

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

# **Appendix G**

## Parking Survey Report



# Lucan to City Centre Parking Survey Report

BCIDA-ACM-TRA\_SU-0006\_XX\_00-RP-TR-0002

Client – National Transport Authority  
Stage – Stage 2

BCIDA-ACM-TRA\_SU-0006\_XX\_00-RP-TR-0002

Date August 2021

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# 1. Introduction

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

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

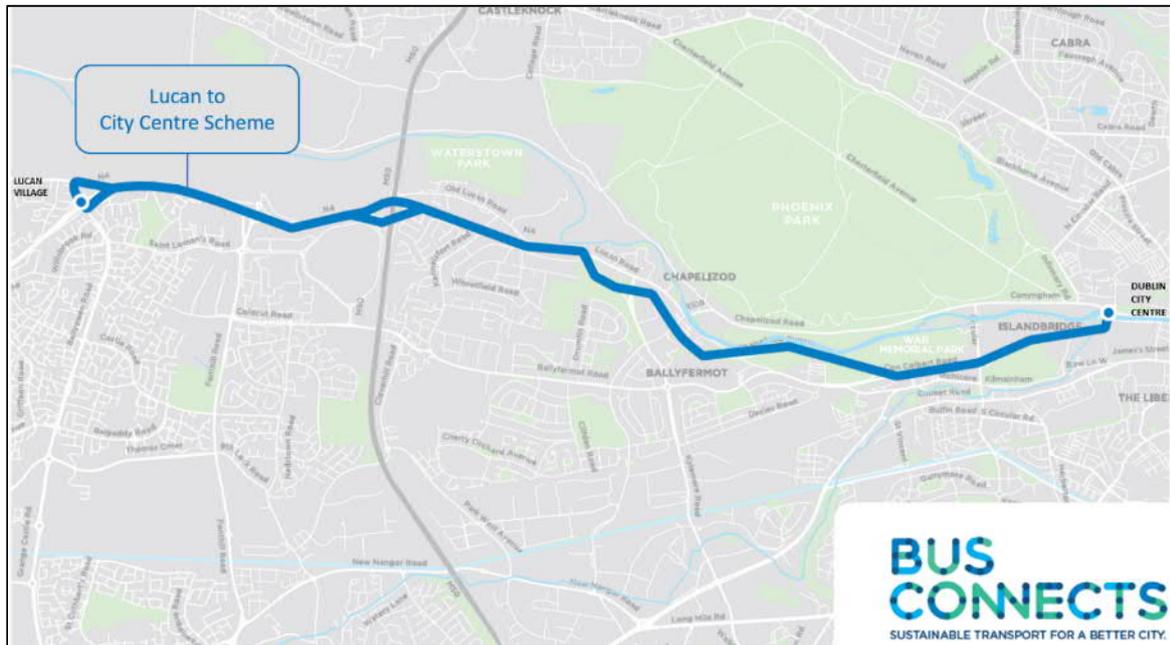


Figure 1-1: Lucan to City Centre Route

## 2. Methodology

### 2.1 Parking Classification

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

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

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

- *Informal Parking: On-street parking in which spaces may or may not be marked and in which the Local Authority does not charge for use;*
- *Adjacent Parking: Parking which is near the street. This parking includes free and pay parking and highlights car parks which may be affected by future design proposals.*

Parking facilities along Lucan to City Centre route have been classified 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)
	Illegal Parking
	Informal Parking
	Adjacent Parking

# 3. Impacts on Existing Parking Arrangements

## 3.1 Introduction

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

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

- Old Lucan Road between Junction 2 of the N4 and the Deadman's Inn;
- Old Lucan Road between the Deadman's Inn and the M50;
- Old Lucan Road between the M50 and Palmerstown village centre;
- Kennelsfort Road Lower and Old Lucan Road in Palmerstown village centre; and
- St John's Road West between Heuston South Quarter and Heuston station.

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

## 3.2 Old Lucan Road, between Junction 2 of the N4 and The Deadman's Inn

### 3.2.1 Existing Parking

This study highlights informal on-street informal parking occurs along both sides of this section of the Old Lucan Road as indicated on Figure 3-1. Parking is prohibited (double yellow lines) along the southern side of the road adjacent to the Deadman's Inn car park and along the northern side of the road on the inside of the bend and directly opposite the Deadman's Inn.

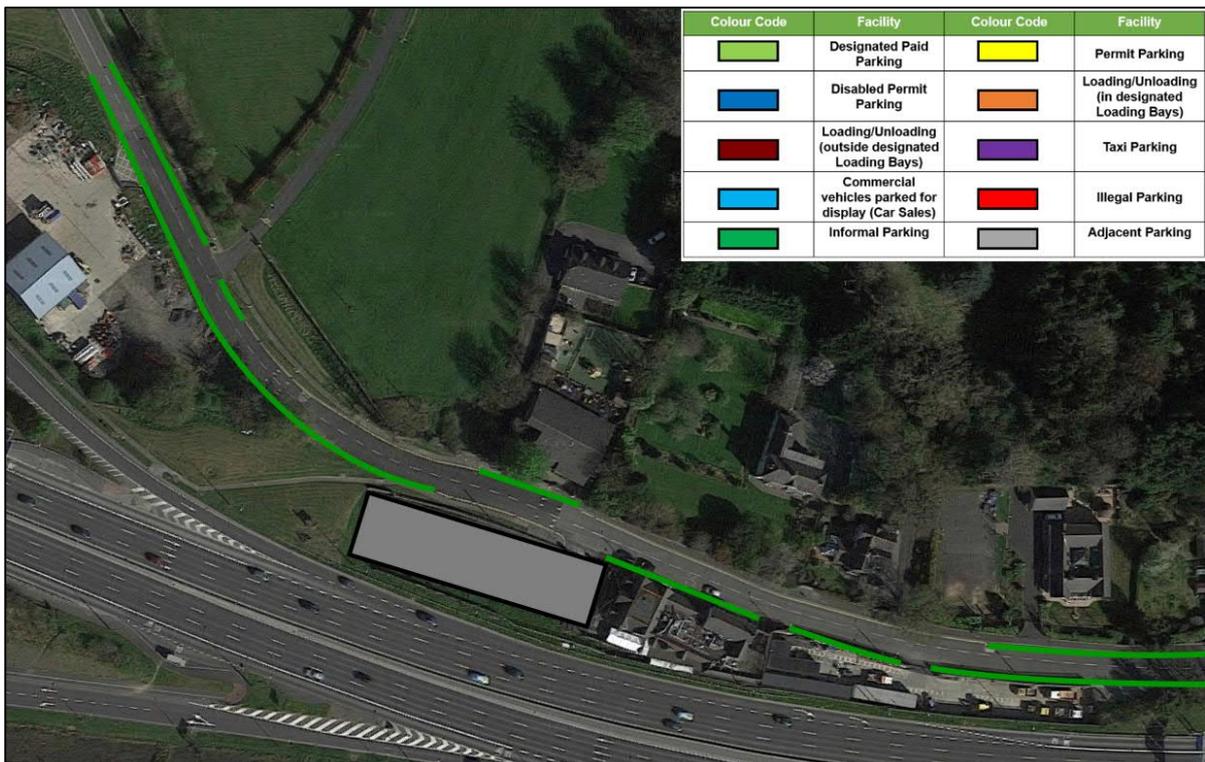


Figure 3-1 Old Lucan Road, between Junction 2 of the N4 and the Deadman's Inn

The parked cars in this location appear to comprise primarily of customers accessing the nearby commercial / restaurant land uses, but also informal commuter park and ride parking, either car sharing or taking the bus into the city.

From measurements made there is capacity for approximately 78 car parking spaces on both side of the road. Adjacent car parking along this section can be found both on the private parking of The Deadman's Inn with approximately 50 spaces. The existing parking is summarised in Table 3-1.

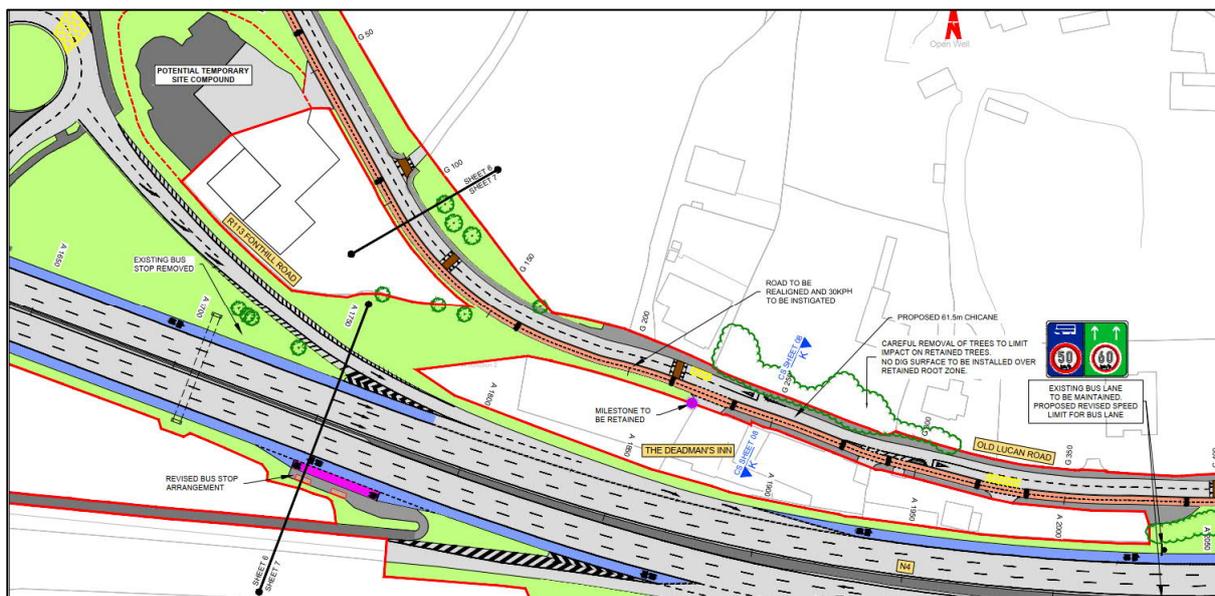
**Table 3-1 Existing Parking**

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading / Unloading (Designated Bays)	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces
Commercial Vehicles (for display)	0 spaces
Illegal Parking	0 spaces
Informal Parking	~78 spaces
Adjacent Parking	~50 spaces

**3.2.2 Design Impacts**

The proposals in this area include re-allocation of road space to facilitate the introduction of a new 3m wide two-way cycle route along the southern side of Old Lucan Road as well as a 30km/hr speed limit with associated traffic calming in the form of vertical deflections and a localised single lane yield arrangement to facilitate footpath widening to 1.8m (minimum), as illustrated in Figure 3-2 below.

Parking will be prohibited along the full length of the southern section of the road adjacent to the two-way cycle way to ensure there are no conflicts between parked cars and cycle users. Parking will also be prohibited on the northern side of the road through the length of the single lane. To the west of the public house, where informal parking is currently permitted along the northern side of the road this will be still be permitted.



**Figure 3-2 Proposed Design - Old Lucan Road at the Deadman's Inn**

The impacts of the proposed design are summarised in Table 3.2 below.

**Table 3-2 Design Impact**

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading / Unloading (Designated Bays)	0 spaces	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces	0 spaces
Commercial Vehicles (for display)	0 spaces	0 spaces
Illegal Parking	0 spaces	0 spaces
Informal Parking	~78 spaces	~61 spaces
Adjacent Parking	~50 spaces	0 spaces

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

Potential mitigating measures have been identified which may be available to alleviate the impact to informal parking as a result of the design proposals. An analysis of the viability of these alternative arrangements is provided in Table 3.3 below.

**Table 3-3 Options Analysis**

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Provide additional informal parking as part of the scheme	Immediately adjacent to the commercial premises there is no scope to include additional informal parking without compromising the scheme proposals. There is significant amount of informal parking on the northern side of Old Lucan Road, at the area to the north west of The Deadman's Inn	N
	2	Revert to the present arrangement whereby the existing informal parking is retained	The arrangement would result in a conflict between vehicles and cyclists.	N
	3	Customers of commercial premises currently using informal road parking to use the respective car parks	For those associated with the adjoining commercial land uses, they can be directed to use the respective car parks. From desktop observations, the car park of the Deadman's Inn was not operating at full capacity.	Y
	4	Customers currently using informal parking on the southern side of the road to use informal parking available further up Old Lucan Road	Informal parking will be available on sections of the northern side of the road, which, from desktop observations, appear to be under utilised	Y

### 3.2.4 Recommendation

Following the analysis shown above, it is recommended that Items 3 and 4 should be brought forward as viable alternatives to the existing parking arrangements.

### 3.3 Old Lucan Road between Deadman’s Inn and the M50

#### 3.3.1 Existing Parking

Along this section of Old Lucan Road informal on-street parking occurs along both sides of the road as indicated on Figure 3-3. Parking is prohibited (double yellow lines) along some sections of the northern side of the road adjacent to the various residential driveways.

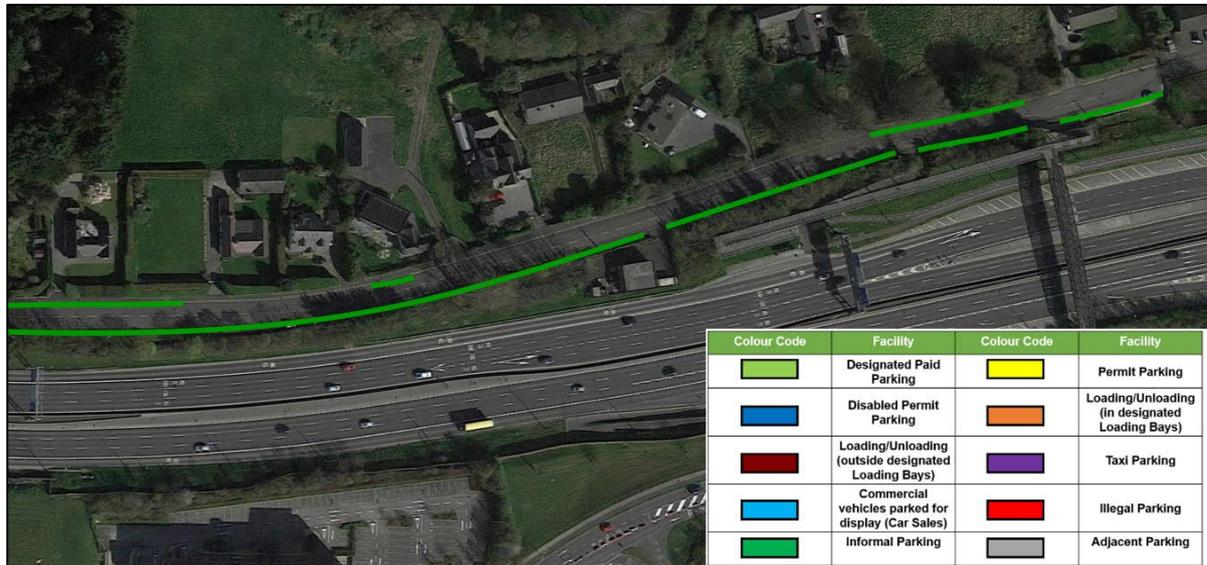


Figure 3-3 Old Lucan Road, Deadman’s Inn and the M50

Extensive use is made of the available informal parking here, particularly at the eastern end of the road, either as commuter park and ride parking for the bus services or to access Liffey Valley Shopping centre via the existing footbridge. From measurements made there is capacity for approximately 81 car parking spaces on both side of the road. The existing parking is summarised in Table 3-4.

Table 3-2 Existing Parking

Parking Facilities	Number of Spaces
Designated Paid Parking	0 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 spaces
Loading / Unloading (Designated Bays)	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces
Commercial Vehicles (for display)	0 spaces
Illegal Parking	0 spaces
Informal Parking	~81 spaces
Adjacent Parking	0 spaces

#### 3.3.2 Design Impacts

The proposals in this area include re-allocation of road space to facilitate the introduction of a new 3m wide two-way cycle route along the southern side of Old Lucan Road as well as a 30km/hr speed limit with associated traffic calming in the form of vertical deflections, as illustrated in Figure 3-4. Parking will be prohibited along the full length of the southern section of the road adjacent to the two-way cycle way to ensure there are no conflicts between

parked cars and cycle users. Where informal parking is currently permitted along the northern side of the road this will be still be permitted.

Where informal car parking is permitted currently on both sides of Old Lucan Road, between the entrance to The Kings Hospital and the point that the two-way cycle lane leaves Old Lucan Road, this will be retained.

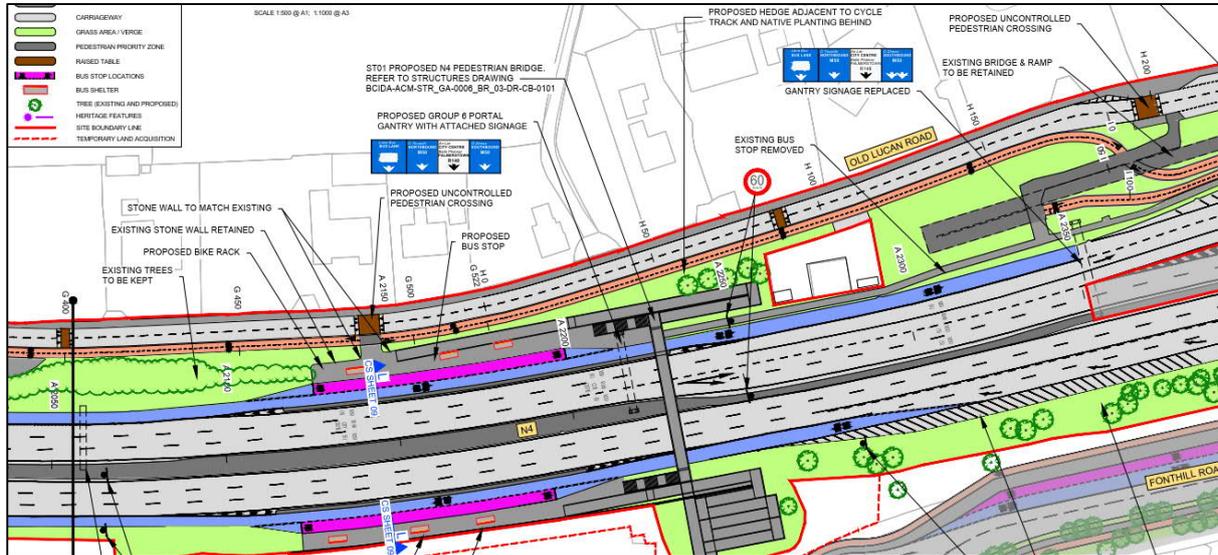


Figure 3-4 Proposals along Old Lucan Road

The impacts of the proposed design are summarised in Table 3.5 below.

Table 3-5 Design Impact

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	0 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading / Unloading (Designated Bays)	0 spaces	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces	0 spaces
Commercial Vehicles (for display)	0 spaces	0 spaces
Illegal Parking	0 spaces	0 spaces
Informal Parking	~81 spaces	~47 spaces
Adjacent Parking	0 spaces	0 spaces

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

Potential mitigating measures have been identified which may be available to alleviate the impact to informal parking as a result of the design proposals. An analysis of the viability of these alternative arrangements is provided in Table 3.6 below.

**Table 3-6 Options Analysis**

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Provide additional informal parking as part of the scheme	There is no scope to include additional informal parking without compromising the scheme proposals.	N
	2	Revert to the present arrangement whereby the existing parking is retained	The arrangement would result in a conflict between vehicles and cyclists.	N
	3	Direct customers of the shopping centre currently using informal parking to use available parking on the shopping centre site	For those associated with the shopping centre they can be directed to the shopping centre car parks	Y
	4	Direct bus passengers currently using informal parking as a park and ride to use alternative formal park and ride sites	New park and ride facilities to be considered as part of the wider BusConnects programme. Some parking will be available on sections of the northern side of the road	Y

**3.3.4 Recommendation**

Following the analysis shown above, it is recommended that Items 3 and 4 should be brought forward as viable mitigation measures to the proposed parking arrangements. Specifically, as part of the wider BusConnects programme the need for park and ride facilities in this area should be investigated.

**3.4 Old Lucan Road between the M50 and Palmerstown village centre**

**3.4.1 Existing Parking**

The majority of car parking along Old Lucan Road between the M50 and Palmerstown village centre is informal parking and only a few sections where parking is prohibited by double yellow lines. A small amount of informal parking occurs intermittently along this stretch of road.

West of Riverside Drive, adjacent car parking can be found at the Gas company / Palmerstown Veterinary Hospital / Aldi supermarket (approximately 80 spaces), St. Philomena’s Church (25 spaces) and at the Palmerstown House public house car parking of approximately (46 spaces).

On the south side of the road opposite the Palmerstown House there are two short sections of designated paid parking. are “Pay and Display Parking” between the hours of 08:00 to 18:00 Monday to Saturday and a single loading bay between 06:00-10:00 west of Kennelsfort Rd (near Tommy’s barber store). Figures 3-5 and 3-6 below shown the extents of the existing parking provision.



**Figure 3-5 Old Lucan Road – M50 to Riverside Drive**



Figure 3-6 Old Lucan Road – Riverside Drive to Palmerstown village centre

It has also been observed that some illegal parking on footways and in bus stops occurs, as shown in Figure 3-7 below.



Figure 3-7 Old Lucan Road – illegal parking

The existing parking is summarised in Table 3.1.

Table 3-3 Existing Parking Old Lucan Road to Palmerstown Village

Parking Facilities	Number of Spaces
Designated Paid Parking	6 spaces
Permit Parking	0 spaces
Disabled Permit Parking	0 space
Loading / Unloading (Designated Bays)	0 space
Loading / Unloading (Outside Designated Bays)	0 space
Taxi Parking (Taxi Ranks)	0 spaces
Commercial Vehicles (for display)	0 spaces
Illegal Parking	~15 spaces
Informal Parking	~194 spaces
Adjacent Parking	~151 spaces

### 3.4.2 Design Impacts

The proposals along this section of the Old Lucan Road include re-allocation of road space to facilitate the introduction of a new 3m wide two-way cycle route along the northern side of the road, traffic calming in the form of vertical deflection and footpath narrowing to 1.8m (min), as illustrated in Figures 3-8, 3-9 and 3-10 below. Parking will be prohibited along the full length of the northern section of the road adjacent to the two-way cycle way to ensure there are no conflicts between parked cars and cycle users. Where informal and paid parking is currently permitted along the southern side of the road this will be still be permitted in all locations.

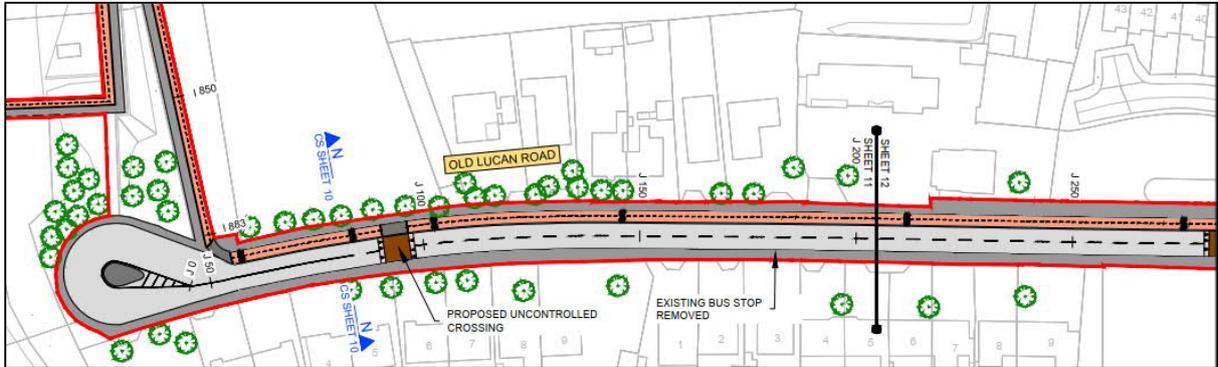


Figure 3-8 Proposed Design - Old Lucan Road east of the M50

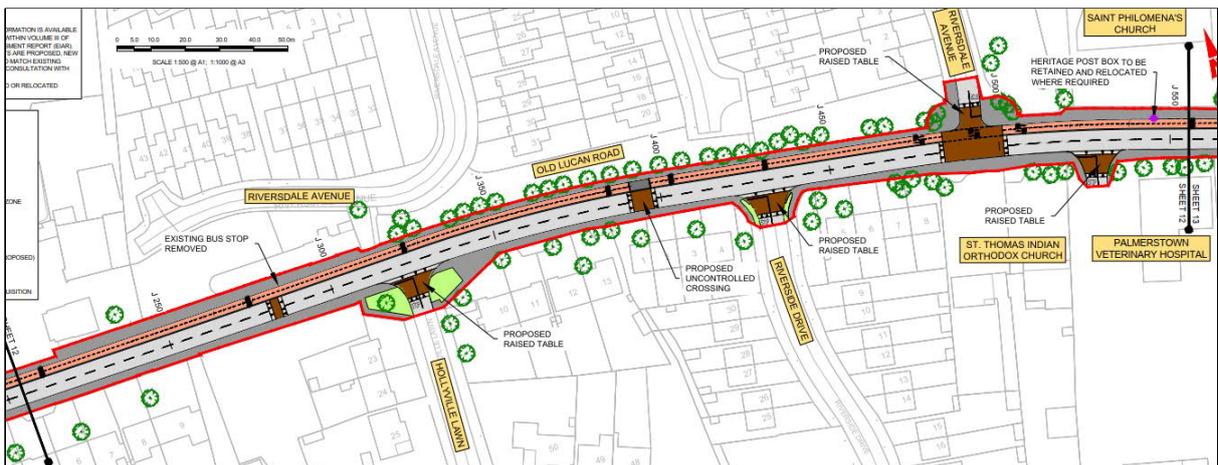


Figure 3-9 Proposed Design - Old Lucan Road in the vicinity of Riverside Drive

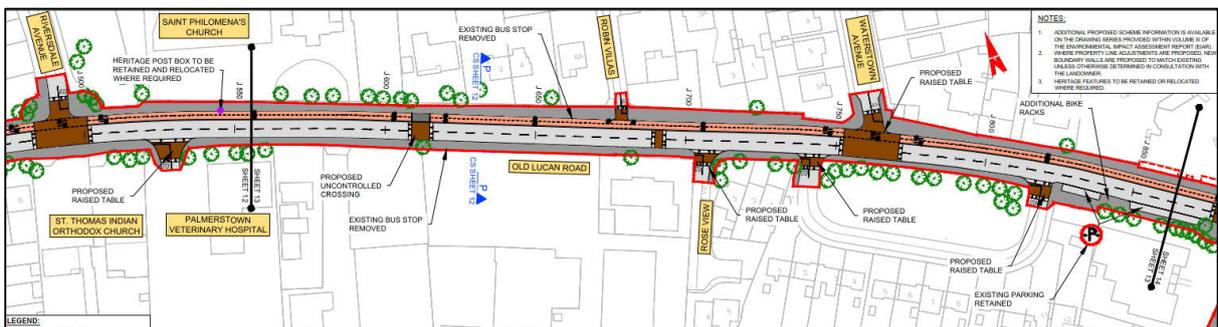


Figure 3-10 Proposed Design - Old Lucan Road from Riverside Avenue to Palmerstown village centre

The impacts of the proposed design are summarised in Table 3.8 below.

**Table 3-8 Design Impact**

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	6 spaces	0 spaces
Permit Parking	0 spaces	0 spaces
Disabled Permit Parking	0 space	0 spaces
Loading / Unloading (Designated Bays)	0 space	0 spaces
Loading / Unloading (Outside Designated Bays)	0 space	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces	0 spaces
Commercial Vehicles (for display)	0 spaces	0 spaces
Illegal Parking	~15 spaces	0 spaces
Informal Parking	~194 spaces	~106 spaces
Adjacent Parking	~151 spaces	0 spaces

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

Potential mitigating measures have been identified which may be available to alleviate the impact to informal parking as a result of the design proposals. An analysis of the viability of these alternative arrangements is provided in Table 3.9 below.

**Table 3-9 Options Analysis**

Type of Parking	Item	Proposal	Analysis	Viability
Informal	1	Provide additional informal parking as part of the scheme	No scope to include additional informal parking without compromising the scheme proposals. There is significant amount of informal parking retained on the southern side of Old Lucan Road.	N
	2	Revert to the present arrangement whereby the existing informal parking is retained	The arrangement would result in a conflict between vehicles & cyclists.	N
	3	Commercial premises customers currently using informal parking to use the respective car parks	Customers of commercial premises can be directed to use the respective car parks.	Y
	4	Residents & visitors using informal parking on the northern side of the road to use the southern side.	Informal parking will be available on the southern side of the road, which, from desktop observations, appear to be under utilised	Y

### 3.4.4 Recommendation

Following the analysis shown above, it is recommended that Items 3 and 4 should be brought forward as viable mitigation measures to the proposed parking arrangements.

## 3.5 Old Lucan Road, Palmerstown village centre to Applegreen

### 3.5.1 Existing Parking

This section considers the Kennelsfort Road Lower and the stretch of Old Lucan Road from its junction with Kennelsfort Road Lower to its junction with the Oval (just west of the Applegreen petrol filling station). The existing parking is shown in Figure 3-11 below and can be summarised as follows:

- Kennelsfort Road Lower; Pay and Display Mon – Sat 08:00 - 18:00, with capacity for approximately 20 no car parking spaces (including 1 disabled space);
- Northern Side of Old Lucan Road; Pay and Display Mon – Sat 08:00 - 18:00 and Permit Parking, with capacity for approximately 29 no car parking spaces (including 2 disabled spaces);
- Southern Side of Old Lucan Road; Pay and Display Mon – Sat 08:00 - 18:00 and Permit Parking, with capacity for approximately 34 no car parking spaces.



Figure 3-11: Palmerstown village centre

There is designated paid parking, both parallel and perpendicular, along Kennelsfort Road Lower. Perpendicular parking of 15 car spaces is located on the western side and parallel parking of 3 spaces exist on the east side of the road, see Figure 3-12 below. The designated paid parking bays are “Pay and Display Parking” between the hours of 08:00 to 18:00 Monday to Saturday. There is a single disabled permit parking space located on the east side of Kennelsfort Road Lower, as well as a single informal car parking space located on the west side of the road.



Figure 3-12: Designated Paid and Disabled Parking - Kennelsfort Road Lower

Designated paid parallel parking facilities are provided along both sides of the section of Old Lucan Road east of Kennelsfort Road Lower and all are “Pay and Display Parking” between the hours of 08:00 to 18:00 Monday to Saturday.

On the northern side there are 9 such spaces space west of Mill Lane and 19 such spaces east of Mill Road. There is also one disabled permit space on the west side of the Mill Lane junction.

On the southern side of the road there 2 paid parallel parking spaces close to Kennelsfort Road Lower and a total of 32 such spaces outside Woodfarm Cottages (11 spaces), red Cow Cottages (12 spaces) and St Fintan's Terrace (9 spaces) as indicated on Figure 3-13.



**Figure 3-13 Old Lucan Road Existing Pay and Display Parking**

The existing parking is summarised in Table 3-10.

**Table 3-10 Existing Parking**

Parking Facilities	Number of Spaces
Designated Paid Parking	~81 spaces
Permit Parking	0 spaces
Disabled Permit Parking	2 spaces
Loading / Unloading (Designated Bays)	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces
Taxi Parking (Taxi Ranks)	0 spaces
Commercial Vehicles (for display)	0 spaces
Illegal Parking	0 spaces
Informal Parking	0 spaces
Adjacent Parking	0 spaces

### 3.5.2 Design Impacts

The proposals in this area include re-allocation of road space to facilitate the introduction of new 3m wide two-way cycle along the eastern side of Kennelsfort Road Lower and along the northern side of Old Lucan Road, as shown in Figure 3-14 below.

On Kennelsfort Road Lower this will result in the loss of 3 paid parking spaces and 1 disabled parking space, with the latter being relocated to the nearest paid parking space on Old Lucan Road.

On Old Lucan Road, all existing pay and display parking along the northern side of the road will be removed and parking will be prohibited adjacent to the proposed cycle track. Along the southern side of Old Lucan Road, where available road width permits, the existing parallel pay and display parking will be replaced with perpendicular pay and display parking. This will provide an additional 14 parking spaces on that side of the road, which is anticipated to be adequate for the demand observed.



**Table 3-12 Options Analysis**

Type of Parking	Item	Proposal	Analysis	Viability
Designated Paid Parking	1	Provide additional parking as part of the scheme	Additional parking has been included in the proposed scheme by the inclusion of perpendicular parking on Old Lucan Road. It is not feasible to provide any further additional parking in this area due to the carriageway width constraints.	N
	2	Revert to the present arrangement whereby the existing parking is retained	The arrangement would result in a conflict between vehicles and cyclists.	N
	3	Direct residents currently using parking on the northern side of Old Lucan Road to use increased parking on the southern side.	Increased parking will be available on the southern side of the road.	Y
	4	Direct visitors currently using parking on the northern side of Old Lucan Road to use increased parking on the southern side.	Increased parking will be available on the southern side of the road.	Y
	5	Direct visitors currently using parking on the northern side of Old Lucan Road to use alternative informal parking along Mill Lane.	Increased parking will be available on the southern side of the road.	Y

### 3.5.4 Recommendation

Following the analysis shown above, it is recommended that Items 3, 4 and 5 should be brought forward as viable mitigation measures to the proposed parking arrangements.

## 3.6 St John’s Road West between Heuston South Quarter and Heuston station

### 3.6.1 Existing Parking

Along St John’s Road West, in the eastbound direction there is a narrow taxi queuing lane contained within the bus lane which extends for 118 meters providing space for approximately 20 taxis to queue. In the westbound direction there is a short length of inset informal parking providing two spaces adjacent to the Heuston South Quarter (HSQ) car park entrance.

Between the HSQ car park and Military Road there is a further narrow taxi queuing lane eastbound of 136 metres providing space for approximately 23 taxis to queue, again contained within the bus lane. In the westbound direction there are two short lengths of informal parallel car parking providing eight spaces outside the Eir building.

Between Military Road and Heuston Station, in the eastbound direction a full width taxi rank of 106 meters in length is provided along the southern façade of the station providing space for approximately 18 taxis to park. In the westbound direction there are two designated permit electrical vehicle charging spaces and 3 designated paid parking spaces opposite the station.

Additionally, there is evidence of illegal parking on the wide footway at the junction with Military Road.

Figures 3-15 below shows the extents of the facilities described above, and Figures 3-16, 3-17 and 3-18 illustrate particular points.

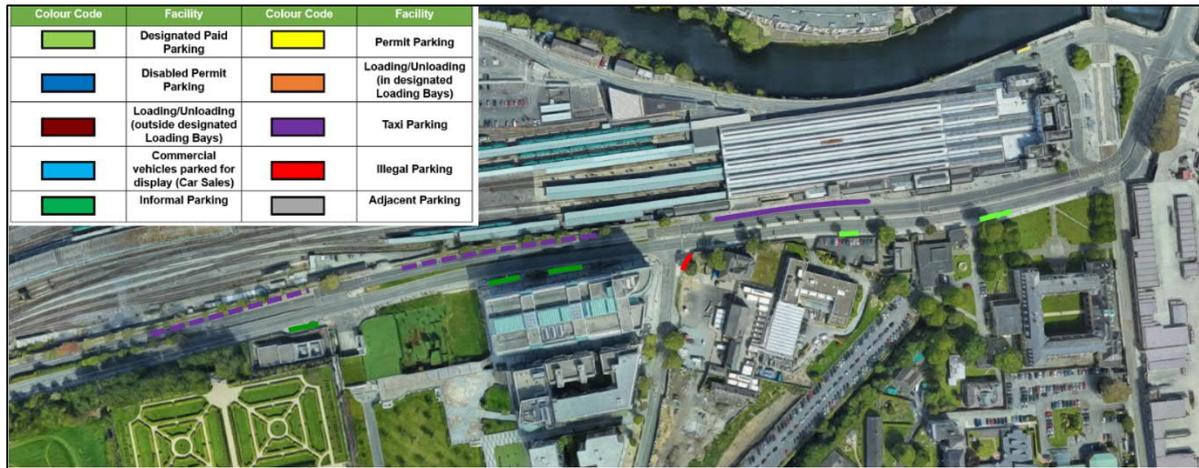


Figure 3-15 St John's Road West between HSQ and Heuston station



Figure 3-16: Informal Parking west of HSQ car park

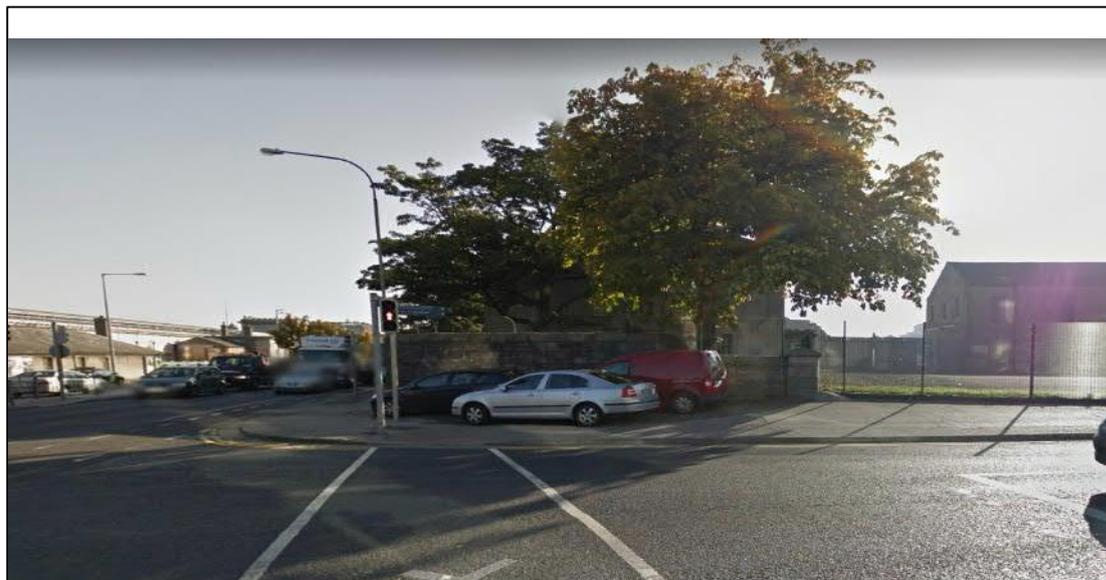


Figure 3-17 Illegal Parking behaviour at the junction with Military Road



**Figure 3-18: Electrical vehicle charging car spaces opposite Heuston station**

The existing parking is summarised in Table 3-13.

**Table 3-13 Existing Parking.**

Parking Facilities	Number of Spaces
Designated Paid Parking	3 spaces
Permit Parking (Electric Vehicles)	2 spaces
Disabled Permit Parking	0 spaces
Loading / Unloading (Designated Bays)	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces
Taxi Parking (Taxi Ranks)	18 spaces
Taxi queuing lane	43 spaces
Commercial Vehicles (for display)	0 spaces
Illegal Parking	3 spaces
Informal Parking	10 spaces
Adjacent Parking	0 spaces

### 3.6.2 Design Impact

Along St John's Road West, the section of the existing taxi queuing lane to the west of the HSQ car park entrance is proposed to be removed to accommodate the new segregated cycle track. The taxi queuing lane and taxi rank to the east of the HSQ car park entrance will remain. It is considered that these will be adequate for the taxi demand observed.

The informal parking spaces immediately west of the HSQ car park entrance are to be removed, as are the informal spaces outside the Eir building. The two electric vehicle parking spaces opposite Heuston station are to be removed to accommodate the revised bus stop arrangements and will be relocated to outside the Eir building.

Figure 3-19 below shows the current proposals for the Proposed Scheme.

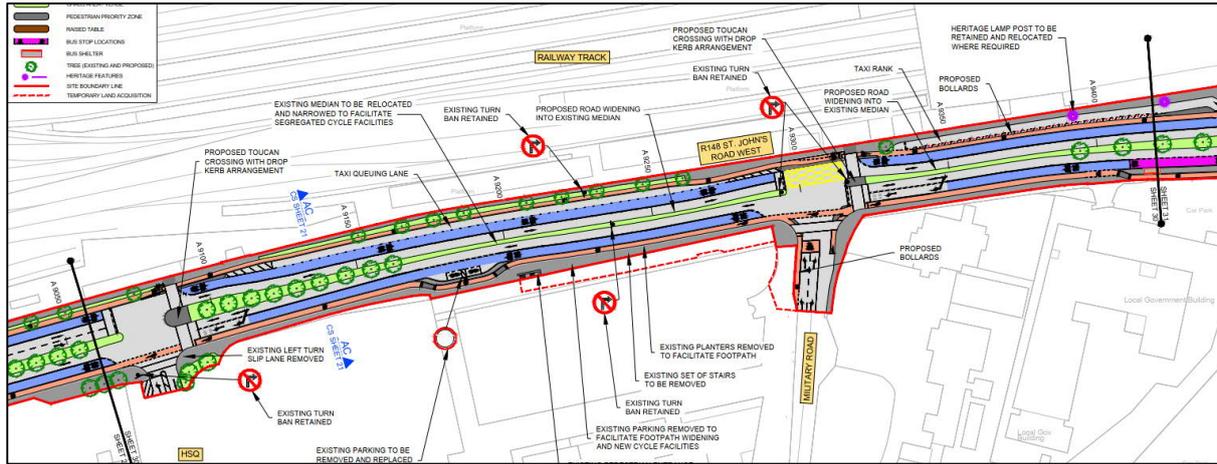


Figure 3-19: Proposed Design – St Johns Road West

The impacts of the proposed design are summarised in Table 3.14 below.

Table 3-14 Design Impact

Parking Facilities	Existing Number of Spaces	Loss of Parking
Designated Paid Parking	3 spaces	3 spaces
Permit Parking (Electric Vehicles)	2 spaces	0 spaces
Disabled Permit Parking	0 spaces	0 spaces
Loading / Unloading (Designated Bays)	0 spaces	0 spaces
Loading / Unloading (Outside Designated Bays)	0 spaces	0 spaces
Taxi Parking (Taxi Ranks)	18 spaces	0 spaces
Taxi queuing lane	43 spaces	20 spaces
Commercial Vehicles (for display)	0 spaces	0 spaces
Illegal Parking	3 spaces	3 spaces
Informal Parking	10 spaces	10 spaces
Adjacent Parking	0 spaces	0 spaces

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

Potential mitigating measures have been identified which may be available to alleviate the impact to informal parking and taxi queuing lanes as a result of the design proposals. An analysis of the viability of these alternative arrangements is provided in Table 3.15 below.

**Table 3-15 Options Analysis**

Type of Parking	Item	Proposal	Analysis	Viability
Informal / Designated Paid Parking	1	Provide additional parking as part of the scheme	There is no scope to include additional informal parking without compromising the scheme proposals.	N
	2	Revert to the present arrangement whereby the existing parking is retained	This would compromise the scheme proposals.	N
	3	Direct drivers currently using parking to use available parking nearby in HSQ.	There is extensive parking available within the HSQ development.	Y
	4	Drivers to park on adjoining roads	There is no on-street parking available in the immediate vicinity of St Johns Road West	N
Taxi queuing lane	5	Provide additional parking as part of the scheme	There is no scope to include additional informal parking without compromising the scheme proposals.	N
	6	Revert to the present arrangement whereby the existing taxi queuing lane is retained	This would compromise the scheme proposals.	N

**3.6.4 Recommendation**

Following the analysis shown above, it is recommended that Item 3 should be brought forward as viable mitigation measure to the proposed parking arrangements.

