

The background is a vibrant red color. It is decorated with several abstract geometric shapes: a teal semi-circle in the top-left corner, a blue semi-circle in the top-right corner containing a white circle, a dark blue semi-circle in the bottom-right corner, and a large teal semi-circle in the bottom-right quadrant. On the left side, there are two blue shapes, each containing a white circle, one above the other. The text 'Appendix G Parking Survey Report' is positioned on the left side of the red background.

**Appendix G**  
Parking Survey  
Report

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## List of Acronyms

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

# 1. Introduction

Jacobs have been appointed by the National Transport Authority (NTA) to deliver Lot B of the Bus Connects project for the following stages:

- Stage (i) – Review public consultation submissions for each Core Bus Corridor (CBC). Prepare/amend Concept Design of Preferred Route and finalise Preferred Route;
- Stage (ii) – Progress Preliminary Design and prepare Compulsory Purchase Order (CPO) and documentation for submission to An Bord Pleanála (ABP);
- Stage (iii) – Oral Hearing; and
- Stage (iv) – Develop Preliminary Designs to Specimen Design standard and preparation of contract documents.

Lot B contains three Schemes:

- CBC 02: Swords to City Centre;
- CBC 07: Liffey Valley to City Centre; and
- CBC 13: Bray to City Centre.

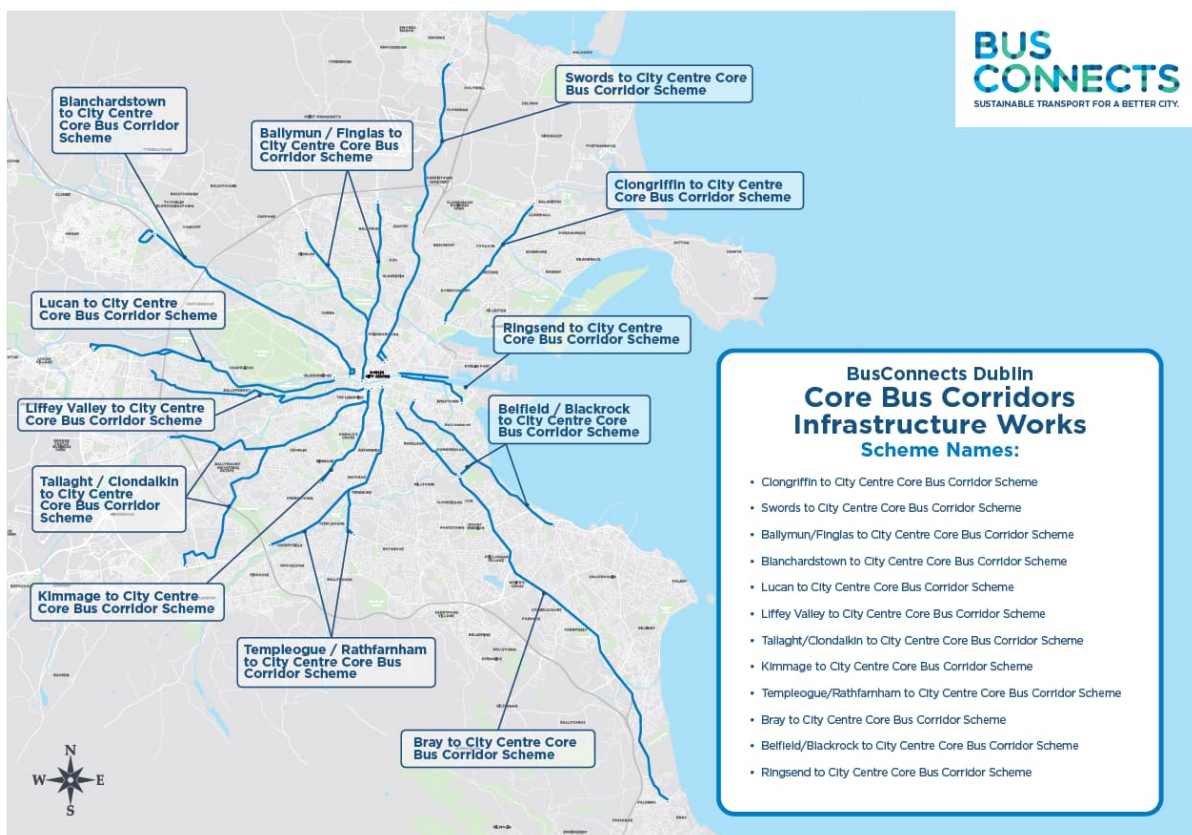


Figure 1.1: Core Bus Corridor Routes

As part of the ongoing assessment of existing conditions to support the development of the engineering design along the Bus Connects Core Bus Corridors, this document aims to define a working methodology which may be

applied to the preparation of loading and parking impact analysis reports in the absence of parking survey data which currently cannot be undertaken due to ongoing movement restrictions as a result of the global Covid-19 pandemic.

Quantification of the number of existing parking spaces and their potential removal along the scheme routes is a crucially important task, as removal of parking without provision of viable replacement options may result in a reduction in the cross-section width of the design proposals to accommodate on-street parking along the routes.

Assessing the current number of existing parking spaces available and their potential removal along the propose scheme routes is a vital task to be carried out. Due to lack of viable replacement options, which may result in a reduction in the cross-section width of the design proposals to accommodate on-street parking along the proposed routes in the Bus Corridor Scheme.

The consequence of non-removal of parking as part of the design proposals may result in:

a) a loss of segregated cycle facilities and in turn, a reduction in the provision of a high-quality Level of Service, thus contradicting the principle outlined in the National Cycle Policy Framework, which states: “the design philosophy will be based on the “hierarchy of measures... We will ensure that designs are created with the principal aim of preserving cyclist momentum” (<https://www.cyclemanual.ie/manual/legislationand-policy/irish-cycling-policy/>); or

b) shared cyclist/bus/traffic lanes which would increase the journey times for all potential carriageway users, having the knock-on effect of reducing bus travel speeds and reliability throughout the schemes.

As defined in the Bus Connects Parking Survey Document produced by the National Transport Authority (NTA), this methodology shall assess the survey data as per the following classifications:

- 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.



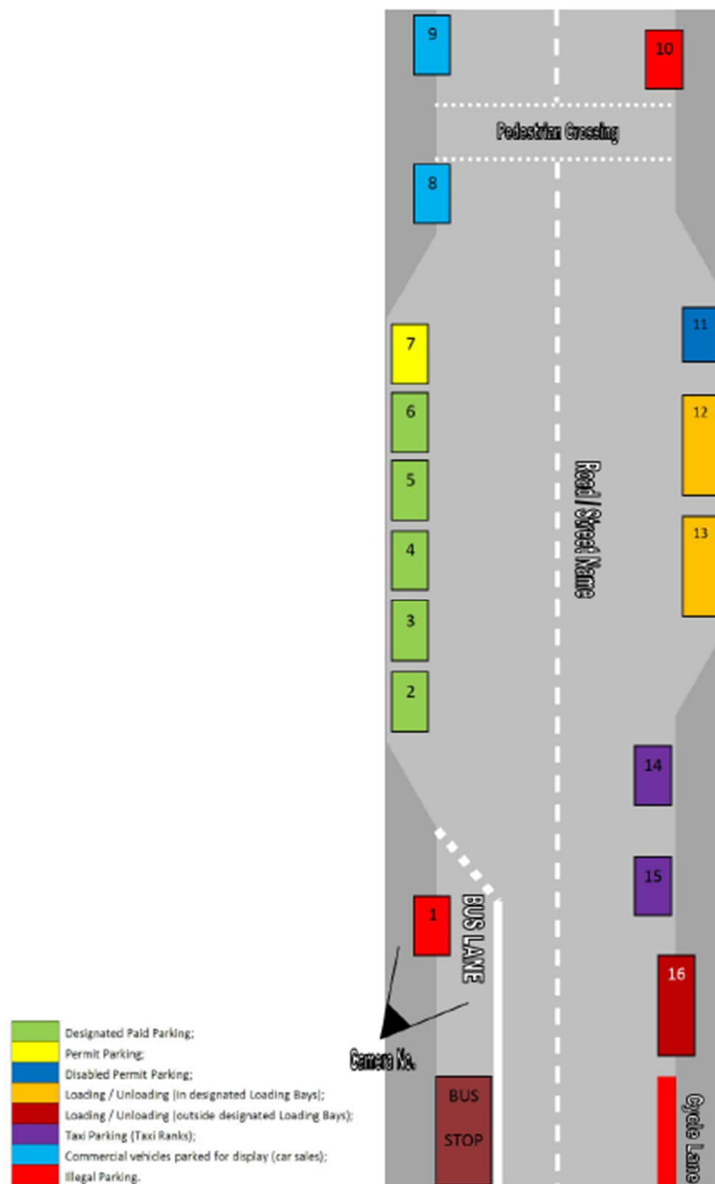


Figure 1.2: Parking Survey Schematic

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

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

## 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;
- 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.

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

- Informal Parking;
- Adjacent Parking;

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)
	Illegal Parking
	Informal Parking
	Adjacent Parking

## **3. Background**

### **3.1 BusConnects Scheme**

The BusConnects Scheme 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 16 different routes 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 route as well as maintaining two general traffic lanes.

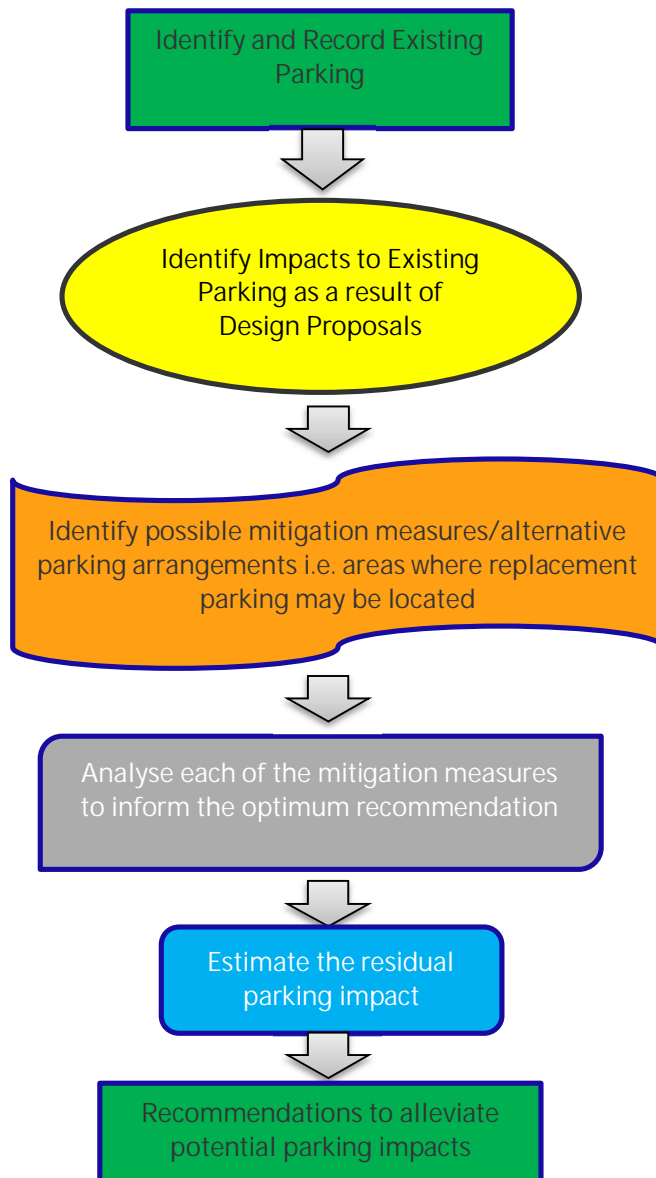
## 4. Scope

### 4.1 Purpose

In support of the development of engineering design, the purpose of this report is to assess the impact to existing parking associated with the proposals along CBC02 Swords to City Centre in the absence of parking survey data. The other routes undertaken by Jacobs are included in separate reports.

### 4.2 Methodology

The analysis shall identify and record the existing parking arrangements on the road network, locations where the existing parking provisions may be impacted by the proposed scheme design and also parking provisions adjacent to the proposed scheme to identify possible mitigation measures such as areas where impacted parking may be replaced.



### 4.3 Reporting Structure

The rationality of the subsequent chapter split has been established to represent the areas along CBC02 Swords to City Centre where parking exists, with each chapter representing an area of existing parking. Further analysis of each area will be expanded within the respective chapters. The areas of CBC02 Swords to City Centre which encompass existing parking and will be analysed includes:

- Coachman's Inn - Swords Road / Old Stockhole Road;
- Paddy Shanahan Cars - Swords Road / Old Airport Road;
- Swords Road / Schoolhouse Lane;
- Swords Road / Shanowen Road;
- Comet Swords Road
- Swords Road / Iveragh Road
- Lower Drumcondra Road / Clonliffe Road to Whitworth Road; and
- Frederick Street North / Parnell Square.

## 5. Coachman’s Inn, Swords Road / Old Stockhole Road

### 5.1 Existing Parking

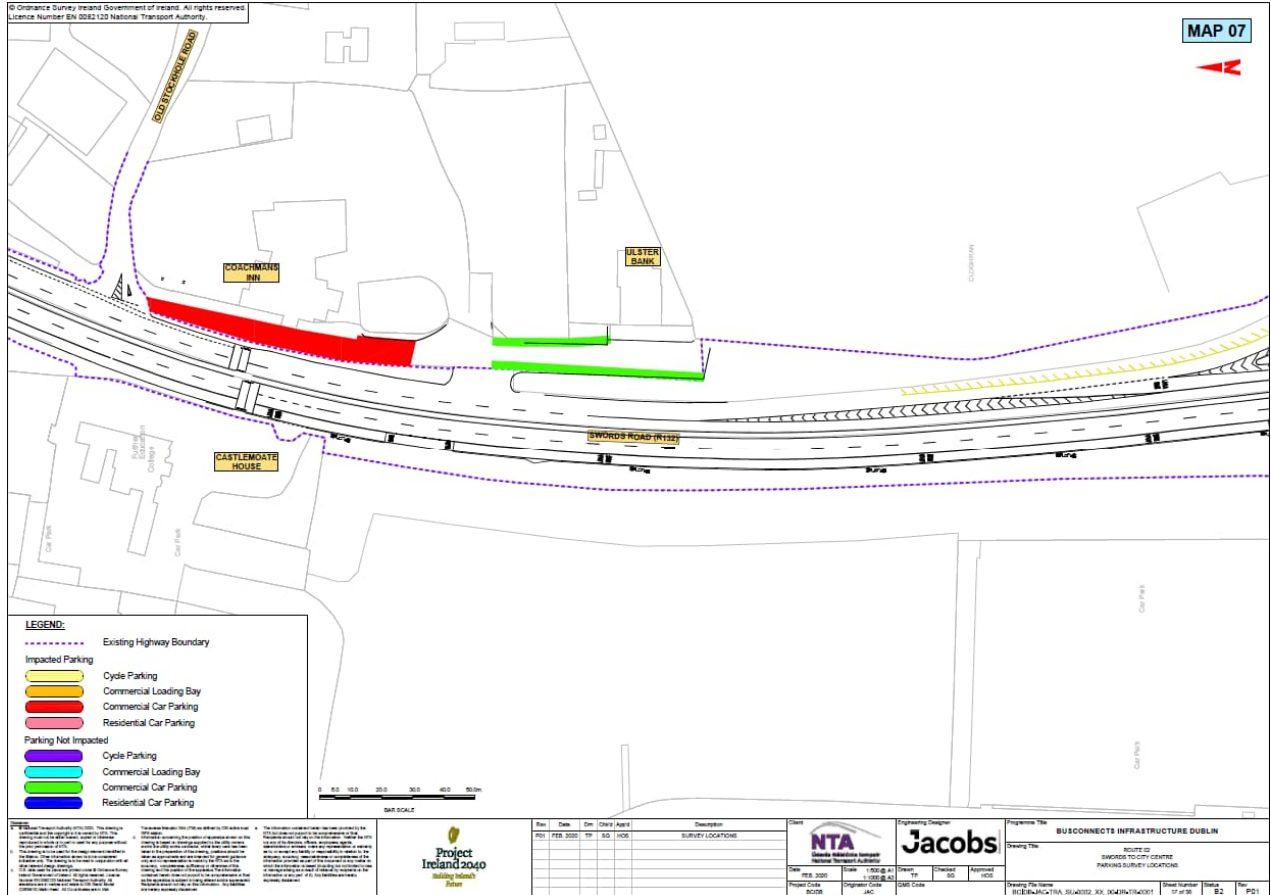


Figure 5.1: Existing Parking – Coachman’s Inn, Swords Road / Old Stockhole Road

Southbound, off the main road, there are approximately 20 informal parking spaces present in front of the Coachman’s Inn, which facilitates customer vehicle parking in the area. As the corridor proceeds southbound, there are a further 22 parking spaces servicing commercial retailers, of which 5 are maximum 1-hour stay parking spaces. There are approximately 78 parking spaces in the parking lot to the side and back of the Coachman’s Inn.

Table 5.1: Existing Parking – Coachman’s Inn - Swords Road / Old Stockhole Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0

Existing Parking Facilities	Number of Spaces
Informal Parking	Approx. 42
Adjacent Parking	78

## 5.2 Design Impacts

### 5.2.1 Commercial Parking Impact

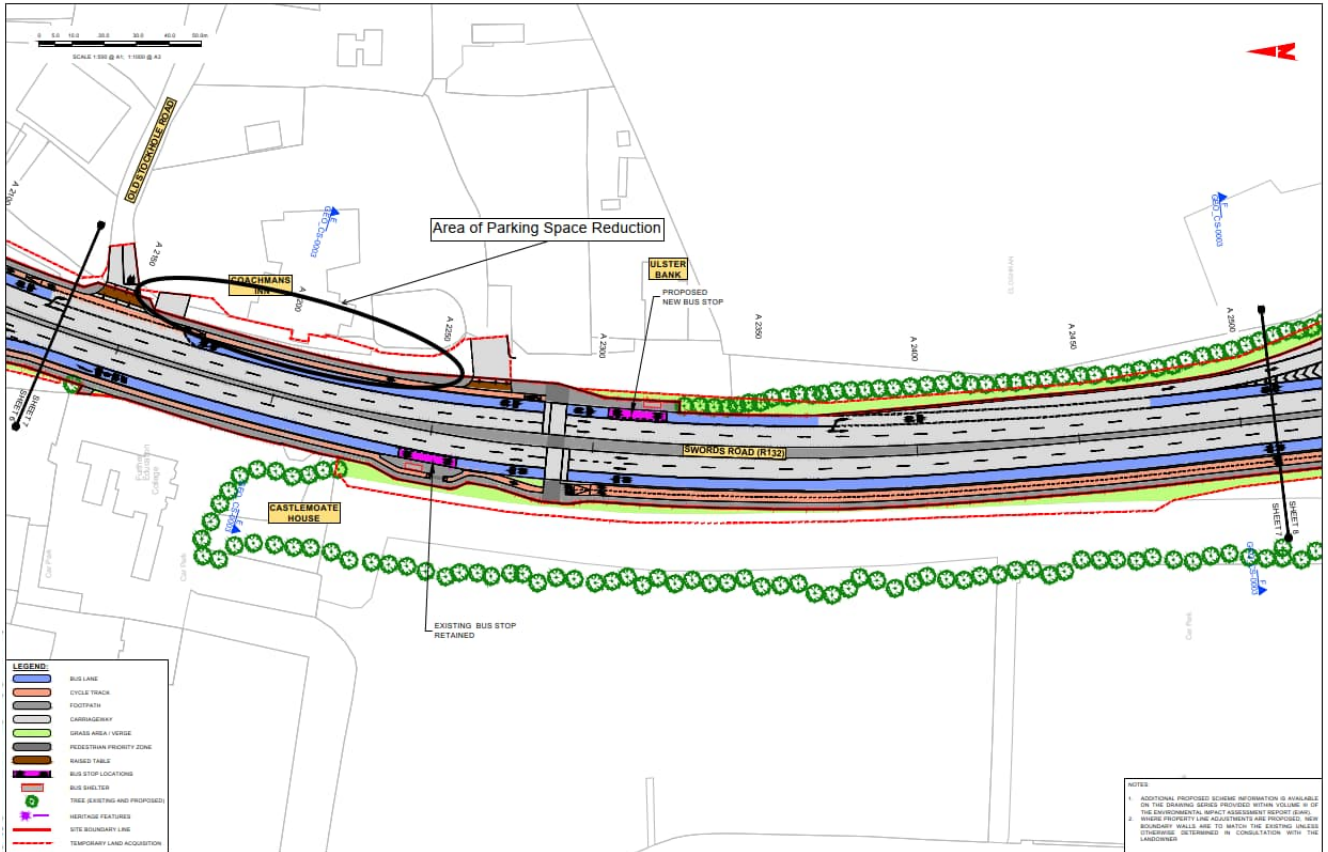


Figure 5.2: Commercial Parking Impact – The Coachman’s Inn, Swords Road / Old Stockhole Road

Figure 5.2 and Figure 5.3 present the locations where current design proposals necessitate impacting commercial parking.



Figure 5.3: Parking Impact – Informal Parking alongside The Coachman's Inn



### 5.2.2 Residential Parking Impact

No residential parking impact has been observed at The Coachman's Inn Swords Road / Old Stockhole Road intersection.

### 5.2.3 Illegal Parking

No illegal parking has been observed at The Coachman's Inn Swords Road/ Old Stockhole Road intersection.

### 5.2.4 Design Impact Summary

Table 5.2: Design Impact – The Coachman's Inn Swords Road / Old Stockhole Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	Approx. 42	13
Adjacent Parking	78	0

## 5.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 5.3.1 Commercial Parking

Potential mitigation measures which are being considered to reduce the parking impact to commercial parking at The Coachman's Inn Swords road/ Old Stockhole road, are as follows:

- Retain the existing informal parking by combining the southbound straight through traffic and bus lane;
- Divert the informal parking to adjacent customer parking space to the sides of The Coachman's Inn as shown in Figure 5.4; and
- Divert the informal parking in front of The Coachman's Inn to the alternative parking facilities at the Golf Driving Range.



Figure 5.4: Alternative Parking Provision for Informal Parking at Old Stockhole Road

### 5.3.2 Residential Parking

No residential parking mitigation measures required at this location.

## 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 – The Coachman’s Inn, Swords Road / Old Stockhole Road

Item	Proposal	Analysis	Viability (Y/N)
Commercial Parking at The Coachman’s Inn - Swords Road / Old Stockhole Road			
1	Retain the existing informal parking by combining the southbound straight through traffic and bus lane.	This arrangement would result in reduced quality of service for buses, cyclists, and motorised vehicle traffic, which would undermine the overall scheme objectives.	N

Item	Proposal	Analysis	Viability (Y/N)
2	Divert the informal parking to adjacent customer parking space to the side of The Coachman's Inn.	The majority of the impacted spaces are being used as informal parking for the Coachman's Inn, while other commercial lots have dedicated parking. The Coachman's Inn has parking provision for 78 parking spaces on its grounds as shown in Figure 5.4, far in excess of the 13 informal parking spaces to be removed.	Y
3	Divert the informal parking in front of The Coachman's Inn to the alternative parking facilities at the Golf Driving Range.	Approximately 25m to the south of the informal parking being examined there are additional informal parking spaces which cater to other commercial lots in the area.  Existing informal parking for The Coachman's Inn could not realistically be integrated with these spaces.	N

#### 5.4.1 Recommendations

The current proposal is to remove 13 informal parking spaces to the front of the Coachman's Inn. The majority of the impacted spaces are being used as parking for the Coachman's Inn, while other local commercial lots have dedicated parking. The Coachman's Inn has parking provision for 78 parking spaces on its grounds as shown in Figure 5.4, far in excess of the 13 informal parking spaces to be removed. As such the design at this location is considered acceptable.

## 6. Paddy Shanahan Cars, Swords Road / Old Airport Road

### 6.1 Existing Parking

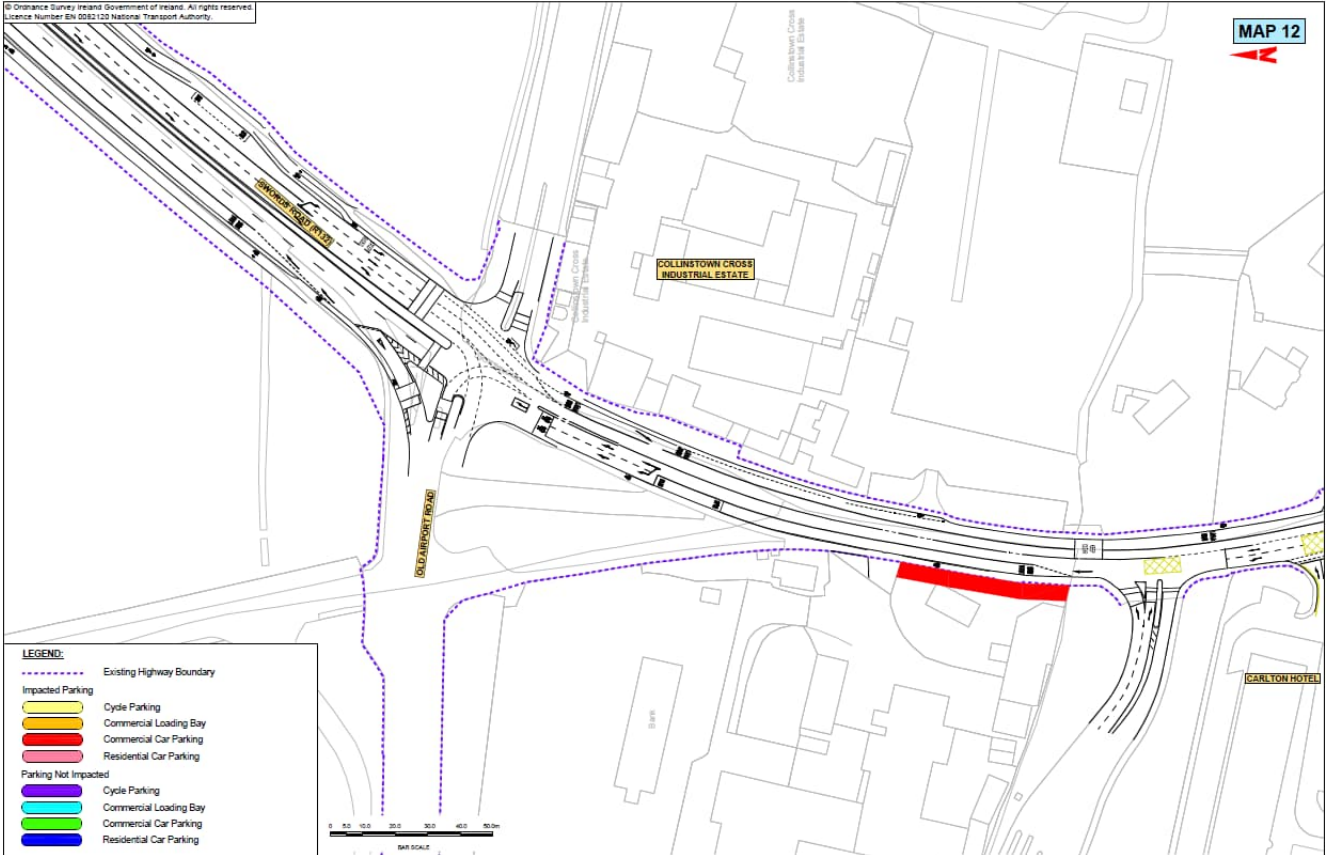


Figure 6.1: Paddy Shanahan Cars, Swords Road / Old Airport Road

Northbound, there are approximately 46 commercial display parking spaces present at Paddy Shanahan's Car Services.

Table 6.1: Existing Parking – Paddy Shanahan Cars, Swords Road / Old Airport Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	46
Illegal Parking	0
Informal Parking	0
Adjacent Parking	0

## 6.2 Design Impacts

### 6.2.1 Commercial Parking Impact

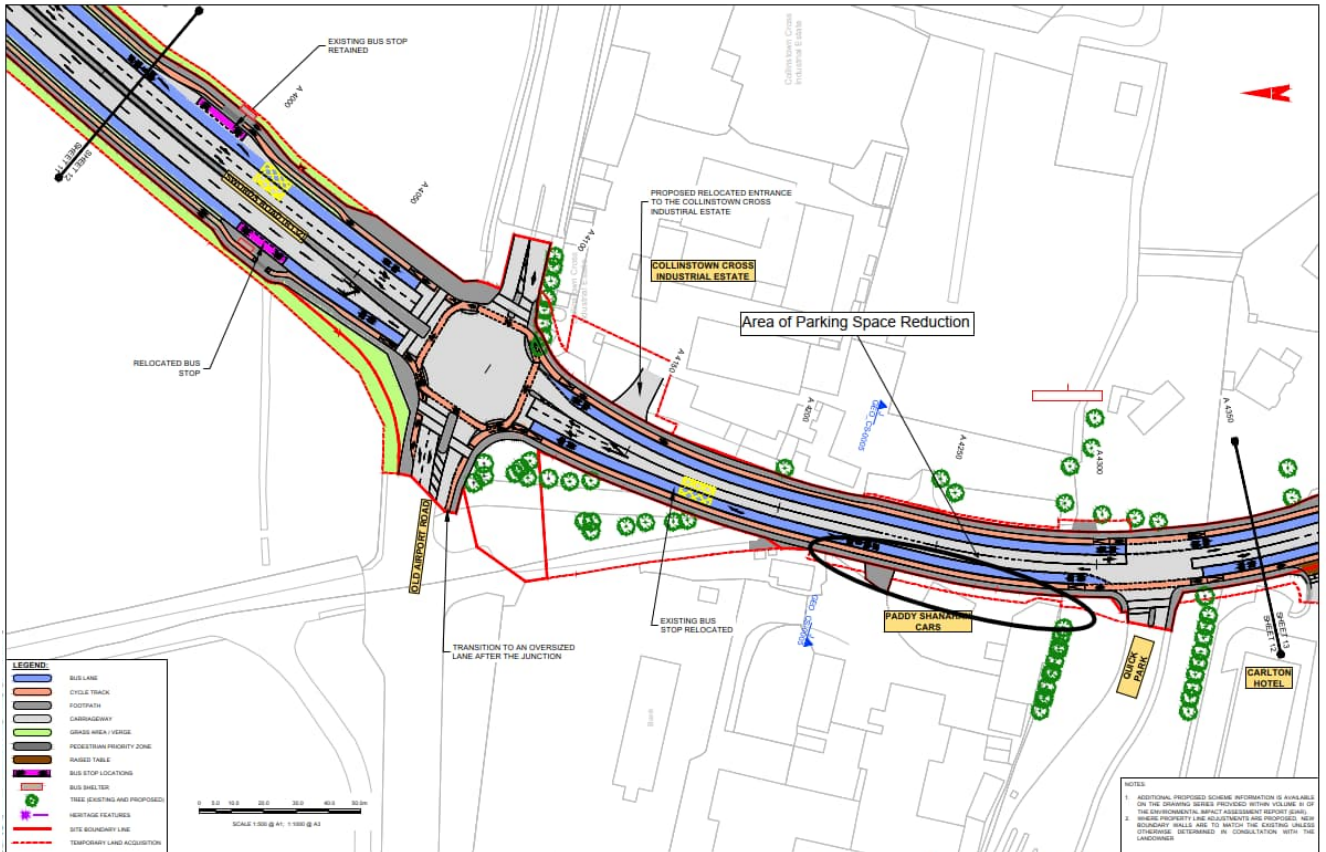


Figure 6.2: Commercial Parking Impact – Paddy Shanahan Cars Swords Road / Old Airport Road

Figure 6.2 and Figure 6.3 demonstrate the location where current design proposals necessitate impacting commercial parking.



Figure 6.3: Commercial Parking Impact – Paddy Shanahan Cars, Swords Road / Old Airport Road

### 6.2.2 Residential Parking Impact

No residential parking impact has been observed at Paddy Shanahan Cars Swords Road / Old Airport Road.

### 6.2.3 Illegal Parking

No illegal parking has been observed at Paddy Shanahan Cars Swords Road / Old Airport Road.

### 6.2.4 Design Impact Summary

Table 6.2: Design Impact – Paddy Shanahan Cars Swords Road / Old Airport Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0

Existing Parking Facilities	Number of Spaces	Loss of Parking
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	46	14
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	0	0

## 6.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 6.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial display parking location along Swords road in front of Paddy Shanahan's Car Services. These mitigation measures may be considered to reduce the impact of the design proposals. Further analysis is presented in Section 6.4 Options Analysis.

1. Modify the geometry of the designed bus corridor cross section.
2. Realign the designed bus corridor cross section to the east.
3. Retain the layout as existing to preserve commercial parking space.
4. Consult with the landowner to reconfigure the parking provision within the car park.

### 6.3.2 Residential Parking

No residential parking measures required at this location.

## 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 – Paddy Shanahan Cars Swords Road / Old Airport Road

Item	Proposal	Analysis	Viability (Y/N)
Commercial Parking at Paddy Shanahan Cars Swords Road / Old Airport Road			
1	<p>Modify the geometry of the designed bus corridor cross section.</p> <p>By merging the northbound bus lane with the northbound traffic lane and reducing the width of the footpath to minimum the existing commercial property may be unaffected by the design.</p>	<p>Removal of the northbound bus lane on the approach to the old Airport Road junction would undermine the overall scheme objectives.</p>	N

Item	Proposal	Analysis	Viability (Y/N)
2	<p>Realign the designed bus corridor cross section to the east.</p> <p>There is unused greenspace immediately opposite to the site that could be encroached onto in order to mitigate loss of the existing commercial parking spaces.</p>	<p>The required 2m of space available in the green space is wide enough to accommodate a realigned bus corridor. However, the property to the north is listed on the NIAH and its curtilage would be encroached by any the realignment.</p>	N
3	<p>Retain the layout as existing to preserve commercial parking space.</p>	<p>The existing layout does not include a segregated cycle lane. Retaining the existing layout would reduce the quality of service for cyclist and conflict with the Scheme objectives.</p>	N
4	<p>Consult with the landowner to reconfigure the parking provision within the car park.</p>	<p>Engaging with the landowner during the Land Acquisition process in order to accommodate their requirements while fulfilling the objectives of the Scheme.</p>	Y

Along Swords Road and Old Airport Road, 1 impacted parking location is being assessed:

- Commercial Parking on Swords Road at Paddy Shanahan Cars

#### 6.4.1 Recommendations

The impact to the commercial display parking along Swords Road at Old Airport Road to allow for segregated cycle track provision is considered acceptable as the commercial site will retain the majority (70%) of its display space, with the provision that landowner negotiations will be required to fully assess the impact of the loss of parking on the forecourt.



## 7. Swords Road / Schoolhouse Lane

### 7.1 Existing Parking

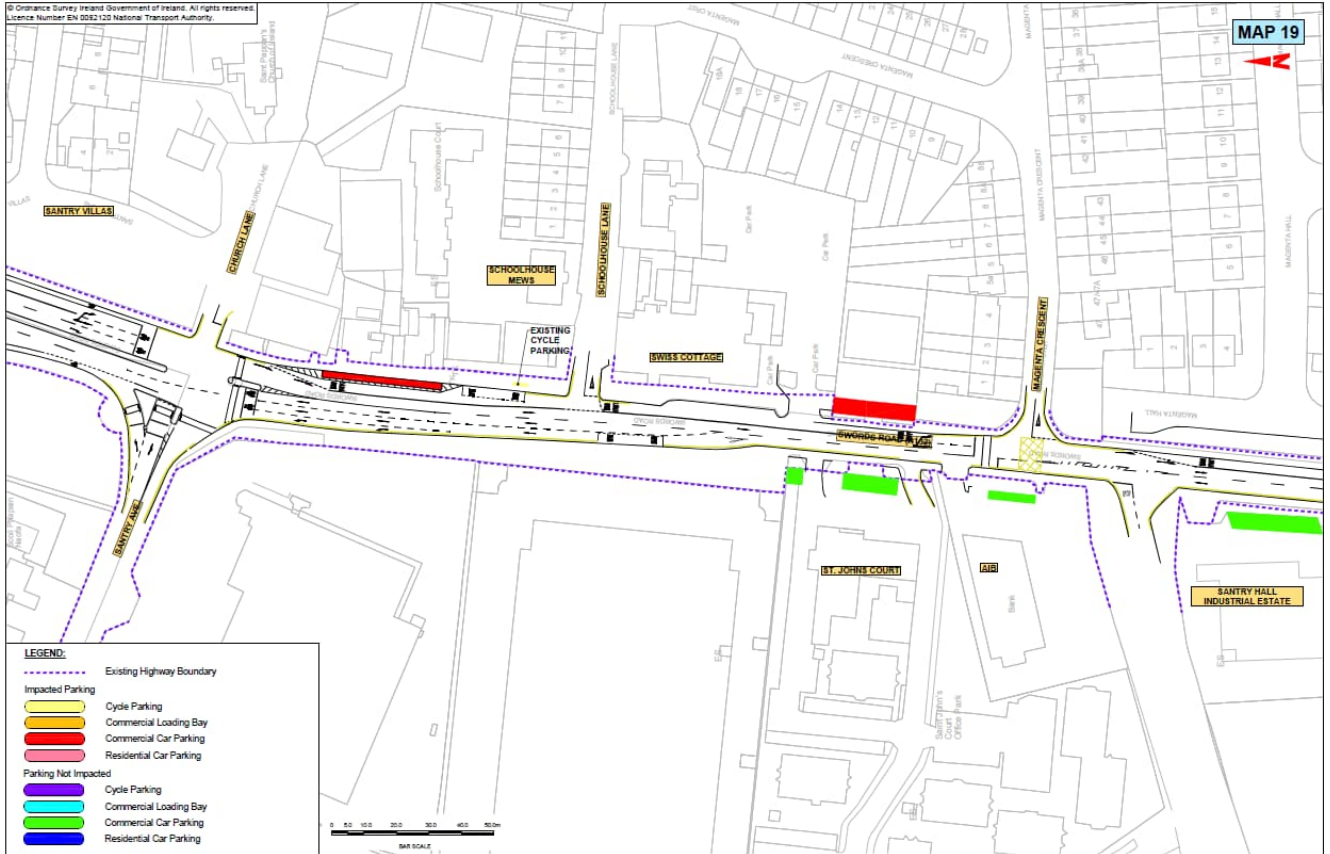


Figure 7.1: Swords Road / Schoolhouse Lane

Southbound, there are 27 commercial parking spaces presently in the vicinity of Schoolhouse Lane.

There are 6 informal on-street parking spaces on the corridor in front of commercial premises between Church Lane and Schoolhouse Lane and there are a further 2 informal on-street parking spaces and a loading bay on Schoolhouse Lane. There are approximately 12 informal on-street parking spaces on Church Lane, adjacent to St Pappan’s Church.

There are 2 adjacent parking spaces at Magner’s Pharmacy. There 5 adjacent parking spaces at The Industry on Schoolhouse Lane.

There are 15 adjacent parking spaces in the TEG (Trade Electric Group) car park.

Table 7.1: Existing Parking – Swords Road / Schoolhouse Lane

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	1

Existing Parking Facilities	Number of Spaces
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	20
Adjacent Parking	22

## 7.2 Design Impacts

### 7.2.1 Commercial Parking Impact

Figure 7.2 to 7.4 demonstrate the locations where design proposals necessitate impacting designated informal and adjacent commercial parking.

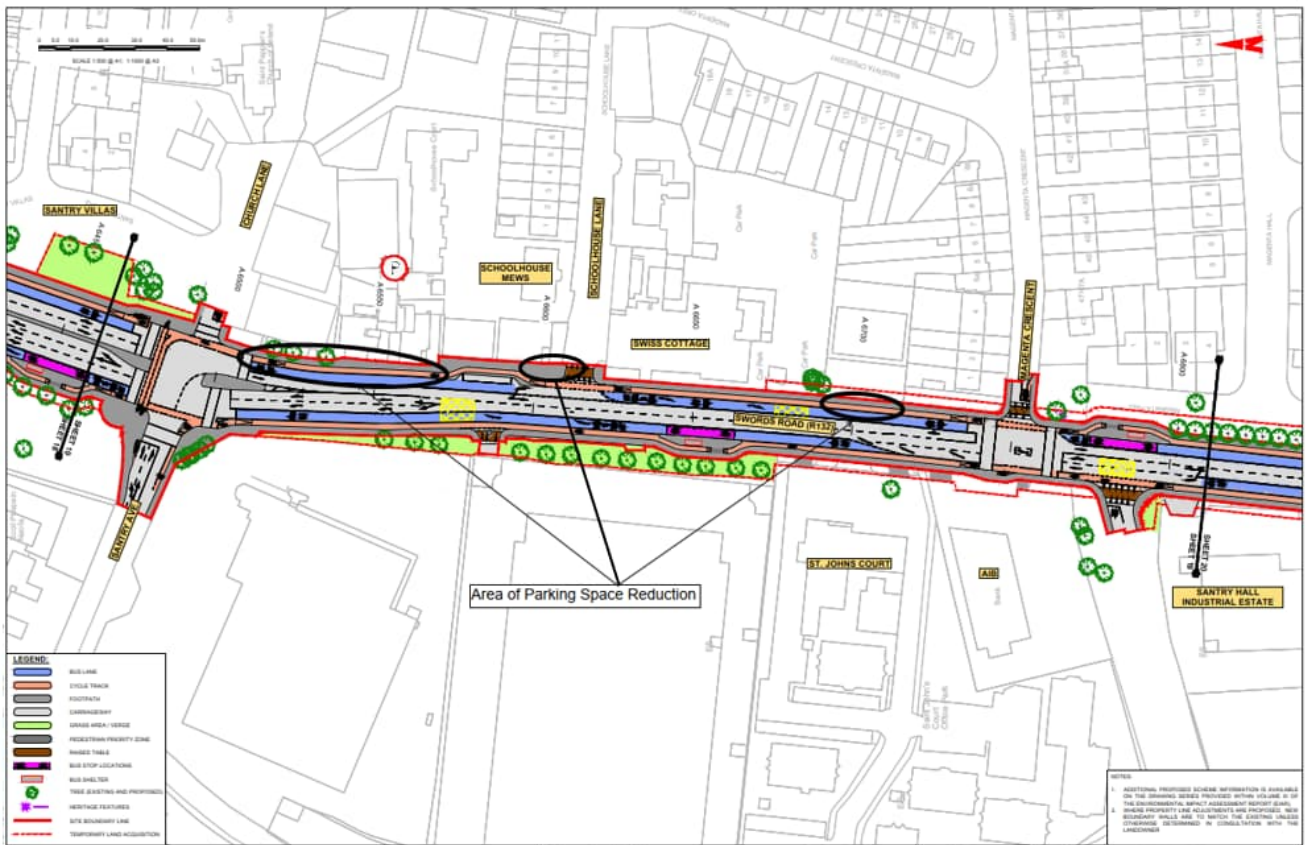


Figure 7.2: Commercial Parking Impact – Schoolhouse Mews, Magner’s Pharmacy and TEG Carpark



Figure 7.3: Commercial Parking Impact – Informal Parking: Schoolhouse Mews - Swords Road / Schoolhouse Lane



Figure 7.4: Commercial Parking Impact – Adjacent Parking: TEG Carpark - Swords Road / Schoolhouse Lane

Figure 7.5 demonstrates the relocation of informal parking to the area in front of Magner's Pharmacy at Schoolhouse Lane.

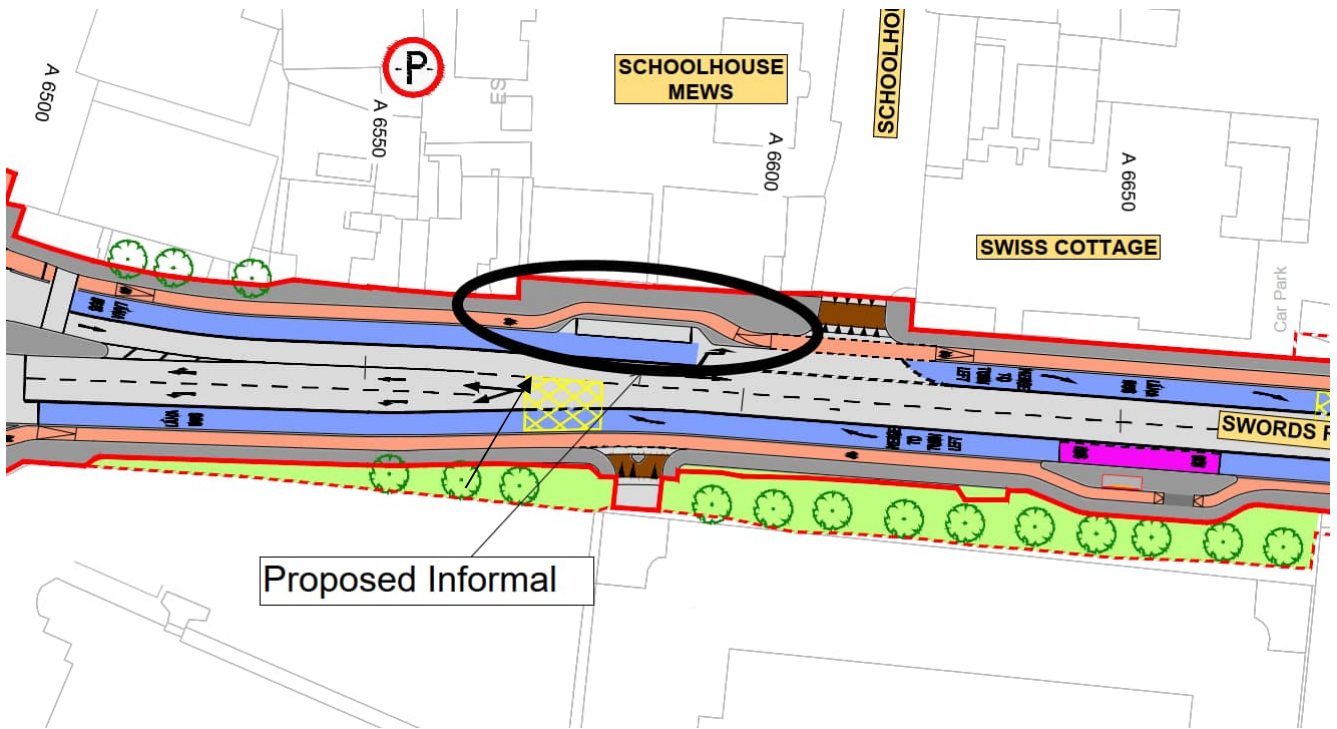


Figure 7.5: Commercial Parking Impact – Proposed Informal Parking: Magner’s Pharmacy - Swords Road / Schoolhouse Lane

The number of informal parking spaces will be reduced from 6 to 3. The number of adjacent parking spaces will be reduced from 17 to 8.

### 7.2.2 Residential Parking Impact

No residential parking impact has been observed at Swords Road / Schoolhouse Lane.

### 7.2.3 Illegal Parking

No illegal parking has been observed at Swords Road / Schoolhouse Lane.

### 7.2.4 Design Impact Summary

Table 7.2: Design Impact – Swords Road / Schoolhouse Lane

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	1	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	20	3
Adjacent Parking	22	9

## 7.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 7.3.1 Commercial Parking

Potential mitigation measures have been identified at the two impacted commercial parking locations along Swords road/ Schoolhouse lane at Schoolhouse Mews and the TEG car park which may be considered to reduce the impact of the design proposals. Further analysis is presented in Section 7.4 Options Analysis.

The potential mitigation measures for the impacted commercial parking spaces at Schoolhouse Mews include:

1. Integrate commercial traffic to the adjacent parking spaces at Church Lane, see in Figure 7.5;
2. Retain the layout as existing to preserve the informal commercial parking spaces on Swords Road;
3. Relocate the informal parking spaces to the front of Magner's Pharmacy with a reduced number of spaces; and
4. Move alignment west to provide space to preserve informal commercial parking spaces on Swords Road.



Figure 7.5: Alternative Parking Provision for Parking at Santry Villas

In front of the Trade Electric Group storefront, the potential mitigation measure to reduce the impact of the adjacent commercial parking separated from the main road include:

1. Move alignment west into St. John's Court to preserve commercial parking spaces outside the Trade Electric Group.
2. Merge the southbound bus lane and straight through bus lane on the approach to the Magenta Crescent junction;

3. Consult with the landowner to reconfigure the parking provision within the car park.

### 7.3.2 Residential Parking

No residential parking measures required at this location.

## 7.4 Options Analysis

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

Table 7.3: Options Analysis Table – Swords Road / Schoolhouse Lane

Item	Proposal	Analysis	Viability (Y/N)
Designated Commercial Parking at Schoolhouse Mews on Swords Road / Schoolhouse Lane			
1	Integrate commercial traffic to the adjacent existing parking spaces on the side street at Santry Villas	Existing commercial parking could be relocated to Santry Villas to integrate with the existing parking services for commercial locations.  There may not be additional space for commercial parking to replace the existing informal parking on a like-for-like basis.	Y
2	Retain the layout as existing to preserve commercial parking spaces on Swords Road.	The existing layout does not include a segregated cycle lane. Retaining the existing layout would reduce the quality of service for cyclist and conflict with the Scheme objectives.	N
3	Relocate the informal parking spaces to the front of Magner's Pharmacy with a reduced number of spaces.	Relocating the paid parking to the front of Magner's Pharmacy at Schoolhouse Lane would allow for cycle lane provisions to be put in place which is would be in line with the scheme's objectives.  This would require the number of parking spaces to reduce from 8 to 3.	Y
4	Move alignment west to provide space to preserve commercial parking spaces on Swords Road.	A western alignment move would have the bus corridor encroach on a commercial site.  This would require the Santry junction to be redesigned to accommodate the move.  A new apartment complex has been developed and encroachment into this site is not feasible.	N

Item	Proposal	Analysis	Viability (Y/N)
Adjacent Commercial Parking at TEG Building - Swords Road / Schoolhouse Lane			
1	Move alignment west into adjacent commercial space to preserve commercial parking spaces outside of the Trade Electric Group.	A western alignment move would have the bus corridor encroach on an additional commercial site as well as its dedicated parking.	N
2	Merge the southbound bus lane and straight through on the approach to the Magenta Crescent junction.	The cross section at this location requires further analysis to determine if altering the geometry at this location is feasible.  Approximately 5m of space is needed to remove the current impact on the commercial parking spaces. Merging the bus lane and straight through lane would save up to 3m in space.  Thus, even by incorporating this cross-sectional change, there will still be an impact on the commercial parking spaces.	N
3	Consult with the landowner to reconfigure the parking provision within the car park.	Engaging with the landowner during the Land Acquisition process in order to accommodate their requirements while fulfilling the objectives of the Scheme.	Y

## 7.4.1 Recommendations

### 7.4.1.1 Designated Informal Commercial Parking at Schoolhouse Mews - Swords Road

The impact to the Informal commercial on-road parking at Schoolhouse Mews to allow for bus lane and segregated cycle track provision is considered acceptable as there will be 3 relocated designated spaces at the front of Magner's Pharmacy on the Swords Road. There is also opportunity for some parking near the existing parking facilities, to the south on Schoolhouse Lane, or outside of Saint Pappan's Church of Ireland.

### 7.4.1.2 Adjacent Commercial Parking at TEG- Swords Road

The impact on adjacent parking at TEG Swords Road separated from the main road is deemed necessary. The removal of seven parking spaces to provide for segregated cycle track and footpath provision is considered the best method of providing for the objectives of the scheme while minimising impact on the surrounding existing environs. Land owner consultation is required to assess the possibility of mitigating the impact by reconfiguring the car park.

## 8. Swords Road / Shanowen Road

### 8.1 Existing Parking

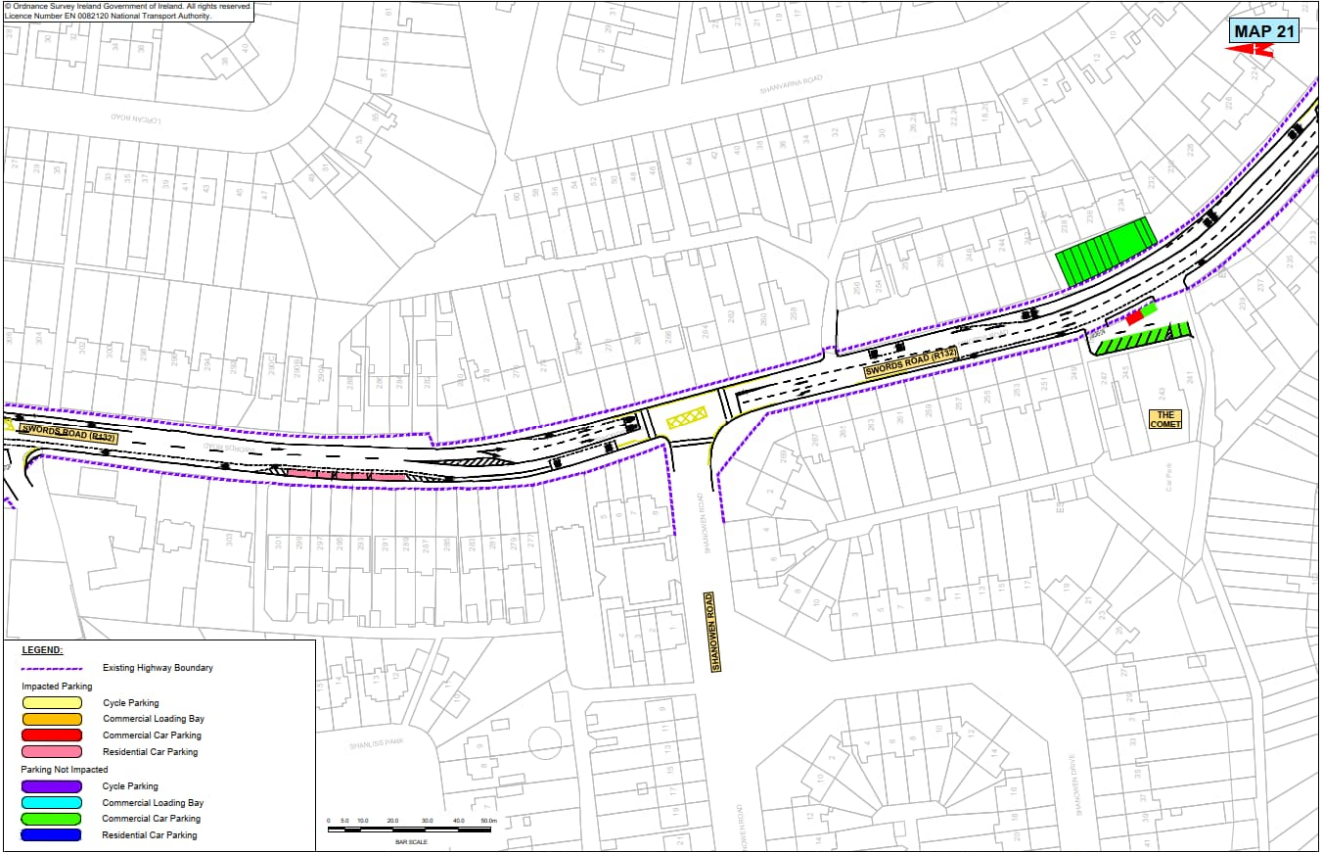


Figure 8.1: Swords Road / Shanowen Road

There are presently 7 informal residential parking spaces along the houses located Northbound along the Swords Road at Shanowen Road.

Table 8.1: Existing Parking – Swords Road / Shanowen Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	7
Adjacent Parking	0



## 8.2 Design Impacts

### 8.2.1 Commercial Parking Impact

No Commercial parking has been impacted at Swords Road / Shanowen Road.

### 8.2.2 Residential Parking Impact

Figure 8.2 and Figure 8.3 demonstrate the locations where current design proposals necessitate impacting residential parking.

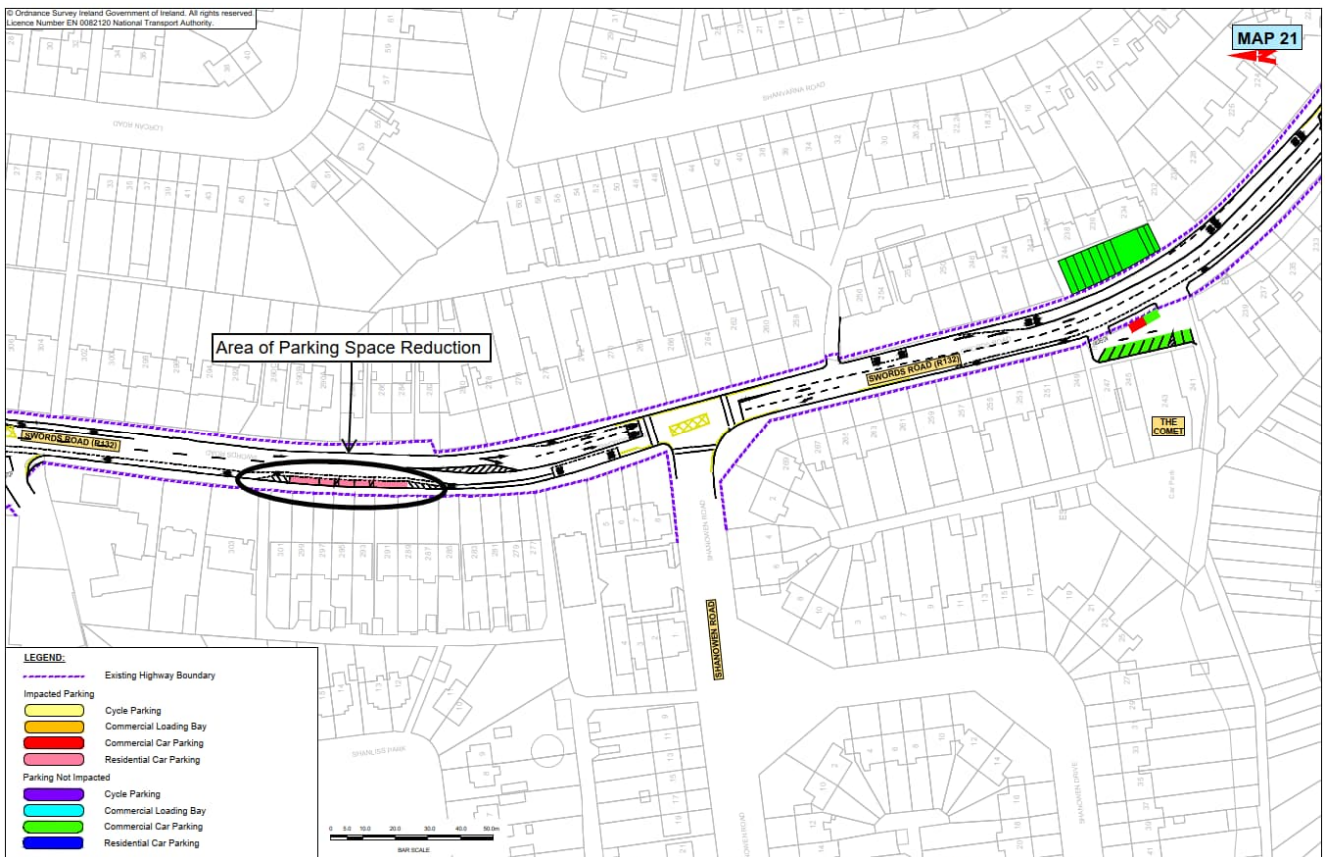


Figure 8.2: Residential Parking Impact – Swords Road / Shanowen Road



Figure 8.3: Residential Parking Impact: Informal Parking: Swords Road / Shanowen Road

### 8.2.3 Illegal Parking

No illegal parking has been observed at Swords Road / Shanowen Road.

## 8.2.4 Design Impact Summary

Table 8.2: Design Impact – Swords Road / Shanowen Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	7	7
Adjacent Parking	0	0

## 8.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 8.3.1 Residential Parking

Potential mitigation measures have been identified at the impacted residential parking location along Swords road at Shanowen road which may be considered to reduce the impact of the design proposals. Further analysis is presented in Section 8.4 Options Analysis.

The potential mitigation measures for the impacted designated paid residential parking spaces at Shanowen road:

1. Divert residential street parking spaces down the Shanowen road to the south of the site as shown in Figure 8.4 below.
2. Retain the layout as existing to preserve residential parking spaces on the Swords Road.
3. Accommodate parking facilities in residents' private gardens, as shown in Figure 8.5 below.

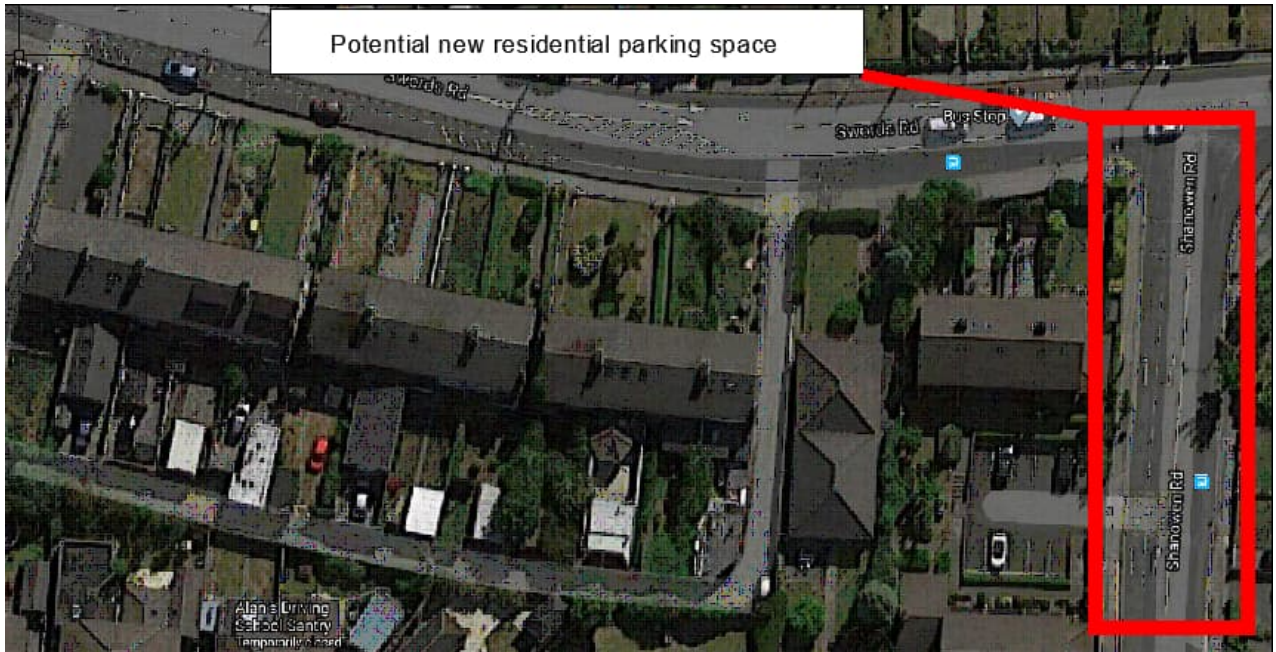


Figure 8.4: Alternative Parking Provision for Residential on-road parking at Shanowen road.

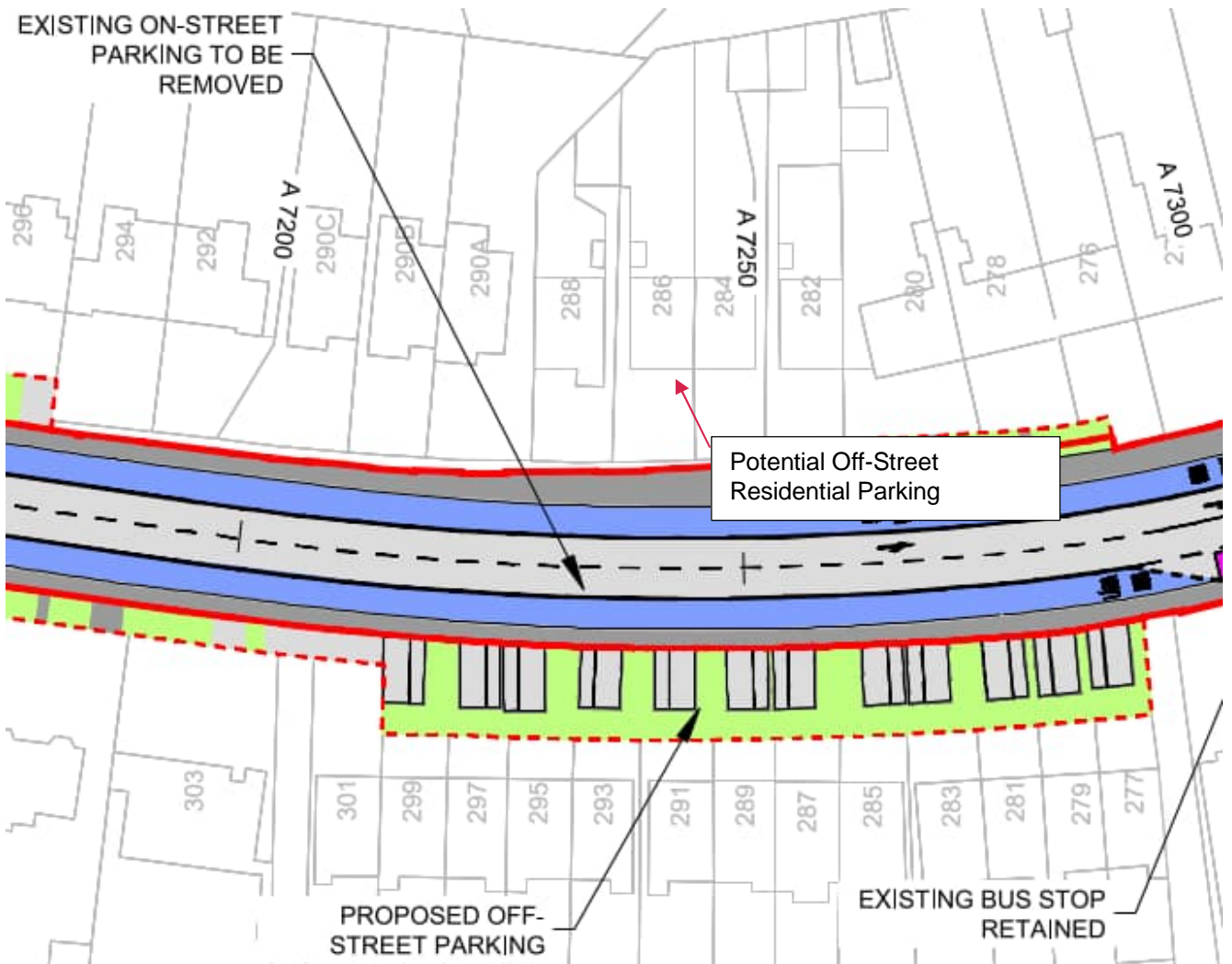


Figure 8.5: Potential off-street residential parking facilities at Shanowen road.

## 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 – Swords Road / Shanowen Road

Item	Proposal	Analysis	Viability (Y/N)
Adjacent Residential Permit Parking on Swords Road / Shanowen Road			
1	Divert residential street permit parking spots down Shanowen road to the south of the site.	The new cross section of the corridor cannot accommodate on street parking at the location. There is an option to move the on-street parking to a side street, however the two closest side streets are walking paths which are not wide enough to accommodate a single vehicle.  Therefore, the parking would need to be moved approximately 100m south and around the corner along Shanowen road.	N
2	Retain the layout as existing to preserve residential parking spaces on Swords Road.	Retaining the layout as it exists would not allow for a dedicated bus lane which conflicts with the scheme's objectives.	N
3	Removed parking spaces for adjacent houses can be accommodated through parking facilities within the front gardens of those houses.	Each of these houses have private gardens able to accommodate at least one car into a proposed driveway in the front garden access.	Y

### 8.4.1 Parking Impact Assessment

Informal Residential Parking along Swords Road at Shanowen Road impacted is being assessed.

### 8.4.2 Recommendations

#### 8.4.2.1 Informal Residential Parking on Swords Road

The impact on residential parking along the Swords Road at Shanowen Road to allow for bus lane and footpath provision is considered acceptable, as residential properties adjacent to the parking spaces can be provided with dedicated alternative parking facilities by providing a driveway in their front gardens.

## 9. The Comet, Swords Road

### 9.1 Existing Parking

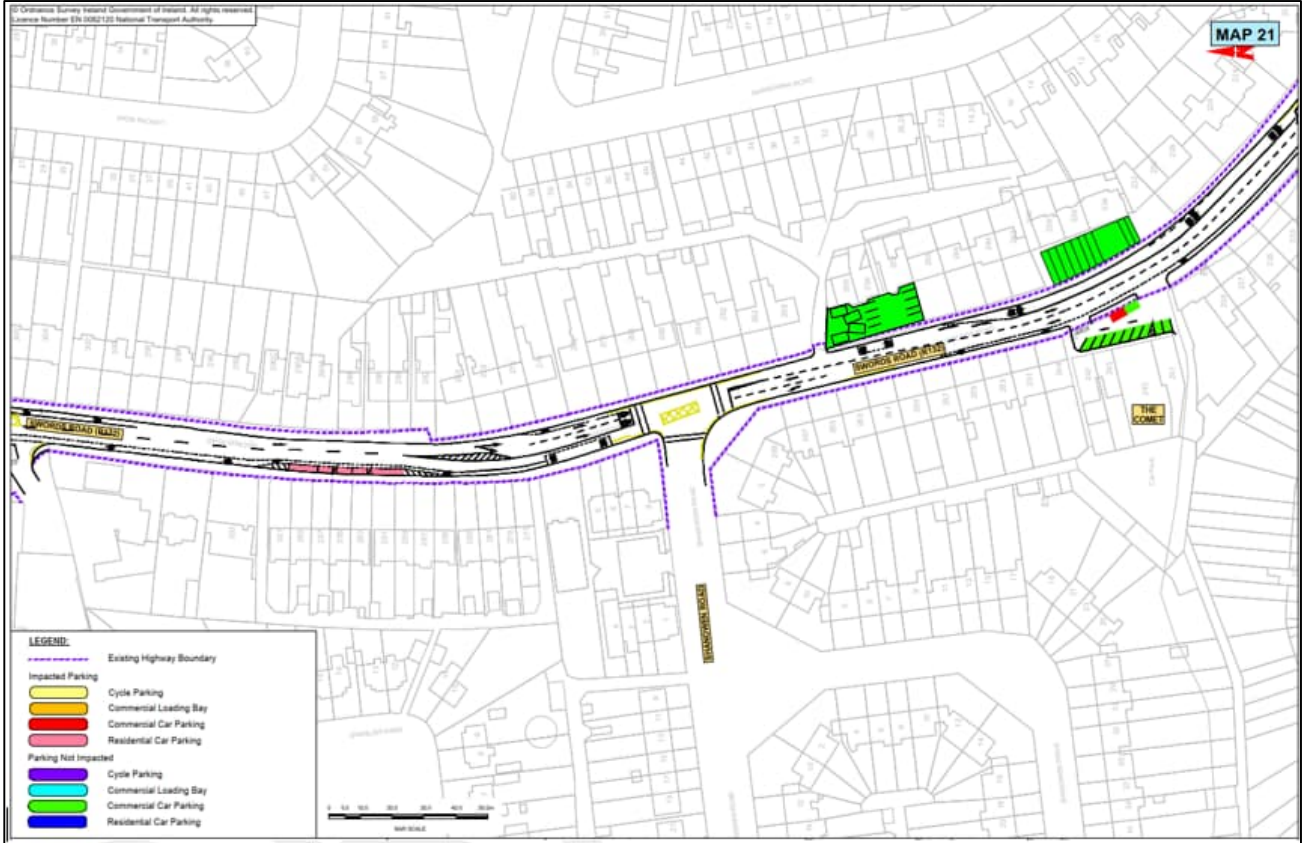


Figure 9.1: The Comet - Swords Road

Northbound, there are presently 11 adjacent commercial parking spaces separated from the main road at The Comet retail premises. Directly opposite The Comet, there are presently 24 commercial parking spaces; there are also an additional 12 adjacent commercial parking spaces at a retail area to the north of The Comet on the southbound side of the road .

Table 9.1: Existing Parking – Swords Road / Shanowen Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	0
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	0

Existing Parking Facilities	Number of Spaces
Adjacent Parking	Approx. 47

## 9.2 Design Impacts



Figure 9.2: Commercial Parking Impact – The Comet, Swords Road

### 9.2.1 Adjacent Commercial Parking Impact

Figure 9.3 demonstrates the locations where current design proposals necessitate impacting designated adjacent commercial parking.



Figure 9.3: Adjacent Commercial Parking Impact – Adjacent Parking: Swords Road / The Comet

### 9.2.2 Residential Parking Impact

No Residential Parking has been impacted at The Comet.

### 9.2.3 Design Impact Summary

Table 9.2: Design Impact – The Comet

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	0	0
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	47	1

## 9.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 9.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted adjacent commercial parking location along Swords Road which may be considered to reduce the impact of the design proposals. Further analysis is presented in Section 9.4 Options Analysis.

The potential mitigation measures for the impacted adjacent commercial parking spaces at The Comet include:



1. Divert commercial traffic to the adjacent nearby parking site behind The Comet Wood Stone Pizza commercial site, shown in Figure 9.4;
2. Retain the layout as existing to preserve the commercial parking space at this location;
3. Move alignment west to provide space to preserve the commercial parking space at this location; and
4. Divert commercial traffic across the road to commercial parking spaces available.

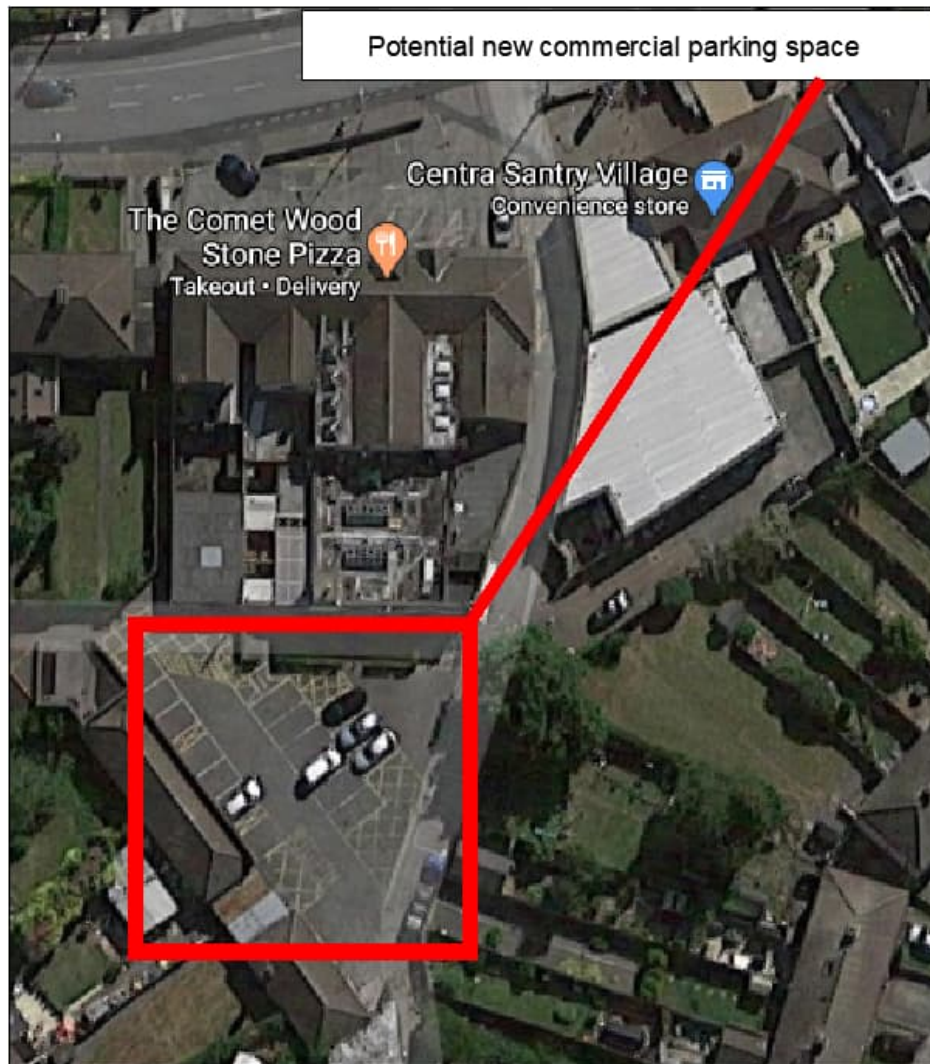


Figure 9.4: Alternative Parking Provision for Commercial Parking at Santry Village

## 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 – Comet Swords Road

Item	Proposal	Analysis	Viability (Y/N)
Adjacent Commercial Parking at Santry Village on Swords Road			
1	Divert commercial traffic to the adjacent nearby parking site behind The Comet Wood Stone Pizza commercial site.	Existing commercial parking could be relocated behind the commercial sites to where there is existing parking provision for patrons of The Comet.  This location is unlikely to be used by patrons of the other retail premises at this location.	N
2	Retain the layout as existing to preserve the commercial parking space at this location.	The existing layout does not currently have a dedicated southbound bus lane, and in order to preserve the commercial parking spaces there would not be the space required to implement one.  This would conflict with the Scheme objectives.	N
3	Re-design the alignment east to provide space to preserve commercial parking space at this location.	A western alignment shift would have the bus corridor encroach on commercial parking space adjacent to the road.  Moving the alignment to the east would require encroachment to the north of this location into the private gardens of residents in the area.	N
4	Divert commercial traffic across the road to commercial parking space available	There are approximately 35 spaces available for commercial parking on the southbound side of the road. 24 of these spaces are designated parking for local commercial lots, however there are 6 informal spaces which could accommodate on a like for like basis the impacted commercial parking on the northbound side. Furthermore a new pedestrian crossing is proposed at this location.	Y

### 9.4.1 Recommendations

#### 9.4.1.1 Adjacent Commercial Parking at The Comet on Swords Road

The impact to the adjacent commercial parking at The Comet along the Swords Road to allow for bus lanes provision is considered acceptable as only 1 of the 11 available commercial parking spaces is impacted and there are alternative parking options nearby.

# 10. Swords Road/Iveragh Road

## 10.1 Existing Parking

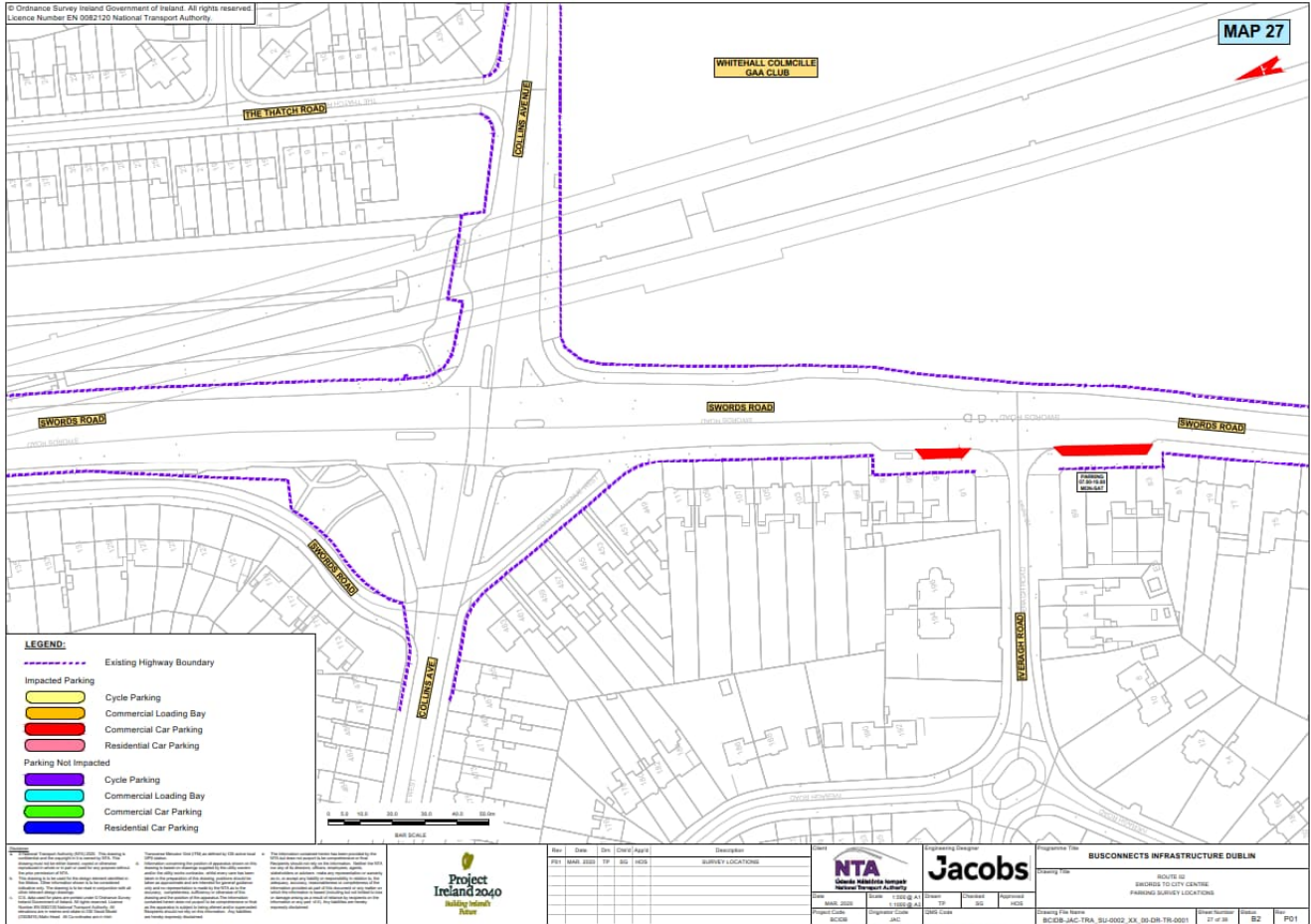


Figure 10.1: Swords Road/Iveragh Road

There are presently 4 designated paid parking spaces and 2 informal parking spaces northbound along Swords Road adjacent to the commercial premises either side of Iveragh Road. There are a further 17 adjacent parking spaces along Iveragh Road.

Table 10.1: Existing Parking – Swords Road/Iveragh Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	4
Permit Parking	0
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0

Existing Parking Facilities	Number of Spaces
Informal Parking	2
Adjacent Parking	17

## 10.2 Design Impacts

### 10.2.1 Commercial Parking Impact

Figure 10.2, Figure 10.4 and Figure 10.4 present the locations where current design proposals necessitate impacting commercial parking.

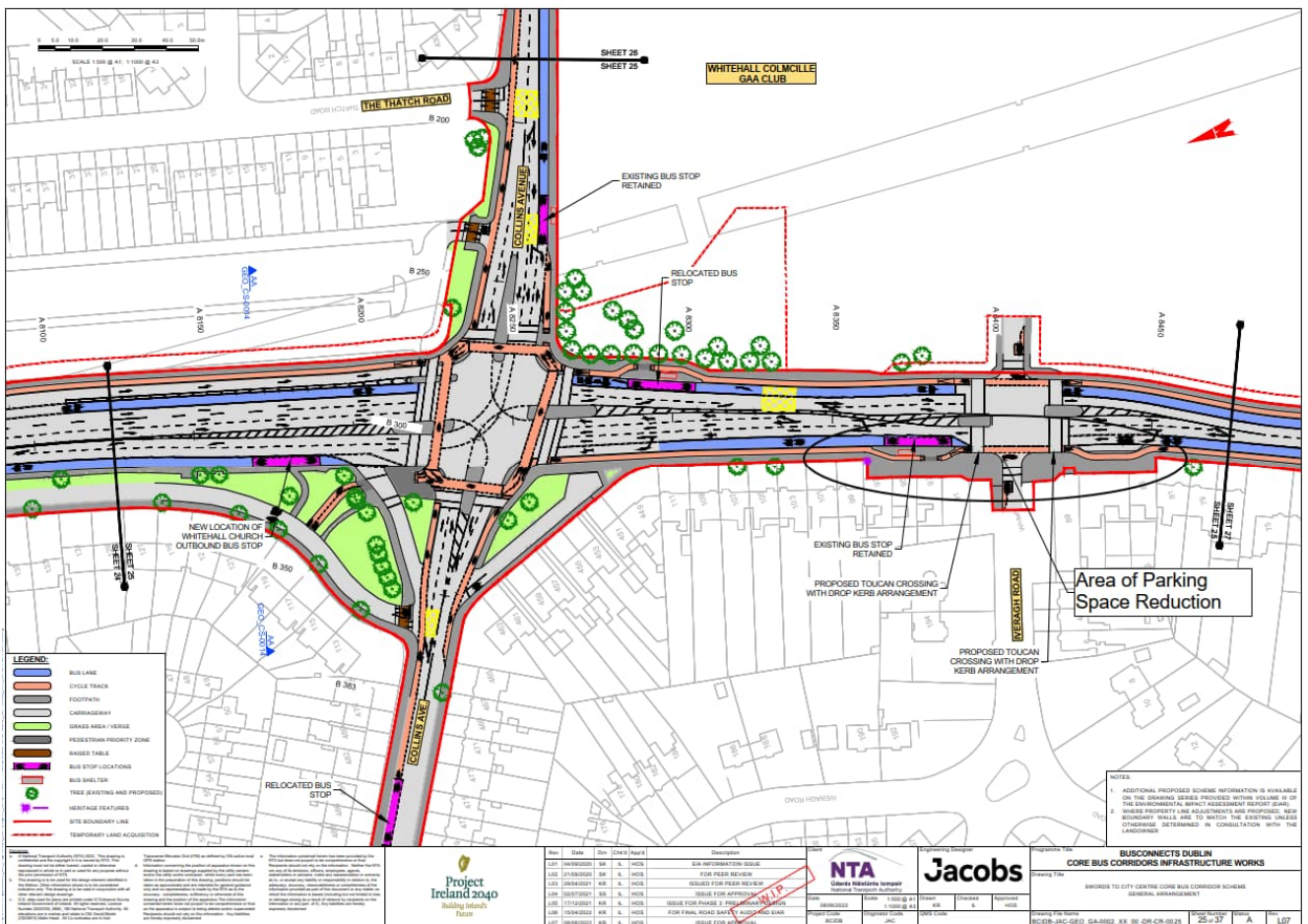


Figure 10.2: Commercial Parking Impact - Swords Road/Iveragh Road



Figure 10.3: Commercial Paid Parking Impact – Swords Road/Iveragh Road



Figure 10.4: Informal Parking Impact – Swords Road/Iveragh Road

### 10.2.2 Residential Parking Impact

No residential parking impact has been observed at Swords Road/Iveragh Road.

### 10.2.3 Illegal Parking

No illegal parking has been observed at Swords Road/Iveragh Road.

### 10.2.4 Design Impact Summary

Table 10.2: Design Impact – Swords Road/Iveragh Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	4	1
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	2	2
Adjacent Parking	17	0

## 10.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 10.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial display parking location along Swords Road adjacent to Iveragh Road, these are as follows:

1. Retain the layout as existing to preserve commercial parking spaces on Swords Road; and
2. Divert the paid parking to adjacent customer parking space along Iveragh Road as shown in Figure 10.5.



Figure 10.5: Alternative Parking Provision at Iveragh Road

## 10.4 Options Analysis

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

Table 10.3: Options Analysis Table – Swords Road / Iveragh Road

Item	Proposal	Analysis	Viability (Y/N)
Commercial Parking on Swords Road / Iveragh Road			
1	Retain the layout as existing to preserve commercial parking spaces on Swords Road;	The existing layout does not include a segregated cycle lane. Retaining the existing layout would reduce the quality of service for cyclist and public transport and conflict with the Scheme objectives.	N
2	Divert the paid parking to adjacent customer parking space along Iveragh Road as shown in Figure 10.5	The current commercial on-street parking is for six spaces. There is on street parking on both sides of the road at Iveragh Road that will be able to accommodate the displaced parking requirements once the three parking spaces along Swords Road are removed.	Y

### 10.4.1 Recommendations

#### 10.4.1.1 Commercial on-road parking at Swords Road/Iveragh Road

The impact to the commercial on-road parking at Swords Road to allow for segregated cycle track, island bus stop and footpath provision is considered acceptable as there are approximately 17 parking spaces along Iveragh Road, hence the ability to absorb at least some of the demand due to the removal of 3 adjacent parking spaces on Swords Road is considered satisfactory.

# 11. Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

## 11.1 Existing Parking

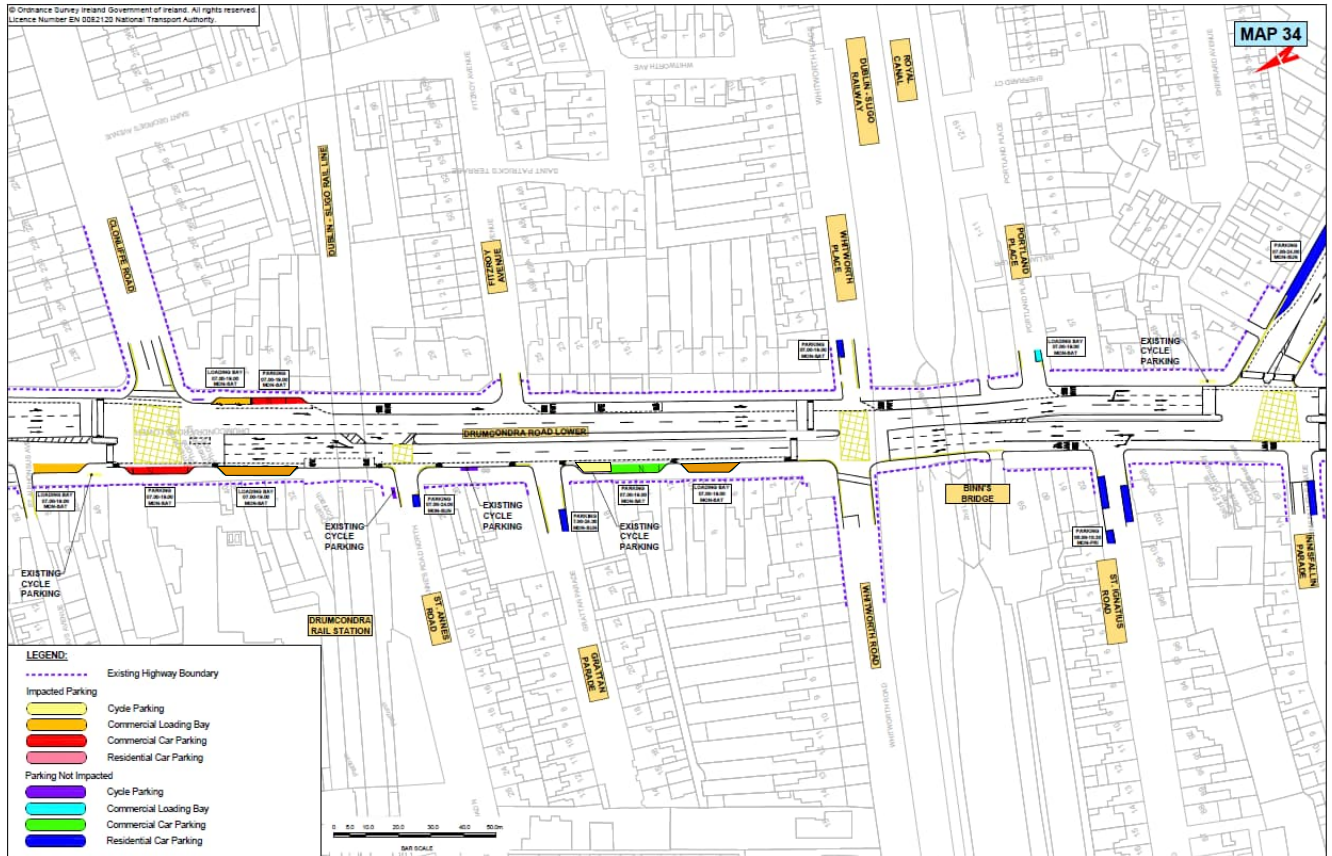


Figure 11.1: Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

There are presently 6 commercial designated paid parking spaces and 7 commercial loading bay spaces available northbound between Whitworth Road and Alphonsus Avenue.

There are presently 3 designated paid parking and 2 commercial loading bay spaces available southbound.

There is also Permit and Pay & Display parking available on St Anne's Road (40no.), Grattan Parade (28no.), St Alphonsus' Road Lower (30no.) Whitworth Place (15no.), St Ignatius Road (40no.) including 2 loading bays Innisfallen Parade (30no.) and Belvedere Road (40no.). There are also 3 adjacent loading bays along Portland Place.

Table 11.1: Existing Parking – Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	9
Permit Parking	Available on adjacent streets
Disabled Permit Parking	0
Loading/Unloading (in Designated Loading Bays)	9
Loading/Unloading (outside Designated Loading Bays)	0



Existing Parking Facilities	Number of Spaces
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	0
Adjacent Parking	226

## 11.2 Design Impacts

### 11.2.1 Commercial Parking Impact

Figure 11.2 to 11.4 demonstrate the locations where design proposals necessitate impacting paid parking and loading bays for commercial operations.

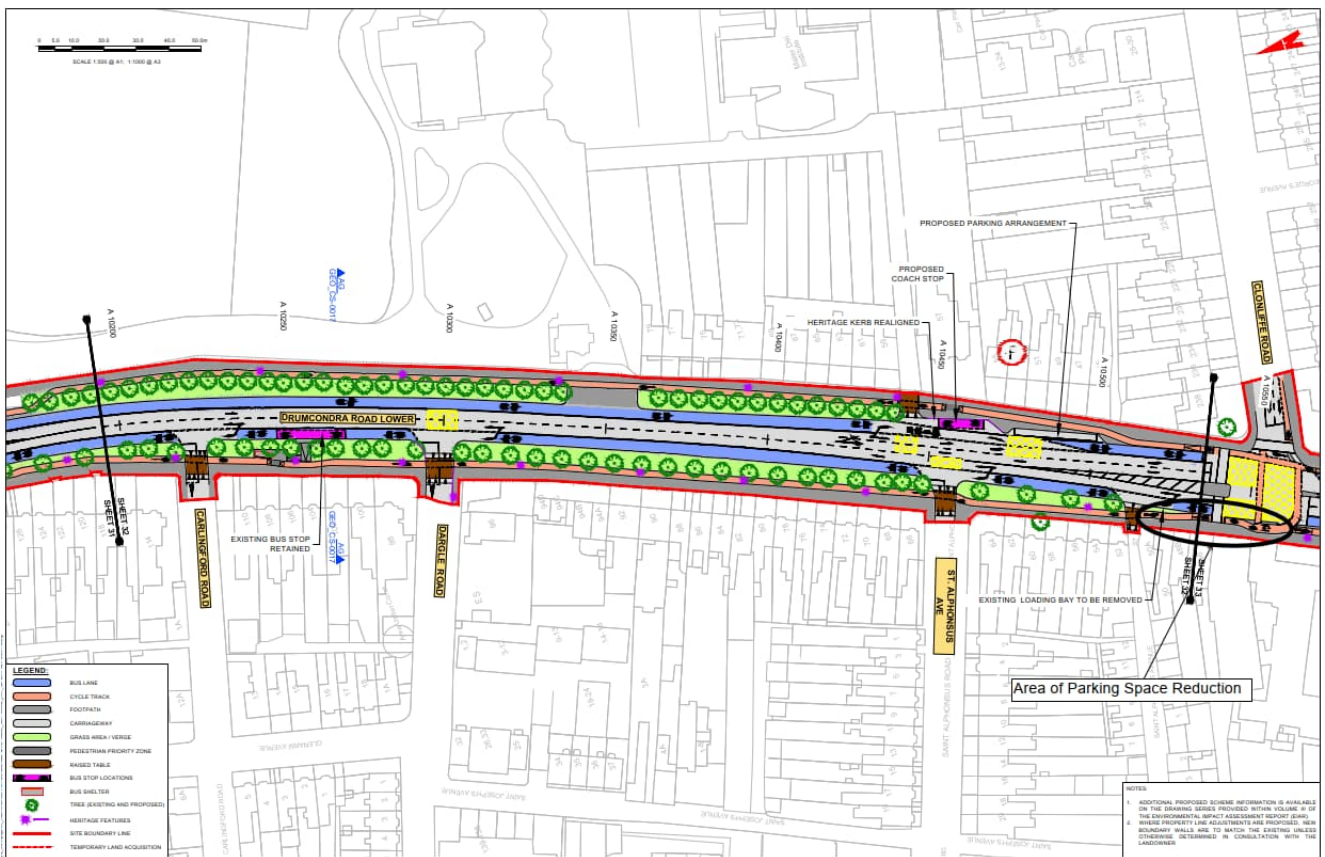


Figure 11.2: Commercial Parking Impact – Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

The number of designated paid parking spaces is reduced from 6 to 3 spaces on the northbound side of the carriageway. The number of commercial loading bays is maintained at 7.

The 2-space loading bay to the south of Alphonsus Avenue is removed to accommodate the rearrangement of the northbound cycle track opposite Clonliffe Road, while the existing loading bay to the north of Whitworth Road is increased in capacity from 2 to 4 spaces.

Southbound, there is no change to the provision of car and loading bay spaces.



Figure 11.3: Commercial Loading Bay Impact - Lower Drumcondra Road / Alphonsus Avenue



Figure 11.4: Commercial Parking Impact: Designated Paid Parking - Lower Drumcondra Road

### 11.2.2 Residential Parking Impact

No residential parking impacts have been observed at the Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road.

### 11.2.3 Illegal Parking

No illegal parking has been observed at the Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road .

### 11.2.4 Design Impact Summary

Table 11.2: Design Impact – Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	9	3
Permit Parking	0	0
Disabled Permit Parking	0	0
Loading/Unloading (in Designated Loading Bays)	9	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	226	0

## 11.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 11.3.1 Commercial Parking

Potential mitigation measures have been identified at the impacted commercial parking locations along the Lower Drumcondra Road at Alphonsus Avenue to Whitworth Road which may be considered to reduce the impact of the design proposals. Further analysis is presented in Section 11.4 Options Analysis.

The potential mitigation measures for the impacted adjacent commercial parking spaces at the Clonliffe Road include:

1. Divert commercial traffic to the adjacent parking spaces at St. Anne’s Road. Shown in Figure 11.5.
2. Retain the existing parking layout to preserve commercial parking spaces at this location.

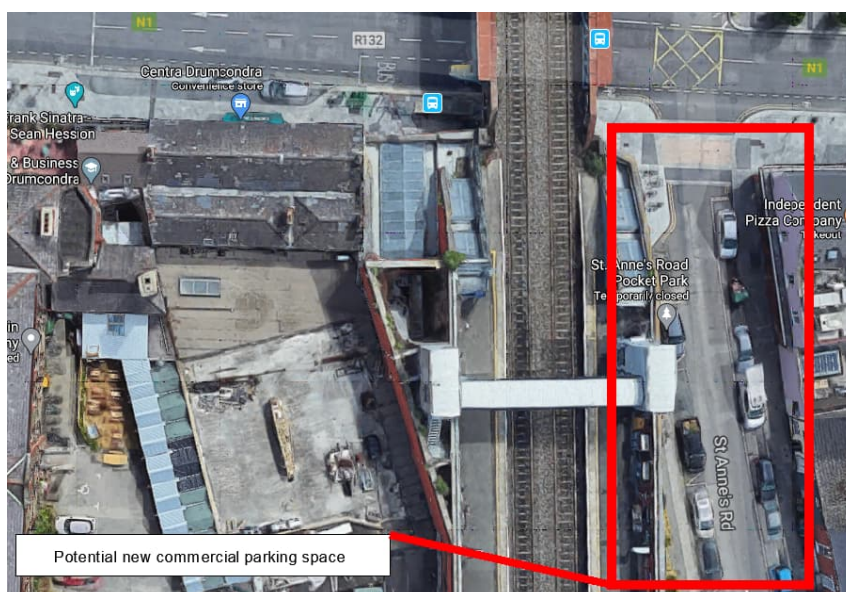


Figure 11.5: Alternative Parking Provision for Commercial on-road parking at St. Anne’s Road.

## 11.4 Options Analysis

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

Table 11.3: Options Analysis Table – Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

Item	Proposal	Analysis	Viability (Y/N)
Commercial parking at Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road			
1	Divert commercial traffic to the adjacent parking spaces at St Anne's Road.	The current commercial on-street parking is for nine spaces. There is on street parking on both sides of the road at the nearby St. Anne's Road that may be able to accommodate the displaced parking requirements once the three parking spaces along the Lower Drumcondra Road are removed.	Y
2	Retain the layout as existing to preserve commercial parking spaces at this location.	The current design at this location replaces this parking bay with cycle track 3.5m wide with a 3m footpath behind it.	N

### 11.4.1 Recommendations

#### 11.4.1.1 Commercial on-road parking at Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

The impact to the commercial on-road parking at Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road to allow for segregated cycle track and footpath provision is considered acceptable as there are approximately 30 parking spaces along St. Anne's Road, hence the ability to absorb at least some of the demand due to the removal of 3 parking spaces along Lower Drumcondra Road is considered satisfactory.

# 12. Frederick Street North

## 12.1 Existing Parking

There are presently 19 designated paid parking spaces and 2 disabled permit parking spaces along Frederick Street North, see Figure 12.1 and Figure 12.2.

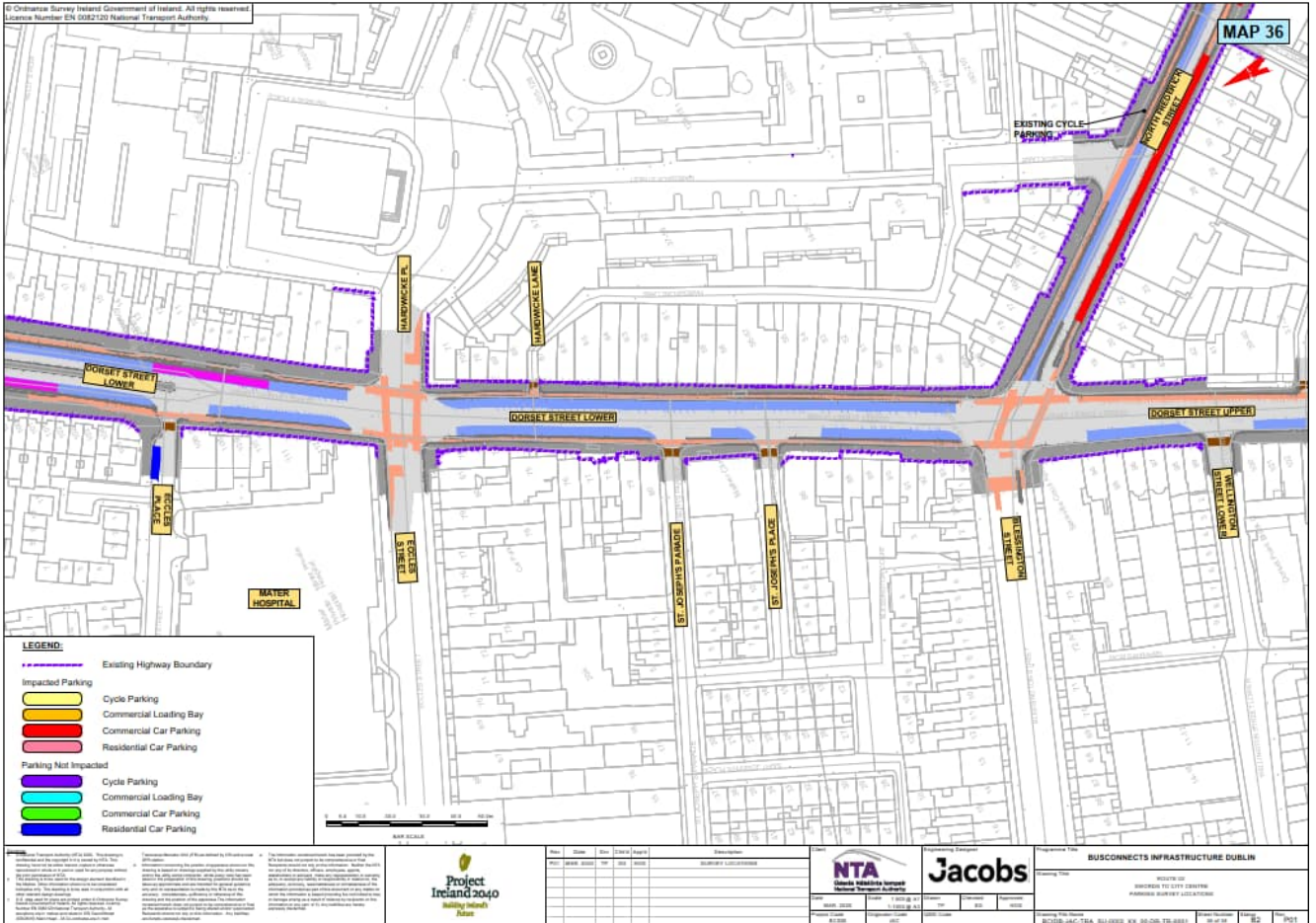


Figure 12.1: Dorset Street Lower / Frederick Street North

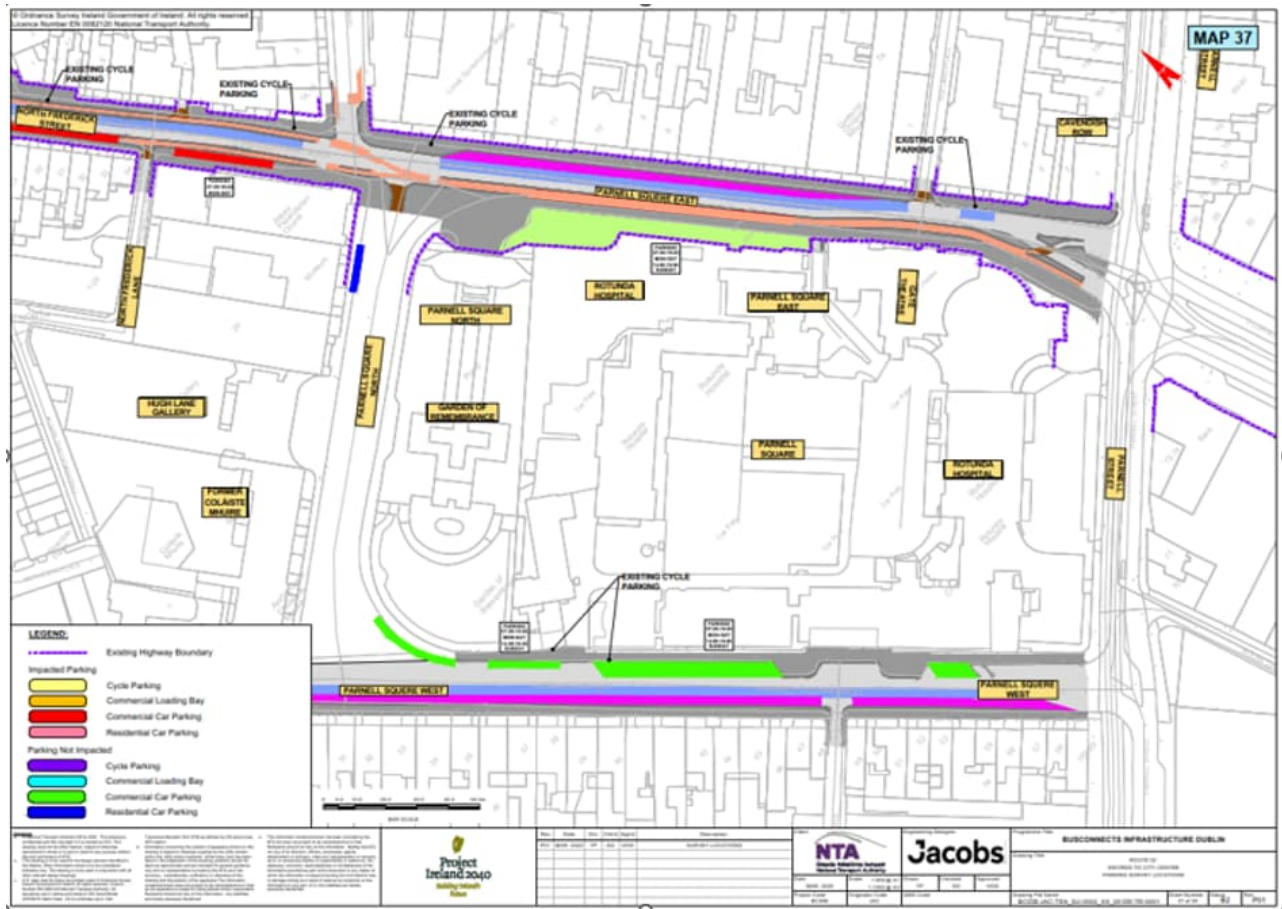


Figure 12.2: Frederick Street North / Parnell Square

There are 20 adjacent parking spaces along St. Josephs Parade, 9 adjacent parking spaces along Parnell Square North, 10 adjacent spaces along St. Josephs Place, 28 adjacent spaces along Blessington Street, 6 adjacent parking spaces along R132 Dorset Street Upper northbound side, immediately south of R135 St Mary's Place North access and 16 adjacent parking spaces along R135 St Mary's Place North.

Table 12.1: Existing Parking – Frederick Street / Parnell Square

Existing Parking Facilities	Number of Spaces
Designated Paid Parking	19
Permit Parking	0
Disabled Permit Parking	2
Loading/Unloading (in Designated Loading Bays)	0
Loading/Unloading (outside Designated Loading Bays)	0
Taxi Parking (Taxi Rank)	0
Commercial Vehicles Parked for Display (Car Sales)	0
Illegal Parking	0
Informal Parking	0
Adjacent Parking	89

## 12.2 Design Impacts

### 12.2.1 Commercial Parking Impact

Figure 12.3 and Figure 12.4 demonstrate the locations where design proposals necessitate impacting 19 designated paid parking spaces and 2 disabled permit parking spaces.

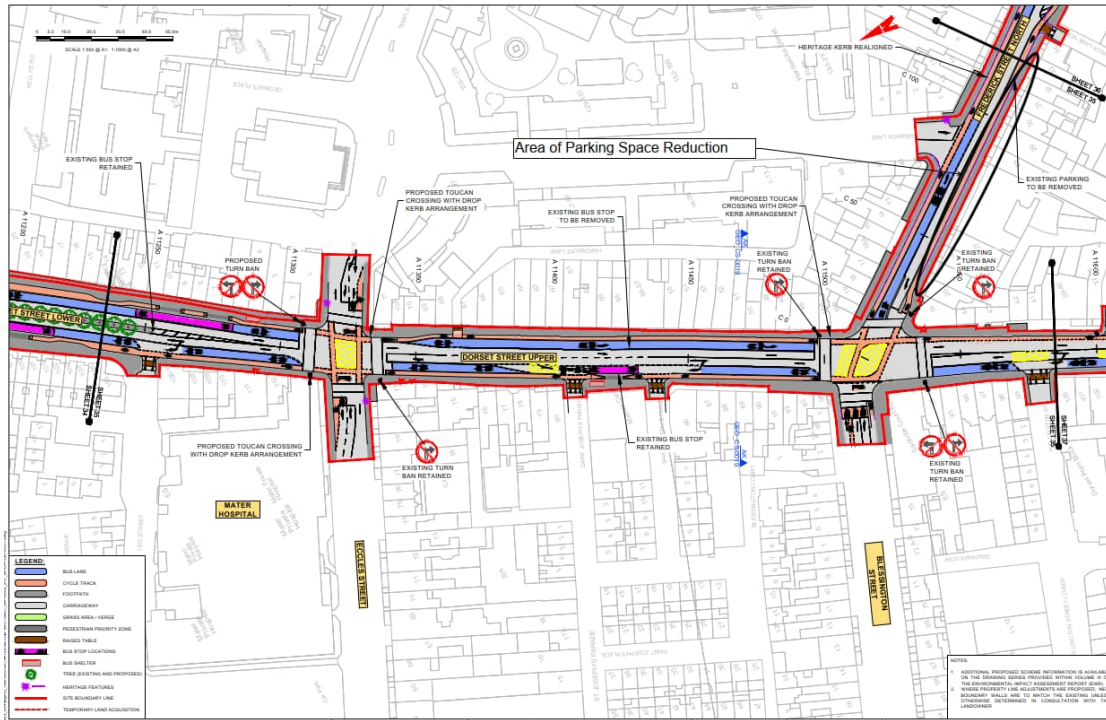


Figure 12.3: Commercial Parking Impact: Paid Parking – Frederick Street North

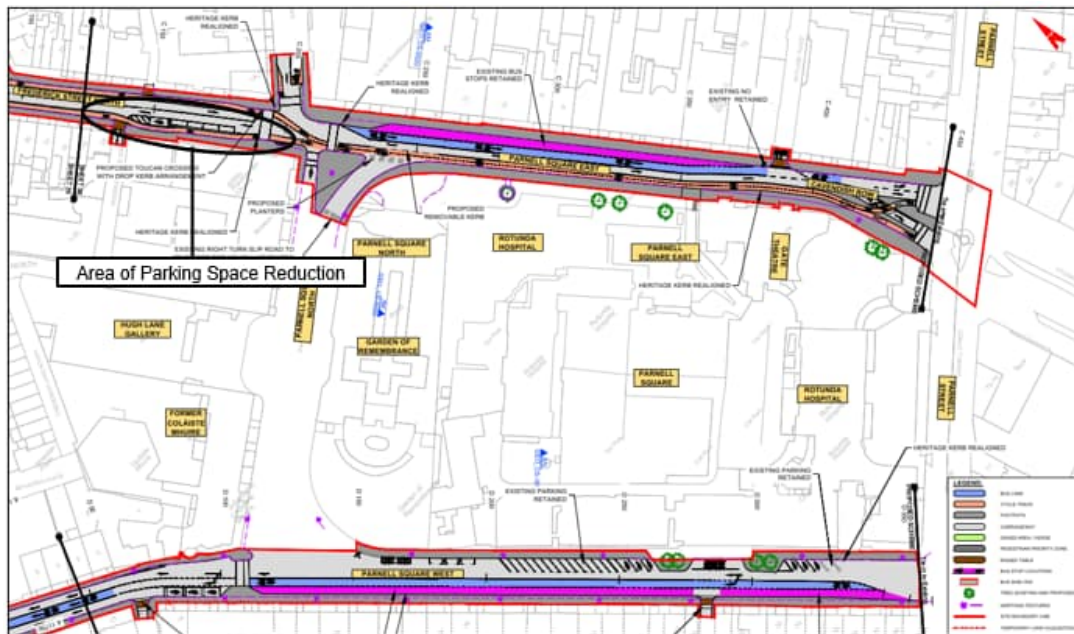


Figure 12.4: Commercial Parking Impact: Paid Parking – Frederick Street North

Figure 12.3 demonstrates the locations where current design proposals necessitate impacting paid parking spaces along Frederick Street North. The existing parking located between Frederick Lane North and Parnell Square North

will be maintained, however reduced in capacity as one disabled permit parking bay is lost to allow for the northbound segregated cycle track and footpath provision.

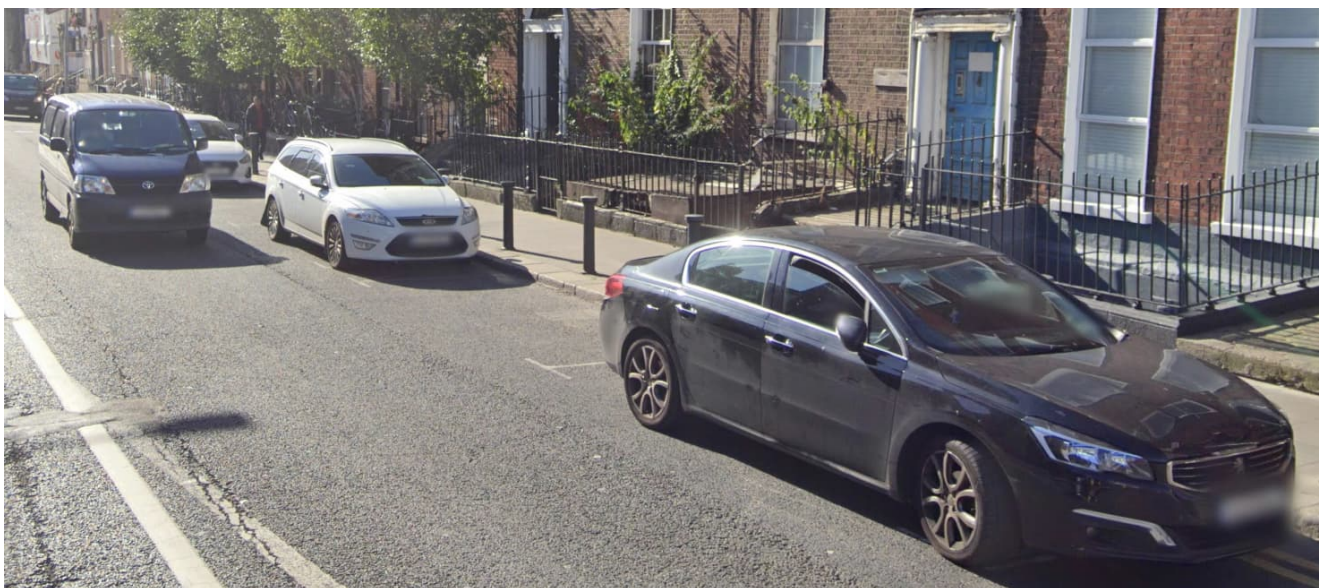


Figure 12.5: Commercial Parking Impact – Frederick Street North

### 12.2.2 Illegal Parking

No illegal parking has been observed at Frederick Street / Parnell Square.



### 12.2.3 Design Impact Summary

Table 12.1: Design Impact – Frederick Street North

Existing Parking Facilities	Number of Spaces	Loss of Parking
Designated Paid Parking	19	15
Permit Parking	0	0
Disabled Permit Parking	2	1
Loading/Unloading (in Designated Loading Bays)	0	0
Loading/Unloading (outside Designated Loading Bays)	0	0
Taxi Parking (Taxi Rank)	0	0
Commercial Vehicles Parked for Display (Car Sales)	0	0
Illegal Parking	0	0
Informal Parking	0	0
Adjacent Parking	Approx. 89	0

## 12.3 Potential Mitigation Measures (Alternative Parking Arrangements)

### 12.3.1 Commercial Designated Paid Parking

Potential mitigation measures have been identified at the impacted paid parking locations along the North Frederick Street which may be considered to reduce the impact of the design proposals in Section 12.4 Options Analysis.

1. Retain the existing paid parking by removing the cycle lane from the northbound lane.
2. Divert the paid parking to adjacent resident parking as shown in Figure 12.6.
3. Retain the existing parking layout to preserve residential parking space.

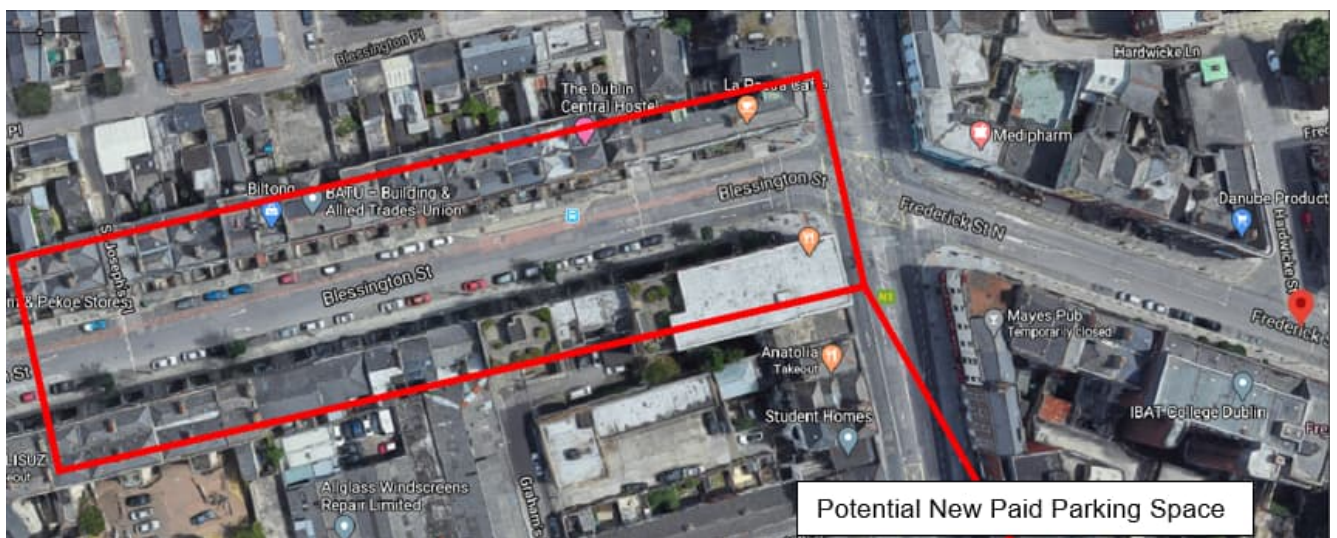


Figure 12.6: Alternative Parking Provision for Paid Parking at Hardwicke Street from Frederick Street North.

## 12.4 Options Analysis

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

Table 12.2: Options Analysis Table –Frederick Street North

Item	Proposal	Analysis	Viability (Y/N)
Alternative Parking Provision at Frederick Street North.			
1	Retain the existing paid parking by removing the cycle lane from the northbound lane	Removing the cycle lane from the northbound direction would go against the objectives of the scheme.	N
2	Divert the paid parking to adjacent parking.	The current paid parking provides for 19 car spaces. It may be feasible to accommodate a portion of these spaces (4 spaces) along the adjacent Hardwick Street. Some parking spaces may be accommodated at residential parking spaces 100m to the North, along Blessington Street and Wellington Street Lower.	Y
3	Retain the layout as existing to preserve paid parking space.	The current layout does not provide for segregated cycle lanes in the northbound direction and a shared bus lane – cycle lane on the southbound side. Preserving this would go against the objectives of the scheme.	N

### 12.4.1 Recommendations

#### 12.4.1.1 On-Road parking at Frederick Street North

The impact on paid parking along Frederick Street North to allow for a segregated cycle track and footpath provision is considered acceptable.

There is potential to accommodate some paid parking spaces along the adjacent Hardwick Street, and there is further residential parking 100m to the north along Blessington Street and Wellington Street Lower.

This area of the scheme should tie in with the planning approved DCC Urban Plan to develop Parnell Square, which seeks to reduce parking facilities to a minimum to encourage the development of a pedestrianised urban quarter. The increase in cycling, walking, and public transport facilities at this location due to BusConnects will work to minimise the disruption caused by the removal of on-road parking facilities.

## 13. Summary of Figures

### 13.1 Overview

Table 13.1 to Table 13.7 below lists the totals for each of the areas assessed along the proposed Bus Connects from Swords to City Centre Scheme .

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

- Coachman's Inn - Swords Road / Old Stockhole Road; this section covers the area of southbound traffic, which starts from the main road towards the Coachman's Inn – Swords Road / Old Stockhole Road intersection;
- Paddy Shanahan Cars, Swords Road / Old Airport Road; this area extends from Paddy Shanahan Cars at Swords Road towards the Old Airport Road;
- Swords Road / Schoolhouse Lane; this section covers the area of parking spaces along Swords Road between Church Lane and Magenta Crescent, including Schoolhouse Mews and TEG (Trade Electric Group);
- Swords Road / Shanowen Road; this area extends from parking spaces along the residential area located in the northbound direction along the Swords Road at Shanowen Road;
- The Comet, Swords Road; this area extends from northbound direction, covering commercial parking spaces from the main road at the Comet retail premises, and covers the area of parking in the southbound direction, which consists of mix commercial and informal car parking spaces;
- Lower Drumcondra Road / Alphonsus Road to Whitworth Road; this section covers the area at Lower Drumcondra Road / Clonliffe Road to Whitworth Road in the direction of southbound and northbound traffic, including the commercial car parking spaces;
- Frederick Street North; this section covers the area of parking spaces along the Frederick Street North East, which also considers on-road parking spaces;

Table 13.1: Breakdown of Figures - Swords Road / Old Stockhole Road

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	0	0	0
Permit Parking	0	0	0
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	42	29	-13
Adjacent Parking	78	78	0
Total Change	120	107	-13

Table 13.2: Breakdown of Figures - Paddy Shanahan Cars, Swords Road / Old Airport Road

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	0	0	0
Permit Parking	0	0	0
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)	46	32	-14
Illegal Parking	0	0	0
Informal Parking	0	0	0
Adjacent Parking	0	0	0
Total Change	46	32	-14

Table 13.3: Breakdown of Figures - Swords Road / Schoolhouse Lane

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	0	0	0
Permit Parking	0	0	0
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	20	17	-3
Adjacent Parking	22	13	-9
Total Change	42	30	-12

Table 13.4: Breakdown of Figures - Swords Road / Shanowen Road

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	0	0	0
Permit Parking	0	0	0
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	7	0	-7
Adjacent Parking	0	0	0
Total Change	7	0	-7

Table 13.5: Breakdown of Figures – The Comet, Swords Road

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	0	0	0
Permit Parking	0	0	0
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	47	46	-1
Total Change	47	46	-1

Table 13.5: Breakdown of Figures - Swords Road / Iveragh Road

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	4	3	-1
Permit Parking	0	0	0
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	2	0	-2
Adjacent Parking	15	15	0
Total Change	21	18	-3

Table 13.6: Breakdown of Figures - Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	9	6	-3
Permit Parking	0	0	0
Disabled Permit Parking	0	0	0
Loading/Unloading (in Designated Loading Bays)	9	9	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	226	226	0
Total Change	244	241	-3

Table 13.7: Breakdown of Figures - Frederick Street North

Existing Parking Facilities	Number of Spaces	Scheme	Loss of Parking
Designated Paid Parking	19	4	-15
Permit Parking	0	0	0
Disabled Permit Parking	2	1	-1
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	89	89	0
Total Change	110	94	-16

## 13.2 Impact

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

The most notable of these impacts are as follows:

- Coachman's Inn - Swords Road / Old Stockhole Road; 13 informal car park spaces will be lost as a part of ongoing BusConnects scheme, which are located in adjacent to the Coachman's Inn.
- Paddy Shanahan Cars, Swords Road / Old Airport Road; 14 commercial vehicles parked for Display (Car Sales) will result in a loss of car parking spaces at Paddy Shanahan Car in the junction of Swords Road/Old Airport Road.
- Schoolhouse Mews and TEG Building; 12 commercial car parking spaces to be removed as a part of BusConnects scheme.
- Swords Road / Shanowen Road; removal of 7 informal residential car parking spaces, to be replaced with 12 off-street spaces.
- The Comet Swords Road, 1 adjacent commercial parking space will result in a loss of car parking arrangements in The Comet Swords Road.
- Swords Road / Iveragh Road; current scheme proposes a loss of 3 commercial car parking spaces which is reduced from 7 to 4 in order to accommodate a segregated cycle lane and island bus stop.
- Along the Lower Drumcondra Road between Alphonsus Avenue to Whitworth Road; the number of commercial parking spaces is reduced from 9 to 6 spaces. The reduction in commercial parking spaces is to be diverted to the adjacent parking spaces at St. Anne's Road.
- Frederick Street North; the scheme proposes a loss of 1 disabled parking bay and 15 designated parking spaces.

## 14. Conclusion

### 14.1 Overview of Recommendations

- Coachman's Inn - Swords Road / Old Stockhole Road: The design proposes the removal of 13 car park spaces where the majority of those impacted car park spaces are being used as parking for Coachman's Inn. As the Coachman's Inn has parking provision for 78 car parking spaces on its own land, the removal of 13 car park spaces at this location is deemed acceptable.
- Paddy Shanahan Cars, Swords Road / Old Airport Road: Despite the fact that 14 commercial car parking spaces will be removed as a part of Bus Connects Scheme, it is feasible to allow for segregated cycle track provision. Moreover, it is acceptable because the commercial site will retain most of its display spaces.
- Swords Road / Schoolhouse Lane: Although on-road commercial car parking spaces to be removed as a part of the proposed Bus Connects Scheme, it is feasible to facilitate segregated cycle track bus provision and considered as acceptable. Furthermore, there is an opportunity to transfer the demand in the existing facilities; available car park spaces to be used on Schoolhouse Lane and outside of Saint's Pappan's Church of Ireland.
- Swords Road / Shanowen Road: Whereas there is an impact on residential parking along the Swords Road and Shanowen Road, the provision of bus lanes is considered acceptable as there is an opportunity for those residents to receive dedicated alternative parking spaces through the driveway in their front gardens.
- Comet Swords Road: It is feasible to facilitate bus lanes provision as the impacted parking considered is only 1 of 11 available commercial parking spaces at the Comet.
- Swords Road/Iveragh Road: Although there is an impact on commercial on-road parking at Swords Road / Iveragh Road it is feasible to allow segregated cycle track, bus stop island and footpath provision. The removal of 3 commercial car park spaces along Swords Road is deemed as acceptable due to the availability of 15 other parking spaces on Iveragh Road..
- Lower Drumcondra Road / Alphonsus Avenue to Whitworth Road: Although there is an impact on commercial on-street parking at Clonliffe Road, it is feasible to allow segregated cycle track and footpath provision, and it is considered as acceptable due to availability of parking spaces at St. Anne's Road. Therefore, the removal of 3 adjacent car park spaces along the Lower Drumcondra Road to accommodate the demand on those available spaces deemed as acceptable.
- Frederick Street North: It is feasible to facilitate segregated cycle track and footpath provision whereas the impacted parking spaces is considered as acceptable. There is an opportunity to accommodate additional demand of paid parking spaces along the adjacent Hardwick Street, and an additional parking spaces are available from 100 m up to the north side along Blessington Street and Wellington Street Lower.