**Forecasting Dublin Bike Availability Using Machine Learning Models**

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This Project aligns with Dublin City Council’s Smart Mobility goals and supports sustainable transport initiatives in Ireland.

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# Introduction

Urban mobility is undergoing a profound transformation as cities worldwide adopt sustainable transport solutions to reduce congestion, carbon emissions, and dependence on private vehicles. In this context, bike-sharing schemes have emerged as a popular and environmentally friendly alternative that promotes active commuting and enhances accessibility within urban areas.

Since its launch in 2009, the Dublin Bikes scheme has become a vital component of Dublin’s public transportation network, offering thousands of bicycles distributed across more than 100 stations throughout the city. The scheme supports over 4 million journeys annually, playing a crucial role in facilitating last-mile connectivity and encouraging the use of public transport.

However, one of the primary operational challenges facing bike-sharing systems, including Dublin Bikes, is the imbalance in bicycle availability across stations, and local events can lead to certain stations becoming either empty (not bikes available) or full (no docks available), negatively impacting user experience and reducing the efficiency of the service.

This capstone project aims to develop predictive models that forecast the availability of bikes at Dublin Bikes Stations, leveraging historical usage data sourced from the Dublin Bikes API. By accurately predicting bike demand and supply at individual stations and specific times, the project seeks to provide actionable insights that can inform operational decisions, such as bike redistribution strategies and infrastructure planning, ultimately improving the reliability and accessibility of the service for users.

The project integrates principles of data science, machine learning, and project management methodology to address a real-world problem of growing significance. In doing so, it contributes to the broader objective of Dublin’s Smart City initiatives, supporting sustainable and data-driven urban mobility solutions.

# Objectives

The primary objective of this project is to develop machine learning models capable of accurately forecasting the availability of bicycles at individual Dublin Bikes stations. This will enable more informed operational decision-making, particularly in relation to bike redistribution and resource management.

The specific objectives of the project are:

## Data Collection and Understanding.

Gather and explore historical Dublin Bikes station status data, understanding its structure, attributes, and patterns relevant to bike availability.

## Data Preparation and Feature Engineering.

Clean, preprocess, and engineer relevant features (e.g., time of day, day of week, seasonality) that can improve model accuracy in predicting bike demand.

## Machine Learning Model Development.

Implement, train, and evaluate at least three different machine learning models (e.g., Linear Regression, Random Forest Regressor, XGBoost Regressor) to forecast the number of bikes available at a given station and time.

## Model Performance Optimization.

Improve model performance through hyperparameter tuning and cross-validation, ensuring robust and reliable predictions.

## Results Analysis and Interpretation.

Analyze model outputs to identify key factors influencing bike demand and evaluate model performance using appropriate metrics (e.g., RMSE, MAE, R²).

## Business Insight Generation.

Translate model results into actionable business insights that can support Dublin Bikes operators in optimizing bike redistribution strategies and improving customer satisfaction.

## Project Reporting and Communication.

Present findings in a clear and engaging manner through a comprehensive report, a poster presentation, and a fully documented Jupyter Notebook, ensuring accessibility to both technical and non-technical stakeholders.

# Problem definition

The Dublin Bikes scheme is a critical component of the city’s sustainable transport strategy, providing residents, commuters, and tourists with a convenient and eco-friendly means of short-distance travel. With a network of over 100 stations and thousands of bicycles, the system supports high daily usage, especially during peak commuting hours.

However, the scheme faces a persistent operational challenge: imbalanced bike and dock availability across its stations. Fluctuations in demand, driven by factors such as commuter traffic patterns, time of day, weather conditions, and local events, can cause stations to become either empty (no bikes available) or full (no docks available). Both scenarios negatively affect the user experience, reducing service reliability and discouraging continued use.

For example:

* Commuters may arrive at a station only to find no available bikes, forcing them to seek alternative transport.
* Users returning bikes may encounter full stations, requiring them to cycle to a different location to dock the bike.

This imbalance also places a logistical and financial burden on Dublin Bikes operators, who must regularly dispatch vehicles to redistribute bikes between stations to rebalance supply and demand. Inefficient redistribution can lead to:

* Increased operational costs (fuel, labour, time).
* Lower customer satisfaction and decreased ridership.
* Suboptimal resource utilization.

## Business Need.

An accurate demand forecasting model would allow Dublin Bikes operators to anticipate bike availability issues before they arise, enabling:

* Proactive bike redistribution planning.
* Improved station management.
* Enhanced user experience through greater service reliability.

## Problem Statement.

The core business problem this project aims to solve is the lack of accurate, data-driven forecasting of bike availability at Dublin Bikes stations, which currently leads to frequent imbalances, reduced user satisfaction, and increased operational costs.

By leveraging historical station data and machine learning models, the project seeks to provide a predictive solution that informs operational decisions, optimizes resource allocation, and supports Dublin’s Smart City goals.

# Scope and Project Management

## Project Scope

The scope of this project outlines the specific activities, deliverables, and boundaries necessary to address the business problem effectively.

### In Scope

The following activities and deliverables are included within the project scope:

* Data Acquisition and Understanding.

Collection and exploration of historical Dublin Bikes station data sourced from the Dublin Bikes API, including station status (available bikes, docks), timestamps, and geolocation data.

* Data Cleaning and Preparation.

Handling missing values, inconsistent records, and feature engineering (e.g., extracting time-related features such as hour of day, day of week).

* Exploratory Data Analysis (EDA).

Visualizations and descriptive statistics to uncover patterns, seasonality, and trends related to bike availability.

* Machine Learning Development.

Implementation and evaluation of at least three machine learning models to forecast bike availability:

* + Linear Regression (baseline)
  + Random Forest Regressor
  + XGBoost Regressor
* Model Optimization.

Hyperparameter tuning and cross-validation to improve model performance and robustness.

* Results Interpretation and Insight Generation.

Analysis of model outputs to derive actionable business insights and identify key demand drivers.

### Out of Scope

* Real-time model deployment or live integration with the Dublin Bikes system.
* Incorporation of external datasets such as weather data, traffic data, or local events (unless time permits, could be future work).

## Project Management Approach

This project will adopt Agile-inspired project management principles, ensuring iterative progress, flexibility, and continuous improvement. The following methodology will guide project execution:

* Phase 1: Planning and Data Understanding

Define project scope, collect and explore dataset, and establish initial hypotheses and success criteria.

* Phase 2: Data Preparation and EDA

Clean and preprocess data; conduct exploratory analysis to inform model selection.

* Phase 3: Model Development and Evaluation

Implement and compare machine learning models; optimize using hyperparameter tuning and cross-validation.

* Phase 4: Results Interpretation and Reporting

Analyze model results; document insights, write final report, and design poster presentation.

* Phase 5: Final Review and Submission.

Conduct peer review of deliverables, finalise documentation, and ensure submission of all required materials.

# Data Sources

The primary dataset used in this project is sourced from the Dublin Bikes API, which is publicly available via the Irish Government’s open data portal, data.gov.ie.

Dataset Title: Dublin Bikes Station Status

URL: <https://data.gov.ie/dataset/dublinbikes-api>

Publisher: Smart Dublin / Dublin City Council

The dataset contains real-time and historical status updates of Dublin Bikes stations, including key attributes such as:

* Station name and ID
* Geographic coordinates (altitude, longitude)
* Number of available bikes
* Number of available bike stands (docks)
* Timestamp of status update

The dataset will be used to analyze historical trends and develop machine learning models for forecasting bike availability at individual stations.

# Ethical Considerations.

This project adheres to key ethical principles to ensure responsible data use and analysis; the Dublin Bikes dataset contains only aggregated station-level data with no personally identifiable information, minimizing privacy risks.

All sources, including Smart Dublin and Dublin City Council, will be properly credited.

Potential biases (e.g., geographic or temporal imbalances) will be examined through Exploratory Data Analysis. Model performance will be evaluated across diverse contexts to ensure fairness and transparency.

All external sources, tools, and methods will be cited appropriately, and all findings will be reported transparently and honestly.

**Forecasting Dublin Bike Availability Using Machine Learning Models**

[En el cuerpo del artículo se usa una sangría de primera línea de 1,27 cm con espaciado doble. En el estilo APA se usan hasta cinco niveles de título que se muestran en los párrafos siguientes. Tenga en cuenta que la palabra Introducción no ha de usarse como título inicial, ya que se supone que el artículo empieza con una introducción.]

# [Título 1]

[Los dos primeros niveles de título tienen su propio párrafo, como se muestra aquí. Los títulos 3, 4 y 5 son encabezados usados al principio del párrafo.]

## [Título 2]1

[Para agregar una tabla de contenido (TDC), aplique el estilo de título adecuado solo al texto del título al principio de un párrafo y se mostrará en la TDC. Para hacerlo, seleccione el texto del título Después, en la pestaña Inicio, en la galería de Estilos, haga clic en el estilo que necesite.]

### [Título 3].

[Incluya un punto al final de un encabezado. Tenga en cuenta que, si corresponde, se pueden incluir párrafos consecutivos con sus propios títulos.]

#### [Título 4].

[Al usar títulos, no omita niveles. Si necesita usar un título 3, 4 o 5 sin texto antes del siguiente título, agregue un punto al final del título y, después, inicie un nuevo párrafo para el subtítulo y su texto]. (Apellidos, año)

##### [Título 5] .

[Al igual que el resto de las secciones del artículo, las referencias empiezan en su propia página. La página de referencias que aparece después se crea con la característica Citas y bibliografía, que está disponible en la pestaña Referencias. En esta característica se incluye una opción de estilo que da formato a las referencias para la 6.ª edición de APA. También puede usar esta característica para agregar citas en el texto que estén vinculadas a la fuente, como las que se muestran al final de este párrafo y en el párrafo anterior. Para personalizar una cita, haga clic con el botón derecho y luego Editar cita.] (Apellidos, año)

Referencias

Apellidos, n. s. (Año). Título del artículo. *Título del diario*, Páginas desde - hasta.

Apellidos, n. s. (Año). *Título del libro.* Nombre de la ciudad: Nombre del editor.

Notas al pie

1[Agregue notas al pie, si corresponde, en su propia página después de las referencias. Para los requisitos de formato de APA, es fácil escribir simplemente sus propias referencias y notas al pie. Para dar formato a una referencia de nota al pie, seleccione el número y, después, en la galería de estilos de la pestaña Inicio, haga clic en Referencia de nota al pie. En el cuerpo de una nota al pie, como en este ejemplo, se usa el estilo de texto Normal. (Nota: Si elimina esta nota al pie de ejemplo, no se olvide de eliminar también su referencia en el texto. Está al final del párrafo Título 2 de ejemplo de la primera página del contenido del cuerpo de esta plantilla).]

Tablas

Tabla 1

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| Encabezado de fila | 123 | 123 | 123 | 123 |
| Encabezado de fila | 456 | 456 | 456 | 456 |
| Encabezado de fila | 789 | 789 | 789 | 789 |

Nota: [Coloque todas las tablas del artículo en una sección de tablas, después de las referencias (y, si corresponde, de las notas al pie). Use una página nueva para cada tabla e incluya un número de tabla y un título de tabla para cada una, como se muestra en esta página. Todo el texto explicativo aparece en una nota de tabla después de la tabla, como en esta. Use el estilo de tabla o ilustración, disponible en la galería de estilos de la pestaña Inicio, para agregar el espaciado entre la tabla y la nota. Las tablas en el formato de APA pueden usar un interlineado de una línea o de 1,5 líneas. Incluya un título para cada fila o columna, incluso si el contenido parece obvio. Se configuró un estilo de tabla predeterminado para esta plantilla que cumple con las normas del estilo APA. Para insertar una tabla, en la pestaña Insertar, haga clic en Tabla.]

Título de ilustraciones:

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