



# Phoenix Park Draft Parking Strategy

**Public Consultation**

April 2023



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# Executive Summary

The Phoenix Park is located at the western edge of Dublin City Centre and to the north of the River Liffey. It lies within Dublin City Council's administrative area and is bordered by Fingal County Council at its western boundary. It is managed by the Office of Public Works (OPW).

The Park covers an area in excess of 700 hectares and is one of the largest designated landscapes of any European city. It serves a wide range of functions and is an important location in terms of its biodiversity and wildlife habitat, historical and archaeological significance and the extensive recreational opportunities it provides. Several important institutions and nationally important visitor attractions are found in the Park including Áras an Uachtaráin, St Mary's Hospital, An Garda Síochána Headquarters, Dublin Zoo and the Phoenix Park Visitor Centre.

The OPW's long-term vision for the Phoenix Park combines its protection and conservation with enabling appropriate access and use by Dubliners and visitors from further afield. However, the presence of a number of attractors and institutions of national importance within the Park result in significant trip generation by all modes and associated parking pressures. Reconciling and balancing the need to maintain access for all to the Phoenix Park with the need to protect its historical landscape, biodiversity and visitor safety is of critical importance.

This Parking Strategy has been developed following recommendations set out in the Phoenix Park Transport & Options Mobility Study (2021)

and considers both vehicular and cycle parking, including the needs and parking requirements of those with mobility issues. It provides a comprehensive vision for parking management in the Phoenix Park and complements existing wider plans, policies and strategies adopted by both the OPW and key stakeholders.

The Strategy has been developed in collaboration with the Phoenix Park Working Group and the Phoenix Park Steering Group, comprising Dublin City Council (DCC), Fingal County Council (FCC) and the National Transport Authority (NTA). SYSTRA was commissioned by the OPW to develop the Parking Strategy and progress the public consultation phases.

Recognising the importance of the Phoenix Park to the population of Dublin and further afield, views of the general public and key stakeholders have been gathered regarding cycle and car parking. Opinions, comments and ideas raised by all groups through the engagement process have been used to directly inform and shape options developed as part of and contained within the Parking Strategy.

Across all policy levels importance is placed on achieving a modal shift in travel behaviours towards sustainable travel and reducing car demand in mitigating against the Climate Emergency and impacts of car-based travel. The Government's Sectoral Emissions Ceilings, announced in July 2022, seek a 50% reduction in transport-related carbon emissions by 2030.



**OPW** Oifig na  
nOibreacha Poiblí  
Office of Public Works



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council





In Dublin City and the Greater Dublin Area there is a focus on reducing congestion during peak hours and removing incentives of private vehicle travel through the expansion and efficiency of sustainable transport options. This aims to fulfil the Sustainable Mobility Policy's target for a 10% reduction in fossil fuel kilometres driven by 2030. As detailed in the National Planning Framework 2040, this is to be offset with a minimum increase of 500,000 active / sustainable journeys daily.

A balance needs to be struck in ensuring safety of Park users travelling on foot and by cycle whilst facilitating access for all, including those for whom the car is the only viable mode to access the Park. Such users may include visitors with disabilities and older persons.

The Phoenix Park provides significant car parking provision with over 2,200 spaces; however, particular locations experience demand that exceeds supply, resulting in unsafe and inappropriate car parking practices. Variances in demand across the Park could suggest a general public unawareness of the wider parking provision within the Park.

Opportunities exist to mitigate against instances of problematic car parking without increasing overall levels of supply, the latter of which has potential to contradict the wider objectives of the Phoenix Park Conservation Management Plan (2011). This aligns with the OPW's overarching objective of reducing vehicular congestion within the Park and can be supported through improvements to active travel and public transport infrastructure and accessibility both within and in the vicinity of the Park.

Growth plans of key attractors (including the Phoenix Park Visitor Centre, Dublin Zoo and Magazine Fort) have potential to increase demand for parking. In the short-term, it is considered that better use of existing car parking provision, coupled with continued support for active and sustainable modes, is likely to accommodate parking demand. However, anticipated growth in visitor numbers in the medium- and long-term may result in a future need to increase overall car parking provision either within or outside of the Park.

Six objectives have been established to guide the development of options for the Parking Strategy.

1

1: Protect the historic landscape, heritage, biodiversity and character of the Phoenix Park, ensuring parking-related activity does not negatively impact upon these.

2

Support the use of travel by more sustainable means through provision of supporting infrastructure and considered management of demand for parking.

3

Do not negatively impact upon the Phoenix Park's biodiversity including wildlife, plant species and their habitats.



4

Ensure parking plays a role in helping to reduce transport-related climate change contributions, aligning with wider visions and ambitions of Dublin City Council, Fingal County Council and Government policy.

5

Manage and optimise cycle and car parking provision to best meet the needs of all users of the Park.

6

Ensure parking provision is suitable for all Park users, including cyclists, visitors with disabilities and older persons.

A range of options have been identified and appraised as part of the Parking Strategy, with options grouped under a series of overriding themes:



Within all options identified, it remains vital that due consideration is given to the sensitive setting of the Park and its historical, biodiversity, archaeological and landscape importance and that impacts on these are minimised, to ensure the setting of the Park remains as is for those visiting.

Options have been appraised using the Common Appraisal Framework (CAF) for Transport Projects and Programmes published by the Department of Transport, Tourism and Sport. A secondary assessment has been undertaken of each assessed option to confirm its suitability for the Phoenix Park from a financial and deliverability perspective.

The assessment of options has considered appropriate transport and mobility criteria alongside criteria relevant to the specific and sensitive requirements of the Phoenix Park itself, such as opportunities to experience recreation, nature and tranquillity, as well as protection of the Park's landscape, historic character and biodiversity.

It is important that a balance is found to identify the options that best meet the overall objectives of the Parking Strategy whilst also aligning with wider principles for the management and conservation of the Park. Options have been developed in line with recommendations contained in the Transport & Mobility Options Study (2021), which highlights the importance of providing a safe and accessible transport network, and the general principles of the Phoenix Park Conservation Management Plan (2011).

The Parking Strategy covers a ten-year period with options identified for the short-term (0-2 years), medium-term (2-5 years) and long-term (5-10 years). Options are intended to provide the OPW with an informed evidence base to consider and take forward options that are considered to be most appropriate to align with wider objectives and goals. It is proposed that the Parking Strategy is implemented in a phased approach to ensure that measures that can be easily implemented and address immediate issues can be implemented and delivered at the earliest opportunity whilst being fully aligned with the overall Parking Strategy.

Strategy recommendations for the short, medium and long-term are summarised below. Ratings for cost (low, medium and high) are proportional to other options and reflect financial costs to the OPW as the overseeing body for the Phoenix Park.

**Table 1. Strategy Indicative Action Plan**

Option & Description	Timeline	Complexity	Cost
<b>CYCLING</b>			
Increased cycle parking provision within the Park.	Short	Low	Low
Increased cycle hire available within / close to the Park.	Short	Low	Medium
Provision of shared micro-mobility facilities within / close to the Park.	Medium / Long	Medium	Medium
<b>PUBLIC TRANSPORT / ALTERNATIVE MODES</b>			
Support wider feasibility work investigating the potential to enhance public transport availability within and close to the Park.	Short / Medium / Long	Low / Medium	Low
<b>CAR PARKING SUPPLY</b>			
Realignment of Phoenix Park Visitor Centre car park to increase capacity.	Medium	Medium	Medium
Continued use of temporary parking area adjacent to The Lord's Walk.	Short / Medium	Medium	Low
Enhancements to The Lord's Walk to deliver increase in capacity.	Medium	Medium	High
Introduce improvements to Knockmaroon Gate car park.	Short	Low	Medium
Create new off-road car park near Castleknock Gate.	Medium	High	High
Provision of new publicly accessible car parking within the Park (e.g. at Ratra House, on Ordnance Survey Road).	Short / Medium	Medium	Medium
Enhance coach parking facilities within the Park.	Short / Medium	Low	Medium
<b>ACCESSIBILITY</b>			
Introduce provision of accessible cycle parking across the Park.	Short / Medium	Low	Medium
Increase provision of car parking for people with disabilities.	Short / Medium	Low	Low
Introduce age friendly car parking within the Park.	Short / Medium	Medium	Low

Option & Description	Timeline	Complexity	Cost
<b>LEGISLATION</b>			
Amend Phoenix Park Act to remove enforcement and charging limits / introduce new primary legislation.	Short / Medium	High	Medium
Create bye-laws for any charging / enforcement taken forward.	Medium / Long	Medium	Low
<b>PRICING TARIFFS / OPERATIONS</b>			
Introduction of parking charges across entirety of the Park.	Medium / Long	Medium	Medium
Introduce maximum durations of stay for parking in the Park.	Medium / Long	Medium	Medium
<b>ENFORCEMENT</b>			
Physical measures (e.g. planting, signage, railings).	Short	Low	Medium
Increased enforcement activity / personnel.	Short / Medium	Medium	Medium
<b>WAYFINDING &amp; SIGNAGE</b>			
Introduce physical signage for parking and pedestrian wayfinding within the Park.	Short / Medium	Low	Medium
Use of Variable Message Signs on routes approaching the Park.	Short / Medium	Medium	Low
<b>MARKETING, COMMUNICATIONS &amp; INFORMATION PROVISION</b>			
Improve online information provision concerning cycle parking, public transport and car parking within the Park.	Short	Low	Low
Routing information for car travel.	Short	Low	Low
Highlight areas where parking is not permitted and identify alternative locations.	Short	Low	Low
Create a working group with local authorities / Garda, and engage with key stakeholders.	Short	Medium	Low



# 1 | Introduction

## 1.1 General

The Phoenix Park is located at the western edge of Dublin City Centre and to the north of the River Liffey. It lies within Dublin City Council's administrative area and is bordered by Fingal County Council at its western boundary. The Park covers an area in excess of 700 hectares and is enclosed by an 11km long perimeter wall. It is one of the largest designated landscapes of any European city and is managed by the Office of Public Works (OPW).





The Park serves a wide range of functions and is an important location in terms of its biodiversity and wildlife habitat, historical and archaeological significance and the extensive recreational opportunities it provides. It is also home to several important institutions and nationally important visitor attractions, including Áras an Uachtaráin, St Mary's Hospital, An Garda Síochána Headquarters, the Phoenix Park Visitor Centre and Dublin Zoo.

The largest urban park in Dublin and one of the largest enclosed public parks in a European capital city, the Phoenix Park is recognised as a 'green lung' for Dublin. It is an important biodiversity resource for the Greater Dublin area providing 24 different habitats, over 220 hectares of woodland and trees and 380 hectares of unique urban grasslands. The Park supports 50% of all mammal species and about 40% of bird species found in Ireland, including a population of over 550 wild fallow deer.

In light of its importance in terms of biodiversity, recreational, landscape and archaeology, the Park is allocated in the Dublin City Development Plan (2016-2022) as land use type Z9, which emphasises the objective to ***'preserve, provide and improve recreational amenity and open space and green networks'***.

The OPW's long-term vision for the Phoenix Park combines its protection and conservation with enabling appropriate access and use by Dubliners and visitors from further afield. The Phoenix Park Conservation Management Plan (2011) sets the following overall vision for the Park:

'To protect and conserve the historic landscape character of the Phoenix Park and its archaeological, architectural and natural heritage whilst facilitating visitor access, education and interpretation; facilitating the sustainable use of the Park's resources for recreation and other appropriate activities, encouraging research and maintaining its sense of peace and tranquillity'.



The presence of a number of attractors and institutions of national importance within the Park result in significant trip generation by all modes and associated parking pressures. The Park is utilised as a strategic route for through vehicular traffic movements between the city centre and surrounding suburban locations, and is subject to commuter-based parking by people not visiting the Park.

Reconciling and balancing the need to maintain access for all to the Phoenix Park with the need to protect its historical landscape, biodiversity and visitor safety is of critical importance. The Phoenix Park Transport & Mobility Options Study (2021) sets out a series of options for how visitors will access, experience and move within the Phoenix Park while ensuring the Park's environments are protected. It identifies long-stay commuter parking and high levels of inappropriate parking both within and around the perimeter of the Park as major issues. As a result, one of the study's key recommendations is the development and implementation of a Parking Strategy to:

'not only reduce the parking demand and traffic volumes at key attractions such as the Visitor Centre and Dublin Zoo, but also promote the switch to sustainable modes of travel to access the Park'.

## 1.2 Parking Strategy Overview

The Parking Strategy considers both vehicular and cycle parking within the boundary of the Phoenix Park, as well as potential impacts on the immediate surrounding area. The term cycle is used to refer to all types of bicycles, cargo bikes and adapted cycles. The Strategy also addresses the needs and parking requirements of those with mobility issues.

The Strategy focuses on parking demand, patterns and travel behaviour during periods of normal operation within the Park. It is recognised that the Park infrequently holds a number of large events (such as Bord Bia Bloom for five days in the year and Garden Parties at Áras an Uachtaráin) and concerts; however, given the bespoke nature of these events and

their individualistic parking and access requirements, event-based parking activity is not included within the scope of the Parking Strategy. Addressing employee parking associated with institutions based in the Park and infrequent instances of higher parking demand during instances of hot weather is not considered as part of the Parking Strategy.

The Strategy has been informed by a detailed assessment of existing parking supply in the Park, covering provision for both cars and cycles. Consideration is given to the following parking types:

- **Off-Road:** surface level car parks
- **On-Road:** kerbside parking opportunities

The Parking Strategy provides a comprehensive vision for parking management in the Phoenix Park and complements existing wider plans, policies and strategies adopted by both the OPW and key stakeholders. It has been developed in collaboration with the Phoenix Park Working Group and the Phoenix Park Steering Group, comprising Dublin City Council (DCC), Fingal County Council (FCC) and the National Transport Authority (NTA).

## 1.3 Consultation & Engagement

Recognising the importance of the Phoenix Park to the population of Dublin and further afield, views of the general public and key stakeholders have been gathered at the onset of the strategy development process regarding cycle and car parking within the Park and any associated issues or opportunities. Views collated from all groups have helped inform the Parking Strategy.

An initial online public survey was undertaken to collate information from the public through a series of closed questions plus an open question to capture all other views and opinions. A total of 5,168 English responses and 28 Irish responses were received to the survey which ran from Wednesday 15th June to Sunday 10th July 2022. An overview of key themes and comments raised is provided in ["2.9 Consultation & Engagement"](#) and summarised below.

Nearly three in five respondents (57.2%) reported visiting the Phoenix Park at least once a week, with the vast majority of visits (84.0%) made for leisure or recreational purposes.

Over half of respondents (54.0%) had travelled on foot and almost one third (30.0%) by cycle for their most recent journey to the Park. Over two thirds (69.5%) had travelled with others on their most recent journey, with most (64.9%) staying in the Park for between one and three hours.

Two thirds (65.1%) of respondents suggested that they could potentially be persuaded to drive less or use another mode to access the Phoenix Park. Measures reported as most likely to encourage respondents to drive less were:

- New bus services to, or within the Park (32.1% of respondents)
- New bus services linking to multi-modal hubs (30.5% of respondents);
- Improved cycle routes to and from the Park (26.6% of respondents)
- Improved cycle routes within the Park (25.0% of respondents)

In addition, a series of stakeholder engagement meetings have been held to gather the views and opinions of employers and institutions based within the Phoenix Park, local resident groups, and elected Ministers, Councillors and TDs. Key themes covered include car and cycle parking capacity, demand and opportunities; visitor and staffing numbers; proposals for expansion / policy change; long-term visions and suggested changes to parking arrangements within the Park.

A **Stakeholder Engagement & Consultation Report** that sets out the stakeholders engaged with, alongside key findings, themes, opportunities and issues identified through the public survey and stakeholder engagement is provided at [Appendix A](#).

## 1.4 Spatial Scope

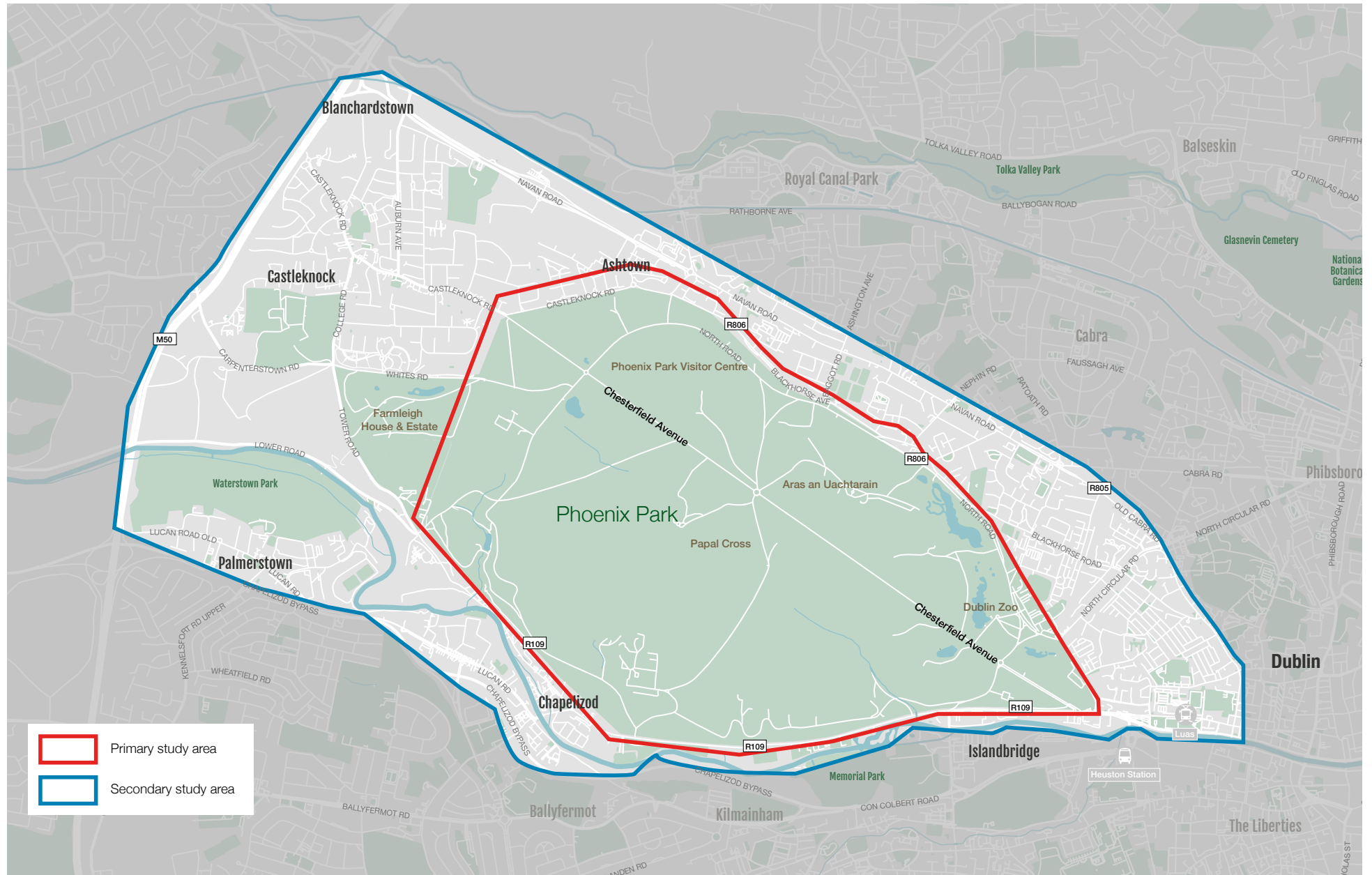
The importance of the area surrounding the Phoenix Park, alongside the Park's boundary, is recognised. As such, the spatial scope of the Parking Strategy includes areas neighbouring the Park, as shown in [Figure 1](#).

The primary study area, where the majority of recommendations and specific actions are focused, is within the perimeter wall of the Phoenix Park. It is important that the potential impact of any specific measures identified within the boundary of the Park on parking behaviours in the surrounding areas is considered. Therefore a secondary study area incorporating the immediate external hinterland is also considered. This falls outside the ownership of the OPW.





**Figure 1. Phoenix Park Study Area**





## 1.5 Parking Strategy Structure

Following this introduction, the remainder of the Parking Strategy is structured as follows:



### Section 2: Baseline Assessment

Summarises the baseline assessment that has informed the development of the Parking Strategy.



### Section 3: Strategy Development Process

Details identified issues, challenges and opportunities, alongside key objectives for the Parking Strategy, and the assessment methodology utilised to appraise potential options.



### Section 4: Options Development

Sets out the range of potential tools and scheme measures available to influence future parking demand and the quality and quantity of provision, identifying those considered most appropriate for the Phoenix Park.



### Section 5: Indicative Action Plan

Provides a plan for delivery of the Parking Strategy.



## 2 | Baseline Summary

### 2.1 Overview

This section provides an overview of the main outcomes of the baseline assessment work. Having a robust understanding of these ensures that the Parking Strategy delivers an optimal solution to best cater for the needs of all users of the Park.







## 2.2 Baseline Review

A detailed baseline assessment of the current supply of and demand for cycle and car parking and the wider transport offer both within and external to the Phoenix Park has been completed. This encompassed:

- Relevant current and emerging policies, legislation and strategies that need to be considered when developing parking policy, including within the specific environmental context of the Phoenix Park;
- Current transport conditions, with consideration given to the road network, parking provision and locations, walk / cycle routes and public transport infrastructure;
- Desktop-based and on-site audits of existing parking provision;
- Current demand for parking within the Phoenix Park;
- Practices regarding management, enforcement and pricing;
- Consideration of key trip attractors within the Park, including the Phoenix Park Visitor Centre, Dublin Zoo and the Magazine Fort;
- Case studies of urban parks and zoos; and
- Comprehensive engagement with key stakeholders including employers and institutions within the Phoenix Park, resident groups, elected representatives and the general public.

## 2.3 Policy, Legislation & Strategy Context

A review of relevant current and emerging policy at international, national, regional and local levels has been undertaken to acquire a thorough understanding of the wider policy requirements, guidance and context within which the Parking Strategy sits.

Policy, strategy and guidance documentation considered includes, but is not limited to, those listed in [Table 2](#).

**Table 2. Policy, Strategy & Guidance Documentation Considerations**

## International Level

European Union Green Deal 2020

Fit for 55 Package 2021

UN Convention for the Rights of People with Disabilities 2019

## National Level

Project Ireland 2040: National Planning Framework 2040

Project Ireland 2040: National Development Plan 2018-2027

National Sustainable Mobility Policy and Action Plan 2022-2025

National Climate Action Plan 2021

National Investment Framework for Transport in Ireland 2021 (NIFTI)

Common Appraisal Framework for Transport Projects and Programmes

Our Journey Towards Vision Zero: Road Safety Strategy 2021-2030

Five Cities' Demand Management Study 2021

## Regional Level

Dublin City Development Plan 2016-2022

Dublin City Draft Development Plan 2022-2028

Greater Dublin Area Transport Strategy 2016-2035

Dublin City Council Active Travel Network

Dublin City Parks Strategy 2019-2022

## Local Level

Phoenix Park Transport & Mobility Options Study 2021

Phoenix Park Conservation Management Plan 2011

Phoenix Park Visitor Experience Strategic Review 2019

Phoenix Park & Visitor Centre Behaviour & Attitudes Study 2017

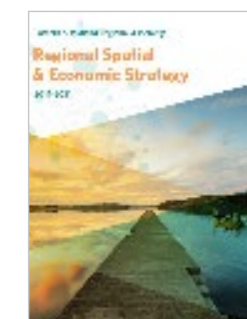
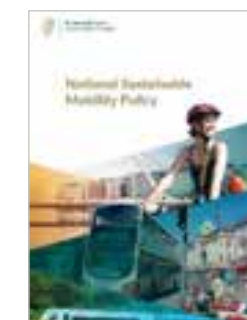
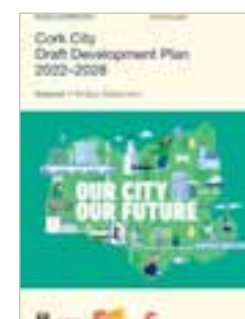
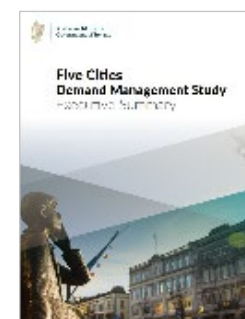
Phoenix Park Act, 1925

## Guidance Documents

National Cycle Manual

Design Manual for Urban Roads and Streets

Permeability: A Best Practice Guide





The policy review has stressed the importance of achieving a modal shift in travel behaviours towards sustainable travel in supporting the Climate Emergency. Across all policy levels there is an aim to achieve a reduction in car demand throughout Ireland and in particular urban areas by facilitating easier sustainable travel journeys.

In Dublin City and the Greater Dublin Area there is a focus on reducing congestion during peak hours and removing incentives of private vehicle travel through the expansion and efficiency of sustainable transport options. This aims to fulfil the Sustainable Mobility Policy's target for a 10% reduction in fossil fuel kilometres driven by 2030. As detailed in the National Planning Framework 2040, this is to be offset with a minimum increase of 500,000 active / sustainable journeys daily.

It is recognised by Government that an increase in parking provision to fully accommodate demand is an unsustainable measure that does not align with wider policy goals and objectives. Rather, for these targets to be realised, there is ongoing work across all levels of governance to improve, maintain and expand existing pedestrian, cycle and public transport networks, with significant funding allocated to such projects through the National Development Plan (2021 - 2030).

A reduction in private vehicle use in the Greater Dublin Area has been promoted through the provision of shared mobility services with over 2,000 cycles and 400 cars now present. Such shared vehicles aim to realise the benefits of travel by modes without the need for ownership, aiding the transition to cycling as a dominant mode and reducing the need for private vehicle ownership. To further increase active travel mode share a new network of permeable pedestrian and cycle routes has been developed within the GDA Transport Strategy and local development plans to provide direct connections to amenities and services. The GDA cycle network is to see a continual expansion in kilometres of dedicated cycle lanes and increased length of Greenways.

## 2.4 Transport Network

The Park is located between two heavily trafficked National Road Corridors, the N3 and N4, and in proximity to the M50 (orbital route around the perimeter of Dublin), which is one of Ireland's busiest motorways. The strategic location of the Phoenix Park within the Greater Dublin Area, coupled with the convenient parallel alignment of Chesterfield Avenue, contribute to the Park being used as a through-route between the city centre and several suburban areas in West Dublin.

This can conflict with the primary function of the internal road network within the Park, which is to facilitate access to the Park and the institutional, recreational and visitor attractions it provides for both staff and visitors.

### Access

Access to the Phoenix Park is achieved via eight vehicular and pedestrian accesses, the locations of which are shown in [Figure 2](#), complemented by an additional six pedestrian-only accesses. The movement facilitated at each gate varies, with a mix of exit only, entrance only, and both exit and entrance options ([Table 3](#)). The primary accesses to the Park are Parkgate Street Gate to the south-east and Castleknock Gate to the north-west. Both are open to the public on a 24 hour basis, with the remaining gates open between 07:00 and 23:00 daily.

Figure 2. Location of Park Access Gates



Table 3. Vehicle Access Gates

Gate	Entry	Exit
Parkgate Street	✓	✓
North Circular Road	✓	✓
Cabra	✓	✓
Ashtown	✓	✓
Castleknock	✓	✓
Knockmaroon	✓	✓
Chapelizod	✓	✗
Islandbridge	✗	✓

## Public Transport Accessibility & Services

Despite no public bus service routing through the Park at present, several bus routes, the majority of which are operated by Dublin Bus, operate in the immediate vicinity of the Park, along the R109, R101 and R806.

Several new bus corridors that form part of the NTA's Bus Connects programme for the Greater Dublin Area are proposed to run in proximity of the Phoenix Park, including the B Spine and C Spine core corridors. These will improve future accessibility to and from the Park via public transport.

Heuston Station is one of Ireland's primary rail stations and links Dublin to the south, southwest and west of the country. It is located to the southeast of the Park on the opposite side of the River Liffey, approximately 600m from the Parkgate Street Gate. Ashtown Station, located 600m north of the Ashtown Gate, provides access to commuter rail services running between Dublin and Longford, connecting the Phoenix Park to large suburban communities in the Greater Dublin Area. Access to these commuter rail services is also provided from Navan Road Parkway Station.

Dublin's Luas system comprises two lines, Green and Red, with the Red Line serving Heuston Station and the Green Line serves Broombridge Station, located approximately 2km north of the Cabra Gate.

Despite the proximity of both Luas services and Heuston Station, legibility and wayfinding between the Park and nearby stations could be improved.

## Pedestrian & Cycle Infrastructure

The Phoenix Park currently provides 27km of designated walking routes. As a result of recommendations set out within The Phoenix Park Transport & Mobility Options Study (2021), upgrades are proposed to be carried out on 6km of existing routes, particularly at the western end of the Park, along key desire lines and road crossing points.

At present 17km of dedicated cycle lanes and trails are located in the Park, facilitating both utility and recreational cycle use. The Transport & Mobility Options Study (2021) outlines a commitment to introduce an additional 14km of dedicated cycle routes and upgrade existing infrastructure.

In response to public health restrictions and guidelines introduced as a result of the COVID-19 pandemic, a number of measures have been implemented in the Park to increase space for pedestrians and cyclists. An additional 33% of space has been provided for pedestrians and cyclists on Chesterfield Avenue, the main artery of the Park, including through the reallocation of space from car parking that previously lined the road to enable the provision of over 7km of new cycle trails and an additional 7km of footpaths.





## Road Network

The Phoenix Park's internal road network comprises 25km of roadways that provide access to the Park's key destinations, institutions, recreational amenities and car parks. The primary purpose of the internal road network is to facilitate access for staff, visitors and the general public to the Park itself and the activities it provides for, as opposed to a through-route between locations outside of the Park. Chesterfield Avenue, North Road, Ordnance Survey Road and Acres Road make up the primary internal road network.

A pilot one-way system for vehicles was introduced on North Road in February 2022, with vehicles permitted to travel in a city-bound direction and full permeability remaining for cyclists and pedestrians. Traffic calming interventions have been introduced on Upper Glen Road through the installation of a cul-de-sac system restricting vehicle permeability to access car parks only, with the road remaining fully permeable to cyclists and pedestrians.

## 2.5 Cycle Parking Provision

Approximately 70 cycle parking spaces in the form of Sheffield stands are provided within the Park, the locations of which are detailed in [Table 4](#) and shown in [Figure 3](#).

**Table 4. Cycle Parking Locations**

Location	No. Cycle Stands
Civil Service Cricket Club Car Park	5
Phoenix Cricket Club Car Park	5
Phoenix Park Visitor Centre	20
Papal Cross Car Park	12
Khyber Road Car Park	4
Dublin Zoo (External to Dublin Zoo Entrance / Grounds)	20
<b>Total</b>	<b>66</b>

**Figure 3. Cycle Parking Locations**



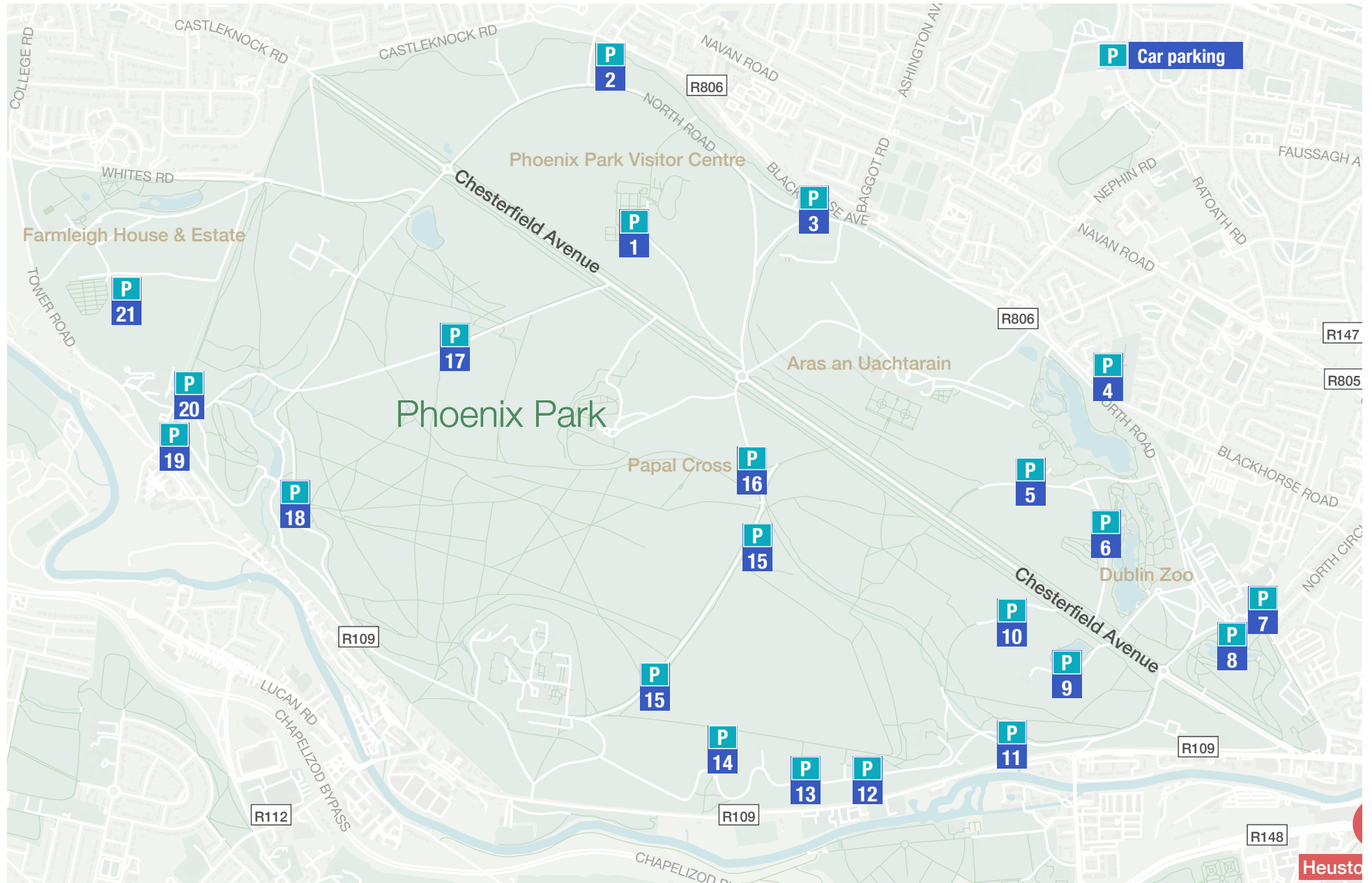
In addition, ad-hoc cycle parking takes place across the Park (for example outside the Phoenix Park Tea Rooms), suggesting demand exists for increased provision of formal cycle parking facilities across the Park. The OPW is in the process of expanding provision through the installation of an additional 100 cycle parking spaces.

## 2.6 Car Parking Provision

There are currently in excess of 2,200 car parking spaces provided within the perimeter of the Phoenix Park (including Farmleigh House & Estate) through a number of off-road car parks and on-road parking opportunities. The locations of formalised car parking, as of October 2022, are shown in [Figure 4](#) and detailed in [Table 5](#). Capacity and observed occupancy levels are also set out. However, occupancy varies throughout the day, on different days of the week and seasonally.



**Figure 4. Car Parking Locations**



**Table 5. Car Parking Locations**

	Location	Type	Capacity (Standard)	Capacity (Accessible)	Observed Use (%)
1	Phoenix Park Visitor Centre	Off-Road (Car Park)	179	11	81%-100%
2	Ashtown Gate	Off-Road (Car Park)	50*	0	0%-20%
3	North Road / Hole in the Wall	On-Road	13	0	41%-60%
4	North Road	On-Road	250	0	81%-100%
5	All Ireland Polo Club	Off-Road (Car Park)	30	0	21%-40%
6	The Lord's Walk	Off-Road (Car Park)	258	5	Full
7	Garda / Married Quarters	Off-Road (Car Park)	176	0	81%-100%
8	Fountain Road	On-Road	17	0	Full
9	Civil Service Cricket Club	Off-Road (Car Park)	61	0	81%-100%
10	Phoenix Cricket Club	Off-Road (Car Park)	97	1	61%-80%
11	Magazine Fort / Khyber	Off-Road (Car Park)	16	0	0%-20%
12/13	Military Road (East & West)	Off-Road (Car Park)	44	0	0%-20%
14	Soccer Pavilions	Off-Road (Car Park)	102	2	0%-20%
15	Acres Road	On-Road	37	0	41%-60%
16	Papal Cross	Off-Road (Car Park)	139	5	41%-60%
17	Furze Road	On-Road	100	0	21%-40%
18	Upper Glen Road	Off-Road (Car Park)	39	0	21%-40%
19	Knockmaroon Gate	Off-Road (Car Park)	24	0	21%-40%
20	Knockmaroon Road	On-Road	7	0	21%-40%
21	Farmleigh House & Estate	Off-Road (Car Park)	630	8	21%-40%

\*approximation given grassed and unmarked surface of car park

Details regarding levels of parking for people with disabilities and coach parking within the Park is presented in [4 | Option Development](#).

## 2.7 Parking Audits

Detailed audits (observed usage in [Table 5](#) above) were undertaken in June 2022 of all cycle and car parking locations within the Park, incorporating both off-road (car park) and on-road (kerbside) provision. The audits have provided a range of information about the quantity, condition, and accessibility of parking in the Park and have picked up a variance in the quality, accessibility and perceived safety of cycle and car parking locations.

## 2.8 Key Trip Attractors

### Phoenix Park Visitor Centre

The Phoenix Park Visitor Centre is located towards the northern end of the Park. It contains an exhibition on the Park's history as well as the Phoenix Café, exhibition space, Wall Garden and playground area.

It is the most popular trip attractor within the Park, receiving in excess of 1.8 million visitors in 2021. Visitor numbers to the Phoenix Park Visitor Centre and associated attractions have grown annually (noting the impact of the COVID-19 pandemic on visitor numbers in 2020), with ambitions for continued growth in future years.

An overview of visitor numbers to the Phoenix Park Visitor Centre, the Wall Garden and Playground is provided in [Table 6](#).

**Table 6. Phoenix Park Visitor Centre Trips**

	Phoenix Park Visitor Centre Area	Phoenix Park Wall Garden	Playground
2017	1,691,517	507,295	644,819
2018	1,696,410	447,326	539,724
2019	1,767,391	604,347	579,460
2020	1,641,875	201,252	396,760
2021	1,805,660	301,168	755,698
2022	2,013,211	537,328	650,440

## Magazine Fort

The Magazine Fort, located in the southeast of the Park, is situated at the previous location of the Phoenix Lodge built in 1611. In 1734 the lodge was demolished and the Magazine Fort built in its place. The magazine was utilised as an ammunition store until the middle of the 20th century, prior to being de-militarised in the 1980s.

The Magazine Fort has been unutilised for a number of years, although limited public tours have been provided by the OPW since 2016. Plans submitted by the OPW have been approved by DCC for repairs, conservation, change of use and alterations to the Magazine Fort to enable its opening to the public as a visitor attraction.

The proposals are designed to enable capacity for up to 430 people simultaneously, comprising up to 300 visitors in the main Magazine Fort, 90 visitors in the Ravelin area and associated staff.

The Local Planning Authority approved Mobility Plan anticipated that approximately two thirds of visitors (67%) will travel by cycle or on foot, with 15% of visitors and 25% of staff anticipated to travel by car. The Plan does not incorporate the provision of additional car parking, with the almost 100 standard car parking spaces located within a 10 minute walk of the Magazine Fort expected to accommodate parking demand. Cycle parking will be provided to expand upon existing provision. Public transport is available in close proximity to the Magazine Fort on Cunningham Road.





## Dublin Zoo

Dublin Zoo is one of the biggest trip attractors in the Park and an attraction of national importance. It is visited by 25% of the Irish population each year (c. 1.05 million), with an additional 250,000 visitors coming to the Wild Lights Festival held each year between November and January.

As a predominantly outdoor attraction, the zoo's busiest periods are the summer months, Bank Holidays, the Easter and Autumn school holidays and during the Wild Lights Festival. Half of visitors come from Dublin City and the Greater Dublin Area, with the remainder visiting from elsewhere in Ireland and Northern Ireland.

There are approximately 900 car parking spaces located within a 1km walk distance of the zoo's gates; however, with 85% of zoo visitors arriving by car, these parking opportunities frequently experience demand in excess of available capacity. This is in contrast to over 80% who travel to the Park by foot and cycle.

**Dublin Zoo 200, the zoo's ten-year Strategic Plan, sets an ambitious future growth target of 1.5 million annual visitor numbers by 2031 (an approximate 45% growth from current levels).**

Whilst the Strategic Plan identifies a need to focus growth on traditionally off-peak periods (achieved through 'the creation of attractive indoor spaces for animals and visitors' that help the zoo become an all-weather and all-year attraction), such levels of growth have potential to exacerbate problems with parking in the zoo's vicinity if an overall modal shift in zoo visitors is not achieved.

Assuming linear growth during the period of the Strategic Plan and no changes in the mode share of visitors, this could increase parking demand associated with Dublin Zoo by 21% by 2026 and 43% by 2031. This does not reflect the modal shift foreseen by Government.





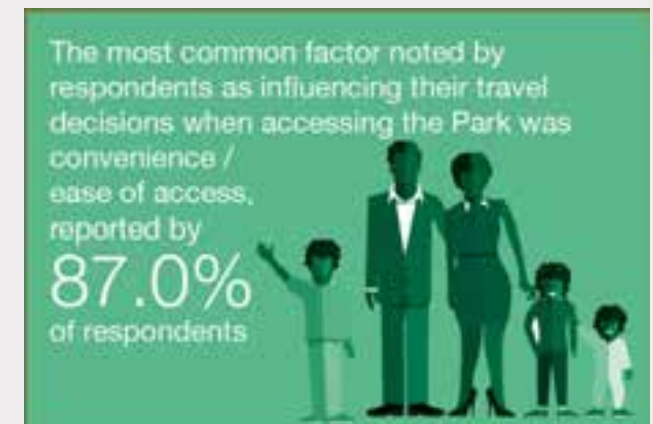
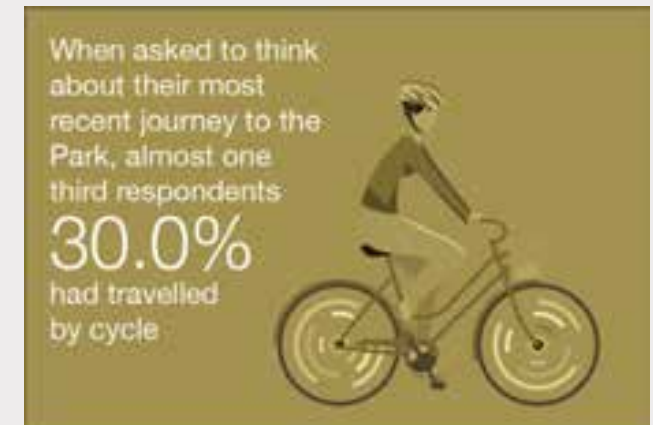
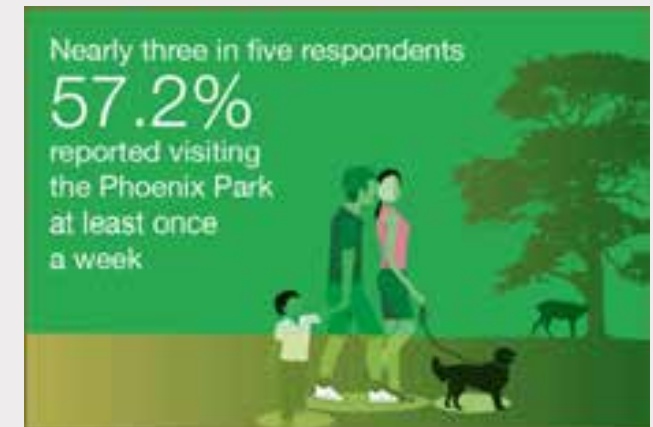
## 2.9 Consultation & Engagement

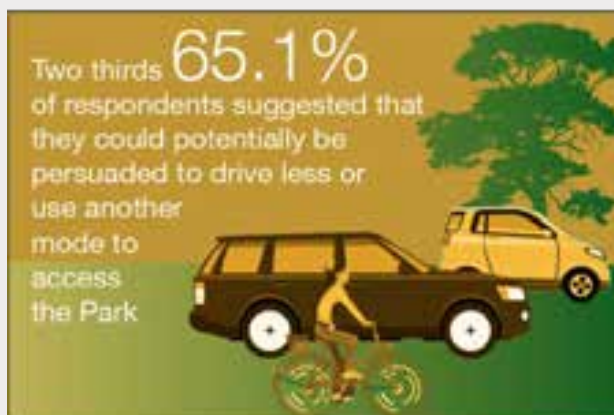
To inform the development of the draft Parking Strategy, views of key stakeholders and the general public regarding cycle and car parking and any associated issues and opportunities have been gathered.

User groups of particular importance are those visiting the Park for leisure (active and passive recreation) or to visit attractions, and employees of attractions and facilities located within the Park.

### General Public / Park Users

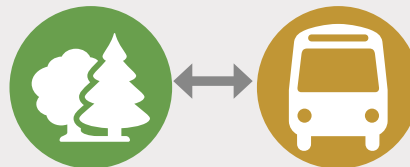
An initial online public survey has been undertaken to gather views and information on elements including concerning trip purpose, parking choice and attitudes towards and the likelihood of using alternative modes of travel. In total, 5,168 English responses and 28 Irish responses were received to the survey which ran between Wednesday 15th June and Sunday 10th July 2022.



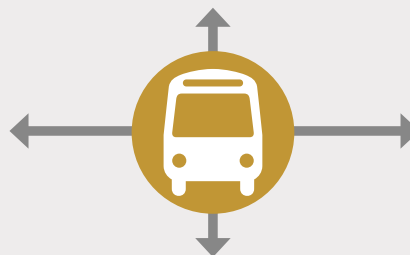


For those who do not travel by cycle to access the Park, reasons included journey distance and a lack of cycle parking availability.

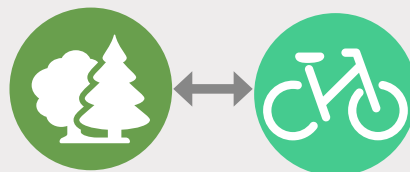
The improvements reported as most likely to encourage respondents to drive less were:



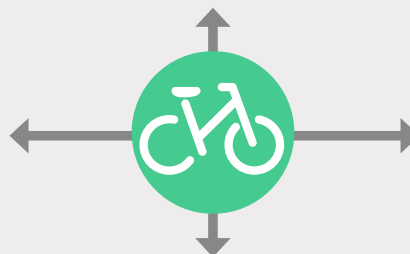
New bus services to, or within the Park  
**32.1%** of respondents



New bus services linking to multi-modal hubs  
**30.5%** of respondents

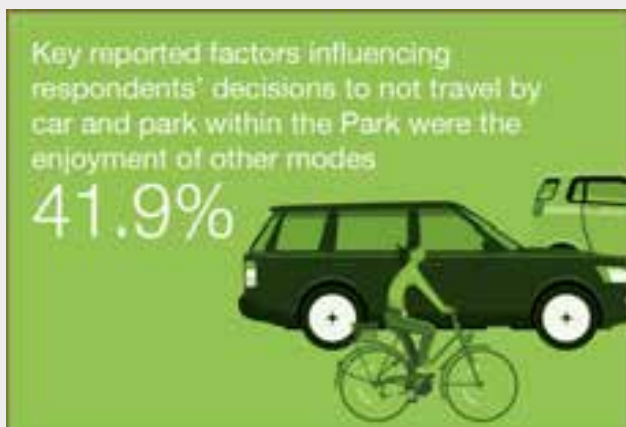


Improved cycle routes to and from the Park  
**6.6%** of respondents



Improved cycle routes within the Park  
**25.0%** of respondents





## Key themes covered within stakeholder engagement discussions included:

**Car & Cycle  
Parking Capacity**

**Parking  
Demand**

**Visitor & Staffing  
Numbers**

**Proposals for  
Expansion / Policy  
Change**

**Long-Term  
Visions**

**Suggested Changes  
to Parking**

The most frequently occurring themes raised within the open comments section of the survey related to car parking capacity, ensuring accessibility for all, cycle access and parking, and car access to the Park.

### Key Stakeholders

A series of stakeholder engagement meetings have been held to understand the views of employers and institutions based within the

Park, local resident groups, and Ministers, Councillors, Senators and TDs.

While the OPW is the body managing the Park and has operational control of parking within its boundary, the importance of engaging with external stakeholders is recognised, including those with a role in the delivery of measures outside the remit of OPW (for example public transport provision / operation and planning approvals).

**The key findings, themes, opportunities and issues identified through the public survey and stakeholder engagement, alongside a list of stakeholder groups and representatives engaged with, are detailed within the Stakeholder Engagement & Consultation Report contained at Appendix C | Stakeholder Engagement.**



## 2.10 Case Studies

Numerous case studies of urban parks and green spaces have been explored to provide a benchmark and evidence base to inform the development of the Parking Strategy. The car parking and sustainable transport strategies of urban zoos have also been reviewed. Case studies include, but are not limited to:

- Royal Parks, London;
- Central Park, New York;
- Stanley Park, Vancouver;
- Englischer Garten, Munich;
- Centennial Park, Sydney;
- Golden Gate Park, San Francisco; and
- Zoos including Prague, Berlin, London, Valencia, Edinburgh and Antwerp.



### Royal Parks, London

The Royal Parks comprise eight parks and green spaces within London (Hyde Park, Kensington Gardens, St James's Park, Green Park, Regent's Park, Greenwich Park, Richmond Park and Bushy Park). These provide green space and amenity for residents and visitors and also act as historic landscapes and important locations for biodiversity in London.

Much like the Phoenix Park, the Royal Parks face several transport-related challenges including growing visitor numbers (at present over 77 million visits annually), increased cycling activity and car parking pressure. The parks are guided by an overarching Movement Strategy and Implementation Plan adopted in June 2020, alongside individual strategies for each of the eight parks. The Movement Strategy seeks to encourage sustainable travel to and within parks, ensure accessibility for all people including families and those with limited mobility, and discourage commuter through traffic.

The Movement Strategy has introduced a series of measures to reduce dependency on car travel and promote sustainable travel, including permanent and temporary road closures (e.g. North Carriage Drive in Hyde Park and The Avenue in Greenwich Park),

restrictions on through-traffic movements (e.g. between Broomfield Hill and Robin Hood car park and between Sheen Gate and Sheen Cross in Richmond Park), and measures that seek to reduce commuter traffic (e.g. trialled partial closure of Chestnut Avenue in Bushy Park).

The Royal Parks and Other Open Spaces Regulations (1997) sets a series of regulations and bye-laws that govern activity within the Royal Parks, with enforcement activity undertaken by the Metropolitan Police Service. A series of bye-laws are implemented relating to parking management, enforcement and charging, with a series of amendments made since adoption. The most recent amendments were made in 2020 to increase parking tariffs in a number of the parks.

Different tariffs are levied in different parks, with charges in Greenwich Park presented below as an example:

- Monday to Saturday (09:00-18:00): £1.40 per hour (35p per 15 minutes, four-hour maximum stay); and
- Sundays & Public Holidays: £2.00 per hour (50p per 15 minutes, four-hour maximum stay).



### Central Park, New York

In New York, the Central Park Conservancy has introduced a movement and wayfinding strategy that includes online and physical mapping to promote use of the cycle routes around the park. This is complemented by the introduction of a series of regulations to encourage the safety of pedestrians and cyclists, including speed limit enforcements of 20 mph, limiting vehicular access and separating routes between pedestrians and cyclists. Whilst there are a number of free off-road parking opportunities in the vicinity of Central Park, no car parking facilities are provided within the park boundary, enabling access for those who need to travel by car without negatively impacting upon the park itself.



### Stanley Park, Vancouver

A number of schemes have been introduced in Stanley Park in Vancouver in an effort to reduce vehicle flow, speeds and use of the park as a through-route. Measures introduced include the closure of Lions Gate Bridge, reducing opportunities for vehicles using the park as a through route, a reduction in car parking provision throughout the park, and reallocation of a lane of the Stanley Park Drive carriageway from vehicles to cyclists.



### Englischer Garten, Munich

The City of Munich has strongly promoted an uptake in cycling by both locals and tourists. The “Simply on the Move” project promotes both the Englischer Garten and the Flaucher as key cycle routes. This complements a wider scheme across Munich to reduce reliance on private vehicle use, with a programme of converting car parking spaces to alternative uses including provision of outdoor area space for food and drink establishments.





### Centennial Park, Sydney

In Sydney, Centennial Park has faced similar issues to the Phoenix Park in terms of high levels of vehicular congestion, parking issues and high vehicle speeds. A masterplan was produced in 2013 which focused on enhancements to existing and provision of new public transport, cycle and pedestrian routes outside of the park to encourage sustainable transport for travel to and from the park. Measures implemented include changes to the opening and closing hours of access gates to reduce instances of the park being used as a through-route.



### Golden Gate Park, San Francisco

The Golden Gate Park Access & Safety Programme, launched in March 2022, incorporates a number of recommendations to enhance accessibility within and to the park for all users. These include enhancements to an existing shuttle service within the park, introduction of car-free roads, expansion of the city's cycle hire scheme into the park and ensuring public awareness about parking and wider transport choices available within the park.

## Urban Zoos

The car parking, public transport and active travel operations of a number of urban European and international zoos have been assessed.
















Of all case studies examined, only one (Edinburgh Zoo) provides designated free car parking in the immediate vicinity of its entrance. Paid designated car parking for zoo visitors is available at four of the case studies (Antwerp, Valencia, London and Prague). Prices vary between €5 and €10 per day, with the exception of London, where limited-capacity parking is charged at a rate of £14.50 (€16.70) per day.

Prague Zoo provides car parking in its immediate vicinity; this is supplemented by a Park & Ride service located approximately 2.6km from the zoo entrance. Parking is significantly cheaper at the Park & Ride, which operates in summer months. No dedicated car parking is provided for visitors to Berlin Zoo or New York Zoo.

The distance between urban zoos and key public transport links is summarised in [Table 7](#). This shows that walk distances between zoo entrances and public transport services vary considerably, with distances between Dublin Zoo and bus / rail links not dissimilar to other European and North American zoos.



Table 7. Case Studies: Public Transport Connectivity

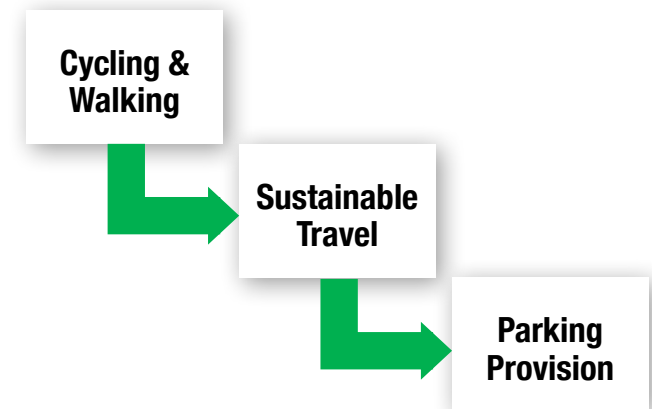
Location		Approximate distance	
Phoenix Park, Dublin	Rail & Luas 1.2km	 	Bus 600m
London Zoo	Metro 1.2km	 	Bus 800m
Central Park, New York	Metro 300m	 	Bus 200m
Tiergarten, Berlin	Metro 200m	 	Bus 200m
Prague Zoo	Bus 100m	 	Passenger Ferry 1.5km (summer)
Bioparc, Valencia	Metro 850m	 	Bus 100m
Edinburgh Zoo	Bus 100m		
Antwerp Zoo	Rail 100m	 	Bus 100m



## 3 | Strategy Development Process

### 3.1 Key Issues & Opportunities

A number of issues and opportunities have been identified during the baseline assessment process. These have been utilised to formulate the overarching strategy objectives and subsequent options, and are detailed in turn below, ordered by priority:



Across all policy levels there is an aim to reduce car demand. A shift in travel behaviours in favour of sustainable modes is of significant importance in mitigating against the Climate Emergency and impacts of car-based travel.

The potential for modal shift towards active and sustainable modes in favour of private car use for travel to the Phoenix Park is demonstrated through almost two thirds of respondents to the online public survey noting they could potentially be persuaded to drive less or use another mode to access the Park.

The COVID-19 pandemic has in part played a role in increasing pedestrian and cycle activity within the Park. A balance needs to be struck in ensuring safety of these Park users whilst facilitating access for all, including those for whom the private car is the only viable mode to access the Park. Such users may include visitors with disabilities and older persons.

With over 2,200 spaces, the Phoenix Park provides significant car parking within its perimeter. However, particular locations, especially those in the vicinity of Dublin Zoo and the Phoenix Park Visitor Centre, experience demand that exceeds supply, resulting in unsafe and inappropriate car parking practices. These include parking on grassed areas, under trees, on verges and on pedestrian routes.

The Lord's Walk car park, given its proximity to Dublin Zoo, is an example where demand frequently exceeds capacity particularly during peak summer days and the period of the Wild Lights Festival.

Variances in demand across the Park could suggest a general public unawareness of the wider on-road and off-road parking provision within the Park.

For example, a significant volume of on-road car parking on North Road in the general vicinity of Dublin Zoo often remains vacant. A number of car parks across the Park experience significant levels of spare capacity at various times of the day, including along the southern perimeter of the Park within walking distance of a number of key trip attractors.

A lack of visitor awareness regarding existing parking opportunities across the Park is further demonstrated through comments provided via the online public survey regarding the removal of on-road parking on Chesterfield Avenue.

Opportunities may therefore exist to mitigate against instances of problematic car parking without increasing overall levels of supply, the latter of which has potential to contradict the wider objectives of the Phoenix Park Conservation Management Plan (2011). This approach aligns with the OPW's overarching objective of reducing vehicular congestion within the Park, and can be further supported through improvements to active travel and public transport infrastructure and accessibility both within and in the vicinity of the Park.

The Phoenix Park Visitor Centre and Dublin Zoo have growth plans that have potential to increase demand for parking. Further parking demand may arise following the restoration and opening to the public of the Magazine Fort, whilst wider visitor numbers to the Park are also expected to grow.





In the short-term, it is considered that better use of existing car parking provision, coupled with continued support for active and sustainable modes, is likely to accommodate parking demand. However, anticipated growth in visitor numbers in the medium- and long-term may result in a future need to increase overall car parking provision either within or outside of the Park.

This will likely need to be supported by changes to enforcement practices currently employed within the Park, at present limited by the Phoenix Park Act (1925). Consideration may also need to be given to the introduction of parking charges, noting the context of charges implemented for other parking supply in the vicinity of the Park.

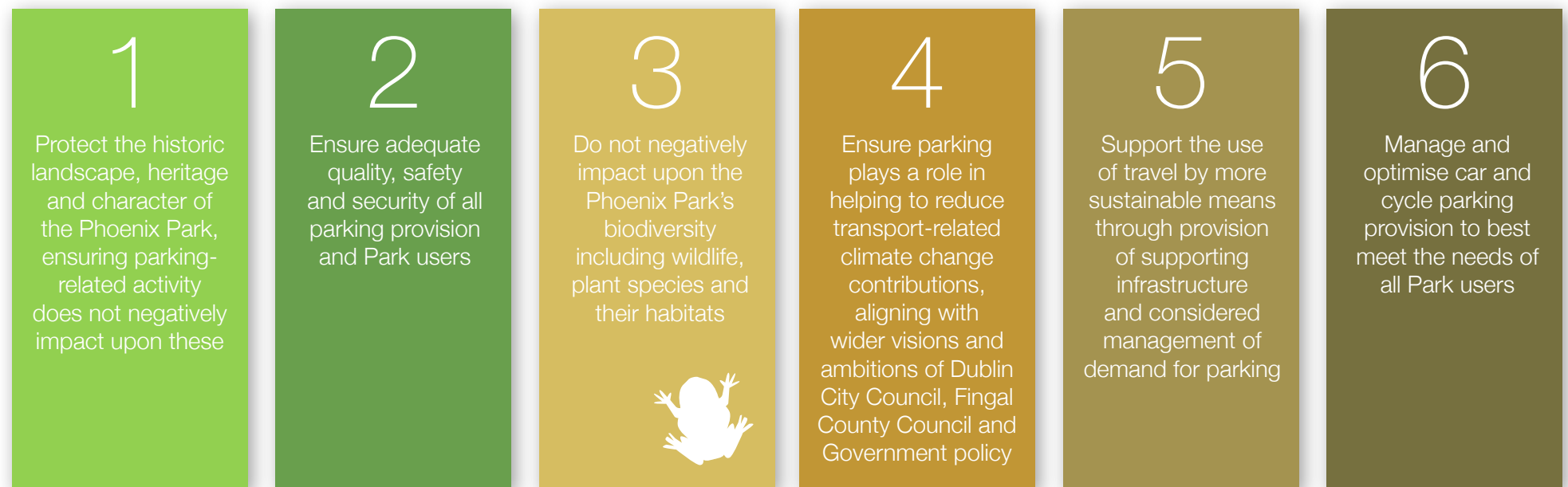
Within all of the parking challenges and opportunities identified, it remains vital that due consideration is given to the sensitive setting of the Park and

its historical, biodiversity, archaeological and landscape importance and that impacts on these are minimised, to ensure the setting of the Park remains as is for those visiting.

### 3.2 Formulation of Strategy Aims & Objectives

The options developed as part of the Parking Strategy aim to address the key issues and opportunities identified through the baseline review and meet the future needs of the Park and its users. To guide the development of options for the Parking Strategy, six objectives have been established.

It is recognised that some objectives may conflict with each other, and the recommendations of the Parking Strategy need to achieve a balance among these.



The Parking Strategy has been developed with due consideration given to the Movement Principles and Sustainable Objectives developed as part of the Transport & Options Mobility Study (2021). These are replicated in [Table 8](#).

These Parking Strategy objectives have been taken forward and act as the principles for developing and evaluating potential options and measures that are set out within the remaining sections of the Parking Strategy.

**Table 8. Movement Principles & Sustainable Objectives**

**Movement principles**

 <p>Protect and conserve the biodiversity and historic landscape fabric of the Phoenix Park</p>	 <p>The Park is for People</p>	 <p>Encourage the use of more sustainable ways to access the Park</p>	 <p>Liaise and consult with interested and relevant parties and organisations in the achievement of these principles</p>	 <p>Seek to reduce commuter through traffic</p>	 <p>Make evidence based decisions</p>
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**Sustainable objectives**

*Transport & Mobility Options Study (2021)*

 <p>Provide access for all to institutions, visitor attractions and amenities within the Park</p>	 <p>Facilitate walking and cycling within and through the Phoenix Park linking to external networks and desirable linkages with appropriate infrastructure</p>	 <p>Reduce the impact of vehicles on Phoenix Park and surrounding areas while contributing to improving the amenity of the Park</p>	 <p>Provide improved alternatives to the private car for access to the Phoenix Park from a wider metropolitan, regional and national catchment, while acknowledging that private cars have a role in accessing the Park</p>	 <p>Improve sustainable transport mode share for all employers located within the Park</p>	 <p>Prioritise sustainable transport modes in accessing Phoenix Park</p>
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These objectives have been taken forward and act as the principles for developing and evaluating options and measures contained within the remaining sections of the Parking Strategy.

### 3.3 Assessment Methodology & Appraisal Framework

The process for appraising identified options has been guided by the Common Appraisal Framework (CAF) for Transport Projects and Programmes published by the Department of Transport, Tourism and Sport (DTTAS) in March 2016 and updated in October 2021. This requires projects to be appraised under the general themes of:

- **Economy:** The impacts of a transport investment on economic growth and competitiveness are assessed under the economic impact and economic efficiency criteria;
- **Safety:** Safety is concerned with the impact of the investment on the number of transport related accidents;
- **Integration:** Integration considers the extent to which the project being evaluated promotes integration of transport networks and is compatible with Government policies, including national spatial and planning policy;
- **Environment:** Environment embraces a range of impacts, such as emissions to air, noise, and ecological and architectural impacts;
- **Accessibility & Social Inclusion:** Accessibility and social inclusion embraces the notion that some priority should be given to benefits that accrue to those suffering from social deprivation, geographic isolation and mobility and sensory deprivation; and
- **Physical Activity:** This relates to the health benefits derived from using different transport modes.

It is important that, when developing specific criteria under these themes, the assessment of options and identification of the preferred strategy is undertaken against not only appropriate transport and mobility criteria, but also criteria which are relevant to the specific and sensitive requirements of the Phoenix Park itself, such as opportunities to experience recreation, nature and tranquillity, as well as protection of the Park's landscape, historic character and biodiversity.

[Table 9](#) presents the assessment criteria used to appraise identified options, and also details how these criteria align with the objectives of the Parking Strategy.

**Table 9. Assessment Criteria**

Table 8. Assessment Criteria	Definition	Relevant Parking Strategy Objective(s)
<b>ENVIRONMENT</b>		
<b>Historic Landscape &amp; Character</b>	The historic setting of the Phoenix Park including its archaeological, architectural and sensitive landscapes are maintained or enhanced as a result of the scheme. Views, vistas and protected structures within the Phoenix Park are not negatively impacted.	1 2 3 4 5 6
<b>Biodiversity (Flora &amp; Fauna)</b>	The biodiversity, ecosystem and habitats of the Park are not negatively impacted by the scheme. There is no net loss of trees or green areas as a result of proposed intervention.	1 3
<b>Air &amp; Noise Pollution</b>	The impacts of the scheme on noise and air pollution, associated with both the 'construction / implementation' and 'operational' phases.	2 3 4 5
<b>SAFETY</b>		
<b>Visitor Safety</b>	The scheme protects vulnerable road users (pedestrians, cyclists, young children, older people, people with disabilities, families) from road danger and improves actual and perceived safety. Users can enjoy the Phoenix Park with confidence and are not threatened by road danger.	1 2 4 5 6
<b>ACCESSIBILITY &amp; SOCIAL INCLUSION</b>		
<b>Parking Provision (Car &amp; Cycle)</b>	The scheme contributes to ensuring adequate provision and effective management of car and cycle parking within the Phoenix Park, supporting use of parking provision (car and cycle) in the most efficient way. External options can be identified.	2 3 4 6



Table 8. Assessment Criteria	Definition	Relevant Parking Strategy Objective(s )
<b>ACCESSIBILITY &amp; SOCIAL INCLUSION</b>		
<b>Access to &amp; within the Phoenix Park - Pedestrians</b>	The option improves the accessibility of all relevant parts of the Phoenix Park, its institutions, key attractions and amenities for those who travel on foot, especially those with limited mobility (older people, people with disabilities).	1 2 4 5 6
<b>Access to &amp; within the Phoenix Park – Cyclists</b>	The scheme improves the accessibility of all relevant parts of the Phoenix Park, its institutions, key attractions and amenities for those who travel by cycle, including all non-standard cycles (adapted cycles, cargo bikes etc.) and e-bikes.	1 2 4 5 6
<b>Access to &amp; within the Phoenix Park - Car Users</b>	The scheme improves the accessibility to all relevant parts of the Phoenix Park, its institutions, key attractions and amenities, for those for whom car-based travel is the only viable modes. People from these group are likely to be blue badge holders, older people, people with disabilities that can only travel safely and comfortably via private vehicle or taxi.	1 4 5
<b>Access to &amp; within the Phoenix Park - All Other Modes</b>	The scheme improves the accessibility of all relevant parts of the Phoenix Park, its institutions, key attractions and amenities for those who travel by all other modes other than car and active travel.	1 2 4 5 6
<b>Affordability</b>	The scheme does not have a negative economic impact on people visiting the Phoenix Park. Cost of travel does not represent a barrier for people to visit the Phoenix Park.	1 4 5 6

Table 8. Assessment Criteria	Definition	Relevant Parking Strategy Objective(s )
<b>ACCESSIBILITY &amp; SOCIAL INCLUSION</b>		
<b>Stakeholder Acceptability</b>	Stakeholders are likely to support the delivery of the scheme. The list of stakeholders that have been engaged to inform this assessment is provided in a separate Appendix to this MCA framework.	1 2 3 4 5 6
<b>Park User Acceptability</b>	Users of the Phoenix Park are likely to support the delivery of the scheme. Relevant user groups include those visiting the Park for leisure (active and passive recreation) or to visit attractions, and employees of attractions and facilities located within the Park. Consideration may also be given to those who travel through or park within the Park and continue to a destination outside of the Phoenix Park.	1 2 3 4 5 6
<b>INTEGRATION</b>		
<b>Shift to Alternative Modes</b>	The scheme promotes mode shift to sustainable modes, including active travel, public transport, and new forms of mobility, thanks to better integration to the wider transport and active travel network.	1 4 5
<b>Support Policy / Legislation</b>	Existing policy and legislation support the delivery of the scheme (e.g. Climate Action Plan). No external policy or legislation change (e.g. The Phoenix Park Act 1925) is required to enable implementation.	2 3 4
<b>Impact on Other Schemes</b>	The scheme complements / does not limit the delivery of other existing or proposed transport and wider schemes within the Phoenix Park and its surroundings.	2 3 4

Table 8. Assessment Criteria	Definition	Relevant Parking Strategy Objective(s )
<b>PHYSICAL ACTIVITY</b>		
<b>Health &amp; Wellbeing</b>	The scheme is likely to support the health and wellbeing of the Phoenix Park users, by increasing the opportunities for active and passive recreation as well as physical exercise.	2 5 6
<b>ECONOMY</b>		
<b>Journey Quality</b>	The scheme has a positive impact on journey quality to, from and within the Phoenix Park for one or more user group(s). This may include improvements around ease of wayfinding, comfort and convenience.	1 2 4 5 6
<b>Visitor Experience</b>	The scheme improves quality of visitor experience for the majority of users groups (for example through reduced traffic volumes and better access to institutions, attractions and amenities located in the Phoenix Park). Attendance to events held in the Phoenix Park is facilitated. Enhance opportunities to experience recreation and tranquillity within the Phoenix Park.	1 2 3 4 5 6

Each identified option has been assessed using a Red-Amber-Green (RAG) scale relative to each other against the assessment criteria using the rating system outlined in [Table 10](#).

**Table 10. Assessment Rating Table**

Strong Negative	Negative	Neutral	Positive	Strong Positive
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It is also important that measures taken forward are both implementable and offer value for money. As such, following the appraisal process detailed above, a secondary assessment has been undertaken of each assessed option to confirm whether it is suitable for the Phoenix Park from a financial and deliverability perspective. Criteria utilised for this assessment are summarised in [Table 11](#).

**Table 11. Deliverability Assessment Criteria**

Deliverability Criteria	Relative Performance
<b>Delivery Complexity</b>	Delivery complexity of the option. Considerations include scale of the option, land ownership (public or private), level of uncertainty regarding impact and the requirement for external policy / planning approvals system / legislation change to enable implementation.
<b>Cost / Financial Viability</b>	The option is financially viable within budget availability and allocations.

Options which do not address issues identified, assist with achieving the strategy objectives or are appraised as unviable from a deliverability or financial perspective are discounted and noted as such in **Section 4**. Such options are not taken forward as part of the Indicative Action Plan detailed in **Section 5**.

For clarity, the term option is used to describe any intervention, measure or scheme appraised as part of the Parking Strategy. Multiple options can be taken forward as part of the Parking Strategy, they should not be seen as 'either/or' options.









## 4 | Option Development

### 4.1 Overview

This section sets out the potential options for the strategy and appraises them against the identified issues, opportunities and overarching objectives. Options have been grouped under the series of overriding themes detailed in [Figure 5](#).



**Figure 5. Strategy Option Themes**



The themes detailed in [Figure 5](#) are not ordered by priority; however, as changes to legislation are required to enable the delivery of a number of options, including those associated with pricing and enforcement, this is discussed prior to these themes.

The range of options identified has been developed in line with recommendation contained in the Transport & Mobility Options Study (2021), which highlights the importance of providing a safe and accessible transport network, and the general principles of the Phoenix Park Conservation Management Plan (2011).

The Parking Strategy supports the implementation of recommendations set out within the Transport & Mobility Options Study (2021), a number of which may have indirect benefits in supporting the objectives and options of the Parking Strategy (for example, enhanced cycle infrastructure and increased pedestrian crossing facilities). However, these recommendations are not included within this section to ensure direct focus on parking.



# Theme 1: Cycling



## Overview

Cycling is a healthy and environmentally friendly form of transport that can improve the health and wellbeing of users as well as the wider population indirectly. Dublin City Council aims to increase the mode share for cycling to a minimum of 13% by 2028 from a base of 6% (2019). It is working to provide extensive new infrastructure including cycle routes, accesses and parking with the overall objective of improving cyclist safety .

Dublin City Council's draft Dublin City Development Plan (2022-2028) includes a policy (SMT15) 'to prioritise the development of walking and cycling facilities and encourage a shift to active travel for people of all ages and abilities', with objectives to create protected cycle lanes and provide publicly accessible cycle parking for both standard cycles and non-standard adapted and cargo cycles. This Parking Strategy seeks to incorporate measures that align with these objectives.

Dublin City Council's Active Travel Network seeks to improve access and connectivity by foot and cycle, supporting a city-wide reduction in transport-related carbon emissions. Proposed measures include segregated cycle lanes in suitable locations, widening footpaths, promoting biodiversity through tree planting and landscaping and enhancing communal spaces. Specific

consideration is given to the requirements of users with limited mobility or impairments.

Permanent schemes will be installed over three delivery periods:

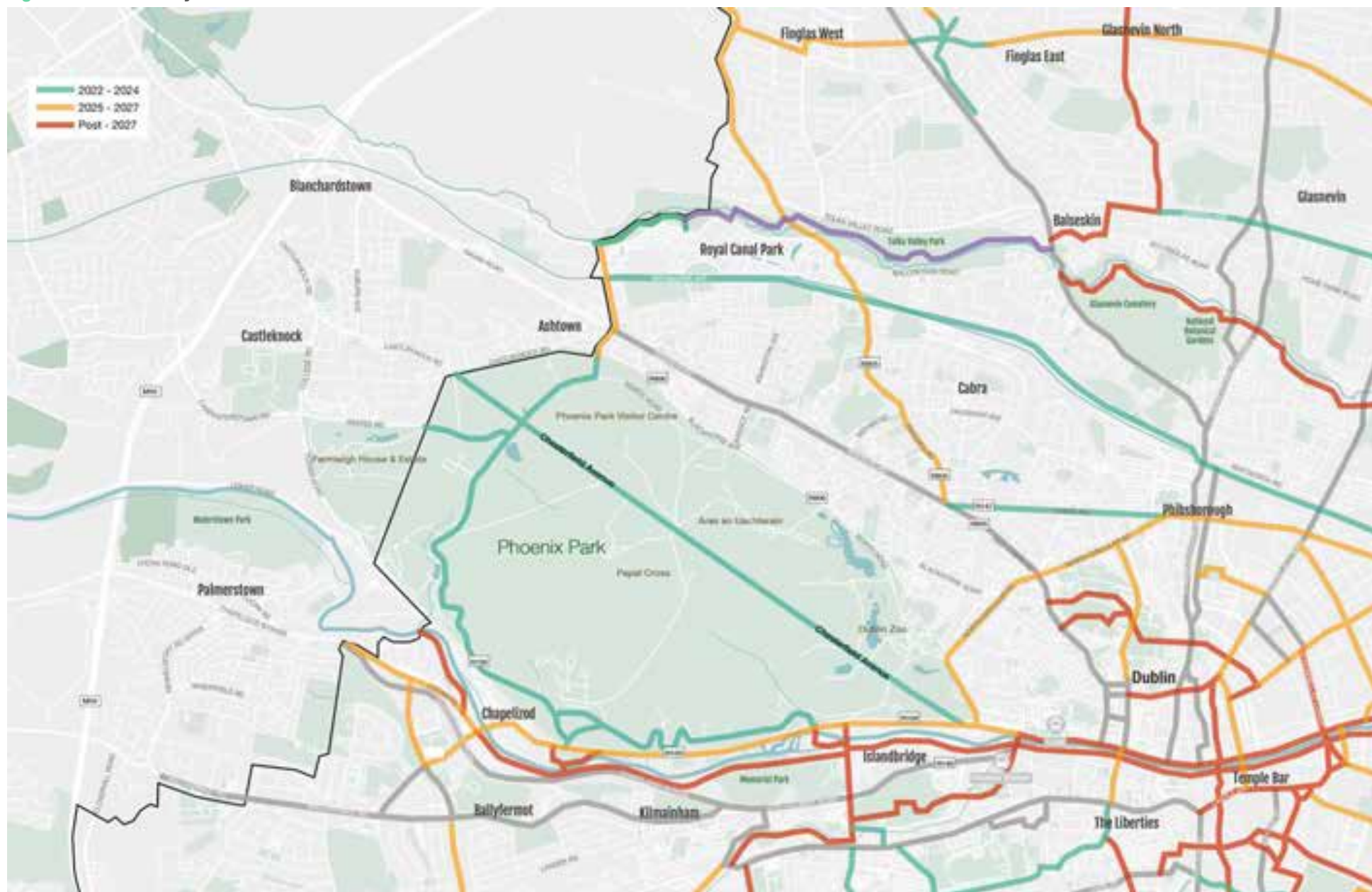
- 2022-2024 (25 projects);
- 2025-2027 (27 projects); and
- Post 2027 (28 projects).

Schemes in the vicinity of the Phoenix Park are identified in [Figure 6](#).





Figure 6. Dublin City Council Active Travel Network



The Park currently accommodates dedicated cycle routes, trails and paths (totalling approximately 17km) alongside a range of closed and semi-closed roads with low traffic volumes suitable for use by both recreational and utility cyclists. A key theme of the Transport & Mobility Options Study (2021) is the prioritisation of walking and cycling within the Park as a way of contributing to a reduction in reliance on private car for travelling to, from and within the Park and realising health benefits brought about by both modes.

To realise this, the Transport & Mobility Options Study (2021) proposed creation of new dedicated cycle routes totalling 14km in length, upgrades to existing cycle routes (meeting National Cycle Manual standards where appropriate), and provision of measures at access gates and internal roundabouts to prioritise cycling (and walking) and enhance safety for cyclists and pedestrians.

At present, cycle infrastructure on routes that connect to the Park is limited. This can create a barrier for accessing the Park by cycle, especially for vulnerable road users and less confident cyclists.

There are approximately 70 cycle parking spaces provided within the Park, including in a number of car parks. Cycle parking is provided at the following locations:

- Phoenix Park Visitor Centre (shown in [Figure 7](#));
- Papal Cross car park;
- Farmleigh car park;
- Magazine Fort/ Khyber car park;
- The Lord's Walk car park;
- Civil Service car park;
- Phoenix Cricket Club car park; and
- Dublin Zoo (external to the main Dublin Zoo entrance)

**Figure 7. Phoenix Park Visitor Centre Cycle Parking**



A cycle hire facility, **Phoenix Park Bikes**, was introduced in 2007 and is located just inside the Parkgate Street Gate, enabling visitors to explore the Park by cycle. **Dublin Bikes** is a public cycle hire scheme serving Dublin City Centre with stations distributed across the city to enable easy access and use. The closest docking station to the Park is situated at the northern side of Heuston Bridge, approximately 300m to the east of the Parkgate Street Gate. No docking stations are located within the Park.



## Option Development

The provision of high quality, convenient and secure cycle parking facilities is of significant importance in promoting modal shift away from private car use and therefore is a key element of the Parking Strategy.

In addition to cycle parking, supporting facilities such as cycle repair stations and cycle pumps can be provided to support a wider uptake of cycling. At present, such facilities are provided at the Phoenix Park Bikes unit.

### Option A: Increased Cycle Parking Provision

Increasing cycle parking provision within and around the Park will be key to promote access to the Park by cycle. A number of locations where additional cycle parking could be provided have been identified through the public survey and this has in part been utilised to inform the following recommendations:

- **Option A (i):** Within existing car parks – cycle parking is provided in some car parks within the Park; however, provision could be increased and expanded to a greater number of car parks. Car parks are easily accessible by cycle and provide good accessibility to large parts of the Park.
- **Option A (ii):** Close to Phoenix Park access gates – cycle parking located in proximity to the Park gates is easy to find and provide an option for visitors and users that do not want to bring their cycle inside the Park.
- **Option A (iii):** At key destinations (e.g. Dublin Zoo, Áras an Uachtaráin, the Phoenix Park Visitor Centre, Cafes, etc) – facilitates access to key attractions as visitors can park their cycle close to their destination rather than somewhere else in the Park, having to complete their journey on foot. Locations such as Farmleigh House and the Phoenix Park Visitor Centre were identified as locations for increased cycle parking in responses to the public survey.

Locations identified for the delivery of additional cycle parking supply should be safe and secure. To increase perception of safety, it is

recommended that locations are overlooked by other buildings where possible, with high levels of passive surveillance. Whilst use of the Park in hours of darkness is not encouraged, where possible, cycle parking should be positioned in proximity to lighting associated with buildings. Cycle parking areas should be kept free from litter and graffiti. Cycle parking usage should be monitored to understand changes in demand and provision increased when demand approaches capacity.

In terms of cycle parking type, responses to the public survey noted that Sheffield stands for short stays are preferred, but that stands need to be sufficiently spaced out to allow for easy parking. Parking for non-standard cycles allows access to the Park for people with mobility impairments (including those using cycles as mobility aids), those not confident using a standard cycle and people using cargo bikes. Provision of non-standard cycle parking is considered in **Section 4.4**.

### Option Appraisal Summary: Increased Cycle Parking Provision

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option A (i):</b> Increased Cycle Parking Provision: within Car Parks							
<b>Option A (ii):</b> Increased Cycle Parking Provision: Close to Access Gates							
<b>Option A (iii):</b> Increased Cycle Parking Provision: at Key Destinations							



## Option B: Cycle Supporting Facilities

Provision of supporting facilities such as cycle repair stations and cycle pumps within the Park may encourage an uptake in people cycling, enabling small repairs if needed. Repair stations and pumps can be located in proximity of key destinations, such as the Phoenix Park Visitor Centre, and where appropriate be co-located with cycle parking.

Any proposed cycling infrastructure should incorporate a design which ensures that the character and landscape of the Park is preserved.

### Option Appraisal Overview: Cycle Supporting Facilities

Timescale: <b>Short-Term</b>	<div>Environment</div> <div>Safety</div> <div>Accessibility &amp; Social Inclusion</div> <div>Integration</div> <div>Physical Activity</div> <div>Economy</div> <div>Overall</div>						
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option B:</b> Provision of Cycle Supporting Facilities							

## Option C: Expansion of Cycle Hire Availability

Phoenix Park Bikes, a cycle rental concession is located just inside the Parkgate Street Gate, enabling visitors to hire cycles for a set number of hours and experience the Park by cycle. Expansion of cycle hire facilities may encourage a greater proportion of Park visitors to cycle once within its boundary. However, it is not realistic to provide multiple permanent cycle hire facilities across the Park in terms of economic costs to build and operate, availability of suitable infrastructure within existing buildings, and the potential impacts of rental facilities on the Park's landscape and visual amenity.

**Option C (i):** Potential exists to provide a second permanent cycle rental unit within the northwest of the Park, to cater for visitors arriving from the north or visiting attractions further from the Parkgate Street Gate, such as the Phoenix Park Visitor Centre and recently opened Biodiversity Centre near the Knockmaroon Gate.

**Option C (ii):** During summer months, when the proportion of recreational active travel within the Park increases, consideration can be given to the provision of pop-up hire locations across the Park to expand cycle availability to visitors, utilising cycles usually kept within one of the permanent cycle hire concessions.

**Option C (iii):** Extending the availability of Dublin Bikes docking stations in the vicinity of the Park can increase accessibility to the Park by cycle, including for those without access to their own cycle who rely on hiring services or those travelling to the Park by other modes (such as public transport). Whilst use of Dublin Bikes cycles within the Park is not restricted, the visual impact of providing docking stations within the Park itself means the provision of numerous docking stations within the Park boundary is considered unsuitable. Stands at key attractors will be considered.

## Option Appraisal Overview: Cycle Hire Availability

Timescale:  
**Short-Term & Medium-Term**

Delivery Complexity: **Low**

Cost / Financial Viability:  
**Low/Medium**

Recommended for Indicative  
Action Plan: **Yes**

Option	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
<b>Option C (i):</b> Second Permanent Cycle Hire Unit							
<b>Option C (ii):</b> Summer Pop-Up Cycle Hire Locations							
<b>Option C (iii):</b> Increased Provision of Dublin Bikes Docking Stations close to the Park							



## Option D: Shared Micro-Mobility

Shared micro-mobility refers to small transport solutions such as cycles, e-bikes, scooters, e-scooters or any other small, lightweight vehicle that can be accessed for short-term use. Typically, customers can use a smartphone to find and unlock a device, and pay for the trip using a mobile app. E-bikes (docked and dockless) and e-scooters are two shared micro-mobility solutions that have been introduced around Europe in recent years.

The Road Traffic and Roads Bill 2021 introduced a new category of vehicle known as “powered personal transporters”, incorporating both e-bikes and e-scooters. The Bill explicitly provides for their use in cycle lanes and bans them on footpaths and motorways. The Bill stipulates that the design speed for these vehicles should be between 6 kph and 25 kph. Since the approval and adoption of the Bill, a number of trials for shared micro-mobility services have been launched in and around Dublin, including:

- TIER e-bike trial, in partnership with Fingal County Council, providing 100 e-bikes in Blanchardstown, Swords, Malahide, Baldoyle, Portmarnock and Howth;
- Zipp mobility e-bike trial, in partnership with Dún Laoghaire-Rathdown County Council;
- ESB e-bike trial, run by the providers Bleeper and Moby which provides 112 e-bikes and 14 charging stations; and
- E-scooter and e-bike sharing trial across the five campuses of Dublin City University.

Provision of and catering for e-bike and e-scooter sharing within the Phoenix Park can have a significant advantage in terms of supporting modal shift, as these modes provide an alternative to get to and move around the Park, including for people that are not confident using standard cycles or not fit enough to cycle for long distances. However, the provision of shared e-bikes and e-scooters within the Park, especially if free floating, could result in a number of drawbacks, such as negative visual impacts, potential for footpaths and cycle lanes to be obstructed by inappropriate parking and safety concerns for pedestrians. It should also be noted that ESB power is not currently available throughout the Park.

A number of shared micro-mobility schemes are currently being trialled in areas surrounding the Park and the wider Greater Dublin Area. In the short-term, it is recommended that the OPW keeps a review of current trials to understand if the provision of such shared micro-mobility options could be introduced within the Phoenix Park (**Option D (i)**).

In the short- and medium-term, as the availability of shared micro-mobility services expands, it is recommended that e-bike and e-scooter users are allowed to travel within the Park, with use restricted to cycle lanes only. The speed of shared micro-mobility modes is restricted within their design, to limit anti-social use and reduce safety concerns. Parking of e-bikes and e-scooters within the perimeter of the Park can be restricted through geo-fence systems built into the app-based technology that facilitates use of both modes (**Option D (ii)**).

### Option Appraisal Overview: Shared Micro-Mobility

Timescale: <b>Short-Term, Medium-Term &amp; Long-Term</b> Delivery Complexity: <b>Medium</b> Cost / Financial Viability: <b>Medium</b> Recommended for Indicative Action Plan: <b>Yes</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Option							
<b>Option D (i):</b> Review of Shared Micro-Mobility Trials							
<b>Option D (ii):</b> Permit Use of Shared Micro-Mobility Modes within the Park							



## Theme 2: Public Transport / Alternative Modes



### Overview

Despite no public transport services routing through the Park at present, the immediate perimeter of the Park is well served by bus, rail and tram provision as shown in [Figure 8](#). Several bus routes, the majority of which are operated by Dublin Bus, operate in the immediate vicinity of the Park, along the R109, R101 and R806.

A number of new bus corridors that form part of the NTA's Bus Connects programme are proposed to run in proximity of the Phoenix Park, including the B Spine and C Spine core corridors. These will improve future accessibility to and from the Park via public transport.

Heuston, Ashtown and Navan Road Parkway Stations all provide rail connectivity to the Park. Heuston Station is located to the southeast of the Park, approximately 600m from the Parkgate Street Gate, whilst Ashtown Station is located 600m north of the Ashtown Gate.

Travel behaviour can be influenced through a number of means, including provision of information on travel options and location in terms of access to key facilities and amenities, signage and real-time occupancy information, and marketing and promotional activity that encourages travel by sustainable means.

Currently the nature of parking provision is not linked to encouraging use of public transport or alternative modes. However, the importance of a strong public transport offer in supporting measures that seek to reduce parking pressure within the Phoenix Park is recognised. As such, the Parking Strategy supports ongoing feasibility work undertaken by the OPW and the NTA to investigate the potential to enhance public transport availability both within and in the vicinity of the Park.



Figure 8. Public Transport Services



# Option Development

Engagement and consultation undertaken in support of the Parking Strategy has identified external support for the introduction of a public bus route or a shuttle bus service within the Park to increase accessibility of all parts of the Park, including for those with limited mobility.

Whilst detailed consideration for such a service falls outside the remit of the Parking Strategy, potential options identified through stakeholder engagement include:

- Option A:** Provision of a public bus service, operated by Dublin Bus, through the Phoenix Park, following the route set out in The Phoenix Park Transport & Mobility Options Study (2021). The widths and protected nature of the Park’s access gates limit the feasibility for access into the Park by the Dublin Bus vehicle fleet.
- Option B:** Shuttle bus that operates only within the boundary of the Phoenix Park, routing via key destinations, institutions and attractors. The shuttle service may be subsidised (e.g. via the OPW, DCC, NTA or income generated through parking charges or enforcement penalties), and either free or charged for use.
- Option C:** Shuttle bus that operates within the Park boundary and to nearby public transport services (for example Heuston Station, Ashtown Station and Parkway Navan Road Station), to facilitate access for a wider range of users. Such a service may be subsidised and either free or charged for use.

## Option Appraisal Overview: Public Transport

Timescale: <b>Short-Term, Medium-Term &amp; Long-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>High</b>							
Cost / Financial Viability: <b>High</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option A:</b> Provision of Public Bus Service through the Park							
<b>Option B:</b> Shuttle Bus Service (within Boundary)							
<b>Option C:</b> Shuttle Bus Service (within & outside Boundary)							





# Theme 3: Car Parking Supply



## Overview

There are a number of measures and tools that can be used to either change the quality or quantity of parking provision. If employed in an appropriate manner, such measures help to provide parking supply that is not only safe, secure and able to meet current parking demand, but that is also made resilient against future demand.

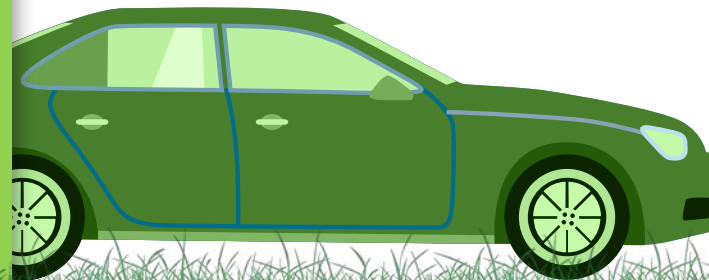
The OPW operates 14 off-road car parks within the perimeter of the Park; these were incorporated within the audit process used to inform the development of this Strategy. These, when coupled with six on-road parking locations, provide in excess of 2,260 spaces in the Park.

The car parks are largely tarmac surfaced, variable in size, with the majority located in proximity of the Park gates or key attractions. With the exception of Knockmaroon Gate, car parks are mostly of good quality, well surfaced and have clear bay markings. The biggest challenges faced by these parking locations are utilisation and safety.

The vast scale of the Park and the relatively isolated pockets in which a number of smaller car parking opportunities are located, particularly in the western section of the Park, result in some car parks being underutilised at certain times of the day, while other locations frequently approach or exceed capacity, especially in proximity of key attractions such as the Phoenix Park Visitor Centre and Dublin Zoo. In some instances, this results in inappropriate parking. The Phoenix Park Act (1925) limits the extent of enforcement action that can be undertaken in such instances; at present, stickers / notices are placed on cars that are parked inappropriately to notify users of this by the Office of the Park Superintendent.

As parking within the Phoenix Park is currently free of charge, some parking capacity is used by commuters rather than Park visitors, exacerbating parking pressure and issues of inappropriate parking.

The sensitive setting of the Park and its important role in terms of biodiversity and its dark sky mean there is limited provision of lighting within some parking locations. This can create a challenge in implementing standard safety improving features. However, it is recognised that as larger car parks are closed for use at night, there is reduced need for lighting provision within these car parks.



## Option Development

To address parking pressures and issues currently experienced across the Park, a number of potential options have been identified that would alter the quality or quantity of parking supply. Each of the following is detailed in turn below:

- **Option A:** Addressing parking demand associated with the Phoenix Park Visitor Centre through realigning the Phoenix Park Visitor Centre car park to provide small capacity increased.
- **Option B:** Addressing parking demand associated with Dublin Zoo, through the following considered options:
  - **Option B (i):** Provision of a new multi-storey car park;
  - **Option B (ii):** Provision of a new underground car park;
  - **Options B (iii) & B (iv):** Creation of parking area adjacent to The Lord's Walk car park;
  - **Option B (v):** Provision of a split-level car park on the site of The Lord's Walk car park;
  - **Option B (vi):** Changes to the layout of The Lord's Walk car park to provide a small increase in capacity;
  - **Option B (vii):** Expansion and realignment of The Lord's Walk car park to increase capacity; and
  - **Option B (viii):** Changes to on-road parking arrangements on North Road to provide additional capacity.
- **Option C:** Improvements to Knockmaroon Gate car park.
- **Option D:** New small car park close to the North Road / Chesterfield Avenue junction, close to Castleknock Gate.
- **Option E:** Provision of alternative parking supply options within the Park, at:
  - **Option E (i):** Ratra House; and
  - **Option E (ii):** Ordnance Survey Road.
- **Option F:** Provision of a Park & Ride facility serving the Park.
- **Option G:** Changes to coach parking provision within the Park.

## Option A: Addressing Phoenix Park Visitor Centre Parking Demand

The Phoenix Park Visitor Centre is the most popular trip attractor within the protected landscape of the Phoenix Park, receiving in excess of 2 million visitors in 2022. Visitor numbers have grown year-on-year and the OPW has ambitions for this growth to continue in future years.

Parking is provided within a large tarmac surfaced car park located adjacent to the grounds of the Phoenix Park Visitor Centre, incorporating 179 standard spaces, 11 spaces for people with disabilities and two coach spaces. Access to the car park is achieved via a two-way slip road that connects with Chesterfield Avenue and Acres Road at the Phoenix Roundabout.

However, at peak periods, parking demand can exceed supply resulting in instances of inappropriate parking including on grass verges. Options have therefore been considered that aim to accommodate parking demand associated with visitors to the Phoenix Park Visitor Centre (as well as the Park in general).

The realignment of the Phoenix Park Visitor Centre car park, one of the older car parks within the Park, could provide additional parking capacity for both cycle and car users. While additional provision would not be significant, each additional space provided in the vicinity of the Phoenix Park Visitor Centre, the most visited attraction within the Park, would benefit users who have no other option but travel by car to avail of the facilities at this location. Approximately 10 to 20 additional car parking spaces could be provided through such works.

## Option Appraisal Overview: Phoenix Park Visitor Centre Car Park Realignment

Timescale: <b>Medium-Term</b>	<b>Environment</b>	<b>Safety</b>	<b>Accessibility &amp; Social Inclusion</b>	<b>Integration</b>	<b>Physical Activity</b>	<b>Economy</b>	<b>Overall</b>
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option A: Realign Phoenix Park Visitor Centre Car Park</b>							

## Option B: Addressing Parking Demand from Dublin Zoo

Dublin Zoo is one of the biggest trip attractors located within the Park. At present no on-site or off-site parking solutions are provided by the zoo for its visitors. Rather, there is a reliance on the approximate 900 car parking spaces managed by the OPW that are located within a 1km walk distance of the zoo's main entrance. However, its location at the eastern end of the Park means some of this provision is utilised by employees of institutions located in the Park and external commuters.

The zoo has ambitious future growth plans with a targeted increase in annual visitor numbers to 1.5 million by 2031. Assuming linear growth during the period of the Strategic Plan and no changes in the mode share of visitors, this could increase parking demand associated with Dublin Zoo by 21% by 2026 and 43% by 2031. At present across the year, 85% of visitors travel by car and 50% do not come from the Greater Dublin area.

At present, parking demand can result in instances of inappropriate parking, particularly at weekends and school holiday periods. This includes parking on grass areas under trees, on verges or within footways and pedestrian access routes. This can impede access for other users of the Park, including visitors with disabilities.

To address parking pressures currently experienced, a number of potential options have been identified that would alter parking supply in the vicinity of Dublin Zoo. Each is detailed in turn below. Options presented by the zoo during stakeholder engagement discussions have been appraised as part of the option development process.

## Option B (i): Multi Storey Car Park

Consideration has been given to the construction of a new multi-storey car park in the vicinity of Dublin Zoo to cater for parking demand generated by the zoo and other uses in its vicinity. However, a number of constraints and challenges exist with the delivery of such a car park, including:

- The removal of green space and wildlife habitat in favour of vehicle parking would have significant impacts upon the available green space for public passive recreation and the Park's biodiversity in addition to having a significant negative impact on the visual amenity of the Park.
- Significantly expanding car parking provision in the vicinity of major trip attractors within the Park may promote an increase in car use and generate associated congestion, noise and air quality impacts.
- Construction of a multi-storey car park would have negative impacts on landscape, archaeology, character and visual amenity in the Park, contradicting with the aims and objectives of the Conservation Management Plan (2011).
- Challenges would likely exist in obtaining planning approval, with a high probability of any planning application being unsuccessful given the sensitive setting of the Park and its designations.
- Extensive disruption would be experienced during construction, including potential impacts on the Park's water table.
- Significant economic costs in the delivery of large parking infrastructure would likely result in such provision being cost prohibitive.

Significant deliverability challenges rule out construction of a multi-storey car park as a viable option for the Phoenix Park, requiring alternative options to be considered.



### Option Appraisal Overview: New Multi-Storey Car Park

Timescale: <b>Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>High</b>							
Cost / Financial Viability: <b>High</b>							
Recommended for Indicative Action Plan: <b>No</b>							
<b>Option</b>							
<b>Option B (i):</b> Multi-Storey Car Park							

### Option B (ii): Underground Car Park

The suitability of construction of a new underground / sub-surface car park in the vicinity of Dublin Zoo has been investigated as a means of catering for parking demand generated by visitors. This could potentially be located directly under the zoo. As with a multi-storey car park, significant challenges restrict the viability of such an option:

- Similar constraints as those identified for a multi-storey car park; however, impacts on visual amenity would be lesser than through above ground parking provision.
- Underground construction could impact upon tree roots and some wildlife habitats, as well as having the potential to result in significant negative archaeological impacts.
- Extensive disruption during construction would be experienced which could negatively impact upon wildlife habitats.
- The potential to impact upon the Park's water table would present a further challenge.
- High cost of construction and subsequent maintenance and management would be prohibitive without significant investment from an outside source.

- Provision of a large car park, regardless of its position above or below ground, may promote increases in car use, generate associated congestion and result in negative noise and air quality impacts. This does not align with wider sustainability, conservation and Climate Action Plan objectives.

Significant deliverability challenges result in the provision of an underground car park being considered as an unviable option.

### Option Appraisal Overview: New Underground Car Park

Timescale: <b>Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>High</b>							
Cost / Financial Viability: <b>High</b>							
Recommended for Indicative Action Plan: <b>No</b>							
<b>Option</b>							
<b>Option B (ii):</b> Underground Car Park near Dublin Zoo							

### Options B (iii) & B (iv): Parking Area adjacent to The Lord's Walk Car Park

In the summer months of 2022, the OPW trialled the provision of a temporary overflow parking area within the parkland located adjacent to the Lord's Walk Car Park, to provide additional parking capacity for use by visitors to Dublin Zoo and the Park in general. This provides unformalised parking (i.e. not marked or surfaced bays) for approximately 250 vehicles and is shown in [Figure 9](#). The temporary car park includes cones, signage and a temporary wooden fence perimeter.

**Figure 9. Temporary Summer Parking (adjacent to The Lord's Walk)**



This provision incorporates limited on-the-ground changes beyond opening a grassed area for vehicle use, with access gained via The Lord's Walk car park. This temporary parking area was provided in the interest of public safety with the intention of reducing instances of inappropriate parking (including on footways and under trees) within the vicinity of the zoo. There is limited formal feedback available at present, but anecdotal commentary suggests its provision has been successful and welcomed by Dublin Zoo. Its use is subject to weather conditions and rainfall patterns. Advantages of the provision of a temporary summer parking (**Option B (iii)**) include:

- Temporary parking provision on grass is less intrusive than permanent parking, as it does not necessitate removal of greenery, trees or habitat areas;
- Level changes in this area limit the visual impact of temporary parking from nearby views; and
- It could provide safety benefits to pedestrians and other road users in the vicinity of Dublin Zoo by helping to reduce inappropriate parking in nearby areas.

This temporary parking can only be used during summer months, as it may be impacted by rainfall, becoming muddy and boggy. As such, consideration has been given to the formalisation of the temporary parking area to provide permanent parking throughout the year (**Option B (iv)**). This would likely need changes to the surface to provide hardstanding as grassed areas are likely to be unsuitable to accommodate vehicles in winter and wetter months. It should be noted that a portion of this area is of significant archaeological interest as the original 1700's Chesterfield Avenue ran through part of the site. A permanent car park at this location would result in the substantial loss of green space, be visually intrusive and impact on the Park's habitat, but at the same time would have less visual and environmental impact compared to other parking supply options, such as a multi-storey car park. Planning permission would be required.

Option Appraisal Overview: Parking Area Adjacent to The Lord's Walk						
Timescale: <b>Short-Term &amp; Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy
Delivery Complexity: <b>Medium</b>						
Cost / Financial Viability: <b>Medium</b>						
Recommended for Indicative Action Plan: <b>Yes</b>						
Option	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Overall
<b>Option B (iii):</b> Temporary Parking Area adjacent to The Lord's Walk						
<b>Option B (iv):</b> Permanent Parking Area adjacent to The Lord's Walk						

## Option B (v): Split-Level Car Park at The Lord's Walk

Following plans and information provided by Dublin Zoo, consideration has been given to the provision of a split-level (multi-storey) car park on the site of The Lord's Walk car park to cater for parking demand generated by the zoo and other uses in its vicinity.

The proposals would significantly expand the footprint of the car park at ground level by approximately 5,000 sqm to provide 750 spaces at lower level, with 600 spaces provided on one upper level through decking. The current car park provides in the region of 250 spaces.

However, a number of constraints and challenges exist with this option, including:

- The removal of green space would negatively impact upon wildlife habitat and the Park's biodiversity.
- The proposals do not provide pedestrian circulation space within the car park (important given the proportion of young children and older persons that visit both the zoo and Park in general), and do not provide step-free access to the upper parking level.
- Construction of a two-level car park would have negative impacts on landscape, archaeology, character and visual amenity in the Park, contradicting with the aims and objectives of the Conservation Management Plan (2011).

- Challenges would likely exist in obtaining planning approval, with a high probability of any planning application being unsuccessful given the sensitive setting of the Park and its designations.
- A significant increase in the availability of car parking provision may promote an increase in car use and generate associated congestion, noise and air quality impacts.
- Extensive disruption would be experienced during construction, with consideration needed for impacts on parking availability during closure of The Lord's Walk to facilitate construction.

As a result of the above challenges, construction of a split-level car park is not considered as a viable option for the Park.

### Option Appraisal Overview: Split-Level Car Park at The Lord's Walk

Timescale: **Medium-Term**  
 Delivery Complexity: **High**  
 Cost / Financial Viability: **High**  
 Recommended for Indicative Action Plan: **No**

#### Option

**Option B (v):** Split-Level Car Park at The Lord's Walk

Environment

Safety

Accessibility & Social Inclusion

Integration

Physical Activity

Economy

Overall





## Option B (vi): The Lord's Walk Car Park Realignment

The Lord's Walk is a large surfaced and marked car park providing in excess of 250 spaces. It is located to the west of Dublin Zoo and accessed via The Lord's Walk off Chesterfield Avenue. Given its proximity, it functions as the main car parking supply for visitors to the zoo and regularly reaches capacity in summer months.

Its design is generous in terms of bay widths, tree provision and greenery within the parking area as a way of minimising its impact on the Park's environment. This, however, limits the overall capacity within the car park. Grass mounds are used to successfully limit visual impact from nearby locations and roads.

Changes to the layout of The Lord's Walk could be made to enable small increases to its capacity. Options include realigning bays to increase capacity and removal (and potential replacement) of some greenery to facilitate additional bays. The total redevelopment of the existing car park to maximise car and cycle parking provision could potentially increase car parking capacity by between 100 and 150 spaces. Planning permission would be required for such works to be delivered.

### Option Appraisal Overview: The Lord's Walk Car Park Realignment

Timescale: <b>Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>High</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option B (vi):</b> Realignment of The Lord's Walk to Increase Capacity							

## Option B (vii): The Lord's Walk Car Park Expansion

Dublin Zoo have provided drawings and proposals for the realignment and expansion of The Lord's Walk car park to increase capacity to cater for approximately 1,050 vehicles. This would be achieved through realigning the current car park **Option B (vi)** and doubling the footprint of the car park (an increase of approximately 13,150 sqm).

The drawings of the proposals provided by Dublin Zoo do not provide dedicated pedestrian circulation space within the car park; such provision is considered important given the high turnover of vehicles at the Lord's Walk and the age profile of visitors to the zoo (including young children and older persons). Additional parkland would be required to provide pedestrian circulation within the car park.

As with Option B (iv), a portion of the area suggested for conversion to parking provision is of significant archaeological interest as the location of the original routing of Chesterfield Avenue. In addition, conversion of green space to car parking at this location would result in the substantial loss of green space, be visually intrusive and impact on the Park's habitat. Such works would also require planning permission.

### Option Appraisal Overview: The Lord's Walk Car Park Expansion

Timescale: <b>Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>High</b>							
Cost / Financial Viability: <b>High</b>							
Recommended for Indicative Action Plan: <b>No</b>							
<b>Option</b>							
<b>Option B (vii):</b> Expansion of The Lord's Walk to Increase Capacity							

## Option B (viii): North Road Angled On-Road Parking

Information provided by Dublin Zoo has recommended the provision of 60-degree angled bay parking for the duration of the one-way section of North Road as a means of providing additional parking capacity. As noted in Section 2, a pilot one-way system for vehicles was introduced in February 2022, with vehicles permitted to travel in a city-bound direction only. Full permeability remains for cyclists and pedestrians. Parallel parking is provided along this stretch of North Road.

The introduction of angled parking could increase parking supply in this location by one third (three angled bays for every two parallel bays). However, such provision would require the removal of the existing cycle lane, the removal of which does not align with the modal hierarchy identified within this Parking Strategy. Furthermore, safety concerns associated with vehicles reversing into the carriageway and potentially overrunning into the remaining cycle lane are noted. Whilst the provision of angled parking would increase parking capacity within the Park, including for use by visitors of Dublin Zoo, the safety concerns noted above result in such an arrangement being considered unsuitable.

As a dedicated emergency access route, the introduction of any access restrictions on North Road (such as provision of bollards to restrict vehicular access during certain hours) is not considered suitable.

### Option Appraisal Overview: North Road Angled On-Road Parking

Timescale: <b>Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>No</b>							
<b>Option</b>							
<b>Option B (viii): North Road On-Road Parking</b>							

## Option C: Knockmaroon Gate Car Park Improvements

The Knockmaroon Gate car park is a relatively small off-road car park located in the northwest corner of the Park. It comprises a permeable-paved surface with in-situ concrete paving over a grass underbed. The car park surface is in a poor condition. Its poor quality means the car park is generally not well-utilised ([Figure 10](#)). However, the car park is located in close proximity to the recently re-opened Biodiversity Centre and visitor numbers are expected to significantly increase in coming years.

Redevelopment and enhancement works are recommended, including improvements to its surface and markings to enhance its quality and the overall user experience. Additionally, scope exists for a redesign of the layout of the car park within its existing footprint to increase parking capacity by between 20 and 30 spaces. Such works have the potential to encourage increased use of the car park and spread parking demand across the Park and currently underutilised locations.

**Figure 10. Knockmaroon Gate Car Park**



## Option Appraisal Overview: Knockmaroon Gate Car Park Improvements

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option C:</b> Improvements to Knockmaroon Gate Car Park							

## Option D: New Car Park near North Road / Chesterfield Avenue Junction, close to Castleknock Gate

There is little car parking provision in the northern end of the Phoenix Park, and a potential location has been identified close to the junction of North Road and Chesterfield Avenue that could provide a small formalised off-road car parking area.

This is located approximately 600m from the Phoenix Park Visitor Centre and 600m to the south of the Castleknock Gate.

In the first instance, capacity for approximately 40 vehicles would be provided, with the car park designed in a modular format to allow the possibility for future expansion. The car park would be accessed by vehicles from North Road, near its junction with Chesterfield Avenue at the Gough Roundabout.

Pedestrian access would be provided onto both North Road and Chesterfield Avenue, with seating opportunities provided in close proximity to Chesterfield Avenue from the car park. In addition, potential exists to provide a direct pedestrian route to the Phoenix Park Visitor Centre, facilitating easier access than a requirement to route via North Road and Chesterfield Avenue.

An indicative location, alongside footprint required for such provision, is shown in [Figure 12](#).

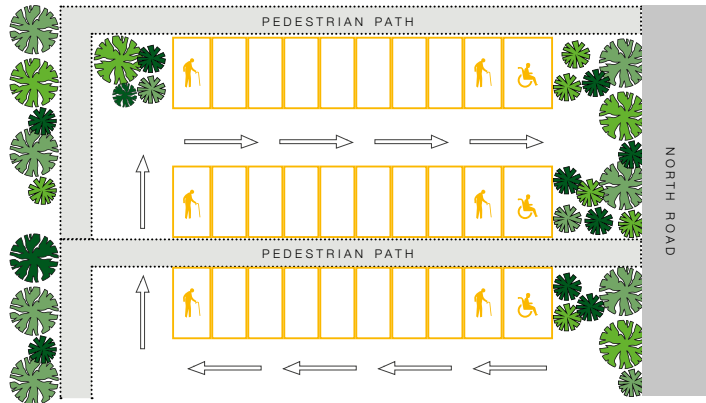
Sensitive design measures would be utilised to limit visual impact, similar to current arrangements at the Lord's Walk incorporating tree planting, greenery within the car park and use of grass mounds to limit sight of the car park from the vicinity. Parking for people with disabilities and age-friendly parking would be prioritised. An indicative example layout for the car park is shown in [Figure 12](#) for illustrative purposes.

**Figure 11. Castleknock Gate Car Park Potential Location**





Figure 12. Castleknock Gate Car Park Indicative Layout



Providing a new car park in this location will be less cost intensive than the provision of a multi-storey or an underground car park within the Park boundary, and would also have less impact on the Park’s heritage, biodiversity and landscape.

Planning permission would be required for such works to be delivered. Additional parking provision with consequent loss of green space may generate polarised public and stakeholder opinion.

Option Appraisal Overview: New Car Park at North Road / Chesterfield Avenue Junction							
Timescale: <b>Medium-Term</b>	<b>Environment</b>	<b>Safety</b>	<b>Accessibility &amp; Social Inclusion</b>	<b>Integration</b>	<b>Physical Activity</b>	<b>Economy</b>	<b>Overall</b>
Delivery Complexity: <b>High</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option D:</b> New Car Park near Chesterfield Avenue / North Road Junction							

Option E: Alternative Parking Locations within the Park

Whilst recognising the requirement to balance demand for parking with the nature and sensitive context of the Park, an assessment to identify potential locations where publicly accessible car parking could be provided without disrupting the Park’s heritage, biodiversity, archaeological and landscaped setting has been undertaken. Two potential locations have been identified and are detailed in turn below.

Option E (i): Ratra House

Ratra House is located immediately to the west of the Cabra Gate and in proximity of Áras an Uachtaráin. It accommodates the headquarters of Gaisce – The President’s Award.

A small car park with informal capacity for approximately 40 vehicles is located within the grounds for use by staff and visitors. This, alongside informal parking on grass for approximately 150 vehicles, is utilised as shuttle car parking for events at Áras an Uachtaráin. Additional capacity for coaches is provided for such events within the grounds of Ratra House.

During normal operation, the car park is generally under-utilised as only five staff work at Ratra House.

Consideration could be given to allow wider use of this parking by visitors to the Park, particularly during summer months when demand for parking rises. Given the contained nature of Ratra House, use of this space to accommodate car parking for general users of the Park would not result in negative visual or environmental impacts, particularly if it reduces instances of parking in inappropriate locations.

Parking for visitors with disabilities and age-friendly parking would be prioritised within the existing hardstanding parking area.

## Option E (ii): Ordnance Survey Road

Ordnance Survey Road runs in a north-to-south direction connecting to the Phoenix Roundabout (Chesterfield Avenue / North Road) to the north and Furze Road / Knockmaroon Road to the south. It provides access to Ordnance Survey Ireland and Farmleigh House & Estate.

There is limited car parking, either on-road or off-road, in the vicinity of Ordnance Survey Road, particularly at its northern end. Consideration could be given to the provision of limited on-road / lay-by parking adjacent to the carriageway, serving visitors to the northern end of the Park including those wishing to visit Chesterfield Avenue. This could follow a similar layout and operation to on-road parking located on Furze Road and comprise exclusively age-friendly parking and parking for motorists with disabilities. Parking provision of an additional five spaces could be achieved without impacting the mature trees along this road.

### Option Appraisal Overview: Ratra House / Ordnance Survey Road Parking

Timescale: <b>Short-Term &amp; Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option E (i):</b> Off-Road Parking at Ratra House							
<b>Option E (ii):</b> On-Road Parking on Ordnance Survey Road							

## Option F: Park & Ride Provision

Off-site parking areas not within walking distance from the Phoenix Park have the potential to provide parking for Park visitors and users if used as Park & Ride facilities, with the provision of a suitable bus or rail connection to the Park. This can incorporate either new or existing Park & Ride facilities.

For example, Red Cow Park & Ride, located approximately 6km to the southwest of the Park, is served by the Luas Red Line, which connects to Heuston Station in approximately 20 minutes. It can be promoted as a possible access option for visitors to the Park.

While parking facilities located within or in close proximity to the Park should be prioritised, Park & Ride facilities could provide a solution to expand the Park's parking offer in the longer-term.

Costs of Park & Ride services, both in terms of operational costs and pricing for users, are an important consideration. A financial incentive to utilise Park & Ride is likely to be required to encourage a change in user behaviour, for example offering reduced entry costs to charged attractions in the Park (such as Dublin Zoo), or ensuring the cost of Park & Ride is less than any parking charges that may be implemented in the Park in the medium- to long-term.

### Option Appraisal Overview: Park & Ride

Timescale: <b>Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option F:</b> Park & Ride Provision / Promotion							

## Option G: Coach Parking

At present, designated coach parking spaces are provided at three locations within the Park; at the Phoenix Park Visitor Centre (two), outside Dublin Zoo (two) and within the Papal Cross car park (twelve). Tourist coaches travelling from Dublin to locations across Ireland often stop at the Phoenix Park Visitor Centre to utilise the café and toilet facilities prior to continuing their journey. Such activity generally occurs in the morning, often at periods when wider car parking demand has not reached its highest levels, with an average of between six and eight coaches of this type visiting the Park each day.

The Papal Cross also receives significant coach and tour bus activity, and is the top attraction for tour buses to stop at within the Park. The Papal Cross car park provides parking capacity for twelve coaches; however, these spaces are infrequently used for parking by other vehicles.

The economic benefits of such visitors to the Park is recognised and therefore provision of formalised coach parking to accommodate such activity is a long-term vision of the OPW. Improved arrangements for coach parking include the provision of drop-off locations within the Park boundary and in proximity of key attractions.

The proposed opening of the Magazine Fort complex to the public may also generate demand for coach parking, associated with tour groups and school visits. The one-way nature of Wellington Road, restrictions on through vehicular movements on Military Road and the exit-only operation of the Islandbridge Gate may limit the suitability of the current road network in the vicinity of the Magazine Fort to accommodate coach movements, parking or drop-off activity. At an approximate 1km walk distance from the Magazine Fort, existing coach parking within the Papal Cross car park may provide a suitable location to accommodate such activity. The provision of appropriate wayfinding, incorporating both online information and physical signage, would support pedestrian routing between the two locations. Notwithstanding, it is noted that three bus routes can be accessed from within a ten minute walk of the Magazine Fort, which can cater for visitors including those that may otherwise travel by coach.

## Option Appraisal Overview: Coach Parking

Timescale:

**Short-Term & Medium-Term**

Delivery Complexity: **Low**

Cost / Financial Viability: **Low**

Recommended for Indicative Action Plan: **Yes**

**Option**

**Option G:** Improvements to Coach Parking

Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall





# Theme 4: Accessibility



## Overview

The prioritisation of parking provision amongst different users is an important policy tool where demand for parking is high or supply is restricted. It is important to ensure a balance is struck that meets the cycle and car parking demands of all Park users.

The Dublin City Development Plan (2016-2022) notes the following with regards to car parking provision for motorists with disabilities:

‘Where car parking is provided, whether for residents, employees, visitors or others, a number of car-parking spaces for people with disabilities should be provided **on a proportional basis. At least 5%** of the total number of spaces should be designated car-parking spaces, with a minimum provision of at least one such space’.

This principle can be adopted for accessible car parking within the Phoenix Park. Whilst not adopted within national or local policy, a similar principle can be applied to the provision of accessible cycle parking.

Whilst the majority of car parks within the Park provide designated parking for motorists with disabilities, as detailed in [Table 12](#), overall levels of such parking provision are limited. Other types of accessible parking, such as age-friendly car parking or accessible cycle parking, are not provided.

Table 12. Accessible Car Parking Provision

Car Parking Location	Number of Accessible Spaces
The Lord’s Walk Car Park	5
Car Parking at Dublin Zoo Entrance	3
Phoenix Park Visitor Centre Car Park	11
Papal Cross Car Park	5
Phoenix Cricket Club Car Park	1
Soccer Pavilions Car Park	2
Farmleigh House & Estate Car Park	8
Fountain Road	1
All-Ireland Polo Club Car Park	2
<b>Total</b>	<b>38</b>

## Option Development

### Option A: Accessible Cycle Parking

There can be a number of barriers - both physical and emotional - to cycling for people with a need to use non-standard and adapted cycles. Such groups include people with disabilities or limited mobility, older persons and people carrying children. One such barrier is the availability of safe cycling infrastructure including suitable parking. Indeed, there are very few publicly accessible cycle parking facilities designed to accommodate adapted and non-standard cycles, with no such provision at present within the Park boundary.

Stakeholder engagement and comments received through the public survey have identified the lack of accessible cycle parking within the Park. The vast majority of cycle parking, including the Sheffield stands installed within the Park, are intended for use by standard two-wheel cycles. Such stands are often placed too close to each other to accommodate a three-wheeled or adapted cycle.

The provision of dedicated parking for non-standard and adapted cycles can encourage a greater number of people to cycle, including those who limit their trips due to a concern of not finding a suitable parking space.

Such provision is an emerging trend, but one that Dublin has been at the forefront of. In June 2019, Trinity College Dublin installed accessible cycle parking facilities suitable for use by both hand-operated tricycles and standard cycles. This provision is clearly signposted and noted as reserved for use by cyclists with disabilities and is also step-free. Following a successful period of use, Dublin City Council has begun a roll-out of accessible cycle parking at locations across the city centre, including Bull Island, Drury Street, Herbert Park, Jervis Street, Manor Place, Spire (Cathal Brugha Street) and St Stephen's Green ([Figure 13](#)).

**Figure 13. Accessible Cycle Parking, St Stephen's Green**



The Parking Strategy recommends the provision of accessible cycle parking as a means of encouraging and enabling uptake of cycling by a wider range of Park visitors, aligning with feedback provided through the public survey.

This provision should be accessible, step-free and wide enough to accommodate all types of non-standard cycle. It should be installed adjacent to and within existing cycle parking facilities.

Wheels for Wellbeing's A Guide to Inclusive Cycling (2020) sets out a range of design recommendations and parameters for such parking. This should be utilised to inform provision within the Park where appropriate. The guide recommends the provision of half-height, longer length stands (which are low enough to prevent easy use by a standard two-wheel cycle) positioned to allow users to ride into and out of, removing the need for reversing, turning or lifting a cycle.

Provision should be clearly signposted and marked, recognising the sensitivity of the characteristics and landscape of the Park, to ensure spaces are available for use by cyclists with disabilities and can accommodate a range of non-standard cycles. Ground markings can be used to delineate non-standard cycle bays, alongside logos of a cargo or adapted cycle. Accessible cycle parking should be located in areas of high passive surveillance to promote safety.

Locations considered suitable for an initial roll-out of accessible cycle parking are shown in [Figure 14](#). These include:

- At the Phoenix Park Visitor Centre
- In close proximity of the Papal Cross
- Within the grounds of Dublin Zoo, providing a secure location for zoo visitors
- Outside Dublin Zoo in close proximity to its main entrance

**Figure 14. Initial Accessible Cycle Parking Locations**



Option Appraisal Overview: Accessible Cycle Parking						
Timescale: <b>Short-Term &amp; Medium-Term</b> Delivery Complexity: <b>Low</b> Cost / Financial Viability: <b>Medium</b> Recommended for Indicative Action Plan: <b>Yes</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy
Option						
Option A: Accessible Cycle Parking						

### Option B: Accessible Car Parking

Ensuring that parking provision is not discriminatory to people with disabilities should be a fundamental part of any strategy or guidance relating to parking, in line with legislation against discrimination.

Appropriate provision of parking for motorists with disabilities is important to ensure access to the Park is facilitated for all. As the average population age increases, there may be greater demand for such spaces and a resultant requirement to increase the number of accessible parking spaces in the Park. The public survey identified a need for increased parking for motorists with disabilities within the Park, particularly following the perceived impacts of removal of parking on Chesterfield Avenue.

The Dublin City Development Plan (2016-2022) notes that car parking for people with disabilities should be provided on a proportional basis, with at least 5% of overall provision designated for use by motorists with disabilities, with a minimum provision of at least one such space.

At present, the Phoenix Park Visitor Centre and All Ireland Polo Club car parks are the only off-road parking locations that meet the 5% threshold.



Table 13 details the number of accessible parking spaces that would be required to meet this threshold across all off-road car parks within the Park. As this threshold is met in the Phoenix Park Visitor Centre and All Ireland Polo Club car parks, these are not included in Table 13.

**Table 13. Recommended Accessible Parking Provision**

Car park	Current Provision	Recommended Provision	Additional Provision Required
The Lord’s Walk	5	13	8
Papal Cross	5	7	2
Garda / Married Quarters	0	10	10
Civil Service Cricket Club	0	4	4
Phoenix Cricket Club	1	5	4
Soccer Pavilions	2	6	4
Upper Glen Road	0	2	2
Military Road (East & West)	0	3	3
Magazine Fort / Khyber	0	1	1
Knockmaroon Gate	0	2	2
Farmleigh House & Estate	8	32	24

It is recognised that there are a multitude of reasons that visitors, including those with disabilities, come to the Phoenix Park. A large proportion of visits are associated with main attractors and institutions located within the Park, including Dublin Zoo, the Papal Cross, Áras an Uachtaráin and the Phoenix Park Visitor Centre. Feedback gathered through the public survey noted a number of locations in which car parking for visitors with disabilities could be located, which has informed the recommendations detailed below.

Recognising that such parking should be located in proximity of main attractions within the Park, it is recommended that provision is prioritised in car parks located close to key destinations, including:

- Phoenix Park Visitor Centre
- Farmleigh House & Estate
- The Lord’s Walk
- Papal Cross

The potential to provide parking for people with disabilities in on-road locations should also be investigated, for example on North Road and in areas to the north of the Park such as Furze Road. Should additional parking opportunities be provided either within or external to the Park for visitors, such parking would be prioritised.

It is important to ensure that existing accessible spaces are indeed accessible and available for use only by those who require them. It is important that all accessible parking bays are accessible and have dropped kerbs to accommodate all vehicle types. To ensure that appropriate levels of parking for people with disabilities are provided, use of bays should be monitored, to determine whether current supply meets demand and if issues of non-compliance exist.

Option Appraisal Overview: Accessible Car Parking						
Timescale: <b>Short-Term &amp; Medium-Term</b> Delivery Complexity: <b>Low</b> Cost / Financial Viability: <b>Low</b> Recommended for Indicative Action Plan: <b>Yes</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy
Option						
Option B: Accessible Car Parking						

## Option C: Age-Friendly Car Parking

One key challenge identified through the stakeholder engagement and public survey is ensuring the Phoenix Park is accessible to all, including older persons for whom accessing the Park by car may be the only viable travel mode. A potential solution to address this challenge is the provision of age-friendly parking.

Age-friendly parking incorporates dedicated parking that is reserved for use by older persons (generally aged 55 years and older). They are courtesy spaces with the aim of increasing parking availability for older persons who may have reduced mobility and unable to use all standard parking spaces. Generally, age-friendly parking is located in close proximity to access points, key amenities and destinations.

Providing parking spaces as close as possible to desired destinations can increase accessibility and usage for those with reduced mobility and/or lower walking speeds. Such parking is intended to complement standard spaces as well as dedicated provision for people with disabilities.

It is recommended that initial provision of age-friendly parking spaces is prioritised and concentrated in car parks located closest to key destinations including the Phoenix Park Visitor Centre, Dublin Zoo and the Papal Cross. As a medium-term goal, a minimum of 5% of all parking spaces within car parks should be identified as age-friendly parking. Recognising that not all visitors to the Park come to visit key trip attractors and institutions, provision of age-friendly parking in on-road locations should also be explored.

As courtesy spaces, age-friendly parking cannot be enforced in the same way as parking bays for those with disabilities can. Rather, motorists are encouraged to respect such spaces and enable their use by older people who may need them. Precedence of such parking exists across Dublin and Ireland including in Greystones and Malahide, and further afield locations including Meath, Arklow and Cork.

Age Friendly Ireland has produced design guidance for such parking bays, covering bay width (both parallel and perpendicular), surface markings and signage. It is recommended that this guidance is followed in providing such bays within the Park.

## Case Study: Malahide Village



Four on-road age-friendly parking spaces are located on The Mall, The Green and Strand Street in the vicinity of New Street in Malahide Village. Installed in June 2020, the spaces are intended to ensure accessibility to key services for all, and complement standard and accessible parking provision.

## Option Appraisal Overview: Age-Friendly Parking

Timescale:  
**Short-Term & Medium-Term**  
Delivery Complexity: **Medium**  
Cost / Financial Viability: **Low**  
Recommended for Indicative  
Action Plan: **Yes**

### Option

**Option C:** Age-Friendly Car  
Parking

Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall



## Option D: Parent & Child Car Parking

Families with children have been identified as a user group of the Park that is more likely to travel by car, as active travel or public transport options may be less convenient, or economically viable.

Parent & Child parking incorporates the provision of dedicated parking that is reserved for use by people travelling with children under the age of 18. They are courtesy spaces that aim to increase parking availability for people travelling with children that will benefit from spaces closer to key amenities and destinations, reducing walk distances for children or for people with prams. Given that the majority of users would fall into this category it is unrealistic to line mark all the carpark provision and could also lead to conflict with different user groups. As such, this option is not recommended for advancement.

### Option Appraisal Overview: Parent & Child Parking

Timescale: <b>Short-Term &amp; Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>No</b>							
<b>Option</b>							
<b>Option D:</b> Parent & Child Car Parking							





# Theme 5: Legislation



## Overview

The Phoenix Park is governed by its own unique legislation in the form of the Phoenix Park Act (1925). This allows for:

‘continuing the maintenance and regulation of the Phoenix Park, Dublin, as a public park, and the preservation of order therein, and for other purposes connected therewith’.

The Act focuses on ensuring preservation of the Park and its structures while maintaining public access for the general purpose of recreation and enjoyment. Cycle and car parking is not explicitly referenced within the Act; however, there are a number of bye-laws that are relevant to cycle and car parking interventions, particularly in relation to fees for admission to the Park, or any part thereof, and financial penalties for unlawful breaches of bye-laws.

The Act notes that the management of the Park lies with ‘Commissioners’ today the OPW, who may require approval from the ‘Minister of Finance’, now the Minister of Public Expenditure and Reform, for redesigns, changes to plantings and altering of roads.

There are three bye-laws of note in the context of parking and associated practices. These prohibit the use of grass verges, fields or footways for parking outside of designated overflow or temporary car parks:

(3) Drivers of vehicles in the Park shall comply with the provisions of these bye-laws and **shall conform to such orders for the regulation of traffic in the Park** as may be given by any member of the Garda Síochána or any park constable or contained in any notice by the Commissioners exhibited in the Park.

(6) **No vehicle** other than a bicycle or tricycle **shall be driven on or across the turf or grass in the Park** except during such times and at such places as the Commissioners shall authorise and shall specify in notices exhibited at such places.

(7) No bicycle, tricycle, or other vehicle **shall be ridden or driven at any time on or across any footpath in the Park.**



Section 10 of the Act allows for additional bye-laws covering a broad set of purposes:

‘The Commissioners may, subject to the approval of the Minister, make bye-laws for all or any of the purposes following’

These include a number that directly or indirectly can be related to parking provision:

- (a) regulating and controlling the use and enjoyment of the Park by the public or any section thereof;
- (e) regulating the terms on which licences for the exclusive occupation of portions of the Park will be granted by the Commissioners, and the conditions to be observed by persons to whom such licences are granted;
- (f) preserving order and good conduct amongst persons frequenting or making use of the Park; and
- (g) preventing nuisances in the Park and in particular preventing the obstruction of the roads and paths in the Park.

The introduction of bye-laws could potentially be utilised to limit parking availability or improve the enforcement of illegal parking practices.

However, the Act restricts the extent to which parking charges or enforcement penalties can be introduced within the Park, subject to exemptions with the OPW only permitted for:

‘authorising and regulating the charging of fees by the Commissioners or any other person for admission to the Park or any particular part thereof on any particular occasion or occasions **not exceeding in the whole three days in any one year**’; and

‘prescribing the penalties which may be inflicted for breaches or contraventions of the several bye-laws respectively, but so that **no such penalty shall exceed five pounds** and a maximum penalty only and no minimum penalty shall be so prescribed’.

## Case Study: Royal Parks, London

The Royal Parks comprise eight parks and green spaces within London which provide green space and amenity for residents and visitors and also act as historic landscapes and important locations for biodiversity within urban environments.

A series of regulations and bye-laws govern activity within the Royal Parks, centred around the Royal Parks and Other Open Spaces Regulations (1997). Regulations are enforced by the Metropolitan Police Service. This includes a series of bye-laws relating to parking management, enforcement and charging, with a series of amendments made since adoption. The most recent amendments were made in 2020 to increase parking tariffs in a number of the Royal Parks.





## Option Development

Wording of the Phoenix Park Act means that new primary legislation or changes to existing legislation is required to introduce a range of operational and management measures that assist with addressing the challenges and issues identified in the Parking Strategy.

New legislation could be used to enable the implementation of measures including parking charges, stronger enforcement practices and enhanced management of parking within the Park to better meet the objectives of the Phoenix Park Conservation Management Plan (2011) to protect and conserve the Park's biodiversity, historic landscape and heritage.

Changes should be made to the legislation of the Phoenix Park Act to remove current limitations for enforcement and charging for parking, which largely reflect the period in which the Act was written.

The process for implementing the suggested changes should be instigated as an immediate short-term action recognising that, given the complexities of the approval process involved in amending any legislation, the process will likely conclude in the medium-term. The creation of necessary bye-laws utilised to implement any enforcement practices or charging structures would then be drafted and adopted in the medium- and long-term.

As the shared micro-mobility sector evolves (for example through expanded coverage of e-scooter trials beyond Fingal County Council, expansion to the Dublin Bikes scheme, or greater numbers of dockless e-bikes within the city), new bye-laws can be created to regulate the use and control the management of these modes in the medium- and long-term.

As changes to legislation act as an enabler to the delivery of options contained within subsequent themes, it has not been subject to the appraisal process.





# Theme 6: Parking Tariffs / Operations



## Overview

At present, parking is free and without duration of stay limits across the Phoenix Park. This is primarily due to restrictions associated with the Phoenix Park Act (1925). It is recognised that the Park is one of a few city centre locations within Dublin that provide extensive free parking.

Whilst measures have been enacted to reduce instances of commuter-based parking, whereby vehicles are parked within the Park prior to the driver continuing their journey to a destination outside of the Park on foot, by cycle or by public transport (such as changes to car park opening times to deter use by commuters), the availability of parking without duration of stay restrictions contributes to limited occurrences of commuter parking.

Whilst divisive, the introduction of parking charges and increased control of parking operations (for example through the introduction of maximum durations of stay) can be used as a tool to promote use of a wider range of parking locations, encourage changes in user behaviour and support uptake of sustainable travel modes for travel to and from the Park.

The Parking Strategy recommends that, in assessing the suitability of parking charges or wider management measures, detailed parking occupancy surveys are undertaken of car parking locations under consideration for changes, both on-road and off-road, to understand current usage patterns across the daily period and between weekdays and weekends. Locations for such surveys can also be identified through feedback from engagement with key stakeholders.

Demand management measures are likely to include parking restraint, zonal charging, additional tolling / road pricing, and reallocation of road space to sustainable modes. The latter may include converting general traffic lanes and/or parking to public transport and/or cycle lanes, pedestrianisation, removing motorised traffic from streets, and redesigning junctions to provide greater capacity for cyclists. The Greater Dublin Area Transport Strategy commits the NTA to preparing and publishing a Demand Management Scheme within two years of the adoption of the Transport Strategy. The primary objective of this will be the realisation of the 50% CO2 emissions reduction target in full for the Greater Dublin Area.

It is within the context of the Greater Dublin Area Transport Strategy that the introduction of parking charges and increased control of parking operations (for example through the introduction of maximum durations of stay) will be considered. Parking charges and increased control of parking operations can be used as a tool to encourage changes in user behaviour and support uptake of sustainable travel modes for travel to and from the Park and promote use of a wider range of parking locations.

The Parking Strategy recommends that, in the medium- to long-term, the suitability of parking charges or wider management measures are assessed to align with the wider demand management measures to be introduced by the NTA across Dublin.

It may be appropriate to undertake parking occupancy surveys of car parking locations to understand current usage patterns across

the daily period and between weekdays and weekends. Locations for such surveys can also be identified through feedback from engagement with key stakeholders.

Option Development

Option A: Introduction of Standardised Parking Charges

It is recognised that a proportion of visitors will need to travel by car in order to access the Park; however, measures are required to help manage the impacts of parking on the wider operation and conservation of the Park. The introduction of parking charges can influence demand for parking, reduce instances of commuter-based parking within the Park and encourage a shift towards more sustainable modes of travel by those for whom viable alternative exist. This can ensure parking remains available for visitors for whom travel by car is the only viable option.

Given the range of locations, user types and stay patterns of visitors to the Park, there is not a one-size-fits-all solution for introducing parking charges, and the introduction of any charges should be done in a way that does not have significantly negative economic impact on visitors whom may not be able to afford to visit the Park as a result of their introduction. Similarly, it may not be appropriate for certain user types to be charged to park within the Park (for example, motorists with disabilities or those parking for a short period). A range of potential options in terms of spatial coverage

and operational procedures for charging have therefore been identified.

Spatial Coverage

Different options in terms of spatial coverage have been considered, including placing focus on parking capacity within the vicinity of key attractions within the Park. However, to align with wider government and DCC policy, it is recommended that charges are considered across the Park as a whole, rather than in specific areas. The advantages and disadvantages of this are noted in [Table 14](#).

Table 14. Introduction of Parking Charges

Advantages	Disadvantages
Allows greatest level of control of all parking opportunities within the Park. Supports a shift to alternative modes by a range of Park user groups.	May dissuade certain user groups from visiting the Park. Car parking may be displaced to locations outside of the Park, negatively impacting local residents.

Operational Procedures

As well as spatial coverage, careful consideration needs to be given to the operational procedures that will be implemented to manage parking charges. These include:

- Rate of charges (e.g. linear per-minute based, incremental changes to encourage stays of a certain length, comparison to nearby off-road and on-road parking opportunities);

- Provision of free parking for a certain time period (for example up to three hours) so as to not discourage short-stay visits to the Park but to dissuade commuter use;
- Charging capped at a certain duration of stay;
- Different pricing (or free parking) for motorists with disabilities displaying a valid Disabled Person’s Parking Card;
- Method of payment (e.g. Pay & Display, Pay by Phone, ANPR-based). For individual car parks, Pay on Exit is unlikely to be suitable given the need for larger extent of physical infrastructure; and
- Ensuring payment mechanisms are user-friendly for all grounds including motorists with disabilities and active age visitors.



### Option Appraisal Overview: Introduction of Parking Charges

Timescale:  
**Medium-Term & Long-Term**  
Delivery Complexity: **Medium**  
Cost / Financial Viability: **Medium**  
Recommended for Indicative  
Action Plan: **Yes**

#### Option

**Option A:** Introduction of Parking Charges across the Phoenix Park

Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall

Alongside parking charges, as identified as a potential solution by some respondents to the public survey, maximum duration of stay could be introduced within the Park. This can be used to influence the type of user within particular parking locations and to discourage commuter parking which currently takes place in some locations within the Park. Maximum permitted stay durations could differ by parking location (e.g. between car parks, on-road compared to off-road provision, etc) to ensure parking is available for all users of the Park.

### Option Appraisal Overview: Maximum Durations of Stay

Timescale:  
**Medium-Term & Long-Term**  
Delivery Complexity: **Medium**  
Cost / Financial Viability: **Medium**  
Recommended for Indicative  
Action Plan: **Yes**

#### Option

**Option B:** Maximum Duration of Stay

Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall

### Option C: Emission-Based Charging

Emission-based charging works through the principle that the less polluting a vehicle is, the less the user pays for parking and conversely the more polluting a vehicle, the more is paid for parking. It can play a role in supporting a reduction in vehicle-related emissions and improvements to air quality.

Vehicle registrations are utilised to apply the appropriate parking tariff, based on emissions data for the individual vehicle.

It can be used as a tool to encourage residents and visitors to make more environmentally friendly transport choices (such as walking and cycling) and, in instances where vehicular-based travel is the only realistic option, promote the use of more environmentally friendly vehicles.

However, it is recognised that whilst there are a number of benefits to emission-based charging, there is also potential for disproportionate impacts on visitors to the Park with lower incomes, who may not be able to afford to switch to more environmental vehicle types and therefore are required to pay higher parking charges.

Given the number of other pricing options identified to help address parking issues within the Park as part of the Parking Strategy, emission-based charging is not taken forward to the Indicative Action Plan.

### Option Appraisal Overview: Emission Based Charging

Timescale: **Long-Term**  
Delivery Complexity: **Medium**  
Cost / Financial Viability: **Medium**  
Recommended for Indicative  
Action Plan: **No**

#### Option

**Option C:** Emission-Based Charging

Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall



# Theme 7: Enforcement



## Overview

Adopting approaches to improve enforcement will potentially have the benefit of ensuring that car parking locations are used as intended and remove instances of inappropriate parking (such as on footways or grass verges). It is recognised that any measures associated with enforcement are closely tied to existing legislation and potential changes detailed in earlier sections.

At present, there are limited enforcement practices employed in the Park, largely due to restrictions brought about by the Phoenix Park Act (1925). Under the Act, the Park Superintendent is permitted to inform people when they are in breach of regulations set out within the Act. Currently a process is in place where a notice is attached to the rear-side window of all vehicles who contravene the prescribed bye-laws, for example when parked on double yellow lines, footpaths or on grass verges.

Whilst the Act allows penalties to be levied for actions that contravene the prescribed bye-laws, this can be levied through a court conviction only, as opposed to through on-the-spot fines. Furthermore, it places limitations on the maximum charge that can be applied for any enforcement penalties:

‘no such penalty shall exceed **five pounds** and a maximum penalty only and no minimum penalty shall be so prescribed’.

As a result, there is limited scope for meaningful person-based enforcement and issuing of fines

within the Park for parking contraventions. However, there are a number of physical measures implemented within the Park that seek to reduce instances of inappropriate or potentially unsafe parking, such as:

- Signage to remind drivers to not park outside of designated on-road parking locations ([Figure 15](#));
- Installation of railings to prevent vehicle access onto grassed areas, such as on the road that provides access to The Lord’s Walk car park; and
- Use of cones to restrict vehicle access ([Figure 16](#)).

**Figure 15. Parking Signage**



**Figure 16. Cones to Restrict Vehicle Movement**



## Option Development

### Option A: Physical Enforcement Measures

Sensitively designed permanent infrastructure can be installed in locations subject to frequent inappropriate parking to prevent such instances from occurring. The use of attractive design solutions are recommended, such as additional planting, which would make the environment more attractive while preventing vehicles from parking on the grass verges.

One example location where such infrastructure may provide benefit is adjacent to the eastern side of the road that provides access to Dublin Zoo, where instances of cars being parked under trees are frequent (Figure 17). Historical railings are present on the opposite side of the road which indirectly prevent parking access on grassed areas; similar railings in terms of appearance that are sensitively designed to reflect the nature of the Park could be installed in this location.

**Figure 17. Example Railing / Planting Location**



Whilst physical barriers of this nature may have impacts on the visual landscape and operational practices such as grass cutting, they are considered a betterment of instances of vehicles parking on grassed areas, which can negatively harm the Park's biodiversity and also present safety issues for pedestrians.

Physical measures can also help reduce the need for person-based enforcement. There are a number of additional locations within the Park where physical measures such as railings and signage could be deployed to reduce instances of inappropriate parking behaviour which currently takes place, including:

- The Phoenix Park Visitor Centre car park, where cars have been observed to park within pedestrian routes and grassed areas;
- Civil Service car park, where vehicles have been observed to park on double yellow lines; and
- All Ireland Polo Club car park, where cars were observed to be parked on grassed areas, despite availability within existing car parking areas.

### Option Appraisal Overview: Physical Enforcement Measures

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option A:</b> Physical Enforcement Measures							

## Option B: Increased Enforcement Activity / Personnel

At present, enforcement and management of parking and access is undertaken by the Garda and Park Rangers, and is often carried out on an ad-hoc basis as and when required. This can involve rangers adding notice stickers to the windows of inappropriately parked vehicles, using signage and cones to prevent vehicular access into certain locations, directing users to particular parking locations or taking control of traffic movements to ensure vehicles are not significantly disrupting wider road network (as done at locations such as Ashtown Gate).

Increasing the number of staff available for these roles, for example through the appointment of dedicated parking management roles rather than a reliance on Park Rangers and local Garda, would help the on-the-ground management of parking elements and provide quick support when required.

### Option Appraisal Overview: Enforcement Personnel

Timescale: <b>Short-Term &amp; Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>Medium</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option B:</b> Increased Enforcement Activity / Personnel							

## Option C: Introduction of Enforcement Penalties

Changes to legislation and the Phoenix Park Act (1925) could facilitate the introduction of Penalty Charge Notices (PCNs) to financially penalise drivers who park in inappropriate locations. Alternative mechanisms such as clamping or towing of vehicles could also be considered suitable. Such enforcement activities can also be tied to ensuring vehicles have paid for parking as required, should charges be introduced in the future.

### Option Appraisal Overview: Penalty Charge Notices

Timescale: <b>Medium-Term &amp; Long-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Medium</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option C:</b> Introduction of Penalty Charge Notices							



# Theme 8: Wayfinding & Signage



## Overview

Whilst important to recognise and be sensitive towards the nature of the Phoenix Park, improved wayfinding and signage infrastructure can help to improve navigation for visitors and help to identify the location of all cycle and car parking opportunities. The provision of good quality and easy-to-follow signage can play an important role for both visitors and local residents.

Through improvements in signage, better awareness of all parking opportunities can be supplied to park users, potentially improving the journey experience, spreading parking demand across locations, reducing instances of inappropriate parking and reducing congestion associated with circulating vehicles.

At present there is limited signage within the Park that identifies parking locations, which may limit visitor knowledge regarding the range and extent of parking opportunities within the Park's boundary, particularly for irregular visitors. The lack of signage was identified as an issue through feedback provided to the public survey.

This is also of importance following the removal of on-street car parking on Chesterfield Avenue, previously one of the most 'visible' parking locations within the Phoenix Park and seen by a proportion of visitors, including those responding to the public survey and stakeholder engagement, as the only car parking provision within the Park. An enhanced signage and wayfinding strategy that seeks to provide information regarding the range of parking opportunities within the Park could provide a number of benefits.

A number of Variable Message Signs are currently located across Dublin City Centre. Two variable message signs are located in proximity of access points to the Phoenix Park; one on Chapelizod Road, in proximity of Islandbridge Gate, and one on Wolfe Tone Quay, approximately 400m from the Parkgate St Gate.

## Option Development

### Option A: Improve Physical Signage

#### Option A (i): Signage for Car Parks

Signage and markings contribute to the traffic and pedestrian management of the Park, as they help to guide visitors to car parks and places of interest.

Improved wayfinding and signage infrastructure can help to enhance navigation for visitors and help to identify the location of all car parks. This can help better management of existing parking supply, as it can be used to raise awareness of underutilised car parks. This in turn can potentially improve traffic circulation and reduce issues of congestion.

It is important that signage reduce visual intrusion and maintain landscape and character of the Park. When possible, existing structures as fencing should be used to position signage, rather than using additional posts. If this is needed, traditional materials and natural colours should be preferred.

## Option A (ii): Signage for Pedestrians

Pedestrian signage can be improved at access and egress points of car parks to improve user experience, particularly for new visitors. Enhancements could also help encourage greater use of locations subject to lower levels of pedestrian footfall and more active travel in general. Increased awareness of pedestrian routes and travel times could encourage people to park further from their ultimate destination than at present, redistributing the use of car parks.

Enhancements to pedestrian wayfinding measures along walking paths could incorporate information boards or other elements such as a fitness trail. This could encourage people to start exploring the Park from locations that are currently underutilised (and therefore parking locations that are underutilised). These elements can be designed in a way and with materials that respond to the context of the Park. Examples are shown in [Figure 18](#).

**Figure 18. Pedestrian Wayfinding Measures**



## Case Study: Royal Parks (London) Landscape Design Guide

The Royal Parks in London has produced a Landscape Design Guide (2009-2010) to set general policies and principles to guide any landscape intervention, including positioning of new signage, as it is recognised that they contribute to the overall presentation of parks and to the quality of the landscape design.

Signage is required for pedestrian and traffic management, helping visitors to find place of interests and facilities, including car parks. Signs and markings need to be accurate, accessible and easily recognisable, but at the same time they need to suit the park landscape and being discreet within the park furniture. The Guidance suggests keeping visual intrusion to a minimum, using traditional material whenever possible and colours that blend with the environment. Existing infrastructure should be preferred to place signs rather than installing additional posts.

An example of signage installed in the Royal Parks is shown below.



Finger post (Hyde Park)

Source: Royal Parks Landscape Design Guide (2009-2010)

### Option Appraisal Overview: Improvements to Physical Signage

Timescale: <b>Short-Term &amp; Medium-Term</b> Delivery Complexity: <b>Low</b> Cost / Financial Viability: <b>Low</b> Recommended for Indicative Action Plan: <b>Yes</b>							
Option	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
<b>Option A (i):</b> Improve Physical Wayfinding / Signage for Parking							
<b>Option A (ii):</b> Improve Physical Wayfinding / Signage for Pedestrians							

### Option B: Use of Variable Message Signs

Two kind of variable message signs could be provided outside of the Park boundary to help manage access and parking supply within the Park:

- **Option B (i):** Variable message signs linked to real time occupancy of car parks; and
- **Option B (ii):** Variable message signs not linked to real time occupancy.

The provision of real-time occupancy signage along key routes leading to the Park enables users to make an informed decision of where to park based on availability. It also provides an opportunity to direct users to under-utilised car parks. It can also help to reduce journey times and the number of vehicles circulating on the local network looking for a space, providing benefits in terms of congestion and air quality.

However providing real-time information on car park occupancy requires dedicated technology to support this in addition to the signs, such as

sensors or ANPR cameras (**Option B (i)**). Such technological solutions may not be cost-effective or suitable for the specific context of the Park.

Variable message signs not linked to real-time occupancy can provide useful information around under-utilised car parks, directing drivers to locations where they are most likely to find a parking spaces. This kind of variable message signs provision requires a designated individual(s) with access to the software managing the signs to update the information displayed. While providing dedicated signs for the Park can be a costly option, an initial short-term solution would be liaising with the relevant stakeholders within Dublin City Council to understand if existing signs in proximity to gates to the Park could be used for parking management purposes within the Park. Such signage can also be utilised to address and mitigate against any parking-related issues outside the perimeter of the Park, helping to manage traffic in residential locations.

### Option Appraisal Overview: Variable Message Signs

Timescale: <b>Short-Term &amp; Medium-Term</b> Delivery Complexity: <b>Low</b> Cost / Financial Viability: <b>Low</b> Recommended for Indicative Action Plan: <b>Yes</b>							
Option	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
<b>Option B (i):</b> Variable Message Signs linked to Real-Time Occupancy (located outside the Park)							
<b>Option B (ii):</b> Variable Message Signs not linked to Real-Time Occupancy (located outside the Park)							



# Theme 9: Marketing, Communication & Information Provision



## Overview

Effective marketing, communication and information provision can help drive Travel Demand Management, encouraging people to make certain decisions regarding travel both to and within the Park. Additionally, it is important that any changes to the provision or operation of cycle and car parking within the Park is accompanied by a strong marketing and communication package to ensure user awareness and generate support.

Details of cycle parking locations, car parks including opening times, on-road parking opportunities on North Road and locations of parking for people with disabilities are provided

on the Phoenix Park website; however, this information is limited and not easily accessible, and located on a page entitled 'Directions' and may not be easily found by all.

Reviewing how such information is provided and marketing approaches could help alter or reduce parking demand as well as improve user experience.



## Option Development

### Option A: Improve Cycle Infrastructure Information Provision

Information around cycle routes and cycle parking should be provided under a section ideally called “By Cycle” on the “Direction” area of the Phoenix Park website. Cycle parking should be clearly listed, and information provided on access, parking capacity and opening times.

Maps showing cycle routes, cycle parking and other cycle provision within the Park should also be provided on the website. This could be an interactive map, where for example users could click on different parking locations or cycle routes to be redirected to relevant information.

Any information provided online should be easily accessible both from computers and smartphones.

### Option Appraisal Overview: Improve Cycle Infrastructure Information Provision

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option A:</b> Improve Cycle Infrastructure Information Provision							

### Option B: Improve Public Transport Information Provision

Information around public transport provision should be provided under sections ideally called “By Bus” and “By Train or Tram” on the “Direction” area of the Phoenix Park website. Information should include bus, rail and tram routes serving the park, including frequencies and operating times, and information regarding fares. It is suggested that comparison in costs between different form of transport, especially private car, is provided, to encourage people to consider public transport options. Links to bus and train operator websites could also be provided, as well as a link to the [Transport for Ireland Journey Planner](#).

Maps showing bus, rail and tram routes and location of bus stops should be provided. This could be an interactive map, where for example users could click on bus routes and stops to be redirected to relevant information.

Any information provided on line should be easily accessible both from PCs and from smartphones.

### Option Appraisal Overview: Improve Public Transport Information Provision

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option B:</b> Improve Public Transport Information Provision							

## Option C: Improved Information on Accessible & Age-Friendly Parking

Accessible parking, such as parking for people with disabilities and age-friendly parking should be clearly signposted within the Park and on the Park website, ideally under a dedicated section of the “Directions” web page.

Signage should be provided within the park to direct drivers that can use those accessible spaces to the relevant parking areas. Within the car parks where these are provided, they should be clearly signposted, in order to avoid misuse.

Information around accessible bays should also be provided at the Park attractions.

### Option Appraisal Overview: Improved Information on Accessible & Age-Friendly Parking

Timescale: <b>Short-Term &amp; Medium-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option C:</b> Improved Information on Accessible & Age-Friendly Parking							

## Option D: Routing Information for Car Travel

The Phoenix Park website provides detailed written information concerning how to access the Park for visitors arriving by bus, Luas or train; however, little information is set out regarding the best routes to be taken from different directions when travelling by car, including recommendations of which gate to use when arriving from key highway routes from the north, south, etc. This can be shown visually as well as through written text, with an example map shown in [Figure 19](#).

Provision of this information would not be intended to encourage additional car-based trips to be made to the Park but to promote the undertaking of shortest journeys to access the Park.

### Option Appraisal Overview: Routing Information for Car Travel

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option D:</b> Routing Information for Car Travel							



Figure 19. Access & Routing Mapping



## Option E: Improved Online Information on Parking including Mapping

On line information provided on the Phoenix Park website regarding parking can be improved splitting the “Directions” area of the website into different sections according to different means of transport that can be used to get to the Park. Information around parking should be provided under a section ideally called “By Car”. Car parks should be clearly listed, and information provided on access, parking capacity and opening times provided.

A map that clearly signposts car parks locations should be also provided. This could be an interactive map, where for example users could click on parking locations to be redirected to relevant information.

Any information provided on line should be easily accessible both from PCs and from smartphones.

### Option Appraisal Overview: Improved Online Information on Parking (incl Mapping)

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option E:</b> Improved Online Information on Parking (incl Mapping)							

## Option F: Highlight where Parking is not Permitted (& Identify Alternative Locations)

Clearly signposting parking restriction within the Park can help reduce parking misuse. Information boards providing maps and directions to alternative and under used parking locations can be helpful to manage supply. Information regarding parking restrictions should be available on the Park website.

### Option Appraisal Overview: Highlight where Parking is not Permitted (& Identify Alternative Locations)

Timescale: <b>Short-Term</b>	Environment	Safety	Accessibility & Social Inclusion	Integration	Physical Activity	Economy	Overall
Delivery Complexity: <b>Low</b>							
Cost / Financial Viability: <b>Low</b>							
Recommended for Indicative Action Plan: <b>Yes</b>							
<b>Option</b>							
<b>Option F:</b> Highlight where Parking is not Permitted (& Identify Alternative Locations)							

## Option G: Collaboration with Dublin Zoo

The Parking Strategy recommends that the OPW continues to work with Dublin Zoo to reduce the impacts of parking demand from visitors to the zoo on the Park. This could include identifying and implementing promotions for those who travel by alternative modes.

Offering discounts for tickets to the institutions and attractions located within the Park could be offered to provide an incentive to visitors to use sustainable modes to access the Park, and to rewards those who already do. As Dublin Zoo is one of the largest trip attractors within the Park, and who's demand for parking is an important consideration, they should be encouraged to explore the feasibility of this option. Stakeholder engagement has confirmed the zoo's receptiveness for such an arrangement.

At present, the 'Getting Here' page of the Dublin Zoo website provides details on access by car and car parking opportunities first, with the greatest level of information provided for this mode. No information on cycle parking is provided. It is recommended that the access options are listed following the hierarchy set out in the Parking Strategy:

Cycling/Walking

Public transport

Car

### Option Appraisal Overview: Collaboration with Dublin Zoo

Timescale: **Short-Term & Medium-Term**  
 Delivery Complexity: **Medium**  
 Cost / Financial Viability: **Low**  
 Recommended for Indicative Action Plan: **Yes**

#### Option

**Option G:** Collaboration with Dublin Zoo

Environment

Safety

Accessibility & Social Inclusion

Integration

Physical Activity

Economy

Overall



## Option H: Create a Working Group with Local Authorities & Garda

Vehicular traffic within and around the Park, and associated parking pressure, greatly affect people living locally to the Park both from a Park user perspective and from a resident perspective. The creation of a working group involving local authorities, Garda and the OPW can help an early identification of issues related to parking and mobility in general and can support the co-creation of possible mitigating measures.

### Option Appraisal Overview: Working Group with Local Authorities & Garda

Timescale: **Short-Term**  
 Delivery Complexity: **Medium**  
 Cost / Financial Viability: **Low**  
 Recommended for Indicative Action Plan: **Yes**

#### Option

**Option H:** Working Group with Local Authorities & Garda

Environment

Safety

Accessibility & Social Inclusion

Integration

Physical Activity

Economy

Overall







## 5 | Indicative Strategy Action Plan

### 5.1 Context

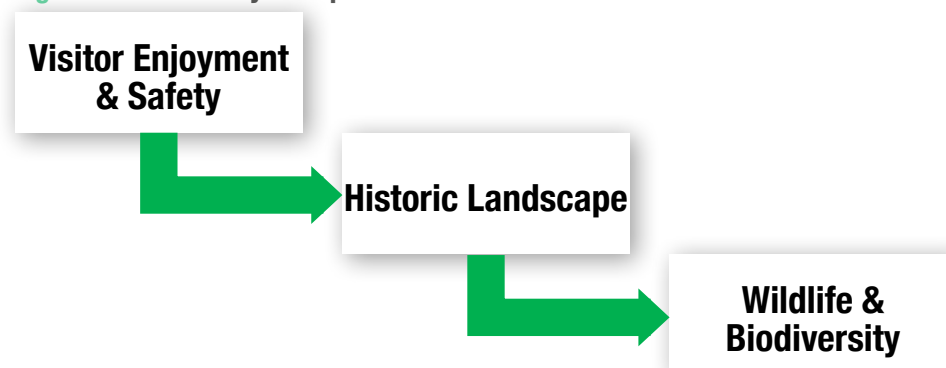
Section 4 has set out a range of options for enhancing cycle and car parking provision and management within the Phoenix Park, covering a wide range of themes. It is important that a balance is found to identify the options that best meet the overall objectives of the Parking Strategy whilst also aligning with wider principles for the management and conservation of the Park as set by the OPW.



There are often competing demands in terms of implementing parking strategy measures, particularly within the important historic, archaeological and biodiverse setting of the Phoenix Park. For example, measures that align to fully accommodate future growth in parking demand may contradict with wider conservation and sustainability objectives, and vice versa.

Options that performed well within the appraisal process and best accord with the hierarchy of importance identified, set out within [Figure 200](#), have been taken forward for consideration within the Indicative Action Plan set out in this chapter.

**Figure 20. Hierarchy of Importance**



## 5.2 Strategy Timeline

The options presented in [“4 | Option Development”](#) of this Strategy Report are intended to provide the OPW with an informed evidence base to consider and take forward options that are considered to be most appropriate to align with wider objectives and goals. In order to provide a suggestion of what options may be taken forward, this chapter provides a series of potential actions for the short, medium and long-term.

It is proposed that the Parking Strategy is implemented in a phased approach to ensure that measures that can be easily implemented and address immediate issues can be implemented and delivered at the earliest opportunity whilst being fully aligned with the overall Parking Strategy.

The Parking Strategy seeks to cover a ten-year period and as such identifies measures for the following periods:



## 5.3 Indicative Action Plan

[Table 15](#) provides an overview of strategy recommendations for the short, medium and long-term based on the evidence base collected and measures set out in [“4 | Option Development”](#). Ratings for cost (low, medium and high) are proportional to other options and reflect financial costs to the OPW as the overseeing body for the Phoenix Park.

The Indicative Action Plan has been developed to accord with the conclusion that, in the short-term better use of existing car parking provision, coupled with continued support for active modes, is likely to support levels of parking demand across the Park, with a future need for an increase in overall car parking provision either on- or off-site in the medium- to long-term likely to be required to accommodate anticipated growth in visitor numbers to the Park and attractors within it if mode shift does not occur.

**Table 15. Strategy Indicative Action Plan & Recommendations to be Advanced**

Option & description	Timeline	Delivery Complexity	Cost
<b>CYCLING</b>			
Increased cycle parking provision within the Park.	Short	Low	Low
Increased cycle hire availability within / close to the Park.	Short	Low	Medium
Provision of shared micro-mobility facilities within / close to the Park.	Medium / Long	Medium	Medium
<b>PUBLIC TRANSPORT / ALTERNATIVE MODES</b>			
Support wider feasibility work investigating the potential to enhance public transport availability within and close to the Park.	Short / Medium / Long	Low/ medium	Low
<b>CAR PARKING SUPPLY</b>			
Create new off-road car park near Castleknock Gate.	Medium	High	High
Continued use of temporary parking area adjacent to The Lord's Walk.	Short / Medium	Medium	Low
Enhancements to The Lord's Walk to deliver small increase in capacity.	Medium	Medium	High
Introduce improvements to Knockmaroon Gate car park.	Short	Low	Medium
Provision of new publicly accessible car parking within the Park (e.g. at Ratra House, on Ordnance Survey Road).	Short / Medium	Medium	Medium
Enhance coach parking facilities within the Park.	Short / Medium	Low	Medium
<b>ACCESSIBILITY</b>			
Introduce provision of accessible cycle parking across the Park.	Short / Medium	Low	Medium
Increase provision of car parking for people with disabilities.	Short / Medium	Low	Low
Introduce age friendly car parking within the Park.	Short / Medium	Medium	Low

Option & description	Timeline	Delivery Complexity	Cost
<b>LEGISLATION</b>			
Amend Phoenix Park Act to remove enforcement and charging limits / introduce new primary legislation.	Short / Medium	High	Medium
Create bye-laws for any charging / enforcement taken forward.	Medium / Long	Medium	Low
<b>PRICING TARIFFS / OPERATIONS</b>			
Introduction of parking charges across entirety of the Park.	Medium / Long	Medium	Medium
Introduce maximum durations of stay for parking in the Park.	Medium / Long	Medium	Medium
<b>ENFORCEMENT</b>			
Physical measures (e.g. planting, signage, railings).	Short	Low	Medium
Increased enforcement activity / personnel.	Short / Medium	Medium	Medium
<b>WAYFINDING &amp; SIGNAGE</b>			
Introduce physical signage for parking and pedestrian wayfinding within the Park.	Short / Medium	Low	Medium
Use of Variable Message Signs on routes approaching the Park.	Short / Medium	Medium	Low
<b>MARKETING, COMMUNICATIONS &amp; INFORMATION PROVISION</b>			
Improve online information provision concerning cycle parking, public transport and car parking within the Park.	Short	Low	Low
Highlight areas where parking is not permitted and identify alternative locations.	Short	Low	Low
Create a working group with local authorities / Garda, and engage with key stakeholders.	Short	Medium	Low







# Appendix



## A | Introduction

### A.1 General

The Phoenix Park is located at the western edge of Dublin City Centre and to the north of the River Liffey. It lies within Dublin City Council's administrative area, and is bordered by Fingal County Council at its western boundary. The Park covers an area in excess of 700 hectares and is enclosed by an 11km long perimeter wall. It is one of the largest designated landscapes of any European city and is managed by the Office of Public Works (OPW).



The Park serves a wide range of functions and is an important location in terms of its biodiversity, wildlife habitat, historical and archaeological significance and the extensive recreational opportunities it provides. It is also home to several important institutions and nationally important visitor attractions, including the Phoenix Park Visitor Centre, Áras an Uachtaráin, Dublin Zoo, St Mary's Hospital and An Garda Síochána Headquarters.

Reconciling and balancing the need to maintain access for all to the Phoenix Park with that to protect its historical landscape, biodiversity and visitor safety is of critical importance. The Phoenix Park Transport & Options Mobility Study (2021) sets out a series of options for how visitors will access, experience and move within the Phoenix Park while ensuring the Park's environments are protected. It identified long-stay commuter parking and high levels of inappropriate parking within and around the perimeter of the Park as major issues. As a result, one of the study's key recommendations is the development and implementation of a Parking Strategy to:

'not only reduce the parking demand and traffic volumes at key attractions such as the Visitor Centre and Dublin Zoo, but also promote the switch to sustainable modes of travel to access the Park'.

The Parking Strategy considers both vehicle and cycle parking within the boundary of the Park, as well as potential impacts on the immediate surrounding area. The term cycle is used to refer to all types of bicycles, cargo bikes and adapted cycles. The Strategy also addresses the needs and parking requirements of those with mobility issues.

The Parking Strategy provides a comprehensive vision for parking management in the Phoenix Park and complements existing wider plans, policies and strategies adopted by both the OPW and key stakeholders.

## A.2 Consultation & Engagement

Recognising the importance of the Phoenix Park to the population of Dublin and further afield, views of both the general public and key stakeholders have been gathered at the onset of the strategy development process regarding cycle and car parking within the Park and any associated issues or opportunities.

Engagement has been undertaken with two groups:

- General Public / Park Users; and
- Key Internal & External Stakeholders.

An initial online public survey was undertaken to collate information from the public through a series of closed questions plus an open question to capture all other views and opinions. A total of 5,168 English responses and 28 Irish responses were received to the survey which ran from Wednesday 15th June to Sunday 10th July 2022.

In addition, a series of stakeholder engagement meetings have been held to gather the views and opinions of employers and institutions based within the Phoenix Park, local resident groups, Dublin City Council, Fingal County Council and elected Ministers, Senators, Councillors and TDs. Key themes covered within various stakeholder engagement discussions included car and cycle parking capacity, demand and opportunities; visitor and staffing numbers; proposals for expansion / policy change; long-term visions and suggested changes to parking arrangements within the Park.

This **Stakeholder Engagement & Consultation Report** sets out the stakeholders engaged, alongside key findings, themes, opportunities and issues identified through the public survey and stakeholder engagement.



# B | Online Public Survey

## B.1 General

An initial online public survey has been undertaken to gather views and information on elements including concerning trip purpose, parking choice and attitudes towards and the likelihood of using alternative modes of travel. In total, 5,168 English responses and 28 Irish responses were received to the survey which ran between Wednesday 15th June and Sunday 10th July 2022. Not all questions within the survey were mandatory or required a response.

### Key Findings

Nearly three in five respondents (57.2%) reported visiting the Phoenix Park at least once a week, with the vast majority of visits (84.0%) made for leisure or recreational purposes.

Over half of respondents (54.0%) had travelled on foot and almost one third (30.0%) by cycle for their most recent journey to the Park. Over two thirds (69.5%) had travelled with others on their most recent journey, with most (64.9%) staying in the Park for between one and three hours.

Two thirds (65.1%) of respondents suggested that they could potentially be persuaded to drive less or use another mode to access the Phoenix Park. Measures reported as most likely to encourage respondents to drive less were:

- New bus services to, or within the Park (32.1% of respondents);
- New bus services linking to multi-modal hubs (30.5% of respondents);
- Improved cycle routes to and from the Park (26.6% of respondents); and
- Improved cycle routes within the Park (25.0% of respondents).

## B.2 Data Cleansing

An initial data cleansing exercise was undertaken to ensure, as far as possible, an individual did not respond more than once to the survey. This was undertaken through a review of IP addresses, in conjunction with email addresses (if noted), with those used more than once flagged. Of these, responses that had the same open response answer to the final question of the survey and those with more than 97.5% of the survey responses being blank were explored to understand if duplication could be removed from the total survey responses.

There were six responses that were observed to be exactly duplicated with the same IP address and email address. For these, the most recent submission was taken if there were conflicts, and any sentiment combined in open-ended responses. These six were then combined into three responses. A further 22 responses were observed to be incomplete (i.e. >97.5% of responses were blank) and had duplicated IP addresses. These 22 responses were deleted as it is expected that these submissions were superseded by the most recent survey submission which was more complete.

Therefore, in total 25 responses were observed to be ‘duplicates.’ Consequently, 5,143 English responses and 28 Irish responses were analysed, equating to a total of **5,171 responses** to the online public survey.

## B.3 Data Analysis & Key Themes

The section below analyses the closed questions of the survey. The following themes are detailed:

- Visits To The Park
- Travel Mode
- Trip Purpose & Duration
- Importance Of Parking
- Factors That Influence Travel & Parking Choice
- Travel Planning
- Quality Of Parking Facilities
- Ease Of Travel
- Modal Shift

## B.4 Visits to the Park

### Question Asked

When did you last visit Phoenix Park?

A total of 5,165 responses were received to this question, with results summarised in [Table 1](#). Over half of respondents (56%) have visited the Park within the past week, with 12% of respondents (601) having visited within the past fortnight and 13% (693) within the past month.

**Table 1. Last Visit to the Park**

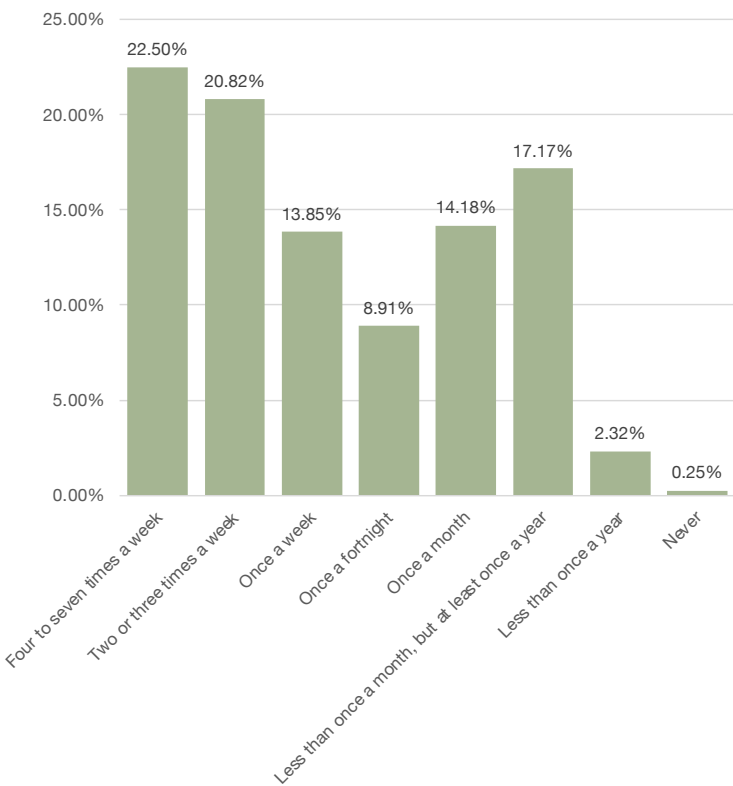
Response	%	#
Within the Past Week	56.30%	2,908
Within the Past Fortnight	11.64%	601
Within the Past Month	13.42%	693
Within the Past Three Months	8.07%	417
Within the Past Six Months	3.41%	176
Within the Past Year	3.81%	197
More Than One Year Ago	3.21%	166
I Have Never Visited the Phoenix Park	0.14%	7
<b>Total</b>	<b>100%</b>	<b>5,165</b>

### Question Asked

Generally, how often do you visit the Phoenix Park?

A total of 5,120 responses were received to this question, with results highlighted in [Figure 1](#). Overall, 97% of respondents (4,988) visit the Park at least once a year. A large proportion of respondents are regular visitors to the Park; almost one quarter (23%, 1,152) visit between four and seven times a week and 21% (1,066) two to three times a week.

**Figure 1. Frequency of Visits**



Base = 5,120

## B.5 Travel Mode

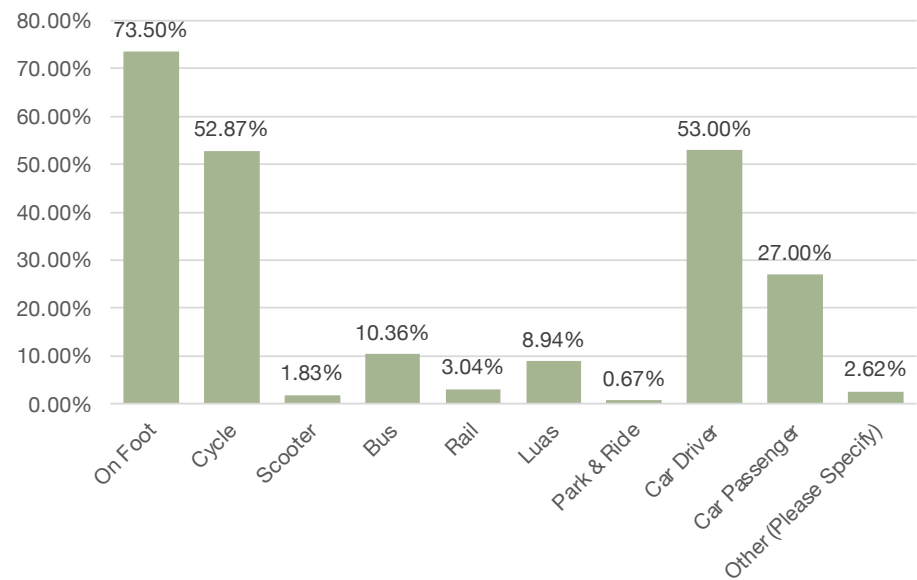
### General Travel Patterns

#### Question Asked

How do you usually, or sometimes travel to the Phoenix Park?

This question was multi-choice, with 2,404 respondents providing 5,621 responses; these are summarised in [Figure 2](#). Nearly three quarters of respondents (74%, 1,767) noted that they sometimes travel to the Park on foot, with over half sometimes travelling by cycle (53%, 1,271). A similar proportion (1,274) sometimes travel as a car driver, with 27% as a car passenger. Almost one quarter of respondents (22%, 537) sometimes travel via public transport (bus, rail or Luas).

**Figure 2. Travel Mode (General)**



## Cycle

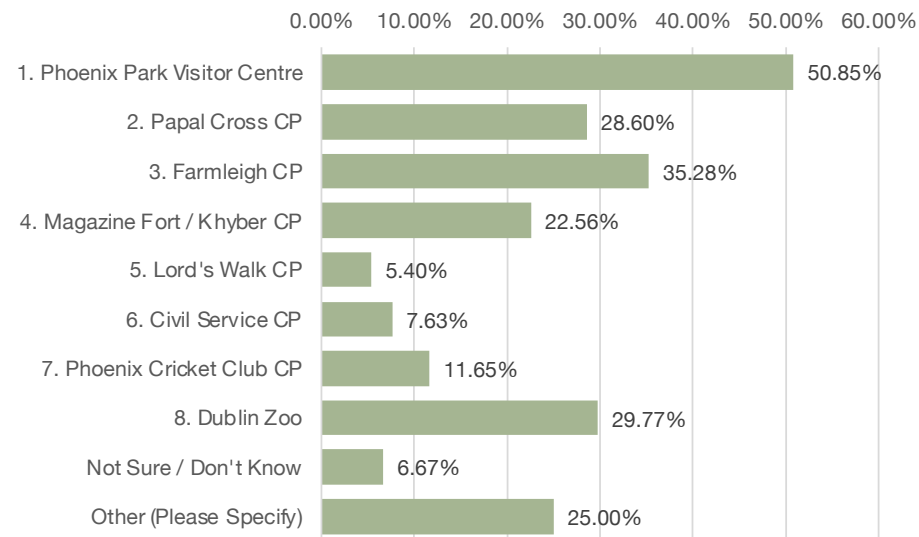
#### Question Asked

When travelling to the Phoenix Park generally, do you ever travel by cycle?

When you travel to the Phoenix Park by cycle, do you ever stop and park your cycle within the Phoenix Park?

Of the 5,104 respondents who submitted an answer to this question, over one quarter (28%, 1,415) travel to and from the Park by cycle. The remaining 72% (3,689) noted that they do not travel by cycle. Of those who travel by cycle, over two thirds (67%, 950) noted that they park their cycle within the Phoenix Park.

**Figure 3. Cycle Parking Locations**





## Question Asked

Where do you usually park your cycle when visiting the Phoenix Park?

This question was multi-choice, allowing respondents to select one than more cycle parking location. A total of 944 respondents answered this question, with a total of 2,109 responses received. The identified locations where respondents park their cycle within the Park are detailed in [Figure 3](#). Percentage figures identified are the proportion of respondents who selected each location; for example, 51% of respondents to this question noted they park at the Phoenix Park Visitor Centre.

The Phoenix Park Visitor Centre received the highest number of responses, with half of respondents (480) noting this as a location where they usually park their cycle. Farmleigh House received the second highest response rate, at 35% (333). Over one third of respondents park their cycle either at Dublin Zoo (30%) or the Lord's Walk car park (5%).

## Car

## Question Asked

When travelling to the Phoenix Park generally, do you ever travel in a motor vehicle (either as a driver, or as a passenger) and park your vehicle?

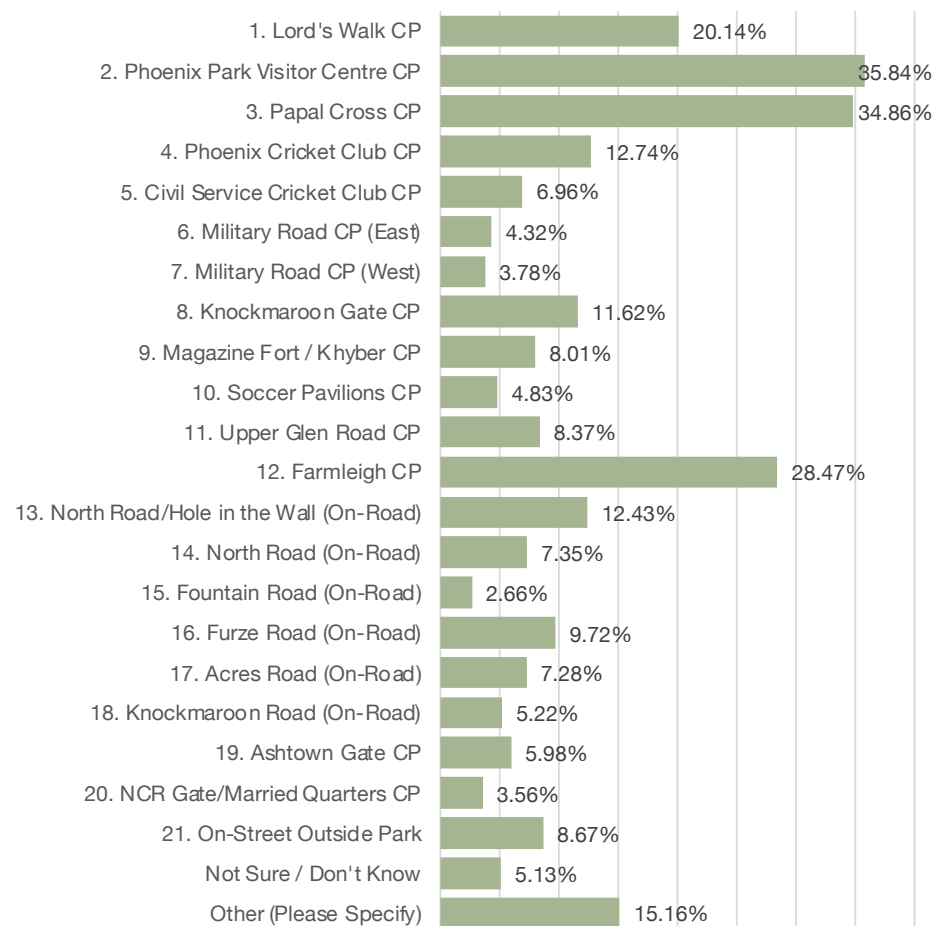
Where do you usually park your motor vehicle when visiting the Phoenix Park?

A total of 5,066 responses were received to the first question. The majority of respondents (84%, 4,264) either always (51%, 2,593) or sometimes (33%, 1,671) use a motor vehicle to travel to and park in the Park. The remaining respondents (16%, 802) stated they never travel to the Park by motor vehicle.

The second question was multi-choice, allowing respondents to select one than more car parking location. A total of 4,096 respondents provided

10,777 responses to this question, with chosen car parking locations outlined in [Figure 4](#). The most commonly reported car parking location generally used by respondents was the Phoenix Park Visitor Centre car park, noted by 1,468 (36%). This was followed by the Papal Cross car park (35%, 1,428) and Farmleigh House car park (28%, 1,166).

**Figure 4. Car Parking Locations (General)**



## Most Recent Trip to the Park

### Question Asked

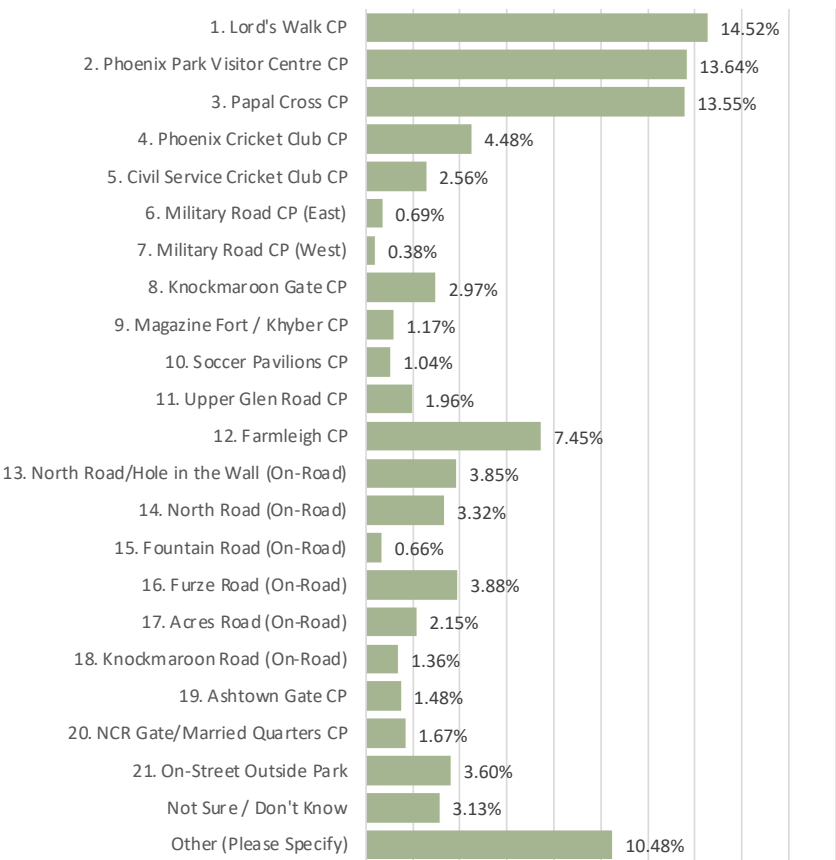
Thinking about your last visit to the Phoenix Park, did you travel in a motor vehicle (either as a driver, or as a passenger) and park your vehicle?

Thinking about your last visit to the Phoenix Park, where did you park?

A total of 4,851 respondents answered whether they travelled in a motor vehicle for their most recent trip to the Park; of these, over two thirds (67%, 3,256) noted they did. Those who answered yes to this question were asked to identify the location they parked in, with 3,167 responses received to this question. Identified parking locations are set out in [Figure 5](#).

The Lord's Walk, Phoenix Park Visitor Centre and Papal Cross car parks were the most frequently selected, each by approximately 14% of respondents (460, 432 and 439 respectively).

**Figure 5. Car Parking Locations (Most Recent Trip)**

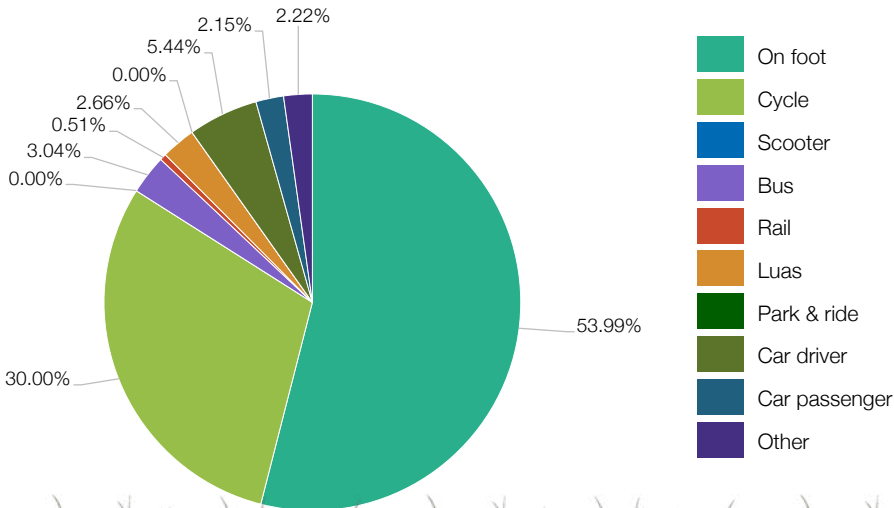


### Question Asked

Thinking about your last visit to the Phoenix Park, how did you travel?

As summarised in [Figure 6](#), over half of respondents to this question (54%, 853) travelled on foot to reach the Park on their most recent trip, whilst 30% (474) travelled via cycle. 1,580 responses were received to this question.

**Figure 6. Travel Mode (Most Recent Trip)**

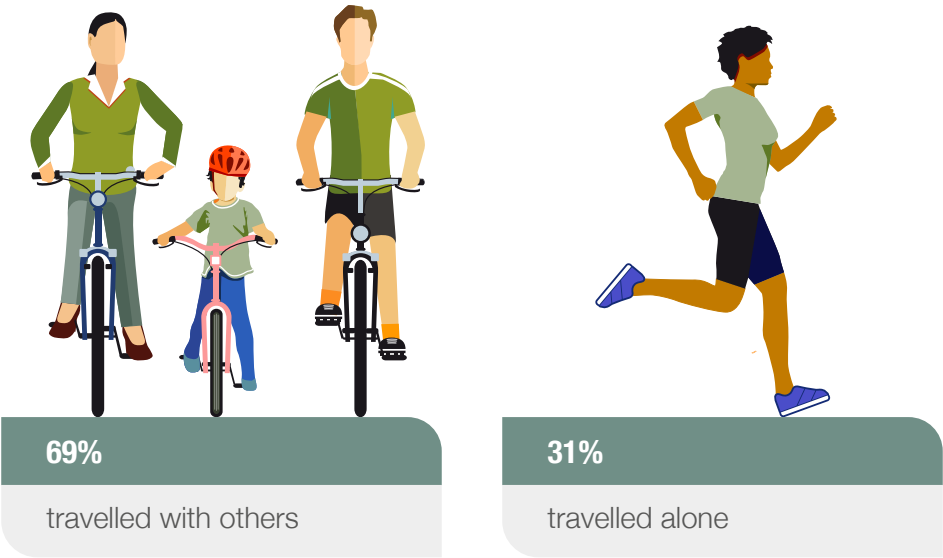


# B.6 Trip Purpose & Duration

## Question Asked

Thinking about your last visit to the Phoenix Park, did you travel alone or with others?

When asked about their most recent trip to the Park, 69% of respondents (3,315) travelled with others, with the remaining 31% (1,457) travelling alone.



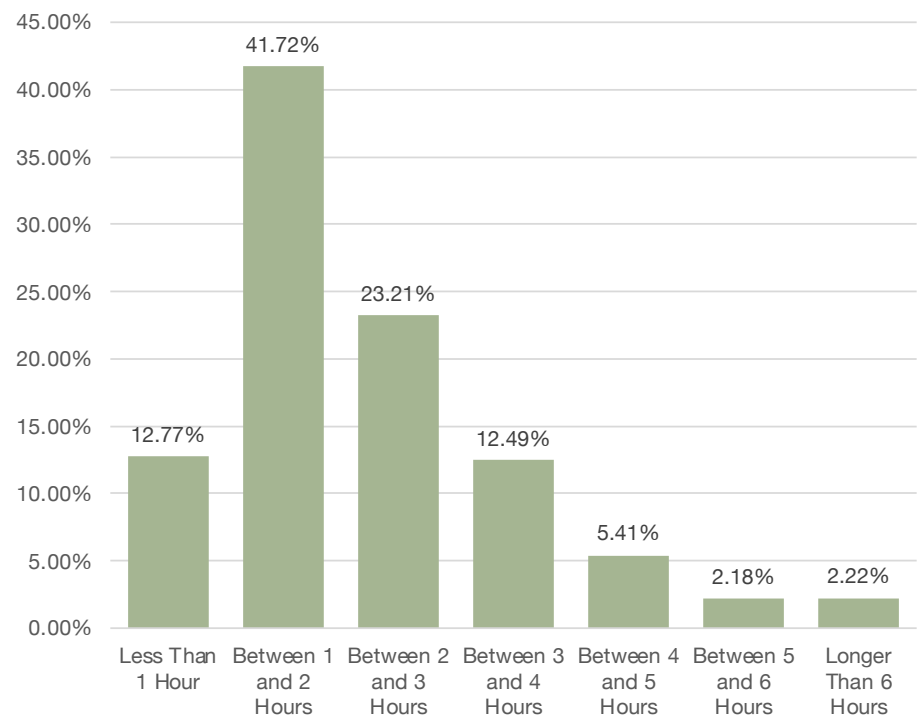
## Duration of Stay

### Question Asked

Thinking about your last visit to the Phoenix Park, approximately how long did you stay for?

Respondents were asked to state how long they stayed in the Park on their most recent visit. The proportion of responses received are summarised in [Figure 7](#), with 4,770 responses received to this question. It can be seen that the majority of respondents (42%, 1,990) stayed for between one and two hours on their last visit, with almost one quarter (23%, 1,107) staying for between two and three hours.

**Figure 7. Duration of Stay (Most Recent Trip)**





## Trip Purpose

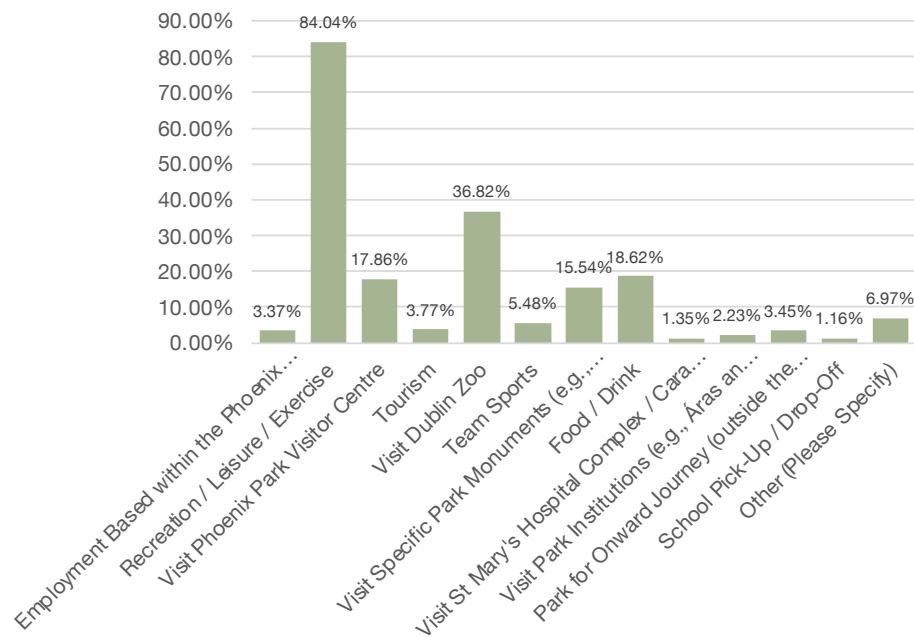
### Question Asked

What are the main purposes of your trip when you visit the Phoenix Park?

Respondents were asked to identify the primary reasons for their visits to the Phoenix Park, with it possible to select multiple reasons. As shown in [Figure 8](#), the overwhelming majority of respondents (84%, 3,990) visit for recreational purposes, including leisure and exercise. Over one third (37%, 1,748) have visited the Park to visit Dublin Zoo. 36% have either visited the Phoenix Park Visitor Centre or the Park for refreshments.

Employment within the Park was noted by 3% (149) of respondents.

**Figure 8. Main Trip Purpose**



Base = 4,748 respondents

## Employment Location

### Question Asked

Where do you work within the Phoenix Park?

Those who noted employment as a main purpose of their trip to the Park in the previous questions were asked where they work. Responses are detailed in [Table 2](#). Over one quarter of respondents (41) work at Dublin Zoo, with a similar number (39) working at An Garda Síochána Headquarters (39).

**Table 2. Place of Employment**

Location	% Responses
Dublin Zoo	28%
An Garda Síochána Headquarters	26%
St Mary's Hospital Complex / Cara Cheshire Home	9%
Ordnance Survey Ireland	5%
Áras an Uachtaráin	3%
Phoenix Park Visitor Centre	0%
Phoenix Park Tea Rooms	1%
Phoenix Cafe	0%
Farmleigh	3%
Phoenix Park Specialist School	0%
US Ambassador's Residence	0%
Civil Defence Phoenix Training Centre	1%
OPW Whitefields Depot	1%
Other	22%
Total	100%

## B.7 Importance of Parking

### Cycle Parking

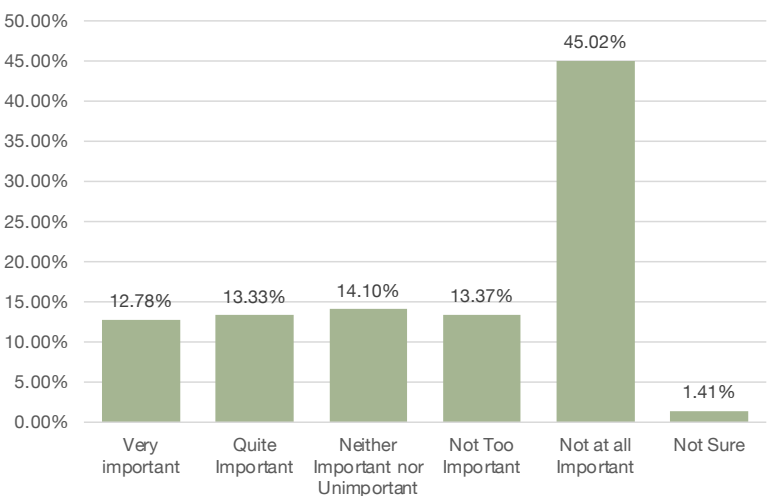
#### Question Asked

How important is cycle parking to your decision on whether to visit the Phoenix Park?

A total of 4,696 responses were received when asked about the importance of cycle parking in influencing a decision to visit the Park. As shown in [Figure 9](#), over one quarter (26%, 1,226) of respondents stated that cycle parking was either very important or quite important when deciding whether or not to visit the Phoenix Park:

- Very Important: 13%;
- Quite Important: 13%;
- Neither Important Not Unimportant: 14%;
- Not Too Important: 13%;
- Not At All Important: 45%; and
- Not Sure: 1%.

**Figure 9. Importance of Cycle Parking**



Base = 4,696 respondents

### Car Parking

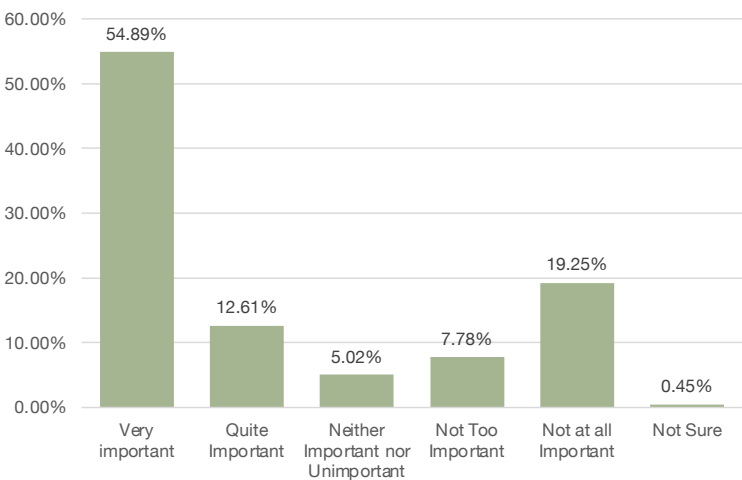
#### Question Asked

How important is car parking to your decision on whether or not to visit the Phoenix Park?

A total of 4,717 responses were received to this question, results of which are noted in [Figure 10](#). One fifth (19%, 908) noted that car parking was not at all important to them when deciding whether to visit the Park, whilst over half (55%, 2,589) noted that car parking to be very important when deciding whether to visit the Park.

- Very Important: 55%;
- Quite Important: 13%;
- Neither Important Not Unimportant: 5%;
- Not Too Important: 8%;
- Not At All Important: 19%; and
- Not Sure: 0%.

**Figure 10. Importance of Car Parking**



# B.8 Factors that Influence Travel & Parking Choice

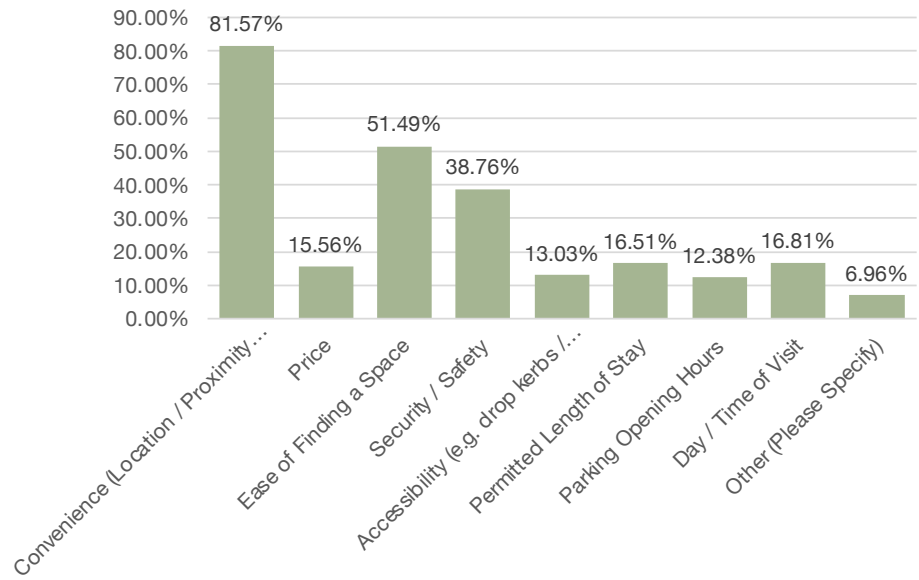
## Question Asked

What factors do you consider when choosing where to park, by car or by cycle, for your visit to the Phoenix Park?

Respondents were asked to identify factors that they consider when choosing the location at which they park their vehicle or cycle, with an ability to select multiple factors. A total of 4,628 respondents selected 11,712 factors, summarised in [Figure 11](#).

The most frequently identified factor was convenience, noted by 82% of respondents (3,775). This was followed by ease of finding a space (51%, 2,383) and security / safety of the parking location (39%). Opening hours, price of parking and accessibility were the least frequently reported factors.

Figure 11. Factors When Choosing Parking Location

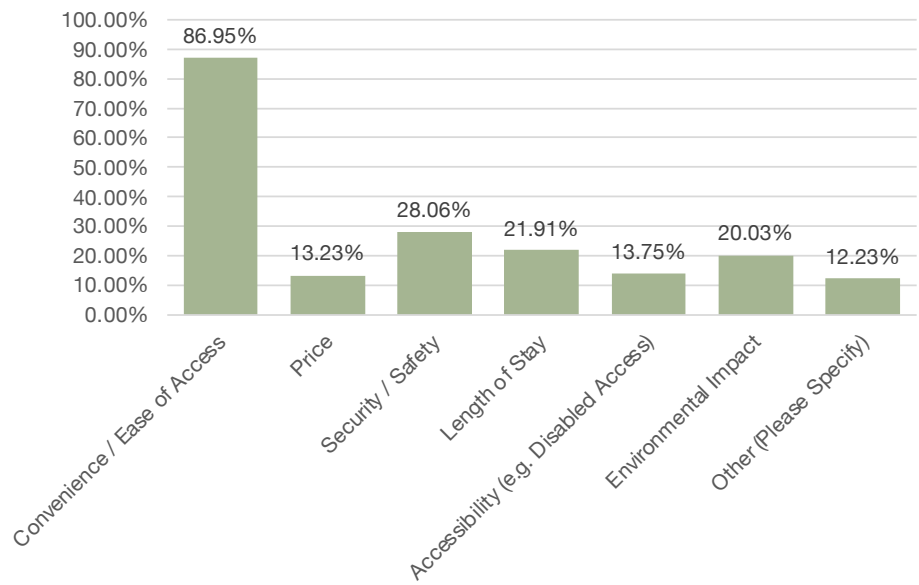


## Question Asked

What factors do you consider when choosing how to travel to the Phoenix Park?

Another multi-choice question was factors that influence the mode used to access the Park; this was answered by 4,619 respondents with responses noted in [Figure 12](#).

Figure 12. Factors when Choosing Travel Mode



The most common factor when considering how to travel to the Park was noted as convenience / ease of access (87%, 4,067). The price of travel was the least common response received (13%, 611).

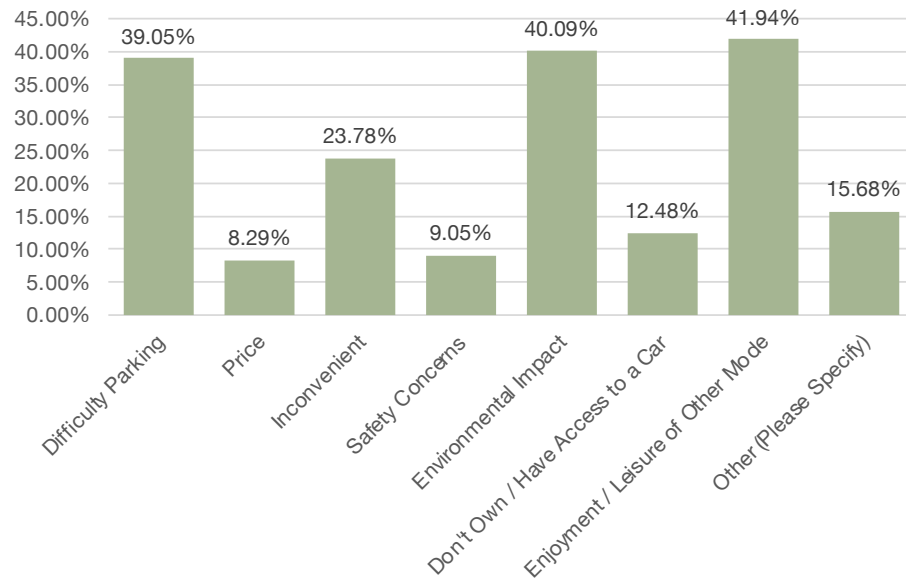


## Question Asked

What factors influence your decision to not travel by car and park?

As summarised in [Figure 13](#), when asked what factors influence a decision to not travel to the Park via car (and park within the Park), the most commonly cited factor was the enjoyment / leisure benefits of using other modes (42%, 931). The cost associated with parking was the least frequently identified factor, noted by 184 of a total of 2,220 respondents (8%). Respondents could select multiple factors when answering this question.

**Figure 13. Factors Influencing Decision to not Travel by Car & Park?**

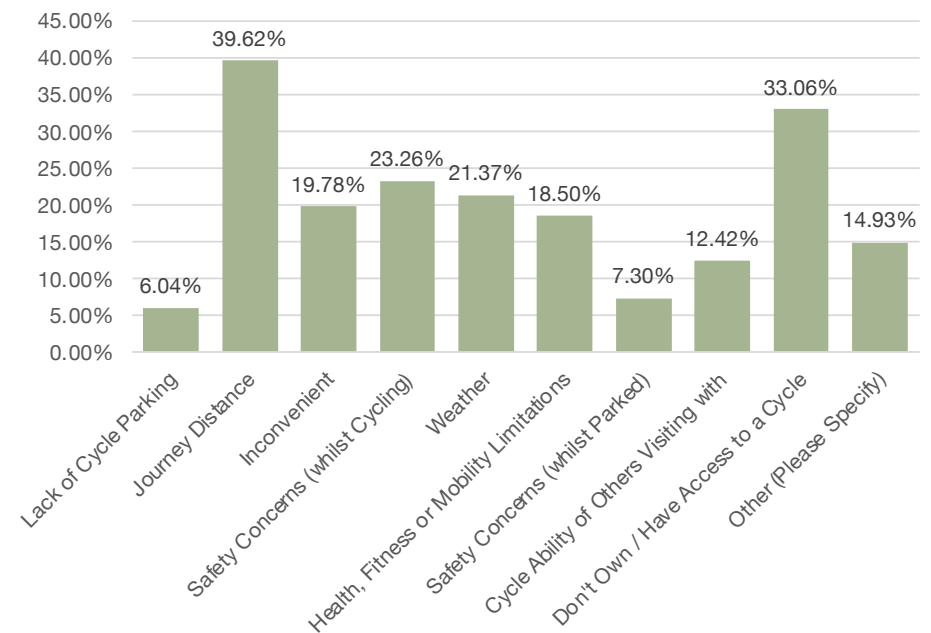


## Question Asked

What factors influence your decision to not travel by cycle to the Phoenix Park?

A similar question was asked, again multi-choice, on the factors that influence the respondent's decision to not travel by cycle to and from the Park ([Figure 14](#)). A total of 3,276 respondents answered this, with 40% (1,298) noting the journey distance as a factor. Other factors identified, in order of frequency, include a lack of access to a cycle, safety concerns whilst cycling and weather conditions. A lack of cycle parking was the least commonly cited factor.

**Figure 14. Factors Influencing Decision to not Cycle**



## B.9 Travel Planning

### Question Asked

Thinking about your last trip to the Phoenix Park, did you look into any travel elements of your trip in advance (e.g. parking locations, access routes into the park, etc) and, if so, how did you access this information?

When asked whether, prior to making their last trip to the Park, the respondent had looked into any travel elements, over two thirds (67%, 3,034) noted they did not as they had previously visited the Park. As detailed in [Table 3](#), the Phoenix Park website, online journey planners and via friends and family were the methods most frequently reported for searching for such information.

**Table 3. Travel Planning Ahead of Trip**

Response	%	#
No	30%	1,345
No, I Had Previously Visited the Phoenix Park	67%	3,034
Yes, via Phoenix Park Website	3%	118
Yes, via OPW Website	1%	43
Yes, via Heritage Ireland Website	0%	10
Yes, via Phoenix Park Social Media	1%	52
Yes, via Online Journey Planner (e.g. Google Maps)	5%	239
Yes, via Friends / Family	3%	145
Yes, via Other (Please Specify)	3%	155

## B.10 Quality of Parking Facilities

### Cycle Parking

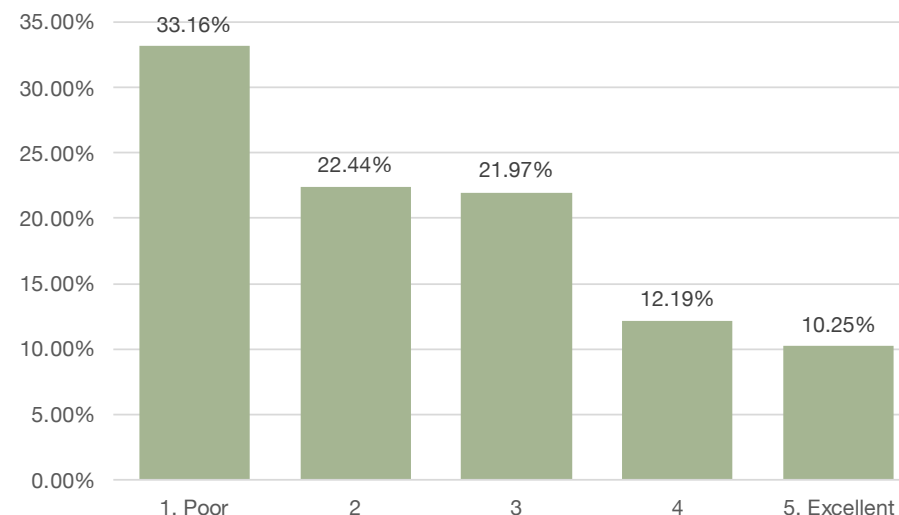
### Question Asked

Generally, how would you rate the quality of cycle parking facilities within the Phoenix Park? You may wish to consider factors such as the condition of cycle stands, location, convenience, cycle parking security and signage. (1 = Poor, 5 = Excellent)

When asked to rate the quality of cycle parking within the Park on a scale of one to five, an average weighting of X was provided by respondents.

The proportion of responses for each scale banding are shown in [Figure 15](#). Responses of 'Don't Know' (616) and 'Not Applicable (I don't use a cycle)' (2,200) are not shown in Figure 15.

**Figure 15. Quality of Cycle Parking Facilities**



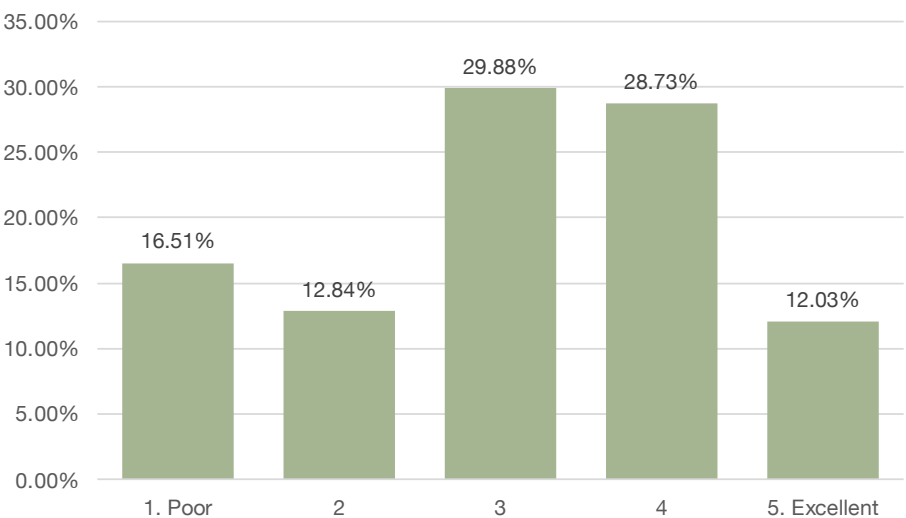
## Car Parking

### Question Asked

Generally, how would you rate the physical quality of the car parks within the Phoenix Park? You may wish to consider factors such as the condition of ground surfaces, painted bay markings, and signage. (1 = Poor, 5 = Excellent)

[Figure 16](#) details the responses when asked to rate the physical quality of car parks located in the Park on a scale of one to five. Responses of ‘Don’t Know’ (157) and ‘Not Applicable (I don’t use car parks)’ (495) are not shown. Over 70% of respondents rated the physical quality of the car parks with a ‘3’ or higher, whereby ‘5’ represents excellent.

**Figure 16. Physical Quality of Car Parks**

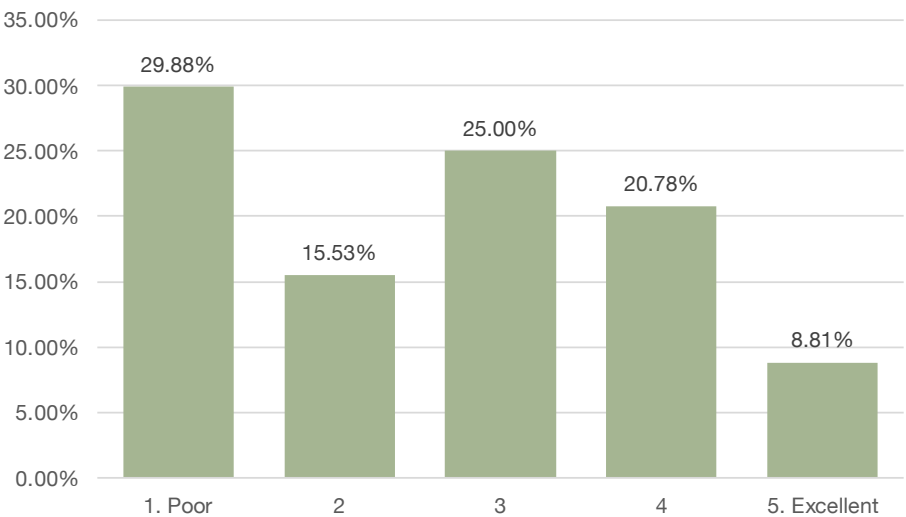


### Question Asked

Generally, how would you rate the physical quality of designated on-road parking within the Phoenix Park? You may wish to consider factors such as the condition of ground surfaces, painted bay markings, and signage. (1 = Poor, 5 = Excellent)

A similar question was asked whereby respondents were asked to rate the physical quality of on-road parking locations within the Park. 4,460 responses were received to this question, with 3,484 of those providing a rating; the remainder selected ‘Don’t Know’ (255) or ‘Not Applicable (I don’t use designated on-road parking)’ (721). Responses are summarised in [Figure 17](#). Nearly 30% of respondents rated the on-road car parking as poor.

**Figure 17. Physical Quality of On-Road Car Parking**





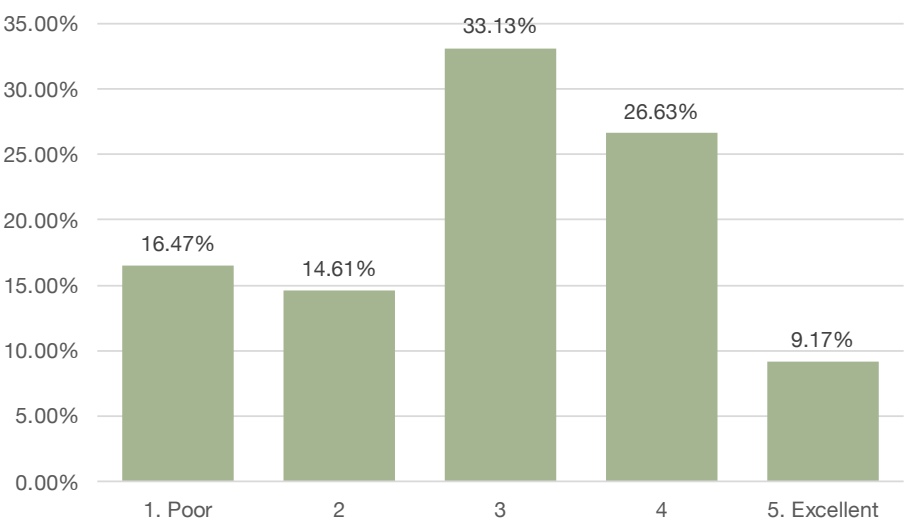
## B.11 Ease of Travel

### Question Asked

Generally, how would you rate the ease of travelling to and from car and cycle parking facilities within the Phoenix Park? You may wish to consider factors such as the quality of signage, information provision (both before and during your journey), and routing / ease of access. (1 = Poor, 5 = Excellent)

A total of 4,428 responses were received to this question, with 3,861 responses providing a rating as shown in [Figure 18](#). The remainder selected 'Don't Know' (292) or 'Not Applicable (I don't use car or cycle parking facilities)' (275). It can be seen that '3' received the highest response rate, chosen by 33% of those that provided a rating (1,279). Over two thirds (68%) rated travelling to and from these facilities as a '3' or higher.

**Figure 18. Ease of Travel to Car & Cycle Parking Facilities**



## B.12 Modal Shift

### Question Asked

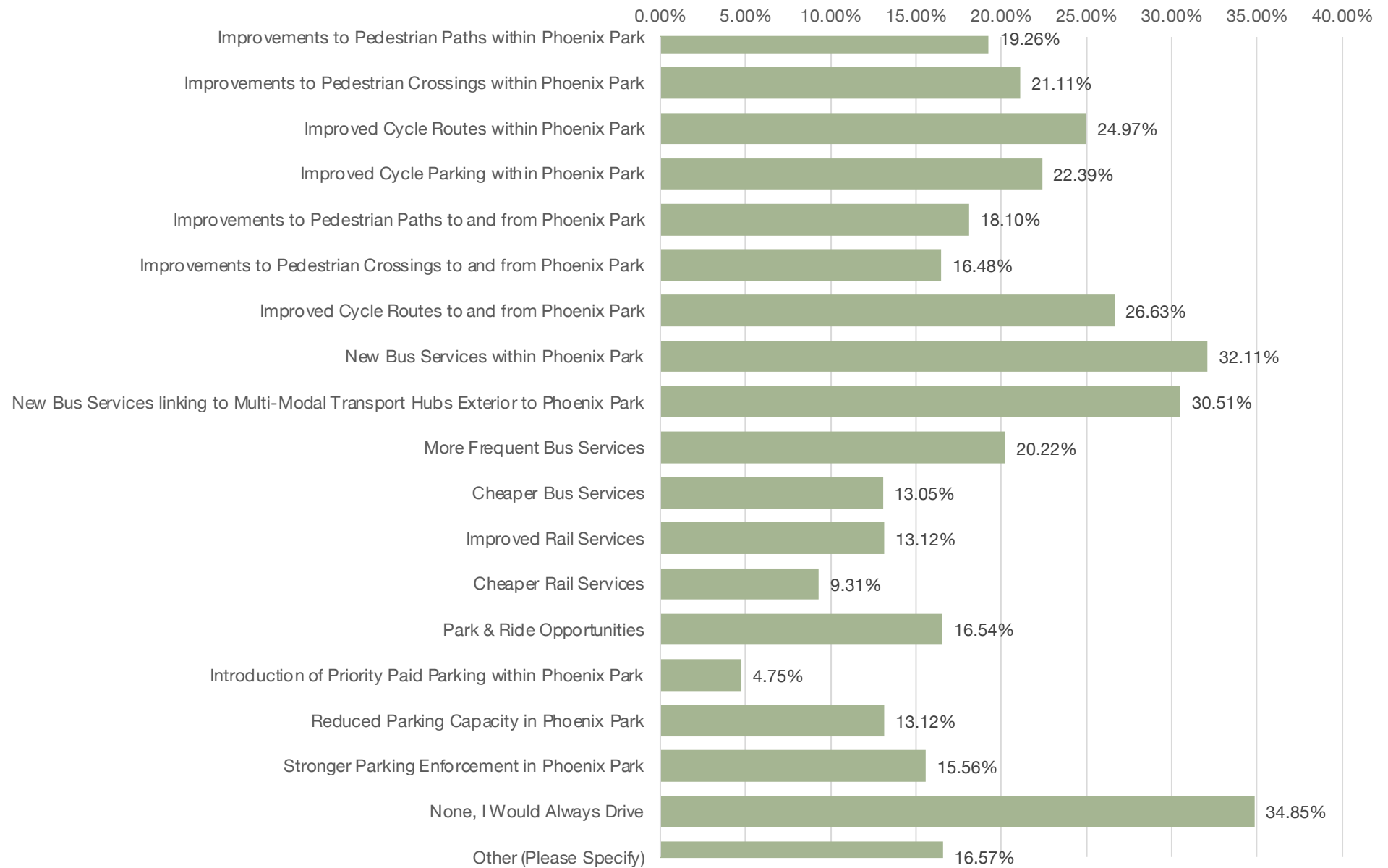
Which, if any, of the following measures would encourage you to drive less, or use another mode of transport to access the Phoenix Park?

Respondents were asked whether they would consider driving less, or use an alternative travel mode in favour of the private car, to access the Park. Almost two thirds of respondents (65%) noted that they would consider using an alternative mode.

The most commonly cited measures which would encourage driving less were the provision of new bus services within the Phoenix Park (32%, 1,407) and new bus services that link to multi-modal transport hubs located outside of the Park (30.51%, 1,337). The provision of improved cycle routes to and from the Park was stated by 1,167 respondents (27%), with improved cycle routes within the Park boundary noted by 1,094 (25%).

Full results are provided in [Figure 19](#) overleaf.

**Figure 19. Measures to Encourage Use of Alternative Modes**



# C | Stakeholder Engagement

## C.1 General

To inform the strategy development process, the views of key stakeholders regarding car and cycle parking and any associated issues and opportunities have been gathered through a series of stakeholder engagement meetings. Information gained through these meetings has helped to inform the development of the draft Parking Strategy.

### Stakeholders

A list of stakeholders engaged and sent a request to attend a tailored engagement meeting is provided at C.8 Stakeholder Engagement List. An overview of stakeholder meetings held is provided in the following sections.

## C.2 Resident Associations

Seven resident groups / associations provided permission for the OPW to share contact details regarding the Parking Strategy and associated engagement and as such were contacted with the offer of a meeting. Such meetings were then accepted and held with three resident associations:

- Chapelizod Old Village Association;
- Regal Park Residents Group; and
- Navan Road Residents Association.

All resident groups shared similar concerns regarding parking, traffic and access to the Park, and also suggested similar solutions.

The Phoenix Park is an important trip attractor and generates considerable car traffic, that has an adverse impact on residential areas surrounding the Park. Despite overspill parking into some residential areas, it is believed parking provision is sufficient, but it needs to be better advertised as some

car park are more utilised than others, and enforcement is needed for inappropriate parking.

Despite the Park being well served by public transport, most people decide to drive because ways to travel within the Park are very limited, especially for families with children, elderly and people with mobility impairments.

Current car parking capacity within the Park has to be maintained to make sure all people without viable access to alternative modes than the car are able to access the Park. Alternatives to car travel need to be offered and promoted to visitors to the Phoenix Park that do not need to drive, especially to get around within the Park. Suggestions included a free shuttle bus (possibly electric to reduce noise and environmental impact), shared cycles, e-bikes, e-scooters and cargo bikes.



### C.3 Civil Service Club

Approximately 20 spaces are located at the railings behind the Civil Service clubhouse, with these spaces often used by people not associated with Civil Service clubhouse activities. If these spaces are not available, clubhouse users will travel towards the GAA club otherwise park in the general vicinity where available.

#### Cricket

Active during summer months, with matches taking place on Saturdays between April and late September, alongside Tuesday and Thursday evening training. Start times of matches are fixed by Cricket Leinster (and therefore no flexibility for change). Members come from both Greater Dublin area and also further afield, meaning public transport is not always a viable travel option, particularly when carrying cricket equipment.

Average parking demand associated with a cricket match is for between 13 and 15 vehicles; 6-7 associated with home players, 3-4 associated with opposition players and two associated with umpires or officials.

Opposition teams can travel from locations including Athlone and Wexford, players will generally car share and so generate demand for three to four vehicles on average.

There are often issues struggling to on matchdays; if players / members are not on-site before 10:00 then often will struggle to park near the clubhouse. Players sometimes will park in potentially inappropriate locations given the fixed match start time. No midweek parking issues are reported during evening training.

Leaving following training or matches can be an issue given darkness and congestion.

#### Athletics

The Civil Service Harriers AC are the most frequent users of the clubhouse (often daily), with approximately 130 members at present. Formal training sessions take place on Tuesday evenings (19:00), Thursday evenings (19:00), Saturday mornings (09:30) and Sunday mornings (09:00). Tuesday training sessions are the busiest, with up to 50 attendees, followed by Sunday mornings.

The majority of athletics members live in relative proximity to the Phoenix Park and travel using a variety of means. The proportion travelling by car increases during winter months due to personal safety when running / travelling alone in darkness (both within and outside of the Phoenix Park).

The club has a large active retiree membership who will run on weekday mornings and travel to the Park by car.

The club encourages members to travel by other modes in favour of the car, particularly given the benefits in terms of runner safety if there is a net reduction in vehicular activity in the Park.

Weekend parking is often harder than weekday, with recreational visitors including those to Dublin Zoo utilising parking provision at the clubhouse – the early start of weekend training activities means problems largely occur with congestion when exiting the Park as other park users are arriving.

#### Hockey

The hockey club is active during winter months, with matches played between September and late March; however, the club no longer plays or trains within the Phoenix Park (but use the clubhouse and associated facilities most Saturdays after competition for social-based events).

The club generates parking demand for eight to ten cars for social activities after matches (which are played elsewhere). As such activities start from approximately 16:00 on Saturdays, there are limited issues in terms of parking space availability as this is after periods of peak parking demand.

#### General

Other social events are held at the clubhouse throughout the year (three to four per year) in evenings, with most attendees travelling by taxi. Parking for 3-4 cars for staff is needed during such events. As activities are primarily evening based there tends to be plenty of parking availability (except for during Winter Lights).

Issues were identified during Winter Lights associated with both parking and access, noting it can be dangerous for pedestrians and road users.

Security guards associated with the Winter Lights have in the past prevented access to the road to the clubhouse for members without the authority to do so.

Previous winter-based social activities have been cancelled (prior to COVID-19) due to parking and access concerns associated with Winter Lights. However, it was also noted that Dublin Zoo have provided security and management support on two occasions when events have taken place at the clubhouse.

Use of the Phoenix Park for parking by onward commuters was reported, highlighting an instance when undertaking early morning remedial works at the clubhouse in Spring 2020, whereby spaces had to be informally 'reserved' for workers at 07:00 to ensure they could park at clubhouse.

A number of vehicle break ins have occurred over the summer period at the clubhouse (at least ten reported). Timings of break ins have ranged from 10:00 to 19:00. Such instances were not a significant issue prior to this year.

A lack of lighting in car parks (and the Phoenix Park in general) was identified as generating safety concerns for clubhouse members, particularly in winter months.

Noted that members will sometimes deliberately park inappropriately to highlight existence of issues to park guards.

Issues of litter dropping in parking areas were also reported, and railings at the clubhouse have been badly damaged by reversing vehicles. Require access to the Park for transporting of equipment etc, and so would not support a complete ban on vehicular activity.

Would support seeing the access road to the clubhouse restricted to use by clubhouse members / attendees only.

## C.4 Farmleigh House & Estate

Farmleigh House is the official Irish State Guest house. It is located in Farmleigh Estate, a 78-acre estate inside the Phoenix Park. Both the Estate and the House are heritage sites. They are open for visitors and used for events.

Farmleigh House is served by a car park which falls under the remit of the Parking Strategy. Whilst the car park is primarily intended to serve visitors to Farmleigh House, it is also used by general visitors going to the Phoenix Park. Farmleigh House have identified a number of issues that this is generating:

- Car parking provision can be insufficient to accommodate Farmleigh House visitors, particularly during major events. Since parking was removed from Chesterfield Avenue it is considered that this issue has exacerbated;
- Safety concerns were identified for people accessing the Phoenix Park from Farmleigh House's car park, as the path leading to the Phoenix Park is not well lit nor paved;
- Farmleigh House closes at 17:00 together with the associated car park; however, people visiting the Phoenix Park need to get access after this closure time; and
- Farmleigh House is not directly served by public transport. The closest bus stop is at Castleknock Gate, which is an approximate ten minute walk through park and woodlands.

A range of suggestions were put forward by Farmleigh House to improve parking conditions. These include:

- Provide public transport service within close proximity of Farmleigh House;
- Provide parking for people with mobility impairments at key points within the Phoenix Park to ensure the park remains accessible to all;
- Provide adequate parking supply to accommodate demand associated with events hosted at Farmleigh House; and
- Improve communication around Farmleigh House car park, to discourage use by people not visiting Farmleigh House.

## C.5 Dublin Zoo

Noted that Dublin Zoo is the fourth oldest zoo in the world behind Vienna, Paris and London (opened in 1831). It is the only National Attraction based in the Phoenix Park and one of the biggest trip attractors in the Park. Dublin Zoo employs 110 staff members with a staff car park located on-site.

The OPW operates all car parking provision for visitors to the zoo, with approximately 900 spaces located within a 1km walk distance of the zoo's gates. It was noted that c. 150 of these are in front of the Garda HQ and are often utilised by Garda (except at some weekends).

It was recognised that extensive work has been undertaken in collaboration with the OPW to increase provision after the loss of on-street parking on Chesterfield Avenue. The temporary overflow car park provided during summer months in 2022 facilitates an additional 260 to 270 spaces. This is welcomed by the zoo but was noted to represent a net loss following the removal of spaces on Chesterfield Avenue. Inappropriate parking is still experienced on busy days.

The zoo noted that their busiest periods are June to August summer months, Bank Holidays, Easter period in April and autumn school holidays. 85% of visitors travel by car, 50% of visitors do not come from within Dublin (elsewhere in Ireland and Northern Ireland). The zoo receives very few international visitors.

Average visitors between 6,500 and 11,000 during school holidays, up to 15,000 visitors a day has been recorded in the past.

Visitors with prams, pushchairs and/or the elderly tend to travel by car. A perceived lack of underlying infrastructure limits the ability to support a shift to other modes. The zoo is happy to work to incentivise public transport use, for example working with Luas / Dublin Bus to incentivise travel by these modes. It was noted that at present a small minority of visitors arrive via Heuston Station due to lack of convenience.

Strategic Plan for Dublin Zoo (approved by the board last year) seeks to increase annual visitor numbers to 1.5 million by 2031. This is considered a robust estimate / aim. Dublin Zoo would support management of parking

around the zoo being handed over to the zoo, to operate and charge for parking.

The zoo has undertaken studies looking at potential parking arrangements. These include:

- Provision of an underground multi-storey car park;
- Split-level car park on site of The Lord's Walk, within existing car park footprint and an adjacent one acre;
- Use of the overflow car park as currently provided, with The Lord's Walk realigned to a similar design as at Farmleigh House, which may increase capacity by approximately 200 spaces; and
- Realigning parking on North Road from parallel to angled, similar to locations in the city centre. This could double number of spaces available. Bollards could be used to restrict access at certain hours to deter commuters, similar to arrangements at The Lord's Walk, which opens at 10:00.

The above proposals were noted as sufficient to serve visitor demand in peak times, but also be available for use by non-zoo visitors outside of peak times.

It was noted that The Lord's Walk is considered the most convenient parking location, particularly as the one-way nature of North Road can make access for parking harder as vehicles travel closer to the zoo in search for a space, missing empty provision, but cannot easily turn back to this provision.

Dublin Zoo would support introduction of charging where users could guarantee a space, bought in conjunction with zoo ticket, with receptiveness for introductions of charges would depend on how much is charged.



## C.6 An Garda Sióchána

An overview of the process for monitoring vehicular access / egress at the Park gates was provided. For example at the Ashtown Gate, Garda officers will go to the gate and take control of traffic movements to ensure vehicles are not significantly disrupting the wider road network. All staff are trained to assist with Road Traffic Management.

Enforcement activity often incorporates Garda officers, it is important that any changes to enforcement practices are actually enforceable on the ground. ‘Bulletproof’ enforcement is needed, for example the ability to issue fines or remove cars parked inappropriately, ensuring there is limited scope for successful appeal against enforcement within legislation.

It was asked whether consideration is being given to the provision of a Park & Ride or shuttle bus service to get people to the Park without having to drive in, noting previous experience of using or seeing Park & Ride operations at other locations in Ireland.

Large numbers of Northern Ireland registered cars parked on the North Road was noted, with a large proportion of these associated with Dublin Zoo. This happens particularly at weekends.

A large number of vehicles come to the Park via M1 and M2, with it noted that there are good access routes close to the park.

Cautious of anti-social behaviour, with controlled access to car parks and the Park generally important to avoid attracting boy-racers.

Garda are currently taking a more observatory view on enforcing regulation regarding e-scooters at present given likely changes in legal status of their use. It was noted that e-scooters are regulated through Section 3 of the 1960 Traffic Act and are currently illegal on roads.

Overall aim would be for the Park to be a ‘better version than it is currently’ as it is a nice place; it is important that the essence of the Park is not changed.

## C.7 Elected Representatives

It is noted that each government party was represented at stakeholder meetings, be that at Ministerial, Senator, TD or Councillor level.

### Ministers

#### Attendees:

Minister Chambers and Minister O’Gorman

It was noted that a key element of importance is accessibility, including for large families. The role that reserved parking can play in alleviating some issues associated with accessibility was discussed. The possibility of ringfencing parking in certain locations was also raised.

Ensuring that any measures implemented within the boundary of the Park do not result in negative impacts in terms of displacing parking onto neighbouring roads was noted. Blackhorse Avenue noted as a key location where parking can be displaced to from the Park, with vehicles parking on double yellow lines, resulting in issues for pedestrians.

It was noted that changes to vehicular access arrangements and through-movement restrictions on some roads have limited spread of passive surveillance, meaning that some areas of the Park are much quieter. This has resulted in some instances of concerns regarding safety.

It was raised that Athletics Ireland / Sport Ireland have noted restrictions on events held in the Park, reducing competitor numbers as a result. This was said to be having a negative impact on events.

Any introduction of parking charges was noted as likely to be negatively received and seen as monetising the Phoenix Park.

Connecting with sustainable transport to, from and within the Park is important.

## Senators, TDs & Councillors

### Attendees:

Anne Phelan, on behalf of Senator Marie Sherlock (LP, Dublin Central)

Senator Emer Currie (FG, Dublin West)

Jason Lambert, on behalf of Paul Donnelly TD (SF, Dublin West)

Paschal Nee, on behalf of Neasa Hourigan TD (GP, Central)

Joe Costello (LP) NIC, also Deputy Lord Mayor of Dublin

John Walsh (LP) Castleknock

Janet Horner (GP) NIC

It was noted that signage for parking in the Park is lacking at present. Real time information on parking availability would be beneficial.

A loss of parking can be acceptable, but awareness of other parking opportunities within the Park is important. Regulation for parking is important, ensuring it is available for those who are actually visiting the Park and not those parking within the Park to then travel elsewhere.

Prioritising parking for the disabled and those with limited mobility is a key element, as is parking for those with young children.

The merits of introducing a shuttle bus service or Park and Ride were discussed, with such a service allowing people to park outside of the Park and use public transport to access and travel within the Park boundary. This would be key for those with restricted mobility who currently depend on their car. Otherwise there can be difficulty in accessing key attractors such as the Phoenix Park Visitor Centre. Shuttle service could also be considered to run between the Park, Heuston station and bus stops. Noted that public transport is key to the whole travel and parking offer.

It was noted that Chesterfield Avenue is a busy thoroughfare, and some park users felt safe previously when vehicles were parked on the side of the road as it provided a barrier from this busy route.

The Parking Strategy should not just be a strategy to provide more parking. Reducing parking demand should be key objective.

It was asked whether the introduction of paid parking was a measure under consideration, opinions on the implementation of such charges were varied. It was suggested that paid parking could be considered for stays greater than a certain number of hours.

Safety concerns travelling outside of the Park on foot or by cycle. Those travelling by car from beyond Dublin to the Park can have a prohibitive effect of locals using the Park. Provision of pedestrian crossings within the Park is important. Their provision can make using the park less attractive to commuters also (which is important).

Cycle parking should be provided at the edge of the Park, close to access gates, and not just at destinations. Not everyone wants to cycle within the Park but would want to cycle to and from the Park.

Inappropriate parking is a significant concern (for example on verges), and addressing this is important. Age friendly and disabled parking is also important, through either reserved spaces or clearly marked spaces.

Important to note impacts of Bus Connects proposals in vicinity of the Park. May reduce private car usage in vicinity of the Park.

Coherence with wider city and NTA work is needed, for example demand management measures being introduced more widely in Dublin (e.g. position on charging).

## C.8 Stakeholder Engagement List

The following groups and individuals were invited to join tailored stakeholder engagement events associated with the Parking Strategy.

### Park Institutions & Businesses

OPW Park Supt's Office  
Áras an Uachtaráin  
Dublin Zoo  
Farmleigh House  
Garda Headquarters  
All Ireland Polo Club  
Gaisce – The President's Award  
Civil Defence Phoenix Training Centre  
Phoenix Park Specialist School  
Ordnance Survey Ireland  
U.S. Embassy  
McKee Barracks  
Army Grounds, Phoenix Park  
Phoenix Park Bikes  
Phoenix Park Tea Rooms  
The Phoenix Café  
St. Mary's Hospital Campus  
Cara Cheshire House  
Civil Service Cricket Club  
Phoenix Cricket Club  
Civil Service Harriers AC

### Resident Groups

Navan Road Parkside Residents Association  
Castleknock Park Residents Association  
Castleknock Tidy Towns  
Chapelizod Old Village Association  
Regal Park Residents Group  
Navan Road Residents Association  
CASS Residents Group

### Elected Representatives: Ministers

Jack Chambers (FF)  
Roderic O'Gorman (GP)  
Leo Varadkar (FG)  
Paschal Donohoe (FG)

### Elected Representatives: TDs

Paul Donnelly (SF)  
Gary Gannon (SD)  
Nessa Hourigan (GP)  
Mary Lou McDonald (SF)  
Joan Collins (Ind)  
Patrick Costello (GP)  
Bríd Smith (PBP)  
Aengus Ó Snodaigh (SF)

### Elected Representatives: Senators

Senator Emer Currie (FG)  
Senator Mary Fitzpatrick (FF)  
Senator Marie Sherlock (LP)  
Rebecca Moynihan (LP)  
Senator Mary Seery-Kearney (FG)

### Elected Representatives: Councillors

Cllr. Mary McCamley (LP)  
Cllr. Breda Hanaphy (SF)  
Cllr. John Burtachaell (Solidarity)  
Cllr. Punam Rane (FG)  
Cllr. John-Kingsley Onwumereh (FF)  
Cllr. Angela Donnelly (SF)  
Cllr. Tania Doyle (Ind)  
Cllr. Tom Kitt (FF)  
Cllr. Daniel Whooley (GP)  
Cllr. Kieran Dennison (FG)  
Cllr. Siobhan Shovlin (FG)  
Cllr. Ted Leddy (FG)  
Cllr. John Walsh (LP)  
Cllr. Howard Mahony (FF)  
Cllr. Natalie Treacy (SF)  
Cllr. Pamela Conroy (GP)  
Cllr. Colm O'Rourke (FG)

Cllr. Cieran Perry (NP)  
Cllr. Darcy Lonergan (GP)  
Cllr. Eimer McCormack (FF)  
Cllr. Cat O' Driscoll (SD)  
Cllr. Declan Meenagh (LP)  
Cllr. Séamas McGrattan (SF)  
Cllr. Janice Boylan (SF)  
Cllr. Christy Burke (NP)  
Cllr. Joe Costello (LP)  
Cllr. Ray McAdam (FG)  
Cllr. Nial Ring (NP)  
Cllr. Janet Horner (GP)  
Cllr. Tina MacVeigh (PBP)  
Cllr. Michael Pidgeon (GP)  
Cllr. Michael Watters (FF)  
Cllr. Máire Devine (SF)  
Cllr. Darragh Moriarty (LP)  
Cllr. Sophie Nicoulaud (NP)  
Cllr. Hazel De Nortuin (PBP)  
Cllr. Vincent Jackson (NP)  
Cllr. Daithi De Roiste (FF)  
Cllr. Daithi Doolan (SF)





# Phoenix Park Draft Parking Strategy

**Public Consultation**

March 2023