



Trinity College Dublin

Coláiste na Tríonóide, Baile Átha Cliath

The University of Dublin

Submission to Dublin City Council on the Proposed Lombard Street East Contraflow

Submitted by Healthy Trinity: Smarter Travel Committee

3rd May 2019

Background:

Trinity is a community of approx. 20,000 people who travel daily to and between campuses throughout Dublin including to residences on Gardner Street.

Trinity has car use of less than 2% 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%. This 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 Lombard Street East Contraflow Public Consultation in light of our university's commitment to cycling.

Response to Lombard Street East Contraflow

Support for the Proposed Lombard Street East Contraflow

Trinity warmly welcomes the proposed Lombard Street East Contraflow and thanks Dublin City Council for proposing it. The route is of importance to Trinity because it will bring our students and staff to the Science Gallery entrance of our campus and in particular, will serve those travelling from the north of the city.

Trinity is pleased to see the use of orcas to segregate cycling on this route. 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. Although Trinity has very high modal share for cycling, since 2011 that share has decreased from 22% to 14%. We believe the planned route will improve the perceived and actual safety of cycling along the route and will encourage more students and staff to cycle. Trinity would welcome the use of wands at junctions to further ensure motorised traffic does not encroach on cyclists.

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

Design

Trinity is concerned that the design of the junctions on the routes supports both actual and perceived safety. Trinity agrees with the recommendations of [Dublin Cycling Campaign](#) with regards to junction design, in particular at Townsend Street and the crossing at City Quay.

Contributing to current and future infrastructure

Trinity is pleased that this route will provide a segregated route from Trinity to the excellent cycling infrastructure along the south quays of the river. Trinity is focused on the [Grand Canal Innovation District](#) (GCID). Cycling will be an important mode of transport for linking our campuses and GCID. Trinity sees the Lombard Street East route as a significant addition to the cycling infrastructure required for that.

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/>