
With reference to proposed changes to Parking Enforcement Policy – Footpath Parking

The following report in relation to proposed changes to Parking Enforcement Policy – Footpath Parking was considered by the Transportation Strategic Policy Committee at its meeting of 25th May 2021.

Introduction

The main objective of the Parking Enforcement Division is to ensure the free movement of people through, in, and around the city, and the adjoining suburban areas. No matter which mode of transport is chosen by the person to complete their journey it is our brief to ensure that the roads, cycle tracks, bus lanes, and footpaths remain obstruction free and safe for all people and abilities to use.

Continually the most frequent request to Dublin City Council and Dublin Street Parking Services is to address the issue of footpath parking. For as much roadway as we manage we also have an approximate similar amount of footpath and while there are many legislation pieces around parking prohibitions which can be called upon to govern the roads there is only one which references footpaths, that is section 36 (2)(i), (S.I 182/1997 Road Traffic (Traffic and Parking Regulations) 1997, where it states that it is illegal to park on a footway, grass margin, or median strip. To be fully compliant with the law any vehicle which parks or comes to a stop on a footway can be subject to enforcement. The issue though which arises is where best to concentrate the limited resources which DCC and its contractor DSPS have available to them such that the maximum impact on unsafe parking can be achieved. Dublin has many locations within it where the existing street scape does not provide space for parking and in some cases in residential areas there is very limited or no off street parking. In the proposal below I have made some suggestions as to how best address this issue.

Proposed methodologies for prioritising enforcement

Footpath parking within the canal area is at present dealt with by means of enforcement either clamping, towing away or shortly by the issuing of fixed penalty notices and this will continue to be the case in the future.

Where Dublin City Council see an opportunity to provide some guidance and policy, is around footpath parking in residential areas, outside the canals, where there is limited or no off street parking. In these cases Dublin City Council have a number of options; we can;

- 1.) Clamp the offending vehicle
- 2.) Remove the offending vehicle
- 3.) Issue a fixed penalty notice
- 4.) Permit the vehicle to park on the footpath, once it meets certain agreed criteria set out by the SPC.

We don't have the power to permit illegal footpath parking. We are aware that in these residential areas there may be little or no legal choices available to the residents. Up to this we have operated a system whereby if the offending vehicle was parked either partially or wholly on the footpath but a clear 2 metres was still available of the footpath, then no enforcement action would be taken.

However in light of the concerns from disability groups and the concerns around social distancing and ensuring space on footpaths this policy may no longer be appropriate. Therefore we are seeking guidance on what the SPC members and the elected members would wish to see the prioritisation of parking enforcement resources in residential areas outside the canals.

- 1.) Prioritise footpath offences which do not leave the 2 meter clear space.
- 2.) Change such that we now prioritise offences when the clear space available is less than 2.5 metres.
- 3.) Enforce all cases of footpath parking regardless of space left on footpath.

Recommendation:

At its meeting of Traffic & Transportation Strategic Policy Committee the members considered the above report and agreed on Option 2 to prioritise offences when the clear space available is less than 2.5 metres with update reports back to the Traffic & Transport SPC.

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1st June 2021