DCU Travel Survey of Staff and Students November 2013
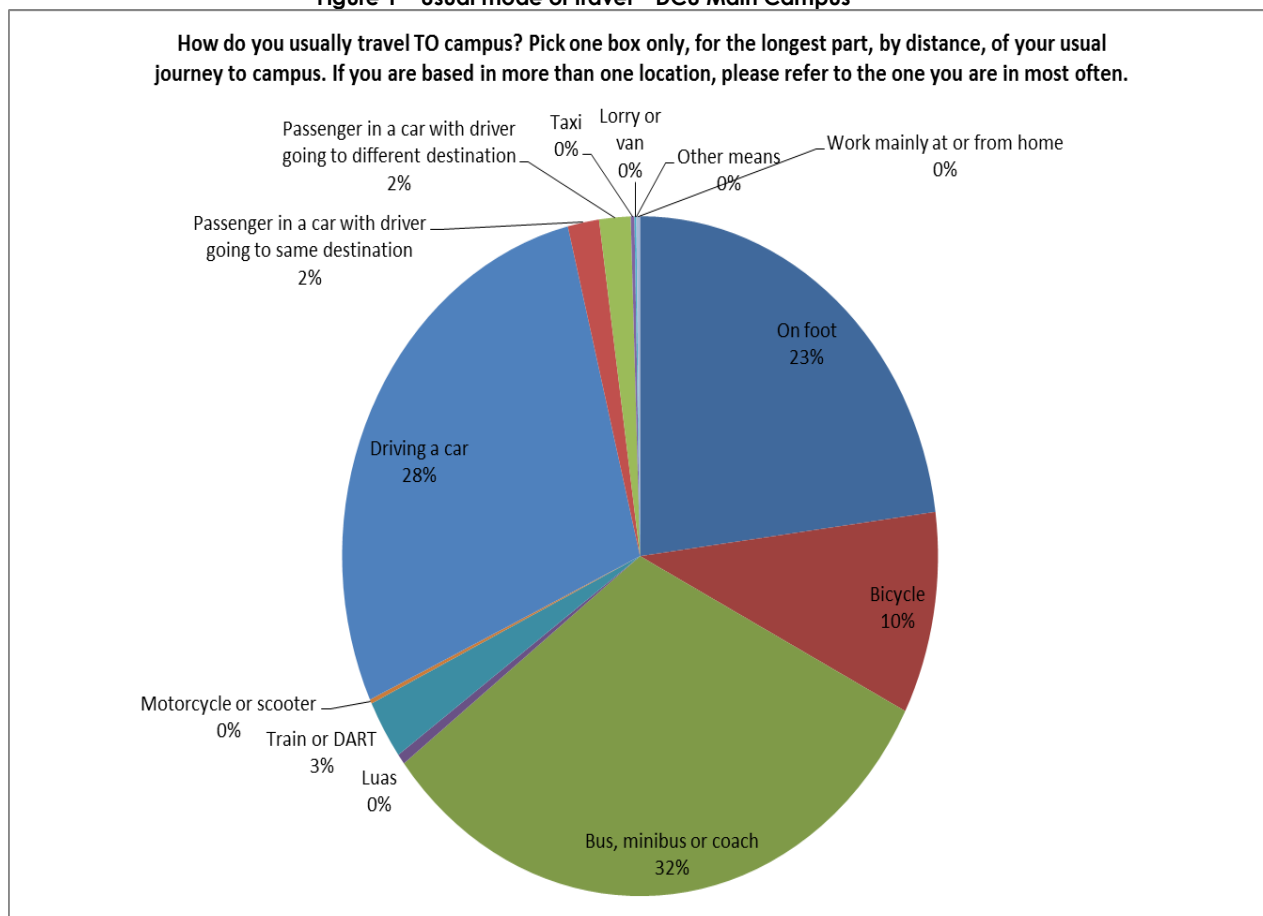
Summary by Mode

1,725 people responded to the DCU travel survey, which was conducted online through www.surveymonkey.com between 8th and 22nd November 2013. This represents a response rate of 13% based on 13,004 staff and students across the main DCU campus and St. Patrick's College campus. A higher response rate would be ideal, however the information submitted remains valuable and action undertaken based on this should prove beneficial to DCU. It is also important to note due to administrative confusion St. Patrick's College survey was circulated prior to approval of all questions. For this reason some questions/elements of questions were not asked in the St. Patrick's College survey.

DCU Main Campus

The largest proportion of the respondents to the DCU Travel survey travel to campus by bus, min bus or coach (32%), followed by driving a car (28%), On Foot (23%), Bicycle (10%), Train or DART (3%), Passenger in a car with driver going to same destination (2%) and Passenger in a car with driver going to different destination (2%), Luas (<1%), by Taxi (<1%), Lorry or van (<1%), working mainly at or from home (<1%). No respondents reported travelling by other means.
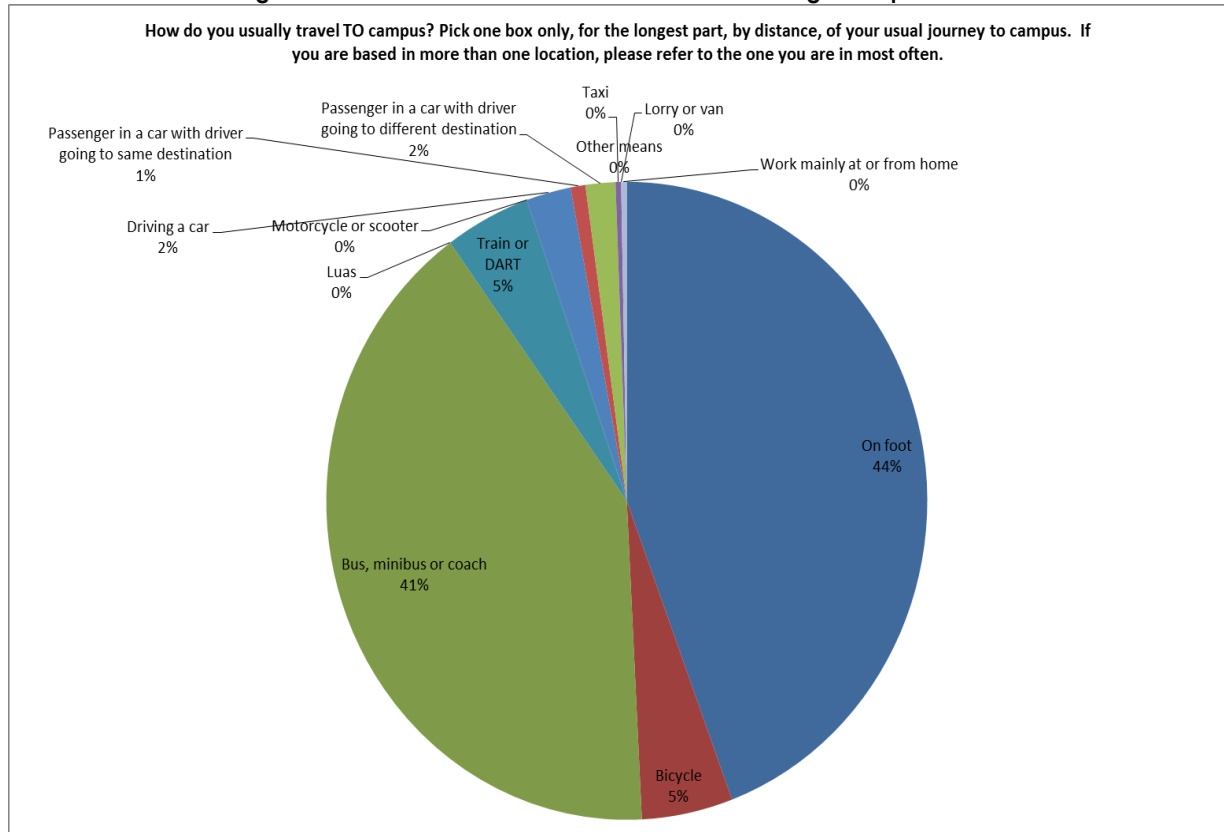
Figure 1 – Usual mode of travel – DCU Main Campus

How do you usually travel TO campus? Pick one box only, for the longest part, by distance, of your usual journey to campus. If you are based in more than one location, please refer to the one you are in most often.

St. Patrick's College Campus

The largest proportion of the respondents to the DCU St. Patrick's College Campus travel survey travel to campus On foot (44%), by bus, mini bus or coach (41%), followed by Bicycle (5%) and Train or DART (5%). Others report traveling to campus By Car (2%), Passenger in a car with driver going to different destination (2%) and Passenger in a car with driver going to same destination (1%). No respondents reported travelling to campus by Luas, by Taxi, Lorry or van, working mainly at or from home or travelling by other means.
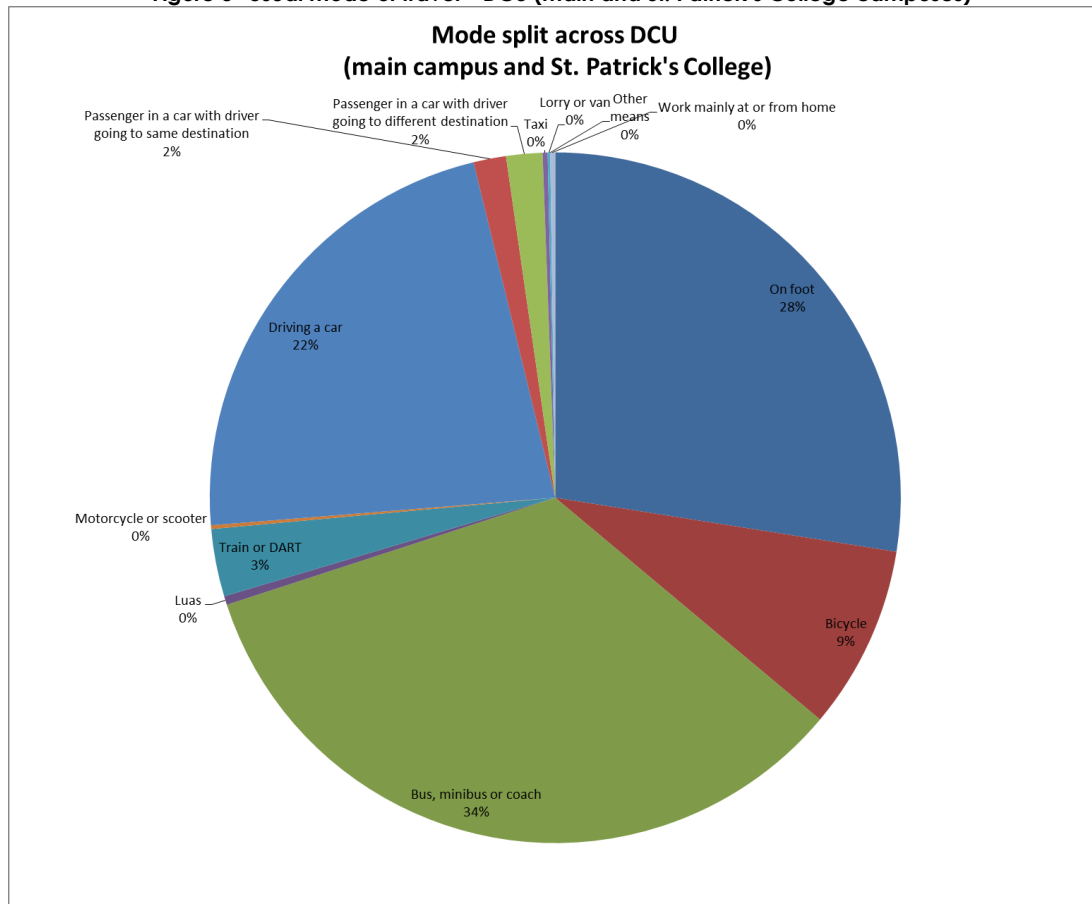
Figure 2- Usual mode of travel – DCU- St. Patrick's College Campus

How do you usually travel TO campus? Pick one box only, for the longest part, by distance, of your usual journey to campus. If you are based in more than one location, please refer to the one you are in most often.

DCU modal split across main and St. Patrick's College Campuses

The largest proportion of the respondents to the DCU campus as a whole (including the main campus and St. Patrick's College campus) travel to campus by bus, mini bus or coach (34%), on foot (28%), followed by driving a car (22%) and bicycle (9%), train or DART (3%), passenger in a car with driver going to different destination (2%) and passenger in a car with driver going to same destination (2%). Travel to campus by Luas, by taxi, lorry or van, by motorcycle or scooter and working mainly at or from home are less than 1% for each mode. No respondents reported travelling to campus by other means.

Figure 3- Usual mode of travel – DCU (main and St. Patrick's College campuses)

**Mode split across DCU
(main campus and St. Patrick's College)**

- Passenger in a car with driver going to same destination 2%
- Passenger in a car with driver going to different destination 2%
- Taxi 0%
- Lorry or van 0%
- Other means 0%
- Work mainly at or from home 0%
- On foot 28%
- Bicycle 9%
- Bus, minibus or coach 34%
- Luas 0%
- Train or DART 3%
- Motorcycle or scooter 0%
- Driving a car 22%

The results of the Dublin City University staff and student travel survey were compared to the Census (2011) data for the zone that covers the site location.

The main reasons for mode choice stated by respondents are: Quickest (31%), Lack of alternative (28%), Cheapest (20%), Less stressful (5%), other (5%), reliability (3%), other commitments (3%), Habit (2%), environment (2%) and personal safety (1%). Only 28% stated lack of alternative as a response therefore there is scope to work with this group.

DCU's cycling levels are currently quite high with 9% of respondents regularly cycling to DCU. A further 7% of respondents occasionally cycle to DCU and 48% of respondents own a bicycle. 8% of regular car drivers stated travelling to campus on bicycle occasionally.

36% of respondents **live within 3km** of their campus. A further 12% live **between 3-5km** from campus. These people could be targeted for regular and occasional cycling on the commute.

15% of respondents live **between 5-10km** of their campus – these staff and students could also be targeted for occasional cycling on the commute.

- 16% of respondents (425 people) are interested in a **Bike Maintenance Class**
- 12% of respondents (327 people) are interested in **cycle training/on road skills**
- 6% of respondents (162 people) are interested in **a Bicycle Users Group**
- 8% of respondents (212 people) are interested in information on **electric bikes** available through the Cycle to Work scheme
- 9% of respondents (242 people) are interested in information on **fold up bikes** (for use by people commuting part of the way on public transport or by car) available through the Cycle to Work scheme

Cycle to Work scheme
- **Awareness** of the DCU Cycle to Work scheme is high, with 74% of respondents indicating that they are aware of it.
- 33% of respondents (DCU main campus only – this question was not included in St Patrick's College survey) are aware that if they walk or cycle to campus they can access free shower facilities in the DCU Sports Complex with their DCU staff or student card up to 10:00 every weekday morning.
- 24% of respondents regularly driving to work (93 people) would consider cycling to/from work if this option was available to them – either using their own or a fleet bicycle.
- 10% of respondents (of which 4% were employees) who regularly drive to campus stated that they would be encouraged to choose an alternative to driving if a bike purchase discount scheme was available.
- 16% of respondents (89 people) regularly driving to campus would consider an alternative to the car on the commute if cycle parking, showers and lockers on campus were improved.
- 4% of responding staff (75 people) who regularly drive to work would consider an alternative to the car on the commute if a bike purchase discount scheme was available. As the Cycle to Work scheme which offers discounts on bike purchases for staff is already in place in DCU it would be worth promoting this scheme further.

Cyclists' Facilities
Respondents stated that they would be encouraged to walk or cycle to campus if:
- Shower areas were improved/increased (57%)
- Lockers provided (68%)
- Drying room for gear provided (58%)
- Cycle parking increased (56%)
- Cycle parking moved closer to entranced (43%)
- Cycle parking covered and secure (e.g. only accessible by cyclists) (63%)
- Increased security on campus (61%)

71% of respondents (754 people) stated that they had secure bicycle parking/storage in their primary place of residence during term. 40% of those respondents living on campus (38 people) stated that they do not have secure bicycle parking/storage available during term.

Sample comments on cycling:
- I am a masters student, I cycle all the time,(to work and at weekends) but afraid to park my bike at DCU, hence why I drive.. (I have had bikes stolen already)
- Sometimes due to adverse weather conditions I walk instead of cycling - if it's raining there is nowhere for me to change from my rainproof cycling clothes to regular clothes to spend the day at university. A cloakroom where a jacket and shoes could be changed would be very helpful.
- The Spar should stock cycle/walking safety gear e.g. lights, high visibility vests.
- Some form of bicycle renting/ pay-by-week/month service would be a great incentive for students to cycle to campus.
- There are ""no cycling"" signs along the mall. if estates are serious about this, why are there bike racks along here? do they expect cyclist to walk bikes up to 200m to the racks by library?
- Get rid of or soften those horrible speed bumps (at least 7 along the main cycle access routes).
- Set up a basic repair station or at least get some track pumps with attachments and chain them to each bike rack. Failing that, there should at least be some bicycle pumps available at the security office in the car The Rediscovery Centre is a great initiative, but we need some on-campus options for emergencies.
- I keep my bike in my office as it would probably get robbed if I left it outdoors.
- Pumps at cycle parking areas.

Further comments are included in appendix 2. Route specific cycling comments are included in appendix 3.

Walking

There is great potential for promoting walking on the commute in DCU as 28% of respondents regularly walk to work and 20% occasionally walk.

- 36% of respondents **live within 3km** of their workplace. A further 12% of respondents **live within 5km** of their campus. These people could be targeted for regular and occasional walking on the commute.
- 7% of respondents (198 people) are interested in **Lunchtime walking.**
- 10% of respondents (271 people) are interested in a **Sli na Slainte walking route** marked out in the local area/ on site.
- 10% of regular car drivers stated travelling to campus on foot occasionally.

Comments received in relation to walking:
- Unsafe to walk or get bus at night
- I would walk to work more frequently if there were sufficient changing facilities available and lockers to leave change of clothes, runners etc. This is needed more so in the winter weather.
- There needs to be more water fountains to top up water bottles after a long walk.
- Showers are currently available until 10am but this should be available all day as employees like me may not start work until 4 or 5 pm. If i need to use showers after 10AM i have to pay €2.

Further comments are included in appendix 2.

Active Modes

- 12% of respondents (324 people) are interested in **'Green commuters' coffee mornings.**
- 19% of respondents (512 people) are interested in an **Incentive scheme for 'green commuters'.**
- 33% of respondents (395 people – this question was not asked in St. Patrick's College survey) are aware that if they walk or cycle to campus they can access **free shower facilities** in the DCU Sports Complex up to 10am every weekday morning.

Public Transport

37% of respondents (640 people) are already using public transport but it appears that there is further scope to increase regular use of the bus or train, a further 37% of staff and students occasionally use public transport, meaning that they have access to services.

- 30% of respondents (891 people) would consider using public transport for the journey to campus, if available.
- 20% of respondents (276 people) said that they would be encouraged to choose an alternative to the car on the commute if **discounted public transport tickets** were available. 16% of regular car drivers (122 people) said that they would be encouraged to choose an alternative to the car on the commute if **discounted public transport tickets** were available.
- 6% of respondents (76 people) stated that **personalised information** about other transport options would encourage them to choose an alternative to the car.
- 22% of respondents (297 people) said that **better Dublin Bus links to DCU** from your area would encourage them to use an alternative to the car on the commute.
- 15% of respondents (212 people) stated that a **Dublin Bus terminus on campus** would encourage them to use an alternative to the car on the commute.
- 31% of regular car drivers occasionally travel to campus by public transport (Bus, minibus or coach, Luas, Train or DART) meaning they have access to services.
- 34% of regular car drivers (191 people) stated that if available they would use public transport for their journey to/from campus.
- 33% of respondents (483 people) stated that they **live within 400meters of a direct bus** to campus. 15% of regular car drivers (52 people) said they live within 400 meters of a direct bus to campus.
- 7% of respondents (100 people) said that they **live within 800 meters of a train** or light rail connection to campus. 4% of regular car drivers (13 people) stated living within 800 meters of a train or light rail to campus.

Tax Saver Tickets
There is a moderate level of awareness of the tax saver tickets scheme among respondents however there may be potential to encourage current public transport users to avail of the scheme through providing more detailed information to them based on their own circumstances/Public Transport usage.

- 72% of employees who responded (201 people) are aware that public transport users can purchase a **Tax Saver commuter ticket** through their employer.
- 45% of employees who responded (287 people) are aware that Tax Saver tickets for public transport are available in both **monthly and annual options.**
- 15% of employees who responded (25 people) who currently use public transport for their journey to or from work avail of Tax Saver tickets through DCU. This uptake is relatively low so there appears to be scope for further promotion.

- 82% of respondents (1198 people) are aware of the new top-up **Leap Card system** for pay-per-journey public transport travel on Dublin Bus, Luas and DART/ Commuter Rail.
- 85% of respondents (1237 people) are aware that using a Leap card instead of cash can **save money on journeys** on Dublin Bus, Luas and DART.
- 52% of respondents (762 people) were aware that **Leap cards can be purchased** on campus from the **Students Union** on the first floor in the Hub in DCU. There is an opportunity to further promote this availability to staff and students.

Comments on tax saver tickets:
- I am on a temporary contract and so the annual tax-saver does not meet my needs.
- Employer only offers annual taxpayer. monthly would be welcome
- I feel that the rate of tax for all tax saver tickets should be the same
- It's not worth it, wouldn't spend that much on public transport a week to consider buying the annual ticket
- This information is unavailable or not given appropriate awareness
- While various tickets are cheaper than pay as you go, the price of public transport is too high to make it a viable transport option.
- It was not cost efficient the last time I checked, I make one bus journey to and from work and I sometimes walk instead - I thought only annual tickets were available from DCU if monthly ones are available I might use them.

Sample comments received in relation to public transport include:
- A direct bus route from St. Pats to DCU campus would be very useful for using the facilities in DCU
- I do think DCU could encourage a safer more comprehensive integration with public transport. It is ridiculous that there are no bus stops on campus and the major arterial routes all leave commuters on the far side of the ballymun road. Traffic mental - that's why i choose to travel by bus...€91.60 for a monthly ticket a bit sick to pay for though. Massive expense!! But it's convenient so I suppose that's what I'm paying for?
- The 17a is the only bus route possible to get from raheny to dcu. I like the bus as it is an Eco friendly option but it takes three times longer to get there than driving does and is also very unreliable at times. I am therefore in the process of learning to drive. If there was a more direct bus route that didn't take as long, I would use public transport.
- Ideally, I would walk to and from work every day (it takes 40 minutes). For a variety of logistical reasons, this isn't always possible, with the result that my most frequent mode of transport (as indicated at Q1 above) is the bus. A very significant reason the **bus** is so **attractive** is the availability of **apps** which mean that **I know even before I leave the house how best to time myself** so as not to have to wait.
- Bus fare costs about the same as petrol.
- I live in Howth and last year there was a private coach service that went from DCU to Howth and visa versa. This service was extremely efficient as I only had to take one bus to college and travel time was significantly less than getting a dart and a bus. This service is not available this year.

Further comments are included in appendix 2. Route specific public transport comments are included in appendix 3.

While car sharing is an option in terms of more sustainable travel, it should ideally be targeted at those currently driving alone, i.e. avoiding staff and students switching from other modes such as active travel.

- **Informal car-sharing** is happening, with 2% of respondents (26 people) regularly travelling to campus as a passenger in a car with driver going to same destination, and 2% of respondents (29 people) reported travelling to campus regularly as a passenger in a car with driver going to different destination.

- Car-sharing could be increased by more **formal promotion**, with 52% of regular car commuters (173 people) stating that they are interested in car-sharing.

- 27% of regular car drivers (93 people) stated that they need their **car for other pick-ups** or drop offs (for example the school run, crèche etc.) on their commute.

- 13% of regular car drivers (42 people) (DCU campus survey only) stated that they are aware that DCU and DCU Student Union have joined **www.carsharing.ie**

- 70% of regular car drivers (DCU campus survey only) who responded (230 people) stated that they would be in favour of **dedicated parking for 'carsharing'** participants. 65% of all respondents would also be in favour.

- 43% of respondents who were regular car drivers (138 people) stated that they always have a car-parking space available to them on campus.

- 74% of respondents who are regular car drivers (231 people) stated that there are times when they can't find parking on campus. These respondents said that this happened 'rarely' (30%), once a month (15%), 'a few times a month' (18%), 'once a week'(12%), '2-3 times a week'(13%) '4-5 times a week' (3%) or 'every day'(9%). Therefore 37% of respondents who are regular car drivers stated that they may not be able to find parking at least once a week or more often.

- 27% of regular car drivers stated that if available they would use car sharing for their journey to/from campus.

- 4% of respondents (DCU Campus Only) who were regular car drivers (28 people) said that they would be encouraged to choose an alternative to the car on the commute if a **fleet vehicle** was available. Further promotion of the availability of the 'Go Car' on campus could be beneficial.

- A **guaranteed ride home scheme** could also be put in place for staff in emergency situations where a car share partner is unable to get home. This is rarely used in practice (using UK case studies as evidence).

Comments in relation to car sharing
- The cost of travel is a huge factor in my decision. I car pool with a few girls from home which saves a lot of money for us all.
- I would be happy to car-pool from the Enfield-Kilcock area, so a scheme that allowed people to find car-pooling partners would be very useful, particularly coupled with an official car-pooling system that allowed car-pool cars to travel in bus-lanes during commuting times. This is all over the US - I don't see why we couldn't have it here - the requirement is usually 2 or 3 people in a car.
- Designated spots for car-pooling would be very beneficial

- Maybe one day a week but I would not feel I could commit to a regimental time of coming/going from work.
- Insurances issues & Shift work Issues i might go to a gym on the way home given others a lift would restrict when i use the gym as i mostly only decide before i leave work!
- Because I may need to go home urgently and would need my car.

Further comments are included in appendix 2.

Comments in relation to Go Car:
- My business trips are usually overseas.
- I think that it is an excellent idea
- I thought it was only for short 1-hour journeys, which would not cover a full business trip.
- I believe there is only one vehicle available. I often need to leave DCU for meetings off-campus and this does cost a lot in fuel most of which is non-claimable.
- Can it be located on the other sites also? Innovation campus etc
- Too expensive Cheaper to rent from Avis

Video or tele-conferencing/Other

Awareness and use of video/teleconference facilities is relatively low for a technology campus (incorporating the innovation campus). There is potential for creating greater awareness of the availability of these services and how to use them.

28% of respondents are aware of where Dublin City University's tele-conferencing/Skype facilities are.

7% of respondents are aware of how to use the teleconference/Skype in DCU. Among staff this figure is 19%, this could be increased through promotion and training in an effort to encourage and support a reduction in business travel.

56% of employees who responded (102 people) to the survey stated that they use video or tele-conferencing for business.

The potential for employees to swap meetings is outlined in figures 4, 5 and 6.

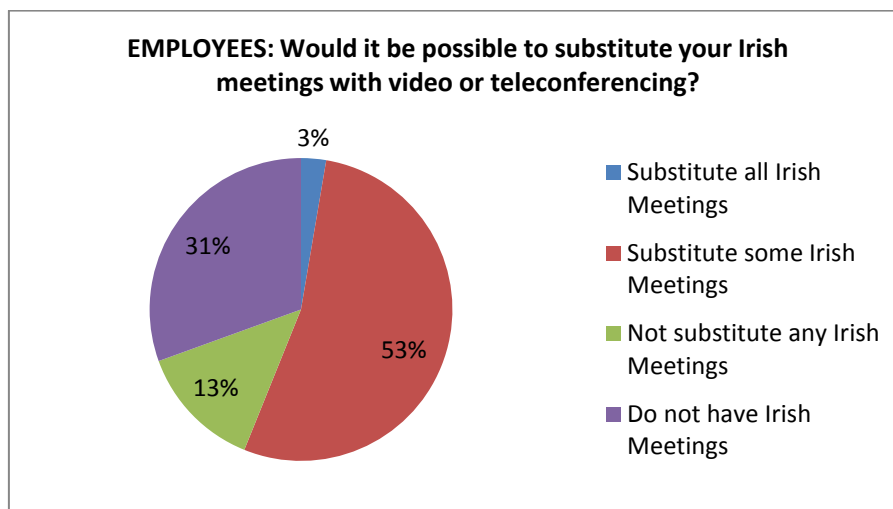**Figure 4 – Employee potential to substitute Irish Meetings**

EMPLOYEES: Would it be possible to substitute your Irish meetings with video or teleconferencing?

- 3% Substitute all Irish Meetings
- 53% Substitute some Irish Meetings
- 13% Not substitute any Irish Meetings
- 31% Do not have Irish Meetings

Figure 5 – Employee potential to substitute International Meetings

EMPLOYEES: Would it be possible to substitute your international meetings with video or teleconferencing?

- 3% Substitute all International Meetings
- 38% Substitute some International Meetings
- 7% Not substitute any International Meetings
- 52% Do not have International Meetings
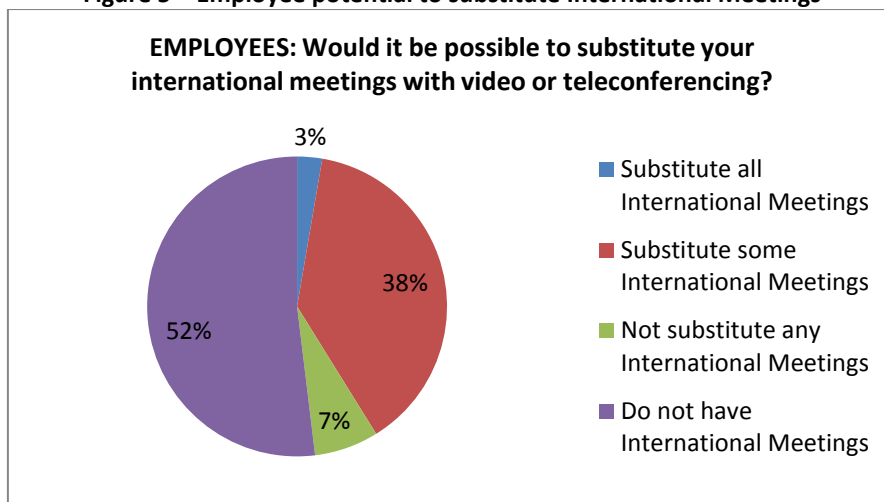
Figure 6 – Employee willingness to use Smarter Travel options for business travel

EMPLOYEES: Would you be willing to walk, cycle, take public transport or car-share for business travel, where suitable?

- 82% Yes
- 9% No
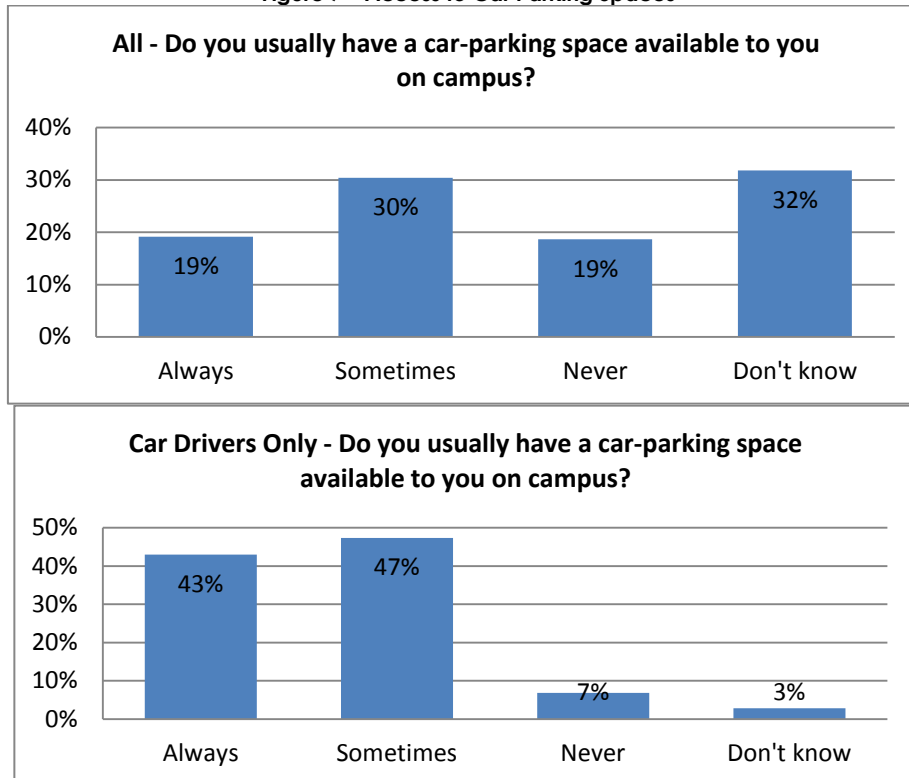- 9% Don't know
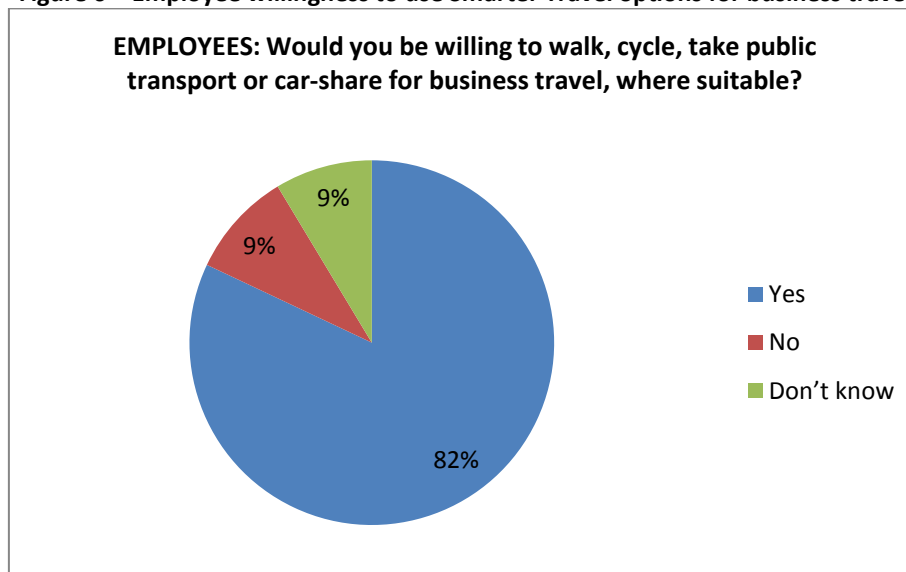
A small proportion of respondents (19%) **always have a car parking space** available to them at their place of work. 43% of those who state that they drive to work also stated that they always have a car-parking space available.
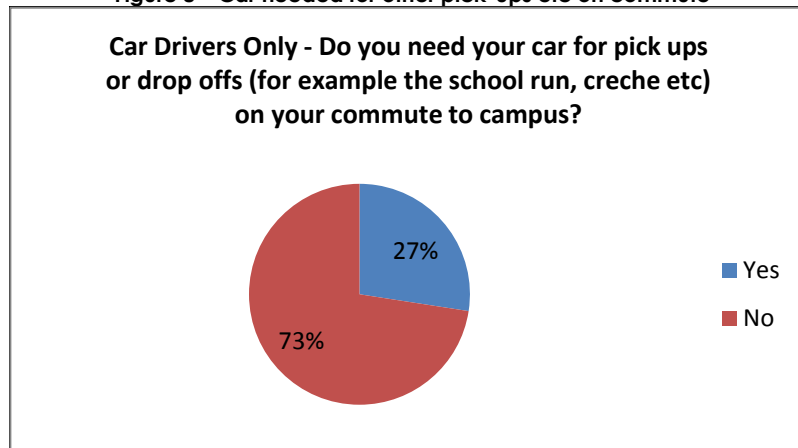
30% of respondents '**sometimes**' have parking and 19% '**never**' have parking at their workplace (see Figure 7). Availability of parking, particularly where it is free to the employee, will have an impact on modal split.

Figure 7 – Access to Car Parking Spaces

All - Do you usually have a car-parking space available to you on campus?

Always	Sometimes	Never	Don't know
19%	30%	19%	32%

Car Drivers Only - Do you usually have a car-parking space available to you on campus?

Always	Sometimes	Never	Don't know
43%	47%	7%	3%

27% of drivers stated that the car was needed for pick-ups and drop offs on their commute. 73% of respondents who drive for the commute do not need their car for this reason. There is an opportunity to encourage this group to consider other modes.

Figure 8 – Car needed for other pick-ups etc on commute

Car Drivers Only - Do you need your car for pick ups or drop offs (for example the school run, creche etc) on your commute to campus?

- Yes: 27%
- No: 73%

43% of respondents who drive for the commute stated that there are no other factors or needs which affect their choice of mode.

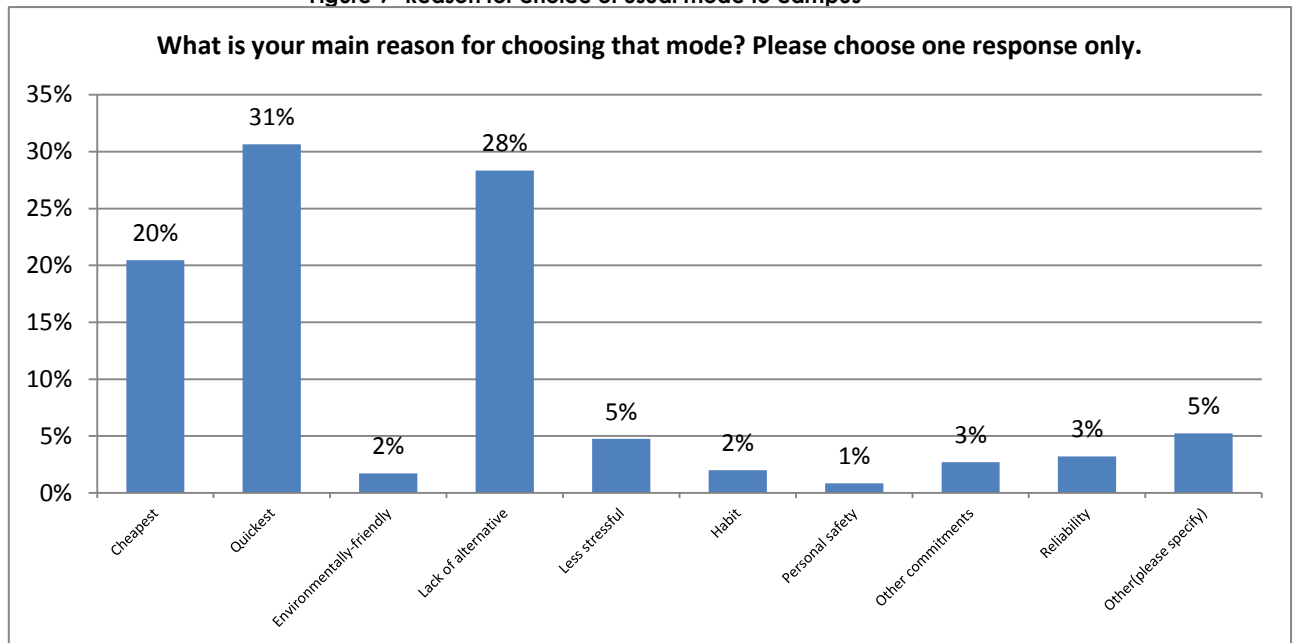**Figure 9- Reason for choice of usual mode to campus**

What is your main reason for choosing that mode? Please choose one response only.

Cheapest: 20%
Quickest: 31%
Environmentally-friendly: 2%
Lack of alternative: 28%
Less stressful: 5%
Habit: 2%
Personal safety: 1%
Other commitments: 3%
Reliability: 3%
Other(please specify): 5%

Figure 10- Factors influencing choice of mode

Overall - Are there any factors or needs which affect your choice of mode of transport for the journey to/ from campus?

Yes: 43%
No: 57%
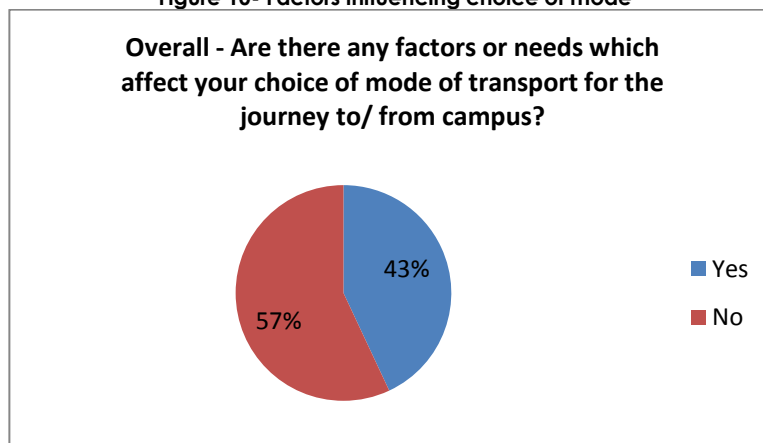
Figure 11 – Car Drivers Only – factors that would encourage alternative to car

Car Drivers Only: Would any of the following encourage you to choose an alternative to the car on your commute? Please tick all that apply.

Discounted public transport tickets: 16%
Personalised information about other transport options: 6%
Improved cycle parking, showers and lockers on campus: 12%
Bike purchase discount scheme: 10%
Access to a fleet vehicle for business travel: 4%
Financial measures such as parking charges or the Government Parking Levy: 5%
Better Dublin Bus links to DCU from your area: 25%
Dublin Bus terminus on campus: 17%
Nothing: 5%
Other please specify: 0

Figure 11- Where respondents park on campus

All Respondents - If you park a car on campus, which car park do you use?

Car Park	Percentage
Multi-storey (Car Park 1) DCU	35%
Creche Car Park (Car Park 2) DCU	26%
Behind Invent (Car Park 3)DCU	8%
Behind Library (Car Park 4)DCU	12%
Other DCU Campus	3%
St. Patrick's Campus Car Park	8%
Other	8%
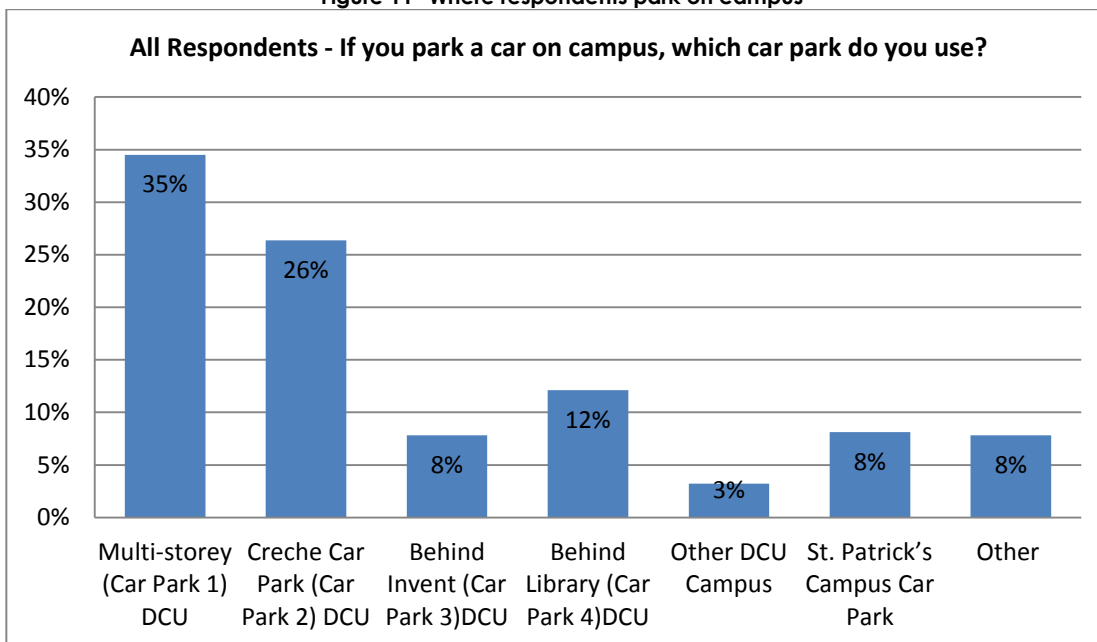
Figure 12- Student Living Arrangements

Students: Please indicate your primary place of residence during term time

Residence	Percentage
At home with family	54%
In campus style accommodation	12%
In rented accommodation	31%
Other	3%
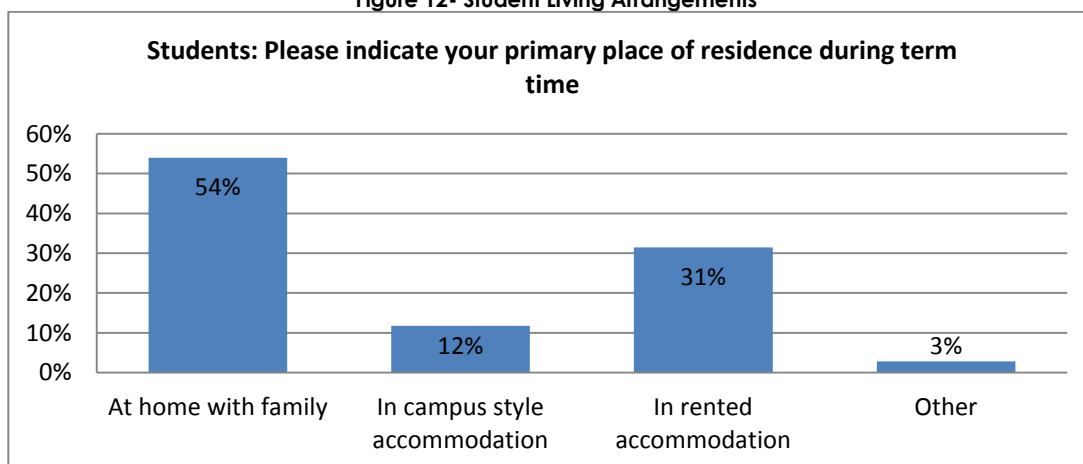
Figure 13- Time taken to get to campus (DCU Main campus & St. Patrick's College)

How long does it take you to get to campus? (St. Patrick's College & DCU)

Time	Percentage
Less than 15 minutes	24%
16-30 minutes	28%
31-60 minutes	27%
61-90 minutes	15%
91 + minutes	6%
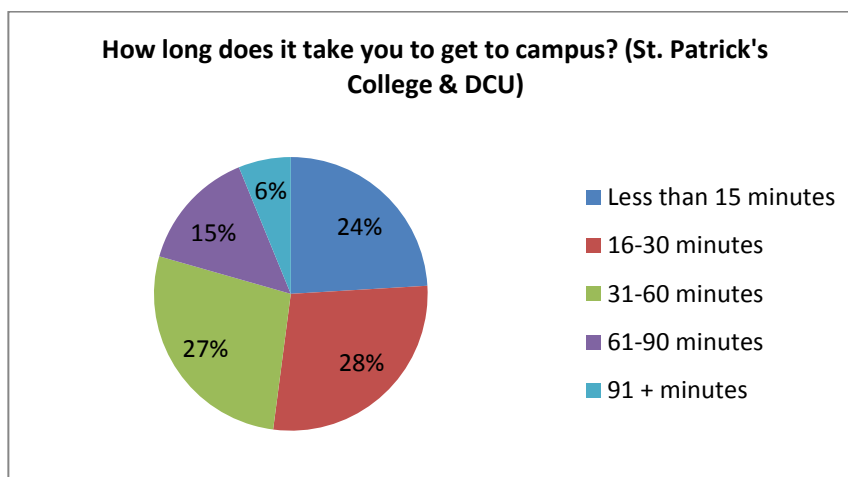
Other comments received are included in appendix 2.

Based on occasional use of modes other than the car, or willingness to use other modes, there is a good opportunity for DCU to facilitate employees and students interested in having a more active or sustainable commute.

As 73% of car commuters **do not need their car** for other pickups or drop offs (e.g. the school run or crèche) on their commute, they may have some flexibility in terms of modes they can try, providing they are not mobility impaired, working unsociable hours or on site visits etc. Of those respondents who regularly drive to work, there is some scope to encourage alternatives, even on an occasional basis, based on distances travelled –

- 36% of regular car commuters live within a 3km radius of their workplace (*potential walkers/ cyclists*)
- 12% of regular car commuters live between 3-5km of their workplace (*potential walkers/ cyclists*)
- 15% of regular car commuters live between 5km and 10km from their workplace (*potential cyclists*).

Only 5% of car commuters (36 people) said that '**nothing**' would encourage them to choose an alternative to the car on the commute. This is a relatively low number of people who are unwilling or unable to change mode of travel – it still leaves plenty of scope for people to work with.

Making the Business Case for Dublin City University's Action Plan:

The actions listed in the **Action Plan** below are starting points to further promote and encourage sustainable and active travel in DCU. Promoting and celebrating the positive results in terms of mode share is also suggested.

DCU's Action Plan should not be 'anti-car', but instead focus on facilitating choice for employees and students, while incentivising and encouraging use of more sustainable options where possible.

Facilitating employees and students who usually drive to work to change modes even one day every week will reduce cars coming on site by 20% on a daily basis, allowing DCU to potentially reduce parking. Initially visible 'no cost' and 'low cost' actions will garner support for the plan, while other actions may be planned for subsequent periods. These actions also suggest encouraging a shift to more active modes which as well as impacting on parking capacity could also result in huge health and well-being gains.

Potential impacts are:
- Positive contribution to ISO14001 or other environmental management systems
- Reduced CO_2 emissions associated with business travel or employee commuting
- Decreased sick leave
- Reduced stress on car parking
- Reduction of time spent by those who do drive to find parking and get to class/work.
- Increased return from maternity leave
- Increased site access for staff, students, visitors and suppliers
- Providing additional employee benefits for employees.
- Facilitating and enabling a wider student base to consider attending DCU.
- Linking with Sustainability Agenda and Green Campus Programme

Please contact Smarter Travel Campus for ideas and contacts for any of the actions listed below, or any other initiatives that DCU would like to address.

Suggested Actions	Person Responsible	Timeline	Targets
Cycling			
'Soft' Measures *(e.g. promoting behavioural change)*			
Promote the Cycle to Work scheme through in-house bike displays from suppliers			
Organise cycle training/on-road skills to increase safety and confidence of staff			
Organise a Bike Maintenance class/course			
Set up a Cyclists' Forum to discuss issues and liaise with management			
Provide Cyclists' equipment to borrow (pump, allen keys, lights, puncture repair kit etc)			
Display local area maps for cyclists/walkers interested in local routes			
Participate in Annual 10 Minute Cycle Challenge for employees in May			
Participate National Bike Week events in June (see www.cyclechallenge.ie and www.bikeweek.ie)			
Participate in Student Cycle Challenge in October			
Arrange tours of cycling facilities for interested/new employees and students			
Arrange for local bicycle shops/rediscovery centre to come on site and show staff and students how to use electric bikes and fold up bikes. Also provide information on how they can be purchased through the Bike to Work scheme (employees).			
Display and promote accessibility maps showing how long it would take to cycle to/from campus.			
Display time to cycle posters showing time to travel by bike to nearby and popular destinations.			
Publicise details of cycle parking and changing facilities – this can be online as well as across campus(e.g. on noticeboards, at cycle parking, at entrances into the buildings)			
Consider setting up a cycling club (this could facilitate cycling buddy system for new cyclists).			
Consider location of CCTV and presence/visibility of on campus security			
Consider making 2nd hand bicycles available for rent/sale to students in particular.			
Promote Dublin Cycle Planner http://www.transportforireland.ie/walking-cycling/about-dublin-cycle-planner/			
'Hard' Measures *(e.g. supporting infrastructure)*			
Conduct a site audit to gauge ease of access, safety and facilities for cyclists coming on-site (e.g. consider speed bumps along main cycle access routes).			
Survey & improve cycle parking to encourage cycling to your site and cater for increases in demand – e.g. additional secure bike parking and lockers for staff and students, with option to use overnight..			
Consider providing a dry room for staff and students (see IT Blanchardstown for example).			
Consider making cycle/walking safety and repair materials available on site (e.g. through onsite bicycle shop or in existing shops like Spar on campus).			
Consider provision of dry cleaning services on campus.			
Consider how cyclists should travel across campus –e.g. currently 'no cycling' signs along the mall may create a mixed message if DCU is being promoted as a cycling friendly campus.			
Provision of bicycle maintenance and repair service and equipment for DIY repairs on campus			
Consider extending hours shower facilities are available free of charge.			
Consider secure parking/storage provision for on-campus residents			
Consider provision of fleet bikes for staff (and students potentially)			
Walking			
'Soft' Measures			
Promote walking through organised walking events/lunchtime walks			
Introduce a Sli na Slainte or similar walking route on-site			
Participate in an annual Pedometer Challenge for employees in September, see www.pedometerchallenge.ie for more information			
Participate in student walking challenge, Marchathon, in March			
Offer in-house health checks for people interested in getting more active (you can also do this for Cycling)			
Leave umbrellas at reception for employees and students to borrow on wet days e.g. they could be DCU branded!			
Display and promote accessibility maps showing how long it would take to walk			

to/from work.			
Display time to walk posters showing time to travel on foot to nearby and popular destinations.			
Coffee mornings (e.g. free tea and snack!) for active commuters to encourage more to take up walking and cycling on the commute and to acknowledge those who currently actively commute.			
Consider making shower and changing facilities available free of charge throughout the day			
'Hard' Measures			
Open up entrances to allow more direct access through your site for pedestrians			
Improve 'natural surveillance' on site (e.g. improving lighting)			
Consider mapping a Sli na Slainte or other walking route			
Consider provision of locker facilities where items can be left overnight to facilitate walking and cycling.			
Public Transport			
'Soft' Measures			
Continue to promote Tax Saver monthly & annual commuter tickets for public transport. Highlight potential savings to employees – particularly to new staff.			
Publicise Real Time Passenger Information apps and websites where relevant and consider displaying real time information on TV screens and intranet for bus stop nearby all around campus (e.g. in the Hub, canteen and at main entrances to buildings across campus) to show when next buses are due.			
Publicise the national door to door multi-modal journey planner on www.transportforireland.ie and mobile phone application. You can also link to this site from your own website/ intranet.			
Publicise National Taxi Driver Check mobile application			
Include a one-month trial ticket for public transport and timetable information in employee induction packs			
Display a local area map with public transport stops/ route numbers marked – this can go online and on notice boards			
Raffle public transport tickets for employees and students to try services.			
Provision of information on savings that can be made by using Leap Card and that leap cards can be purchased in the Students Union (Hub).			
Provision of information on bus networks accessing DCU in induction packs, on internet and student portals and other communications networks (e.g. notice boards in the student Hub etc.) This could also include information on the distance to walk from local bus stops and potentially the calories etc burned in the process (i.e. display the benefits).			
Provision of information on student bus ticket types available			
Link with National Transport Authority and Dublin Bus in relation to routing.			
Car-sharing			
'Soft' Measures			
Set up a private campus car-sharing scheme on www.carsharing.ie. Limit access by email domain, so that only your employees and students can access your carsharing scheme.			
Promote your private car sharing scheme to staff and students (e.g. at a transport road show event - this could be as part of freshers week).			
Hold coffee mornings/a launch event for potential carsharers to find out what is involved & see a demo of the site & to meet others who they might car share with.			
Raffle the use of a parking space near entrances/reception for one carsharing group every month or something that will appeal to staff and students.			
Develop a carsharing policy			
Offer a Guaranteed Ride Home in emergency situations – where a lift is unavailable for unforeseen reasons. In practice this is very rarely used by employees, but is a good tool to address fears about getting home in an emergency. This could also be open to cyclists and pedestrian commuters. This could be trailed for staff and potentially considered for students following this.			

Promote the availability of the Go Car to staff for business travel and how they can avail of this. Also promote the Go Car generally to all staff and students for personal use if they register with Go Car individually.			
'Hard' Measures			
Allocate carsharing parking bays in a priority location (e.g. closest to entrances – this could be beside where the Go Car is currently parked) for car sharers			
Business Travel/ Technology-Assisted Trip Reduction			
'Soft' Measures			
Consider introducing a Travel Allowance that includes modes other than the car e.g. walking, cycling, public transport, carsharing, drive-alone car			
Record the number of meetings held using video or tele-conferencing and raffle a prize when a target is met e.g. increase usage by 50% over 6 months, 100th video-conference - record the carbon savings by using technology instead of travelling and publicise this to staff (and students where relevant).			
Promote availability of this technology to staff and students and provide demonstrations on how to use it and details of support available should difficulties arise when using the technology.			
All Modes			
Develop a marketing & communications plan (this could include keeping staff and students up to date on progress, developments and achievements made in relation to travel). This could link with the overall sustainability agenda of DCU and Green campus programme.			
Hold Green/Active Commuters coffee mornings			
Include travel information in employee and student induction packs and online in an easily accessible location on your campus intranet and student portal			
Provide incentives for active commuters			
Brand your campus' Travel Plan			
Direct all visitors & suppliers coming on-site to a 'how to get here' link/map online, with information on public transport routes & stops, cycle parking availability, taxi ranks, time to travel to site, cost of tickets etc. You can link to the national door to door, multi-modal Journey Planner on www.transportforireland.ie. Visitors and suppliers could also be directed to National Transport Authority mobile phone applications including: Real Time Ireland, National Journey Planner, Dublin Cycle Planner and Taxi Driver Check.			
Provide information and promote uptake of Leap Card, particularly for students and those for whom tax saver is not an feasible option			
Consider facilitating travel from DCU main campus to St. Patrick's College campus e.g. provision of fleet bikes.			
Consider providing travel information to students through website, induction pack/book and any other relevant mechanisms for communication.			
Other			
Liaise with HR and Management to identify employees who could work from home on a one-off/regular basis			
Consider including long-term contractors in schemes such as Cycle to Work and Tax Saver (if not already)			
Consider engaging with crèche in relation to car park and flexible options to facilitate staff and students using this as an option and therefore reducing need for drop offs en route – this could also impact on need to bring car on campus.			

Arrival & Departure Times

The majority of staff and students arrive on campus between 8.30 and 9.30am, and leave between 4pm and 6.30pm. With another group of respondents (13%) leaving after 7pm. As the majority of people arrive on campus within a short timeframe this may facilitate car sharing.
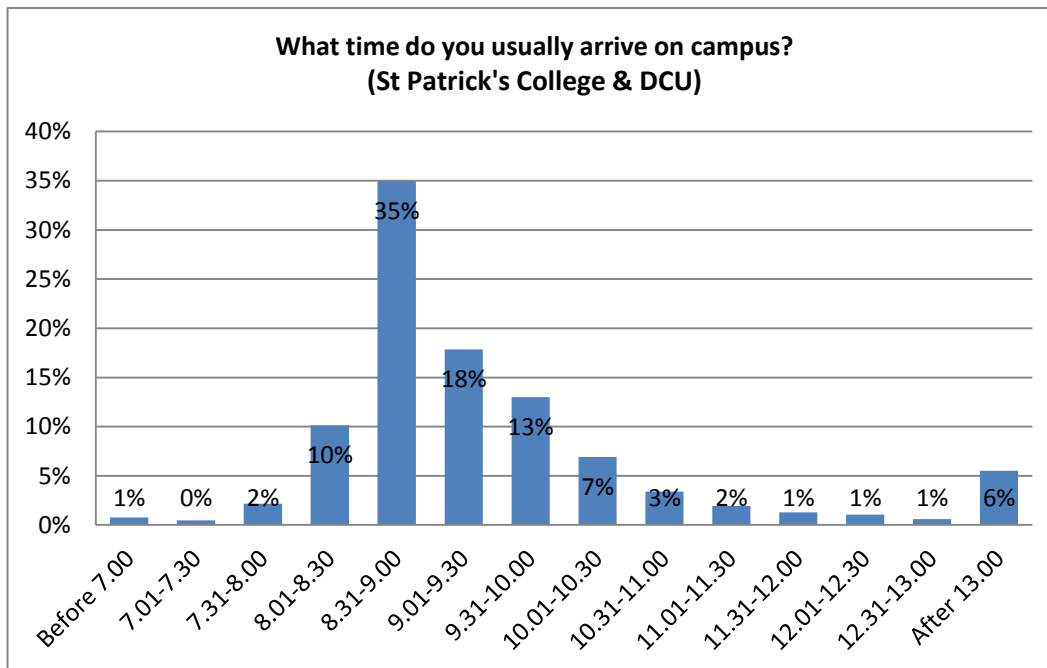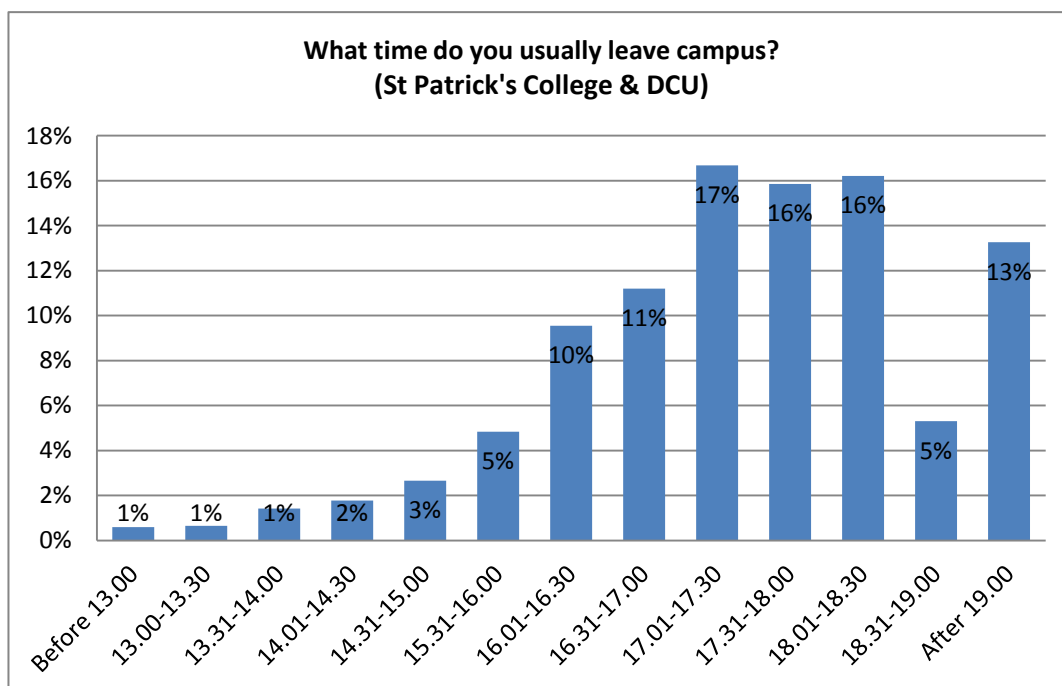
Figure 8 – Arrival Times

Figure 9 – Departure Times

Respondents' Profile

61% of respondents were female and 39% were male, with the majority of respondents in the 18-21 year age bracket (see Figure 11).

Figure 10 – Age Profile of Respondents

Please indicate your gender (St Patrick's College & DCU)

- 39% Male
- 61% Female
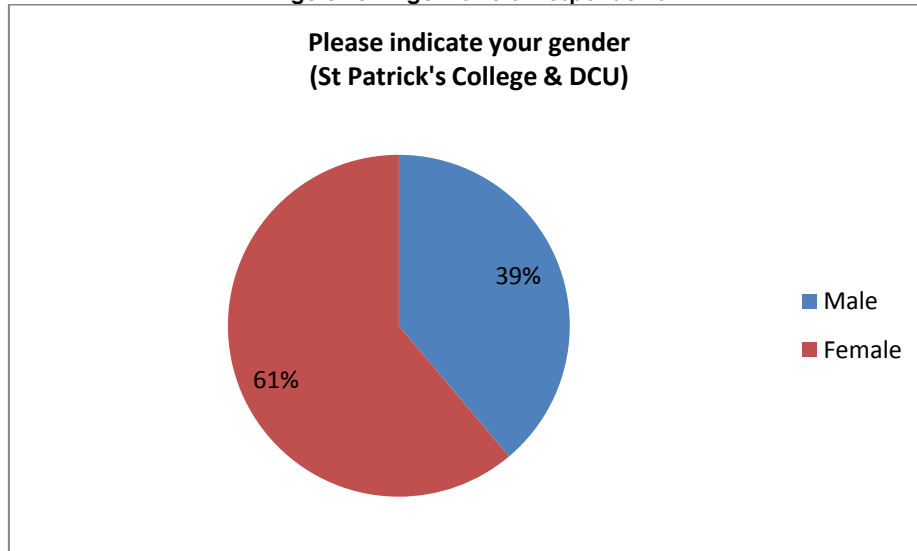
Figure 11 – Age Range of Respondents

Please indicate your age range: (St Patrick's College & DCU)

Age Range	Percentage
Under 18	2%
18-21	52%
22-24	10%
25-34	15%
35-44	11%
45-54	7%
55 or over	3%
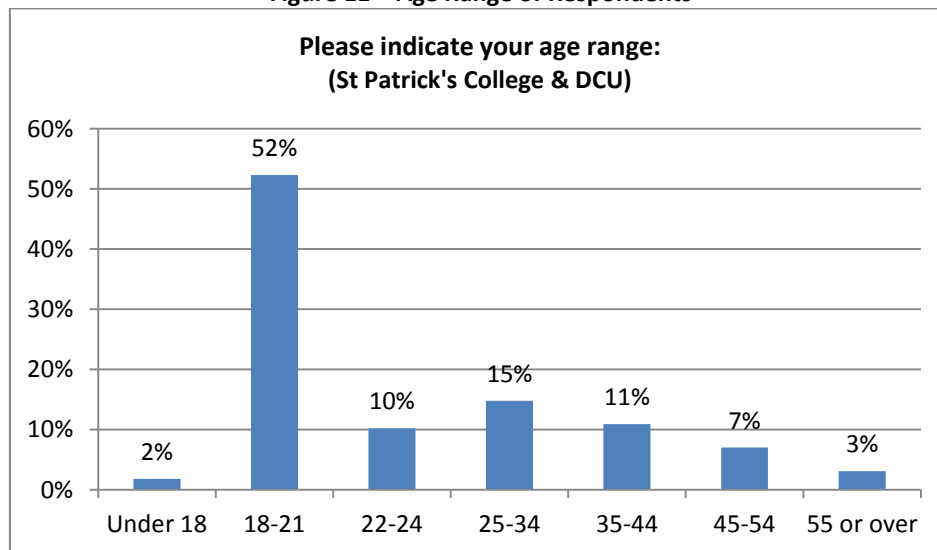
Figure 12 – Employee type (all respondents)

Employees please indicate which description suits you best

Legend:
- Academic Full time: 48%
- Academic Part time: 9%
- Admin Full time: 39%
- Admin Part time: 4%
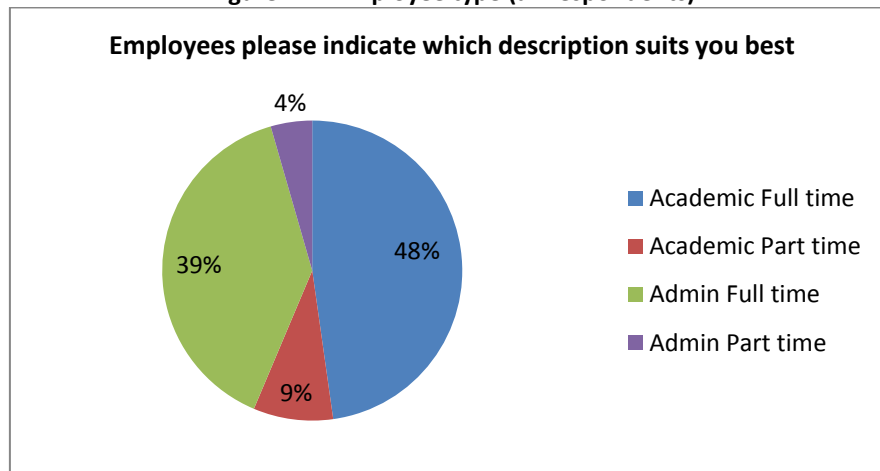
Figure 13 – Student Type (all respondents)

STUDENT, please indicate which description suits you best

Legend:
- Apprentice Full Time: 0%
- apprentice Part Time
- Undergrad Full Time: 79%
- Undergrad Part Time: 1%
- Postgrad Full Time: 13%
- Postgrad Part Time: 6%
- (1%)
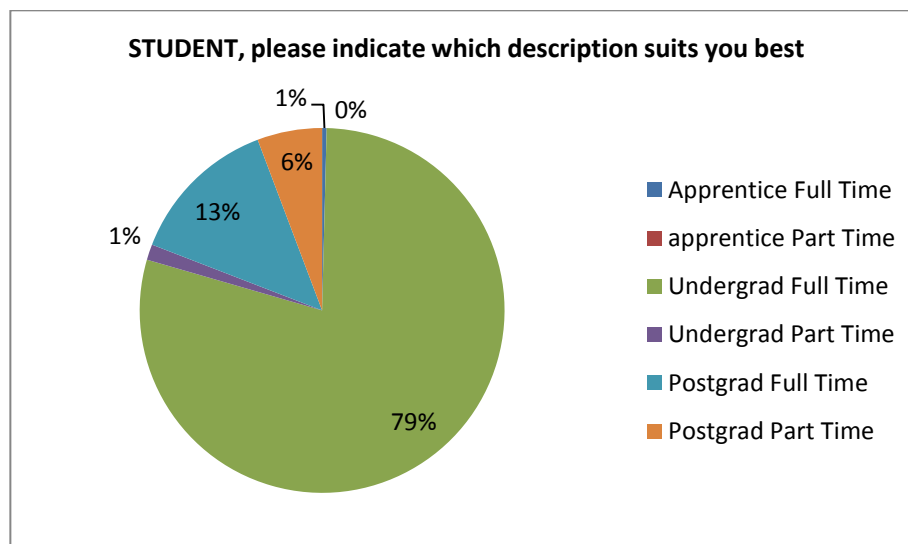
Figure 13 – Time taken to travel to work (all respondents)

**How long does it take you to get to campus?
(St. Patrick's College & DCU)**

Legend:
- Less than 15 minutes: 24%
- 16-30 minutes: 28%
- 31-60 minutes: 27%
- 61-90 minutes: 15%
- 91 + minutes: 6%
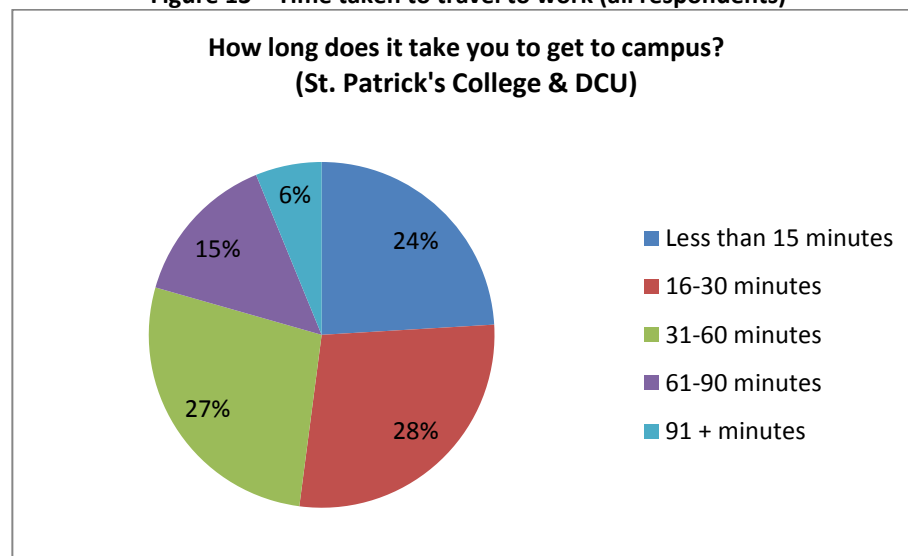
Cycling

- There are very few bicycle spaces available this year. Especially outside the business building.
- I could cycle more, but have no showers available nearby and the weather is too unpredictable.
- I am lucky enough to be able to walk or cycle through Albert College Park every morning. It's a very pleasant journey to work.
- I use the Sports Complex and you are not allowed to leave clothes in lockers, so need my car the days I am going to the gym. I am also going to college two nights a week so I find it more convenient re bags to bring the car
- The availability of covered bike racks.
- Bicycle lanes are sporadic, one side of road, disappear, potholes. Within campus no designated bike channels (excepting main access 200mts).
- The lack of secure bicycle parking facilities on campus is a concern given the number of bicycle thefts.
- Bicycle is cheaper than bus, faster, healthier and more environmentally friendly but for the main part it's because the bus is expensive these days and I save so much money cycling.
- Cheap, Healthy and fast (and reliable unlike buses). 40 mins by bike. 2 hours by bus from Dublin 16
- Don't want to sit in traffic or spend money. Like to stay fit.
- My bike is crap and has no suspension, speed bumps on the avenue are a curse. I would prefer to walk but it takes too long and I'm always in a rush in the morning!
- Too many bicycles stolen in DCU, this puts me off bringing the bicycle in.
- I would prefer to cycle but I need a car for various offsite meetings
- I am a new member of staff and am still trying to figure out the best way of getting to work. I need to drop my children to school on the way to work, which affects my time of travel to work. I have considered other modes of transport such as bus or bicycle. The nearest bus stop for a bus to DCU is quite a distance from the school and I do have some concerns about walking home as a woman in the dark evenings. I do not own a bike but am considering getting one under the bike to work scheme once I have settled into my new workplace.
- Fold up bike purchase discount scheme. I would have to travel by Bus/Train and cycle as I live too far away for alternative.
- If Buses from my area can't link any closer to DCU from Collins Avenue I believe I would be encouraged for the fold up bikes. I don't drive and won't be able to afford or maintain until such a time I obtain full time employment.
- The bicycle lanes going to and from the college are in need of a bit of maintenance work. I think more places to leave your bike around campus would be a good idea, particularly outside the library and the HG building.
- We need dublinbikes extended to DCU. Then I could cycle from Dublin city centre to DCU.
- Dublin needs to open up cycle routes away from the main car routes. Access to most estates is deliberately blocked making cycle travel in Dublin difficult.
- Parents form St Aidans School often park in or drive the wrong way up the cycle path when dropping kids off. Thus forcing cyclists into traffic. It might be beneficial for DCU to address this with the school.
- At my previous school, there were several bike maintenance stations set up on campus that were available for student use. These had all of the necessary tools (including an air pump) to perform small/medium repairs on bikes. Something along

these lines may be useful for international students or students from other cities who don't have any tools available at home

- Bike pooling is an interesting idea and I noticed on a recent trip to Sweden that Lund University seems to have a scheme, which you might be interested in investigating.
- I am thinking of using my bike (I could do with the exercise) but I would like more shower facilities made available after 10am in the morning as I sometimes would not be on campus until 1pm.
- Security and grounds staff should be riding EVs and bicycles about the campus instead of these big smelly cars and vans.
- To encourage cycling DCU should have a cycling club. Having this group would encourage cycling at DCU and give commuters a place to look for help if they are having issues.
- Also the metal tubes which we lock our bikes to can be easily sheared off from their mounts with a kick. This effectively releases the bikes attached.
- Safety in the surrounding areas and improved focus on parking especially on the shanowen road would be good for walkers and cyclists.
- Better, safer cycle lanes in dublin city routed to the campus - and not filled with potholes!
- Bike repair station or a bike shop on campus
- If bicycles were provided :)
- Need cycle paths on campus and on "Avenue" to Ballymun Road -- currently going over ramps is dangerous.
- Secured areas for cycle parking needs to be provided at bus/train stations
- More cycle parking needed!!!!!
- I have noticed an increase in security on campus this semester, and i must say, it does bring a bit of comfort.
- CCTV facing cycle parking
- Security is not good enough even with all the CCTV etc., several bikes stolen over the last 4 years.
- Allow cyclists to cycle to the bicycle shelters instead of having to get off and walk their bicycle.
- Most cycling facilities on campus already v. good.
- Secure bike parking available overnight would be very useful
- Showers should be free of charge, its currently €2 and the facility is terrible
- Cycle lanes on campus
- On campus dry cleaning and laundry
- The main reason I would not cycle is the lack of SECURE locations to park my bike. I would cycle if parking areas were only accessible to cyclists and had sufficient security.
- A bicycle maintenance area with tools in secure area.
- Fleet bicycles
- Drying room for gear is very important!!!
- Local spar should stock bike tubes, plus onsite bike pump
- Remove the horrible speed bumps along the Ballymun Road entrance!! That's the biggest problem with cycling in DCU, apart from not quite enough bike racks.
- Lay out explicit cycle lanes around campus, including mall. Establish cycle lane connecting Drumcondra (SPD) and Glasnevin campuses.
- There are currently only two publicly accessible showers on campus near the staff restaurant. These are electric shower which do not work (the fault had been reported but the showers seem very unreliable). There is also no locker available. The option of availing of the sports centre's showers is only available in the morning.
- Bicycle repairs on campus
- At the moment we have to wash ourselves with baby wipes in toilet cubicle after cycle and nowhere to dry wet gear (St Patrick's College)

- Have a code or swipe card system for Bike security lockup.

- Travel expenses for travel on University business for journeys made by bicycle should be reclaimed, this is already in place in Strathclyde University.
- Facilitate exchange and sale/purchase of 2nd hand bicycles, helmets, locks etc.
- Cycle to work scheme for students?
- Offer financial/food-based incentives for regular cyclists
- Again, remove those speed bumps because they're so steep they're dangerous. Also, the barrier outside Albert College forces cyclists onto the path.
- Most of the time my lectures start after 12, so getting a shower before 10am would not be of any use to me. Possibility of having showers after 10 might encourage more people to cycle? :)
- I would love to be able to buy a second hand on campus. As someone said in response to the "bike to work" scheme. Buy a bike but leave it at home for fear that it might be stolen. Use your old bike to come to work! Maybe there is a forum in which I can buy a second hand bike.

Walking

- I would probably walk more often if I did not have so much to carry!
- I have the choice to walk or cycle. DCU should be commended for the number of bike racks it has, but sometimes they are full, which would lead me to consider walking.

Public Transport

- Would it be possible to provide a bus that goes from Malahide to St. Pat's (Drumcondra)? Thank you
- Sallins is the most popular commuter town on the Heuston line. I do not understand why the LEAP card will cover all bus/train/Luas transport up to and including hazel hatch ad celbridge but not Naas. There is a huge gap in the market here and surely a 'short hop' could include a commuter town such as Sallins and Naas.
- Simply enough, if I could 100% reliably get from Clondalkin to DCU for 9am by leaving my house at 7.45am using a bus I would. Same goes for coming home. But I got 4 buses a day for the best part of 6 years and the delays that sometimes happen are unacceptable. So a car is pretty much my only option.
- A bus went from Drogheda directly to DCU campus daily on a regular basis that would be ideal.
- Details of near/ safe/ clean hostels would be appreciated by the long distance commuter, in case the last train is missed
- It would be great to have a coach or any sort of connection from the south side to DCU over the m50.
- The leap card is more expensive than the rambler cards. The 30 day student rambler works out at €3.05 per day for an unlimited number of journeys, whereas the leap card is capped at €6 per day. The luas and dart are of no use to get from malahide to dcu, so the leap card has no advantage. I travel outside rush hour, to avoid the traffic.
- Should be a bus that goes the length of Griffith ave or Collins ave, a loop from O'Connell st to Fairview to DCU Collins ave to Ballymun road to O'Connell st or just back and forth from Albert College Ballymun Road to Clontarf dart station via Collins Ave.

- I used to try to travel on the dedicated DCU bus, the 116, but it was always full by the time it came to my stop, though passengers were commuters getting off in the city centre.
- The bus needs to be more reliable and cheaper. There needs to be a cycle lane between Collins avenue and Killester.
- Weekly commuters from outside Dublin more likely to engage in car sharing initiatives if notified.
- The 104 bus is a great bus service to DCU, but it only runs once an hour which is not very convenient.
- Complicated to get to by bus.
- I spend over 10 hours a week sitting on a bus to and from campus and it costs around €40.00 a week at the cheapest
- I don't have a car. The public transport from my home takes 2 hours and as a single parent I could not do this on a regular basis. Would be interested to know about a DCU bus/coach option.
- No buses go from Beaumont up to DCU; hence I use the car. Anyway, have to drop dog off in doggie day care 3 days so prob wouldn't use bus anyway then.
- I live in Rolestown the Dublin bus 41B (glad to have) is very infrequent, as such I get a lift to ballymun where the driver proceeds onto the M50 and I walk to campus.
- As I live in donabate my only options are a train to connolly station and then I would need to get from there to DCU, or a bus to swords, and then a second bus from Swords to Whitehall church, followed by a walk to DCU
- I live in Dublin 13 (Clongriffin), which is 'so near and yet so far' from DCU - only 25 mins from DCU by car on the M50, but public transport requires travelling in to the city-centre and back out again, which is annoying and really time consuming! (1+ hours)
- I have to get two buses and it's very time consuming (over an hour) whereas via car it takes 29 minutes.
- 2 Dublin buses required from malahide to dcu. dcu shuttle bus too expensive/not enough info. I mean i know there was recently a bus service launched for DCU - malahide, but i dont know much about it and i think it was quite expensive. Also I may not have a lecture til 11 or 12 and dont want to be in here at 8:30
- I would probably get a bus if there was a direct route and it was a regular and reliable service.
- I usually travel by train to Dublin Connolly. However, public transportation options from there are rather poor, necessitating a walk to O'Connell St. for a rather slow journey to DCU. When under time pressure, I take a taxi to campus.
- I live in a village in Meath and the nearest bus stop is 5 miles away so I rely on my car for transport. If the planned reopening of train line happened I would use the train to go into Dublin.
- It costs so much as I have to get a luas and a bus. Its just easier to drive
- The DART doesn't go close enough to DCU which leaves me having to get two buses each way every day (4 buses total per day)
- Travelling by car is much quicker than getting train and bus. Frees up time for study.
- If the weather is bad and, depending on what I am working on, I try to work from home or from a library closer to where I live (UCD Library, Trinity Library). If it is raining it can take me over two hours to get from Dundrum to DCU on the bus.
- I use the car because it is the quickest, the cheapest and less complicated option. I would use the train/bus more frequently except that: (i) the train into Drumcondra is

overcrowded, even early in the morning (7.20 departure from Castleknock) (ii) the expense - if I were to take the train/bus option to and from Work (Castleknock-Drumcondra-DCU), I would have to pay in the region of €10 daily.

- Set up car parks on the edge of the city where people commuting from other counties to park and get public transport from
- I think the bus routes that serve DCU are good- there is a good variety and they are very frequent especially if you are travelling from the city centre.
- The bus route to DCU does not go anywhere near Marino Campus accommodation and it would be unsafe to walk.
- I use my car because from Castleknock to Dcu there is no direct bus to the college. Also I could get the train which isn't too bad and either walk/get a bus from Drumcondra but you have to time everything perfect. You could end up waiting a while for the bus at Drumcondra. So in my opinion driving is quicker. However if I was going out with my friends in the evening I would defo take public transport incase we ended up drinking.
- The new student car park is great. It would also be handy to be able to drive through campus from on entrance to the other. If the car park at one side is full it takes too much time to drive and sit in traffic and then in the other entrance.
- All direct cross-city/expresso Dublin bus routes serving DCU from my home area have been retired over the last c. 5 years (46x, 58x, 746). Reductions in peak time service frequency means buses are frequently overcrowded or full (missing pick up at busy stops in peak hours), making travel much less comfortable and/or much slower. There are no relevant Luas or Dart services. There is (finally) a system of integrated ticketing, but still no sign of integrated (zonal or time based) *fares*. The Dublin Bikes scheme does not reach DCU. Dublin transport investment has been dominated by the M50, promoting car transport. In these circumstances, I am progressively reverting from primarily bus transport to primarily car transport using M50 (but max route length + min occupancy = max carbon intensity).
- Ideally, I would walk to and from work every day (it takes 40 minutes). For a variety of logistical reasons, this isn't always possible, with the result that my most frequent mode of transport (as indicated at Q1 above) is the bus. A very significant reason the **bus** is so **attractive** is the availability of **apps** which mean that **I know even before I leave the house how best to time myself** so as not to have to wait. This is also extremely important for me in terms of getting from DCU to the linked colleges and back again (which I do for work reasons, very frequently). I used to have to take the car any day I had a commitment in a linked college. Now, thanks to apps, I know exactly when to leave my office so as not to have to wait, and I know I can be on time for my appointment in the linked college. This is a significant improvement re public transport which I think people don't appreciate enough. Ideally, though, I would actually walk from DCU to the linked colleges, but I don't because I can't justify the time it would take.

Car Sharing

- Time tabling differences cause difficulties car-sharing.
- If I could car pool that would be so cool. I hate the bus.
- An organized shared taxi service in DCU, that can be pre-booked, would be advantageous. This could be used for both business meeting travel and personal travel to/from campus. This could cut down on business and personal expenditure

and also be more environmentally friendly. How about a few DCU-based electric car taxis?

- Comfort - driving is door-to-door in the warmth with radio. For public transport I need to take 2 buses, which is cumbersome and expensive. The 4 buses per day/ 20 buses per week is more expensive than petrol costs for the week.
- Due to the subsequent rise in insurance and the possibility of compensation claims for any so called accidents means the car sharing could be a problem. If this could be sorted out beforehand then car sharing would be an attractive proposition.
- Because I don't like to depend on anyone else to get me into or home from college.
- I give a lift to 2 other people from my work place and I know them quite well. I would be weary of giving people I did not now lifts.
- I wouldn't like to share my car with a stranger.
- My personal space plus I'm in college at random hours I don't want to worry about having to pick someone up from somewhere, or worry if I'm late and also if I decide in the morning I'll go in later
- Need autonomy of being able to come and go as I please. Can't be waiting for others! Might be alright sometimes and happy to give others a lift if they are going exactly when I am.
- Prefer not to be reliant on others for time-keeping. Also dropping off kids at various stages.
- social stress
- Awkward situation of petrol money

Other

- Better connection from DCU to rail; and better facilities for cyclists on rail and at rail stations
- See earlier responses. Note that the cost of parking at train stations is a BIG disincentive to using the train from Enfield. Buses are worse in this respect in Enfield as there is no dedicated parking facility (i.e. park-and-ride), paid or otherwise, for them.
- More flexible creche options on campus (they currently don't accept part time babies or toddlers), so that I wouldn't have to use an offsite creche
- Better public transport system from Co. Meath in to Dublin
- A train service would greatly enhance the possibility that I would use public transport, even more so than bus.
- metro
- Higher frequency of buses going into town
- I live outside Dublin, it there were footpaths and lightening I would be happy to walk to the bus even though it is some distance away.
- Motorcycles/scooters are really underappreciated in terms of green credentials. Having been on the DCU campus since 2008 I have seen a significant uptake in motorcycle/scooter use but there has been a reduction of spaces available on campus and the removal of the motorcycle/scooter parking rate. Hence an increase of over 500% for campus parking.
- Many thanks for your work and dedication to sustainability in DCU!
- There should be dedicated car parking in the crèche car park for staff with children in the crèche. The other car parks are a distance away and it is very difficult to get small children across campus in bad weather conditions etc. Also the uncertainty of whether you will get a space in the morning is very stressful and if you don't it can add up to 40 mins to your day between unloading buggies etc. in the other car parks. Also the other users in the crèche car park speed past the crèche and park illegally beside cars making it impossible to get children into car seats.
- I believe there is a lack of car parking within the university. I reside in the local area and the amount of cars parked in the local area is unacceptable. These are parked

outside homes, blocking drive ways especially when householders require building works , skips deliveries . I have witnessed drivers dumping their rubbish outside their car and leaving this on the street. The university should enhance the local area not burden. Thank you.

- I think the cost of parking in the multi-story is very high. Access to the student car park at the back of the Nursing should have a front entrance at Collins Ave because, I have driven around and found no parking spots and then you have to go back out the Ballymun exit and you cannot take a right hand turn. Therefore, you waste about a half hour in the mornings and in the evenings, with the traffic it's a nightmare having to turn back on yourself... I don't park out on the road or around the housing estates close to DCU because I don't think its fair on the people who own those houses, so we really need an entrance for that car park on Collins Avenue.
- A shuttle bus between the 2 campus'. The library in Pats is quite small and so when we have a reading to do the books are always gone before we can get there. I hate ruling out DCU library but I have to because it's too inconvenient to go there.

Cycling Infrastructure

- Campaign for safe and efficient cycling lanes. Should check the new lanes to swords past the airport for examples of unsuitable new development. The lanes are spacious and built with good surfaces but shared with pedestrian and routed through pedestrian crossing with diversions. If cycling is to be taken up as a mode of commuting for journeys longer than 10km the lanes should be optimised for safety and efficiency/speed.
- The lack of adequate cycle lanes in Fingal mean I cannot - safely - cycle from my home in Swords to DCU.
- The condition of Richmond road is offputting for the use of a bicycle
- designated cycle routes or alternatives to N2 or M3 or M50
- The cycling Lane should be extended up Glasnevin avenue
- Dublin needs to open up cycle routes away from the main car routes. Access to most estates is deliberately blocked making cycle travel in Dublin difficult
- Some streets are particularly dangerous for cyclists on my commute. Church St, particularly heading south. Bridge St Upper, poorly laid out cycle lanes on St Mobhi Road.
- In general the cycle path network in the area is patchy and dangerous/ inconvenient to use. e.g. there is a bus-stop pole in the middle of the cycle-path in front of Na Fianna on Mobi Rd.
- Cycle lanes that use a section of footpath and then disappear. This leaves cyclists and pedestrians competing for the same stretch of footpath. This happens on the N1 northbound between Griffith Avenue and Whitehall. On Mobhi Road the northbound cycle lane actually crosses the road at one point with the implication that cyclists should dismount, wait for the pedestrian light and then proceed up the right hand site of the road on a bike lane that is not separated from the footpath and is not wide enough for more than one bike. These badly planned and totally avoidable issues make cycling less pleasant and considerably more risky than it should be. A system of clearly defined and logically thought out cycle routes stretching the whole way from the city to the DCU campus would make taking the bike to work a much more attractive option.
- One of the most useful things that DCU could do is to lobby the local authority to improve the cycling infrastructure on the two main cycle routes to the campus (the N1 via Drumcondra and the Phibsboro-Mobhi Road-Ballymun Road route). Both have dangerous and illogical sections of cycle lane which make things confusing and dangerous for both cyclists and drivers. Here are just a few examples gathered from several years of cycling these routes: The cycle lane on the section of the Ballymun Road running downhill from Albert Park to the junction with Griffith Ave is so potholed that it is a serious safety hazard. It's very difficult for cyclists to safely cross the Ballymun Road to enter the campus by the Ballymun Road entrance. Are they supposed to use the pedestrian crossing? Who knows. If so, they have to leave the road and pull up on the footpath in fast moving traffic.

Public Transport Routes and Services

- Suggest DCU investigate a private DCU bus fleet

- Only that a cross-city bus link that ended the need to travel in and out of the city-centre would be great!
- Students should get reduced rates. A child pays only 80cent with the idea they can get to school cheaply and a pensioner travels free. Why is there nothing for third level students, who are expected to pay the same as adults. even cheaper travel between certain times would aid the financial burden put on students somewhat.

- Just that could there PLEASE be a Dublin bus route that went up the entire length of Collins Avenue, or at least from the Malahide road, up Collins Avenue and directly to DCU.
- There was originally a private bus service to and from DCU that covered the Sutton, Baldoyle, Portmarnock and Malahide areas, however this was very poorly advertised which I believe is the reason that there wasn't a huge amount of interest. I am aware that there is a large number of students living in Malahide alone, and if this bus had only been promoted better, it would have been full almost every time it departed! I think it is disappointing that this bus no longer runs, as travel to and from DCU by Dublin bus is expensive and time-consuming.
- I usually get the luas and bus, instead of just getting the bus the whole way in as I know the bus is stuck in gridlock in from Clonskeagh through Ranelagh from 8-8.30am, so instead I get the luas into town in the mornings.
- The bus 11 goes straight away from my home in Sandyford to DCU, but it takes so long "The bus pass is really overpriced for students !!
- Used to be a bus from Bray/Shankill but the route was closed and now its 2 bus trips and dart to get to campus = nightmare
- From the Cabra/Navan Road area, although relatively close to DCU (<5km) there is no direct bus service - timewise it can take up to an hour to get to & from work. - hence it is much easier to take the car!
- I live in Clarehall, approximately 9.5km from DCU. Buses require a lot of walking, as there is no Clarehall - DCU route. The journey takes an hour or more.
- There is no bus direct bus available from Blanchardstown to Ballymun.
- I live in Ratoath and there is a bus which goes between there and DCU but it is unreliable and can take over an hour for a journey which only takes 25 minutes.
- Lack of public transport from Donnycarney to Dublin 9.
- Lack of connecting public transport from Raheny to DCU
- Direct bus (9) takes ages due to the circuitous route
- no regular direct bus from Baldoyle to DCU
- There is no Dublin bus that goes by the campus on the east of north Dublin. I live in Raheny. The quickest route by bus is the 17a which is a half hour walk from my house and the bus journey itself takes about 50 minutes
- I live in Luttrellstown Castleknock and although the journey only takes 25 minutes to drive to DCU across the m50, there is no direct public transport alternative. I would have to walk 2 miles to pick up the 17a or the 220 Dublin Buses, I don't mind the walk, but it's the time that is precious. It would be great if either of these buses came a bit closer to Luttrelstown.
- I don't drive and there is no other alternative. I get a bus to Coolock and then the 17a. The monthly bus ticket costs 91 euro, and he price will rise again soon. Its very expensive, there needs to be a bus that goes up the WHOLE way of Collins Avenue. So many people would use this, people (like me) travelling up the Malahide road or people living in the Marino/Donneycarney area. At the moment it takes 90 minutes for me to get to DCU, which by car is 20 minutes away. With a Dublin bus that went up the full length of Collins avenue up to DCU, it would take just 30-40 minutes which would be a massive improvement for me and many others. I do not have a bike, I would cycle more if I did, a Dublin bus that goes the entire way up Collins Avenue would be perfect.
- There needs to be a form of public transport that goes through Raheny to DCU and operates regularly. The 17a is sometimes okay but it always leaves you in late or there is always a high buildup of traffic.
- Bus Eireann run a DCU bus which stops outside pats from Naas at 7.00am but it is highly unreliable and pointless if I don't have a lecture till later!
- There's no direct bus route from my house, which is on Fassaugh Road, Cabra, to St. Patrick's College. I would have to get two buses which takes longer than just walking, There are several other students in my area with similar problems.

- A bus that goes from howth/malahide area through raheny village up to killester up collins avenue to dcu
- Bus routes from Killester/Donnycarney/etc are very poor - only the 104 which drops you 800m short of DCU.
- I could take the 109A route to work but its not sufficiently reliable in the winter
- Better links between green Luas and north side transport
- This assumes that Dublin Bus is the main link to campus - I live in Bettystown, if there was a train stop there (rather than Laytown), AND a better bus service to DCU, it might be an option but I'm not holding my breath!
- The 11 and 13 buses are very irregular from St Pats to DCU and generally you'd end up waiting up to half an hour for a bus, so it makes more sense to walk and get there in 25 minutes, unless the bus happens to be less than 10 minutes away!

Front of gate
- As a car driver, I find it can take a ridiculous amount of time to actually get into campus from Collins Avenue due the traffic lights sequence at the entrance to the campus - when the green arrow finally comes on it just about lets in 3 - 4 cars before going red again and then there is a huge wait for the lights to go green again, with drivers having to queue all the way down Collins Avenue. If the council, or traffic light maintenance people, were to fix the lights to change more frequently there would not be such a traffic hold up outside. Probably nothing to do with this questionnaire but it is to do with my travel to work. I can get down the M1 from Stamullen in 25 minutes and then spend about 15-20 minutes sitting outside DCU trying to get past the lights!! This is something that I am sure CAN be fixed if the council was to be contacted.