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Residential Travel Plan

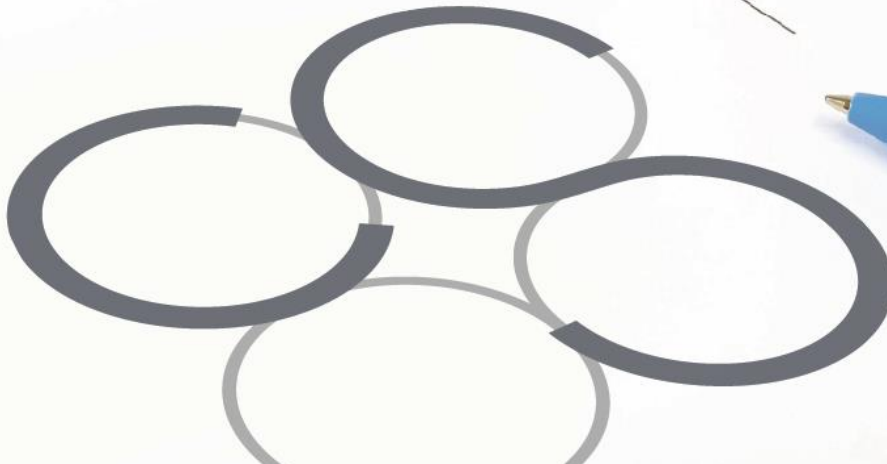
Proposed Residential Development

Devoy Barracks, Naas, Co. Kildare

Client: Land Development Agency

Job No. L086

March 2022



RESIDENTIAL TRAVEL PLAN

PROPOSED RESIDENTIAL DEVELOPMENT, DEVOY BARRACKS, NAAS, CO. KILDARE

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by the Land Development Agency to prepare a Residential Travel Plan for a proposed residential development at Devoy Barracks, Naas, Co. Kildare.

1.1 Location, Size and Scale of the Development

The proposed development site is located at Devoy Barracks, Naas, Co. Kildare, within the operational area of Kildare County Council. The area subject to the present planning application extends to 4.11ha.

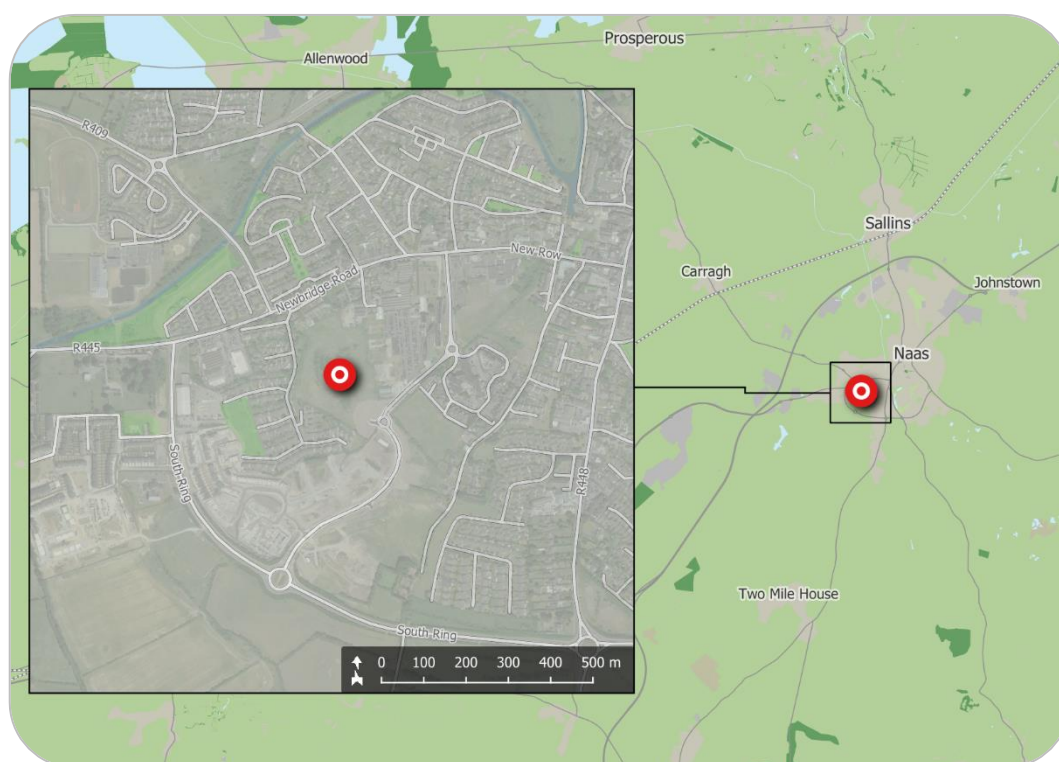


Figure 1 – Location of proposed development site
(map data & imagery: EPA, OSi, OSM Contributors, Google)

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 Kildare County Council lands, to the north by existing residential and commercial properties, and to the south and west by the existing Arconagh residential housing estate.

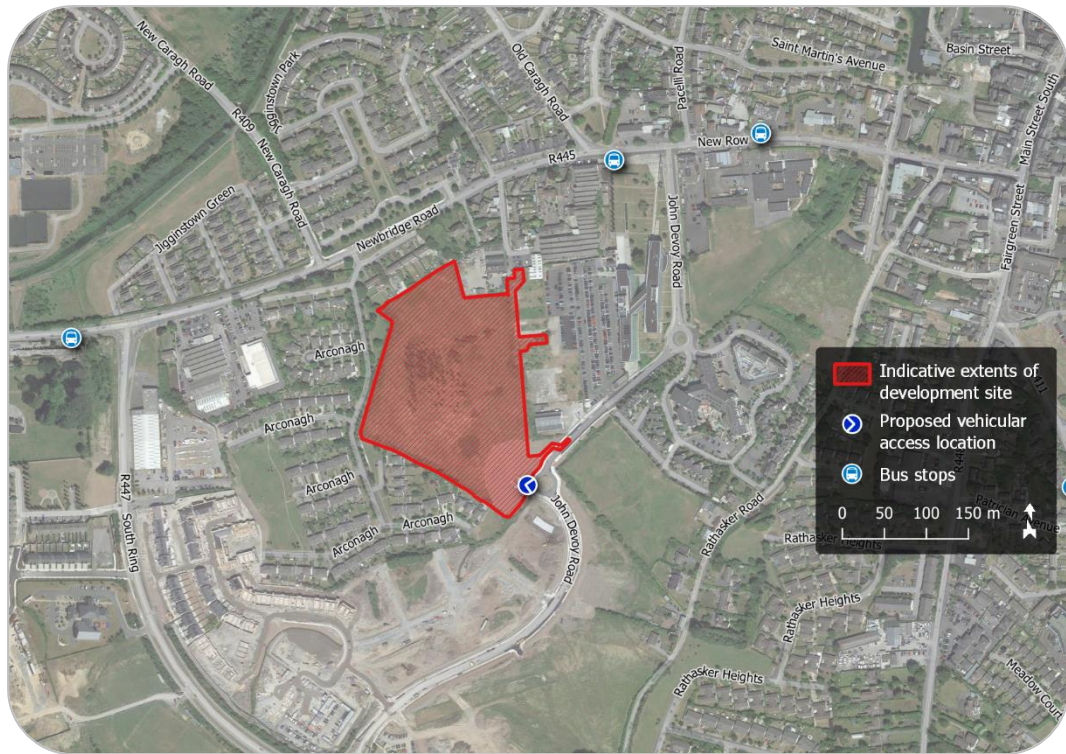


Figure 2 – Site extents and environs
(map data & imagery: NTA, GoCar, OSM Contributors, Google)

The subject lands are primarily greenfield.

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

2.0 PROPOSED DEVELOPMENT

The development site is located on John Devoy Road, Naas, Co Kildare, known as Devoy Barracks. The proposed development is for the construction of 219 no. residential units, comprising of a mix of terraced houses (42 no. in total), and duplex / apartment units (177 no. in total) ranging in height from 2 to 5 storeys, a 59-place childcare facility, public and communal open spaces and all associated site works and infrastructure. Vehicular and pedestrian access is proposed via an existing access point on the John Devoy Road along the southern boundary with additional pedestrian and cycle access provided to the east, and future pedestrian and cycle connection opportunities provided to the north, west and east.

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 shall 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

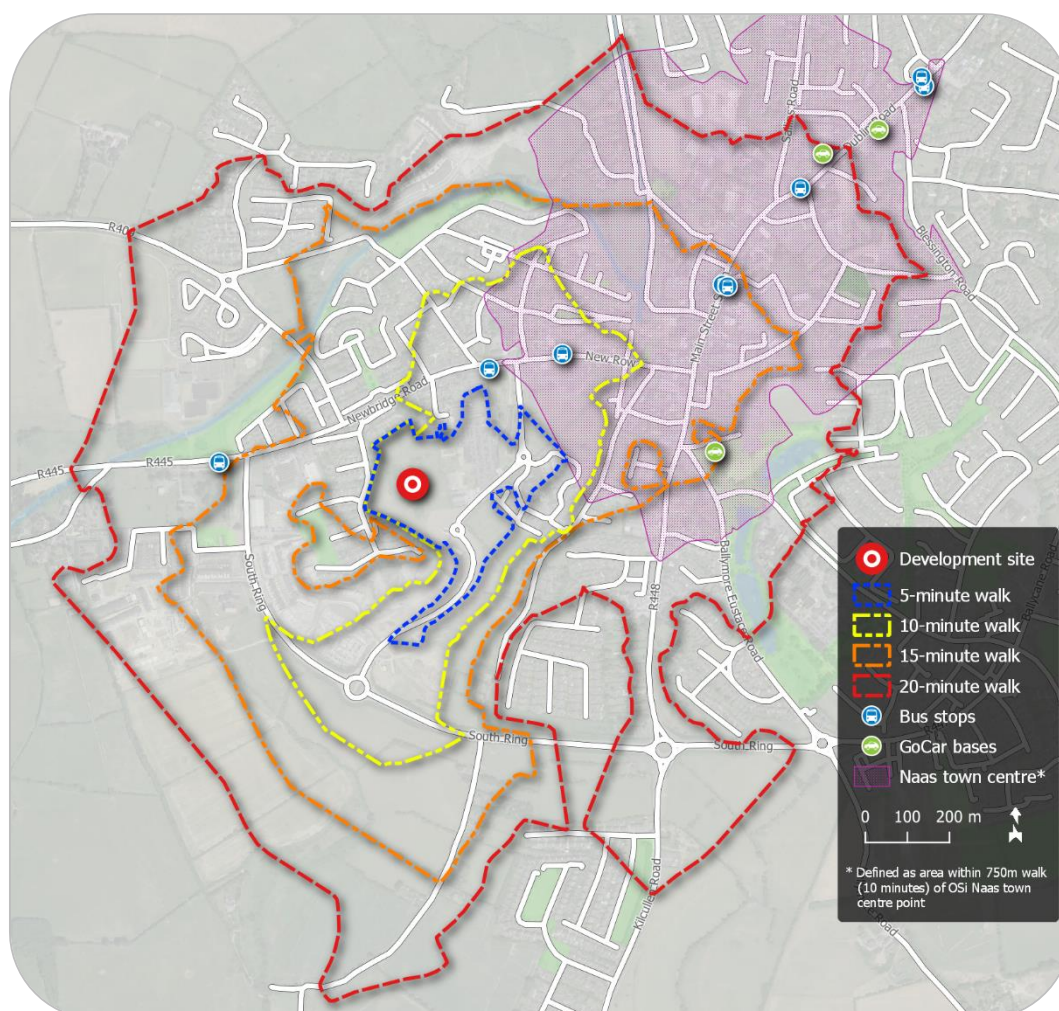


Figure 3 – Walking isochrones and public/shared transport accessibility
(map data and imagery: OSi, NTA, GoCar, OSM Contributors, Google)

4.1 Pedestrian Accessibility

One of the specific objectives of the Kildare County Development Plan is to ensure that all new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centres must be protected and where possible improved.

Existing pedestrian facilities on John Devoy Road, Newbridge Road (R445) and neighbouring streets in the vicinity of the development site are

generally in good condition. Raised footpaths and public lighting are in place on John Devoy Road in the vicinity of the subject development site.

4.2 Accessibility of Key Amenities

The centre of the development site is 570m or 8 minutes' walking distance from Naas town centre (see **Figure 3**), and the site is situated within convenient walking or cycling distance of numerous amenities in the town and its environs. **Figure 4**, **Figure 5**, and **Figure 6** illustrate the locations of key amenities and their accessibility from the development site.

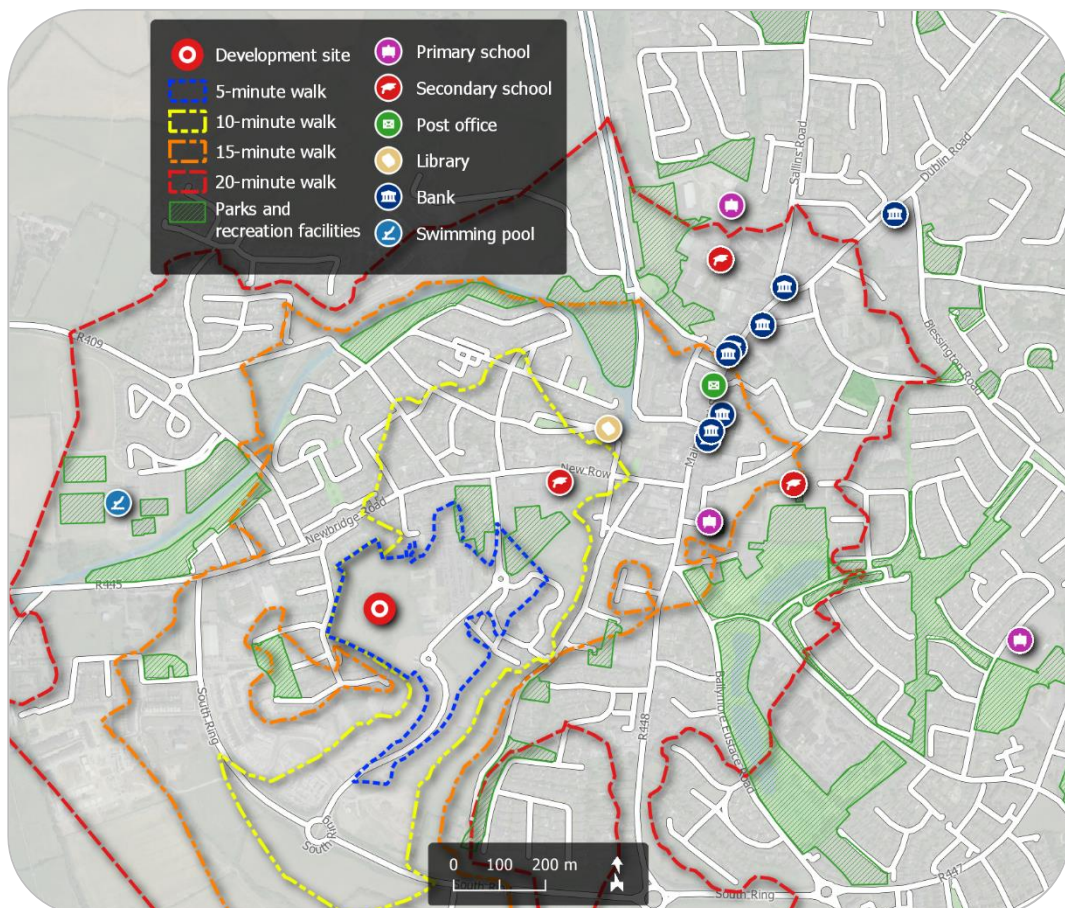


Figure 4 – Civic and recreational amenities close to site
(map data and imagery: EPA, OSM Contributors, Google)

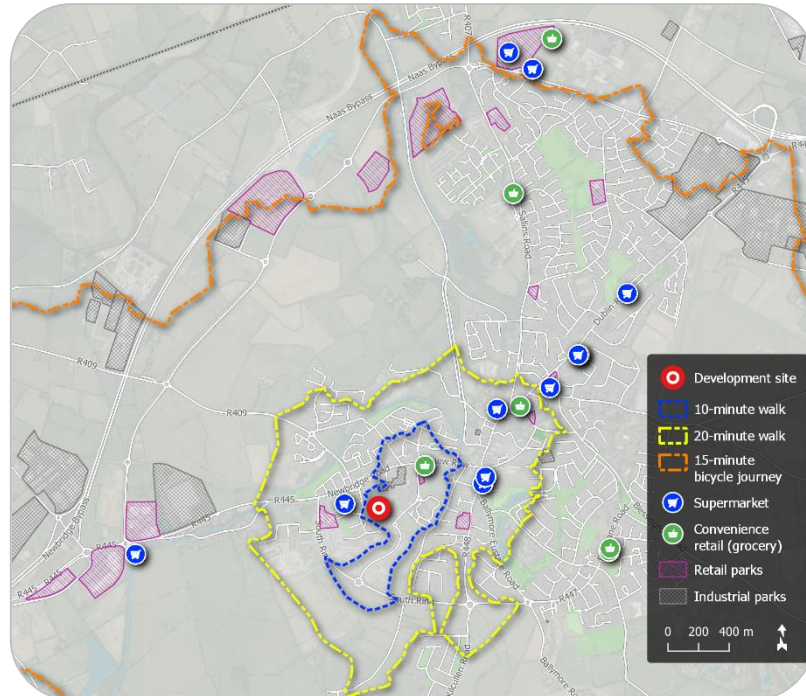


Figure 5 – Retail and employment locations close to site
(map data and imagery: EPA, OSM Contributors, Google)

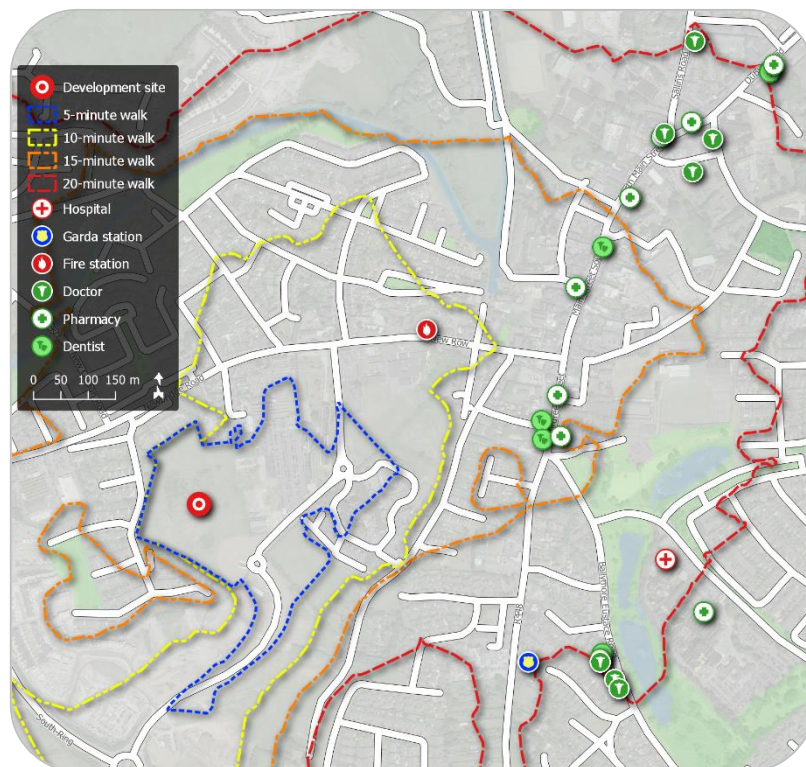


Figure 6 – Health and emergency services close to site
(map data and imagery: EPA, OSM Contributors, Google)

4.3 Public Transport Services

4.3.1 Rail Services

The subject development site is located within a 20-minute bicycle journey of Naas and Sallins Railway Station. Intercity rail services operating to and from this station connect the development directly to many towns and cities such as Dublin, Kilkenny, Carlow, and Waterford. A Commuter service also terminates at Heuston Station, in Dublin City Centre. Commuter trains serve Naas and Sallins Railway Station at intervals of approximately 20 minutes at peak times.

4.3.2 Bus Services

Bus stops on Newbridge Road, within a 10-minute walk of the subject site (see **Figure 3**, page 5), are served by 7no. bus routes and their variants, operated by several bus operators. Details of these bus routes are given in **Table 1**, and their extents are shown in **Figure 7**.

3no. further bus routes serve stops within a 20-minute walk of the subject development. Details of these are given in **Table 2**, and their extents are shown in **Figure 7**.

Table 1 – Bus Services within 10-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services ¹	Peak Interval
125	Go-Ahead	Newbridge / UCD	2	-
126 ²	Go-Ahead	Rathangan / Dublin	35	20 min
717	Avalen	Clonmel / Dublin Airport	2	-
726	Dublin Coach	Portlaoise / Dublin Airport	24	60 min
736	Kenneally's	Tramore / Dublin Airport	3	-
826	Kyanitedale	Monasterevin / Naas	9	60 min
846	Kenneally's	Clane / Naas	10	30 min

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

² Including route variants a,b,d,e,n,t,u

Table 2 – Additional Bus Services within 20-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services	Peak Interval
130/a	Go-Ahead	Athy / Dublin	5	120 min
139	JJ Kavanagh	Corduff / Naas	9	120 min
737	JJ Kavanagh	Naas / Dublin Airport	12	30 min

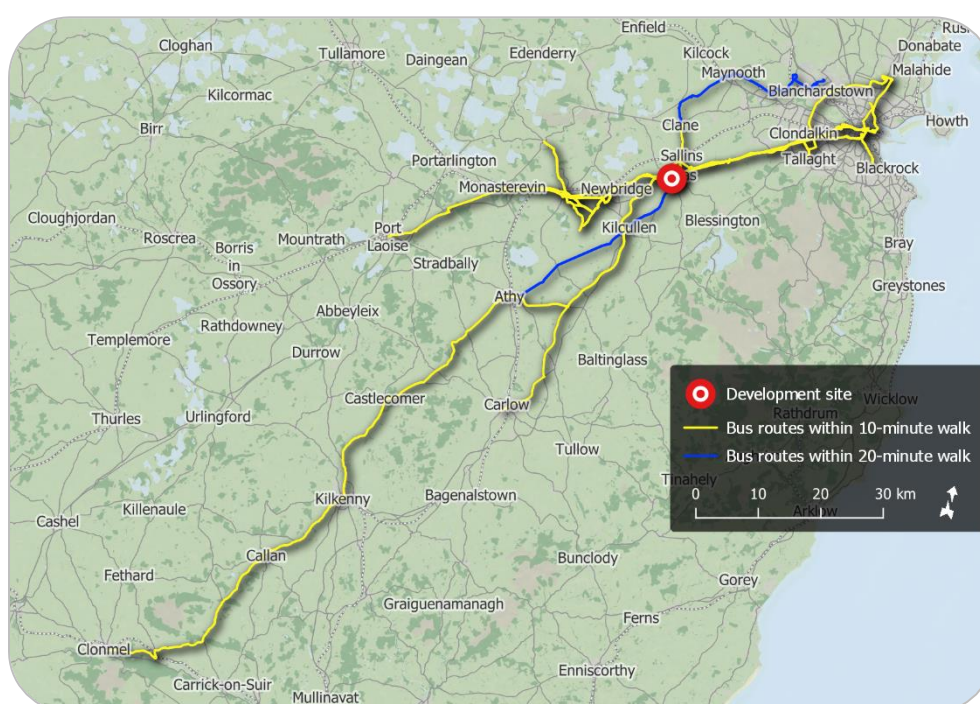


Figure 7 – Bus routes in proximity to development site
(map data: EPA, NTA, OSM Contributors)

4.4 Bicycle Infrastructure

Segregated cycle lanes are present on John Devoy Road adjacent to the subject development site. There is no other existing cycle infrastructure in the immediate vicinity of the subject development site.

Within the development, secure indoor and/or in-curtilage bicycle parking for residents has been provided in accordance with the requirements and recommendations of the *Kildare County Development Plan 2017-2023* and

the 2020 *Design Standards for New Apartments*. This shall serve to support and promote cycling as an attractive mode of transport for residents.

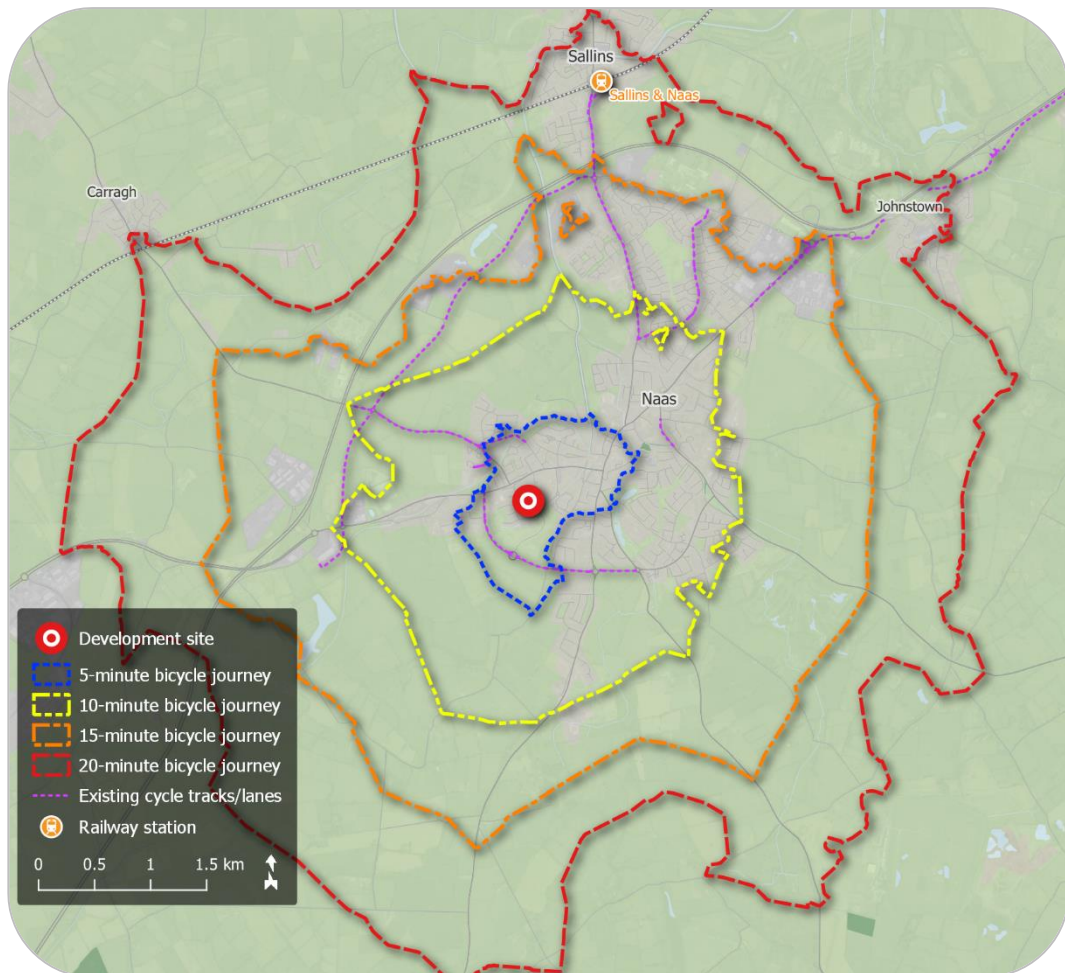


Figure 8 – Cycling times to/from development location
(map data and imagery: EPA, OSi, OSM Contributors, Google)

4.5 Shared Transport Services

As shown in **Figure 3**, an existing base for the GoCar car-sharing service is located in the Fairgreen Car Park off Ballymore Road, approx. 650m to the east of the subject site and within a 15-minute walk or a 5-minute bicycle journey. An additional GoCar base is located at the Naas Retail Park near the M7 (approx. 1.75km to the west of the subject site), which is within a 10-minute bicycle journey.

The allocation of internal GoCar spaces (or a similar car sharing schemes) shall be considered with the providers of this service at detailed design stage, subject to commercial viability and anticipated interest from future occupants. GoCar spaces can be assigned at various locations throughout the scheme to encourage their use as an alternative to car ownership.

4.6 Proposed Local Infrastructure Improvements

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that primary/secondary cycle route NA1 be implemented along Newbridge Road in the vicinity of the subject development site. No information is yet publicly available on the proposed design or delivery timeframe of this objective.

The *Naas Local Area Plan 2021-2027* provides for the medium-term implementation of a “pedestrian link between Devoy Barracks Site and Newbridge Road”, which would traverse the subject site on a north/south axis, as well as for the creation of a pedestrian/cyclist path between this link and the existing Arconagh estate to the west. The subject proposed development incorporates provision for future pedestrian and cyclist access connections at the site’s northern and western boundaries, to facilitate the creation of these links. The *Naas Local Area Plan 2021-2027* also indicates the future provision of additional cycle tracks or cycle lanes along the northern (older) section of John Devoy Road, as well as improved cycling facilities along the R445 (New Row) between John Devoy Road and Naas town centre.

No further relevant outstanding road development objectives or other significant transport-related infrastructural improvements in the vicinity of the subject site are given in the *Kildare County Development Plan 2017-2023*.

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 shall 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 shall require regular monitoring to develop an effective implementation of residential travel and mobility 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 Travel Plan Coordinator (see sub-section 7.4) is therefore vital for the success of the Plan. This Residential Travel Plan shall need to be reviewed on a regular basis, 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 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 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 shall increase. Public transport, pedestrian and cycling facilities are present in the area of the site such as commuter rail, bus 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.

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.

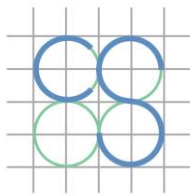
This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

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, the Local Authorities require Residential Travel 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.

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.

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. 087071056 (see **Figure 9**). The census modal splits for this Small Area, as well as for the adjacent areas, are given in **Table 3**.

Table 3 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA 087071056 only	SA 087071056 + adjacent
Driving a Car or Van	50%	48%
Passenger in a Car	17%	15%
Bicycle	1%	3%
Motorcycle	0%	0%
Bus	11%	9%
Train or Tram	1%	2%
Walking	13%	18%
Other / Work from Home	3%	3%
Not Stated	4%	4%

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	52%	46%
Passenger in a Car	17%	15%
Bicycle	3%	5%
Motorcycle	0%	0%
Bus	11%	13%
Train or Tram	2%	4%
Walking	15%	17%
TOTAL	100%	100%

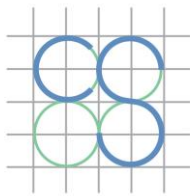
Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Residential Travel Plan targets should be amended by the Travel Plan Coordinator (see sub-section 7.4), if appropriate. These targets should be reappraised at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



monitored to understand how successful implementation of targeted programs have been.

The targets set shall require ongoing work and commitment from the development as a whole, without which they shall not be achieved. It is recognised that some people shall 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 shall 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 reduce 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 shall 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
- Implementation / Consultation / Monitoring

7.1 Marketing & Communications

The education of residents and visitors on the mobility 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 shall include promotional initiatives and activities aimed at informing the residents and visitors of the existing and proposed transport networks. Such initiatives and activities shall 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 in publicly accessible 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 shall contain all the information relating to the Residential Travel Plan, including the Mobility 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 shall be selected with regard to:

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

7.2.2 Bicycle Parking and Bicycle Repair

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sheltered where possible.

- If practicable, bicycle toolkits (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained within secure cycle parking facilities, for the use of residents.

7.3 Public and Shared Transport

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

7.3.1 Service Information

It must be ensured that the information supplied in the development 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 Residential Car Club

The allocation of internal GoCar spaces (or a similar car sharing schemes) shall be considered with the providers of this service at detailed design stage, subject to commercial viability and anticipated interest from future occupants. GoCar spaces can be assigned at various locations throughout the scheme to encourage their use as an alternative to car ownership.

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 shall be managed by a Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Travel Plan Coordinator shall 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, or by a nominee of a resident's committee.

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 Devoy Barracks, Naas, Co. Kildare. The proposed development site is located in proximity to existing high-quality bus, light rail and rail services that connect it to Dublin city and suburbs. 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

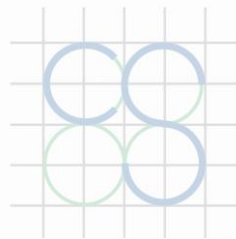
- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and (if possible) bicycle maintenance facilities.

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.

8.1.4 Car Sharing

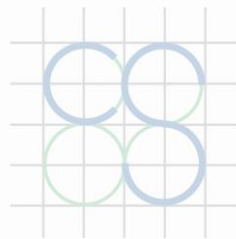
- The allocation of internal GoCar spaces (or a similar car sharing schemes) shall be considered with the providers of this service at detailed design stage, subject to commercial viability and anticipated interest from future occupants. GoCar spaces can be assigned at various locations throughout the scheme to encourage their use as an alternative to car ownership.



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Appendix A

Links to relevant guidance documents concerning Residential Travel Planning



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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.taxesaver.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