Trinity College Dublin
Coláiste na Tríonóide, Baile Átha Cliath
The University of Dublin

Transport policy to **Support Social Distancing** as Dublin reopens after Covid-19 Restrictions

Healthy Trinity: Smarter
Travel Committee

17 JUNE 2020

Participants discussing changes to streets at the **Liveable Dublin consultation**
in Nov 2019 hosted by Healthy Trinity, PPI Ignite @TCD and BYCS of Amsterdam.
It was supported by Dublin City Council.

FOREWARD

Trinity welcomes the "Enabling the City to Return to Work" programme detailing how Dublin can be reopened while Covid-19 restrictions remain in place. I am particularly pleased to see the focus on providing more space for pedestrians, the temporary measures introduced on College Green, and the support for safe cycling associated with reducing traffic speeds and segregating cycle lanes.

Trinity's beautiful campus is also one of the largest trip attractors in the city and we are acutely aware that when the city reopens, our community needs to plan how to travel under social distancing requirements. While we are proud that Trinity is a world leader in sustainable transport use, with less than 1% of all commuting trips being made by private car, we now face a challenge to support our students and staff to travel safely with reduced public transport capacity. To continue our sustainability efforts, we are asking those who live within 5 km of the campus to walk or cycle if possible. We hope that if people are enabled to do so, they will. To support this request and facilitate change, a substantial increase in cycle parking will be installed on our campus and a social marketing campaign will be delivered by our Healthy Trinity: Smarter Travel team.

To complement this submission, Trinity is publishing a report on the Liveable Dublin Consultation hosted by Trinity and partners in June and November 2019. This report captures the views of many key stakeholders on how Dublin can be a more people-focused, and how it can become a healthier place to live.

As part of the larger city community we are keen to work with and for Dublin to step up to the challenges posed by getting our city back up and running. I thank the authors of this submission: Martina Mullin, Dr. Michael McKillen, Sarah Bowman, Prof. Brian Caulfield, Dr. David McGrath, Dr. Sarah Browne, Prof. Clare Kelly, Orla Bannon and Gisele Scanlon.

Patrick Prendergast
PROVOST

SUMMARY

Social distancing has been pivotal to the successful suppression of Covid-19. Yet, as our society and economy open back up, adequate social distancing will become difficult or impossible on public transport. Trinity welcomes Dublin City Council and the National Transport Authority's "Covid-19: Enabling the City to Return to Work" plan.

64% of the Trinity community commutes 6kms or less to our campus with walking and cycling popular up to that distance. **This document proposes that walking and cycling be encouraged and enabled for our staff and students who travel 5kms or less to Trinity's campuses**. This is so those who can't walk or cycle and/or those whose commute is greater than 5kms have space on public transport or on the roads. *We propose the following:*

Infrastructure

Change the four routes as detailed in the "Recommendations per Route" section by:

→ **Widening footpaths**

→ **Installing bike lanes and increasing the width of lanes that are too narrow**

→ **Prioritising walking and cycling at junctions**

→ **Where feasible, use greening features i.e. planters and shrubs etc. to make the changes above**

→ **Reducing speed limits on roads**

Research

We plan to complete research to examine changes in travel patterns as Covid-19 restrictions on Dublin are eased and businesses, services, and education and research facilities reopen. We are also interested in researching the effect of a city-wide social marketing campaign that urges people who travel less than 5kms to commute on foot or bicycle to support those who must use public transport or cars. We would like to discuss these research interests further with Dublin City Council, as these questions and the research outcomes are of importance to the City community beyond Trinity.

Communications & Support

To support this work, Trinity will run a communications campaign online and on campus aimed at students and staff. Its key messages will be:

→ **If you live within 2km of campus, consider walking to campus to leave space on public transport or roads for those who can't walk**

→ **If you live within 5kms of campus, consider cycling to leave space on public transport or roads for those who can't cycle;**

→ **Details of walking and cycling times for a set of distances (2km, 4km, 5km, etc.), location of showers, bike parking etc.;**

→ **Details of how to use Dublin and Bleeper bikeshare as well as Moby e-bikeshare**

→ **How to sign up to Trinity's Bike to Work scheme (we will also advocate for a student equivalent)**

→ **A request that the Department of Transport further incentivise the purchase of bikes and e-bikes**

FIG 1:
Participants discussing changes to streets at the **Liveable Dublin consultation** in Nov 2019 hosted by Healthy Trinity, PPI Ignite @TCD and BYCS of Amsterdam. It was supported by Dublin City Council

About Trinity's Travel:

TRAVEL TO TRINITY

Trinity is a community of 16,000 students and 4,000 staff who travel daily to and between campuses on College Green, St. James's Hospital and Tallaght Hospital as well as other locations. Trinity has collected travel data on our community since becoming a National Transport Authority Smarter Travel Campus partner in 2011. Our most recent travel survey (2019)[I] indicates that Trinity students and staff commute to campus by public transport (58%) and by walking or cycling (41%), with only 1% using private cars (see Fig. 2) 64% of Trinity's community travels 6km or less to campus.

64% of Trinity's community travel 6km or less to campus. Those living closest to Trinity favour walking, those further out favour train or Dart, with the middle to long distances dominated by bus and trains. This is consistent with international literature on travel and distance.

At 14% of modal share, cycling is almost twice as popular in Trinity relative to the population of Dublin City and suburbs, where 7.6% [II] commute by bicycle. Trinity's College green campus is served by all modes of transport and linked by a network of cycle lanes. However, in most cases these cycle lanes are not continuous nor are they fully-segregated and 87% of Trinity's community question the safety of cycling in Dublin[III]. The number of cycling deaths in Ireland has increased by 8% per-annum since 2010, making Ireland one of the worst for cycling safety in the EU[IV]. Research conducted in Trinity[V] however, which echoes the findings of many other international studies, shows that providing safe and segregated cycling infrastructure, like that planned in the "Enabling the city to return to work plan"[VI] encourages people to start cycling.
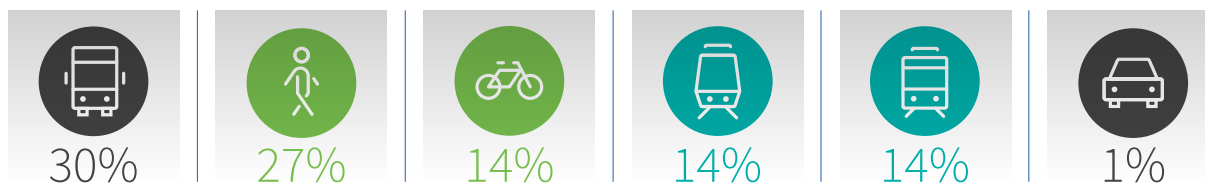
How do you travel to Trinity

30%   **27%**   **14%**   **14%**   **14%**   **1%**

FIG 2: How Trinity students and staff travel to campus–2019 survey results

How far do you travel daily to Trinity? (approx.)n=1,209

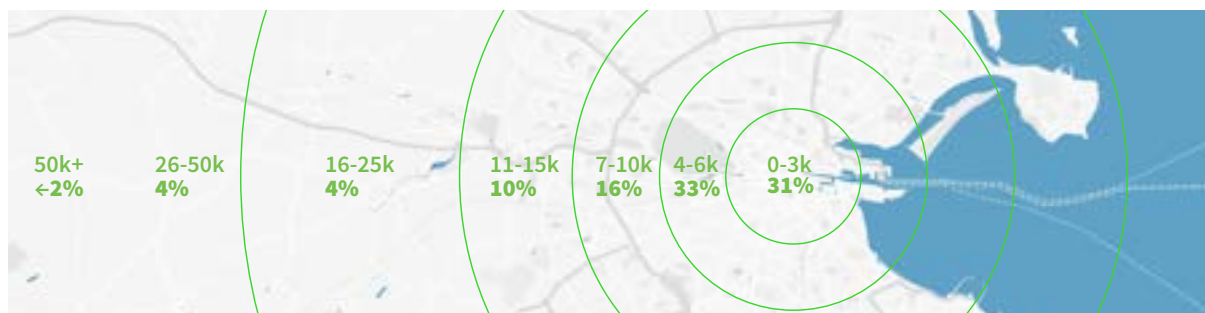| 50k+	26-50k	16-25k	11-15k	7-10k	4-6k	0-3k
←2%	4%	4%	10%	16%	33%	31%

FIG 3: At 6kms or less, the most popular modes are bus, walking & cycling

How does modal choice change as distances increase?
n= 1,193

• Bus, Minibus or Coach   • Train or Dart   • Luas
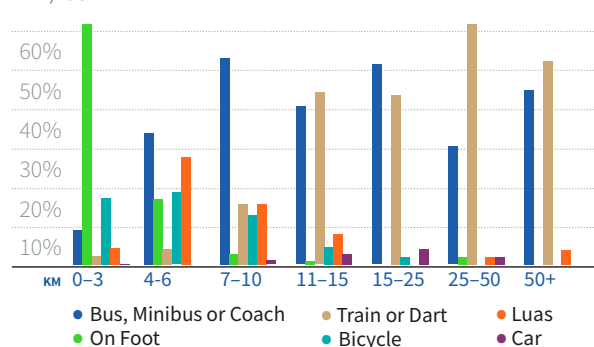• On Foot   • Bicycle   • Car

FIG 4: 80% of Trinity students and staff travel 10kms or less to campus – 2019 survey results

In 2018, 91% of Trinity's community supported the idea of installing segregated cycling or quiet ways to increase cycling safety. In 2019, of those who stated they currently do not travel by their preferred mode, the largest group indicated that they would change to safe, segregated cycling if it was available. These data suggest considerable unmet demand for cycling amongst our community. The installation of safe, segregated cycling is all that is needed to address this demand. The challenge of providing safe, socially distanced public transport during the Covid-19 crisis increases the urgency with which we should move to encourage and enable safe cycling for those who want it as a commuting option.

Issues for consideration during Covid Reopening

Uncertainty of how Dublin will reopen

Trinity is still developing its policy on reopening our university. This document explores ways by which those who need to travel to campus can do so safely when the time comes, but we acknowledge that the situation is evolving for all.

Very limited space for private cars

With car use of 1% and extremely limited space for car parking, Trinity cannot facilitate any increase in use of private cars to commute to campus.

Time to commute

The biggest determinant of modal choice is travel time. The most popular mode of transport in Trinity up to 3kms is walking. A 2km walk takes approx. 25 minutes [VII] and a cycle of 5kms takes approx. 16 minutes. Having to travel more than one hour is defined as transport poverty[VIII]. It is likely therefore that around 3 or 4kms, many of Trinity's community will need to travel by bicycle to be time efficient. The bicycle is the fastest mode of transport between Trinity's campuses.

Risks to health

Trinity is concerned about our community taking public transport which before Covid-19 was at crush capacity and will be unable to facilitate social distancing

→ **Footpaths on many city streets are too narrow to support social distancing**

→ **87% of Trinity's community questions the safety of cycling in Dublin**. Whilst the risks associated with cycling outweigh the benefits [IX] , risks will be mitigated by measures outlined in the DCC/NTA Covid-19 plan[VI].

→ **Fast-moving traffic is a risk to our community's safety.** Injuries are of particular concern while the Health Service is dealing with Covid-19.

FIG 5: A travel time campaign run during orientation 2020 in partnership with the NTA's Smarter Travel Campus team

FIG 6: At Pearse Street and Westland Row, where the Trinity community moves from the College Green campus to TBSI, social distancing will be very difficult with so little space allocated to walking.

What Trinity is Proposing

01 Immediate changes to walking and cycling infrastructure on the four routes between our campuses, detailed in the Recommendations per Route section.

02 A Trinity campaign to encourage people to walk or cycle if they commute 5kms or less.

03 Research into how the travel patterns of the Trinity community have changed and how our community would like to travel as the city reopens.

Routes between Trinity's campuses

Although conscious that our students and staff travel from all over the city and beyond to come to our campuses, the Healthy Trinity: Smarter Travel Committee has a remit from the Provost's Advisory Committee on Sustainable Campus to focus on routes between our campuses. This document therefore focuses on priority routes for Trinity.

ROUTE 1:
Trinity Campus on College Green to Trinity Hall (Route 1 & 1A on NTA/DCC Plan)

Over 1,000 students travel daily from Trinity Hall to the Trinity's College Green campus. We welcome the DCC/NTA "Covid-19: Enabling the City to Return to Work" plan Route 1 & 1A. We have long supported these routes and would like to see them made permanent with the ongoing BusConnects project.

Dublin City Council has made a number of amendments to Mount Pleasant Avenue and is planning the Fitzwilliam cycle route. Trinity welcomes these developments.

Since 2016, we have encouraged our students who cycle to use the canal cycle way because it is the safest route to our College Green campus. Nonetheless, we believe our students who cycle predominantly cycle through Rathmines because it is faster and has more amenities. Our students who walk will most likely take the Rathmines route too because of time. While we welcome and support Dublin City Council's work on the canal route and would welcome the urgent completion of Fitzwilliam Place for example, for the temporary Covid-19 social distancing measures, we believe the route through Rathmines should be prioritised.

FIG 7: The cycling route to and from Trinity Hall. Widened footpaths, segregated cycling and priority for pedestrians and cyclists at junctions is proposed.
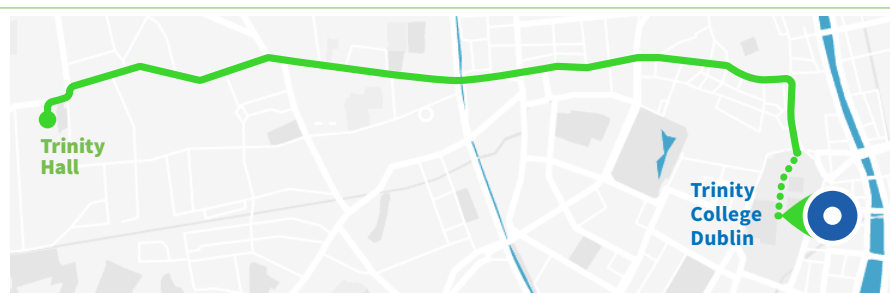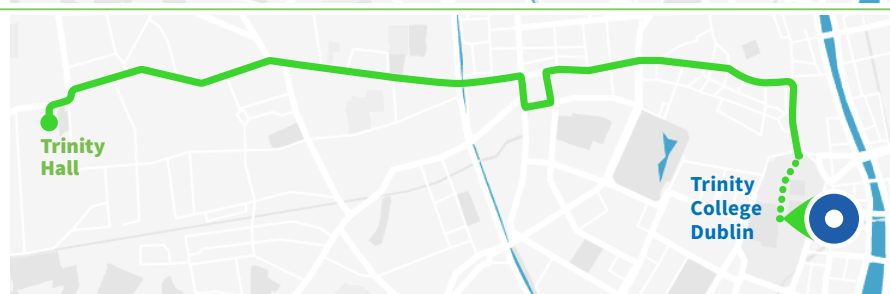

4.2 KM · 🚶 **50 MINS** · 🚲 **14 MINS**

4.3 KM · 🚶 **50 MINS** · 🚲 **16 MINS**

Comments from Liveable Dublin Lunch-Box Lab
(Note: Comments transcribed directly)

→ Opportunity for superblock creation between Rathmines and Ranelagh

→ Retractable bollards at loading bays in Rathmines for segregated cycling

→ Linking community facilities so that city dwellers, families and visitors can access them by foot, bike and scooter (improve public realm links and routes)

→ Stop rat running: drive-thru communities at peak times: Charlemont Street

→ Close roads to thru traffic: encourage walking and cycling access

→ More greenery within this area

→ Lack of parks for children in this area

Comments from Healthy Trinity: Smarter Travel Committee
→ Consider longer green times for pedestrians and cyclists at lights

ROUTE 2:

Trinity College Green Campus to Grand Canal Innovation District

Trinity would like widened footpaths and segregated cycle tracks between its College Green Campus and its T-Tech campus which is to be redeveloped as part of the Grand Canal Innovation District.

Pearse Street is hostile to walking and cycling with multiple car traffic lanes, associated higher speeds and poor air quality. Space for people walking and cycling in both directions is needed. The Westland Row/Pearse Street junction is of grave concern and requires urgent redesign.
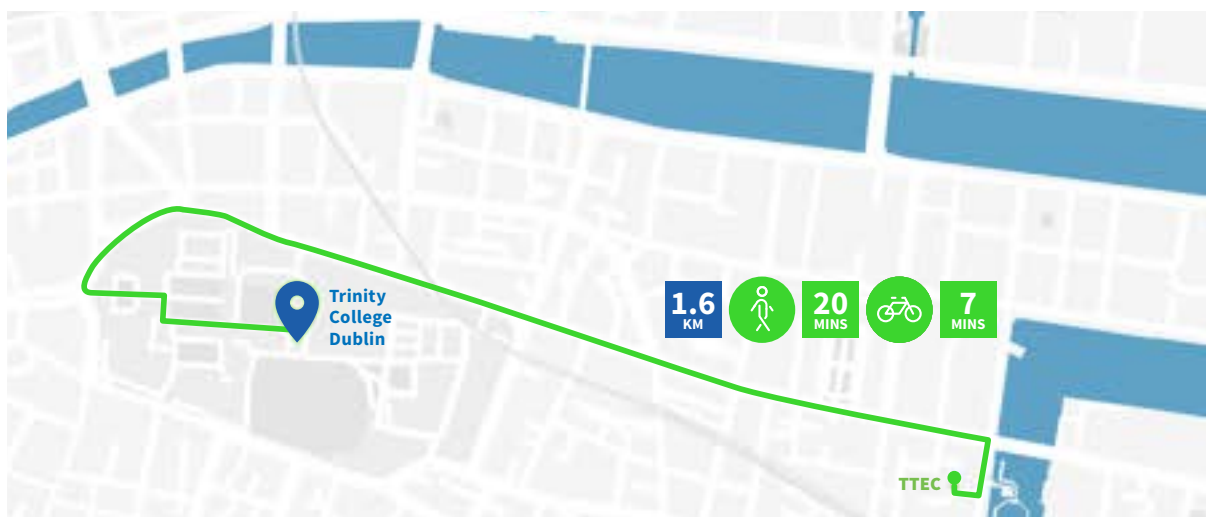

FIG 8: Walking and cycling provision on Westland Row and Pearse Street cannot facilitate social distancing

On Pearse Street, near the junction with Shaw Street, some car parking was removed and replaced with painted hatching. This should be replaced with a widened footpath.

This route has not been designated as a core bus corridor in the BusConnects programme, though a continuous bus corridor is needed. There have been previous proposals developed as part of the Swords to City Centre Bus Rapid Transit. Bus priority along Pearse Street remains a requirement.

Comments from Liveable Dublin Lunch-Box Lab
(Note: Comments transcribed directly)

→ Improved building shop facades needed to enhance visual appearance of street and make it feel 'safer': Pearse Square

→ Separation from buses for bicycles required at Grand Canal Quay

→ Pearse Street & St Andrew's Resource Centre: Organic market parking [interpreted as cars parking in bike and bus lane]

→ Pearse Street & Macken: Man hole covers are a hazard for cyclists

→ More pedestrian crossing here: Westland Row and Pearse Street

Comments from Healthy Trinity: Smarter Travel Committee

→ Narrowness of footpaths on Westland Row outside Pearse Street train station down to the junction near Lincoln Gate, which brings staff into the back end of campus. This is an area of concern both for walkers and cyclists as it is absolutely jammed at busy times with many walkers stepping out to walk on the road due to crowding, which also impacts cyclists

→ Pearse Street road surface is uneven/broken/potholed and dangerous in places

A video of the route is available here:
https://www.youtube.com/watch?v=tDzCBWHeF_E

Photographs of the route are here: https://www.flickr.com/photos/65436171@N00/sets/72157713038370212/

ROUTE 3:
Nassau Street

A video of the perimeter of Trinity's campus is available here: https://www.youtube.com/watch?v=bPR8OZAVGZY&feature=youtu.be

Trinity would like wider footpaths on Nassau Street. The GDA Cycle Network plan proposes a secondary cycle route [Route C2] along Nassau Street. A contraflow was previously considered as part of the St. Stephen's Green Traffic Management Measures.

FIG 9: Planned cycling infrastructure on Nassau Street in the Greater Dublin Areas Cycle Network Plan

Comments from Liveable Dublin Lunch-Box Lab
(Note: Comments transcribed directly)

→ Narrow footpaths that force pedestrians onto the street;

→ Crowded bus stops, especially during rush hours, which also force pedestrians onto the street;

→ Idling coaches, despite restrictions

→ Air quality concerns;

→ Desire for a contra-flow bike lane to encourage active transportation on this corridor;

→ Transit and vehicular restrictions which have reduced the amount of automobile traffic in the area;

→ Desire for placemaking elements and trees;

→ Opportunity to better activate the link between Trinity College and businesses on Nassau Street; and

→ Desire to trial a demonstration project here during Trinity Week, April 2020.

Trinity is very pleased with the recently installed Nassau Street contraflow **Thank you to Dublin City Council.**

ROUTE 4:
Trinity's College Green Campus to St. James's Hospital

Trinity would like widened footpaths and segregated cycling between our College Green Campus and our St. James's Hospital Campus
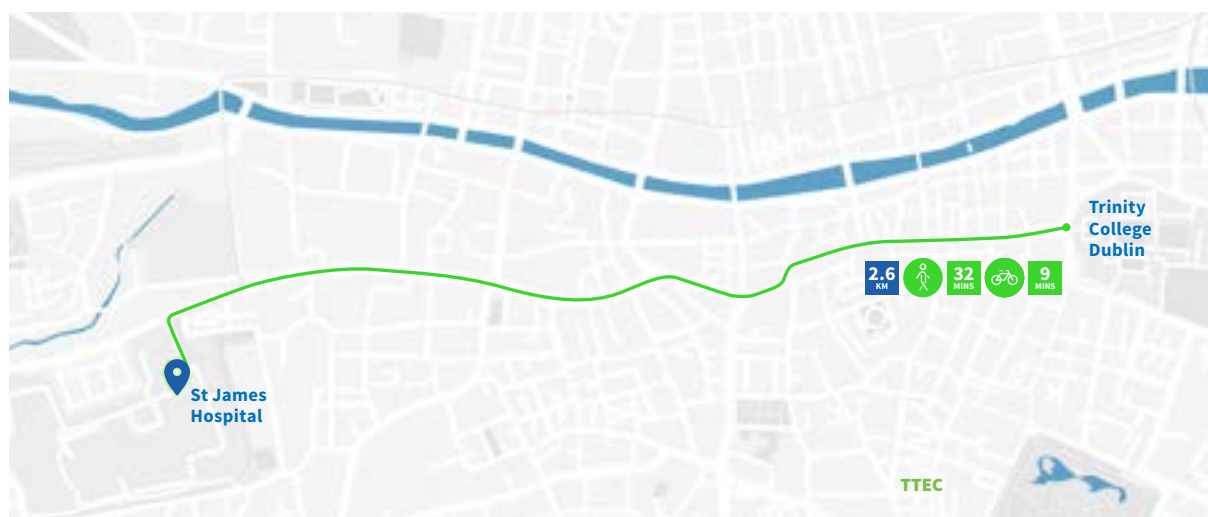

FIG 9: The walking and cycling routes from College Green to Trinity's St. James's campus

Comments from Liveable Dublin Lunch-Box Lab
(Note: Comments transcribed directly)

→ Air quality is suspect; more trees and less cars

→ Luas track is a quiet zone but cobbles make it difficult to cycle

→ Start up the market again; more places to park your bike; bike fixing places at the market

→ Speed bumps :(

→ Marrowbone Lane: use hedgerows rather than fencing in this area

→ Put in a raised continuous footpaths across junctions to prioritise pedestrians

→ Start up the market again; more places to park your bike; bike fixing places at the market

→ Cork Street: More trees here

→ Chamber Street: there is an empty grassy area perfect for an allotment on Chamber Street

→ Deane Street and Kevin Street: very dangerous to make the right turn on Patrick Street onto Deane Street

→ Cyclists are pushed onto the Luas tracks when visiting patients in the hospital (James's Street); hostile to cyclists

→ Alter junction signalling to favour pedestrians and cyclists

→ Narrow pavements in this area

→ Luas tracks make cycling more dangerous; diversion needed

Comments from Healthy Trinity: Smarter Travel Committee

→ Address the most hostile elements of the routes traversed by people walking and cycling – the junctions. For example, the extremely intimidating Christchurch Place / Nicholas Street / High Street junction needs to be reconfigured to make safe for people walking and cycling. Those walking and cycling need (i) more space and (ii) more 'green time'.

→ Road surface is broken and dangerous for cycling

I   Menezes, G. and Mullin, M. (2019) **Choosing Transport. A survey of actual and preferred transport modes of university students and staff.** Downloaded on 29th April from https://www.tcd.ie/healthytrinity/assets/documents/SmarterTravel/Choosing%20Transport%20Portrait%20A0%20Poster.pdf

II **SO (2016) Census of Population 2016: Profile 6 – Commuting in Ireland.** Figure 2.9. Downloaded on 5th May 2020 from https://www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw

III Mullin, M. (2018) **Survey of travel modes to Trinity.** Downloaded on 29th April from visual summary: https://www.tcd.ie/healthytrinity/assets/images/SmarterTravel/Stats/SurveySummary2018.png Full report: https://www.tcd.ie/collegehealth/assets/documents/SmarterTravel/2018%20Smarter%20Travel%20Trinity%20Survey%20Final.pdf

IV **European Transport Safety Council (2020) How safe is walking and cycling in Europe.** Available from https://etsc.eu/wp-content/uploads/PIN-Flash-38_FINAL.pdf

V   Caulfield, B., Brick, E., McCarthy, T. O., **Determining bicycle infrastructure preferences – A case study of Dublin.** Available from https://www-sciencedirect-com.elib.tcd.ie/science/article/pii/S1361920912000363

VI Dublin City Council and the National Transport Authority (2020) **Covid-19: Enabling the City to Return to Work.** Available from https://www.dublincity.ie/sites/default/files/content/RoadsandTraffic/COVID/Covid%20Mobility%20Programme%2022.5.20%20FA%20WEB.pdf

VII https://www.healthline.com/health/exercise-fitness/average-walking-speed#average-speed-by-age

VIII Mattioli, G., Lucas, K., Marsden, G. (2017) Transport poverty and fuel poverty in the UK: From analogy to comparison. Available from https://www.sciencedirect.com/science/article/pii/S0967070X17304869

IX Mueller, N., Rojas-Rueda, D., Cole-Hunter, T., de Nazelled, A., Dons, E., Gerike, R., Götsc, T., Int Panis, L., Kahlmeierh, S., Nieuwenhuijsen, M. (2015) Health impact assessment of active transportation: A systematic review. Available from https://www.sciencedirect.com/science/article/pii/S0091743515001164

X   Liveable Dublin Collaboration (2020) Liveable Dublin Engagement Strategy. Available from https://www.tcd.ie/healthytrinity/liveabledublin/LunchtimeLab.php

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