

Pre-Design Public Consultation for the College Green – Dame Street

Summary

Trinity welcomes the [Pre-Design Public Consultation for the College Green – Dame Street Public Realm Project](#). We thank Dublin City Council for their ongoing efforts to make Dublin a liveable city.

1. **Urgent:** Trinity would like changes to College Green – Dame Street to be implemented as a matter of urgency given the current biodiversity and climate crisis and reductions in walking and cycling to campus since 2011.
2. **Priority:** Trinity has identified [four priority routes](#) between our campuses including from College Green to St. James’s Hospital. This consultation is therefore, important to Trinity.
3. **Trinity as a destination:** Trinity is the largest trip attractor in Dublin City Centre. The majority of our 20,000 students and 4,000 staff, study or work on our College Green Campus. Whilst the central work of the university is education and research, Trinity also has 661 on campus student beds on College Green/Pearse Street, 1-2 million visitors per year to the Book of Kells exhibition and multiple cafes and gift shops open to the public. Our conference, private dining and banqueting services are busy year-round and from mid-May to mid-August we operate as the largest accommodation provider in Dublin with over 1,500 beds a night across our College Green and Trinity Hall campuses.
4. **Actively supportive:** To date Trinity has made [12 public consultation submissions](#) on our [priority routes](#), hosted multiple civic engagement events to promote a [#LiveableDublin](#) and upgraded over 1,000 bike parking spaces on campus. We’re grateful to Dublin City Council for their ongoing work to make Dublin more liveable but frustrated at the slow progress of change.
5. **Transport and Health:** 69% of people commute to Trinity via public transport which is a welcome increase from 49% in 2011 but walking and cycling to Trinity have both declined since 2011. Walking has reduced from 28% in 2018 to 20% in 2023. Cycling has decreased from 22% in 2011 to 9% in 2023. Trinity urges quick implementation of changes to College Green to support more students and staff to walk and cycle to campus for mental and physical health.
6. **Biodiversity and Climate Action:** Trinity would like to see as much biodiversity as possible added to College Green.
7. **Equality, Diversity and Inclusion:** Trinity would like to see a universal design mindset and co-creating best responses with disabled peoples’ organisations (DPOs) would be critically important.
8. **Walking and Cycling:** Trinity would like to see wider footpaths on Dame Street and segregated cycling on both Dame Street and College Green.
9. **Toilets and bins:** Foster place is a priority area for Trinity. At a minimum, we would like public toilets nearby and better storage of bins.
10. **Access:** There may be a need for 24-hour emergency access on College Green to Trinity. Trinity would like to better understand how vehicular access to 1 Grafton Street will be affected by changes to College Green and Dame Street.

Transport to Trinity in 2023 compared to pre-COVID-19 travel

In April 2023, the [Healthy Trinity Smarter Travel](#) group, as part of [Trinity Sustainability](#) and the National Transport Authority's [Smarter Travel Campus](#) initiative took its sixth survey since 2011 on travel to Trinity. Further details [here](#) and in figure 1. Since COVID-19, public transport, walking and cycling continue to be used by 97% of students and staff travelling to Trinity's College Green campus. Distances travelled have increased since 2019 with 31% of students and staff travelling greater than 10km to campus.

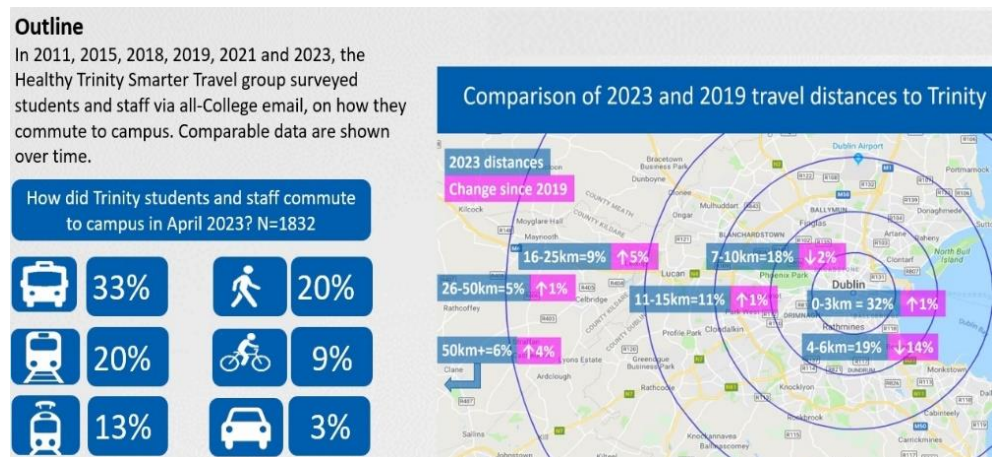


Figure 1: 97% of students and staff walk, cycle or take public transport to Trinity. Commuting distances are longer after COVID though 69% live within 10km of campus

Trinity supporting a #LiveableDublin for biodiversity, climate and health

Trinity Sustainability's vision is for Trinity to be a university, a place, and a community where climate change and biodiversity loss are addressed in a holistic, integrated and health-focused way. We aim to tackle climate and biodiversity challenges through our educational programmes, our research and innovation, and our day-to-day operations, both within Trinity and in partnership with external collaborators and communities.

As part of Trinity's NTA Smarter Travel partnership, Trinity has measured commuting to campus since 2011. In 2018, Trinity identified a 37% [reduction in cycling to campus](#) and since then, has pursued safe, segregated cycling on [four priority routes](#) that link Trinity's campuses and residences. A comparison of Trinity's survey data since 2011 is shown in Figure 2.

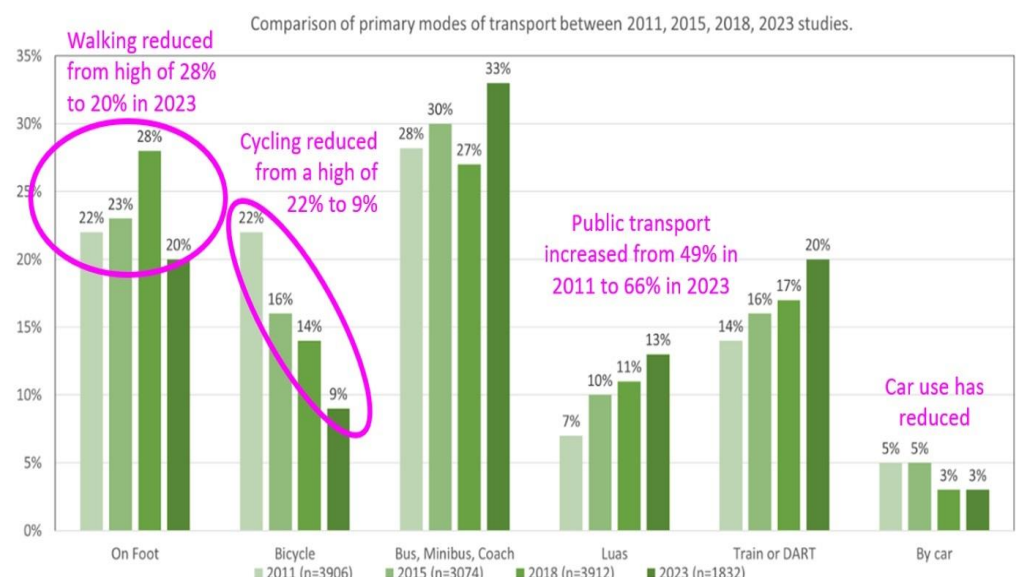


Figure 2: Public transport commuting to Trinity has risen since 2011 by 17% but walking and cycling have declined

Whilst increases in public transport use are welcome, reductions in walking and cycling to campus are disappointing from a health perspective as the [World Health Organization](#) recommends active commuting as a priority means of promoting physical activity. Trinity students and staff were asked during COVID-19, if they could have any form of transport to commute to campus, what would they choose (Caulfield et al,

2021). Students were mostly likely to choose walking to campus and staff were most likely to choose cycling. Both [Healthy Dublin City](#) and [Healthy Trinity](#) align to Healthy Ireland and Trinity would like to continue to work with Dublin City Council to promote a [#LiveableDublin](#) with particular focus on walking and cycling.

Since 2011, Trinity has worked with partners in Dublin City Council and Civil Society to host the [#LiveableDublin](#) series incorporating biodiversity, climate and health action. For example, Trinity’s School of Civil Engineering hosted the [Cycling and Society symposium](#) in 2023, Trinity Sustainability hosted the [Green Week Transport Forum](#) in 2022 and Healthy Trinity with Dublin City Council hosted a Liveable Dublin [Lunchtime Lab](#) in 2019. In 2023, Trinity was a founding member of the [Green Pearse Street](#) campaign.

Turning the Champs-Elysées into an extraordinary garden – an iconic illustration of Paris policy



Picture 2: An example of a #LiveableDublin event hosted by Trinity asked could O’Connell Street be an extraordinary garden like the Champs-Elysees?

Equality, Diversity and Inclusion
 190 respondents in the all-university survey indicated they currently have disability status in Trinity and the modal use patterns of those respondents are the same as for those who indicated they do not have disability status (n=1,244). The response from those with current disability status therefore is small. Trinity aims to employ 6% of staff with disabilities by 2025 and in 2022/2023, 10.8% of the student population applied for reasonable accommodations through the Disability Service (n=2312 students) in Trinity. It is important that accessible transport include consideration of all disabilities (visually impaired people, deaf/hard of hearing people, neurodiverse, etc.) A universal design mindset and co-creating best responses with disabled peoples’ organisations (DPOs) is critically important.

Preferred mode versus disability status (n=1434)

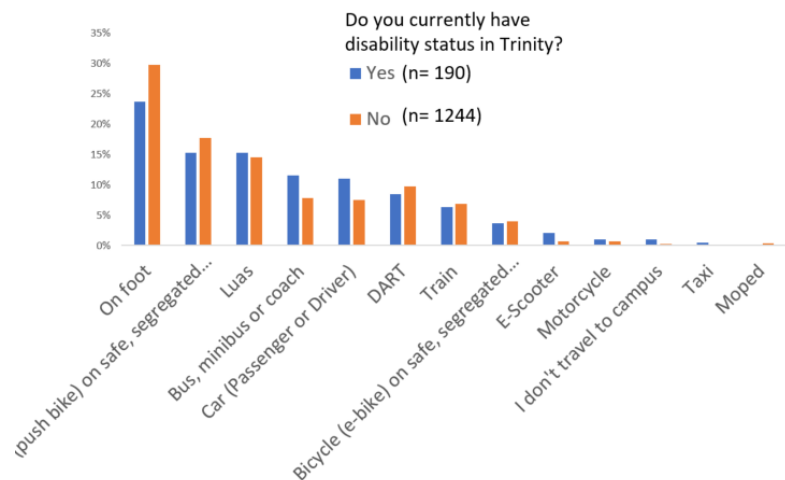


Figure 3: If all modes were available, those who currently have disability status in Trinity indicated they would like to walk, cycle or take the Luas to campus, showing the same pattern as those without disability status.

Amongst the 190 respondents, a chi-square test of independence found no significant difference between those who currently have disability status in Trinity and those who do not. There is also no significant difference in the distances people who currently have disability status travel to campus. Figure 3 shows what form of transport people who currently have disability status would like to use to come to Trinity if all forms were available. As for those without disability status, walking and cycling and Luas are the preferred modes. These results are Healthy Trinity's first analysis of disability status and commuting. Further research is needed.



Picture 3: Children who designed cycle lanes from their DEIS school to Trinity in 2022 as part of a DCC, Trinity partnership are pictured presenting their designs to city councillors.

Recognising how age and economically inclusive cycling is, in 2022, the Healthy Trinity Smarter Travel Group and Trinity Access Programme worked with Dublin City Council and BYCS Amsterdam to deliver the EIT Funded [Bicycle Heroes programme](#). 250 children from DEIS schools designed cycle lanes from their school to Trinity.

Contact Details

Submission made on behalf of the [Healthy Trinity: Smarter Travel](#) Committee. For questions/comments on this submission please contact:

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