

Report

Draft Bye-Laws affecting the Toll Road over the River Liffey known as the East Link.

Background

An application for a Toll scheme across the River Liffey, now known as the East Link was made by Dublin Corporation on the 6th of October 1980 and following due process the Minister for the Environment approved this scheme on the 6th of October. A set of Bye Laws governing the operation of the Toll Road were made on the 4th of November 1985.

The Toll scheme and its future was considered by the full city council on the 3rd of March 2014 and the elected members voted to maintain the toll scheme as currently constituted. (The ending of a toll scheme is a reserved function).

It is now proposed to update the bye Laws and to change the toll rates in line with that agreed by the elected members at the statutory budget meeting on the 25th of November 2019.

The main changes in the Bye Laws are :-

1. The use of the consumer price index rather than the Wholesale price index for the calculation of any future increases.
2. A new class of vehicle which will have five axle or greater has been created.
3. The Five axle vehicle will pay a Nil toll during the hours of operation of the HGV Cordon in the city centre provided the vehicle has not been in breach of the HGV cordon.
4. The Ringsend Toll Bridge DAC a wholly owned company of DCC is the Toll operator on DCC's behalf.

The proposed changes in toll rates are as set out below. :-

Existing	Proposed from May 1 st 2020
Private Motor Cars.....€1.40	1.90
Buses & Coaches.....€2.10	2.90
Vans.....€2.10	2.90
2 axle HGV.....€2.85	3.90
3 Axle HGV.....€3.50	4.80
4 Axle HGV.....€4.25	5.80
5+ Axle HGV -----€4.25	5.80

Pedestrians, cyclists, motor bikes , emergency vehicles, Specially adapted vehicles driven by disabled persons and marked vehicles used by the Gardai, defence forces and Dublin City Council are all exempt from tolls. In addition 5+ axle HGVs during the hours of operation of the HGV cordon are also exempt from tolls.

Under the Roads Act 1993 (as amended) a period of public consultation has to be initiated and consultation also to take place with the Garda Commissioner and the National Transport Authority.

Please note ministerial approval of the bye laws is no longer required.

The making of Bye Laws for a Toll scheme is a reserved function.

We would ask that the members agree that the draft Bye Laws go to the February Meeting of the City Council so that a period of public consultation can begin.

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