

**Report to the Chairperson and the Members of the
Transportation
Strategic Policy Committee**

*Report on the Public Consultation for the Draft Dublin
City Council Parking Control Bye-Laws 2019*

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Introduction:

At the January 2019 meeting of the Environment and Transportation Strategic Policy Committee it was agreed that a public consultation process would be initiated in relation to the proposed amendments to the Dublin City Council Parking Control Bye-Laws 2014. The proposed amendments include:

- Increase of Fees for Pay and Display Parking
- Introduction of a charge for Coach Parking in the City
- Reduction in the quota available for converted houses
- Display of Residents Parking Permits and Visitor Permits
- Drawing of Tariff Zones

Section 36 (3) of the Road Traffic Act 1994 provides that before making bye-laws under this section (other than Bye-Laws relating to the fees to be paid in respect of the parking of vehicles), a road authority shall:

- (a) Consult with the Commissioner;
- (b) Publish a notice in one or more newspapers circulating in the area to which the bye-laws relate –
 - (i) Indicating that it is proposed to make bye-laws under this section,
 - (ii) Indicating the times at which, the period (being not less than a month) during which and the place (being a place within their functional area) where a copy of the draft bye-laws may be inspected,
 - (iii) Stating that representations may be made in writing to the road authority in relation to the draft bye-laws before a specified date (which shall be not less than 2 weeks after the end of the period for inspection), and
 - (iv) Stating that a copy of the draft bye-laws may be purchased on payment of a fee not exceeding the reasonable cost of making such copies; and
- (c) before deciding whether to make the bye-laws and determining their content, consider any observations made to them by the Commissioner or any representations made to them pursuant to paragraph (b) (iii)

Submissions:

Notice of the Public Consultation appeared in The Irish Independent on Monday 11th February 2019. The Public Consultation commenced on Monday 11th February and concluded on Friday 22nd March. The public were invited to make their submissions either by post or online. A total of 177 submissions were received (109 online and 68 postal).

The purpose of this report is:

- To report on the written submissions/observations received following the public consultation phase for the Draft Dublin City Parking Control Bye-Laws 2019.
- To set out the Parking Enforcement Officers responses to the issues raised in the submissions and comments
- To make recommendations on amendments/review of the Draft Dublin City Parking Control Bye-Laws 2019.

Proposed Amendments:

- *Fees for Pay and Display Parking*

As the current charging structure hasn't been reviewed since October 2008 it is proposed to increase the charges in the Yellow Zone (Mon-Sat) to €3.20 /hour and in the Red Zone to €2.70/hour. This is an increase of 10% on average. To encourage motorists to use the Parking Tag App, it is proposed to only increase the Yellow Zone Charge to €3.10 and the Red Zone Charge to €2.60 for Parking Tag users. All other charges will remain unchanged.

It is an objective of the Dublin City Development Plan (MTO27) to renew restrictions on the use and cost of on street parking and change them as necessary, in order to discourage commuter parking and to facilitate short term parking for shopping, business and leisure purposes at appropriate locations.

20 comments were submitted through the Public Consultation process in relation to the increase in fees for Pay and Display Parking. 13 comments were in favour and 3 objected to fees being increased. 8 of the 13 comments that were in favour of the increase in parking fees also stated that they believed the parking fees should be significantly higher. The other 4 comments received did not state if charges should be increased or not but stated:

- that parking fee should be linked to size of engine and CO2 emissions,
- parking should be eradicated in conservational areas
- The privilege of on-street parking should be removed and park and rides should be free
- A lower rate of parking charges should be offered to Electric Vehicles.
- Remove cheaper parking on Sundays

There was a general feeling that use of public transport should be encouraged to reduce congestion in the city.

Dublin City Council may in the future look at alternate charging for higher emission vehicles and Electric Vehicles. Dublin City Council is committed to encouraging the model shift to sustainable transport options for commuters and the use of public transport would fall under this policy. The reduced fee for parking on a Sunday reflects that the demand for parking is less on a Sunday and provides people who wish to visit the city for retail or tourist reasons, an affordable option to park. There are no plans to increase this fee at this stage.

- *Introduction of Coach fee for parking*

MTO28 of the Dublin City Development Plan states that one of the objectives is “to develop lorry parks, bus parks and taxi holding areas in selected areas where deemed necessary and in cooperation with private enterprise so as to eliminate the hazards of unsuitable lorry, bus and taxi parking in residential and other areas.

97 comments were received in relation to the introduction of coach fees for parking

2 comments received were in favour of the introduction of the Coach fee for parking and remarked about the issue of coaches blocking footpaths and coaches parking in areas on match days and that more official coach parking is required.

95 comments were opposed to coach fee of €9 per hour being introduced.

- 60 of these submissions were made by Coach Operators. It is noteworthy that 12 of these 60 submissions came from various companies making multiple submissions.
- 27 of the submissions were from coach drivers.
- The remainder of the submissions were made up of Business Groups (eg: Restaurant Association of Ireland, Irish Tourism Groups, Irish Hotels Federation)

The main issues raised included:

- New hotel builds have no parking or limited set down facilities
- Over past number of years there has been a reduction of Coach parking facilities in the core central city area and their replacement with Coach Bays in areas where there is a history of anti-social behaviour.
- These charges would have a major cost implication for their business with a strong possibility of loss of employment.
- Coach parking area in the Docklands is not suitable
- Unfair competitive advantage will be given to Bus Eireann and Dublin Bus who have city centre parking facilities free of charge and funded by the State.
- Carbon Footprint issue – should DCC not be encouraging public transport
- Coach parking along the Quays is flawed – location of this is not fit for purpose. Current Planning Restrictions only make them usable from the hours of 7am to 7pm 5 days per week. No alternative Coach parking is currently available outside of these hours. The booking system is inflexible and does not cater for the specific needs of the industry.

In response to the number of submissions made in opposition to the proposed introduction of a charge for Coach Parking Dublin City Council, will, at this stage, temporarily pause the introduction of this proposal. Dublin City Council will use this summer tourist season in undertaking surveys to gauge the level of compliance by Coach Operators when parking in the city centre, and, may after that reconsider the introduction of instruments such as fees in an effort to increase compliance.

Permit Quota for converted houses

It is proposed to lower the quota for dwellings not formally in multiple units to 1 permit per premises

8 comments were received in relation to this amendment. Of these comments, 3 were in favour of the reduction in the quota. The other 5 comments received objected to the quota being lowered for the following reasons:

- Objection to reduction of permits in cases where there is no option of off street parking.
- Discriminates against people in apartments as people in houses get more permits. Should be max of 1 permit for combustion engine.
- Additional permits should be available for Electric Vehicles.
- Should be exception made for self-employed people (more permits should be available to them)
- Unfair that single house unit with off-street parking are entitled to a permit. Increase the charge for people with off-street parking to €400 –€750.

It should be noted that this change will only apply to dwellings that have not formally been in multiple units and will not affect current dwellings or quotas for same. Dublin City Council have no proposal to increase the fee for the residential permits at this stage.

- *Display of Residents Parking Permits and visitor permits*

It is proposed to include for, when the technology allows, a virtual parking permit system for Residential and Visitor Permits.

Four comments were received in relation to the virtual parking permit system and all were in favour of the proposal.

- Smart Dublin Regional Office sent in a submission outlining their ideas on this – “Last Mile Delivery” is a pilot project where a number of virtual parking solutions have emerged. (Please read document on this)
- Another comment stated that there is no need to display virtual permits (Article 20) as a vehicle can be easily identified by its unique vehicle registration plate. Virtual permit systems are in use in the UK and throughout Europe.

Dublin City Council in response to the Smart Dublin submission will look at the feasibility of bringing amendments to this SPC where the amendments will allow for the running of Pilot “Virtual Parking” schemes to control and monitor parking in the city centre.

- *Drawing of Tariff Zones*

It is proposed to widen certain boundaries of the Green, Red, and Yellow Zone to reflect the change in demand in these areas. The new proposed zone boundaries Drawing No. RT 5224-001 is attached.

Through the Public Consultation 12 comments were received in relation to the widening of Tariff Zones.

- 5 comments agreed with the widening of zones and felt that it may discourage people from driving into the city and that the zones should be widened further.
- 6 comments objected to North Strand/James Street areas being in the “medium zone” – it seems that some of the residents in these areas were misinformed in thinking that Residential Permit Parking schemes were being introduced without their consent.
- Lord Mayor, Nial Ring commented that residents on Leinster Avenue, North Strand are concerned about being in a medium demand zone and stated that a ballot must be held before P&D is introduced.

There is no change in the current boundary that will affect the residents of the North Stand area. Any introduction of a Pay & Display Scheme will have to first have support from the residents of that area and also be passed via a ballot.

- ***Submission from An Garda Siochana***

An Garda Siochana made a written submission noting that the fees for parking would be increased, that Dublin City Council had made provisions for a virtual parking indicator, and provisions have been made for Electric Vehicles. They also noted that the signage indicated to be used for coach parking wasn't statutory signage.

Based on that Dublin City Council have amended that section to include for Statutory Signage to be used. In response to the query on parking Motorcycles legally, Dublin City Council doesn't find any reason why Motor cycles cannot be parked at Sheffield Stands. Given the increase in the amount of Sheffield stands provided throughout the city and the noticeable reduction of motorcycles coming into the city there should be adequate capacity to facilitate both pedal cycle and motorcycle parking.

- ***Submission from Retail Excellence***

Retail Excellence made a written submission opposing the proposed increase in parking fees and the proposed introduction of the charge for Coach Parking.

In response to the submission made by Retail Excellence, Dublin City Council acknowledges their concerns. The parking fees haven't been increased since 2008 not 2014 as they state. The increase is on average about 10% and is only proposed in the Yellow and Red Zones. Sunday Parking in the core city centre area is to remain unchanged as is the fees in suburban villages. Customers who park using the Parking Tag app will only be charged a 5% on average increase in the parking fee, Parking Tag accounts for over 50% of parking transactions each week. The revenue raised from this increase will be reinvested in the city through projects brought forward by the Transportation Division. With regard to the points made about the proposed introduction of a charge for Coach Parking, as previously stated in this report Dublin City Council will temporarily pause the introduction of this charge and undertake some surveys through the summer tourist season this year to gauge the level of the compliance of coach parking in the city. Based on the findings, this may be revisited.

I recommend that the proposed Bye-Laws be submitted to the City Council for adoption. The adoption of the Bye-Laws is a reserved function.

