

Item No. 10

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

Horse Drawn Carriages

Dublin City Council is responsible for the control of horse drawn carriages within its administrative area. Responsibility transferred from An Garda Síochána in February 2011 when *The Dublin City Council Control of Horse Drawn Carriages Bye-Laws 2011* came into effect. The activity is controlled by way of a licensing system for both operators and drivers. To qualify applicants must comply with a number of conditions including Garda vetting, and tax compliance. Drivers are required to have written confirmation from a recognised equine centre/stables confirming their competency in horse and carriage driving. Operators **are also required to** have public liability insurance indemnifying the City Council. The carriages are inspected annually for road worthiness and carriage operators must hold valid horse licences issued under the Control of Horses Act 1996.

Recently the number of Carriage Operator Licences has been capped at sixteen – the number currently issued. This is provided for within the Bye-Laws and the measure was considered necessary in view of the limited number of spaces available at the two designated pick-up locations and to avoid an overspill of carriages into areas reserved for other road users. There are no suitable parking areas currently available at St Stephen's Green North due to the extent of the works associated with the LUAS Cross City Project. The Council has examined a number of alternative locations nearby but each presents its own difficulties. There are 3-4 carriage parking bays at the Guinness Storehouse. This is insufficient to meet demand, especially at weekends and during the high tourist season. Previously, carriage drivers parked nearby on Grand Canal Place awaiting their turn to enter the designated location but this area is now reserved exclusively for coaches. Furthermore, existing coach parking on Crane Street will be withdrawn when the proposed Environmental Enhancement Project commences placing additional pressure on available parking facilities. The College Green Civic Plaza Project and live running of the LUAS Cross City Line later this year will necessitate the rerouting of traffic to other thoroughfares, which may not be suitable or even safe for horse carriages.

A list of alternative locations was presented at a recent meeting held with Councillors and representatives of the carriage operators. These will be examined to assess their suitability. However, the designation of new locations will require an amendment to the Bye-Laws. This is a statutory process involving public consultation. Other aspects of the Bye-Laws could be considered as part of this process.

The City Council has written to the Department of Transport, Tourism and Sport seeking information on when and if Section 31 of the Road Traffic Act 2016 will be put into effect by way of a Commencement Order. This legislation would transfer responsibility for licensing of non-motorised public service vehicles, including horse carriages, to the National Transportation Authority.

John Fennessy
Administrative Officer
Environment and Transportation Department

21st April, 2017

Addendum:

As per letter dated 16th June, 2017, from the Private Secretary to the Minister for Transport, Tourism and Sport (see Item 15 of the Agenda), horse drawn carriages will not be regulated under the Road Traffic Act 2016. The letter states: “the Department does not propose to consider the regulation of horse drawn carriages, in the context of the regulation of rickshaws, as this is a matter more appropriate to the remit of local authorities.”

Kevin Meade, Senior Executive Officer
Environment and Transportation Department
20th June, 2017