Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Parliament Street Proposal – Report on Non-Statutory Consultation

May 2025

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Introduction

Dublin City Council is committed to creating public spaces that are inclusive, accessible, and vibrant for all who live in, work in, or visit the city. The proposed changes to Parliament Street are designed to enhance the pedestrian experience, improve safety, provide better cycling facilities, support local businesses, and contribute to a more sustainable urban environment.

The feedback presented in this report on this non-statutory public consultation is vital in helping DCC understand how these proposals might impact different users and how they can be improved.

DCC wish to ensure that the proposals reflect a balance of needs and perspectives — including those of residents, businesses, commuters, and visitors — and supports a thriving city centre that works for everyone.

Submissions were accepted over 2 weeks from 13 May - 27 May 2025 by one of the following methods:

- Filling out the online

  survey
- By email
- By post
- At Dublin City Council Civic Offices

Project proposals

Dublin City Council is proposing to make traffic management changes on Parliament Street, enhancing pedestrian safety, accessibility, and the overall public realm in the historic city centre. This follows successful summer trials, strong public support (94% approval in consultation), and the recent removal of the bus route in April 2025.

Key proposals include:

- A fully non-vehicular section between Essex Quay and Essex Gate, with raised road levels.
- Limited vehicular access for deliveries and residents between 6am and 11am in the section between Essex Gate and Lord Edward Street.
- Removal of the night-time taxi rank on Parliament St, with nearby alternatives maintained.
- Improved cycling links and a cohesive layout connecting to Capel Street and City Hall.
- Introduction of new planting, seating, and play areas to encourage a family-friendly and inclusive environment.
- Emergency access will be maintained at all times

Consultation Results

The consultation process provided valuable insights into the perspectives and priorities of a diverse range of stakeholders. The feedback received has been instrumental in shaping the direction of the project, highlighting key areas of support as well as concerns that require further consideration.

This section outlines the main themes that emerged from the consultation and how they have informed the next steps.

Participants

The vast majority of participants did so through the engage.dublincity.ie consultation platform (433) with a further 5 responses received at the Consultation Public table at Dublin City Council Civic Offices.

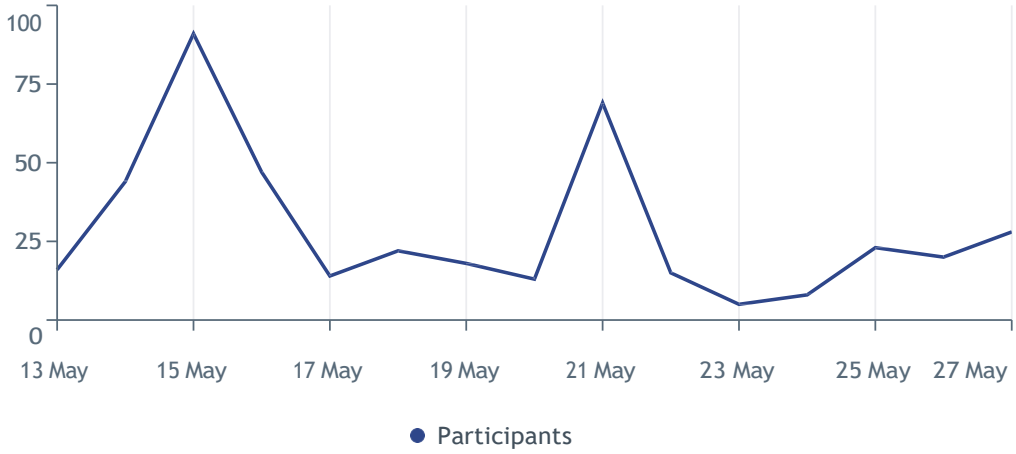
Participants timeline

Total participants

433

Participation rate

29%

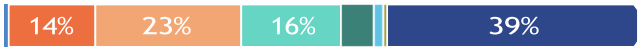


Demographics

Gender

Male Unknown Female Unspecified

Year of birth



0-9 10-19 20-29 30-39 40-49
50-59 60-69 70-79 80-89 90+ Unknown

Traffic sources

Survey Responses

This section details the responses to the survey questions.

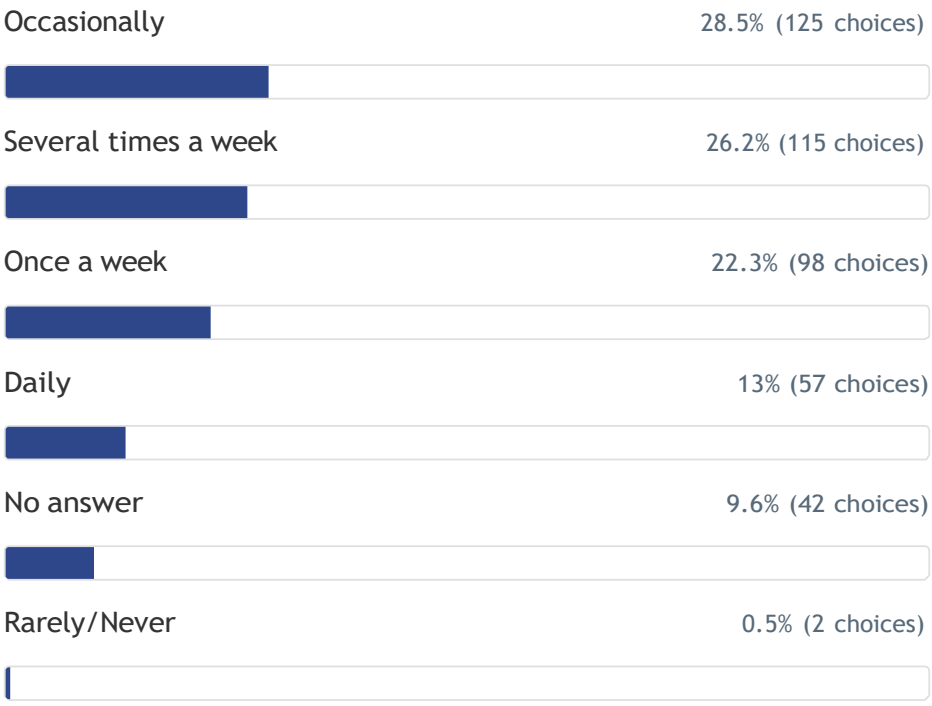
What is your relationship to Parliament Street?

436 responses

I visit the area for shopping, dining, or leisure	52% (326 choices)
I work on or near Parliament Street	17.2% (108 choices)
I pass through the area by vehicle	16.7% (105 choices)
I live on or near Parliament Street	9.7% (61 choices)
I own/manage a business on Parliament Street	0.8% (5 choices)
No answer	0.5% (3 choices)
Other	3% (19 choices)

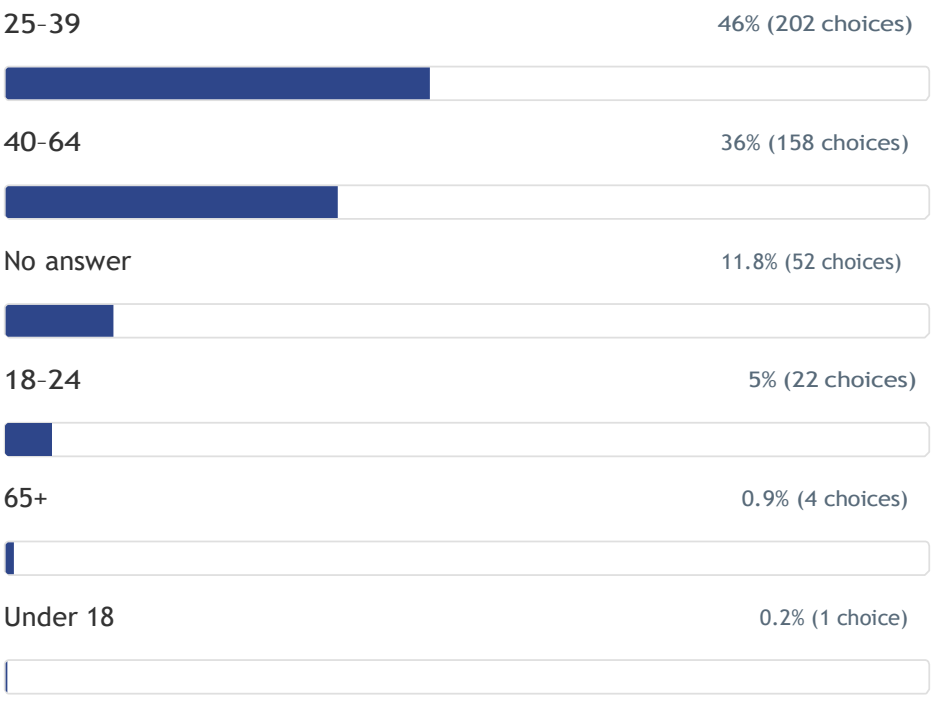
How often do you visit or travel through Parliament Street?

397 responses



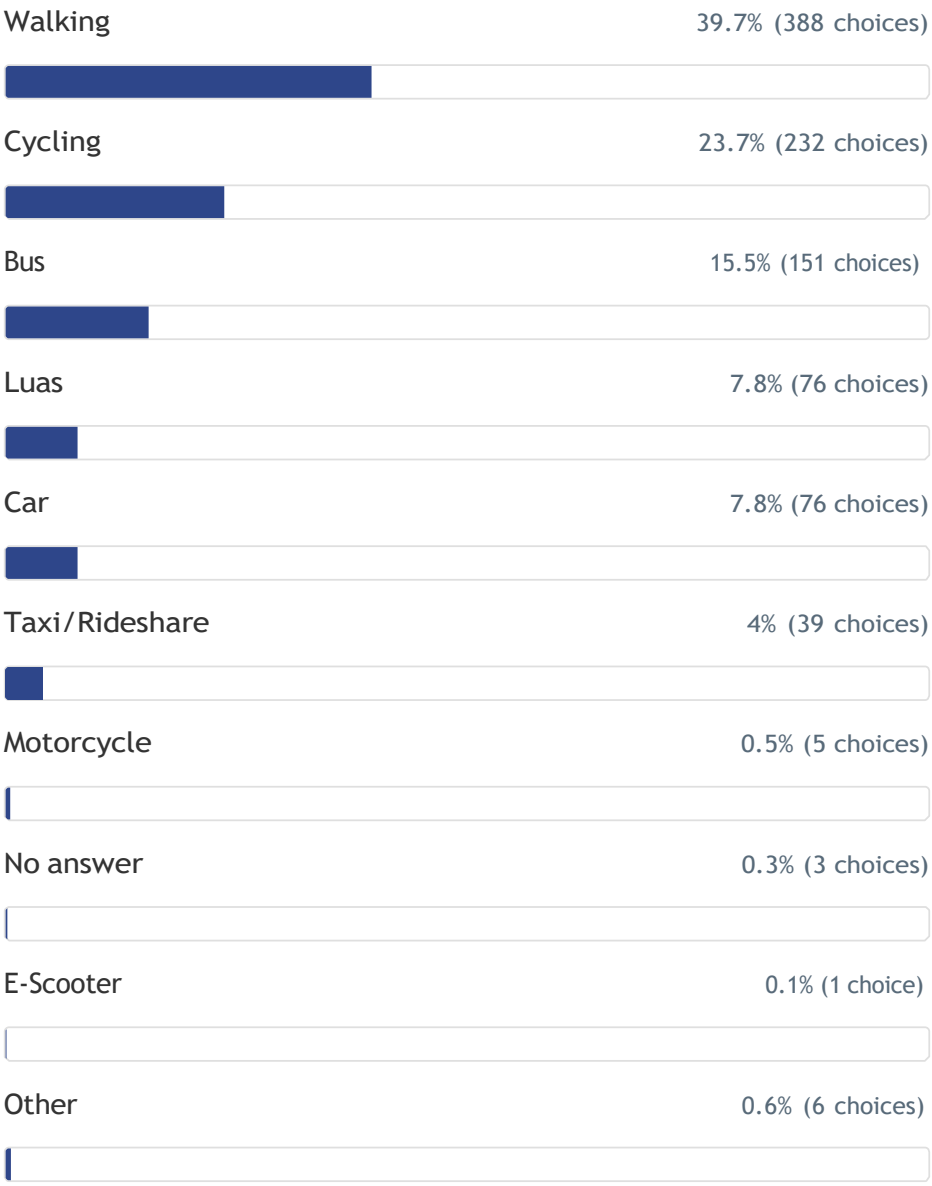
What is your age group?

387 responses



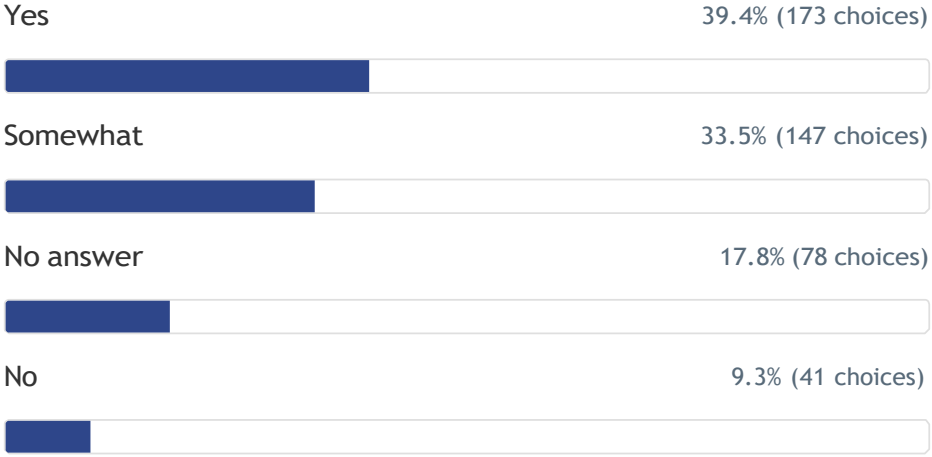
What modes of transport do you typically use to access Parliament Street?

436 responses



Do you feel safe and comfortable when travelling on or through Parliament Street?

361 responses



Summary of provided responses

The most common concerns among respondents are the high volume and speed of motor traffic, which many feel makes Parliament Street unsafe and unpleasant, especially for cyclists and pedestrians. Many mention that the lack of dedicated or protected cycling infrastructure makes cycling feel dangerous. Aggressive driving, particularly by taxis and delivery vehicles, is frequently cited as a problem.

Narrow and crowded footpaths are another major issue, with many saying pavements are too small for the volume of pedestrians, leading people to step onto the road. Several respondents say the street would be much improved if pedestrianised or if more space was given to people walking and cycling. Some specifically call for wider pavements, more outdoor seating, and more greenery.

Crossing the street is described as difficult and unsafe due to fast-moving vehicles and poor junction design, especially at Dame Street and Essex Gate. Some mention that cars often break red lights or make illegal turns.

A number of respondents note improvements since traffic reduction measures were introduced (such as the Capel Street changes) but still feel more could be done. Some feel safe as experienced cyclists or because of high footfall and Garda presence, but many say this is not the case for everyone—women, tourists, or less confident cyclists may feel less secure.

Other recurring themes include:

- Calls for full or partial pedestrianisation to improve safety and atmosphere.
- Concerns about anti-social behaviour and aggressive begging in some areas.
- Some worries that reducing car access could negatively affect businesses or people with mobility issues.

A minority feel the area is generally safe or manageable as it is, but the overwhelming trend is a desire for less traffic, safer cycling infrastructure, wider pavements, and a more pedestrian-friendly environment.

To what extent do you support each of the following proposals?

428 responses

	1 - Strongly Oppose	2 - Disagree	3 - Neutral	4 - Agree	5 - Strongly Support
Enhancing pedestrian priority space	7%	2%	2%	6%	83%
Enabling two way cycling	9%	4%	6%	14%	67%
Enhanced public realm (seating, greenery, lighting)	5%	2%	3%	7%	83%
Restricting private vehicle access	10%	3%	3%	8%	76%
Allowing delivery access between 6am to 11am	7%	6%	27%	32%	27%
Maintaining access to disabled bays on Essex Street East	8%	9%	24%	27%	32%
Maintain Emergency Vehicular access at all times	5%	4%	12%	19%	60%

This table shows:

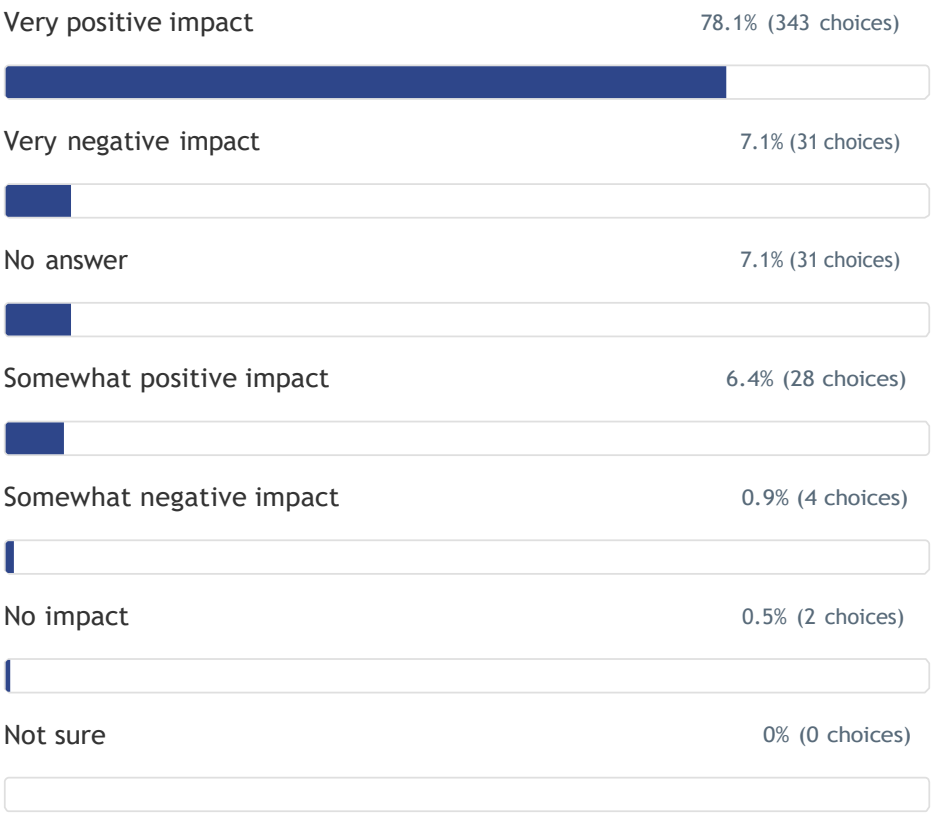
Strong Public Support (Over 75% rated 4 or 5)

- Enhancing pedestrian priority space - 88.94% support (Agree + Strongly Support)
- Enhanced public realm (seating, greenery, lighting) - 90.24% support
- Restricting private vehicle access - 84.82% support
- Enabling two-way cycling - 81.14% support

Moderate Support / Mixed Views

- Allowing delivery access between 6am to 11am - 59.76% support, but 27.47% neutral
- Maintaining access to disabled bays on Essex Street East - 58.86% support, 23.65% neutral

What impact, if any, do you believe the proposed changes would have on your use of the area? 408 responses



Do you have any accessibility needs that should be considered in the proposed measures? 389 responses

Do you have any local access requirements that should be considered in the proposed measures? 386 responses

Summary of provided responses

Most respondents strongly support the proposed traffic measures for Parliament Street, with the overwhelming trend being a desire for fewer cars and more space for people. Many referenced the success of Capel Street as a positive example, noting increased vibrancy, improved atmosphere, and greater footfall for local businesses. Respondents repeatedly mentioned that the proposed measures would make Parliament Street safer and more pleasant for walking and cycling, encourage families and children to visit, and create opportunities for outdoor seating, socialising, and community events.

Improved air quality, reduced noise, and a more attractive public realm were frequently cited benefits. Many respondents said they would be more likely to linger, shop, eat, or bring their families to the area if vehicle traffic was removed. Several highlighted the need for better cycling infrastructure and improved connectivity between north and south city.

A number of responses called for more greenery, trees, benches, and high-quality public space design rather than temporary or “plastic wand” solutions. Some suggested delivery access should be carefully managed to avoid conflicts with pedestrians and cyclists.

However, a minority of respondents expressed concerns about increased traffic congestion on alternative routes (especially Fishamble Street and in the Liberties), loss of access for deliveries or those with mobility needs, and the impact on people who need to drive through or into the city centre. Some

residents and business owners worried about noise from crowds and events, anti- social behaviour (such as public drinking or drug use), and a lack of consultation with locals. Others argued that public transport improvements should come first before restricting car access.

A small number were opposed in principle to reducing car access or felt the city centre was becoming less accessible for those who do not live nearby or cannot easily use public transport.

In summary - The vast majority favour the proposed measures for its social, economic, safety and environmental benefits—especially referencing Capel Street's transformation. The main concerns are about displaced traffic, access for deliveries and residents, anti-social behaviour, and the need for better public transport. There is a strong call for high-quality public realm design and careful management of access and street use.

What benefits do you think the proposed measures could bring?

Summary of provided answers

The vast majority of respondents support the proposed traffic measures for Parliament Street, highlighting several recurring benefits:

- Increased Footfall and Business - Many believe the changes will bring more people to the area, boosting trade for local shops, restaurants, bars, and cafes.
- Improved Public Realm and Vibrancy - Respondents frequently mention a more attractive, lively, and people-focused street, with space to linger, socialise, and enjoy outdoor dining.
- Safer and More Pleasant Environment - Many expect reduced traffic will make the street safer for pedestrians and cyclists, quieter, and less polluted.
- Better Air Quality and Less Noise - Improved air quality and reduced noise pollution are repeatedly cited as key benefits.
- Enhanced Community and Social Life - Respondents see potential for greater community cohesion, more public events, and a stronger sense of place.
- Support for Active Travel - The proposals are seen as encouraging walking and cycling, improving connectivity (especially north-south across the Liffey), and supporting public transport use.
- Several respondents draw positive comparisons to Capel Street and similar European city initiatives suggesting Parliament Street could become a destination rather than just a thoroughfare.

A minority express concerns or opposition:

- Some feel there are no benefits or that such measures worsen congestion or accessibility for elderly/mobility-impaired people.
- A few worry about anti-social behaviour or negative impacts on traffic flow elsewhere.
- Some comments urge the council to be bold and move beyond trials to permanent solutions and to ensure inclusivity in the design.

Overall, the dominant trend is strong support for making Parliament Street a safer, more vibrant, people-centred space that benefits local business, community life, and the environment.

What concerns, if any, do you have about these proposed changes?

Summary of provided answers

Many respondents are supportive of the proposed changes, with several expressing enthusiasm for faster implementation and concern that the project may be delayed, watered down, or only trialled temporarily rather than made permanent. However, a significant number of concerns and recurring themes emerged:

1. Delivery Access and Enforcement
The most frequent concern is about delivery access—specifically, that allowing deliveries during morning hours (often up to 11am) will lead to conflicts with cyclists and pedestrians, illegal parking in cycle lanes or on footpaths, and abuse of delivery windows by private vehicles. Many call for stricter enforcement (physical barriers, cameras, policing) to prevent unauthorised vehicle access and abuse of delivery times. Some suggest restricting deliveries to earlier hours (before 9am or 10am) and encouraging non-motorised deliveries.

2. Access for Disabled People and Mobility-Impaired
There is widespread concern that changes should not negatively impact those with disabilities or mobility issues. Respondents stress the need for nearby disabled parking bays (not necessarily within the pedestrian zone), level footpaths for wheelchair/buggy access, and continued access for those with mobility challenges 96d28933-5c5e-4a31-8c2f-2dde8dd35ef].

3. Cycling Infrastructure
Many respondents want high-quality, wide, and physically segregated cycle lanes that are clearly delineated from pedestrian areas. Concerns include narrow lanes on Grattan Bridge/Capel Street, poor design at junctions (especially at the north end), and the need for better connections between cycle routes. There are also worries about cyclists speeding through pedestrianised areas and conflicts with pedestrians.

4. Public Realm Quality and Street Design
A strong theme is the desire for high-quality materials in public realm upgrades and a reduction in visual clutter from excessive signage and plastic bollards. Many want more greenery (planters/trees), street

furniture (benches), bike parking, and attractive outdoor seating directly adjacent to businesses. Several mention negative examples from Capel Street or Liffey Street where excessive bollards or poor surfacing detracted from the improvements.

5. Anti-Social Behaviour and Noise
Some respondents worry that pedestrianisation could lead to increased anti-social behaviour (street drinking, drug use), noise (especially from events), and make the area less pleasant or safe for residents and businesses. Suggestions include better policing and support for residents affected by noise.

6. Traffic Displacement and Congestion
A notable group is concerned about increased congestion on alternative routes due to closure of Parliament Street to traffic—especially given existing issues since changes to the quays. Some fear city centre division or gridlock.

7. Business Access and Outdoor Dining
Some business owners or supporters stress the need for continued access for deliveries and customers (including those with mobility issues), as well as sufficient space for outdoor dining/drinking areas. There are calls for equitable treatment of all businesses (notably Street 66) regarding outdoor seating allocation.

Other Notable Points:

- Several respondents want more joined-up planning between DCC divisions to avoid design inconsistencies.
- Some mention the need for better public transport alternatives if car access is reduced.
- A minority oppose any changes, arguing Parliament Street is fine as is or that changes are unnecessary.
- Some worry about the process itself—either that consultation is a formality or that it's dominated by vocal groups.

In summary: Most support the proposed changes in principle but want stricter enforcement of vehicle restrictions (especially deliveries), better cycling infrastructure and segregation from pedestrians, high-quality public realm improvements (with less clutter), continued access for disabled people and businesses, more greenery/street furniture, and measures to prevent anti- social behaviour. Concerns about traffic displacement and implementation delays are also common.

Is there anything you would like to see added or changed to make the space more accessible or welcoming for everyone?

Summary of provided answers (175 responses)

The most common themes across responses are a strong desire for more public seating and benches, increased greenery and planting (including trees and flowers), and the creation of a more pedestrian-friendly environment. Many respondents want the street to be levelled (removal of kerbs) to signal pedestrian priority, similar to Grafton Street. There is also frequent mention of the need for public toilets more bins and better waste management and improved lighting for safety and atmosphere.

Outdoor dining and space for businesses (especially bars and cafés) to have seating is widely supported. Several respondents specifically mention restoring or ensuring outdoor space for particular businesses.

There is a strong call for more ambitious and permanent design choices: high-quality paving (not yellow tarmac or temporary materials), sensitive to the historic setting and street furniture that is durable and attractive. Many want greenery to be substantial and permanent (not just planters).

Accessibility is a recurring theme - calls for wheelchair access (level surfaces, dropped kerbs), clear separation of cycling and walking areas (but not over-designed), and attention to visually impaired users. Some want cycle lanes to be wider or more clearly marked while others warn against over- engineering cycling infrastructure in favour of shared spaces with pedestrian priority. There are also requests for secure bike parking.

Concerns about anti-social behaviour (drinking, drug use, urination) and noise are raised by several residents and business owners with calls for more Garda presence or security measures. Some suggest curfews or restrictions on outdoor seating hours to balance residential needs.

A minority express opposition to the measures or want to retain vehicular access or feel the street is already welcoming as it is.

Other notable suggestions include more public art and play spaces for children water fountains, better signage (including for tourists and disabled drivers), improved crossings at junctions, communal bin storage for businesses and making the area more inclusive for all communities.

Overall, the dominant trends are a desire for a high-quality, green, accessible public space with plenty of seating and amenities, careful attention to design details (materials, lighting), support for local businesses' outdoor activity, and measures to ensure safety and inclusivity.

Conclusion and Next Steps

Dublin City Council would like to thank everyone who contributed to the consultation and who has met with and engaged with DCC. Overall, there is a lot of positivity about the proposals for Parliament Street. The main concerns relate to traffic on other streets so this will be closely monitored, and traffic counts will be undertaken to see if there is an impact. DCC will continue to meet with An Garda Siochána and concerns raised as part of the consultation will be shared.

The overwhelming response has been to implement the proposal. The interim scheme is flexible and will allow for minor adjustments should they be required.

The recommendation is to proceed with implementation.

Next steps – the proposed implementation date will be confirmed at the South East Area meeting on the 9th of June 2025. This consultation report, including an accessible version will be uploaded onto to the DCC Engage platform after that meeting.