CS CONSULTING

GROUP

DUBLIN | LONDON | LIMERICK

Residential Travel Plan Framework

Strategic Housing Development (SHD)

Former O'Devaney Gardens Site, Dublin 7

Client: Bartra ODG Limited

Job No. B089

May 2021

CS CONSULTING

GROUP

CS CONSULTING
GROUP

RESIDENTIAL TRAVEL PLAN FRAMEWORK

STRATEGIC HOUSING DEVELOPMENT (SHD)

FORMER O'DEVANEY GARDENS SITE, DUBLIN 7

CONTENTS

File Location: Job-B089\B_Documents\C_Civil\A_CS Reports\Reports\RTP

BS 1192 FIELD	**ODG-CSC-ZZ-XX-RP-C-0004-P2**

Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
B089	FB	GF	NB	10.05.2021	P2
B089	FB	GF	NB	24.07.2020	P1

CS CONSULTING

GROUP

1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers have been commissioned by Bartra ODG Limited to prepare a Residential Travel Plan Framework for a proposed Strategic Housing Development at O'Devaney Gardens, Stoneybatter, Dublin 7.

1.1 Location, Size and Scale of the Development

The proposed development site is located at O'Devaney Gardens, Stoneybatter, Dublin 7. The site is located in the administrative jurisdiction of Dublin City Council and has a total area of approximately 5.2ha.

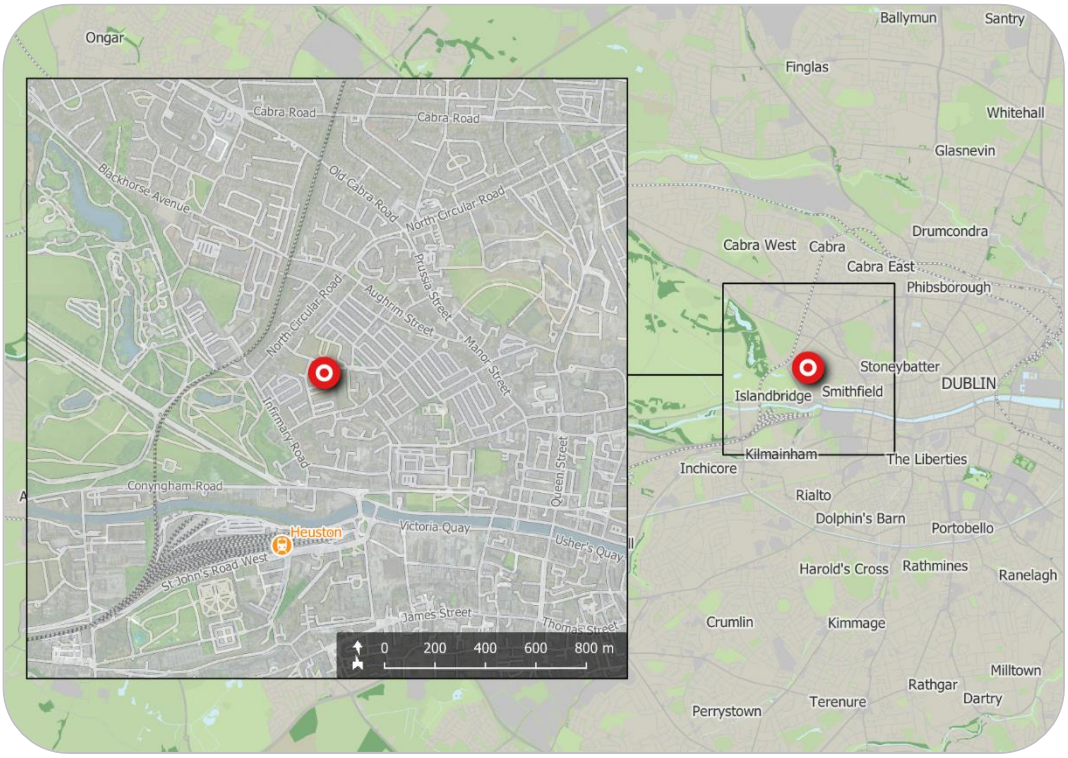

Figure 1 – Location of proposed development site
(*map data & imagery: EPA, OSi, OSM Contributors, Google*)

The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

The site is bounded to the east by Saint Bricin's Military Hospital and residential properties, to the west by future development lands and residential properties and on all other sides by residential properties.

Figure 2 – Site extents and environs
(*map data & imagery: NTA, GoCar, OSM Contributors, Google*)

The subject lands are currently brownfield and were previously in residential use.

The development shall be supported by a Residential Travel Plan (RTP) as a suitable mechanism by which the development can maintain a suitable rate of private car use and support the objectives of sustainable development.

The present framework document is intended to provide the template for a full Residential Travel Plan, which shall be implemented following completion and occupation of the subject development.

2.0 PROPOSED DEVELOPMENT

The proposed Strategic Housing Development comprises the following elements of relevance to the present document:

- 43no. dwelling houses (including 20no. duplex units);
- 1,004no. apartments;
- crèche with gross floor area of 489m^2;
- community space with gross floor area of 157m^2;
- convenience retail units with total gross floor area of 1,393m^2; and
- café unit with gross floor area of 155m^2.

The subject development's internal road network shall tie into the existing surrounding road network at the existing O'Devaney Gardens / North Circular Road junction (north of the development site), the repositioned O'Devaney Gardens / Montpelier Gardens junction (south of the development site), and the existing connection between O'Devaney Gardens and Thor Park (east of the development site). Provision is also made for pedestrian and cyclist connectivity onto Ross Street and onto Ashford Cottages, at the development site's northern boundary. The development includes 273no. car parking spaces, 3no. crèche set-down spaces, 2,000no. bicycle parking spaces, and 11no. motorcycle parking spaces.

A detailed description of the proposed development is provided in the Site Notice.

3.0 RESIDENTIAL TRAVEL PLAN PURPOSE

Residential Travel Plans are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. They serve to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Residents of the development are informed of existing alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The Residential Travel Plan also includes reference to proposed future improvements to those transport options already available.

The aim of the Residential Travel Plan is to provide more sustainable transport choices, which lead to a reduction in the need for vehicular journeys, especially by private car. The RTP recognises that not all trips can be taken by sustainable modes and that some motor vehicle trips will still be necessary.

The RTP should be considered as a dynamic process, wherein a package of measures and campaigns is identified, piloted, and then monitored on an ongoing basis. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

4.0 EXISTING SITE CONDITIONS

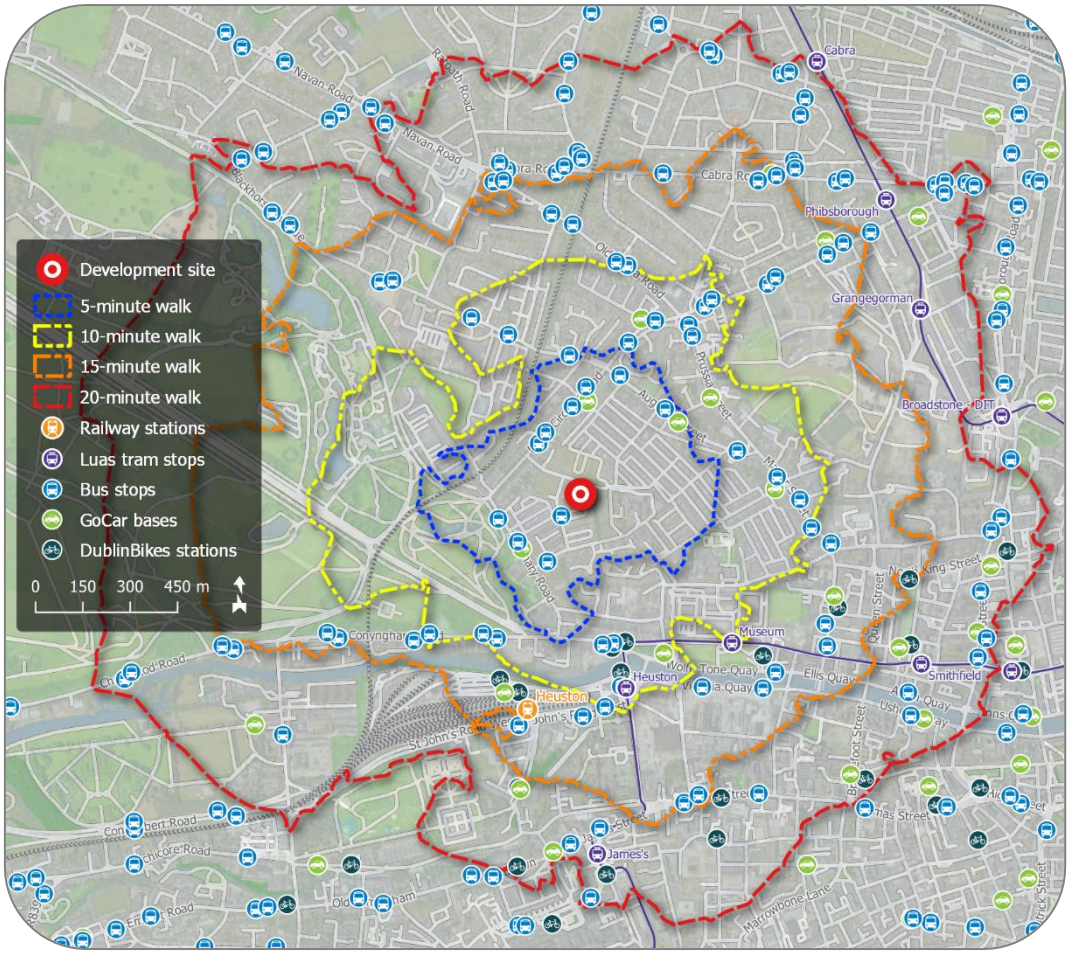

Figure 3 – Walking isochrones and public/shared transport accessibility
(map data and imagery: NTA, OSi, DCC, GoCar, OSM Contributors, Google)

4.1 Pedestrian Accessibility

One of the specific objectives of the Dublin City Development Plan is to implement, at appropriate locations, pedestrian permeability schemes and enhancements.

Existing pedestrian facilities on North Circular Road, Infirmary Road and neighbouring streets in the vicinity of the development site are generally in good condition. Raised footpaths and public lighting are in place on North

Circular Road and Infirmary Road in the vicinity of the subject development site.

4.2 Public Transport Services

4.2.1 Light Rail Services

The Luas light rail network consists of two principal lines, which connect to one another at Abbey Street/Marlborough Street/O'Connell Street in Dublin City Centre.

- LUAS Red Line (E-W) Dublin Docklands to Tallaght/Saggart
- LUAS Green Line (N-S) Broombridge to Bride's Glen

Table 1 – Luas Green Line Light Rail Services adjacent to Site

Direction	Destinations	Peak Interval
Northbound	Dublin Docklands	3-4 min
Southbound	Tallaght/Saggart	3-4 min

The subject development site is located within a 10-minute walk of the Heuston Station Stop on the Luas Red Line. Light rail services operating to and from this stop connect it directly to the Point in the east (via Dubin city centre) and to Tallaght / Saggart in the south; interchange with the Luas Green Line is possible at Abbey Street. Trams serve the Heuston stop at intervals of approximately 3-4 minutes at peak times.

4.2.2 Rail Services

The subject development site is located within a 10-minute walk of Heuston Station. Intercity rail services operating to and from this station connect the development directly to many towns and cities such as Cork, Waterford, Galway and Limerick. A Commuter service also terminates at Heuston Station, serving commuter towns to the south-

east of Dublin. Commuter trains serve Heuston Station at intervals of approximately 20 minutes at peak times.

4.2.3 Bus Services

Table 2 – Bus Services within 5-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services [1]	Peak Interval
46a	Dublin Bus	Phoenix Park / Dún Laoghaire	128	7 min
37	Dublin Bus	Baggot St / Blanchardstown	55	8 min
70	Dublin Bus	Burlington Rd / Dunboyne	28	10 min

Bus stops on North Circular Road and Infirmary Road, within a 5-minute walk of the subject site, are served by 3no. bus routes operated by Dublin Bus. Details of these bus routes are given in Table 2.

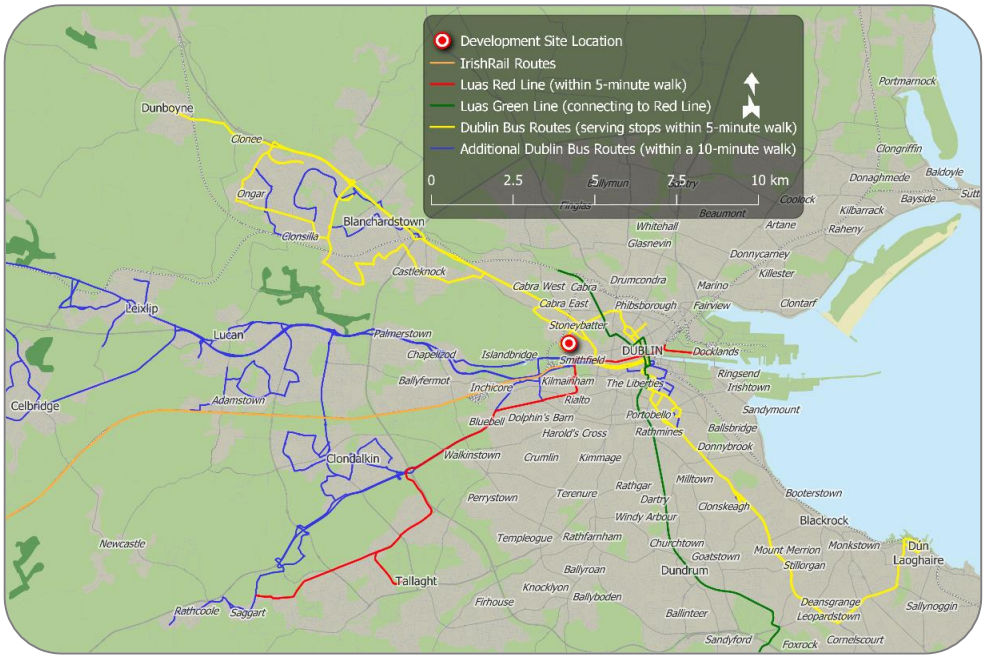

Figure 4 – Direct public transport routes within 5-minute walk of site
(map data sources: NTA, EPA, OSM Contributors)

[1] Average number of services per day in each direction, Monday-Friday

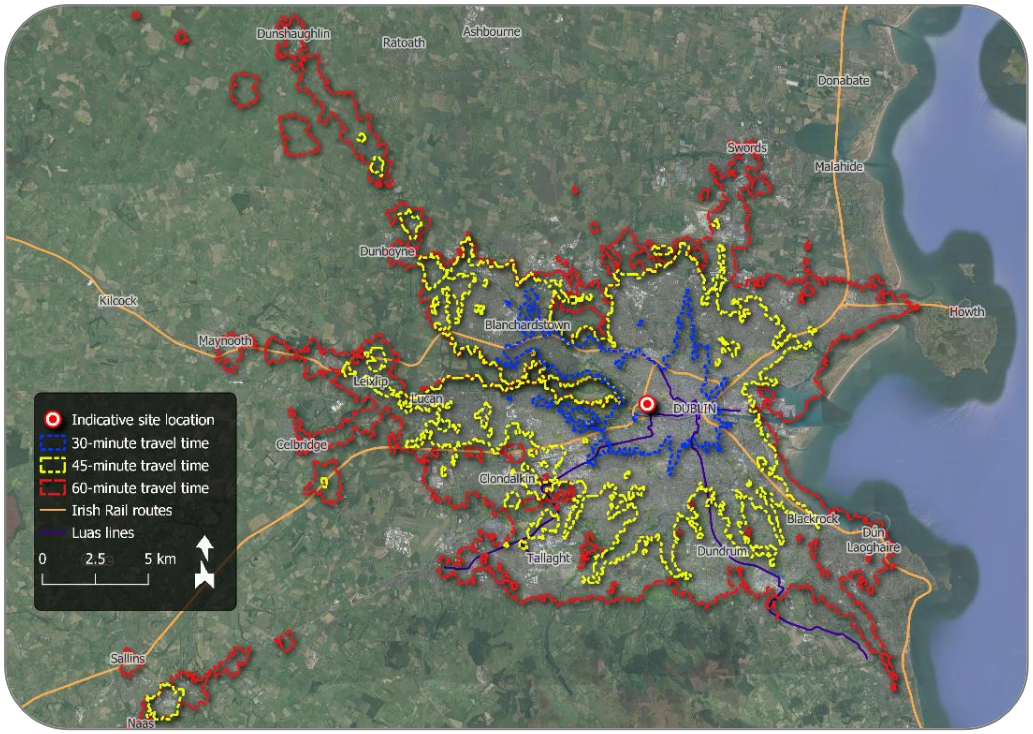

Figure 5 – Public transport travel times FROM development site
(map data sources: EPA, OSM Contributors, TravelTime platform)

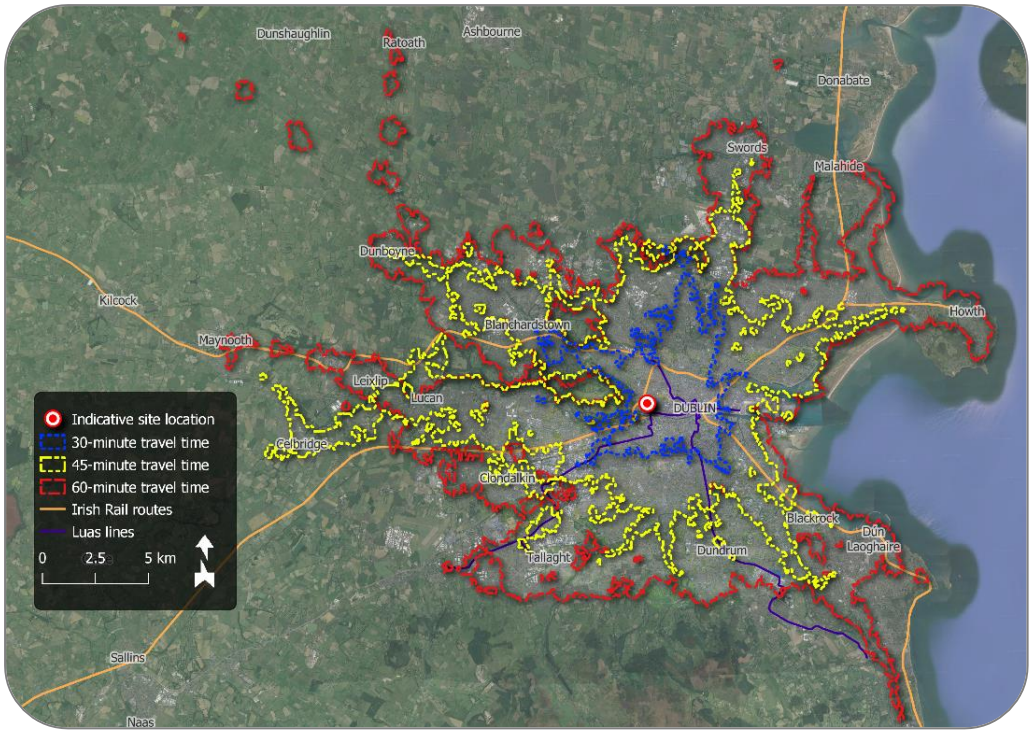

Figure 6 – Public transport travel times TO development site
(map data sources: EPA, OSM Contributors, TravelTime platform)

Figure 4 shows the extents of the direct bus and rail routes within a 5-minute walk of the development site. Figure 5 shows the reach of public transport journeys from the development site by total travel time (including service interchanges, and walking to and between stops), based upon a departure time of 09:00 on a typical weekday; Figure 6 shows the reach of public transport journeys to the development site, based upon an arrival time of 17:00 on a typical weekday.

4.3 Bicycle Infrastructure

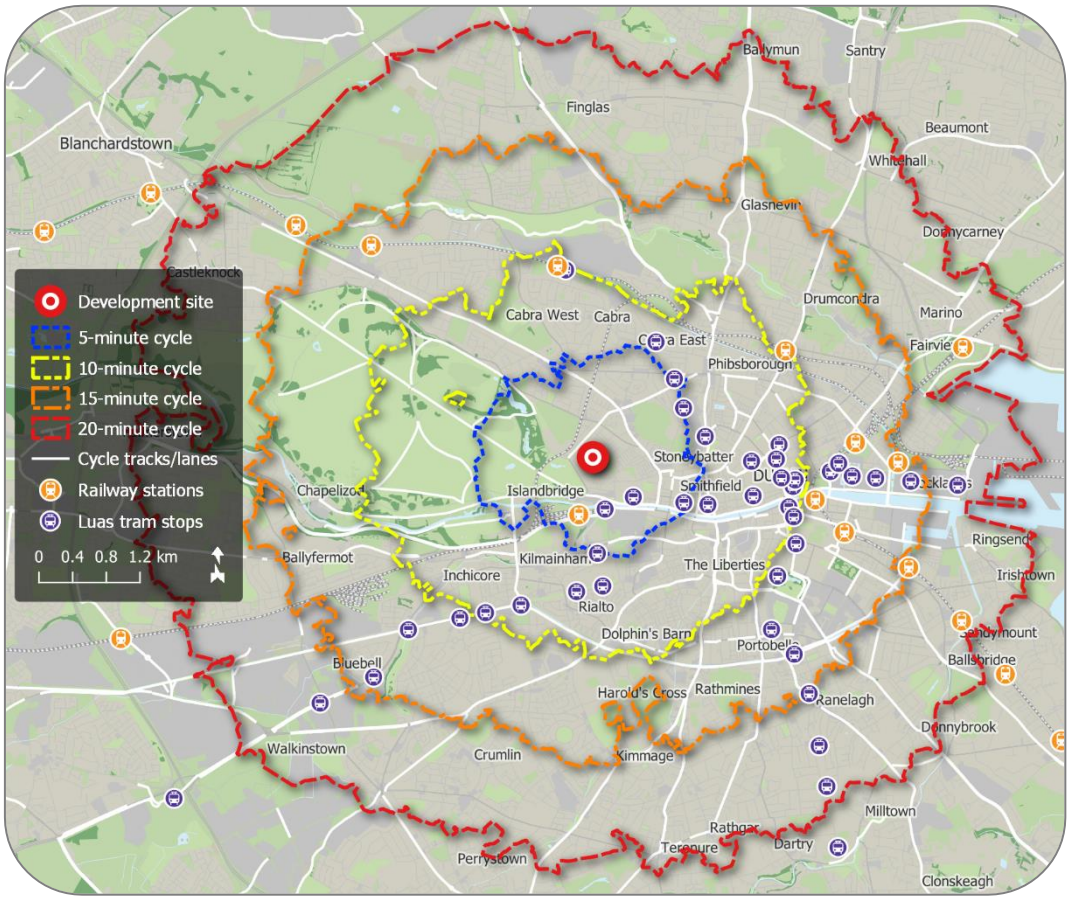

Figure 7 – Cycling times to/from development location
(map data sources: EPA, NTA, OSi, OSM Contributors)

There is no cycle infrastructure present on Infirmary Road adjacent to the subject development site. An advisory cycle lane is present on North

Circular Road in the vicinity of the subject site in the westbound direction. There is no other existing cycle infrastructure in the immediate vicinity of the subject development site.

Within the development, secure indoor bicycle parking for residents has been provided in accordance with the *Dublin City Development Plan 2016-2022* to promote cycling as a mode of transport for residents.

4.4 Proposed Road Network Improvements

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that secondary cycle route No.1 be implemented along North Circular Road in the vicinity of the subject development site. Additionally, it is proposed to implement feeder routes linking the subject development site to the aforementioned route. No information is yet publicly available on the proposed design or delivery timeframe of the aforementioned objectives.

It is proposed under the BusConnects Dublin Area Revised Bus Network to implement B1 Spine route along Prussia Street in the vicinity of the subject development site. This route will operate at a midday frequency of 10-15 mins between Blanchardstown and UCD via Dublin city centre. It is also proposed to implement Orbital route O along the North Circular Road and Infirmary Road in the vicinity of the subject development site and orbital route N2 along Aughrim Street and Blackhorse Avenue. These routes will operate at a midday frequency of 5-10 mins and 20 mins respectively.

5.0 CONTENT OF THE RESIDENTIAL TRAVEL PLAN

The Residential Travel Plan is a management tool that brings together transport, residents and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective Residential Travel Plan.

This Plan's aim is to provide more sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of travel management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking "*to reduce the growth in the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes*".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

An effective Residential Travel Plan should be informed by and founded upon the following:

- A travel survey of development users, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by development users;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its users, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

The Residential Travel Plan for the subject development follows the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Residential Travel Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

The objectives of the Residential Travel Plan for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for residents and visitors and to facilitate travel by bicycle, bus, light rail and train.

- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development

5.1.1 Objective 1

To encourage/increase the use of public transport, walking and cycling for residents and visitors and to facilitate travel by bicycle, bus, light rail and train.

The encouragement and increased use of other modes of transport which are less damaging to the environment in terms of congestion and emissions is directly linked to the reduction in car use. Through the encouragement of these alternatives to the car it is hoped that their mode share will increase. Public transport, pedestrian and cycling facilities are present in the area of the site such as the Luas, commuter rail, frequent Dublin Bus Route services and car sharing schemes offer an alternative to the private car in many cases. Facilities are constantly improving with the ongoing implementation of different strategies and projects such as the LUAS Cross-city service connection (completed in 2017), the Metrolink, and the DART Underground.

Apart from the environmental benefits, the use of more sustainable modes of transport reports the following benefits to the individuals:

- Savings in personal costs. Walking is free, cycling does not incur any fuel costs and buying a bicycle or using public

transport is cheaper and can benefit from Government's tax incentives.

- Health benefits. Levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc.

5.1.2 Objective 2

To reduce the overall number of single occupant vehicles trips.

The reduction in vehicle use is a key objective of the RTP. Car use reduces air quality and local amenity while impacting on road safety, which in turn has social and economic disadvantages.

This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

5.1.3 Objective 3

To integrate mobility management into the development decisions, policies and practices and to work closely with governing bodies on means and use of transport services around the vicinity of the development site.

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment together with economic savings. Regular communication with the local authorities on further improving facilities in and around the vicinity of the development can establish

good policies and practices when developing decisions within the RTP.

In addition, Local Authorities require Residential Travel Plans (or Mobility Management Plans) for developments which the planning authority may consider generate significant trip demand.

5.1.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for residents and visitors to the development.

The RTP has a significant role to play in the provision of information and resources to people both within the development and the wider community. Information should be made readily available and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitude which in turn can influence behaviour.

6.0 INITIAL TARGETS OF THE RESIDENTIAL TRAVEL PLAN

6.1 Population Groups

Journeys to and from the development shall be made primarily by two distinct population groups: residents and visitors. The targets set under the Residential Travel Plan shall be limited to residents, as this is the only group that is expected to make both frequent and regular trips to and from the site. While the travel habits of visitors are expected also to be influenced by measures adopted under the Plan, these are more difficult to monitor.

6.2 Census Data

Table 3 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA 268004002 only	SA 268004002 + adjacent
Driving a Car or Van	26%	20%
Passenger in a Car	4%	4%
Bicycle	14%	15%
Motorcycle	1%	0%
Bus	17%	18%
Train or Tram	2%	8%
Walking	27%	25%
Other / Work from Home	1%	2%
Not Stated	9%	7%

As the development site is currently unoccupied, it is not possible to determine the existing modal splits of journeys made to and from the site. To establish indicative baseline modal splits for the development site, reference has therefore been made to CSO data derived from the 2016

census. These data are in the form of Small Area Population Statistics (SAPS), which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Area no. 268004002. The census modal splits for this Small Area, as well as for the adjacent areas, are given in Table 3.

6.3 Development Modal Splits

Table 4 gives both the assumed starting modal splits and the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section 6. The assumed starting modal splits have been informed primarily by CSO census data from the year 2016, as previously described.

Table 4 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial RTP Targets
Driving a Car	25%	20%
Passenger in a Car	4%	4%
Bicycle	16%	17%
Motorcycle	1%	1%
Bus	19%	20%
Train or Tram	7%	8%
Walking	28%	30%
TOTAL	100%	100%

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Residential Travel Plan targets should be amended by the Travel Plan Coordinator (see sub-section 7.4), if appropriate. These targets should be

reappraised at regular intervals thereafter as part of the periodic Plan review process.

6.4 Implementation Timeframe

The duration of the first phase of the Residential Travel Plan, during which the initial target modal splits shall be pursued, will be decided by the Travel Plan Coordinator once the development is operational. A phase duration of 2 years is suggested, after which time the first Plan review may be conducted and the initial targets revised, if appropriate.

6.5 Plan Monitoring and Review

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others, and that the more that is done to facilitate the use of those alternatives, the more they will be used. As it has already been noted, a Residential Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.

7.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to both encourage changes in travel behaviour and restrict the use of private cars. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour.

The mobility management measures in the plan can be grouped under the following headings:

- Marketing and Communications
- Walking & Cycling
- Public Transport
- Car Sharing
- Implementation / Consultation / Monitoring

7.1 Marketing & Communications

The education of residents and visitors on the Residential Travel Plan initiatives and the importance of contribution are extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

Communications will include promotional initiatives and activities aimed at informing the residents and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the RTP through Internal Communication and external avenues.

- Developing an Access Map to show public transport facility locations and highlight safe walking and cycling routes. In addition to this the establishment of Travel Information Points at dedicated on-site locations to make residents and visitors aware of the mode choices available in and around the development site. The travel information points should be conspicuously located at the reception areas and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development residents. The Pack will contain all the information relating to the Residential Travel Plan, including the Access Map and the locations of cycle parking, etc.
- Developing a digital Travel Information Point for the development to provide details of travel choice to the site linking to appropriate external websites for visitors to the development.

7.2 Walking & Cycling

7.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site. These routes will be selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

7.2.2 Bicycle Parking, Umbrellas, and Bicycle Repair Kit Facility

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.
- Loan umbrellas should be provided at apartment reception areas for visitors.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained at each apartment reception area and made available to all bicycle users.

7.3 Public Transport

The proposed measures intend to promote the use of public transport.

7.3.1 Service Information

It must be ensured that the information supplied in the development's Access Map, Sustainable Travel Pack and Travel Information Points includes the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision must be publicised as well.

7.3.2 Promotion of Tickets and Passes

Residents should be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the Tfl Leap Card.

7.3.3 Multi-Modal Trip Support

Development users should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or

workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

7.3.4 Car Sharing

For those who cannot avail of public transport or live too far to walk /cycle, car sharing is the mechanism that has the highest probability to reduce travel by single occupancy private car. 10no. GoCar bases are situated within a 10-minute walk of the subject development, providing access to a total of 14no. shared vehicles.

7.3.5 Residential Car-Share Scheme

A residential car sharing scheme shall be established for residents of the apartment building, allowing residents the common use of a small vehicle pool based permanently within the site. 30no. dedicated shared vehicles shall be provided and maintained by the management company (which may engage an external contractor for this purpose), and 30no. car parking spaces within the development's undercroft car parks shall be reserved for these vehicles.

Private cars are parked for the vast majority of the time, whereas shared cars are in use far more frequently and therefore make more efficient use of parking spaces: a single shared car may make as many trips in a day as 14no. private cars.

On this basis, the 30no. shared car parking spaces may therefore be considered to reduce parking demand within the development by approximately 390no. spaces.

7.3.6 Multi-Modal Trip Support

Development occupants should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

7.4 Implementation / Consultation / Monitoring

The Residential Travel Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Travel Plan Coordinator, and financial resourcing.

To implement the Residential Travel Plan, the following inputs are required:

- Management support and commitment;
- A Travel Plan Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;
- Working Groups on various related issues;
- Consultations with development users and external organisations.

To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

The Residential Travel Plan will be managed by a Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Travel Plan Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by a member of the development owner's management team.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Residential Travel Plan and to gain a better understanding of travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the Residential Travel Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

8.0 SUMMARY

The proposed development site is located at the former O'Devaney Gardens site, Stoneybatter, Dublin 7. The proposed development site is located in proximity to existing high-quality bus, light rail and rail services that connect it to Dublin city centre. It is therefore an objective under this Residential Travel Plan that a reduced proportion of the trips generated by this development be made by private car.

8.1 Mobility Management Measures

The following mobility management measures are suggested for implementation under the Residential Travel Plan:

8.1.1 General

- Put in place a formal Residential Travel Plan.
- Appoint a Travel Plan Coordinator.
- Create an Access Map.
- Provide travel information to development occupants, in the form of Sustainable Travel Welcome Packs and a travel hub website.
- Monitor the operation of the plan by development occupants, by carrying out travel surveys; revise and update the plan as required.

8.1.2 Walking and Cycling

- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.

8.1.3 Public Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

Appendix A

Links to relevant guidance documents concerning Mobility Management

CS CONSULTING
GROUP

Appendix 15 – Useful Links and Resources

Please note that the National Transport is not making recommendations for any of the suppliers listed below, and your organisation will find other suppliers beyond the list given below. The links listed are just to give a flavour of the type of products/ services that are available.

Workplace Travel Plans
- www.smartertravelworkplaces.ie
- www.ways2work.bitc.org.uk

Sustainable Travel
- www.smartertravel.ie
- www.sustrans.org.uk
- www.nationaltransport.ie
- www.dttas.ie
- www.eltis.org
- www.mobilityweek.eu

Getting Active
- www.getirelandactive.ie

Public Transport Information
- www.transportforireland.ie
- www.taxsaver.ie

Cycle to Work Scheme
- www.revenue.ie

Walking challenges
- www.pedometerchallenge.ie
- www.irishheart.ie

Cycling
- www.cyclechallenge.ie
- www.dublinbikes.ie
- www.irishcycling.com

Cycle to Work scheme
- www.revenue.ie
- www.bikescheme.ie

Designing and Planning for Cycling
- www.cyclemanual.ie
- Transport for London Workplace Cycle Parking Guide
- See p16 for technical guidance on space allocations for cycle parking
- http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf

Walking/ Cycling Routes
- www.mapmyride.com
- www.mapmyrun.com

Car Sharing
- www.carsharing.ie

Misc.
- Copenhagen Cycle Chic - Bikes, style and Copenhagen