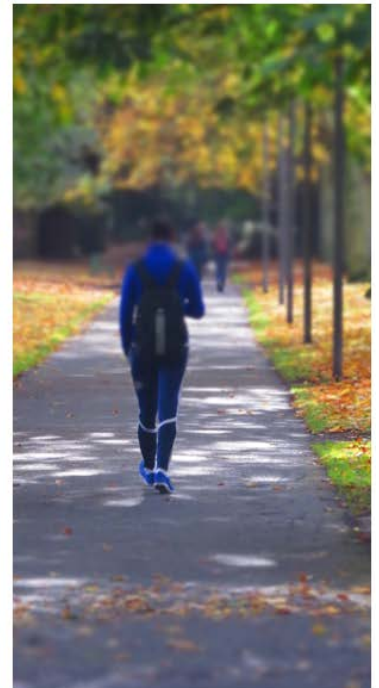


# Dublin City University

## Campus Connectivity Study

### Stakeholder Consultation Report

Issue | 27 February 2018



This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.




Job number 256002-00

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# 1 Introduction

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Arup has been appointed by Dublin City University (hereafter referred to as DCU) to carry out a Stakeholder Consultation on a proposed walking and cycling route to connect DCU main campus (DCU Glasnevin), St Patrick College (DCU St. Patrick's) and All Hallows College (DCU All Hallows). Arup were tasked with consulting with key stakeholders for this project.

The stakeholders identified included Dublin City Council (hereafter referred to as DCC), National Transport Authority (hereafter referred to as NTA), Griffith Avenue District Area Residents' Association (hereafter referred to as Residents' Association or GADRA), DCU Students' Union, An Garda Síochána, the Elmhurst Nursing Home and the Eustace Family.

This report presents the following:

**Chapter 2** describes the context of the project.

**Chapter 3** provides summaries of the stakeholder consultations. It is important to note that the summaries represent only suggestions and potential solutions, which the consultees presented. None of the summaries are approved solutions, approved schemes or agreed alternatives.

**Chapter 4** summarises the identified constraints and opportunities for increased connectivity between the DCU campuses for walking and cycling. Both constraints and opportunities were identified following the analysis of the recorded consultations.

**Chapter 5** provides general recommendations on the basis of the consultation process.

## 2 Context

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DCU is a multi-campus university with 1,385 staff and 16,000 students, which makes it the second largest generator of trips in north Dublin after Dublin Airport.

In June 2016, DCU appointed Arup to undertake a permeability/connectivity study and investigate the suitability of upgrading the existing sustainable transport routes between DCU campuses as well as identifying potential new routes.

Arup identified and analysed a total of nine routes that could provide better connectivity between DCU campuses. The analysis of all options identified one preferred route, which is shown in **Figure 1**.



**Figure 1: The preferred cycling and walking route to connect DCU campuses**

DCU decided to carry out a Stakeholder Consultation on the preferred route and appointed Arup for this task.



## 3 Consultation Records

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In a course of Stakeholder Consultation, the following parties were contacted and/or consulted with:

- DCC Parks Department,
- Elmhurst Nursing Home,
- Eustace family,
- NTA,
- An Garda Síochána,
- Residents' Association (GADRA),
- DCU Student's Union, and
- DCC Transportation and Environment Department.

The detailed consultation records for every Stakeholder are collated, summarised and presented in this Chapter. It is important to note that all of the records presented represent only suggestions and potential solutions. None of the records are approved solutions, approved schemes or agreed alternatives.

### 3.1 DCC Parks Department

Arup consulted over the telephone with DCC Parks Superintendent, Leslie Moore, and made a record of his comments with respect to the proposed cycling and walking route to connect DCU campuses.

The main points raised by Leslie Moore are listed below:

- It is recommended that the route is organised as a greenway that could cater for both pedestrians and cyclists.
- DCC Parks have no issue with leaving Albert Park open at night and stated that at present, not all parks in Dublin are closed during night time.
- DCC Parks plan to expand the sports facilities / hall to the north of the Albert Park, near the entrance to DCU, which would create more activity for the park.

The detailed record of the meeting with DCC Parks is attached to this report. See Appendix A.

### 3.2 Elmhurst Nursing Home and Eustace Family

Arup contacted a representative of Elmhurst Nursing Home Administration, John Dunleavy, by email. The preferred route would potentially use the same access as the Nursing Home and therefore the Nursing Home was deemed a key stakeholder.

Arup were subsequently contacted by the representative of Stephen Eustace Ltd, Mr. Stephen Eustace, who own the land on which Elmhurst Nursing Home is located. This conversation happened over the phone.

The main points raised by Mr. Eustace are listed below:

- The proposed route cannot go ahead as it goes through the private land.
- The proposed route cannot go ahead as it will be disturbing for the elderly residents of Elmhurst Nursing Home.

Following this conversation, DCU continued communication with Stephen Eustace Ltd.

Arup also received a copy of a letter sent to NTA by Stephen Eustace Ltd. with their complaints regarding the proposed route.

The detailed record of the communication with Stephen Eustace Ltd. and the above-mentioned letter are presented in Appendix A.

### 3.3 National Transport Authority

Arup met a representative of NTA, Mr. Robert Parkinson, and made a record of his comments with respect to the proposed cycling and walking route to connect DCU campuses.

The main points raised by Robert Parkinson are listed below:

- The area at the southern entrance into the Albert Park (Hampstead Avenue) and the link between Hampstead Avenue and DCU Elmhurst has the potential to experience security issues due to curved roads, blind corners, lack of visibility, hedges. Possible design solutions to address these include straighter and smoother alignment, hedge cutting, CCTV cameras, lighting, SOS points.
- It is important to investigate the drivers behind the objections expressed by Stephen Eustace Ltd. Understanding their reasoning better could help to build a constructive dialogue with them. A “Scenario B” route needs to be considered in case Stephen Eustace Ltd. does not support the proposed route.
- The impact of pedestrian and cycling flows on residential areas has to be estimated and studied. Data collected with the help of the Bleeper Bikes trial could be useful for this. Residents need to be consulted.
- Car parking habits may change following the introduction of the proposed cycling and walking route.
- Consideration needs to be given to road and junction design on the public street and road network to facilitate safe movements for cyclists. Possible solutions are the introduction of bus lanes, signage, dedicated crossings.
- Proposals for public transport schemes (e.g. Bus Rapid Transit, BusConnects) running along Drumcondra Road Upper have to be considered.

- To enhance the security of the route, DCU could consider the introduction of a service where a security guard walks a student or a staff member from their origin to destination within the campus at night.
- The existing security measures which monitor the road from DCU to Ballymun Road could be extended to this proposed route.
- When introduced, proper promotion should be put in place to raise awareness about the route and how to use it.

The detailed record of the communication with Robert Parkinson is attached to this report. See Appendix A.

### 3.4 An Garda Síochána

Arup met a representative of Santry Garda Station, Sergeant Martin Lynch, and made a record of his main comments in relation to the proposed cycling and walking route to connect DCU campuses.

The main points raised by Sergeant Martin Lynch are listed below:

- Proper security and safety should be ensured for the entire route, particularly in Albert Park. Possible solutions are hired security to walk the route, lighting, cutting hedges, smoother alignment.
- As a result of the road closure between Ferguson Road and Millbourne Avenue/Millmount Avenue, it is expected that the traffic will increase on Home Farm Road. This impact needs to be investigated further. Griffith Avenue should be considered as a potential route to direct people travelling between the two campuses.
- Consultation with the DCU's Students' Union should also be carried-out.
- Consideration should be given to alternative routing options such as:
  - The use of Home Farm Park lanes to access DCU St. Patrick's Campus to avoid introducing additional traffic on Drumcondra Road Upper and its junction with Home Farm Road.
  - The use of Griffith Avenue fully, especially for cyclists to remove the potential illegal use of the footpaths. The introduction of a dedicated cycle track along Griffith Avenue should be considered.
  - The use of Ballymun Road / Mobhi Road corridor.

The detailed record of the meeting with Sergeant Martin Lynch can be found in Appendix A attached to this report.

### 3.5 Griffith Avenue and District Residents' Association

Arup met the representatives of the Griffith Avenue and District Residents Association (hereafter referred to as GADRA) and made a record of their comments in relation to the proposed cycling and walking route to connect DCU campuses.



The main points raised by GADRA are listed below:

- The use of Home Farm Road should be avoided as it already experiences increased traffic flows as a result of the closure on Ferguson Road.
- Residents highlighted that cycling through Albert Park could disturb its current character and impact on the safety of its users. Speeding is a particular concern.
- Residents do not want any type of channelling of pedestrian and cycling flows on the public street network to avoid high volumes on particular streets. They prefer cyclists and pedestrians to disperse naturally throughout the street network.
- Residents do not favour any physical intervention on the streets in their residential areas, in particular those that could impact on on-street car parking spaces.
- Residents raised a concern about possible disturbance and nuisance, especially later in the evening and night time, associated with additional through traffic of pedestrians and cyclists in residential areas.
- Residents expressed no concerns to the idea of a pedestrian-only day-time-only route through Albert Park.
- Consideration should be given to alternative routing options such as:
  - Via Ballymun Road;
  - Via Collins Avenue and Swords Road; or
  - Via Ferguson and Millbourne Avenue.

The detailed record of communication with GADRA is attached to this report. See Appendix A.

### 3.6 DCU Student's Union

Arup met two representatives of DCU Students' Union, Niall Behan (the President) and Mathew Davey (the Vice President for Education and Placement) and made a record of their comments in relation to the proposed cycling and walking route to connect DCU campuses.

The main points Niall Behan and Mathew Davey raised are listed below:

- Students believe that the proposed cycling and walking route is necessary to enhance the connectivity between DCU campuses.
- Opening Albert Park for cycling and walking will be beneficial for many students. Adequate design solutions should be put in place to ensure friendly and non-conflict co-existence of different park users.
- Adequate design features should be put in place through the entire length of the route to ensure its safety, security, prominence and usability.

Consideration should be given to the use of features like lighting, CCTV cameras, visibility mirrors, DCU signs, road signage and markings, yield signs, etc.

- Special consideration should be given to safety and security aspects of the route. Presently existing external security service in DCU could potentially be extended to serve the route, in particular as part of the newly planned SafeZone App.
- Wi-Fi connection along the route is highly desirable and will enhance its popularity and usability.
- It was noted that students going to DCU St. Patrick's Campus often use the disability access ramp and vehicular access which is located to the north of the main entrance as the main destinations are located to the north of the campus. This should be considered in subsequent design options.
- Crossing Drumcondra Road Upper for cyclists to access the main entrance to DCU St. Patrick's campus is not easy or safe due to heavy vehicular traffic. Measures should be put in place to enhance safety at this point.
- Accessing DCU All Hallows Campus by bike is unattractive at present. This is due to a number of reasons including the one-way route on Church Avenue (which is narrow and provides on street parking along one side)<sup>[A2]</sup> and the gravel surfacing within the campus which is difficult to cycle on.
- Consideration should be given to alternative routing options such as:
  - Via Valentia Road and through Corpus Christi Church grounds. Bantry Road is not very inviting for cycling and walking at present.
  - Via Ferguson Road with an introduction of the access point of Ferguson Road. The access through this road is more ideal as it makes the route more direct and removes the need for cyclists to interact with heavy traffic on Drumcondra Road Upper.
- The Students' Union would like to be kept up-to-date and continue to be consulted regarding the progress of this scheme.

The detailed record of the communication with DCU Student's Union and the meeting minutes are attached to this report. See Appendix A.

### 3.7 DCC Transportation and Environment

Arup met representatives of DCC Transportation and Environment Department and made a record of their comments in relation to the proposed cycling and walking route to connect DCU campuses. The meeting was attended by Ms. Helen Smirnova, Mr. Kieran Sweeney, Mr. Neil O'Donoghue and Mr. Eoin Corrigan of DCC Transport, in addition to Mr. Sean Callaghan the DCC Area Engineer for the Northwest Engineering Area.

The main points raised by DCC Transport are listed below:

- It is not possible to implement any type of a calmed junction at the point where the route exits Elmhurst and connects onto Griffith Avenue as Griffith Avenue forms part of a busy transport corridor.
- It is recommended that the route proposals remain consistent with the existing GDA Cycle Network Plan. For example, Bantry Road forms part of the proposed secondary cycle network and ideally this should not be changed. As an alternative to Bantry Road, which is very narrow due to on-street parking, routing through Valentia Road could be investigated.
- The benefits of directing traffic through Home Farm Road is unclear because of the recent closure on Ferguson Road which have increased the traffic on this road. Griffith Avenue may be a more suitable option due to its width and ability to cater for different modes.
- It is recommended to investigate alternative options of accessing DCU St. Patrick's campus, for example via Walsh Road, Ferguson Road and former DCU entrance off Home Farm Road.
- It is not recommended to use Drumcondra Road Upper for cyclists to access the campus as at present it carries high traffic flows and is sensitive to any infrastructural changes.
- It is recommended that the route proposals remain in line with the Swiftway BRT scheme proposals.
- Contraflow cycling movements on Church Avenue are not favoured by DCC Transport. The introduction of a one-way system serving DCU All Hallows Campus should be investigated.
- DCC Transport favour the idea of introducing Wi-Fi along the route and noted that the existing infrastructure constraints should be properly investigated prior to implementation.
- DCC Transport suggested the use of “finger” wayfinding signs for the route.
- DCC Transport consider that changes to the road infrastructure under ownership of DCC should not require planning permission.
- Generally, DCC Transport are supportive of the route and are happy to collaborate on its planning and implementation.

The detailed record of the communication with DCC Transportation and Environment is attached to this report. See in Appendix A.

### 3.8 Additional Consultation

During the process of consultation with key stakeholders, Arup was approached by a resident of Home Farm Road, who wished to discuss the emerging proposals. The record of the telephone conversation with this resident is included in Appendix B.

## 4 Summary

The Stakeholder Consultation exercise helped to identify a range of potential constraints and possible opportunities in relation to the proposed walking and cycling route to connect DCU campuses. Details of both are summarised and presented in this Chapter.

Area	Constraints	Opportunities
Albert Park	The GADRA representatives expressed strong opposition in relation to a potential cycle route through Albert Park. Their particular concerns are safety issues and disturbance to the established character (calm, quiet, isolated).	<p>Informal through cycling and walking is reported to happen in Albert Park. Introduction of the route would formalise and organise these movements which will create friendly and non-conflict co-existence of different park users.</p> <p>The route has the potential to unlock the permeability of the wider area. Some residents and students will be able to use more direct routes to reach their destinations. As an alternative, routing via Ballymun Road and Collins Avenue could be considered. All stakeholders identified the safety issues as a concern but the majority were positive that design and security solutions could mitigate potential negative effects.</p>
Private Lands	There is uncertainty with regards to the availability of private lands (Stephen Eustace Ltd and Elmhurst Nursing Home) and cooperation of the Eustace Family (landowners) in the delivery of the scheme.	During the consultation process it was identified that Eustace Family may be open to further discussion on potential accessible routes in the future. Provided a constructive dialogue is established, there is an opportunity for the route to be incorporated in any potential future masterplans, especially in light of the wider transport projects such as Metro North.
Griffith Avenue	Griffith Avenue forms part of a busy transport corridor and it is very unlikely that DCC Transport will favour any type of traffic calming that will restrict the movement of vehicles on road.	The partial use of the Griffith Avenue for the route could encourage the change of its existing character and make it securer and more attractive for all street users as this road has been reported to be experience some anti-social behaviour in later hours. Introduction of a prominent cycling and walking route could contribute to positively changing this.

Area	Constraints	Opportunities
Bantry Road	At present, this street is not very inviting for cycling and walking due to its narrow width and on-street parking. GADRA stated they would not favour any infrastructural changes that would impact on car parking.	Bantry Road forms a part of the planned secondary cycle route as per the Greater Dublin Area Cycle Network Plan.  Whilst it is recommended to stay in line with the existing Network Plan proposals, alternative routing options were also identified and could be further investigated. These include Valentia Road and Church grounds between Valentia Road and Clare Road. Both are used informally at present.
Home Farm Road	This road is assumed to experience increased traffic flows following the closure of Ferguson Road. On this basis, residents, Garda and DCC Transport oppose the potential route to go through Home Farm Road.	The actual impact of the Ferguson Road closure on Home Farm Road is unclear at present and needs to be investigated to understand whether the road experiences increase in traffic flows. Identified alternatives to Home Farm Road include routing through Walsh Road or Ferguson Road onto Millbourne Avenue and further to Drumcondra Road Upper. Walsh Road is suggested as a secondary cycle route as per the Greater Dublin Area Cycle Network Plan.
Drumcondra Road Upper	Drumcondra Road Upper is a strategic arterial road serving Dublin and carries high traffic flows, which makes this road unsafe and unattractive for cyclists to use, especially at junctions	Drumcondra Road Upper will be redesigned with the implementation of the Swiftway BRT, which also included the introduction of cycle lanes. Provided proper arrangement could be secured at junctions, the road could adequately cater for cyclists.  However, acknowledging the level of traffic flows served by this road, it is also recommended to consider alternative routing options that avoid the use of Drumcondra Road Upper.
DCU All Hallows Campus	Cycling to the All Hallows Campus is not popular as there is no proper cycle provision on Church Avenue or on campus	A one-way cycling system could be introduced on Church Avenue and Ormond Road to serve people cycling to and from All Hallows Campus. Alternatively, a contraflow cycle lane could be introduced on Church Avenue.

Area	Constraints	Opportunities
		Several enhancements should be considered on campus to encourage cycling, such as better surfacing material and additional cycle parking at destination points. This should be part and parcel of the masterplan for this campus.
DCU St. Patrick's Campus entrance	High traffic flows on Drumcondra Road Upper make it difficult and unsafe for cyclists to make a turning movement and access DCU St. Patrick's Campus.	The entrance into DCU St. Patrick's Campus for pedestrians and cyclists could be moved up north Drumcondra Road Upper, closer to the library building as this is the most natural point of entry.

It is important to ensure that the above constraints are taken into consideration and investigated further so that proper solutions and alternatives could be found to address them. It is also important to ensure that the above opportunities are investigated further for a better understanding of their potential to be realised and their adequacy to meet the route objectives.



## 5 Recommendations

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The stakeholder consultation exercise and associated analysis of constraints and opportunities associated with the proposed cycling and walking route to connect DCU campuses allowed for the identification of actions to be taken to enable further progression of this project. These actions are listed in this section.

The following actions are recommended to be taken following the Stakeholder Consultation exercise:

- Continue consultation with DCC Transport on the proposed route.
- Consider reviewing alternative routing options as presented above and in the initial study.
- Ensure that people moving between two campuses are not channelled through particular streets on the public road network when they are of similar merit to provide connectivity between the campuses.
- DCU should provide students and staff with information and maps clearly showing all potential route options.
- Consider having different routes for cyclists and pedestrians.
- Investigate the opportunity to introduce a different entrance for cyclists and pedestrians to DCU St. Patrick's campus.
- Investigate traffic behaviour on Home Farm Road to understand how applicable it is for the route, following recent traffic management changes.

## **Appendix A**

### **Record of Minutes**

## Appendix B

### Record of Phone Conversation