

Trinity College, Dublin Travel Survey Results - 2011

A travel survey was circulated to Trinity College Dublin (TCD) staff and students during November 2011. The survey was conducted online and via paper copies for those without access to IT.

The survey was completed by 3,906 respondents. 76% (2,960 respondents) indicated that they were students, 18% (706 respondents) indicated that they were a member of staff while 6% (240 respondents) did not specify. Overall this represents a response rate of 35% for staff (2000 staff in total) and an 18% response rate for students (16,800 students in total). The results are presented in the sections below.

Summary by Mode

The majority of the respondents stated they travel to TCD by bus, minibus or coach (28%). 22% of respondents stated they walked and another 22% stated they cycled to the site. Train or DART is used by 14% of respondents while 7% stated the LUAS is their main mode and 4% travel alone by car. The responses were also filtered by staff and students and are presented in Figures 2 & 3.

Figure 1. Main mode of travel (longest part, by distance, of the usual journey to college)

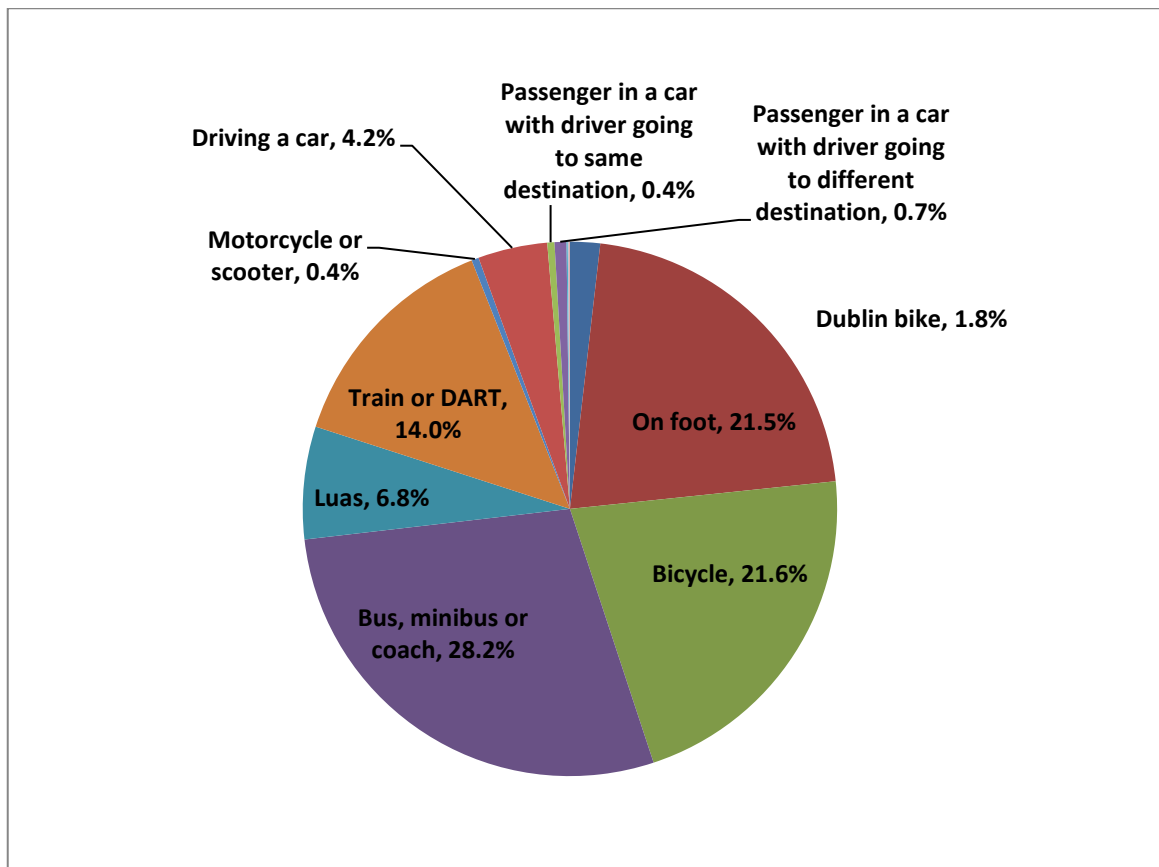


Figure 2. Main mode used – students (longest part, by distance, of the usual journey to TCD)

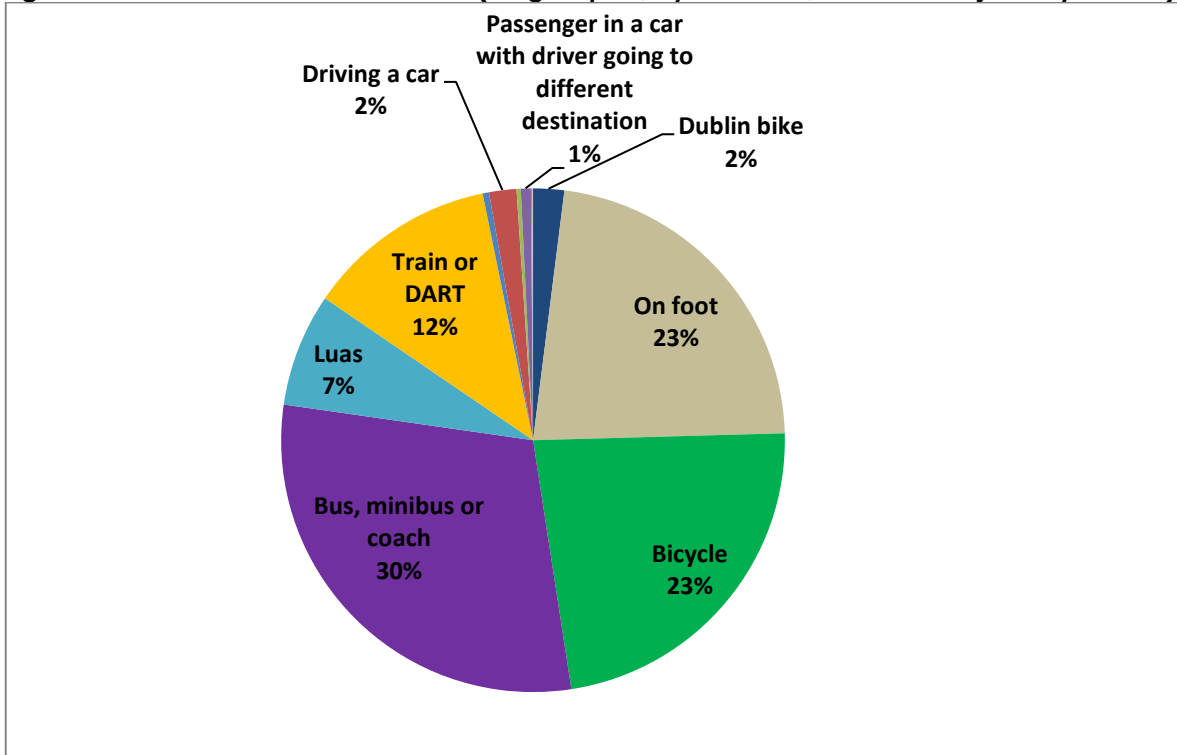
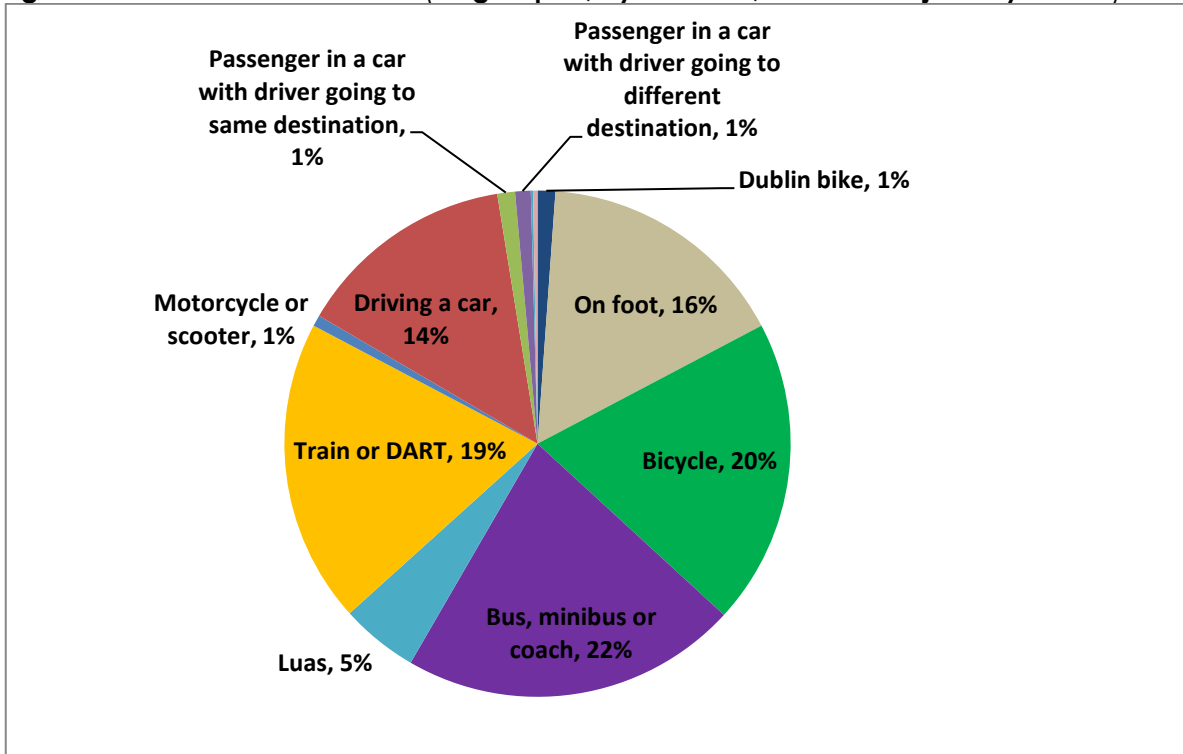


Figure 3. Main mode used – staff (longest part, by distance, of the usual journey to TCD)

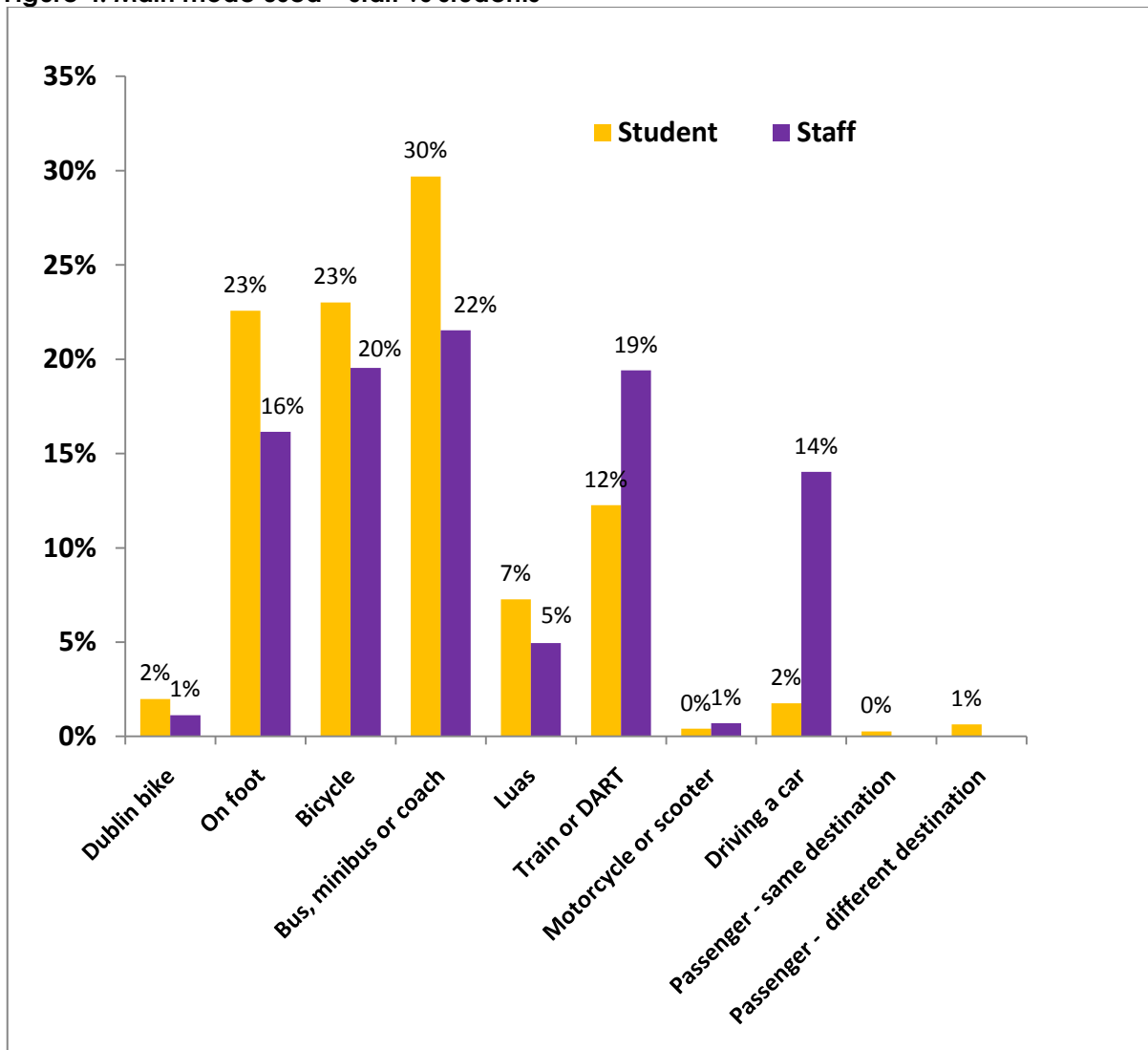


Student responses summarised – the majority of students travel to TCD by bus, this is followed by on foot and by bike which both achieved a response rate of 23%. Rail use was also popular with the train / DART achieving a response of 12% and the LUAS a response of 7%.

Staff responses summarised – responses from staff were similar to those of students but with an increase in car use. 22% travelled by bus, 20% by bike, 19% by train or DART, 16% on foot and 14% by car alone.

The majority of journeys to the site are undertaken by sustainable modes. The main mode responses are presented in Figure 4 comparing the responses from staff and students.

Figure 4. Main mode used – staff vs students



The main mode stated by staff and students has been compared to the distances they travel to TCD and are presented in Figures 5 & 6. Figure 5 presents the student responses, it confirms that the majority of those living within 1km of their main site are walking or cycling and the majority of those living within 1 and 3km of their main site are walking, cycling or utilising the bus.



Staff responses presented in Figure 6 are similar and confirm that those living nearby are utilising an active mode of transport whereas those living further afield tend to utilise public transport for their journeys.

Figure 5. Main mode vs distance – students

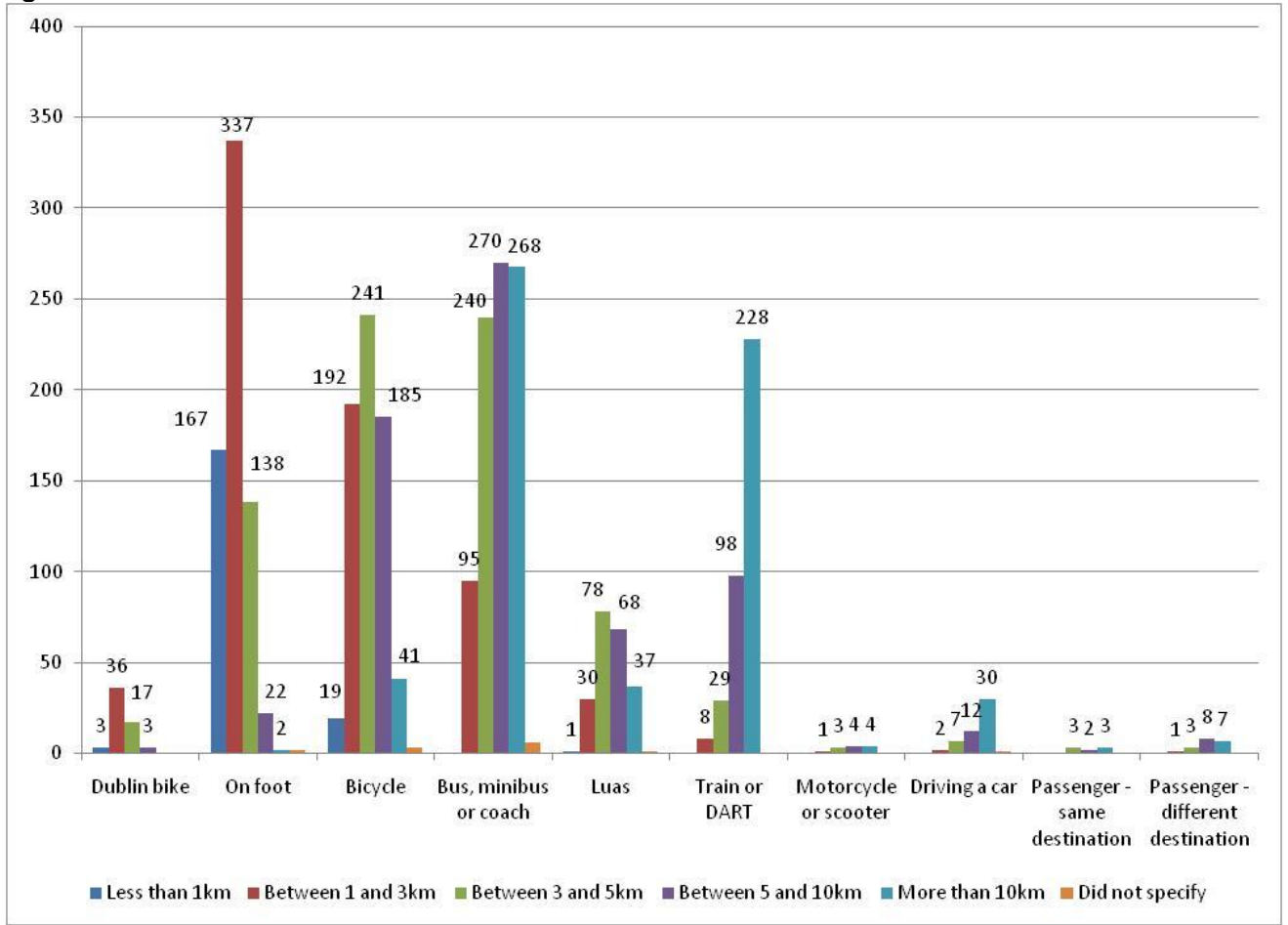
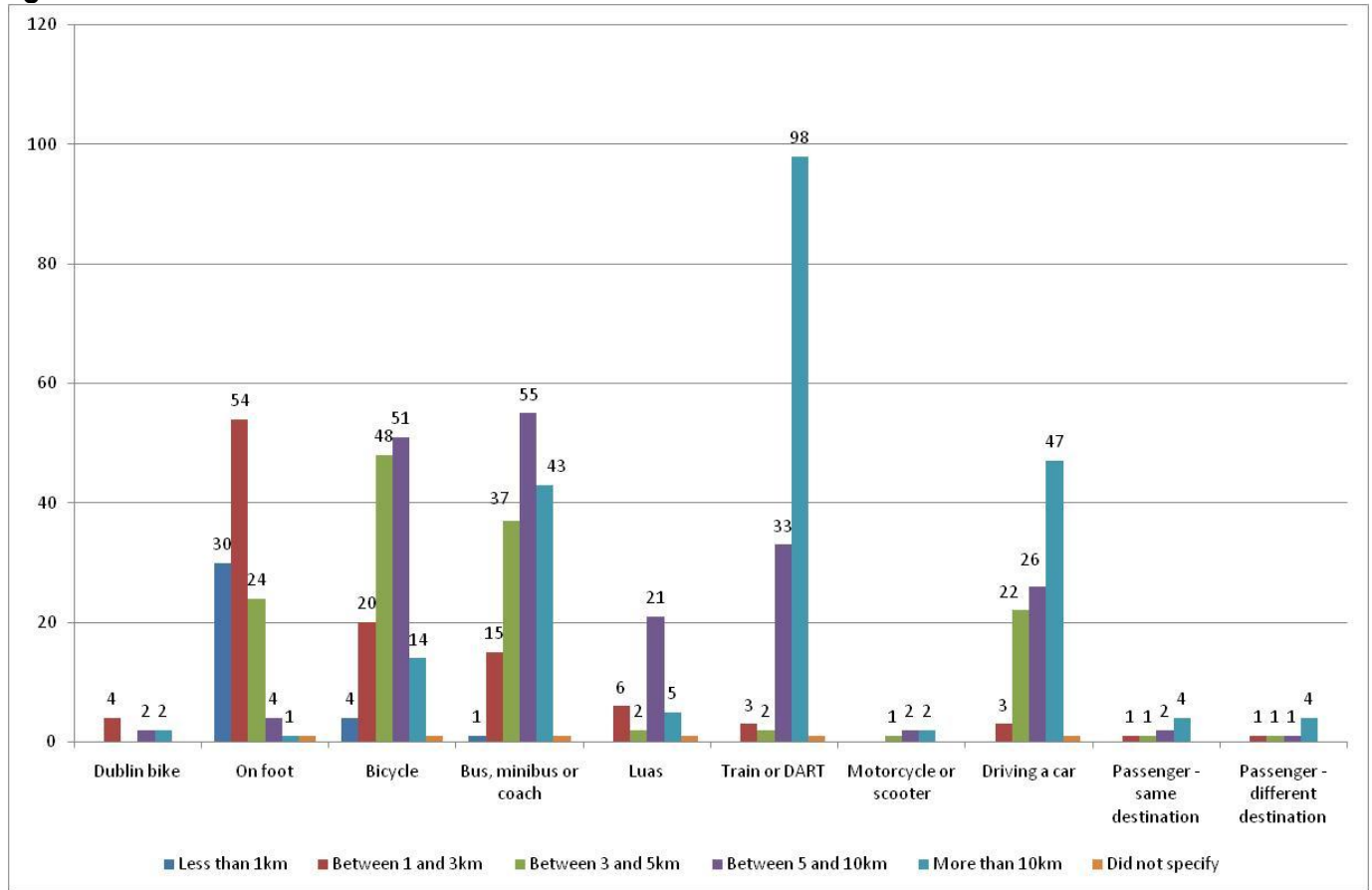


Figure 6. Main mode vs distance - staff



The reasons stated for mode choices are presented in Figures 7 & 8. Speed was highlighted as the main reason for staff and student mode choices. Cost was highlighted by students as the next most popular reason for their mode choice whereas health/exercise was the next most popular choice stated by staff.

Figure 7. Reason for mode choice – students

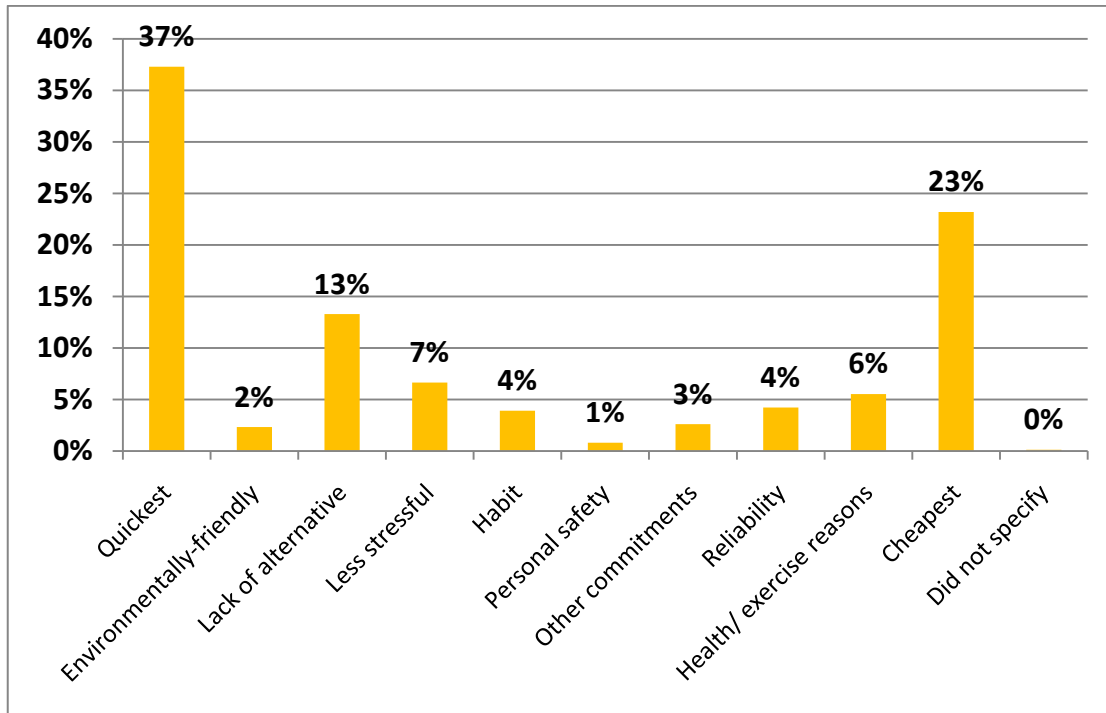
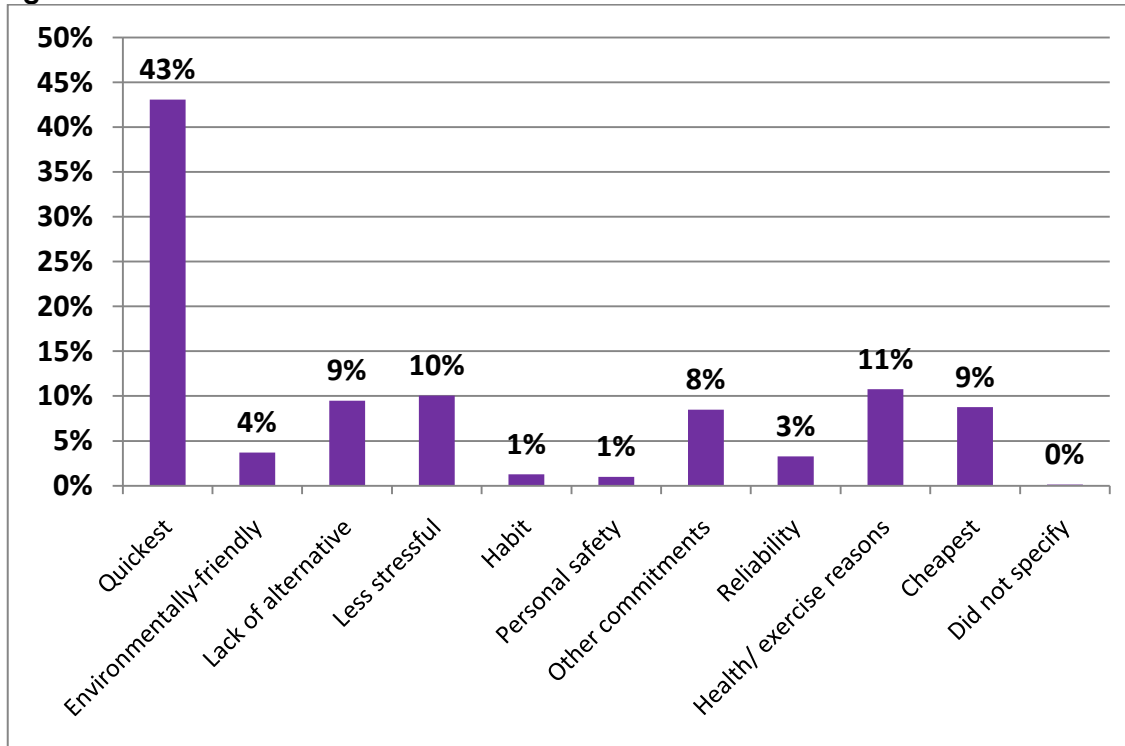


Figure 8. Reason for mode choice – staff



Respondents were asked to state if they would consider an alternative mode to their main mode. The responses for both staff and students are presented in Figures 9 & 10. The most popular mode considered by students is bike and the most popular mode considered by staff is public transport. The survey also highlighted that there is potential for walking and Dublin Bike use.

Figure 9. Alternative modes considered – students

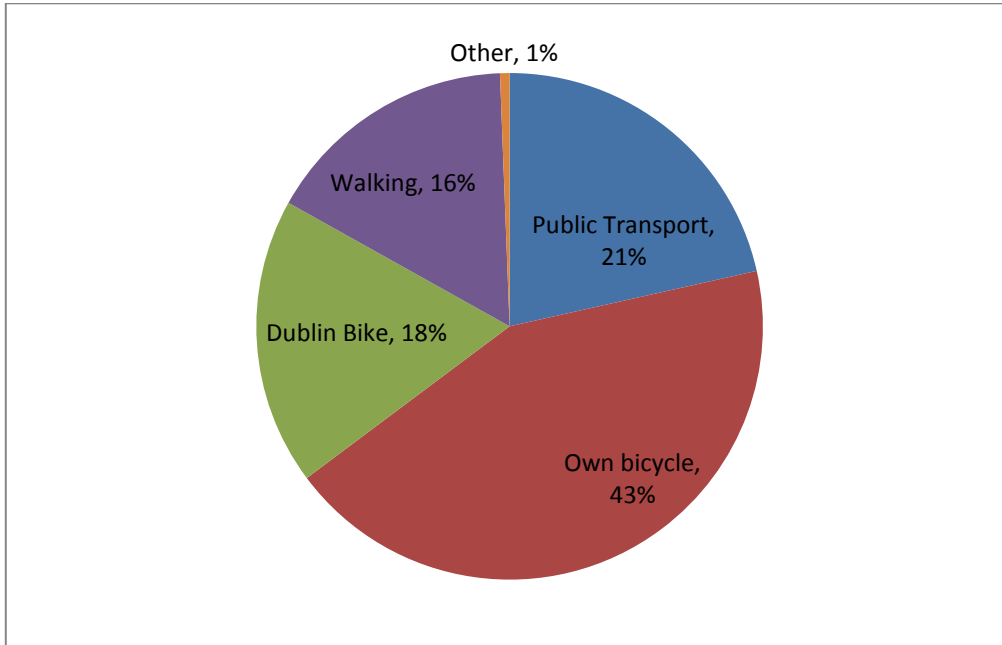
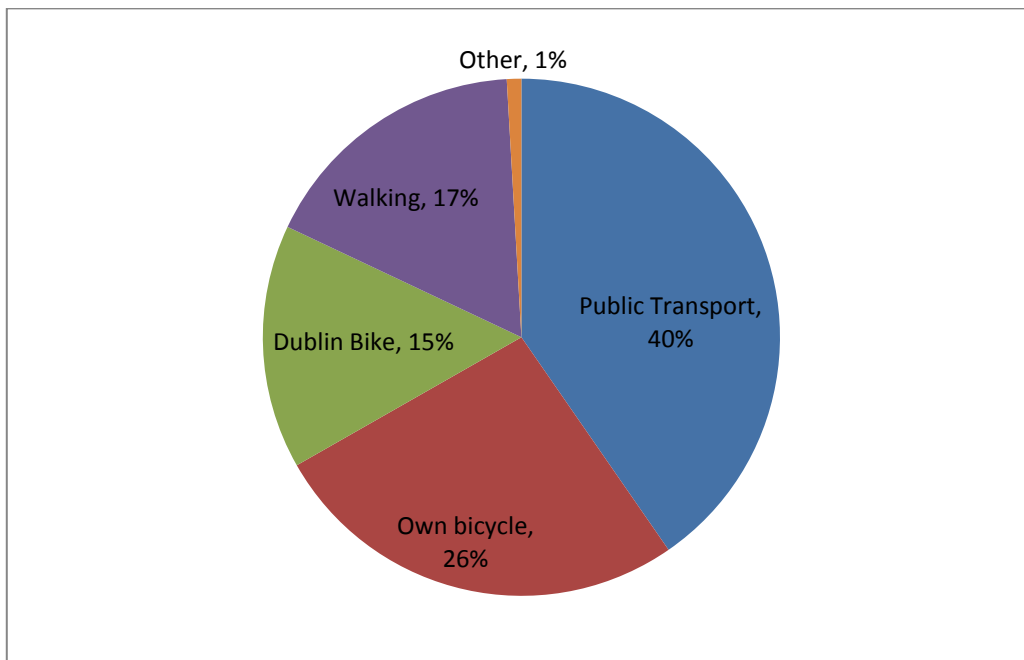


Figure 10. Alternative modes considered – staff



Journey profile

The arrival and departure profile for staff and students are presented in Figures 11 & 12. The arrival peak at TCD is reached between 8.30 and 9.00, with the departure peak time being between 17.00 and 17.30.

Figure 11. Arrival profile – staff vs students

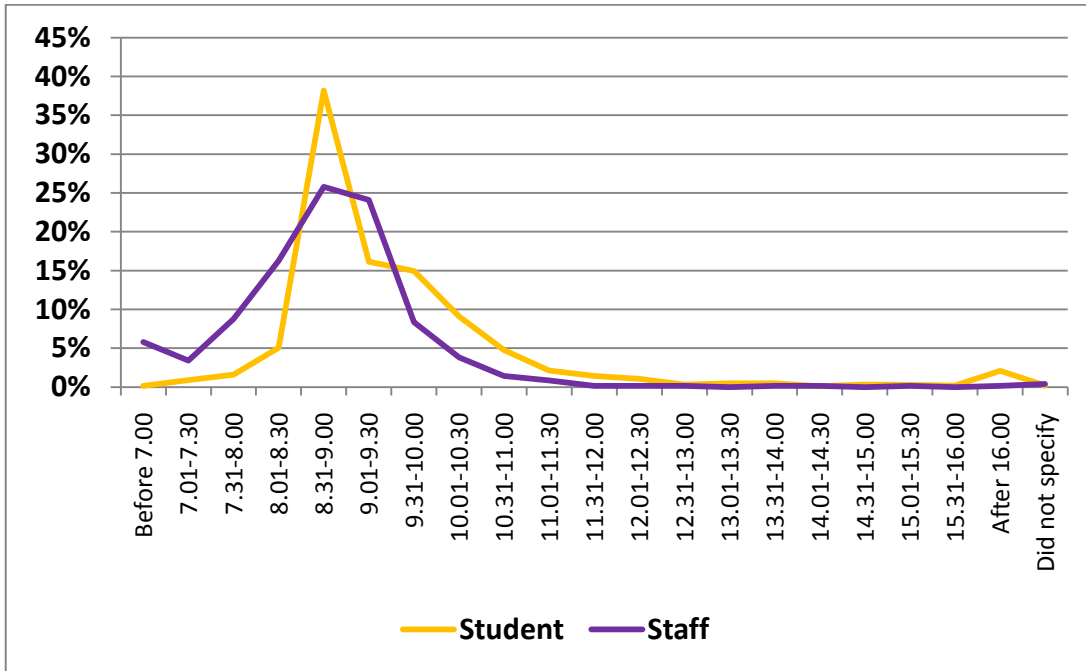
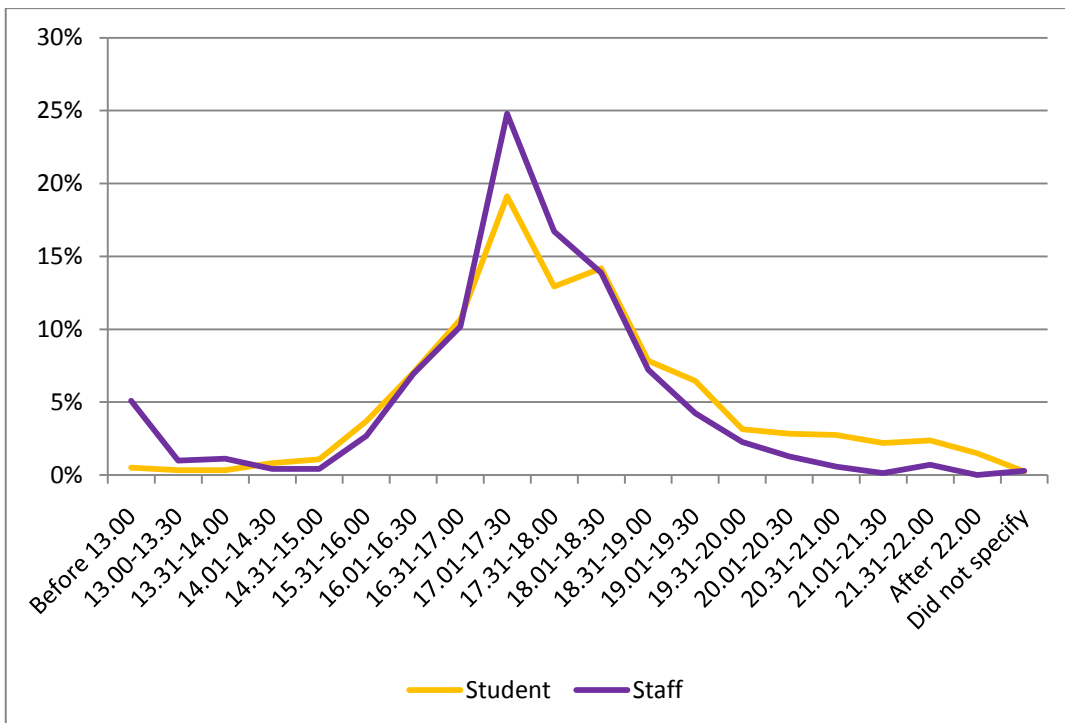


Figure 12. Departure profile – staff vs students



Journey distances are presented in Figures 13 & 14. These highlight that 56% of students live up to 5km from TCD and 40% of staff live up to 5 km from the site. Those living within 3km could be targeted to ensure they are walking and those living within 5km could be targeted to ensure they are cycling. The results presented in Figures 5 & 6 highlight that there are some staff and students that live within 3km that are currently using public transport.

Figure 13. Distance travelled to TCD – students

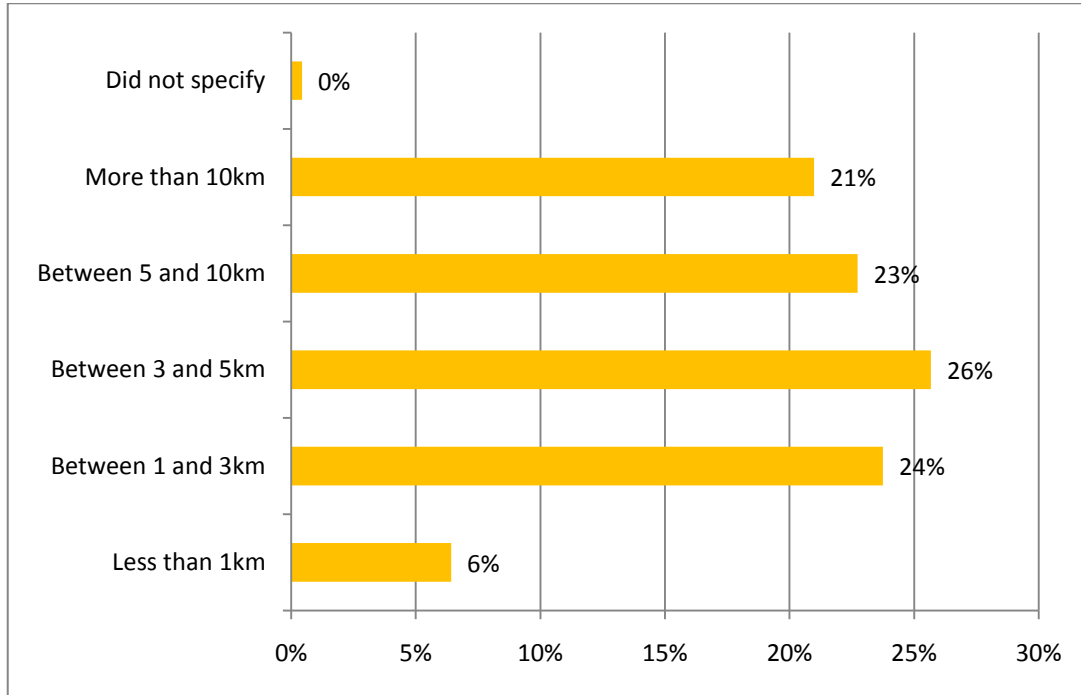
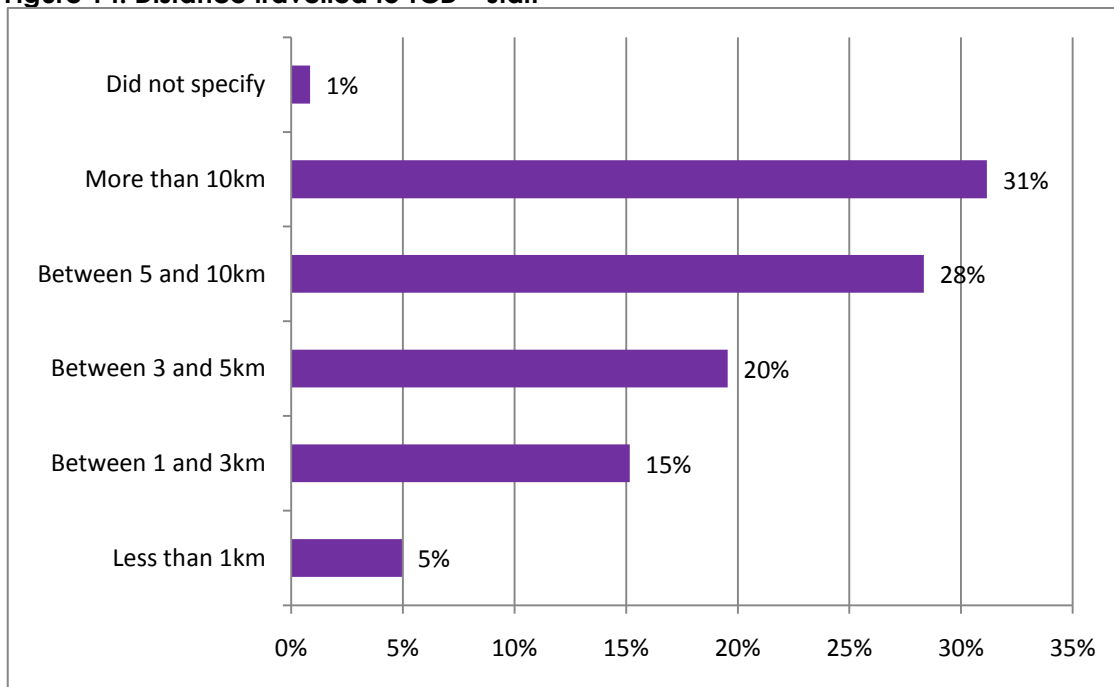
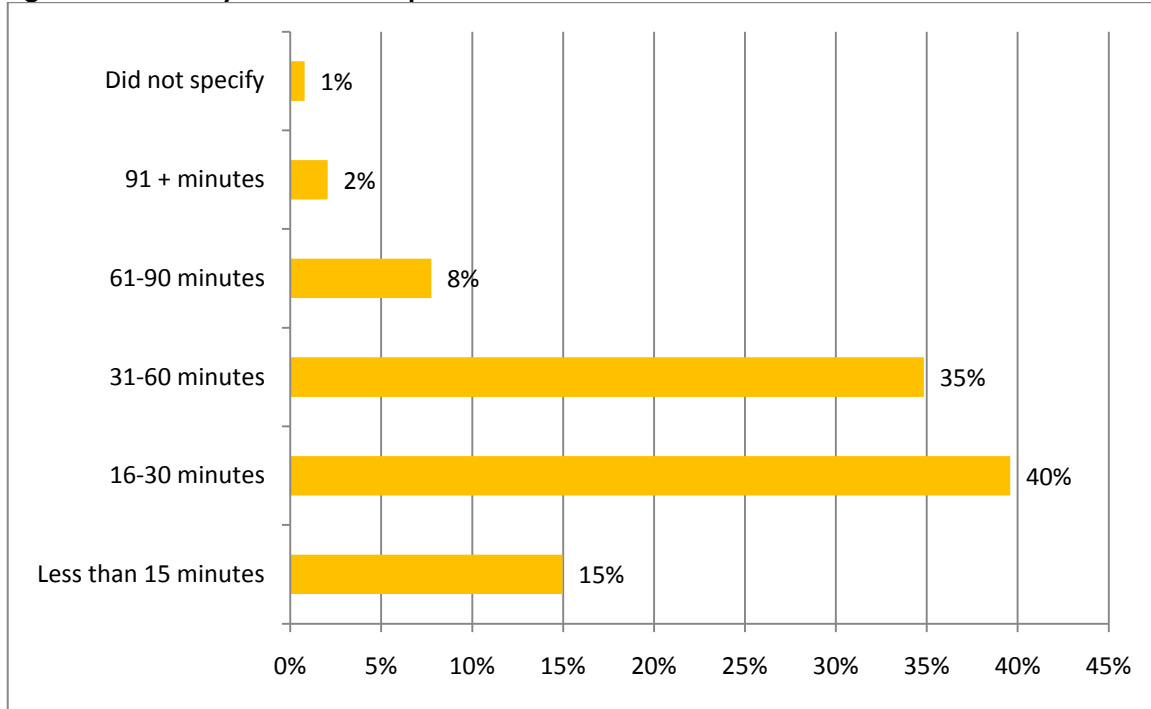


Figure 14. Distance travelled to TCD – staff



Journey times are presented in Figure 15. 55% of all respondents stated they travel less than 30 minutes to TCD and 35% of respondents travel between 31 and 60 minutes to TCD. A further 11% of respondents are travelling more than 60 minute to the site.

Figure 15. Journey Time – all respondents



Car use

Car drivers were asked how many passengers they usually had in their car. The responses are provided in Figure 16. The majority of drivers are travelling alone to TCD.

Figure 16. Car occupancy – staff vs students

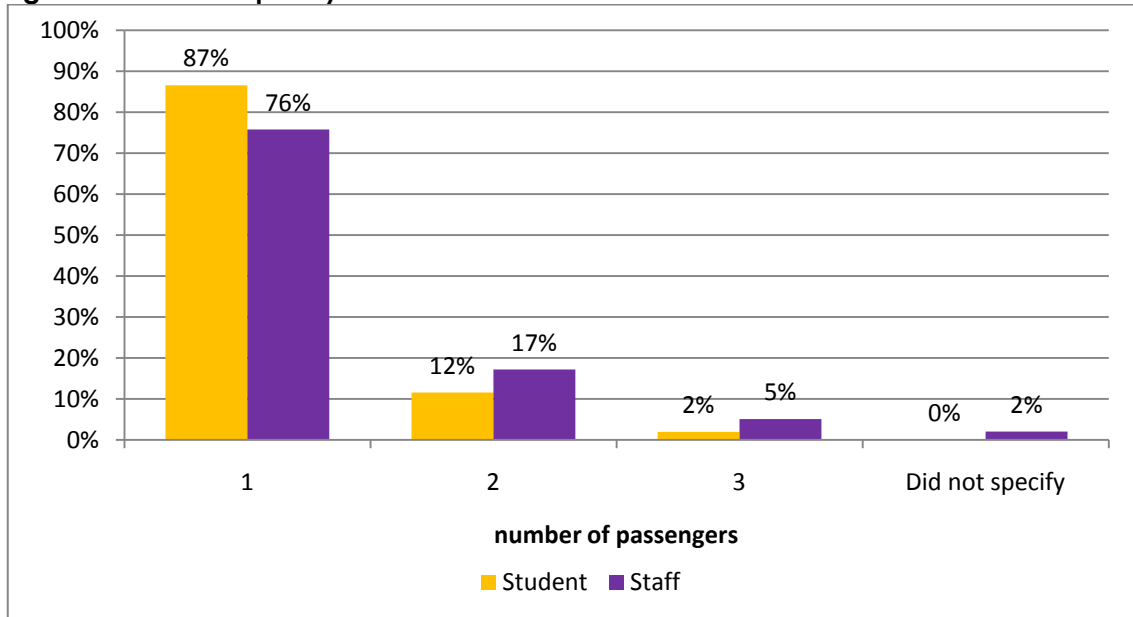


Figure 17. Car requirement during the day

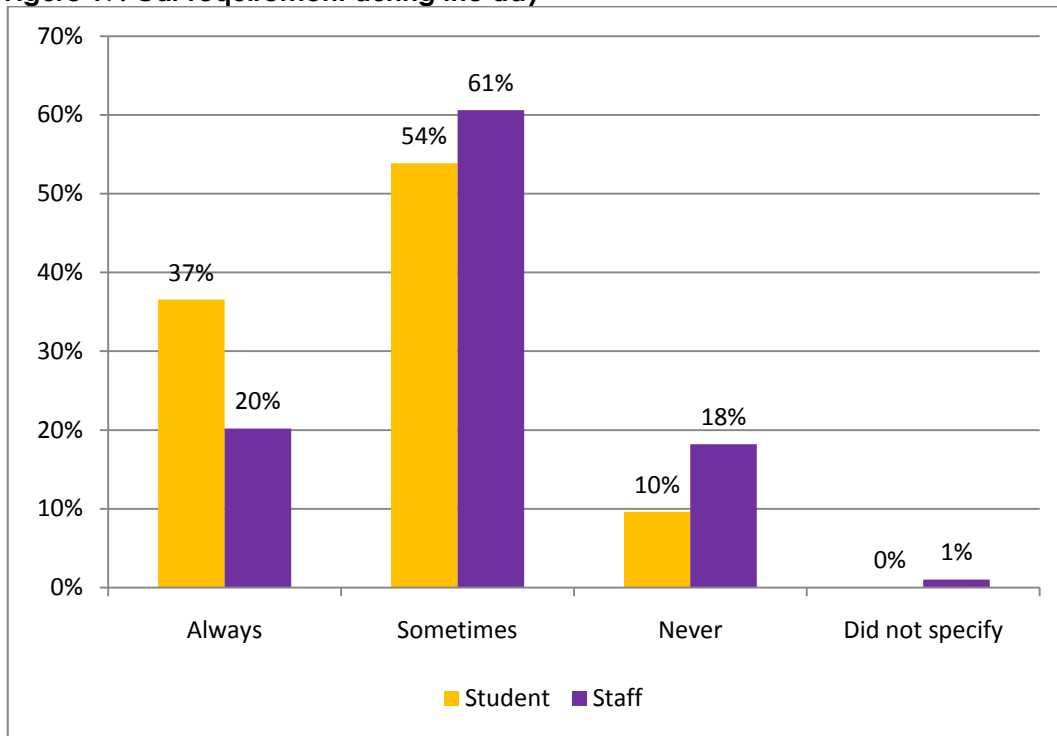
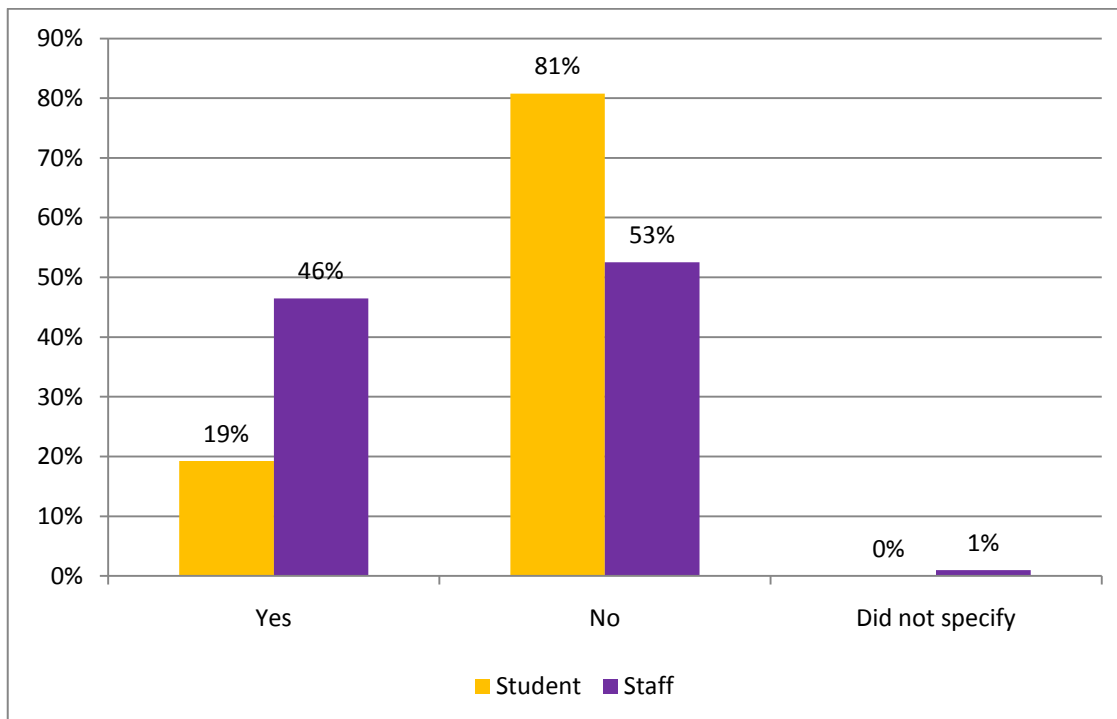


Figure 18. Car requirement on route to TCD



Car drivers were also asked if they required their vehicles during the day or on route to TCD. The majority of drivers (91% of students and 81% of staff) stated that they required a vehicle during the day either sometimes or always. 46% of staff and 19% of students stated require a vehicle on route to their workplaces.



Car drivers were also asked if they would be interested in car sharing. The responses are presented in Figure 19. 63% of car driving students stated they would be interested and 39% of car driving staff stated they would be interested. Respondents were also asked if there was available car parking at TCD, responses are presented in Figure 20.

Figure 19. Interest in car sharing

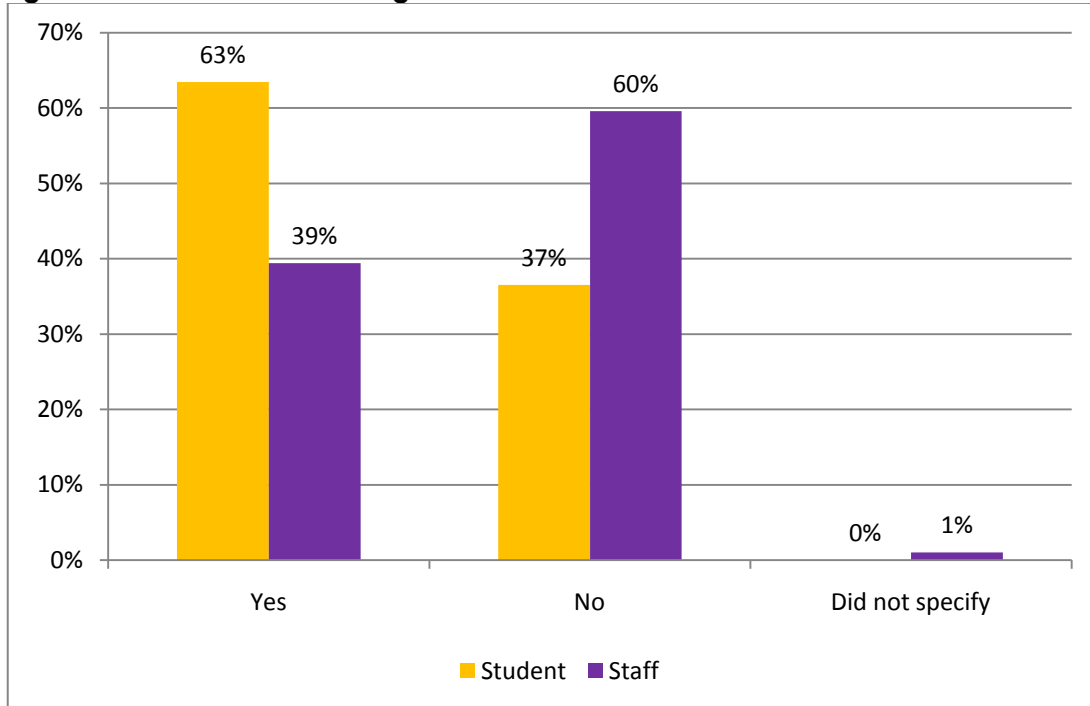


Figure 20. Car parking availability at TCD sites

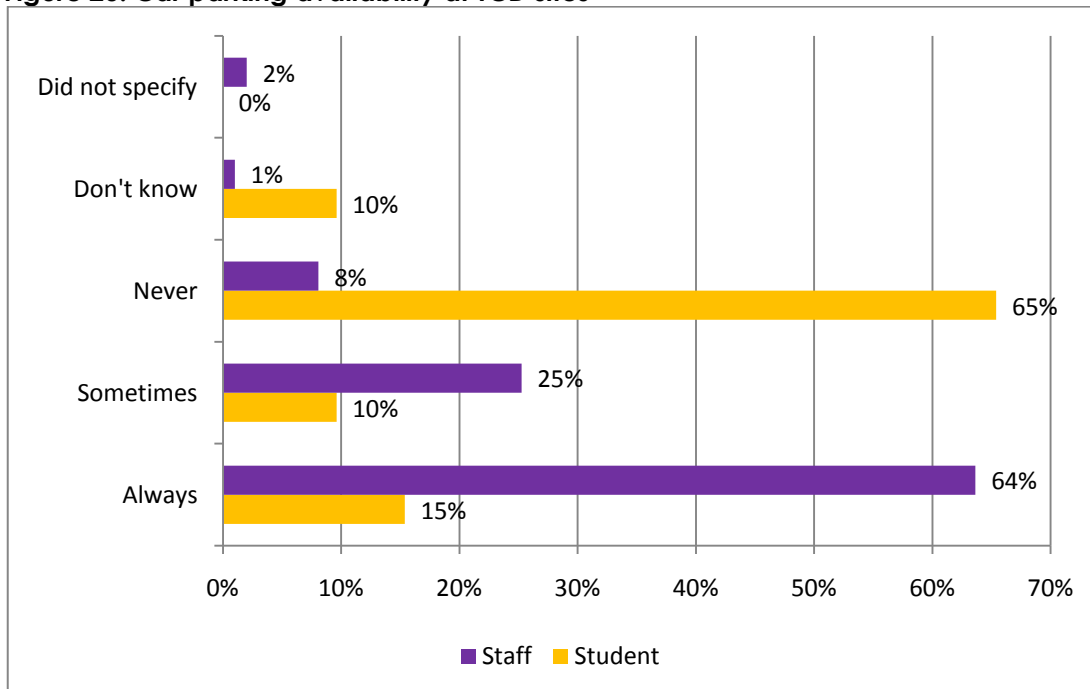
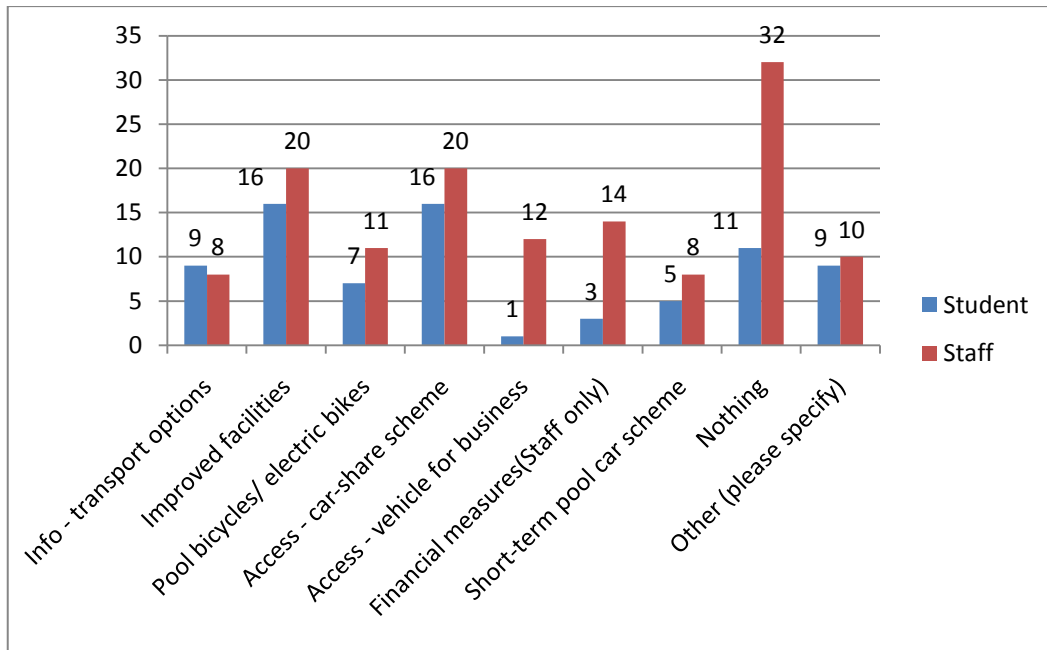


Figure 21. Alternatives for car users



For those respondents regularly travelling to work by car, **improving cycle parking, showers and lockers** at work was **and access to a car share scheme** were most likely to influence them to reduce their car usage. Other popular actions to encourage consideration of modes other than the car are highlighted in Figure 21.

Respondents were asked if they could be encouraged to have an active commute (walking or cycling). The majority stated that they could be encouraged undertake an active commute 58% of students and 36% of staff responded positively to this question. Measures they stated would support them to have an active commute are presented in Figure 22. Initiatives that would support an increase in walking and cycling are presented in Figure 23. The most popular initiatives selected to support a change of mode are listed below:

- Network of segregated cycle lanes – 2836 responses
- Expand current network of cycle lanes – 2737 responses
- **Cycle parking (covered and secure) – 2726 responses**
- **Increased security on site – 2343 responses**
- **Cycle parking increased – 2533 responses**
- **Lockers provided – 2314 responses**

The initiatives that are highlighted are within the control of the TCD working group. To influence improvements to the initiatives that are not highlighted TCD will need to work with stakeholders such as Dublin City Council.



Figure 22. Measures to support an active commute – all respondents

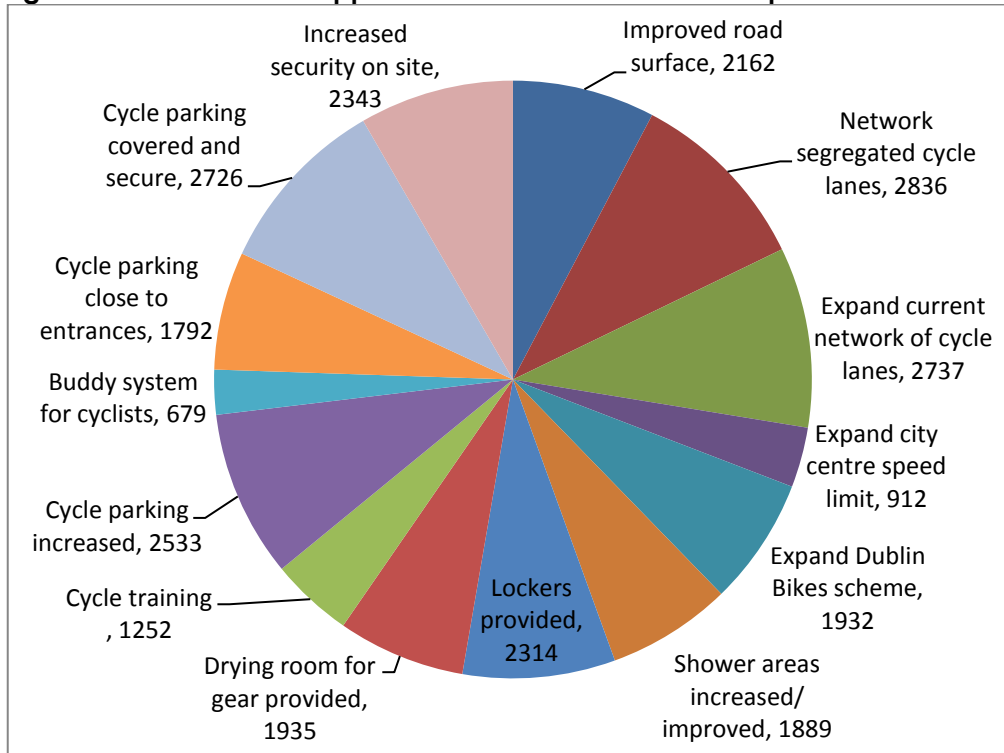
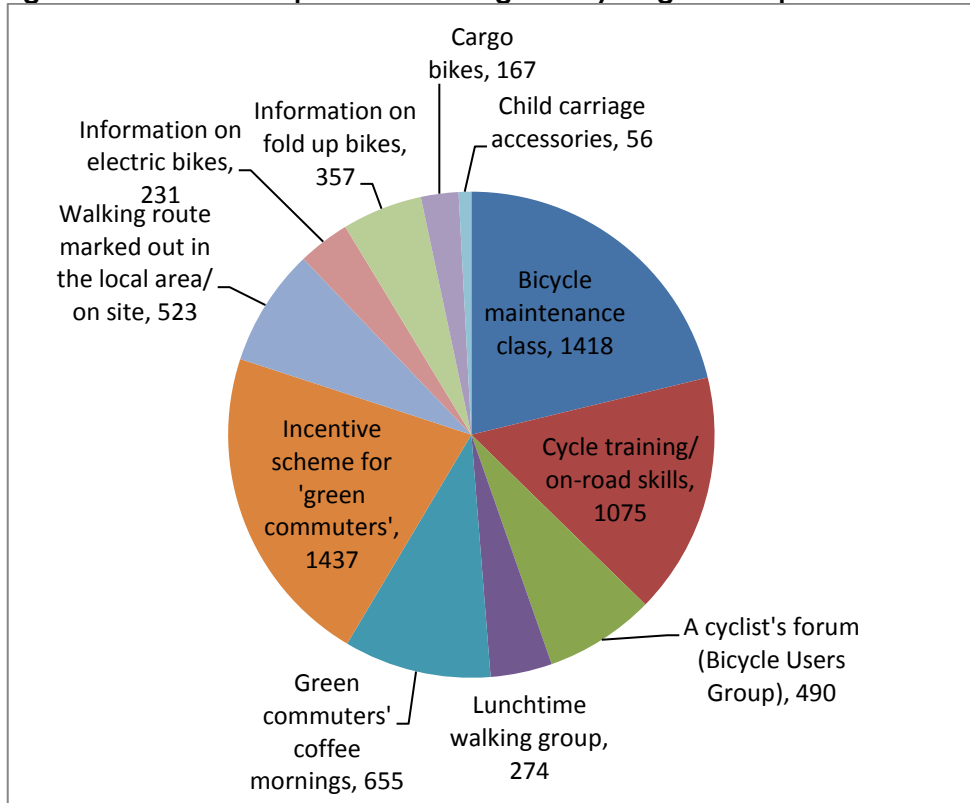


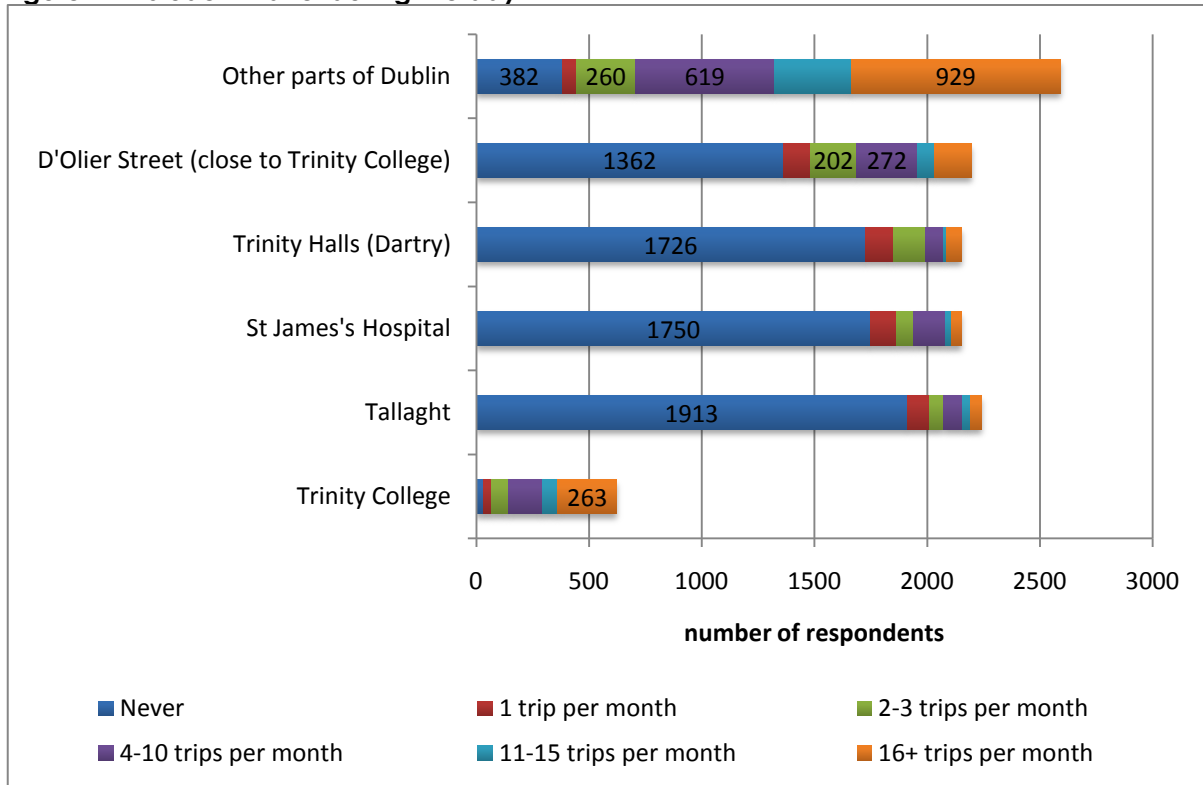
Figure 23. Initiatives to promote walking and cycling – all respondents



Travel During College Hours

Respondents were asked to confirm how often they travelled during college hours and to which TCD sites they travelled to. The responses are presented for staff and students in Figures 24 & 25.

Figure 24 – student travel during the day

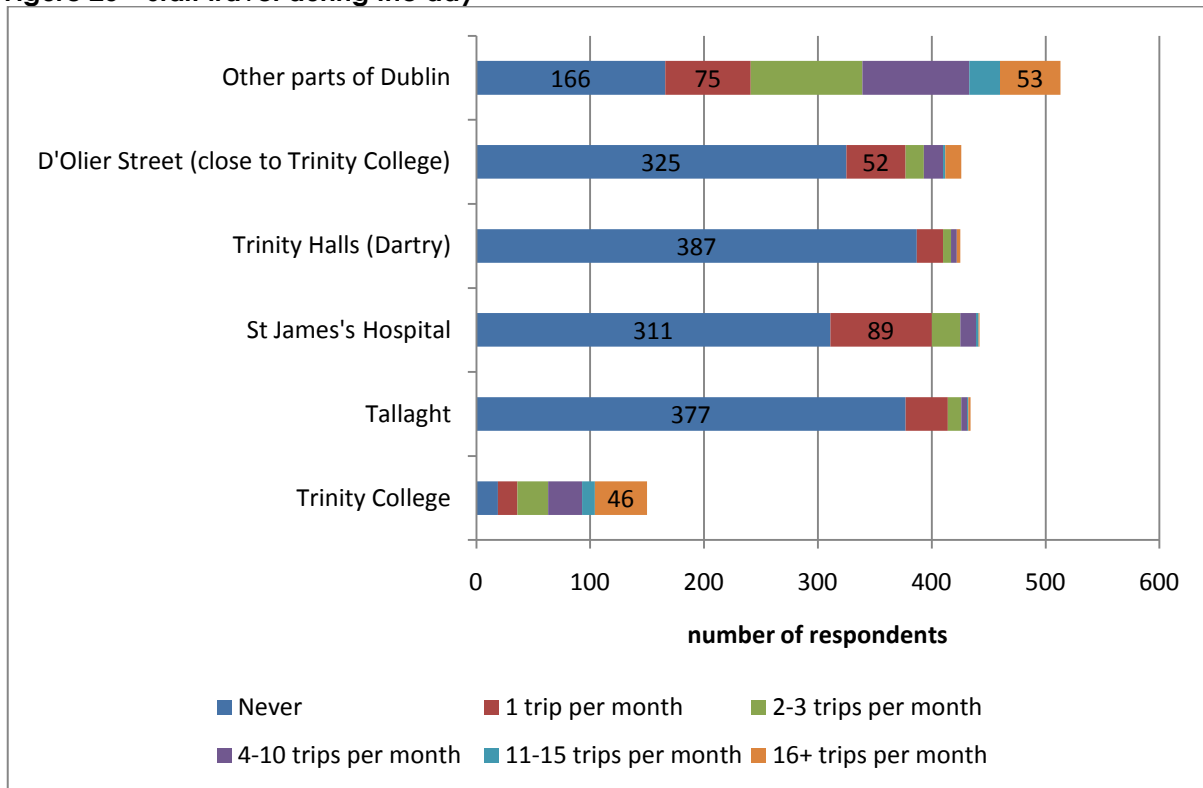


The majority of students stated they do not travel between sites. The most popular sites visited by students were 'Other parts of Dublin', D'Olier Street and Trinity College.

The majority of staff stated they do not travel between sites. The most popular sites visited by staff were 'Other Parts of Dublin', D'Olier Street, St James' Hospital and Trinity College.



Figure 25 – staff travel during the day



Main site - respondents stated they worked / studied at the following locations:

Site	Student	Staff	Total
College Green	85	86	171
Trinity College	2300	506	2806
Tallaght	27	11	38
Santry	5	0	5
St James's Hospital	221	44	265
Trinity Halls (Dartry)	137	6	143
D'Olier Street (close to Trinity College)	146	38	184
Did not specify	294		294



Staff Benefits – Tax Saver Schemes

Staff working at TCD were asked to respond to questions on Tax Saver commuter tickets for public transport, the majority of respondents were:

- aware that they can **purchase** a Tax Saver ticket through their employer (92% of respondents).
- aware that Tax Saver tickets are available in **monthly** and annual options (66%)
- aware that some Tax Saver tickets can be used at the **weekend** (71%)

Of those respondents regularly using public transport for their commute to work, the majority **(57% of respondents/402 people) were not availing** of Tax Saver tickets.

Staff were also asked to respond to questions on the **Cycle to Work scheme**, **84%** were aware of the Cycle to Work scheme.

Key points and recommendations:

The responses to the TCD survey were very positive with a high usage of active modes and public transport. Respondents were positive to increasing their usage of active modes such as walking and cycling.

A large number of students responded positively to potentially cycling to TCD and a large number of staff responded positively to potentially increasing their use of public transport to TCD. There is opportunity to increase the uptake of public transport via the Tax Saver Ticket scheme. This would have potential savings for TCD in Employers PRSI and tax for employees.

A suggested action plan is provided in the table below for discussion. Schedule over 2012/2013 and beyond. A Smarter Travel Workplaces Facilitator will assist with delivery.

The action plan and related initiatives will help to increase TCD's sustainability profile, enhance access to key sites, support cost savings for students & staff and for TCD business travel and support staff and students to become fitter and healthier.



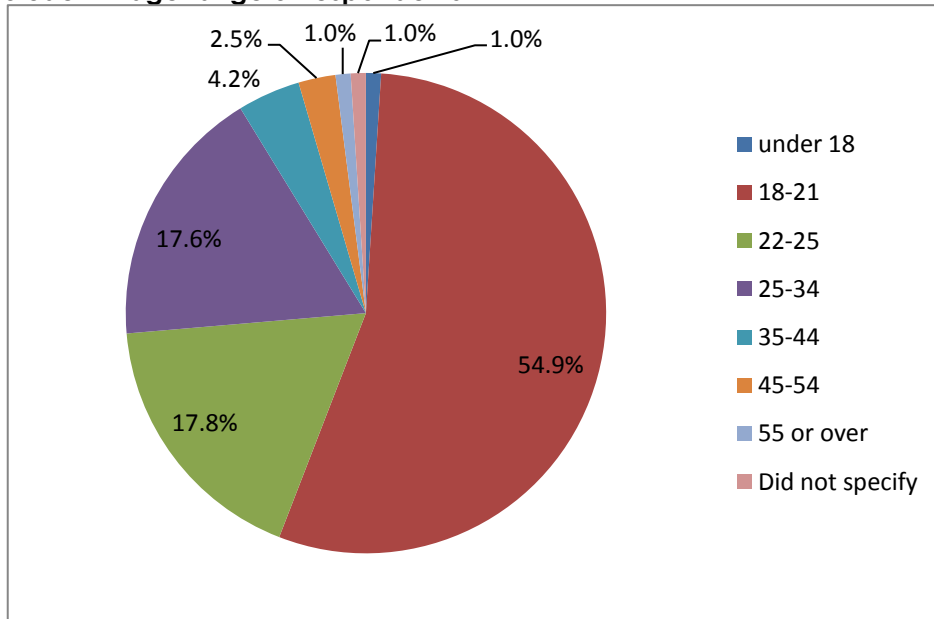
Suggested Actions		Person Responsible	Time line	Targets
Car-sharing				
1	Consider if a Trinity College Dublin car-sharing scheme on the www.carsharing.ie site would benefit staff and students			
Cycling				
2	Survey & improve cyclists' (and walkers') changing/ storage facilities to encourage cycling and cater for demand			
3	Improve cycle parking to encourage cycling and cater for demand			
4	Promote the Cycle to Work scheme for staff and arrange for discounts with local bike shops for students			
5	Organise a Bike Maintenance class/ course			
6	Organise cycle training/ on road skills			
7	Set up a Cyclists' Forum to discuss issues and liaise with management			
8	Provide Cyclists' equipment (pump, puncture repair kit etc)			
9	Display Accessibility Maps for cyclists/ walkers interested in local routes			
10	Participate in annual Bike Week event in the Spring term			
11	Arrange tours of Facilities for interested/ new employees and students			
Public Transport				
12	Promote Tax Saver tickets & highlight potential savings to employees			
13	Introduce monthly Tax Saver tickets			
14	Publicise next bus or DART time service for mobile phones and RTPI travel information on campus			
15	Raffle public transport tickets for people to try services			
Walking				
16	Promote walking through organised walking events and promote times not distances travelled			
17	Introduce a Sli na Slainte or similar walking route between sites			
18	Participate in annual Pedometer challenge			
Business Travel/ Technology-Assisted Trip Reduction				
19	Liaise with HR and Management to identify employees who could work from home on a one-off/ regular basis			
20	Direct all visitors coming on-site to a 'how to get here' link on the TCD website			
21	Hold a workshop on tele- & video-conferencing for employees who don't know how to use available facilities			
22	Make Smart Cards available for business travel			
23	Consider introducing pool / fleet bikes for students and staff to use during the day and publicise how to register for Dublin bikes			
24	Introduce Travel Allowance instead of Car Mileage Allowance			
25	Re-examine overall business travel policy to incentivise alternatives to the single occupancy vehicle			
All Modes				
26	Introduce an incentive scheme for Green Commuters (see www.journeylogger.ie – organisation specific versions of this site are available through Smarter Travel Workplaces)			
27	Green Commuters coffee mornings			
28	Include travel information in employee induction packs and online in an easily accessible location on the TCD intranet			
29	Brand the TCD Travel Plan work			
30	Examine parking policies to ensure access to parking for those most in need			
31	Liaise with local stakeholders such as Dublin City Council to make improvements on site and in the local area that would support an increase in active travel			



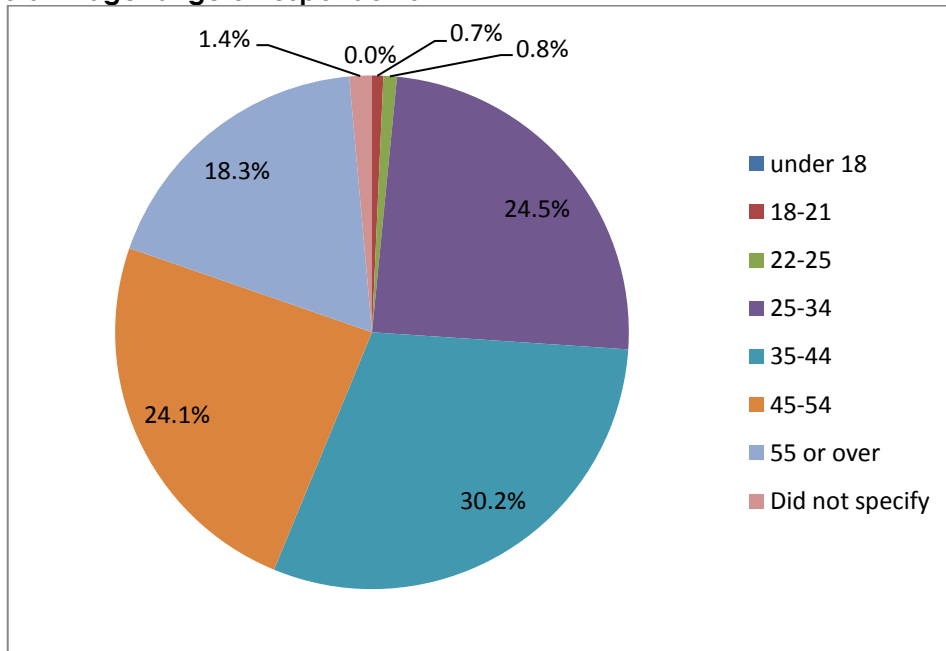
Appendix 1 - Respondents' Profile

- 76% of respondents were students, 18% were staff and 6% did not specify.
- Gender – 52% of students stated they were female, 46% stated they were male and the remainder did not respond to this question. 59% of staff respondents were female, 39% stated they were male and the remainder did not respond.
- The age of the respondents are presented in the Figures below.

Student – age range of respondents



Staff – age range of respondents



Appendix 2 - Other Responses Provided

Would you be interested in any of the following initiatives to promote walking or cycling: 'Other responses'
Sometimes I require to bring car to college as I need to work in the evening until 12:00am - security.
What about other motorised bikes for staff? www.buzzingbicycles.com
I already cycle everywhere, some good ideas here though
travel allowance for cyclists.
Disincentive scheme for drivers, not incentives for cyclist
More/safer cycle lanes
Ideas for how to cycle one-way only (eg fold-up bike)
teach cyclists rules of the road and severely punish car drivers who open their doors while in traffic. causes too many accidents
Cycling Rain shield
Increased fines for acts of aggression towards cyclists.
Annual bike race through the city to college
rickshaw sharing scheme
Good, second hand/new, reasonably priced bike center
Bikes allowed on Dublin Bus
"Share the road" awareness campaign for motorists.
A repair shop with discount rates for students and staff within college grounds (I can leave the bike in the morning for repairs and pick it up on my way home)
Info on fold up bikes for students
Also campaign for bike storage facilities on commuter trains
I am all for cycling to work where applicable
Access to cheaper bikes. The biggest problem for me is the lack of safety both on the road and once the bike is locked up.
Pick-up/return bike repair service
Lobby to get more cycling lanes
Information to staff on proper walking gear, shoes etc
Cycle lanes
Secure place to leave bicycle at Dart station
Allowing bicycles on the Luas like in other cities
Bike marking scheme like the garda used to do a few years ago. Where you get your details engraved onto your bike in case it gets stolen and recovered.
Bike to university scheme; like the bike to work scheme but not.
Lectures on the benefits of making Dublin city more bicycle friendly.
Better storage facilities for part-time staff and post-docs would be very welcome.
The introduction of live timetables at bus stops encourages me to walk to the next stop, if it was tied into the Sli Na Slainte it would help, the live time tables are a great idea , well done Dublin Bus.
Free food always helps :)
Distance from home to far to consider walking
Bike to work scheme made available more than once a year, staff office very unhelpful in this regard



Covered and secure cycle parking.
Just encourage more staff to cycle/walk, and provide better facilities for bike security, closer to all major buildings. Have security staff become more active in bicycle theft issues.
For some of the journey!
Free safety clothing. Wet gear and hi-viz
Increased recognition from the uni of the importance of bikers.
Huge student discounts on bikes.
I think the main reason people don't cycle is because they don't think it is safe. An initiative to make drivers more aware of cyclists would be of greater re-assurance to me.
Intelligent pedestrian crossings in Dublin
None. Cycling is quite dangerous, statistically.
Discounts on bikes from bike shops
An incentive system whereby those who cycle/walk get a free lunch/dinner at college after a certain amount of journeys eg:10
Incentive scheme please.
Grants for new or old bikes and parts
Footwear/clothing promotions or discounts
Tax saver for DART should be offered on a MONTHLY basis as well - this is for cyclists who cannot cycle for the winter months and don't need to go for the annual tax saver.
Bike repair in trinity
No. I would only cycle in Dublin if it was safer, which could only happen if a new network of segregated bicycle lanes was developed
Training is critical - anyone cycling (especially in an urban environment) should be aware of the rules in which they are expected to operate, the proper etiquette of cycling and critical aspects of defensive and assertive techniques in cycling for their own benefit and safety. Cycling Ireland should be involved in this process.
Accessible walk ways - safe surface for walking with appliances etc
Not an option for me
Permanent bicycle repair workshop with all necessary tools for quickly fixing bike (no major replacement parts obviously), free to be used by members of college (self-service)
I already walk and cycle so am not interested in these initiatives
Sli na Eolas (something to challenge the mind while walking)
Free high visibility bands etc would promote people to cycle.
Essential road safety and good tips for staying safe.
Having gaps at the side or middle of speed ramps that cyclists can go through rather than having to go over the ramps. A narrow gap means the cyclist will have to slow down, but the ramps are not fun to go over on a bike.

