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25 June 2014 23:13  
manager@dublincity.ie  
North Quays cycle lane proposal

Dear Mr Keegan,

I saw many reports during recent days in relation to the proposal to convert all/most of the North City Quays to a two-way cycle lane.

As a fair weather cyclist (often along both North and South quays) and regular car user I think the idea is one of the worst I have ever heard; on a par with the incomprehensible junction signs which still litter our streets and which I have yet to hear of anyone (even tourists) using.

I am writing to ask if this is seriously being considered by the Council and if you would be kind enough to share whatever Impact Assessment has been carried out in relation to the proposal. The idea could only make life more difficult for city traders and will hasten the decline of the vibrant city centre I know and love.

Regards,



TERENCE FLANAGAN TD  
D

Dáil Éireann, Leinster House,  
Kildare Street, Dublin 2

Tel: 01 453 5674

Fax: 01 453 5671

Email: [Terence.Flanagan@td.ie](mailto:Terence.Flanagan@td.ie)

Mr Owen Keegan  
City Manager  
Dublin City Council  
Civic Offices  
Wood Quay  
Dublin 8



Our Ref: EMC/MS/23/07/14

23 July 2014

Re: Cycle Lane

Dear Owen,

I wish to make representations on behalf of  
regarding a cycle lane.

My Constituent is concerned that the city quays may have a cycle lane and bus lane introduced, leaving only one lane for motorists. believes that as many elderly people do not cycle, they need to drive and the introduction of these lanes will slow traffic down.

I would be grateful if you could address concerns.

Yours sincerely,

  
Terence Flanagan T.D.

Keeps His Promises



# Cllr. TOM BRABAZON

 **FIANNA FÁIL**  
THE REPUBLICAN PARTY

BEAUMONT DONAGHMEDE

Mr. Owen Keegan,  
Dublin City Manager,  
Civic Offices,  
Wood Quay,  
Dublin 8.

13<sup>th</sup> July 2014.

Dear Mr. Keegan,

I wish to make representations on behalf of Liam Lonergan, Managing Director, Club Travel, 30 Lower Abbey Street, Dublin 1 who is totally opposed to the proposal to replace one of the traffic lanes on the North Quays with a cycle lane.

I enclose herewith a copy of his recent letter to me, which outlines his fears and concerns and also he outlines alternative suggestions for the provision of the cycle lanes. He asks that you take these into consideration rather than closing off one of the traffic lanes on the North Quays, which would certainly add to the tailbacks here.

Please advise regarding the above.

Many thanks for your assistance and I look forward to hearing from you.

Best wishes,

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**Councillor Tom Brabazon**  
Dublin City Council – Beaumont Donaghmede Ward



*STANDING UP FOR OUR COMMUNITY*

Contact Tom

☎ 086 8092944

@ tom.brabazon@dublincity.ie  
75 Grattan Lodge, Dublin 13.

📘 Tom Brabazon

📧 Message Minder 8673940

Corporate Accounts 500-5556  
Consol Accounts 500-5571  
Corporate Sales 500 5511  
Consol Sales 500 5566  
Accounts Dept 500-5565



Tel (353) (1) 500-5555  
Fax (353) (1) 500-5538  
E mail accounts@clubtravel.ie  
Website www.clubtravel.ie  
30 Lr Abbey St, Dublin 1

Councillor Tom Brabazon  
75 Grattan Lodge  
Dublin 13

10<sup>th</sup> July 14

**RE: PROPOSAL TO REPLACE TRAFFICE LANE WITH CYCLE  
LANE ON NORTH QUAY**

Dear Councillor

I am a City Centre business employing 140 staff & I feel strongly that the proposal is a bad idea for City Centre.

While I think cycle lanes are a good idea this solution to reduce cars to 1 lane makes the North Quay virtually unusable for commuters.

Many commuters come from much further out than is feasible by bike.

Many commuters want to shop in the City & without a car this is not feasible.

Surely a combination of the following would achieve the same objective & still allow reasonable access to City Centre.

- (1) Put bike lane on Boardwalk, this is also much safer.
- (2) Or put a single bike lane on existing footpath (by the river) which is rarely used by pedestrians on each of the North & South Quays.
- (3) Combination of 1 & 2

The City Centre needs shoppers – shoppers have already moved significantly to Shopping Centres.

This proposal will be a death knell.

I trust you see the merit of the alternatives & will oppose the elimination of a traffic lane.

Yours sincerely



LIAM LONERGAN



2nd Floor,  
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Dublin 3,  
Ireland.

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Mr Owen Keegan  
City Manager  
Dublin City Council  
Block 2 Floor 4  
Civic Buildings  
Wood Quay  
Dublin 8.



25<sup>th</sup> June 2014

**RE: Proposed North Quays Cycle way**

Dear Mr Keegan,

We were very concerned at the news that Dublin City Council are considering taking out a lane of car traffic on the North City Quays and replacing it with a cycle lane. There is little doubt that such a measure will result in traffic congestion and a considerable reduction in the numbers of customers coming by car to shop in the city centre. These customers will not switch to public transport or indeed bikes. They will instead chose to shop elsewhere such as in the M50 shopping centres and city retailers and car parks will lose business.

The car customer is vital to the commercial vitality of retailers in the city centre. There are studies which you may be aware of that show the car customer spend is considerably more than customers coming by other transport alternatives. The car is used for particular high value shopping trips when the product being purchased is in itself high value such as an expensive dress. It is used for transporting awkward purchases such as homewares. It is also used when the family group is diverse and large and engaged on multiple purchasing such as around Easter or Christmas time.

The outlook for retailers in the city is extremely challenging. You have met with groups of retailers since you took up office. You are aware of the issues in the city that all affect trade such as anti-social behaviour, LUAS BXD works, etc. In addition retailers in the city have lost trade through the general decline in consumer spending and an increasing move toward on-line shopping. The delicate balance of keeping retail businesses afloat in the city is such that changes such as that proposed in relation to the cycle lane can be the tipping point.

What is required is a balanced approach to transportation where cars are respected as an important part of the transport mix alongside public transport and bikes. If this is achieved, jobs can be protected and the commercial heart of the city sustained.

Yours sincerely,

Mark Feeney  
General Manager Car Park Operations.

cc. Mr Christy Burke (Lord Mayor of Dublin)

Mr Owen Keegan  
City Manager  
Dublin City Council  
~~XXXXXXXXXX~~  
Civic Buildings  
Wood Quay  
Dublin 8.

23<sup>rd</sup> June 2014

**RE: Proposed North Quays Cycle Way**

Dear Mr Keegan,


The Irish Parking Association (IPA), being the representative body for all interested stakeholders in the parking sector in Ireland, is very concerned at the news that Dublin City Council are considering taking out a lane of car traffic on the North City Quays and replacing it with a cycle lane. There is little doubt that such a measure will result in traffic congestion and a considerable reduction in the numbers of customers coming by car to shop in the city centre. These customers will not switch to public transport or indeed bikes but will instead choose to shop elsewhere such as in the M50 shopping centres and city retailers and car parks will consequently suffer a serious loss of business.

The car customer is vital to the commercial vitality of retailers in the city centre. There are studies which you may be aware of that show the car customer spend is considerably higher than that of customers coming by other transport modes. The car is used for particular high value shopping trips when the product being purchased is in itself of a high value such as an expensive dress and it is used for transporting awkward purchases such as homewares. It is also used when the family group is diverse and large and engaged in multiple purchases, such as around Easter or Christmas time.

The outlook for retailers in the city is extremely challenging. You have met with groups of retailers since you took up office and are therefore aware of the issues in the city that all affect trade such as anti-social behaviour, LUAS BXD works, etc. In addition, retailers in the city have lost trade through the general decline in consumer spending and an increasing move towards on-line shopping. The delicate balance of keeping retail businesses afloat in the city is such that changes such as that proposed in relation to the cycle lane can be the tipping point.

What is required is a balanced approach to transportation where cars are respected as an important part of the transport mix alongside public transport and bikes. If this is achieved, jobs can be protected and the commercial heart of the city sustained.

Yours sincerely,

  
\_\_\_\_\_  
Keith Gavin  
Chairman

cc. Mr Christy Burke (Lord Mayor of Dublin)





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DUBLIN: 38|39 Fitzwilliam Square West, Dublin 2, Ireland  
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E-Mail: info@retailexcellence.ie  
Web: retailexcellence.ie

Mr Owen Keegan  
City Manager  
Dublin City Council  
Block 2 Floor 4  
Civic Buildings  
Wood Quay  
Dublin 8

20<sup>th</sup> June 2014

REF: Cycle Lane North Quay

Dear Mr. Keegan,

I am writing to you to express our concern and that of our 1,150 retail company members regarding your plans to replace a car lane with a cycle lane on the North City Quay. Such a move will significantly hamper car access to the Henry Street, O'Connell Street area of the City. As you are aware there has been a significant migration of shoppers away from Dublin City Centre over the past decade and such a measure will lead to a significant cohort of customers choosing to shop along the M50.

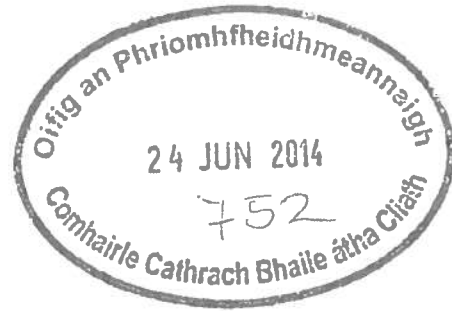
Many retailers in the North City area sell bulky goods which necessitate car journeys into the heart of the City Centre.

The closure of a traffic lane along the North Quay will do untold damage to the economic and commercial heart of Dublin City.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Fitzsimons', with a long horizontal line extending to the right.

David Fitzsimons  
Chief Executive







Mr Owen Keegan  
City Manager  
Dublin City Council  
Block 2 Floor 4  
Civic Buildings  
Wood Quay  
Dublin 8

Ilac Centre  
Management Offices  
Henry Street  
Dublin 1  
Ph 0035318782775  
M: 00353 877974456

17<sup>th</sup> June 2014

Re: Cycle Lane North City Quays

Dear Mr Keegan,

We were very concerned at the news that Dublin City Council are considering taking out a lane of car traffic on the North City Quays and replacing it with a cycle lane. There is little doubt that such a measure will result in a considerable reduction in the numbers of customers coming by car to shop in the city centre. These customers will not switch to public transport or indeed bikes. They will instead chose to shop elsewhere such as in the M50 shopping centres and city retailers will lose business.

The car customer is vital to the commercial vitality of both the Ilac Centre and its 86 retailer and indeed all retailers in the city centre. There are studies which you may be aware of that show the car customer spend is considerably more than customers coming by other transport methods. The car is used for particular high value shopping trips when the product being purchased is in itself high value such as an expensive dress. It is used for transporting awkward purchases such as homewares. It is also used when the family group is diverse and large and engaged on multiple purchasing such as around Easter or Christmas time. There are many such examples all of which are vital components of the typology of shopping required to sustain city centre shopping.

The outlook for retailers in the city is extremely challenging. You have met with groups of retailers since you took up office. You are aware of the issues in the city that all effect trade concerning anti-social behaviour etc. In addition retailers in the city have lost trade to the internet and through the general decline in consumer spending. The delicate balance of keeping retail businesses afloat in the city is such that changes such as that proposed in relation to the cycle lane can be the tipping point.

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What is required is a balanced approach to transportation where cars are respected as an important part of the transport mix alongside public transport and bikes. If this is achieved, jobs can be protected and the commercial heart of the city sustained.

Many thanks.

Kind regards,

A handwritten signature in black ink, appearing to read 'Andrew Diggins', with a long, sweeping horizontal stroke extending to the right.

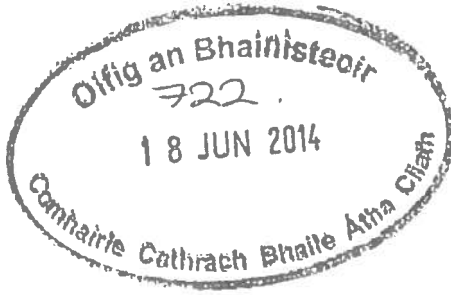
Andrew Diggins

Ilac Centre Director

c.c Richard Guiney, BID Board

# BROWN THOMAS

Mr Owen Keegan,  
City Manager,  
Dublin City Council,  
South East Area Office  
Block 2, Floor 4  
Civic Buildings  
Wood Quay  
Dublin 8.



17<sup>th</sup> June 2014

Dear Mr Keegan,

I was disappointed to read the article on the front page of today's Irish Times about plans to restrict traffic on the North Quays. I am horrified that you consider "restricting road space available to cars is essential", and it is "not something you have to apologise for".

Have you or your colleagues considered the effect this will have on business in the city centre? City centre retailers pay a huge sum in rates, and we seem to be the last concern the council has.

We see a clear trend in the Brown Thomas business where our two Grafton St stores are the weakest performers in our group. Our stores in Dundrum and Blanchardstown are our highest performers. To my mind shopping centres offer what the city centre doesn't: a clean safe environment, easy access, easy parking. Our customers are voting with their feet.

We know from our research that customers travelling by car spend more than those who don't. I am all in favour of sustainable transport policies, but I am also in favour of choice. As a major ratepayer, I want to council to facilitate easy access by car, tram, bus, and bicycle or on foot.

We all know that retail has borne the brunt of the downturn. We also know it is still the largest employer in Ireland. I am sure you know that for all retailers, profits (if any) are made on the last few percent of sales. Actions to restrict access to the city will hurt sales, profits and the sustainability of retail business. I really think the Council needs to consider if it wants retail in its city centre. These policies are a sure way to drive retailers away.

I am happy to discuss this with you,

Yours sincerely,

A handwritten signature in dark ink, appearing to be 'S Sealey', written over a horizontal line.

Stephen Sealey,  
Managing Director.

cc Richard Guiney, BID Board.

DUBLIN  
88, 95 Grafton Street  
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BROWNTHOMAS.COM



Councillor Tom Brabazon  
75 Grattan Lodge  
Dublin 13

24 July 2014

Dear Councillor,

I refer to your letter of 13 July 2014, with which you enclosed a letter you received from Mr Liam Lonergan of Club Travel Lt. 30 Lr. Abbey Street in relation to the City Council's plans to develop a two way segregated cycle lane on the North Quays, which will require some restriction on general traffic.

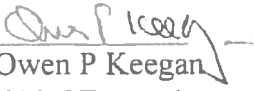
I can assure you that the City Council is very conscious of the importance of maintaining car access to the city centre in general and to the Abbey St/Henry Street/O'Connell Street area in particular, especially outside the peak commuting periods, in order to support retail activity. We also acknowledge that there are certain trips to the city centre for which the car is not only the preferred but also the only viable transport mode.

At the same time however, the construction of the Luas Cross City link will reduce available road capacity in the busy city centre area. If traffic is to continue to flow, then it is important that there is a reduction in overall traffic volumes. The proposed North Quays Cycle route will assist in achieving this objective, while at the same time providing a greatly enhanced service for cyclists and pedestrians wishing to access the city centre. A congested city centre road network is unlikely to benefit retail activity.

The notion that traffic restricting measures will be a 'death knell' for city centre retail activity is one that I do not accept. There is abundant evidence of traffic restriction measures having been successfully implemented in the city centre over the past two decades. In general these have enhanced the environment in the city centre and greatly increased its attractiveness to shoppers

When the draft plan for the new cycle facility has been prepared, it will be put on public consultation which will give Mr Lonergan and others an opportunity to submit their views on the proposal. Finally, I do not accept that Mr Lonergan's alternative proposal is feasible.

Yours sincerely,

  
Owen P Keegan  
Chief Executive



Mr Keith Gavin  
Chairman  
Parking Ireland, Irish Parking Association  
Unit 3 Barrowside Business Park  
Sleaty Road, Carlow

7 July 2014

**Re: Proposed North Quays Cycle Way**

Dear Mr Gavin,

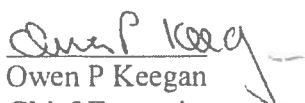
I refer to your letter 23 June 2014 in relation to the City Council's plans to develop a two way segregated cycle lane on the North Quays which will require some restriction on general traffic.

I can assure you that the City Council is very conscious of the importance of maintaining car access to the city centre especially outside peak commuting periods in order to support retail activity. We also acknowledge that the average car customer spend is higher than customers travelling by other modes. The City Council accepts that there are certain trips to the city centre for which the car is not only the preferred but also the only viable transport mode.

At the same time however, the construction of the Luas Cross City Link will reduce available road capacity in the busy city centre area. If traffic is to continue to flow, then it is important that there is a reduction in overall traffic volumes. The proposed North Quays Cycle Route will assist with achieving this objective, while at the same time providing a greatly enhanced service for cyclists and pedestrians wishing to access the city centre.

The City Council does not accept that this measure will increase congestion. There is significant evidence of other traffic management measures implemented across the city centre area over recent years, where predictions of increased congestion have not materialised. The Council's position is that a failure to implement traffic management measures to take account of the loss of road capacity to the Luas Cross City Link, will result in an increase in congestion on the city centre road network which is unlikely to benefit retail activity.

Yours sincerely,

  
Owen P Keegan  
Chief Executive

Chief Executive's Office  
Civic Offices, Wood Quay, Dublin 8

Oifig an Phríomhfheidhmeannaigh  
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath

T. 01 222 2100 F. 01 222 2097 E. chiefexecutive@dublincity.ie

Mr Mark Feeney  
General Manager Car Park Operations  
Park Rite  
2<sup>nd</sup> Floor, Block A1  
East Point Business Park  
Dublin 3

1 July 2014

**Re: Proposed North Quays Cycle Way**

Dear Mr Feeney,

I refer to your letter 25 June 2014 in relation to the City Council's plans to develop a two way segregated cycle lane on the North Quays which will require some restriction on general traffic.

I can assure you that the City Council is very conscious of the importance of maintaining car access to the city centre in general and to the Henry Street / O'Connell Street area in particular, especially outside peak commuting periods in order to support retail activity. We also acknowledge that the average car customer spend is higher than customers travelling by other modes. The City Council accepts that there are certain trips to the city centre for which the car is not only the preferred but also the only viable transport mode.

At the same time however, the construction of the Luas Cross City Link will reduce available road capacity in the busy city centre area. If traffic is to continue to flow, then it is important that there is a reduction in overall traffic volumes. The proposed North Quays Cycle Route will assist with achieving this objective, while at the same time providing a greatly enhanced service for cyclists and pedestrians wishing to access the city centre.

The City Council does not accept that this measure will increase congestion. There is significant evidence of other traffic management measures implemented across the city centre area over recent year, where predictions of increased congestion have not materialised. The Council's position is that a failure to implement traffic management measures to take account of the loss of road capacity to the Luas Cross City Link, will result in an increase in congestion on the city centre road network which is unlikely to benefit retail activity.

Finally, when the draft plan for the new cycle facility has been prepared, I will be more than happy to discuss the matter with you.

Yours sincerely,

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Owen P Keegan  
**Chief Executive**



Mr David Fitzsimons  
Chief Executive  
Retail Excellence Ireland  
38/39 Fitzwilliam Square West  
Dublin 2

25 June 2014

Dear Mr Fitzsimons,

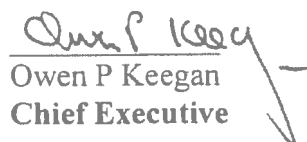
I refer to your letter of 20 June 2014 in relation to the City Council's plans to develop a two way segregated cycle lane on the North Quays, which will require some restriction on general traffic.

I can assure you that the City Council is very conscious of the importance of maintaining car access to the city centre in general and to the Henry Street/O'Connell Street area in particular, especially outside the peak commuting periods, in order to support retail activity. We also acknowledge that there are certain trips to the city centre for which the car is not only the preferred but also the only viable transport mode.

At the same time however, the construction of the Luas Cross City link will reduce available road capacity in the busy city centre area. If traffic is to continue to flow, then it is important that there is a reduction in overall traffic volumes. The proposed North Quays Cycle route will assist in achieving this objective, while at the same time providing a greatly enhanced service for cyclists and pedestrians wishing to access the city centre. A congested city centre road network is unlikely to benefit retail activity.

When the draft plan for the new cycle facility has been prepared, I will be more than happy to discuss the matter with you.

Yours sincerely,

  
Owen P Keegan  
Chief Executive



Chief Executive's Office  
Civic Offices, Wood Quay, Dublin 8

Oifig an Phríomhfhéidhmeanaigh  
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath

T 01 222 2100 F 01 222 2097 E [chiefexecutive@dublincity.ie](mailto:chiefexecutive@dublincity.ie)

Mr Stephen Sealey  
Managing Director  
Brown Thomas  
88-95 Grafton Street  
Dublin 2

19 June 2014

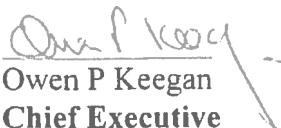
Dear Mr Sealey

I refer to your letter of 17 June 2014 in relation to an article on the front page of the Irish Times of 17 June 2014 in relation to the City Council's plans to develop a two way segregated cycle lane on the North Quays which will require some restriction on general traffic.

I can assure you that the City Council is very conscious of the importance of maintaining car access to the city centre, especially outside the peak commuting periods, in order to support city centre retail activity. At the same time however, the construction of the Luas Cross City link will reduce available road capacity in the busy city centre area. If traffic is to continue to flow, then it is important that there is a reduction in overall traffic volumes. The proposed North Quays Cycle route will assist in achieving this objective, while at the same time providing a greatly enhanced service for cyclists and pedestrians wishing to access the city centre. A congested city centre road network is unlikely to benefit retail activity.

When the draft plan for the new cycle facility has been prepared, I will be more than happy to discuss the matter with you.

Yours sincerely,

  
Owen P Keegan  
Chief Executive





Chief Executive's Office  
Civic Offices, Wood Quay, Dublin 8

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Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath

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Mr Andrew Diggins  
Ilac Centre Director  
Ilac Centre Management Offices  
Henry Street  
Dublin 1

19 June 2014

Dear Mr Diggins

I refer to your letter of 17 June 2014 in relation to the City Council's plans to develop a two way segregated cycle lane on the North Quays which will require some restriction on general traffic.

I can assure you that the City Council is very conscious of the importance of maintaining car access to the city centre, especially outside the peak commuting periods, in order to support city centre retail activity. At the same time however, the construction of the Luas Cross City link will reduce available road capacity in the busy city centre area. If traffic is to continue to flow, then it is important that there is a reduction in overall traffic volumes. The proposed North Quays Cycle route will assist in achieving this objective, while at the same time providing a greatly enhanced service for cyclists and pedestrians wishing to access the city centre. A congested city centre road network is unlikely to benefit retail activity.

When the draft plan for the new cycle facility has been prepared, I will be more than happy to discuss the matter with you.

Yours sincerely,

  
Owen P Keegan  
Chief Executive