DCU Travel Survey of Staff and Students April 2017

Introduction

1,136 people responded to the DCU travel survey, which was conducted online through www.surveymonkey.com between 3rd of April and the 28th of April 2017. This represents a response rate of 38% staff and 2% student based on 2,020 staff and 15,845 students.

Overall the response rate to the survey is significantly lower than the 2016 survey, this decrease is in relation to student responses which reduced from 1,848 (74% of responses) in 2016 to 357 (32% of responses) in 2017 and a slight increase in staff responses from 637 (26% of responses) in 2016 to 762 (68% of responses) in 2017. This huge shift in respondent type will have a significant impact on the survey results as staff report higher car dependency for commuting to campus. As the response rate among students was so low it is deemed unrepresentative and therefore this report will only consider staff responses. A few exceptions will be made where commentary from students will be included, this will be stated in the report.

Summary by Mode

The largest proportion of the staff respondents to the DCU Travel survey travel to campus by car (46%), followed by bus, mini bus or coach (22%), on foot (12%), bicycle (11%), train or DART (5%), passenger in a car with driver going to same destination (1%) and passenger in a car with driver going to different destination (2%), Luas (1%), working mainly at or from home (<1%), lorry or van (<1%), travelling by other means (<1%) and by taxi (0%). Occasional mode of travel can also be seen in figure 2.
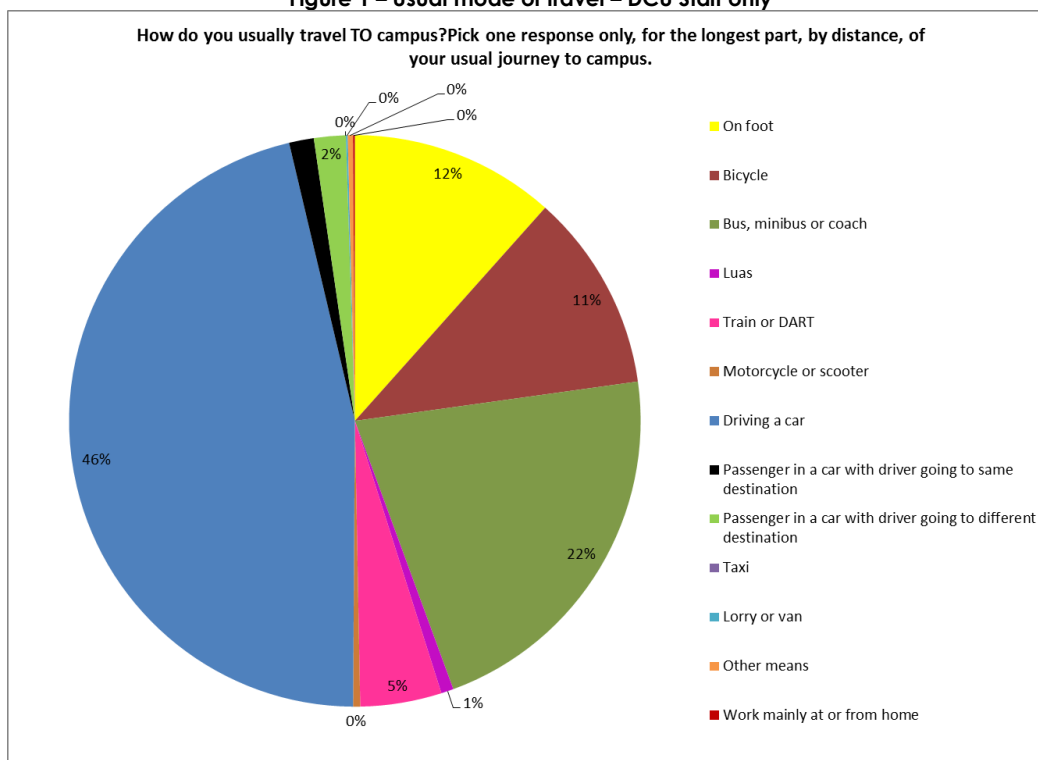

Figure 1 – Usual mode of travel – DCU Staff only

How do you usually travel TO campus? Pick one response only, for the longest part, by distance, of your usual journey to campus.

- On foot — 12%
- Bicycle — 11%
- Bus, minibus or coach — 22%
- Luas — 1%
- Train or DART — 5%
- Motorcycle or scooter — 0%
- Driving a car — 46%
- Passenger in a car with driver going to same destination
- Passenger in a car with driver going to different destination — 2%
- Taxi
- Lorry or van
- Other means
- Work mainly at or from home

Figure 2 – Staff: Occasional mode of travel
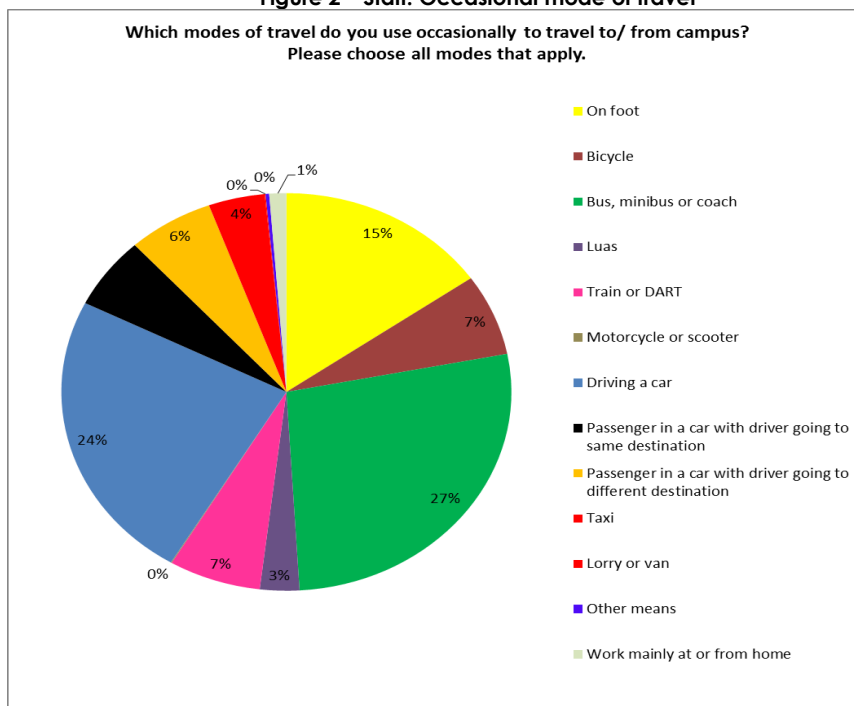
Changes from January 2016 to April 2017 – Staff only

The last travel survey was conducted in January 2016. Since then positive changes in relation to regular mode choice for staff can be seen. An increase in walking, bus, train and a decrease of 7% in car has been reported, see table 1 below.
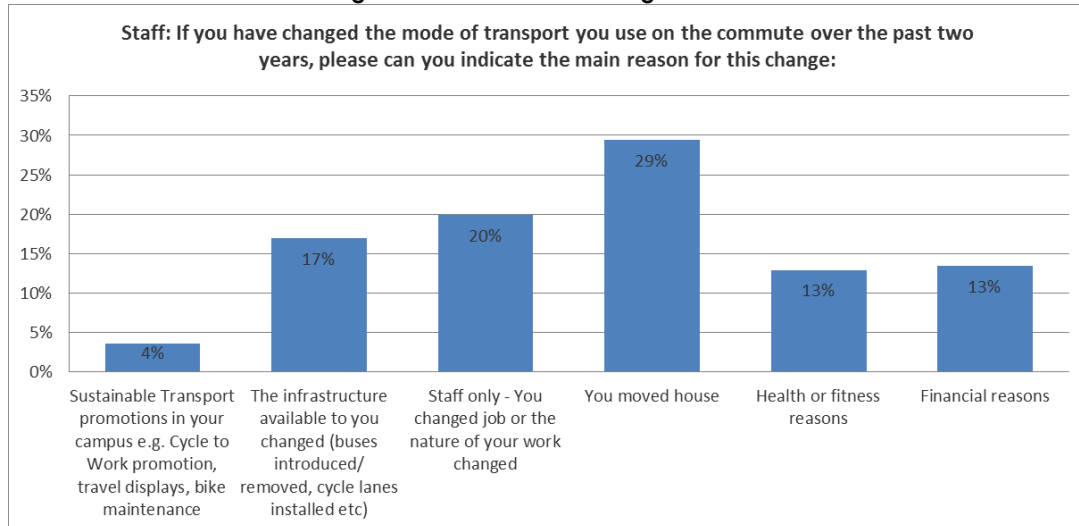
Table 1: Comparison of regular mode of travel to DCU January 2016 staff responses V April 2017 staff responses

Staff comparison 2017 V 2016			
Regular mode of transport to DCU	**2017**	**2016**	**Change**
On foot	12%	11%	Up
Bicycle	11%	13%	Down
Bus, minibus or coach	22%	15%	Up
Luas	1%	1%	No change
Train or DART	5%	3%	Up
Motorcycle or scooter	0%	1%	Down
Driving a car	46%	53%	Down
Passenger in a car with driver going to same destination	1%	2%	Down
Passenger in a car with driver going to different destination	2%	1%	Up
Taxi	0%	0%	No change
Lorry or van	0%	0%	No change
Other means	0%	0%	No change
Work mainly at or from home	0%	0%	No change

Reason for changing mode of transport

Staff reported moving house as the main reason for changing their mode of transport in the past 2 years (29%) followed by change of job/nature of work (20%), change in infrastructure available (17%), health and fitness (13%) and financial reasons (13%). A small proportion also reported changing due to sustainable transport promotions on campus (4%).

Figure 3: Staff reason for change of mode

Staff: If you have changed the mode of transport you use on the commute over the past two years, please can you indicate the main reason for this change:

Reason	Percentage
Sustainable Transport promotions in your campus e.g. Cycle to Work promotion, travel displays, bike maintenance	4%
The infrastructure available to you changed (buses introduced/removed, cycle lanes installed etc)	17%
Staff only - You changed job or the nature of your work changed	20%
You moved house	29%
Health or fitness reasons	13%
Financial reasons	13%

Comments received in relation to changing mode are listed in appendix 2.
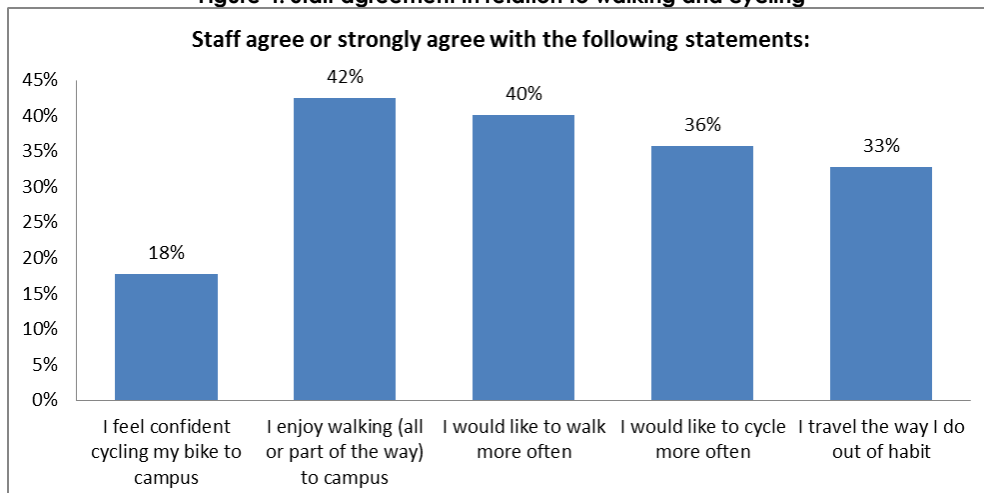
Walking & Cycling

12% of staff respondents regularly walk to DCU and 11% cycle to campus. A further 15% walk and 7% cycle on an occasional basis. 10% of staff who are regular car drivers (34 people) stated travelling to campus on foot and 7% (24 people) by bicycle occasionally.

5% of regular car drivers live **within 3km** of campus, they could be targeted for regular and occasional walking on the commute. A further 12% of regular car drivers live **between 3-5km** from campus, regular and occasional cycling on the commute could be promoted to this group.

16% of respondents who were regular car drivers live **between 5-10km** of their campus. These staff and students could be targeted for occasional cycling on the commute.

Figure 4: Staff agreement in relation to walking and cycling

Staff agree or strongly agree with the following statements:

Statement	Percentage
I feel confident cycling my bike to campus	18%
I enjoy walking (all or part of the way) to campus	42%
I would like to walk more often	40%
I would like to cycle more often	36%
I travel the way I do out of habit	33%

18% of respondents agree with the statement that they feel confident cycling their bike to campus. 36% agree that they would like to cycle more often. 42% agree that they enjoy walking (all or part of the way) to campus and 40% would like to walk more often.

There is an opportunity to encourage and support these staff to walk and cycle on the commute. For example cycle skills or buddy up trips could help to build cycling confidence. Walking promotion and incentives could be used to encourage and facilitate these people to walk more often.

33% of respondents state that they travel the way they do out of habit. 26% of respondents who are regular car drivers state that they travel the way that they do out of habit. Therefore there may be an opportunity to shift some of the respondents from this group into sustainable modes of transport.

Public Transport

28% of respondents (204 people) are already using public transport. It appears that there is further scope to increase regular use of the bus, luas or train as a further 56% of staff occasionally use public transport (414 people), meaning that they have access to services. 33% of staff respondents who are regular car drivers (171 people) stated that they would like to use public transport more often.

29% of staff respondents agreed or strongly agreed that public transport is convenient for their commute. 39% stated that they would like to use public transport more often and 51% stated that they try to use sustainable modes where possible.

**Figure 5: Staff agreement in relation to public transport**
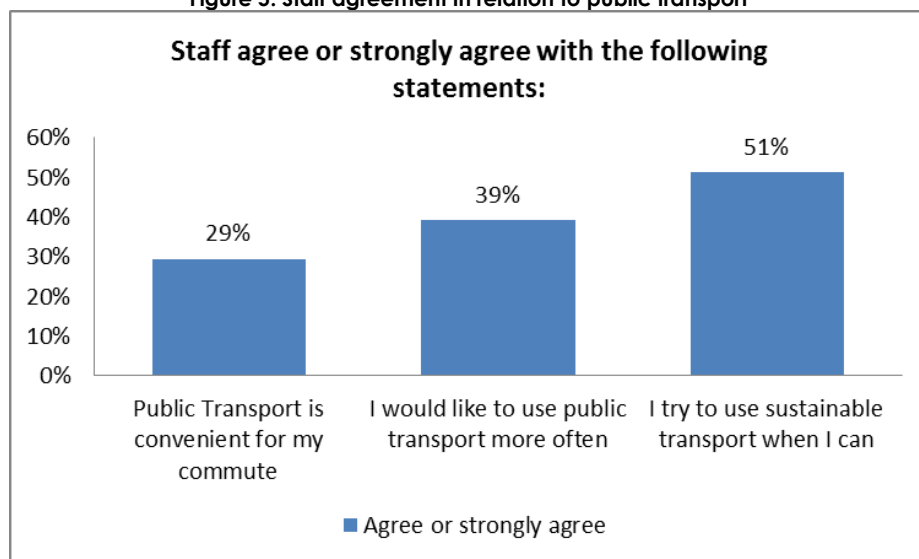
While car sharing is an option in terms of more sustainable travel, it should ideally be targeted at those currently driving alone, i.e. avoiding staff and students switching from other modes such as active travel.

Informal car-sharing is happening, with 2% of respondents regularly travelling to campus as a passenger in a car with driver going to same destination, and 1% of respondents reported travelling to campus regularly as a passenger in a car with driver going to different destination.

The majority of staff arrive on campus between 8.00 and 10.00am. As the majority of people arrive on campus within a short timeframe this may facilitate car sharing.

Figure 6: Staff arrival time on campus
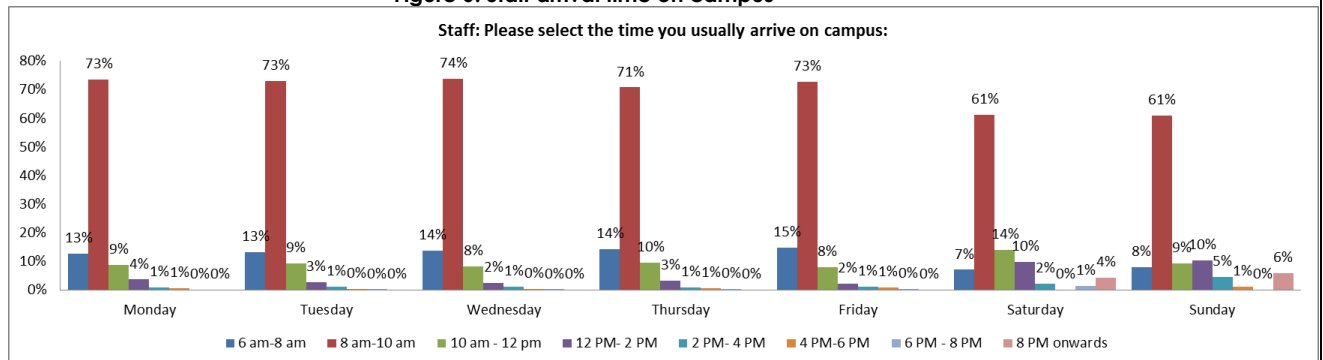
24% of staff car drivers (77 people) stated that they would like to car share more often. 63% (215 people) state that they drive to campus due to lack of alternative and 73% (247 people) state it is the more effective way to commute, see figure 7 below.

26% of staff drivers state that they have difficulty finding a parking space and a further 36% report having difficulty sometimes, see figure 8 below.

The most popular parking location is the multi-story car park on the Glasnevin campus CP1 (42% (143 people) followed by DCU Glasnevin CP2 22% (74 people), see figure 9 below.

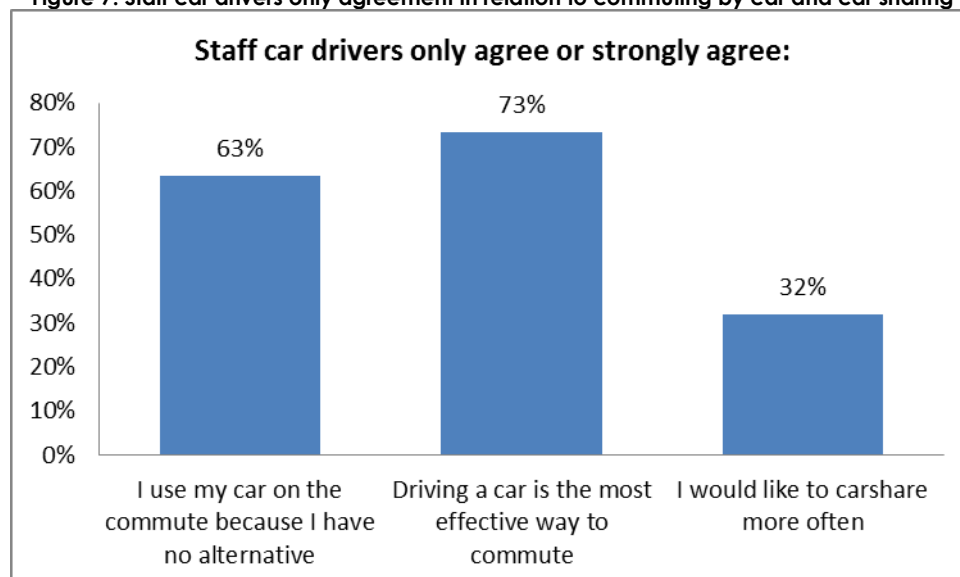**Figure 7: Staff car drivers only agreement in relation to commuting by car and car sharing**

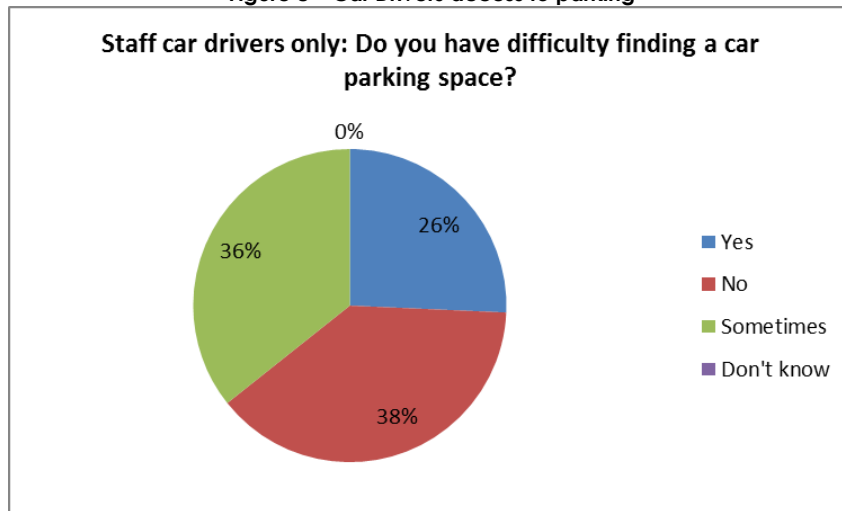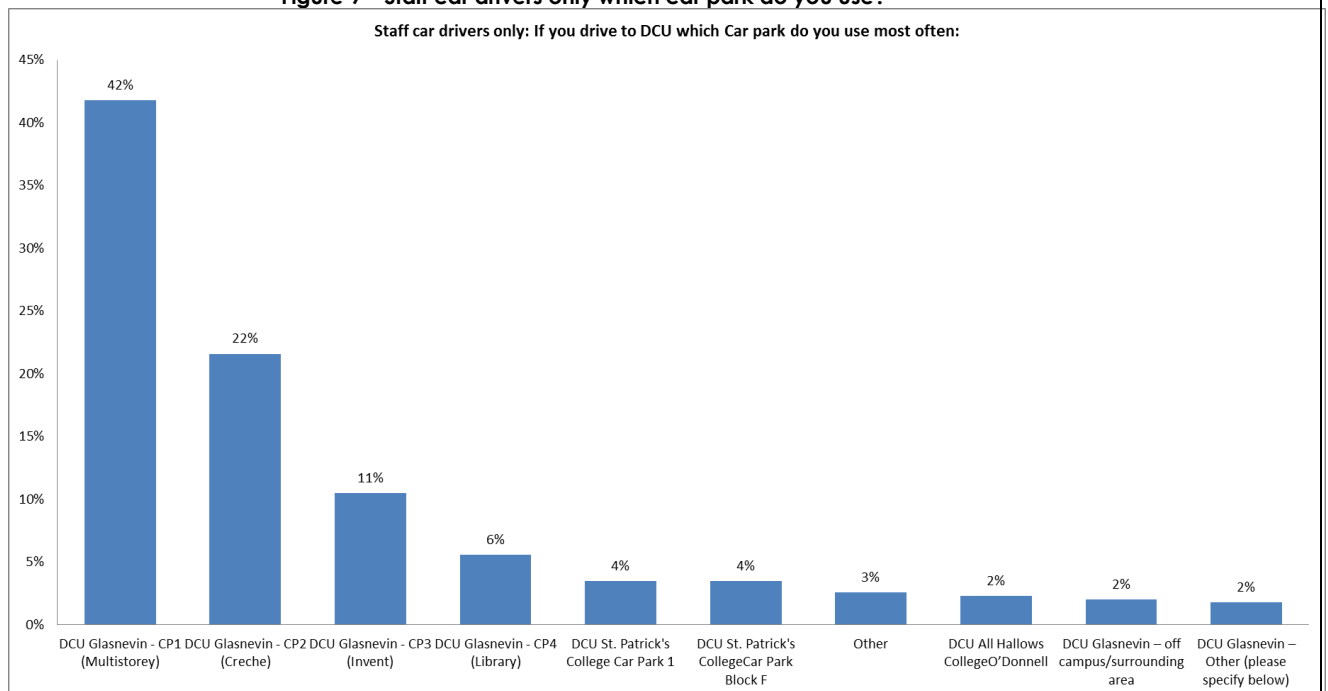**Figure 8 – Car Drivers access to parking**

Staff car drivers only: Do you have difficulty finding a car parking space?

- Yes — 26%
- No — 38%
- Sometimes — 36%
- Don't know — 0%

Figure 9 – Staff car drivers only which car park do you use?

Staff car drivers only: If you drive to DCU which Car park do you use most often:

Car park	%
DCU Glasnevin - CP1 (Multistorey)	42%
DCU Glasnevin - CP2 (Creche)	22%
DCU Glasnevin - CP3 (Invent)	11%
DCU Glasnevin - CP4 (Library)	6%
DCU St. Patrick's College Car Park 1	4%
DCU St. Patrick's CollegeCar Park Block F	4%
Other	3%
DCU All Hallows CollegeO'Donnell	2%
DCU Glasnevin – off campus/surrounding area	2%
DCU Glasnevin – Other (please specify below)	2%

The following carparks had 1% or less of respondents saying they used them:
- DCU All Hallows CollegeOther (please specify below)
- DCU St. Patrick's CollegeCar Park 2
- DCU St. Patrick's CollegeCar Park 4
- DCU All Hallows College Purcell House
- DCU St. Patrick's CollegeCar Park 6 (P&D)
- DCU St. Patrick's College Other (please specify below)
- DCU St. Patrick's College– off campus/surrounding area
- DCU St. Patrick's CollegeCar Park 3
- DCU St. Patrick's CollegeCar Park 5
- DCU All Hallows College– off campus/surrounding area

Other parking locations cited in free form text box:
- My parent's house
- New spaces behind the Cregan library

- Park in a local housing estate.
- Residence Glasnevin
- Housing estate
- On street
- DCU Alpha
- Park off site
- Local housing estates, can't get a space on campus.

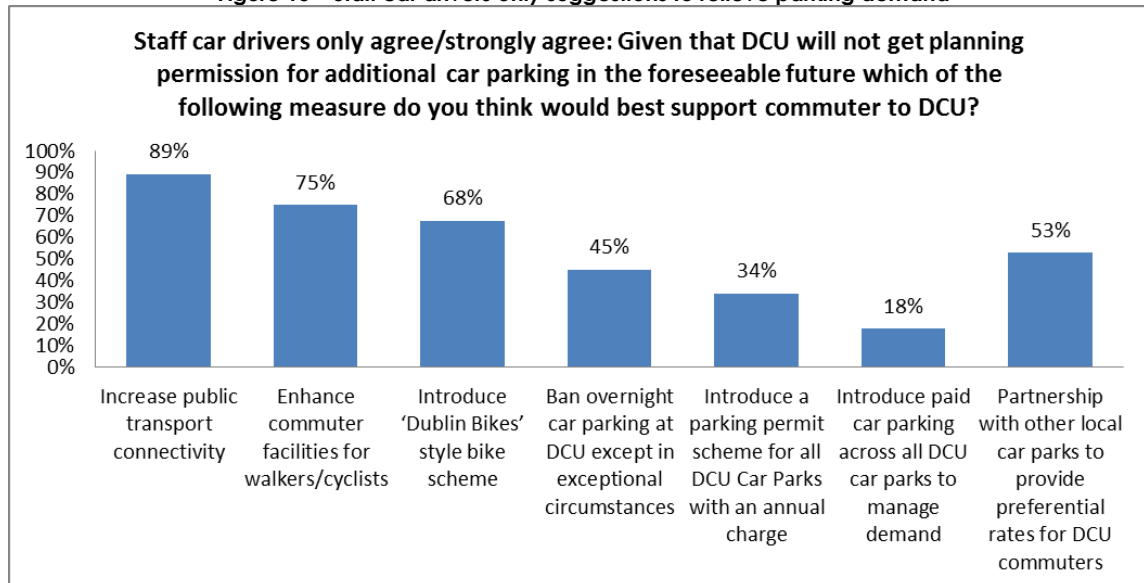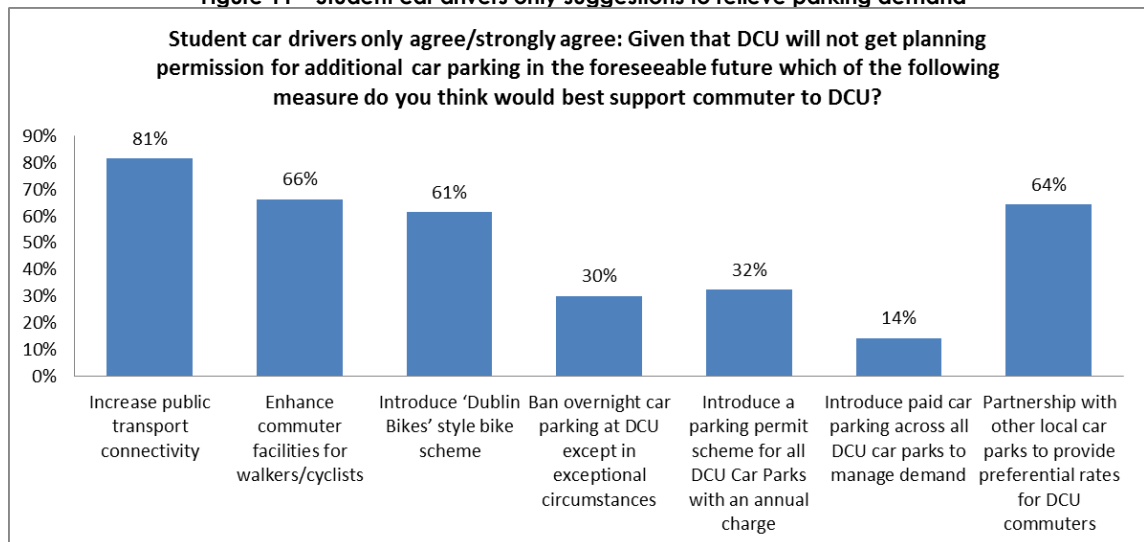**Figure 10 – Staff car drivers only suggestions to relieve parking demand**

Staff car drivers only agree/strongly agree: Given that DCU will not get planning permission for additional car parking in the foreseeable future which of the following measure do you think would best support commuter to DCU?

- Increase public transport connectivity: 89%
- Enhance commuter facilities for walkers/cyclists: 75%
- Introduce 'Dublin Bikes' style bike scheme: 68%
- Ban overnight car parking at DCU except in exceptional circumstances: 45%
- Introduce a parking permit scheme for all DCU Car Parks with an annual charge: 34%
- Introduce paid car parking across all DCU car parks to manage demand: 18%
- Partnership with other local car parks to provide preferential rates for DCU commuters: 53%

Figure 11 – Student car drivers only suggestions to relieve parking demand

Student car drivers only agree/strongly agree: Given that DCU will not get planning permission for additional car parking in the foreseeable future which of the following measure do you think would best support commuter to DCU?

- Increase public transport connectivity: 81%
- Enhance commuter facilities for walkers/cyclists: 66%
- Introduce 'Dublin Bikes' style bike scheme: 61%
- Ban overnight car parking at DCU except in exceptional circumstances: 30%
- Introduce a parking permit scheme for all DCU Car Parks with an annual charge: 32%
- Introduce paid car parking across all DCU car parks to manage demand: 14%
- Partnership with other local car parks to provide preferential rates for DCU commuters: 64%

Comments received are included in appendix 3.

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.

- 59% of staff who are regular car commuters (19 people) live within a 3km radius of their workplace (potential walkers/ cyclists)
- 12% of staff who are regular car commuters (43 people) live between 3-5km of their workplace (potential walkers/ cyclists)
- 16% of staff who are regular car commuters (55 people) live between 5km and 10km from their workplace (potential cyclists).

While DCU has been working towards a long list of detailed actions, the recommendations from this short monitoring survey are to continue working through the existing detailed action plan. Some headline actions are noted below.

- Continue to review and develop the communications plan to ensure that all points of contact with staff and students are used to share smarter travel messages (including induction, orientation, staff and student handbooks, website, noticeboards, staff meetings, student union social media channels and any other communications methods identified).
- Communicate the success of DCU over the past year, particularly in relation to the significant decrease in staff driving to campus since the last travel survey.
- Continue to facilitate walking and cycling promotion through infrastructure improvements, events, challenges and DCUs communications strategy. Consider running programmes to build cycle skills and confidence to address the feedback in this survey.
- Continue to facilitate public transport improvement where possible and promote existing options available to staff and students, including highlighting TFT signage and apps.
- Facilitate car sharing (e.g. dedicated spaces), promoting and linking up potential car sharers.
- Continue to link in with existing events and activities for staff and students to highlight smarter travel options to campus and promote relevant routes, facilities, app etc. where possible.
- DCU has achieved many Smarter Travel Awards to date. It is suggested that DCU continue to work in this vain and celebrate and communicate the success to date to all staff and students. The aim of this would be to highlight improvements and progress that has been made over a short period of time and gain further buy in across campus.
- It is suggested that DCU continue to build awareness of smarter travel within the campus by linking in with lecturers across disciplines (e.g. health, nursing, sport, marketing, engineering, multimedia) as part of the Smarter Travel Curriculum Development project.

Please contact Smarter Travel Campus to discuss your action plan for the coming year in more detail or in relation to any other initiatives that DCU would like to address.

Respondents' Profile

61% of respondents were female and 37% were male and 2% chose the category 'prefer not to say'. The age profile of respondents is widely spread (see figure 12 below).
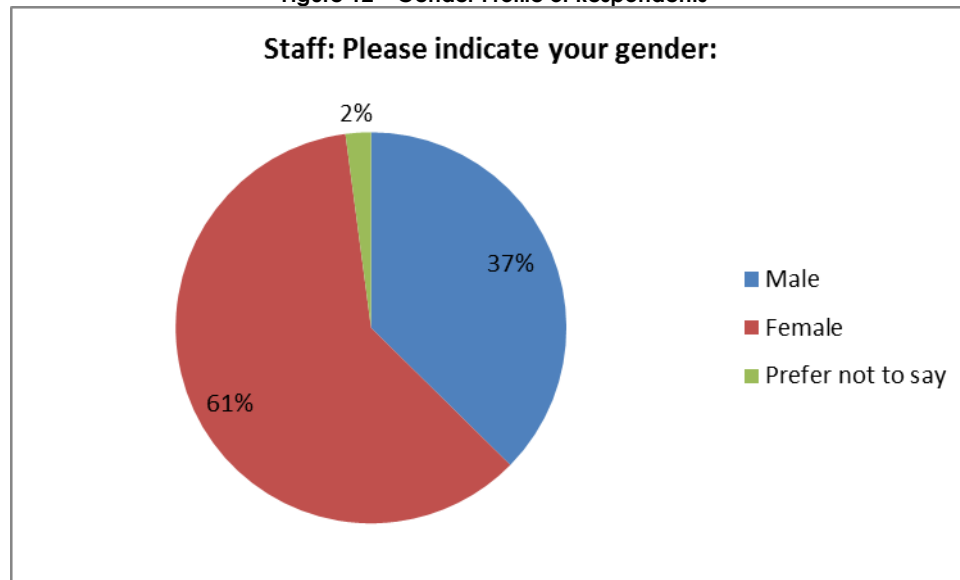
Figure 12 – Gender Profile of Respondents
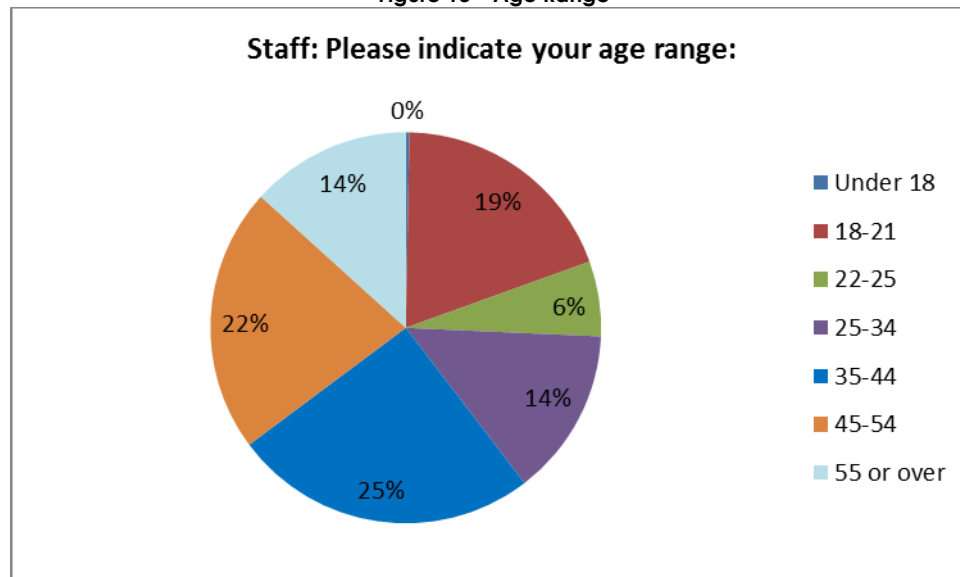

Figure 13 – Age Range

Figure 14 – Staff activity levels

Staff: Are you currently active (apart from routine tasks) for at least 30 minutes at a moderate intensity five or more days per week? Moderate intensity is similar to a brisk walk.
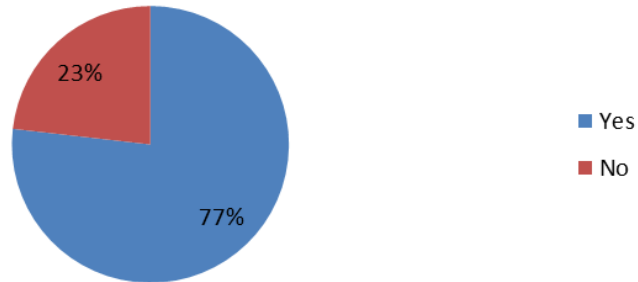
- Yes 77%
- No 23%

Figure 15 – Distance to travel to campus (all staff respondents)

Staff: How far do you travel to campus?

- Less than 1km 4%
- Between 1 and 3km 13%
- Between 3 and 5km 14%
- Between 5 and 10km 17%
- More than 10km 52%

Figure 16 – Staff type

Staff: Please indicate which description suits you best:

■	Academic - full time
■	Academic - part time
■	Administration - full time
■	Administration - part time
■	Professional - full time
■	Professional - part time

1%
15%
3%
21%
57%
3%
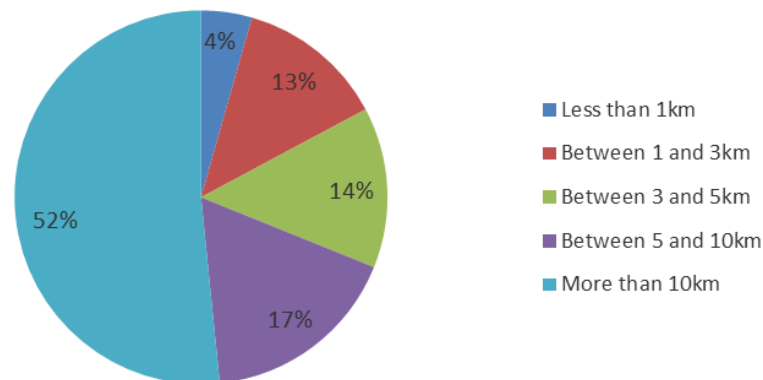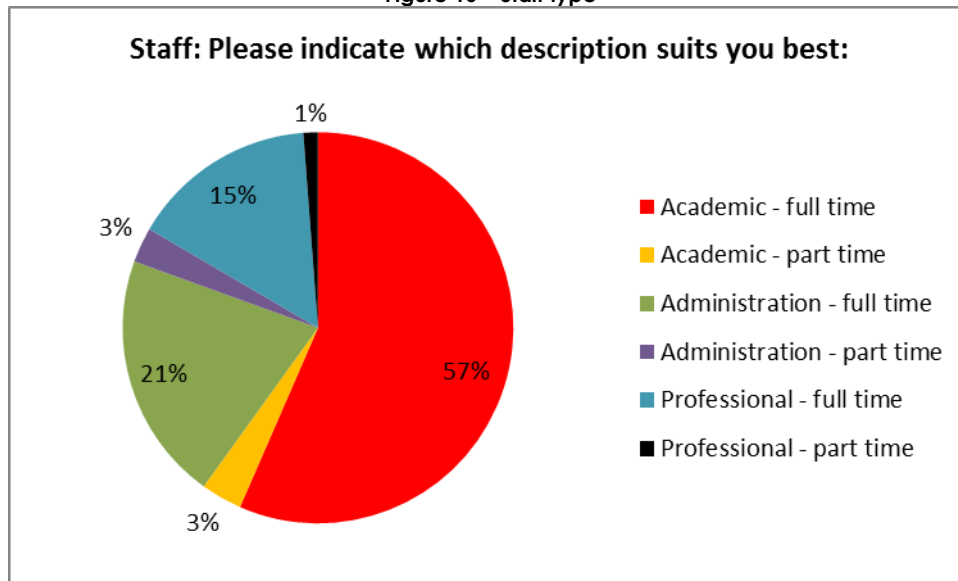
Figure 17 – Staff campus located most often
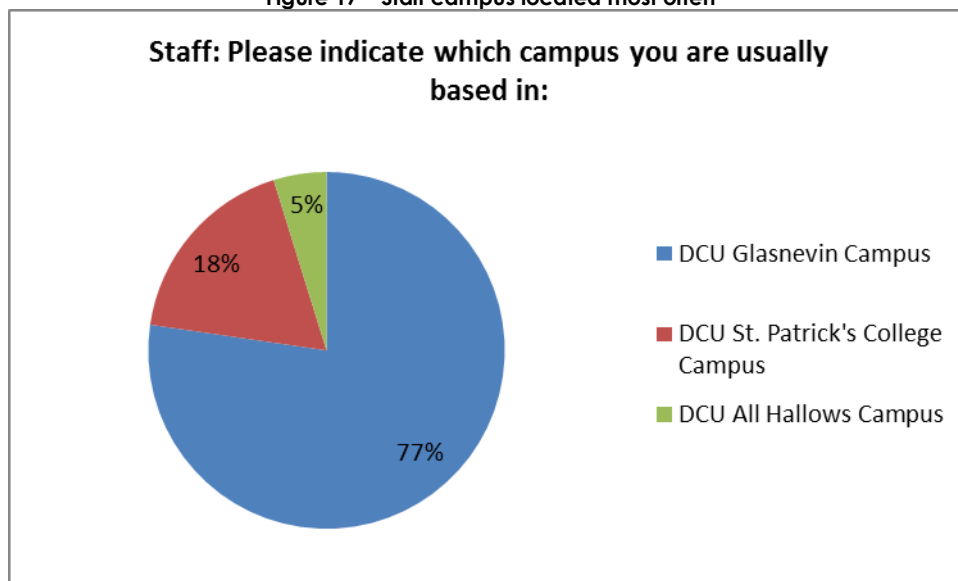
Staff: Please indicate which campus you are usually based in:

5%
18%
77%

■	DCU Glasnevin Campus
■	DCU St. Patrick's College Campus
■	DCU All Hallows Campus

- Driving is a better use of my time
- Bike broke.
- No bus when I finish work
- I lived in Dunboyne and it could take anything up to 1 1/2 to come 15km. To stop the stress of the M50 I just moved house.
- very hard to get parking on campus after 9
- Drove a little more due to changes in personal circumstances
- Stress of commuting by bus was too much when it was a 4 hour commute versus a 2 hour max commute by car.
- Got a car
- There is just NO OTHER WAY to come from Finglas to DCU than by bike
- Cycle now because it's quicker
- Traveling in a bus was taking too long so I switched for a car
- Started driving
- Car journey is much quicker then getting the train and bus
- New bus route from my home to DCU
- Used to have accommodation, now I commute
- I had to get a bus AND a train to get to DCU. So expensive.
- 70D Bus
- Passed driving test so car is handier than public transport
- Nothing has changed
- Bought a car
- Due to placement I had to learn to drive in order to travel in so early. The bus I used to get to Dcu was discontinued and the other bus took over an hour and a half as aposed to a half hour drive
- Only bus available took over 1hr 15 mins while car journey takes 20-25
- Buses consume too much time
- Learning to drive
- Public transport taking 2.5hour
- Car not available
- Better cycle lanes in Dublin generally has influenced my commuting choice, as has the cycle to work scheme.
- Bus service was too long (3+ hours a day versus now 1 hour a day)
- Used to cycle all the time, but had an accident and got very nervous of the traffic eventually gave up and now I drive.
- DCU will not offer me the tax saver bus scheme because I am a contract staff, which meant I have to drive daily.
- Used to get the bus which took an hour and a half, driving typically takes 20min-30min
- I use a mix of transportation. I drive for 10-15 minutes, park, use a coach service for most of the journey, and then walk to campus (1.4k).
- As a former MDI staff member, using the train/bus every day became no longer feasible after I was relocated to DCU, thus I was forced to rely on my car more.
- Due to lack of public transport, now need to drop child to school
- Also financial reasons - public transport was costing 200 a month
- Bus was too unreliable each morning. Wasn't unusual for 3 buses not to turn up in a row(45 minutes without a bus)
- Walking more allows me to free my head before getting home
- Bought a car
- School run
- Buses unreliable
- Incorporation

- Pay As You Go preferential Rates for parking.
- The parking issue is largely due to overnight parking by campus residents all week, so no spaces for commuters when they arrive. Parking for campus residents nearby the campus but not on the campus would serve their needs and free up spaces. Some cars don't move all week. The idea of partnerships with other local car parks is good, but use this for the campus residents, who don't need to move every day. If this was for commuters, it just adds to the already long journey time.
- Assign parking based on commuter routes and need
- Parking permit with priority for staff in particular those who require a car to carry out DCU business during each day
- More flexi hours available to staff. Time to walk/cycle to work after school run instead of hopping in the car and racing to work.
- Agree an Option to use 60 spaces during academic hours from Sept to May in Ierne Sports Club less than a 100m from AHC
- Lobby Government to base car tax on fuel consumption rather than engine size or efficiency.
- Argue with the council
- "Park and Ride" schemes like they have in the UK http://www.parkandride.net/
- Any proposed charge should apply to students as well. It also needs to be realistic. Currently I pay for the multi-storey car park at the current price point.
- parking on st pats campus is fine
- Many staff on the Glasnevin campus already pay an annual parking charge - doesn't provide any preferential right to parking currently, which is unfair. 2. Transport and commuting between campuses needs urgent attention for both staff and students.
- Encourage working from home
- Facilities for secure lock-up of bicycles. If I knew my bicycle would be secure from theft or damage I would cycle as part of my commute.
- Bring in secure bike lockers and I contribute an annual rental fee an stop using my car immediately
- Give Dcu security the clamps and power to do there jobs
- I work till 5:30, the last bus home leaves at 5:15
- Car parking for employees of DCU as a first priority. There are enough costs, charges and taxes already to deal with.
- I do not think staff should have to pay for parking
- I already pay for my parking in DCU
- Driveway rental scheme - lots of empty driveways in local estates during the daytime where owners could be offered a rental fee for their driveway space
- Direct publin transport to/from train stations
- Introduce home working for some/all administrative staff particularly for non-peak periods for some grades. If people could work even one day per week off-campus this would alleviate parking pressures and reduce staff stress. Off-campus working could be integrated into the existing flexi-time system.
- Prevent students living in residences to park in car parks other than residences carpark.
- I see no need for change in relation to staff parking which appears to be working well on St. Patrick's Campus
- What every paid system is brought in it needs to recognise that people will sometimes need to drive between each campus - when this happens they should not be charged twice. Similarly people have to do placement visits and return to campus - again they should not have to pay twice for the same day.

- Three suggestions: better public transport options, better public transport options and better public transport options.
- Make use of the space we have. Eg get rid of the ugly shrub beds in the crèche car parks to add extra space. Add parking in beside st Aidan's pitch as it's already tarmac all you need is lines, proper parking space lines in invent to save space. Add random parking spaces around campus. Add more spaces in the library car park as I feel that the spaces for the cars to pass through are too large. Also allowing car access between glasnevin entrance and Ballymun entrance (barrier at crèche car park) would be good too!
- Working from home makes a lot of sense. Encouraging people to engage in discussion from home - similar to DCUfuse which shows how effective synchronous and asynchronous chat can work
- Much more explicit support for home working
- Prioritise mature, final year, and postgraduate students for parking.
- Have a separate staff carpark for the people that are there full time
- Shanowen is where I park
- One car one space (offending cars to be removed and crushed)
- I strongly disagree with having to pay to come to work.
- I am already paying for carpark (monthly)
- The annual fee for parking is unfair for students that spend large amounts of the year on clinical placement. I also feel that it is very unfair that whilst on placement in my mother hospital (Beaumont) I have to pay 9 euro a day for parking if i want to park in the grounds. Other colleges (rcsi) have deals with the car park in Beaumont and benefit from a subsidised rate.
- Overnight parking is supposed to be banned but isn't enforced. Totally unfair on daily commuters.
- Please do not make us pay for parking, getting to college and college itself is expensive enough as it is. This would be really disapp
- Encourage the Transport Authority to build an underground system like every other European country
- Appeal the council's decision given our increasing size, we do have legal people.
- Parking allowance priority for staff based on address (commute) with designated car park
- I already pay for the multistorey car park - deducted from salary
- Prioritise staff parking; support or lobby political parties that will support better public transport; stop the obsession with growing DCU beyond it's capacity; move DCU
- DCU will not offer me the tax saver bus scheme because I am a contract staff, which meant I have to drive daily.
- Provide shower facilities on the All Hallows campus so that people have the option of cycling or walking from further distances without having to sit in sweaty/rained on clothes.
- Intercampus electric bus please
- Introduce Park and Ride facilities to get to DCU campuses.
- I drive to work because I have to, not because I want to. While I understand there are limitations on the number of parking spaces available at DCU, any attempt to reduce the number of spaces, or to introduce blanket charging, would be very unfair.
- Get airport Metro/DCU/city centre started ASAP
- Have a staff car park
- Do you have the data? Have you analyzed it? Car park in dcu is not used efficiently.
- Car parks for staff only. Better public transport to DCU. I would get the train instead if there was a stop closer than Connelly station.

- A park and ride facility that is attached to better bus networks would be good - outside of DCU's control, but there is an abundance of vacant space by IKEA that could serve as a bus hub.
- Restrict parking on campus to holders of DCU Staff/Student ID except for visitors (to be arranged specifically). The creche carpark is frequently, in effect, a free public carpark as the entry barrier is often open. The multistorey is a low-cost public carpark. It's not clear why we should be providing park-and-ride facilities to the general public.
- Ban overnight car parking at DCU for ALL circumstances
- Staff on the Glasnevin Campus have be given priority over the parking in the free carparking and not the students as they are working here all year around.
- Staff should be allowed park over night if there are valid reasons but students should be charged for overnight parking
- Incentivise car pooling. Facilitate work from home solutions for commuters.
- do not allow students in the staff car park in DCU Glasnevin campus
- Dcu publish a work from home policy
- Introduce dedicated parking for staff on the Glasnevin campus
- Car share group. Staff parking.
- My understanding of the present bike scheme is that you have to return the bike to the campus you took it out in - this really has made the scheme very unattractive. What if the weather changes or you get an offer of a lift from colleagues travelling back to the campus you came from? Unless you're doing very short term journeys, this really forces you to come back by the same mode of transport you started with, walking at least allows you to have more alternatives- but takes alot of time!

Student comments:
- Parking permit scheme without annual charge
- I travel 100kms from home to college, and find the proposition of a parking charge / restriction would exclude me on economic and affordability grounds from my chosen education path
- Keep carparks as they are, keep pushing DCC to permit building new carpark...
- Don't charge for parking. Some of us have *no choice* but to use a car and we can't afford more bills! If spaces really are limited, charging won't change that. It will seriously harm people like me though.
- Anyone that is classed as having a substantial journey to college by location of home location gets preferential parking,
- Start using barriers on the library car park again. Anyone using the facility will have a library card
- Make sure the barriers are down on all the car parks so that only staff and students can use them - often the barriers are up.
- Paid car parking would simply add pressure for students. People only drive if they have to as parking is so restricted so money would not motivate, it would add to financial stress for students
- I've been parking in the estates for 3 years. It's a 2 minute walk to the college. No hassle at all
- I find the rates for using the multistory very reasonable
- It is such a shame there is not more car parking spaces. St. Patrick's campus, gave the council land to have a cycle lane and a bus lane and the powers at be should have negotiated more car parking spaces
- Investigate--maybe along with other colleges--the introduction of weekly/monthly Student Fare Cards for Dublin Bus/other.
- For some of us driving is the only way to get to college and it would be unfortunate to penalise us because of this. Maybe penalise those that live within a 5km radius and still drive in?

- Lobby for Metro North
- Add more spaces to exsisting car parks. e.g another space could be added most rows in library car park
- A system to better manage the car parks when they are full or empty! Ive even made a project based on this issue. Also free parking for 8hrs at a max per session. Leave Helix parking fees as is but introduce a semester ticket too as its waste of paper to buy the weekly pass! It would be good to have a display of how many places left in car park too so you dont waste your time going in looking for parking.
- Don't increase student population hugely past that which can be accommodated as lack of parking is a known issue to the university

- Would be great if Dublin Bus No. 41C could go through Glasnevin campus :)
- I would use my bicycle, without a shadow of a doubt, if and only if, the cycle lanes were safe and protected e.g. similar to Holland. It would also be great exercise. This issue really needs to be tackled and more would use it.
- I am in favour of using public transport & walking and do this on the weekends, however for my commute to DCU it is not practical. Parking priority, should be given to those with longer commutes, as those with shorter commutes, could use alternatives but perhaps choose not to. Paying to park at work is difficult for those with long commutes who already have daily toll fees, fuel etc.
- Even if public transport is an option in regards to getting to campus, it may not be given childcare responsibilities etc.
- Due to parking difficulties - visitor parking or during the day availability is limited or non existing which creates difficulties for our role here in the Trust - welcoming visitors / donors to campus
- Yes. I am based in All Hallows College and teach mostly in St Patrik's Campus. Walking to and from lectures is not really an option as I have to carry laptop / notes etc.
- Light Rail connection to DCU Glasnevin & St. Pats is necessary
- I think Glasnevin is a lot worse for parking than the two Drumcondra campuses
- Would love to see more direct bus connections from town to DCU, especially from Connolly station in the mornings
- I think it would be useful to have specific parking spaces for larger cars and smaller cars. There are a lot of small cars on campus. I drive a 7 seater to work most days and find it hard to park, particularly when people in neighbouring spots don't stay within the lines. It would be handy to have designated spots for larger cars/smaller cars.
- car parking overnight by campus residents is unacceptable causing serious difficulties for clients and staff especially when campus residence car park is not full.
- An example- I drive from clondalkin to DCU every day. This journey is also covered by the No. 13 bus but it takes a long time to get from DCU to Clondalkin. I'm also paying €710 a year on car tax so there is no incentive for me to leave my car at home, quite the opposite in fact,
- DCU urgently needs to examine inter-campus travel solutions and should consider providing its own public transport between campuses.
- Car parks should be allocated to staff over students as priory first
- Increased numbers of park and ride/cycle/bus carparks around the M50 would be useful. I'd like to cycle from the M50 into town if there were parking facilities. That way I could part drive and part cycle.
- With babies/toddlers/ young children who have to be dropped at creche, it is very difficult to take any other form of transport except for a car.
- If my job was less hectic and demanding I would give more time to using public transport and walking
- Introduce a range of parking charges with SUVs etc penalised and hybrids, PHEVs, EVs etc incentivised. I say this as a cyclist!
- Inter campus connectivity is becoming more of an issue as students avail of the double honours undergrad humanities programmes coupled with students utilising the enhanced sports facilities on the DCU Glasnevin Campus MW
- It would be great if the cycle to work scheme didn't have a 5 year limit between getting bikes. While it is reasonable to assume a bike should last you at least that long it doesn't take into account theft & breakage.
- The new bike parking facilities in the basement of St Patrick's Campus are unfortunately not fit-for-purpose. While it is great to see space allotted to cyclists,

the stands will potentially buckle bike wheels, & do not lend themselves to secure locking / i.e. bike frame & wheel.

- Improve certain cycle routes...botanic avenue...mobhi road is only one side of the road...downhill!
- Facilities for secure lock-up of bicycles. If I knew my bicycle would be secure from theft or damage I would cycle as part of my commute. This criteria has not been a part of the questions of the survey, and yet it is an integral component of a survey on this issue.
- I have cycled and walked on different occasions, but then I had an operation on my knee, and it kind of slipped off my radar, it was easier to drive. Walking or cycling takes a little bit of planning.
- some roads are too narrow and dangerous for cycling
- I would love to commute by public transport of ideally by bike or combination. I live in rathcoole 24km away, its too far for me to cycle every day, and would take too much out of me. The public transport is an infeasible alternative to driving currently. If there was a part cycle part rail/bus option that was efficient, it would be fantastic.
- I drive from Swords. I need my car each day as I visit my elderly parent each evening and need the car to get to her and then home.. I drive a student from Swords in the mornings and could take more if someone needed a lift.
- Walk to work but drive home. Partners drops to creche with car, I pick up in evening with car (he walks home). Would prefer to walk to and from work but creche location doesn't permit.
- Bus stop causing traffic problems
- I think it is important to understand how long people spend commuting and to correlate this to mode of transport. This may have been covered in the first survey but, without that information, it will be difficult to select viable alternatives to less sustainable modes of transport. It all comes down to saving people time and stress on their commute!
- My main issue is the difficulty in doing creche runs on the way to work without a car.
- I injured my hip during the moving of colleges and offices last Autumn and it makes my usual amount of walking very difficult while I am slowly recovering.
- Support electric cars and bikes by free, easy access parking
- Dublin Bus services are not reliable. The 44 bus route introduced is not frequent and takes the longest amount of travel time from the city centre, compared to 9, 11, 13 etc.
- DCU may be more accessible if eventually the Luas is extended.
- Increased bike security and proper changing facilities are big issues for me and should be given more resources, especially on the Glasnevin campus.
- Related to the above questions, the DCU All Hallows Campus needs immediate infrastructural improvements to ensure the safety of pedestrians, cyclists and car users on campus. eg adequate lighting, footpaths, road surfaces, improvement of the layout of the main entrance to campus
- The junction at the top of the hill after Na Fianna and before the Ballymun road is awful for cyclists.
- The Campus is extremely unsafe for pedestrians as pedestrian crossings are routinely ignored by car drivers and cyclists.
- The situation on Ballymena Road is nothing short of a disgrace with ridiculously short green time for pedestrians, no way for cyclists to safely cross into the right hand lane and a criminally unsafe central cage for pedestrians in the middle of a six-lane speedway.
- Bike storage we have ample space but it's not hen safest. Potentially a locked area or well secure place to park would encourage more people to cycle
- Run free bus between all campuses

- Institute mandatory buy of all residence within a 1km radius of the dcu campus and then do a student rent scheme that covers the mortgage for each house. Short term very expensive, long term you have very cheap student housing
- Less aggressive and crazy drivers on the roads and more proper cycling lanes would definitely encourage me to cycle more but I know DCU have little influence over it. I cycle at least 2 times a week to work (8km one way) and usually in terror
- I love the showers we have on campus they are a great resource and I hope to use them in the next few months when I start couch to 5k to work. Thanks a million!
- See above comment about off-campus working for administrative staff. This would contribute to reducing parking pressure as well as easing the stress of long-distance commutes for many staff members. It could be integrated into the existing Flexi system. I would even suggest that in off-peak periods staff be allowed work two days per week off-campus. I would be very, very strongly opposed to any further infringement on parking provision on campus. Given the housing pressures in the greater Dublin area and the lack of affordability for many people on modest wages (which includes a lot of people who work in DCU) people are forced to live dozens of miles from where they work and to commute every day. That is stressful enough without our employer, DCU, adding to the stress by seeking to misguidedly disincentivise commuting by car through restrictions on car parking. My daily commute is 90km round trip every day and the availability of car-parking is vital. If, however, there were attempts to restriction car-parking this should be based on a detailed study of where DCU employees are coming from. If, for instance, someone lived in Ballymun or Glasnevin they should not be entitled to car-parking because they could easily walk, cycle or take public transport. Of course, if there was a certified medical reason why they needed to commute by car that would be agreeable. But the prospect of someone commuting daily to DCU from Westmeath, Laois, Carlow, Wicklow etc. (there are very many in that category) facing the prospect of car parking restrictions or huge fees for car parking, that would be completely unacceptable.
- I would love to use the bus but I don't have a direct bus and today for example I walked (50min) and neither of the two buses I need to take passed me. It takes longer on the bus and I can drive in 15-20 mins.
- Travel plan for people commuting from outside of Dublin. Would be interested to know policy on working from home on days where I have no lectures i.e. is there an expectation to be on campus at all times? Could do extra work in time it takes to commute and there would be a free car park space. It is those of us with a longer commute that tend to drive and therefore need car park spaces due to lack of or poor public transport.
- Finally Increase Bus Connectivity from other parts of the City than the center - or lobby for a tram line finally!! public transport is just too annoying and expensive in that city.
- I don't have any option other than to drive, as I have to drop my children to school and creche in the mornings, and sometimes at lunch I have to collect kids and drop them to childminders and then get back to work within the hour. I would love an annual charge for carparking - even the multistory, as I sometimes have to enter and leave multiple times in the day. I feel discriminated against that I can't avail of the same annual charges as other members of staff who've been in DCU longer, even though I'm also permanent.
- I was wondering where the commute length question would be, but I didn't find it - mine is two hours, each way.
- I have a long commute (two buses and 90mins each way) but this is not an issue for DCU. There are good bus routes in an out of DCU; I just don't live on one of them.

- I cycle (very occasionally; 20km each way) and take the bus only when the car isn't possible (e.g. going out after work). Public transport increases my commute from c. 40 mins to c. 100 mins: it just isn't an option in general.
- My commute is at least 18km per day so I know I need to drive in order to get in to college as there is no direct bus route from my home I have to get a dart and the bus and I know the long commute for people from my area puts people off DCU. Therefore driving is necessary and parking is a key issue on college which needs to be addressed due to the increasing numbers each year.
- I don't believe adding extra bus lines will help this! I pay enough for my car insurance tax and nct a year that I'm not just gonna leave the car at home. Also having to pay for the car park won't help at all! The big car park that is paid for is always full so no difference there.
- Cycling is extremely hazardous in Dublin (although not helped by the cyclists that don't think the rules of the road apply to them). Without appropriate bike lanes, I'd be reluctant to promote this. I don't drive and am reliant on public transport; the public transport services to DCU are notably poorer than to other non-central universities. Is this justified based on numbers of commuters? Am I right in thinking only 1 bus passing through the city centre goes all the way into DCU, and it's not a frequent or quick bus (no. 44)? I get the bus everyday (for part of my journey), so in addition to the car lift to the train station, and the train, and the bus from the train station, I usually also have a 12-15 min walk at the end to get from Ballymun Road/ Swords Road to my office. The 44 involves a shorter walk, but a longer bus journey.
- I travel from Wicklow and it's impossible to find one mode of public transport that will bring you within walking distance of DCU Glasnevin campus.
- I can get to work in my car in 20 minutes at out of peak times. It takes 80 minutes by bus. I would have to be up at 6:00am - as it is I am up at 6:45am. I would love to cycle, but value my life. The route that I would need to take is too dangerous.
- Will there be a commuter service to take us from one campus to another? For those of us with physical disabilities it is hard to walk from drumcondra to glasnevin to attend meetings etc.
- I am totally reliant on the bus to get to college, due to the distance cycling and walking are not options for me. Better connectivity from areas outside of Dublin would be great as this bus strike has not only doubled my travel time but made it near impossible to get to college. I think there's a tendency to ignore students living outside of Dublin...most of us travel at least an hour to be here.
- 70D should be ran twice in the morning, some days it arrives at my stop @ 7:40 other days 8:00am. Cycling to college is safe for me except along the Finglas back roads, also the sharp plastic like ramps on the ballymun avenue are harsh and almost impossible to cycle over without slipping, even worse in rain, they are a cycle hazard. I think there should be more awareness on campus about wearing a helmet and basic cycling safety.
- PP cannot be granted because of the current ration of students/staff to current spaces?-Quoting from a memo sent by Samanta Fahy circa 2016.
- The NRF building was partially built on a car park nearly 2-3 years ago & the lost spaces were not replaced. If we had x amount of students/staff to y amount of spaces back then, we now have x+1 staff /students to -y spaces now so the logic to this does not add up?!!
- Also why do the following staff get free parking outside their departments or in CP1; Helix, Library, Security, Cleaners, Estates, Campus Rooms, Invent, Nu-Bar?? while the rest of us have to pay?
- Why do some staff get cheaper rates in CP1 in comparison to others?
- Never get parking anymore around the unpaid since the amalgamation of all campus, particularly in the library car park in the evening. And this is my 5th year here. Something needs to be done to fix this issue or a car park built not far from DCU. Also the helix car park should be monitored better, in fairness it only seems

to be an issue on a Tuesday but I have driven through the entire car park to find no parking only to be then forced to leave through the one way system - wasting both money and time. I once had a meeting in DCU for 1pm on a Tuesday, I came in at 11am (early for any meeting at 1) and I didn't find parking on DCU campus anywhere after driving around for over an hour, eventually had to go out of DCU and park elsewhere and walk in, barely making my meeting. Which brings my point also that it is unfair that DCU students cannot drive through campus, the barrier at the avenue makes it very time frustrating to check all car parks for parking.

- Public transport is too expensive, goes from €9 a week for under 19s to €25 a week for student card, it's no savings in comparison to adult leap cards
- It's been pretty manageable so far I haven't encountered too many problems. I leave with enough time that if I circle a few times I get a space so no real problems so far.
- Increase the number and routes of buses and cycle lanes (particularly up the R189/N32) and this will help reduce car journeys to campus. If I was to cycle to work, for example, my main challenge would be crossing the M1 - this is very difficult to avoid
- Regarding Q9, I would just like to say I do not find it hard to get a parking space because I leave especially to get one and avoid a fine. I would like to see a little more leeway for parking overnight, especially for commuters who are trying to be social but traveling a long distance each day to get to college.
- The main issue here is time - I would like to not have to use the car but the difference between using my car and public transport is that the car takes me 15 minutes, even with traffic, and the bus would take close to an hour.
- A lot of the reason why I drive instead of walk or cycle is dependent on the weather, which we dont really have much control over...
- As a library staff member, I am required to work one late night a week. For often than not there are no spaces available and I have to wait up to 15-20 minutes for someone to leave or park off campus (Wadlei area). This is unacceptable as it's generally dark when I finish work (I finish at 10pm), I don't feel comfortable walking on campus late at night. Please prioritise staff who have to work late at night.
- Please introduce a bus from Co.Wicklow, that stops in Wicklow Town, Greystones & Bray. It's the next county down from Dublin and would be a feasible way to help the accommodation situation. Additionally i know of people who live in areas of north Dublin where even though the distance isn't great to the Glasnevin Campus it can still take them 2 busses to get to campus on Dublin Bus which takes a great deal of time.
- If there was a tram, metro or train to DCU, I would definitely consider using public transport more often.
- I live in Kilkenny and commute for 3 1/2 to 5 hours each day because my accommodation turned out to be hazardous to live in. Using public transport to commute to college from the south east is basically impossible because of the bus routes etc. There is nothing direct or even slightly direct or with a reasonable travel time.
- I live in clontarf which is relatively close to st Patrick's campus. However there are no bus routes going directly to pats campus. The only "one bus journey" is the 104 from clontarf to dcu but it does not go to pats. I cannot cycle so I have to get two buses to college or one bus and walk part of the way. This is not ideal. There are many more st pats students I know that are from clontarf,raheny, killester etc that would really appreciate a bus route straight to pats campus. Thank you for listening :)
- Cycling around DCU is very dangerous and I have been harassed by drivers while cycling. If there were more cycle paths particularly through estates I would feel much safer cycling.

- More direct routes from south Dublin please
- I myself live in Donabate and public transport isn't practical as the commute by public transport is minimum 1 hour at a push but can sometimes go to 2 hours. Thus, I drive.
- For me, the commute to work is nowhere near as problematic as the commute home. I would prefer a combination of walking/bus but catching 2 buses in the evening usually takes 2 hours - the car is not at all my preference but it is quicker! Also, I bring my car when I am working late until 10pm and today is an example of working that shift but i could not get a space except in the multi storey. It would be great if spaces at the back door of the Library could be kept for night staff (I never park there if I am in at normal time). the other thing is that to get to the multi storey today from the library, I had to zoom all the way out of campus and around to collins avenue - a cut through would be nice(though i appreciate you don't want it to become a rat run!). Finally, I did use the JJ Kavanagh bus that left campus at 5.15pm to Kildare perhaps once or twice a week when it was running, but then it stopped. It was a faster way home while it ran though. Thanks for all your efforts on this and for asking the questions.
- It is particularly hard to travel by bus from Clontarf/Killester area to the St.Patricks campus
- Would be great if something could be organised from tallaght to DCU as I must travel for an hour and a half each day to and from college (3 hour round trip)
- Bus links to West Dublin and Kildare are non existent. The jj Kavanagh service was phenomenal while it existed but since it was removed my journey time has doubled because there's no route up the m50 and I haven't got the means to drive on the m50 myself.
- While the intercampus bike scheme is a great idea, we cannot avail of this on the SPC campus. PLEASE sort this out as it would definitely be used by staff. Not sure if it is available on All Hallows but this would be very useful too.
- The fact that it takes me 2 hours to get to college by bus when it only takes me 20 minutes by car is extremely poor in my opinion
- The introduction of new bus routes have provided critically needed improved connectivity (north Dublin) It is essential that DCU maintains their effort in this respect.
- Please do not do anything to incentivise staff or students to drive more!! We do not need more parking options, public transport works well and people need to be incentivised to use it.
- Free permit parking on a first come basis for all staff is the best option. The options involving blanket paid parking appear like DCU is looking for more revenue streams. Much more frequent clamping is highly effective in discouraging antisocial parking. Students living on campus must be given the option of on site parking at a reasonable cost with a permit. For all else, the Status quo should remain.
- Travelling by bus is too expensive in this country. The only bus that gets me to DCU is the 31D which only comes once a day and the amount I spend on diesel per week is far less than what it costs me to come by bus.
- More frequent buses from Southside Dublin. More cycle paths on all routes.
- I genuinely would love to commute more sustainably but I live ~90km from DCU. My line manager offers me the opportunity to work remotely/from home 1 day per week and that has given a 20% reduction in my commuting costs and the negative impact my commuting has on the environment.
- As the campuses develop more cross-disciplinary links we will require a shuttle bus (eco-bus perhaps) on a circuit between them.
- Bicycle is just too dangerous - there is no consistent bike path from DCU to St. Pats/All Hallows - all options brings the cyclist in contact with main artery traffic.
- A cycle path on the wide Griffith Avenue footpath would be a positive addition to safety and interconnectivity.

- Great need to increase connection from Heuston to DCU Glasnevin.
- Cycling would be my preferred and main transport into uni. However, the roadworks in the centre of the city, Luas tracks, narrow bridges, amount of cars, lorries and buses make the journey a risk, especially in low light and rain. Existing cycle tracks are sometimes less safe than the road.
- If the ban on dogs being allowed off the lead was enforced in the local Hampstead park, I would walk to work (and enjoy walking to work) more often but it is not and there are a lot of scary big dogs that frighten me out of it at all times of the day (I'm serious).
- On public transport, the long walk from Ballymun road to the extreme other end of the campus where I work (invent centre) affects my decision to use public transport, as does lack of any gate access on the Collins Ave entrance near the Invent centre making the Drumcondra road buses more accessible. Any chance of opening a small pedestrian gate at the invent centre car park? Even just from 8-6?
- Finally, we could do with more covered bike stands on campus.
- To ensure a space you must be here before 8am and this impacts upon life quality. Bus commuting through the city centre resulted in me leaving the house at 6.40am and not home until 7pm
- I would have liked to continue to cycle all the time, but the density of traffic and the experience of a nasty accident with a truck made me so nervous I eventually gave up.
- A transport system between campuses is needed.
- DCU should stop discriminate clamping of cars and then washing its hands of any appeals/complaints by blaming it on the clamping company. What I witnessed last year in the overflow car park behind set-down area was another disgraceful act in DCU's growing repertoire of same: no prior warning; inviting the public to use the overflow, but when it wasn't open on arrival, clamping those that had parked temporarily in the set-down area. No sign of clampers when there's a graduation (or similarly large event) and cars are parked everywhere. No action taken when vans are blatantly parking dangerously, i.e. on or adjacent to pedestrian crossings. No measures to prevent cars that ignore pedestrian crossings. No action taken to aid flow in the multi-story when it's at or near capacity.
- DCU must rank as one of the most inaccessible workplaces in Dublin. Public transport from most of the south city is not practically available. A Dublin Bikes scheme is essential (doesn't have to be Dublin Bikes itself... why can't DCU and its community set one up?)
- I'm a fitness instructor part time and would be highly motivated to promote cycling, walking, public transport. But DCU has to work with the staff as well and encourage the tax saver incentive... especially if staff are travelling more than 10 kms from home.
- I travel between campuses - there is a need for a whole other survey about that. Parking is available in the morning, but coming back on campus later is a problem.
- Just that DCU is a nightmare for me to get to without a car. I'm coming from Leixlip.
- 45 minutes via M50 or through the city centre in a car cannot be matched by Luas, trek to a bus and walk into campus. I am not confident about walking through a dangerous area from the Luas Parnell Street stop to AH campus - 32 minutes through a noisy, busy, not particularly nice area, especially at night. That public transport and walking commute would take 90 mins, compared to 45 mins in the car (off peak - which is what I do). Walking to a bus from the new Luas, and waiting for it and travelling in it will not save more than 10 mins and bus transport is unattractive. I would prefer to do my 64 mins of walking in a nicer area - a park, the hills, the coast. DCU unfortunately lost the Metro battle - DIT's gain, our loss.

- I use the 44 bus service on the commute home each day, however there has been numerous occasions when the bus does not arrive or departs before the scheduled time. As this bus is hourly, it means people are waiting an hour for the next bus to arrive. It may be worth looking into this going forward as I would say it has affected commuters decision to use this service.
- Horrendous driving across town every day. Alternative via the M50 is really expensive and doubles the journey for me. 16 Bus 'door to door' takes up to 1 hour and 50 minutes! Disastrous! Would ideally love a light rail option or possibly shuttle bus to take extreme pressure off driving. There is just no easy route for me to take to work. Would be great if we could park somewhere (I am near Ballinteer) and take bus direct to work similar to the Airport Express buses that were discontinued. Bus could go via Knockyon, across M50, pass DCU Glasnevin and down by DCU Drumcondra.
- One measure to manage parking on campus would be to give priority to staff who live furthest from campus. For example, staff living in a county with no direct bus or rail route (and who are thus forced to drive) should be given priority over someone living in Dublin who could use bus/luas/dart etc. I know many other staff who live outside Dublin and put up with the drudgery of driving in every day because there is literally no alternative for them.
- Metro North will solve many problems.
- DCU should immediately commit to a heavily subsidised: ""Blanchardstown, Finglas, Collins avenue Killester DART"" frequent & express, morning & evening route.
- Needs to be guaranteed for > 4 years to open up DCU catchment area
- Serious management commitment to campaign for METRO
- Time the talking ended, the surveys ended and something gets done........more buses to and from town.
- Families with children to be brought to child care are not in a position to travel by bicycle or public transport and are the ones that will suffer with the constant agenda to push cycling by DCC and others. Unfair. Students and staff are generally in different demographics and as a result there should be different strategies to accommodate the differing needs. DCU needs to step back and value its workforce at some stage in particular the admin staff who are treated as second class citizens in academic institutions.
- Yes - this survey is not taking into account that people (like me) have to take the car due to an injury which prevents public transport use. So, I have to drive if I'm carrying a lot of items with me (gym bag, laptop bag etc). I don't think your survey is going to adequately cover the reasons for commute and you'll come to inaccurate conclusions based on the bias in the questions.
- Car parking/passenger drop off in the cycle lane on the main Collins Ave entrance is a serious safety hazard and this inconsiderate behaviour needs to be more actively discouraged.
- "I realised some times buses in peak times are not as often as it could be to avoid packed buses.
- Improvement on Real time information screens and app, sometimes it doesnt show the real information. Thanks"
- If government is pressing for increased student numbers and increased university-based activities, then local government will have to facilitate additional parking. (2) In respect of buses, DCU need (i) some Expresso type services which bring students and staff directly to campus, and (ii) bus service to link with Dart services at Killester. [Remember the fantastic Aerdart service which used to link Howth Junction with airport? So good it was discontinued.] (3) Ah, sure let's just wait for Metro North ...
- The public transport (buses) from outlying areas is poor. It could be possible to pick a city centre location and run a commuter service connecting to DCU?

- Because of the hours I work and family commitments, public transport is just not practical for me.
- Transport could be improved by providing proper facilities for cyclists: roofed secure bike parking; showers in every building; bike paths on campus; more bike spaces because many get completely full
- Commute is only one piece of the puzzle - I drive as need the car to collect kids after and to ferry them to activities!!
- Covered bike stands should be provided on the All Hallows Campus. It is not fair that other campuses have these facilities and AH does not. The same goes for shower facilities which are not available in All Hallows. These are only minor things things which would not cost a huge amount, and such facilities should be available on all campuses if the university is serious about sustainable transport and equality of resources across the campuses.
- I did not answer the question with regard to where I park on campus as I do not know the parking areas the numbers refer to.
- I wish I could catch a bus or ride a bike to campus, but I am studying at another college three nights a week, giving me less than 30mins to travel from work to class. I'm often late driving, there are no direct connections by public transport, so my options are limited.
- I just public transport to commute between campuses
- Even though I'm local, I drive to work to so I can get home and back lunchtimes to assist my elderly Mother.
- For staff, it would be really helpful to have shower facilities easily accessible ... hooks on doors of our offices to hang clothes so that we can store them for the week etc. I am walking home from work about 3 days a week at the moment but it means carrying a backpack on my back with laptop etc and a second bag with my workclothes because I change into a tracksuit, trainers etc. because there is nowhere to hang clothes in my office
- Cycling parking facilities have improved vastly on the SPC over the last couple of years. Car parking spaces a very narrow.
- 1. Note that parking is only a major issue for a part of the year (less than half?) during term. At times when students are not in session, free parking at Creche or INVENT is a nice benefit.
- 2. Apart from parking, traffic flow around DCU can be terrible with some bottle-necks. E.g., coming in to DCU from Santry along Shanowen Rd. - or coming in from Airport direction through Whitehall.
- Actually some of this is parking-related because some of the bottle-necks around DCU are at least in part made worse by how people park in housing areas around DCU.
- 3. The dis-connect between INVENT car park and Multi-story is a pain. If you drive in to INVENT car park and it is full, it's a LONG way around to front entrance and multi-story car park.
- 4. Cost vs. hassle is a consideration. Some of the suggestions 'would depend' on cost - such as paid parking everywhere, or permit system. Right now, a good chunk of the year is free parking, and the 6-visit cards for Helix are good, because it's use when you need them. If you get in early enough, parking is free. I guess many people (staff) would feel 'worse off' if a solution to the problem would involve the total cost of parking going up.
- The connectivity is perfect do not change! I know what these surveys are for, usually the decisions have already been made in advance. Just like the hot water survey the survey was a joke, decision already taken to remove. Dont remove the hot water.
- Please can the parking within the local areas be looked at? Mostly DCU staff and students park on the local residential areas causing disruption. Thank you

- I know that many of our students have long commutes (as I do), and that significantly affects their performance. Provision of more student campus accommodation is an urgent requirement.
- Because of long commutes, there are no practical alternative options for many students and staff when there is a problem with one form of transport (e.g., a bus strike). Good fast reliable connections to DART and the LUAS at Phibsoro would help significantly.
- Any chance of the Government finally getting round to building Metro North?!
- Being called to a meeting at short notice to another campus is time wasting, there should be consideration given to conference call meetings.
- I have to drive my children to and from school/creche - there is no way to do this on public transport hence I drive - on days I do not need to do these tasks I take the no 9 bus which essentially goes door to door.
- As stated above consideration has to be given to the staff and not the students in relation to parking on campus
- please fix the bicycle pump at rear of sports centre on Glasnevin campus
- The survey seems bias towards short commutes. I commute 50km each way as does many of my colleagues. Much more consideration needs to be given to looking at this constituency.
- Also if we are looking at sustainability we should have electric car charging ports on campus and beneficial parking for such cars.
- Secure facilities for storing bicycles and improved changing, showering and locker facilities would encourage more cycling to campus and between campuses
- Need more bus routes, not just more buses on existing routes which are very straight line
- The term time bus services from the Helix are very welcome, however for staff it does mean that we have to revert to other arrangements over Xmas and Summer.
- I use my car on days when I need to drive further than home after work which is usually 3 days per week
- Incredibly dispiriting that car park charges / increasing them is being considered. Sadly unsurprising.
- DCU Bicycles rusting to bits outside SPD , never used. Awful.
- I'm on the Core system, and clock in and out every day. I also need to leave the campus each day at lunchtime. The time taken to find a parking spot and get back to my desk usually results in me having to work up the time each week for that I lose while trying to find parking, can be up to an hour each week. The expansion of DCU and its numbers (17K students + staff) leaves the parking situation inadequate. I fail to see how DCC advise we are at maximum for parking spaces allowed - how was the multistorey car park built at that time if that was the case, given what the numbers were then. I believe the St. Pat's campus has dedicated staff parking, it should be afforded to the DCU campus also, particularly when staff have to work up the time lost trying to get back to work each day.
- I live close enough so cycle, walk or use a push scooter to make it in. I mainly cycle as it is quickest but I don't feel very safe doing so. I've seen a lot of people knocked off their bikes on Drumcondra Road. The turn into St Patrick's Campus coming down Drumcondra Road is very difficult. I get off my bike, cross with the lights and lift it down the steps at the library. It would be useful if there was a ramp just inside the campus wall to wheel bikes down.
- Campus residency parking appears to be less full during the day. Could this parking be used for staff if the spaces are empty and could be empty again for the residents when they return in the evening? also seems unusual that students who are based in DCU residency are leaving during the day. Maybe this could be looked at.

- I think the overnight parking is a big issue for the free car parks and should not be allowed also the barrier in the creche really needs to be fixed
- I do an awful lot of walking between DCU All Hallows' & DCU St Patrick's campus
- Travel between the campuses really needs to be improved. A regular shuttle bus should be considered.

- Shame that it is taking so long to get the library books from Mater Dei integrated into the library.
- All Hallows is a good option for overflow parking for St Pats but it may need more red spaces.
- Well needed survey, hopefully some changes are made regarding these questions
- There are a lot of us commuting from Kildare each day and it is extremely time consuming and expensive but too expensive to move closer to DCU. If there was a way of getting a direct bus again that would be great or setting up a payment plan for on campus accommodation for those living 40+km away
- For many a car is a necessity, not a privilege, and we already pay fees for our courses. Rental rates in the Dublin region are such that a commute is necessary for some. This may be a factor not considered by the person(s) who formulated this questionnaire
- DCU transport is shambolic.
- Takes the 13 Dublin bus 1.5-2 hours to get to DCU from Clondalkin every day. Jj Kavanagh bus that went to Lucan was stopped, don't think very many students from Lucan/ Clondalkin knew about this service
- I would love to use public transport more often. However the difference of 20mins by car or an 1hr 30mins by public transportation is a joke. Yet DCU are constantly asking us to use public transport instead.
- Please keep parking as it is... I could not afford to pay more money.
- As an international student in Postgraduate program, it could be better if international students have more chance to have a room in student accommodations at DCU because it is complicated for a foreign student to find an accommodation in a new city.
- When it comes to car parks, security should be more lenient to people who double park, especially when busy. Some areas in the car parks that are not marked as a parking space can definitely be made into one without compromising the safety of other cars to park e.g. Car park 2 (creche)
- My course involves work practice on the same day as evening lectures, meaning that a car is the only option.
- Part-time evening students are also in full time employment. Our employers are only just barely accepting of us having to leave at 3.30 to get to 4pm lectures. Leaving earlier isn't an option. A car is the only way to get to DCU for those 4pm lectures. Please don't start charging - it's a penalty on top of an already difficult situation. Charging won't solve anything, it'll just make our lives harder.
- Lecture times and timetables are extremely inconsiderate and inconvenient for commuters that live at home for example 6 hour breaks travelling all the way in for just one lecture or times that don't match convenient bus times so have to leave house earlier
- There should be a bus service that goes straight from swords to the glasnevin campus.
- There should be a bike scheme to allow quick travel between campuses
- Organise better transport for nursing students on placement as some placements are hard to get to. We start at 07:30 and finish at 20:30.Ssometimes we have to leave our house at 05;30 in the morning to get to placement on time and by the time we wait for bus after placement, it sometimes is well after 10 when we get home!
- I travel 45km to DCU every day on public transport and 45km home again (takes at least 3-4 hours out of my day), I don't qualify for a SUSI grant and I am working 2 days a week to try to save money to buy a car and pay for insurance, I need some sort of support or advice on a way to enhance my travel experience or something because I am finding it very draining to be getting 2 trains and 2 buses

a day, I am more than half tempted to transfer to maynooth over the summer because it is closer to home.

- The multi-storey car park should be free for all students and teachers.
- Make Dublin bikes OR pickup from Heuston Station
- Telecommuting should be accommodated as much as possible- it lessens demand on infrastructure, and is more effective and more comfortable for some people.
- I have to change a bus to come to DCU from Cork.Street area
- I do have the overall opinion that parking should be free on a university campus. I understand that there is an abundance of cars - however, the majority of us are students; and personally I can barely afford a car and to run a car safely, and I think additional parking charges on top of this is another financial burden I just can't handle
- DCU needs to work with Dublin bus to introduce a bus from Templeogue to St. Pat's and DCU
- More car parking spaces
- When assigning parking spaces term address should be taken into account. Some people drive 5/10 minutes to college and have a permit while others drive over an hour and struggle to get parking. People living in Drumcondra should not be given a permit unless there are exceptional circumstances
- Look up the range of ideas abroad tackling the same problems, e.g. at http://www.commuterpage.com/pages/transportation-options/ridesharing/
- Bus and Luas = a lot of time and pain.
- As I'm from Tallaght I find it extremely difficult to get to DCU when I am not able to get a lift to college, an introduction to a bus route for south side students would be really useful
- Yes, working part time in Blanchardstown.
- Child care issue for 6 years old son.
- Reduce number of days students need to attend classes, e.g. first-years on Mondays, second-years on Tuesdays, etc. This would reduce commuting costs.
- Not everyone is able to use public transport simply because it doesn't exist in our corner of rural Ireland, and it would be a pity to tar us all with the one brush, citing laziness as the reason we all drive in, because your questions are basically, why don't you walk, why don't you cycle, do you do ANY physical exercise? No? But you drive....
- Put parking grid/lines in invent carpark to utilise space better......most people park appropriately but some people leave large gaps were another car could have parked if they moved over
- I live in Portmarnock. There is only one bus that goes from Portmarnock to DCU and one bus back every day. This has meant I have to drive into college every day and struggle to get parking on a regular basis. If there was a bus 2/3 times a day I would use the bus instead.
- There is no direct bus route from the Navan Road to DCU except for one 70D which only runs once a day and means you arrive at DCU at about 8am which is extremely impractical and due to delays catching a second bus means I am often late when coming to classes despite leaving in plenty of time
- Dublin Bus made a big fuss last year about a new bus service to DCU from Baldoyle. The introduction of the 31D is useful but it only operates once a day which is absolutely ridiculous. Many students don't need to travel at rush hour to and from university. This bus service should be significantly expanded. The majority of Dublin Bus routes operate via the city centre which does not assist northside residents to get to DCU.
- Campaign to build Metro North. The benefits are obvious to everyone except the government. Having followed the project for almost a decade, I feel that the government (any government) will simply keep kicking it further down the road

because infrastructure issues aren't major talking points at election time and don't buy votes.

- Raise awareness about the dire status of this state's investment in public transport.
- Increasing the cost of parking will only serve to put more pressure on students, if people have to drive to college that won't change by you putting increased financial pressure on them. They might just not come to college at all because they won't be able to afford it.
- There has to be an easier transport system between Glasnevin and All Hallows / SPD. A DCU funded shuttle bus at the very least.
- Buses to Swords and the northside of county Dublin could be vastly improved
- Carparks should be smarter, entry sensors to count cars going in and out so that people are aware which car parks are available! Ive created a project using a raspberry pie, python and android to create an app that allows you to monitor car parks. This would also help the DC security to better manage the traffic for example using predictable algorithms to see at what time car parks are busiest hence directing others to an alternative car park.
- It is important to have a bus that links all the campuses together that is free for students and staff.
- Make a bus route from Clontarf to St. Patrick's college
- It takes me two hours every day to get to campus and I only live in outer Dublin. Dublin bus has a bus from Meath to DCU daily and yet my area has nothing that goes anywhere near here. The Tallaght/Blessington area badly needs a bus as it is only a short journey directly
- need bus from Bray/Shankill/Loughlinstown to DCU
- Introducing an annual fee for registered staff and students on the campus and parking permits can aid in the car park issues. The car parks need better markings and clear laid out rules.
- The bike lane (probably better described as a car park for taxi drivers and couriers) at the Collin's Ave. entrance is a disgrace. I would strongly suggest the placement of some delineators to stop this behaviour which has led to be being squeezed into the curb various times.
- If more connectivity with the luas was possible it would help. Also since anyone coming from south side has to travel through the city centre traffic is exceptionally bad considering the luas works. Also more direct ways to get to the southside as currently there is the 4 which us adequate for the coastal areas until black rock. The 11 takes over 2 hours 30 minutes when leaving at 5 to arrive at sandyford. A bus route like an extended 145 or 46a would help with commuting time by a lot.
- While I can take the number 11 from very close by my house in goatstown, unless I'm on it by 7 am I sit in traffic (no bus lane) and it can take 1.5 hours to get to DCU.
- The upholding of rules regarding the car parks is ridiculous. The road alongside the astro pitch is treated as a car park after 17:00 and on weekends reducing a large stretch of road to a single lane. When parents do the same on graduation day DCU has no problem putting a clamp on the car. Similarly, overnight parking is already banned - thats fine. So why do so many campus residents get away scott free using the library car park to avoid the fee for annual parking in the residents section? There is a blue van on one side that has been stationary for over 12 months now with no clamp or parking violation sticker. How has this individual not succumbed to the same punishment several of my colleagues have had to deal with? Its very inconsistent and is hard to back.