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

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Parking Enforcement Officer

Memo to Traffic & Transport SPC November 2021 meeting.

Introduction

One of the functions of the Parking Enforcement is to oversee the administration of the residential Permit Parking Schemes. Our current processes for carrying out this function has been reviewed with respect to how residents can apply for a scheme, apply for changes to a scheme, and how Dublin City Council conducts the ballots for such schemes.

Below I have outlined the current process and the proposed changes to same. These proposed changes are to take effect from December 1st 2021.

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, it is referred to Parking Policy who confirm that the scheme should proceed in principle. This stage is a check on matters of policy as to where schemes can be implemented and if the proposal is in line with policy. If approved in principle, the scheme is then referred to the engineer for design.
3. The Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations.
4. On completion of the design, Parking Enforcement will issue ballot papers and letters to everyone on the electoral register and request they return the ballots within 6 weeks.
5. Once the ballot has closed, the votes are verified and counted and the majority will decide the outcome.
6. 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. 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, this results in valuable time and resources are being used on schemes which don't succeed and this in turn means delays to other schemes being implemented. .
2. Once the petition is validated, and approved in principle by Parking Enforcement, the Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations.
3. On completion of the design, Parking Enforcement will issue ballot papers and letters to everyone on the electoral register, for those not on the electoral register it is proposed to issue these houses with ballot papers, which they can return alongside proof of address, and request they return the ballots within 6 weeks.

The reasoning for this change is because people may choose not to engage with the electoral register and DCC want to ensure all residents of a proposed scheme are offered a vote.

4. Once the ballot has closed, the votes are verified and counted in the normal manner to determine a result.
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