

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