

## Proposed changes to Parking Enforcement Policy – Residential Pay & Display Ballots

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Parking Enforcement Officer

Supplementary Memo to Transportation SPC February 2022 meeting.

### Introduction

A proposal to increase the transparency and participation rates with regard to the conducting of ballots on Residential Parking Schemes was put forward at the November 2021 SPC meeting and when it went forward to the City Council meeting Group leaders asked that it be withdrawn and sent back for clarification to the SPC. This is a supplementary memo on those proposals to address any queries that members have and to provide additional clarity.

Below I have outlined the current process and the proposed changes to same. These proposed changes are to take effect from April 2022.

### Current Process for Permit Parking Scheme introduction

1. Residents must submit a petition where 25% of the houses on a particular road or street are in favour of being considered to have a scheme proposed.
2. Once the petition is validated, the Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations, road traffic legislation and DMURS.
3. On completion of the design, Parking Enforcement will issue ballot papers and letters to every resident on the street who is on the electoral register and request they return the ballots within 6 weeks.
4. Once the ballot has closed, the votes are verified and counted and the majority will decide the outcome. It should be noted that each household is deemed to contribute a maximum of two votes to the scheme and the ballots for each house are pro-rated to ensure all households have equal say in the decision.
5. If the vote is a majority yes, the scheme moves into the installation phase, and residents will be contacted to advise on how they can apply for permits.

### Proposed changes

1. At the outset the residents must submit a petition where 35% of the houses on a particular road or street are in favour of being considered to have a scheme proposed, or would like changes made to operational times of an existing scheme. *The reasoning for this change is that a good proportion of schemes are returning a “NO” majority, and the request for a scheme ceases here, i.e. An Engineer will not consider the Road or Street for a scheme.*
2. Once the petition is validated, the Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations, road traffic legislation and DMURS.
3. On completion of the design, Parking Enforcement will commence the ballot. In **addition** to those residents on the electoral register Dublin City Council is proposing to write to all houses on the particular street affording them the opportunity to participate if they return a ballot paper with a valid proof of address.

*At present when a scheme is proposed for an area which will affect all residents, not all households actually are given a chance to make their views heard, namely those who are not on the electoral register and so at present will have no vote on the scheme.*

*This has led to a number of situations where there has been significant negative feedback from residents because of this issues, in some locations it is also leading to major delays on installing scheme infrastructure and commencing of some schemes.*

*The proposed change will allow us to rectify this matter and as before each household is deemed to contribute a maximum of two votes to the scheme and the ballots for each house are pro-rated to ensure all households have equal say in the decision.*

4. Once the ballot has closed, the votes are verified and counted and the majority based on the vote will decide the outcome.
5. If the vote is a majority yes, the scheme moves into the installation phase, and residents will be contacted to advise on how they can apply for permits.

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Dermot Stevenson – Parking Enforcement Officer

Dated                      day of                      2022