



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC  
TO BE HELD IN THE BY REMOTE VIDEO CONFERENCE VIA - MICROSOFT TEAMS  
ON WEDNESDAY 10 NOVEMBER 2021 AT 2.00 PM**

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**AGENDA**

**WEDNESDAY 10 NOVEMBER 2021**

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|---|--|----------------|
| 1 | NTA briefing on the Greater Dublin Area Transportation Strategy - National Transport Authority.  |                |
| 2 | Minutes from Traffic & Transport SPC meeting 08th September 2021   | <b>4 - 6</b>   |
|   | a    Minutes of Walking and Cycling Sub-Committee 24th May 2021  | <b>7 - 10</b>  |
|   | b    Minutes of Public Transport Sub-Committee Meeting held on Thursday 17th June 2021   | <b>11 - 17</b> |
| 3 | Proposal for an additional SPC meeting Wednesday 01st December 2021 at 3 p.m. to be agreed by members - Cllr. Christy Burke.   |                |
| 4 | Report on the public consultation for the Draft Dublin City Council Parking Control Bye-Laws 2020.   | <b>18 - 43</b> |
| 5 | Proposed changes to Parking Enforcement Policy - Residential Pay & Display Ballots   | <b>44 - 45</b> |
| 6 | Report on South Quay Contra Flow proposal Motion submitted by Cllr. Jane Horgan Jones deferred from last month's SPC meeting. Maggie O'Donnell, Senior Transportation Officer. | <b>46 - 48</b> |

7 AOB

8 Motion 361 referred to Traffic & Transport SPC from Special Council Meeting on 22-24th June 2021. P&D review

**Special Council Meeting - 22-24 June 2021 re Pre-draft Dublin City Development Plan**

**Motion 361 Cllr Marie Devine**

That the Development Plan will incorporate revised and updated guidelines vis a vis Pay and Display in residential areas. This will prioritise public consultation with affected local residents and businesses, it will be flexible and subject to change before the final map is agreed upon and implemented.

Planning Reason

Increase public consultation and involvement by citizens in shaping their area.

**Chief Executive's Response**

It is a reserved function of Dublin City Council Members to vote in amendments to the Parking Control By Laws 2019. This is not a matter for the Development Plan.

Chief Executive's Recommendation

Not agreed, as this motion raises issues that are outside of the scope of the function of Development Plans, as defined by the Planning and Development Act (as amended).

**Council Meeting Decision**

The report and recommendation of the Chief Executive was AGREED and MOTION to be sent to the Traffic & Transport SPC.

9 Motion 769 referred to Traffic & Transport SPC from Special Council Meeting 22-24 June 2021 re pre-draft Dublin City Development Plan.

**Special Council Meeting - 22-24 June 2021 re Pre-draft Dublin City Development Plan**

**Motion 769 Cllr Tara Deacy**

Parks / Playgrounds

PARKS

That DCC provide picnic benches, and appropriate seating for all residents with all levels of ability, that a particular focus be given to parks with little or no amenities in place at present.

In communities with scarce green space that pocket parks, pocket forests and micro parks be put in place through community engagement and to ensure ownership by the local community.

PLAYGROUNDS

This Council must prioritise the provision of playgrounds and we are particularly anxious to provide side by side play opportunities for people with disabilities.

Playgrounds should be seen as not only an investment in children but as a great way to bring communities together, foster social interaction and provide a focal point for parents and grandparents. We want to see greater provision of playgrounds across the city.

We are conscious that the positioning of playgrounds in local communities is an important factor for consideration in order to promote community buy-in, to reduce the risk of vandalism and to minimise anti-social activity. Public consultation will be

a vital part of every playground proposal.

We must also ensure DCC provide and update accessible playgrounds for the citizens of our city to include amenities for all children, to pay particular attention to amenities for children with various abilities, to include communications boards for children, alongside wheelchair friendly pieces.

To provide a level of shelter in our playgrounds as seen in other European countries (see attached example) in light of the Irish climate.

To remove 'Kissing Gates' throughout the city and replace with a more secure, accessible entrance for all.

Planning Reason

Covid has shown us the importance of our parks/green spaces/playgrounds and what a wonderful amenity they are for us all. It has also shown the gaps in many of our parks and how we can improve them for everyone with varying abilities.

### **Chief Executive's Response**

It is recognised that the location and size of open space around the City is not consistent and deficits have been identified in respect of the provision of flagship parks and open space provision in certain communities across a number of areas particularly the City Centre between the canals. The Draft Plan will build upon the policies and objectives in the current Plan to protect and improve existing parks and open spaces and continue with the existing programme to develop new green and open spaces in the appropriate areas as the opportunity arises in conjunction with protecting the natural environment.

Similarly, the Draft Plan will continue to support the provision of play facilities and amenities within existing and future open space areas. It is recognised that the City's parks provide a key service to the community whether that is informal recreation such as walking or more formal activities such as organised sports. Dublin City Council's Parks Strategy 2019 – 2022 takes into consideration the accessibility, quality, quantity and distribution of parks and facilities within the City. The Parks Strategy will be supported in the forthcoming plan.

The Chief Executives Report set out a number of recommendations in relation to parks and recreation (Page 130) including to continue to support the approved Dublin City Play Strategy Play Plan and the Dublin City Sport and Wellbeing Strategy and future versions of these strategies. Policies will be set out in the Draft Plan regarding play facilities, including accessible play.

Chief Executive's Recommendation

Agree to include policy as per Chief Executive's report.

To include policy to support the provision of accessible play infrastructure and facilities in the city.

### **Council Meeting Decision**

The report and recommendation of the Chief Executive was AGREED and that the Draft Plan will include a policy to reduce kissing gates where feasible in the city. MOTION to be referred to the Traffic & Transport SPC.



**MINUTES OF THE TRAFFIC AND TRANSPORT SPC MEETING**

**HELD ON WEDNESDAY 8 SEPTEMBER 2021**

- 1 Minutes of Traffic & Transport SPC 25th May 2021

**Agreed.**

Clarification given to Colm Ryder that report on College Green and Motion on Construction Traffic will be on Agenda for next SPC meeting in November.

- a Minutes of Public Transport Sub-Committee 15th April 2021

**Agreed.**

- b Minutes of Walking and Cycling Sub-Committee 22nd March 2021

**Agreed.**

- 2 Standing Orders Managing SPC Meeting- duration of meetings etc - Chairperson Cllr. Christy Burke

**Noted.**

Cllr. Burke advised as per Standing Order 48 meetings will be managed as follows

- Standard time for meeting approx. 2.15 – An option to extend the meeting by a further 30 minutes should be taken no later than 15 minutes before the scheduled conclusion with the agreement of a majority of members present.
- Shorter presentations
- Shorter Agendas.
- Reports should be read prior to meeting for discussion only
- Number of meetings will be kept at four,
- Chair nominates Deputy in his absence.

- 3 Agree Dates for SPC Meeting 2022 Chairperson Cllr. Christy Burke

**Agreed.** Provision for an extra date if required.

- 4 Report on Bike Bunkers - Will Mangan Executive Engineer Transportation Operations.

**Noted.**

Will Managed addressed questions raised by members in relation to Bike Bunker trials. Main issues raised were in relation to roll out of scheme to housing estates and flat complexes, price point, security issues adaption for mobility scooters, locating charging points for electric bikes close by. Request to write to Irish Rail to increase Parking at Dart Stations. GK advised that Irish Rail are working on this as he is part of a working group with them. Members advised that agreement has been reached with two city centre car parks for bike parking.

- 5 Presentation Cargo Bike Scheme - Jennifer McGrath Senior Executive Engineer, City Centre Transport Projects.

**Noted.**

Jennifer McGrath gave a presentation on proposed Cargo Bike Scheme and addressed any queries raised by members. Main issues raised were in relation to cycle lanes being very narrow.

- 6 Report of South Quays contra-flow proposal Motion submitted by Cllr. Jane Horgan Jones at last SPC meeting - Maggie O'Donnell Senior Transportation Officer

Deferred to next SPC at request of Cllr. Jane Horgan Jones.

- 7 Report on public consultation on the Eastlink Toll Road revision of Bye-Laws - Brendan O'Brien

**Noted** - Brendan O'Brien addressed queries raised by Members in relation to this report. Members requested reports for further discussion with Group Leaders.

- 8 Motion in the name of Cllr. Deirdre Conroy

Motion deferred.

- 9 Motion in the name of Cllr. Donna Cooney

**Agreed** - Informal working group to be set up to discuss type of crossings that maybe safer than zebra crossings and agree a location for a trial in the future.

**Councillor Christy Burke**

**Chairperson**

**Wednesday 8 September 2021**

**Attendance:**

**Members:**

Christy Burke (Chairperson)  
Keith Connolly  
Daniel Céitinn  
Keith Gavin

**Members:**

Caroline Conroy  
Anne Feeney  
Richard Guiney

**Members:**

Deirdre Conroy  
Mannix Flynn  
Martin Hoey

Janet Horner  
Larry O'Toole

Gary Kearney  
Colm Ryder

Carolyn Moore  
Fergus Sharpe

**Officers**

Brendan O'Brien  
William Mangan  
Mary Boyle  
Michael Mann

John Flanagan  
Jennifer McGrath  
Patrick Davis  
Martin Halpin

Patricia Reidy  
Bernard Lester  
Claire Diskin  
Maggie O'Donnell

**Apologies:**

Jane Horgan-Jones

Paddy McCartan

**Non-Members:**

Lord Mayor Alison Gililand, Cllr. Donna Cooney.

## Minutes Cycling and Walking Sub-Committee

### (Sub-Committee of the Traffic & Transportation Strategic Policy Committee)

**Date:** 24<sup>th</sup> May, 2021

**Time:** 11.30 a.m.

**Venue:** MS Teams Online Meeting

**Attendees:**

**Members:** Cllr Janet Horner (JH), Cllr Carolyn Moore, Gary Kearney (GK), Colm Ryder (CR), Fergus Sharpe (FS), Cllr Larry O'Toole (LOT), Jane Hackett (JHackett), Mannix Flynn (MF), Michael Aherne (MA), Inspector Peter Woods (PW), Cllr Keith Connolly, Mary Tallant (MT), Superintendent Gary McPolin (GMcP),

**DCC Officials:** Antonia Martin (AM), Deirdre Kelly (DK)

**Apologies:** Martin Hoey (MH), Cllr Caroline Conroy (CC)

**Minutes by:** Antonia Martin

ITEM	Summary	ACTION BY	TIMELINE
1. Minutes of previous meeting held 22-03-20	➤ Minutes agreed		
2. Presentation from An Garda Síochána	Presentation circulated to members in advance of meeting and delivered to committee by Inspector Peter Woods.		

	<p>Actions:</p> <ul style="list-style-type: none"> <li>➤ Request for details on speeding in 30km/h areas, HGV permit breaches and road collision data to be provided on request. To be requested through the Chair.</li> <li>➤ AGS to further promote need for citizens to have bicycle serial number to enable recovery of stolen bikes.</li> <li>➤ AGS to confirm whether statistics shared in presentation can be made public.</li> <li>➤ AGS to confirm if it is possible to get Dublin City statistics on cyclists and pedestrians breaking red lights.</li> <li>➤ AGS to check the number and location of cameras at traffic lights.</li> <li>➤ Green Schools to keep AGS informed of Respect Campaign.</li> </ul> <p>Other points noted:</p> <ul style="list-style-type: none"> <li>➤ Video published by Minister encouraging people to put their eircode on the bicycle. Suggested that this is not good practice. Also, lock used in video was not of a high standard.</li> <li>➤ If Covid restrictions allow Safer Roads for Dublin campaign will be run in September by AGS in partnership with the RSA. Includes distributing bicycle lights and hi-vis vests.</li> <li>➤ Dublin Bus cameras are only used for accident investigations.</li> <li>➤ Promotion or Campaign needed to encourage both drivers and cyclists to take reasonable consideration of more vulnerable road users.</li> <li>➤ AGS are liaising with West-Midlands Police in the UK regarding a Close pass campaign.</li> </ul>	JH	FOLLOWING MEETING
3. Presentation – City Recovery	<p>Presentation circulated to members in advance of meeting and delivered to committee by Coilín O'Reilly, Director of City Recovery and Patricia Reidy, Senior Engineer, Covid Mobility Measures.</p> <p>Actions:</p>		



	<ul style="list-style-type: none"> <li>➤ City Recovery Team to ensure teams are out on the streets ensuring compliance with street furniture guidelines.</li> <li>➤ DCC to send a Zebra” planter to NCBI to provide awareness of intervention.</li> </ul> <p>Other points noted:</p> <ul style="list-style-type: none"> <li>➤ Interventions are evolving and dynamic – these will continue as long as we need to keep city moving and economy.</li> <li>➤ Traffic volumes are being monitored continuously.</li> <li>➤ In addition to outdoor dining, there is a need to provide open, non-private space i.e. dwell spaces.</li> <li>➤ Accessible toilets are being provided and included in all tenders for outdoor toilets.</li> </ul>	COR  PR	ASAP  ASAP
4. Update on Walking & Cycling Action Plan	<p>Update from Antonia Martin; key points as follows:</p> <ul style="list-style-type: none"> <li>➤ Advisory Group set up consisting of both DCC officials and external experts. Facilitator has been appointed. Individual meetings to be held over the summer months with 2 group workshops to take place in September.</li> <li>➤ Mapping of existing cycling infrastructure in Dublin has gone out to Tender by NTA.</li> <li>➤ Covid Mobility report now issued monthly with Major Walking &amp; Cycling Project. All available on DCC webpage, <a href="https://www.dublincity.ie/residential/transportation/covid-mobility-measures/latest-news/reports-lord-mayor-and-elected-members">https://www.dublincity.ie/residential/transportation/covid-mobility-measures/latest-news/reports-lord-mayor-and-elected-members</a></li> <li>➤ Work continuing on School Zone Project with 44 School Zones installed. We have received 120 applications to date.</li> <li>➤ Recently received list of Dublin City schools successful in the Safe Route to School application. Working with NTA and Green-Schools to progress.</li> <li>➤ Preparation taking place for Bike Week, European Mobility Week and Make Way Day. All taking place in September.</li> </ul>		

5. Next meeting date	➤ TBC	AM to send invite	
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## Minutes Public Transport Sub-Committee

### (Sub-Committee of the Traffic & Transportation Strategic Policy Committee)

**Date:** Thursday 17<sup>th</sup> June 2021

**Time:** 16.00 hrs.

**Venue:** MS Teams Online Meeting

**Attendees:** Chairperson Cllr. Deirdre Conroy (DC), Cllr Caroline Conroy, Cllr. Larry O'Toole (LOT), Martin Hoey PPN (MH), Gary Kearney PPN (GK), Fergus Sharpe (FS) Dublin Chamber of Commerce. Richard Guiney DublinTown, Tom Manning TII, Grainne Mackin NTA.

**Members:** Cllr Daniel Céitinn, Cllr Caroline Conroy, Cllr. Anne Feeney, Cllr. Larry O'Toole, Martin Hoey PPN, Gary Kearney PPN, Fergus Sharpe Dublin, Chamber of Commerce, Richard Guiney DublinTown, Keith Gavin Irish Parking Association, Grainne Mackin NTA, Suzanne Angley TII

**Apologies:** Cllr. Anne Feeney

**DCC Officials:** Maggie O'Donnell (MOD), Mary Boyle (MB), Michael Mann (MM)

**Minutes by:** Mary Boyle

ITEM	<u>Summary</u>	ACTION BY	TIMELINE
1. Minutes of the Meeting of 15 <sup>th</sup> April 2021	<ul style="list-style-type: none"> <li>➤ Agreed by members</li> </ul>		
2. Update on the BusConnects Project.  a. Interest in Information from NTA about the submission to An Bord Pleanala for Bus Corridors 8,9,10,11,12,13	<p>Chair Cllr. Deirdre Conroy welcomed Grainne Macken to the Committee who replaces Donal Hodgins as the NTA representative on the committee. Grainne was invited to give an update on the Busconnects Project in particular in relation to the Submission to An Bord Pleanala for routes outlined.</p> <p><b>Bus Connects:</b></p> <ul style="list-style-type: none"> <li>○ NTA finalising documentation submission to go to An Bord Pleanala (ABP).</li> <li>○ Pre-Consultation meetings with ABP prior to submission of application.</li> <li>○ 3 meetings have taken place today, one or two more due to take place.</li> <li>○ Business case for Bus Connects currently with Government pending approval.</li> <li>○ There will be a further update later this summer regarding business cases and timeline for submission of application.</li> <li>○ Statutory Public consultation will take place as part of An Bord Pleanala process.</li> </ul> <p><b>Network Re-design update:</b></p> <ul style="list-style-type: none"> <li>○ Plan came into operation on H Spine on 27<sup>th</sup> June – key spine to Howth.</li> <li>○ TFI and Dublin Bus carried out a public information campaign on this route.</li> <li>○ Spine C due to commence service by Oct this year. Route to Celbridge.</li> <li>○ Grainne answered question from the members.</li> </ul>		

	<p>M Hoey PPN a lot more information required on C Spine lots of changes. 10 days not a lot of time, more information required on Timetables, how routes interlink etc. Grainne will feed back request to NTA.</p> <p>Grainne to get back to Martin with new transfer 90 ticket coming in with H Spine.</p> <p>G Kearney PPN communications delay disappointing, information required for his member vulnerable road users disability groups non-nations this information critical for these groups as users of the service. Grainne will feedback these issues to Dublin Bus who are doing the communications on this route.</p> <p>Cllr. Deirdre Conroy Stannaway Crumlin issues with how area is affected. Resident's group meetings have taken place. No application submitted yet. Preliminary case with Government. It will be a number of months before outcome is known. GM advised a meeting took place recently with Residents in this area.</p> <p>Maggie O'Donnell clarified at last presentation DCC gave update on Bus Priority Centralised Scheme, not part of Bus Connects, shows how buses get through areas on demand.</p> <p><b>Update on Metrolink Tom Manning TII</b></p> <ul style="list-style-type: none"> <li>○ Finglas Luas - Feasibility Study being carried out by NTA</li> <li>○ Metro Link – application submitted preliminary Business Case submitted earlier this year. Feedback to Government, Business case to be approved later this year no date as yet.</li> <li>○ Railway Order application at advanced stage of route design.</li> <li>○ Environmental Impact Assessment being prepared carried out when business case approved they will be lodging Railway Order application towards end of this year.</li> <li>○ Details went to residents meeting with Cllrs. &amp; TD., Ballymun, Mater Hospital etc., working with groups along the route.</li> <li>○ When R.O application those along route will know how they will be impacted.</li> </ul>	<p>GM</p> <p>GM</p> <p>GM</p>	
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	<p><b>Luas Finglas</b></p> <ul style="list-style-type: none"> <li>○ first stage of public consultation – positive reaction from Resident in Finglas/Ballymun.</li> <li>○ 2<sup>nd</sup> Stage of public consultation will take place in the Autumn.</li> <li>○ RO application routes is from Estuary Swords to Charlemont.</li> </ul> <ul style="list-style-type: none"> <li>➤ Cllr. DC advised Charlemont won't work for Rethink Metro Link Group in Ranelagh Area.</li> <li>➤ TM advised Cllr DC that TII are aware of Concerns from this group and their preference for the project.</li> <li>➤ Martin Hoey PPN Metro link with RO going in end of year if change to south west will it change the RO and have to restart –</li> <li>➤ TM Metro North Bord Pleanala rejected that aspect of applicant and submitted revised application depends on opinion of APB on this. Objective is to get an enforceable R.O. will do whatever comes from the board.</li> <li>➤ MH Finglas Luas re-routing maps, anything official? Has the route been finalised and is information out there. Will Wellmount Road and slip road to M2 be used.</li> <li>➤ TM haven't finalised routes.</li> <li>➤ Cllr. Caroline Conroy Luas/Finglas Timeline hearing 2027 any likelihood of it being earlier.</li> <li>➤ TM Work on project currently under review in the NDP under the transport strategy Luas/Finglas was back on the priority list Review to be published shortly would be hopeful that Luas Finglas would get priority, TII making great progress and have consultants appointed working at getting the design stage, nothing can happen until APB approve it. Hopefully best possible timeframe would be achieved on it. RO will take a year no matter what the project, Suzanne Angley or Marcello maybe able to attend a future meeting and give an update on any earlier timescales.</li> <li>➤ Grainne Macken advised feasibility study nearing completion published as part of the draft revised transport strategy for Greater Dublin Area due to publish in Sept. for public feedback</li> </ul>		
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<p>4. Policies that member would like to bring forward and develop – Draft policy wording for discussion bring forward and develop</p>	<p>Policy wording to go to NTA</p> <p><b><i>School Bus System Policy (Draft)</i></b></p> <p><i>The public transportation Subcommittee request to bring forward and address policy in support for a School Bus System for students within the Dublin Area.</i></p> <p><i>There previously was a school bus system in place which was very successfully in promoting the use of public transportation for the school going younger generation but for various reasons this scheme was stopped. Currently in place of this are private operators for specific routes and for selected schools depending on demand. As the demand for secondary schools is becoming more oversubscribed, students often find themselves at a disadvantage in having to travel a significant distance for a place in a school that may not have private bus services operating from them. Also during school term, we can clearly see the impact of congestion and delays the school run by private car has on the road network.</i></p> <p><i>Although during the school run times, bus operators put on universal additional buses on routes to meet the increase in demand, but these services are discreet and buses can be already be quite full by the time they pass various schools. This does little to prompt the modal shift to encourage students to take the bus. If there was a dedicated bus service or a bus on the public route service for school going students only, we believe that this would raise of profile of public transportation services for students and provide a friendly and comfortable environment for children at this school going age.</i></p> <p><i>The purpose of this policy would be;</i></p> <ul style="list-style-type: none"> <li>• <i>To promote change to public transportation and to allow students to become accustom to taking the bus.</i></li> </ul>		

	<ul style="list-style-type: none"> <li>• <i>To reduce the unnecessary school car run as students would have an alternative</i></li> <li>• <i>To reduce traffic congestion and as a result reduce pollution and improve air quality</i></li> <li>• <i>In providing a dedicated school bus service, raises the awareness of choice for parents in the use of public transportation and would encourage the right modal-shift.</i></li> <li>• <i>With the integrated ticketing system in place, the travel demand for students on the public routes would be known and this would assist in surveys to determine effective times and routes for dedicated school buses and encourage other students to avail of the service.</i></li> </ul> <p><i>Although the remit of school bus services at a national level is with the Department of Education and provided via Bus Eireann, unfortunately there is no central system or scheme in place for the Dublin Area for school children. But there are other agencies, and for the purposes presented above, that are in the best position to assist in supporting this policy. The NTA as the regulatory licensing authority or the PSO operators and commercial bus operators for the greater Dublin Area would be best placed and we welcome the opportunity to work with the NTA to develop and support the policy that would result in the school bus being the 1<sup>st</sup> choice for students.</i></p> <ul style="list-style-type: none"> <li>➤ Martin Hoey - The NTA currently regulating the Dublin School transport Service Go ahead operate services on the Northside of the city. Buses are not marked as School Buses currently ordinary vehicles, not clear that they are School Buses only. NTA should be asked to clearly identify as School Buses only. Not well used in Finglas and Blanchardstown area. Used widely in Swords.</li> <li>➤ Gary there are plenty of vehicles available retired from Dublin Bus fleet that could run this service. Important that these buses are used as they are accessible to all, disability friendly, older private stock may not be accessible.</li> <li>➤ Grainne to bring back to NTA.</li> </ul>	GM	
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	<ul style="list-style-type: none"> <li>➤ Maggies O'Donnell noted it's an opportunity to open a discussion with NTA, policy worded to begin that discussion to see how it can be best brought in. Logistics may be quite complex, network redesign may also be able to look at.</li> </ul>		
5 Policy to Bring to the Transportation SPC	<ul style="list-style-type: none"> <li>➤ N/A</li> </ul>		
<b>6. A.O.B</b>	<ul style="list-style-type: none"> <li>➤ Martin Hoey request to use DCC facebook page to advertise changes to any bus routes affected. DCC website saying buses aren't affected for instances 4 bus services were rerouted on Merrion Row. Buses are affected and public are not aware of it we are giving out false information.</li> <li>➤ MOD to arrange to contact people who look after the account to provide bus services changes for any current pedestrian changes and any future events in the summer to make them aware of who to contact as Dublin Bus are responsible for operational changes.</li> <li>➤ Clear communication with MH and GK in relation to changes to routes etc and how the information is communicated. Matter for Dublin Bus NTA and DCC in particular for clear communications. MOD will ask information be sent to MH &amp; GK in relation to changes of routes.</li> </ul>	MOD	

**Report to the Chairperson and the Members of the  
Transportation  
Strategic Policy Committee**

*Report on the Public Consultation for the Draft Dublin  
City Council Parking Control Bye-Laws 2020*

Dermot Stevenson  
Parking Enforcement Officer  
Environment & Transportation

10<sup>th</sup> November 2021

## **Introduction:**

Due to the COVID-19 pandemic this report was delayed in being brought to the SPC Members, as traffic volumes continue to increase as restrictions are eased, it is now appropriate that the report is brought to SPC for consideration and agreement to forward same to the City Council for adoption.

At the City Council meeting held on 25<sup>th</sup> November 2019 it was recommended that there be an increase to the current hourly Parking charges in the Dublin City Council administrative area. At the January 2020 meeting of Dublin City Council it was agreed that a public consultation process be initiated in relation to the proposed amendment to the Dublin City Council Parking Control Bye-Laws 2019.

The proposed amendment was to:

- ***Increase Fees for Pay and Display Parking***

Section 36 (3) of the Road Traffic Act 1994 provides that before making Bye-Laws under this section (other than Bye-Laws relating to the fees to be paid in respect of the parking of vehicles), a road authority shall:

- (a) Consult with the Commissioner;
- (b) Publish a notice in one or more newspapers circulating in the area to which the bye-laws relate –
  - (i) Indicating that it is proposed to make bye-laws under this section,
  - (ii) Indicating the times at which, the period (being not less than a month) during which and the place (being a place within their functional area) where a copy of the draft bye-laws may be inspected,
  - (iii) Stating that representations may be made in writing to the road authority in relation to the draft bye-laws before a specified date (which shall be not less than 2 weeks after the end of the period for inspection), and
  - (iv) Stating that a copy of the draft bye-laws may be purchased on payment of a fee not exceeding the reasonable cost of making such copies; and
- (c) before deciding whether to make the bye-laws and determining their content, consider any observations made to them by the Commissioner or any representations made to them pursuant to paragraph (b) (iii)

## **Submissions:**

Notice of the Public Consultation appeared in Iris Oifigúil on Friday 24<sup>th</sup> January 2020 and The Irish Independent on Monday 27<sup>th</sup> January 2020. The Public Consultation commenced on Monday 27<sup>th</sup> January 2020 and concluded on Monday 9<sup>th</sup> March 2020. The public were invited to make their submissions either by post or online. A total of 4 online submissions were received.

The purpose of this report is:

- To report on the written submissions/observations received following the public consultation phase for the Draft Dublin City Parking Control Bye-Laws 2020.
- To set out the Parking Enforcement Officers responses to the issues raised in the submissions and comments
- To make recommendations on amendments/review of the Draft Dublin City Parking Control Bye-Laws 2020.

**Proposed Amendments:**

- ***Increase Fees for Pay and Display Parking***

It was proposed to increase the charges in all zones across the city by an average of 10%. To encourage motorists to use the Parking Tag App, a reduced rate will be provided. The rates for both Cash Customers and Parking Tag Customers are outlined in the table below:

<b><u>Zone</u></b>	<b><u>Cash Rate</u></b>	<b><u>Parking Tag Rate</u></b>
Yellow	€3.50	€3.40
Red	€3.00	€2.90
Green	€1.80	€1.70
White	€1.60	€1.50
Orange	€1.10	€1.05
Blue	€0.80	€0.70

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It is an objective of the Dublin City Development Plan (MTO27) to renew restrictions on the use and cost of on street parking and change them as necessary, in order to discourage commuter parking and to facilitate short term parking for shopping, business and leisure purposes at appropriate locations.

Four comments were submitted through the Public Consultation process in relation to the increase in fees for Pay and Display Parking. Three of the comments received were in favour of the proposed fee increase. It was felt that higher fees would :

- **discourage vehicle use**
- **have an impact on congestion, air and noise pollution**
- **create a safer environment for pedestrians and cyclists**

The fourth submission received did not comment on the proposed increase in parking charges but requested that parking street signage would include a description of the colour of the zone in writing to aid people who are colour blind.

This proposal was considered separately by the Parking Enforcement Section & Senior Management in the Transportation Division as it does not relate to the public consultation process regarding the increase in fees.

I recommend that the proposed Bye-Laws be submitted to the City Council for adoption. The adoption of the Bye-Laws is a reserved function.

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Dermot Stevenson

Parking Enforcement Officer



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

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**DUBLIN CITY COUNCIL  
PARKING CONTROL BYE-LAWS 2020**

## Dublin City Council Parking Control Bye-Laws 2020

Long Title: The Lord Mayor and members of Dublin City Council (hereafter referred to as “the Council”) in exercise of the powers vested in them by Section 36 of the Road Traffic Act 1994 (No 7 of 1994) and having consulted with the Commissioner of An Garda Síochána hereby make the following Bye-Laws.

### PART I Preliminary

- |                     |    |  |
|---------------------|----|--|
| Short Title         | 1. | These bye-laws may be cited as the Dublin City Council Parking Control Bye-Laws, 2020.   |
| Commencement        | 2. | These bye-laws shall come into operation on 1 <sup>st</sup> July, 2020.  |
| Revocations         | 3. | The Dublin City Council Parking Control Bye-Laws 2019 are revoked with effect from the coming into operation of these bye-laws.  |
| Area of Application | 4. | These bye-laws apply to the area comprising the City of Dublin.  |
| Interpretation      | 5. | <p>In these bye-laws:</p> <p>“the Regulations of 1997” means the Road Traffic (Traffic and Parking) Regulations 1997 (S.I. No 182 of 1997);</p> <p>“the Signs Regulations of 1997” means the Road Traffic (Signs) Regulations, 1997 (S.I. No 181 of 1997);</p> <p>“acceptable evidence “ means:</p> <p>(1) (a) A current insurance certificate indicating that the vehicle is normally kept by the resident on the residential parking permit road to which the permit will relate, or</p> <p>(b) Where the applicant is the registered owner of the vehicle in respect of which the application for a resident’s parking permit is being made and the vehicle is insured by his/her employer, the employer’s insurance certificate and satisfactory documentary evidence from the employer that the applicant is in full time employment of the company and that the specified vehicle is insured by the company, or</p> <p>(c) Where the applicant is not the registered owner of the vehicle in respect of which the application for a resident’s parking permit is being made, but has the use of the vehicle in the course of his or her employment, the employer’s insurance certificate for the vehicle and satisfactory documentary evidence from the employer, who is the registered owner of the vehicle, that the applicant is in the full time employment of the registered owner and that the vehicle is normally kept by the applicant at the resident’s address on the residents’ parking permit road to which the resident’s parking permit will relate, and</p> |

- (2) except in the case of paragraph 1 (c) of this Bye-Law, a vehicle licensing certificate or a registration book confirming that the resident applying for a resident's parking permit is the registered owner of the vehicle in respect of which the application for a resident's parking permit is being made and that the vehicle is registered at the resident's address on the residential parking permit road to which the resident's parking permit will relate and
- (3) a driving or provisional licence in the name of the resident applying for the resident's parking permit and
- (4) any two of the following: current utility bills, financial statements, or other documentation, acceptable to the Council, addressed to the applicant at his/her address on the residential parking permit road to which the resident's parking permit will relate.

"agent of the Council" means any person employed by the Council or any other person authorised by the Council to carry out functions under these bye-laws;

"appropriate pay and display parking ticket machine" means:

- (a) a pay and display parking ticket machine located on the road in which the vehicle is parked or located on an adjacent road, where indicated by a sign, or
- (b) a pay and display parking ticket machine where the period of time which may be purchased for 20 cent is the same as, or less than the period of time which may be purchased for 20 cent from the pay and display parking ticket machine at (a) above;

"authorised outlet" means a point of sale outlet appointed by the Council or its agent to facilitate a cashless parking system;

"authorised person" has the meaning assigned to it by Section 103 (8) (inserted by the Road Traffic Act 1968) (No. 25 of 1968) of the Road Traffic Act, 1961;

"buffer area" means an area between two parking bays;

"building" means any structure which either stands on its own or is separated vertically from any adjoining structure or structures by a party wall or walls;

"car club vehicle" means a vehicle licensed to operate by a Car Club operator under the Dublin City Council Control of On-Street Car Club Bye-Laws 2013;

"Coach Parking" means an area designated for the parking of Coaches or Buses where traffic number RUS 019 accompanied by an information plate containing the hours of operation and the words "Except Buses - Ach Amháin Busanna" is provided;

"converted house" means a building comprising a former single dwelling house which has been altered or converted so as to contain within it more than a single housing unit;



“disabled persons parking permit” means a permit granted in accordance with Article 43 of the Regulations of 1997;

“goods vehicle” means a vehicle used for the carriage of goods or burden in the course of trade or business and taxed as a goods vehicle;

“heavy demand road” means a residential parking permit road where either the number of residents parking permits that have been issued for the road exceeds 65% of the total number of residential parking permit bays on the road or where that number is less than or equal to 65% and a proposed extension of eligibility for permits will result in 85% of the total number of residential parking permit bays on the road being exceeded;

“housing unit” means the normal dwelling place where a person lives and resides;

“immediate family member” means a spouse, father, mother, brother, sister, son, daughter, niece, nephew, aunt or uncle;

“information plate” means a plate accompanying a traffic sign which indicates the period during which the restrictions or prohibition indicated by such traffic sign applies;

“large public service vehicle” means a public service vehicle having seating passenger accommodation for more than 8 persons exclusive of the driver;

“loading bay” means that portion of a road indicated by means of traffic sign RRM009 accompanied by an information plate indicating the period of operation of the loading bay;

“major events” means an event in the vicinity of a residential permit parking road where the parking on that road will be impacted by the event;

“normal dwelling place” means the housing unit where a person either lives and resides, or satisfies the Council that he/she intends to live and reside, overnight for more than 183 days per year;

“operational hours” means the time period indicated on:

- (a) an information plate accompanying traffic Sign No. RUS018 authorised by the Signs Regulations of 1997 in the ticket parking area where the vehicle is parked, or
- (b) the appropriate pay and display parking ticket machine located on the road in which the vehicle is parked or located on an adjacent road, where indicated by a sign;

“paid parking area” means an area on a road where traffic sign RUS 018 together with an accompanying information plate indicates that parking of vehicles is subject to the parking fee;

“paid parking bay” means a parking bay in a paid parking area;

“parking area” means an area on a road which is designated for parking of vehicles;

“parking bay” means a space in a parking area or any other place on a road intended for the parking of a mechanically propelled vehicle where parking Sign No. RRM011, RRM012, RRM013, RRM014 or RRM016 is provided;

“parking fee” means the fee payable in accordance with these bye-laws for parking in the parking area;

“pay and display parking ticket” means a parking ticket which is issued by the Council by means of a pay and display parking ticket machine and which contains the following particulars:

- (a) the words “Baile Átha Cliath” and/or “Dublin City”,
- (b) the fee paid in respect of the ticket,
- (c) the date and time of issue of the ticket,
- (d) the time of expiry of the ticket;

“pay and display parking ticket machine” means a machine capable of automatically delivering a pay and display parking ticket when the parking fee prescribed by these Bye-Laws is paid;

“parking tag” is the Council’s pay by phone option to pay for on-road parking.

“payment card” means any card, acceptable to the Council or its agents, which can be used for the payment of goods and services whether by means of credit, direct debit or charging the cardholder’s account;

“permit quota” is the maximum number of permits assigned to a building or converted house;

“public service vehicle” means a mechanically propelled vehicle used for the carriage of persons for reward;

“resident” means a person who satisfies the Council that his/her normal dwelling place is at a building situated on a road that is a residential parking permit road;

“resident’s parking permit” means a document issued by the Council or its agents for the purposes of bye-laws 16 to 31 and containing the particulars specified in bye-law 17;

“residential institution” means a place of employment such as a nursing home, hostel, hotel, convent, embassy or other institution of a similar nature;

“residential parking permit area” means a parking area on a road where traffic sign number RUS 018 together with an accompanying information plate indicates that parking of vehicles is subject to the parking fee or the display of a valid resident’s parking permit;

“residential parking permit bay” means a parking bay in a residential parking permit area;

“residential parking permit road” means the road indicated on a resident’s or visitor’s parking permit;

“retail parking” is the Council’s pay in store option to pay for on-road parking.

“road” means a public road within the meaning of the Roads Act 1993, s. 2 and responsibility for the maintenance of which lies with a road authority;

“traffic warden” has the meaning assigned to it by Section 2 of the Local Authorities (Traffic Wardens) Act, 1975 (No 14 of 1975);

“valid coins” means the coins indicated on the appropriate pay and display parking ticket machine;

“valid parking tag” means that a registered user of parking tag has paid the parking fee and that the period paid for has not expired;

“valid resident’s parking permit” means a resident’s parking permit issued in respect of the vehicle in which the permit is displayed which relates to the residential parking permit road where the vehicle is parked and to a period which has not expired;

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“valid pay and display parking ticket” means a pay and display parking ticket which was purchased at an appropriate pay and display parking ticket machine and has not expired;

“valid retail parking” means that the parking fee paid in store has not expired;

“vehicle” means:

- (a) A passenger vehicle with passenger accommodation for not more than twelve persons excluding the driver and not drawing a trailer or other vehicle;
- (b) A goods vehicle whose unladen weight does not exceed 3 tonnes and not drawing a trailer or other vehicle.

“visitor” means one who visits, calls on, or makes a stay with the resident or is engaged by the resident to carry out works on the dwelling or provide any other service ancillary to the use of the dwelling;

“visitor’s parking permit” means a permit issued by the Council or its agents for the purposes of bye-laws 32 to 38 and containing the particulars specified in bye-law 32;

“valid visitor’s parking permit” means a visitor’s parking permit which:

- (a) relates to the residential parking permit road where the vehicle is parked;
- (b) Has been scratched as appropriate to indicate clearly the year, month, day in the month, hour of the day and (to the nearest following five-minute period) minute of the hour of the commencement of a period of parking
- (c) Indicates that the vehicle is so parked for a period not exceeding a continuous period of 24 hours from the time the parking commenced.

## **PART II Paid Parking**

Parking in a paid parking area

- 6. (1)** The following provisions shall apply during operational hours to parking of a vehicle in a paid parking bay:
- (a) payment of the parking fee;
  - (b) subject to paragraph (2) of this bye-law, a vehicle which is parked in a paid parking bay during operational hours shall be parked within the area comprising a parking bay,

- (c) a vehicle, excepting Car Club vehicles displaying a valid Car Club permit or vehicles displaying a valid disabled persons parking permit, which had been parked in a paid parking bay for the maximum period permitted in that paid parking area, as indicated on the appropriate pay and display ticket parking machine in accordance with Bye-law 11, shall not be parked again in a paid parking bay on the road in which that paid parking bay is situated until at least one hour has elapsed since the vehicle was last parked in that paid parking bay,
  - (d) a vehicle shall not be parked in a buffer area,
  - (e) a vehicle parked in a paid parking bay at a time which is not during operational hours shall be removed from the paid parking bay when a period of operational hours commences, unless at such commencement and during the remainder of the period of parking, a parking fee is paid.
- (2) Notwithstanding paragraph (1)(b) of this bye-law, a vehicle parked in a parking bay during operational hours may project into an adjoining buffer area if the length of the vehicle prevents its being parked wholly in accordance with paragraph (1)(b) of this bye-law.
  - (3) This bye-law shall not apply to a parking bay when the paid parking bay is temporarily suspended from operation in accordance with Bye-law 14.

Vehicles which may be parked in a paid parking bay

- 7. Having paid the parking fee, mechanically propelled vehicles only, of the following classes, may be parked in a paid parking bay during operational hours:
  - (1) a passenger vehicle with passenger accommodation for not more than twelve persons excluding the driver and not drawing a trailer or other vehicle;
  - (2) a goods vehicle whose unladen weight does not exceed 3 tonnes and not drawing a trailer or other vehicle;
  - (3) a Car Club Vehicle displaying a valid Car Club Vehicle permit;
  - (4) a vehicle displaying a valid disabled persons parking permit
  - (5) large public service vehicle in a paid parking bay where traffic sign number RUS 019 accompanied by an information plate containing the hours of operation and the words "Except Buses - Ach Amháin Busanna" is provided;
  - (6) A vehicle classed as an "Electric Vehicle" or "EV"

Obligation to display a valid parking ticket

- 8. (1) Payment of the parking fee via a pay and display parking ticket machine requires that a valid pay and display parking ticket shall be displayed as specified in this Bye-Law in the interior of a vehicle lawfully parked in a paid parking bay during operational hours.
- (2) The valid pay and display parking ticket shall be exhibited on the front dashboard of the vehicle so that a person outside the vehicle looking at/through the front window of the vehicle can ascertain when the parking ticket ceases to be valid.

- (3) The pay and display parking ticket shall be exhibited in accordance with paragraph (2) of this Bye-Law for so long as the vehicle is parked in that ticket parking bay.
- (4) Failure to correctly exhibit a valid pay and display parking ticket may result in enforcement for non-payment of the parking fee.
- (5) Valid Parking Tag and Valid Retail Parking do not require a ticket or tag to be displayed.

Fees

- 9. (1) The maximum parking fee, except where specified under Bye-Law 9(4), payable during operational hours in respect of the vehicles specified in paragraph (1), (2), (5), and (6) of Bye-law 7 shall be as indicated hereunder. The parking tariff zones (as indicated on Drawing No. RT5224-001).

Tariff Zone	Maximum Tariff €
Zone One – Yellow	3.50 per hour or pro rata for periods less than 1 hour. Minimum purchase 20 cent.
Zone One – White (Sun 14:00-18:00)	1.60 per hour or pro rata for periods less than 1 hour. Minimum purchase 20 cent.
Zone Two – Red	3.00 per hour or pro rata for periods less than 1 hour. Minimum purchase 20 cent.
Zone Three – Green	1.80 per hour or pro rata for periods less than 1 hour. Minimum purchase 20 cent.
Zone Four – Orange	1.10 per hour or pro rata for periods less than 1 hour. Minimum purchase 20 cent.
Zone Five – Blue	0.80 per hour or pro rata for periods less than 1 hour. Minimum purchase 20 cent.
Coach Parking	9.00 per hour

Tariffs apply on a pro-rata basis for any period of parking up to the maximum period allowed in that paid parking bay in accordance with Bye-law 11.

These Tariffs may be reviewed and increased or decreased by resolution of the Council Members.

(2) The parking fee payable during operational hours in respect of the vehicles specified in paragraph (5) of Bye-law 7 shall be 20 cent for each continuous period of parking not exceeding 10 minutes of parking up to the maximum period allowed in that paid parking bay as indicated on the appropriate pay and display parking ticket machine in accordance with Bye-law 11.

(3) Parking tag and retail parking transactions are time-based and require a minimum purchase of 10 minutes per transaction in accordance with the tariffs set out in Bye-Law 9 (1).

(4) In order to allow for the promotion of retail activity in the City or to promote a particular method or methods of payment, the Council may, make a reduced parking fee for vehicles parked in accordance with Bye-Law 7 (1) and (2), and (6) at such rates at such times and for such periods set out by report, and granted by resolution of the Council Members.

Manner and time of payment of parking fee

10. (1) A pay and display parking ticket shall be purchased from an appropriate pay and display parking ticket machine.

(2) The fee for the pay and display parking ticket shall be paid by means of any combination of valid coins, or by payment card. The method/methods of payment will be indicated on the pay and display parking ticket machine.

(3) The valid parking ticket shall be displayed in accordance with Bye-law 8 immediately on parking during operational hours and when a vehicle is parked at a time not during operational hours the valid parking ticket shall be displayed by the commencement of operational hours.

(4) A minimum payment for a parking period of 10 minutes in the relevant zone is required when using Parking Tag or Retail Parking to pay for on-road parking.

Period of parking in paid parking area

11. Excepting Car Club vehicles displaying a valid Car Club Vehicle permit and vehicles displaying a valid disabled persons parking permit, a vehicle parked in a paid parking area during operational hours shall not be so parked for a period longer than the maximum period for which parking is permitted on that day in that paid parking area as indicated on the appropriate pay and display parking ticket machine located on the road in which the vehicle is parked or located on an adjacent road or where indicated by a sign.

Suspension of paid parking controls on specified days	<b>12.</b>	<p>Paid parking controls shall not apply in any paid parking area on the following days:</p> <table border="0" style="width: 100%;"> <tr> <td style="padding-right: 40px;">New Year's Day</td> <td>1<sup>st</sup> January</td> </tr> <tr> <td>St. Patrick's Day</td> <td>17<sup>th</sup> March</td> </tr> <tr> <td>Easter Sunday</td> <td>Variable</td> </tr> <tr> <td>Easter Monday</td> <td>Variable</td> </tr> <tr> <td>May Public Holiday</td> <td>First Monday in May</td> </tr> <tr> <td>June Public holiday</td> <td>First Monday in June</td> </tr> <tr> <td>August Public holiday</td> <td>First Monday in August</td> </tr> <tr> <td>October Public Holiday</td> <td>Last Monday in October</td> </tr> <tr> <td>Christmas Day</td> <td>25<sup>th</sup> December</td> </tr> <tr> <td>St. Stephen's Day</td> <td>26<sup>th</sup> December.</td> </tr> </table>	New Year's Day	1 <sup>st</sup> January	St. Patrick's Day	17 <sup>th</sup> March	Easter Sunday	Variable	Easter Monday	Variable	May Public Holiday	First Monday in May	June Public holiday	First Monday in June	August Public holiday	First Monday in August	October Public Holiday	Last Monday in October	Christmas Day	25 <sup>th</sup> December	St. Stephen's Day	26 <sup>th</sup> December.
New Year's Day	1 <sup>st</sup> January																					
St. Patrick's Day	17 <sup>th</sup> March																					
Easter Sunday	Variable																					
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May Public Holiday	First Monday in May																					
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St. Stephen's Day	26 <sup>th</sup> December.																					
Motor cycles and pedal cycles prohibited from parking in paid parking areas	<b>13.</b>	A motor cycle, with or without a sidecar, or a pedal cycle shall not be parked during operational hours in a paid parking area.																				
Suspension of pay and display machines or paid parking bays	<b>14. (1)</b>	The Council or its agents may suspend from operation a pay and display parking ticket machine or a paid parking bay in a paid parking area. The suspension shall be subject to any conditions, which may be specified in writing by the Council, including the payment of a fee by the person requesting the suspension.																				
	<b>(2)</b>	The suspension of a pay and display parking ticket machine or a paid parking bay shall be indicated by the placing thereon of a sign or other device clearly indicating that it is non-operational or by the temporary removal of the pay and display parking ticket machine and the erection of a sign indicating that the parking of vehicles is prohibited in the paid parking bay.																				
	<b>(3)</b>	It shall be an offence to breach a condition specified in writing by the Council when a pay and display ticket parking machine or a paid parking bay is being suspended. In the event of vehicles being parked in contravention of these conditions they shall be deemed to be unlawfully parked for the purposes of the Road Traffic Act and any Regulations made thereunder.																				
Interference	<b>15. (1)</b>	No person shall insert any coin, article, or object, other than the coins specified or a payment card for the purchase of a pay and display parking ticket, in a pay and display parking ticket machine, or interfere in any other way with a pay and display parking ticket machine in a paid parking area.																				
	<b>(2)</b>	A person found guilty of interfering with a pay and display parking ticket machine may be subject to prosecution.																				
	<b>(3)</b>	No person other than an agent of the Council, a member of An Garda Síochána, an authorised person, or a traffic warden shall interfere in any way with a hood, sign or other device placed on a pay and display parking ticket machine in a paid parking area.																				



- (4) A person shall not interfere with, alter or deface a pay and display parking ticket.

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**PART III**  
**Permit Parking for Residents**

Issue of  
resident's  
parking permit

16. (1) A resident's parking permit may be issued by the Council or its agents in respect of the parking of a vehicle on a residential parking permit road;
- (2) A resident's parking permit may be issued by the Council or its agents subject to the provisions of paragraph 5 of this Bye-Law in respect of one vehicle where the Council are satisfied, following production of acceptable evidence, that the applicant is a resident on the residential parking permit road to which the permit will relate and that the vehicle is normally kept at the resident's normal dwelling place on that road. The resident's parking permit shall be granted for a period of either one year or a period of two years from the date of issue in respect of that vehicle and for the residential parking permit road to which the permit relates.
- (3) A resident's parking permit may be issued by the Council or its agents, subject to the provisions of paragraph 5 of this Bye-Law, to an applicant in respect of one vehicle where the Council are satisfied, following production of acceptable evidence, that the applicant's normal dwelling place is at a building situated on a road which is adjacent to a residential parking permit road and to which the permit will relate and where the parking of vehicles on the applicant's road is significantly restricted by parking controls.
- (4) On a residential parking permit road containing one or more residential parking permit area(s) and area(s) of free parking, only a resident whose normal dwelling place is bounded by a residential parking permit area may be issued with a parking permit. An applicant whose normal dwelling place is located on a road adjacent to such a residential parking permit road, who qualifies for a parking permit in accordance with paragraph 3 of this Bye-Law, may be issued with a parking permit.
- (5) (a) where the building is a single housing unit located on a heavy demand road, the maximum number of residents in that building who may concurrently hold a resident's parking permit shall be 2 save where previous quota applied.
- (b) where the building is a single housing unit not located on a heavy demand road, the maximum number of residents in that building who may concurrently hold a resident's parking permit shall be 4.
- (c) where the building consists of 2, 3 or 4 housing units the maximum number of residents in each unit who may concurrently hold a resident's parking permit shall be 1 except where issued in accordance with bye-law 22 paragraph 6;
- (d) where the building consists of more than 4 housing units and is not located on a heavy demand road, the maximum number of residents in each unit who may concurrently hold a resident's parking permit shall be 1;
- (e) except as provided in Bye-Law 22, where the building consists of more than 4 housing units and is located on a heavy demand road, residents shall not be eligible for residents' parking permits.

Particulars of resident's parking permit	17.	A resident's parking permit shall contain the following particulars:
	(1)	the words "Comhairle Cathrach Bhaile Átha Cliath" and/or "Dublin City Council"
	(2)	the registration number of the vehicle in respect of which it is issued,
	(3)	the residential parking permit road to which it relates,
	(4)	the date of expiry of the resident's parking permit,
Permission to park vehicle displaying resident's parking permit	18.	The display, in accordance with Bye-law 20, of a valid resident's parking permit on the vehicle in respect of which the permit was issued, shall permit the vehicle to be parked without limitation as to time in a parking bay on the residential parking permit road to which the permit relates provided that the vehicle is otherwise legally parked.
Non-application of Bye-Laws 6 to 11 of these Bye-Laws	19.	Bye-Laws 6 to 11 of these bye-laws shall not apply to the parking of a vehicle in a residential parking permit bay if there is a valid resident's parking permit displayed in accordance with Bye-Law 20 of these bye-laws in the vehicle when it is so parked.
Display of resident's parking permit	20.	A valid resident's parking permit or virtual parking scheme indicator shall be displayed either on the front dashboard or in a dedicated permit holder attached to the inside of the front window of the vehicle in respect of which it is issued so that it can be read by a person looking at/through the front window of the vehicle.
Issue of Resident's Parking Permit for self-employed	21. (1)	An additional resident's parking permit may be issued by the Council where an applicant satisfies the Council that he/she is self-employed, the owner of a private vehicle and of a goods vehicle and the use of the goods vehicle is necessary for the conduct of his/her trade or occupation, there is no off-road parking available at the applicant's dwelling place and the applicant's dwelling place is not located on a heavy demand road.
	(2)	A permit may only be issued in accordance with paragraph (1) of this bye-law where the vehicle concerned has dimensions equal to or less than: 2.1 metres in height and 4.9 metres in length.
	(3)	Where a permit has been issued in accordance with paragraph (1) of this bye-law only one resident of the building or of the housing unit, as the case may be, may concurrently hold a resident's parking permit.
	(4)	Where an applicant for a permit under paragraph (1) of this bye-law resides on a road or a part of a road where there are no front gardens between the front of the houses and the road, the Council may refuse to issue such permit.

Permit quota and permit entitlement for converted houses

22. (1) Where a building comprises a converted house containing more than 4 housing units and is located on a heavy demand road, the total number of residents' parking permits that may be held concurrently by residents of housing units in that building shall be 4 or the permit quota for that building, whichever is the greater, subject to the limit of one resident's parking permit per housing unit. For dwellings not formally in multiple units, the number of permits issued will be 1 permit, per premises.
- (2) If the road on which a building comprising a converted house containing more than 4 housing units is located is not classified as heavy demand or ceases to be classified as heavy demand the number of residents' parking permits that may be held concurrently by residents of housing units in that building may exceed the entitlement set out in paragraph (1) of this Bye-Law, subject to the limit of one resident's parking permit per housing unit.
- (3) If the road on which a building comprising a converted house containing more than 4 housing units is located is reclassified as heavy demand the entitlement set out in paragraph (1) of this Bye-Law, will apply but without prejudice to the rights of existing permit holders in that building to renew their parking permits.
- (4) Non-renewal of permits by existing holders where the permit quota exceeds the level as per paragraph (1) will result in the extinguishment of an automatic entitlement for a new applicant to a permit for that unit.
- (5) Where the permit quota has been reached, as set out in paragraph (1) of this Bye-Law, new applications will only be accepted after a permit vacancy becomes available in a building on the basis of first application received and subject to the limit of one resident's permit per housing unit.
- (6) In a converted house containing 2 housing units, where the quota was previously 3 permits for the single housing unit then the building shall retain its previous quota up to a maximum of 2 permits for the larger housing unit.
- (7) Any newly converted house on a residential parking permit road will retain the previous quota for the building. The date of conversion will, for the purposes of these Bye-Laws, be the date the Council was first notified of the conversion.

Issue of resident's parking permit to non-resident family member(s)

23. (1) A resident's parking permit may be issued by the Council or its agents with a maximum of two vehicle registration numbers on the permit for up to two non-resident immediate family members who act as voluntary carers for a resident whose normal dwelling place is on a residential parking permit road and who requires on-going daily care for a chronic illness. The resident's parking permit shall be issued annually subject to the submission of the immediate family member(s) vehicle insurance certificate(s) and written confirmation from the resident's doctor that the resident requires on-going daily care for a chronic illness.
- (2) The issue of a special permit under this Bye-Law is subject to the maximum number of permits issuable under Bye-Laws 16 and 22, in respect of the housing unit in which the resident who requires on-going daily care resides, not being exceeded.

Issue of resident's parking permit to employee of certain residential institutions

24. A resident's parking permit may be issued by the Council or its agents to an individual if the Council is satisfied that he/she is required as part of his/her employment to reside overnight in a residential institution for more than 183 nights per year. The resident's parking permit shall be issued annually on compliance with the following conditions:

- (1) the residential institution has no off-road car parking available to it;
- (2) the maximum number of residents' parking permits issuable concurrently to any one residential institution shall be 2;
- (3) A resident's permit shall be granted for a maximum period of one year, subject to submission of acceptable evidence of residency.

Fees

25. (1) The fees for the issue and renewal of residents' parking permits shall be as follows:

- (a) Category A: All applicants to whom category B does not apply:

<u>Issue and Renewal</u>	<u>1 Year Permit</u>	<u>2 Year Permit</u>
	€50	€80;

- (b) Category B: Applicants who are residents of buildings consisting of more than 4 housing units, with off-road parking and not located on a heavy demand road and of buildings comprising converted houses consisting of more than 4 housing units, with off road parking, located on a heavy demand road

<u>Issue and Renewal</u>	<u>1 Year Permit</u>	<u>2 Year Permit</u>
	€400	€750;

- (2) The fee for residential parking permits includes the issue of 8 complimentary visitor parking permits for a 1 Year Permit and 16 complimentary visitor parking permits for a 2 Year Permit.

Renewal of a resident's parking permit

26. (1) A resident's parking permit must be renewed within the renewal period, which ends 28 days after the expiry date of the existing permit. Where a permit is not renewed within the renewal period, the holder of an expired permit shall, on subsequent application for a resident's parking permit for that address, be considered as a first time applicant under these Bye-Laws and a permit shall not issue unless the applicant is eligible for a permit under these Bye-Laws at the time of the subsequent application and where a quota applies, eligibility for a new resident's parking permit will be determined by reference to the quota at the time the subsequent permit application is made.
- (2) The council may renew a resident's parking permit on submission of a completed application form and on payment of the appropriate fee without submission of "acceptable evidence" that the applicant's normal dwelling place is on a road either in or adjacent to a residential parking permit road to which the resident's parking permit will relate.
- (3) At any stage prior to the expiry of a resident's parking permit the Council may request the person to whom a permit was issued to produce "acceptable evidence" that his or her normal dwelling place is on a road either in or adjacent to a residential parking permit road to which the permit relates. Any such request will be made in writing to the person to whom the permit was issued at the address given by that person on the application form.
- (4) In the event of "acceptable evidence" not being produced to the Council within one month from the date of the written request in accordance with paragraph (3) of this bye-law the Council may, at its discretion, deem the resident's parking permit to be invalid and cancel the permit without further notice.

Issue of replacement resident's parking permit

27. Where the Council are satisfied that a valid resident's parking permit has been lost, destroyed or stolen, the Council or its agents shall issue a replacement to the owner on payment of a fee of €10 and such replacement permit shall be substituted for the original permit and the original permit shall be cancelled.

Return of resident's parking permit

28. Where, during the period to which a resident's parking permit relates, the holder ceases to reside at the address notified at the time of issue of the permit or ceases to be an owner by disposing of the vehicle to which the permit relates, the holder shall return the resident's parking permit to the Council or its agents. No credit or refund in respect of the unexpired period shall be granted in respect of a returned resident's parking permit except in the case of a Category B permit with a minimum of three months remaining on the term of the permit, where, on application to the Council, a refund may be made pro rata with the unexpired term of the permit.

Change of vehicle - issue of resident's parking permit

29. If the holder of a resident's parking permit for a vehicle replaces that vehicle with another the Council or its agents may, following the surrender of the original permit, issue a resident's parking permit in respect of the new vehicle which shall be valid for the remainder of the period specified on the original permit. If the original permit is not surrendered, a fee of €10 shall apply to the issue of the new resident's parking permit.

Change of address – issue of resident’s parking permit

30. (1) If the holder of a resident’s parking permit granted under these Bye-Laws changes address, either within a residential parking permit road or from one residential parking permit road to another, the Council or its agents may, following surrender of the original permit and production of acceptable evidence, issue a resident’s parking permit in respect of the new address, provided that the permit holder would otherwise qualify for a resident’s permit at the new address under these Bye-Laws. A permit issued under this Bye-Law shall be valid for the remainder of the period specified in the original permit. If the original permit is not surrendered, a fee of €10 shall apply to the issue of the new resident’s parking permit. No financial adjustment, credit or refund shall be granted in respect of the difference in price between a move from category B to A. A move from category A to B will incur the additional cost of the permit for the new category calculated on a pro rata basis.

(2) The fee for the subsequent renewal of a permit issued under this Bye-Law shall be charged at the appropriate category rate in accordance with Bye Law 25 (a) or (b) of these Bye-Laws as if it were in respect of a new application.

Display of invalid and interference with resident’s parking permit

31. (1) It shall be an offence to display an invalid resident’s parking permit which may result in the resident or applicant being permanently excluded from the scheme.

(2) Where a vehicle displaying a resident’s parking permit is parked in a parking bay on a residential parking permit road a person shall not interfere with the resident’s parking permit.

**PART IV**  
**Visitors' Permit Parking**

- |   |  |
|---|--|
| Particulars of a visitor's parking permit             | <p><b>32.</b> A visitor's parking permit shall contain the following particulars:</p> <ul style="list-style-type: none"><li>(1) the words "Comhairle Cathrach Bhaile Átha Cliath" and/or "Dublin City Council"</li><li>(2) the words "Visitor's Parking Permit"</li><li>(3) the residential parking permit road to which it relates and</li><li>(4) having symbols capable of indicating the year, date and time when the permit becomes a valid visitor's parking permit;</li></ul>   |
| Non-application of Bye-Laws 6 to 11 of these Bye-Laws | <p><b>33.</b> Bye-Laws 6 to 11 of these Bye-Laws shall not apply to the parking of a vehicle on a residential parking permit road if there is displayed, in accordance with Bye-law 36 of these Bye-Laws, in the vehicle when it is so parked, a valid visitor's parking permit.</p>   |
| Issue of, and fee for, visitors' parking permits      | <p><b>34.</b> (1) Visitors' parking permits may be issued by the Council or its agents to a resident on a residential parking permit road in respect of the parking of vehicles which are not normally kept on that road and which require to be parked temporarily in a residential parking permit bay on that road for a purpose which is ancillary to the use of the resident's dwelling.</p> <p>(2) Visitors' parking permits may also be issued by the Council or its agents to an applicant whose normal dwelling place is at a building situated on a road adjacent to a residential parking permit road and to which the permit will relate and where the parking of vehicles on the applicant's road is significantly restricted.</p> <p>(3) The total number of visitors' parking permits, excluding those specified in Bye-law 35 of these Bye-Laws, which may be issued to each resident or applicant in accordance with paragraph (1) and (2) of this bye-law is as follows:</p> <ul style="list-style-type: none"><li>(a) in the case of a building used as a single housing unit 80 visitors' parking permits in any calendar year subject to an overall limit of 160 visitors' parking permits per building in any calendar year.</li><li>(b) in the case of a building divided into 2 or more housing units 80 visitors' parking permits per housing unit in any calendar year.</li><li>(c) Where the Council is satisfied that there will be no negative impact on permit holders for a residential parking permit road, it may upon request and at its discretion issue additional visitors' parking permits to a resident or applicant.</li></ul> <p>(4) A resident who qualifies for a resident's parking permit under Bye-Law 24 of these Bye-Laws shall not be entitled to receive visitors' parking permits.</p> <p>(5) The fee for each visitor's parking permit shall be €1.25 with a minimum purchase of four permits per transaction</p> |



- (6) Visitors' parking permits shall be non-refundable and non exchangeable.
- (7) A visitor's parking permit shall only be valid for use on the residential parking permit road to which the permit relates.

Issue of free visitors' parking permits with each resident's parking permit.

- 35. A total of 8 visitors' parking permits shall be issued free with each annual resident's parking permit and a total of 16 visitors' parking permits shall be issued free with each two-year resident's parking permit and these shall be in addition to the number of visitors' parking permits issuable under Bye-Law 34 (3) of these Bye-Laws. Visitors' parking permits issued under this Bye-Law shall only be valid for use on the residential parking permit road to which the resident's parking permit relates.

Display of a visitor's parking permit

- 36. (1) The valid visitor's parking permit or virtual parking scheme indicator shall be exhibited on the front dashboard of the vehicle so that a person outside the vehicle looking at/through the front window of the vehicle can ascertain, by reference to the panels scratched, when the parking commenced and shall be exhibited so long as the vehicle is parked on that residential parking permit road.
- (2) A vehicle, displaying a visitor's parking permit, parked in a residential parking permit bay for a period less than the maximum parking period in accordance with Bye-law 37 of these bye-laws, may subsequently be lawfully parked in another residential parking permit bay on the same residential parking permit road on the same day, within the said maximum parking period, subject to compliance with paragraph 1 of this Bye-Law.

Permission to park vehicle displaying a visitor's parking permit

- 37. The display, in accordance with Bye-law 36, of a valid visitor's parking permit in a vehicle shall permit the vehicle to be parked not in excess of 24 hours from commencement of parking in a parking bay on the residential parking permit road to which it relates provided that the vehicle is otherwise legally parked.

Offences

- 38. (1) It shall be an offence for a resident to sell a visitor's parking permit to any person;
- (2) It shall be an offence to display an invalid visitor's parking permit.
- (3) It shall be an offence to interfere with a visitors parking permit.

**PART V  
Miscellaneous**

Waiver in respect of specific classes or categories of vehicles

- 39.** The requirement to pay a parking fee in any parking bay or residential parking permit bay to which these Bye-Laws relate shall not apply to the following:
- (a) a vehicle being used in connection with the removal of an obstruction to traffic, the removal of a vehicle pursuant to section 97 of the 1961 Road Traffic Act as amended, the immobilisation and release of vehicles, the maintenance, improvement or reconstruction of a road, the provision, alteration or repair of a main drain, pipe or apparatus for the supply of gas, oil, water or electricity or of a telephone line or the provision of a traffic sign,
  - (b) a fire brigade vehicle, an ambulance, a vehicle being used by a member of An Garda Síochána in the performance of the duties of that member, or a vehicle in which a valid disabled person's permit is displayed and which is parked for the convenience of the person to whom that permit was granted if the permit is prominently displayed on the vehicle when that vehicle is parked in a paid parking bay.
  - (c) A vehicle which has been damaged or has broken down, during the period necessary to effect repairs to the vehicle or remove it from the location.

Issue of complimentary parking permits

- 40.** The Council may issue complimentary parking permits which, when correctly displayed in a vehicle, will enable that vehicle to be parked in any paid parking bay or residential parking permit bay to which these bye-laws relate, provided that the vehicle is otherwise legally parked, and subject to compliance with the conditions set out on the complimentary parking permit.

Falsified documentation

- 41.** (1) A resident or applicant who submits falsified documentation to support his/her application for a resident's parking permit shall not be issued with a resident's parking permit or visitors' parking permits.
- (2) The City Council may cancel a resident's parking permit and/or visitors' parking permits where it establishes that the holder of the resident's permit does not hold an entitlement to the permit in accordance with these Bye-Laws, or where it establishes that the holder has obtained the permit by the submission of falsified documentation.
- (3) A resident or applicant may be permanently excluded from obtaining a permit if there is evidence of falsified information or documentation.

**Present when the Seal of  
Dublin City Council was  
affixed hereto**

**This            day of            2020**

DRAFT

## **Proposed changes to Parking Enforcement Policy – Residential Pay & Display Ballots**

**Dermot Stevenson**

**Parking Enforcement Officer**

**Memo to Traffic & Transport SPC November 2021 meeting.**

### **Introduction**

One of the functions of the Parking Enforcement is to oversee the administration of the residential Permit Parking Schemes. Our current processes for carrying out this function has been reviewed with respect to how residents can apply for a scheme, apply for changes to a scheme, and how Dublin City Council conducts the ballots for such schemes.

Below I have outlined the current process and the proposed changes to same. These proposed changes are to take effect from December 1<sup>st</sup> 2021.

### **Current Process for Permit Parking Scheme introduction**

1. Residents must submit a petition where 25% of the houses on a particular road or street are in favour of being considered to have a scheme proposed.
2. Once the petition is validated, it is referred to Parking Policy who confirm that the scheme should proceed in principle. This stage is a check on matters of policy as to where schemes can be implemented and if the proposal is in line with policy. If approved in principle, the scheme is then referred to the engineer for design.
3. The Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations.
4. On completion of the design, Parking Enforcement will issue ballot papers and letters to everyone on the electoral register and request they return the ballots within 6 weeks.
5. Once the ballot has closed, the votes are verified and counted and the majority will decide the outcome.
6. If the vote is a majority yes, the scheme moves into the installation phase, and residents will be contacted to advise on how they can apply for permits.

### **Proposed changes**

1. Residents must submit a petition where 35% of the houses on a particular road or street are in favour of being considered to have a scheme proposed, or would like changes made to operational times of an existing scheme.  
*The reasoning for this change is that a good proportion of schemes are returning a “NO” majority, this results in valuable time and resources are being used on schemes which don’t succeed and this in turn means delays to other schemes being implemented. .*
2. Once the petition is validated, and approved in principle by Parking Enforcement, the Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations.
3. On completion of the design, Parking Enforcement will issue ballot papers and letters to everyone on the electoral register, for those not on the electoral register it is proposed to issue these houses with ballot papers, which they can return alongside proof of address, and request they return the ballots within 6 weeks.

*The reasoning for this change is because people may choose not to engage with the electoral register and DCC want to ensure all residents of a proposed scheme are offered a vote.*

4. Once the ballot has closed, the votes are verified and counted in the normal manner to determine a result.
5. If the vote is a majority yes, the scheme moves into the installation phase, and residents will be contacted to advise on how they can apply for permits.

\_\_\_\_\_ Dated            day of            2021  
Dermot Stevenson – Parking Enforcement Officer

## **Report on SPC Motion in the name of Councillor Jane Horgan Jones**

For an assessment of the advantages and the disadvantages of running bus routes against the flow of traffic on the quays in the city centre to be undertaken by Dublin City Council, with a view to the findings being presented to Dublin Bus and the NTA. For example, buses heading to Heuston Station would no longer run on the south-side of the river, they would run on the north side, on the river-side of the road, adjacent to the boardwalk. The potential advantages of this are as follows:

- use of riverside footpaths can reduce antisocial behaviour on the boardwalks.
- Reduce conflict between bus passengers and cyclists at bus stops on the business/shop side of the road Make better use of footpaths on the riverside.
- Increased and so allow the bike lane to revert to the left side of the road, from the current riverside bike lane. This is a more suitable side of the road for cyclists.
- Reduce bus passengers clogging up footpaths on the building-side of the quays.
- Makes it easier for restaurants and cafés to open out on to the footpaths, as there would no longer be bus stops. This would be more beneficial to the sunnier north-side of the quays.
- If cyclists could use the contraflow bus routes, it would allow cyclists cycle in either direction on both sides of the river. This could potentially reduce the amount of space needed for the bike lane.

### **Reply:**

Below is a brief assessment regarding the advantage, disadvantages and considerations required for introducing contra flow bus lanes on the river side of the North and South Quays.

To be clear then what is being examined in this report is a proposal to implement contra flow bus lanes on the river side of both the North and South Quays. This would mean all stops would be relocated to the river side and all junctions would have to be modified for a contra flow bus lane.

Such a concept does present some advantages, as Councillor Jane Horgan Jones has listed out. By compartmentalising the kerb side & footpath usage for pedestrians availing of public transportation to the river side of the City Quays does present an opportunity to utilise the building side of the Quays for other purposes.

The introduction of Contra flow bus lanes means that these lanes are kept for the exclusive use of buses and taxis cannot use them. In addition general traffic would be substantially discouraged from using the bus lanes and this would be advantageous over the unfortunately wide spread non adherence to bus lane regulations by private vehicles at present. No stopping or loading would also be permitted in these lanes and again this would assist with journey time reliability in these lanes.

But given the aspects of the current road space on the city Quays, the accessibility requirements for pedestrian, the high demand for public transportation along the Quays and the element of shelter that the building side of the Quays offers to pedestrians, it is clear that the proposed concept would require a significant amount of investment in order to meet the current level of service provided.

Considerations would need to be given to the following aspects.

### **Safety element**

Generally bus stops are placed at the best approximate location to the pedestrian desire line while giving consideration to provide walking/traversing space for this desire line. The building side bus stops provides efficient access for pedestrians as they are located close to the pedestrian desire line. If such bus stops are relocated on the river side of the Quays, there would be a concern that pedestrians would risk crossing the road onto moving traffic when they see their required bus approaching.

### **Dedicated pedestrian crossings required.**

To facilitate 'accessibility for all' to these riverside bus stops, dedicated pedestrian crossings would be required as this proposal alters the pedestrian desire line along the quays. At locations where multiple bus stops are located along the Quays, it would be difficult to determine the best desire line for all stops between existing junctions.

### **Riverside footpath is very narrow.**

Along the riverside the footpath is very narrow and would require substantial investment to establish a waiting space for pedestrian at bus stops and for the increase of pedestrian numbers on this side. Areas such as Ellis Quay and Aaron Quay have very narrow footpaths and have only 2 traffic lanes. This results in reducing that area of the quays to one lane for all other inbound traffic including taxis.

In other areas such as outside the four Courts, Ormonde Quay and Bachelors Walk the new bus stops would have to integrate with the Interim Liffey Cycle Route and some trees may need to be removed.

For the majority of the quays, where the footpath is too narrow then there would be a requirement to extend the footpath and thus reducing road space for buses, segregate cycle lanes and general traffic.

### **Disadvantage for Taxi service.**

Reversing the flow for buses via a contra bus lane disadvantages taxi services as they would be excluded from using these lanes.

### **Riverside bus stop are exposed to the elements.**

Building side bus stops provide significant shelter to pedestrians for both waiting and when accessing the bus stops. Also in the events of flash flooding, there is significant reduction of the possibility of flooding on the building side.

### **Consideration where the Quays are narrow**

Ellis Quay and Aaron Quay are only 2 lanes wide for a distance of 500m and thus this area would be reduced to having all traffic in one lane for both directions, one for the contra flow bus lane and the other for general traffic and taxis. On the south Quays at Grattan Bridge presents the same issue. Such locations would create pinch points unless significant investment is provided to address this.

### **Junction updates.**

Not all buses traversing the quays are on public transport city routes and/or will proceed the length of the quays. The current layout provides flexibility for vehicles permitted on bus lanes to turn left from the quays onto the side roads.

For a contra-flow bus lane, all junctions would need to be reviewed to determine what junctions would need to be analysed and changed in order to accommodate for right turning vehicles from this proposed lane contra flow bus lane onto the side roads.

In introducing this extra traffic movement, it will reduce the efficiency of the junction and introduce delays. In not introducing this extra traffic movement would require a right-turn ban for such vehicles on approach to these junctions and thus reduce the current flexibility and options that buses currently have. (i.e to be able to turn onto a side road from the Quays)

### **Crossing the river.**

A number of bridges are one way and they would need to be reviewed to determine if buses need to take a left turn from the proposed contra flow bus lane onto these crossing points. Again similar to the junction updates, for the proposed a contra-flow bus lane, all junctions would need to be analysed and changed in order to accommodate for left turning vehicles from this lane. Also the crossing movement would need to be reviewed.

In introducing this extra traffic movement, it will reduce the efficiency of the junction and introduce delays. In not introducing this extra traffic movement would require a left-turn ban for such vehicles on approach to these junctions and thus reduce the current flexibility and options buses currently have. (i.e. to be able to use that crossing point)

### **Conclusion**

Although it is a novel idea and presents some advantages, there are also considerable disadvantages, including the significant investment that would be required in order to meet the current level of service. Thus it viewed that the current directional flow for bus lanes is the most practical and efficient use of the City Quays in providing access for pedestrian for public transportation. The City Quays are an important strategic area for the city for transportations links, economic development, and tourism and for the enjoyment of its citizens. There are currently a number of ongoing projects in improving the City Quays and its adjoining streets taking into consideration the balance required for its multiple uses and the evolving needs of the city's citizens. To conclude DCC traffic department would not recommend this proposal.

**Maggie O'Donnell**  
**Senior Transportation Officer**  
**Bus priority projects team.**