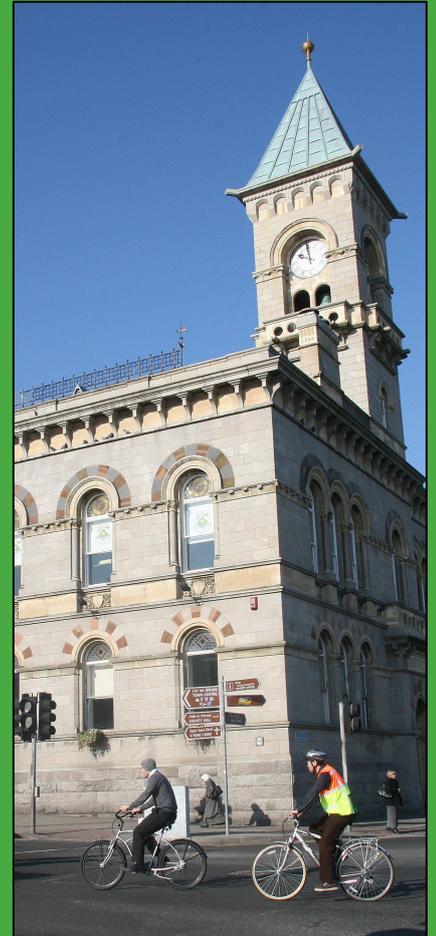


Dún Laoghaire-Rathdown County Council

# Cycling Policy

Smarter Travel, Better Living



***Cultivating a Cycling Culture***

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## Executive Summary

The publication by the government in 2009 of *Smarter Travel - a Sustainable Transport Future 2009-2020* followed by the *National Cycle Policy Framework 2009 – 2020* (NCPF) has set a new transport agenda in Ireland with an increased emphasis on sustainable transport including cycling. In particular, the NCPF recognises the contribution that cycling can make towards improving the quality of life and health of individuals whilst also contributing to the wider public realm, a stronger economy and an enhanced environment for all.

The NCPF has set challenging targets for increases in cycle use with the goal of 10% of all trips being by bicycle by 2020. The county starts its journey towards this objective with a modest 4% of trips to work or school by bicycle (2006 Census). Since a significant proportion of the country's population both live and work within the Greater Dublin Area (GDA), it is likely that the County Councils that make up the GDA will be called upon to make a major contribution towards achieving the national target and hence its own targets may well be higher in percentage terms. Nevertheless the County Council is committed to delivering the aims and objectives of the NCPF and its own objective of *Cultivating a Cycling Culture* so far as funding and other resources permit.

### Vision

*To cultivate a cycling culture, through the implementation of appropriate infrastructure and promotional measures, that positively encourages all members of the community to cycle at all life stages and abilities as a mode of sustainable transport that delivers environmental, health and economic benefits to both the individual and the community.*

In the chapters that follow, this document sets out Dún Laoghaire-Rathdown County Council's own policies in response to the publication of the *National Cycle Policy Framework, 2009 – 2020*. It serves as a daughter document to the Council's *County Development Plan 2010 – 2016*. As an adjunct to the County Development Plan, it also includes guidance for developers on cycle parking and cycle facilities to be provided as a consequence of new development.

## Priorities

To deliver its contribution to local and national goals, the Council through the various policies set out herein will focus its attention on the following cycling activities by way of provision of infrastructure, promotion and marketing or any combination of these:

- i. Trips to school
- ii. Trips to work
- iii. Trips to and from public transport interchanges as part of onward journeys to work
- iv. Other utility trips i.e. trips to shops, leisure facilities etc
- v. Recreational and tourism trips, including countryside access
- vi. Long distance and rural routes (except where they contribute to wider objectives, i.e. i - v above)

The format of this document reflects the 19 objectives set out in the NCPF and their associated interventions in the order in which they occur in that publication. Each Policy Chapter repeats the relevant NCPF policy which is then followed by the linked Council Policy. Each of these is supported by explanatory notes, including references as appropriate. Not every objective will result in a policy that in turn will place an obligation of the County Council. This is because some objectives are solely the province of national government. Where this is the case the interventions to be undertaken by the County Council which support these objectives are set out instead.

## Introduction and Headline policy

### Introduction and Headline Policy



#### DLR Headline Policy HPI

It is Council policy to:

#### HP1.1 Headline Policy

Adopt and support the objectives and interventions of both the National Cycle Policy Framework and this policy document in pursuit of the Council's goal of *cultivating a cycling culture*, within this County, insofar as funding and resources permit.

The County Development Plan 2010 - 2016 - 12.1.12 Policy T12: Cycling and Walking states;

***“It is Council policy to promote and encourage more healthy sustainable and environmentally friendly forms of transportation such as cycling and walking and to make the footway network accessible for all.”***

#### 0.1 Purpose

The purpose of this County Cycling Policy is to serve as a daughter document to the Dún Laoghaire-Rathdown *County Development Plan 2010 – 2016* and it should be read in conjunction with that document; in particular the relevant sections of Chapters 12 (Sustainable Travel and Transportation) and 16 (Development Management). This document also reflects the outcomes and recommendations of the Council's Cycle Policy Review undertaken in the spring of 2009. The policy objectives recommended within that document have been included within this County Cycling Policy.

#### 0.2 Context

The County Cycling Policy sets out the County Council's policies in response to the publication of the *National Cycle Policy Framework (NCPF)* published

by the Department of Transport (DoT) in 2009. The policies which follow also generally reflect the core elements of the following documents insofar as they relate to sustainable travel and transport and cycling in particular:

- § *Transport 21* National Development Plan
- § *Smarter Travel - a Sustainable Transport Future 2009-2020* Department of Transport
- § *Urban Design Manual* Department of Environment, Heritage and Local Government 2009
- § *Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes, Sustaining Communities* Department of Environment, Heritage and Local Government 2007
- § *Platform for Change - An integrated transportation strategy for the Greater Dublin Area 2000 to 2016* (2001) and *'Cycling Policy* (2006) National Transport Office (NTA – formerly Dublin Transportation Office)
- § *Road safety Strategy 2007 - 2012* Road Safety Authority 2007

It is not the intention to set out within this document the reasons why cycling should be promoted other than to repeat the 'Vision' of the NCPF which summarises the position as follows:

*"The mission is to create a strong cycling culture in Ireland. The vision is that all cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for short trips. Cycling contributes to improved quality of life and quality of the public realm, a stronger economy and business environment, and an enhanced environment. A culture of cycling will have developed in Ireland to the extent that 10% of all trips will be by bike by 2020."*

When considering the County Council's contribution to the DoT's national target of 10% of all trips nationwide being by bicycle by 2020 it is important to recognise that this represents a considerable challenge to large urban areas such as Dún Laoghaire-Rathdown. The nature of trips and population density in rural areas and the smaller size of other towns and cities in Ireland means that the Greater Dublin Area (GDA) will bear much of the responsibility for achieving this target. It is therefore likely that the eventual target for the GDA as a whole may be higher in percentage terms than the national target. The policies which follow set out how Dún Laoghaire-Rathdown County Council proposes to respond to this challenge.

At the time of writing the publication of a number of new guidance documents was imminent. These include the *proposed National Cycle Manual – Guidelines for the provision of cycle facilities in Ireland* being prepared by the NTA and design guidance similar to the UK *'Manual for Streets'*. As with all national guidance documents, these will be adopted and applied as far as practicable, to all future projects.

Also in the course of preparation is the *Transport Strategy for the Greater Dublin Area 2010 – 2030* known as “2030 Vision”. Although in its early stages of preparation this document seeks to address the many transport issues facing the Greater Dublin Area (GDA) many of which derive from the record rise in population. These include increases in employment in the central area and the resulting pressures of increased commuting distances arising from outward migration of housing to the wider GDA and beyond. It is to be expected that the outcomes of the *2030 Vision* will place considerable emphasis on sustainable transport, including cycling and walking.

### 0.3 Current levels of cycling

As the table below illustrates, the county as a whole has cycling levels marginally above the 3% national average.

2006 CSO	Total Trips	Trips by Bike	% Bike
County	131129	4995	3.81%
Ballybrack	28386	585	2.06%
Blackrock	20285	914	4.51%
Dundrum	25060	1527	6.09%
Dún Laoghaire	25154	865	3.44%
Glencullen	18693	470	2.51%
Stillorgan	13551	634	4.68%

Table 1: trips to work and school (2006 Census)

### 0.4 Interventions and priorities

The interventions required to deliver the Cycling Policy will require both hard (infrastructure) and soft (promotion and marketing) interventions. These are dealt with in greater detail later in the document.

Experience elsewhere in Europe<sup>1</sup> suggests that “In order to get best value from cycling budgets, authorities need to focus their resources on a specific target audience, asking themselves:

- **People:** Who are the people who can be persuaded to take up cycling?
- **Place:** Where do they live and where do they go?
- **Purpose:** Why do these people make these journeys?”

<sup>1</sup> *Making a Cycling Town: a compilation of practitioners’ experiences from the Cycling Demonstration Towns programme* Cycling England/DfT (UK) 2010

This experience also points to the benefits of focusing attention on ‘hubs’ of activity with a targeted range of interventions. These might be schools or workplaces where specific audiences can be engaged and persuaded to change their travel patterns.

Schools are a strong focus of the NCPF. Increasing levels of cycling to school brings a wide range of benefits. These include reduced congestion and pollution by reducing the impact of the ‘school run’. Of greater importance are the benefits to the life-long health and well being of the child, particularly as those who cycle to school and further education institutions are often encouraged to cycle for the rest of their lives.

In response, priority will be given to the following areas of activity in priority order:

- i. Trips to school
- ii. Trips to work
- iii. Trips to and from public transport interchanges as part of onward journeys to work
- iv. Other utility trips i.e. trips to shops, leisure facilities etc
- v. Recreational and tourism trips, including countryside access
- vi. Long distance and rural routes (except where they contribute to wider objectives, i.e. i – v above)

These priorities should not be regarded as ‘set in stone’ but are to be tempered by local circumstances and objectives, hence they are not themselves included as a policy objective.

## Policies and Interventions

### 1.0 Development of a cycle-friendly future

#### NCPF Objective 1

*Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way.*



#### DLR Policy CP 1:

It is Council policy to:

##### CP 1.1 Wider policies

Ensure that the creation of a cycle-friendly environment will be a key element of all of the Council's wider policies.

##### CP 1.2 Planning guidelines and urban design

Ensure that the County Development Plan, Local Area Plans, Strategic Development Zones and Urban Framework Plans and other guidelines, within their planning guidelines and urban design, support cycling as a stated objective and require new developments to both reduce the need to travel, particularly by car, and contribute infrastructure and other measures, such as Sustainable Transport Plans (also known as Mobility Management Plans or Workplace/Residential Travel Plans), to secure this objective.

##### CP 1.3 Cycling and existing developments

Undertake retro-fit projects within existing urban areas and developments, both residential and commercial, to create cycle-friendly permeable routes that are attractive to cyclists of all ages and abilities.

##### CP 1.4 Demonstration and innovation

Whenever circumstances permit, continue to undertake 'demonstration' projects, to showcase best practice.

##### CP 1.5 Working with other agencies and stakeholders

Use the creation of the policy as a catalyst to work with other agencies and stakeholders to ensure cycling is properly considered as part of their projects

### 1.1 Wider policies

It is essential that not only transport policies encompass the need to promote cycling; this should also apply to other areas of the Council's responsibilities such as planning, sport, leisure and tourism. Supporting policies that encourage cycling and the creation of a more cycle friendly environment will be included across all of the Council's policy areas as appropriate.

### 1.2 Planning guidelines and urban design

New developments often contribute highway infrastructure in addition to that provided by public expenditure. Dún Laoghaire-Rathdown County Council has a history of seeking infrastructure measures for cyclists within new developments. In line with the Department for Environment, Heritage Local Government's *Urban Design Manual* and similar policy documents, this will continue with an emphasis on creating low speeds and permeability in order to deliver a cycle-friendly environment which, in turn, creates a time and distance advantage for all sustainable modes of transport over unnecessary car-based travel. In support of this approach the layout of new developments and any modifications to existing developments will be required to reduce both the need for travel and the distances travelled. This will be achieved by locating trip generators such as employment, shops and schools in areas that are more serviceable by sustainable transport modes.

New developments of certain type and/or scale will also be required to draw up Sustainable Transport Plans which demonstrate, amongst other objectives, that cycling will be positively encouraged and progress towards targets set within the plans will be well monitored and responded to e.g. more cycle parking provided if required. In addition certain developments may be required to undertake Cycle User Audits (see CP 2.6 below)

To build on this practice attached as Appendix A is guidance on cycle parking and associated measures that will be sought as a consequence of new developments, both commercial and residential. Included within this guidance are standards for cycle parking to be sought from new development according to land use. The guidance will be updated regularly to take account of rising cycle levels and emerging guidance such as the proposed National Cycle Manual and future documents such as the Urban Design Guide referred to in the NCPF.

### 1.3 Cycling and existing developments

The NCPF's objective of implementing a programme of remedial works to enhance the permeability of existing developments will be supported by the County Council through a comprehensive cycle network review. This will be aimed at identifying where prioritised and cost-effective infrastructure for cyclists can be retrofitted to achieve this aim.

The Council will, where appropriate, seek to encourage existing developments (both commercial and residential) to provide facilities for cyclists in line with

those that would be applied to similar new developments. This task could be undertaken by the proposed Cycling Officer/Sustainable Transport Officer recommended elsewhere in this document (see CP 17.2).

#### 1.4 Demonstration and Innovation

Even before the publication of the NCPF, the County Council had already embarked upon 'demonstration' projects that result from the recommendations of its earlier Cycle Policy Review. These have included professional training for staff and the first structured on-road cycle training programme within Ireland that matches a national standard for children. The Council will continue to seek out further opportunities and at the time of writing is actively pursuing further similar cycle demonstration projects.

#### 1.5 Working with other agencies and stakeholders

The formation of partnerships with other agencies and stakeholders provides the opportunity to work with others to achieve best value and, where appropriate, consistency in the provision of measures for cyclists.

Potential agencies and stakeholders include (not exhaustive):

- Department of Transport
- Department for Environment, Heritage and Local Government including National Parks and Wildlife Service
- National Roads Authority
- National Transport Authority
- Road Safety Authority and Regional Road Safety Officers of the NRA
- Neighbouring authorities
- An Garda Síochána
- QBN Project Office
- Public transport operators (Dublin Bus, Rail Procurement Agency and Iarnród Éireann)
- Bord Fáilte Ireland
- An Taisce
- Coillte Ireland
- School principals
- DLR Sports Partnership
- General public
- Representatives of cyclists (including both sports cyclists and campaigners), pedestrians and people with mobility impairments

## 2. Cycle friendly Infrastructure

### NCPF Objective 2

*Ensure that the urban road infrastructure (with the exception of motorways) is designed / retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist friendly.*



### DLR Policy CP 2:

It is Council policy to:

#### CP 2.1 Design philosophy

Design for cyclists according to the 'Hierarchy of Measures' and the '5 Key principles' (see 2.1 below)

#### CP 2.2 Invisible infrastructure

Ensure that the delivery of 'invisible infrastructure', exemption from measures introduced to manage motorised traffic (where safe to do so) and inclusion of cycle measures within Quality Bus Corridors (QBC) makes the greatest possible contribution to a cycle-friendly road environment(see 2.2 below)

#### CP 2.3 Review of existing infrastructure and remedial measures

Develop a comprehensive cycle network based upon a systematic review of the existing road network, existing developments and routes through parks etc leading to a prioritised programme of measures that can be delivered over the period of the County Development Plan

#### CP 2.4 Infrastructure provided by others

Require roads provided within new developments to be designed to deliver a self enforcing speed limit at or below 30kph to avoid the need for cycle-specific measures other than those required to provide permeability. There will generally be a presumption of provision of cycle lanes being included within new local and district distributor roads and where speed limits are 50kph or over.

### CP 2.5 Quality bus corridors (QBC)

Seek within new QBC Schemes the inclusion of suitably designed measures for cyclists, including cycle tracks within or alongside bus lanes or the shared use of bus lanes together with Toucan crossings, where appropriate

### CP 2.6 Cycle / user audits

Ensure that all changes to the road network, including that resulting from new development, will be the subject of Vulnerable User Audits in the form of Cycle User Audits, or Road User Audits which also include the consideration of cyclists along with other slow travel modes. This requirement is reflected in the County Development Plan and future Local Area Plans, Strategic Development Zones and Urban Framework Plans

### CP 2.7 Local Transport Plans, demand management and HGV programmes

Include future programmes of cycle projects within the Council's Local Transport Plan (should this Local Transport Plan process be adopted by the DoT), and set out how programmes such as demand management and HGV strategies will contribute towards a cycle-friendly road environment.

## 2.1 Hierarchy of Measures and 5 Key Principles - Background note

### ***Hierarchy of measures***

The 'Hierarchy of Measures' sets out to make the best use of the existing road network and by default, recognises that a cycle facility wholly segregated from other traffic cannot be provided from everyone's front door to their individual destination. It may be summarised as follows:

First - reduce competition for road space by excluding unnecessary traffic then;

Reduce the speed of the traffic that remains and after that;

Improve difficult junctions and problems such as one-way streets that create detours and delays on hazardous roads before;

Making the most of the available carriageway space by creating bus lanes or cycle lanes before finally;

Creating facilities segregated from other traffic and shared with pedestrians

This is an important approach to designing for cyclists and avoids the automatic assumption that cyclists' needs are best met by removing them from other traffic, often to the detriment of pedestrians. However, in some circumstances it will not be possible, nor appropriate, to reduce the speed and volume of motor traffic on certain routes such as National Roads and other strategic routes. Where this is the case, and the possibilities for providing facilities for other than experienced cyclists are limited, following this approach may lead to the conclusion that inexperienced/less confident cyclists are best served by encouraging them to use parallel quieter and more lightly trafficked routes. In such cases the use of the hierarchy readily identifies the need to address the cycling conditions at those sections of major roads which off-set cycle routes will inevitably cross.

## **5 Key Principles**

The '5 Key principles' sets out the manner in which an individual facility, route or network should aim to meet the needs of cyclists. The principles are as follows (based on the original Dutch guidance: set out in the order of the emerging NTA guidance which places safety first):

Safe	Routes should not only be safe but be perceived to be safe: this applies equally to social safety as much as road safety
Coherent	Cycle routes should take people from where they are to where they want to go; linking all significant origins and destinations
Direct	Routes should minimise delay and detour
Attractive	Routes should coincide with a quality environment and seek to avoid undesirable areas where personal safety may be perceived to be at risk
Comfortable	Measures provided for cyclists should be designed, built and maintained to the highest possible standards

## 2.2 Invisible Infrastructure

The use of 'invisible infrastructure', i.e. those measures that help create a cycle friendly environment without being cycle-specific (for example introducing traffic calming and 30kph zones within the existing road network and providing permeability through developments), has the ability to make major, cost effective contributions to the quality of the cycle network. The same applies to such measures as demand management programmes, HGV strategies, the removal of through traffic from town centres and exemptions for cyclists from measures introduced to manage traffic such as banned turns, one way streets etc.

A cycle-friendly road network can also be enhanced by the inclusion of suitable measures such as cycle lanes within bus lanes along new QBC routes. Liaison between those responsible for the delivery of 'invisible' infrastructure, QBCs etc and the proposed Cycling Officer (and vice versa – see later) will ensure that such measures always contribute positively to the overall cycle network. The relationship between these measures and cycle-friendly strategies will be set out in the County's 'Local Transport Plan' (see 2.7 below) if such Plans come into being as referred to in the NCPF.

### 2.3 Review of existing infrastructure

As explained earlier, at the time of writing the County Council is already committed to progressing a major review of the cycle-friendliness of the County's road network. It is anticipated that this review will build on work previously undertaken as part of the Cycle Policy Review and follows the recommendation of the Review that the wider network be examined for 'cycle-ability'.

The outputs of the network review will include a series of prioritised remedial improvements, which will reflect the approaches set out above and the emerging guidance of the proposed *National Cycle Manual*. These improvements may include measures set out in the NCPF such as:

- The removal of through traffic

- Exclusion of through and HGV traffic, especially on routes to school

- Demand management through the provision of vehicle restricted areas in town centres

- The identification of suitable parallel routes alongside major roads where cycle facilities are deemed inappropriate

The NCPF (policy 2.11) states that the DoT will "provide support to carry out 'new experiments' in road design, traffic management and in the use of space in urban areas." Although the delivery of such experiments is not in itself a County Council policy objective, should any be identified as a potential retro-fit project as a result of the network review the County Council will seek to encourage the DoT to support such measures, including providing the necessary funding for the implementation of the highlighted project.

### 2.4 Infrastructure provided by others

Roads provided by new development that achieve a self-enforcing speed limit of 30kph or less generally overcome the need for cycle-specific infrastructure as the lower speeds create a more cycle-friendly environment. For this reason in such areas, cycle infrastructure will generally only be sought where it creates permeability that delivers a trip time and distance advantage over motorised modes.

On new roads designed for traffic at speeds of 50kph and above, such as district distributor and some collector roads, the emerging NTA guidance is expected to recommend the provision of cycle lanes depending on the volume and profile of the traffic using such roads. Measures sought on these roads will be in accordance with the guidance once published.

## 2.5 Quality Bus Corridors (QBC)

The introduction of QBCs, and the road user improvements associated with them, create an opportunity to seek the inclusion of suitable measures along their length, together with improved crossing arrangements of these corridors at junctions and other points. Improvements such as cycle tracks, shared bus lanes, advanced stop lines at junctions, Toucan Crossings etc will be sought on all new QBC routes at appropriate crossing points.

## 2.6 Cycle / Road User Audits

In 2008 the DoT published Circular 16/2008, which requires that Road Safety and Road User Audits are carried out on all Regional and Local Road Schemes that are funded or co-funded by the Department. The Council has responded to this requirement by requiring Cycle User Audits of *all* significant road schemes within the County, often alone or as part of wider Road User Audits, including those for new developments. This requirement puts Dún Laoghaire-Rathdown County Council at the forefront of such practices within Ireland.

The primary purpose of Cycle Audits, in common with other Road User Audits, is to examine proposed changes to the road network to identify opportunities to incorporate improvements to the design that will positively encourage sustainable slow modes of transport. At the same time they are also used to ensure that potential barriers for these users are not unwittingly built into the scheme. This is different to a Safety Audit where the process confines itself to identifying potential safety issues within a particular design. Although it is good practice to undertake both, the two forms of audit should not be combined as they serve different purposes and require the auditors to exercise different skills.

Examining even modest schemes, including new development proposals, through a Cycle Audit has the potential to deliver cost-effective measures that create a more cycle-friendly environment than might not otherwise have been achieved. For example, cyclists are denied permeability and often exposed to unnecessary hazards, detours and delays if they are not exempt from traffic regulation orders e.g. the introduction of one streets, vehicle restricted areas and banned turns etc. At the time of writing, changes to the traffic law are being considered by the DoT to enable such exemptions for cyclists and deliver safe design solutions that meet the needs of all road users. Once these changes are in place, the use of a Cycle User Audit by suitably experienced staff who are also regular cyclists will readily identify the benefits to be gained and measures to be implemented to give effect to these exemptions.

Cycle User Audits for developments have also been sought to establish and ensure that appropriate and proper access to and from cycle parking areas, including adequate security, are provided together with associated / complimentary / supporting welfare facilities such as; showers, lockers, changing rooms and clothes drying facilities (this is covered in more detail in Appendix A).

The choice of surfacing materials, the manner of their laying and the quality of their maintenance (see also CP5) can have a significant impact on cyclists' comfort and choice of route. Ensuring that the chosen surface materials, and detailed issues such as the location of ironwork etc within the carriageway, do not detract from a cycle-friendly cycle network is an essential part of the process of designing for cyclists and can be delivered through a suitable Cycle User Audit process.

## 2.7 Local Transport Plans, demand management and HGV programmes

The NCPF outlines the intention to examine the merits of introducing 'Local Transport Plans' (LTP). This is a document that sets out an authority's transport policy objectives, the programmes of works to achieve them and targets to measure their success. Should such a process of reporting be applied by the DoT to local authorities it is to be expected that included within the Council's LTP in relation to cycling would be the following:

- The County's Cycling Policy,

- The prioritised programme of works that results from the cycle network review,

- A programme of soft measures such as promotional campaigns etc,

- Targets for increases in cycling and

- A monitoring programme to measure progress towards those targets.

It is also intended that the role of an LTP to be a cross-discipline document which sets out the relationship between different policy objectives: for example demand management measures that free up urban areas from unnecessary car-borne traffic and routes that divert heavy goods vehicles (HGVs) away from schools and other sensitive areas.

### 3. Rural and recreational cycle networks

#### NCPF Objective 3

*Provide designated rural cycle networks especially for visitors and recreational cycling*



#### DLR Policy CP 3:

It is Council policy to:

##### CP 3.1 Tourism and recreational cycling

Support the provision of the National Cycle Network and to work with partners to deliver those elements which coincide with the Council's urban cycle network objectives, and possible links when available, including the East Coast cycle route, Sutton to Sandycove route and Bray to Balbriggan route.

##### CP 3.2 Cycling in public parks

Continue to create cycle routes, and recreational facilities such as BMX tracks, within the County's Public paths where safe and practicable to do so, including the revoking of any bye-laws which currently prohibit cycling in parks

##### CP 3.3 Encouragement of mountain biking

Seek out opportunities to encourage mountain biking activities for the benefit of the local community and businesses

#### 3.1 Tourism and recreational cycling

It is recognised that tourism and recreational cycling can contribute to both the health of the individuals taking part and the economic wellbeing of those members of the community who provide supporting services such as accommodation and refreshments.

The target market identified in Fáilte Ireland's *'Strategy for the Development of Irish Cycle Tourism'* (2007) is overseas and domestic tourism first with the local recreational market second. The same document identifies Dún Laoghaire as a potential gateway along the proposed National Cycle Network (NCN) but not as a hub for touring cyclists.

Nevertheless, this does offer the potential to work with the ferry operator to encourage cyclists to enter the country on the Holyhead to Dún Laoghaire route once the NCN is in place.

The greatest potential benefit for the County in this regard will likely be derived from the creation of facilities that enable its residents to cycle locally as a recreational activity such as the proposed Sutton to Sandycove cycle route and the more ambitious East Coast route including the section from Bray to Balbriggan as set out in the renewed Programme for Government published in October 2009.

For signing of tourism routes see CP 6.

### 3.2 Cycling in public parks

Public parks often provide an attractive route for cyclists away from busy roads and difficult junctions. This has already lead to a number of cycle routes being created within the County's parks. As resources permit this practice will continue, accompanied by the revocation of bye-laws prohibiting cycling; the making of byelaws and the revocation is a reserved function of the elected members of the Council. When designing these routes, particular attention will be given to creating suitable safe means of rejoining or crossing the road network at their points of access/egress.

Parks also provide a safe traffic-free environment in which children may learn to ride a bicycle under the supervision of their parents. In addition, recreational activities such as the use of BMX bikes can be catered for within areas set aside for them. The proposed Jamestown Park at Ballyogan has been identified as being suitable for the creation of a BMX track. This is in line with the objectives of the DLR Sports Partnership which seeks to encourage life-long healthy activity through such activities as cycling.

### 3.3 Encouragement of mountain biking

In addition to the primarily road-based cycle NCN, the county has the potential to derive economic benefits from the encouragement of mountain biking. This off-road activity has grown enormously in other European countries and across the world in recent years with very fast returns on the capital invested in specialist trail centres. Areas such as the Dublin Mountains and the proposed Jamestown Park could form excellent sites for such activities. The Council's membership of the Dublin Mountains Partnership creates a unique opportunity to pursue the encouragement of this healthy sport, which encompasses families as well as individual enthusiasts.

## 4. Safer routes to schools

### NCPF Objective 4

*Provide cycling-friendly routes to all schools, adequate cycling parking facilities within schools, and cycling training to all school pupils.*



### DLR Policy CP 4:

It is Council policy to

#### CP 4.1 Provide cyclist friendly routes to schools and further education establishments

Give the highest priority, within its programme of cycle infrastructure projects, to the provision of cycle routes that encourage children and students to cycle to schools and further education establishments respectively.

#### CP 4.2 Provide low speed zones outside schools

Deliver both safe cycling routes and 30kph zones in the immediate vicinity of all schools as referred to in the County Development Plan

#### 4.1 Provide cyclist friendly routes to schools and further education establishments including low speed zones outside schools

Encouraging cycle trips to school is a “strong focus of the NCPF”.

Amongst today’s youngsters there is a ‘lost generation’ who have never cycled because their parents did not. This has left them with no example to follow or understanding that cycling is a ‘normal’ activity. This is unlike many parts of mainland Europe. Similarly, in the UK experience shows that almost half of children would like to cycle to school but only a small proportion actually does so. Encouraging children to cycle to school by providing a combination of cyclist friendly routes and speed reduction measures is recognised as not only effective in improving their life skills and health but also tackling the growing problem of child obesity.

This approach also has the positive outcome of reducing traffic congestion that often results from the ‘school run’. Those measures that arise from the Cycle Network Review will therefore give the highest priority to creating safer routes to schools and further education establishments.

Programmes aimed at increasing levels of cycling to school cannot, however, rely on infrastructure (safe cycling routes to schools) and speed reduction (30kph zones outside schools) alone. These programmes should also include (amongst others):

Sustainable Travel Plans that encourage, support and monitor cycling to schools and colleges

Involvement in An Taisce's Green Schools Programme

Secure, covered cycle parking at the school

Lockers for clothing and helmets

Cycle training (off and on road)

Information packs giving details of safe routes, how to choose a bicycle etc

After school bicycle clubs

The appointment of a 'School Cycling Champion'\* within the school to help maintain enthusiasm

\*The role of a School Cycling Champion could include (not exclusive):

- § Generally raising the profile of cycling within the school
- § Encouraging parents, children and staff to change their travel habits through the activities of parent teacher associations, governors, mobility management plans etc
- § Serving as an adult role model
- § Working with the roads authority to achieve safe cycle routes to school
- § Organising incentive activities/events such as after school bike clubs, bike to work week and biker's breakfasts
- § Helping pupils to understand the importance of cycle security
- § Encouraging the take up of cycle training opportunities

Encouraging individual schools to introduce such measures is an important element of stakeholder partnerships, see CP 13 and CP 17. For child cycle training in schools see CP 11.

## 5. Maintenance of infrastructure

### NCPF Objective 5

*Ensure that all of the surfaces used by cyclists are maintained to a high standard and are well lit.*



### DLR Policy CP 5:

It is Council policy to:

#### CP 5.1 Maintenance strategy

Develop a maintenance strategy which ensures that routes used by cyclists are maintained and lit to the highest possible standards at all times of year and during all weather conditions, including snow and ice. This especially applies to those facilities provided away from the carriageway and those within the carriageway that are not swept by the passage of motor vehicles.

#### CP 5.2 Improving surface conditions

Ensure that surfaces used by cyclists are designed, built and maintained to a high standard and to work with the DoT to establish 'emergency hotlines' for the reporting of potholes.

### 5.1 Maintenance strategy

As the NCPF states "Cyclists are more susceptible to being destabilised by poor road surfaces than other road users." This is particularly the case towards the edge of the carriageway where poor conditions resulting from inadequate reinstatement of contractor's trenches often coincide with the natural position of cyclists. Similarly, cycle tracks and lanes within the carriageway are not swept by the passage of other vehicles and are susceptible to accumulating debris thrown aside by passing traffic. These conditions lead to the increased likelihood of punctures, poor skid resistance and possible loss of control. The development of a maintenance strategy that addresses all these issues will make a significant contribution to supporting increased levels of cycling.

In snow or icy conditions priority is generally given to the clearing and salting of major roads for the benefit of motorised traffic. This means that cyclists, and pedestrians, are rarely able to reach strategic routes. As a consequence, a schedule of prioritised schedule of cycle routes for gritting/de-icing should be developed as part of the winter maintenance strategy.

Lighting cycle tracks and other measures away from the carriageway is important for the purposes of road safety. It is also essential to create a socially safe environment.

## 5.2 Improving surface conditions

Surface conditions can be improved for the benefit of cyclists in a number of ways. These include:

- Designing and building cycle measures to the highest possible standard to minimise whole life costs

- Siting manhole covers, gully gratings etc. away from the path of cyclists

- Choosing surface materials that provide good riding conditions

- Creating a good quality rolling profile for off-carriageway cycle tracks by machine-laying surfacing

- Setting 'intervention standards' for prompt maintenance of failed surfacing along cycle routes

- Minimising ponding and applying effective drainage regimes; especially at road crossing points and by using appropriate surfacing laying techniques

- Positive drainage of off-carriageway measures

- Where carriageway width is constrained, fitting as new or retro fitting side-entry drainage gullies along on-carriageway cycle tracks and other routes used by cyclists

- Regular inspection of lighting associated with off-carriageway cycle tracks

- Monitoring the quality of the reinstatement of service trenches and other road openings

- Providing for cyclists during roadworks within or off the carriageway

- Introducing 'hotlines' for the reporting of potholes\*

\* The introduction of such hotlines is an objective of the NCPF

## 6. Signposting of cycle networks

### NCPF Objective 6

*Ensure that all cycling networks - both urban and rural - are signposted to an agreed standard*



### DLR Policy CP 6:

It is Council policy to:

#### CP 6.1 Signing of cycle networks

Sign all identified urban and rural cycle networks including those developed as part of the Strategy for the Development of Irish Cycle Tourism. The signs will include directional and warning signs as well as interpretation panels for routes.

#### CP 6.2 Mapping of cycle networks

Produce maps to support both urban and rural networks.

### 6.1 Signing of cycle networks

The practice of erecting signposts on cycle routes serves two purposes. Firstly they give direction and secondly they advertise the presence of alternative routes and modes. The use of estimated travel times on signs on urban networks is considered especially useful in giving a positive message to motorists on congested roads that a speedier and more convenient alternative is available.

The Council's Cycle Network Review will create opportunities to identify and sign urban cycle networks once completed to a satisfactory standard. The development of a National Cycle Network will create opportunities for not only signing the route but also encouraging tourists to take side-trips to local attractions to the benefit of the local community and service providers.

### 6.2 Mapping of cycle networks

Maps which support these networks and also give information about attractions, local bicycle shops, cycle parking etc can be useful for both urban and rural routes. Such information can be both in hard copy and web-based.

## 7. Secure cycle parking

### NCPF Objective 7

*Provide secure parking for bikes*



### DLR Policy CP 7:

It is Council policy to:

#### CP 7.1 Cycle parking and theft reduction strategy

Provide secure cycle parking, covered as necessary, at all major destinations including public transport, stations, stops and interchanges including the ferry port. This policy will be supported by a theft reduction strategy that gives guidance to cyclists on such matters as how best to lock their bikes and what kind of locks to buy. It will also keep under review opportunities to provide 'bicycle stations' at high rate cycle parking areas.

#### CP 7.2 Cycle parking in new developments

Require the provision of appropriate parking for staff, residents and visitors as the result of new development, to ensure compliance with associated planning conditions and to seek the provision of suitable cycle parking in existing developments

### 7.1 Cycle parking and theft reduction strategy

Bicycle theft is a known barrier to people taking up cycling. Furthermore, European studies have also shown that of those existing cyclists whose bicycle has been stolen, roughly 25% will stop cycling altogether. Thieves are also known to target the highest value bike with the least secure lock. Developing an effective approach to cycle theft reduction through the drawing up of a cycle parking and theft reduction strategy in partnership with An Garda Síochána and other stakeholders, such as public transport operators is, therefore, an essential part of encouraging more cycling.

Such a strategy should not rely simply on the provision of secure cycle parking but should also include such measures as publicity campaigns and web-based information that give organisations and the public, guidance on

issues like making the best use of CCTV systems, how best to lock their bikes effectively and what sort of locks to buy. Developing the strategy, encouraging the provision of cycle parking within existing developments and work places and reviewing existing levels of provision within the public realm would be suitable roles for the Council's Cycling Officer (see Cp 17).

It would also be an output of the strategy to keep under review the possible provision of 'bicycle stations'. These are secure bicycle parking facilities which are either staffed or operated by smart card or similar mechanisms. Users pay a fee for their use and often, to offset the revenue costs, such facilities are associated with other services such as bicycle repair and hire, refreshments as well as showers, lockers and changing rooms. Experience from mainland Europe suggests that around 1000 customers per day are needed if staffed secure cycle parking is the only service provided. Since this level of demand is unlikely to materialise within the foreseeable future within any locality within the County, any such project should seek to maximise the generation of revenue support through ancillary activities.

The effective management of cycling within the public realm includes not only the maintenance of facilities provided but also the removal of abandoned bicycles to avoid the loss of spaces that results. The management of this process will be set out in the cycle parking strategy. Similarly, cycle parking should also be provided at open-air public events, including festivals etc., and this too will be addressed within that strategy.

Cycle parking equipment should always be as close as possible (25m or less) to likely destinations. It should also be fit for purpose and accessible and useable by all sections of the community at all life stages and abilities.

## 7.2 Cycle parking in new developments

As explained earlier (CP1.2), details of standards for the level of parking to be provided as a consequence of new development, together with additional guidance is attached at appendix A. Where cycle parking cannot be provided within a development, compensatory on-street cycle parking shall be provided to the satisfaction of the Council.

## 8. Integration between cycling and public transport

### NCPF Objective 8

*Ensure proper integration between cycling and public transport*



### DLR Policy CP 8:

It is Council policy to:

#### CP 8.1 Integration with public transport

Encourage and support public transport operators (including the DART and LUAS) to carry bicycles by providing safe and attractive signed routes to stations, stops and interchanges, including the ferry port

#### CP 8.2 Cycle parking and public transport

Work with public transport operators to provide secure, covered cycle parking at stations, stops and interchanges.

### 8.1 Integration with public transport

Cycling to interchanges and the ability to carry a bicycle on the suburban rail network and the LUAS helps to significantly increase the catchment area for access to public transport over walking. Providing high quality signed cycling routes to important stations, stops and interchanges, including the ferry terminal, is an important element of this process. These routes will be supported by maps and other information to encourage their use.

The decision of the government to “reverse the CIE policy of excluding and limiting bicycle carrying capacity on inter-urban trains and buses and ensure all new train units have a more extensive bicycle carrying capacity” as set out in the *Renewed Programme for Government* published in October 2009 will be a major step forward towards this objective. Since this approach does not appear to extend to the DART or LUAS, both of which have ample spare capacity to carry bicycles during off-peak periods, the Council will encourage the government to include their operators within its policy and to persuade them to undertake trials to establish both the demand for cycle carriage and the practicality of doing so.

## 8.2 Cycle parking and public transport

Where an increase in public transport passenger numbers is constrained by either the opportunity or availability of car parking at stops/stations etc, encouraging the use of bicycles as a bike and ride feeder to public transport provides a more cost effective use of parking areas. The same applies where car parking cannot be provided due to limited space as bicycle parking can often still be provided. If existing car parking spaces are given over to bicycle parking spaces a larger number of bicycles (often 6 – 8 times) can be parked compared to 1 car. Choosing the right locations and nature of the parking provided is nevertheless essential to avoid encouraging cycle parking at remote locations that could be susceptible to theft. These issues, including working with the public transport operators, will be addressed within the proposed cycle parking and theft reduction strategy (see CP 7).

## 9. Public bikes

### NCPF Objective 9

*Provide public bikes in cities*



### DLR Policy CP 9:

It is Council policy to:

#### CP 9.1 'Public bike' facilities

Work towards the provision of 'public bike' facilities within the central urban areas of the County

#### CP 9.2 'Pool bikes'

Encourage appropriate employers and educational institutions to consider the provision of pool bikes as part of their Mobility Management Plans

### 9.1 Public bikes

The NCPF states *"Public bikes are now being seen as another element of the public transport system. There are successful schemes up and running in many European cities. The main market here is "incidental trips" – i.e. not the daily commuting trips or recreational / tourist cycle trips. It has been shown to be important in cities in which bicycle culture is (re-) emerging ..."*

At the time of writing it is too early to predict the final outcome of the recently launched (2009) 'Dublinbikes' cycle hire scheme. However, the greater than expected level of registrations and the decision to increase the level of parking stands to 1,100 by the end of 2010 serves as a good indicator of a successful project.

In addition to the type of hire scheme represented by the Dublinbikes, there are a number of models that can be considered for the delivery of 'city bikes' that are available to all. For example, Sandyford has been identified as a possible 'sustainable travel area' and a system that operated within it aimed at linking public transport and employment could be introduced as a stand-alone

facility outside the 'Dublinbikes' programme. Such a proposal would be subject to demand and the establishment of a suitable business case.

The County Council recognises the merits of such schemes and will actively investigate and keep under review the options with a view to introducing its own public bike scheme(s) to match the needs and demographics of the County as its own cycling culture grows. This would include consideration of linking with the 'Dublinbikes' cycle hire scheme if that was seen to extend the range and extent of use within the County in so far as franchise arrangements do not create barriers to such inter county uses

## **9.2 Pool Bikes**

The provision of 'pool bikes' by employers or educational institutions for the use of their staff or students to make trips, either within their own sites or further afield, can deliver a range of benefits. These include a reduction in unnecessary car-based journeys, a healthier workforce/ student population, the opportunity to try a bike as a prelude to cycling to work/study centres and use by staff/students to get to and from public transport links at the end/beginning of the day. Consideration of the provision of pool bikes is, therefore, an essential element of such organisations' Mobility Management Plans.

## 10. Soft interventions

### NCPF Objective 10

*Improve the image of cycling and promote cycling using “soft interventions” such as promotional campaigns, events etc.*



### DLR Policy CP 10:

It is Council policy to:

#### CP 10.1 Promotional campaigns

Improve the image of cycling as a mode of transport through year round promotional campaigns, including ‘National Bike Week’, and the preparation of information materials backed up by an action plan setting out the programme of activities across each financial year

#### CP 10.2 Market research

Undertake ongoing market research and stakeholder engagement both to identify and target local needs and opportunities and to help build, and encourage support for, an understanding of the Council’s Cycling Policy and initiatives

#### CP 10.3 Cycle forum

Set up a cycle forum so that local cyclists and stakeholders may help shape the outcomes of the cycle policy.

### 10.1 Promotional campaigns

The provision of infrastructure (‘hard interventions’) alone is not sufficient to increase levels of cycling; it must be supported by the ‘soft interventions’ of promotion and marketing to those groups who *may* be persuaded to take up cycling. As an example, increased cycling to school will not be delivered by improvements to infrastructure alone; this should be accompanied by providing information about possible routes to school, advice on clothing, the provision of after school bike clubs and sporting events etc. This should be an all year activity and not confined to just a once a year event.

Soft interventions include:

Cycle information web site

Information leaflets/web-based information on buying a bike (including the government's 'Cycle to Work' assisted bicycle purchase scheme), cycle security, cycle maintenance, cycling safety, suitable clothing and lights etc

Maps and on-line journey planners

Cycle training for both children and adults (see CP 11)

'Bike week' activities including:

- Bikers breakfasts
- 'Doctor bike' sessions
- Organised events/rides<sup>1</sup>
- Commuter challenges

Complimentary activities to support the campaigns of the Road Safety Authority as set out in the *Road Safety Strategy 2007 – 2012* on such subjects as high visibility clothing and awareness of 'blind spots' on HGVs etc.

Bicycle festival (possibly as an add-on to the Dún Laoghaire Festival of Cultures)

Regular road closures to create cycle-only opportunities for families during the summer months<sup>2</sup>

Organised cycle events such as 'elite' or local cycle races or family events

DLR Sports Partnership activities

Sustainable transport plans for employers in both the private and public sectors

Financial incentives such as cycle mileage paid to staff who use bicycles for work trips

Personalised travel marketing

Regular cycle to school/work days/weeks

Notes:

<sup>1</sup> Dublin Bay offers a unique opportunity for a coastal cycle family based ride from, for example, Howth to Shanganagh. Subject to the involvement of all parties along the route, including the local authorities and An Garda Síochána, and resolution of issues such as insurance, this would make an excellent once a year promotional activity. Rather than expect everyone involved to cycle its complete length it could easily be joined at any point with cycles (and families) carried home by the DART (see CP8.1) at the end of the day.

<sup>2</sup> Regular road closures to establish 'cycling Sundays' are common in a number of parts of the world. Closure of the coastal road in the Newtownsmith area during the summer months would create an attractive area for families to cycle and enjoy the coast without interaction with other vehicles.

## 10.2 Market research

The example of Cycling England's Cycling Demonstration Towns programme shows that it is important to adopt a targeted approach, which focuses efforts on those groups who are *willing* to cycle, e.g. children cycling to school, if cycling levels are to be increased. Others, such as commuters *may* also be persuaded if the right facilities and encouragements, i.e. the 'soft measures outlined above, are provided at the workplace.

All interventions will achieve greater value for money if the target audiences are well understood and the subject of an action plan that maps out the programme for each financial year. Ongoing market research will help support this activity.

## 10.3 Cycle forum

The formation of a cycle forum comprised of local cycle groups and other stakeholders would help shape the delivery of the cycle policy. The existing work undertaken in partnership with University College Dublin on its commuter strategy provides an excellent example of this approach. Such a forum would bring together the local authority (elected members and officers), cycle campaigners, sport and health professionals, An Garda Síochána and other stakeholders to help shape and implement policy. It is important for the authority and campaigners/user representatives to recognise that it is those who *might* be encouraged to cycle who are the primary target audience and not just keeping those experienced cyclists who already are.

## 11. Improvement of cycling standards and behaviour

### NCPF Objective 11

*Improve cyclists' cycling standards and behaviour on the roads*



### DLR Policy CP 11:

It is Council policy to:

#### CP 11.1 On-road cycle training for children and adults

Support the provision of on-road cycle training for both children in schools and adults

### 11.1 On-road cycle training for children and adults

Although the NCPF anticipates that delivery of cycle training in schools will be implemented by the DoT / DoES, RSA, Dún Laoghaire-Rathdown County Council has pre-empted (October 2009) the activity of these organisations and successfully implemented the first fully structured on-road child cycle training to a recognised national standard (in this case the UK's national standard known as 'Bikeability') to be delivered in Ireland. This was successfully undertaken as a demonstration project aimed at encouraging children to cycle to school, informing the future delivery of such training and highlighting the benefits of a cycling culture.

Cycle training in schools and for adults who are either inexperienced or wish to regain their confidence will be supported through the measures referred to at CP 4 and through sustainable transport plans which include cycle training for employees. It should be noted that on-road cycle training for both children and adults initially takes place on suitable lightly trafficked roads with the transition made to more busy roads and complex junctions only when the highly experienced trainers are satisfied with an individual's progress.

## 12. Improvement of driver behaviour

### NCPF Objective 12

*Improve driver education and driving standards so that there is a greater appreciation for the safety needs of cyclists*



### DLR Policy CP 12:

It is Council policy to:

#### CP 12.1 Driver awareness

Support improvements to driver awareness and standards so that there is better awareness of cyclists and their needs

#### CP 12.1 Speed limits

Support the DoT's consideration of the adoption of a 30kph speed limit as the standard for core urban and residential areas

### 12.1 Driver awareness

The NCPF anticipates that programmes aimed at improving driver awareness will be delivered by the DoT and other agencies through national campaigns. This is important since not all drivers in the County will be based there. However, it is still possible for the County to support this activity through its 'soft interventions (see CP 10). These could include information for drivers within promotional and educational campaigns.

### 12.2 Speed limits

Reducing the speed of motorised traffic is one of the key factors in creating a cycle friendly road network. The benefits of adopting a speed limit of 30kph as the standard for core urban and residential areas have long been recognised in many parts of mainland Europe. It is already the policy of the County Council to require new developments to be designed to achieve self enforcing speeds at or below this level. The introduction of traffic calming measures elsewhere within the urban areas is set out within the County Development Plan (12.2.2) and the Council's report '*Prioritisation of Traffic Calming Schemes in the Council Area*'.

As the development of cycling within the County and nationally works towards the 10% of trips target of the NCPF then the increased number of cyclists should itself create an increased awareness of cyclists by motorists. This is supported by research in mainland Europe which found that as the number of cyclists increases the safety of all road users also increases.

## 13. Fiscal incentives to cycle

### NCPF Objective 13

*Support the provision of fiscal incentives to cycle*



### DLR Policy CP 13:

It is Council policy to

#### CP 13.1 Priorities for expenditure

Consider the importance of cycling as a sustainable mode of transport when establishing its priorities for expenditure

#### CP 13.2 Funding partnerships

Enter into funding partnerships, where appropriate, to support increased levels of cycling

### 13.1 Priorities for expenditure

As the importance of cycling increases within the County's urban areas it will be essential to assign a suitable level of funding for cycling when priorities for expenditure are reviewed.

### 13.2 Funding partnerships

Although this objective of the NCPF refers to funding to be made available by the DoT and other agencies, it is still possible and desirable for the Council to enter into partnerships with other bodies to jointly fund and implement schemes aimed at increasing the levels of cycling within the county. These could take the form of partnerships to deliver (as examples):

- The District Development Plan's standards and requirements
- Tourism opportunities
- Information leaflets and maps
- Mountain biking centres
- The DLR Sports Partnership's programmes and activities

On-road sports cycling

Cycle parking e.g. in partnership with the DART / LUAS

Promotional materials in partnership with schools, colleges and businesses

The government's 'Cycle to Work' assisted bicycle purchase scheme

'Take a stand' scheme (bicycle parking stands provided free of charge to businesses and other bodies whose 'matching contribution' is their installation of the stands for the benefit of employees, visitors etc.). The introduction of such a scheme would be an excellent promotional activity and could form the basis of a future demonstration project. Funding will be sought from the DoT/NTA for this purpose.

## 14. Funding

### NCPF Objective 14

Provide appropriate levels of, and timely, financial resources towards implementing the NCPF



### DLR Policy CP 14:

It is Council policy to:

#### CP 14.1 Cost benefit analysis of cycle projects

Support the DoT in its efforts to examine the costs and benefits of investing in cycling

#### 14.1 Cost benefit analysis of cycle schemes

The benefits of cycling in terms of the benefits to the individual and society as a whole (especially health) are well documented. The *Planning for Cycling* (2008) report by consultants SQW for Cycling England concluded that the value of each new 'regular' cyclist in the UK (i.e. the equivalent of one who cycled at least three times a week for a period of 30 years) as the result of an intervention was worth roughly £10,000. Unlike the contribution of motorised travel which has almost wholly negative financial, environment and health benefits; this figure provides an ample justification for investment in such measures as child cycle training where modest public investment can reap a lifetime's reward.

Demonstration projects, again in the UK<sup>2</sup>, have shown that investment programmes that approximate to successful long-term mainland European levels of around €12 – €16 per head per year can reap significant rewards in terms of increased cycling. The same projects also show that the most successful programmes focus on specific centres of activity known as 'hubs'. A hub may be a school/college, workplace, hospital, public transport interchange or even whole town. Whilst such projects require government support or intervention it is County Council policy to support and contribute to such programmes where funding and resources permit see (CP 1.4)

<sup>2</sup> Cycling Demonstrations Towns programme – see *Lift off for Cycling – Cycling Demonstration Towns Report* Cycling England 2009

## 15. Proposed changes to legislation to improve cyclists' safety

### NCPF Objective 15

*Introduce changes to legislation to improve cyclist safety*



### DLR Policy CP 15:

It is Council policy to:

#### CP 15.1 Legislation and enforcement

Support the DoT's proposed changes in legislation to improve cyclists' safety.

#### CP 15.1 Legislation and enforcement

The proposed review of legislation referred to in the NCPF, which is intended to improve cyclists' safety and permeability within the road network includes (amongst others):

- The use of 'flashing' LED lights on bicycles: now implemented by Road Traffic (Lighting of Vehicles) (Amendment) Regulations 2009

- The legality of cyclists overtaking on the left

- Cycling along canal towpaths, riverbanks and through parks

- Selling bicycles with lights

- Consideration of the adoption of 30kph speed limits in core urban areas (see also CP 12)

- Introduction of the concept of the 'Hierarchy of care for road users' which gives vulnerable road users more legal protection on the roads

- The requirement that cyclists must use cycle tracks where they are provided

- Consideration of exempting cyclists from no-entry / one way streets

- Legislating for contraflow cycletracks

- Extension of on the spot fines for legal infringements by cyclists

Cycle 'logo only' routes (routes defined only by the use of cycle logos within the carriageway)

Many of these issues can be the subject of publicity campaigns to aid compliance and understanding (see CP 10).

## 16. Improved enforcement of traffic laws

### NCPF Objective 16

*Improve enforcement of traffic laws to enhance cyclist safety and respect for cyclists*



### DLR Policy CP 16:

It is Council policy to:

#### CP 16.1 Enforcement of traffic laws

Support the DoT's proposed improved enforcement of traffic laws to enhance cyclist safety and respect for cyclists

### 16.1 Enforcement of traffic laws

The NCPF's proposed nation-wide improved enforcement of traffic laws applying to all road users is a welcome complement to the extension of on the spot fines for infringements by cyclists. This is particularly true of the intention to give the enforcement of urban speed limits and Rules of the Road greater priority together with the prevention of illegal parking on cycle tracks.

## 17. Inter-agency working

### NCPF Objective 17

*Develop a structure that can coordinate the implementation of activities across the many Government Departments, Agencies and NGO's*



### DLR Policy CP 17:

It is Council policy to:

#### CP 17.1 Cycling Champion

Appoint an elected member of the Transportation Strategic Planning Committee as 'Cycle Champion' to oversee the development and implementation of this and all other cycle policies

#### CP 17.2 Cycling Officer

Appoint a 'Cycling Officer' as resources permit

### 17.1 Cycling Champion

Leadership is an essential element of the delivery and implementation of any policy. The appointment of an elected member from within the Transportation Strategic Planning Committee as the Council's 'Cycling Champion' would be both a positive step towards the goals of this policy document and also a clear statement of the Council's intentions to promote and encourage cycling.

The Cycling Champion need not be an avid cyclist but should be prepared to lead by example by committing to increasing their own use of a bicycle for everyday purposes. He or she should also act as a strong advocate for the cause and be prepared to use every opportunity to promote cycling in general and the delivery of the Council's policy objectives in particular.

The role of the Cycling Champion could include the following activities:

- Facilitating the proper consideration of cycling in the various Council meetings, and other activities, to achieve a wide range of the Cycling Policy's targets and objectives

- Encouraging networking between individual Councillors and other agencies to foster an interest in promoting cycling

Working with School Principals to encourage the take up of child cycle training

Enabling the Council to tap into best practice in other authorities at home and abroad

Improving relations with external stakeholder groups, particularly those involving local cyclists

Liaising with the Cycling Officer to ensure that the outcomes and outputs of the Cycling Policy are delivered

Chair the Cycle Forum

## 17.2 Cycling Officer

The appointment of a Cycling Officer or a Sustainable Transport Officer with associated staff with responsibility for cycling at a suitably senior level will ensure that cycling is considered in a structured manner across all of the County's activities not only transportation. Such an Officer must exhibit an enthusiasm for the post and be able to combine the skills of advocacy with technical knowledge and act as a catalyst to encourage cycling amongst the public and other stakeholders.

The appointed Cycling Officer should also engage in wider professional networks, including benchmarking with comparable mainland European towns and cities that have successfully increased cycling. The latter could be undertaken through links made through the Europe-wide system of BYPAD cycle policy audits (see CP 19). In addition, he or she must be able to build relationships with other agencies and stakeholders.

Additional duties of the Cycling Officer could include:

To develop and implement the Council's Cycling Policy

Co-ordinate the delivery of the Council's hard (infrastructure) and soft (promotional) measures programme

Prepare the cycle theft reduction strategy

Manage the 'Take a Stand' cycle parking scheme

Review the success of projects arising from the Cycling Policy

Provide input into the County Development Plan and Local Area Plans and any other documents as and when required

Provide technical advice both to internal and external bodies to improve cycling facilities and raise the profile of cycling.

Ensure the monitoring of cycle related targets and other performance indicators

Work with schools and further education establishments and attend stakeholder meetings, presentations, exhibitions etc when required as a representative of the authority, including the Cycle Forum, to encourage cycling across a range of activities

Membership and provision of secretariat for the Cycle Forum and other roles

## 18. Training for professionals

### NCPF Objective 18

*Provide design professionals with suitable training / guidance to develop and implement the policies of the NCPF. Support the deepening of knowledge of the subject of planning for cyclists in Ireland*



### DLR Policy CP 18:

It is Council policy to:

#### CP 18.1 Training of professionals

Provide professional training opportunities for staff to learn best practice at home and abroad in the field of planning and designing for cycling

#### CP 18.2 Development and other guidance

Revise and update its own guidance as new technical guidance emerges

### 18.1 Training of professionals

Effective, value for money, interventions for cyclists can only be implemented if those responsible know how to deliver the right measures in the right place for the right reasons. It is essential that those planning, designing and maintaining measures for cyclists are aware of best practice at home and abroad through attendance at conferences such as the Velo City series of international conferences and other training workshops. Staff will also be encouraged to join 'virtual networks' that enable the sharing of information amongst practitioners via email groups etc. Equally, consultants that may be employed by the Council on cycling related matters will be expected to have a similar high level of competence and experience and will be called upon to demonstrate their abilities in this field.

As before, Dún Laoghaire-Rathdown County Council has pre-empted the NCPF through the successful delivery of an in-house professional training course for a large number of the members of the Transportation, Planning and Parks Departments in September 2009. This practice will continue, especially in relation to the *Proposed National Cycle Manual* and other national guidance as and when it is published.

## 18.2 Development and other guidance

Documents such as those which give planning and technical guidance to developers need to be kept up to date if the latest thinking is to be applied to infrastructure and other measures that are delivered as a consequence of new development.

## 19. Monitoring and evaluation

### NCPF Objective 19

*Evaluate the cycling policy and monitor the success as the measures are implemented.*



### DLR Policy CP 19:

It is Council policy to:

#### CP 19.1 Monitoring of the NCPF

Support the DoT's commitment to monitor and evaluate the success of the measures outlined in the NCPF

#### CP 19.2 Monitoring at the local level

Set targets for increases in cycling within the county and monitor progress through the use of automatic cycle counters and user satisfaction surveys

#### CP 19.3 Collision data analysis

Set targets for local reductions in recorded collisions involving cyclists and analyse the National Roads Authority's database of recorded collisions at least annually to identify emerging trends and potential remedial measures: both infrastructure [hard] and promotional [soft]

#### CP 19.4 Policy review

Monitor and review the effectiveness of the County Cycle Policy on a regular basis

### 19.1 Monitoring of the NCPF

Effective monitoring should be primarily based on quantitative outcomes, e.g. more cyclists, greater modal share, more parked bicycles etc., or qualitative ones such as user satisfaction rather than outputs such as lengths of cycle track or numbers of promotional events. Whilst these latter outputs may be said to give an indication of effort being put into meeting the needs of cyclists the outcomes of more people cycling etc provides a truer indication of success. This approach will be essential to the monitoring of the success of the outcomes of the NCPF.

## 19.2 Monitoring at the local level

Progress towards targets set at national and local levels can only be demonstrated by the monitoring of suitable indicators once suitable baseline data, including that already available from the 2006 Census, has been collated. Subject to funding, the NTA's monitoring and evaluation programme will be supported within the County by the setting of local targets for increased use and levels of satisfaction amongst users. Progress towards these local targets and those of the NCPF will be monitored by use of automatic cycle counters/recorders installed by the Council at strategic points. When appropriate, the provision of counters will be sought as planning obligations from new developments. The use of counters will also be supplemented by carrying out satisfaction surveys amongst users. This will provide an indication of whether the measures implemented to encourage cycling are meeting the needs of the users.

## 19.3 Collision analysis

In the case of collision reporting, this needs to be approached with care and understanding. Any increase in the levels of cyclists may be accompanied by an increased level of collisions involving them. However, it is the exposure to risk, i.e. the number of incidents per million kilometres cycled that will be the important indicator. Similarly, analysis of data should look to establish the potential for remedial measures along routes as well as at collision 'blackspots'. It may also be expected that the measures included within this policy document which are aimed to increase the number of cyclists will themselves create a more cycle friendly environment that in turn should reduce the severity of injuries to cyclists resulting from collisions, i.e. reduced traffic speeds.

When undertaking such analysis it is also essential to bear in mind that the absence of recorded collisions involving cyclists may not necessarily mean that a specific junction/location is safe for cyclists. In the case of some major junctions, for example large roundabouts with multi-lane circulation, these are known to be a major deterrent to cycling. In such cases the absence of collisions may well indicate the very low numbers of cyclists using it rather than 'safe' cycling conditions.

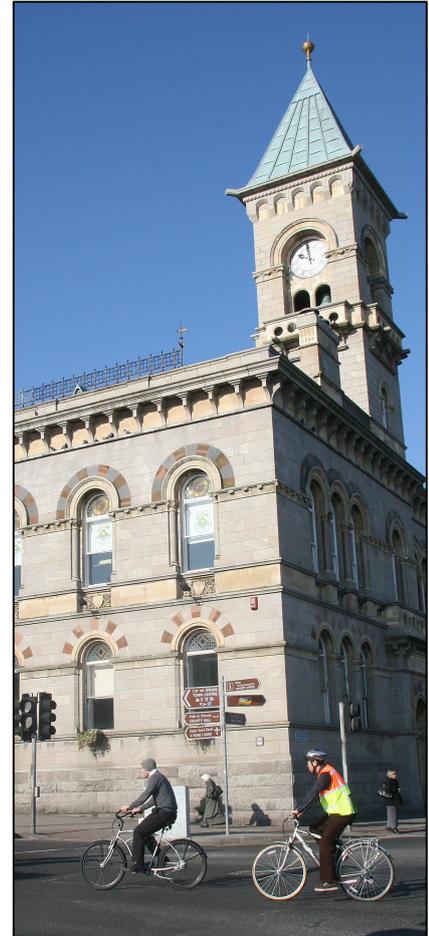
## 19.4 Policy review

Since the completion of the Cycle Policy Review in March 2009, Dún Laoghaire-Rathdown County Council has made a number of very positive steps towards encouraging cycling. A regular review of progress towards the objectives of this document by means of such Europe-wide programmes as the BYPAD\* (BicYcle Policy AuDit) process or the repeating/updating of the Cycle Policy Review will help chart progress in terms of both policy and infrastructure. Use of this audit process could also be used to facilitate 'twinning' or benchmarking with authorities, including those abroad, with similar characteristics, which have already successfully achieved increased

levels of cycling. These activities would also help this authority realise its objectives and improve performance.

\* The BYPAD process is a structured, repeatable audit of both policies and infrastructure provision. The process was originally developed as part of an EU funded project. It enables an authority to understand where it currently stands in terms of provision for cyclists and helps it decide where it wants to improve performance. The means of achieving the goals identified in this way are set out in an action plan derived through a consensual process involving elected members, officers and stakeholders. BYPAD audits have already been undertaken by 2 authorities within the Greater Dublin Area and on a wider note, over 100 authorities in more than 20 countries.

Cycling Policy  
Appendix A  
Guidance and Standards for  
Cycle Parking and  
Associated Cycling Facilities  
for New Developments



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## 1. Introduction

The purpose of this document is to give guidance on the provision of cycle parking at new developments. However, it may also be used by existing developments to retrofit facilities to encourage cycling as a cycling culture develops within the County. It should be read in conjunction with the County Cycle Policy\*, and the soon to be published *National Cycle Manual*. Readers are advised that the cycle parking standards at the end of this document are subject to regular review and revision. It is the responsibility of the user to ensure that the most up to date version is consulted.

High quality secure cycle parking at all origins and destinations is a key element of any strategy aimed at encouraging cycling and it is just as important as other forms of infrastructure. Successful cycle parking does not result simply from the provision of stands it should be complemented by a range of measures, including effective cycle facilities and Mobility Management Plans.

This document sets out the general principles of what makes for good cycle parking for residential, workplace parking and public realm cycle developments. These are supplemented by guidance on supporting measures which may all be included, as appropriate, within mobility management (travel) plans. It also gives details of the preferred type of cycle parking stands and layouts together with details of the standards for the levels of cycle parking to be sought from new developments.

\* See especially:

CP 1.2 Planning guidelines and urban design

CP 2.4 Infrastructure provided by others

CP 2.6 Cycle/User Audits

CP 7.2 Cycle parking in new developments

CP 19.2 Monitoring at a local level

## 2. General principles

### Headline principles

Good quality cycle parking should be considered and designed in from the beginning and not added later as an afterthought;

The parking provided must be capable of being used by all members of the community at all life stages and abilities.

## General principles

**Location:** Cycle parking should be sited as close as possible to the principal destination (including entry and exit doors, lifts etc), with visitor parking no further than 25m from main entry points. Cycle parking should always be as near to or closer to the destination than the nearest non-disabled car parking space. On larger sites, cycle parking should be distributed throughout the site rather than concentrated in one area – this also applies to visitor/customer bicycle parking as well as staff bicycle parking

**Gradients general:** The gradients of development roads and access routes within development sites should be in accordance with the proposed *National Cycle Manual*

**Gradients at ramps:** Any access ramps used by cyclists should not exceed 7% with radiused transitions at the top and bottom of the slope. This may result in separate access arrangements for cyclists. In all other respects, gradients should be in accordance with the proposed National Cycle Manual

**Ramps shared with motor vehicles:** Access ramps shared with motor vehicles should include a separate lane clearly marked for the use of cyclists 1.75m wide. In all cases, accesses to parking within a building should be well lit and motorists warned of the likely presence of cyclists by means of suitable warning signs and markings.

**Cycle parking within basement or multi storey car parks** these shall be located at the most accessible level to minimise the extent that cyclists have to pass through such areas including ramps between levels

**Steps:** Steps should not be used for access by cyclists accompanied by their bicycles. Where this is unavoidable they should be provided with wheeling ramps that allow cyclists accompanied by their bicycles to pass each other i.e. when going up and down. The needs of pedestrians also using the steps should be considered during the design stage. Cyclists should not be expected to use escalators but 'moving sidewalks' may employed subject to agreement with the planning authority.

**Headroom:** A minimum of 2.4m headroom should be provided wherever cyclists can be expected to be riding their bicycles - this includes access to and from cycle parking areas within multi storey or underground car parks

**Bicycle Shelters:** Medium (up to 3hrs) and long-term (working day or overnight) cycle parking should be covered

**Compounds:** Lockable compounds should be employed whenever possible for long term bicycle parking - with smart card or proximity key control preferred. In the event that key pads are used they should be the subject of a management regime that regularly

changes the combinations and effectively informs users. No aperture in the compound should be large enough for a bicycle to be passed through it. Cycle stands shall still be used within compounds

**Bicycle lockers:** Lockers that can accommodate a wide range of bicycle types can provide a range of limited solutions, e.g. where only a small number of bicycles are to be parked. However, they must be the subject of effective management regimes that cover their allocation, issuing of keys (again, smart card or proximity key control is preferred) and monitoring of use etc

**Doors:** Doors used by cyclists accompanied by their bicycle should be at least 1.2m wide, preferably operated electronically by automatic detection or with the push button 3m from the door

**Lifts:** Lifts are not recommended as primary access for cyclists since they are rarely large enough to permit an uninterrupted exit/entry for large numbers of cyclists at peak times. Where provided they should be capable of carrying a minimum of two cyclists accompanied by their bicycles but with cognisance to be taken of likely demand. This will also allow non-cyclists e.g. parents accompanied by a pushchair and at least one other child, to share the lift with a cyclist and bicycle. Where cycle lifts are proposed alternative access/egress shall be provided in the event of lift failure or downtime during routine maintenance and/or built-in capacity created (i.e. 2 or more lifts)

**Private houses:** Cycle parking should preferably be provided within the footprint of the dwelling but not require the bicycle to be brought through the house. Where no private or communal garage is provided, bicycles should be stored in private garages, a shed in the garden or secure communal cycle parking compounds

**Private garages:** Garages used to store bicycles must be large enough to enable them to be removed without first taking out any car(s) parked within it and designers will be required to demonstrate how this will be achieved

**Garden Sheds used for cycle parking:** Where cycle parking cannot be achieved within the footprint of the dwelling or a garage, secure sheds must be provided within the garden of each dwelling or consideration given to the provision of secure communal compounds. Sheds must be of tongue and grooved construction at least 18mm thick with doors fitted with 5 lever mortice locks or similar. Walls and floors must be stout enough to resist attack and strong enough to permit the use of internal tamper-proof fixings to lock bicycles within them

**Apartments and office buildings:** Bicycle parking should not be provided within individual apartments, offices, stairwells or balconies. Secure, covered communal parking should be provided at ground floor level as close as possible to the main entrances. Where undercroft parking is provided the cycle parking should be on the highest level. Small apartment blocks may be best served by the provision of secure cages assigned to individual dwellings within a communal area at ground level

**Lighting:** Cycle parking should be well lit and not obstructed by landscaping or planting

**Access:** Routes to cycle parking should be of a high standard and not sited where personal safety will be perceived as compromised. Private accesses between and behind buildings should be at least 1.5m, preferably 2m, wide between walls/fences

**Natural /Passive surveillance:** Cycle parking, including visitor/customer parking, should be sited where it is overlooked either by adjacent buildings or by passers-by

**CCTV:** Site CCTV systems should include cycle parking in their coverage to ensure both cycle and personal security

**Public realm:** The choice of cycle parking stands should be attractive and reflect the surroundings (whilst remaining fit for purpose)

### **Cycle parking in the public or private realm must not:**

***Block visibility*** for other road users, especially at junctions and crossings

***Block footpaths*** or pedestrian desire lines

***Create problems for people with disabilities*** especially those who are blind or partially sighted. A distinct colour difference should be created between cycle stands and the surrounding paving e.g. brushed stainless steel finishes should not be used in conjunction with light coloured paving (e.g. grey granite or concrete)

***Prevent access*** for servicing of shops or other premises

***Block emergency exits***

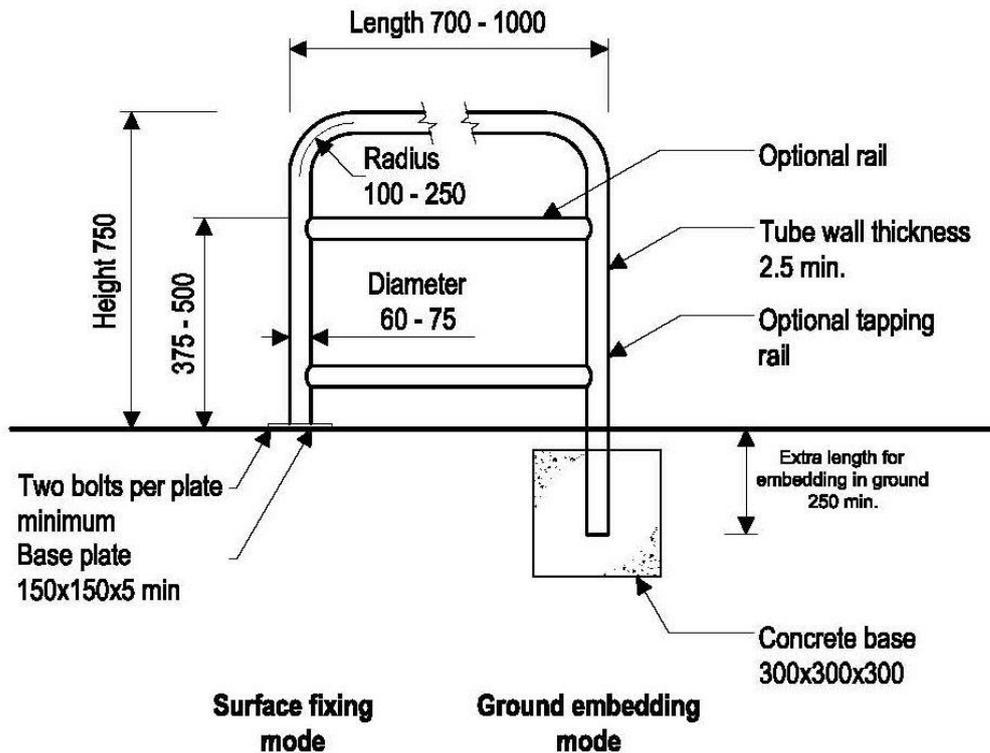
***Obstruct car doors opening*** when adjacent to on-street parking areas provided for motorists

***Put cyclists at risk*** of being struck by passing traffic when they bend to attach/remove their locks

***Hinder access to street furniture*** such as traffic signal controllers, street lighting columns etc

### 3. Preferred cycle parking stands

The preferred type of cycle parking stand is commonly known as the ‘Sheffield’ stand. This is usually made of a single metal tube bent to form a stand which will support a bicycle and permit locking of both the frame and front and rear wheels to the stand. This type of stand also has the advantage (dependent upon spacing) of being able to park one bicycle on either side and uses the minimum amount of raw materials.



Stands shall be robust and resistant to corrosion and should be placed at least 1.0m apart to provide ready access for all users and types of bicycle. When two bicycles are parked in this way they will overlap each other. The resulting footprint of the parked bicycles may be considered to be 2m x 1m. This dimension is useful for determining the amount of space needed to park a number of bicycles. Other useful dimensions are set out below.

The additional rails serve two functions: the higher one allows for a greater range of frame sizes and types of bicycle and the lower one enables an empty stand to be more readily identified by visually impaired pedestrians who use tapping canes.

Stands are available in a range of colours but if there is any danger of them merging into the background, e.g. light colours/finishes that do not stand out from the surfacing materials; these should have bands of contrasting colours fitted to make them easily identified by partially sighted people

## Layout dimensions<sup>1</sup>

	Pref <sup>2</sup> (mm)	Min <sup>2</sup> (mm)	Comments (see notes below)
<b>Distances to other stands:</b>			
- Parallel	1200 <sup>3</sup>	1000	Placing stands too close together will make inserting bikes <sup>4</sup> difficult at busy times and will reduce capacity instead of increasing it
- Parallel but 45° to kerb line/wall	1500	-	
- Adjacent stand (in line)	2500	2000	Reducing aisle width to increase capacity will create difficult user conditions that deter use
- To create aisle	4000	3500	
<b>Stands parallel to:</b>			
Wall or boundary			
- Parking both sides	900	-	600 minimum
- On one side only	300	-	
- Footpath in between	2250	1750	Parked bicycles should not obstruct footpaths
Kerb/carriageway edge (distance from kerb face)	900		May be reduced to 600 where parking takes place only on footway side (unlikely)
<b>Stands at right angles to:</b>			
Wall or boundary			
- In front of stand	1000	-	Placing the stand too close to a wall may prevent it from providing adequate for the bicycle
Kerb/carriageway edge	1500	-	Allows small margin for non-centralised parking of bikes against stand
<b>Stands at 45° to:</b>			
Kerb/carriageway edge	1250	-	Ditto

### Notes:

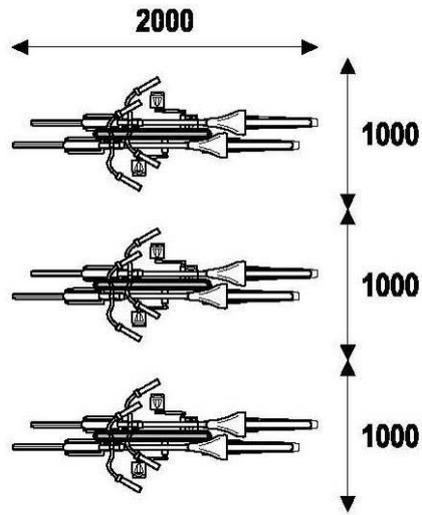
<sup>1</sup> Assumes Sheffield stand length 700 – 1000 mm

<sup>2</sup> All measurements to centre line at the middle of the stand – stands with outside diameter tube thickness  $\geq 100$ mm should be sited further apart

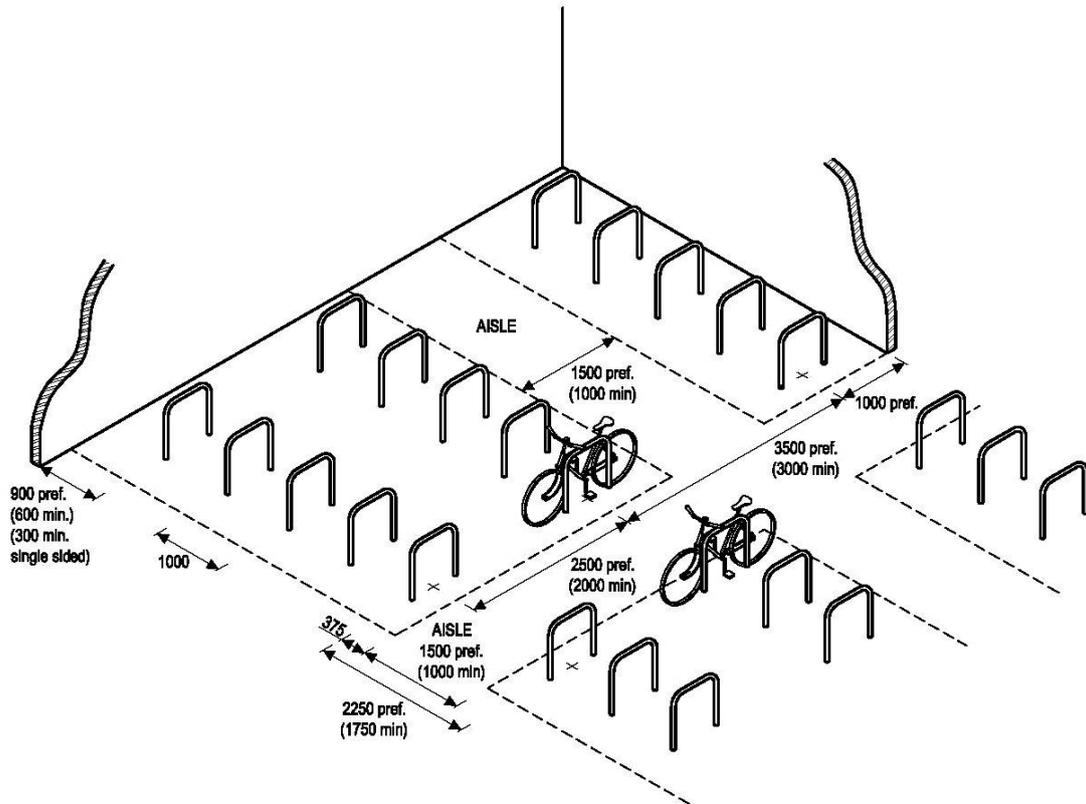
<sup>3</sup> Measured at 90° to longitudinal axis

<sup>4</sup> Average bicycle dimensions taken as 1800mm long with handlebars 650 mm wide (projecting 350 - 400mm from face of stand when parked)

## Minimum Footprint



## Indicative layout



## 4. Standards for Cycle Parking and Cycle Facilities for New Developments

These cycle parking quanta should be considered as a guideline only. A change from these guidelines (up or down) may be considered by the Planning Authority if the developer can provide, to the satisfaction of the Authority, a specific rationale for an individual development to justify such changes. In addition, out of town retail facilities may not be conducive to large numbers of cycle trips and hence could command a reduced number of parking measures. Out of town may be defined as not within 5km of an urban area or community large enough community to generate significant numbers of cycle trips. Again, the developer will be required to justify any reduction sought on a case by case basis. Should the demographics subsequently change then further cycle parking should be provided on a phased basis.

The following standards (sum of both short-stay and long-stay) of cycle parking provision will be sought for new developments within Dún Laoghaire-Rathdown:

(GFA = Gross floor area; PFA = Public Floor Area; TBA = to be agreed on a case by case basis)

<b>Development type</b>	<b>1 short stay (visitor) parking space per:</b> (minimum of 2 spaces in each case)	<b>1 long stay parking space per:</b> (minimum of 2 spaces in each case)
Food retail <i>Out of town</i> <i>Town centre/Local shopping centre</i>	700m <sup>2</sup> * GFA 125 m <sup>2</sup> * GFA	350m <sup>2</sup> GFA 125m <sup>2</sup> *
Non-food retail <i>Out of town</i> <i>Town centre/Local shopping centre</i>	1000m <sup>2</sup> * GFA 300m <sup>2</sup> * GFA	500m <sup>2</sup> GFA 300m <sup>2</sup> GFA
Garden centre	300m <sup>2</sup> GFA	300m <sup>2</sup> GFA
Pubs, wine bars	100m <sup>2</sup> PFA	100m <sup>2</sup>
Fast food takeaway	50m <sup>2</sup> PFA	50m <sup>2</sup>
Restaurants, cafes	20 seats	10 staff
Business offices	500m <sup>2</sup> GFA	250m <sup>2</sup> GFA
Light industry	500m <sup>2</sup> GFA	250m <sup>2</sup> GFA

<b>Development type</b>	<b>1 short stay (visitor) parking space per:</b> (minimum of 2 spaces in each case)	<b>1 long stay parking space per:</b> (minimum of 2 spaces in each case)
General Industrial	1000m <sup>2</sup> GFA	500m <sup>2</sup> GFA
Warehouses	1000m <sup>2</sup> GFA	500m <sup>2</sup> GFA
Hotels	TBA	10 staff
Hospitals	TBA	5 staff
Student accommodation	5 students	2 students
Children's homes, nursing homes, elderly people's homes	TBA	3 staff
Apartments	5units	1 unit
Houses - 2 bed dwelling	5 units	1 unit
Houses - 3+ bed dwelling	4 units	0.5 units
Sheltered accommodation	TBA	450m <sup>2</sup>
Primary schools	TBA	10 staff 10 students
Secondary schools	TBA	10 staff 10 students
Universities, colleges	TBA	8 staff 8 students
Libraries	10 visitors	10 staff
Doctor, dentist, health centres, clinics	5 visitors	5 staff
Theatres, cinema	50 seats	20 staff for staff
Leisure, sports centres, swimming pools	20 peak period visitors	10 staff
Rail stations (DART)	TBA	TBA
Luas	TBA	TBA
Bus	TBA	TBA

Note: This guidance is the subject of regular review and users should ensure that they are referring to the most up to date version

## 5. Supporting measures and incentives for Cycling (Sustainable Travel Plans)

Measures to support and encourage cycling that may be included, as appropriate, within Sustainable Travel Plans include (not exhaustive):

Secure, covered cycle parking

Signing to cycle parking facilities as necessary

Joining/information packs for employees, including route maps and other relevant information e.g. route information, buying a bicycle, clothing, lights and safety equipment etc

E-newspaper keeping staff up to date on developments of mobility management plan including cycling issues

Adopting the 'Cycle to work scheme' cycle purchase scheme

Bicycle user group (BUG)

Repair kit (for minor repairs and managed by BUG members) and pump

Lockers for the storage of clothing and equipment in addition to that provided for staff personal effects etc (one for every member of staff)

Showers (minimum of 1 for every 25 members of staff) and changing facilities including towels, ironing facilities, hair dryers etc

Drying facilities (cabinets or drying rooms)

Reward schemes e.g. Bike Miles (reward scheme which provides financial rewards linked to local bike shop – employer meets tax requirements etc.)

Bike mileage paid for bicycles used on business trips in place of a car

Cycle training for employees

Guaranteed ride home (lift provided in the event of a domestic emergency of un-repairable failure of bicycle – experience suggests this is very rarely called upon)

Visiting 'Bike Doctor' sessions (on-site bicycle repairs)

Promotional events such as bikers breakfast during national Bike Week

Access information for visitors, including cycle parking details, on web site

Details of cycle linkages to public transport

Convenient, high quality, lit, secure access routes to site

Maintenance, monitoring and review programme

Pool bicycles

Cycle clubs (outside of working hours)