposed scheme design and parking changes along Sir John Rogerson's Quay (between Blood Stoney Road and Cardiff Lane)

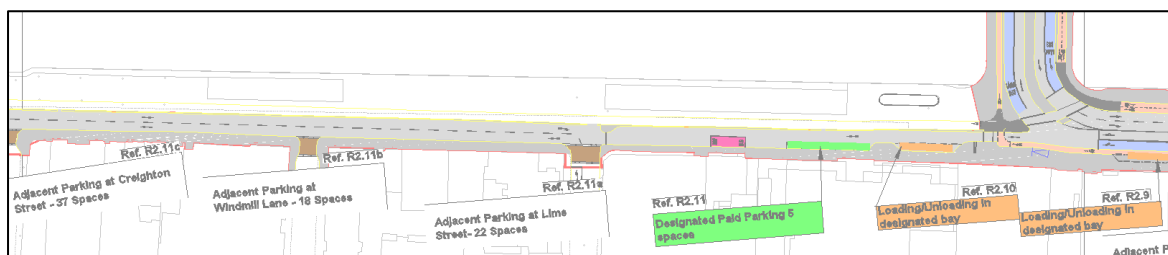


Figure 5.3: Proposed scheme design and parking changes along Sir John Rogerson's Quay (between Samuel Beckett Bridge and Creighton Street junction)

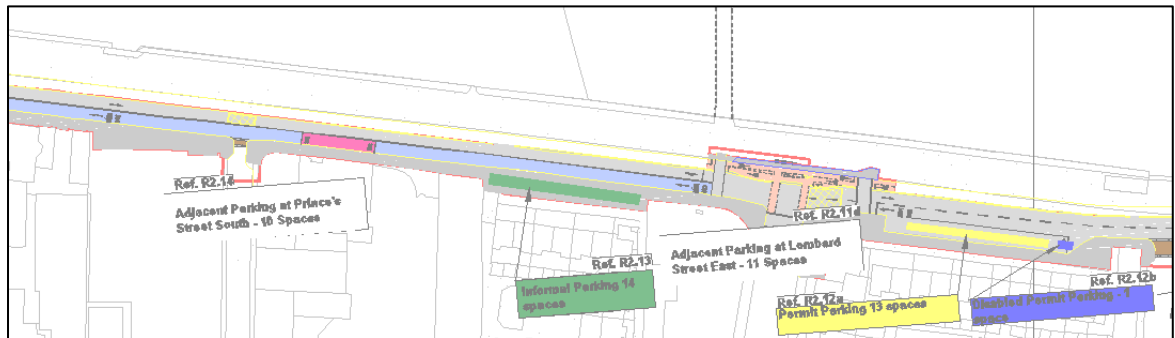


Figure 5.4: Proposed scheme design and parking changes along City Quay (between Creighton Street and Talbot Memorial Bridge)

### 5.3 Parking Impact Assessment

Parking impact is assessed using the following formula:

$$\text{Impact Rating} = (\text{Usage Level} \times \text{Loss Level} \times \text{Weighting}) / 3$$

Usage Level: this will be rated in 3 levels as follows:

- Usage Level 1 – Low usage level
- Usage Level 2 – Medium usage level
- Usage Level 3 – High usage level

Loss Level: this will be rated in 3 levels as follows:

- Loss Level 1 - <10% of parking loss
- Loss Level 2 – 10% to 20% of parking loss
- Loss Level 3 - >20% of parking loss

Weighting: the parking sensitivity will be weighted as follows:

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

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

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

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
South Quays						U	L	W	(U x L x W) / 3	
Sir John Rogerson's Quay, outside Indeed	2	Permit Parking	0	-2	-100%	3	3	2	6	Moderate
Sir John Rogerson's Quay, outside J.P. Morgan	6	Permit Parking	0	-6	-100%	3	3	2	6	Moderate
Benson Street	26	Adjacent Parking	26	0	0%	3	0	1	0	No Impact
Sir John Rogerson's Quay, outside Butler's Court	4	Designated Paid Parking	0	-4	-100%	3	3	1	3	Slight
Sir John Rogerson's Quay, outside Matheson building	14	Designated Paid Parking	7	-7	-50%	3	3	1	3	Slight
Sir John Rogerson's Quay, west of Blood Stoney Road	5	Designated Paid Parking	3	-2	-40%	3	3	1	3	Slight
Blood Stoney Road	11	Adjacent Parking	11	0	0%	3	0	1	0	No Impact
Sir John Rogerson's Quay, west of Blood Stoney Road	1	Disabled Permit Parking	1	0	0%	1	0	1	0	No Impact
Sir John Rogerson's Quay, outside Ancestry.com building	8	Designated Paid Parking	0	-8	-100%	3	1	1	1	Slight
Forbes Street	21	Adjacent Parking	21	0	0%	3	0	1	0	No Impact
Sir John Rogerson's Quay, outside Riverside Two building	14	Designated Paid Parking	0	-14	-100%	3	3	1	3	Slight
Cardiff Lane	11	Adjacent Parking	11	0	0%	3	0	1	0	No Impact
Sir John Rogerson's Quay, Taxi Rank west of Riverside Two building	3	Taxi Parking (Taxi Rank)	0	-3	-100%	3	3	1	3	Slight
Sir John Rogerson's Quay, outside Ferryman Pub	2	Loading Bay	2	0	0%	3	0	1	0	No Impact
Sir John Rogerson's Quay, outside Three building	2	Loading Bay	2	0	0%	3	0	1	0	No Impact
Sir John Rogerson's Quay, outside Three building	5	Designated Paid Parking	5	0	0%	3	0	1	0	No Impact
Lime Street	22	Adjacent Parking	22	0	0%	3	0	1	0	No Impact
Windmill Lane	18	Adjacent Parking	18	0	0%	2	0	1	0	No Impact
City Quay, west of Creighton Street	13	Permit Parking	13	0	0%	3	0	3	0	No Impact
City Quay, west of Creighton Street	1	Disabled Permit Parking	1	0	0%	1	0	1	0	No Impact
Creighton Street	37	Adjacent Parking	37	0	0%	2	0	1	0	No Impact
Lombard Street East	11	Adjacent Parking	11	0	0%	2	0	1	0	No Impact
City Quay, west of Lombard Street East	14	Informal parking	14	0	0%	3	0	3	0	No Impact
Prince's Street South	10	Adjacent Parking	10	0	0%	2	0	1	0	No Impact

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

## 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.

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

Table 5.4: Parking Impact Assessment Post Mitigation for Section 2

Location	Existing Space	Parking Type	Proposed Space	Change	%	Usage Level	Loss Level	Weighting	Impact Rating	Impact Definition	Impact (Post Mitigation)
South Quays											
						U	L	W	(U x L x W) / 3		
Sir John Rogerson's Quay, outside Indeed	2	Permit Parking	0	-2	-100%	3	3	2	6	Moderate	Slight
Sir John Rogerson's Quay, outside J.P. Morgan	6	Permit Parking	0	-6	-100%	3	3	2	6	Moderate	Slight
Benson Street	26	Adjacent Parking	26	0	0%	3	0	1	0	No Impact	No Impact
Sir John Rogerson's Quay, outside Butler's Court	4	Designated Paid Parking	0	-4	-100%	3	3	1	3	Slight	Negligible
Sir John Rogerson's Quay, outside Matheson building	14	Designated Paid Parking	7	-7	-50%	3	3	1	3	Slight	Negligible
Sir John Rogerson's Quay, west of Blood Stoney Road	5	Designated Paid Parking	3	-2	-40%	3	3	1	3	Slight	Negligible
Blood Stoney Road	11	Adjacent Parking	11	0	0%	3	0	1	0	No Impact	No Impact
Sir John Rogerson's Quay, west of Blood Stoney Road	1	Disabled Permit Parking	1	0	0%	1	0	1	0	No Impact	No Impact
Sir John Rogerson's Quay, outside Ancestry.com building	8	Designated Paid Parking	0	-8	-100%	3	1	1	1	Slight	Negligible
Forbes Street	21	Adjacent Parking	21	0	0%	3	0	1	0	No Impact	No Impact
Sir John Rogerson's Quay, outside Riverside Two building	14	Designated Paid Parking	0	-14	-100%	3	3	1	3	Slight	Negligible
Cardiff Lane	11	Adjacent Parking	11	0	0%	3	0	1	0	No Impact	No Impact
Sir John Rogerson's Quay, Taxi Rank west of Riverside Two building	3	Taxi Parking (Taxi Rank)	0	-3	-100%	3	3	1	3	Slight	Negligible
Sir John Rogerson's Quay, outside Ferryman Pub	2	Loading Bay	2	0	0%	3	0	1	0	No Impact	No Impact
Sir John Rogerson's Quay, outside Three building	2	Loading Bay	2	0	0%	3	0	1	0	No Impact	No Impact
Sir John Rogerson's Quay, outside Three building	5	Designated Paid Parking	5	0	0%	3	0	1	0	No Impact	No Impact
Lime Street	22	Adjacent Parking	22	0	0%	3	0	1	0	No Impact	No Impact
Windmill Lane	18	Adjacent Parking	18	0	0%	2	0	1	0	No Impact	No Impact
City Quay, west of Creighton Street	13	Permit Parking	13	0	0%	3	0	3	0	No Impact	No Impact
City Quay, west of Creighton Street	1	Disabled Permit Parking	1	0	0%	1	0	1	0	No Impact	No Impact
Creighton Street	37	Adjacent Parking	37	0	0%	2	0	1	0	No Impact	No Impact
Lombard Street East	11	Adjacent Parking	11	0	0%	2	0	1	0	No Impact	No Impact
City Quay, west of Lombard Street East	14	Informal parking	14	0	0%	3	0	3	0	No Impact	No Impact
Prince's Street South	10	Adjacent Parking	10	0	0%	2	0	1	0	No Impact	No Impact

## 6. PARKING IMPACT ON SECTION 3 – RINGSEND PARK CYCLE ROUTE

### 6.1 Baseline Parking and Loading Analysis

Section 3 traverses quiet residential streets and recreational spaces. There are no existing bus facilities along the route, and it is not proposed to provide any as part of the scheme. The primary focus on this section is to improve cyclists and pedestrian safety and permeability from the Sean Moore Road to the existing Tom Clarke Bridge and the proposed Dodder public transport bridge.

Along this section there is a total of 237 existing on street parking. The classification and location of the parking spaces along this section are as follows:

- 79 informal parking spaces along York Road;
- 76 informal parking spaces along Pigeon House Road;
- 15 informal parking spaces along Pembroke Cottages (Western);
- 50 informal parking spaces along Pembroke Cottages (Eastern);
- 1 disabled permit parking along Pembroke Cottages (Eastern);
- 7 informal parking spaces on Cambridge Park;
- 8 informal parking spaces on Strand Street;
- 1 disabled permit parking on Strand Street;

A summary of existing parking and loading supply along section 3 is shown below.

Table 6.1 Existing Parking in Section 3

Section	Parking Type	Number of Spaces
Ringsend (Ringsend Park Cycle Route)	Informal	235
	Disabled	2

#### 6.1.1 Land Use and Parking Demand

Section 3 surrounding Ringsend Park is predominantly zoned for Residential as shown in Appendix B. Along York Road and Pigeon House Road parking activities are supported with informal on-street parking. Ringsend College parking activities is supported with informal on-street parking along Cambridge Road. Pembroke Cottages and Strand Street also have ample informal on-street parking.

### 6.2 Proposed Parking Supply

Along this section the primary focus is to improve cyclists and pedestrian safety and permeability from the Sean Moore Road to the existing Tom Clarke Bridge and the proposed Dodder public transport bridge. The proposed parking and loading changes along this section is illustrated in Figure 6.1, Figure 6.2, Figure 6.3, Figure 6.4, and Figure 6.5 below.

The overall proposed design on this section has resulted in the following changes:

- Removal of 2 informal parking spaces on Strand Street;
- Addition of 1 disabled permit parking space on Strand Street;

- Addition of 2 formalised parking space on Strand Street to replace the 2 informal spaces to be removed.

A summary of the existing and proposed parking 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
Ringsend (Ringsend Park Cycle Route)	Informal	235	233	-2
	New Formalised	0	2	2
	Disabled	2	3	1

Along this section there is a total of 237 existing parking spaces, 238 proposed spaces and no parking loss. Overall, there is a gain of 1 parking spaces in this section.



Figure 6.1: Proposed scheme design and parking changes along York Road

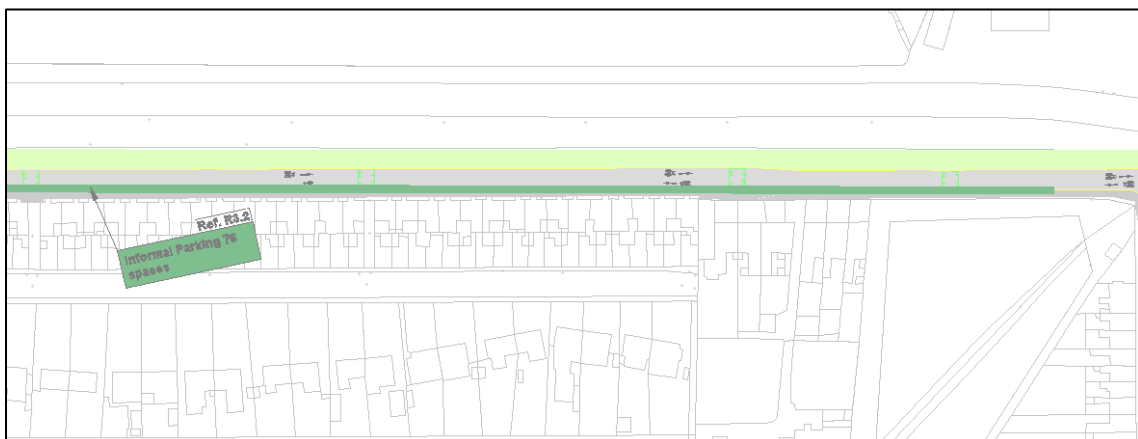


Figure 6.2: Proposed scheme design and parking changes along Pigeon House Road



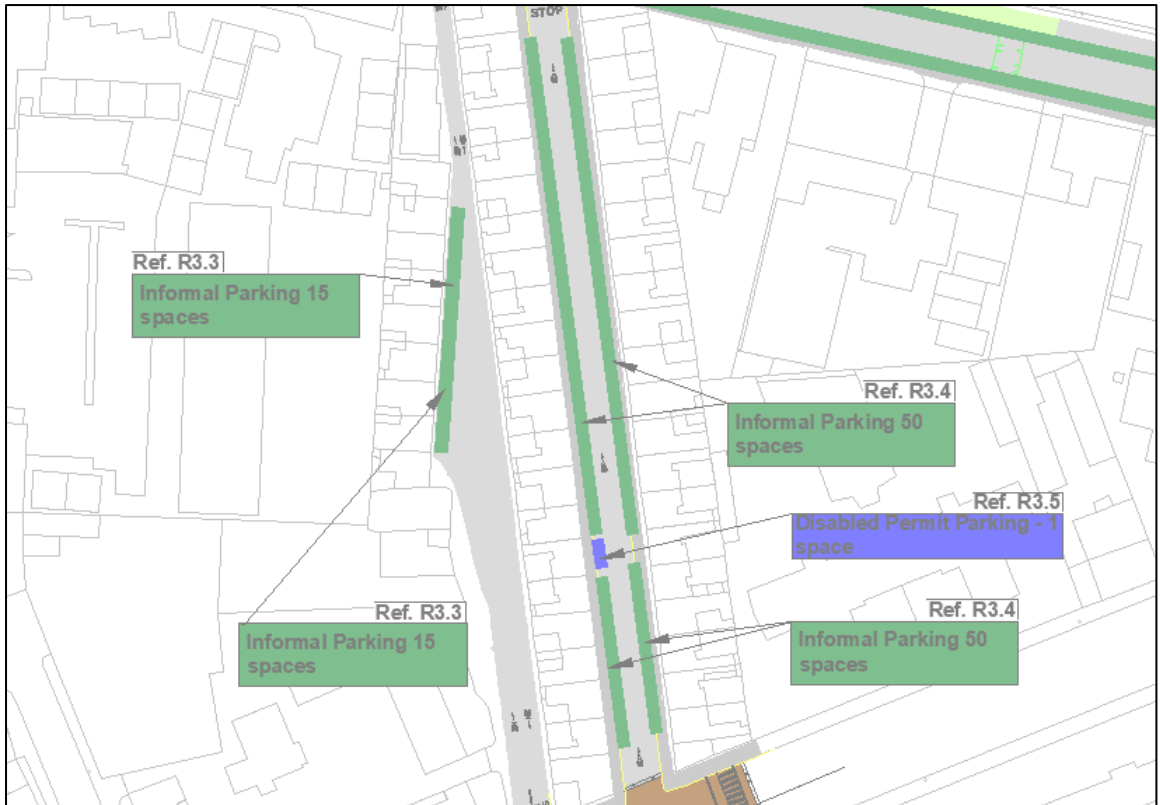


Figure 6.3: Proposed scheme design and parking changes along Pembroke Cottages East & West



Figure 6.4: Proposed scheme design and parking changes along Cambridge Park

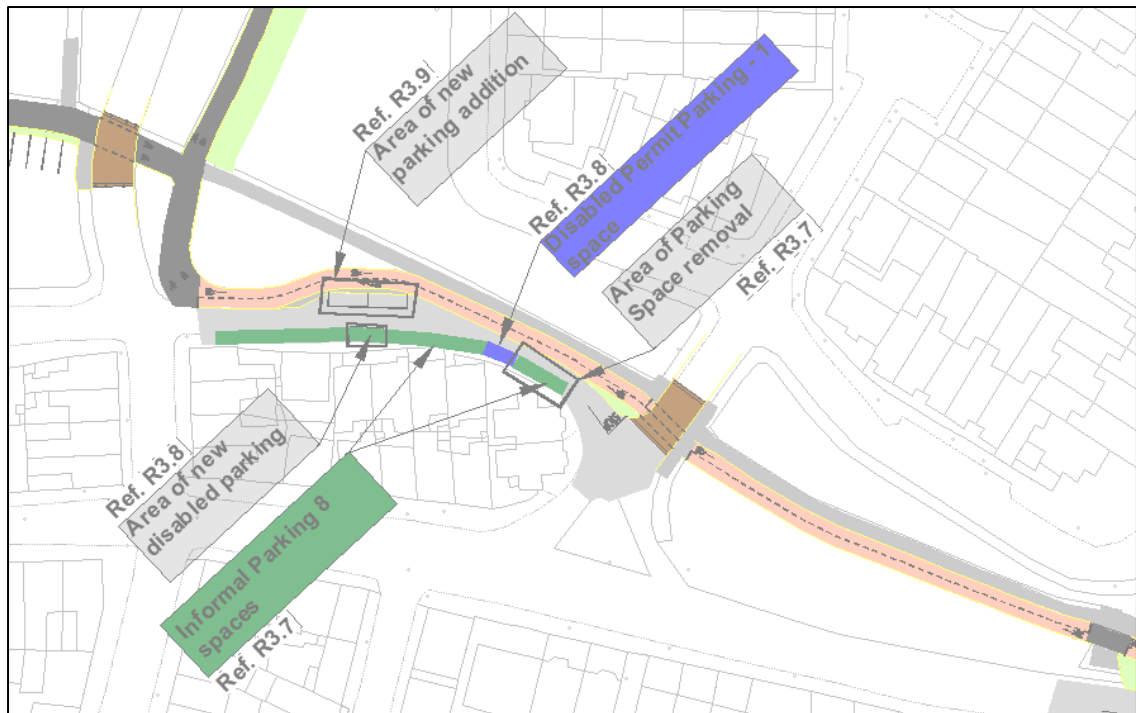


Figure 6.5: Proposed scheme design and parking changes along Strand Road

### 6.3 Parking Impact Assessment

This section has no negative impact on parking. The removal of 2 informal parking spaces on Strand Street will be replaced by 2 formalised parking spaces. In addition, a new formalised disabled permit parking is proposed on Strand Street. This brings the overall parking along this section to a net positive.

## 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 Ringsend to City Centre Core Bus Corridor Scheme is summarised in Table 7.1.

Table 7.1 Ringsend to City Centre CBC Scheme – On-Street Parking Change Summary

Section	Parking Type	Existing	Proposed	Loss of Parking/Loading
North Wall Quay (Between Talbot Memorial Bridge and Tom Clarke Bridge)	Loading	27	18	-9
	Disabled	2	0	-2
	Taxi	5	0	-5
	Pay & Display (Designated)	15	0	-15
	Informal	12	0	-12
	Adjacent	20	20	0
Section 1 total		81	38	-43
South Quay (City Quay/Sir John Rogerson's Quay)	Loading	4	4	0
	Disabled	2	2	0
	Permit	21	13	-8
	Taxi	3	0	-3
	Pay & Display (Designated)	50	15	-35
	Informal	14	14	0
	Adjacent	167	167	0
Section 2 total		261	215	-46
Ringsend (Ringsend Park Cycle Route)	Informal	235	233	-2
	New Formalised	0	2	2
	Disabled	2	3	1
Section 3 total		237	238	+1
Overall Totals		Existing	Proposed	Loss
		579	491	-88
Percentage Change		-15%		

## 7.2 Summary of Parking Impact and Mitigation

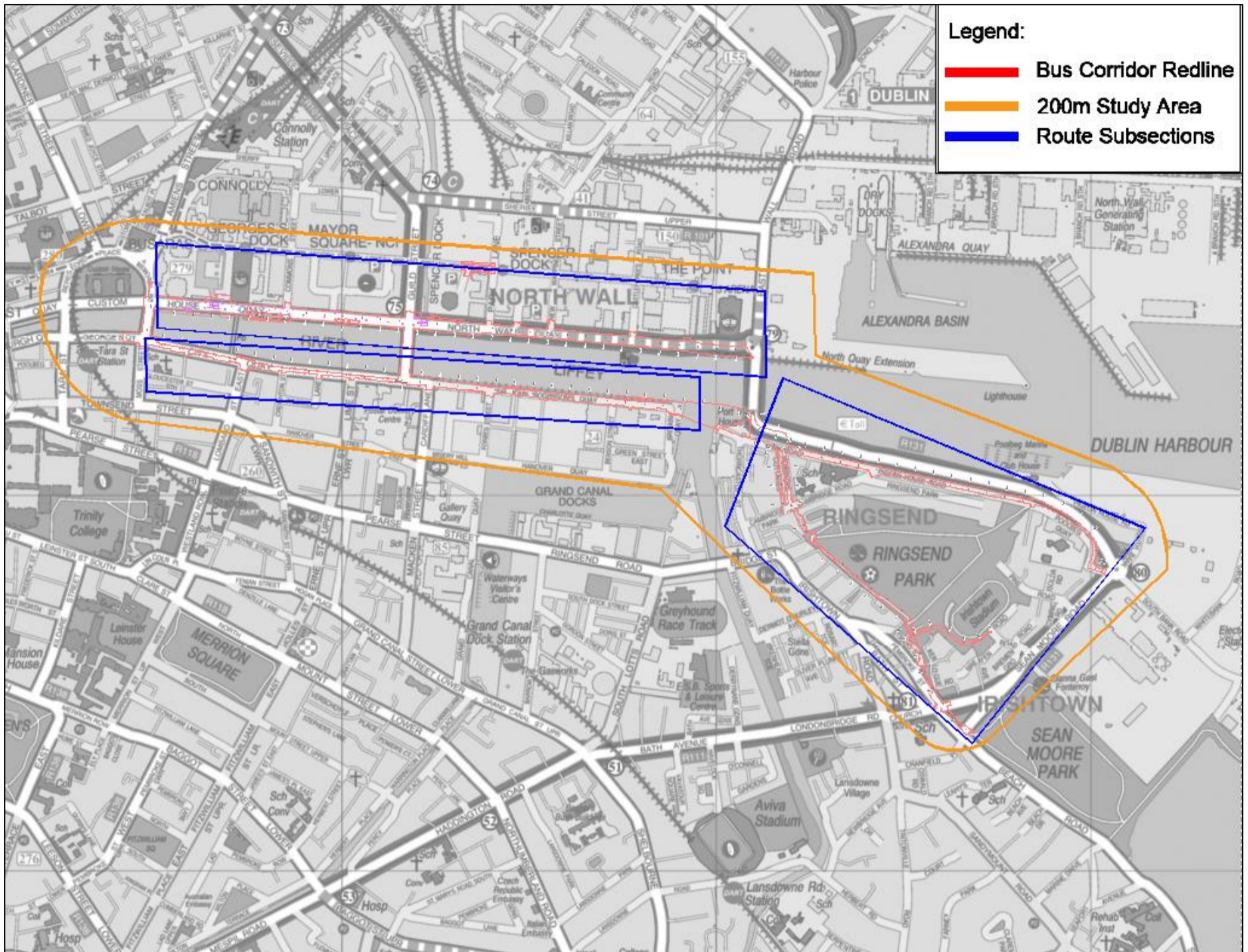
With BusConnects infrastructure in place, the impacts of the change in on-street parking have been considered and are itemised below. The associated mitigation effects of the BusConnects plan and other measures are also summarised:

- The Ringsend 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 15% 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.
- The parking reduction on this scheme will occur along North Wall Quay and Sir John Rogerson's Quay. Majority of the parking reduction will be designated Pay & Display parking spaces in front of office buildings along the main corridor. The overall parking impacts on loss of parking spaces along this scheme will be largely offset by the cumulative effect of mitigations in addition to parking activities supported by ample parking spaces on side streets.

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

- Commercial premises should consider adapting their loading arrangement to early morning or late night and consider using smaller vans on designated paid or permit parking spaces.
- The BusConnects Scheme will incorporate cycle parking facilities along with improved cycle infrastructure to enhance the ability of employees and visitors in the area to cycle instead of driving and parking a car to work or to use local services.
- Applying 14-hour or time-limited regulations to bus lanes 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**

