

Baile Átha Cliath
Dublin City

Dublin City Council Parking Enforcement

Fixed Penalty Notice Pilot Report Analysis

1st June 2021 – 1st February 2022

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1. Introduction

In an effort to address specific illegal parking offences Dublin City Council (DCC) proposed to commence issuing Fixed Penalty Notices (FPN's) from June 2021. The issuing of FPN's was introduced as a 12-month pilot to complement the existing parking enforcement methods. Initially the existing enforcement methods were to take priority over the FPN's.

Dublin Street Parking Services (DSPS) continue to clamp, relocate, remove and warn vehicles and from June 2021 also had the ability to apply FPN's, where appropriate to help primarily address obstructions. A management order was approved for the six on street Supervisors to have the ability to issue FPN's, initially specifically for the six offences as listed below:

1. 08A Parking a vehicle on a footway
2. 13A Parking/stopping a vehicle on clearway
3. 39 Parking in a cycle track/ Mandatory
4. 11B Parking in a bus lane/during period of operation
5. 04G Unauthorised Parking in a Loading Bay/Private Vehicle
6. 03C Parking in a restricted area/except buses/coaches.

In October 2021, a further seventeen offences were added in an effort to address areas of concern particularly around construction sites. From October FPN's could be issued for the offences below to illegally parked 'commercial' vehicles in the vicinity of or associated areas within construction site. This was introduced to help address problematic areas and also to help reduce the high number of code blacks currently being experienced particularly around construction sites.

Offence	FPN
03A	Parking at Bus Stopping Place, Designated Taxi Area/Bus Stop
03C	Parking in a restricted area/except buses/coaches
03E	Maximum allowed stay exceeded
04A	Parking within 5 meters of a Road Junction
04B	Parking opposite a continuous white line
04C	Parking in designated Taxi Area/Bus Stop
04E	Obstructing premises access/egress
04F	Maximum Allowed Stay in Loading Bay Exceeded
5	Parking in a "No Parking Area" no parking sign
06A	Maximum Allowed Stay Exceeded
07C	Obstructing Traffic/ Other Parked Vehicles
08A	Parking a vehicle on a footway
08B	Parking a vehicle on a grass margin
08C	Parking a vehicle on a median strip
10C	No payment received for use of this parking bay
10D	Parking without a valid parking ticket / expired 10 min
11B	Parking in a bus lane/during period of operation
13A	Parking/stopping a vehicle on clearway
17A	Parking/stopping a vehicle at a school entrance
18A	Parking in a disabled bay without displaying a valid permit
19	Parking a vehicle on a pedestrianised street
39	Parking in a cycletrack/ Mandatory
39B	Parking in a cycletrack/ Non Mandatory
41	Parking on a single yellow line
42	Parking on a double yellow line

2. Fixed Penalty Notices Issued Analysis

The table below lists the **number of FPN's issued by Offence** from the commencement date of 01/06/21 to 25/01/22.

Offence	Count of Violation	% of Violation
Parking a vehicle on a footway	506	44.8%
Parking/stopping a vehicle on clearway	244	21.6%
Parking in a bus lane/during period of operation	97	19.2%
Unauthorised Parking in a Loading Bay/Private Vehicle	68	6.0%
No payment received for use of this parking bay	60	5.3%
Parking in a restricted area/except buses/coaches	57	5.0%
Parking on a double yellow line	14	1.2%
Parking in a cycle-track/ Mandatory	13	1.2%
Parking in a ""No Parking Area"" no parking sign	9	0.8%
Parking without a valid parking ticket / expired 10 min	9	0.8%
Parking at Bus Stopping Place	9	0.8%
Parking a vehicle on a pedestrianised street	8	0.7%
Parking in a disabled bay without displaying a valid permit	7	0.6%
Obstructing Traffic/ Other Parked Vehicles	7	0.6%
Parking opposite a continuous white line	7	0.6%
Parking a vehicle on a grass margin	1	0.4%
Total Violations	1129	

FPN's continue to steadily increase with fines mainly for footways & clearways.

Per the table above 44.8% of offences were for Parking a vehicle on a footpath. In the Covid 19 environment there was significant focus on this offence in line with DCC's requirements to ensure the safety of pedestrians during the pandemic (when more people were out walking during the various lockdowns). The next 21.6% of offences related to vehicles on clearways.

The table below lists the **Top 20 Locations** where these FPN's were issued:

No.	Location	Count of Location	% of Location
1	The Hole in the Wall Road	61	6%
2	DAME STREET	50	6%
3	CLARENDON STREET	42	3%
4	HARMONSTOWN ROAD	29	3%
5	GRIFFITH AVENUE	25	3%
6	RICHMOND AVENUE	25	3%
7	SHERIFF STREET UPPER	23	3%
8	ROSS ROAD	23	2%
9	AUNGIER STREET	20	1%
10	LAD LANE	19	1%
11	RATHMINES ROAD LOWER	16	1%
12	NEW IRELAND ROAD	14	1%
13	HAROLDS CROSS ROAD	13	1%
14	CIRCULAR ROAD SOUTH	13	1%
15	CASTLEFORBES ROAD	13	1%
16	EXCHANGE STREET UPPER	12	1%
17	SUNDRIVE ROAD	12	1%
18	CHAPELIZOD ROAD	12	1%
19	NORTH ROAD	11	1%
20	PLEASANTS STREET	11	1%

The table below breakdown shows a **monthly breakdown of Code Blacks** highlighting the construction sites:

Location	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Total
CASTLEFORBES ROAD		2			1	3		11	14	3	9	43
MOUNT STREET UPPER	1				1	3	4	3	6	8	7	33
SHERIFF STREET UPPER	1	1	2	2	4	3	1	4	9	2	3	32
CLARENDON STREET	1			5	5	2	5	5	2	3	3	31
SOUTH CIRCULAR ROAD	4	4	2	1	3	2	3	4	6		1	30
LAD LANE			1		3	4	2	2	5	2	4	23
MARLBOROUGH PLACE	1		1	1	1		7	3	3	4	2	23
LANSDOWNE ROAD				1	3		2	1	3	9	3	22
NORTH WALL QUAY	2	3		1	2	3	5	2	1	1	1	21
NORTH CIRCULAR ROAD	1	3	1	2	3	3	1	1	1	2	3	21
GROVE PARK	1	4	6	6	2				1	1		21
IRVINE TERRACE	2			1	4	1		3	4	3	3	21
TURVEY AVENUE		1	6	1	6		2	1			3	20
PEMBROKE ROW					3	5	3	3	1	4	1	20
RICHMOND VILLAS	2		3	1	6	6	2					20
JAMES'S PLACE EAST					2	2			6	5	5	20
RIALTO COTTAGES	7	4	1	1	3	2			2			20
MARKETS CARPARK				1	2	1	2	2	4	7		19
DOMINICK LANE	1			3	1	2	3	4	1	4		19
CABRA PARK	5	2	1	4	1	1	4	1				19
NEW IRELAND ROAD	1	3	3	2	1	3	1		1	2	1	18
RICHMOND STREET SOUTH			2	4	2	4	1	2	2	1		18
WILTON PLACE					6	4		3	1		3	17
OSCAR SQUARE						2	1	2	3	1	6	15
RIALTO STREET	2	2	3	1	1	2	1	1	1			14
PERCY PLACE	1		1	1	2	3	1		2	2	1	14
NORTH GREAT GEORGE'S STREET		1			2	1	1	3	1	4	1	14

The table below denotes the **Top 23 locations for Code Blacks for 2021** to date. The locations highlighted denotes where FPN's were issued.

	2021 Code Black	Count of CB	% of total CB
1	CASTLEFORBES ROAD	43	2.98%
2	MOUNT STREET UPPER	33	2.23%
3	SHERIFF STREET UPPER	32	1.49%
4	CLARENDON STREET	31	1.49%
5	SOUTH CIRCULAR ROAD	30	1.34%
6	LAD LANE	23	1.34%
7	MARLBOROUGH PLACE	23	1.27%
8	LANSDOWNE ROAD	22	1.19%
9	NORTH WALL QUAY	21	1.19%
10	NORTH CIRCULAR ROAD	21	1.19%
11	GROVE PARK	21	1.19%
12	IRVINE TERRACE	21	1.12%
13	TURVEY AVENUE	20	1.04%
14	PEMBROKE ROW	20	1.04%
15	RICHMOND VILLAS	20	0.97%
16	JAMES'S PLACE EAST	20	0.89%
17	RIALTO COTTAGES	20	0.82%
18	MARKETS CARPARK	19	0.82%
19	DOMINICK LANE	19	0.82%
20	CABRA PARK	19	0.74%
21	NEW IRELAND ROAD	18	0.74%
22	RICHMOND STREET SOUTH	18	0.74%
23	WILTON PLACE	17	0.74%

Of the top 23 locations FPN have been issued at 11 of these locations which are known construction sites.

Location	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Total
CASTLEFORBES ROAD		2			1	3		11	14	3	9	43
MOUNT STREET UPPER	1				1	3	4	3	6	8	7	33
SHERIFF STREET UPPER	1	1	2	2	4	3	1	4	9	2	3	32
CLARENDON STREET	1			5	5	2	5	5	2	3	3	31
SOUTH CIRCULAR ROAD	4	4	2	1	3	2	3	4	6		1	30
LAD LANE			1		3	4	2	2	5	2	4	23
MARLBOROUGH PLACE	1		1	1	1		7	3	3	4	2	23
LANSDOWNE ROAD				1	3		2	1	3	9	3	22
NORTH WALL QUAY	2	3		1	2	3	5	2	1	1	1	21
NORTH CIRCULAR ROAD	1	3	1	2	3	3	1	1	1	2	3	21
GROVE PARK	1	4	6	6	2				1	1		21
IRVINE TERRACE	2			1	4	1		3	4	3	3	21
TURVEY AVENUE		1	6	1	6		2	1			3	20
PEMBROKE ROW					3	5	3	3	1	4	1	20
RICHMOND VILLAS	2		3	1	6	6	2					20
JAMES'S PLACE EAST					2	2			6	5	5	20
RIALTO COTTAGES	7	4	1	1	3	2			2			20
MARKETS CARPARK				1	2	1	2	2	4	7		19
DOMINICK LANE	1			3	1	2	3	4	1	4		19
CABRA PARK	5	2	1	4	1	1	4	1				19
NEW IRELAND ROAD	1	3	3	2	1	3	1		1	2	1	18
RICHMOND STREET SOUTH			2	4	2	4	1	2	2	1		18
WILTON PLACE					6	4		3	1		3	17
	30	27	29	37	65	54	48	55	73	61	52	531

3. Fixed Penalty Notices Appeals Analysis

The following table shows the number of appeals received, 6% of FPN's issued resulted in appeals. 0.7% of the fines issued, resulted in the upholding of these appeals and the cancelling of the fine.

First Stage Appeal by Offence	Count
Decline	48
Parking a vehicle on a footway	31
Parking/stopping a vehicle on clearway	8
Parking in a bus lane/during period of operation	5
Parking at Bus Stopping Place	1
Parking in a restricted area/except buses/coaches	1
Obstructing Traffic/ Other Parked Vehicles	1
Parking in a cycle-track/ Mandatory	1
Upheld	6
Parking a vehicle on a footway	3
No payment received for use of this parking bay	2
Parking in a restricted area/except buses/coaches	1
Grand Total	54

The following table shows the number of second stage appeals received and the outcomes. 6.2% of Rejected Appeals for Fixed Penalty Notices were received as a second stage appeals. The second stage appeals were reviewed and assessed by Dublin City Council resulting the rejection of all the second stage appeals.

Second Stage Appeal by Offence	Count
Decline	3
Parking a vehicle on a footway	2
Parking in a bus lane/during period of operation	1
Grand Total	3

The table below reflects the Location of the First Stage Appeals.

First Stage Appeal By Location	Count
Decline	48
GRIFFITH AVENUE	11
The Hole in the Wall Road	3
RICHMOND AVENUE	2
MALPAS STREET	2
CIRCULAR ROAD SOUTH	2
CLARENDON STREET	2
KINCORA ROAD	2
CHELMSFORD ROAD	1
Williams Street South	1
SYCAMORE STREET	1
DAME STREET	1
OSCAR SQUARE	1
DAWSON STREET	1
RICHMOND ROAD	1
DRIMNAGH ROAD	1
TOWNSEND STREET	1
GLENMALURE PARK	1
NEW IRELAND ROAD	1
Blarney Park	1
RANELAGH ROAD	1
HOWTH ROAD	1
RICHMOND ESTATE	1
KIMMAGE GROVE	1
SHERIFF STREET UPPER	1
BAGGOTRATH PLACE	1
BENBURB STREET	1
LEESON STREET LOWER	1
WALKINSTOWN AVENUE	1
MALAHIDE ROAD	1
BERESFORD LANE	1
BOYNE STREET	1
Upheld	6
LANSDOWNE ROAD	1
SHERIFF STREET UPPER	1
LIBERTY LANE	1
GRIFFITH AVENUE	1
DAWSON STREET	1
LAD LANE	1
Grand Total	54

4. Fixed Penalty Notice Payment Analysis

The table below shows the number of FPNs issued including the number of tickets paid. The current payment rate is at 81%.

Violation name	Issued tickets	Paid tickets	Unpaid tickets
Parking a vehicle on a footway	506	407	99
Parking/stopping a vehicle on clearway	244	216	28
Parking in a bus lane/during period of operation	97	86	11
Unauthorised Parking in a Loading Bay/Private Vehicle	68	59	9
No payment received for use of this parking bay	60	34	26
Parking on a double yellow line	57	45	12
Parking in a ""No Parking Area"" no parking sign	14	11	3
Parking in a restricted area/except buses/coaches	13	9	4
Parking at Bus Stopping Place	9	0	9
Obstructing Traffic/ Other Parked Vehicles	9	7	2
Parking within 5 meters of a Road Junction	9	9	0
Parking on a single yellow line	8	7	1
Parking in a cycletrack/ Mandatory	7	7	0
Parking without a valid parking ticket / expired 10 min	7	3	4
Parking a vehicle on a pedestrianised street	7	7	0
Parking in a disabled bay without displaying a valid permit	5	4	1
Parking opposite a continuous white line	5	2	3
Maximum Allowed Stay in Loading Bay Exceeded	2	0	2
Parking a vehicle on a grass margin	1	1	0
Parking in designated Taxi Area/Bus Stop	1	0	1
Total Violations	1129	915	214

To date at the current fine levels, the service has taken in on average €37,000 against a cost of approximately €35,000;

Currently the process for payments is as follows:

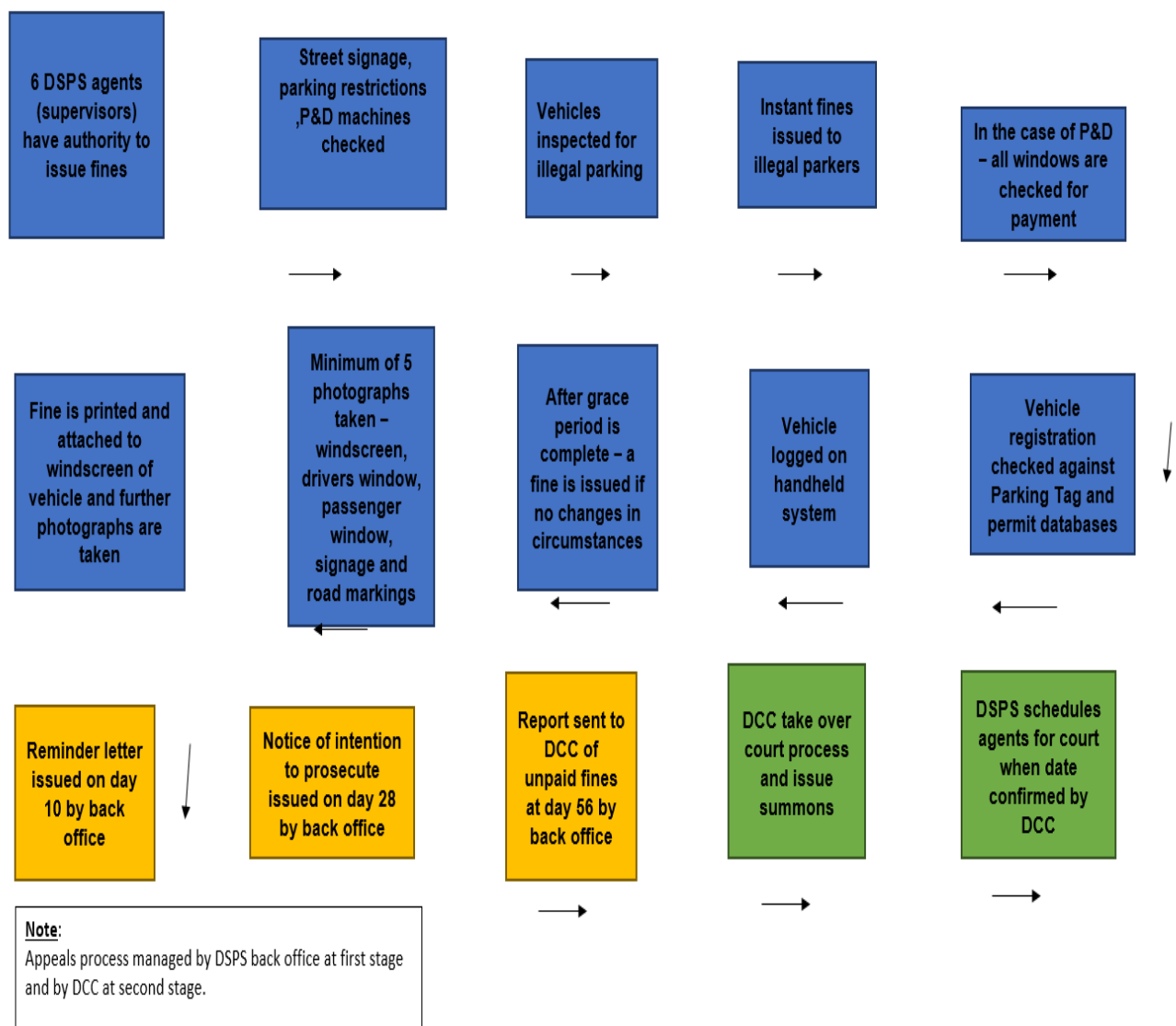
- €40 fine applied when the initial fine is issued, this has been increased to €80 as of 1st Feb 2022
- At midnight on day 28 the fine increases by 50% to €60, as of 1st Feb this is now €120
- At summons stage €37 administration fee is added to the €60 to cover costs.
- Court/ summons stage applies after day 56.

There are three different methods of payment, vehicle owners can pay online (by credit or debit card) on www.dsps.ie, by telephone by dialling our call centre on 01-6022500 or by posting a cheque to our PO Box (PO Box 9965, Dublin 2).

Issuing of Court summons for unpaid fines is due in December. This process is being managed by DCC Legal Department. A total of 52 fines have been sent to DCC legal department to be processed.

Appendix 1 provides a flow chart of the FPN Process;

FPN Pilot Flowchart



5. Observations

Benefits observed to date:

1. The introduction of the FPN has helped address problematic areas where a high level of code blacks is currently being experienced in such areas as construction sites where these vehicle owners have the equipment to easily remove clamps.
2. The use of the FPN pilot has been beneficial addressing vehicles causing obstruction, to pedestrians and transportation flows. If a vehicle is clamped in a clearway or on a footpath, then the offending motorist is subjected to enforcement, but the vehicle remains in situ until the motorist returns, pays for the de-clamp, and DSPS returns to remove the clamp, or until a tow truck becomes available. With the vehicle in situ it is still causing obstruction issues for pedestrians, cyclists, traffic.
3. The FPN scheme is useful in high traffic areas outside shops and businesses whereby the shop owners or customers can quickly return to their vehicle before traditional enforcement can be completed, the speed in which the FPN can be completed allows for a form of enforcement, which encourages sensible parking.
4. The scheme has proved helpful addressing delivery drivers within the city area, traditionally it has proved difficult enforcing such vehicles as the driver is never far from the vehicle and often returns to the vehicle before any enforcement action can be completed, the speed at which a FPN can be completed and issued helps address this concern.
5. The scheme has assisted with Coach Parking, offending coaches are very difficult to clamp, the main issue is the driver very often remains in the vehicle which on the grounds of crew safety prevents enforcement. FPN's can be issued to the vehicles when occupied without risk to our team.
6. The scheme allows for the enforcement of loading bays while preventing the bay been blocked for long periods with traditionally enforced vehicles.

Shortcomings observed to date: *Provided by DSPS*

1. The scheme restrictions to only enforce commercial vehicles in P&D around construction sites limits the crews in trying to address such areas. DSPS would welcome a relaxing of the restrictions and allow crews enforce privately owned vehicles in P&D bays surrounding such areas in agreed circumstances.
2. Due to the limited scope of the scheme, DSPS report they are unable to maximise the effectiveness in areas of large noncompliance and areas of contention, which often require Gardai attendance when traditional enforcement is applied. The FPN would be more efficient in these cases and can be issued with less confrontation and interaction with the drivers.
3. During the pilot period there was limited resources who predominately focused on footpath and clearway offences in a Covid 19 environment.

6. Recommendations

Based on the successfulness of the first 6/7 months of the Pilot DCC are making a number of recommendations for consideration;

1. At this stage in the pilot we will be significantly increasing the number of fines which are being issued between February and June 2022. This recommendation may cause some slight disruption to service delivery if fines issued remain unpaid and the staff member from DSPS has a requirement to attend a court hearing.
2. That Dublin City Council engage in discussions with DSPS to develop a scope to extend the existing pilot beyond June 2022. With the increase in the fine amount to €80 per fine adding additional resources to this element of the enforcement service could in effect be cost neutral.
3. It is our intention to add in additional service requirements to the DSPS contract to provide more mobile patrol methods i.e. Foot/Bike patrols in the city centre both north and south, in order to issue fixed penalty notices rather than just the vehicle based enforcement used up to now. . This will allow a more targeted and continuous enforcement presence in these areas.