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## Mobility Management Plan

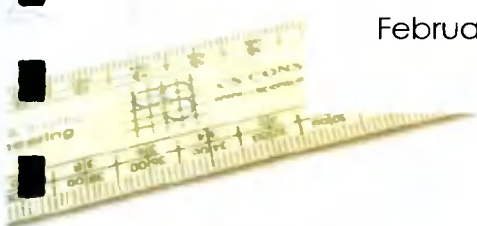
### Nursing Home Development

St. Mary's Priory, Old Greenhills Road,  
Tallaght, Dublin 24

Client: St. Mary's Medical (Tallaght) Ltd

Job No. D092

February 2022





EXCLUSIVE

2013

**MOBILITY MANAGEMENT PLAN**  
**NURSING HOME DEVELOPMENT**  
**ST. MARY'S PRIORY, OLD GREENHILLS ROAD, TALLAGHT, DUBLIN 24**

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**Appendix A:** Links to relevant mobility management guidance documents

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## 1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by St. Mary's Medical (Tallaght) Ltd to prepare a Mobility Management Plan to accompany a planning application for a proposed nursing home development within the grounds of St. Mary's Priory, Tallaght, Dublin 24.

In preparing this report, CS Consulting has made reference to the following:

- South Dublin County Council Development Plan 2016–2022
- Tallaght Town Centre Local Area Plan 2020
- National Cycle Manual 2011
- Greater Dublin Area Cycle Network Plan
- CSO 2016 Census data
- Development of Transport, Tourism and Sport Smarter Travel Guidelines

The Mobility Management Plan is to be read in conjunction with the engineering drawings and documents submitted by CS Consulting and with the various additional information submitted by the other members of the design team, as part of the planning submission.

## 2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

### 2.1 Site Location

The proposed development site is located within the grounds of St. Mary's Priory, on the western side of the Old Greenhills Road in Tallaght, Dublin 24. The site is located in the administrative jurisdiction of South Dublin County Council and has a total area of 0.99ha.



Figure 1 – Location of proposed development site  
(map data & imagery: EPA, 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 north by the TU Dublin Tallaght campus, to the east by Old Greenhills Road and Greenhills Road, and on other sides by the

remaining grounds of St. Mary's Priory. The site has street frontage of approx. 95m on Old Greenhills Road and approx. 50m on Greenhills Road.



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

## 2.2 Existing Land Use

The subject site is greenfield, forming part of the grounds of St. Mary's Priory, and does not currently generate any vehicular traffic.

## 2.3 Description of Proposed Development

The proposed development consists of:

- (a) construction of a 4 storey nursing home building consisting of (i) 106 no. bedrooms (with ensuite); (ii) associated resident's welfare facilities; (iii) administration areas and staff facilities; (iv) with multi-function space; and pharmacy proposed at ground floor level;



- (b) construction of 60 no. one bed independent living units in 3 no blocks as follows: (1) Block A, a 4 story building comprising 11 no. one-bed units; (2) Block B, a part 4/part 5 storey building comprising 35 no. one-bed units; and (3) Block C, a 5 storey building comprising 14 no. one-bed units. Each unit will be provided with private open space in the form of a balcony/terrace (6sq.m).
- (c) The development will include communal open space and landscaping (including new tree planting and tree retention), 30 no. car parking spaces (including 3 no. limited mobility parking spaces; 3 no. EV parking spaces and 1 no. car sharing spaces); and 37 no. bicycle parking spaces.
- (d) The development will be served by a new pedestrian and vehicular access from Old Greenhills Road through existing boundary wall. Material from the removed wall will be repurposed within the landscape areas; and

The development includes landscaping, boundary treatments (including walls and railings to southern and western boundaries), an ESB Substation, SuDS drainage; road infrastructure and all ancillary site works necessary to facilitate the development.



### 3.0 SUSTAINABLE TRAVEL

MMPs are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. MMPs are conducted to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Development occupants and other users of the site are informed of existing alternatives to the private car and are given the required advice, support & encouragement to travel in a sustainable way. The MMP will also include proposed future improvements to those transport options already available.

#### **4.0 MOBILITY MANAGEMENT PLAN PURPOSE**

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

The MMP 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.

## 5.0 EXISTING SITE CONDITIONS

### 5.1 Pedestrian Accessibility

Existing pedestrian facilities in the vicinity of the development site are extensive and of good quality. Raised footpaths and public lighting are in place along Greenhills Road, Old Greenhills Road, Main Street and surrounding residential streets. Signalised pedestrian crossings are provided at several nearby locations and the wider area has a reasonably high degree of pedestrian permeability.

### 5.2 Bicycle Infrastructure

No dedicated cycle tracks or on-street marked cycle lanes are currently in place along Greenhills in the vicinity of the development site, although traffic calming measures are in place on adjacent residential streets. There are dedicated cycle lanes along portions of Main Street to the south of the site.

### 5.3 Public Transport Services

#### 5.3.1 Bus Services

Table 1 – Bus Services within a 10-Minute Walk

Bus No.	Operator	Destination	Weekday Services	Peak Interval
27	Dublin Bus	Clare Hall / Jobstown	100	10 min
54a	Dublin Bus	Pearse Street / Ellensborough	33	30 min
65	Dublin Bus	Poolbeg Street / Blessington	15	1 hour
75 / 75a	Go Ahead	Dún Laoghaire / The Square Tallaght	35	30 mins
77a	Dublin Bus	Ringsend Road / Citywest	52	20 mins
175	Go Ahead	Citywest / UCD	18	1 hour

Bus stops located within a 10-minute walk of the development site are served by a total of 6no. regular Dublin Bus and Go Ahead routes, and their variants, providing direct connectivity to Dublin city centre, as well as to outlying areas throughout Dublin. These bus services are given in Table 1.

### 5.3.2 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 2 – Luas Red Line Tram Services within a 20-Minute Walk

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

The subject development site is located within a 20-minute walk of the Tallaght Square tram stop on the Luas Red Line. Light rail services operating to and from this stop connect it directly to the Dublin City Centre and to the Point; interchange with the Luas Green Line is possible at Abbey Street. Trams serve the Tallaght Square stop at intervals of approximately 3-4 minutes at peak times.

## 5.4 **Future Public Transport Infrastructure**

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that primary cycle route 8B be implemented along Greenhills Road in the vicinity of the subject

development site. No information is yet publicly available on the proposed design or delivery timeframe of the aforementioned objectives.

The development site is located on the preferred route of Core Bus Corridor no. 9, Greenhills to City Centre. The Corridor is located along Greenhills Road on the western boundary of the development site, shown below in Figure 3. The current route plans for this corridor do not currently impact the existing boundaries of the site and do not require any land acquisition.



Figure 3 – Composite extract of Core Bus Corridor 9 mapping  
(background imagery source: NTA)

## 6.0 CONTENT OF THE MOBILITY MANAGEMENT PLAN

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

This plan's aim is to provide more sustainable transport choices that will lead to a reduction in the proportion of journeys to/from the site being 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 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 mobility management plan should be informed by and founded upon the following:

- A travel survey of development occupants, to establish the origin and destination 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 occupants;
- 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 occupants, 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.

It is intended that the Mobility Management Plan for the proposed development will follow the above guidelines. The success of the MMP 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 MMP 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.



## 7.0 OBJECTIVES OF THE MOBILITY MANAGEMENT PLAN

The objectives of the Mobility Management Plan for the proposed development are as follows:

- To promote and increase the use of public transport, walking and cycling for development occupants and visitors, and to facilitate travel by bicycle and bus;
- To integrate mobility management into the development's operational decisions, policies and practices; to work closely with governing bodies on matters of access to – and use of – transport services around the vicinity of the development site;
- To provide information on sustainable modes of travel and to have resources readily available to increase awareness of these amongst development occupants and visitors.

### 7.1.1 Objective 1

To promote and increase the use of public transport, walking and cycling for development occupants and visitors, and to facilitate travel by bicycle and bus.

The encouragement and the increased use of other modes of transport, which are less damaging to the environment in terms of congestion and emissions, are directly linked to operating a lower-car-use development. Apart from the environmental benefits, the use of more sustainable modes of transport provides the following benefits to the individual:

- 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 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.

#### 7.1.2 Objective 2

*To integrate mobility management into the development decisions, policies and practices; to work closely with governing bodies on matters of access to – 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 MMP.

#### 7.1.3 Objective 3

*To provide information on sustainable modes of travel and to have resources readily available to increase awareness of these amongst development occupants and visitors.*

The MMP has a significant role to play in the provision of information and resources both to people within the development and to 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 attitudes, which in turn can influence behaviour.

## **8.0 INITIAL TARGETS OF THE MOBILITY MANAGEMENT PLAN**

### **8.1 Population Groups**

Journeys to and from the development shall be made by three distinct population groups: residents, staff, and visitors. The targets set under the MMP shall be limited to residents and staff, as these are the only groups that are 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.

### **8.2 Census Data**

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 include:

- Small Area Population Statistics (SAPS) giving modal splits for overnight residents' trips to places of work or study (used for residents of the proposed development); and
- Workplace Zone statistics giving modal splits for daytime occupants' trips to places of work or study (used for staff to be employed in the proposed development).

The development site is located in census Small Area no. 267144003 and in census Workplace Zone no. SD0340. The census modal splits for these, as well as for their adjacent areas/zones, are given in Table .

Table 3 – CSO 2016 Census Data – Existing Modal Splits

Mode	Small Areas (overnight residents)		Workplace Zones (daytime occupants)	
	SA 267144003 only	SA 267144003 + adjacent	WPZ SD0340 only	WPZ SD0340 + adjacent
Driving a Car or Van	43%	50%	64%	49%
Passenger in a Car	3%	3%	5%	9%
Bicycle	3%	3%	1%	3%
Motorcycle	0%	1%	0%	0%
Bus	15%	11%	11%	19%
Train or Tram	7%	8%	1%	6%
Walking	20%	15%	14%	12%
Other / Work from Home	0%	2%	2%	0%
Don't Work or Study / Not Stated	9%	7%	2%	2%

### 8.3 Baseline Modal Splits

Table 4 gives assumed baseline modal splits for all trips made to and from the development at the time of opening, derived from the census data given in Table 3.

Table 4 – Assumed Baseline Modal Splits for Development Occupants

Travel Mode	Assumed Trip Proportions on Opening	
	Residents	Staff
Car Driver	48%	58%
Car Passenger	3%	7%
Luas	8%	4%
Bus	15%	16%
Bicycle	3%	2%
Walking	18%	13%
Work From Home	5%	0%
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 MMP targets detailed in the following sub-section should be amended by the MMP Coordinator, if appropriate.

#### 8.4 Development Modal Splits

Table 5 and Table 6 give both the assumed starting modal splits and the suggested initial Mobility Management Plan targets to be set in pursuance of the objectives defined in Section 7 for residents and staff respectively. The assumed starting modal splits have been informed primarily by CSO census data from the year 2016, as previously described.

Table 5 – Initial Target Modal Splits for Development Residents

Mode	Assumed Starting Proportion of Trips	Suggested Initial MMP Targets
Driving a Car	49%	36%
Passenger in a Car	3%	2%
Bicycle	4%	8%
Motorcycle	0%	0%
Bus	14%	18%
Train or Tram	8%	11%
Walking	18%	21%
Work From Home	4%	4%
TOTAL	100%	100%

Table 6 – Initial Target Modal Splits for Development Staff

Mode	Assumed Starting Proportion of Trips	Suggested Initial MMP Targets
Driving a Car	56%	40%
Passenger in a Car	6%	4%
Bicycle	2%	7%
Motorcycle	0%	0%
Bus	16%	20%
Train or Tram	5%	8%
Walking	13%	17%
Work From Home	2%	4%
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 Mobility Management Plan targets should be amended by the MMP Coordinator, if appropriate. These targets should be reappraised at regular intervals thereafter as part of the periodic Plan review process.

### 8.5 Implementation Timeframe

The duration of the first phase of the Mobility Management Plan, during which the initial target modal splits shall be pursued, will be decided by the MMP 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.

### 8.6 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 Mobility Management Plan is an ongoing process and targets that are achieved should be replaced by further targets.



## 9.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to encourage changes in travel behaviour and sustain a reduction in single-occupant car use. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring that 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
- Car Sharing
- Walking & Cycling
- Public Transport
- Implementation / Consultation / Monitoring

### 9.1 Marketing & Communications

The education of development occupants and visitors on the mobility plan initiatives and the importance of contribution is 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 development occupants and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the MMP through both internal communications and external avenues.
- Developing an Access Map to show public transport facility locations and to highlight safe walking and cycling routes. In addition to this,

Travel Information Points should be established at dedicated on-site locations, to make development occupants and visitors aware of the mode choices available in and around the development site. The Travel Information Points should be conspicuously located at 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 all new and existing residents and staff. The Pack will contain all the information relating to the Mobility Management Plan, including the Mobility Access Map and the locations of cycle parking, lockers, etc.
- Developing a digital Travel Information Point for the development, to provide details of travel choice to the site, as well as linking to external websites relevant to visiting the development.

## 9.2 Car Sharing

For staff who cannot avail themselves of public transport, or who live at too great a distance to walk or cycle, car sharing has the highest probability of reducing travel by single-occupancy private car. While car sharing may be organised on an ad hoc basis amongst staff, a formalised car sharing programme would allow greater participation and promote this practice.

### 9.2.1 Car Sharing Programme

One of the largest contributing factors to the success of a car sharing programme is providing staff with information regarding the travel needs of other potential participants. Online car sharing databases, or registers of staff, with their contact details, could be created in order to organise people into groups according to their places of residence. This allows people to develop relationships with potential car sharing partners. Confidentiality, insurance and reliability are the

most common concerns in relation to car sharing; these should be addressed when setting up the car sharing programme.

#### 9.2.2 Management Commitment

In order to succeed, the car sharing programme would need to be implemented and supported by the management of the nursing home. Information on the programme and on accessing the car sharing database/register must be provided in the Sustainable Travel Pack and at the Travel Information Point. The Mobility Manager will be responsible for matching car sharing participants and management should aim to match work schedules to car sharing needs.

#### 9.2.3 External Car Sharing Platforms

A number of websites and mobile applications offer car sharing interfaces at an individual level. Of particular interest is the website [carsharing.ie](http://carsharing.ie), which is managed by the National Transport Authority: this allows car sharing groups to be set up for a single organisation or a larger centre of employment (e.g. a business park).

### 9.3 **Walking & Cycling**

#### 9.3.1 Safe Walking and Cycling Routes

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

### 9.3.2 Bicycle Parking, Umbrellas, Drying Room, Bicycle Repair Kit Facility and Changing/Shower Facilities

- Ensure that bicycle parking for both staff and visitors is secure and sheltered.
- Provide showers, lockers, and drying facilities for staff.
- Provide umbrellas at reception for loan to staff and regular visitors.
- Maintain a toolkit containing puncture repair equipment, pump, etc. for use in emergencies and make it available to all bicycle users at reception.

### 9.3.3 Help with Procuring Cycling Equipment

- Promote the Cycle to Work scheme within the company.
- Consider offering supplementary financial assistance for the purchase of pedelecs (electrically-assisted bicycles) by those employees who wish to commute by bicycle over distances greater than 5-10km.

## 9.4 **Public Transport**

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

### 9.4.1 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.

### 9.4.2 Multi-Modal Trip Support

Staff should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle

between work and a bus stop or railway station. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

## 9.5 Implementation / Consultation / Monitoring

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

To implement the MMP the following inputs are required:

- Senior Management support and commitment;
- A Mobility Management Plan Coordinator;
- A Steering Group to oversee the plan;
- Working Groups on various related issues;
- Consultations with development occupants 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.

Ideally, the MMP will be managed by an MMP Coordinator with the clear mandate to implement and evolve the Plan. The MMP Coordinator will also be best suited to monitor the results of the Plan.

Travel surveys of staff (and where possible, also for residents and visitors) should be carried out in the early stages and repeated annually, to monitor the initial success of the MMP 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 mobility management plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

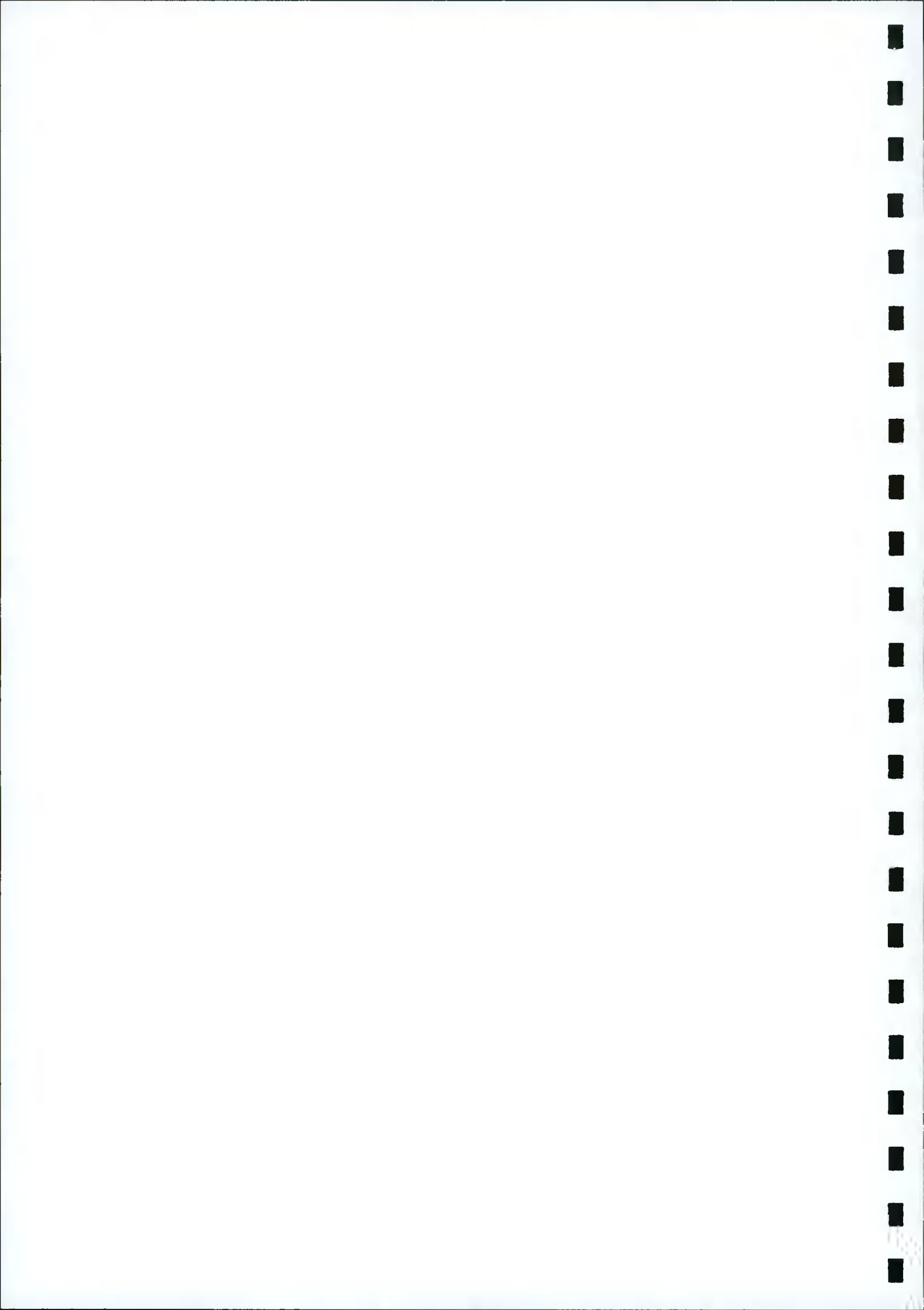


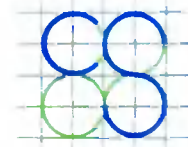
- Provide information and support for the purchase of cycling equipment.

#### 10.1.4 Public Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide tailored advice on multi-modal journeys to include public transport.







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## Appendix A

### **Links to relevant guidance documents concerning Mobility Management**



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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](http://www.smartertravelworkplaces.ie)  
[www.ways2work.bitc.org.uk](http://www.ways2work.bitc.org.uk)

### **Sustainable Travel**

[www.smartertravel.ie](http://www.smartertravel.ie)  
[www.sustrans.org.uk](http://www.sustrans.org.uk)  
[www.nationaltransport.ie](http://www.nationaltransport.ie)  
[www.dttas.ie](http://www.dttas.ie)  
[www.eltis.org](http://www.eltis.org)  
[www.mobilityweek.eu](http://www.mobilityweek.eu)

### **Getting Active**

[www.getirelandactive.ie](http://www.getirelandactive.ie)

### **Public Transport Information**

[www.transportforireland.ie](http://www.transportforireland.ie)  
[www.taxesaver.ie](http://www.taxesaver.ie)

### **Cycle to Work Scheme**

[www.revenue.ie](http://www.revenue.ie)

### **Walking challenges**

[www.pedometerchallenge.ie](http://www.pedometerchallenge.ie)  
[www.irishheart.ie](http://www.irishheart.ie)

### **Cycling**

[www.cyclechallenge.ie](http://www.cyclechallenge.ie)  
[www.dublinbikes.ie](http://www.dublinbikes.ie)  
[www.irishcycling.com](http://www.irishcycling.com)

### **Cycle to Work scheme**

[www.revenue.ie](http://www.revenue.ie)  
[www.bikescheme.ie](http://www.bikescheme.ie)

### **Designing and Planning for Cycling**

[www.cyclemanual.ie](http://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](http://www.mapmyride.com)  
[www.mapmyrun.com](http://www.mapmyrun.com)

### **Car Sharing**

[www.carsharing.ie](http://www.carsharing.ie)

### **Misc.**

Copenhagen Cycle Chic - Bikes, style and Copenhagen

