



Trinity College Dublin

Coláiste na Tríonóide, Baile Átha Cliath

The University of Dublin

Submission to the National Transport Authority on Bus Connects Route 12 – Rathfarnham to City Centre

Submitted by Healthy Trinity: Smarter Travel Committee

15th December 2020

Summary

Trinity is a community of 20,000 people who, before COVID-19, travelled daily to our College Green campus by public transport, walking and cycling. We have 1% car use amongst students and staff. Trinity welcomes the redesign of Dublin's bus and cycle network and believes it will greatly improve public transport in Dublin. We thank the National Transport Authority for undertaking the ambitious Bus Connects project.

The Healthy Trinity: Smarter Travel Committee is focused on the [Rathfarnham to City Centre Core Bus Corridor Preferred Route 12](#) because 1,000 Trinity students travel daily from Trinity Hall. This document incorporates specific comments on the route.

Trinity welcomes the priority given to buses and bicycles along the route and acknowledges that even at the complex junction over the canal, both were prioritised. We are very supportive of the proposed Bus Gate in Rathmines and thank the National Transport for its inclusion. We support the closing of Mount Pleasant Lower to traffic at the junction with Richmond Hill while maintaining access for pedestrians and cyclists. We also support the placement of cycle lanes behind bus stops where it has been possible.

We are concerned that there is no outbound cycle lane on Camden Street Upper and would like to see the bicycles prioritised over private cars at that junction.

Rathmines Road Upper is not part of Bus Connects but is an important route for Trinity students travelling from Trinity Hall to College Green. While we acknowledge it is beyond the scope of this consultation to address Rathmines Road Upper, we would be grateful for any changes that can be made to make it more accommodating of walking, cycling and public transport.

Background:

Trinity is a community of approx. 20,000 people who, before COVID-19, travelled 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 1%, bus/minibus/coach use of 30%, walking of 27%, Luas and train use of 14% each and despite Trinity's College Green campus being served by all forms of public transport except segregated cycling, bicycle use of 14%. Our cycling modal share exceeds national cycling targets of 10%, average cycling rates in Dublin of 8% and average rates in other third level institutions of 6%¹.

A June 2020 survey of our students and staff found that our community's transport preferences while social distancing measures are in place, are for walking and cycling. (Results to be presented at the TRB Annual Meeting in January 2021. Please email for a copy).

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

Route Map Specific Comments

The Healthy Trinity: Smarter Travel Committee has examined the [Rathfarnham to City Centre Core Bus Corridor Preferred Route 12](#) document that was released as part of the third round of public consultation November 2020. We have the following, route specific comments.

Rathmines Road (page 42).

- Trinity supports the prioritisation of buses on this route.
- Trinity welcomes the segregated cycling in two directions and would like it to be protected.

Rathmines Road (page 43).

- Trinity supports the bus priority signalling.
- Trinity welcomes the segregated cycling in two directions and would like it to be protected.
- Trinity notes that where possible, bus stops and bicycle lanes have been separated. We thank the National Transport Authority for this innovation and welcome separation wherever it is possible.

Rathmines Road (page 46)

- Trinity strongly supports the proposed bus gate and thank the National Transport Authority for its inclusion
- Trinity welcomes the segregated cycling in two directions and would like it to be protected.

Rathmines Road Lower (page 48)

- Trinity acknowledges what a difficult junction this is, we thank the National Authority for proposing segregated cycling in two directions and would like it to be protected.

Richmond Street South and Camden Street Upper (page 49)

- Trinity welcomes the segregated cycling on Richmond Street South
- We are concerned to see that the cycle lane disappears on Camden Street Upper. The National Transport Authority in the [Greater Dublin Area Cycle Network Plan](#) highlight lack of continuity, loss of priority to other modes of transport at junctions, and insufficient lane widths that make overtaking difficult as factors that may impact the quality of the cyclists experience. While Trinity acknowledges it is a very complex junction, it appears that private cars turning left onto Charlotte Way are being prioritised over cyclists. We would like the cycle lane to be prioritised. It also appears that there is space on Camden Street upper for a cycle lane if one of the carriageways was removed.

Camden Street Lower and Wexford Street (page 50)

- Trinity welcomes the bus priority on this part of the routes
- Trinity welcomes the segregated cycling in two directions and would like it to be protected.

Aungier Street (page 51)

- Trinity welcomes the segregated cycling in two directions and would like it to be protected.
- We assume that the lack of bus priority is because there will be so few cars at this point of the route. We would like buses to be given priority.

Aungier Street and South Great George's Street (page 52)

- Trinity welcomes the segregated cycling in two directions and would like it to be protected.
- We assume that the lack of bus priority is because there will be so few cars at this point of the route. We would like buses to be given priority.

Contact Details

For questions/comments on this submission please contact:

<p>Martina Mullin Health Promotion Officer College Health Centre Trinity College Dublin</p> <p>healthp@tcd.ie http://www.tcd.ie/collegehealth/healthytrinity</p>	<p>Brian Caulfield BSc, MEcon.Sc., MA., Ph.D., FTCD Associate Professor Department of Civil, Structural and Environmental Engineering Trinity College Dublin</p> <p>brian.caulfield@tcd.ie https://scholar.google.com/citations?user=CwRqWoMAAAJ&hl=en</p>
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