



Trinity College Dublin

Coláiste na Tríonóide, Baile Átha Cliath

The University of Dublin

Submission to the National Transport Authority on Bus Connects

Submitted by Healthy Trinity: Smarter Travel Committee

28th September 2018

Background:

Trinity is a community of approx. 20,000 people who travel daily to and between campuses on College Green, St. James's Hospital and Tallaght Hospital as well as other locations. Trinity has car use of less than 2%, bus/minibus/coach use of 27% and despite Trinity's College Green Island campus being served by all forms of public transport except segregated cycling, bicycle use in Trinity is 14% which exceeds national cycling targets of 10%, average cycling rates in Dublin of 8% and average rates in other third level institutions of 6%¹.

In 2017 Trinity committed to the following statement:

Trinity has embraced Smarter Travel and in particular, cycling. Trinity regards cycling as an important tool in achieving its strategic aim of demonstrating institutional leadership by being a sustainable campus.

Cycling is environmentally friendly, quick, cost-effective, healthy and flexible. Trinity would like to see improved cycling infrastructure in Dublin City between its main campuses and the residences it provides for students and staff. Both Trinity and Dublin would benefit.

Trinity will respond to the BusConnects consultation in light of our community's public transport usage and the university's commitment to cycling.

Response to Bus Connects

Support for Bus Connects

Trinity welcomes the redesign of Dublin's bus network and believes it will greatly improve public transport in Dublin. Whilst we have some reservations about the plan, we are encouraged to see that the design allows for the future development of the College Green plaza and believe the redesign will encourage increased use of smarter travel.

Prioritising Cycling

Trinity is concerned by the priority given to buses over bicycles on the network. Bus Connects states "we will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable."² The Urban Design Manual³ states walking and cycling respectively should be given priority over public transport and Trinity would like to see Bus Connects adhere to that recommendation.

Segregating Cycling

Trinity welcomes the plans for segregated cycling in Bus Connects. In a 2018 survey of the Trinity Community (n=3,912) 87% questioned the safety of cycling in Dublin and 91% felt segregated cycle lanes and quiet ways would increase cycle safety.

¹ <https://www.tcd.ie/collegehealth/promotion/travel/Stats.php>

² <https://busconnects.ie/initiatives/on-your-bike/>

³ Dept of Environment, Heritage and Local Government (2009) Urban Design Manual. A Best Practice Guide. Downloaded on 18th April from <http://www.housing.gov.ie/sites/default/files/migrated-files/en/Publications/DevelopmentandHousing/Planning/FileDownload%2C19216%2Cen.pdf>

A Focus on Travel Time

The most important determinant of modal choice across all modes in Trinity is travel time. The improved bus travel times Bus Connects would deliver are welcome. We would like to see a comparison of bus travel times and bicycle travel times and priority given to the faster mode.

St James's Hospital

Trinity notes the high frequency of buses that serve the route between our Island Campus and our St. James's Hospital Campus. Trinity would like segregated cycling between these sites.

Rathmines

Rathmines is of great importance to Trinity because it is the nearest shopping and social centre to Trinity Hall where 1,200 of our students live (this number will increase to 1,600 in the coming years). Improved bus services in Rathmines are welcome but segregated cycling is essential there too. The Bus Connects website⁴ states that segregating cycling "avoids cyclists sharing bus lanes with buses, where the bus speed can be limited to the speed of the slowest cyclist in the lane, and removes many of the conflicts that bus drivers have to deal with." Rathmines will experience exactly this problem if cycling is not segregated there because students will always cycle to Rathmines to shop and socialise and through it because it is the quickest route to Trinity's front gate. While Trinity would welcome the segregation of cycling on roads adjacent to Rathmines, in particular on Mount Pleasant Avenue, segregation of cycling in Rathmines is essential. Trinity would welcome the introduction of a bus gate in Rathmines if necessary.

Nassau Street

Trinity notes the proposed high frequency of buses on Nassau Street and would welcome the development of improved segregated cycling there.

Pearse Street

Trinity notes the high frequency of buses on Pearse Street in one direction and would like Bus Connects to consider how the greater movement of students and staff between Trinity's Island Campus and the planned Grand Canal Innovation District will be facilitated by walking, bicycle and public transport.

Kavanagh Court

Trinity welcome the high frequency of buses from Trinity's Island Campus to Kavanagh Court where many Trinity students live. Again, Trinity would like segregated cycling between these destinations.

Contact Details

For questions/comments on this submission please contact:

Martina Mullin

Health Promotion Officer

College Health Centre

Trinity College Dublin

healthp@tcd.ie

01 8962566

<http://www.tcd.ie/collegehealth/promotion/>

⁴ <https://busconnects.ie/initiatives/on-your-bike/>