



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council



# Parliament Street Traffic Free Proposal

April 2025

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### INTRODUCTION

In Summer 2021, Capel St. and Parliament St. were made traffic-free on a Friday, Saturday and Sunday evening from 18:30 to 23:30 for a initially for period of 6 weekends on a trial basis but was extended to a total of 17 weeks until the 3<sup>rd</sup> of October.

Towards the end of the Traffic Free weekend evenings a non-statutory public consultation was held to obtain views on peoples experience over the 17 weeks and also what options they would like to see further developed. Based on the responses which strongly indicated a preference for a Traffic Free arrangement on both Capel Street and Parliament Street.

DCC Traffic Department examined how best to achieve this whilst still allowing loading, servicing and maintaining existing resident and business accesses. As Capel Street did not have a bus route unlike Parliament Street, that was advanced first and became Traffic Free in May 2022.

Since then, there has been summer Traffic Free evenings on Parliament Street and family friendly events every year whilst we worked with the NTA on the removal of the bus route and the finalising of the City Transport Plan. The Transport Plan was adopted in July 2024 and included the following for Parliament St:

#### 8.6 Parliament Street

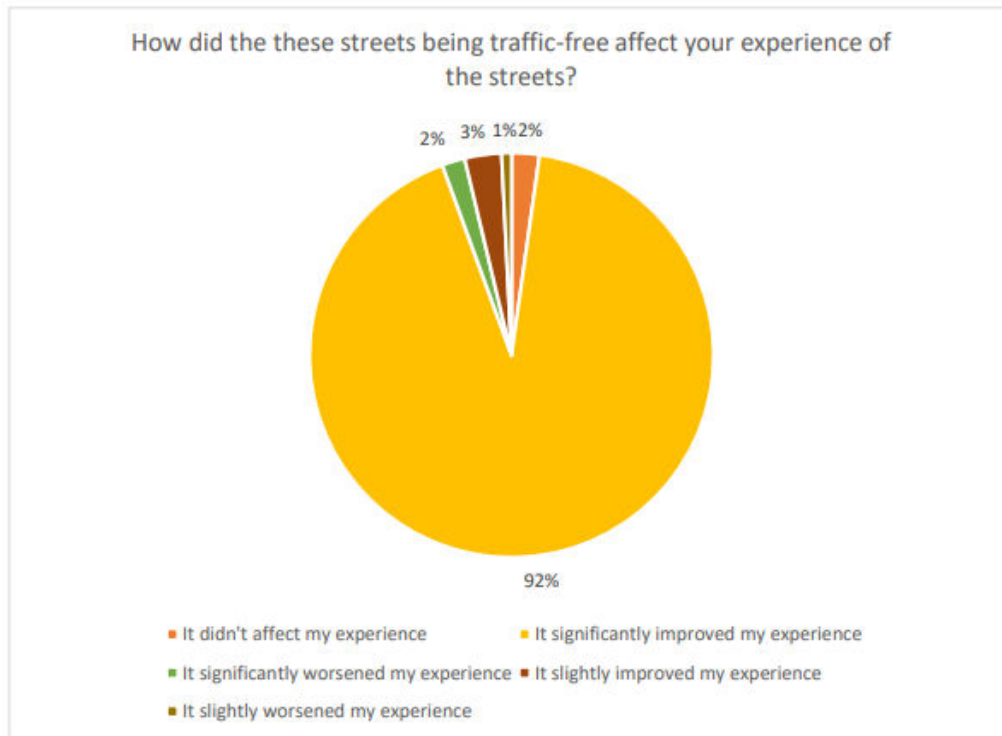
Following the successful transformation of Capel Street into a traffic free environment, it is the intention to replicate this scheme on Parliament Street, introducing a car free corridor for pedestrian and cyclists on the western edge of the city centre retail core. This will be undertaken in tandem with the BusConnects network redesign changes which will remove public transport from this street. Deliveries and access will be facilitated in a similar manner to Capel Street, and a two way cycle link across Grattan Bridge could be implemented.

This report presents a proposal for a Traffic Free arrangement for Parliament Street that takes into account the different users of the area.

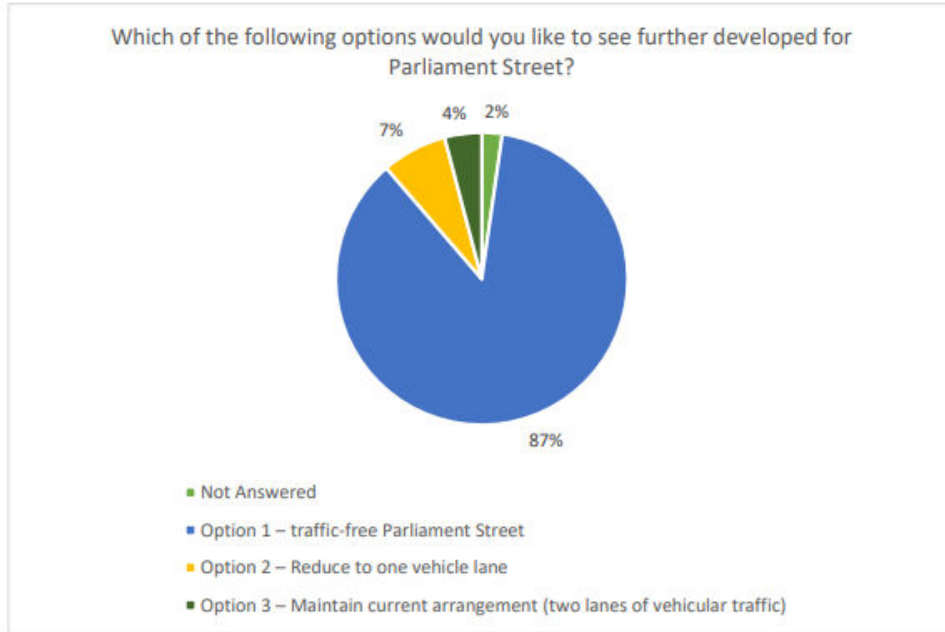
## CONSULTATION

A consultation was held to obtain people's views on the traffic free evenings and future improvements for the street. This consultation was held on the Dublin City Council Consultation Hub and ran from the 30<sup>th</sup> of August 2021 until the 20<sup>th</sup> of September 2021. 6,957 submissions were received.

Overall, there was a very positive response with 94% of respondents deeming the traffic free street improved their experience:



There was also strong support at the time for a Traffic Free Parliament Street:



A key number of measures have occurred since 2022:

- Capel Street became Traffic Free in May 2022 and an interim improvement scheme has been installed
- The Dublin City Transport Plan 2023 was approved which includes specific measures for Parliament Street
- Yearly summer events have taken place which has allowed observations regarding traffic movement, resident access and use of the street to take place
- The existing bus routes were rerouted by the NTA in April 2025.

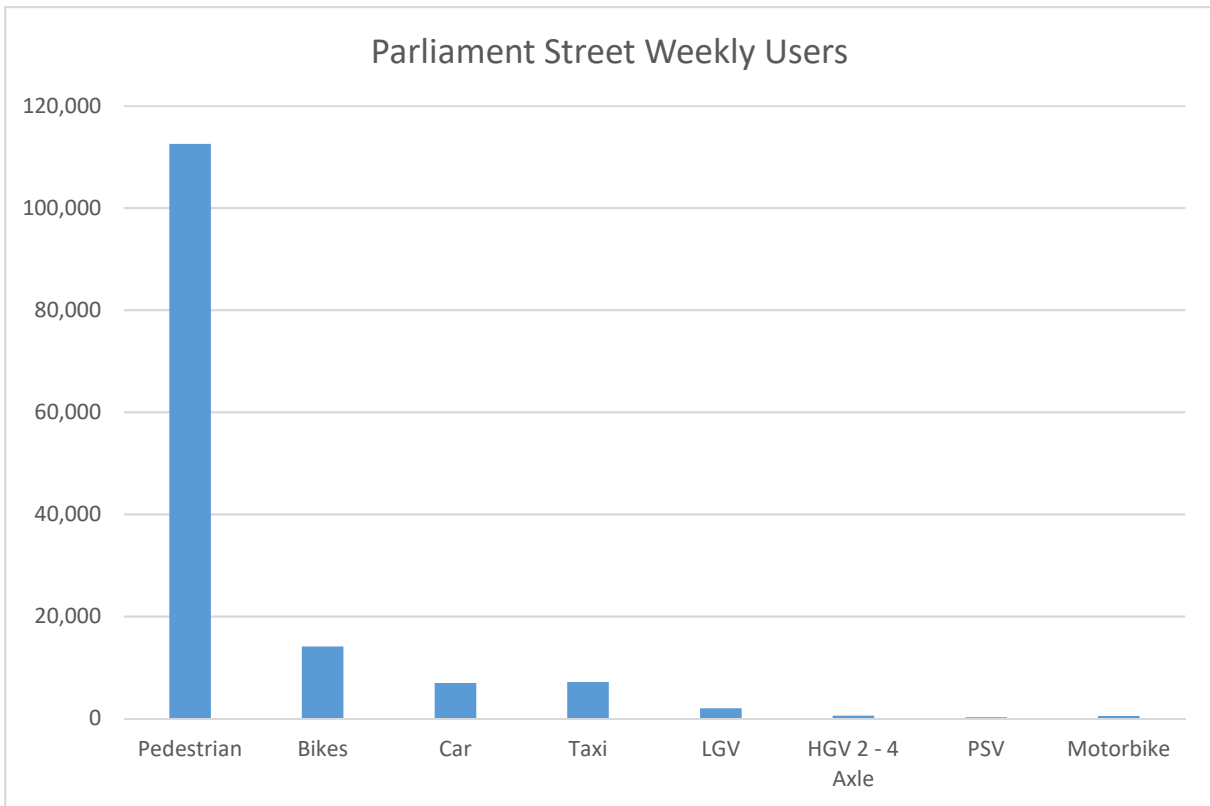
DCC are now in a position to implement the Traffic Free arrangement on Parliament Street.

TRAFFIC DETAILS

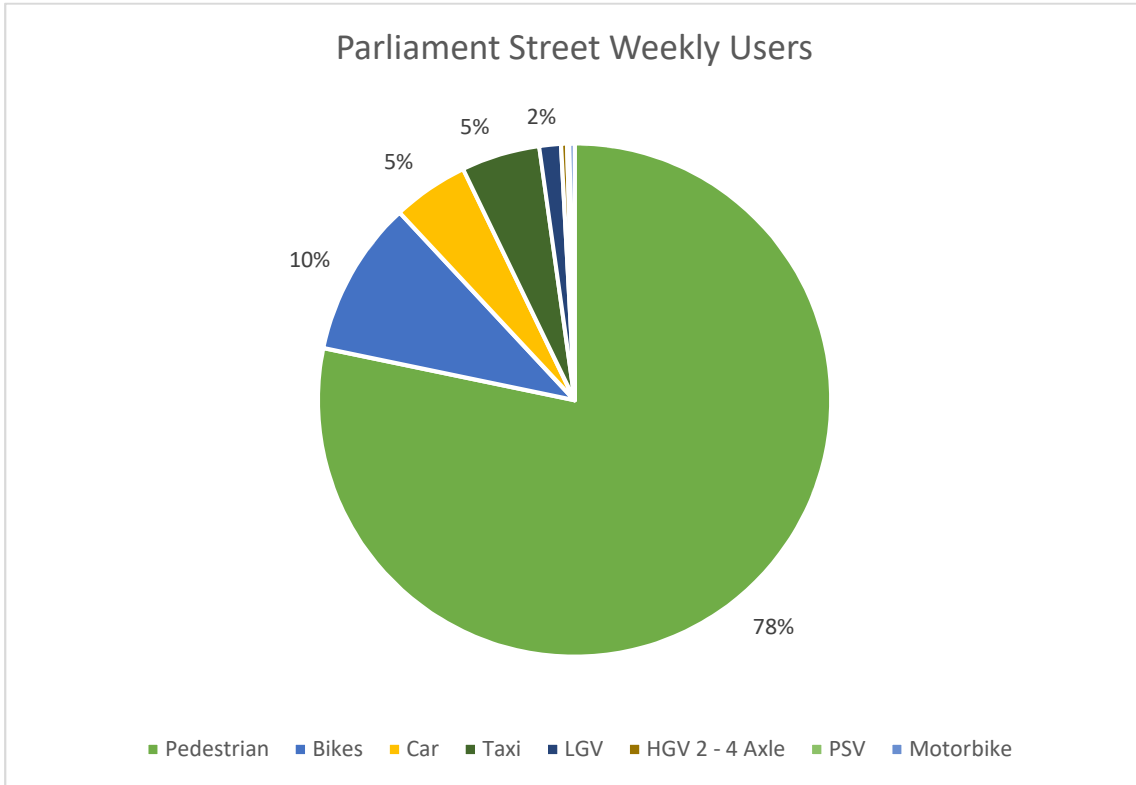
Comprehensive traffic counts were undertaken in the area in February 2025



The total users by mode are shown in the graphs below:

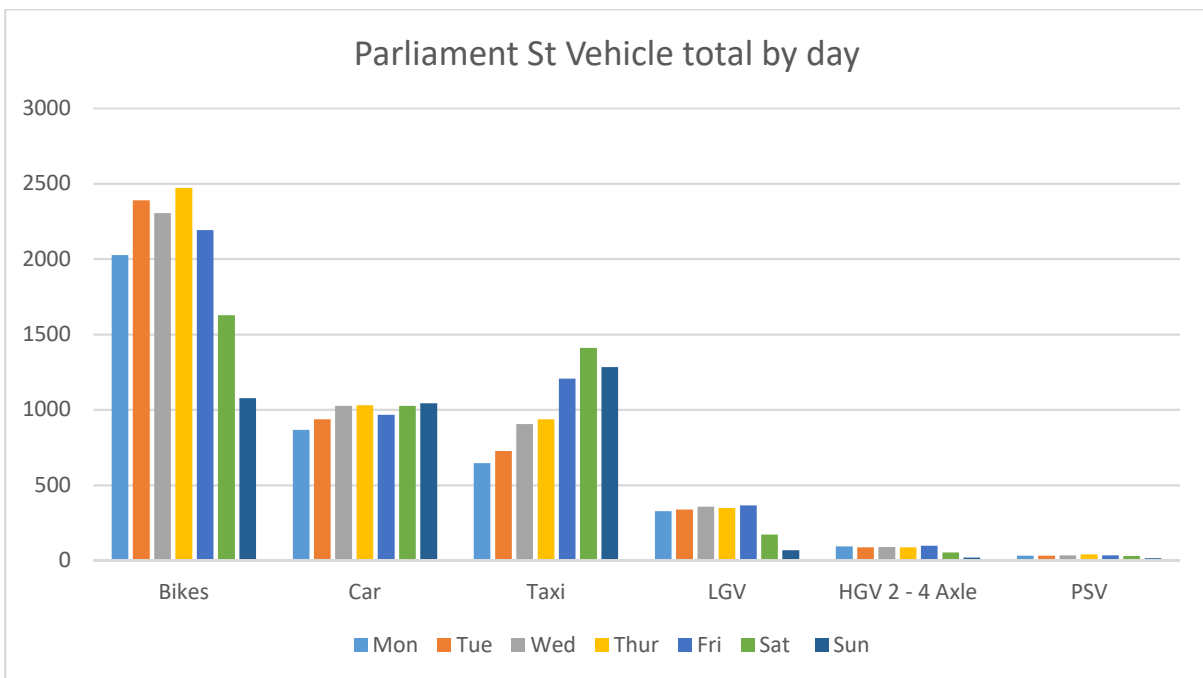


It is clear that pedestrians are the biggest user of the street, followed by cyclists:

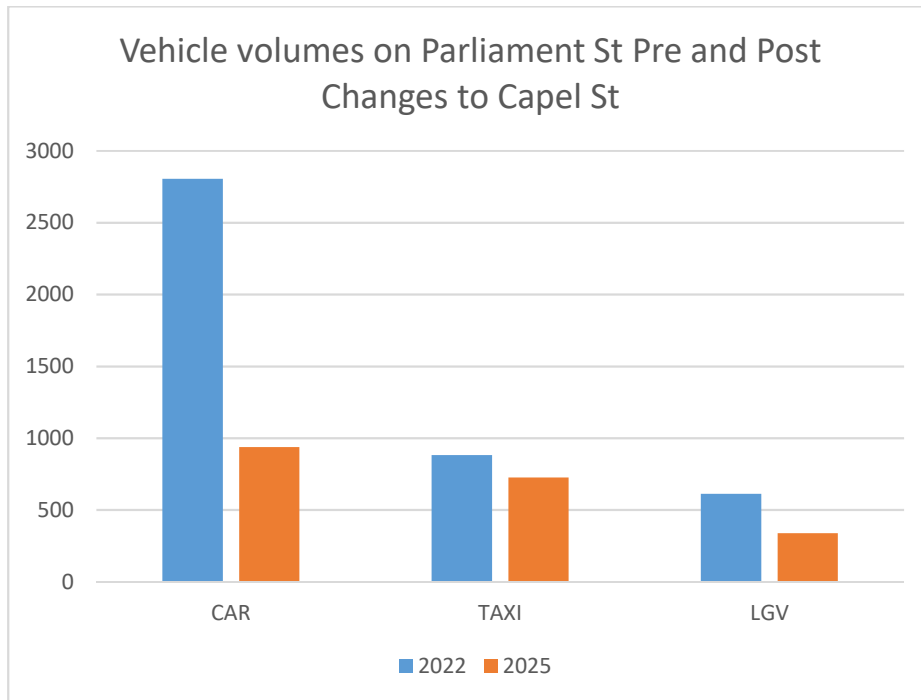


**VEHICLE DATA**

Excluding pedestrians, bikes followed by cars and taxis, are the main users. Car volumes are pretty consistent throughout the week whilst taxis are much busier Fri – Sun.

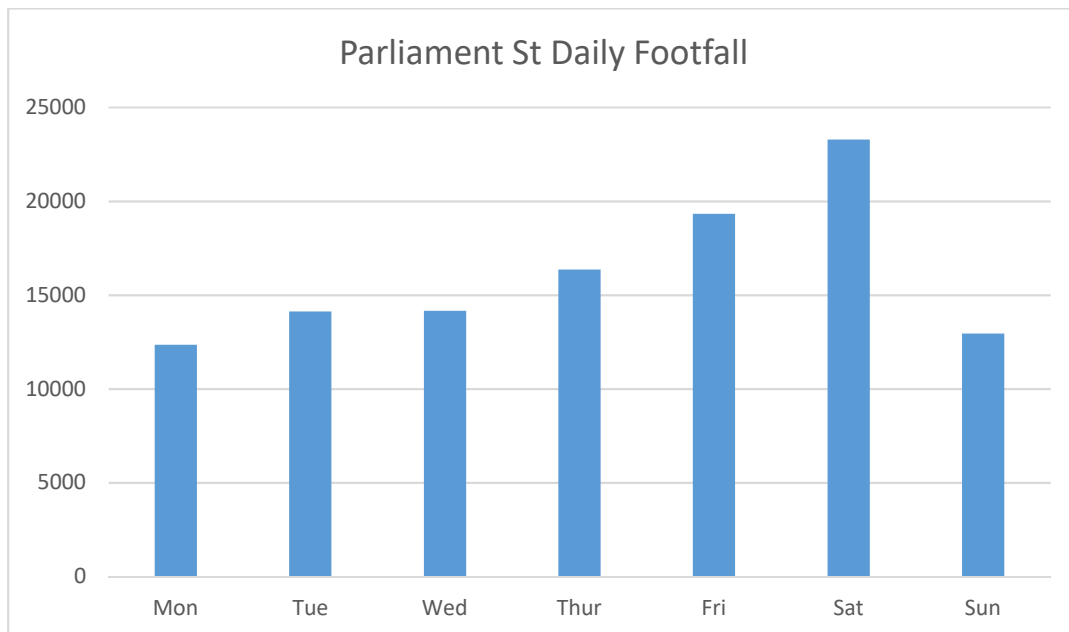


Vehicles, particular cars decrease significantly on Parliament St (by 67%) following the removal of traffic on Capel Street.

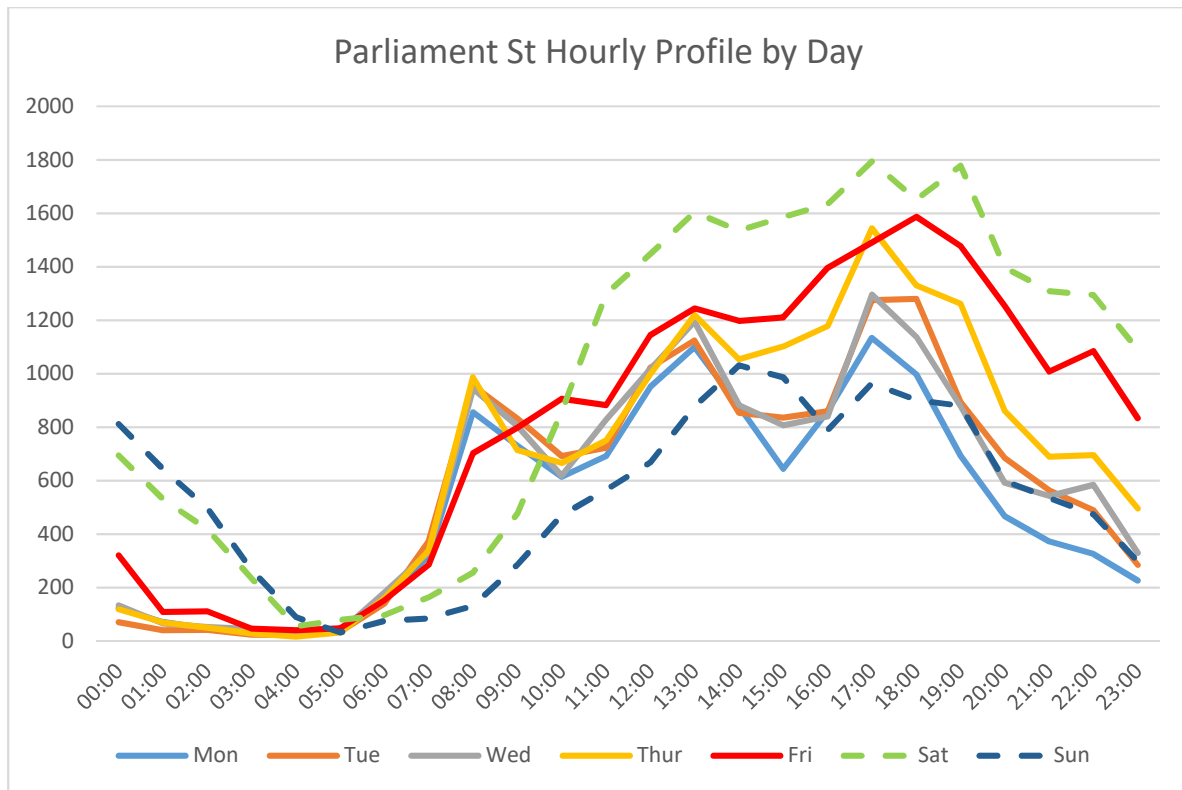


### PEDESTRIANS

Pedestrians account for 78% of the users on the street, with peak pedestrian volumes on a Saturday over almost 24,000. Note these counts were taken in February. For context Capel St peaks at approx. 18,000 on a Saturday.



The hourly profile of the street by day is shown in the graph below with the street busiest with pedestrian typically between 11am and 7pm.



## PROPOSALS

### TRAFFIC FLOW ARRANGEMENTS

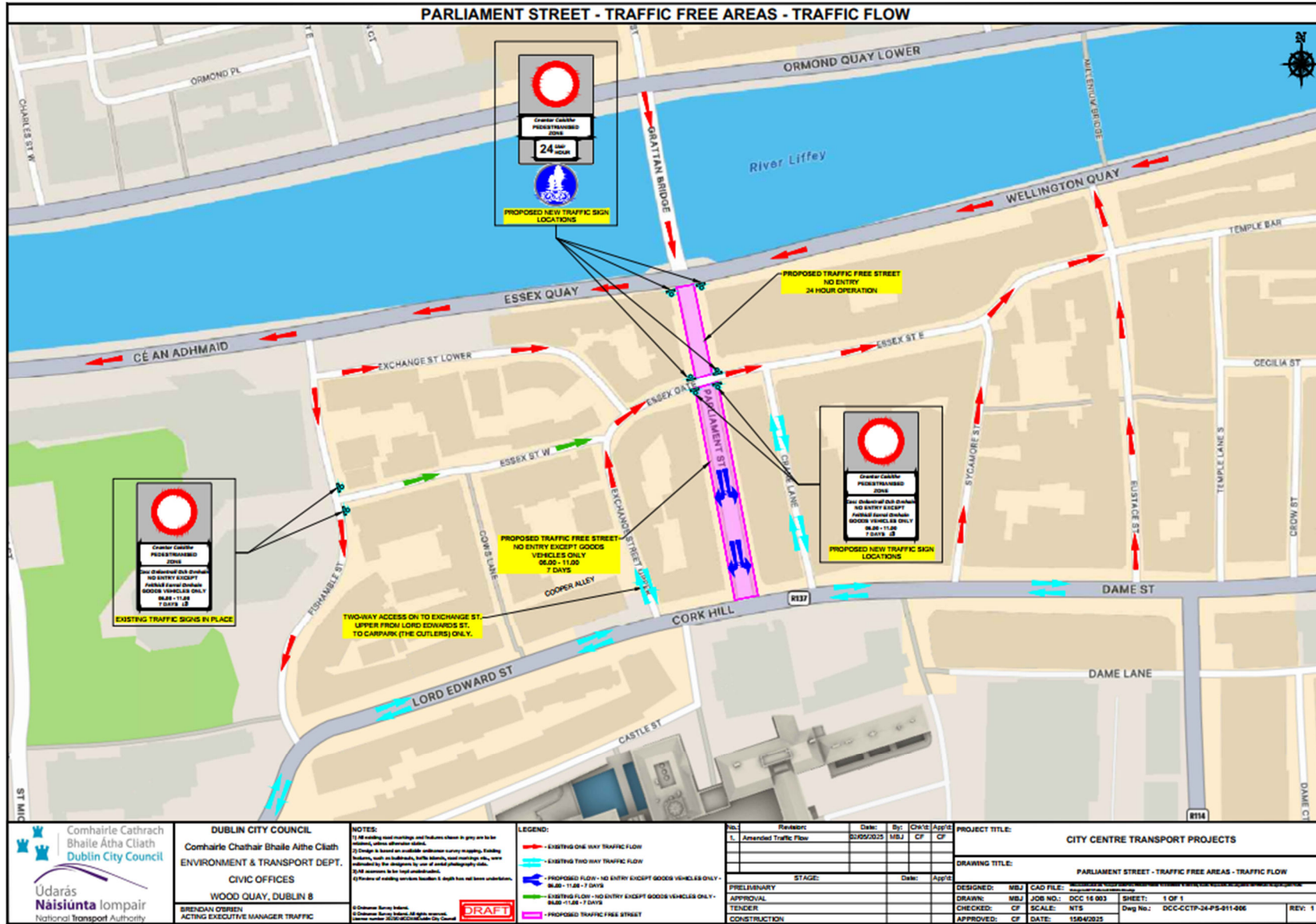
It is proposed to make Parliament Street a Traffic Free Street.

- Between Essex Quay and Essex Gate, this section of Parliament Street will be permanently Traffic Free with only pedestrians and cyclists permitted in this space. The road level in this section will also be raised to the existing kerb level.
- The current west to east traffic flow between Essex Gate and Essex St East will remain open for all vehicles at all times
- The section of Parliament Street between Essex Gate and Lord Edward Street will be Traffic Free with deliveries allowed between 6am and 11am daily. Following consultation with

locals, local access will also be permitted between 6am and 11am. The existing kerb line will remain as is currently in this section

- Two way cycling will be permitted on Parliament Street
- A new two way cycling link will be created on the east side of Grattan Bridge. The traffic lanes will be reduced to one right turn lane only on the bridge.
- A two way cycling link will be created on the east side of Capel St between the quays and Strand Street little. Northbound cycling will also be permitted on Capel Street to complete a full 2 way cycling link between Dame Street and Bolton Street.

The proposed traffic flow arrangements are shown on the figure below:



### RESIDENT ACCESS

Parliament Street has a large number of residents living directly on the street and a large amount of residents on the streets directly adjacent. There is however no direct access, car parking or permit parking on Parliament Street itself. There are a number of carparks adjacent to Parliament Street on Exchange Street Upper, Exchange Street Lower and Crane Lane. To facilitate access and egress to these it is proposed to leave the route between Essex Gate and Essex St East open at all times for vehicles.

### LOADING AND DELIVERY ACCESS

There is currently one loading bay operational on the street and some loading on double yellow lines. It is proposed to leave one loading bay on the street and allow delivery access to the street between 6am and 11am.

### TAXI RANKS

There is one night time taxi rank (8pm to 6am) on the street. This will be removed. Taxis will be able to pick up on Essex Street East as well as the nearby existing rank at Barnardos square.

### DISABLED BAYS

There are two existing disabled bays on Essex Street East. It is proposed these are to remain in place and access will be via Essex Gate to Essex St East which will be accessible at all times.

### 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.

### GENERAL TRAFFIC

There will be no access on Parliament Street for general traffic. Deliveries only will be allowed between 6am and 11am with no vehicles permitted outside these hours.

### INTERIM LAYOUT

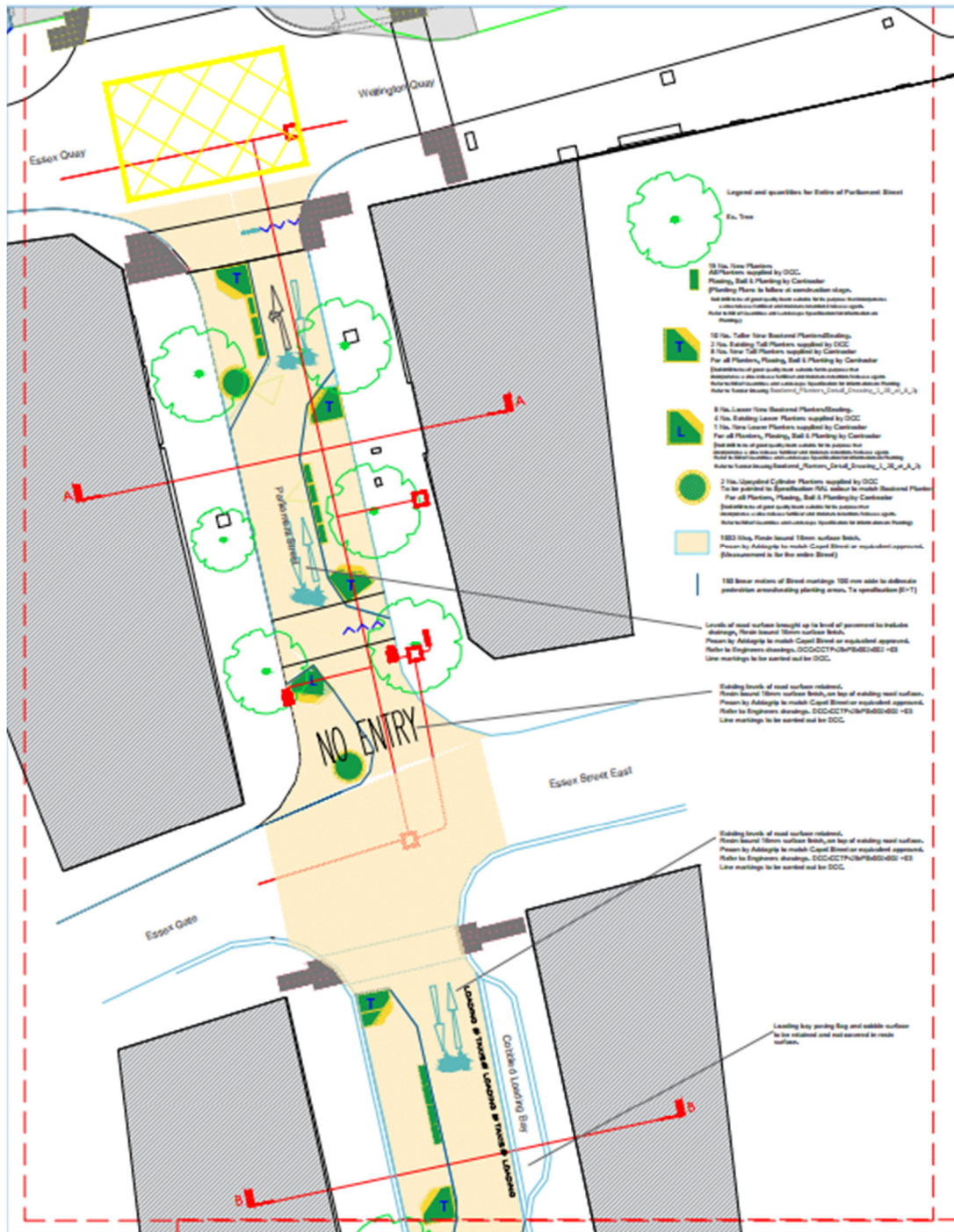
The Traffic Department, Parks Department and City Coordination office have worked closely to develop an interim layout for the street. This is to encourage use of the entirety of the street, remove the “carriageway” look and feel of the street, reduce cyclist speed and provides pockets to sit and for children’s play. It is not planned to issue any additional licencing for outdoor dining but to provide some public seating.

#### **Landscaping/Planting**

As part of the new Parliament Street Traffic Calming Scheme, additional planting and seating have been introduced to enhance the public realm. The scheme features a series of integrated planters and fixed benches, creating inviting zones for seating and opportunities for incidental play. The planters are arranged in a zig-zag formation to naturally slow cyclist movement and encourage a more relaxed, safer streetscape for pedestrians.

The planting design includes a rich variety of herbaceous species, complemented by multi-stem shrubs and specimen trees, contributing to both visual interest and biodiversity. The overall landscape approach mirrors the design language established on Capel Street, creating a cohesive and continuous public realm from Capel Street to City Hall.

The layout drawings below were shown at the Open event and some minor changes may be made based on feedback received. These will also be issued for the consultation for wider feedback.



- Legend and quantities for Extras of Parliament Street**
- 10 No. New Planters**  
All Planters supplied by DCC.  
Planting, Soil & Planting by Contractor.  
(Planting Plans to follow at construction stage.  
See schedule of quantities for extra tree canopy requirements.  
A minimum of 10% of the total area to be planted with trees.)  
Refer to schedule of quantities for additional tree canopy.
  - 10 No. Tall Planters**  
2 No. Existing Tall Planters supplied by DCC.  
4 No. New Tall Planters supplied by Contractor.  
For all Planters, Planting, Soil & Planting by Contractor.  
(Schedule of quantities to follow at construction stage.  
See schedule of quantities for extra tree canopy requirements.  
A minimum of 10% of the total area to be planted with trees.)  
Refer to schedule of quantities for additional tree canopy.
  - 8 No. Lower Tree Bedded Planters/Bedding**  
4 No. Existing Lower Planters supplied by DCC.  
4 No. New Lower Planters supplied by Contractor.  
For all Planters, Planting, Soil & Planting by Contractor.  
(Schedule of quantities to follow at construction stage.  
See schedule of quantities for extra tree canopy requirements.  
A minimum of 10% of the total area to be planted with trees.)  
Refer to schedule of quantities for additional tree canopy.
  - 2 No. Standard Cylinder Planters** supplied by DCC.  
To be planted in Specification 100, subject to make Bedded Planter.  
For all Planters, Planting, Soil & Planting by Contractor.  
(Schedule of quantities to follow at construction stage.  
See schedule of quantities for extra tree canopy requirements.  
A minimum of 10% of the total area to be planted with trees.)  
Refer to schedule of quantities for additional tree canopy.
  - 1000 mm Road Bedded 100mm surface Bed.**  
Paved by Contractor to match Coped Street or equivalent approved.  
(Recommendation is for the entire Street)
  - 100 mm radius of Street markings** 100 mm wide to delineate pedestrian areas. To specification (P-17)

Levels of road surface brought up to level of pavement to include drainage, 100mm radius 100mm surface Bed.  
Paved by Contractor to match Coped Street or equivalent approved.  
Refer to Engineers drawings. DCC/CTP/SP/MS/02 - H3  
Line markings to be carried out by DCC.

Existing levels of road surface retained.  
Road Bedded 100mm surface Bed, on top of existing road surface.  
Paved by Contractor to match Coped Street or equivalent approved.  
Refer to Engineers drawings. DCC/CTP/SP/MS/02 - H3  
Line markings to be carried out by DCC.

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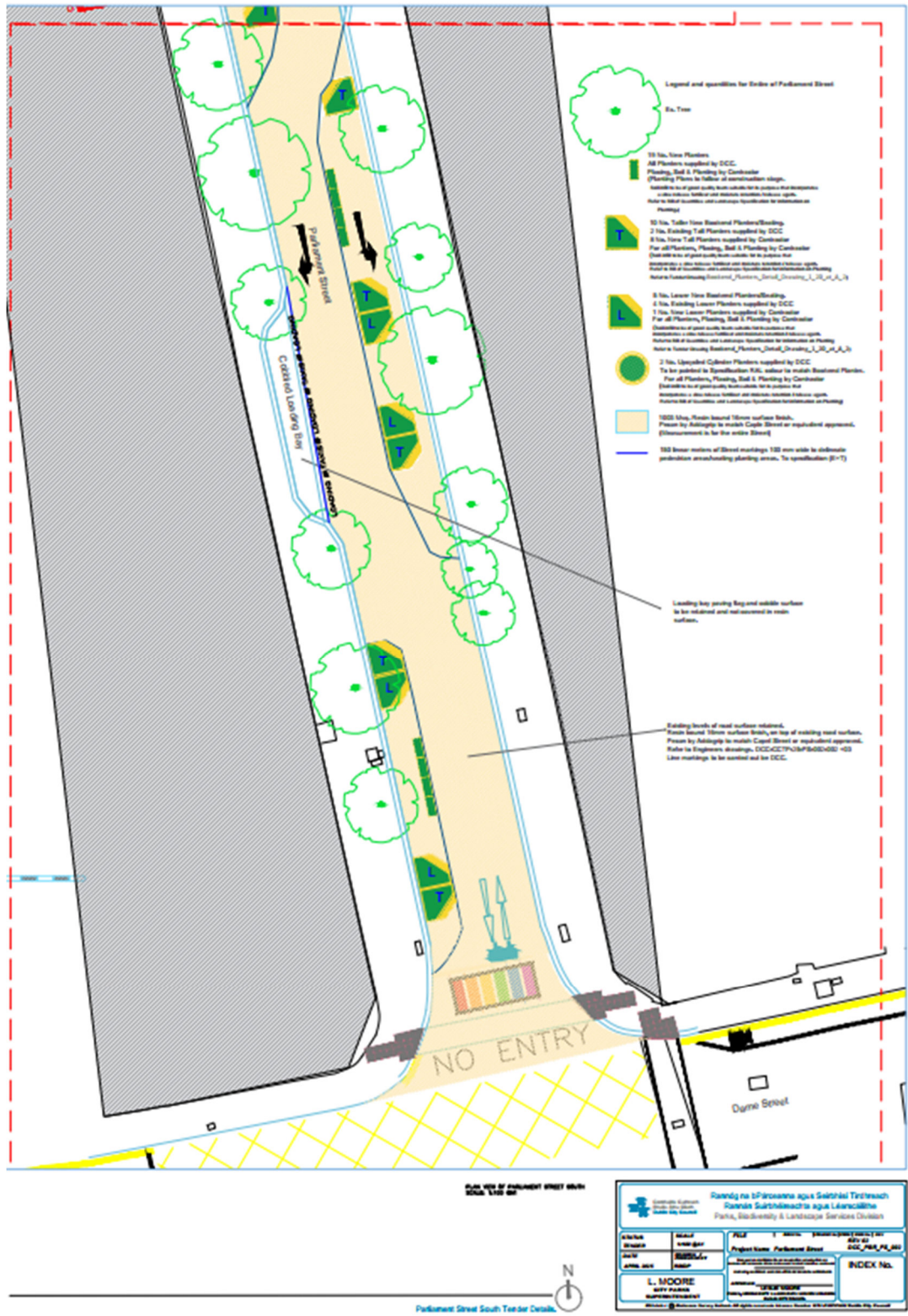
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Line markings to be carried out by DCC.

SCALE: 1:100 OF PARLIAMENT STREET NORTH TENDER SET

		Runig na SPlanera aqsa Saitshat Tadmact Run an SPlanera aqsa Saitshat Tadmact Plan, Saitshat & Landcapa Services Division	
Project Name <b>Parliament Street</b>	Project No. <b>ACC_PBA_P1_01</b>	INDEX No.	
Author <b>L. MOORE</b>	Date <b>12/15/2010</b>		

Parliament Street North Tender Details



### LOCAL CONSULTATION

Initial local consultation has taken place with businesses and residents including calling into very premises in the area and hosting a drop in event for all residents and businesses on the 29<sup>th</sup> April 2025. This was to ensure local feedback and suggestions were incorporated into the design for consultation. The feedback from this will form part of the consultation report following the wider non statutory public consultation.

### NEXT STEPS

The next steps are:

#### **May**

- Commence 2 week non statutory public consultation following agreement with South East Area Councillors at the 12<sup>th</sup> May

#### **June**

- Assess consultation and present feedback to the June South East Area meeting
- Implement Traffic Free arrangement late June

#### **July/August**

- Implement interim arrangements
- Series of summer events by City Coordination Office

#### **December/January**

- Report to Councillors on 6 month post implementation