



**NOTIFICATION TO ATTEND MEETING OF THE TRANSPORTATION SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON WEDNESDAY, 16 SEPTEMBER 2015 AT 8.15 AM**

AGENDA

WEDNESDAY, 16 SEPTEMBER 2015

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18	A.O.B.	



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

MINUTES OF MEETING OF THE TRANSPORTATION STRATEGIC POLICY COMMITTEE HELD ON 10th June, 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 T. Keegan, Cllr C. O'Moore, Cllr K. Binchy, Cllr M. Flynn, Cllr L. O'Toole, Cllr P. Smyth, Cllr P. Hand, Mr D. Brennan, Mr D. Peppard, Mr R. Guiney, Ms F. Kelty

Apologies: Mr F. Mulligan, Mr J. Leahy

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 O. Keegan, Chief Executive; Ms E. Kelly, Senior Executive Planner; Mr E. Madden, Senior Engineer; Mr D. Dixon, Project Engineer, Luas Cross City; Mr A. Walsh, Senior Engineer; Ms M. Hussey, Senior Executive Engineer; Mr K. Meade, Administrative Officer; Mr S. Hickey, Senior Staff Officer; Ms B. O'Reilly, Assistant Staff Officer; Mr F. McKay, Assistant Staff Officer; Mr P. Davis, Clerical Officer.

National Transport Authority: Mr H. Creegan, Director of Transport Investment and Taxi Regulation

1. 'Transport into the Future' – presentation prepared by students of Drimnagh Castle Secondary School and the Assumption Secondary School, Walkinstown. Speakers: Kieran Murray and Philip Manifold, Drimnagh Castle Secondary School.

Mr Kieran Murray and Mr Philip Manifold, Drimnagh Castle Secondary School, gave a presentation on their project, Transport into the Future, which was developed in conjunction with students from the Assumption Secondary school. They are seeking to have Coca-Cola Zero dublinbikes scheme incorporated onto the Leap Card as many younger people do not have credit cards. This is an obstacle to the use of the scheme by young people. The inclusion of the scheme on the Leap Card would require raising safety awareness among young people on the use of bicycles, such as the issue of a safety booklet to users. The Chairperson and Members thanked Mr Murray and Mr Manifold for their excellent work on this matter.

It was agreed to write to the National Transport Authority to request the inclusion of Coca-Cola Zero dublinbikes scheme on the Leap Card and to raise the issue of the €150 deposit.

2. Minutes of meeting held on 15th April, 2015 (**copy attached**)

Minutes agreed.

3. Transportation projects for the next Dublin City Development Plan (**report attached**)

Ms Edel Kelly, Senior Executive Engineer, Roads and Traffic Planning, outlined the process to-date in the review of the current Development Plan and in determining the Transportation strategic vision for the new Development Plan.

The Chairperson requested a report to the September meeting on rough costings for and the rationale behind Transportation projects listed in the current Development Plan, some of which have carried forward from previous Plans, such as the proposal to link the Military Road to Conygham Road.

4. Draft National Transport Authority/Dublin City Council Dublin City Centre Transport Study – public consultation phase (**report to follow**)

Mr Brendan O'Brien, Head of Technical Services, gave a detailed presentation on some of the key objectives proposed in the Dublin City Centre Study, which will be the focus for investment over the next seven years. The objectives include an increase in public transport capacity in the city, improvement in walking, cycling and the public realm, making movement through the city easier and more accessible, widening footpaths, increased pedestrianisation and reducing car use through the city centre, and the managing of retail deliveries. The public consultation will begin on 11th June, 2015. Members expressed their support for the Study. Mr O'Brien responded in detail to Members questions, and, at the request of Members, said that the closing date of the public consultation can be extended if necessary.

Report noted. A report will be brought back to the SPC on the public consultation process.

5. Liffey Cycle Route - outcome of public consultation (**report attached**)

Mr B. O'Brien said about 1,200 people responded to the non-statutory public consultation on the four route options, with 94% in favour of a cycle track on the quays. A majority was in support of Option 3, relocating the Croppies Acre to the river's edge and a new road created at the back. It is proposed to examine all the issues raised, starting with Option 3, and see also whether some of the other options need to be looked at again, and report back to the September SPC. The Chairperson said that he found the public consultation flawed insofar as it was technically difficult to download the very large files that accompanied the four options. He also said that he has real concerns about the Croppies Acre option, running a major roadway around three sides of a park.

Following discussion, it was agreed to note the report, present more detailed information on all four cycle route options to the September SPC, arrange a site visit in early July and also make a presentation to the Central Area Committee in July.

6. Cycle Parking Strategy (**verbal update**)

To be discussed at the September SPC meeting.

7. National Bike Week 2015 (**report attached**)

Report noted.

8. Minutes of Cycling and Walking Sub-Committee meeting held on 4th March, 2015 (**copy attached**)

Minutes noted.

9. Luas Cross City works (**verbal report**)

Mr B. O'Brien reported that Luas Cross City is entering the main construction phase and the Luas Contractor has indicated that from 20th July, 2015, College Green will go from 2 lanes in each direction to 1 lane in each direction to facilitate the laying of tracks. Major works will start also on Westmoreland Street, O'Connell Bridge and O'Connell Street. Taking into account the likely severity of the road works and the likely impact on the Dublin Bus fleet at College Green, it is proposed as a temporary measure, from 24th August, 2015, to extend the operation of the current College Green Bus Corridor to 12 hours from 7.00 a.m. to 7.00 p.m., Monday to Friday, and if necessary, to extend these hours to Saturday if a lot of congestion occurs.

As a temporary measure to facilitate the Dublin bus fleet during Luas track construction works, the Committee noted the necessity to extend from 24th August, 2015, the operation of the current College Green Bus Corridor to 12 hours, from 7.00 a.m. to 7.00 p.m., Monday to Friday, and if necessary, on Saturdays.

10. Letter dated 29th May, 2015, from the Minister for Transport, Tourism and Sport in relation to the de-clamping fee for clamped vehicles.

Noted.

Motions

11. Motion in the name of Councillor Paul Hand (deferred from April SPC meeting):

"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 motorbikes park in pay and display parking bays using the parking tag system."

Motion agreed.

12. Motion in the name of Councillor Paddy Smyth:

"That this committee calls on the traffic manager to introduce the "greenwave" traffic light system along suitable routes into the city as well as the proposed Dodder Greenway and Liffey Cycle route on the north quays.

This system has been successfully implemented on a number of routes in the city of Copenhagen.

The 'greenwave' coordinates the traffic lights for cyclists so that if they ride at a speed of 20 km/h, they will hit green lights all the way into the city in the morning rush hour. The wave is reversed in the afternoon so bicycle users can flow smoothly home too."

It was agreed to submit a report to the next SPC on the work being done at present on providing priority for cyclists at traffic signals, the operation of the SCATS system and how it can provide for cyclists, and a report on where a 'greenwave' could be trialled.

13. A.O.B.

The Committee agreed to write to Mr Eoghan Madden, Senior Engineer, Roads and Traffic Planning, who is retiring, to thank him for his dedication to improving the city over the years he has worked with the City Council.

Councillor Ciarán Cuffe
Chairperson,
15th April, 2015

An Garda Síochána

Ard Ceannfort,
Réigiún Chathair Átha Cliath,
Roinn Tráchtá,
An Garda Síochána,
Caisleán Baile Átha Cliath,
Baile Átha Cliath 2.



Chief Superintendent,
Dublin Metropolitan Region,
Traffic Division,
An Garda Síochána,
Dublin Castle,
Dublin 2.

Bí linn/Join us

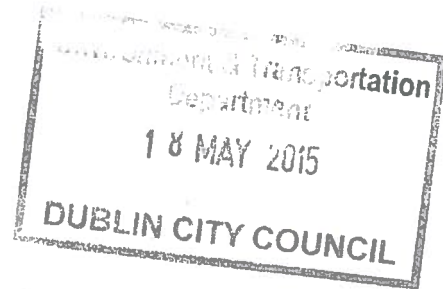


Teileafón/Tel: (01) 6669892
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Luaigh an uimhir thagartha seo a leanas, le do thoil
Please quote the following ref. numbers: **DMRT 51.6/14**

Láithreán Gréasain/Web Site: www.garda.ie
Ríomh-phoist/Email: Traffic_DV@garda.ie

Mr. Stephen Hickey,
Senior Staff Officer,
Administration/Traffic Advisory Group,
Dublin City Council.



Re: Rickshaw Bye-Laws

Dear Mr. Hickey,

With reference to the above, I acknowledge receipt of your correspondence which was received at this office on 13th May 2015.

I wish to advise that your correspondence has been forwarded to Chief Superintendent, Store Street Garda Station and Chief Superintendent, Pearse Street Garda Station, for their information and necessary attention.

Yours sincerely,

(**Aidan Reid**)
Chief Superintendent
14 May 2015



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Mr. Stephen Hickey
Transportation Strategic Policy Committee
Dublin City Council,
Civic Offices,
Wood Quay,
Dublin 8

Monday 27 July, 2015

Re: Letter of 22nd June

Dear Mr Hickey

I refer to the letter from the Transportation Strategic Policy Committee regarding the incorporation of dublinbikes onto the Leap Card.

The NTA broadly agrees with the points raised by the students of Drimnagh Castle Secondary School and is happy to inform the Transportation SPC that the Leap Card team and the relevant personnel in DCC are actively exploring the possible integration of Leap Cards and dublinbikes and the feasibility of dublinbikes terminals accept the Leap Card as a replacement for the dublinbikes card.

However, please be aware that the NTA understands that there is a prior dependency on the completion of an ongoing systems upgrade by the dublinbikes operator, which we understand is due to finish later this year.

With regard to the issue of the €150 deposit requirement, NTA understands how this could be a deterrent for children. However, NTA understands that this is a commercial risk mitigation measure that was agreed between the DCC and JC Decaux and it would not be appropriate for NTA to comment.

Yours faithfully



Anne Graham
Chief Executive

Údarás
Náisiúnta Iompair
National **Transport** Authority

Dún Scéine, Cúirt Uíbh Eachach,
Lána Fhearchair, Baile Átha Cliath 2

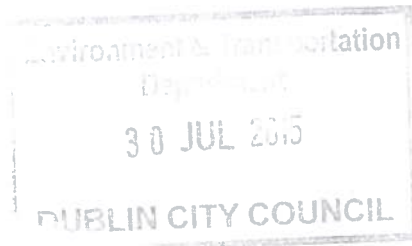
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Stephen Hickey, Senior Staff Officer,
Administration / Traffic Advisory Group,
Dublin City Council,
Environment and Transportation Department,
Civic Offices,
Wood Quay,
Dublin 8.



11th June 2015

Re: Taxi Drivers – Area of Operation

Dear Mr. Hickey,

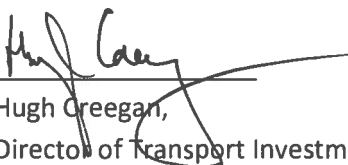
I refer to your letter, on behalf of the Transportation Strategic Policy Committee of Dublin City Council, seeking information on why certain taxi drivers are licenced to operate in multiple counties, including Dublin, where other taxi drivers are limited to Dublin only.

Taxi regulation is governed by the Taxi Regulation Act 2013 and the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 (SI 33 of 2015). Under that legislation drivers of taxis have to hold a specific licence to drive small public service vehicles. To gain such a licence, the applicant must pass an Industry Knowledge test and an Area Knowledge test, collectively known as the SPSV Entry Test. Garda vetting is also part of that process. The Area Knowledge test is specific to a county selected by the applicant.

The holder of such licence is then entitled to stand at taxi ranks, and to accept on-street hiring, in the county in respect of which he/she has successfully passed the Area Knowledge test. Each licence holder is also permitted to sit the Area Knowledge test for additional counties where he/she may wish to operate. If the applicant is successful, he/she is then permitted to also “stand or ply for hire” in that additional county or counties. Accordingly, a taxi driver may hold authorisation to accept on-street hiring for more than one county. There are currently no plans to change this system.

I trust that the above information clarifies the position.

Yours sincerely,



Hugh Creegan,
Director of Transport Investment and Taxi Regulation.

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Item No. 5

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

**Report re. Draft Dublin City Council
Appointed Stands, Street Service Vehicles
(Taxi), Bye-Laws 2015**

**Michael Phillips
Director of Traffic and City Engineer
Environment and Transportation Department**

September 2015

RE: Draft Dublin City Council Appointed Stands, Street Service Vehicles (Taxi), Bye-Laws 2015

Under the provisions of the Taxi Regulation Act 2013, 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, consultation with the Garda Commissioner and the National Transport Authority. 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, 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.

Details of the draft Bye-Laws and submissions received were presented to the Transportation SPC at its meeting of the 15th April 2015, and the SPC recommended the draft Taxi Rank Bye-Laws to the City Council to initiate the statutory public consultation process. The City Council at its monthly meeting held on the 11th May 2015, approved the initiation of the statutory public consultation process. The Draft Bye-Laws were advertised in the public press on the 18th of May 2015 and submissions were invited, with a closing date of the 29th June 2015. A total of 39 different submissions were received. Summary details of the submissions are given on the attached tables with comments below. Following review of the submissions it is proposed to amend the draft Bye-Laws as follows:

- Provide a definition of 'taxi' in Section 5-Interpretation.
- Change the title of the Bye-Laws to 'Dublin City Council Appointed Stands, Street Service Vehicles (Taxi), Bye-Laws 2015'.
- Remove the reference to S.I. 163/2014 in the Long Title.
- Add a reference to the National Transport Authority in the Long Title.
- Amend the definition of 'Schedule' by substituting 'a' for 'the'.
- Amend the definition of 'street' by adding '(within the meaning of Section 2 of the Roads Act 1993)'.
- Provide a definition of 'public road' in Section 5-Interpretation as per Section 2 of the Roads Act 1993.
- Provide a definition of 'street service vehicle' in Section 5-Interpretation.
- Provide a definition of 'small public service vehicle' in Section 5-Interpretation.
- Amend Section 8c for clarity.
- Amend the second paragraph of Section 8 for clarity.
- Remove the final paragraph of Section 8 in order to remove a potential prosecutorial issue for the national transport Authority and An Garda Síochána.
- Remove proposed rank on Cavendish Row.
- Insert a Section 14 entitled 'Prohibition on hackneys or limousines plying for hire or standing for hire.'
- Correct an error in Schedule 2 - Reference 42, Phibsborough Road, by substituting '25' for '50' metres.
- Correct an error in Schedule 4 – Reference 14, Rathmines Road Upper, by substituting '79' for '77' in Column 2 and '80' for '79' in Column 3.
- Amend all other references in Schedule 4 to reflect the removal of the proposed rank on Cavendish Row (any reference to a rank in Schedule 1 higher than No. 19 will drop by one number).

In summary there is an effective increase of 30 taxi ranks which give an effective increase of 195 taxi spaces. The principal revisions compared to the current 2011 Bye-Laws are as follows:

New permanent ranks are proposed at:

Baggot Street Lower
Barrow Street
Burgh Quay
Eccles Street
Hanover Quay (2 new ranks)
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:

Barrycourt 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 Dublin City Council Appointed Stands, Street Service Vehicles (Taxi), 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

The draft Bye-Laws have been amended to reflect the public consultation process and the amended draft is attached.

It is recommended that the new draft Dublin City Council Appointed Stands, Street Service Vehicles (Taxi), Bye-Laws 2015 be referred to the City Council for adoption.

Michael Phillips
Director of Traffic and City Engineer
September, 2015

Summary of submissions received:

Postal Submissions			
Item	Name	Issue	Comment
1.	John Spain Associates, Planning and Development Consultants for Google Ireland Limited.	Draft proposal are inconsistent with the Part 8 application for barrow Street which has been approved.	When the Part 8 is implemented changes can be made on a temporary basis while a permanent new location is sought.
2.	Bruce Philips, Assistant Area Manager, South Central Area.	Consider a taxi rank for the Kilmainham Gaol Civic Space Area	Proposals for the provision of two taxi ranks in this area are being considered. It is not possible to make a provision in these draft Bye-Laws however changes can be made on a temporary basis with permanent revisions to be included in the next Bye-Law review.
3.	Garda Aidan Reid, Chief Superintendent, DMR Traffic Division, Dublin Castle.	That the taxi rank be removed from outside The Shelbourne Hotel.	The reference to this rank has been removed from the draft Bye-Laws as recommended by An Garda Síochána.
4.	Mr. Stephen Hanley, General Manager, The Shelbourne Hotel.	That the taxi rank be removed from outside The Shelbourne Hotel.	The reference to this rank has been removed from the draft Bye-Laws.
5.	Kane Tuohy Solicitors, The Malt House North, Grand Canal Quay, Dublin 2.	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	The alternative proposed by Kane Tuohy Solicitors to locate the rank on the opposite side of the road is unsuitable.
6.	Councillor Tom Brabazon, Donaghmede Ward.	Representations on behalf of a taxi driver to increase the number of spaces in the City Centre for taxi drivers.	The numbers of taxi spaces available within the City Centre have increased considerably in the draft Bye-Laws.
7.	Terence Flanagan TD, Dublin Bay North.	Issue regarding the rank on Barryscourt Road reported by a resident.	No issue related to the taxi rank could be identified during a number of inspections.
8.	Garda Oliver Woods, Inspector for Superintendent, DMR Traffic Division, Dublin Castle.	Issues regarding proposals on Leeson Street, Wellington Quay and O'Connell Bridge.	Dublin City Council has liaised with the Gardaí regarding this.
9.	Resident of Barrow Street No. 1. (by post)	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	An additional rank at this location is expected to have a positive impact on the issues raised regarding congestion, safety, parking and noise. The existing facility is not sufficient to accommodate the required demand for taxis on Barrow Street; additional spaces will assist to address the existing pressures.

10.	Resident of Barrow Street No. 2.	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	An additional rank at this location is expected to have a positive impact on the issues raised regarding congestion, safety, parking and noise. The existing facility is not sufficient to accommodate the required demand for taxis on Barrow Street; additional spaces will assist to address the existing pressures.
11.	Resident of Barrow Street No. 3.	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	An additional rank at this location is expected to have a positive impact on the issues raised regarding congestion, safety, parking and noise. The existing facility is not sufficient to accommodate the required demand for taxis on Barrow Street; additional spaces will assist to address the existing pressures.
12.	Resident of Barrow Street No. 4.	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	An additional rank at this location is expected to have a positive impact on the issues raised regarding congestion, safety, parking and noise. The existing facility is not sufficient to accommodate the required demand for taxis on Barrow Street; additional spaces will assist to address the existing pressures.
13.	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.	No changes proposed under the current review but this proposal may be considered under other transport proposals.
14.	Resident of Barrow Street No. 4.	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	An additional rank at this location is expected to have a positive impact on the issues raised regarding congestion, safety, parking and noise. The existing facility is not sufficient to accommodate the required demand for taxis on Barrow Street; additional spaces will assist to address the existing pressures.

Email Submissions			
Item	Name	Issue	Comment
15.	Róisín Shorthall TD.	Concerns from a taxi driver that the taxi rank will be removed from outside The Shelbourne Hotel.	The reference to this rank has been removed from the draft Bye-Laws.
16.	National Irish taxi Association, Moran House, 10 Hanover Street East, Dublin 2.	Various proposals for ranks near concert and event venues.	Not recommended at this time but can be reconsidered in future.
17.	Resident of Barrow Street No. 1. (by email)	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	An additional rank at this location is expected to have a positive impact on the issues raised regarding congestion, safety, parking and noise. The existing facility is not sufficient to accommodate the required demand for taxis on Barrow Street; additional spaces will assist to address the existing pressures.
18.	Dublin City Librarian, Dublin City Library and Archive, 138-144 Pearse Street, Dublin 2.	Query regarding the rank reference on Ballyfermot Road	Query answered via email
19.	Councillor Jim O'Callaghan.	Request to reduce the rank on Rathmines Road Upper for visibility reasons.	Not recommended as this is a busy rank, fed by a nearby larger rank. Visibility exiting the car park between these ranks is adequate.
20.	Assistant Staff Officer, South Central Area Office.	Request to remove the rank on Crane Street for development reasons	There is a provision within the Bye-Laws to temporarily suspend a taxi rank by Manager's Order for development reasons. Not recommended for removal at this time because the development is currently at planning stage.
21.	Gabriel Coll, Dublin Bus, Chief Inspectors Office, Broadstone.	Concerns regarding the reference to the rank on Dawson Street.	The reference to the Dawson Street rank remains but is temporarily suspended due to LUAS works. This taxi rank may be removed in a future review.
22.	Gabriel Coll, Dublin Bus, Chief Inspectors Office, Broadstone.	Notes regarding each new taxi rank proposal in the bus lanes.	No objections due to the operational hours of the bus lanes ending before the proposed start time of the Evening and Night-time taxi ranks.

23.	Assistant Area Manager, South East Area Office.	Concerns regarding the retention of the taxi rank on Balfe Street as there are currently plans to improve this area going through the planning process.	There is a provision within the Bye-Laws to temporarily suspend a taxi rank by Manager's Order for development reasons. Not recommended for removal at this time because the development is currently at planning stage.
24.	Senior Executive Engineer, Road Design Division.	Proposal for two taxi rank at Kilmainham Gaol	It is not possible to make a provision in these draft Bye-Laws however changes can be made on a temporary basis with permanent revisions to be included in the next Bye-Law review.
25.	Alan Brennan, Tiomanai Tacsai na hEireann, Unit 2, Santry Hall Industrial Estate, Santry, Dublin 9.	Proposal regarding 3 spaces on Eden Quay and for a taxi rank to be considered at Kilmainham Gaol.	Proposal not recommended on Eden Quay as it would likely cause issues for public transport services and cyclists due to space restrictions. Proposals for the provision of two taxi ranks at Kilmainham Gaol are being considered. It is not possible to make a provision in these draft Bye-Laws however changes can be made on a temporary basis with permanent revisions to be included in the next Bye-Law review.
26.	Bruce Philips, Assistant Area Manager, South Central Area.	Request to provide a taxi rank at Kilmainham Gaol	Proposals for the provision of two taxi ranks at Kilmainham Gaol are being considered. It is not possible to make a provision in these draft Bye-Laws however changes can be made on a temporary basis with permanent revisions to be included in the next Bye-Law review.
27.	Jim Waldron, National Private Hire and Taxi Association.	Concerns regarding The Shelbourne Hotel rank, Westmoreland Street rank and ranks at large venues in general.	The Shelbourne Hotel taxi rank reference has been removed from the draft Bye-Laws. The Westmoreland Street taxi rank is temporarily suspended for the duration of the Luas cross City works. Additional 'Occasional' taxi ranks were considered at many of the locations mentioned although no suitable location could be identified. A possible solution would be for large venues to provide their own off-street provisions for taxi drivers as the demand for on-street kerb space at these venues is huge.

28.	Hugh Creegan Director of Transport Investment and Taxi Regulation, National Transport Authority, Harcourt Lane Dublin 2	10 separate comments regarding the various sections of the Bye-Laws	Many of the comments from the NTA were taken onboard and are detailed in the amendments to the Bye-Laws above.
29.	John Keyes, Senior Executive Engineer, National Transport Authority, Harcourt Lane Dublin 2	No issues, simply noting that the NTA are satisfied that the draft correctly reflects the work that was jointly undertaken by the NTA and Dublin City Council in 2013 in preparation for the Bye-Law review.	No Comments
30.	Executive Manager (Engineering), Water, Drainage and Wastewater Services Division.	Concerns regarding the language in which the Bye- Laws are written and that they should be easily read and understood.	Changes have been made to the title of the Bye-Laws and additional definitions have been included in section 5 – interpretation in order to improve these Bye-Laws.
31.	Ben Barclay, Pressup Entertainment, Glendenning House, 6-8 Wicklow St., Dublin 2	Concerns regarding the taxi rank on Harcourt Street at the front of the Dean Hotel	It is not recommended to permanently remove 3 spaces from this busy rank to facilitate the occasional drop off. At present the taxi rank only begins to operate after 8 pm therefore the spaces are available throughout the day.
32.	Coordinator, Liberties Business area Improvement initiative.	Request to remove the rank on Crane Street for development reasons	There is a provision within the Bye-Laws to temporarily suspend a taxi rank by Manager's Order for development reasons. Not recommended for removal at this time because the development is currently at planning stage.
33.	Resident of Barrow Street No. 5. (by email)	Concerns regarding the proposal to locate an extension of the existing rank outside the Dockmill Apartments on Barrow Street	Concerns were noted.
34.	Nigel Harris, Capital Projects Manager, Bank of Ireland, Dublin 2.	Concerns regarding the proposal to retain the taxi ranks in Foster Place.	No changes proposed under the current review but this proposal may be considered under other transport proposals.

35.	Member of the public, No address or area provided.	Concerns regarding a 'new' taxi rank on Parnell Street.	A response was sent via email to explain that there is no taxi rank on the north side of Parnell Street near the Cineworld Cinema entrance. The issue of drivers using the double yellow lines and cycle lane is a matter for enforcement, complaints regarding the conduct and behaviour of a Small Public Service Vehicle (SPSV) operators or drivers should be directed towards the Taxi Regulation Directorate in the National Transport Agency (01) 8798300.
36.	Garda Sergeant Barry Ronan, DMR Traffic Division, Dublin Castle	Concerns regarding proposals for additional taxi spaces on Ormond Quay.	Dublin City Council has liaised with the Gardaí regarding this.
37.	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.	No changes proposed under the current review but this proposal may be considered under other transport proposals.
38.	Michael O'Connor, General Manager, The Clarence Hotel, Wellington Quay, Dublin 2	A submission cautiously welcoming the proposals for wellington Quay while also highlighting problems which occur at the indented space at the entrance to the Hotel due to taxi drivers.	It is not possible to provide 'Set Down' areas for City Centre Hotels. The existing double yellow lines provide the most suitable solution within the signs to keep the indented area free from parked vehicles while still allowing loading and unloading to occur.
39.	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 containing a consultant's report from Cronin & Sutton Consulting.	It is not recommended to re-locate the taxi rank on Balfe Street at this time. There is a provision within the Bye-Laws to temporarily suspend a taxi rank by Manager's Order for development reasons. Changes can be made when improvement works begin on Balfe street as part of the Grafton Street Quarter Public Realm Plan

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

Environment and Transportation 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 25 of the Taxi Regulation Act 2013, and having consulted with the Commissioner of An Garda Síochána and the National Transport Authority, 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 (Taxi), 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>“public road” (as defined by Section 2 of the Roads Act 1993) means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority;</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 Schedule to these Bye-Laws;

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

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

“small public service vehicle” means a public service vehicle which is not a large public service vehicle;

“street” means a public road (within the meaning of Section 2 of the Roads Act 1993);

“street service vehicle” means a small public service vehicle the driver of which offers on a public road himself and the vehicle for hire and for that purpose stands or drives the vehicle on a public road;

“taxi” (as defined by Section 2 of the Taxi Regulation Act 2013) means a street service vehicle (within the meaning of section 3 of the Act of 1961);

**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 taxi already at the appointed stand, at the head of the appointed stand or, in any other case, next in order and as near as practicable to a taxi at the appointed stand.

Where column (5) of the appropriate schedule requires a taxi standing for hire at an appointed stand to be placed in a single line by the kerb and parallel to the kerb, or with the rear of the taxi to the kerb, a taxi shall not be placed more than 45 centimeters from the kerb

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.

Prohibition on hackneys or limousines plying for hire or standing for hire

14. Under Section 14 of S.I. No. 710 of 2007, Taxi Regulation Act 2003 (Small Public Service Vehicles) (Amendment and Licensing) Regulations 2007; The driver of a hackney or limousine shall not ply for hire or stand for hire.

**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.	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
20.	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
21.	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
22.	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
23.	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
24.	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
25.	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
26.	Crane Street	On the west side of the roadway, from a point 20 metres south of the southern kerblines of Thomas Street West, extending southwards 20 metres	4	In single line by the kerb and parallel thereto facing north
27.	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

28.	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
29.	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
30.	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
31.	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
32.	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
33.	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
34.	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
35.	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
36.	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
37.	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

38.	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
39.	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
40.	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.
41.	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
42.	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
43.	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
44.	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
45.	Foster Place	On the west side of the roadway from a point 3 metres north of the northern kerbline of Dame Street, extending northwards 12 metres	4	Rear to kerb
46.	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
47.	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
48.	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

49.	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
50.	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
51.	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
52.	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
53.	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
54.	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
55.	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
56.	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
57.	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

58.	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
59.	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
60.	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
61.	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
62.	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
63.	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
64.	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
65.	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

66.	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
67.	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
68.	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
69.	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
70.	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.
71.	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
72.	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.
73.	North Wall Quay	On the north side of the roadway, from a point 31.5 metres west of the western kerbline 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
74.	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

75.	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
76.	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
77.	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
78.	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
79.	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
80.	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
81.	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
82.	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
83.	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

84.	Sir John Rogerson's Quay	On the south side of the roadway, from a point 37 metres east of the eastern kerbline of Cardiff Lane, extending eastwards 16 metres	3	In single line by the kerb and parallel thereto facing west
85.	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
86.	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
87.	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
88.	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
89.	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
90.	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
91.	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 southeast
92.	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 southeast
93.	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

94.	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
95.	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
96.	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
97.	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
98.	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
99.	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
100.	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
101.	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 southeast
102.	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 southeast
103.	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

104.	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
105.	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
106.	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
107.	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
108.	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
109.	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 north	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 Road	On the north side of the roadway, from a point 16.5 metres west of lamp standard No. 43, extending westwards 35 metres	7	In single line by the kerb and parallel thereto facing east.	8pm to 6am 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 25 metres	5	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 Building, extending eastwards 24 metres	5	In single line by the kerb and parallel thereto facing west	8pm to 6am Monday to Sunday
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 21 of Schedule 1 of these Bye-Laws (College Green)	The appointed stands mentioned at reference numbers 45 and 46 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 31 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 50 of Schedule 1 of these Bye-Laws (Grange Road, Donaghmede)	The appointed stand mentioned at reference number 51 of Schedule 1 of these Bye-Laws (Grange Road, Donaghmede)
8.	The appointed stand mentioned at reference number 53 of Schedule 1 of these Bye-Laws (Hanover Quay)	The appointed stand mentioned at reference number 54 of Schedule 1 of these Bye-Laws (Hanover Quay)
9.	The appointed stand mentioned at reference number 59 of Schedule 1 of these Bye-Laws (Lansdowne Road)	The appointed stands mentioned at reference numbers 60 and 61 of Schedule 1 of these Bye-Laws (Lansdowne Road)
10.	The appointed stand mentioned at reference number 63 of Schedule 1 of these Bye-Laws (Marino Crescent)	The appointed stands mentioned at reference numbers 64 and 65 of Schedule 1 of these Bye-Laws (Marino Crescent)
11.	The appointed stand mentioned at reference number 66 of Schedule 1 of these Bye-Laws (Marlborough Place)	The appointed stands mentioned at reference numbers 67 and 68 of Schedule 1 of these Bye-Laws (Marlborough Place)
12.	The appointed stand mentioned at reference number 71 of Schedule 1 of these Bye-Laws (Merrion Street Lower)	The appointed stand mentioned at reference number 43 of Schedule 1 of these Bye-Laws (Fenian Street)

13.	The appointed stand mentioned at reference number 74 of Schedule 1 of these Bye-Laws (O'Connell Street Upper)	The appointed stand mentioned at reference number 75 of Schedule 1 of these Bye-Laws (O'Connell Street Upper)
14.	The appointed stand mentioned at reference number 79 of Schedule 1 of these Bye-Laws (Rathmines Road Upper)	The appointed stand mentioned at reference number 80 of Schedule 1 of these Bye-Laws
15.	The appointed stand mentioned at reference number 81 of Schedule 1 of these Bye-Laws (Sackville Place)	The appointed stands mentioned at reference numbers 82 and 83 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 85 of Schedule 1 of these Bye-Laws (St. John's Road West)	The appointed stands mentioned at reference numbers 86, 87 and 88 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 98 of Schedule 1 of these Bye-Laws (Store Street)	The appointed stands mentioned at reference numbers 103 and 104 of Schedule 1 of these Bye-Laws (Talbot Place)
18.	The appointed stand mentioned at reference number 100 of Schedule 1 of these Bye-Laws (Sussex Road)	The appointed stands mentioned at reference numbers 101 and 102 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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**Report to Chairperson and Members
of the Transportation Strategic Policy Committee**

Dublin City Centre Transport Study

Summary of Responses - Non Statutory Consultation Document
September 2015

**Brendan O'Brien
Head of Technical Services
Environment and Transportation Department**

September 2015

Dublin City Centre Transport Study

SUMMARY OF RESPONSES

Non Statutory Consultation Document September 2015



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Údarás
Náisiúnta Iompair
National Transport Authority

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1 Introduction

Dublin City Council and the National Transport Authority published the “Dublin City Centre Transport Study” on the 10th of June 2015. A period of non statutory public consultation ran initially from the 11th of June until the July 16th 2015. The consultation was extended until the 7th of August following the large amount of interest the Study generated amongst the public and interested parties.

In total, 7,779 submissions were received.

Category	Number
Online and Written Surveys	3,341
Written and Email Submissions	217
Retail Employee and Franchisee signatures	795
Cyclist Petition signatures	1,768
Taxi Driver and User signatures	1,658
Total	7,779

This Summary Report details the breakdown of the main points raised in the online surveys and the written submissions from Stakeholders. Dublin City Council and the National Transport Authority would like to thank everyone who took the time and effort to respond to this study and the numbers responding clearly show the interest which this issue has generated. It is also very positive the number of organisations who wished to meet and discuss the proposals and be part of the evolution of transportation in Dublin.

There has been considerable divergence of opinion regarding the study with in general Public Transport users, cyclists and Pedestrians welcoming the initiative proposed in the study while raising their concerns regarding safety of cycling and walking and issues with Public transport, its speed and cost of use. In addition the health benefits of the study were highlighted by the Irish Heart foundation.

The reaction particularly from the retail and hospitality sector to the proposals has been to voice considerable and grave concern regarding reducing in any way private car access to the city centre and providing estimates of 17-23% reduction in economic activity as a consequence with a corresponding loss in jobs.

DCC and the NTA are now engaging in a series of meetings with major stakeholders, business groups, hotels and interested parties in order to understand concerns raised and also examining the specific issues raised in the many submissions receive. Subsequent to this a further report will be presented to the SPC detailing responses to the issues raised and what the next steps will be in this process.

2 Survey Question Responses

3,288 people completed the online survey, 53 completed the handwritten survey (from displays in local libraries and in Dublin City Council Civic Offices). The survey had ten questions related to the study; the first nine being multiple-choice and the final question allowing comments to be submitted.

The first eight questions asked for people's views on elements of the study.

Survey Question	Yes	No	Not Sure
Do you think that reducing 'through traffic' will improve the amenity value of Dublin's city centre? (Through traffic is traffic that accesses the city centre to go to a destination not in the city centre)	81%	13%	6%
Do you support the principle of giving commuters more transport choices when they decide to come to Dublin City Centre?	93%	3%	4%
Do you think that road space for private vehicles in the core city centre should be reduced to facilitate a more efficient public transport system that has increased capacity?	78%	16%	6%
Are you in favour of high quality cycle facilities in the city centre	87%	9%	5%
Are you in favour of high quality pedestrian facilities in the city centre?	91%	5%	4%
Do you support the concept of car-free 'civic spaces' in areas like College Green and St. Stephen's Green?	79%	15%	6%
'Interchange Locations' are locations where commuters can switch public transport modes more efficiently. It is proposed to have these at locations like Connolly Station and Heuston Station. Do you support this proposal?	90%	4%	6%
Do you think you have a good understanding of Dublin City Council's Transport Policies?	49%	29%	22%

Question 9 asked "How do you normally travel to Dublin city centre?" for which respondents could select more than one option.

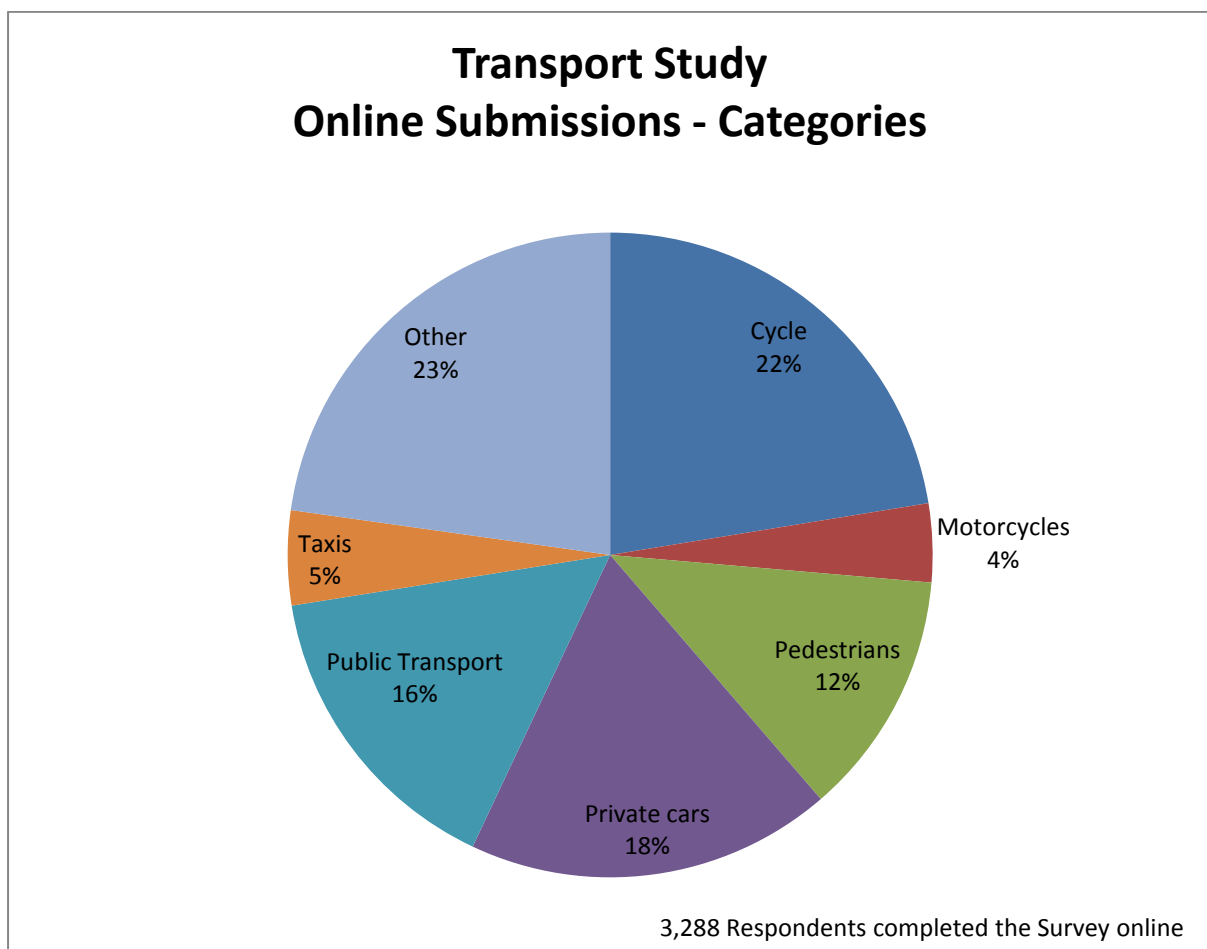
Mode	%
Public Transport	41%
Cycle	24%
Walk	17%
Private Car	16%
Taxi*	1%
Motorcycle*	<1%

*Taxi, Motorcycle and other options were only added on the 16/7/15. Respondents had previously ticked private car (for taxi) or cycle (for motorcycle)

61% of respondents selected that they use more than 1 mode for travelling to Dublin city centre.

Question 10 asked for any further comments. Many subjects were raised in this section with a number of particular categories being raised repeatedly. These have been grouped into 7 main categories: Cycle, Private Cars, Public Transport, Pedestrians, Taxis, Motorcycles and Other.

Online Survey responses received:	Number
Online survey (English) completed	3,274
Online survey (Irish) completed	14
Handwritten survey completed	53
No. of comments (Q10) submitted	1,726
No. of issues raised in comments	2,617



2.1 Cycling

There was strong support for cycling initiatives particularly making cycling a safer and more pleasant experience. The main barriers to cycling at present appear to be concerns over lack of clearly defined cycle lanes and the safety of cyclist with people indicating they would like to cycle but they don't feel safe enough doing so and that at present Dublin especially the city centre is not a cycle friendly environment.

Suggestions as to what would make cycling more attractive include having well defined segregated cycle lanes separating cyclists from pedestrians and vehicles, cyclists not sharing narrow bus lanes with buses and taxis, clearly defined layouts at junctions so cyclists aren't forced suddenly into traffic lanes and improving feeder cycle lanes into and out of the city.

Other issues raised include parking in cycle lanes, both during and outside specified times; the pavement quality of cycle lanes; litter, glass and water ponding in cycle lanes; cycle parking, contra-flow cycling on one way streets; signal priority and crossing with pedestrians and junctions; extension of the Coca-Cola Zero dublinbikes scheme; cycling on Luas tracks and behaviour of other road users and pedestrians.

There was also criticism of cyclist's behaviour from other road users, particularly at junctions and pedestrian crossings with cycling through red signals being a particular issue and source of criticism.

Many who commented on cycle issues were in favour of pedestrian and public transport improvements.

2.2 Private cars

There were considerable concerns expressed on how commuters, shoppers and mobility impaired users will be affected by the proposed measures and how they will still be able to access the City Centre. It was also felt that the report was anti car and that the importance of the car for shopping and other activity was not reflected in the report. In addition many private users objected to having their choice of transport restricted in several areas of the city. Disabled drivers specifically raised the issues of how they would still be able to access the city centre if proposals were to proceed.

The main reason stated for people bringing their car into the city centre (particularly commuters) is a lack of alternative public transport alternatives including the lack of a bus/train/luas option. A key item which came up in a number of submissions was that it a slower option to use public transport rather than the private car, in addition the cost of public transport particularly for families was a major consideration. Some commuters indicated that if they were given a viable Public Transport option that they would transfer modes.

Users who use the city centre as a through route have said that they do so to avoid the Tolls on the M50, East Link and Port Tunnel. Concerns have been raised regarding increased congestion on other city centre roads, in the suburbs, on approaches to town and on the M50 if the proposals are

implemented and traffic is diverted onto other routes as well as how traffic will in future travel north/south (and vice versa) if changes are made.

For private car users who mainly drive for shopping and leisure reasons, there are concerns about access to different parts of the city and various car parks and it was felt that there was a clear need for information about how to access city centre car parks Hotels etc.

Other concerns raised include access for residents; Restrictions on private cars shouldn't apply in the evenings/at night and the behaviour of all road users needs to improve.

A lot of the responses though did emphasise that reducing private car traffic in the city centre, especially through traffic, would greatly improve the environment in the city centre and redress what some perceive is the bias for car traffic over other modes.

2.3 Public Transport

There is strong support for improvement to public transport. Many commented they would consider taking public transport instead of cars but are put off by the cost, journey times (faster by private car) and reliability. Public transport costs is also considered too high for both commuters and shoppers/visitors particularly compared to driving and parking for families with a number of children coming in at the weekend. Many also commented on the high cost of using two or more modes of public transport (two buses, bus and Luas) etc for the one journey.

Many issues were raised relating particularly to buses including a need for more orbital routes, increased frequency; buses should run through the night or run for longer and start earlier to reflect the shift work people do; buses should be given greater priority at junctions; buses and cyclists should be separated as buses are being slowed by cyclists and parents with buggies find they sometimes have to wait for a number of buses to pass before a bus has space - easier to take a car.

Many stated that improved public transport should be in place before any restrictions to traffic come in. A large number of people responded saying that public transport needs to be improved (with no specifics given).

Other comments raised include the need for an underground system; greater connectivity between different modes; more RTPI poles, how Anti-social behaviour is off putting to people and that Georgian squares shouldn't be used as bus terminus.

2.4 Pedestrians

There was strong support for improvement of pedestrian facilities and for the College Green proposals. Many pedestrians feel that pavement widths are too narrow for the volume of pedestrians in certain areas and that wider footways throughout the city centre are needed.

Respondents suggested other areas of the city centre they would like to see pedestrianised, particularly South William St. Respondents wished to see more benches and areas to linger although concerns about anti-social behaviour were raised.

Other comments included that Pedestrians should have greater priority at traffic signal and given more green time; Cyclists and pedestrians should be kept separate and streets should have less clutter.

There was also comment on the perception that the proposals were more weighted to the south side of the city and that there was little improvements suggested for the north side of the city.

2.5 Taxis and Limousines

The main comments raised relating to taxis was opposition to a ban of taxis through College Green (comments from public and taxi drivers). There was concern on how banning taxis from this area will affect tourists, elderly and business trips. Respondents commented that the College Green ban shouldn't be 24 hours and the area could feel very quiet and people might feel unsafe once public transport has ceased for the day.

Limousine drivers have raised the issue of not being able to use the Bus Lanes in the City, this is due to the national legislation in place for Bus Lanes.

Other comments raised included Taxis should use contra flow bus lanes, and the problem of illegal taxi parking outside ranks.

2.6 Motorcycles

When the online survey was first published there was no option to select Motorcycles or Powered two wheelers as a mode of transport. The vast majority of comments (84%) concerning Motorcycles or Powered two wheelers were in relation to this. The online survey was amended on the 16th of July.

Other comments raised where that Powered two wheelers should be allowed in bus lane, will they be allowed through College Green and secure parking should be provided.

2.7 Other issues:

There were many other issues commented on in the online survey including:

- Access for deliveries
- Access for mobility impaired users
- Effect on businesses both positive and negative.
- Access to car parks
- Anti-social behaviour issues
- Trees at College Green
- The behaviour of various road users
- Park and Ride locations
- Interchange locations

3 Written and Email Submissions

217 submissions were received from Stakeholders and the Public with a number of major companies commissioning various reports from transport consultants and market research organisations. The breakdown of these is as follows:

Stakeholder Group	No. of Submissions
Hotel	8
Other Stakeholders	27
Parking	18
Political	7
Public	25
Cycling	3
Retail (excluding signatures)	24
Taxi (excluding signatures)	96
Transport	9

3.1 Retail Sector

Submissions were received from various retailers, including many of the major retailers in the city centre such as Arnotts, Marks and Spencer, Weir and Sons and Brown Thomas as well business and retail groups including Dublin Town, Dublin City Business Association, Dublin Chamber of Commerce Retail Ireland and IBEC.

Of particular note were the 795 submissions received from employees and franchisees in the retail sector, these fully supported their employer's concerns re the study and emphasised that they believed the study could adversely affect their jobs.

Major issues were raised by the retail sector regarding the following items in a number of submissions:-

- i) Study was flawed and did not integrate transport policies or respect the requirements of the development plan.
- ii) While it was agreed that new transportation solutions would need to be found and that these would result in reduced car dependency and enhanced public transport investment, many retailers did not agree that the proposed re-allocation of road space to Public Transport, pedestrians and cyclists should happen.
- iii) They did not agree that there was any requirement to close any areas to car traffic.
- iv) The study, by not differentiating between commuter and retail car traffic, was proposing restrictions on car traffic which would severely damage their economic activity.,

estimates of 17- 23% decline in turnover with a possibility of 5,000 jobs being lost in the city centre retail sector.

- v) The study was ideologically driven with the private car to be obstructed no matter what the consequences.
- vi) Lack of clarity on the statutory basis for which the proposals could be implemented.
- vii) The study fails to properly consider alternative means of reducing car use, such as a congestion charge which differentiates between commuter and shopper cars being proposed by retailers as an alternative strategy that should be investigated.
- viii) It is dangerous to assume that shoppers if they are prevented from travelling into the city centre will transfer to other modes, it is felt they will instead travel elsewhere to shop.
- ix) Difficulty in receiving deliveries in any new arrangement were also highlighted as a major concern.
- x) Some retailers did feel that there was attractive elements to the study but any restrictions on private car traffic would invariably lead to job losses and economic decline in the city centre.
- xi) The commuter traffic is also considerably increased by the number of Free civil and public service parking spaces in the city centre and that the failure to address this issue was resulting in commuter congestion.
- xii) The study did not undertake a business impact assessment to determine the likely effect of the changes proposed, this the retail sector believe is essential to be undertaken prior to any proposals being implemented.
- xiii) Issues were raised by specifically regarding sales of heavy goods to customers if car access was not allowed.

In summary the retail sector are extremely concerned that putting in place any restrictions which would make shopping by car in the city centre less convenient would have severe consequences for turnover and employment in the sector. A particular fear was that the car borne shopper would not transfer mode but instead would transfer to out of town shopping centres.

However there was support for the Transport Study proposals from some retailers, particularly the improvements to Public Transport and pedestrians and the proposals for the College Green area.

Retail Ireland also expressed this viewpoint and called for a formal commitment on behalf of DCC and the NTA to close engagement with city centre business operators and relevant representative bodies on all future aspects of the plans.

Dublin Town in their submission expressed the following key considerations:-

- *The plan lacks clarity of detail relating to many of the proposals and resultant potential impacts. Therefore DublinTown is forced to reserve consideration of same until further details are provided.*

- *The key considerations for the business community are: maintained access to car parks and hotels; clarity with regard to deliveries and the maintenance of disabled access.*
- *A business impact study, which will include a detailed assessment of likely changes to consumer behaviour, is essential.*
- *It is essential that we differentiate between peak period (predominantly commuter) traffic and off – peak (largely customer) traffic and make plans accordingly.*
- *Dublin’s public transport infrastructure gap must be filled without delay. Alternative funding streams must be considered to ensure that this happens. We cannot afford to fall further behind our competitor cities.*
- *Short term solutions such as BRT which do not meet current passenger demand let alone future demand should be abandoned. We need to focus on solutions which actually meet the needs of the people of Dublin.*
- *We have set out a number of questions in this submission that we feel must be answered to allay the serious and legitimate concerns of large sections of the business community in relation to the proposals.*
- *Dublin Town wishes to work with Dublin City Council and the NTA to explore how business concerns can be conclusively addressed.*

Dublin Chamber of Commerce in their submission raised the issues of lack of investment in transport and the risk that the proposals would adversely affect business that rely on private cars. The Chamber believes that the study provides a useful starting point but asks that further iteration of the report be prepared based on the submissions received and the issues raised. The Chamber believes that positive engagement with the business sector is achievable and welcome the commitment to date of DCC and the NTA.

Dublin City Business Association believed that parts of the vision presented in the study do represent a fresh and improved view of Dublin and that there is much to admire in the vision. However they raise the issue of the proposed taffies changes damaging business and potentially costing jobs, the DCBA would again wish to engage with DCC and the NTA in improving the city.

3.2 Car Parks and motoring organisations.

Submissions were received from many of the city centre car parks and operating companies including Q Park and Parkrite, while there was some support for a number of the initiatives in the study in general there was concern that if access to car parks was reduced and made too difficult that car users would move to other locations.

Q Park provided figures from their market research which indicate that as many as 6 in 10 of car users surveyed did not consider Public Transport as a realistic alternative to using their car.

Other market research raised concerns for the economic impact with a belief that not being able to easily access car parks will drive shoppers to out of town locations and that the Study has an anti-car bias.

Clear signage showing any new routes to car parks were identified as being necessary with additional suggestions for App based information and a clear route guidance system for car parks.

Concerns were raised regarding the impact the existing College Green Bus gate has had and the further impact of the proposed College Green arrangement , the Luas Green Line extension and future BRT and Metro North will have on people trying to access car parks.

Requests were made for Stakeholder consultation to go through any proposals in detail with affected car parks prior to any implementation of proposals.

A submission was received from the ILAC centre and Chartered Lands which raised concerns regarding the Study and the impact on BRT on the development of the area and requested that the study be withdrawn and dialogue entered into with the relevant stakeholders.

The Society of the Irish Motor industry (SIMI) in their detailed submission highlighted what they saw as a lack of provision in the study for people who were forced to use their cars for commuting as their homes were outside the reach of Public Transport. They also raised the issues of the Elderly and disabled being able to access the city centre and that improving the city should not be at the expense of young families.

They further stated that the study, while containing many excellent proposals and ideas, is unbalanced, lacking in detailed research data and disinterested in examining the underlying cause of Dublin's traffic problems.

The RIAC in their submission agreed that through traffic should be restricted but access to city centre must be maintained, they also highlighted the need to have low emission buses and the issues with taxi parking outside taxi ranks.

Toyota Ireland made a submission supporting the objective of introducing low emission zones and also of increased digital signage for parking availability and traffic conditions.

3.3 Hotels

Submissions were received from individual and groups of hotels and the Irish Hotels Federation. The Irish Hotel Federation (IHF) expressed significant concern regarding the impacts the study proposals may have on the city centre if car access is restricted. The IHF did welcome the principles and objectives of the study and the aim to remove through traffic from the city centre and ensure high quality public transport, they did also call for a business impact assessment to be undertaken.

Individual hotels had a number of concerns were raised relating to access to hotels for taxis, coaches and private cars, access to their car parks and access for deliveries. The proposed for removal of taxis from College Green changes raised objections with many hotels against the proposal and others calling for further details studies to be done.

There were also concerns about proposals on the Quays as well as in locations specific to individual hotels.

The Fitzwilliam hotel on Stephens Green raised issues with the proposal to pedestrianise Stephens Green North and requested that access to their hotel be maintained at all times.

3.4 Cycling

Submissions were received from Cycling groups /Campaigns and operators. One submission included a petition signed by almost 1,600 cyclists stating “We support a pedestrian and cycling space in Dublin City Centre as outlined in the Transport Study ” along with individual comments.

The Dublin Cycling campaign were very supportive of the study and its vision, they suggested that reducing the available car park spaces in the City centre would reduce traffic levels and that DCC should take a lead in this area. They suggested developing Park and ride sites and the implementation of a delivery management system. Other proposals were for Contra flow cycling on all one way streets, priority action to identify and remediate unsafe areas for cycling and the extension of the 30kph areas and also that the proposal for a cycling walking bridge over the Liffey at Winetavern Street should be advanced.

Other submissions included support for the study, commuter parking, cycle lanes and safety, concern was raised over access to College Green for moving and maintaining Coca-Cola Zero dublinbikes.

3.5 Taxis

1,658 submissions were received from Taxi Drivers and users these raised four main issues :-

1. Access to College Green should not be altered for Taxis.
2. Right Turn to Cathal Brugha Street Should be maintained.
3. Right Turn to Eden Quay from O'Connell Bridge should be retained
4. Issue of Rickshaws in the city centre.

There is opposition to the ban on taxis through College Green due to the diversions that taxis will have to take and the additional time and cost for customers. The proposals will particularly affect business customers, tourists and the elderly and mobility impaired users. They have queried why there would be restrictions for 24 hours and that allowing taxis through the areas once public transport reduces or ceases which would provide a certain amount of passive safety.

A number of submissions requested that the ban on taxis in College Green should not apply outside Public Transport operational hours.

Taxis operators also highlight that they should be considered part of the public transport system.

3.6 Other Stakeholders

Twenty-seven submissions were received from other interested Stakeholders. Many stated their support for some or all of the measures of the Study including the proposed interchange at Connolly Station.

Concerns raised included access for deliveries to premises around the College green area, access for private cars to car parks and to different areas of the city, and comments on Foster's Place, St Stephen's Green North and Suffolk Street. Most submissions had comments relating specifically to their organisation.

Trinity College in their submission welcomed the study, supported the College Green plaza provided access to the college could be maintained. They also welcomed the bus and rail proposals and proposed that the taxi rank in Fosters Place be removed.

UPS in their submission regarding deliveries in the city centre proposed having a mobile delivery point in the city centre from which UPS would deliver and collect packages on foot and by bicycle. This is currently operating in Hamburg and they would like to work with DCC on implementing it in Dublin.

AnTaisce made a submission broadly supporting the proposals in the study.

The Temple Bar Company in their submission requested access to the Fleet Street car park be maintained and that taxis be relocated from Fosters Place, as well as extension of the pedestrian areas of Temple Bar.

Bank of Ireland made a submission supported the development of pedestrian areas within the City Centre and wishes to work with Dublin City Council and other stakeholders to ensure the experience for those who live, work and visit the area is a positive one.

The Bank of Ireland's view is that College Green and Foster Place should be considered as a single entity and the current use of Fosters Place by Taxis should be changed and the area pedestrianised. They also believed the proposed Plaza area should be on the South side of College Green.

The bank drew attention to their for vehicular access to the bank premises both for their customers as well as for cash in transit deliveries. They emphasised their belief that a space in the City Centre devoid of safe and viable commercial activity cannot be the desired outcome.

Dublin Friends of the Earth also made a submission the main points of which are:-

- Welcome for the proposed measures to enhance public transport, make walking and cycling safer, restrict private car use and improve the public realm.
- Criticism of the extraordinary omission in the Transport Study of the climate change context for all transport planning and development.
- Concern at the aspirational nature of many proposals in the Study.
- Advocacy of additional and stronger proposals to promote public transport and to deter private car use; and comments on cycling and bus fleet issues.
- Need for public awareness campaign on how transport improvements can improve health and wellbeing in Dublin and help to reduce dangerous carbon emissions.

3.7 Members of the Public and resident associations.

Twenty-three written and email submissions were received from members of the public before the closing date, three after the closing date. Some of the submissions were in support on the Study although others raised concerns over access for mobility impaired users; access for private cars and the effect on business; parking; a need to widen pavements; improvements to cycle facilities and public transport.

3.8 Elected Representatives

Seven submissions were received from Elected Representatives (Councillors, TDs and Senators), some on behalf of political parties. There was support for some elements of the Plan, and some objections. The concerns that were raised include the restrictions on private cars on the Quays and College Green; access to the city centre and parking; inadequate public transport alternatives; need for improved cycle facilities and parking; access for residents; arrangements

for travelling to city centre schools and the economic impact of implementation of the plan and requests for further studies to be undertaken

3.9 Public Transport and Ferry Operators

Submissions were received from public transport operators and bodies. There was support for elements of the Plan with broad support for the objectives and principles. The proposed restrictions to College Green were supported as it should improve journey times and reliability for bus passengers.

Both private and public operators raised areas of concern regarding coach parking in the city centre; bus stop capacity and locations, impacts of cycling provision on public transport and the desire to ensure that there was a good public transport service which serves the city centre and delivers passengers to where they wish to go.

A number of Ferry operators made submissions regarding the potential impact which changes to the North and South Quays would have for their passengers and in particular that restrictions should only apply at the peak periods and not 24 hours.

4 Submissions

The report does not set out the details on all of the submissions received. It is intended to highlight some of the main issues. All the submissions are being examined in detail so that all the relevant issues can be extracted in order to better inform the next steps.

Dublin City Council and the National Transport Authority wishes to acknowledge the high level of interest shown in this study by so many people.

Item No. 9

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

Motorbike parking

The following Motion from Councillor Paul Hand was agreed at the 10th June, 2015, meeting of the Transportation SPC:

'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 motorbikes park in pay and display (P&D) parking bays using the parking tag system.'

Due to time constraints at the meeting, the Motion was passed by Members without having the benefit of the following report.

The Parking Enforcement Section consulted with the Motorcycle Action Group (MAG), the representative body for motorcyclists in Ireland. They submitted a comprehensive position paper on this issue outlining that they are opposed to the introduction of Pay and Display for Motorbikes for several reasons – outlined below.

MAG Ireland – The Irish Motorcyclists' Association is the only democratically accountable riders representative organisation and directly represents the owners and riders of the nation's 50,000+ registered motorcycles. MAG is opposed to the introduction of paid parking for motorcycles.

SUMMARY OF THEIR BRIEFING DOCUMENT ON THE ISSUE

- Powered Two Wheelers (PTWs) alleviate congestion and reduce emissions thus delivering a more sustainable modal balance.
- The requirements for PTW parking are virtually identical to the requirements for cycle parking
- The relatively low number of PTWs means that even a small percentage of designated parking space is sufficient to cover their requirements.

- The Dublin City Development Plan includes the provision 17.40.6 “New developments shall include provision for motorcycle parking at a rate of 4% of the number of car parking spaces provided”.
- PTW parking requires something to fix a motorbike to, to prevent theft.
- PTW parking must be segregated from other vehicle parking to prevent PTWs being knocked over by unobservant drivers or vehicle manoeuvres during deliveries.
- They argue that from a traffic management perspective there is a fundamental issue with the principle of charging PTWs to park in that it actively militates against efforts to reduce congestion. Every PTW represents one less car on the roads, alleviates demand for parking spaces and improves journey times for all road users.

There are currently two designated Motorbike parking areas in the City Centre, at Princes Street North and Burgh Quay. Parking Enforcement examined the possibility of extending the motorbike parking area on Burgh Quay, however occupancy surveys showed that there was little if no usage of the motorbike parking facility at this location.

Motorcycles and bicycle parkers currently peacefully coexist at the many designated cycle parking locations throughout the city and it is not therefore recommended that pay and display be introduced for motorbikes.

Kevin Meade
A/Parking Enforcement Officer

September 2015

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

Liffey Bridges

There are nineteen bridges over the Liffey between Chapelizod and Dublin Bay serving pedestrians, vehicles and the LUAS . Ten of these bridges date from the 17th, 18th or 19th Centuries while five were constructed in the 20th century and four so far this century. The location of the bridges is shown on figs. 1 & 2 together with the date of construction of the current structure; additional information on each of the bridges is available on www.bridgesofdublin.ie

Bridge Inspections

Bridges like all structures deteriorate with time. It is therefore necessary to carry out inspections on a regular basis to determine the condition of the various elements that make up a bridge. Inspections can be classified into three types, Routine, Principal and Special.

Routine Inspection

Routine Inspections are carried out by staff from Dublin City Council's Environment and Transportation Department. These inspections are carried out periodically or on a reactive basis if a defect is reported to Road Design and Construction Division. The purpose of Routine Inspections is to:

- Ensure day to day traffic safety and serviceability
- Avoid or delay the development of structural deterioration (preventative maintenance)

Routine maintenance and cleaning works include activities such as patching of potholes in the pavement of the bridge deck , realignment of deformed railings , sweeping of carriageway , clearing of vegetation and cleaning of the bridge drainage system.

Principal Inspection

A Principal Inspection is a systematic visual check of all accessible parts of a structure and has the following purposes:

- To maintain traffic safety
- To evaluate the need for repairs
- To monitor changes in the condition of the whole stock of structures
- To monitor the performance of minor (routine) maintenance and cleaning

These purposes are fulfilled by regular inspections. During the inspections the following items are registered.

- The general condition of the structure and the condition of each of its components. The condition is rated from 0 (as new) to 5 (Dangerous/Failed)
- The type and extent of any significant damage
- The condition of routine maintenance.
- The need for a Special Inspection
- The need for repairs to be carried out before the next Principal Inspection
- The next year of Principal Inspection. This can vary from one to six years depending on the condition of the structure, the traffic and the expected rate of damage development.

As part of the Principal Inspection process, the inspector photographs and gives a condition rating, where appropriate, to each of the standard components of the structure as listed in Table 1.

Number	Component	Number	Component
1	Bridge Surface	8	Pier
2	Expansion Joints	9	Bearings
3	Footway/Median	10	Slab
4	Parapet / Guardrails	11	Beams
5	Embankment / Slopes	12	Riverbed
6	Wing Wall	13	Other elements
7	Abutment	14	Structure in General

Table 1 Structure Components

The condition rating is a figure from 0 to 5 according to the following guidelines:

- | | |
|---|---|
| 0 | No or insignificant damage |
| 1 | Minor damage but no need of repair |
| 2 | Some damage, repair needed when convenient. Component is still functioning as originally designed. Observe the condition development. |
| 3 | Significant damage, repair needed very soon. |
| 4 | Damage is critical and it is necessary to execute repair works at once, or to carry out a detailed inspection to determine whether any rehabilitation works are required. |
| 5 | Ultimate damage. The component has failed or is in danger of total failure, possibly affecting the safety of traffic. It is necessary to implement emergency temporary repair work immediately or rehabilitation work without delay after the introduction of load limitation measures. |

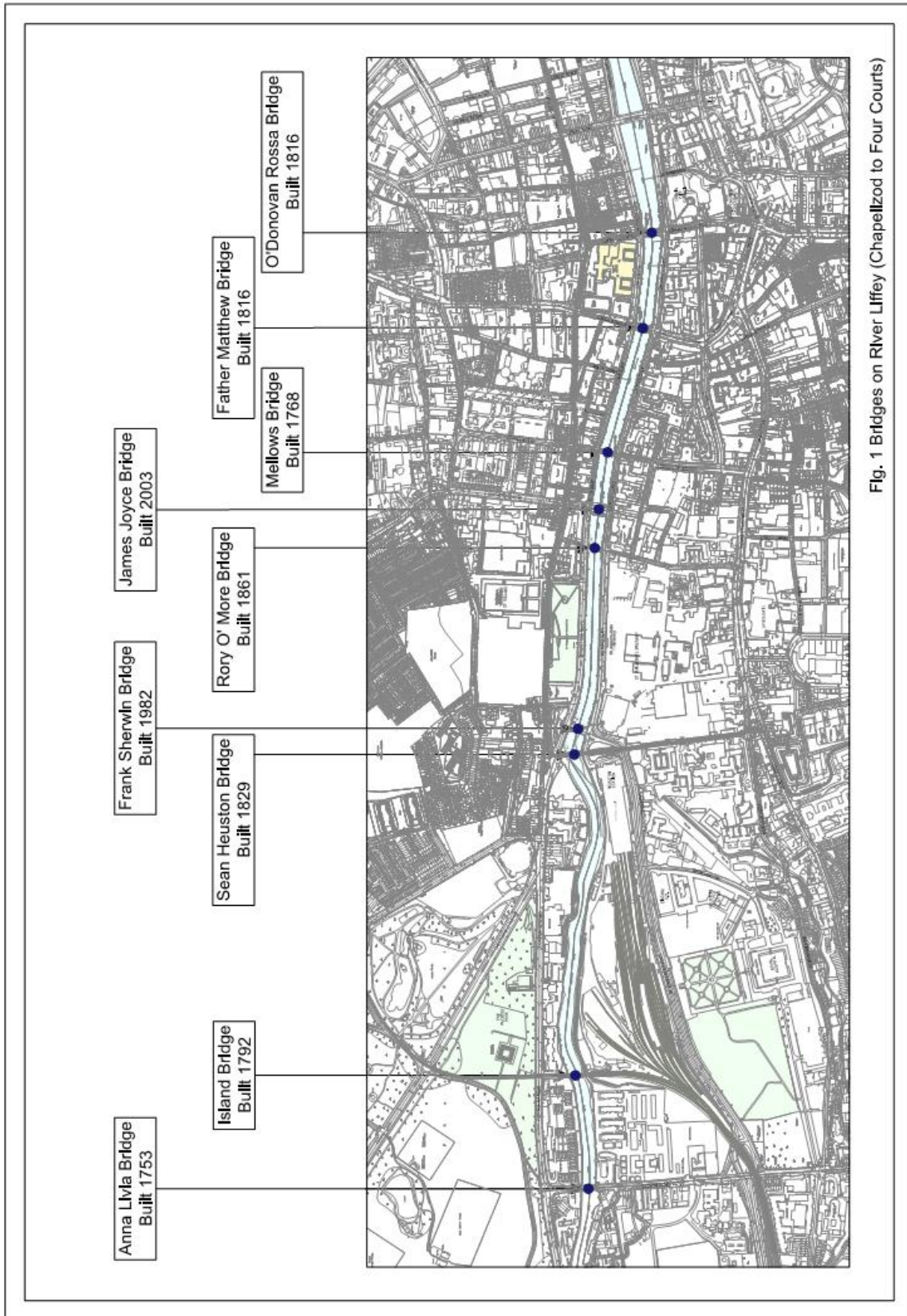


Fig. 1 Bridges on River Liffey (Chapelzod to Four Courts)

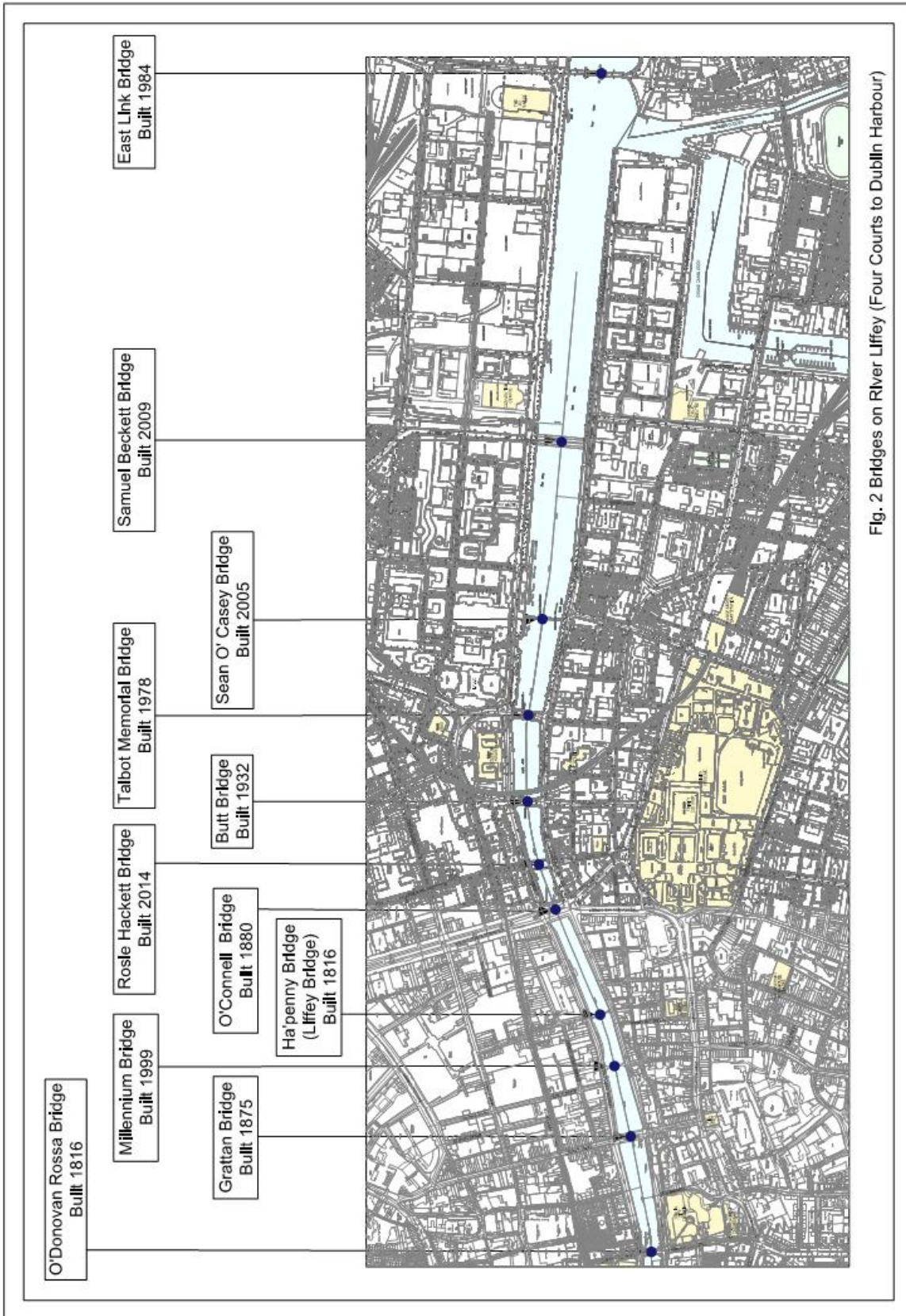


Fig. 2 Bridges on River Liffey (Four Courts to Dublin Harbour)

The condition rating of a structure includes the overall condition of the entire structure as registered under the final component numbered 14 above “Structure in General”. The condition rating takes into account which components are damaged, the type and the extent of damage, its expected development, and the influence the damage has on traffic flow. The condition rating “Structure in General” is not necessarily equal to the rating of the worst damaged component (because it may be a less important component). Neither is it necessarily the average component rating (because one very important component may have a rating much different from the average). The condition rating “Structural in General” may be described as an overall engineering judgement that takes into account the structure as a whole, and the influence of different factors.

In June 2014, Engineering Consultants were appointed to carry out Principal Inspections on 132 bridges and structures in Dublin City. These inspections have been completed and the reports have been submitted to the Environment and Transportation Department in recent weeks. The “Structure in General “ rating assigned to Liffey bridges following Principal Inspections carried out in 2011 and 2014/2015 are given in Table 2. These inspection reports will be used by the Road Design and Construction Division to prepare a prioritised works programme and a schedule of special inspections as required.

Bridge	Rating		Bridge	Rating	
	2011	2015		2011	2015
Anna Livia Bridge	2	2	O’Donovan Rossa Bridge	2	1
Island Bridge	3	2	Grattan Bridge	3	2
Sean Heuston Bridge	3	2	Millennium Bridge	2	1
Frank Sherwin Bridge	2*	2	Ha’penny Bridge	3	2
Rory O’More Bridge	3	2	O’Connell Bridge	1*	2
James Joyce Bridge	2	2	Butt Bridge	3	2
Mellows Bridge	2	1	Talbot Memorial Bridge	3	2
Fr. Matthew Bridge	2	1	Sean O’Casey Bridge	2	1

*Inspection 2008

Table 2 Principal Inspections “Structure in General “rating 2011 and 2015

Special Inspections

Following a Principal Inspection the inspector may decide that further investigation is required and will therefore recommend a Special Inspection. A Special Inspection as described by its name is not of a standard form and will be tailored to investigate specific conditions of the structure. Dublin City Council has recently advertised to appoint Consultants to carry out Special Inspections on the Talbot Memorial Bridge and Butt Bridge. The purpose of the inspections is to determine the condition of the bridges, assess the remaining service life of the bridges to enable a cost effective repair and maintenance strategy to be developed to extend the service life of both bridges. The Special Inspection for Butt Bridge requires the consultant to carry out work in two stages:

- Detailed visual inspection, condition testing, concrete coring, crack assessment, chemical analysis and test reinstatements.
- Prepare Final Report, drawings, interpretation of results and modelling of the remaining service life of the bridge and cost estimate for works.

In the case of Talbot Memorial Bridge, as it is a post-tensioned concrete structure, the Special Inspection requires the consultant to carry out the work in three stages:

- Detailed visual inspection, condition testing, concrete coring, crack assessment, chemical analysis and test reinstatements.
- Post –tensioning system duct and tendon exposures including testing and investigation within the ducts
- Prepare Final Report, drawings, interpretation of results and modelling of the remaining service life of the bridge and cost estimate for works

The above system of bridge inspection has assisted Dublin City Council in identifying where critical repair or refurbishment works are required. In the past number of years significant works have been commissioned on the following bridges: Blackhorse Bridge, La Touche Bridge, Annesley Bridge, Leeson Street Bridge, Cross Guns Bridge, Grattan Bridge, Ha’penny Bridge, General McMahan Bridge Fairview Pedestrian Bridge, Beaver Row Footbridge (works currently underway).

Future Bridges

One of the main areas within Dublin’s city centre for future development is the Docklands area. The North Lotts and Grand Canal Dock Planning Scheme was published last year and highlighted the need for the development of good quality pedestrian and cycling infrastructure within the area due to the limited scope within the area to provide for additional private car travel. The Planning Scheme states “that two pedestrian/cyclist bridges across the Liffey are crucial to improving connectivity within.... the area as a whole. They will also play an important role in making the best use of existing infrastructure, providing improved linkage to DART on the Southside and LUAS on Northside.” The locations of the proposed bridges are near 1) Forbes Street/Park Lane and 2) Benson Street/Castleforbes Road and are shown on fig. 2.

Dublin City Council recently invited tenders from Consultants to participate in a *Multi Party Framework Agreement for the Design Team Services for opening bridges in the Dublin Docklands Area* . Seven tenders were received and these are currently being assessed. In addition to using this tender to appoint Consultants for the above mentioned pedestrian and cyclist bridges, it is planned to use the Framework Agreement to appoint design teams for the proposed opening bridge over the Dodder at its confluence with the Liffey.

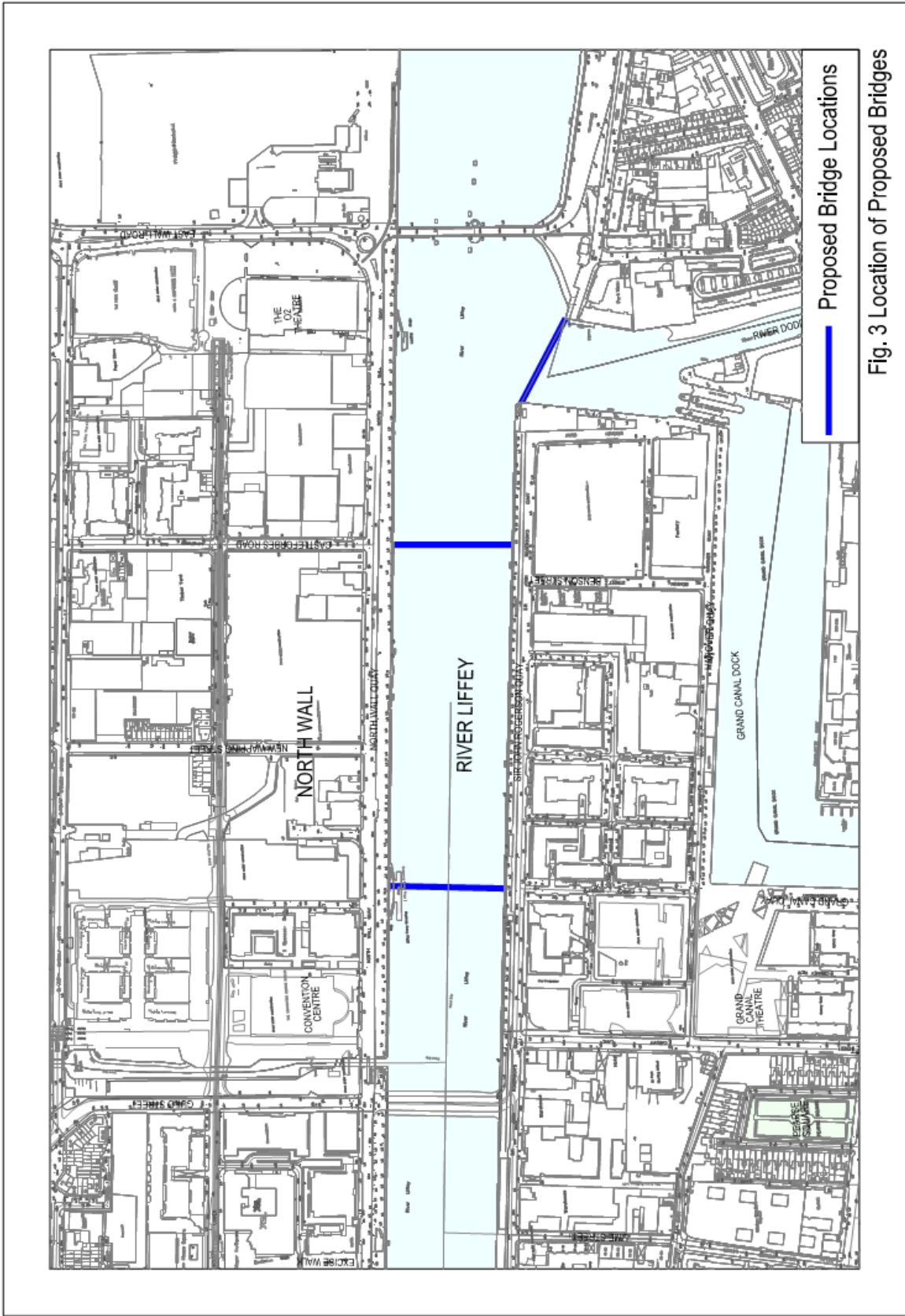


Fig. 3 Location of Proposed Bridges

Ronan O’Dea, Senior Engineer, Road Construction. September, 2015.

Item No. 14

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

**RE: TRANSPORTATION PROJECTS IN THE DUBLIN CITY DEVELOPMENT
PLAN 2016-2022**

At the Transportation Strategic Policy Committee meeting of 10th June, 2015, the Chairperson requested a report to the September meeting on the transportation projects listed in the current development plan to include the rationale behind such projects and rough costings where available. The Chairperson noted that some of the transportation projects have carried forward from previous plans, such as the proposal to link the Military Road to Conyngham Road.

The attached table provides the rationale for the inclusion of particular transportation projects in the development plan. Some of the roads projects are included as the alignment and/or condition of the roads are substandard with poor provision for pedestrians. Other roads represent new linkages that would be provided as part of redeveloped lands to facilitate the development of the lands and/or to improve connectivity between development lands and existing areas.

As the schemes have not yet been fully designed, detailed estimates are not available, indicative cost bands for the various schemes are however included in the table below.

**Michael Phillips,
Director of Traffic and City Engineer,
Environment and Transportation Department**

September, 2015

Projects DP 2016-2022	Project Background/Rationale	Cost Band
Roads		
River Road	The existing road is narrow, substandard with poor horizontal and vertical geometry with no footways. In recent years significant residential development has occurred to the south of the road.	€5m - €10m
Richmond Road	Substandard alignment with poor carriageway and footway condition.	€5m - €10m
Ratoath Road	The improvement is required to provide primarily for safe pedestrian movement and enhance general road safety by upgrading of existing carriageway in the metropolitan area.	Less than €5m
Malahide Road/R107(including North Fringe Improvements*	Joint DCC/FCC proposal to facilitate the development of DCC North Fringe and FCC South Fringe areas.	Greater than €10m
Blackhorse Avenue (remaining sections)	Substandard horizontal and vertical alignment, poor carriageway and footway condition. Two sections to complete (Springfield Rd to Cabra Gate B) and St Vincent Cottages to Baggot Road (near Hole in the Wall Pub).	Less than €5m
Clonsaugh Road Industrial Estate	Required to facilitate development of lands and improved linkage to national road network via roundabout on R139 (at Bewleys Hotel).	€5m - €10m
Ballymun	There are a series of road proposals under the Ballymun (BRL) Masterplan, some of which remain to be completed. A Local Area Plan is to be prepared for Ballymun so road proposals will be revisited as part of the LAP process.	Greater than €10m
Kilmainham/South Circular Road	To improve capacity of junction of Old Kilmainham with SCR.	Less than €5m
Link from Conyngham Road	Identified in the Heuston redevelopment masterplans.	Greater than €10m
East Wall Road/Sherriff Street to North Quays	Improved facilities for vulnerable road users and linkage to city for Cruise Liner passengers using Dublin Port.	Less than €5m
Cappagh Road	Improvement of junction layout at intersection of Cappagh Road , Mellowes Road and Kildonan Road.	Less than €5m

Projects DP 2016-2022	Project Background/Rationale	Cost Band
Bridges		
Public Transport Pedestrian & Cyclist bridges	Required for the development of the Docklands area and to improve connectivity generally.	Greater than €10m
Dodder Bridge	Of citywide strategic importance. Required for the development of the Poolbeg Peninsula and to improve connectivity generally.	Greater than €10m
Liffey Valley Park Pedestrian/Cycle Bridge	Required as part of the provision of new cycling infrastructure.	Less than €5m
Cycle/Pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Green Infrastructure Network.	Required as part of the provision of new cycling infrastructure.	Less than €5m

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Dublin City Council
Comhairle Cathrach Bhaile Átha Cliath

**Minutes of Cycling and Walking Committee meeting held on 27th May, 2015,
Members Room, City Hall, Dublin 2, at 2.30 p.m.**

Members: Cllr. C. Cuffe, Chairperson;
Mr C. Ryder, Dublin Cycling Campaign
Mr G. Higgins, RPA
Mr C. K. Manzira, Senior Executive Engineer, Roads and Traffic
Planning
Mr A. Walsh, Senior Engineer, Traffic Management and Control
Mr N. Gormley, Senior Executive Engineer, Traffic Management and
Control
Mr B. White, Senior Executive Officer

Cllr. C. O'Moore, Transportation SPC
Cllr T. Keegan, Transportation SPC
Cllr P. Smyth, Transportation SPC

Apologies: Cllr P. Hand, Transportation SPC
Cllr R. McAdam, Transportation SPC
Ms F. Kelty, NCBI, Transportation SPC
Mr J. Leahy, Transportation SPC
Ms A. Rivero, Dublin Cycling Campaign
Garda A. Costello

Non-Members: Mr Peter Leonard, Executive Landscape Architect, Culture,
Recreation, Amenity and Community Department
Ms A. Phelan, Ms D. Smith, Phizzfest

Administration: Mr S. Hickey

-
1. Minutes of Cycle Forum meeting held on 4th March, 2015 (**copy attached**)

Minutes agreed.

2. A case for the retrofitting of pedestrian and cycling infrastructure and road safety measures in Phibsborough (**presentation by Ms Dorothy Smith and Ms Anne Phelan, residents**)

Ms Dorothy Smith and Ms Anne Phelan, Phizzfest, outlined the problems for residents, pedestrians and cyclists in the Phibsborough area due to the current traffic situation, road layout and pedestrian facilities, which gives priority to cars. The issues need to be addressed by improved design as set out in the Design Manual. The current situation is affecting businesses and social life. There is no civic space, no landscaping and noise and air pollution is an issue. Reduced road widths and the use of the tow paths and laneways could improve facilities for pedestrians and cyclists. There is no dublinbikes station and inadequate cycle parking. They called for an audit of underutilised spaces in the Phibsborough area. It is important that visible changes are made soon to improve the situation. Mr A. Walsh said that the situation will change with the proposed QBC. The City Council will stay in contact with the group and examine what can be done in the short term. The Chairperson thanked Ms Smith and Ms Phelan for their presentation.

Noted. The Chairperson asked for a progress report on the issues to a future meeting of the Sub-Committee. It was agreed also to write to the Garda Superintendent to support the inclusion of Phibsborough for the installation of red light traffic enforcement cameras.

3. Motion in the name of Councillor Ciarán Cuffe referred from the Transportation Strategic Policy Committee meeting of 22nd October, 2014:

“That Dublin City Council prepare a pedestrian strategy for the City for Dublin that will encourage more people to walk more within the city.”

The Chairperson said that the City Council needs a pedestrian strategy. He requested a report to the Sub-Committee on how to progress this issue.

Motion Agreed.

4. Implementation of the commitments set out in the Development Plan and how initiatives are being progressed in relation to walking – **presentation by Mr Peter Leonard, Culture, Recreation, Amenity and Community Department.**

Mr Peter Leonard, Executive Landscape Architect, gave a detailed presentation on the analysis carried out to date for the Public Realm Masterplan on pedestrian/street use in the core of the city. He said the data collected would allow a list of projects to be rolled out when the bigger transport infrastructural works have been completed in the city. A copy of Mr Leonard’s presentation to be circulated to the Members. The Chairperson thanked Mr Leonard for his presentation.

Noted

5. Liffey Cycle Route **(verbal update)**

Mr C. K. Manzira said that the public consultation has been carried out and a report will be submitted to the Transportation Strategic Policy Committee on 10th June, 2015.

Noted.

6. Cycle Parking Strategy **(verbal update)**

Mr C. K. Manzira said that the draft strategy report is being reviewed by the NTA. The report will be submitted to the Transportation SPC in September. The Chairperson said that the SPC should be involved in the strategic discussion and have an input before decisions are made.

Noted.

7. Publicising of Section 38 notices - **presentation by Mr C. K. Manzira**

Mr C. K. Manzira gave details of the legal requirement and what it is proposed to do. Mr C. Ryder said that Section 38 notices should be notified to the Sub-Committee.

Noted

8. Stages involved in developing a project - **presentation by Mr C. K. Manzira**

Mr C. K. Manzira outlined the detailed process of the stages involved in developing a project in compliance with the NTA and Department of Finance requirements, City Council procurement process, relevant design standards and guidelines and Health and Safety requirements.

The Chairperson requested the possible use of a sign “Cyclists Respect Pedestrians” at the Samuel Beckett Bridge where pedestrians and cyclists share a space.

Noted.

9. Cycle Projects – stages report and map - **presentation by Mr C. K. Manzira**

Mr C. K. Manzira gave a verbal report on the cycle project stages. Mr C. Ryder requested that the stages report be circulated before meetings.

Noted

10. Vehicles parking in the cycle lane, past the wooden bridge, heading towards Sutton **(this item was raised under A.O.B. by Cllr Ciarán O'Moore at the Transportation Strategic Policy Committee meeting of 15th April, 2015, and was referred to the Cycling and Walking Sub-Committee)**

Mr C. K. Manzira said that this location is now a construction site. Following completion of the works, there will be a two way cycle track, from the wooden bridge to the causeway road. When the work is completed, there will be no parking on the road.

Noted

11. 30 km/h (H3 Cycle Action Plan) **(verbal report)**

The new guidelines on the setting and managing of speed limits are being reviewed by the City Council. A review of the Speed Limit Bye-Laws will be carried out after this process is completed.

12. A.O.B.

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