CYCLING IN DUBLIN
From 2010 to Now!
TWO WHEELED CITY

- Documentary made in 2010 by Dublin Community TV. (Search – DCTV + Pedal Project)
INCREASES IN CYCLE COMMUTING IN DUBLIN

Bicycles crossing Dublin's canals (7am to 10am)
INCREASES IN CYCLE COMMUTING IN DUBLIN
Modal Share in Dublin 2006-2013

Figure 2.3 – Mode share of people crossing the canal cordon 2006 to 2013

Graph showing the percentage of person trips by mode crossing the canal cordon from 2006 to 2013.
Dublin City Cycling Modal Share
REASONS FOR INCREASE IN CYCLING

- Dublin Bikes
- Cycle to work Scheme
- Policy – National Cycling Policy Framework
- New cycling infrastructure
- Traffic Measures – HGV Permit System, 30km Zone, Bus Gate.
Dublin Bikes
Dublinbikes by numbers

Both eco-friendly and convenient, the benefits of commuting by bike have quickly won over many Dubliners.

- **1,500** Bikes available at the 100 stations in the Dublin bike scheme
- **15,400** Journeys made on the scheme’s busiest day, 2 October 2014
- **14 years old** The minimum age for using dublinbikes
- **50,000** Subscribers to dublinbikes in October 2014
- **8 million** Journeys made on the bikes since the scheme launched in 2009
- **2.5 million** Journeys made between September 2013 and September 2014
- **13 minutes** Average journey time made on the bikes
- **2,200** Average number of journeys each bike made in its first year
- **FREE** 95% of rentals are free because they’re shorter than 30 minutes
- **1 YEAR**

By comparison, London’s bikes clocked up **1,000** each in their first year
Dublin bikes
Dublin bikes
## Bike to Work Scheme

### Example savings

Actual savings will depend on each individual's personal circumstances. Below is a typical example of savings possible as both a Basic Rate taxpayer (20%) and a Higher Rate taxpayer (41%). Public Sector employees will in addition save the pension levy.

### Higher rate taxpayer: 41% Tax + 6% PRSI + 4% Levies = 51%

<table>
<thead>
<tr>
<th>Cost of bike and accessories</th>
<th>€250</th>
<th>€500</th>
<th>€750</th>
<th>€1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tax relief saving</td>
<td>51%</td>
<td>51%</td>
<td>51%</td>
<td>51%</td>
</tr>
<tr>
<td><strong>Tax relief saving</strong></td>
<td><strong>€128</strong></td>
<td><strong>€255</strong></td>
<td><strong>€383</strong></td>
<td><strong>€510</strong></td>
</tr>
<tr>
<td>Net Cost</td>
<td>€123</td>
<td>€245</td>
<td>€368</td>
<td>€490</td>
</tr>
<tr>
<td><strong>Cost split over 12 months</strong></td>
<td><strong>€10</strong></td>
<td><strong>€20</strong></td>
<td><strong>€31</strong></td>
<td><strong>€41</strong></td>
</tr>
</tbody>
</table>

### Basic rate taxpayer: 20% Tax + 6% PRSI + 4% Levies = 30%

<table>
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<tr>
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<tr>
<td>Tax relief saving</td>
<td>30%</td>
<td>30%</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td><strong>Tax relief saving</strong></td>
<td><strong>€75</strong></td>
<td><strong>€150</strong></td>
<td><strong>€225</strong></td>
<td><strong>€300</strong></td>
</tr>
<tr>
<td>Net Cost</td>
<td>€175</td>
<td>€350</td>
<td>€525</td>
<td>€700</td>
</tr>
<tr>
<td><strong>Cost split over 12 months</strong></td>
<td><strong>€15</strong></td>
<td><strong>€29</strong></td>
<td><strong>€44</strong></td>
<td><strong>€58</strong></td>
</tr>
</tbody>
</table>
NATIONAL POLICY FRAMEWORK

Ireland’s First National Cycle Policy Framework
NATIONAL CYCLING POLICY FRAMEWORK

- It outlined 19 high level objectives and detailed the 109 individual but integrated actions.

- Aimed at ensuring that a strong cycling culture is developed in Ireland so that by 2020 10% of all journeys will be by bike.

- This effectively means that we need to get to 20% modal share for cycling in Dublin. (Currently 8-10%).

- National modal-split of 1.35% reported in the 2013 National Travel Survey (CSO).
National Cycling Policy Framework

- The participation of many stakeholders across several government departments, agencies, all local authorities and other non-governmental organisations
- Appropriate levels of, and timely, funding for the initiatives
- The knowledge and human resources available to implement the policies
- Legislation and enforcement

(Dublin Cycling Campaign)
Cycling Infrastructure
Cycling Infrastructure
Cycling Infrastructure
Cycling Infrastructure
Links

- National Cycling Policy Frame Work
  http://www.smartertravel.ie/content/national-cycle-policy

- Dublin Cycling Campaign
  http://www.dublincycling.ie/

- IrishCycle.com
  http://irishcycle.com/