

Technical Note on parking arrangements on Blessington Main Street for Blessington eGreenway

10 Jan. 24

Quality information

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1. Introduction

The purpose of this report is to identify the proposed arrangements for the Blessington eGreenway to continue through Blessington Town and to highlight the impact on the existing provisions throughout the town due to the eGreenway.

The main impact on the town centre due to the introduction of the eGreenway is the loss of parking at Kilbride Road and on Main Street. The existing conditions and the proposed parking facilities are detailed within this report.

The Blessington eGreenway will consist of new sections of greenway to the north of the town centre (tying into Kilbride Road) and existing sections of greenway to the south of the town centre, along Troopersfield. The proposal can be seen in Plan & Profile drawings *60617025_SHT_BLGWY_141.20* to *60617025_SHT_BLGWY_141.24*.

The impact on the town centre due to the eGreenway will be along the southern side of Main Street and both sides of Killbride Road (inbound and outbound).

2. Existing Conditions

Blessington Town Centre currently consists of a pedestrian footway adjacent to a carriageway with one lane in each direction. Along the southern section of the town there are a number of different retail units including, a bank, a butcher, a local amenity store, a salon, a stationary store, a pharmacy, and a Doctor's Surgery. Along with these retail units there are also residential units along this section of Main Street. Along Kilbride Street there are mostly residential units along the section that will be impacted.

Due to the mixed nature of residential and retail units in the town centre parking provisions are required. There is currently parking on both sides of Kilbride Road, on-street parking, and to the south of Main Street there is a dedicated parking layby which houses a loading bay, a mobility impaired parking bay and an ambulance parking bay. The loading bay and the mobility impaired bay are outside the local shop and the ambulance bay is outside the Doctor's Surgery.

The existing car parking facilities along Main Street and Kilbride Road will be impacted by the proposed shared use facilities.

On street parking in both areas will be impacted, with the loss of spaces on both sides of the road at Kilbride Road and the loss of existing bays on the southern side of Main Street. These existing areas can be seen in Figure 1 and 2 below.



Figure 1 – Kilbride Road – Existing Parking



Figure 2 – Main Street – Existing Parking

A parking survey was carried out in May 2023 to establish how the existing parking bays were used and the frequency of use. This survey can be seen in full in Appendix A.

The table below gives a summary of parking available at each of the impacted areas.

Table 1 Blessington Parking Capacity

| Location | Total No. Spaces | Mobility Impaired Spaces | Loading Bays | Other Spaces (Gardaí / Ambulance) |
|------------------------|------------------|--------------------------|--------------|-----------------------------------|
| Main Street Lower | 7 | 1 | 1 | 1 |
| Kilbride Road Outbound | 0 | 0 | 0 | 0 |
| Kilbride Road Inbound | 4 | 0 | 0 | 0 |

The table below gives a summary of the amount of parking spaces used in the impacted areas, note the table does not account for illegal parking.

Table 2 Blessington Parking Summary

| Location | Maximum No. Parked Cars between 11am and 3pm |
|------------------------|--|
| Main Street Lower | 8 |
| Kilbride Road Outbound | 5 |
| Kilbride Road Inbound | 4 |

The constraints on the design are to provide safe passage for the eGreenway users through the town and still maintain provisions for the local community within the town centre.

3. Blessington Town Centre Proposed Arrangements

Introduction

The proposed cycle facilities through Blessington Town Centre will consist of shared use facilities (between pedestrians and cyclists) through the town centre, dedicated greenway to the north and a quiet way to the south, that will connect to the existing greenway.

The shared use facilities have been implemented to allow for cycle facilities in accordance with standards (NTA Cycle Design Manual September 2023) with minimal impact on the existing carriageway cross section. The Cycle Design Manual Section 4.2.7.1 states that shared use facilities can be used where;

- The density of users is low meaning less interactions and potential conflict;
- There is low speed differential between users (e.g. area with high place function or at road crossings);
- Where segregation results in facilities that are too narrow for cyclists and pedestrians; and
- Where segregation may make the layout too confusing and result in users straying into each other's space, increasing potential conflict.

In developing the facilities for the town centre AECOM looked at introducing dedicated cycle facilities but this was not practical with the existing carriageway cross-section and would have resulted in large civils works and traffic management to provide the facilities. The introduction of shared use facilities will allow for eGreenway users to travel safely through the town centre and for the local community to still use amenities within the town centre.

The shared use facility has been designed with the desirable minimum width (3m) through the town centre, reducing to 2.5m (absolute minimum) in pinch point areas. The shared use facility will be separated from the carriageway with a full height kerb (where appropriate).

The introduction of new facilities will require kerb realignment throughout the town centre but will not lead to major changes in carriageway cross-section or vehicle movements.

The greenway ties into the shared use facility to the north of the town and on-road cycle facilities are provided to the south of the town to connect to the upgraded section of the greenway. The on-road facilities are along a quiet way to minimise the conflict between pedestrians, cyclists, and vehicles. The use of on road facilities allows for dedicated pedestrian facilities and allows for cyclists to use the route without providing sub-standard facilities. Dedicated cycle facilities or shared use facilities in this area are not feasible due to cross-section width.

The Design Manual for Urban Roads and Streets (DMURs) applies to the design of all urban roads and streets (that is streets and roads with a speed limit of 60 km/h or less).

The main principals of DMURS is providing segregation between vehicles and non-motorised users (NMUs), and providing facilities for safe travel for NMUs. The proposal involves the provision of an active travel facility segregated from vehicular traffic.

DMURs outlines the importance of delivering connectivity by active travel and managing traffic speeds. The proposals provide a connectivity between the greenway to the north and south of Blessington town centre allows for safe travel for anybody using the greenway. Introducing speed control (raised tables) along the quiet routes helps mitigate traffic speeds and increase safety along the route.

It is understood there are proposals to develop a streetscape 'Town Centre Regeneration Scheme' in the coming years, the introduction of the shared use facilities / quiet routes through the town will not impact on DMURS compliance for that proposed scheme.

Proposed Parking Facilities

The introduction of shared use facilities through the town reduces the amount of parking available. The impact on parking facilities areas is mitigated by provided dedicated parking bays segregated from the shared use facility. These dedicated bays will help minimise the chance of vehicles parking illegally on the shared use facility.

These bays can be seen in Figure 3 below.

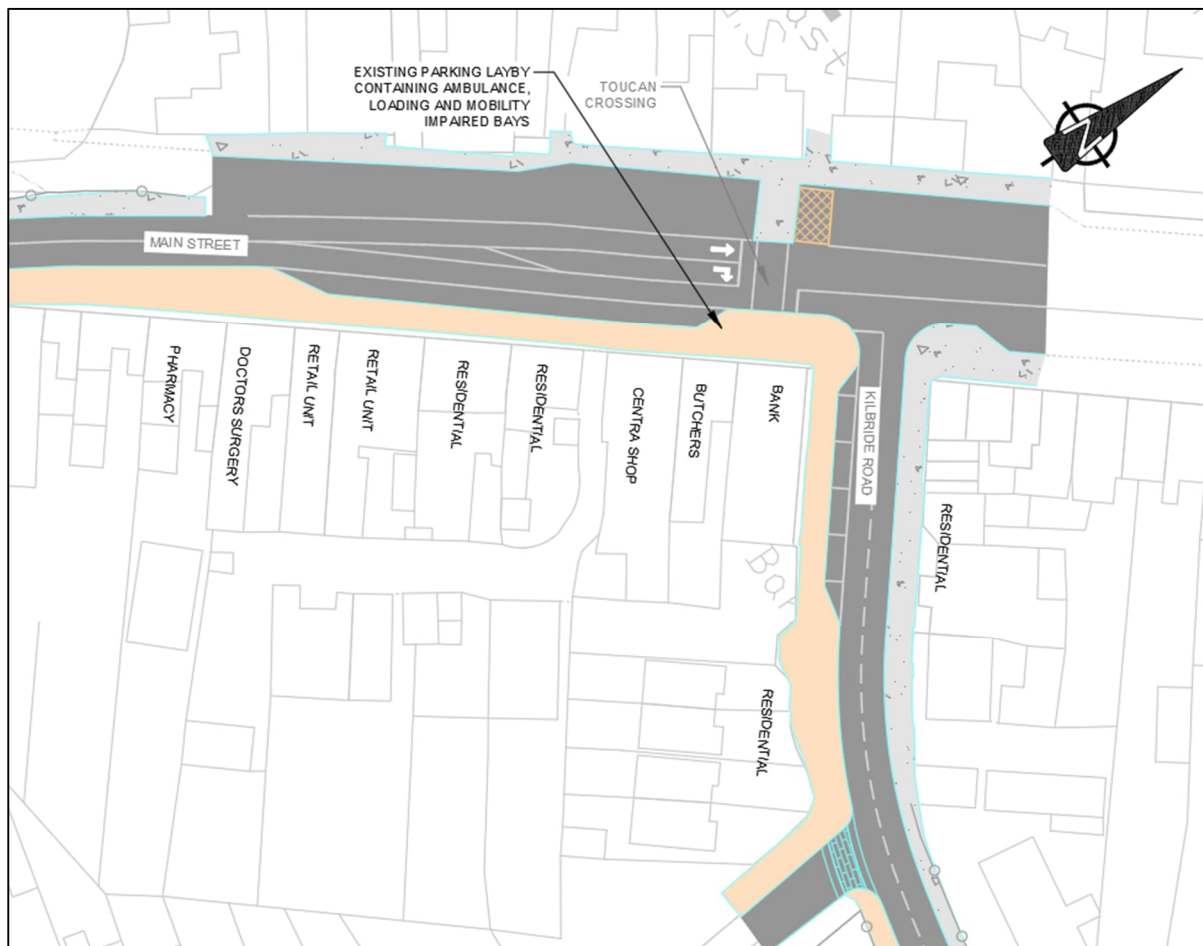


Figure 3 – Proposed Parking Arrangements

It is noted that currently for Kilbride Road inbound there are a maximum 4 spaces used, and along the southern section of Main Street there are 8 spaces used, which the new design caters for. The only area of parking that will be lost will be on the outbound section of Kilbride Road, 5 spaces currently.

Kilbride Road will have 4 dedicated spaces and the road has been narrowed, due to the shared use facility, this will prevent any on-street parking. The layby on Main Street has been left demarcated as there is currently a mobility impaired bay, a loading bay and an ambulance bay so consultation will be required to establish if these are still required. The layby has capacity to accommodate 8 regular car parking bays.

The shared use facility proposal results in a loss of 5 on-street parking bays.

It is understood there are proposals to develop a streetscape 'Town Centre Regeneration Scheme' in the coming years, if car parking becomes an issue within the town then the bays to the north of the Main Street could be reorientated to provide more parking.

4. Conclusion

Blessington town centre currently has provisions for pedestrians, vehicles and parking, under the Blessington eGreenway scheme we are introducing cyclists to this area and it has been identified that the safest and most practical way to do this is through the use of a shared use facility for pedestrians and cyclists.

This will result on an impact on parking in the area and a loss of 5 on-street parking bays.

Under the scope of this project it has been identified that this is an acceptable level of loss in parking. The Blessington eGreenway scheme objective is connect the users of the facilities with the town centre retail and services so that there is an economic are social benefits for the town. If a parking review is required due to the loss of the 5 on-street parking spaces then this should consider Blessington Town as a whole, and not just the area that the eGreenway travels through.

It is understood there are proposals to develop a streetscape 'Town Centre Regeneration Scheme' in the coming years, this will allow the Town Centre to be reviewed as a whole and to identify if additional parking is required and where it could be located.

Appendix A

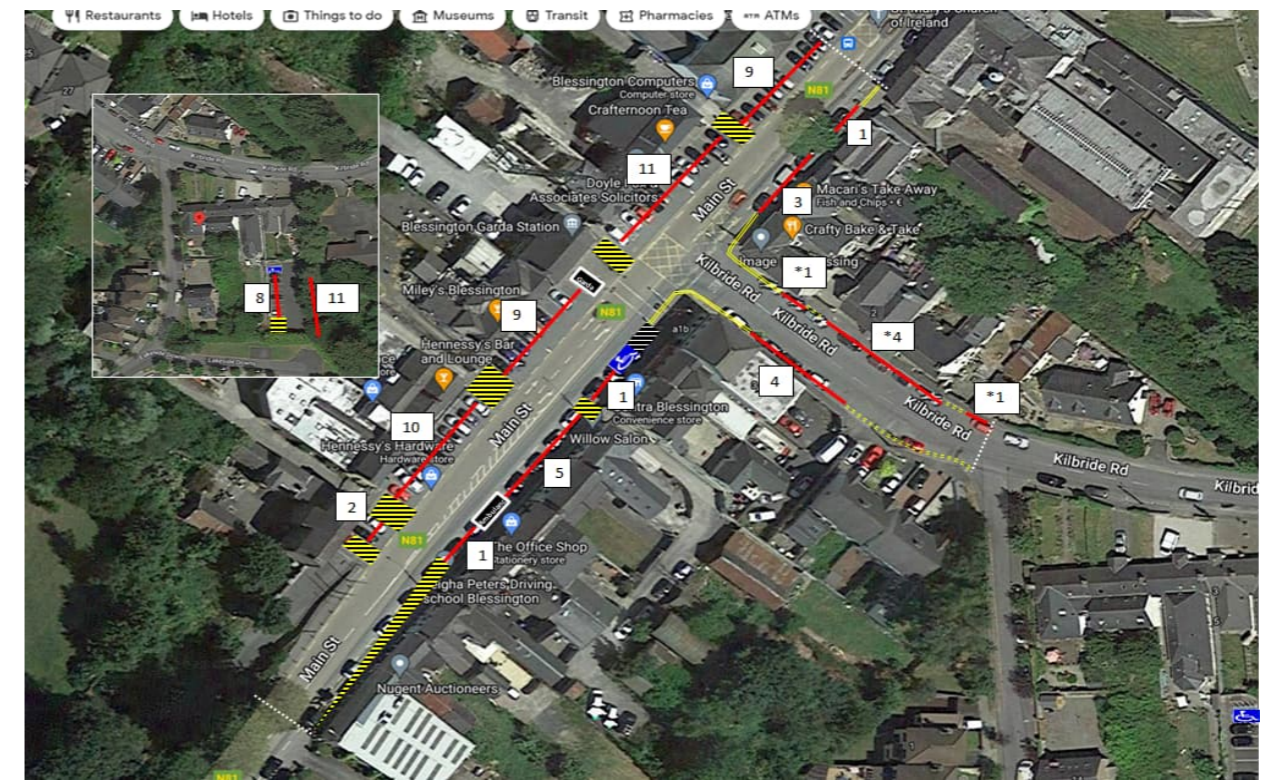
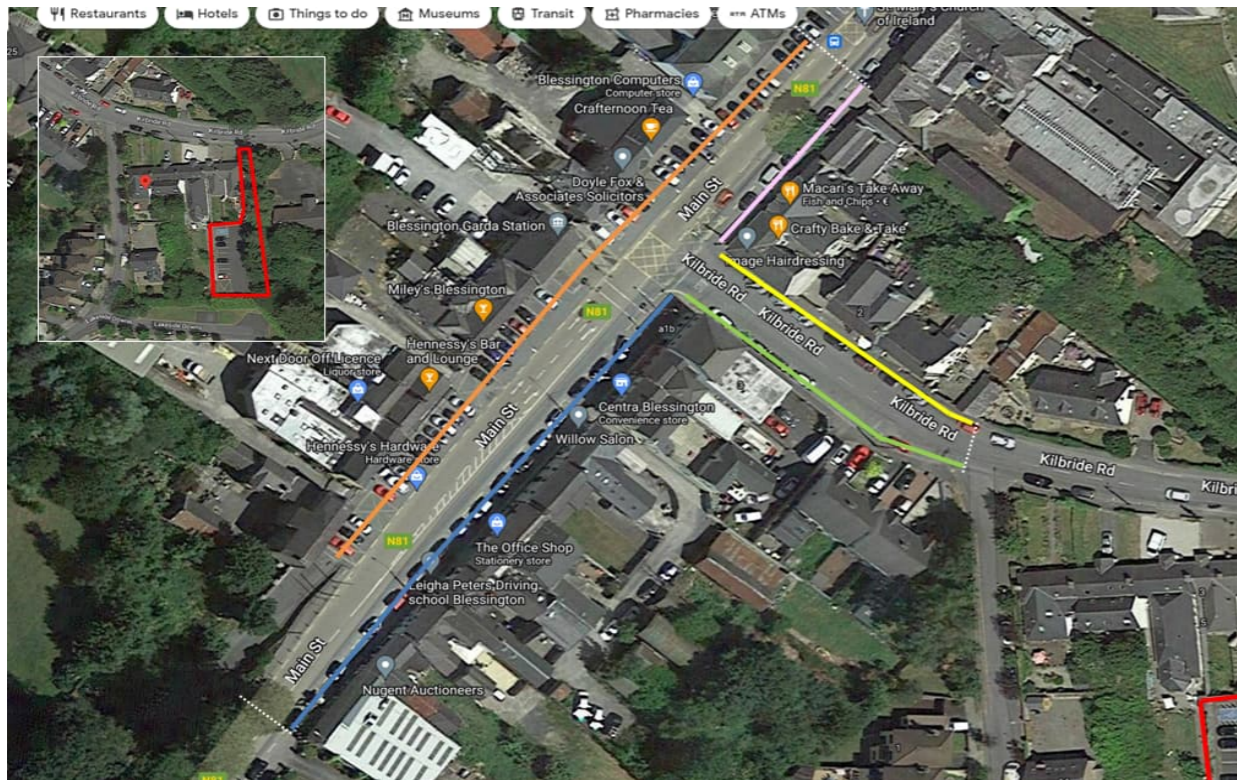
Car Parking Survey (May 2023)

Blessington Parking Survey

Blessington Capacity

The capacity of parking spaces is summarised below for the

| | Total number of Marked General Spaces | Total number of Disabled Spaces | Total number of Loading Bays | Total number of Other Marked Spaces (Gardai/Ambulance) | Estimanted total of Unmarked parking spaces |
|------------------------|---------------------------------------|---------------------------------|------------------------------|--|---|
| NW Main Street | 41 | 0 | 0 | 1 | 0 |
| SE Main Street Upper | 4 | 0 | 0 | 0 | 0 |
| SE Main Street Lower | 7 | 1 | 0 | 1 | 0 |
| Kilbride Road Outbound | 0 | 0 | 0 | 0 | 6 |
| Kilbride Road Inbound | 4 | 0 | 0 | 0 | 0 |
| Car Park | 19 | 1 | 0 | 0 | 0 |
| TOTAL | 75 | 2 | 0 | 2 | 6 |



| Location | Information | Colour Legend |
|------------------------|---|---------------|
| NW Main Street | Perpendicular parking marked on the Main Street with access points for deliveries and rear yards. | Orange |
| SE Main Street Upper | Parallel parking on Main Street with bays marked and kerb build outs defining parking areas. | Pink |
| SE Main Street Lower | Parallel parking on Main Street with bays marked including hatched areas. | Blue |
| Kilbride Road Outbound | No defined parking bays but parking is available between access points and double yellow line. | Yellow |
| Kilbride Road Inbound | Bays are defined but limited due to residential access and kerb build outs | Green |
| Car Park | Clearly marked parking bays | Red |

| Date | Time | TOTAL SPACES OCCUPIED | | | | | ILLEGAL PARKING | | |
|-------------------|-------|-----------------------|-----------------|-------------|---|-------------------------|-----------------|--|-------------------------------|
| | | Marked General Spaces | Disabled Spaces | Loading Bay | Marked Other Spaces - (Garda/Ambulance) | Unmarked Parking Spaces | SUB -TOTAL | Total Number of Illegally Parked Vehicles Observed | Illegal Parking Comments |
| Tuesday 2nd May | 11.00 | 29 | | | 0 | | 29 | 0 | 0 |
| | 11.20 | 34 | | | 0 | | 34 | 0 | 0 |
| | 11.40 | 31 | | | 0 | | 31 | 1 | 1 yellow box |
| | 12.00 | 33 | | | 0 | | 33 | 3 | 1 double parked, 2 yellow box |
| | 12.20 | 34 | | | 0 | | 34 | 2 | 1 double parked, 1 yellow box |
| | 12.40 | 35 | | | 1 | | 36 | 1 | 1 yellow box |
| | 13.00 | 31 | | | 1 | | 32 | 1 | 1 yellow box |
| | 13.20 | 31 | | | 1 | | 32 | 0 | 0 |
| | 13.40 | 30 | | | 1 | | 31 | 1 | 1 yellow box |
| | 14.00 | 31 | | | 1 | | 32 | 0 | 0 |
| | 14.20 | 30 | | | 1 | | 31 | 0 | 0 |
| | 14.40 | 34 | | | 1 | | 35 | 2 | 1 double parked, 1 yellow box |
| | 15.00 | 33 | | | 1 | | 34 | 3 | 3 yellow box |
| Wednesday 3rd May | 11.00 | 32 | | | 0 | | 32 | 2 | 2 double parked |
| | 11.20 | 31 | | | 0 | | 31 | 1 | 1 yellow box |
| | 11.40 | 29 | | | 0 | | 29 | 1 | 1 yellow box |
| | 12.00 | 29 | | | 0 | | 29 | 1 | 1 yellow box |
| | 12.20 | 31 | | | 0 | | 31 | 0 | 0 |
| | 12.40 | 33 | | | 0 | | 33 | 2 | 1 double parked, 1 yellow box |
| | 13.00 | 33 | | | 0 | | 33 | 3 | 1 double parked, 2 yellow box |
| | 13.20 | 33 | | | 0 | | 33 | 4 | 2 double parked, 2 yellow box |
| | 13.40 | 35 | | | 0 | | 35 | 0 | 0 |
| | 14.00 | 29 | | | 0 | | 29 | 0 | 0 |
| | 14.20 | 28 | | | 0 | | 28 | 0 | 0 |
| | 14.40 | 26 | | | 0 | | 26 | 2 | 2 yellow box |
| | 15.00 | 30 | | | 0 | | 30 | 2 | 1 double parked, 1 yellow box |
| Friday 5th May | 11.00 | 37 | | | 0 | | 37 | 1 | 1 yellow box |
| | 11.20 | 38 | | | 0 | | 38 | 2 | 1 double parked, 1 yellow box |
| | 11.40 | 40 | | | 0 | | 40 | 4 | 2 double parked, 2 yellow box |
| | 12.00 | 36 | | | 0 | | 36 | 3 | 2 double parked, 1 yellow box |
| | 12.20 | 36 | | | 0 | | 36 | 2 | 2 yellow box |
| | 12.40 | 35 | | | 0 | | 35 | 1 | 1 yellow box |
| | 13.00 | 39 | | | 0 | | 39 | 3 | 1 double parked, 2 yellow box |
| | 13.20 | 36 | | | 1 | | 37 | 2 | 2 yellow box |
| | 13.40 | 34 | | | 1 | | 35 | 2 | 1 double parked, 1 yellow box |
| | 14.00 | 37 | | | 0 | | 37 | 2 | 1 double parked, 1 yellow box |
| | 14.20 | 37 | | | 0 | | 37 | 1 | 1 yellow box |
| | 14.40 | 38 | | | 0 | | 38 | 2 | 1 double parked, 1 yellow box |
| | 15.00 | 38 | | | 0 | | 38 | 1 | 1 double parked |

| Date | Time | TOTAL SPACES OCCUPIED | | | | | ILLEGAL PARKING | | |
|-------------------|-------|-----------------------|-----------------|-------------|---|-------------------------|-----------------|--|--------------------------|
| | | Marked General Spaces | Disabled Spaces | Loading Bay | Marked Other Spaces - (Garda/Ambulance) | Unmarked Parking Spaces | SUB -TOTAL | Total Number of Illegally Parked Vehicles Observed | Illegal Parking Comments |
| Tuesday 2nd May | 11.00 | 1 | | | | | 1 | 0 | 0 |
| | 11.20 | 2 | | | | | 2 | 0 | 0 |
| | 11.40 | 1 | | | | | 1 | 0 | 0 |
| | 12.00 | 1 | | | | | 1 | 0 | 0 |
| | 12.20 | 2 | | | | | 2 | 0 | 0 |
| | 12.40 | 2 | | | | | 2 | 0 | 0 |
| | 13.00 | 0 | | | | | 0 | 0 | 0 |
| | 13.20 | 1 | | | | | 1 | 0 | 0 |
| | 13.40 | 2 | | | | | 2 | 0 | 0 |
| | 14.00 | 1 | | | | | 1 | 0 | 0 |
| | 14.20 | 3 | | | | | 3 | 0 | 0 |
| | 14.40 | 3 | | | | | 3 | 1 | 1 double yellow |
| 15.00 | 2 | | | | | 2 | 0 | 0 | |
| Wednesday 3rd May | 11.00 | 3 | | | | | 3 | 0 | 0 |
| | 11.20 | 3 | | | | | 3 | 0 | 0 |
| | 11.40 | 3 | | | | | 3 | 0 | 0 |
| | 12.00 | 3 | | | | | 3 | 0 | 0 |
| | 12.20 | 3 | | | | | 3 | 0 | 0 |
| | 12.40 | 2 | | | | | 2 | 0 | 0 |
| | 13.00 | 3 | | | | | 3 | 0 | 0 |
| | 13.20 | 3 | | | | | 3 | 0 | 0 |
| | 13.40 | 3 | | | | | 3 | 0 | 0 |
| | 14.00 | 3 | | | | | 3 | 0 | 0 |
| | 14.20 | 3 | | | | | 3 | 0 | 0 |
| | 14.40 | 3 | | | | | 3 | 0 | 0 |
| 15.00 | 2 | | | | | 2 | 0 | 0 | |
| Friday 5th May | 11.00 | 3 | | | | | 3 | 0 | 0 |
| | 11.20 | 4 | | | | | 4 | 0 | 0 |
| | 11.40 | 4 | | | | | 4 | 0 | 0 |
| | 12.00 | 4 | | | | | 4 | 0 | 0 |
| | 12.20 | 3 | | | | | 3 | 0 | 0 |
| | 12.40 | 3 | | | | | 3 | 0 | 0 |
| | 13.00 | 3 | | | | | 3 | 0 | 0 |
| | 13.20 | 3 | | | | | 3 | 0 | 0 |
| | 13.40 | 4 | | | | | 4 | 1 | 1 double yellow |
| | 14.00 | 3 | | | | | 3 | 0 | 0 |
| | 14.20 | 3 | | | | | 3 | 0 | 0 |
| | 14.40 | 2 | | | | | 2 | 0 | 0 |
| 15.00 | 4 | | | | | 4 | 0 | 0 | |

| Date | Time | TOTAL SPACES OCCUPIED | | | | | | ILLEGAL PARKING | |
|-------------------|-------|-----------------------|-----------------|-------------|---|-------------------------|------------|--|----------------------------------|
| | | Marked General Spaces | Disabled Spaces | Loading Bay | Marked Other Spaces - (Garda/Ambulance) | Unmarked Parking Spaces | SUB -TOTAL | Total Number of Illegally Parked Vehicles Observed | Illegal Parking Comments |
| Tuesday 2nd May | 11.00 | 6 | 0 | | 0 | | 6 | 6 | 6 yellow box |
| | 11.20 | 5 | 0 | | 0 | | 5 | 4 | 4 yellow box |
| | 11.40 | 7 | 1 | | 0 | | 8 | 3 | 3 yellow box |
| | 12.00 | 6 | 1 | | 0 | | 7 | 5 | 1 parallel parking, 4 yellow box |
| | 12.20 | 6 | 1 | | 0 | | 7 | 3 | 3 yellow box |
| | 12.40 | 7 | 1 | | 0 | | 8 | 5 | 5 yellow box |
| | 13.00 | 7 | 1 | | 0 | | 8 | 5 | 1 parallel parking, 4 yellow box |
| | 13.20 | 6 | 0 | | 0 | | 6 | 3 | 3 yellow box |
| | 13.40 | 6 | 0 | | 0 | | 6 | 2 | 2 yellow box |
| | 14.00 | 5 | 0 | | 0 | | 5 | 2 | 2 yellow box |
| | 14.20 | 6 | 0 | | 0 | | 6 | 3 | 3 yellow box |
| | 14.40 | 6 | 0 | | 0 | | 6 | 3 | 3 yellow box |
| | 15.00 | 5 | 0 | | 0 | | 5 | 4 | 4 yellow box |
| Wednesday 3rd May | 11.00 | 6 | 0 | | 0 | | 6 | 3 | 3 yellow box |
| | 11.20 | 5 | 0 | | 0 | | 5 | 2 | 2 yellow box |
| | 11.40 | 7 | 0 | | 0 | | 7 | 2 | 2 yellow box |
| | 12.00 | 6 | 0 | | 1 | | 7 | 2 | 2 yellow box |
| | 12.20 | 5 | 1 | | 0 | | 6 | 2 | 2 yellow box |
| | 12.40 | 7 | 1 | | 0 | | 8 | 5 | 5 yellow box |
| | 13.00 | 7 | 1 | | 0 | | 8 | 4 | 1 parallel parking, 3 yellow box |
| | 13.20 | 5 | 1 | | 0 | | 6 | 3 | 3 yellow box |
| | 13.40 | 6 | 1 | | 0 | | 7 | 3 | 3 yellow box |
| | 14.00 | 5 | 0 | | 0 | | 5 | 3 | 3 yellow box |
| | 14.20 | 6 | 0 | | 0 | | 6 | 2 | 2 yellow box |
| | 14.40 | 6 | 1 | | 0 | | 7 | 1 | 1 yellow box |
| | 15.00 | 5 | 0 | | 0 | | 5 | 2 | 2 yellow box |
| Friday 5th May | 11.00 | 6 | 1 | | 0 | | 7 | 2 | 2 yellow box |
| | 11.20 | 7 | 1 | | 0 | | 8 | 3 | 3 yellow box |
| | 11.40 | 7 | 1 | | 0 | | 8 | 4 | 4 yellow box |
| | 12.00 | 7 | 1 | | 0 | | 8 | 3 | 3 yellow box |
| | 12.20 | 6 | 0 | | 0 | | 6 | 5 | 1 parallel parking, 4 yellow box |
| | 12.40 | 7 | 0 | | 0 | | 7 | 2 | 2 yellow box |
| | 13.00 | 6 | 0 | | 0 | | 6 | 3 | 3 yellow box |
| | 13.20 | 6 | 0 | | 0 | | 6 | 5 | 5 yellow box |
| | 13.40 | 7 | 0 | | 0 | | 7 | 2 | 2 yellow box |
| | 14.00 | 6 | 1 | | 0 | | 7 | 3 | 3 yellow box |
| | 14.20 | 7 | 1 | | 0 | | 8 | 2 | 2 yellow box |
| | 14.40 | 6 | 1 | | 0 | | 7 | 5 | 5 yellow box |
| | 15.00 | 7 | 1 | | 0 | | 8 | 5 | 5 yellow box |

| Date | Time | TOTAL SPACES OCCUPIED | | | | | | ILLEGAL PARKING | |
|-------------------|-------|-----------------------|-----------------|-------------|---|-------------------------|------------|--|---------------------------------|
| | | Marked General Spaces | Disabled Spaces | Loading Bay | Marked Other Spaces - (Garda/Ambulance) | Unmarked Parking Spaces | SUB -TOTAL | Total Number of Illegally Parked Vehicles Observed | Illegal Parking Comments |
| Tuesday 2nd May | 11.00 | | | | | 5 | 5 | 2 | 1 double yellow ,1 access block |
| | 11.20 | | | | | 5 | 5 | 1 | 1 access block |
| | 11.40 | | | | | 5 | 5 | 1 | 1 access block |
| | 12.00 | | | | | 4 | 4 | 1 | 1 access block |
| | 12.20 | | | | | 4 | 4 | 0 | 0 |
| | 12.40 | | | | | 3 | 3 | 1 | 1 access block |
| | 13.00 | | | | | 2 | 2 | 1 | 1 access block |
| | 13.20 | | | | | 2 | 2 | 0 | 0 |
| | 13.40 | | | | | 3 | 3 | 0 | 0 |
| | 14.00 | | | | | 5 | 5 | 0 | 0 |
| | 14.20 | | | | | 5 | 5 | 0 | 0 |
| | 14.40 | | | | | 5 | 5 | 1 | 1 double yellow |
| | 15.00 | | | | | 4 | 4 | 1 | 1 double yellow |
| Wednesday 3rd May | 11.00 | | | | | 4 | 4 | 2 | 1 double yellow ,1 access block |
| | 11.20 | | | | | 5 | 5 | 1 | 1 access block |
| | 11.40 | | | | | 5 | 5 | 1 | 1 access block |
| | 12.00 | | | | | 5 | 5 | 2 | 1 double yellow ,1 access block |
| | 12.20 | | | | | 5 | 5 | 2 | 1 double yellow ,1 access block |
| | 12.40 | | | | | 5 | 5 | 2 | 1 double yellow ,1 access block |
| | 13.00 | | | | | 5 | 5 | 1 | 1 access block |
| | 13.20 | | | | | 5 | 5 | 1 | 1 access block |
| | 13.40 | | | | | 5 | 5 | 1 | 1 access block |
| | 14.00 | | | | | 4 | 4 | 1 | 1 access block |
| | 14.20 | | | | | 5 | 5 | 1 | 1 access block |
| | 14.40 | | | | | 3 | 3 | 1 | 1 access block |
| | 15.00 | | | | | 3 | 3 | 1 | 1 access block |
| Friday 5th May | 11.00 | | | | | 3 | 3 | 1 | 1 access block |
| | 11.20 | | | | | 5 | 5 | 2 | 1 double yellow ,1 access block |
| | 11.40 | | | | | 2 | 2 | 2 | 1 access block |
| | 12.00 | | | | | 3 | 3 | 1 | 1 access block |
| | 12.20 | | | | | 4 | 4 | 1 | 1 access block |
| | 12.40 | | | | | 4 | 4 | 1 | 1 access block |
| | 13.00 | | | | | 4 | 4 | 1 | 1 access block |
| | 13.20 | | | | | 4 | 4 | 1 | 1 access block |
| | 13.40 | | | | | 5 | 5 | 2 | 1 double yellow ,1 access block |
| | 14.00 | | | | | 4 | 4 | 1 | 1 access block |
| | 14.20 | | | | | 5 | 5 | 2 | 1 double yellow ,1 access block |
| | 14.40 | | | | | 5 | 5 | 1 | 1 access block |
| | 15.00 | | | | | 5 | 5 | 1 | 1 access block |

| Date | Time | TOTAL SPACES OCCUPIED | | | | | ILLEGAL PARKING | | |
|-------------------|-------|-----------------------|-----------------|-------------|---|-------------------------|-----------------|--|---------------------------------|
| | | Marked General Spaces | Disabled Spaces | Loading Bay | Marked Other Spaces - (Garda/Ambulance) | Unmarked Parking Spaces | SUB -TOTAL | Total Number of Illegally Parked Vehicles Observed | Illegal Parking Comments |
| Tuesday 2nd May | 11.00 | 4 | | | | | 4 | 0 | 0 |
| | 11.20 | 3 | | | | | 3 | 0 | 0 |
| | 11.40 | 2 | | | | | 2 | 0 | 0 |
| | 12.00 | 3 | | | | | 3 | 0 | 0 |
| | 12.20 | 2 | | | | | 2 | 0 | 0 |
| | 12.40 | 3 | | | | | 3 | 0 | 0 |
| | 13.00 | 3 | | | | | 3 | 0 | 1 access block |
| | 13.20 | 3 | | | | | 3 | 0 | 0 |
| | 13.40 | 4 | | | | | 4 | 0 | 0 |
| | 14.00 | 4 | | | | | 4 | 0 | 0 |
| | 14.20 | 4 | | | | | 4 | 1 | 1 double yellow |
| | 14.40 | 3 | | | | | 3 | 0 | 0 |
| | 15.00 | 3 | | | | | 3 | 1 | 1 double yellow |
| Wednesday 3rd May | 11.00 | 2 | | | | | 2 | 1 | 1 access block |
| | 11.20 | 2 | | | | | 2 | 0 | 0 |
| | 11.40 | 3 | | | | | 3 | 0 | 0 |
| | 12.00 | 4 | | | | | 4 | 0 | 0 |
| | 12.20 | 2 | | | | | 2 | 0 | 0 |
| | 12.40 | 3 | | | | | 3 | 0 | 0 |
| | 13.00 | 4 | | | | | 4 | 0 | 0 |
| | 13.20 | 4 | | | | | 4 | 0 | 0 |
| | 13.40 | 4 | | | | | 4 | 0 | 0 |
| | 14.00 | 3 | | | | | 3 | 0 | 0 |
| | 14.20 | 3 | | | | | 3 | 1 | 1 access block |
| | 14.40 | 2 | | | | | 2 | 1 | 1 access block |
| | 15.00 | 4 | | | | | 4 | 0 | 0 |
| Friday 5th May | 11.00 | 3 | | | | | 3 | 0 | 0 |
| | 11.20 | 4 | | | | | 4 | 1 | 1 double yellow |
| | 11.40 | 3 | | | | | 3 | 0 | 0 |
| | 12.00 | 4 | | | | | 4 | 0 | 0 |
| | 12.20 | 4 | | | | | 4 | 1 | 1 double yellow |
| | 12.40 | 4 | | | | | 4 | 0 | 0 |
| | 13.00 | 4 | | | | | 4 | 0 | 0 |
| | 13.20 | 4 | | | | | 4 | 0 | 0 |
| | 13.40 | 4 | | | | | 4 | 2 | 1 double yellow, 1 access block |
| | 14.00 | 4 | | | | | 4 | 0 | 0 |
| | 14.20 | 4 | | | | | 4 | 0 | 0 |
| | 14.40 | 3 | | | | | 3 | 1 | 1 access block |
| | 15.00 | 4 | | | | | 4 | 2 | 2 access block |

| Date | Time | TOTAL SPACES OCCUPIED | | | | | | ILLEGAL PARKING | |
|-------------------|-------|-----------------------|-----------------|-------------|---|-------------------------|-------------|--|--------------------------|
| | | Marked General Spaces | Disabled Spaces | Loading Bay | Marked Other Spaces - (Garda/Ambulance) | Unmarked Parking Spaces | SUB - TOTAL | Total Number of Illegally Parked Vehicles Observed | Illegal Parking Comments |
| Tuesday 2nd May | 11.00 | 4 | 0 | | | | 4 | 0 | 0 |
| | 11.20 | 5 | 0 | | | | 5 | 0 | 0 |
| | 11.40 | 3 | 0 | | | | 3 | 0 | 0 |
| | 12.00 | 5 | 0 | | | | 5 | 0 | 0 |
| | 12.20 | 5 | 0 | | | | 5 | 0 | 0 |
| | 12.40 | 3 | 0 | | | | 3 | 0 | 0 |
| | 13.00 | 1 | 0 | | | | 1 | 0 | 0 |
| | 13.20 | 5 | 0 | | | | 5 | 0 | 0 |
| | 13.40 | 5 | 0 | | | | 5 | 0 | 0 |
| | 14.00 | 3 | 0 | | | | 3 | 0 | 0 |
| | 14.20 | 1 | 0 | | | | 1 | 0 | 0 |
| | 14.40 | 2 | 0 | | | | 2 | 0 | 0 |
| | 15.00 | 1 | 0 | | | | 1 | 0 | 0 |
| Wednesday 3rd May | 11.00 | 6 | 0 | | | | 6 | 0 | 0 |
| | 11.20 | 5 | 0 | | | | 5 | 0 | 0 |
| | 11.40 | 5 | 0 | | | | 5 | 0 | 0 |
| | 12.00 | 6 | 0 | | | | 6 | 0 | 0 |
| | 12.20 | 7 | 0 | | | | 7 | 0 | 0 |
| | 12.40 | 7 | 0 | | | | 7 | 0 | 0 |
| | 13.00 | 6 | 0 | | | | 6 | 0 | 0 |
| | 13.20 | 5 | 0 | | | | 5 | 0 | 0 |
| | 13.40 | 3 | 0 | | | | 3 | 0 | 0 |
| | 14.00 | 3 | 0 | | | | 3 | 0 | 0 |
| | 14.20 | 3 | 0 | | | | 3 | 0 | 0 |
| | 14.40 | 4 | 0 | | | | 4 | 0 | 0 |
| | 15.00 | 3 | 0 | | | | 3 | 0 | 0 |
| Friday 5th May | 11.00 | 5 | 0 | | | | 5 | 0 | 0 |
| | 11.20 | 5 | 0 | | | | 5 | 0 | 0 |
| | 11.40 | 5 | 0 | | | | 5 | 0 | 0 |
| | 12.00 | 4 | 0 | | | | 4 | 0 | 0 |
| | 12.20 | 5 | 0 | | | | 5 | 0 | 0 |
| | 12.40 | 8 | 0 | | | | 8 | 0 | 0 |
| | 13.00 | 8 | 0 | | | | 8 | 0 | 0 |
| | 13.20 | 8 | 0 | | | | 8 | 0 | 0 |
| | 13.40 | 6 | 0 | | | | 6 | 0 | 0 |
| | 14.00 | 4 | 0 | | | | 4 | 0 | 0 |
| | 14.20 | 4 | 0 | | | | 4 | 0 | 0 |
| | 14.40 | 7 | 0 | | | | 7 | 0 | 0 |
| | 15.00 | 6 | 0 | | | | 6 | 0 | 0 |

NW Main Street

| Row Labels | Average of Marked General Spaces | Average of Disabled Spaces | Average of Loading Bay | Average of Marked Other Spaces - (Garda/Ambulance) | Average of Unmarked Parking Spaces | Average of SUB -TOTAL | Average of Total Number of Illegally Parked Vehicles Observed |
|-------------|----------------------------------|----------------------------|------------------------|--|------------------------------------|-----------------------|---|
| 11.00 | 32.67 | | | 0.00 | | 32.67 | 1.00 |
| 11.20 | 34.33 | | | 0.00 | | 34.33 | 1.00 |
| 11.40 | 33.33 | | | 0.00 | | 33.33 | 2.00 |
| 12.00 | 32.67 | | | 0.00 | | 32.67 | 2.33 |
| 12.20 | 33.67 | | | 0.00 | | 33.67 | 1.33 |
| 12.40 | 34.33 | | | 0.33 | | 34.67 | 1.33 |
| 13.00 | 34.33 | | | 0.33 | | 34.67 | 2.33 |
| 13.20 | 33.33 | | | 0.67 | | 34.00 | 2.00 |
| 13.40 | 33.00 | | | 0.67 | | 33.67 | 1.00 |
| 14.00 | 32.33 | | | 0.33 | | 32.67 | 0.67 |
| 14.20 | 31.67 | | | 0.33 | | 32.00 | 0.33 |
| 14.40 | 32.67 | | | 0.33 | | 33.00 | 2.00 |
| 15.00 | 33.67 | | | 0.33 | | 34.00 | 2.00 |
| Grand Total | 33.23 | | | 0.26 | | 33.49 | 1.49 |

SE Main Street Upper

| Row Labels | Average of Marked General Spaces | Average of Disabled Spaces | Average of Loading Bay | Average of Marked Other Spaces - (Garda/Ambulance) | Average of Unmarked Parking Spaces | Average of SUB -TOTAL | Average of Total Number of Illegally Parked Vehicles Observed |
|-------------|----------------------------------|----------------------------|------------------------|--|------------------------------------|-----------------------|---|
| 11.00 | 2.33 | | | | | 2.33 | 0.00 |
| 11.20 | 3.00 | | | | | 3.00 | 0.00 |
| 11.40 | 2.67 | | | | | 2.67 | 0.00 |
| 12.00 | 2.67 | | | | | 2.67 | 0.00 |
| 12.20 | 2.67 | | | | | 2.67 | 0.00 |
| 12.40 | 2.33 | | | | | 2.33 | 0.00 |
| 13.00 | 2.00 | | | | | 2.00 | 0.00 |
| 13.20 | 2.33 | | | | | 2.33 | 0.00 |
| 13.40 | 3.00 | | | | | 3.00 | 0.33 |
| 14.00 | 2.33 | | | | | 2.33 | 0.00 |
| 14.20 | 3.00 | | | | | 3.00 | 0.00 |
| 14.40 | 2.67 | | | | | 2.67 | 0.33 |
| 15.00 | 2.67 | | | | | 2.67 | 0.00 |
| Grand Total | 2.59 | | | | | 2.59 | 0.05 |

SE Main Street Lower

| Row Labels | Average of Marked General Spaces | Average of Disabled Spaces | Average of Loading Bay | Average of Marked Other Spaces - (Garda/Ambulance) | Average of Unmarked Parking Spaces | Average of SUB -TOTAL | Average of Total Number of Illegally Parked Vehicles Observed |
|------------|----------------------------------|----------------------------|------------------------|--|------------------------------------|-----------------------|---|
| 11.00 | 6.00 | 0.33 | | 0.00 | | 6.33 | 3.67 |
| 11.20 | 5.67 | 0.33 | | 0.00 | | 6.00 | 3.00 |
| 11.40 | 7.00 | 0.67 | | 0.00 | | 7.67 | 3.00 |
| 12.00 | 6.33 | 0.67 | | 0.33 | | 7.33 | 3.33 |

| | | | | | | | |
|-------------|------|------|--|------|--|------|------|
| 12.20 | 5.67 | 0.67 | | 0.00 | | 6.33 | 3.33 |
| 12.40 | 7.00 | 0.67 | | 0.00 | | 7.67 | 4.00 |
| 13.00 | 6.67 | 0.67 | | 0.00 | | 7.33 | 4.00 |
| 13.20 | 5.67 | 0.33 | | 0.00 | | 6.00 | 3.67 |
| 13.40 | 6.33 | 0.33 | | 0.00 | | 6.67 | 2.33 |
| 14.00 | 5.33 | 0.33 | | 0.00 | | 5.67 | 2.67 |
| 14.20 | 6.33 | 0.33 | | 0.00 | | 6.67 | 2.33 |
| 14.40 | 6.00 | 0.67 | | 0.00 | | 6.67 | 3.00 |
| 15.00 | 5.67 | 0.33 | | 0.00 | | 6.00 | 3.67 |
| Grand Total | 6.13 | 0.49 | | 0.03 | | 6.64 | 3.23 |

Kilbride Road Outbound

| Row Labels | Average of Marked General Spaces | Average of Disabled Spaces | Average of Loading Bay | Average of Marked Other Spaces - (Garda/Ambulance) | Average of Unmarked Parking Spaces | Average of SUB -TOTAL | Average of Total Number of Illegally Parked Vehicles Observed |
|-------------|----------------------------------|----------------------------|------------------------|--|------------------------------------|-----------------------|---|
| 11.00 | | | | | 4.00 | 4.00 | 1.67 |
| 11.20 | | | | | 5.00 | 5.00 | 1.33 |
| 11.40 | | | | | 4.00 | 4.00 | 1.33 |
| 12.00 | | | | | 4.00 | 4.00 | 1.33 |
| 12.20 | | | | | 4.33 | 4.33 | 1.00 |
| 12.40 | | | | | 4.00 | 4.00 | 1.33 |
| 13.00 | | | | | 3.67 | 3.67 | 1.00 |
| 13.20 | | | | | 3.67 | 3.67 | 0.67 |
| 13.40 | | | | | 4.33 | 4.33 | 1.00 |
| 14.00 | | | | | 4.33 | 4.33 | 0.67 |
| 14.20 | | | | | 5.00 | 5.00 | 1.00 |
| 14.40 | | | | | 4.33 | 4.33 | 1.00 |
| 15.00 | | | | | 4.00 | 4.00 | 1.00 |
| Grand Total | | | | | 4.21 | 4.21 | 1.10 |

Kilbride Road Inbound

| Row Labels | Average of Marked General Spaces | Average of Disabled Spaces | Average of Loading Bay | Average of Marked Other Spaces - (Garda/Ambulance) | Average of Unmarked Parking Spaces | Average of SUB -TOTAL | Average of Total Number of Illegally Parked Vehicles Observed |
|-------------|----------------------------------|----------------------------|------------------------|--|------------------------------------|-----------------------|---|
| 11.00 | 3.00 | | | | | 3.00 | 0.33 |
| 11.20 | 3.00 | | | | | 3.00 | 0.33 |
| 11.40 | 2.67 | | | | | 2.67 | 0.00 |
| 12.00 | 3.67 | | | | | 3.67 | 0.00 |
| 12.20 | 2.67 | | | | | 2.67 | 0.33 |
| 12.40 | 3.33 | | | | | 3.33 | 0.00 |
| 13.00 | 3.67 | | | | | 3.67 | 0.00 |
| 13.20 | 3.67 | | | | | 3.67 | 0.00 |
| 13.40 | 4.00 | | | | | 4.00 | 0.67 |
| 14.00 | 3.67 | | | | | 3.67 | 0.00 |
| 14.20 | 3.67 | | | | | 3.67 | 0.67 |
| 14.40 | 2.67 | | | | | 2.67 | 0.67 |
| 15.00 | 3.67 | | | | | 3.67 | 1.00 |
| Grand Total | 3.33 | | | | | 3.33 | 0.31 |

Car Park

| Row Labels | Average of Marked General Spaces | Average of Disabled Spaces | Average of Loading Bay | Average of Marked Other Spaces - (Garda/Ambulance) | Average of Unmarked Parking Spaces | Average of SUB -TOTAL | Average of Total Number of Illegally Parked Vehicles Observed |
|-------------|----------------------------------|----------------------------|------------------------|--|------------------------------------|-----------------------|---|
| 11.00 | 5.00 | 0.00 | | | | 5.00 | 0.00 |
| 11.20 | 5.00 | 0.00 | | | | 5.00 | 0.00 |
| 11.40 | 4.33 | 0.00 | | | | 4.33 | 0.00 |
| 12.00 | 5.00 | 0.00 | | | | 5.00 | 0.00 |
| 12.20 | 5.67 | 0.00 | | | | 5.67 | 0.00 |
| 12.40 | 6.00 | 0.00 | | | | 6.00 | 0.00 |
| 13.00 | 5.00 | 0.00 | | | | 5.00 | 0.00 |
| 13.20 | 6.00 | 0.00 | | | | 6.00 | 0.00 |
| 13.40 | 4.67 | 0.00 | | | | 4.67 | 0.00 |
| 14.00 | 3.33 | 0.00 | | | | 3.33 | 0.00 |
| 14.20 | 2.67 | 0.00 | | | | 2.67 | 0.00 |
| 14.40 | 4.33 | 0.00 | | | | 4.33 | 0.00 |
| 15.00 | 3.33 | 0.00 | | | | 3.33 | 0.00 |
| Grand Total | 4.64 | 0.00 | | | | 4.64 | 0.00 |

Grand Total 49.92 0.49 0.00 0.28 4.21 54.90 6.18