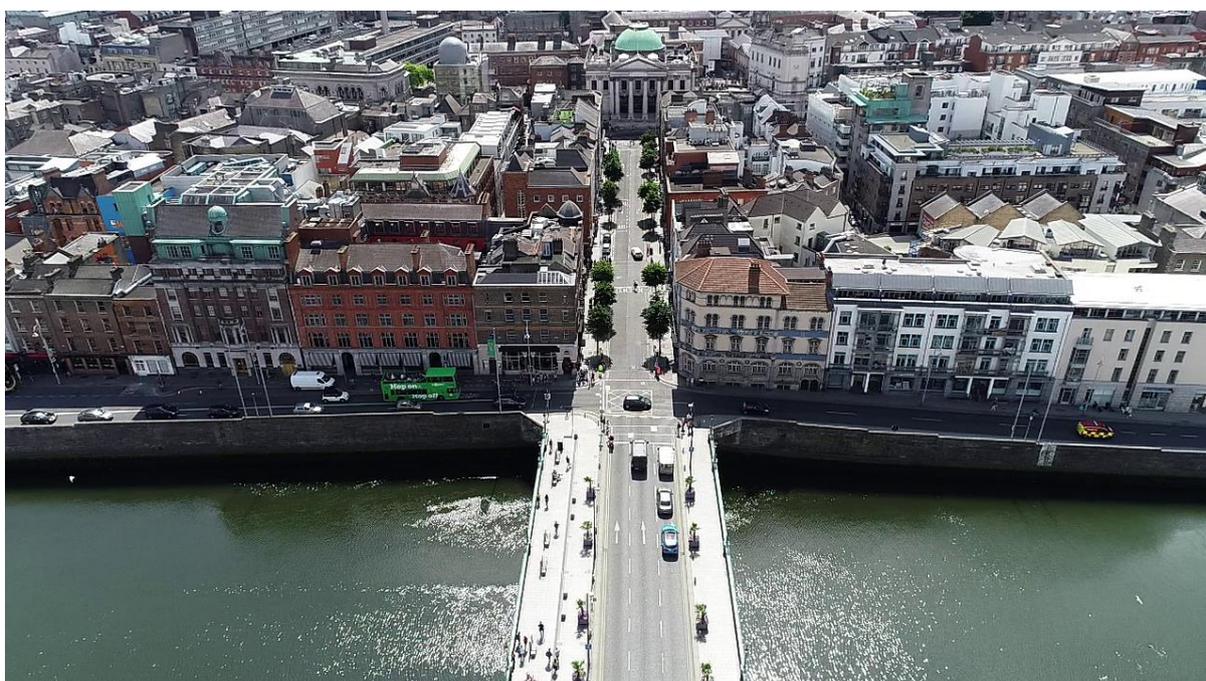


# Fishamble Street and Parliament Street Proposals



**November 2022**

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TABLE OF CONTENTS

Introduction ..... 1

Fishamble Street ..... 2

    Fishamble street Proposal ..... 3

Parliament Street ..... 4

    Vehicle and Pedestrian numbers ..... 4

Summer 2022 Traffic Free evenings ..... 6

Potential options to be considered..... 7

    Options for Consideration..... 8

Recommondations ..... 8

### INTRODUCTION

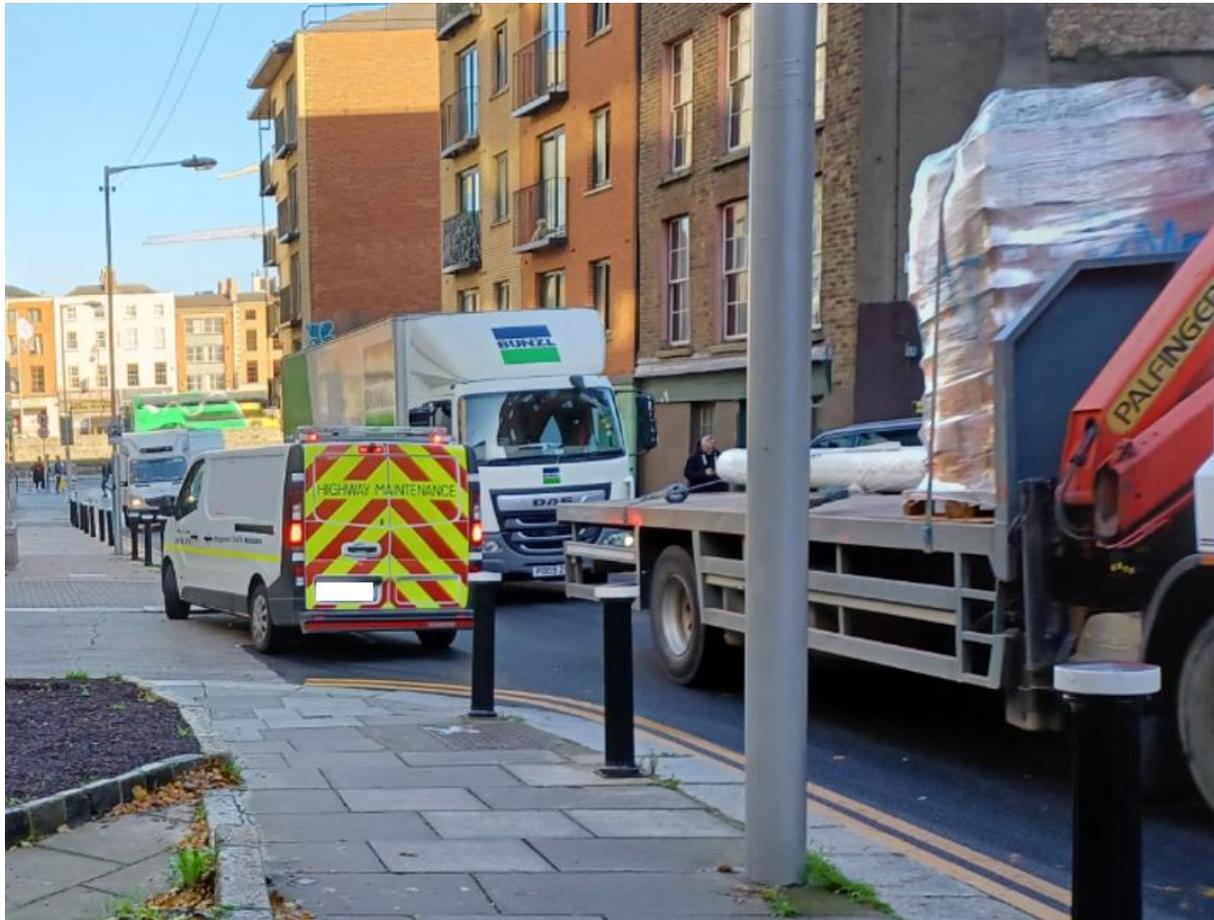
This report presents a proposal for Fishamble street, which is experiencing an increase in traffic and delays, and an update on Parliament Street and how we might proceed.

Fishamble street would benefit from a change from a two way road to a one way northbound arrangement, due to its narrow width and mix of uses on the street.

Following temporary measures on Parliament Street in summer 2021 and 2022 and the successful implementation of traffic free measures on Capel Street in May 2022 we have undertaken to review what options are now available for Parliament Street.

FISHAMBLE STREET

There are currently issues on Fishamble Street due to the volume of traffic and the width of the street as it is not wide enough in places to cater for two way traffic. This leads to vehicles mounting kerbs and unsafe manoeuvres. The historic kerbs require regular maintenance due to the damage being caused to them.



Typical example of conflict on Fishamble Street.

The share of northbound and southbound traffic is very uneven with 93% of traffic heading in one direction (northbound).

| Direction  | 24 Vehicle volume |
|------------|-------------------|
| Northbound | 3,349             |
| Southbound | 247               |

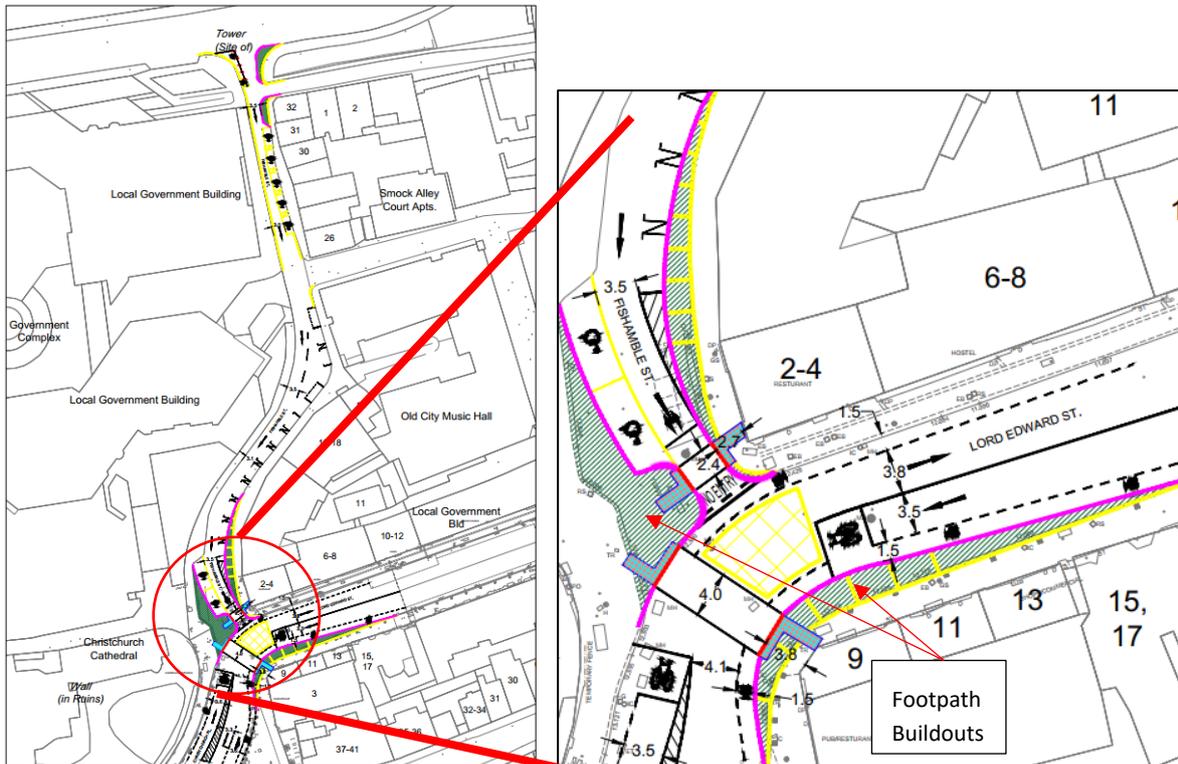
In addition, the pedestrian crossing at the Fishamble Street/Lord Edward Street junction is a very busy crossing but is too narrow for the amount of pedestrians that use it.



Crowded pedestrian crossing

### FISHAMBLE STREET PROPOSAL

The recommendation for Fishamble Street, regardless of any proposals for Parliament Street is to make it one way northbound (with cycling southbound permitted). This will improve the traffic flow, allow for more loading and parking spaces to be installed on the street and will allow the pedestrian crossing to be widened to 4m which is more suitable for the volume of pedestrians in the area. Disabled spaces would be retained in situ and it is now proposed to hold a short consultation with the residents and businesses on this street before the change is implemented.



**PARLIAMENT STREET**

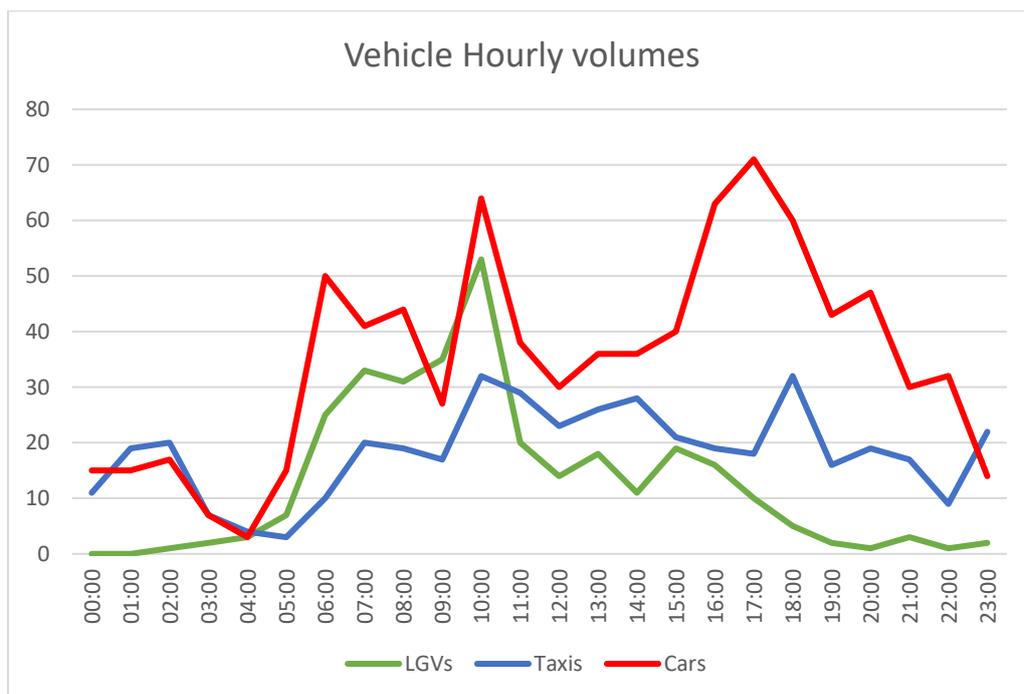
**VEHICLE AND PEDESTRIAN NUMBERS**

Vehicular traffic has decreased by 60% on Parliament Street since the Traffic Free measures were implemented on Capel Street, with a 72% reduction in car traffic. The following table shows the current traffic volumes (Sept 22) and six months ago:

| Mode                  | Sept 22 | Apr 22 (Pre Capel Street measures) | Change |
|-----------------------|---------|------------------------------------|--------|
| <b>Cyclists</b>       | 2,834   | 2,483                              | +14%   |
| <b>Cars</b>           | 817     | 2,902                              | -72%   |
| <b>Taxis</b>          | 528     | 878                                | -40%   |
| <b>Goods vehicles</b> | 392     | 897                                | -57%   |
| <b>Buses</b>          | 110     | 116                                | -5%    |
| <b>Motorcyclists</b>  | 91      | 192                                | -53%   |

With the large reduction of vehicles coming from Capel Street and the existing left turn ban from the quays to Parliament Street, the street has been largely traffic calmed. At the busiest hour on Parliament Street there is a one car a minute, while there is an average of one car every 2 minutes throughout the day.

The hourly breakdown for cars, taxis and Goods Vehicles is shown in the chart below. Half of the Goods vehicles use the street between 6am and 11am, typical delivery hours in the city. Taxis are fairly consistent throughout the day and cars peak in the evening.

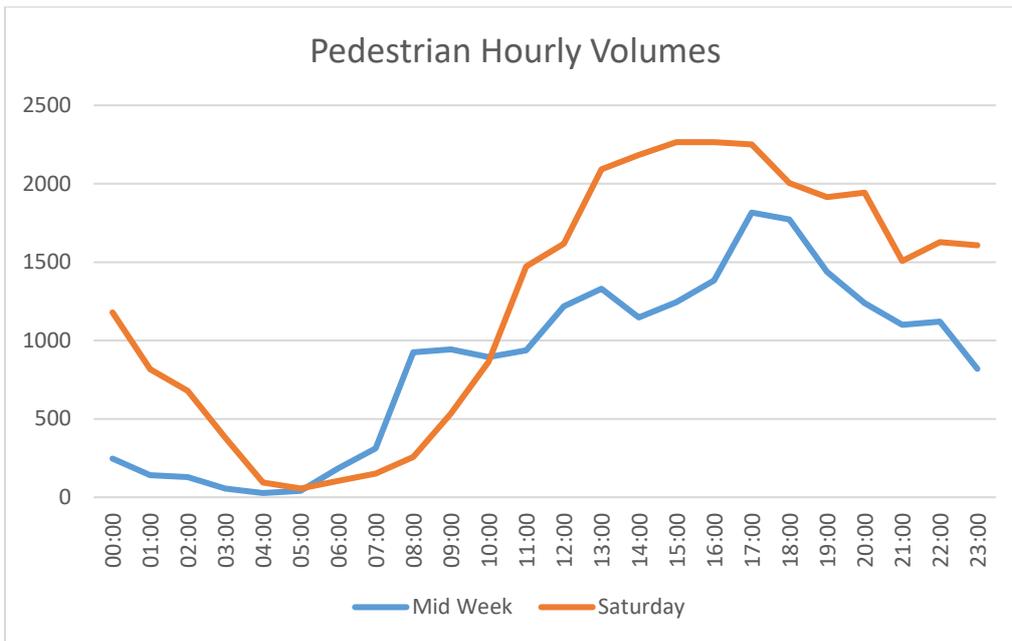


## Fishamble Street and Parliament Street

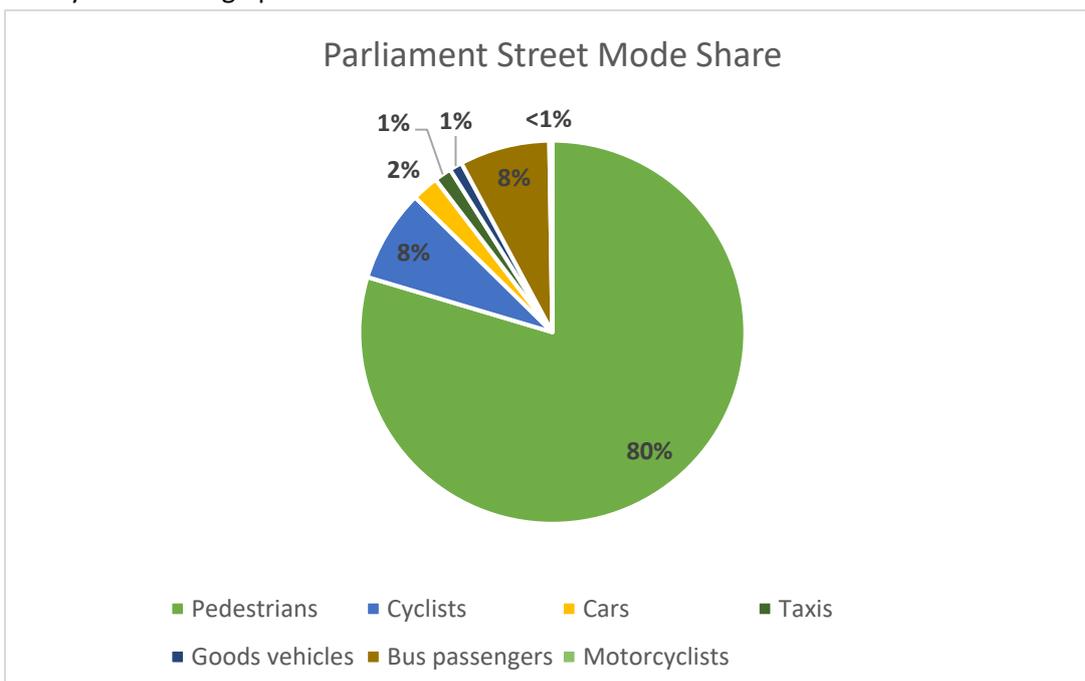
The current pedestrian volumes on Parliament St are:

| Mode                       | 24 hour total |
|----------------------------|---------------|
| Mid-week pedestrian volume | 20,500        |
| Saturday pedestrian volume | 29,000        |

The hourly breakdown of pedestrians shows that mid-week the early evening is the peak whilst on a Saturday it is the afternoon.



The mode share shows that pedestrians are the major users of Parliament Street, with pedestrians and cyclists making up 88% of the mode share.



### SUMMER 2022 TRAFFIC FREE EVENINGS

During the summer of 2022 from 21<sup>st</sup> July until the end of August Parliament Street was Traffic Free every Thursday, Friday and Saturday evening from 6.30pm until 11.00pm. However it was not as well used this summer compared to the previous summer. This may be that unlike last summer indoor dining is now permitted. Last summer most premises were using their indoor furniture whereas this year the furniture was required for indoors. Unlike Capel Street, which had footpath buildouts installed which were available to use at all times, no full time additional space was created in Parliament Street. With only a few evenings of Traffic Free arrangements a week it was more difficult for businesses to have additional furniture available and stored.



### POTENTIAL OPTIONS TO BE CONSIDERED

There are a range of items to be taken into account as we bring forward for examination a range of options, these include:

#### **Bus Service**

Parliament Street is part of the public transport network. Currently bus stop 2912 on Parliament St serves bus routes 79 and 79a. There are currently approximately 110 buses a day on the street. Consideration needs to be made for the Bus Connects network redesign and what impact any changes on Parliament Street might have on the revised network.

#### **Resident and Local Access**

Parliament street is more like Capel Street than other pedestrian streets such as Grafton Street and Henry Street as there are residents living directly on the street on the streets directly adjacent to Parliament street. There is however no access, car parking or permit parking on Parliament Street itself.

There are private car parks on Exchange Street Lower and Upper and on Crane Lane, access and egress to which will need to be maintained.

#### **Emergency Vehicular Access.**

Emergency Vehicular access is maintained at all times as the emergency services will be able to access all locations on Parliament Street.

#### **Disabled Parking**

There are no disabled spaces on Parliament street itself. Additional spaces have already been provided on Fishamble Street around the area during the traffic free trials and these have stayed in place. It would be a priority to maintain access to the existing disabled spaces on Essex Street East.

#### **Deliveries**

Access for deliveries on Parliament Street itself and within the temple bar area need to be maintained and this could be achieved by allowing access from Essex Gate across Parliament Street and in to Essex Street East as per current situation. There are loading bays on Parliament Street and these need to be considered as to whether they need to be retained.

#### **Car Parking**

There are no car parking spaces currently on the street.

#### **Cycling**

This is an important Southbound cycle route. Therefore it is proposed that for any option cycling should still be allowed on the street and in time the option of contra flow cycling will also be explored provided it has been implemented on Capel Street. Cycling numbers have increased on Parliament St by 14% since Capel Street became Traffic Free.

### OPTIONS FOR CONSIDERATION

The following are the options which we believe need further investigation before a preferred option is brought forward to the elected members and the public.

**Making Parliament Street Public Transport only** – under this option buses, taxis and cycling will be permitted, deliveries would be allowed up to 11.00. This will remove private vehicles from the space whilst maintaining buses and taxis. Taxis are the biggest user of the street late at night.

**Reduce Parliament Street to one lane** – Potentially the footpath could be extended on each side by approximately 1m and the carriageway reduced to one lane with some indented loading bays provided. However further investigations are currently being carried out as the camber of the road may not be suitable for a footpath extension without significant civil works, also this would be need to be considered in light of permitted users of the street.

**Make Parliament Street Traffic Free** – create a traffic free space on Parliament street. It is likely that it would need to be in two sections – between the quays and Essex Street East and between Essex Street East and Lord Edward Street. A through route between Essex Gate and Essex St East from west to east would be kept open to traffic to allow for access to the disabled bays, the court, the hotel, deliveries and for resident access and egress in the area.

### RECOMMENDATIONS

The recommendations:

- Agree with Councillors that the Fishamble Street can proceed separately and for that process to commence
- Prepare detailed options for Parliament Street and examine the feasibility and impacts of each one. Prepare a report and drawings showing the preferred option as a result of this process for further consideration by the elected members and decide appropriate next steps.