



**NOTIFICATION TO ATTEND MEETING OF THE TRANSPORTATION SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON WEDNESDAY, 15 APRIL 2015 AT 8.15 AM**

AGENDA

WEDNESDAY, 15 APRIL 2015

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2	Letter dated 26th February, 2015, from the NTA, enclosing copy of letter sent to the South Central Area Manager in January, 2015, regarding bus fare increases (the NTA's correspondence is in response to the SPC who wrote to the NTA following discussion of the item at their February meeting)	5 - 8
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15 Motion in the name of Councillor Paul Hand

“This SPC notes with concern the lack of motorbike parking spaces in the Dublin City Council administrative area. Furthermore, we request that the next draft of Parking Control by-laws allow motorbike’s park in pay and display parking bays using the parking tag system.”

16 Motion in the name of Councillor Frank Kennedy

“This Committee calls for the relocation of the taxi rank in Foster Place, Dublin 2 to an appropriate location to allow for the maximisation of the potential of Foster Place.”

17 A.O.B.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

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

ATTENDANCE:

Members: Cllr C. Cuffe, Chairperson; Cllr P. McCartan, Cllr J. Horgan-Jones, Cllr. R. McHugh, Cllr F. Kennedy, Cllr P. Smyth, Cllr T. Keegan, Cllr L. O'Toole, Cllr P. Hand, Cllr L. O'Toole, Cllr C. O'Moore, Mr F. Mulligan, Mr J. Leahy, Mr D. Brennan, Ms F. Kelty, Mr D. Peppard, Mr R. Guiney

Apologies:

Non-Members:

Dublin City Council Staff: Mr M. Phillips, Director of Traffic/City Engineer; Mr D. Wallace, Executive Manager; Mr B. O'Brien, Head of Technical Services; Mr E. Madden, Senior Engineer, Roads and Traffic Planning; Mr K. McGlynn, A/Senior Engineer, Traffic Management and Control; Mr D. Dixon, Project Engineer, Luas Cross City Liaison Office; Ms E. Gibbons, Parking Enforcement Officer; Mr K. Meade, Administrative Officer; Ms E. Hickey, Administrative Officer; Mr C. K. Manzira, Senior Executive Engineer, Roads and Traffic Planning; Mr S. Hickey, Senior Staff Officer; Ms A. Tynan, Staff Officer; Mr F. McKay, Assistant Staff Officer, Mr Patrick Davis, Clerical Officer.

Go Car Mr Niall Carson, Business Development Manager; Mr Colm Brady, Managing Director.

Aecom Mr Joe Seymour, Director, Transportation, Aecom consultants.

The Chairperson welcomed Mr R. Guiney and Cllr C. O'Moore to the Transportation SPC.

1. Report on operation of on-street car club in Dublin city (presentation by Mr Niall Carson, Business Development Manager, GoCar)

Mr N. Carson gave the presentation on the operation of GoCar in Dublin city. Members thanked Mr Carson for his presentation. Mr Carson replied to Members questions.

Noted.

2. Liffey Cycle Route (presentation by Mr Joe Seymour, Director, Transportation, Aecom)

Mr J. Seymour gave the presentation on the proposed Liffey Cycle Route, with details of four route options. A presentation will be made to the City Council at its March meeting before the start of a non-statutory public consultation process inviting the public's comments on the four options. Mr Seymour and Mr E. Madden, Senior Engineer, Roads and Traffic Planning, replied to Members questions. In response to Mr R. Guiney, Mr Madden said that a briefing on the cycle route proposals will be organised for businesses as part of the public consultation.

Noted

3. Minutes of meeting held on 22nd October, 2014 (copy attached)

Minutes agreed.

4. Letter dated 11th December, 2014, from the South Central Area Committee regarding increase in bus fares (copy attached)

Noted. It was agreed to forward a copy of the letter to the National Transport Authority.

5. Letter dated 30th January, 2015, from the Minister for Transport, Tourism and Sport regarding regulation of rickshaws (copy attached)

Mr M. Phillips, Director of Traffic/City Engineer, said the letter will be studied and a reply sent to the Department. The Chairperson said to stress the need for the regulation of rickshaws.

Noted.

6. Christmas Parking Promotion 2014 (report attached)

Ms E. Gibbons, Parking Enforcement Officer, replied to Members questions. The Committee requested that other prizes such as shoes and/or a bike be offered in order to encourage walking and cycling in the city.

Report noted.

7. Use of Part 8 process for provision of cycling and bus infrastructure (report attached)

Mr B. O'Brien, Head of Technical Services, outlined the situations where the Part 8 process or the Section 38 notice must be used. In reply to Mr J. Leahy, Mr O'Brien said that groups/persons could be notified by e-mail of Section 38 notices and larger projects will be notified to the SPC.

In relation to the Liffey Cycle Route, Mr D. Brennan said that he was very much in favour of cycling, but stressed that he did not want to see a message going out that cars cannot come into the city centre. The Chairperson said that it is about giving people more choices than they have at the moment and that we do not want to unduly restrict any mode.

Report noted.

8. Dublin City Development Plan 2011-2017: implementation of transportation policies and objectives from current plan, and issues for consideration in new Development Plan (report attached)

The Chairperson felt that we are failing quite significantly on the targets we are setting ourselves in terms of the modal shift that we wanted to achieve over the life-time of the Development Plan. In relation to pedestrian permeability, Mr R. Guiney said that the junctions of Jervis Street/Mary Street and Talbot Street/North Earl Street are not working, as shoppers are not crossing them. Mr J. Leahy said that a coach terminus for regional services should be an objective in the Development Plan, as Busaras is overcrowded and private coaches do not use it.

The Chairperson requested a further report to the SPC on the Transportation objectives/policies that have been implemented over the last 9 years, and what should be kept, dropped or added to the Development Plan.

9. Luas Cross City works (presentation by Mr Derek Dixon, Dublin City Council Luas Cross City Liaison Office Project Engineer)

Mr D. Dixon gave the presentation on Luas Cross City works. He said that the main infrastructure contract has now been awarded and the first day of the contract was 9th February, 2015. Mr Dixon will update the SPC at the next meeting in relation to works locations.

Noted.

10. Proposed review of the Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2011 (taxi rank Bye-Laws) (report attached)

Mr K. McGlynn, a/Senior Engineer, Traffic Management and Control, said that the draft taxi rank Bye-Laws will be brought to the next meeting of the SPC.

Report noted.

11. Traffic Advisory Group – monthly status report to the Area Committees (verbal report)

Report noted.

12. Use of Street nameplates in Dublin City (report attached)

The Members expressed concerns about the design of the street nameplates, the font size, the level of prominence of Irish and possible inclusion of district names. The Manager was asked to come back to the Committee with proposals to differentiate Irish and English names such as the use of different colours or typefaces. The chairman suggested that an Irish font may be more appropriate for the Irish Language.

Report noted. It was agreed to submit a further report to a future meeting of the SPC on the issues involved.

13. Minutes of Cycling and Walking Committee meeting held on 2nd December, 2014 (copy attached)

Minutes noted. It was agreed to hold the workshop on anti bicycle theft.

14. Start time of meetings (report attached)

It was agreed to hold the SPC meetings on 15th April and on the 16th September, 2015, at 8.15 a.m.

Motions

15. The Central Area Committee at their meeting of 13th January, 2015, agreed the following Motion for referral to the Transportation SPC:

“Motion in the name of Councillor Ciaran Cuffe

Given the positive contribution of outdoor seating in facilitating public life on the street, improving the amenity of outdoor areas and attracting tourism, and given that cities such as Copenhagen have decided not to charge for street furniture licenses that the City Council trial a waiver of street furniture licenses for a nine month period in the north inner city area, in the expectation that the loss of revenue will be more than offset by a rise in business custom in the city.”

The Motion was agreed. It was agreed to submit a report to the SPC on the financial implications involved.

16. A.O.B.

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

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02 MAR 2015

Mr Stephen Hickey
Senior Staff Officer
Dublin City Council
Roads & Traffic Department
Civic Offices
Wood Quay
Dublin 8

26th February 2015

Dear Mr Hickey

I refer to your letter dated 19 February regarding a motion from the South Central Area Committee about increases in bus fares.

I had already received a copy of the motion directly from the Committee and I attach a copy of my reply for your information.

Yours sincerely



Anne Graham
Chief Executive



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Mr Anthony Flynn
Area Manager
Dublin City Council
South Central Area Office
Eblana House, Floor 1
Marrowbone Lane
Dublin 8

8th January 2015

Dear Mr Flynn

I refer to your letter dated 11 December last a motion from the South Central Area Committee concerning increases in bus fares.

Under Part 3, Chapter 2 of the Dublin Transport Authority Act 2008, the Authority has statutory responsibility for securing the provision of public transport services by way of public transport services contracts. Those contracts must, among other things, provide for the “fares to be charged and provision for the variation, including increase or decrease, of fares”. The Authority has concluded contracts with Iarnród Éireann, Dublin Bus and Bus Éireann and these are available on the Authority’s corporate website www.nationaltransport.ie. Details of the Authority’s fares determinations are also available on the website.

In our fares determination process the Authority take into consideration a number of factors. They primarily involve trying to find a greater match between the costs of operating public transport and the revenues accruing from it, whilst also protecting public transport services themselves.

Public transport operators’ revenues have fallen considerably in recent years as a result of reduced levels of subsidy for the provision of subsidised services. The subsidy to the three CIÉ companies fell almost €100m between 2008 and 2014 a fall of 32%. Passenger numbers fell at the CIÉ companies by 20% due to the economic downturn and CIÉ also had reduced ancillary revenues, for example advertising. Although the level of public subsidy is due to remain the same this year and passenger numbers are starting to rise by 2% or 3% in 2014, the reductions over a number of years have had a cumulative negative effect on the operators’ financial positions and will take a number of years to resolve.

In response, public transport operators introduced cost reduction programmes which saw reductions in costs over this period. However, cost reduction has been hindered by the significant increase (+37%) in CIÉ fuel costs between 2008 and 2014. While fuel costs have fallen over the past

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number of months the CIÉ group forward purchase their fuel up to a year or 18 months in advance and it will take time before they realise the benefits of the current fall in fuel prices.

While it has been necessary to increase fares over the past few years the Authority has introduced a number of features which are of great benefit to Dublin Bus passengers such as increasing the child age on the Leap card. This enables young people in second level education to avail of child fares. In late 2014 the Authority introduced a second journey discount of €1 for adult fares on Dublin Bus fares, which will soon be introduced across all modes. This second journey discount is designed to reduce the penalty on those customers who need to avail of a connecting service.

The Authority recently merged a number of single journey fares to simplify the range of fares and this has led to cheaper travel for longer journeys on Dublin Bus. In fact three of the main single Leap fares reduced in price and two of the cash fares also reduced in price as a result of our recent Fare Determination.

Since Leap card was introduced the Leap single fare has been cheaper than the equivalent cash fare. As a result the Leap card fare is at least 20% cheaper than the equivalent cash fare. This ensures that customers who use currently use cash to pay their fares can obtain significant savings by switching to Leap card. Furthermore the daily and weekly Leap caps have not changed ensuring that multi-journey users continue to be very well incentivized.

Currently six of the eight main adult single Leap fares are cheaper than the equivalent cash fare was in 2012.

Finally the Authority's approval of fare changes represents an appropriate balance between a contribution on the part of public transport operators in continuing to increase efficiency and reduce costs and the implementation of increased fares, as important elements that contribute towards the maintenance of a wide range of services.

I trust this clarifies the position for you.

Yours sincerely


Anne Graham
Chief Executive

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Item No. 3



DUBLIN CITY COUNCIL REPORT OF THE PARKING APPEALS OFFICER 2014

April 2015

Report No. 11

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4. Functions of the Parking Appeals Officer
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Photo of DSPS enforcement vehicle on front cover

Introduction

This is the report of the independent Parking Appeals Officer for Dublin City Council for the year 2014.

The Parking Appeals Officer is required to prepare an annual report for the City Council on the operation of the parking appeals system. The report must detail how the system has operated during the period including

- the number of appeals received
- the number of complaints received
- the percentage of successful appeals
- the average processing time for appeals

The report is required to highlight any regular or recurring sources of appeal/complaint and indicate short-comings in the service as identified through the appeals process.

The report reviews parking enforcement activity in the city during 2014 and presents figures on the parking appeals received and decided during the year. The data presented has been prepared in close co-operation with the Parking Enforcement Section of the City Council. The key information on parking enforcement and appeals activity is summarised in the body of this report and detailed tables are included in the appendices.

It is vital to put any consideration of the points raised in this report into an overall perspective:

- at 56,000, the number of vehicles sanctioned is tiny compared to the millions (estimated minimum 24 M¹) of on-street parking events in the city each year
- at 3,006, the overall number of Stage 1 appeals received was only 5.4% of total enforcement events recorded during 2014

In total 856² (24%) appellants, from 3,555 cases decided in 2014, received either a full or a partial refund, albeit many as gestures of goodwill, while 2,699 (76%) appeals were declined.

The report is scheduled for consideration by the Strategic Policy Committee on Transport and Traffic, following which it will be made available to the public via www.dublincity.ie.

¹ Estimate based on P&D 11.75M, Parking Tag 2.2M, Resident Permits 6.6M (18,200 permits x 365 days), Visitor Discs 0.3M, Loading/Disabled Bays 4M. Estimate excludes parking by taxis/buses/coaches, drop off/pick-ups including deliveries, parking on-street outside of P&D hours etc.

² Stage 1 = 472 x 100% refunds, Stage 2 = 384 [211 x 100% and 173 x 50%]

1. Background

1.1 General

Dublin City Council has responsibility for the management of on-street parking enforcement in the city. It operates 1,075 Pay & Display meters for almost 30,000 on-street parking spaces and in 2014 dispensed 11.75 million P&D parking tickets. In addition the Parking Tag system recorded 2.15 million paid parking events generated by 71,341 registered motorists. The new retail option for motorists to register and pay for parking in any Payzone outlet reported 24,202 transactions. The Council also operates parking permit schemes for more than 18,200 residents and their visitors throughout the city. In 2014 the Council issued 366,944 visitor parking discs.

To ensure ease of access for all motorists Dublin City Council administers and enforces parking and traffic regulations across the city. These are designed to ensure high turnover of parking spaces in the city centre and other areas of high parking demand. A system of clamping, relocations and removals, first introduced in late 1998, has been central to the success of the Council's efforts. This system includes an appeals process for motorists. The City Council encourages compliance with the parking regulations via signs and notices and highly visible parking enforcement vehicles and uniformed staff. The service is currently provided under contract by Dublin Street Parking Services ('DSPS').

Drivers whose cars are clamped are required to pay a statutory clamp release fee of €80 before their vehicle is declamped or a fee of €160 and a storage charge of €35/day to have their vehicle released from the pound. These fees have remained unchanged since the scheme was originally introduced 16 years ago, in October 1998³.

The purpose of the clamp release fee, in the author's opinion, is two-fold:

- Deterrence to deter non-compliant parking and traffic behaviour
- Cost Recovery at a minimum, to recover the actual cost of delivering the enforcement service.

1.2 Persistent Offenders

An analysis of the registration numbers of 56,000 vehicles sanctioned in 2014 highlighted the number of these vehicles which were repeat offenders over the four year period 2011 to 2014.

40,942 cars (73%) clamped in 2014 had been clamped only once in the four year period 2011-2014.

12,743 cars (23%) had been clamped 2, 3 or 4 times.

2,314 cars (4%) were clamped between 5 and 50 times.

1 car was clamped more than 51 times

The most persistent offender was clamped, on average, once every 3 or 4 weeks for a total of 55 times in the 48 months.

For these persistent offending motorists it is clear that the current declamp fees are not an effective deterrent. In the authors opinion there is therefore a strong case for updating the regulations to allow for tiered clamp release fees to target persistent offenders, for example cars clamped more than say three times in the previous 12 months could face clamp release fees of €160 (2 x €80). If that did not work then the Council should have the right to increase this fee further.

³ These fees are set by statute and can only be changed by Dail Eireann.

Persistent Offenders Sanctioned in 2014

Frequency	Events	%
1	40,942	73.1%
2	8,202	14.6%
3	3,107	5.5%
4	1,434	2.6%
5-10	1,953	3.5%
11-15	228	0.4%
16-20	69	0.1%
21-50	64	0.1%
+51	1	0.0%
Total	56,000	100.0%

1.2 Vehicles Clamped by Location

The top ten streets for vehicle clamping in the city during 2014 were

Rank	Location	Vehicles Clamped
1	Merrion Square West	733
2	Mespil Road	698
3	Ormond Quay Upper	656
4	Jervis Street	617
5	Wolfe Tone Street	612
6	Lotts North	591
7	Burlington Road	576
8	Merrion Square South	545
9	Molesworth Street	533
10	Hatch Street Lower	496

These ten locations represented +11% of total clamps in 2014. The Council concentrates enforcement effort in the areas of highest parking and traffic demand e.g. Merrion Square, Ballsbridge, Pearse St., Henry St. area, the city quays and otherwise does not target particular streets or areas.

1.3 Enforcement Effort by Parking Offence

The top ten offences for which vehicles were clamped in 2014 were:

Rank	Offence	Count	%
1	P&D/Permit Area w/o Ticket or Permit	22,449	40%
2	No Valid Paid Parking	10,167	18%
3	Parking on Clearway	5,186	9%
4	Parking Vehicle in a Loading Bay	3,316	6%
5	Appointed Stand (Taxi Stand)	2,253	4%
6	Double Yellow Line	2,214	4%
7	On a Footway	1,957	3%
8	Goods Vehicle in Loading Bay - over 30 mins	1,549	3%
9	No Parking Except Buses/Coaches Sign	1,255	2%
10	Bus Lane - During Period of Operation	1,222	2%
	Other	<u>4,432</u>	<u>8%</u>
	Total	56,000	100%

The top two offences – failure to display a valid ticket/permit or to register via Parking Tag - accounted for 58% of all enforcement events in 2014. The remaining 42% of offences relate to traffic management issues.

1.4 Cost Recovery

Based on changes in the Consumer Price Index today's €80 clamp release fee is worth less than €60 in 1998 money, i.e. a +25% reduction in its real deterrent effect.

Based on the reported +€7 million annual cost of providing the parking enforcement service and the average number of enforcement events undertaken in recent years the clamp release fee should be a minimum of €130 in order to recover these costs.

By keeping the charge at 1998 levels the +14 million compliant motorists who pay for their parking via P&D or Parking Tag are effectively subsidising the 56,000 non-compliant motorists clamped during the year to the tune of €50 per clamp (€130 - €80) or +€2.8 million p.a.

1.5 New Initiative

A key part of the enforcement role of DCC is to provide an effective deterrent against illegal parking. The use of Warning Notices can assist in providing such a deterrent in certain circumstances. A total of 601 notices were issued in 2014 in situations including:

- The warning of an occupied vehicle parked illegally. In these situations, the parking enforcement contractor ('PEC') does not apply a clamp but may apply a warning notice to encourage the parker not to repeat the offence. This warning is recorded on the system.
- Enforcement in sensitive areas particularly in response to complaints from members of the public e.g. parking on footways or grass verges in suburban residential areas. DCC may decide to deal with the issue, in the first instance, through the application of warning notices rather than clamping. Persistent non-compliance will result in clamping.
- As part of the introduction of new parking schemes in residential areas, the approach has been to warn illegally parked vehicles for an initial period. This helps to inform

and educate frequent parkers in the area that they need to pay for their parking and where applicable to encourage residents to apply for permits in a timely manner.

2. Parking Appeals Service

2.1 Brief Outline

Dublin City Council operates a two-stage process for persons wishing to appeal clamping and other parking related enforcement decisions:

- Stage 1. Appeals are first considered by Dublin Street Parking Services, the parking enforcement contractor
- Stage 2. Appellants who are dissatisfied with the outcome of the Stage 1 appeals process may appeal to the independent Parking Appeals Officer.

Information on the appeals process is included in the enforcement documentation attached to each vehicle when it is clamped and is also available on the Dublin City Council website.

In the first instance a motorist who is dissatisfied with the clamping of their vehicle lodges an appeal with DSPS, the parking enforcement contractor. DSPS normally decides appeals within seven days of receipt but in exceptional cases this may take longer. If a decision has not issued after 21 days a holding letter is issued and if the matter is not resolved within 56 days the motorist receives a full refund of the clamping fee provided they have not delayed the process by failing to provide requested information.

In cases where the initial appeal is declined the motorist is advised of this decision in writing and the letter includes details of the option to appeal the matter to the independent Parking Appeals Officer. These Stage 2 appeals are collated by Dublin City Council staff and are reviewed by the Parking Appeals Officer every two weeks when he visits the Civic Offices. The average time taken from receipt of a Stage 2 appeal to the issue of a decision letter is three weeks.

A detailed description of the process is set out in Appendix 5.

2.2 Parking Appeals in 2014

Appeals activity for 2014 is summarised in the following table.

Stage	Appeals from 2013	New Appeals in 2014	Appeals Decided in 2014	Appeals Carried to 2015
Stage 1	9	3,006	2,986	29
Stage 2	<u>46</u>	<u>589</u>	<u>569</u>	<u>66</u>
Totals	55	3,595	3,555	95

The statistics for appeals relate to the year in which appeals are decided and not to the year in which the original parking offence occurred. An appeal of a clamping event occurring, for example, in December 2013 but appealed in 2014 is included in the 2014 appeals figures while the clamping event is included in the 2013 data. An initial appeal submitted and decided in December 2013 would be counted in the 2013 figures but a subsequent Stage 2 appeal of the same clamping event lodged in 2014 would be counted in the 2014 Stage 2 figures.

The appeals figures include cases brought forward from 2013 but exclude a small number of cases submitted for re-consideration. At the end of the year there were 95 cases carried forward from 2014 into 2015 - 29 Stage 1 and 66 Stage 2.

It is important to appreciate that appeals are not complaints. In most cases the motorist lodging an appeal is claiming extenuating circumstances to explain why they were clamped. Complaints are usually explicit and almost always begin with a statement such as "I want to complain about..." Where a complaint is received it is addressed independently. An appeal may be declined while a complaint relating to the same event may be upheld and vice versa.

Complaints are considered separately from appeals. DSPS investigates each complaint and responds directly to the motorist, addressing each aspect of the complaint. Where a motorist is unhappy with the response to a complaint they may appeal to the Parking Appeals Officer who will review the complaint and respond to the motorist directly. In 2014 only 42 or 7% of the 589 Stage 2 appeals received included complaints.

The report considers the number and type of appeals received during 2014 and describes the decisions made on those appeals before discussing the issues of consistency in the decision making process and complaints. In the final section the report sets out some conclusions and recommendations for consideration by

- (a) the City Council and
- (b) the parking enforcement contractor.

The functions and procedures of the parking appeals service are set out in Appendix 4.

2.3 Overview of 2014

In 2014

14.0 million on-street pay parking events took place in Dublin City including

11.8 million pay and display ('P&D') transactions including almost 70,000 payments on credit card only machines at Merrion Square South, Fitzwilliam Square South, Pembroke Street and Hume Street.

2.2 million Parking Tag parking events by +71,000 registered motorists including 24,000 retail transactions

56,000 vehicles were clamped, relocated and clamped or removed to the pound including

51,781 vehicles clamped for breaches of the parking or traffic regulations

3,716 vehicles re-located because they were causing an obstruction or interfering with traffic

503 vehicles removed to the pound because they appear to have been abandoned or were left clamped on-street for more than 24 hours

3,595 parking appeals were received including

3,006 Stage 1 appeals

589 Stage 2 appeals

The most common parking offences appealed at Stage 1 were

1,901 appeals - failure to display a valid disc, permit, P&D ticket or to have registered the vehicle on Parking Tag

246 appeals - parking in a clearway

The most common grounds of appeal set out by motorists at Stage 1 included

620 appeals - inadequate signage/road markings

513 appeals - motorist had a ticket but not visible

317 appeals – motorist's problems with the Parking Tag service

At Stage 2 the offences most often appealed were

335 appeals - failure to display a valid disc, permit, P&D ticket or failure to register the vehicle on Parking Tag

46 appeals - parking on a clearway

26 appeals – parked in a taxi stand

The most frequent grounds of appeal at Stage 2 were

130 appeals - inadequate signage/road markings

115 appeals - motorist had purchased a ticket but it was not visible

46 appeals – alleged error by PEC

In 2014 2,202 foreign registered vehicles were clamped – 3.9% of all vehicles sanctioned during the year. In the appeals process 94 foreign registered vehicles were identified in Stage 1 and 20 in Stage 2. Most of these cars would have avoided sanction under a parking fines system. Appeals decided citing 'foreign tourist' as the basis for the appeal included 98 at Stage 1 and 3 at Stage 2.

2.4 Decisions on Parking Appeals

At Stage 1

2,986 appeals were decided including

472 (16%) appeals upheld and refunded

2,514 (84%) appeals declined

At Stage 2

569 appeals were decided including

124 100% refund

87 100% refund with caution

173 50% refund

185 declined

In total 856 (24%) appellants, from 3,555 cases decided in 2014, received either a full or a partial refund, albeit many as gestures of goodwill while 2,699 (76%) appeals were declined.

2.5 Issues Raised in Appeals in 2014

Examples of issues raised in appeals considered during 2014 include:

P&D Ticket Not Visible

513 Stage 1 and 115 Stage 2 appeals related to P&D tickets not properly displayed – turned upside down, fallen onto the car floor, slipped down the dashboard under the screen edge or placed on side windows or rear windows.

At Stage 1, 99% of these appeals were declined on the basis that there is an onus on the motorist to both pay and display.

At Stage 2, provided they had a valid ticket and were not previously refunded for a similar offence, these motorists received a 50% refund as a once only gesture of goodwill, because they had made an effort to comply with the regulations by purchasing a ticket.

Residents Parking Permit

273 Stage 1 and 39 Stage 2 appeals from holders of residents or visitor parking permits/discs related to issues such as (a) that on their arrival home that all the parking spaces on their street were occupied and that they had 'no choice' but to park on an adjacent street or (b) that the visitor had made an inadvertent error when scratching the visitor parking disc. A small number of residents complained that they did not receive a reminder letter to re-new their residents parking permits. One resident suggested that DCC issue reminders via email and this option is being investigated.

At Stage 1, provided this was a first appeal on these grounds, these motorists received a refund with caution. They were advised that their permits were only valid for the street printed on the permit and that if they parked elsewhere they were obliged to comply with the parking regulations on these other streets.

At Stage 2 a similar approach was adopted.

Clearways

246 appeals at Stage 1 and 46 at Stage 2 related to clearway offences during the year. The key issues in these appeals related to signage.

At Stage 1 most of these appeals were declined on the basis that the onus is on the motorist to check local signage and markings and to comply with the relevant regulations.

At Stage 2 the appeals are considered on their individual merits but most of these appeals got a sympathetic hearing provided this was a first appeal on these grounds.

Road Markings/Signage

620 appeals at Stage 1 and 130 Stage 2 appeals related to unclear markings and/or signs.

A number of appeals claimed that as there were no road markings that they should not have been clamped, e.g., parking within 5m of a junction or parking opposite a continuous white line or causing an obstruction. None of these offences require road markings to be in place.

At Stage 1, 576 (93%) of these appeals were declined on the basis that the onus is on the motorist to check local signage and markings and to comply with the relevant regulations.

At Stage 2, 77 (59%) of these cases received either a full or a partial refund.

Parking Tag Use

There are now more than 71,000 motorists registered on the Parking Tag system and the network of authorities accepting parking payments via this service has expanded to include the four Dublin county council areas, Dun Laoghaire Harbour, Arklow and Wicklow. During 2014 more than 2.2 million transactions were recorded on the system.

317 'Parking Tag'-related Stage 1 and 32 Stage 2 appeals were decided during 2014. Customers registering incorrect reg. numbers and forgetting to check these in the text confirmation of their transaction arose in a number of appeals. One motorist tested his new phone by registering his car for 10 minutes only to discover that this voided his previous registration and his car was clamped. Motorists with access to 2 or more cars occasionally registered a car other than the one they were parking. This issue was resolved. Payzone have responded positively to issues as they arise and are continuously developing the Parking Tag App.

These appeals are considered on their merits.

At Stage 1, 143 (45%) received a full refund with the balance declined.

At Stage 2, 10 (33%) of Parking Tag appeals received either a full or a partial refund and 22 were declined.

Only One Car of Several 'Offenders' Clamped

A small number of appeals arose based on motorists claiming that there were several cars parked in the same location, all parked in contravention of the regulations, but that only one car was clamped. The clamped motorists complained that it was unjust that only their car was clamped. In normal circumstances one would expect that all the non-compliant cars would be clamped but the clamping vans can run out of clamps or be called away to release a clamp and one car can be 'unlucky'. Another aspect of this is that some motorists may not be aware of the Parking Tag service and wonder why a car parked without a P&D ticket was not clamped when in fact the car had registered and paid for parking. This does not take from the fact that the clamped car was illegally parked and the clamp was valid. Appeals such as these were unsuccessful at both Stage 1 and Stage 2. It is the responsibility of each motorist to ensure that their car is legally parked.

Parking on Pathways in Narrow Residential Streets

Residents and their visitors in narrow residential streets can face a difficult choice – park on the pathway and risk clamping or park in the street and risk clamping and towing if they obstruct or interfere with other traffic including emergency vehicles. If the clampers are called to an area such as this, they are obliged to enforce the regulations and clamp offending vehicles. Appeals from such areas generally get sympathetic hearings at Stage 2 provided the car is not obstructing pedestrians or access to houses.

Obstructing Other Traffic

Several appeals were received during the year from motorists clamped for causing an obstruction to other traffic. The test applied in these cases was to check the photographs taken on the day. Where cars were clearly causing problems for other traffic these appeals were declined but otherwise they received a refund. These decisions are mostly made at Stage 1 but the same logic is applied at Stage 2.

Disabled Parking Bays

A small number of motorists appealed on the grounds that they parked in the disabled bay because they were physically disabled but did not have a disabled parking permit. These appeals were declined at both Stage 1 and Stage 2 as the rules for parking in disabled parking bays are very specific – a current valid disabled parking permit is required. In cases where a Blue Badge holder forgets to display their permit, gets clamped and appeals with a copy of a current permit, they normally receive sympathetic hearing provided there is not a history of similar offences.

A recent development has been the increased incidence of appeals based on Disabled Parking Permits issued in other EU countries which appear to be valid but not consistent with the rules as applied in Ireland. In one case an appellant had an EU Disabled Parking Permit which was valid until 2056. Investigations confirmed that it was a valid permit and had been issued effectively for the lifetime of the person who was born with a debilitating condition. In Ireland the maximum duration of a Blue Badge is two years.

Loading Bays

122 Stage 1 and 24 Stage 2 appeals for parking offences in a Loading Bay were received. Some of these believed that as they were loading or unloading they were entitled to use the Loading Bay. These appeals received little sympathy whereas a small number who demonstrated that their car had broken down and that they had parking it in a loading bay got a positive decision.

Grace Time

DCC operates an informal grace time to allow motorists to purchase a P&D ticket or register their car on the Parking Tag service. A car legitimately parked but (a) without a ticket/permit displayed or Parking Tag registration or (b) with an expired ticket or registration is allowed 10 minutes to rectify the situation before it will be clamped. 43 Stage 1 and 16 Stage 2 appeals were decided.

3. Recommendations and Conclusions

It is vital to put any consideration of the points raised in this report into an overall perspective:

- at 56,000 the number of vehicles sanctioned is tiny compared to the many millions of on-street parking events in the city each year
- at 3,006 the overall number of Stage 1 appeals received was only 5.4% of total enforcement events recorded during 2014

To the extent that the appeals process provides an insight into the operation of the parking enforcement service the information gleaned may be useful in highlighting areas where performance standards can be improved. The following recommendations are offered to the City Council and to DSPS:

City Council:

The largest block of enforcement events and appeals relates to failure to display a ticket or a permit. I commend DCC for their initiative in expanding the Parking Tag service. DCC should take every opportunity to raise awareness of the service with the motoring public.

There has been significant improvement in the signage and road markings but this continues to be a source of confusion for motorists and consequently a source of parking appeals. Ely Place has two different regimes operating on opposite sides of the street and the number of appeals arising is out of all proportion to the small number of parking spaces involved. This arises due to an anomaly in the laws and can only be rectified by a change in the legislation. Similarly the number of appeals relating to clearways and bus lanes indicates an opportunity for improved signage.

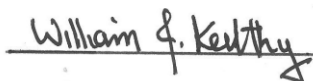
DSPS:

Several complaints focused on the perception that the service was not being consistently applied, with one car in several appearing to be selected for sanction while adjacent cars similarly parked were not sanctioned. Every effort must be made to ensure that there is consistent delivery of the service.

All complaints received and/or referred to DSPS should be investigated and a comprehensive response addressing all issues raised in the complaint issued to the complainant. There is scope for improvement in this area.

The appeals system does not monitor the number of complimentary comments received but it is clear that the benefits of the service are recognised and appreciated by a significant number of motorists even when they have been sanctioned for a breach of the regulations. Letters regularly compliment the enforcement staff for being helpful and considerate.

Overall the performance of the parking enforcement and parking appeals system has been excellent and the staff of both DSPS and the Environment & Transportation Department of Dublin City Council deserve considerable credit and a vote of thanks for doing a job which benefits the city greatly but which few 'customers' recognise or appreciate.



Parking Appeals Officer
Date: 10th March 2015

Appendices

Appendix 1

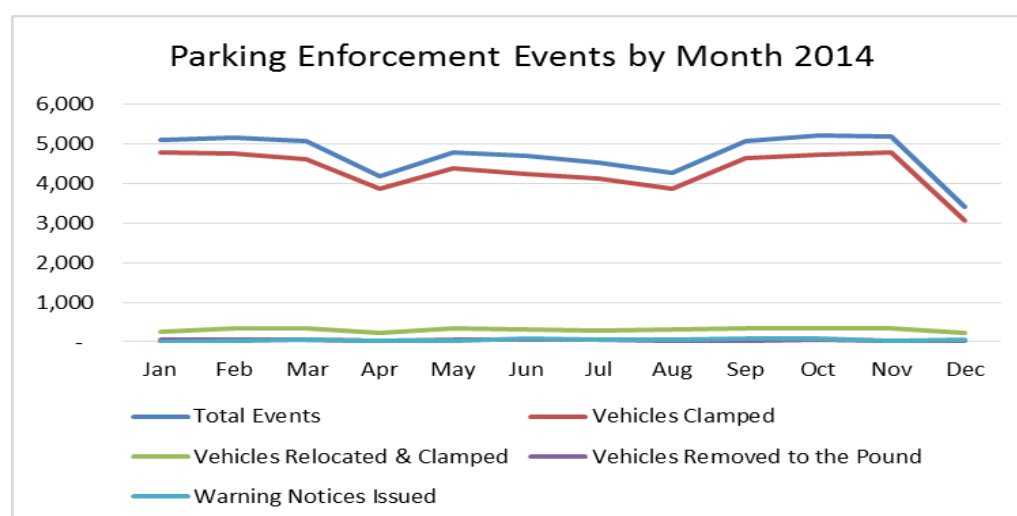
Annual Parking Enforcement Statistics

1.1 Numbers of Parking Enforcement Events 2012 to 2014

Year	2012	2013	2014
Vehicles Clamped	49,942	52,423	51,781
Vehicles Relocated	3,223	3,350	3,716
Vehicles Removed	<u>360</u>	<u>512</u>	<u>503</u>
Total Enforcement Events	53,525	56,285	56,000

1.2 Parking Enforcement Events by Month 2014

2014	Total Events	Vehicles Clamped	Vehicles Relocated & Clamped	Vehicles Removed to the Pound	Warning Notices Issued
Jan	5,099	4,772	262	57	8
Feb	5,150	4,752	332	44	22
Mar	5,070	4,621	348	44	57
Apr	4,166	3,864	242	35	25
May	4,778	4,367	332	50	29
Jun	4,694	4,233	321	46	94
Jul	4,521	4,134	289	47	51
Aug	4,263	3,857	324	36	46
Sep	5,075	4,629	340	32	74
Oct	5,206	4,714	351	46	95
Nov	5,179	4,780	335	35	29
Dec	<u>3,400</u>	<u>3,058</u>	<u>240</u>	<u>31</u>	<u>71</u>
Totals	56,601	51,781	3,716	503	601



1.2 Parking Enforcement Events by Offence – Top Ten 2014

Rank	Offence	Count	%
1	P&D/Permit Area w/o Ticket or Permit	22,449	40%
2	No Valid Paid Parking	10,167	18%
3	Parking on Clearway	5,186	9%
4	Parking Vehicle in a Loading Bay	3,316	6%
5	Appointed Stand (Taxi Stand)	2,253	4%
6	Double Yellow Line	2,214	4%
7	On a Footway	1,957	3%
8	Goods Vehicle in Loading Bay - over 30 mins	1,549	3%
9	No Parking Except Buses/Coaches Sign	1,255	2%
10	Bus Lane - During Period of Operation	1,222	2%
	Other	4,432	8%
	Total	56,000	100%

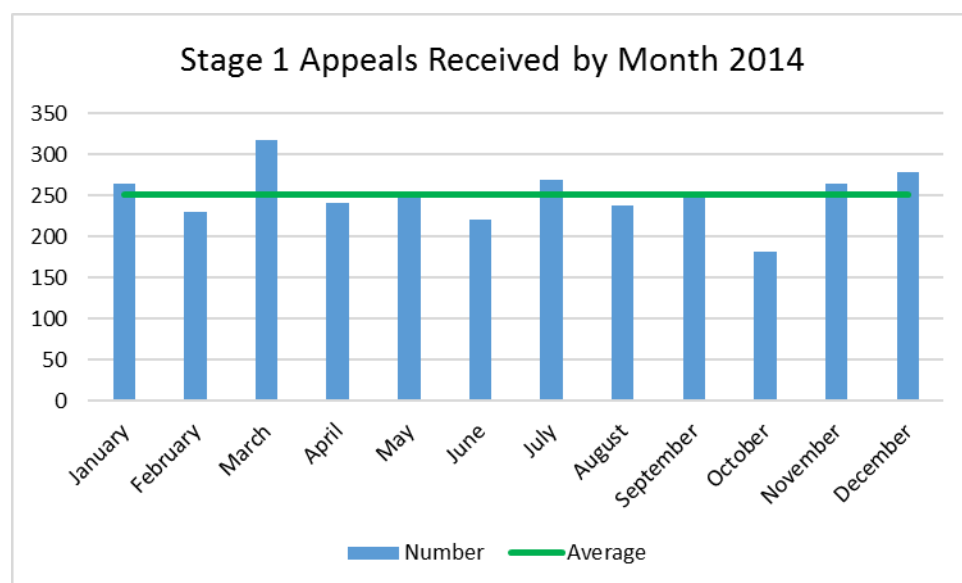
Appendix 2

2.1 Number of Stage 1 and Stage 2 Appeals Received by Year 2010-2014

Year	2010	2011	2012	2013	2014
Stage 1 Appeals Received	2,534	2,865	2,780	2,896	3,006
Stage 2 Appeals Received	537	621	627	624	589
Stage 2 Appeals as % of Stage 1	21%	22%	23%	22%	20%

2.2 Stage 1 Appeals Received by Month 2014

Month	Number	%
January	264	8.8%
February	230	7.7%
March	318	10.6%
April	241	8.0%
May	252	8.4%
June	220	7.3%
July	269	8.9%
August	238	7.9%
September	249	8.3%
October	182	6.1%
November	264	8.8%
December	279	9.3%
Totals	3,006	100.0%
Average	251	



2.3 Stage 1 Decisions 2014

Decision	Totals	%
Up-Held	472	16
Declined	2,514	84
Total	2,986	100

2.4 Stage 1 Appeals – Grounds for Refunds 2014

Grounds of Appeal	100% Refund	No Refund	Totals	%
Signage & Road Markings	44	576	620	21%
Permit/Ticket Not Visible	3	510	513	17%
Parking Tag - General	143	174	317	11%
Valid Resident/Visitor Permit	76	197	273	9%
P&D Machine Out of Order	22	152	174	6%
Alleged Error by PEC	55	113	168	6%
Compassionate Case	12	149	161	5%
Valid Disabled Badge	20	129	149	5%
Permit/Ticket Expired	3	112	115	4%
Foreign Tourist	30	68	98	3%
Only a Technical Offence	1	76	77	3%
Medical/Personal Emergency	28	44	72	2%
Grace Period	0	43	43	1%
Delayed at Work/Court etc.	1	39	40	1%
Vehicle Broken Down	9	18	27	1%
Garda On Duty	4	4	8	0%
Error Issuing Resident Permit	7	0	7	0%
Miscellaneous/Other	14	110	124	4%
Totals	472	2,514	2,986	100%
%	15.8%	84.2%	100.0%	

2.5 Stage 1 Appeals by Offence 2014 – Top Ten

Rank	Offence	Cases	%
1	P&D No Valid Ticket	1,901	63.7%
2	Parking on Clearway	246	8.2%
3	Parking Vehicle in a Loading Bay	122	4.1%
4	Appointed Stand (Taxi Stand)	101	3.4%
5	On a Footway	94	3.1%
6	Double Yellow Line	75	2.5%
7	Within 5 m of Road Junction	56	1.9%
8	Parking - Disabled Persons Bay	55	1.8%
9	No Parking Except Buses/Coaches Sign	53	1.8%
10	Continuous White Line	50	1.7%
	Other	233	7.8%
	Total	2,986	100.0%

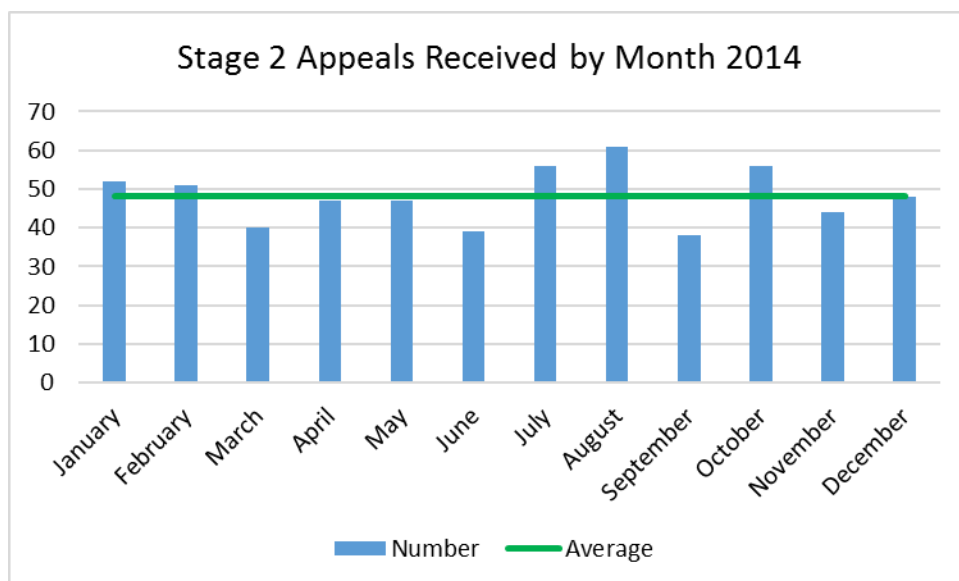
2.6 Time to Decide Stage 1 Appeals 2014

Days	Cases	%	Cum %
0 to 7	1,824	61.1%	61.1%
7 to 14	644	21.6%	82.7%
14 to 21	262	8.8%	91.4%
21 to 28	105	3.5%	94.9%
+28	151	5.1%	100.0%
Totals	2,986	100.0%	

Appendix 3

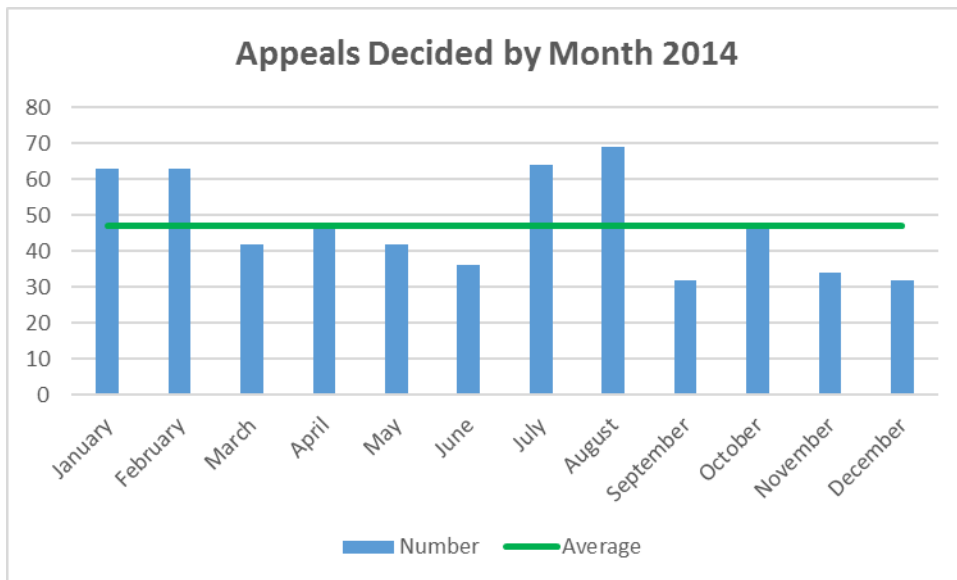
3.1 Number of Stage 2 Appeals Received by Month 2014

Month	Number	%
January	52	9.0%
February	51	8.8%
March	40	6.9%
April	47	8.1%
May	47	8.1%
June	39	6.7%
July	56	9.7%
August	61	10.5%
September	38	6.6%
October	56	9.7%
November	44	7.6%
December	<u>48</u>	<u>8.3%</u>
Total	579	100.0%
Average	48	



3.2 Stage 2 Appeals Decided by Month in 2014

Month	Number	%
January	63	11.1%
February	63	11.1%
March	42	7.4%
April	46	8.1%
May	42	7.4%
June	36	6.3%
July	64	11.2%
August	69	12.1%
September	32	5.6%
October	46	8.1%
November	34	6.0%
December	32	5.6%
Total	569	100.0%
Average	47	



3.3 Stage 2 Length of Time in the Appeals Process in 2014

Days	Cases	%	Cum %
0 to 7	101	17.8%	17.8%
7 to 14	227	39.9%	57.6%
14 to 21	152	26.7%	84.4%
21 to 28	53	9.3%	93.7%
+28	<u>36</u>	<u>6.3%</u>	100.0%
Totals	569	100.0%	

3.4 Stage 2 Appeals Decided Classified by Parking Offence 2014 – Top Ten

Rank	Offence	Cases	%
1	Pay & Display - No Ticket	335	58.9%
2	Parking on Clearway	46	8.1%
3	Appointed Stand (Taxi Stand)	26	4.6%
4	Parking Vehicle in a Loading Bay	24	4.2%
5	Parking - Disabled Persons Bay	18	3.2%
6	On a Footway	15	2.6%
7	Double Yellow Line	14	2.5%
8	Within 5m of Road Junction	14	2.5%
9	No Parking Except Buses/Coaches Sign	13	2.3%
10	Obstructing Other Traffic	12	2.1%
	Other	<u>52</u>	<u>9.1%</u>
	Totals	569	100.0%

3.5 Stage 2 Grounds of Appeal as Stated by the Appellant 2014 – Top Ten

Rank	Grounds of Appeal	100% Refund	100% Refund With Caution	50% Refund	No Refund	Totals	%
1	Signage & Road Markings	48	19	10	53	130	22.8%
2	Permit/Ticket Not Visible	5	2	105	3	115	20.2%
3	Alleged Error by PEC	21	4	2	19	46	8.1%
4	Compassionate Case	8	11	7	16	42	7.4%
5	Valid Resident/Visitor Permit	1	11	19	8	39	6.9%
6	Valid Disabled Badge	9	13	10	3	35	6.2%
7	Parking Tag - General	3	2	5	22	32	5.6%
8	P&D Machine Out of Order	3	13	3	7	26	4.6%
9	Only a Technical Offence	2	3	0	12	17	3.0%
10	Grace Period	3	1	2	10	16	2.8%
	Other	<u>21</u>	<u>8</u>	<u>10</u>	<u>32</u>	<u>71</u>	12.5%
	Totals	124	87	173	185	569	100.0%
	%	21.8%	15.3%	30.4%	32.5%	100.0%	

3.6 Stage 2 Appeals Decided Classified by Outcome – 2014

Decision	100% Refund	100% Refund With Caution	50% Refund	No Refund	Totals
Cases	124	87	173	185	569
%	22	15	30	33	100
%	22	45		33	100

3.7 Stage 2 Appeals - Decisions Classified by Grounds of Appeal 2014

Grounds of Appeal	100% Refund	100% Refund With Caution	50% Refund	No Refund	Totals	%
Signage & Road Markings	48	19	10	53	130	22.8%
Permit/Ticket Not Visible	5	2	105	3	115	20.2%
Alleged Error by PEC	21	4	2	19	46	8.1%
Compassionate Case	8	11	7	16	42	7.4%
Valid Resident/Visitor Permit	1	11	19	8	39	6.9%
Valid Disabled Badge	9	13	10	3	35	6.2%
Parking Tag - General	3	2	5	22	32	5.6%
P&D Machine Out of Order	3	13	3	7	26	4.6%
Only a Technical Offence	2	3	0	12	17	3.0%
Grace Period	3	1	2	10	16	2.8%
Permit/Ticket Expired	2	1	5	7	15	2.6%
Medical/Personal Emergency	7	0	0	3	10	1.8%
Vehicle Broken Down	4	0	0	2	6	1.1%
Delayed at Work/Court/Getting Change	0	0	1	3	4	0.7%
Foreign Tourist	3	0	0	0	3	0.5%
Miscellaneous/Other	5	7	4	17	33	5.8%
Totals	124	87	173	185	569	100.0%
%	21.8%	15.3%	30.4%	32.5%	100.0%	

Figures highlighted are the highest for the category of appeal.

Appendix 4

The Functions of the Parking Appeals Officer

Principal Functions

The functions and responsibilities of the Parking Appeals Officer may be summarised as follows

- to consider, investigate and determine in an independent and equitable manner all Stage 2 appeals relating to parking enforcement by the parking enforcement contractor and to provide written reports on each decision
- to oversee and report on the performance of the Stage 1 appeals process
- to develop and implement procedures to ensure consistency of decision making in the appeals process
- to investigate complaints against parking enforcement contractor staff made as part of the appeals process
- to regularly report to the Director of Traffic at Dublin City Council on the performance of the parking appeals system and, where appropriate, to make recommendations for changes and improvements.

Determination of Stage 2 Appeals

The Parking Appeals Officer is required to review all parking related appeals referred to him for adjudication. He must explore fully all relevant information provided by both the appellant and the parking enforcement contractor. Where necessary he may carry out site visits, interview parking enforcement contractor staff and/or the appellant. He may consider any relevant evidence including where appropriate witness statements, documents, receipts, maps, plans, photographs or videos.

He is required to prepare a short report giving clear and concise reasons for his decision and to explain any misunderstandings of the parking regulations by either the parking enforcement contractor or the appellant. He must ensure that the report fully addresses all issues raised by the appellant and gives an explanation of the legal issues in plain language. The full written response of the Parking Appeals Officer in respect of each case is forwarded to the appellant.

Oversee the Stage 1 Appeals Process

The Parking Appeals Officer is required to oversee and report on the operation of the Stage 1 appeals process by the parking enforcement contractor. Where necessary the Parking Appeals Officer may recommend changes to procedures and/or systems.

Consistency of Interpretation

The Parking Appeals Officer is responsible for ensuring that a consistent approach is applied throughout the appeals process. While the Parking Appeals Officer has complete discretion with regard to the determination of Stage 2 appeals he is responsible for ensuring that the Parking Appeals Service develops consistency of interpretation in similar cases.

Investigation of Complaints

Complaints relating to the performance/behaviour of parking enforcement contractor employees may be referred to the Parking Appeals Officer for investigation. In the event an appeal includes a complaint against a parking enforcement contractor employee the Parking Appeals Officer is empowered to investigate such complaints. His reports are sent to the Director of Traffic, the parking enforcement contractor and the complainant.

Reports

The Parking Appeals Officer is required to prepare an annual report for the City Council on the operation of the parking appeals system. The report must detail how the system has operated during the period including

- the number of appeals received
- the number of complaints received
- the percentage of successful appeals
- the average processing time for appeals

The report should highlight any regular or recurring sources of appeal/complaint and indicate short-comings in the service as identified through the appeals process.

Appendix 5

The Parking Appeals Procedure

General Approach

Dublin City Council operates a two-stage appeals process for persons whose vehicles are clamped, re-located or towed by the on-street parking enforcement service.

The procedure for lodgement of an appeal is set out on the Dublin City Council web site www.dublincity.ie, the DSPS website www.dsps.ie and in information leaflets available on request from the Council or from any Citizens Advice Bureau, public library or public office of the Council.

Only written appeals are considered and no oral hearings are undertaken. Appeals may be lodged by post or via the internet. Appellants calling over the telephone are advised that they must lodge their appeal in writing.

Stage 1 Appeals

Stage 1 appeals are submitted directly to the parking enforcement contractor. Each Stage 1 appeal received is acknowledged by letter. The contractor is required to examine each appeal and to issue a decision within 21 days of receipt of the appeal. If a decision is not reached in this period a holding letter must issue to the appellant advising that the appeal remains under investigation. If a decision is not arrived at within 58 days of the original date of receipt the parking enforcement contractor is obliged to issue a refund of the charge(s) paid.

Stage 2 Appeals

Stage 2 appeals are submitted in writing on a prescribed form to the independent Parking Appeals Officer. Each Stage 2 appeal received is acknowledged by letter.

Case Management of Parking Appeals at Dublin City Council

Management at the Parking Enforcement Section of Dublin City Council operates an excellent case management system for parking appeals. Details of appeals – Stage 1 and Stage 2 – are now accessible on one database system. All correspondence, photographs and decisions are accessible via the Dublin City Council intranet system. The system also facilitates tracking of complaints received as part of the appeals process.

The Parking Appeals Officer typically visits Dublin City Council offices every second week to consider new and outstanding cases. Each visit involves consideration of about 20/25 case files including reviews of

- new appeals received since the last appeals session
- 'on hold' files awaiting receipt of additional information and
- older cases submitted for re-consideration.

Each file is reviewed and considered on its merits. If additional information is required e.g. confirmation that

- a sign had been erected or removed
- a particular P&D machine was out of service
- an appellant had applied for a residents permit
- clarification of a point of law

a file may be placed 'on hold' pending clarification of such points. The Parking Appeals Officer's decision is recorded on the file, in the database and is also communicated to the appellant in writing.

The Parking Appeals Officer's informal goal is to process all Stage 2 appeals within six weeks of receipt. However the time taken to process an appeal is not entirely within the control of the Parking Appeals Officer. Delays in arriving at a decision can arise due to

- locating, retrieving and/or assembling complete appeal files by the City Council's parking enforcement staff in collaboration with the parking enforcement contractor. This issue has now been eliminated by the new appeals case management database.
- requests for additional information by the Parking Appeals Officer
- deferral of decisions pending a site inspection by the Parking Appeals Officer personally or by a responsible person nominated by the Parking Appeals Officer
- requests by appellants for re-consideration of a denied appeal based on additional information.

The latter can lead to what appear to be protracted delays in the final determination of an appeal even though the case was handled expeditiously each time it arose in the office.

Decision Options

The Parking Appeals Officer has a number of options when it comes to decisions and has complete discretion in this area. The majority of decisions fall into one of the following categories

- Decline the appeal
- Decline the appeal but award a refund of the charges to take account of specific circumstances
- Uphold the appeal and refund the charges

In the latter two options the Parking Appeals Officer may also attach a note of caution while also recommending a full or partial refund as a gesture of goodwill.

The appeals process allows the Parking Appeals Officer to check for previous history of appeals and this can be taken into consideration in arriving at a decision. Occasionally appellants are requested to provide additional information or evidence to support specific claims – doctor, clinic or hospital letters, copies of Blue Badge or a letter from a garage.

Following assessment of the appeal, the Parking Appeals Officer enters his decision into the database and this is later transposed into a letter to the appellant.

In the event that an appeal includes a complaint this is also logged and referred for separate consideration.

Letters advising the appellants of the decision reached and

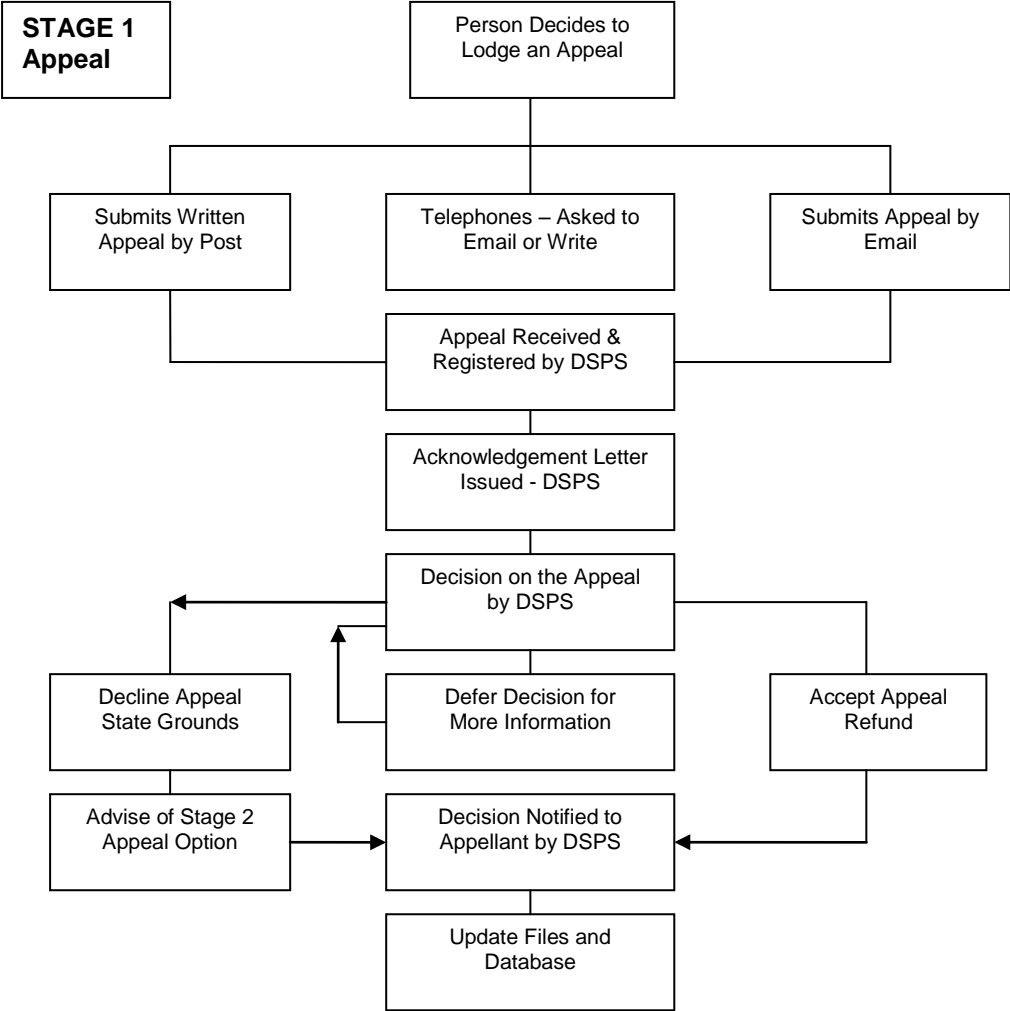
- setting out the basis for the decision where an appeal is declined or
- enclosing a cheque where a refund has been decided

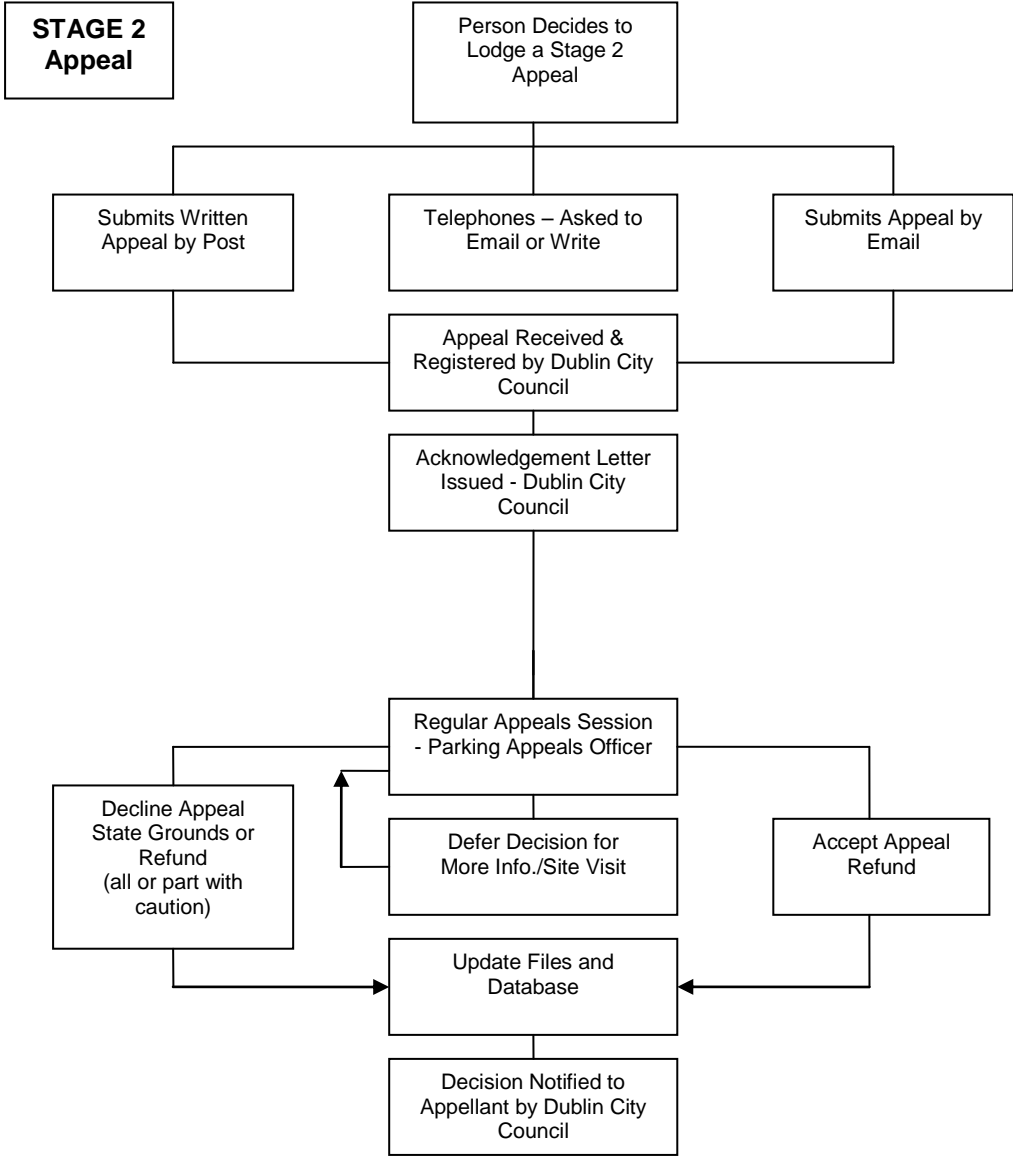
are issued by staff in Dublin City Council's Parking Enforcement Section.

Policy of Consistency

Consistency of decision making is monitored via the database and is considered in this report.

The decision process for both Stage 1 and Stage 2 appeals is set out in the following diagrams.





Consistency of Decision Making in the Stage 2 Appeals Process

To help establish and maintain consistency of decision making the Parking Appeals Officer has adopted a structured approach to Stage 2 case review as follows:

- identify the net issue(s) in each appeal
- develop and apply a set of standard decisions to standard net issues
- consider any special circumstances

This appeals system has been evolving since October 2004 and has been refined as different cases raise different aspects of similar issues.

List of Main “Net Issues” with Current Standard Decisions

No.	“Net Issues”	Standard Decisions and Logic
1	Permit fell off, was blown over and/or was illegible from the outside.	50% Refund Driver purchased a permit and placed it on the dash. The wind or the closure of the door caused the permit to be dislodged. The onus is on the motorist to both Pay & Display and therefore the motorist was careless in failing to ensure that the permit could be seen. S/he contributed to the reason for the clamp and should pay at least a portion of the charge.
2	P&D Machine Out of Order, Malfunctioning, Coin Box Full	Refund all or part or Decline Problems with P&D machines are not the fault of the motorist. Provided s/he has made an effort to locate an adjacent machine then the motorist will be refunded. If there are machines in working order close by then the appeal will be denied. Where records of machines being out of order are not easily accessible the motorist is given the benefit of the doubt.
3	Street Signs/Markings Poor	Decline or Full Refund Where signs or markings are confusing, hidden from view in trees, in poor condition or open to misinterpretation the motorist is given the benefit of the doubt.
4	Disabled Permits – expired, misplaced, not legible	Full or Partial Refund If the person is entitled to a disabled motorists permit and had forgotten to renew it or misplaced it or it has dropped off the dash a first appeal generally receives a sympathetic hearing. Repeat or persistent offending results in adverse decisions.
5	Residents Permits – applied for but not received	Full Refund If a person is entitled to a residents permit and has applied for one then s/he will get a sympathetic hearing for one appeal but otherwise will be expected to comply with the parking regulations like all other motorists.

6	Medical Grounds	<p>Full Refund or Decline</p> <p>Provided the appeal includes evidence to support the medical grounds set out e.g. unexpected arrival of new baby or unanticipated delays with treatment then these cases get a full refund.</p> <p>Where motorists park and display permits for short periods inconsistent with the likely delay in attending a clinic then the appeal will be denied.</p>
7	Disc Scratched Incorrectly	<p>50% Refund</p> <p>Where the motorist has displayed a disc and has scratched the wrong date or time he/she has attempted to comply and has made a careless error. The onus is on the motorist to comply with the rules and therefore the motorist was careless in failing to ensure that the disc was used correctly. S/he has contributed to the reason for the clamp and should pay at least a portion of the charge.</p>
8	Foreign Tourist	<p>Full Refund</p> <p>Except where the bona fide foreign tourist has parked in a dangerous or totally inappropriate area e.g. taxi rank or bus stop s/he is generally given the benefit of the doubt.</p>
9	"Only a technical breach" of the parking regulations etc	<p>Decline</p> <p>Where cars park on footpaths, in dead ends, close to corners or pedestrian crossings and motorists claim that they were causing no obstruction or inconvenience to others they get no sympathy. The same applies to motorists who say they and others have parked in this place for many years and never been clamped.</p>
10	Good Samaritan	<p>Refund</p> <p>Where a motorist can demonstrate that s/he was doing a 'good deed' for a stranger by providing exceptional assistance and while doing so was clamped s/he is recommended for a full refund.</p>
11	Long Delay in Declamping	<p>Refund</p> <p>If a motorist has been delayed for 2+ hours following payment of the charges s/he is entitled to a refund.</p>
12	Emergency	<p>Refund</p> <p>Car ran out of petrol, sudden attack of pain consistent with a medical condition etc. Provided the appeal is supported by evidence these motorists generally get a refund.</p>

13	Assumed Road Markings or signs were incorrect or no longer applicable	Decline The only safe and appropriate assumption to make is that the signs and markings mean what they say.
14	Mistakes by parking enforcement contractor	Refund If the evidence supports the case e.g. wrong street on the notice, wrong vehicle registration number then the motorist gets a refund.
15	Time – expired, incorrect, failed to read print on permit	Decline The motorist is required to check for him/herself and to remember the expiry time. Where a car has parked and the motorist has gone to get change and/or buy a permit and is clamped on his return a refund may be appropriate. A 10 minute grace period applies to these cases but there is no grace time on the grace time.
16	Garda said it was ok to park	Refund 100% or 50% If a letter from a Garda confirms that the motorist was advised that it was ok to park e.g. in a loading bay then the motorist may have acted in good faith even if ill advised then a full refund will issue. If an appeal unsupported by a letter from a Garda is deemed reasonable then a 50% refund will generally issue.
17	Urgent Business – Unavoidably Delayed	Decline No sympathy unless it is a true emergency with supporting evidence.
18	Garda on official business in a Garda vehicle	Refund Provided the appeal includes a letter on official Garda letterhead and signed by an officer of Superintendent rank or above a refund is made.
19	Car Was Stolen	Refund Provided there is evidence to support the claim the owner cannot reasonably be held responsible.
20	Grace Time	Decline/Refund DCC operates an informal 10 minute grace time to allow motorists to purchase a ticket or register their car on the Parking Tag service. This applies to cars with no ticket displayed or where the ticket displayed has expired. It does not apply to other offences e.g. parking in a disabled bay or Loading bay, on double yellow lines, in bus lanes or clearways. Where an appeal demonstrates that the 10 minutes was not allowed then a refund is made. There is no grace time on the grace time.

The analysis of decisions made compared to the grounds of appeal above shows that there is a high level of consistency within the parking appeals process.

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

**Draft Dublin City Council
Appointed Stands (Street Service Vehicles)
Bye Laws 2015**

**Kieran McGlynn
a/Senior Engineer
Environment and Transportation Department**

April 2015

Draft Taxi Rank Bye-Laws 2015

Under the provisions of the Road Traffic Act 2002, Local Authorities may make Bye-Laws for the provision of taxi ranks in their functional areas. The making of such Bye-Laws is subject to public consultation and consultation with the Garda Commissioner. The making of Bye-Laws is a Reserved Function for the elected Members of the Council.

Prior to preparing the draft taxi rank Bye-Laws and the holding of the statutory public consultation, the Environment and Transportation Department advertised in the public press on the 3rd of March 2014 that it was in the process of preparing draft Bye-Laws and submissions were invited up to a closing date of 31st March 2014.

By the end of this period a total of 26 written submissions were received. In addition to these submissions, 17 other outstanding submissions stored on the Department's data management system (Sharepoint) were considered when preparing the Draft Bye Laws. A summary of the 43 submissions is given in the tables below.

A significant number of the suggestions received concerned the provision of additional ranks or the relocation of existing ranks. Many of these suggestions have been included in the Draft Bye Laws.

New permanent ranks are proposed at:

Baggot Street Lower
Barrow Street
Burgh Quay
Cavendish Row
Eccles Street
Hanover Quay
Hanover Quay
Marlborough Place
Silloge Road

New evening and night time ranks are proposed at:

Baggot Street Lower
Bridge Street Lower (2 new ranks)
Capel Street
George's Street Great South
Leeson Street Lower (2 new ranks)
Mount Street Lower
Ormond Quay Lower
Parliament Street (2 new ranks)
Phibsborough Road (2 new ranks)
Sackville Place
St. John's Road West
St. Stephen's Green South (4 new ranks)
Thomas Street
Wellington Quay (2 new ranks)

Revisions are also proposed to the following ranks as outlined below:

Adelaide Road	Relocated westwards
Chancery Place	Relocated northwards
Christchurch Place	Extended westwards
Dame Street	Extended eastwards
Hatch Street Upper	Extended east and westwards
St. John's Road West	Extended westwards
St. John's Road West	Reduced westwards at Heuston Station
St. Stephen's Green North	Removed at Shelbourne Hotel

In relation to the following existing locations which are listed in the current Bye-Laws, revisions have been made to the text descriptions, maximum number of vehicles and position of vehicles where appropriate to reflect accurately the existing on-street arrangements at each location:

Barryscourt Road	Increased from 10 to 13
Bellevue	Increased from 4 to 7
Commons Street	Increased from 2 to 4
Conyngham Road	Increased from 1 to 2
Crumlin Road	Increased from 6 to 7
Howth Road Raheny	Increased from 8 to 9
Main Street Finglas	Increased from 8 to 10
North Wall Quay	Increased from 4 to 5
North Wall Qua	Increased from 6 to 9
Ballyfermot Road	Reduced from 4 to 2
College Green	Reduced from 6 to 5
Cuffe Street	Reduced from 5 to 2
Cullenswood Road	Reduced from 5 to 4
D'Olier Street	Reduced from 5 to 4
Eden Quay	Reduced from 9 to 8
Fitzwilliam Quay	Reduced from 6 to 4
Grange Road	Reduced from 6 to 4
Grange Road	Reduced from 4 to 3
Merrion Street Lower	Reduced from 4 to 1
Rathmines Road Upper	Reduced from 5 to 4
Rathmines Road Upper	Reduced from 10 to 8
Sir John Rogerson's Quay	Reduced from 6 to 3
St. John's Road West	Double entry therefore deleted
St. John's Road West	Reduced from 8 to 7
Sheriff Street Lower	Reduced from 6 to 4
Smithfield, New Street Nth.	Reduced from 3 to 2
Sussex Road	Reduced from 6 to 5
Talbot Place	Reduced from 4 to 3
Bachelor's Walk	Reduced from 6 to 4
Ballyfermot Road	Reduced from 8 to 7
Dame Street	Even with the extension it reduces from 6 to 5
Macken Street	Reduced from 3 to 2

The following appointed stands listed in the current Bye-Laws no longer exist and therefore have been removed from the respective schedules in the draft Appointed Stands (Street Service Vehicles) Bye-Laws 2015:

Burgh Quay	Rank no longer exists
Collins Avenue East	Rank no longer exists
Drimnagh Road	Rank no longer exists
James's Street	Rank no longer exists
St. John's Road West	Rank no longer exists
Silloge Road	Rank no longer exists
Bachelor's Walk	Rank no longer exists
Merrion Row	Rank no longer exists

Recommendation: Commencement of the Statutory Consultation process

It is now recommended that the Transportation SPC refer the draft Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2015 to the City Council with a recommendation that the statutory public consultation process in relation to the draft Bye-Laws be commenced. A copy of the Draft Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2015 is attached.

Summary of submissions received:

Postal Submissions			
Item	Name	Issue	Comment
1.	James Ferguson Head of Operations Irish Stock Exchange 28 Anglesea Street Dublin 2	Submission relating to Foster Place and the proposal to re-locate the rank there to facilitate the development of some form of civic plaza.	Not recommended at this time but can be reconsidered in future.
2.	Martin Harte Chief Executive Temple Bar Company 4th Floor, Dollard House, 2-5 Wellington Quay, Temple Bar, Dublin 2	Submission relating to Foster Place and the proposal to re-locate the rank there to facilitate the development of some form of civic plaza.	Not recommended at this time but can be reconsidered in future.
3.	Lisa Jameson General Manager The National Wax Museum Plus Foster Place Temple Bar, Dublin 2	Submission relating to Foster Place and the proposal to re-locate the rank there to facilitate the development of some form of civic plaza.	Not recommended at this time but can be reconsidered in future.
4.	Resident/Taxi Driver Tallaght Dublin 24	Submission which contains many proposals for a number of city centre locations	Draft bye-laws propose using some of the ideas presented.
5.	Eamonn Martin Tiomanai Tacsai na hEireann	Submission containing signed petitions for the provision of a taxi rank on the central median of O'Connell Street. 34 drivers and 34 customers	Draft bye-laws do not include any LUAS related changes because it is planned to incorporate all LUAS related changes in a separate future review.
6.	David Franzon Tiomanai Tacsai na hEireann	Submission containing signed petitions for the provision of a taxi rank on the central median of O'Connell Street. 173 drivers and 61 customers	Draft bye-laws do not include any LUAS related changes because it is planned to incorporate all LUAS related changes in a separate future review.
7.	Jack Morrison O'Dwyer Property Management Limited Silverstone House, Ballymoss Road Sandyford, Dublin 18 Also: Kane Touhy Solicitors The Malt House North Grand Canal Quay, Dublin 2	Submission relating to the rank on Barrow Street on behalf of The Dockmill Apartments requesting that if a rank is to stay on the street that it be located outside the commercial units adjacent to the DART station. Concerns regarding noise and the numbers of drivers also raised.	Additional rank recommended on Barrow Street on the same side as the existing rank. Concerns to be forwarded to the carriage office/regulator

Email Submissions			
Item	Name	Issue	Comment
8.	Gerry Brennan General Secretary National Irish Taxi Association nitaireland@gmail.com	Submission contains additional rank proposals for: O'Connell Street, Cathal Brugha Street, Middle Abbey Street, Moore Street, Parnell Street and Burgh Street. Also Broadstone and Broombridge Luas stops.	To be reconsidered in the future as the Draft bye-laws do not include any LUAS related changes as it is planned to incorporate all LUAS related changes in a separate future review.
9.	John D. Ussher President Irish Taxi Drivers Federation	Submission contains 8 locations for full time taxi ranks and 4 locations for evening taxi ranks and a proposal for all venue locations.	Draft bye-laws propose using some of the ideas but most of the proposals are LUAS related and therefore are to be reconsidered in the future.
10.	Gavan Woods Administrator St. Patrick's Cathedral administrator@stpatrik scathedral.ie	Submission opposing a rank on St. Patrick's Close if one is being considered at this location.	No rank being considered at this location.
11.	Member of the public	Submission which proposes an extension of the Barrow Street Rank. It also raises concerns about driver behaviour.	Additional rank recommended on Barrow Street on the same side as the existing rank. Concerns to be forwarded to the carriage office/regulator
12.	Gerard Farrell Operations Manager Dublin City BID gerard.farrell@dublincit ybid.ie	Submission which contains a number of general suggestions to remove less suitable taxi vehicles from the city's streets.	Suggestions to be forwarded to the carriage office/regulator
13.	Alan Brennan Secretary Tiomanai Tascai na hEireann	Submission requesting one additional space to allow ease of access for customers at Foster Place	Not recommended as it cannot be facilitated in line with the Traffic Signs Manual.
14.	Sean Manton National Transport Authority sean.manton@nationalt ransport.ie	Submission contains numerous proposals for taxi ranks, both full time and evening and ones which concern the road changes required as a result of Luas works. Note that a reference correction is suggested also.	Draft bye-laws propose using some of the ideas presented. LUAS related proposals are to be reconsidered in the future.
15.	Willie Murray William Murray and Associates Planning and Development Consultants willie@wmaplanning.ie	Submission on behalf of the Westbury Hotel relating to the existing stand on Balfe Street.	Not recommended

16.	John Coman Secretary to the college Trinity College Dublin secretart@tcd.ie	Submission in support of two other submissions relating to Foster Place and the proposal to re-locate the rank there to facilitate the development of some form of civic plaza.	Not recommended at this time but can be reconsidered in future.
17.	Frank Lambe South East Area Office frank.lambe@dublincity.ie	Submission from Frank Lambe regarding draft public realm plan for the Grafton Street Quarter and the proposal's for the Balfe Street and Harry Street areas.	Not recommended at this time but can be reconsidered in future.

Public Display Submissions			
Item	Name	Issue	Comment
18.	Member of the public Dublin 8	Request for carriage office to do regular checks on non-Irish drivers due to bad experiences.	Concerns to be forwarded to the carriage office/regulator
19.	Member of the public	Information stating that ranks aren't the problem; the problem is taxis parked down the street and racially motivated exclusions.	Concerns to be forwarded to the carriage office/regulator
20.	Member of the public	No information relating to taxis or ranks supplied	No action required
21.	Member of the public Finglas South, Dublin 11	Request to stop illegal parking of taxis on Dame Street, College Green and Westmoreland Street as it is causing buses to refuse to stop.	Concerns to be forwarded to the carriage office/regulator
22.	Member of the public	Information stating that there are too many taxis on the road, with no manners and that they block town.	Concerns to be forwarded to the carriage office/regulator
23.	Member of the public Hartstown, Dublin 15	Information stating that the real problem is our pub licensing laws and that bars should be opened later like the rest of Europe as it would increase tourism and stop trouble in chippers.	No action required
24.	Member of the public Barrow Street, Dublin 4	Request to remove the rank from Barrow Street	Additional rank recommended on Barrow Street on the same side as the existing rank.
25.	Member of the public Seaview Terrace, Dublin 4	Information stating that there are far too many pop-up/unauthorised taxi stands. That taxi parking blocks cycle lanes and sight lines at junctions with no garda or DSPS enforcement.	Concerns to be forwarded to the carriage office/regulator and Parking Enforcement department of Dublin City Council.
26.	Member of the public Dublin 8	Request to not knock any more old buildings, giving the civic offices as an example.	Noted, no action required.

Submissions received previously and stored on Sharepoint			
Item	Name	Issue	Comment
27.	Member of the public	Taxis using P&D spaces without paying near the Concert Hall	Concerns to be forwarded to the carriage office/regulator. Site examined for suitability however existing rank with shelter opposite is adequate.
28.	Councillor	Can DCC provide an official rank on Silloge Road at the side of Supervalu in Ballymun	Recommended, draft Bye-Laws reference a new rank at this location.
29.	Councillor	Can traffic review the location of the taxi rank that has been installed at the corner of Simmonscourt Road	Already resolved with an alternative location.
30.	Councillor	How many taxis are permitted on the taxi ranks on Barrow Street? What measures are being taken to deal with the number of taxis on Barrow Street forming illegal taxi ranks on a regular basis?	Response previously sent regarding query. Additional rank recommended on Barrow Street on the same side as the existing rank.
31.	Resident of Temple Bar	Complaint regarding noise of taxis etc.	Correspondence contains some suggestions answered by TAG
32.	Building Maintenance Manager Dublin Institute of Technology, Sackville Place	DIT – Sackville Place - The taxi rank runs past entrance to our building	Not recommended as the taxi ranks in this area run past a number of entrances. Existing double yellow lines and loading bays may be used for short term loading/unloading and emergency services.
33.	Councillor	Request to review taxi rank facilities on Grange Road/Donagemede shopping Centre	Extension or additional rank not recommended as existing two ranks are adequate.
34.	Councillor	Request to provide taxi rank at new Mater Hospital entrance	Taxi set down area has been provided on private property at the new hospital entrance.
35.	Resident	Complaint regarding the rank located there. Is there planning permission required for a taxi rank? Is there any controlling body who determines where they can be located?	This taxi rank is located on private hospital grounds and is not covered under the Bye-Laws.

36.	The Taxi Forum	Complaint regarding lack of consultation in relation to LUAS works	The LUAS Cross City Liaison Office has been set up to deal with all consultation regarding the LUAS
37.	Councillor & Member of the public	Complaint regarding dangerous driving and parking at the Barrow Street Rank and a request to police the rank or make it bigger.	Additional rank recommended on Barrow Street on the same side as the existing rank. Concerns to be forwarded to the carriage office/regulator
38.	Councillor/Deputy	Plans for the taxi drivers currently working at the rank near the Gresham Hotel, O'Connell Street Dublin 1	To be reconsidered in the future as the Draft bye-laws do not include any LUAS related changes because it is planned to incorporate all LUAS related changes in a separate future review.
39.	Deputy	Issue regarding the number of taxi ranks in Dublin city but doesn't explain if too many or too few are meant.	There will be an opportunity to comment during public consultation.
40.	The Taxi Forum	Request to know if DCC requested funding for taxi stands from the NTA.	Dublin City Council intends to make an application for funding to the NTA for the implementation of the revised Appoint Stands (Street Service Vehicles) Bye-Laws on site.
41.	Councillor	Can the Manager state if the Taxi Rank to the south of Ballymun Shopping Centre will be reinstated given that BRL works at this site are now complete?	Recommended, draft Bye-Laws reference a new rank at this location.
42.	Councillor	For a review of taxi rank provision in Dublin City Centre.	Ongoing at present
43.	Gabriel Coll Dublin Bus	Complaint regarding the taxi rank on Earlsfort Terrace; "Taxi's blocking bus stops. The solution is to swap Taxi location with Bus location which would eliminate taxi's queuing back into stop."	Not recommended as the existing rank has a shelter. Concerns to be forwarded to the carriage office/regulator for enforcement.

Draft
DUBLIN CITY COUNCIL
APPOINTED STANDS
(STREET SERVICE VEHICLES)
BYE-LAWS 2015

Roads and Traffic Department
Block 2, Floor 6, Civic Offices
Wood Quay, Dublin 8
Tel. 222 3679

Long title		The Lord Mayor and Members of Dublin City Council (hereafter referred to as “the City Council”, in exercise of the powers vested in them by Section 15 of the Road Traffic Act 2002 and S.I. No. 598 of the Road Traffic Act 2002 (Commencement) (No. 2) Order 2002, and having consulted with the Commissioner of An Garda Síochána, hereby make the following Bye-Laws in respect of the area comprising the city of Dublin.
Short title	1.	These Bye-Laws may be cited as the Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2015.
Area of application	2.	These Bye-Laws apply to the area comprising the city of Dublin.
Revocations	3.	The Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2011 are revoked as and from the date of coming into effect of these Bye-Laws.
Commencement date	4.	These Bye-Laws shall come into effect on the (insert date here XX day of Month Year).
Interpretation	5.	<p>In these Bye-Laws:</p> <p>“boundary” a line which marks the limits of an area; a dividing line</p> <p>“building line” the boundary line along a street beyond which buildings must not project</p> <p>“head of an appointed stand” shall be construed as a reference to that end of the appointed stand from which the limits of the appointed stand are reckoned in column (3) of the appropriate Schedule to these Bye-Laws;</p> <p>“Indented bay” An indented bay is a bay located immediately adjacent to a through traffic lane, but protected from through traffic by virtue of the kerb alignment adjacent to the bay being set back from the through traffic lane.</p> <p>“lay-by” means a place at the side of a road where a vehicle can stop for a short time without interrupting other traffic;</p> <p>“order of street service vehicles at an appointed stand” shall be construed as a reference to the order of the vehicles reckoned from the head of the appointed stand to the rear of the appointed stand.</p> <p>“rear of an appointed stand” shall be construed as a reference to that end of the appointed stand to which the limits of the appointed stand are reckoned in column (3) of the appropriate</p>

Schedule to these Bye-Laws;

“roadway” means that portion of a road which is provided primarily for the use of vehicles;

“Schedule” means the Schedule to these Bye-Laws;

“street” means a public road

Appointment of appointed stands

6. Subject to these Bye-Laws, in each location in column (2) of Schedule 1 to these Bye-Laws, each part of the street described in column (3) of the Schedule opposite the mention in column (2) of the location shall be an appointed stand available for use without limitation as to time or occasion of use.

Subject to these Bye-Laws, in each location in column (2) of Schedule 2 to these Bye-Laws, each part of the street described in column (3) of the Schedule shall be an appointed stand available for use at the times specified in column (6) of that Schedule opposite the mention in column (2) of the street.

Subject to these Bye-Laws, in each location in column (2) of Schedule 3 to these Bye-Laws, each part of the street described in column (3) of the Schedule shall be an appointed stand available for use on the occasions only and at the time specified in column (6) of that Schedule opposite the mention in column (2) of the street.

Main and subsidiary appointed stands

7. Each of the appointed stands mentioned in column (2) of Schedule 4 to these Bye-Laws shall be known as a main appointed stand.
Each of the appointed stands mentioned in column (3) of Schedule 4 shall be known as a subsidiary appointed stand

Position of vehicles on appointed stands

8. Every street service vehicle standing for hire at an appointed stand shall be placed
(a) within the limits of the appointed stand described in column (3) of Schedule 1, 2 or 3, as appropriate
(b) in the position specified in column (5) of Schedule 1, 2 or 3, as appropriate, opposite the mention of the appointed stand in column (3) of the Schedule concerned, and
(c) in case there is no street service vehicle already at the appointed stand and, in any other case, next in order to the street service vehicle at the appointed stand and as near as practicable to the street service vehicle immediately in front.

A street service vehicle standing for hire at an appointed stand shall be placed in single line by the kerb and parallel to the kerb or with the rear of the vehicle to the kerb. A vehicle shall not be placed more than 45 centimeters from the kerb

A street service vehicle shall be deemed for the purpose of these Bye-Laws not to be standing for hire at the appointed stand unless it complies with this Bye-Law.

Maximum number of street service vehicles at an appointed stand

9. The number of street service vehicles standing for hire at an appointed stand specified in column (3) of Schedule 1, 2 or 3 at any reference shall not exceed the number specified in column (4) of the Schedule concerned at that reference number.

Vacancies at appointed stands

10. Whenever a street service vehicle vacates its position at an appointed stand it shall be replaced by the street service vehicle (if any) next in order at the stand.

Whenever a street service vehicle vacates its position at a main appointed stand, it shall be replaced by the street service vehicle (if any) at the head of the subsidiary appointed stand first referred to in column (3) of Schedule 4 opposite the mention in column (2) of that Schedule.

Where one or more subsidiary stands are referred to in column (3) of Schedule 4, the vacancy which is referred to above shall be replaced by the street service vehicle (if any) at the head of the first subsidiary appointed stand so referred to in the Schedule.

Whenever a street service vehicle vacates its position at a subsidiary appointed stand, it shall be replaced by the street service vehicle (if any) at the head of the next subsidiary appointed stand referred to in column (3) of Schedule 4 opposite the mention in column (2) of that Schedule

General provisions relating to appointed stands

11. The following provisions shall apply to street service vehicles standing for hire at an appointed stand

Neither the driver of a street vehicle nor any other person shall wash, overhaul or execute repairs to such a street service vehicle, except such repairs as may be necessary to enable the vehicle to be removed from the appointed stand

Neither the driver of a street service vehicle nor any other person shall make any unnecessary noise by means of or in relation to the vehicle or the engine or any equipment, fittings or instruments fitted to or carried on the vehicle or any loud speaker in or in any way connected with the vehicle;

The driver of a street service vehicle shall comply with any directions given to him or her by a member of the Garda Síochána in relation to placing of the street service vehicle at

the appointed stand or the bringing of the street service vehicle into, or the removal of the street service vehicle from, the appointed stand.

**General
restrictions on
street service
vehicles
standing for
hire**

12. A driver of a street service vehicle shall not stand the street service vehicle for hire otherwise than at an appointed stand and in accordance with these Bye-Laws

**Alternative
appointed
stands**

13. An existing appointed stand may be temporarily suspended and/or a new appointed stand may be temporarily designated by Executive Order to facilitate construction / development / maintenance of a roadway or footpath or for any other traffic management purpose and an alternative location may be designated as an alternative temporary stand.

**SCHEDULE 1
PERMANENT APPOINTED STANDS**

Ref. No. (1)	Location (2)	Limits of Appointed Stand (3)	Maximum No. of Vehicles (4)	Position of Vehicles on Appointed Stand (5)
1.	Adelaide Road	On the northern side of the roadway, from a point 3 metres east of the east facing building line of No. 61 Ancona House, extending westwards 20 metres	4	In single line by the kerb and parallel thereto facing east
2.	Amiens Street	On the east side of the roadway, in an indented bay, on the opposite side of the road to No. 15 and from a point 24 metres north of the northern building line of No. 15, extending northwards 20 metres	4	In single line by the kerb and parallel thereto facing south
3.	Amiens Street	On the east side of the roadway from a point 3 metres north of the common property boundary of No. 50 Talbot Street and The North Star Hotel opposite, extending northwards 20 metres	4	In single line by the kerb and parallel thereto facing south
4.	Aston Quay	On the north side of the roadway, in an indented bay, from a point 13 metres west of the east facing building line of Price's lane, extending eastwards 53 metres	11	In single line by the kerb and parallel thereto facing west
5.	Baggot Street Lower	On the north side of the roadway from a point 3.5 metres east of the common property boundary of Nos. 13/14, extending westwards 14.8 metres	3	In single line by the kerb and parallel thereto facing east
6.	Balfe Street	On the west side of the roadway, in an indented bay, from a point 19 metres north of the northern boundary of Nos. 8-9, extending southwards 17 metres	3	In single line by the kerb and parallel thereto facing north
7.	Ballyfermot Road	On the west side of access road to College and Library from a point 20 metres south of its junction with Ballyfermot Road, extending southwards 10 metres	2	In single line by the kerb and parallel thereto facing north onto Ballyfermot Road
8.	Ballyfermot Road	On the east side of the access road to the College and Library, immediately south of the main entrance to the car park, extending southwards 20 metres.	8	Perpendicular parking in existing designated car parking spaces in the car park

9.	Barrow Street	On the west side of the roadway, in an indented bay, from a point 2.5 metres north of lamp standard no. 10 located on the opposite side of the road, extending northwards for 20 metres	4	In single line by the kerb and parallel thereto facing north
10.	Barrow Street	On the west side of the roadway from a point 15 metres north of the south facing building line of Grand Mill Quay, extending southwards 15 metres	3	In single line by the kerb and parallel thereto facing north
11.	Barryscourt Road	On the northwest side of the roadway, in an indented bay, from a point opposite the southwest facing building line of No. 76A Bunratty Road, extending north-eastwards 38 metres	13	Rear to kerb
12.	Bellevue	On the north side of the road from a point 165 metres east of the junction with Pim Street and Market Street South, extending westwards 36 metres	7	In single line by the kerb and parallel thereto facing east
13.	Bunting Road	On the Western side of the roadway from a point 23 metres north of Cromwell's Fort Road, extending northwards 7.2 metres	3	Rear to kerb
14.	Burgh Quay	On the north side of the roadway, in an indented bay, from a point 3 metres east of the common property boundary of Nos. 3/3A opposite, extending eastwards 18.3 metres	3	In single line by the kerb and parallel thereto facing west
15.	Cabra Road	On the north side of the roadway, in an indented bay, from a point 12 metres east of the common boundary of property Nos. 109 and 111 Cabra Road, extending westwards 14.5 metres	3	In single line by the kerb and parallel thereto facing east
16.	Cardiff Lane	On the west side of the roadway, from a point 24 metres south of the southern building line of No. 6 Cardiff Lane, extending southwards 15 metres	3	In single line by the kerb and parallel thereto facing north
17.	Cardiffsbridge Road	On the east side of the roadway from a point 30 metres south of Wellmount Avenue, extending southwards 15 metres parallel to the lay-by	3	In single line to the kerb and parallel thereto facing south

18.	Cathedral Street	On the south side of the roadway from a point at the eastern building line of O'Connell Street, extending eastwards 42 metres	8	In single line by the kerb and parallel thereto facing west
19.	Cavendish Row	On the southwest side of the roadway from a point 6.5 metres northwest of the northwestern building line of Rutland Place, extending north-westwards 15.6 metres	3	In single line by the kerb and parallel thereto facing southeast
20.	Chancery Place	On the east side of the roadway, from a point 1 metre south of the common property boundary of Chancery House and Nos. 5/6 Chancery Place, extending southwards 15 metres	3	In single line by the kerb and parallel thereto facing north
21.	Christchurch Place	On the south side of the roadway from a point 14 metres west of lamp standard No.6, extending eastwards 21 metres	4	In single line by the kerb and parallel thereto facing west
22.	College Green	On the north side of the raised paved median in the centre of the roadway from a point 16 metres west of the western edge of Grattan statue, extending westwards 24 metres	5	In single line by the kerb of the median and parallel thereto facing east
23.	Collins Avenue East	On the southwest side of the roadway, in an indented bay, from a point 8 metres southeast of the southeast facing building line of No. 248, extending south-eastwards 15 metres	3	In single line by the kerb and parallel thereto facing west
24.	Commons Street	On the east side of the roadway, from a point 32 metres north of the northern kerblines on Mayor Street Lower, extending northwards 19.5 metres	4	In single line by the kerb and parallel thereto facing south
25.	Conyngham Road	On the north side of the roadway, from a point 48 metres west of the centre of Infirmary Road, extending westwards 9 metres	2	In single line By the kerb and parallel thereto facing east
26.	Coolock Village	On the west side of the roadway from a point 11.5 metres south of the junction of Coolock Village/Coolock Village Close, extending southwards 13.5 metres	3	In single line by the kerb and parallel thereto facing north

27.	Crane Street	On the west side of the roadway, from a point 20 metres south of the southern kerbline of Thomas Street West, extending southwards 20 metres	4	In single line by the kerb and parallel thereto facing north
28.	Crumlin Road	On the north side of the roadway, in an indented bay, from a point 10 metres east of lamp standard No. 68, extending westwards 37 metres	7	In single line by the kerb and parallel thereto facing east
29.	Crumlin Road	On the north side of the roadway from a point 9 metres west of lamp standard No. 27, extending westwards 30 metres	10	Rear to kerb
30.	Crumlin Village	On the northeast side of the roadway, in an indented bay, from a point 10m southeast of the junction with Windmill Road, extending south-eastwards 15 metres	3	In single line by the kerb and parallel thereto facing southeast
31.	Cuffe Street	On the south side of the roadway from a point at lamp standard No. 12, extending eastwards 9 metres	2	In single line by the kerb and parallel thereto facing west
32.	Cullenswood Road, Ranelagh	On the north side of the roadway from a point 4 metres east of lamp standard No. 11, extending westwards 23 metres	4	In single line by the kerb and parallel thereto facing east
33.	Dawson Street	On the west side of the roadway from a point 6 metres south of the southern building line of Duke Street, extending southwards 27 metres	4	In single line by the kerb and parallel thereto facing north
34.	D'Olier Street	On the west side of the roadway from a point 3 metres south of the common property boundary of Nos. 7/8, extending northwards 20 metres	4	In single line by the kerb and parallel thereto facing south
35.	Drimnagh Road	On the south side of the roadway from a point 3 metres east of the common property boundary of Nos. 161/163, extending eastwards 10 metres	2	In single line by the kerb and parallel thereto facing west
36.	Earlsfort Terrace	On the east side of the roadway from a point 6.5 metres north of the south facing building line of No. 4 Dolmen House, extending northwards 26 metres	5	In single line by the kerb and parallel thereto facing south

37.	Eccles Street	On the southwest side of the roadway from a point 26 metres southeast of Berkeley Road junction, extending south-eastwards 14 metres	3	In single line by the kerb and parallel thereto facing northwest
38.	Eccles Street	On the southwest side of the roadway from a point 43 metres southeast of Berkeley Road junction, extending south-eastwards 41 metres	8	In single line by the kerb and parallel thereto facing northwest
39.	Eccles Street	On the northeast side of the roadway from a point 2.5 metres northwest of the common property boundary of Nos. 60/61 opposite, extending north-westwards 36 metres	7	In single line by the kerb and parallel thereto facing southeast
40.	Eccles Street	On the northeast side of the roadway from a point 1.5 metres northwest of the common property boundary of Nos. 71/72 opposite, extending north-westwards 10 metres	2	In single line by the kerb and parallel thereto facing southeast
41.	Eden Quay	On the North side of the roadway, in an indented bay, from a point 20 metres west of Marlborough Street, extending westwards 39.5 metres	8	In single line by the kerb and parallel thereto facing east.
42.	Fassaugh Ave, Cabra	On the north side of the roadway from lamp standard No. 65, extending westwards 53.5 metres	10	In single line by the kerb and parallel thereto facing east
43.	Fenian Street	On the north side of the roadway from a point 29 metres east of the junction with Cumberland Street, extending westwards 15 metres	3	In single line by the kerb and parallel thereto facing east
44.	Fenian Street	On the south side of the roadway from a point 14 metres east of junction with Merrion Street Lower, extending eastwards 9 metres	2	In single line by the kerb and parallel thereto facing west
45.	Fitzwilliam Quay	On the west side of the roadway from a point 12 metres south of the junction with Bridge Street, extending southwards 18.5 metres	4	In single line by the kerb and parallel thereto facing north
46.	Foster Place	On the west side of the roadway from a point 3 metres north of the northern kerblines of Dame Street, extending northwards 12 metres	4	Rear to kerb

47.	Foster Place	On the east side of the roadway from a point 5 metres north of the northern kerbline of College Green, extending northwards 16 metres	5	Rear to kerb
48.	George's Quay	On the north side of the roadway, in an indented bay, from a point 44 metres east of the east kerb line on Butt Bridge, extending eastwards 21 metres	4	Single line parallel to kerb facing west
49.	Grafton Street Lower	On the west side of the roadway from a point 18.5 metres south of the common boundary of Nos. 111/112, extending northwards 16 metres	3	In a single line by the kerb and parallel thereto facing south
50.	Grand Canal Street Lower	On the north side of the roadway from a point 13.5 metres west of the east facing building line of the Treasury Building, extending westwards 20 metres	4	In a single line by the kerb and parallel thereto facing east
51.	Grange Road Donaghmede	On the southeast side of the roadway from a point 66 metres southwest of the centerline of the outbound lanes of Northbrook Road servicing the shopping centre, extending north-eastwards 20 metres	4	In single line by the kerb and parallel thereto facing south
52.	Grange Road, Donaghmede	On the southeast side of the roadway from a point 31.5 metres southwest of the centerline of the outbound lanes of Northbrook Road servicing the shopping centre, extending north-eastwards 17 metres	3	In single line by the kerb and parallel thereto facing south
53.	Hatch Street Upper	On the south side of the roadway, in an indented bay, from a point 9.5 metres west of lamp standard no. 15 located opposite, extending eastwards 15 metres	3	In single line by the kerb and parallel thereto facing west
54.	Hanover Quay	On the south side of the roadway from a point 9.3 metres east of the west facing building line of Forbes Street, extending eastwards 30 metres	6	In single line by the kerb and parallel thereto facing west
55.	Hanover Quay	On the south side of the roadway from a point 8.4 metres west of the east facing building line of Asgard Road, extending eastwards 20 metres	4	In single line by the kerb and parallel thereto facing west

56.	Howth Road, Raheny	On the south side of the roadway, in an indented bay at the cemetery, from a point 5 metres west of lamp standard No. 155, extending westwards 48 metres	9	In single line by the kerb and parallel thereto facing west
57.	Holles Street	On the west side of the roadway, from a point 6 metres south of the southern kerb at Denzille Lane, extending southwards 15.5 metres	3	In single line by the kerb and parallel thereto facing north
58.	Kilmore Road, Artane	On the west side of the roadway from a point 52 metres north of its junction with Skelly's Lane, extending southwards 15 metres	3	In single line by the kerb and parallel thereto facing north
59.	Le Fanu Road	On the west side of the roadway, in a lay-by, behind and parallel to the western kerb north of Blackditch Road, from a point 1 metre north of Lamp Standard No. 21, extending North 18 metres	3	In single line by the kerb and parallel thereto facing south
60.	Lansdowne Road	On the southeast side of the roadway from a point 12 metres south west of lamp standard No.2, extending northeast 79 metres	16	In single line by the kerb and parallel thereto facing southwest
61.	Lansdowne Road	On the southeast side of the roadway from a point 45 metres northeast of lamp standard No.3, extending northeast 11.3 metres	2	In single line by the kerb and parallel thereto facing southwest
62.	Lansdowne Road	On the southeast side of the roadway from a point 5 metres southwest of lamp standard No. 5 extending northeast 37 metres	8	In single line by the kerb and parallel thereto facing southwest
63.	Main Street, Finglas	On the southwest side of the roadway. in an indented bay adjacent to McKee Memorial, from a point in line with the southeast facing property boundary of Nos. 53-54 Main Street, located opposite, extending north-westwards 24 metres	10	Rear to kerb
64.	Marino Crescent	On the west side of the roadway, in an indented bay in the raised island, from a point 5 metres north of the north eastern corner of the electricity sub-station on the island, extending northwards 16 metres	3	In single line by the kerb and parallel thereto facing south

65.	Marino Crescent	On the southeast side of the roadway from a point in line with the northwest corner of the transformer station in the park and opposite lamp standard No. 4, extending north-eastwards 10 metres	2	In single line by the kerb and parallel thereto facing southwest
66.	Marino Crescent	On the southeast side of the roadway from a point 20 metres northeast of a point in line with the northwest corner of the transformer station in the park and opposite lamp standard No. 4, extending north-eastwards 11 metres	2	In single line by the kerb and parallel thereto facing southwest
67.	Marlborough Place	On the south side of the roadway, from a point 4 metres east of the eastern kerbline on Marlborough Street, extending eastwards 13.5 metres	3	In single line by the kerb and parallel thereto facing west
68.	Marlborough Place	On the south side of the roadway, from a point 26 metres east of the eastern kerbline on Marlborough Street, extending eastwards 13.5 metres	3	In single line by the kerb and parallel thereto facing west
69.	Marlborough Place	On the north side of the roadway, from a point 22 metres east of the eastern kerbline on Marlborough Street, extending eastwards 15 metres	6	Rear to kerb
70.	Mayor Street Lower	On the north side of the roadway, in an indented bay, from a point 52 metres east of the eastern kerbline on Commons Street, extending westwards 14.5 metres	3	In single line by the kerb and parallel thereto facing east
71.	Merrion Street Lower	On the east side of the roadway between a point 17 metres north of the south facing building line of The Davenport Hotel, extending northwards 6 metres	1	In single line by the kerb and parallel thereto facing south.
72.	Merrion Street Upper	On the east side of the roadway between a point 5.5 metres north of the common property boundary of Nos. 26/27, extending northwards 15 metres	3	In single line by the kerb and parallel thereto facing south
73.	Mespil Road	On the south side of the roadway from a point 24 metres east of the junction with Burlington Road, extending eastwards 20 metres	4	In single line by the kerb and parallel thereto facing west.

74.	North Wall Quay	On the north side of the roadway, from a point 31.5 metres west of the western kerblines of the service road east of No. 1 North Wall Quay (PricewaterhouseCoopers), extending westwards 26.5 metres	5	In single line by the kerb and parallel thereto facing east
75.	O'Connell Street Upper	On the west side of the raised paved median in the centre of the roadway, from a point 35 metres south of the southern building line of Cathal Brugha Street, extending southwards for a distance of 31 metres to a point 6 metres south of the boundary between Nos. 49/50 O'Connell Street Upper	6	In single line by the kerb of the median and parallel thereto facing north
76.	O'Connell Street Upper	On the east of the raised paved median in the centre of the roadway from a point 6 metres south of the boundary between Nos. 49/50 O'Connell Street Upper extending northwards for a distance of 66 metres to a point 3 metres south of the southern building line of Cathal Brugha Street	13	In single line by the kerb of the median and parallel thereto facing south
77.	Parnell Street	On the south side of the roadway, in an indented bay, from a point 14 metres east of its junction with Jervis Street, extending eastwards 19.5 metres	4	In single line parallel to the kerb facing west
78.	Pearse Street	On the south side of the roadway, in an indented bay, from a point 12 metres east of the west facing building line of Westland Row, extending eastwards 11 metres	2	In single line by the kerb and parallel thereto facing west
79.	Quarry Road	On the west side of the roadway, from a point 1 metre south of the common boundary of property Nos. 62 and 64 Quarry Road, extending southwards 7.2 metres	3	Rear to kerb
80.	Rathmines Road Upper	On the west side of the roadway from a point 20 metres north of the southern building line of No. 15 Rathmines Road Upper, extending southwards 20 metres	4	In single line by the kerb and parallel thereto facing north
81.	Rathmines Road Upper	On the west side of the roadway from a point 11 metres south of the southern building line of No.15 Rathmines Road Upper, extending southwards 41 metres	8	In single line by the kerb and parallel thereto facing north

82.	Sackville Place	On the south side of the roadway, from a point 3 metres east of the eastern building line on O'Connell Street, extending eastwards 11 metres	2	In single line by the kerb and parallel thereto facing west
83.	Sackville Place	On the south side of the roadway, from a point 34 metres east of the eastern building line on O'Connell Street, extending eastwards 17 metres	3	In single line by the kerb and parallel thereto facing west
84.	Sackville Place	On the south side of the roadway, from a point 62.5 metres east of the eastern building line on O'Connell Street, extending eastwards 41.5 metres	8	In single line by the kerb and parallel thereto facing west
85.	Sir John Rogerson's Quay	On the south side of the roadway, from a point 37 metres east of the eastern kerblines of Cardiff Lane, extending eastwards 16 metres	3	In single line by the kerb and parallel thereto facing west
86.	St. John's Road West	On the north side of the roadway from a point 30 metres west of the western end of portico at the entrance to Sean Heuston Station, extending westwards 13.8 metres	2	In single line by the kerb and parallel thereto facing east
87.	St. John's Road West	On the north side of the roadway from a point 55 metres west of the western end of portico at the entrance to Seán Heuston Station, extending westwards 25 metres	5	In single line by the kerb and parallel thereto facing east
88.	St. John's Road West	On the north side of the roadway from a point 103 metres west of the portico at the entrance to Seán Heuston Station, extending westwards 35 metres	7	In single line by the kerb and parallel thereto facing east
89.	St. John's Road West	On the north side of the roadway from a point 30 metres west of the western line of Military Road, extending westwards 136 metres	27	In single line by the kerb and parallel thereto facing east
90.	St. Stephen's Green North	On the south side of the roadway from a point 71 metres west of the boundary between Nos. 11 and 12 extending eastwards 68 metres	14	In single line by the kerb and parallel thereto facing west
91.	St. Stephen's Green North	On the north side of the roadway from a point 38 metres west of the junction with Dawson Street extending westwards 45 metres	9	In single line by the kerb and parallel thereto facing east

92.	Shangan Road	On the north eastern side of the roadway, in an indented parking bay, from a point at lamp standard No. 7, extending north-westwards 11 metres	2	In single line by the kerb and parallel thereto facing south east
93.	Shangan Road	On the north eastern side of the roadway, in an indented parking bay outside the Travel Lodge Hotel, from a point 9 metres northwest of lamp standard No. 4, extending north-westwards 16 metres	3	In single line by the kerb and parallel thereto facing south east
94.	Sheriff Street Lower	On the south side of the roadway from a point 13 metres east of the eastern kerb line on Amiens Street, extending eastwards 20 metres	4	In single line by the kerb and parallel thereto facing west
95.	Sheriff Street Lower	On the south side of the roadway from a point 10 metres east of the eastern side of the railway bridge, extending eastwards 20 metres	4	In single line by the kerb and parallel thereto facing west
96.	Silloge Road	On the southwest side of the roadway, in a lay-by, from a point at lamp standard 2B, extending southeastwards 28 metres.	5	In single line by the kerb and parallel thereto facing northwest
97.	Simmons Court Road	On the north side of the roadway from a point 6 metres west of lamp standard No. 10, extending eastwards 23 metres	4	In single line by the kerb and parallel thereto facing east
98.	Smithfield, New Street North	On the east side of the roadway from a point 12 metres south of the southern kerblines of Phoenix Street North, extending southwards 12 metres	2	In single line by the kerb and parallel thereto facing north
99.	Store Street	On the east side of the roadway from a point 16 metres south of the northern boundary line of Busáras, extending northwards 16 metres	3	In single line by the kerb and parallel thereto facing south
100.	Sundrive Road (at shopping centre)	On the northeast side of the roadway, in an indented bay, from a point 15 metres southeast of the northwest building line of No. 13 Sundrive Road, extending northwest 11 metres	2	In single line by the kerb and parallel thereto facing southeast
101.	Sussex Road	On the northeast side of the roadway, in an indented bay, from a point 2 metres northwest of the vehicle entrance to the hotel, extending north-westwards 25 metres	5	In single line by the kerb and parallel thereto facing southeast

102.	Sussex Road	On the northeast side of the roadway, in an indented bay, from a point 9 metres northwest of the boundary wall between Mespil Flats and the hotel, extending north-westwards 31 metres	6	In single line by the kerb and parallel thereto facing south east
103.	Sussex Road	On the northeast side of the roadway from a point 49 metres northwest of the boundary wall between Mespil Flats and the hotel, extending north-westwards 27 metres	5	In single line by the kerb and parallel thereto facing south east
104.	Talbot Place	On the east side of the roadway from a point 9.5 metres north of its junction with Store Street, extending northwards 6 metres	1	In single line by the kerb and parallel thereto facing south
105.	Talbot Place	On the east side of the roadway from a point 49 metres north of its junction with Store Street, extending northwards 16 metres	3	In single line by the kerb and parallel thereto facing south
106.	Terenure Road, North	On the west side of the roadway, in an indented bay, from a point 50 metres north of the northern building line of No. 86 Terenure Road North, extending south 28 metres	6	In single line by the kerb and parallel thereto facing north
107.	Thomas Street	On the south side of the roadway from a point 20 metres east of the eastern building line of St. Catherine's Lane West, extending eastwards 25 metres	5	In single line by the kerb and parallel thereto facing west
108.	Tyrconnell Road	On the southeast side of the roadway, in an indented bay, from a point 1 metre southwest of the common property boundary of Nos. 7A/9, extending north-eastwards 9.5 metres	2	In single line by the kerb and parallel thereto facing south
109.	Westmoreland Street	On the east side of the roadway from a point 5m north of its junction with Fleet Street, extending northwards 21 metres	4	In single line by the kerb and parallel thereto facing north
110.	Whitefriar Street	On the west side of the roadway, from a point 16 metres north of the gateway to McDonagh House, extending southwards 15 metres	3	In single line by the kerb and parallel thereto facing north

**SCHEDULE 2
EVENING AND NIGHT TIME APPOINTED STANDS**

Ref. No.	Location	Limits of Appointed Stand	Maximum No. of Vehicles	Position of Vehicles on Appointed Stand	Period of Availability
(1)	(2)	(3)	(4)	(5)	(6)
1.	Amiens Street	On the west side of the roadway, from a point 2 metres south of the northern gable of No. 14 (Subway), extending southwards 52 metres	10	In a single line by the kerb and parallel thereto facing northwards	8pm to 6am Monday to Sunday
2.	Aston Quay	On the north side of the roadway, from a point 1.5 metres east of the common property boundary of Nos. 5/6 opposite, extending eastwards 38.5 metres	7	In a single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
3.	Bachelors Walk	On the north side of the roadway, in an indented loading bay, from a point 21 metres east of Bachelors Way, extending westwards 17.5 metres	4	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
4.	Bachelors Walk	On the north side of the roadway, from a point 5m west of Bachelor's Way, extending westwards 54 metres	11	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
5.	Baggot Street Lower	On the north side of the roadway from a point 12.6 metres west of the common property boundary of Nos. 13/14, extending westwards 26.7 metres	5	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
6.	Baggot Street Upper	On the northeast side of the roadway, in an indented loading bay, from a point 2.5 metres northwest of the common property boundary of Nos. 32/34 extending north-westwards 27 metres	5	In a single line by the kerb and parallel thereto facing southeast	8pm to 6am Monday to Sunday
7.	Ballyfermot	On the north side of the	7	In single line	8pm to 6am

	Road	roadway, from a point 16.5 metres west of lamp standard No. 43, extending westwards 35 metres		by the kerb and parallel thereto facing east.	Monday to Sunday.
8.	Bridge Street Lower	On the west side of the roadway from a point 3.4 metres south of the north facing building line of No. 22 City Gate, extending southwards 18 metres	3	In single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday
9.	Bridge Street Lower	On the east side of the roadway from a point 1.7 metres north of the south facing boundary of No. 10 Bond House, extending northwards 15 metres	3	In single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
10.	Camden Street Lower	On the west side of the roadway, in an indented bay, from a point 2 metres south of lamp standard No. 36, extending southwards 8 metres	2	In single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday.
11.	Camden Street Lower	On the west side of the roadway, in an indented bay, from a point 4.5 metres north of the common property boundary of Nos. 79/80 and 81/82 extending southwards 9 metres	2	In single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday.
12.	Capel Street	On the east side of the roadway, in an indented bay, from a point 4.5 metres north of the common property boundary of Nos. 36/37, extending northwards 17 metres	3	In single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday.
13.	Cardiff Lane	On the east side of roadway, in an indented loading bay, from a point 17.5 metres north of the northern kerb of Misery Hill, extending northwards 14.5 metres	3	In indented loading bay parallel to kerb facing South	8pm to 6am Monday to Sunday

14.	Cardiff Lane	On the east side of roadway, in an indented loading bay, from a point 49 metres north of the northern kerb of Misery Hill, extending northwards 15 metres	3	In indented loading bay parallel to kerb facing South	8pm to 6am Monday to Sunday
15.	Castleforbes Road	On the west side of the roadway, from a point 64 metres north of the northern kerblines of Major Street Upper, extending southwards 43 metres	9	In single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday.
16.	Cullenswood Road, Ranelagh	On the south side of the roadway from a point 10 metres west of lamp standard No. 12, extending eastwards 20 metres	4	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday.
17.	Dame Street	On the north side of the roadway from a point 4 metres west of the east facing building line of Fownes Street Upper extending westwards 15.5 metres	3	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
18.	Dame Street	On the south side of the roadway from a point 4.5 metres east of the eastern boundary of No. 81 Dame Street opposite, extending eastwards 27 metres	5	In a single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
19.	Dawson Street	On the west side of the roadway from a point 24 metres south of the junction with South Anne Street, extending southwards 53 metres	11	In a single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday
20.	Foster Place	On the east side of the roadway, from a point in line with lamp standard No. 2 opposite, extending northwards 31 metres	9	Rear to kerb	8pm to 6am Monday to Sunday

21.	Foster Place	On the west side of the roadway, in a loading bay, from a point 9.3 metres north of lamp standard No. 2, extending northwards 17 metres	3	Parallel to kerb facing south	8pm to 6am Monday to Sunday
22.	Georges Street Great South	On the east side of the roadway, in an indented loading bay, from a point 1.5 metres north of the common boundary of No. 13/14 extending northwards 17 metres	4	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
23.	Georges Street Great South	On the east side of the roadway, in an indented bay, from a point 10.2 metres south of the common property boundary of Nos. 18/19, extending northwards 20 metres	4	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
24.	Georges Street Great South	On the east side of the roadway, in an indented loading bay from a point 3 metres north of the south facing building line of No. 27/Fade Street, extending northwards 13.5 metres	3	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
25.	Georges Street Great South	On the east side of the roadway, in an indented loading bay from lamp standard No. 10 extending northwards 17 metres	3	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
26.	Georges Street Great South	On the west side of the roadway, from a point 10 metres south of the common boundary of Nos. 58/59, extending southwards 36 metres	6	In a single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday
27.	Grafton Street Lower	On the west side of the roadway, in an indented loading bay from a point at the common boundary of No. 111/112, extending southwards 13 metres	3	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday

28.	Harcourt Street	On the west side of the roadway, from a point 3.5 metres south of the common property boundary of Nos. 30/31 Harcourt Street, extending southwards for 50 metres	10	In a single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday
29.	Leeson Street Lower	On the northeast side of the road from a point at the common property boundary of Nos. 67/66, extending north-westwards 60 metres	12	In single line by the kerb and parallel thereto facing southeast	8pm to 6am Monday to Sunday
30.	Leeson Street Lower	On the southwest side of the road from a point 4.5 metres southeast of the common property boundary of Nos. 26/27, extending south-eastwards 52 metres	10	In single line by the kerb and parallel thereto facing northwest	8pm to 6am Monday to Sunday
31.	Macken Street	On the east side of the roadway in the indented bay, from a point 22.5 metres south of the north facing building line of the Bord Gais Energy Theatre, extending northwards 8 metres	2	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
32.	Merrion Row	On the north side of the roadway from a point 10 metres east of the common property boundary of Nos. 5 and 2-4 extending westwards 41.5 metres	8	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
33.	Mount Street Lower	On the southwest side of the roadway, in the loading bay, from a point at the common property boundary of Nos. 3/4, extending south-eastwards 12.8 metres	2	In single line by the kerb and parallel thereto facing northwest	8pm to 6am Monday to Sunday
34.	North Wall Quay	On the north side of the roadway from a point 36 metres west of Lamp Standard No. 138, extending westwards 43 metres	9	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday

35.	O'Connell Bridge	On the west side of the roadway, from a point 20 metres south of the stop line at Bachelors Walk, extending southwards 20 metres	4	In a single line by the kerb and parallel thereto facing north.	8pm to 6am Monday to Sunday
36.	Ormond Quay Lower	On the north side of the roadway from a point 5 metres west of the common property boundary of Nos. 40/41, extending westwards 103 metres	20	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
37.	Ormond Quay Lower	On the north side of the roadway from a point 15 metres west of the east facing building line of Swifts Row, extending westwards 105.5 metres	21	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
38.	Parliament Street	On the east side of the roadway, in an indented bay, from a point 0.5 metres north of the common property boundary of Nos. 12/13, extending northwards 10.8 metres	2	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
39.	Parliament Street	On the west side of the roadway, in an indented bay, from a point 0.4 metres north of the common property boundary of Nos. 34/35, extending northwards 11 metres	2	In a single line by the kerb and parallel thereto facing south	8pm to 6am Monday to Sunday
40.	Parnell Street	On the north side of the roadway, in an indented loading bay, from a point 3 metres east of the western boundary of No. 193 extending westwards for 30 metres	6	In a single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
41.	Phibsborouh Road	On the west side of the roadway from a point 2.6 metres south of the southern edge of the archway at No. 21, extending southwards 10 metres	2	In a single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday

42.	Phibsborouh Road	On the west side of the roadway from a point 33.3 metres south of the north facing edge of the pillar at No. 16 Royal Canal Terrace, extending southwards 50 metres	10	In a single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday
43.	Sackville Place	On the south side of the roadway, from a point 14 metres east of the eastern building line on O'Connell Street, extending eastwards 19 metres	4	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
44.	Sackville Place	On the south side of the roadway, in the loading bay, from a point 14 metres west of the western building line of Marlborough Street, extending eastwards 8 metres	2	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
45.	St. Andrew Street	On the northwest side of the roadway, in an indented loading bay, from a point 2 metres southwest of the common property boundary of the Post Office/24-27 College Green, extending south-westwards 27 metres	5	In single line by the kerb and parallel thereto facing northeast	8pm to 6am Monday to Sunday
46.	St. John's Road West	On the north side of the roadway from a point at lamp standard No. 33, extending westwards 120 metres	24	In single line by the kerb and parallel thereto facing east	8pm to 6am Monday to Sunday
47.	St. Stephen's Green South	On the south side of the roadway from a point 17 metres east of the west facing building line of Harcourt Street, extending eastwards 53 metres	11	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
48.	St. Stephen's Green South	On the south side of the roadway from a point 6 metres east of the west facing boundary of No. 94, the Department of Justice and Equality	5	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday

		Building, extending eastwards 24 metres			
49.	St. Stephen's Green South	On the south side of the roadway from a point 5 metres east of the eastern edge of the archway between Nos. 92 and 93, extending eastwards 10 metres	2	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
50.	St. Stephen's Green South	On the south side of the roadway from a point 5 metres east of the eastern edge of the archway at No. 89, extending eastwards 9.6 metres	2	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
51.	Talbot Street	On the north side of the roadway from a point opposite the common property boundary of Nos. 67/69 extending eastwards 29 metres	6	In a single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
52.	Talbot Place	On the west side of the roadway, from a point opposite lamp standard No. 2, extending northwards 19 metres.	4	In a single line by the kerb and parallel thereto facing north	8pm to 6am Monday to Sunday
53.	Thomas Street	On the south side of the roadway from a point at the east facing property boundary of No. 60, extending westwards 34.6 metres	7	In a single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
54.	Wellington Quay	On the south side of the roadway, in an indented loading bay, from a point 26 metres west of the common property boundary of Nos. 19/20, extending eastwards 17.5 metres	4	In a single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday

55.	Wellington Quay	On the south side of the roadway from a point 6.8 metres west of the west facing property boundary of No. 20, extending eastwards 25 metres	5	In a single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
56.	Wellington Quay	On the south side of the roadway from a point 14.7 metres east of the west facing building line of Eustace Street, extending eastwards 52 metres	10	In a single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday

**SCHEDULE 3
OCCASIONAL APPOINTED STANDS**

Ref. No.	Location	Limits of Appointed Stand	Maximum No. of Vehicles	Position of Vehicles on Appointed Stand	Occasion and Period of Availability
(1)	(2)	(3)	(4)	(5)	(6)
1.	Dalymount	On the north side of the roadway, from a point 2 metres west of western edge of vehicular access road to Dalymount Park, extending westwards 20 metres	4	In single line by kerb and parallel thereto facing east	Whenever a major sporting or other event is taking place at which a significant number of people are expected to attend Dalymount Park Soccer grounds
2.	Emmet Road	On the north side of the roadway from a point at the western boundary of No. 133, extending westwards 15 metres	3	In single line by the kerb and parallel thereto facing east	Whenever a major sporting or other event is taking place at which a significant number of people are expected to attend St. Patrick's Athletic Soccer Football Grounds
3.	Millmount Avenue	On the north side of the roadway, from a point 6 metres west of the junction with Drumcondra Road Upper, extending westwards for a distance of 20 metres	4	In single line by the kerb and parallel facing east	Whenever a major sporting or other event is taking place at which a significant number of people are expected to attend at Tolka Park Soccer Football Grounds
4.	North Circular Road	On the north side of the roadway from a point 60 metres west of the junction with Richmond Street North, extending westwards 25 metres	5	In single line by the kerb and parallel thereto facing east	Whenever a major sporting or other event is taking place at which a significant number of people are expected to attend at Croke Park GAA Grounds

5.	Serpentine Avenue	On the southeast side of the roadway from a point at lamp standard No. 32, extending north-eastwards 24 metres	5	In single line by the kerb and parallel thereto facing southwest	Whenever a major sporting or other event is taking place at which a significant number of people are expected to attend at Royal Dublin Society Show Grounds.
6.	South Lotts Road	On the east side of the roadway from a point opposite the common property boundary of Nos. 86/88, extending northwards 34 metres	5	In single line by the kerb and parallel thereto facing south	Whenever a major greyhound racing event is taking place at which a significant number of people are expected to attend at Shelbourne Park Dog Racing Grounds

SCHEDULE 4
MAIN AND SUBSIDIARY APPOINTED STANDS

Reference Number (1)	Main Appointed Stands (2)	Subsidiary Appointed Stands (3)
1.	The appointed stand mentioned at reference number 2 of Schedule 1 of these Bye-Laws (Amiens Street)	The appointed stands mentioned at reference number 3 of Schedule 1 of these Bye-Laws (Amiens Street)
2.	The appointed stand mentioned at reference number 5 of Schedule 1 of these Bye-Laws (Baggot Street Lower)	The appointed stand mentioned at reference number 5 of Schedule 2 of these Bye-Laws (Baggot Street Lower)
3.	The appointed stand mentioned at reference number 7 of Schedule 1 of these Bye-Laws (Ballyfermot Road)	The appointed stand mentioned at reference number 8 of Schedule 1 of these Bye-Laws (Ballyfermot Road)
4.	The appointed stand mentioned at reference number 9 of Schedule 1 of these Bye-Laws (Barrow Street)	The appointed stand mentioned at reference number 10 of Schedule 1 of these Bye-Laws (Barrow Street)
5.	The appointed stand mentioned at reference number 22 of Schedule 1 of these Bye-Laws (College Green)	The appointed stands mentioned at reference numbers 46 and 47 of Schedule 1 and numbers 20 and 21 of schedule 2, of these Bye-Laws (Foster Place)
6.	The appointed stand mentioned at reference number 32 of Schedule 1 of these Bye-Laws (Cullenswood Road, Ranelagh)	The appointed stand mentioned at reference number 16 of Schedule 2 of these Bye-Laws (Cullenswood Road, Ranelagh)
7.	The appointed stand mentioned at reference number 51 of Schedule 1 of these Bye-Laws (Grange Road, Donaghmede)	The appointed stand mentioned at reference number 52 of Schedule 1 of these Bye-Laws (Grange Road, Donaghmede)
8.	The appointed stand mentioned at reference number 54 of Schedule 1 of these Bye-Laws (Hanover Quay)	The appointed stand mentioned at reference number 55 of Schedule 1 of these Bye-Laws (Hanover Quay)
9.	The appointed stand mentioned at reference number 60 of Schedule 1 of these Bye-Laws (Lansdowne Road)	The appointed stands mentioned at reference numbers 61 and 62 of Schedule 1 of these Bye-Laws (Lansdowne Road)
10.	The appointed stand mentioned at reference number 64 of Schedule 1 of these Bye-Laws (Marino Crescent)	The appointed stands mentioned at reference numbers 65 and 66 of Schedule 1 of these Bye-Laws (Marino Crescent)
11.	The appointed stand mentioned at reference number 67 of Schedule 1 of these Bye-Laws (Marlborough Place)	The appointed stands mentioned at reference numbers 68 and 69 of Schedule 1 of these Bye-Laws (Marlborough Place)
12.	The appointed stand mentioned at reference number 72 of Schedule 1 of these Bye-Laws (Merrion Street Lower)	The appointed stand mentioned at reference number 44 of Schedule 1 of these Bye-Laws (Fenian Street)

13.	The appointed stand mentioned at reference number 75 of Schedule 1 of these Bye-Laws (O'Connell Street Upper)	The appointed stand mentioned at reference number 76 of Schedule 1 of these Bye-Laws (O'Connell Street Upper)
14.	The appointed stand mentioned at reference number 77 of Schedule 1 of these Bye-Laws (Rathmines Road Upper)	The appointed stand mentioned at reference number 78 of Schedule 1 of these Bye-Laws
15.	The appointed stand mentioned at reference number 82 of Schedule 1 of these Bye-Laws (Sackville Place)	The appointed stands mentioned at reference numbers 83 and 84 of Schedule 1 and numbers 43 and 44 of Schedule 2, of these Bye-Laws (Sackville Place).
16.	The appointed stand mentioned at reference number 86 of Schedule 1 of these Bye-Laws (St. John's Road West)	The appointed stands mentioned at reference numbers 87, 88 and 89 of Schedule 1 and number 46 of Schedule 2, of these Bye-Laws (St. John's Road West)
17.	The appointed stand mentioned at reference number 99 of Schedule 1 of these Bye-Laws (Store Street)	The appointed stands mentioned at reference numbers 104 and 105 of Schedule 1 of these Bye-Laws (Talbot Place)
18.	The appointed stand mentioned at reference number 101 of Schedule 1 of these Bye-Laws (Sussex Road)	The appointed stands mentioned at reference numbers 102 and 103 of Schedule 1 of these Bye-Laws (Sussex Road)
19.	The appointed stand mentioned at reference number 10 of Schedule 2 of these Bye-Laws (Camden Street Lower)	The appointed stand mentioned at reference number 11 of Schedule 2 of these Bye-Laws (Camden Street Lower)
20.	The appointed stand mentioned at reference number 31 of Schedule 2 of these Bye-Laws (Macken Street)	The appointed stands mentioned at reference numbers 13 and 14 of Schedule 2 of these Bye-Laws (Cardiff Lane)
21.	The appointed stand mentioned at reference number 36 of Schedule 2 of these Bye-Laws (Ormond Quay Lower)	The appointed stand mentioned at reference number 37 of Schedule 2 of these Bye-Laws (Ormond Quay Lower)
22.	The appointed stand mentioned at reference number 41 of Schedule 2 of these Bye-Laws (Phibsborough Road)	The appointed stand mentioned at reference number 42 of Schedule 2 of these Bye-Laws (Phibsborough Road)
23.	The appointed stand mentioned at reference number 47 of Schedule 2 of these Bye-Laws (St. Stephen's Green South)	The appointed stands mentioned at reference numbers 48, 49 and 50 of Schedule 2 of these Bye-Laws (St. Stephen's Green South)
24.	The appointed stand mentioned at reference number 54 of Schedule 2 of these Bye-Laws (Wellington Quay)	The appointed stand mentioned at reference number 55 of Schedule 2 of these Bye-Laws (Wellington Quay)

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

This day of 2015

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Item No. 6

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

Street Furniture Charges

In February 2005 the Members of the Transportation and Traffic Strategic Policy Committee considered a report on the licensing of tables and chairs on public footpaths in the City Council area. The report stated that the primary objective of the relevant Section of the Planning & Development Act, 2000 (Section 254) which deals with the licensing of street furniture is to facilitate the development of a 'continental style coffee society', close to shopping areas where pedestrians and tourists can sit for short periods and enjoy light refreshment.

The process of setting the rates for Street Furniture charges was set out in April 2005 and provided for a phased introduction of the charges up to June 2007. This was reported to the Transportation and Traffic Strategic Policy Committee and fully discussed at the time . There has been no increase in fees since then and there is no current proposal to review the charges.

This policy has not been the subject of widespread complaint and it has been accepted as a fair balance between different interests.

Update

The following Motion was considered by the Transportation SPC at its meeting of 11th February, 2015:

“Given the positive contribution of outdoor seating in facilitating public life on the street, improving the amenity of outdoor areas and attracting tourism, and given that cities such as Copenhagen have decided not to charge for street furniture licenses that the City Council trial a waiver of street furniture licenses for a nine month period in the north inner city area, in the expectation that the loss of revenue will be more than offset by a rise in business custom in the city.”

The Motion was passed and it was agreed to submit a report to the SPC on the financial implications of this action being taken.

The approximate annual street furniture licence fees in the north inner city (Central Area) amount to €67,000. Therefore, the financial loss of revenue for the proposed nine month period is €50,000, which while significant, there are more significant negative impacts on Dublin City Council if a licence fee waiver was implemented in the north inner city only. These are as follows:

1. Dublin City Council would be acting in an unfair and anti-competitive manner towards its street furniture licence holders in the rest of the city.
2. The streets/pavements in Dublin's city centre are already well serviced with street furniture including a substantial amount of outdoor dining.
3. It costs Dublin City Council in excess of €100,000 annually to administer and enforce street furniture licensing. It is not clear how the licensing function would be funded without this income.

This Department is not aware that the level of fees is a deterring or determining factor in whether or not an outdoor dining area is a viable business proposition for traders in the North City area. The main factors tend to be the amount of pavement space available, the type of business offering and the level of passing trade that could be targeted. It should not be forgotten that the granting of a licence allows the business to extend the floor space of its premises out into the public realm for what is a relatively modest charge. In circumstances where all the other business variables (location, footfall, product) are aligned, then the cost of the licence is not a deterring factor.

The waiver initiative would be more appropriate in towns or cities where street furniture is absent and such an initiative might encourage outdoor continental style dining.

In conclusion, the implementation of a pilot waiver of street furniture licence fees in the north inner city for nine months is not recommended.

**Declan Wallace,
Executive Manager,
Environment and Transportation Department**

March, 2015

Item No. 7(i)

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

Dublin City Development Plan

The Draft Dublin City Development Plan 2016-2022 is due to go on public display in October 2015. Since the beginning of the process, the Environment and Transportation Department has been working in conjunction with Dublin City Council's Planning and other Departments to review the policies and objectives in the current Dublin City Development Plan 2011-2017 with a view to preparing the new draft Plan.

This review process will take into consideration issues and comments that arose during the pre-draft public consultation phase. It will also be informed by the input of the elected Members who are currently considering the Report of the Chief Executive on the Pre-Draft Consultations.

A Special City Council meeting is scheduled for 5th May, 2015, at which the Chief Executive's report will be considered and directions issued. The preparation of the draft Plan will then commence in earnest. Subsequent to 5th May, 2015, a special meeting of the SPC can be arranged so that proposed transportation policy direction can be discussed and the views of the SPC can be captured. These views can then be made known to the Planning Department.

An indicative timeline for the preparation of the Dublin City Development Plan 2016-2022 is attached. The views of the Transportation SPC in relation to the preparation of the new Plan are welcomed.

Edel Kelly
Senior Executive Planner
Roads and Traffic Planning

March, 2015

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**PROGRAMME FOR THE REVIEW OF DUBLIN CITY COUNCIL
DEVELOPMENT PLAN 2016-2022**

Development Plan Progress	2014				2015												2016												2017						
	N	D	J	F	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A			
A Weeks 1 - 16 Initial Public Consultation			A																																
B Weeks 16 - 38 Preparation of Draft Development Plan					B																														
C Weeks 38 - 46 Consideration of Draft Development Plan									C																										
D Weeks 46 - 48 Prepared Draft For Public Consultation										D																									
E Weeks 48 - 58 1st Public Display of Draft Plan											E																								
F Weeks 58 - 70 Chief Executive's Report on 1st Public Display												F																							
G Weeks 70 - 82 Consideration by Members of Chief Executive's Report													G																						
H Weeks 82 - 85 Prepare Amended Draft Development Plan															H																				
I Weeks 85-89 Second Public Display of Draft Plan															I																				
J Weeks 89 - 93 Chief Executive's Report on 2nd Public Display																							J												
K Weeks 93 - 99 Consideration by Members of Chief Executive's Report																								K											
L Weeks 99 - 103 Plan takes into Effect 4 Weeks From Date It is made																																		L	

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Report on trends in mode share of vehicles and people crossing the Canal Cordon

2006 to 2014

Dublin City Council,
Civic Offices,
Wood Quay,
Dublin 8.

March 2014

National Transport Authority,
Dun Scèine,
Harcourt Lane,
Dublin 2.

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1 Introduction

1.1 Background to data collection

Since 1980, Dublin City Council (DCC) has been conducting traffic counts at 33 locations around the cordon formed by the Royal and Grand Canals. The counts are conducted during the month of November each year. Since 1997 the counts have been conducted over the period between 07:00 and 10:00.

Between 1997 and 2009, the Dublin Transportation Office (DTO) collected data from a number of sources on people crossing the Canal Cordon into Dublin's City Centre in the morning peak between 07:00 and 10:00. The National Transport Authority (NTA) subsumed the DTO in 2009, and has continued to collate this data on an annual basis.

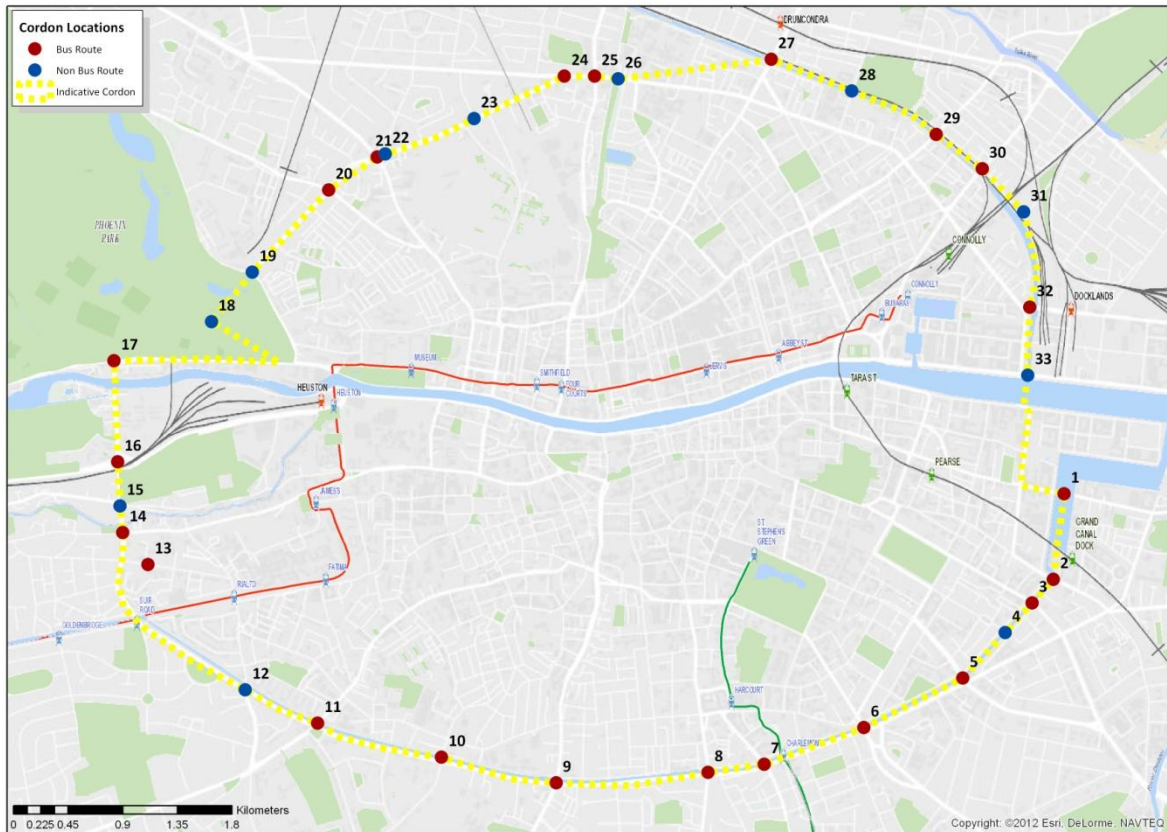
Combining the two sets of data enables the tracking of trends in the modes of travel that people are using to travel into the city centre. This in turn gives an indication of the effectiveness or otherwise of various transport measures and policies that have been introduced since 1997 in changing people's travel behaviour.

1.2 Definition of the Canal Cordon

Figure 1.1 below is a map of the Canal Cordon and the 33 locations on the Cordon where data is annually collected on the movement of people in the morning peak period between 7:00 and 10:00. As the name suggests, the cordon has been chosen to ensure (as far as possible) that any person entering the City Centre from outside must pass through one of the 33 locations where the surveys were undertaken. It should be noted that the data as presented in this report refers to movements of people in one direction only (i.e. inbound into the city centre) across the various cordon points.

All 33 cordon points are on routes for general traffic into the City Centre, while 22 of the cordon points (shown in red in Figure 1.1) are on bus routes into the City. People using DART and suburban rail services to enter the City Centre cross the cordon close to cordon points 2, 16 and 31 in Figure 1.1, while those travelling on the two LUAS lines cross the cordon at points 7 and 13.

Figure 1.1 Canal Cordon – including all 33 count locations



1.3 Data sources

Data as collected on the movement of people across the Canal Cordon has been assembled from a number of sources as follows:

- Dublin City Council has been undertaking surveys at the Canal Cordon in November annually since 1980. Surveys are undertaken over two days and an average over the two days is reported. This survey counts pedestrians, cyclists, cars, taxis, buses, goods vehicles and motorcycles crossing the cordon points in the inbound direction in the three hour period 07:00 to 10:00.
- To complement the Dublin City Council Canal Cordon annual surveys, Dublin Bus have undertaken their own surveys annually on a single day in November (not necessarily on the same day as the Dublin City Council cordon counts). Since 1997; this survey has counted the number of

passengers on all buses (including privately operated bus services) crossing inbound over the canal cordon points. However in 2014 passenger numbers on Dublin Bus services only were surveyed¹. This survey is undertaken at the 22 cordon points that are on bus routes into the city (shown in red in Figure 1.1).

- Since 2012, Iarnród Éireann have undertaken a census of passenger boardings and alightings on all services passing through all stations in the national rail network in a single day. The most up to date information available is for the census carried out on November 13th 2014. Since 1997, Iarnród Éireann have undertaken a similar passenger census for services operating in the Greater Dublin Area (GDA). Analysis of the census data for services operating within the GDA enables a calculation of the numbers of rail passengers crossing the three Canal Cordon points (in the inbound direction) between 07:00 and 10:00 on the census day.
- The Railway Procurement Agency undertake an annual census of boardings and alightings at all LUAS tram stops (Red and Green lines and extensions). This census is undertaken in a single day in November, and has been undertaken every year since both LUAS lines became operational in 2004. This data enables calculation of the numbers of LUAS passengers crossing the two Canal Cordon points inbound between 07am and 10am on the census day.

By combining these four data sources, the NTA and DCC have been able to compile a comprehensive picture of the modes of travel used by people travelling across the Canal Cordon into the city in a typical morning peak period. There may be gaps in the data compiled in certain years, and some changes in the survey methodology for the Dublin City Council cordon counts have been introduced in recent years.

The introduction of LUAS also had a significant impact on the data trends. For these reasons, the analysis of trends in Chapter 2 of this report is restricted to the years 2006 to 2014. For these nine years, there is access to a consistent and continuous set of data that enables a direct comparison of mode share trends.

¹ Non Dublin Bus passenger numbers can be estimated by applying the 2013 average occupancy of non-Dublin Bus services to the 2014 non Dublin Bus vehicle count which is captured in the DCC canal cordon count.

2 Data Analysis

2.1 Overview

Table 2.1 below presents the total numbers of vehicles, pedestrians and cyclists crossing the Canal Cordon inbound between 07:00 and 10:00, as surveyed in 2014 (in bold italics), and for each year between 2006 and 2014, by mode of travel.

Table 2.1 – Vehicle, cyclists and pedestrians crossing the Canal Cordon by mode of travel

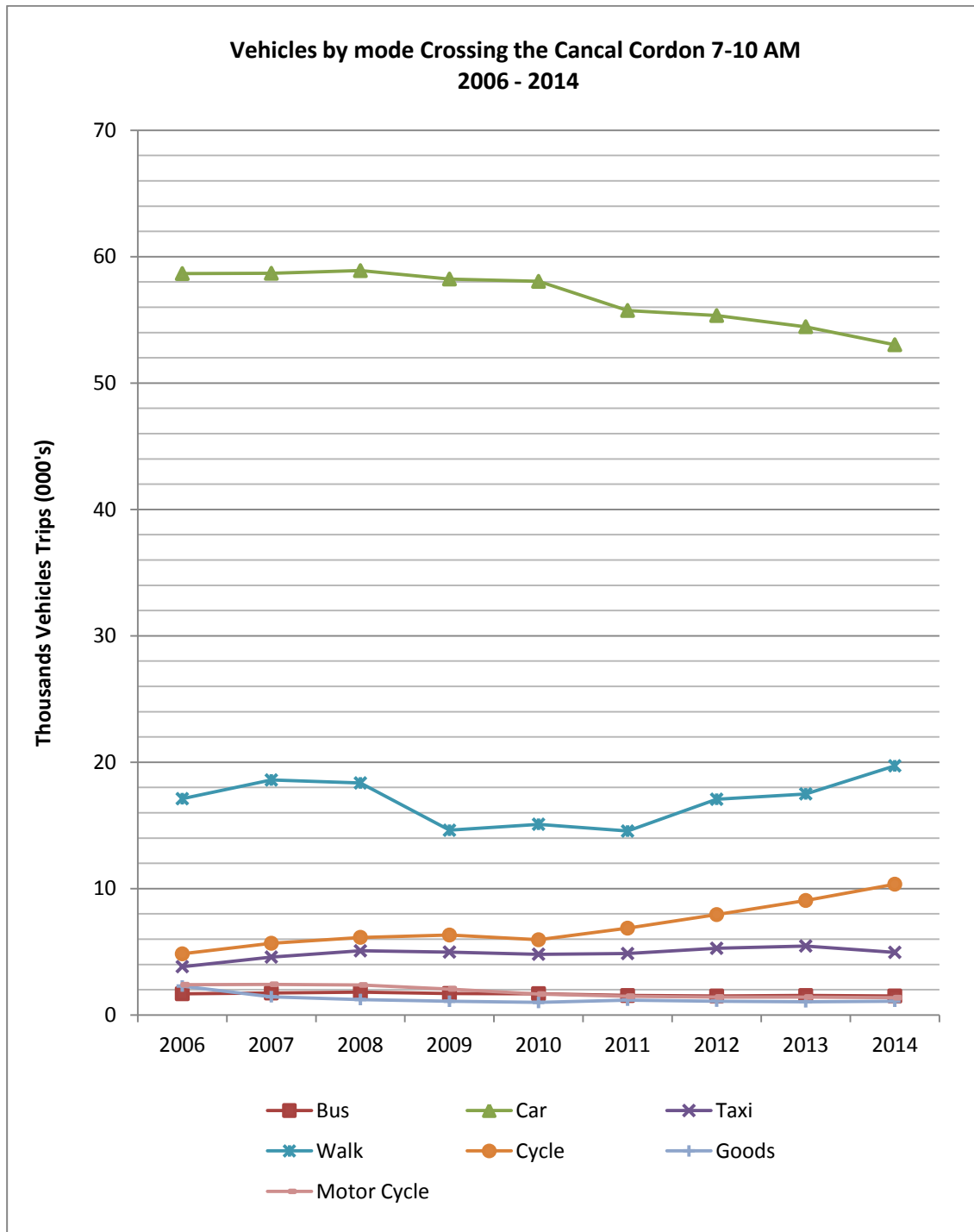
Mode	2006	2007	2008	2009	2010	2011	2012	2013	2014
Bus	1,680	1,740	1,814	1,704	1,688	1,539	1,503	1,539	<i>1,504</i>
Car	58,664	58,686	58,897	58,232	58,047	55,745	55,343	54,458	<i>53,033</i>
Taxi	3,825	4,583	5,079	4,980	4,809	4,862	5,277	5,458	<i>4,955</i>
Walk	17,114	18,594	18,360	14,618	15,092	14,551	17,070	17,495	<i>19,711</i>
Cycle	4,839	5,676	6,143	6,326	5,952	6,870	7,943	9,061	<i>10,349</i>
Goods	2,291	1,445	1,223	1,087	993	1,176	1,099	1,045	<i>1,087</i>
Motor Cycle	2,395	2,429	2,375	2,060	1,656	1,485	1,425	1,423	<i>1,372</i>

The data is displayed in graphical format in Figure 2.1.

Section 2.2 provides an analysis of this data by mode of travel, identifying the trends in the number of vehicles, pedestrians and cyclists crossing the canal cordon during the peak morning period from 07:00 to 10:00.

In the later section 2.3, this analysis is supplemented with additional public transport data to provide a full picture of the travel trends in person terms across the canal cordon.

Figure 2.1 – Vehicles, cyclists and pedestrians crossing the canal cordon by mode of travel 2006 to 2014

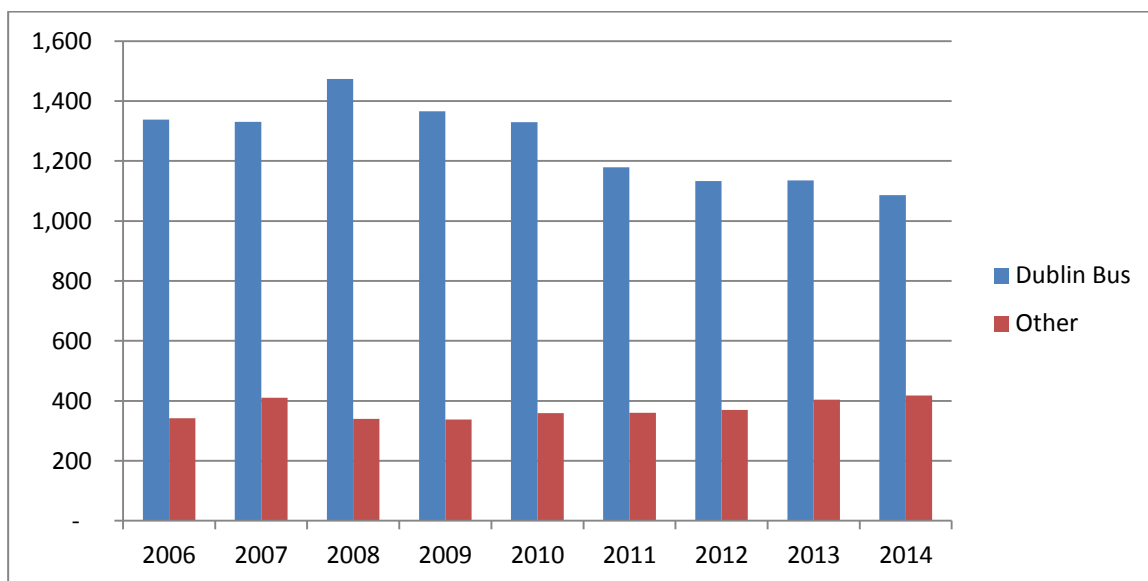


2.2 Numbers of vehicles, cyclists and pedestrians crossing the canal cordon by mode

Buses

Between 2013 and 2014, there has been a decrease in the number of buses crossing the cordon from 1,539 buses in 2013 to 1,504 in 2014, a decrease of 2.3%. Within this change, the number of Dublin Buses crossing the canal decreased by 4.3%, while the number of private buses increased by 3.5%.

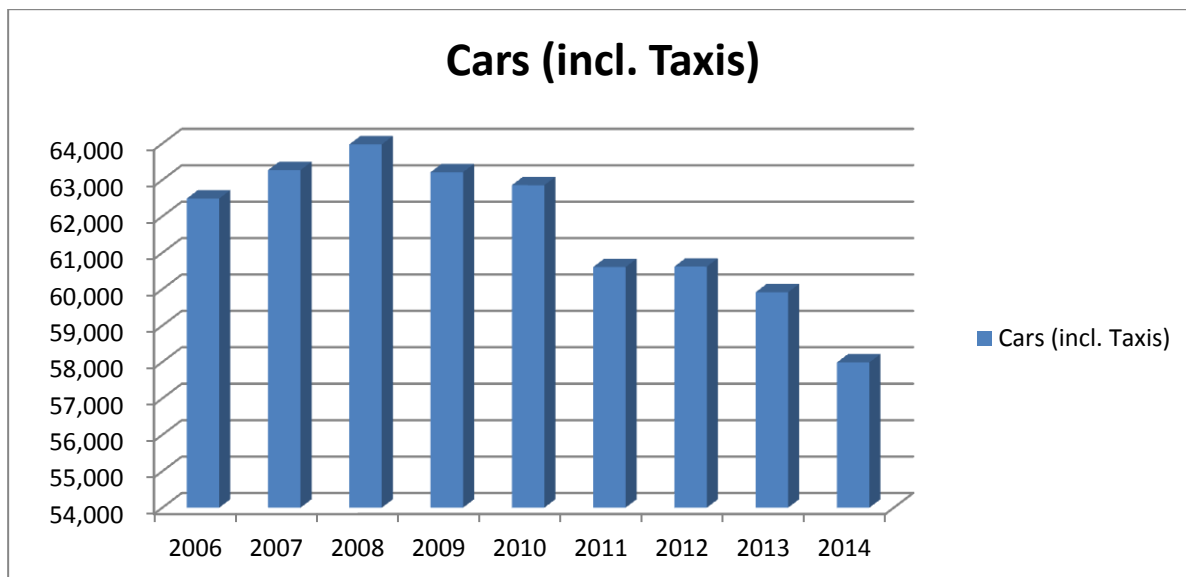
In the nine year period, 2006 to 2014, the total number of all buses crossing the cordon has decreased by 10%. Over this same interval, the number of Dublin Bus vehicles has decreased by 19% while the number of private buses has increased by 22%.



Cars and Taxis

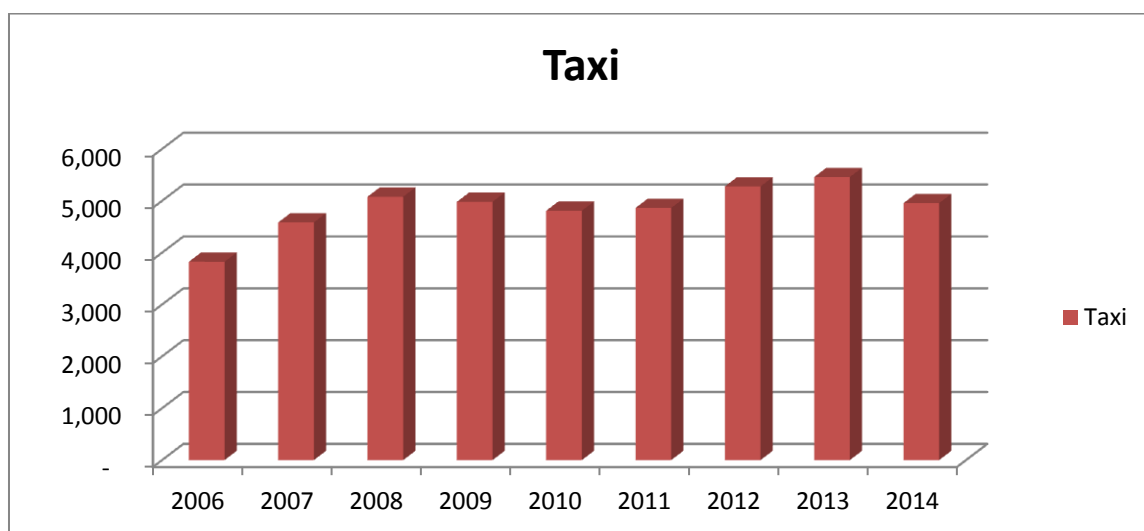
Between 2013 and 2014, there was a decrease in the number of cars and taxis crossing the cordon from 59,916 vehicles in 2013 to 57,988 in 2014, a decrease of 3.2%.

Over the nine year period between 2006 and 2014, the peak year for cars and taxis crossing the canal cordon was in 2008 registering 63,976 vehicles. The 2014 figure represents a decrease of 9.4% from this peak.



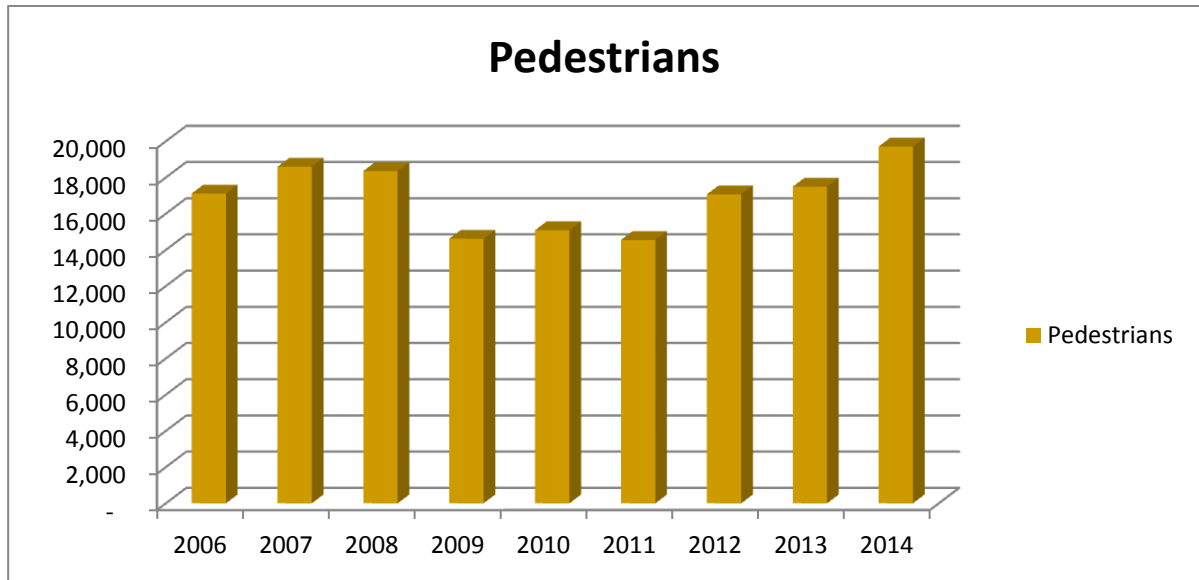
Taxis

Taxis made up 6.1% of all cars crossing the canal cordon in 2006. This increased to 8.5% in 2014. Between 2006 and 2014 the total number of taxis crossing the cordon increased by 30%. From 2013 to 2014 there was a decrease of 9.2%.



Pedestrians

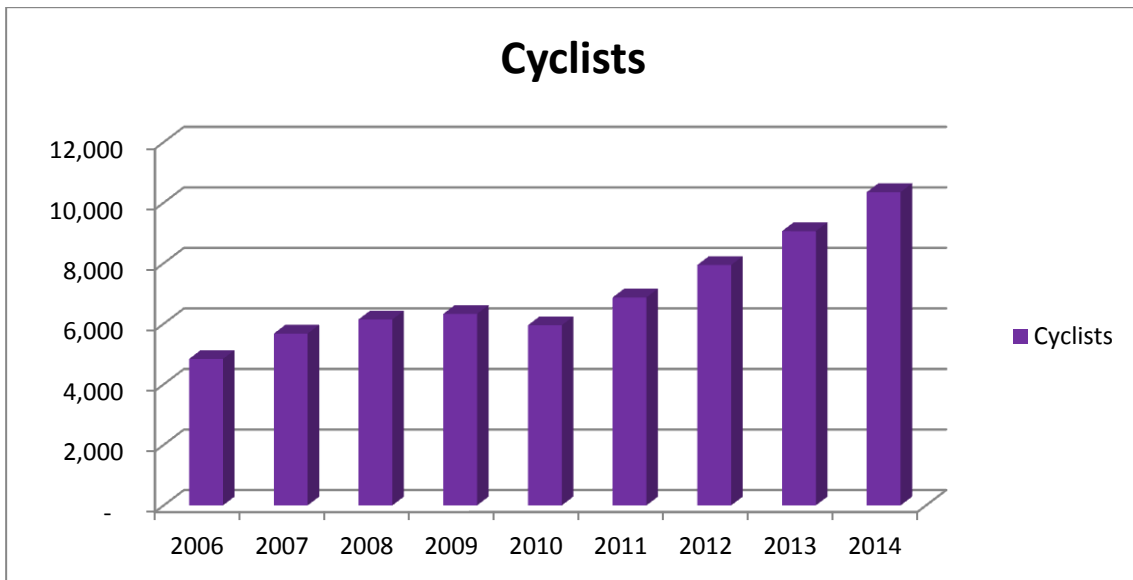
The number of pedestrians crossing the canal cordon increased from 17,495 people in 2013 to 19,711 people in 2014, an increase of 12.7%.



Cyclists

There was an increase of 14.2% in the number of cyclists crossing the canal cordon between 2013 and 2014, with 10,349 cyclists counted in 2014 compared to 9,061 cyclists in 2013.

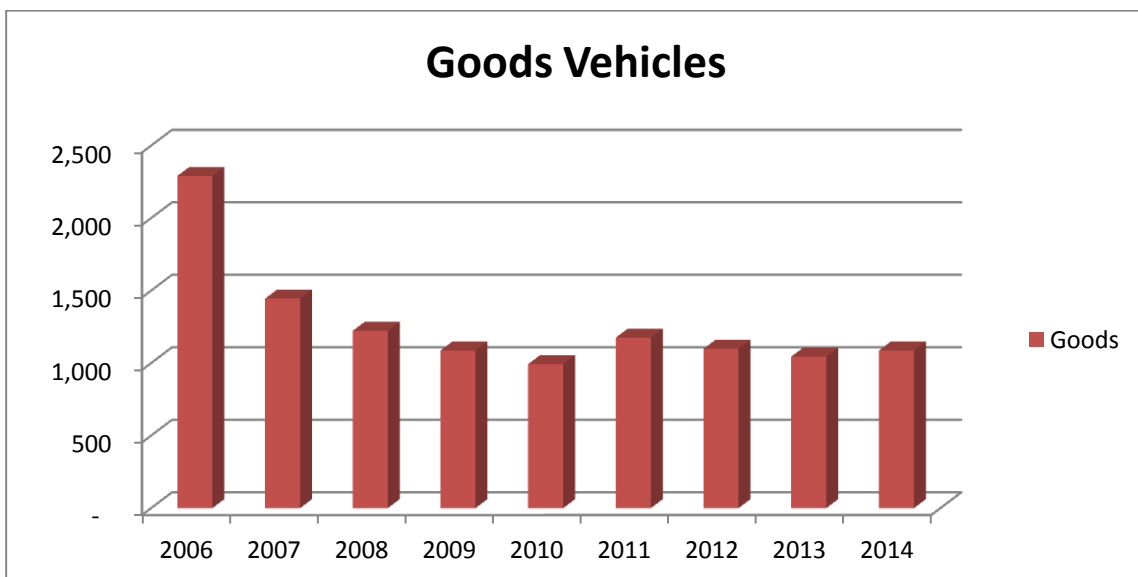
Between 2006 and 2014 the volume of cyclists crossing the canal cordon during the morning peak period has increased by 114%.



Goods Vehicles

The number of goods vehicles crossing the cordon in the peak morning period increased by 4% between 2013 and 2014, up from 1,045 vehicles in 2013 to 1,087 vehicles in 2014.

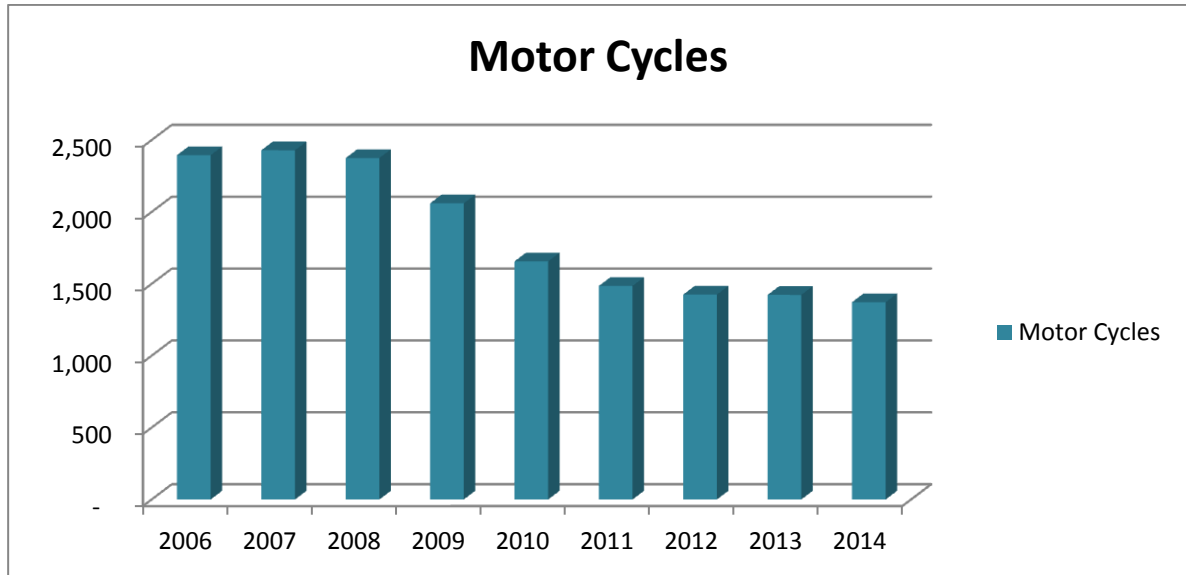
Over the longer period between 2006 and 2014, the number of goods vehicles crossing the canal cordon during the morning peak decreased by 52.5%.



Motor Cyclists

There was a decrease of 3.6% in the number of motor cyclists crossing the canal cordon between 2013 and 2014, with 1,423 motor cyclists recorded in 2013 and 1,372 counted in 2014.

From 2006 to 2014 the volume of motor cyclists crossing the canal cordon during the morning peak period decreased by 42.7%.



2.3 Numbers of people crossing the canal cordon by mode

Using the data obtained from the public transport surveys, Table 2.2 gives the total numbers of people crossing the Canal Cordon inbound between 07:00 and 10:00 for 2014 (in bold italics), and for each year between 2006 and 2014 broken down by mode of travel.

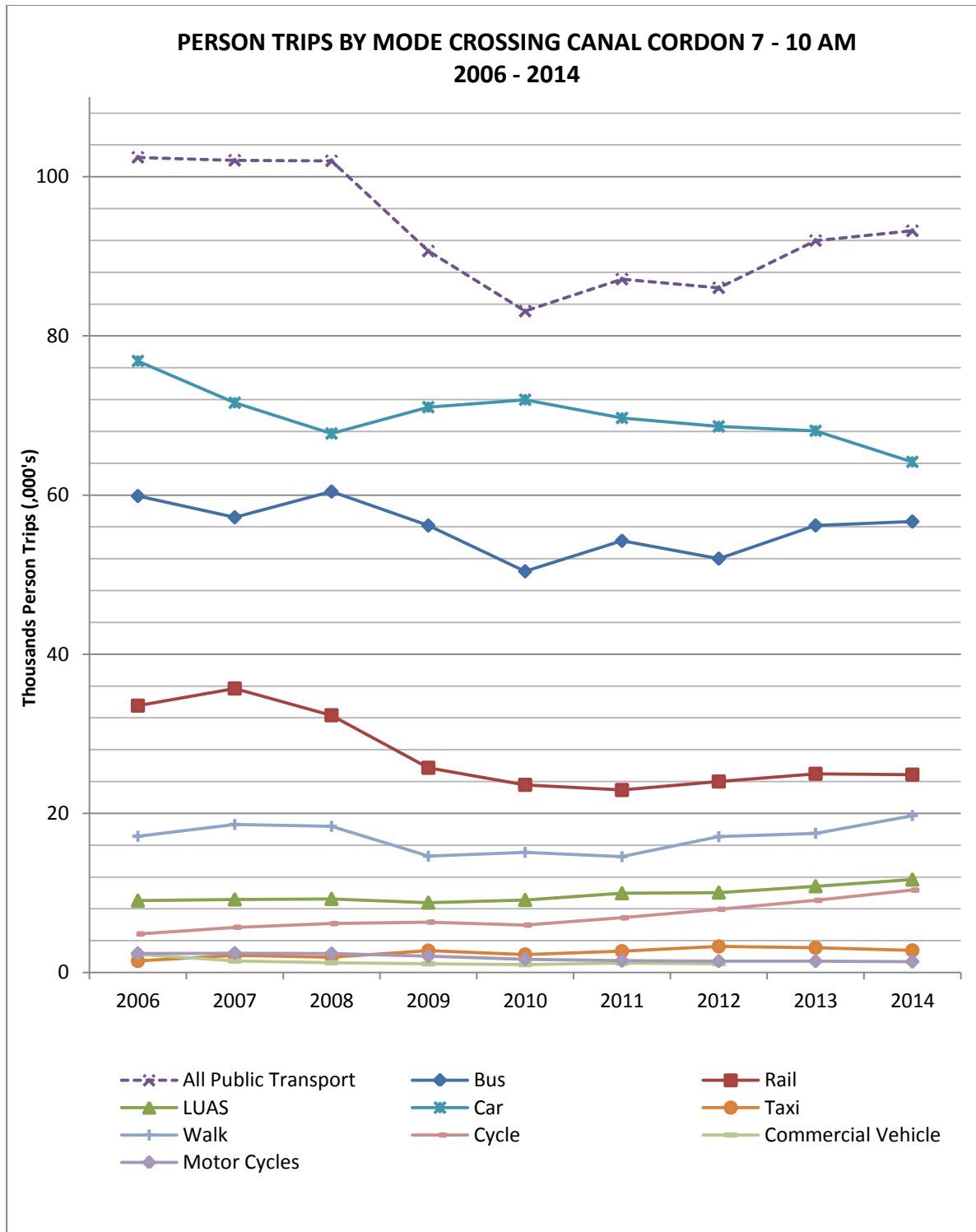
Table 2.2 *Numbers of People crossing the Canal Cordon by mode of travel*

Mode	2006	2007	2008	2009	2010	2011	2012	2013	2014
Bus	59,874	57,201	60,438	56,168	50,420	54,251	52,007	56,177	56,671 ²
Rail	33,534	35,692	32,324	25,723	23,580	22,932	23,999	24,969	24,866
LUAS	9,029	9,171	9,242	8,776	9,111	9,949	10,014	10,835	11,670
All Public Transport	102,437	102,064	102,004	90,667	83,111	87,132	86,047	91,981	93,207
Car	76,850	71,597	67,732	71,043	71,978	69,681	68,626	68,072	64,169
Taxi	1,453	2,154	1,930	2,739	2,260	2,674	3,271	3,111	2,775
Walk	17,114	18,594	18,360	14,618	15,092	14,551	17,070	17,495	19,711
Cycle	4,839	5,676	6,143	6,326	5,952	6,870	7,943	9,061	10,349
Goods	2,291	1,445	1,223	1,087	993	1,176	1,099	1,045	1,087
Motorcycles	2,395	2,429	2,375	2,060	1,656	1,485	1,425	1,423	1,372
Total Person Trips	207,379	203,959	199,767	188,540	181,042	183,569	185,481	192,188	192,670

The data is displayed in graphical format in Figure 2.2.

² The passenger numbers for non-Dublin Bus services crossing the cordon were not counted in 2014. Accordingly, Non Dublin Bus passenger numbers have been estimated by applying the 2013 average occupancy of non-Dublin Bus services to the 2014 vehicle count.

Figure 2.2 – Mode share of people crossing the canal cordon 2006 to 2014



2.4 Percentage mode share of people crossing the Canal Cordon

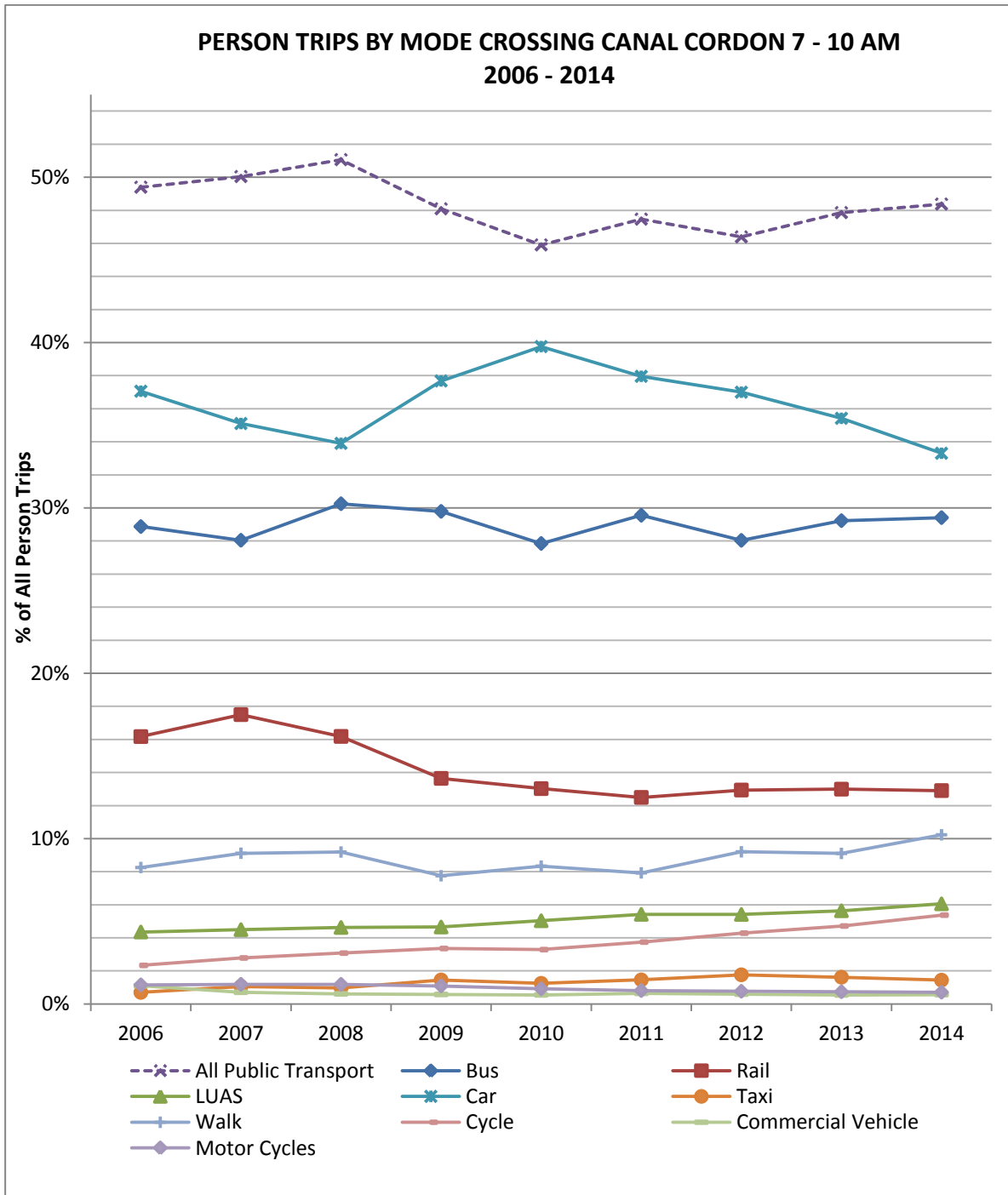
Table 2.3 gives the percentage mode share for all modes of travel used by people crossing the Canal Cordon inbound between 07:00 and 10:00 for the years 2006 to 2014.

Table 2.3 – Mode share of people crossing the canal cordon 2006 to 2014 –

Mode	2006	2007	2008	2009	2010	2011	2012	2013	2014
Bus	28.9%	28.0%	30.3%	29.8%	27.8%	29.6%	28.0%	29.23%	29.41%
Rail	16.2%	17.5%	16.2%	13.6%	13.0%	12.5%	12.9%	12.99%	12.91%
LUAS	4.4%	4.5%	4.6%	4.7%	5.0%	5.4%	5.4%	5.6%	6.1%
All PT	49.40%	50.04%	51.06%	48.09%	45.91%	47.47%	46.39%	47.86%	48.38%
Car	37.1%	35.1%	33.9%	37.7%	39.8%	38.0%	37.0%	35.4%	33.3%
Taxi	0.7%	1.1%	1.0%	1.5%	1.2%	1.5%	1.8%	1.6%	1.4%
Walk	8.3%	9.1%	9.2%	7.8%	8.3%	7.9%	9.2%	9.1%	10.2%
Cycle	2.3%	2.8%	3.1%	3.4%	3.3%	3.7%	4.3%	4.7%	5.4%
Goods	1.1%	0.7%	0.6%	0.6%	0.5%	0.6%	0.6%	0.5%	0.6%
Motorcycles	1.2%	1.2%	1.2%	1.1%	0.9%	0.8%	0.8%	0.7%	0.7%

The trend is graphed in Figure 2.3 below.

Figure 2.3 – Mode share of people crossing the canal cordon 2006 to 2014



3 Commentary on Canal Cordon Trends

From an analysis of the data presented in chapter 2 above, the following trends are apparent:

3.1 Overall Trends

As shown in Table 2.3 and Figure 2.3, the total number of people crossing the Canal Cordon in the morning peak period (7:00 to 10:00) increased by 0.25% between 2013 and 2014, from 192,188 person trips in 2013 to 192,670 person trips in 2014.

Over the longer period from 2006 to 2014, total person trips have decreased by 7.1% (15,000 persons) overall, down from a peak of 207,379 in 2006.

3.2 Public Transport Usage

Between 2013 and 2014, there was an increase of 1.3% in the number of public transport users crossing the cordon between 7:00 and 10:00, up from 91,981 users in 2013 to 93,207 users in 2014.

Both bus and Luas showed increases from 2013 numbers, with Luas showing an increase of almost 8%. Rail showed a slight decrease of 0.4%.

While continuing the trend of the last three years of increasing public transport passenger numbers, the number of passengers is still 9% below the equivalent 2006 numbers although overall public transport mode share is down 1% in the same period.

3.3 Mode Trends

A summary of the key changes in travel across the Canal Cordon set out in section 2 is described below:

- In percentage terms, the mode share for bus travel across the canal cordon in 2014 is 29.41%; slightly up from 2013 (29.23%) but down 0.84% from the peak 30.25% mode share for bus in 2008.
- Comparatively, the mode share for rail across the canal cordon in 2014 is down over 4.6% (to 12.91%) from a peak of 17.5% mode share in 2007.
- Cycling has continued its steady trend of increasing usage, and now represents a mode share of 5.4%. The number of cycle trips crossing the Cordon in the morning peak exceeded 10,000 for the first time and is more than double that of 2006.

- Car usage (excluding taxis) declined by 0.81% in 2014 and continues its annual decline since 2010. Car usage is down over 16% since 2006.
- Inter-City Rail, Suburban rail and DART has lost a significant share of travel into Dublin city centre, with a drop of 3.3% in mode share between 2006 and 2014. Although, the recent trend had changed, with a 0.5% increase in Rail mode share between 2011 and 2013. The 2014 rail mode share has fallen to 12.91% and is now some 30% lower than 2007 levels of rail usage.
- Bus patronage remained relatively flat from 2013 to 2014, giving a mode share of 29.41% in 2014. Bus continues to carry over 56,000 passengers into the city in 2014, representing 61% of all public transport trips in the morning peak.
- The number of cyclists entering Dublin City has more than doubled over the period 2006 to 2014. In the last year this increased again with cycle mode share at 5.4% up from 4.7% last year.
- Walking has continued its upward trend in 2014 with the walk mode share passing 10% with just under 20,000 walk trips crossing the Cordon in 2014 (the highest level of walking since the post 1997 Cordon Count commenced). There are now over 30,000 walking and cycling (active) trips crossing the Cordon in the morning peak.
- The number of motorcyclists entering the City across the Canal Cordon has reduced significantly (by over 40%) in the last eight years.
- The number of people accessing the City by car has decreased by almost 17% between 2006 and 2014. The decreasing trend in car mode share crossing the Canal Cordon since 2010; continued in 2014 and is now at 33%, down from almost 40% in 2010. This can in part be explained by a significant drop in average car occupancy between 2013 and 2014 from 1.25 to 1.21.
- The number of people travelling in taxis across the Canal Cordon had more than doubled between 2006 and 2013. The number declined by some 336 persons in 2014 but the taxi mode share (though small in overall terms) has more than doubled in the last 8 years.

Item No. 11

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

Guidelines for Setting and Managing Speed Limits

The Minister for Transport, Tourism and Sport, Mr Paschal Donohoe TD, published a new document entitled 'Guidelines for Setting and Managing Speed Limits' on 19th March, 2015.

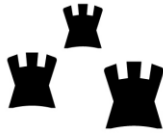
The aim of these guidelines is to provide advice and guidance to those charged with responsibility for speed limits across the country. Over the coming months, Dublin City Council will be reviewing these guidelines to develop a policy on the implementation of the guidelines in the Dublin City Council area.

On completion of the policy, a further report will be submitted to the Transportation SPC.

**Kieran McGlynn,
a/Senior Engineer
Environment and Transportation Department**

March, 2015

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Dublin City Council

Comhairle Cathrach Bhaile Átha Cliath

**Minutes of Cycling and Walking Sub-Committee meeting held on 4th March, 2015,
Members Room, City Hall, Dublin 2, at 2.30 p.m.**

Members: Cllr. C. Cuffe, Chairperson;
Mr C. Ryder, Dublin Cycling Campaign
Ms A. Rivero, Dublin Cycling Campaign
Mr G. Higgins, RPA

Mr C. K. Manzira, Senior Executive Engineer, Roads and Traffic
Planning
Mr N. Gormley, Senior Executive Engineer, Traffic Management and
Control
Mr F. Ginty, Assistant Engineer, Roads and Traffic Planning
Mr B. O'Brien, Head of Technical Services
Mr B. White, Senior Executive Officer

Mr M. Ahern, National Transport Authority
Mr C. Ross, National Transport Authority

Cllr T. Keegan, Transportation SPC
Cllr P. Smyth, Transportation SPC
Cllr P. Hand, Transportation SPC
Ms F. Kelty, NCBI, Transportation SPC
Mr D. Brennan, DCBA, Transportation SPC

Apologies: Cllr A. Montague, Cllr. C. O'Moore

Non-Members:

Administration: Mr S. Hickey

1. Minutes of Cycle Forum meeting held on 2nd December, 2014 and matters arising (**copy attached**)

Minutes agreed. It was agreed to re-name the Committee the Cycling and Walking Sub-Committee (Sub-Committee of the Transportation Strategic Policy Committee).

2. Terms of reference of the Cycling and Walking Sub-Committee (**draft copy attached, submitted by Mr C. Ryder**)

Following discussion, it was agreed to amend the draft Terms of Reference and submit to the Transportation Strategic Policy Committee for approval. The amendment refers to the Transportation SPC taking into account the views of the Cycling and Walking Sub-Committee.

3. Planning report on all pedestrian and cycle schemes under consideration by Dublin City Council with the following information:
 - address of scheme
 - description
 - costs and funding sources
 - stage
 - estimated completion date **(report to follow)**

Mr C. K. Manzira, Senior Executive Engineer, outlined the status of the current cycling projects and replied to Members questions. Mr C. Ryder, Dublin Cycling Campaign, requested that updates be provided on cycling projects that have slipped. Mr B. O'Brien, Head of Technical Services, said that there has been a significant drop in funding for projects from the NTA. Mr M. Ahern, NTA, said that the NTA is subject to funding from the Department, which has been cut this year. Dublin City Council always receives half of the NTA's allocation, and if further funding becomes available, the NTA is more than happy to keep funding the programme of works. Regarding future status reports on projects to the Sub-Committee, the Chair asked that the following be included: a map of the city indicating each Scheme in colour and how it relates to the Network; cost and funding sources; planning requirement, whether Section 38 or Part 8. It was agreed to provide an outline of the typical stages involved in developing a project. In relation to the Cycling Officer post, the Chairperson said he would take up with the Chief Executive's office the length of the proposed contract and the specification for the post, which he would circulate. In relation to the development of the cycle parking strategy, the Chairperson said that the Cycling and Walking Sub-Committee should be involved in the consultative process. Mr C. K. Manzira said that the stakeholders who have been involved in the process will be required to give their views on the draft document and Members of the Sub-Committee have been actively involved in the process.

4. 30 km/h speed limit **(update report attached)**

Mr B. O'Brien said that the City Council is waiting on the Department to issue the revised guidelines. The Chairperson said that it is important to work with communities and carry out consultations as soon as possible and as widely as possible.

5. ByPad and Walkability Audit update **(verbal report)**

Mr C. K. Manzira said that it is intended that the proposed Cycling Officer would be heavily involved in the By-Pad audits.

Cllr P. Smyth circulated two drawings outlining cycle-friendly routes from Goldenbridge to Ballsbridge and Crumlin Village to Grangegorman (Dublin Institute of Technology). Mr M. Ahern said that the NTA will consider the routes concerned and that the NTA were happy to consider permeability proposals for communities at any time. The Chairperson requested a report on the two routes to a future meeting.

6. Cycling Promotion **(report attached)**

Mr F. Ginty, Assistant Engineer, said that the cycledublin.ie website should be available from next week. The website will become the primary source for cycling information.

In relation to primary school cycle training, Mr B. White said training is provided in conjunction with the RSA. The City Council has a panel of approved trainers, training is available for 5th or 6th classes, it is open to any school to apply and the cost is subsidised. Training is provided within the school grounds.

7. Cycling and Pedestrian summary, Canal Cordon Count 2004 - 2014 (report attached)

The Chairperson welcomed the figures but noted that they are not yet within the targets set out in the Development Plan and Smarter Travel. He said that it was necessary to re-commit resources to achieve the target figures.

8. Bicycle Theft project update - following workshop held on 25th February, 2015 (verbal report)

Mr C. Ryder said that arising from the Workshop, various sub-groups have been assigned tasks. It is hoped to have some kind of promotion on bicycle theft before the summer, which is the period when most bikes are stolen. It was agreed to circulate the summary of the Bike Theft Workshop to all Members.

9. Liffey Cycle Route (copy of presentation made to the Transportation Strategic Policy Committee attached for noting)

It was noted that a public consultation process on the Liffey Cycle Route will commence shortly. Members will be notified of the commencement of the public consultation. Mr B. O'Brien will forward traffic count figures at St Pauls Church, Ormond Quay, as requested by Mr J. Leahy.

10. A.O.B.

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Item No. 13

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

Cycling and Walking Sub-Committee – proposed Terms of Reference

At its meeting of 4th March, 2015, the Cycling and Walking Sub-Committee of the Transportation SPC discussed draft Terms of Reference for the Sub-Committee, as proposed by Dublin Cycling Campaign. Following discussion of the draft, the Sub-Committee agreed to refer the draft Terms of Reference, as attached, to the Transportation SPC for its approval.

Accordingly, a copy of the draft Terms of Reference for the Cycling and Walking Sub-Committee is attached for the approval of the Transportation SPC.

Declan Wallace
Executive Manager
Environment and Transportation Department

March, 2015



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Grand Canal Cycle Route

DRAFT
Dublin City
Cycling and Walking Sub-Committee
Terms of Reference
February 2015

Introduction

Cycling and Walking are key elements of Dublin City Council's Development Plan. The core strategy on Movement and Transport states that it is a priority

'to facilitate sustainable accessibility and legibility within the city centre by recasting the public domain in favour of the needs of pedestrians, the mobility impaired and cyclists, as well as the creation of a network of strategic green routes within the city and extending into the region, catering also for recreational and amenity needs and quality of life as part of a compact city'

Goals of the Cycling and Walking Sub-Committee

The Dublin City Cycling and Walking Sub-Committee has been set up to:

- Support and critique the development of walking and cycling projects within Dublin City, and other projects that impact on walking and cycling.
- Support the promotion of greater levels of walking and cycling in facilitating 'sustainable accessibility and legibility'
- Provide a regular forum for professional and advocacy organisations to input into ongoing policy and the practical development of sustainable transport solutions in walking and cycling in Dublin City.

Cycling and Walking Sub-Committee Membership

The Cycling and Walking Sub-Committee is open to representatives of organisations concerned with cycling and walking, and the sustainable development of Dublin City who support the goals of the Sub-Committee. The Sub-Committee actively seeks the regular participation and contribution from the following non exhaustive list:

- Council Officials and Elected representatives
- Cycling and Walking Champion(s).
- Cycling and Walking advocacy representatives.
- Cycling and Walking Business representatives
- An Garda Síochána
- State Agencies – e.g. NTA, RPA, DTTaS, RSA
- City Business representatives.
- Health Sector.
- Educational and academic institutions (universities, colleges, schools).

Organisations may apply to the Chairperson of the Sub-Committee for named individuals and substitutes to be part of the Sub-Committee. The Chairperson will decide on their eligibility to be part of the Sub-Committee.

From time to time, other organisations or individuals may be invited to participate. Working groups may be formed to work on specific issues.

Roles and Responsibilities of Members

Officers

1. The Chairperson of the Cycling and Walking Sub-Committee shall be the Chairperson of the Transportation Strategic Policy Committee
2. The Sub-Committee members shall appoint a Vice-Chairperson from among their members.
3. The role of the Vice-Chairperson shall be to support the Chairperson in advancing the business of the Sub-Committee and to chair meetings of the Sub-Committee in the absence of the Chairperson.

Ordinary Members

- 1 Members shall regularly attend Sub-Committee meetings and contribute to the discussions, both at meetings and online.
- 2 Members are encouraged to participate in the work of any working group activated to support the work of the Cycling and Walking Sub-Committee
- 3 Members shall champion the Sub-Committee within their organisation and work to ensure the visibility of the work of the Sub-Committee is spread within the broader community.

Dublin City Council shall:

1. Ensure relevant Council officers attend meetings.
2. Provide a secretary to the Sub-Committee, who shall be responsible for general administration of the work of the Sub-Committee.
3. Inform the Sub-Committee of developments and issues affecting walking and cycling and shall provide opportunities to comment on these.
4. Post minutes of the Sub-Committee and papers, plans of schemes and other information relevant to the development of cycling and walking in Dublin City.

Dublin City Council Transportation Strategic Policy Committee shall:

Take into account the views of the Cycling and Walking Sub-Committee when making decisions affecting cycling and walking provision, ensuring that comments from the Sub-Committee are channelled to the decision makers, and respond to the Sub-Committee where it is decided not to take on board particular comments.

Organisation

1. The Cycling and Walking Sub-Committee shall meet at least 4 times a year as agreed in advance through the Chairperson
2. The Chairperson shall ultimately be responsible for organising the agenda.
3. The agenda and associated documents shall be circulated to all Sub-Committee members at least 1 week in advance of each meeting.
4. (DRAFT) Minutes of Sub-Committee meetings shall be circulated no later than 4 weeks after the previous meeting.
5. Working groups of the Cycling and Walking Sub-Committee may be set up by the Chairperson, to advance particular work items of the Sub-Committee. These will have a limited timescale and should report back to the Cycling and Walking Sub-Committee upon completion, or at a set frequency.
6. The Chairperson will ensure the smooth and inclusive running of the meetings and ensure that all actions from meetings are followed up.
7. The agenda and minutes of every Cycling and Walking Sub-Committee meeting shall be copied to all members of the Transportation SPC, and all elected representatives for their information.

Code of Conduct

All members of the Cycling and Walking Sub-Committee shall:

- o Treat each other with courtesy and respect and demonstrate honesty and discretion in matters relating to the Sub-Committee.
- o Work to develop effective working relationships with Dublin City Council officers, and all relevant organisations.
- o Accept and respect Dublin City Council's responsibility to look after the needs of all road users.

Item No. 14

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

Luas Cross City works

It was expected at the last Transportation SPC meeting in February that the Railway Procurement Agency would have received a Construction Programme from their Main Contractor by the date of the next SPC on 15th April, 2015, and that it would then be possible to give an update to the SPC. Unfortunately the construction programme will not be available to Dublin City Council until after the SPC meeting on 15th April. It is expected that the Main Contract will commence on site in June/July of this year.

When more accurate information is available it will be brought before the SPC.

**Derek Dixon
Project Engineer
Dublin City Council Luas Cross City Liaison Office**

7th April, 2015

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