



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC
TO BE HELD BY REMOTE VIDEO CONFERENCE VIA - MICROSOFT TEAMS
ON WEDNESDAY 9 FEBRUARY 2022 AT 3.00 PM**

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AGENDA

WEDNESDAY 9 FEBRUARY 2022

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2	Update on the development plan 2022 -2028. Deirdre Scully Deputy City Planner.	
3	Update on formation of sub committee on Zebra crossings and 30 kph. Chair Cllr. Christy Burke	
4	Presentation on "Rate my Signals " a public engagement tool. Jo Martin ITS	
5	Fixed Penalty Notice Report - Dermot Stevenson, Parking Enforcement Officer.	7 - 18
6	Proposed changes to Parking Enforcement Policy - Residential Pay & Display Ballots. Dermot Stevenson Parking Enforcement Officer.	19 - 20
7	Report on cycle network and creation of Active Travel Unit. Brendan O'Brien A/Executive Manager.	21 - 30
8	Greater Dorset Street Together Project - Tom McKeon	
9	Report on Motion from Cllr. Tina McVeigh on Construction Management - Brendan O'Brien A/Executive Manager.	31 - 34

10 AOB

11 Motion in the name of Cllr. Christy Burke

That this traffic SPC seek a report from the traffic CEO as to the update position on traffic wardens for the Dublin City, as the Minister Eamonn Ryan fully supports this measure in order to help prevent illegal parking on our footpaths and other areas.

12 Motion in the name of Cllr. Carolyn Moore, Cllr. Caroline Conroy and Cllr. Michael Pidgeon

This committee calls on Dublin City Council to provide at least two traffic or community wardens on a defined trial basis and within a defined area, North and South of the Liffey, to assess the role of wardens in:

- Helping to enforce ongoing illegal and dangerous parking in the city;
- Issuing FCPNs to support safer walking and cycling in the city;
- Issuing on the spot fines for littering and dog fouling.

Having a visible presence in our communities tackling these issues would help to curb and address anti-social behaviour and provide for safer, cleaner communities.

13 Motion in the Name of Martin Hoey and Gary Kearney - Adopt the UN Convention of the Rights of Persons of Disabilities (UNCRPD)

Dublin city council has agreed to adopt the UN Convention on the Rights of Persons of Disabilities (UNCRPD) which Dáil Éireann adopted in 2006 and ratified in 2018. We ask that the DCC Traffic & Transport Section and its' Strategic Policy Committee implement the articles of the UNCRPD, in all its dealings and actions. That moving forward the UNCRPD is the basis, on which the transport sections plan and designs all of its work from concept.

link to UNCRPD

<https://www.ihrec.ie/crpd/>

14 Motion in the Name of Cllr. Janet Horner on behalf of Walking & Cycling Sub-Committee

This committee requests the traffic and transport division to investigate and bring forward a proposal on how to receive, prioritise, coordinate, implement and respond to data submitted by community groups and individuals using walking and cycling auditing tools in an efficient and effective manner. Several of these tools have been developed by partner organisations of DCC e.g. the NTA, Green Schools, Dublin Cycling Campaign and Disability Federation of Ireland and it is important that the data is gathered and effectively responded to. The system provided by DCC should set a protocol for how responsibilities will be assigned within the traffic and transport section and how the section will coordinate with other relevant sections within DCC or relevant external bodies.



MINUTES OF THE TRAFFIC AND TRANSPORT SPC MEETING

HELD ON WEDNESDAY 1 DECEMBER 2021 AT 15:00

- 1 Minutes from Traffic & Transport SPC meeting held on 10th November 2021

Agreed.

- 2 Minutes of Walking and cycling Sub-Committee

Agreed.

- 3 Report on Parking on Footpaths - Dermot Stevenson - Parking Enforcement Officer.

Dermot Stevenson, Parking Enforcement Officer outlined the report in relation to problems in some areas in relation to footpath parking. Where there is no option on some footpaths to park leaving the required 2.5 mtrs space available, members considered three possible options in this type of situation.

DS addressed questions raised by members in relation to the proposed options. A number of members felt that bringing back Traffic Wardens would help with enforcement. DS advised that a report will go before the SPC next year when the Fixed Penalty Notice Trial is complete. The re-introduction of Traffic Wardens would not be considered until the outcome of the trial Fixed Penalty notice is known.

Issue raised by Cllr. Burke in relation to major issue with footpath parking following match played at Parnell Park no prior information in relation to the game was issued to An Garda Síochána. Members requested the SPC write to Dublin County Board to request that they notify An Garda Síochána of any future semi-finals or final games being played at Parnell Park.

It was agreed by members that Option number 3 was the preference to move forward for recommendation to City Council

Agreed to move report forward to City Council for recommendation.

4 Verbal report on College Green - Frank Lambe, Project Manager College Green.

Frank Lambe, Project Manager, College Green gave a verbal update in relation to College Green Plaza.

- Original plan submitted to An Bord Pleanála in 2018 rejected.
- DCC looked at the issues raised – Buses/Traffic congestion on Quays etc.
- In Nov. 2020 Non-Statutory public consultation was carried out – on four options
- Over 4,000 submission received with 90% favouring the second option which included Dame Street East to Trinity College being traffic free after 11 a.m.
- DCC propose to engage consultants with a view to lodging an application to An Bord Pleanála by late 2022 for new College Green Plaza proposal.
- 2023 application goes through Planning Process and if granted works to commence early 2024, which would be in line with Bus Connects proposed implementation date of early 2024.

FL addressed questions raised by Members on traffic congestion/Buses/accessibility/procurement timelines etc. A further report will be brought to the SPC next year prior to the application being submitted to An Bord Pleanála. FL advised disability sector important and advised any comments can be sent to him directly. Members also requested having reports available prior to the meeting.

Noted – Further report to SPC next year.

5 Speed Limit Review formation of working group. Brendan O'Brien, A/Executive Manager

Brenda O'Brien A/Executive Manager reported that the last phase of 30Km residential zones were completed in 2020. Councillors then requested that 30Km speed limit apply to arterial routes also. Proposal brought to Councillors for 30Km default speed limit, which was not accepted by members. Following non-statutory public consultation process there was no clear outcome on the issue. John Flanagan Assistant Chief Executive commissioned an engineering report about setting speed limited, this report is from an engineering point of view. In order to bring this matter forward it is proposed to set up a working group to include two retired Gardai, Superintendent Aiden Reid Dublin Castle Traffic Division and Supt. Conna Donoghue National Traffic Division and an active Traffic Garda, who agreed to advise on this report and be part of a working group. It was agreed that six SPC members join this working group 4 Councillors and two sectoral members and DCC staff will also be on this working group.

MH to circulate request to members who wish to be part of this working group.

Agreed.

6 Formation of working group on Zebra Crossings. Brendan O'Brien A/Executive Manager

Members agreed to the setting up of a working group to look at suitable alternatives to Zebra crossing. Karen Hosie, Senior Executive Engineer, ITS Section, will head a working group along with six SPC members to look at various suitable alternatives and report back to the SPC. Members to advise of their

interest in being part of the workshop, MH will email members to submit expression of interest to go on this working group.

Agreed.

- 7 Report on Motion from Tina MacVeigh regarding construction management.
Brendan O'Brien A/Executive Manager.

Report on Motion deferred to Next Meeting.

- 8 Motion in the name of Cllr. Deirdre Conroy Chairperson of Public Transport Sub-Committee

Cllr Deirdre Conroy on behalf of the Public Transport SPC requested that members consider the report and proposed that this committee writes to National Transport Authority and Dublin Bus to consider the introduction of a school bus system for the Greater Dublin Area.

Agreed.

- 9 Motion in the name of Cllr Maire Devine - Motion 361 referred to Traffic & Transport SPC from Special Council Meeting on 22-24th June 2021. P&D review

Members agreed that a report be brought to a future SPC in 2022 setting out clearly the procedures for Pay & Display and Permit Parking Schemes. This report can be debated and any amendments or proposed changes agreed by members can then be incorporated into any future schemes.

Agreed.

- 10 Motion in the name of Cllr. Tara Deacy - Motion 769 referred to Traffic & Transport SPC from Special Council Meeting 22-24th June.

Kissing gates are currently used to prevent scrambles and antisocial behaviour, need to look at and trial alternatives, such as K gates etc. Any alternative must allow for parks being accessible for all users, while continuing to prevent antisocial behaviour and prevent access to scramblers etc.

Most Kissing gates are installed by Parks, traffic in general don't install them. Traffic have been consulting with Parks and will request Parks to attend a future SPC in the future, to discuss what can be done and plans for any changes.

Agreed.

Councillor Christy Burke

Chairperson

Wednesday 1 December 2021

Attendance:

Members:

Christy Burke (Chairperson)
Keith Connolly
Anne Feeney
Richard Guiney
Gary Kearney
Larry O'Toole

Members:

Caroline Conroy
Mannix Flynn
Martin Hoey
Paddy McCartan
Colm Ryder

Members:

Deirdre Conroy
Keith Gavin
Janet Horner
Carolyn Moore
Fergus Sharpe

Officers

Brendan O'Brien
Patricia Reidy

Dermot Stevenson
John Flanagan

Frank Lambe,
Maggie O'Donnell

Mary Boyle
Fergal McKay

Patrick Davis
Karen Hosie

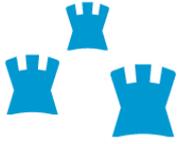
Martin Halpin
Claire French

Apologies:

Jane Horgan-Jones

Non-Members:

Lord Mayor Alison Gilliland,
Cllr. Maire Devine
Cllr. Cat O'Driscoll



Baile Átha Cliath
Dublin City

Dublin City Council Parking Enforcement

Fixed Penalty Notice Pilot Report Analysis

1st June 2021 – 1st February 2022

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1. Introduction

In an effort to address specific illegal parking offences Dublin City Council (DCC) proposed to commence issuing Fixed Penalty Notices (FPN's) from June 2021. The issuing of FPN's was introduced as a 12-month pilot to complement the existing parking enforcement methods. Initially the existing enforcement methods were to take priority over the FPN's.

Dublin Street Parking Services (DSPS) continue to clamp, relocate, remove and warn vehicles and from June 2021 also had the ability to apply FPN's, where appropriate to help primarily address obstructions. A management order was approved for the six on street Supervisors to have the ability to issue FPN's, initially specifically for the six offences as listed below:

1. 08A Parking a vehicle on a footway
2. 13A Parking/stopping a vehicle on clearway
3. 39 Parking in a cycle track/ Mandatory
4. 11B Parking in a bus lane/during period of operation
5. 04G Unauthorised Parking in a Loading Bay/Private Vehicle
6. 03C Parking in a restricted area/except buses/coaches.

In October 2021, a further seventeen offences were added in an effort to address areas of concern particularly around construction sites. From October FPN's could be issued for the offences below to illegally parked 'commercial' vehicles in the vicinity of or associated areas within construction site. This was introduced to help address problematic areas and also to help reduce the high number of code blacks currently being experienced particularly around construction sites.

Offence	FPN
03A	Parking at Bus Stopping Place, Designated Taxi Area/Bus Stop
03C	Parking in a restricted area/except buses/coaches
03E	Maximum allowed stay exceeded
04A	Parking within 5 meters of a Road Junction
04B	Parking opposite a continuous white line
04C	Parking in designated Taxi Area/Bus Stop
04E	Obstructing premises access/egress
04F	Maximum Allowed Stay in Loading Bay Exceeded
5	Parking in a "No Parking Area" no parking sign
06A	Maximum Allowed Stay Exceeded
07C	Obstructing Traffic/ Other Parked Vehicles
08A	Parking a vehicle on a footway
08B	Parking a vehicle on a grass margin
08C	Parking a vehicle on a median strip
10C	No payment received for use of this parking bay
10D	Parking without a valid parking ticket / expired 10 min
11B	Parking in a bus lane/during period of operation
13A	Parking/stopping a vehicle on clearway
17A	Parking/stopping a vehicle at a school entrance
18A	Parking in a disabled bay without displaying a valid permit
19	Parking a vehicle on a pedestrianised street
39	Parking in a cycletrack/ Mandatory
39B	Parking in a cycletrack/ Non Mandatory
41	Parking on a single yellow line
42	Parking on a double yellow line

2. Fixed Penalty Notices Issued Analysis

The table below lists the **number of FPN's issued by Offence** from the commencement date of 01/06/21 to 25/01/22.

Offence	Count of Violation	% of Violation
Parking a vehicle on a footway	506	44.8%
Parking/stopping a vehicle on clearway	244	21.6%
Parking in a bus lane/during period of operation	97	19.2%
Unauthorised Parking in a Loading Bay/Private Vehicle	68	6.0%
No payment received for use of this parking bay	60	5.3%
Parking in a restricted area/except buses/coaches	57	5.0%
Parking on a double yellow line	14	1.2%
Parking in a cycle-track/ Mandatory	13	1.2%
Parking in a ""No Parking Area"" no parking sign	9	0.8%
Parking without a valid parking ticket / expired 10 min	9	0.8%
Parking at Bus Stopping Place	9	0.8%
Parking a vehicle on a pedestrianised street	8	0.7%
Parking in a disabled bay without displaying a valid permit	7	0.6%
Obstructing Traffic/ Other Parked Vehicles	7	0.6%
Parking opposite a continuous white line	7	0.6%
Parking a vehicle on a grass margin	1	0.4%
Total Violations	1129	

FPN's continue to steadily increase with fines mainly for footways & clearways.

Per the table above 44.8% of offences were for Parking a vehicle on a footpath. In the Covid 19 environment there was significant focus on this offence in line with DCC's requirements to ensure the safety of pedestrians during the pandemic (when more people were out walking during the various lockdowns). The next 21.6% of offences related to vehicles on clearways.

The table below lists the **Top 20 Locations** where these FPN's were issued:

No.	Location	Count of Location	% of Location
1	The Hole in the Wall Road	61	6%
2	DAME STREET	50	6%
3	CLARENDON STREET	42	3%
4	HARMONSTOWN ROAD	29	3%
5	GRIFFITH AVENUE	25	3%
6	RICHMOND AVENUE	25	3%
7	SHERIFF STREET UPPER	23	3%
8	ROSS ROAD	23	2%
9	AUNGIER STREET	20	1%
10	LAD LANE	19	1%
11	RATHMINES ROAD LOWER	16	1%
12	NEW IRELAND ROAD	14	1%
13	HAROLDS CROSS ROAD	13	1%
14	CIRCULAR ROAD SOUTH	13	1%
15	CASTLEFORBES ROAD	13	1%
16	EXCHANGE STREET UPPER	12	1%
17	SUNDRIVE ROAD	12	1%
18	CHAPELIZOD ROAD	12	1%
19	NORTH ROAD	11	1%
20	PLEASANTS STREET	11	1%

The table below breakdown shows a **monthly breakdown of Code Blacks** highlighting the construction sites:

Location	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Total
CASTLEFORBES ROAD		2			1	3		11	14	3	9	43
MOUNT STREET UPPER	1				1	3	4	3	6	8	7	33
SHERIFF STREET UPPER	1	1	2	2	4	3	1	4	9	2	3	32
CLARENDON STREET	1			5	5	2	5	5	2	3	3	31
SOUTH CIRCULAR ROAD	4	4	2	1	3	2	3	4	6		1	30
LAD LANE			1		3	4	2	2	5	2	4	23
MARLBOROUGH PLACE	1		1	1	1		7	3	3	4	2	23
LANSDOWNE ROAD				1	3		2	1	3	9	3	22
NORTH WALL QUAY	2	3		1	2	3	5	2	1	1	1	21
NORTH CIRCULAR ROAD	1	3	1	2	3	3	1	1	1	2	3	21
GROVE PARK	1	4	6	6	2				1	1		21
IRVINE TERRACE	2			1	4	1		3	4	3	3	21
TURVEY AVENUE		1	6	1	6		2	1			3	20
PEMBROKE ROW					3	5	3	3	1	4	1	20
RICHMOND VILLAS	2		3	1	6	6	2					20
JAMES'S PLACE EAST					2	2			6	5	5	20
RIALTO COTTAGES	7	4	1	1	3	2			2			20
MARKETS CARPARK				1	2	1	2	2	4	7		19
DOMINICK LANE	1			3	1	2	3	4	1	4		19
CABRA PARK	5	2	1	4	1	1	4	1				19
NEW IRELAND ROAD	1	3	3	2	1	3	1		1	2	1	18
RICHMOND STREET SOUTH			2	4	2	4	1	2	2	1		18
WILTON PLACE					6	4		3	1		3	17
OSCAR SQUARE						2	1	2	3	1	6	15
RIALTO STREET	2	2	3	1	1	2	1	1	1			14
PERCY PLACE	1		1	1	2	3	1		2	2	1	14
NORTH GREAT GEORGE'S STREET		1			2	1	1	3	1	4	1	14

The table below denotes the **Top 23 locations for Code Blacks for 2021** to date. The locations highlighted denotes where FPN's were issued.

	2021 Code Black	Count of CB	% of total CB
1	CASTLEFORBES ROAD	43	2.98%
2	MOUNT STREET UPPER	33	2.23%
3	SHERIFF STREET UPPER	32	1.49%
4	CLARENDON STREET	31	1.49%
5	SOUTH CIRCULAR ROAD	30	1.34%
6	LAD LANE	23	1.34%
7	MARLBOROUGH PLACE	23	1.27%
8	LANSDOWNE ROAD	22	1.19%
9	NORTH WALL QUAY	21	1.19%
10	NORTH CIRCULAR ROAD	21	1.19%
11	GROVE PARK	21	1.19%
12	IRVINE TERRACE	21	1.12%
13	TURVEY AVENUE	20	1.04%
14	PEMBROKE ROW	20	1.04%
15	RICHMOND VILLAS	20	0.97%
16	JAMES'S PLACE EAST	20	0.89%
17	RIALTO COTTAGES	20	0.82%
18	MARKETS CARPARK	19	0.82%
19	DOMINICK LANE	19	0.82%
20	CABRA PARK	19	0.74%
21	NEW IRELAND ROAD	18	0.74%
22	RICHMOND STREET SOUTH	18	0.74%
23	WILTON PLACE	17	0.74%

Of the top 23 locations FPN have been issued at 11 of these locations which are known construction sites.

Location	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Total
CASTLEFORBES ROAD		2			1	3		11	14	3	9	43
MOUNT STREET UPPER	1				1	3	4	3	6	8	7	33
SHERIFF STREET UPPER	1	1	2	2	4	3	1	4	9	2	3	32
CLARENDON STREET	1			5	5	2	5	5	2	3	3	31
SOUTH CIRCULAR ROAD	4	4	2	1	3	2	3	4	6		1	30
LAD LANE			1		3	4	2	2	5	2	4	23
MARLBOROUGH PLACE	1		1	1	1		7	3	3	4	2	23
LANSDOWNE ROAD				1	3		2	1	3	9	3	22
NORTH WALL QUAY	2	3		1	2	3	5	2	1	1	1	21
NORTH CIRCULAR ROAD	1	3	1	2	3	3	1	1	1	2	3	21
GROVE PARK	1	4	6	6	2				1	1		21
IRVINE TERRACE	2			1	4	1		3	4	3	3	21
TURVEY AVENUE		1	6	1	6		2	1			3	20
PEMBROKE ROW					3	5	3	3	1	4	1	20
RICHMOND VILLAS	2		3	1	6	6	2					20
JAMES'S PLACE EAST					2	2			6	5	5	20
RIALTO COTTAGES	7	4	1	1	3	2			2			20
MARKETS CARPARK				1	2	1	2	2	4	7		19
DOMINICK LANE	1			3	1	2	3	4	1	4		19
CABRA PARK	5	2	1	4	1	1	4	1				19
NEW IRELAND ROAD	1	3	3	2	1	3	1		1	2	1	18
RICHMOND STREET SOUTH			2	4	2	4	1	2	2	1		18
WILTON PLACE					6	4		3	1		3	17
	30	27	29	37	65	54	48	55	73	61	52	531

3. Fixed Penalty Notices Appeals Analysis

The following table shows the number of appeals received, 6% of FPN's issued resulted in appeals. 0.7% of the fines issued, resulted in the upholding of these appeals and the cancelling of the fine.

First Stage Appeal by Offence	Count
Decline	48
Parking a vehicle on a footway	31
Parking/stopping a vehicle on clearway	8
Parking in a bus lane/during period of operation	5
Parking at Bus Stopping Place	1
Parking in a restricted area/except buses/coaches	1
Obstructing Traffic/ Other Parked Vehicles	1
Parking in a cycle-track/ Mandatory	1
Upheld	6
Parking a vehicle on a footway	3
No payment received for use of this parking bay	2
Parking in a restricted area/except buses/coaches	1
Grand Total	54

The following table shows the number of second stage appeals received and the outcomes. 6.2% of Rejected Appeals for Fixed Penalty Notices were received as a second stage appeals. The second stage appeals were reviewed and assessed by Dublin City Council resulting the rejection of all the second stage appeals.

Second Stage Appeal by Offence	Count
Decline	3
Parking a vehicle on a footway	2
Parking in a bus lane/during period of operation	1
Grand Total	3

The table below reflects the Location of the First Stage Appeals.

First Stage Appeal By Location	Count
Decline	48
GRIFFITH AVENUE	11
The Hole in the Wall Road	3
RICHMOND AVENUE	2
MALPAS STREET	2
CIRCULAR ROAD SOUTH	2
CLARENDON STREET	2
KINCORA ROAD	2
CHELMSFORD ROAD	1
Williams Street South	1
SYCAMORE STREET	1
DAME STREET	1
OSCAR SQUARE	1
DAWSON STREET	1
RICHMOND ROAD	1
DRIMNAGH ROAD	1
TOWNSEND STREET	1
GLENMALURE PARK	1
NEW IRELAND ROAD	1
Blarney Park	1
RANELAGH ROAD	1
HOWTH ROAD	1
RICHMOND ESTATE	1
KIMMAGE GROVE	1
SHERIFF STREET UPPER	1
BAGGOTRATH PLACE	1
BENBURB STREET	1
LEESON STREET LOWER	1
WALKINSTOWN AVENUE	1
MALAHIDE ROAD	1
BERESFORD LANE	1
BOYNE STREET	1
Upheld	6
LANSDOWNE ROAD	1
SHERIFF STREET UPPER	1
LIBERTY LANE	1
GRIFFITH AVENUE	1
DAWSON STREET	1
LAD LANE	1
Grand Total	54

4. Fixed Penalty Notice Payment Analysis

The table below shows the number of FPNs issued including the number of tickets paid. The current payment rate is at 81%.

Violation name	Issued tickets	Paid tickets	Unpaid tickets
Parking a vehicle on a footway	506	407	99
Parking/stopping a vehicle on clearway	244	216	28
Parking in a bus lane/during period of operation	97	86	11
Unauthorised Parking in a Loading Bay/Private Vehicle	68	59	9
No payment received for use of this parking bay	60	34	26
Parking on a double yellow line	57	45	12
Parking in a ""No Parking Area"" no parking sign	14	11	3
Parking in a restricted area/except buses/coaches	13	9	4
Parking at Bus Stopping Place	9	0	9
Obstructing Traffic/ Other Parked Vehicles	9	7	2
Parking within 5 meters of a Road Junction	9	9	0
Parking on a single yellow line	8	7	1
Parking in a cycletrack/ Mandatory	7	7	0
Parking without a valid parking ticket / expired 10 min	7	3	4
Parking a vehicle on a pedestrianised street	7	7	0
Parking in a disabled bay without displaying a valid permit	5	4	1
Parking opposite a continuous white line	5	2	3
Maximum Allowed Stay in Loading Bay Exceeded	2	0	2
Parking a vehicle on a grass margin	1	1	0
Parking in designated Taxi Area/Bus Stop	1	0	1
Total Violations	1129	915	214

To date at the current fine levels, the service has taken in on average €37,000 against a cost of approximately €35,000;

Currently the process for payments is as follows:

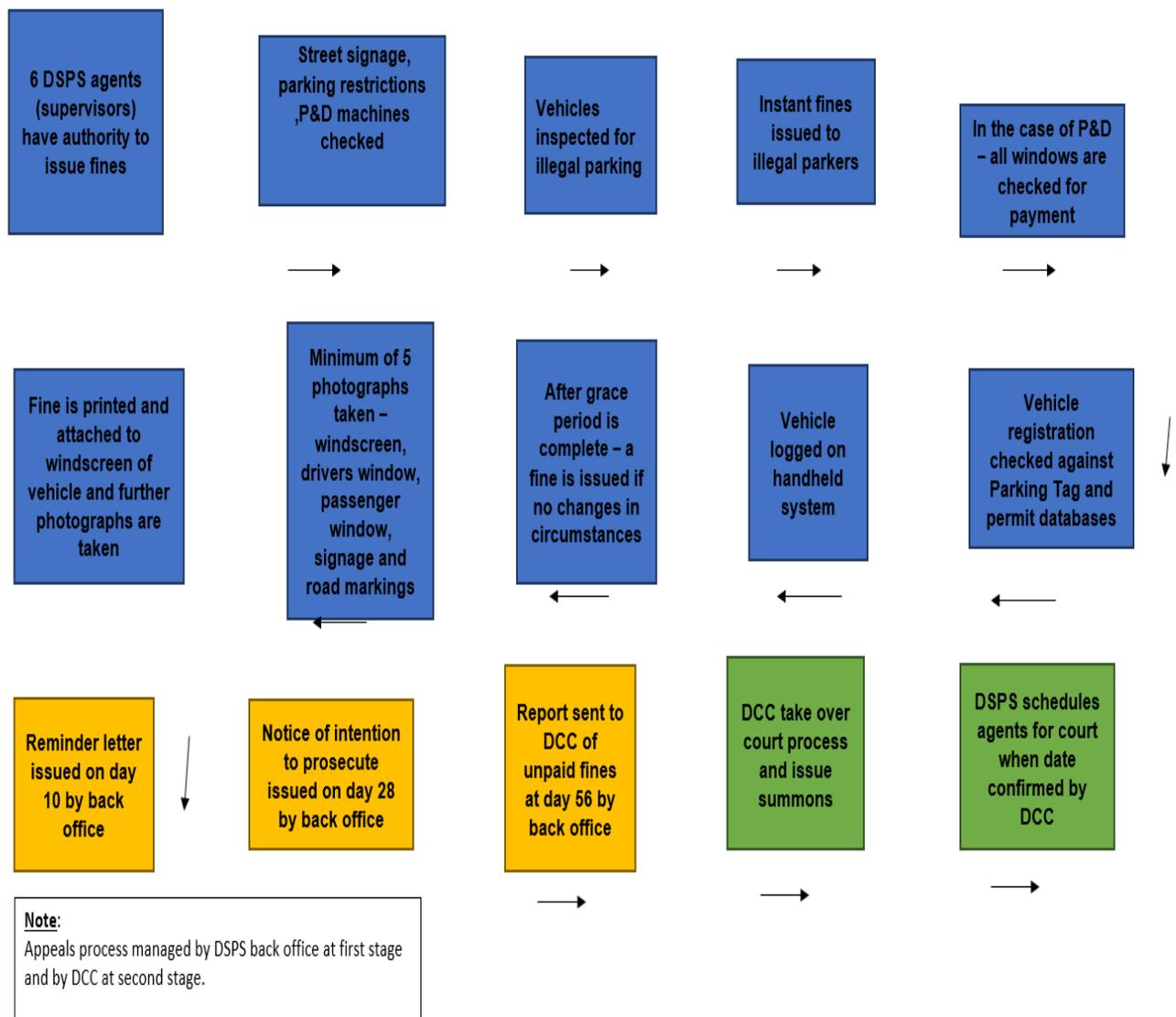
- €40 fine applied when the initial fine is issued, this has been increased to €80 as of 1st Feb 2022
- At midnight on day 28 the fine increases by 50% to €60, as of 1st Feb this is now €120
- At summons stage €37 administration fee is added to the €60 to cover costs.
- Court/ summons stage applies after day 56.

There are three different methods of payment, vehicle owners can pay online (by credit or debit card) on www.dsps.ie, by telephone by dialling our call centre on 01-6022500 or by posting a cheque to our PO Box (PO Box 9965, Dublin 2).

Issuing of Court summons for unpaid fines is due in December. This process is being managed by DCC Legal Department. A total of 52 fines have been sent to DCC legal department to be processed.

Appendix 1 provides a flow chart of the FPN Process;

FPN Pilot Flowchart



5. Observations

Benefits observed to date:

1. The introduction of the FPN has helped address problematic areas where a high level of code blacks is currently being experienced in such areas as construction sites where these vehicle owners have the equipment to easily remove clamps.
2. The use of the FPN pilot has been beneficial addressing vehicles causing obstruction, to pedestrians and transportation flows. If a vehicle is clamped in a clearway or on a footpath, then the offending motorist is subjected to enforcement, but the vehicle remains in situ until the motorist returns, pays for the de-clamp, and DSPS returns to remove the clamp, or until a tow truck becomes available. With the vehicle in situ it is still causing obstruction issues for pedestrians, cyclists, traffic.
3. The FPN scheme is useful in high traffic areas outside shops and businesses whereby the shop owners or customers can quickly return to their vehicle before traditional enforcement can be completed, the speed in which the FPN can be completed allows for a form of enforcement, which encourages sensible parking.
4. The scheme has proved helpful addressing delivery drivers within the city area, traditionally it has proved difficult enforcing such vehicles as the driver is never far from the vehicle and often returns to the vehicle before any enforcement action can be completed, the speed at which a FPN can be completed and issued helps address this concern.
5. The scheme has assisted with Coach Parking, offending coaches are very difficult to clamp, the main issue is the driver very often remains in the vehicle which on the grounds of crew safety prevents enforcement. FPN's can be issued to the vehicles when occupied without risk to our team.
6. The scheme allows for the enforcement of loading bays while preventing the bay been blocked for long periods with traditionally enforced vehicles.

Shortcomings observed to date: *Provided by DSPS*

1. The scheme restrictions to only enforce commercial vehicles in P&D around construction sites limits the crews in trying to address such areas. DSPS would welcome a relaxing of the restrictions and allow crews enforce privately owned vehicles in P&D bays surrounding such areas in agreed circumstances.
2. Due to the limited scope of the scheme, DSPS report they are unable to maximise the effectiveness in areas of large noncompliance and areas of contention, which often require Gardai attendance when traditional enforcement is applied. The FPN would be more efficient in these cases and can be issued with less confrontation and interaction with the drivers.
3. During the pilot period there was limited resources who predominately focused on footpath and clearway offences in a Covid 19 environment.

6. Recommendations

Based on the successfulness of the first 6/7 months of the Pilot DCC are making a number of recommendations for consideration;

1. At this stage in the pilot we will be significantly increasing the number of fines which are being issued between February and June 2022. This recommendation may cause some slight disruption to service delivery if fines issued remain unpaid and the staff member from DSPS has a requirement to attend a court hearing.
2. That Dublin City Council engage in discussions with DSPS to develop a scope to extend the existing pilot beyond June 2022. With the increase in the fine amount to €80 per fine adding additional resources to this element of the enforcement service could in effect be cost neutral.
3. It is our intention to add in additional service requirements to the DSPS contract to provide more mobile patrol methods i.e. Foot/Bike patrols in the city centre both north and south, in order to issue fixed penalty notices rather than just the vehicle based enforcement used up to now. . This will allow a more targeted and continuous enforcement presence in these areas.

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

Dermot Stevenson

Parking Enforcement Officer

Supplementary Memo to Transportation SPC February 2022 meeting.

Introduction

A proposal to increase the transparency and participation rates with regard to the conducting of ballots on Residential Parking Schemes was put forward at the November 2021 SPC meeting and when it went forward to the City Council meeting Group leaders asked that it be withdrawn and sent back for clarification to the SPC. This is a supplementary memo on those proposals to address any queries that members have and to provide additional clarity.

Below I have outlined the current process and the proposed changes to same. These proposed changes are to take effect from April 2022.

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, the Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations, road traffic legislation and DMURS.
3. On completion of the design, Parking Enforcement will issue ballot papers and letters to every resident on the street who is on the electoral register and request they return the ballots within 6 weeks.
4. Once the ballot has closed, the votes are verified and counted and the majority will decide the outcome. It should be noted that each household is deemed to contribute a maximum of two votes to the scheme and the ballots for each house are pro-rated to ensure all households have equal say in the decision.
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.

Proposed changes

1. At the outset the 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, and the request for a scheme ceases here, i.e. An Engineer will not consider the Road or Street for a scheme.*
2. Once the petition is validated, the Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations, road traffic legislation and DMURS.
3. On completion of the design, Parking Enforcement will commence the ballot. In **addition** to those residents on the electoral register Dublin City Council is proposing to write to all houses on the particular street affording them the opportunity to participate if they return a ballot paper with a valid proof of address.

At present when a scheme is proposed for an area which will affect all residents, not all households actually are given a chance to make their views heard, namely those who are not on the electoral register and so at present will have no vote on the scheme.

This has led to a number of situations where there has been significant negative feedback from residents because of this issues, in some locations it is also leading to major delays on installing scheme infrastructure and commencing of some schemes.

The proposed change will allow us to rectify this matter and as before each household is deemed to contribute a maximum of two votes to the scheme and the ballots for each house are pro-rated to ensure all households have equal say in the decision.

4. Once the ballot has closed, the votes are verified and counted and the majority based on the vote will decide the outcome.
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.

Dermot Stevenson – Parking Enforcement Officer

Dated day of 2022



Policy for Implementing the Core Cycle Network

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1. Introduction

This policy document presents a connected core cycle network for the city. It then sets out the approach to be taken to ensure that the network is developed with urgency in order to effectively contribute to our targets for reducing the carbon footprint and to achieving the safety targets set in the Road Safety Strategy to 2030. At a national level this policy embraces the six objectives of the National Planning Framework; Compact Growth, Enhanced Regional Accessibility, Sustainable Mobility, Transition to a Low Carbon and Climate Resilient Society and Enhanced Amenity and Heritage.

Within the Environment and Transportation Department an Active Travel Programme Office will be in place from the 14th of February 2022 to implement an ambitious programme for active travel projects in line with the Programme for Government. It is important therefore that both the decision making and implementation of projects is achieved in a timely, cost effective and efficient manner. In order to achieve this, the policy focuses on, and emphasizes the delivery of the entire network within the life of the City Development Plan to 2028. In that context, it envisages that works will be commenced as soon as possible, on any road and street segments of the network where there is enough existing road space and, where there is no requirement for statutory planning processes. It also provides a framework for implementing measures on the ground as well as the engagement and consultation processes to be followed.

2. Policy Context

The City Development Plan 2016 – 2022 has the following relevant cycling objectives;

- to develop the Strategic Cycle Network for Dublin city, connecting key city centre destinations to the wider city and the national cycle network,
- to implement the NTA's Greater Dublin Area Cycle Network Plan to bring forward planning and design of the Santry River Greenway, incorporating strongly integrative social and community development initiatives; to improve existing cycleways and bicycle priority measures throughout the city and,
- to create guarded cycle lanes, where appropriate and feasible.

The updated Greater Dublin Area (GDA) Cycle Network Plan (CNP) (2021), which accompanies the Greater Dublin Area Transport Strategy to 2042 establishes a vision for cycling across the Greater Dublin Area and provides a framework for delivering a cycle network within Dublin City. The Strategy itself aims to change the cycling mode share across the region, to grow it from 3.6% to 11.9% by 2042. This means that the mode share of cycling within Dublin City's administrative area will be much higher than this by 2042.

The GDA CNP 2021 identifies circa. 470km of roads and streets as part of the overall cycle network. Within this, Dublin City Council has identified circa. 270km for development as the core cycle network.

The draft City Development Plan 2022 – 2028 sets an ambitious mode share target of 13% for cycling and micro mobility by 2028. This is more than double the 2019 cycling mode share of 6%. This target will require substantial interventions to ensure that cycling is a safe, pleasant and convenient mode. It requires the delivery of a connected and permeable network linking schools, leisure and places of work across the entire city. The provision of a connected network of roads and streets that are 100% cyclable will therefore underpin this targeted growth in cycling mode share.

3. Existing Network

The existing network comprises disconnected segments of cycling facilities with varying quality in terms of level of service for cyclists. There are 77km of cycling facilities ranging from temporary measures implemented as part of Covid – 19 measures to high quality measures such as the Grand Canal Scheme. Only 22km are considered to be of high quality, meaning that 55km will require upgrade either in the short-term as would be the case with most Covid -19 measures or schemes already earmarked for upgrade such as Royal Canal, - Phibsborough to Ashtown, or in the long term, as in the case of the Clontarf promenade. Figure 1 below shows how these facilities are scattered around the city.



Figure 1. Existing cycling facilities

A key element of this policy is therefore, to present a strategy for transforming the individual segments of the cycling facilities into a connected and coherent high quality cycle network in a timely and cost efficient manner.

4. Core Network

The Environment and Transportation Department has identified 270km of a connected core cycle network that is essential for the city to function efficiently and effectively as a sustainable cycling city. The delivery of this network is supported by an objective of the draft City Development Plan, 2022 to 2028; to improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. The improvements to the 270km of roads and streets to make them 100% cyclable is essential for the city to function as a cycling city.

The core network comprises of roads and streets with varying characteristics and existing functional requirements. The needs for each street will be assessed on a project by project basis. The context conditions will therefore inform the design approach adopted for that street.

Figure 2 below shows the core network. It is made up of circa. 22km of existing high quality network, 160km to be delivered under the Active Travel Programme and 88km to be delivered under Busconnects.

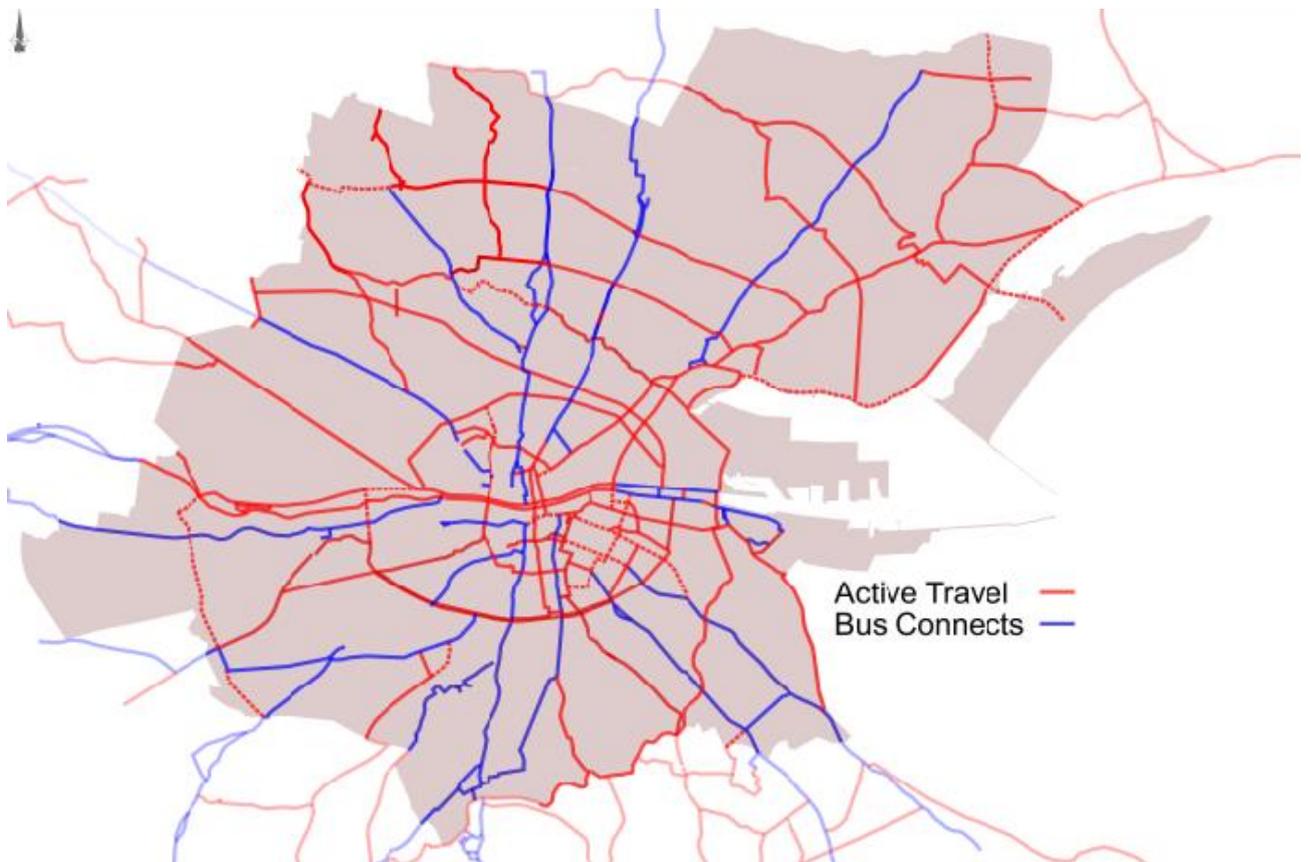


Figure 2. Core Network

5. Delivery Approach

The Environment and Transportation Department via the active Travel Programme Office and the existing Roads and Traffic divisions, will be focused on the delivery of the 160km of the network for the next five years, in line with both the current and the draft City Development Plan to 2028. This will be done through a number of methods;

- Rapid Deployment Interim Measures
- Low Cost Permanent Measures
- Major projects to be implemented under the Section 38, Road Traffic Act, 1994
- Major projects to be implemented following a Statutory Planning Process, either Part 8 or Part 10 of Planning and Development Regulations.

This approach is necessary to ensure the timely delivery of the projects in line with the Programme for Government and in order to meet the City's Climate Action targets. It will ensure that the city has a connected core cycle network that is 100% cyclable by 2030, allowing for implementation of the Busconnects element of the network. This approach will be driven by the following sustainable movement and transport objectives from the draft City Development Plan to 2028;

SMT1 Modal Shift and Compact Growth. To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.

SMT01 Transition to More Sustainable Travel Modes To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/van/HGV/motorcycle).

SMT07 Review of Temporary Pedestrian and Cycling Improvement Interventions. To review the temporary pedestrian and cycling improvement interventions undertaken as part of Covid-19 mobility measures in 2020/2021, with a view to implementing permanently the successful routes through the Roads Act, Part 8 or other appropriate mechanisms.

SMT08 Cycling Infrastructure and Routes. To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objectives GIO2 and GIO16.

6. Engagement and Consultation

The majority of the network will be delivered under Section 38 of the Road Traffic Act, 1994. A key element of the delivery process will be ensuring that Elected Representatives and the public are fully engaged and informed on the plans and progress in the implementation of the network.

All Area Committees will get quarterly updates on progress in their area.

7. Next Steps

The Programme office will be formally initiated from the 14th of February 2022, with new staff joining and some existing staff being reassigned from that date. This will allow for more resources and more focus on delivering projects across the city. Survey work has already commenced on the majority of roads that are covered by the recent Active Travel announcement made by the Minister for Transport.

The existing projects which are at or near construction stage will be resourced appropriately to provide as speedy delivery as possible. The attached monthly report gives more details on individual projects.

The rapid deployment program has also being allocated continued funding and will proceed under the city mobility projects team to ensure that momentum is maintained.

Work is also progressing on school zones, safe routes to school and on the preparation of the Dublin City Council Walking & Cycling Action Plan. In addition, there are numerous upgrades and provision of pedestrian facilities being progressed across the city.

Updates will be provided to the Local Area Committees on a Quarterly basis. The full Council will continue to receive a monthly report on the Active Travel programme.

Brendan O'Brien

2nd February 2022

Appendix A update on current and future Projects

New routes

A contract for the survey of ten routes has been awarded under Lot 1. The survey work is in progress and is scheduled for completion in April 2022. A tenders have been received for a further 12 routes has been issued under Lot 2. The contract will be awarded early February.

Lot 1

- Prospect Way
- Chapelizod Rd to Chapelizod Bypass
- Naas Rd to Inchicore
- Stoneybatter to the Liffey via Queen St
- Rathmines to Milltown
- Camac Greenway (Inchicore to Kilmainham)
- Harolds Cross to Ballymount
- Cabra to Blanchardstown
- Chesterfield Avenue to Farmleigh
- Chesterfield Avenue (Phoenix Park)

Lot 2

- Parnell St to Prussia St via Grangegorman
- Bolton St to Parliment St
- The Coombe to College Green
- Harcourt to S. William St
- Grand Canal to the Liffey (Grand Canal Greenway upgrade)
- Grand Canal to Lincoln Place
- Ringsend to College Green
- Stephens Green to Thomas Street
- North Circular
- Drumcondra to Parnell St
- Wicklow St to College Green
- Tolka Greenway (Fairview to Mobhi Rd)

Initial assessments were commenced as outlined below on the following corridors.

- **Rathmines to Milltown:** The overall route is approximately 1.6km long. Initial assessment of the corridor has commenced. It is anticipated that a list of potential interventions along the corridor will be completed by end Q1 2022.
- **Finglas to Killester Corridor:** The overall corridor is approximately 7.3km long. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is now anticipated that proposals will be brought to the North Central and North West Area Committees in Q 1 2022.
- **Santry Greenway:** The project will include a river restoration and biodiversity element. It is being led by the Water Framework Directive Office. Request for tenders were sent out on 4th November 2021 to shortlisted candidates. It is anticipated that the contract for the design team will be awarded in Q 2 2022. The option selection process will take 24 months.

- **Kilmainham to Thomas Street:** The overall corridor is approximately 2.6km long. During the month, further work was done to develop cross sections for Suir Road and South Circular Road. It is anticipated that a list of proposed interventions along the corridor will be presented to the South Central Area Committee in March 2022.
- **Cabra to Blanchardstown:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North West Area Committee in Q2 2022.
- **Naas Road to Inchicore:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North West Area Committee in Q2 2022.
- **Bayside to Donaghmede:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North Central Area Committee in Q2 2022.
- **Harold's Cross to Ballymount:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the South East Area Committee in Q2 2022.

A number of infrastructure projects that had been paused have resumed. The following projects have resumed;

- **Dodder Greenway:** The NTA Cycling Design Office (CDO) commenced work on Habitat and Environmental Screening Reports, with final reports to be issued by end of Q4. The CDO progressed design development of options for Milltown Road and Beaver Row. An updated options assessment for these two zones is in progress. The CDO has undertaken traffic modelling for route options on Beaver Row; the assessment has been incorporated into the options assessment process. Structural visual assessments of the existing bridges along the route have been completed. The emerging preferred option will be identified by end March 2022. It is planned to brief DCC and DLRCC nominated Elected Representatives in Q2 followed by a briefing to the Steering Committee.
- **Clonskeagh to City Centre:** The CDO commenced work on the project in late October 2021. A project inception meeting was held between DCC, NTA and CDO to agree the scheme extents, key personnel, project schedule. Arising from this, it is anticipated that the design will be progressed to allow non-statutory public consultation to commence in Q4 2022. To date, all relevant background documentation and previous studies have been issued to the CDO. The CDO has commenced a review of this documentation.

- **Grand Canal Greenway (Blackhorse to Portobello):** A review of current proposals in the context of new projects that have come on stream, such as Busconnects has been prepared. A review of the architectural and industrial heritage and ecology for the route was commenced in January 2022 and is in progress. Dublin City Council will be reviewing this report over the next month. The tenders for the safety improvements to the on road cycling facilities along the Grand Canal were received during the month .A contract for additional site investigations has been awarded.

Schemes with Statutory Planning Approval

There are four projects with statutory planning consent. These are;

- Royal Canal Greenway
- Dodder Greenway
- Clontarf to City Centre
- The Point Junction Improvement Scheme

Royal Canal Greenway

The Royal Canal Greenway is being delivered in four phases.

Phase 1: Implemented.

Phase 2: The additional planting is complete.

Phase 3: The contractor selection process is being finalized, in conjunction with seeking the necessary approvals to proceed to construction. Work has been undertaken to facilitate approval of the scheme to proceed to construction.

Phase 4: The amending Part 8 for the scheme was lodged during September. The scheme will be put back on public display in February 2022. This is in order to provide the necessary clarifications to the general public on the items raised during the public consultation process. The clarifications relate to the preservation of ecology and the habitat and the conservation of industrial heritage.

Dodder Greenway (Herbert Park to Donnybrook)

A preferred tender has been selected and it is hoped that the final Legal agreements will be shortly finalised, allowing the project to proceed.

Clontarf to City Centre

The construction contract has now been awarded and the project has now formally commenced, the funding allocation for the project is 62 million including a contribution from Irish Water and the rest being funded by the NTA. An information leaflet was distributed to 22,000 homes and business in January. The project team will be holding a series of meetings and briefings on the project over the next period of time as the contractor mobilises to move on to site. The project is scheduled for completion in Q1 2024.

Information on the project is now accessible on the DCC webpages. The address is www.dublincity.ie/c2cc. The following information is now available;

- Project Overview and Progress Update
- Drawings and Visualisations
- Bus Stop Design
- Temporary Traffic Management

The Point Junction Improvement Scheme

A Project Team has been set up to resume the project. They are currently reviewing how the project interfaces with other proposed transport infrastructure projects in the area, such as the Point Pedestrian and Cycle Bridge.

Interim Schemes

The implementation of two interim schemes to facilitate immediate safety improvements for cyclists is ongoing. This is to compensate for delays in the delivery of the main schemes. These are:

- Liffey Cycle Route
- Fitzwilliam Cycle Route

Liffey Cycle Route

The designs from O'Connell Bridge to Matt Talbot Memorial Bridge, for both the North Quays and South Quays have been finalised. Tenders leading to the appointment of Contractors will be issued in February 2022. Further design work was carried out to develop proposals for additional bus stops along Burgh Quay. The works will be tendered in March 2022.

For the full permanent scheme, work was ongoing for the development of a strategic assessment report. This work will be ongoing for a further month.

Fitzwilliam Street Cycle Route

The interim scheme is now complete.

For the permanent scheme, the tenders for the appointment of a construction contractor will be issued in March 2022.

Report on Motion from Councillor Tina MacVeigh regarding construction sites.

Brendan O'Brien November 2021

Motion in the name of Councillor Tina MacVeigh (Mot. 85, agreed at South Central Area Committee to refer to Traffic and Transport SPC) Given the extent of development ongoing and planned in the South West Inner City, this Area Committee agrees that area wide Construction Traffic Management Protocols be put in place as a matter of urgency so as to attempt some level of coordination that might mitigate the impact on our residential communities and our roads. Further, this Area Committee agrees that these protocols should be developed with a view to expanding them across the city. This matter to be referred to the Transport SPC.

This motion was discussed both internally and with the planning department and as part of the draft development plan there is a section detailing how construction is to be managed. The draft development plan is now out to consultation so members are free to propose amendments specifically in this area.

Our roadworks control unit is the section with responsibility to administer permits and applications for construction sites in addition our area engineers and traffic engineers engage with contractors re their traffic management plans during construction. We will continue to liaise with all contractors however with the quantity and size of proposed and on site developments we will be bringing forward revision to our permitting system and the HGV permit system to the SPC next year.

We are also be looking to increase staff resources in this area to allow for better oversight of construction sites especially where multiple ones are in in close proximity.

Extract from draft development plan regarding Construction management.

15.18 Environmental Management

15.18.1 Construction Management

All developments comprising 30 or more housing units and commercial developments (as well as institutional, educational, health and other public facilities) in excess of 1,000 sq. m. should be accompanied by a preliminary construction management plan. In the event of a grant of permission, and on appointment of a contractor, a final construction management plan will be required to be agreed with the Planning Authority.

Demolition/renovation/refurbishment projects generating in excess of 100 cubic metres in volume of Construction and Demolition (C&D) waste; and Civil engineering projects which generate in excess of 500 cubic metres of waste materials used for development works on the site should also be accompanied by Construction Management Plans.

The construction management plan shall set out the details of the on-site operations including traffic management (site access, deliveries and maintenance and staff parking), waste management, environmental impacts such as noise, air quality, vibrations and any other relevant detail associated with the development. Where appropriate, excavated material from development sites is to be reused on the subject site.

The construction management plan should set out a clear timeline for the development, and details of the relevant on site contact for liaison with surrounding residents and businesses. The plan should consider the potential cumulative impacts of any adjacent development project under construction or planned for construction within the timeframe of the project, and set out appropriate mitigation measures to manage such cumulative impacts. In reviewing construction management plans, the planning authority will have regard to the following:

- Hours of operation.
- Construction/phasing programme.
- Community Liaison Strategy
- Traffic Management Plan including employee parking and movements.
- Noise, Vibration, Air Quality and Dust Monitoring and Mitigation Measures.
- Cumulative impacts.
- Details of any construction lighting including appropriate mitigation measures for lighting specifically designed to minimise impacts to biodiversity, including bats.
- The management of construction and demolition waste included as part of a Construction and Demolition Waste Management Plan
- Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained (such bunds shall be roofed to exclude rainwater).
- A water and sediment management plan, providing for means to ensure that surface water runoff is controlled such that no silt or other pollutants enter local water courses or drains.
- Details of a water quality monitoring and sampling plan.
- Measures adopted during construction to prevent the spread of invasive species (such as Japanese Knotweed).

15.18.1.1 Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) is a key document that aims to reduce possible impacts which may occur during the construction period of a proposed development.

An applicant/developer is responsible for ensuring construction activities are managed in accordance with the CTMP.

Objectives and measures should be included for the management, design and construction of the proposed development to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.

Where demolition is taking place on site prior to the commencement of construction, a separate demolition construction traffic management plan is required.

A Preliminary Construction Traffic Management Plan may be required during the Development Management process to ensure the feasibility of construction on constrained or restricted sites. Cumulative impacts with adjacent development sites should also be considered.

A CTMP is subject to ongoing reviews of construction traffic management and liaison by the contractor/developer with Dublin City Council's Roadworks Control Section throughout the period of construction. Where multiple sites are within close proximity of each other and residential housing, developers may be required to coordinate and update their CTMP in consultation with DCC and with adjoining landowners; and also participate in a traffic and construction management group coordinated by DCC. The contractor/developer shall apply for all necessary licenses and permits where required.

15.18.1.2 Considered Construction

Considered Construction seeks to improve the image of the construction industry which requires registered contractors to commit to care about appearance, respect the community, protect the environment, secure everyone's safety and value their workforce.

Dublin City Council will support the provision of considered construction in all planning applications. Commitment to the scheme should be identified as part of the Construction Management Plan submitted with planning applications.

15.18.1.3 Phasing

Dublin City Council may also require developers to submit a phasing and implementation programme for large developments including commercial development in excess of 5,000 sq. m. and residential schemes in excess of 100 units, to ensure a co-ordinated approach to the construction of the development.

A phasing proposal should be included within the construction management plan submitted with applications for agreement with the planning authority.

15.18.1.4 Hours of Operation

On sites where noise generated by construction would seriously affect residential amenity, the site and building works must be carried out between 0700 and 1800 hours Monday to

Friday only, and between 0800 and 1400 hours on Saturdays only. No works shall be carried out on Sundays or bank holidays.

However, deviation from these times may be permitted in exceptional circumstances, where prior written approval has been received from Dublin City Council. Such approval may be given subject to conditions pertaining to the particular circumstances being set by Dublin City Council.