



**NOTIFICATION TO ATTEND MEETING OF THE TRANSPORTATION SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON WEDNESDAY, 10 FEBRUARY 2016 AT 8.15 AM**

AGENDA

WEDNESDAY, 10 FEBRUARY 2016

	PAGE
1 Minutes of meeting held on 11th November, 2015	1 - 6
2 Proposals for College Green	
3 Dublin City Centre Transport Study: 3-monthly update	
4 Review of Dublin City Council Special Speed Limit Bye-Laws	7 - 10
5 Progress report on 8 Quiet Areas designated under the Dublin Agglomeration Noise Action Plan	11 - 12
6 Cycling and Walking Officer update	
7 Liffey Cycle Route	
8 Policy for the removal of abandoned bicycles	13 - 18
9 Dublin City Council Pay and Display Parking Meter Rental Project	19 - 20
10 Luas Cross City works (verbal update - Mr Derek Dixon, Project Engineer, Dublin City Council Luas Cross City Liaison Office)	
11 Motion in the name of Councillors Frank Kennedy and Ruairi McGinley referred from the South East Area meeting of 9th November, 2015	

“That this Committee proposes the amendment of the Dublin City Council parking bye laws to allow for the possibility of the grant to certain approved designated institution types (such as, for example, schools) of the allocation of up to a limit of, for example, eight parking permits on roads where such institutions are located in the following circumstances:

- Where it can be proved that there are sufficient vacant parking spaces during the restricted parking hours to allocate the spaces to the institution without discommoding residents' parking.
- Where the parking permits are sought to facilitate space within the institution currently used for parking being used for a purpose which would improve the institution by the creation or improvement of an amenity therein.

An example in practice of this proposal would be where a school would receive eight parking permits on the road on which it is located where there are at least eight spaces on that road invariably vacant during restricted parking hours, and where the land in the school currently used to park those eight cars would be converted into a green area/playground/school yard for the pupils. This could also generate revenue for the Council where the parking spaces are not currently being used.”

12 Motion in the name of Councillor Tina MacVeigh referred from the South Central Area Committee meeting of 9th December, 2015

“This Area Committee supports the 'Love 30' campaign to reduce traffic speeds for cyclist safety.”

13 Motion in the name of Councillor Ray McHugh

“To support the Coca-Cola Zero dublinbikes scheme being extended to include Griffith College South Circular Road.”

14 Motion in the name of Councillor Ciarán O'Moore

“That a total ban be put on all rickshaws within Dublin City Centre, in light of the serious issues and blatant detrimental risks they are presenting to pedestrians, licensed public transport vehicles and to the public in general.”

15 A.O.B.

**MINUTES OF MEETING OF THE TRANSPORTATION STRATEGIC POLICY
COMMITTEE HELD ON 11th November, 2015,
IN COUNCIL CHAMBER, CITY HALL, DUBLIN 2**

ATTENDANCE:

SPC Members: Cllr C. Cuffe, Chairperson; Cllr P. McCartan, Cllr J. Horgan-Jones, Cllr. R. McHugh, Cllr F. Kennedy, Cllr T. Keegan, Cllr C. O'Moore, Cllr K. Binchy, Cllr P. Hand, Ms F. Kelty, National Council for the Blind of Ireland, Mr D. Brennan, Dublin City Business Association, Mr R. Guiney, Dublin City Business Improvement District, Mr J. Leahy, Environmental Pillar, Mr F. Mulligan, Irish Road Haulage Association.

Apologies: Cllr M. Flynn

Non-Members: Cllr R. McAdam

Dublin City Council Staff: Mr D. Wallace, a/Director of Traffic;
Mr B. O'Brien, Head of Technical Services;
Mr A. Walsh, Senior Engineer, Traffic Management and Control;
Mr P. Caden, Senior Engineer, Public Lighting
Mr K. Meade, a/Parking Enforcement Officer;
Mr B. McManus, Head of Traffic Noise and Air Quality Unit
Mr S. Hickey, Senior Staff Officer;
Ms B. O'Reilly, Assistant Staff Officer;
Mr F. McKay, Assistant Staff Officer;
Mr P. Davis, Clerical Officer.

National Transport Authority: Ms Anne Graham, CEO
Mr Hugh Creegan, Director of Transport Investment and Taxi Regulation/Deputy Chief Executive.

1. Draft Transport Strategy for the Greater Dublin Area 2016 – 2035:
presentation by the National Transport Authority

Ms Anne Graham, CEO, National Transport Authority, gave a presentation on the draft Transport Strategy. Ms Graham and Mr Hugh Creegan, Director of Transport Investment and Taxi Regulation, responded to Members questions including issues relating to orbital routes and the level of service they should provide, examining the technical feasibility of providing off-peak fares on buses and examining the inclusion of multi-modal family tickets on the Leap Card. Ms Graham also said that the NTA would take on board issues in relation to Beaumont Hospital regarding its bus service and connectivity in the local community. The Chairperson thanked Ms Graham and Mr Creegan.

Noted. A copy of the NTA presentation to be circulated to Members.

2. Minutes of Transportation SPC meeting held on 16th September, 2015 (**copy attached**)

Minutes agreed

3. Letter dated 5th October, 2015 from the NTA regarding city centre car traffic data (**copy attached**)

Noted.

4. Letter dated 19th October, 2015, from the NTA regarding taxi drivers operating in more than one county (**copy attached**)

Noted.

5. Update on review of Dublin City Council Speed Limit Bye-Laws (**report attached**)

The Chairperson and Members expressed concern about the long time scale involved for the introduction of revised speed limits and asked why changes could not be introduced before 2017. Mr A. Walsh, Senior Engineer, replied to Members' questions and outlined the detailed steps involved in the current review in accordance with the Departmental guidelines. Mr D. Wallace, Acting Director of Traffic, also said that the process is strictly in accordance with the guidelines and that a more detailed breakdown of the timescales involved will be submitted to the next meeting of the SPC. The Chairperson asked if the process could be expedited and whether more staff could be assigned to the review of the speed limits.

Report noted

6. Development Plan – Transportation Projects – timelines, prioritisation and funding (**report attached**)

Mr B. O'Brien, Head of Technical Services, said that many transport projects are dependent on the NTA or the Department of Transport. A number of projects is set out in the Development Plan which is on public display. Those projects may change depending on what comes back through the public display process and, as we work through the Development Plan process, the City Council will be trying to firm up on funding for certain projects.

Report noted

7. Dublin city: on-street parking, pricing policies and technologies (**report attached**)

Mr K. Meade, acting Parking Enforcement Officer, reported that the City Council has started a new rental project of parking meters which are technically advanced. With the new stock, the City Council would have the ability if required to develop flexible pricing policies. It will probably be towards the end of 2017 before there will be enough of the newer meters to develop that policy. Mr Meade responded to Members questions.

Following discussion, it was agreed to submit a further report to the next meeting of the SPC on the cost of the rental of pay machines as opposed to outright purchase by the City Council.

8. Dublin Agglomeration Noise Action Plan December 2013 – November, 2018 (update report attached)

Mr B. McManus, Head of Traffic Noise and Air Quality Unit, reported that details of traffic noise monitoring are available at dublincitynoise.com. Monitoring is carried out on a 24/7/365 basis at 14 sites around the city. Mr McManus responded to Members' questions. The issue of noise from gantries at Dublin Port affecting nearby homes and noise from parked refrigerated trucks can be dealt with as nuisance noise under the Environmental Protection Agency Act.

Report noted. It was agreed to report to the SPC on how the eight designated Quiet Areas in the city are progressing.

9. Luas Cross City works (verbal update – Mr Derek Dixon, Project Engineer, DCC Luas Cross City Liaison Office)

Mr D. Dixon, Project Engineer, gave an update on the Luas works. Members expressed their appreciation and admiration for the work done to date and the excellent communications with businesses.

Report noted.

10. Public Lighting service (report attached)

Mr P. Caden, Senior Engineer, Public Lighting Division, outlined details of the report. €1m per year for the next 3 years has been allocated for the replacement of low pressure sodium lanterns. It is expected that work will start in January, 2016. Mr Caden replied to Members questions in detail. Samples of old lamp standards are located in Merrion Square Park. The concrete poles at College Green will be looked at. The City Council went through a procurement process for the purchase of LEDs in conjunction with the Dublin Local Authorities, including Cork and a number of other Local Authorities.

Report noted.

11. Liffey Cycle Route (update report attached)

Mr A. Dundon, Executive Engineer, Traffic Management and Control, said that the route options are being looked at and it is planned to submit a report on the preferred option to the next SPC meeting.

Report noted.

12. Dublin City Centre Cycle Parking Strategy (report attached)

Mr A. Dundon, Executive Engineer, said that the principle aim of the strategy is how to address cycle parking in the city, to analyse current demand and to predict future demand. Ms F. Kelty asked that the greatest possible contrast in paving texture and colour be provided at bicycle parking stands on the pavement for the benefit of the visually impaired.

Report noted.

13. Minutes of Cycling and Walking Sub-Committee meeting held on 8th September, 2015 **(copy attached)**

Minutes noted.

14. Regulation of Lobbying Act 2015 - Transparency Code **(report attached)**

Mr D. Wallace, acting Director of Traffic, said that the SPC will be classed as exempt under the Act once it complies with certain requirements set out in the Transparency Code such as publishing Minutes on-line and Members details. The Members will be contacted in this regard for relevant details.

Report noted.

15. Meeting dates 2016 **(report attached)**

Report noted. It was agreed to submit meeting dates for the Cycling and Walking Sub-Committee and the Public Transport Sub-Committee to the next meeting of the SPC.

16. Capital Works 2016 **(report to follow)**

Mr B. O'Brien, Head of Technical Services, said the figure of €10.4m is an initial allocation from the NTA for 2016. The NTA would hope to allocate more funding as the year goes on. The Chairperson asked if funding could be found to develop wayfinding signage for the cycle network that would tally with some of the work done by TII and Coillte on signage.

Report noted.

Motions

17. Motion in the name of Councillor Ciaran O'Moore:

"That the City Council consider providing a cycle school in St Annes Park, Raheny, D5. With the construction of the S2S, the bike initiative and the increased numbers of cyclist. This would have many benefits including safe cycling, tackling childhood obesity and environmental campaigns. This motion has the full support of the previous instructors of the Clontarf cycling school who are still based in Clontarf Garda Station."

Councillor O'Moore presented his Motion. Mr D. Wallace, acting Director of Traffic, said that the Gardaí and the RSA would be consulted on the matter and a report would be brought back to the next meeting. Motion agreed.

18. Motion in the name of Councillor Ray McHugh:

“That this committee request DCC to arrange with Electric Ireland for all EV (Electric Vehicle) charging points to be signposted and a reserved box painted.”

Councillor McHugh presented his Motion. Motion agreed.

19. A.O.B.

It was agreed to submit a report to the next meeting on the expansion of the Coca Cola Zero dublinbikes scheme.

**Councillor Ciarán Cuffe
Chairperson,
11th November, 2015**

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Item No. 4

Report to Chairperson and Members of the Transportation Strategic Policy Committee

Review of Speed Limit Setting and Managing – Update, February 2016

The Department of Transport Tourism and Sport issued the Guidelines for Setting and Managing Speed Limits in Ireland in March 2015 (hereafter referred to the 'Guidelines'). The Guidelines outline a 24 month mandatory process up to April 2017 to which Local Authorities shall adhere to in delivering their policy and for setting speed limits within their local authority area.

'The principle of giving the Elected Members of Local Authorities the power to make bye-laws (as a reserved function) for the purpose of applying Special Speed Limits which was established in 1994, is retained in the Road Traffic Act 2004 (see Appendix E) and introduced fundamental changes to the process of making bye-laws and the range of powers available to Local Authorities.'

As originally set out in the Road Traffic Act 1994, bye-laws should generally be made in respect of a Local Authority area as a whole. Dealing with proposals for specific areas or roads on an independent basis should be avoided unless it is deemed necessary or appropriate to do so, particularly on the grounds of safety. The requirements for Road Works speed limits are set out in Section 10 of the Road Traffic Act 2004.'

The process required by the Department is to undertake a comprehensive review of speed limits is set out in an extract from the Guidelines in Appendix A attached to this report. Also the associated dates to deliver these tasks are set out on the table below. Dublin City Council's Environment & Transportation Department expects to deliver a policy and a proposed implementation programme for any revised speed limits for the entire Dublin City Council Area within the Department's prescribed 24 months period.

Dublin City Council projected timeline for addressing the requirements of the Guidelines for Setting and managing Speed Limits in Ireland		
Item	Description	Delivery
1	Current ongoing review <ul style="list-style-type: none">• Sample speed surveys in selected housing estates• Sample speed surveys at selected schools• Speed surveys before and after recently installed ramps• Passive traffic calming car parking review	
2	Review of previous speed surveys (2013-2015)	
3	Pre draft consultation (NRA, AGS, Elected members, Adjoining local authorities) Notification of proposed decision to review special speed limit bye laws and invitation to make submissions.	
		September 2015

4	Review submissions and surveys to identify trends, key issues and observations	November 2015
5	Scope draft policy/proposals for public consultation.	
6	Complete asset survey (Speed sign locations for Maproad)	
7	Issue report for developing speed limit policy for setting and managing speed limits in DCC area to SPC. Include report on above Pre-draft consultation (as per guidelines)	
8	Staff Training workshop to meet DTTaS competency requirement.	Feb 2016
9	Complete Draft proposed speed limit bye-laws (policy documentation) for public consultation.	April 2016
10	Report with draft bye-laws and maps to SPC and full City Council to initiate Public Consultation process, (invite submissions circulating draft proposals via newspaper, website & DCC Civic website etc).	
11	Carry out public consultation. Forward notice to Garda Commissioner for submission of representations (minimum 1 month must be allocated for Garda submissions)	June 2016
12	Review Public Consultation and Garda submissions.	Sept 2016 Oct 2016
13	Report of submissions, proposed amendments and final draft speed limit bye laws presented to: <ul style="list-style-type: none"> - Transportation SPC for recommendation - Full City Council meeting for adoption. 	
14	Publish adopted bye-laws specifying date when they come into effect. Present a corresponding implementation programme to SPC.	December 2016

TABLE 1.

Report on Pre-draft Public Consultation.

In accordance with the process outlined by the Department of Transport, Tourism & Sport; Dublin City Council issued a Pre-Draft Public Consultation in September 2015. This consultation invited submissions from key stakeholders identified in the Guidelines, including the Council's Strategic Policy Committee for Transportation.

The pre-draft public consultation was issued to the stakeholders identified by the Department on Appendix A, on the 7th September 2015. Submissions were invited over the following 4 weeks up to Friday 2nd October 2015. 4 submissions were received, namely:

Stakeholder	Brief summation of content
The AA	Recommended a revised speed limit on 11 Dublin City roads, along with their rationale for the changes.
Dublin Cycling Campaign	Preference for default 30km/hr speed Limit in all urban areas. Support for 30kmhr demonstrated through both national and international policies and guidelines.
Transport Infrastructure Ireland	Jurisdiction and responsibility clarifications in relation to national roads
Dun Loaghair Rathdown County Council	Supportive of actions to improve safer roads and highlighted the need for a working relationship in relation to roads and streets across our shared boundary.

TABLE 2

Delivered to date:

- Dublin City Council has completed the training of relevant staff in accordance with the requirements of the Guidelines;
- Engaged with neighbouring Local Authorities, (an ongoing collaboration to ensure consistency of proposals);
- Carried out the Pre-draft consultation with key stakeholders;
- Completed a detailed asset management register (see www.speedlimits.ie);
- Reviewed speed survey records from over 200 reports in the last 3 years, and;
- Initiated development of proposals for the Public Consultation which is scheduled for April 2016.

General requirements of a Speed Limit review.

“The overriding principle that must inform any decision to change a default speed limit should be Road Safety. In addition, to be effective, a speed limit should be self regulating (self explaining) and regarded as appropriate by road users and should not be imposed on a road unless there is a clear justification for doing so. If a Special Speed Limit is not warranted and does not appear appropriate to the road user, the road user will tend to ignore it, creating enforcement difficulties and potentially bringing the whole system of speed limits into disrepute” (Guidelines 2015).

- **On our assessment of existing special speed limits, it is Dublin City Council’s experience that erecting a speed limit sign on its own is unlikely to reduce speed;**
- **The statutory Guidelines set out the need for revised speed limits to be self enforcing, in effect requiring the design and layout of a road or street to be conducive to self regulating the speed of road users so they adhere to the speed limit;**
- **Additional roads and streets selected for the introduction of a 30km/hr speed should be appropriate in regard to their engineering design. i.e. the recorded 85th percentile speed should be under or close to the designated speed limit of the road.**

The Assessment Process

The public consultation process in April 2016 will invite submissions from the general public on the draft speed limit bye-laws proposed within the curtilage of Dublin City Council.

The Public will be made aware that Criteria for the assessment of submissions will include:

- **Community support for a change to speed limits in an area;**
- **Consideration of roads and streets that include an engineered layout and design and the potential for introducing a self enforcing speed limit;**
- **Assessment against the accident data base and close consultation with the Gardai and**
- **Information from speed surveys of the existing speeds on candidate roads and streets.**

On completion of the Public Consultation process (June 2016), Dublin City Council’s Environment and Transportation Department will assess the submissions for recommendation to the September 2016 SPC for adoption at the October 2016 full City Council Meeting. The works resulting from the any new bye-laws may be substantial and an implementation programme will be provided to deliver these.

Appendix A – DTT&S - Review flowchart.

GUIDELINES FOR SETTING AND MANAGING SPEED LIMITS IN IRELAND

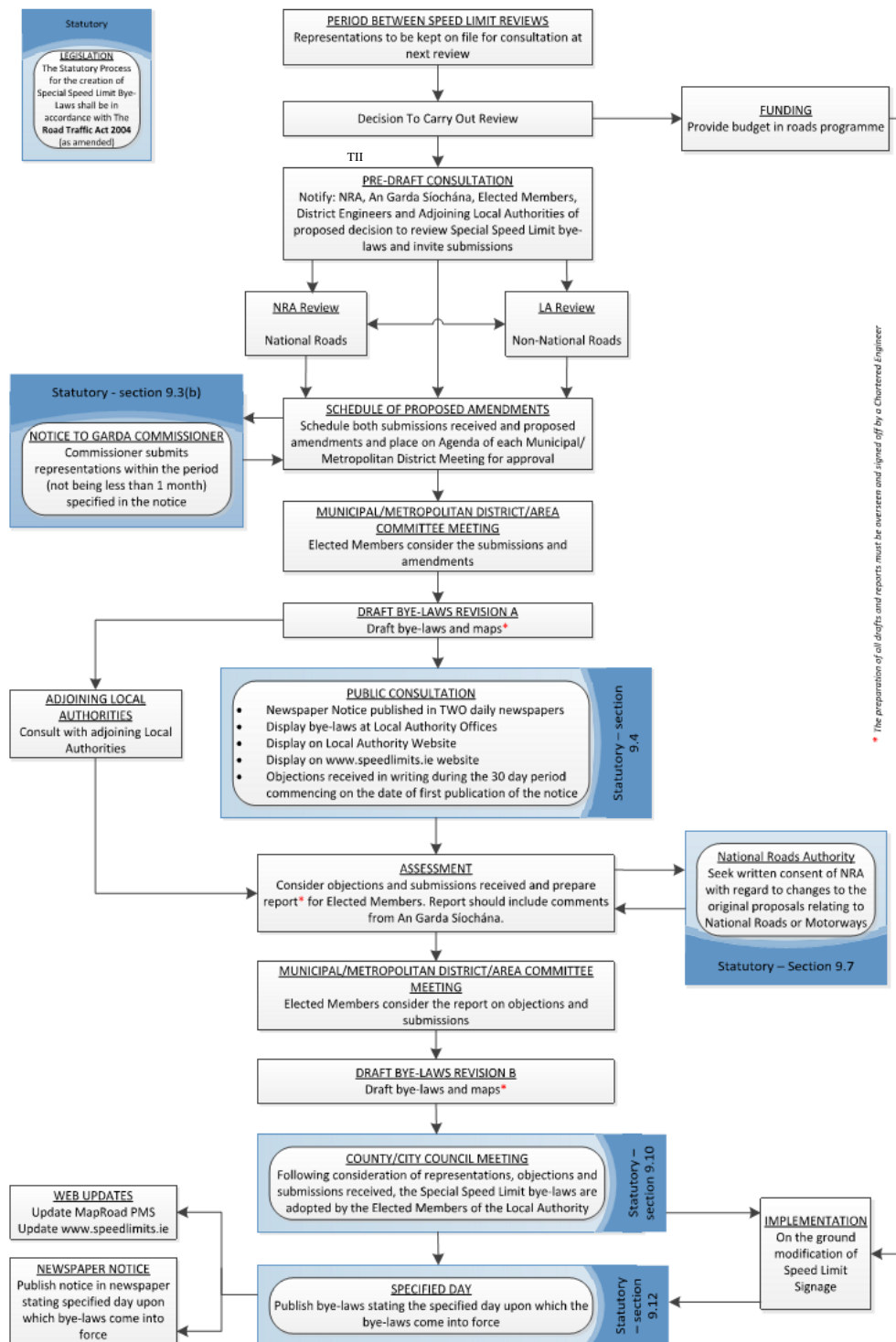


Figure 4.4 – Process of making bye-laws

Item No. 5

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

Update briefing on the designation of 8 Quiet Areas under the Environmental Noise Regulations.

The Environmental Noise Regulations 2006, S.I. No 140 of 2006 define a quiet area in an agglomeration as meaning an area delimited by an action planning authority following consultation with The Environmental Protection Agency and approval by the Minister where particular requirements on exposure to environmental noise shall apply.

The Traffic Noise and Air Quality Unit of Dublin City Council consulted with the EPA and carried out a public consultation on proposals to designate 8 areas under the above cited regulations. The report for the designation of the areas was brought before the Transport and Traffic Strategic Policy Committee and the Environment and Engineering Strategic Policy Committee. Both SPCs recommended approval of the report, which was subsequently agreed at the full City Council meeting held on the 4th of March 2013. Following this process the Minister for the Environment gave his approval on the 24th of July 2013 to the designation of the following 8 areas contained in the report:

1. Blessington Basin, Blessington St. Dublin 1
2. Edenmore Park, Raheny, Dublin 5
3. Mount Bernard Park, Shandon Park, Phibsborough, Dublin 7.
4. Dollymount SAA , Clontarf, Dublin 3 (terrestrial area only, excluding slob lands)
5. St. Annes Park, Raheny, Dublin 5.
6. Palmerston Park, Dartry, Dublin 6.
7. Ranelagh Gardens, Ranelagh, Dublin 6.
8. The Cabbage Gardens, Cathedral Lane, Dublin 2.

A Managers Order was signed on the 22nd November, 2013 completing the process and bringing into effect the 'Quiet Areas'.

The purpose for designating Quiet Areas can be many. While it is a stated aim in the Noise Action Plan for the Dublin Agglomeration, there is also an acknowledgment and recognition that the use and enjoyment of many natural resources, such as our green spaces and sea frontage, can be further enhanced through the preservation of low sound levels or the reduction in undesirably high levels, thus providing respite from the noisy 'hustle and bustle' often experienced in the busy urban environment. There is an extra value placed on these areas, in terms of environmental quality and the consequential positive impact on quality of life and health, due to low sound levels and the absence of noise. They are not only of value to local residents, but can also improve the quality of life for people living in adjacent but noisy areas, by affording opportunities for peaceful recreation from time to time, away from their 'noisy' regions. To try regain 'quietness' when lost is a very difficult task. Therefore the preservation of existing areas is an important and prudent approach to follow.

Dublin City Council has placed permanent sound level meters in two of the Quiet Areas, as part of the City's ambient sound monitoring network. These are in Blessington Basin and Bull Island. Results of monitoring at Blessington Basin in 2015 indicates that night time levels have remained consistent at or around 50 decibels(dB(A)) since 2013 and both the day and 24 hour averages have remained at 56 and 59 dB(A) respectively. Bull Island has shown an increase in ambient sound levels for 2015 over all parameters of day, night and 24 hour averages. The levels were 68, 67 and 74 decibels respectively. However these elevated levels were due to natural occurring sounds such as waves and tide and the extreme windy conditions encountered in 2015. Overall, ambient sound levels in 2015 for the entire network have remained consistent with 2014, despite the high winds encountered. The preservation of designated Quiet Areas is supported through the City Development Plan. Any proposed development that could impact negatively on designated Quiet Areas will be controlled through the planning process so that the proposal does not impinge on the criteria used for the designation of the Quiet Area. All quiet areas will be reviewed and reassessed every 5 years as part of the Noise Mapping process, carried out under the Environmental Noise Directive. The next review is due to be completed by June 2017.

**Brian McManus,
Head of Traffic Noise and Air Quality Unit
January, 2015**

Item No. 8

Report to Chairperson and Members of the Transportation Strategic Policy Committee

**Recommended Procedure for the removal of Abandoned Bicycles
within the Dublin City Council jurisdiction**

Declan Wallace

Acting Director of Traffic

Environment and Transportation Department

February 2016

Abandoned Bicycles

The demand for on-street cycle parking within Dublin City centre is growing as the number of cyclists increase. Abandoned bicycles take up valuable space that cyclists could otherwise be using. They are unsightly and can at time pose a hazard to other pedestrians and cyclists.



At a conservative estimate that there are at least 70 bicycles, in various states of repair, currently abandoned in the South East and Central areas of the city centre. In addition there are at least 10 bicycles currently abandoned in the cycle parking facility in Drury Street Car Park.

Existing Practice

It is the current practice of Dublin City Council to remove abandoned bicycles especially where they pose a hazard to the public. The removal of bicycles is normally managed, on an area basis, by the Public Domain Officers.

However there is no formal policy or procedure in place.

Proposed Procedure for the Removal of Abandoned Bicycles:

Recently an “Abandoned Bicycle” tag has been designed to assist in the removal of these bicycles. It is now proposed to formalise a procedure for removal of abandoned bicycles. The proposed procedure is as follows:

1. For the purpose of this procedure an abandoned bicycle is defined as a bicycle located on a public street or in a public car park *that would appear to have been in the same location unmoved for a period of more than 3 months.*
2. The removal of abandoned bicycles is to continue to be managed on an area basis by the Public Domain Enforcement Officers with the assistance of the Environment and Transportation Department. The exception is the management of the removal of abandoned bicycles from Drury Street Car Park which will be managed by the Traffic Planning Section.
3. Abandoned bicycles will usually be identified by their condition. Flat tyres on both front and back wheels, buckled or missing wheels, damaged frames or heavily rusted chains and sprockets will be taken as indications that the bicycle has been abandoned.
4. Once a Council official has identified a bicycle as potentially abandoned he/she can:
 - (i) Monitor the bicycle over a three month period before determining the bicycle is abandoned
 - or
 - (ii) Consult available photographs or records including Google Streetview in order to establish whether the bicycle has been in the same location for over 3 months and can therefore be considered to have been abandoned
5. Dublin City Council officials will exercise caution when determining that a bicycle is abandoned.
6. Once a Council official has determined that a bicycle is abandoned he/she will place an *Abandoned Bicycle Tag* on the bicycle. This tag (see photograph below) is a

weatherproof, single-use luggage style tag which allows the council official to insert a date after which the bicycle will be removed.

The council official will make a note of the location of the potentially abandoned bicycle and arrange a follow up inspection after the two weeks period has elapsed.



Example of Abandoned Bicycle Tag

7. A Council official will return after the two week has elapsed. If the bicycle remains in the same location with the tag still attached, Dublin City Council will take the necessary steps to remove the bicycle. Before the bicycle is removed a photographic record of the condition of the bicycle will be taken. The lock(s) will then be cut and the bicycle removed.

If the bicycle remains in the same location but the tag has been removed this may be taken as an indication that the bicycle is in use by the owner and no further action will be taken. However if the Council official remains convinced that the bicycle is abandoned another tag may be placed on the bicycle. The Council official will alter the tag by blacking out the appropriate text so that it now reads "*This bicycle is considered abandoned and will be removed unless removed by the owner within the next two weeks*". If the bicycle remains in the same location after another two week period the official can take steps to remove it.

8. All bicycles that are in reasonable condition will be kept in secure storage for a *holding period* of 4 weeks. During that time the owner will be able to reclaim their bicycle by contacting the relevant official from the area where the bicycle was parked (see contact details below). The owner will be required to provide proof of ownership. No compensation will be payable to the owner for any inconvenience associated with the actions of Dublin City Council in removing the bicycle.
9. Once the *holding period* has expired, the bicycles, depending on their condition, will be donated to charity, recycled or dumped.

Contact Details:

Central Area:	John McPartlan – Public Domain Enforcement Officer	222 5303
South East Area:	Kevin O’Sullivan- Public Domain Enforcement Officer	222 2499
South Central Area	Paul Rainsford- Public Domain Enforcement Officer	222 6141
North West Area	John Twamley- Public Domain Enforcement Officer	222 2998
North Central Area	Richard Cleary- Public Domain Enforcement Officer	222 8866
Drury Street Car Park	Alec Dundon – Executive Engineer	222 2706

Operation and Monitoring of Procedure

It is intended to only use this procedure to remove bicycles that have clearly been abandoned and therefore it is considered unlikely that many owners will seek to recover their bicycles.

However in order to assist owners who may seek to recover bicycles it is intended to publish the procedure and relevant contact details on both the dublicity.ie and cycledublin.ie websites.

Furthermore the Gardaí and the Dublin Cycling Campaign will be informed of the procedure.

It is proposed to monitor the procedure over the following 12 months and report back to the Transportation Strategic Policy Committee on its operation in early 2017.

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

**Report on Dublin City Council Pay and
Display Parking Meter Rental Project**

February 2016

There has been very little investment in parking technology over many years with the result that 70% (726 meters) of the current meter stock is technically obsolete, averaging 20 years old, and are literally dumb terminals.

The cost of replacing these 726 pay and display machines would be in the region of €5,000,000 were the Council to purchase the machines. With an annual capital allowance of €300,000 it would take approximately 17 years to replace these machines through purchase. The Council commenced a competitive dialogue procurement process in March 2014 for a single party framework agreement (covering all four Dublin local authorities) for the procurement (rental and/or purchase) of pay and display machines. After a thorough assessment process, the 5 year contract was awarded in June 2015 to UTS Utility Technology Services based in Tallaght.

The Council has commenced the process of machine rental and the first batch of 100 machines has been installed over October/November 2015. It is expected that the balance of the machines will be installed over 2016. While the cost of renting the machines is commercially sensitive the rental of over 700 machines will, through reduced operational costs and increased revenue, generate estimated savings of €600,000 in the first full year of operation. Savings on coin collection costs and maintenance costs of the first batch of 100 will total €71,746 per annum.

The new machines are the most technically advanced models with the latest technology such as live transaction reporting which will allow for the development of a smart phone parking-guidance app and assist in enforcement activities. All costs such as maintenance, spare parts, ticket supply and installation and full vandalism warranties are included in the rental contract. In addition the machines will be replaced every five years (at no extra cost) with the newest technologically advanced machines, thereby eliminating depreciation costs.

The continued use of the 726 technically obsolete meters would have left the Council exposed to continuing losses through robberies, expensive security and repair costs, reputational damage with machines out of order on a regular basis with consequential income loss, and would also not permit the Council to develop an enhanced service for the public.

Kevin Meade
A/Parking Enforcement Officer
Environment and Transportation Department

February, 2016