

## **UPDATE PARKING ON BROOKWOOD RISE/ HARMONSTOWN ROAD**

Brookwood Rise/ Harmonstown Road has been the subject of a number of requests regarding illegal parking. Parking restrictions have been provided on either side of the carriageway east of Gracefield Drive to the Dart Station entrance and appropriate locations to the east of this entrance. The footpaths are up to 4m wide, where vehicles park without interfering with traffic flow or pedestrian circulation.

It has been noted that a considerable amount of parking was taken up by Motor Sales east of the entrance to the Dart Station where various companies are trading. The neighbourhood shopping attracts business particularly the two popular Gents hair dressers, take away and Pharmacy.

Dart commuter parking compounds the parking demands even further. This issue has been forwarded to the Parking Enforcement Officer to determine if action can be taken while at the same time balancing the needs of both business and residential interests.

The public carriageway is free to all & residents have no rights over others regarding parking outside their homes. Parking arrangements are usually based on common courtesy between neighbours, however problems can arise when there is a deficit of on street parking due to multi vehicle households or intrusion from outside.

It is not our policy to introduce parking restrictions where restrictions are already covered under the law.

The provision of parking restrictions such as double yellow lines in our experience only serve to shift the parking further away to even less desirable locations impinging further into residential roads.

Notwithstanding the issues raised relating to parking on the footpath; the practice is illegal. Under The Road Traffic (Traffic & Parking ) Regulations, Section 36 paragraph(2) i, it is illegal to park"on a footway,a grass margin or a median strip"; Likewise Under The Road Traffic (Traffic & Parking ) Regulations, Section 36 paragraph(2) g; "A vehicle shall not be parked in any place, position or manner that will result in the vehicle obstructing an entrance or an exit for vehicles to or from a premises, save with the consent of the occupier of such premises;"Also,Under The Road Traffic (Traffic & Parking ) Regulations, Section 36 paragraph(2) c, It is illegal to park;"within 5 meters of a road junction;

D.C.C. policy is not to recommended or introduce parking restrictions where restrictions are already covered under the law, as this would lead to a proliferation of same and additional expense due to maintenance etc.

Infringements of the Act has been referred to the Gardai for enforcement under the law. New discerning and objective procedures on assessing how Neighbourhood Traffic Schemes would be considered and ranked were successfully brought through the Transportation SPC late 2018. Essentially this is our agreement on how schemes qualify or not and if they do, an agreement on ranking them for design and implementation and connecting them with funding.

This approach followed much discussions with Members in 2018 including two workshops. It was agreed by Senior Management in Traffic that one additional Engineer would be assigned to each of the North City and South City and would be referred to as the Neighbourhood Scheme Engineer.

This issue will be listed for the attention of the newly appointed Engineer for Neighbourhood Traffic Schemes.

However, traffic are now pleased that following a Recruitment Campaign, two additional staff have recently been appointed in this section. These Engineers are currently undergoing induction and training and following familiarisation of their areas of responsibility will prioritise Neighbourhood Schemes for action as necessary.

Regards,

Alan

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