

QBC monitoring report

November 2005

Dublin Transportation Office





QBC Monitoring Report
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Contents

| Section | P age |
|---|--------------|
| 2 Main Findings..... | 3 |
| 3 Key Objectives Reports | 4 |
| 4 Purpose, Scope & Methodology | 18 |
| 5 QBC Specification..... | 20 |
| 6 Summary of Progress | 22 |
| 7 Comparative Bus & Car Journey Times in the Morning Peak..... | 24 |
| 8 Performance Indicators..... | 26 |
| 9 Mode Share..... | 33 |
| 10 Final Reports | 37 |
| 11 Sectional Bus and Car Journey Times..... | 46 |
| 12 Sectional Bus Speeds..... | 67 |
| 13 League Tables..... | 89 |
| 14 Graphs..... | 95 |
| 15 Pre QBC Reports | 132 |
| 15.1 North City Orbital Pre QBC..... | 133 |
| Appendix 1 November 2005 Survey Points | 147 |

List of Tables

| Table Number & Description | Page Number(s) |
|---|----------------|
| Tables 1a to 1m Key Objectives Reports | |
| Table 1a Blanchardstown QBC | 5 |
| Table 1b Finglas QBC | 6 |
| Table 1c Lucan QBC | 7 |
| Table 1d Malahide QBC..... | 8 |
| Table 1e North Clondalkin QBC..... | 9 |
| Table 1f Rathfarnham QBC..... | 10 |
| Table 1g Stillorgan QBC | 11 |
| Table 1h Swords QBC | 12 |
| Table 1i Tallaght QBC | 13 |
| Table 1j Ballymun QBC | 14 |
| Table 1k Bray QBC | 15 |
| Table 1l Clontarf QBC | 16 |
| Table 1m Howth Road QBC..... | 17 |
| | |
| Table A Corridors Monitored in November 2005 | 19 |
| | |
| Table 2 Summary of Progress 1997 - 2005 | 22 |
| | |
| Table 3 Summary of Progress 2004 - 2005 | 23 |
| | |
| Table 4 Comparative Bus and Car Journey Times | 25 |
| | |
| Table 5 Performance Indicators 2003/2004/2005..... | 27 |
| Table 5a Performance Indicators 2003/2004/2005 (Off Peak)..... | 28 |
| | |
| Table 6 Performance Indicators 2002/2003/2004/2005 | 29 |
| Table 6a Performance Indicators 2002/2003/2004/2005 (Off Peak)..... | 30 |
| Table 7 Performance Indicators 2004/2005..... | 31 |
| Table 7a Performance Indicators 2004/2005 (Off Peak)..... | 32 |
| | |
| Tables 8 to 8b Mode Share Tables | |
| Table 8 – QBC Cordon Points | 34 |
| Table 8a – Non QBC Cordon Points | 35 |
| Table 8b – Non bus Cordon Points & Cordon Totals..... | 36 |
| | |
| Table 9 Blanchardstown QBC Final Report..... | 38 |
| | |
| Tables 10a to 10m Sectional Bus & Car Journey Times | |
| Table 10a Blanchardstown QBC | 47 |
| Table 10b Finglas QBC | 49 |
| Table 10c Lucan QBC | 50 |
| Table 10d Malahide QBC..... | 52 |
| Table 10e North Clondalkin QBC..... | 53 |
| Table 10f Rathfarnham QBC..... | 54 |

| | | |
|-----------|----------------------|----|
| Table 10g | Stillorgan QBC | 56 |
| Table 10h | Swords QBC | 58 |
| Table 10i | Tallaght QBC | 60 |
| Table 10j | Ballymun QBC | 62 |
| Table 10k | Bray QBC | 64 |
| Table 10l | Clontarf QBC | 65 |
| Table 10m | Howth Road QBC..... | 66 |

Tables 11a to 11m Bus Journey Speeds

| | | |
|-----------|---------------------------|----|
| Table 11a | Blanchardstown QBC | 68 |
| Table 11b | Finglas QBC | 70 |
| Table 11c | Lucan QBC | 71 |
| Table 11d | Malahide QBC..... | 73 |
| Table 11e | North Clondalkin QBC..... | 75 |
| Table 11f | Rathfarnham QBC..... | 76 |
| Table 11g | Stillorgan QBC | 78 |
| Table 11h | Swords QBC | 80 |
| Table 11i | Tallaght QBC | 82 |
| Table 11j | Ballymun QBC | 84 |
| Table 11k | Bray QBC | 86 |
| Table 11l | Clontarf QBC | 87 |
| Table 11m | Howth Road QBC..... | 88 |

| | | |
|----------|--|----|
| Table 12 | Morning Peak Period League Table | 90 |
|----------|--|----|

Tables 13a to 13w Sectional Graphs

| | | |
|-----------|---------------------------|-----|
| Table 13a | Blanchardstown QBC | 97 |
| Table 13b | Blanchardstown QBC | 98 |
| Table 13c | Blanchardstown QBC | 99 |
| Table 13d | Finglas QBC | 101 |
| Table 13e | Lucan QBC | 103 |
| Table 13f | Lucan QBC | 104 |
| Table 13g | Lucan QBC | 105 |
| Table 13h | Malahide QBC..... | 107 |
| Table 13i | Malahide QBC..... | 108 |
| Table 13j | Malahide QBC..... | 109 |
| Table 13k | North Clondalkin QBC..... | 111 |
| Table 13l | North Clondalkin QBC..... | 112 |
| Table 13m | Rathfarnham QBC..... | 114 |
| Table 13n | Rathfarnham QBC..... | 115 |
| Table 13o | Stillorgan QBC | 117 |
| Table 13p | Swords QBC | 119 |
| Table 13q | Swords QBC | 120 |
| Table 13r | Tallaght QBC | 122 |
| Table 13s | Tallaght QBC | 123 |
| Table 13t | Ballymun QBC | 125 |
| Table 13u | Bray QBC | 127 |
| Table 13v | Clontarf QBC | 129 |
| Table 13w | Howth Road QBC..... | 131 |

| | |
|---|--|
| Tables 14a to 14e North City Orbital Pre QBC Results | |
| Table 14a | North City Orbital Pre QBC Key Objectives Report.....134 |
| Table 14b | North City Orbital Pre QBC Final Report..... 135 |
| Table 14c | North City Orbital Pre QBC Sectional Bus & Car Journey Times143 |
| Table 14d | North City Orbital Pre QBC Sectional Bus Speeds..... 145 |
| Table 14e | North City Orbital Pre QBC Sample Graph..... 146 |

1 Introduction & Structure of the Report

Background

The Dublin Transportation Office assumed responsibility for Quality Bus Corridor monitoring in November 2002. Monitoring had previously been undertaken on a bi-annual basis by Dublin City Council. Approval for carrying out the monitoring on an annual basis had been given at the March 2002 Steering Committee meeting.

To date, monitoring has been carried out in 2002, 2003, 2004 and 2005 in November of each year. The undertaking of monitoring on an annual basis measures QBC performance both at a point in time, and over time.

Although this report deals specifically with the results from November 2005, comparisons are made with the results from 2002, 2003 and 2004.

The further development of an expanded Quality Bus Network is a key element of the DTO transport strategy as outlined in *A Platform for Change*. Monitoring the performance of the Quality Bus Corridors in operation helps to measure the efficiency and effectiveness of the bus mode in the delivery of the transport objectives set out in the strategy.

Structure of the Report

Section 2 sets out the main findings from the November 2005 QBC monitoring exercise based on the report given to the DTO Steering Committee at its July 2006 meeting.

Section 3 is a series of “Key Objectives” reports detailing the main results for each QBC.

Section 4 sets out the purpose, scope and methodology of the annual monitoring exercise.

Section 5 details the Specification against which the performance of each Quality Bus Corridor is measured.

Section 6 is a summary of the progress made from 1997 to 2005 in respect of the reduction in the number of cars crossing the Canal Cordon Points and the increase in bus service supply and resultant patronage.

Section 7 is a summary of comparative bus and car average morning peak period journey times for each of the 13 QBCs monitored.

Section 8 contains tables of Performance Indicators measured over the period 2002, 2003, 2004 and 2005.

Section 9 is a table showing Mode Share expressed in terms of the percentage of total persons crossing the canal cordon points by mode of travel.

Section 10 contains an example of the “Final Reports” for each QBC showing the detailed results for Blanchardstown QBC.

Section 11 contains tables showing comparative bus and car journey times for each QBC on a sectional basis

Section 12 contains tables showing bus speeds for each QBC on a sectional basis.

Section 13 contains a “League Table” of results with comparisons for 2002, 2003, 2004 and 2005.

Section 14 contains graphs showing the performance of each QBC on a sectional basis. The graphs show the variation in bus operating speeds over different sections of each QBC and over different time periods. The examples shown are supported by a commentary.

Section 15 deals with the results from corridors monitored prior to the implementation of bus priority measures.

Appendix 1 is a table showing the complete list of survey points for the November 2005 monitoring exercise.

Appendix 2 contains maps showing the scope of the monitoring for each QBC including the North City Orbital monitored on a pre QBC basis.

2 Main Findings

- 2.1 The number of buses supplied by Dublin Bus has increased by 185 (29.23%) from November 1997 to November 2005. See **Table 2** for details. There has been a marginal decline in the supply of buses in the last 12 months. See **Table 3** for details.
- 2.3 The number of bus passengers has increased by 13917 (45.57%) from November 1997 to November 2005. See **Table 2** for details. There has, however, been a reduction in passenger numbers of 2.41% over the last 12 months with a large decline in numbers on Blanchardstown and Stillorgan QBCs partly offset by increases in passenger numbers on Finglas, Lucan, North Clondalkin and Swords QBCs. See **Table 3** for details.
- 2.4 Bus average journey times in the morning peak were less than the corresponding car average journey times in 6 out of the 13 QBCs monitored, with significant (greater than 15%) variations in 5 QBCs. See **Table 4** for details.
- 2.5 Bus average journey times in the morning peak have reduced in 6 of the 13 QBCs that were monitored both in 2004 and 2005. See **Table 4** for details.
- 2.6 Passengers travelling on QBC designated routes crossing the canal cordon between 0700 and 100 have decreased by 0.97% compared with November 2004. See **Table 5** for details.
- 2.7 The detailed results for Blanchardstown QBC highlight the problems affecting the performance in the morning peak period on the sections between Clonsilla and the N3, Between Main Street and the N3 and from Nephin Road to the City Centre with the consequent effect on bus patronage. See **Table 1a** , **Table 9**, **Table 10a** and **Table 11a** for details.
- 2.8 Of the schemes introduced in the 12 months leading up to November 2005, where monitoring has taken place, the following results are of interest:
- Howth Road QBC**
On the section between Raheny and Fairview there has been a saving of 7 minutes 23 seconds in bus average journey time in the AM peak.
- Earlsfort Terrace Contra-Flow Bus Lane**
On the section between Camden Street and Westmoreland Street there has been a saving of 4 minutes 15 seconds in bus average journey time in the AM peak

3 Key Objectives Reports

The key results for each QBC are set out in terms of Key Objectives Reports.

Each report summarises the main performance indicators as follows:

- Bus journey times
- Bus speeds
- Comparative bus and car journey times
- Passenger waiting times
- Mode Share
- Passenger journeys

The codes in the left hand column named “Spec Ref” match the performance indicators set out in the QBC Specification.

Tables 1a to 1i inclusive show the results for the 9 main radial QBCs.

Tables 1j to 1l inclusive show the results for those QBCs monitored for the first time in 2004, namely Ballymun QBC, Bray QBC incorporating the N11 extension from Foxrock to Loughlinstown and Clontarf QBC.

Table 1m shows the results for Howth Road QBC which had been monitored on a pre QBC basis in 2004.

Table 1a Blanchardstown QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | |
|---|---|--|----------------|
| Spec Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak | PM Peak |
| A5 | Corridor Bus Journey Time (Average) | 39:29 | 28:57 |
| A5 | Corridor Bus Journey Time (Range) | 25:48 to 53:13 | 24:29 to 32:22 |
| A5 | Corridor Bus Speed | 11.42 km/h | 15.09 km/h |
| A5 | Comparison of Corridor Journey Times Bus v Car | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Bus v Car Journey Times (Average) | 32:56 | 33:35 |
| A5 | Comparison of Bus v Car Journey Times (Range) | 27:48 to 38:02 | 19:12 to 56:59 |
| B1 | Passenger Wait Times | Target | Actual |
| B1a | Average Peak Wait Time | 3 minutes | 1:35 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| B1c | Average Off Peak Wait Time | 2 minutes | 0 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| B2 | Boarding & Alighting Time / % of total journey time | 4 minutes | 4:10 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Target | Actual |
| | | 2 minutes | 0:10 |
| | | AM Peak | PM Peak |
| | | 12.21% | 12.01% |
| | | BAC On Bus Survey Nov 02 | |
| | | % Mode share at Navan Road | |
| | | Nov-04 | Nov-05 |
| | | 35.08% | 26.55% |
| | | N/A | N/A |
| | | % Mode share at Canal Cordon | |
| | | Nov-04 | Nov-05 |
| | | 52.36% | 52.36% |
| | | N/A | N/A |
| | | % Mode share at Navan Road | |
| | | Nov-04 | Nov-05 |
| | | 0.77% | 0.60% |
| | | N/A | N/A |
| | | % Mode share at Navan Road | |
| | | Nov-04 | Nov-05 |
| | | 7.48% | 0.47% |
| | | N/A | N/A |
| | | % Mode share at Navan Road | |
| | | Nov-04 | Nov-05 |
| | | 6087 | 4997 |
| E1 | Passenger Journeys (Total) | Cordon Counts (0700 - 1000) BAC Designated QBC Routes | |

Table 1b Finglas QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT FINGLAS NOVEMBER 2005 | | | |
|--|---|--|------------------|
| Spec Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 16:29 | PM Peak 26:43 |
| A5 | Corridor Bus Journey Time (Average) | 13:54 to 23:07 | 20:03 to 37:52 |
| A5 | Corridor Bus Journey Time (Range) | 19.19 km/h | 11.40 km/h |
| A5 | Corridor Bus Speed | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Corridor Journey Times Bus v Car | 6:53 | N/A |
| A5 | Comparison of Bus v Car Journey Times (Average) | 4:05 to 9:12 | N/A |
| A5 | Comparison of Bus v Car Journey Times (Range) | | |
| B1 | Passenger Wait Times | Target | Actual |
| B1a | Average Peak Wait Time | 3 minutes | 2:55 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| B1c | Average Off Peak Wait Time | 2 minutes | 0 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| B2 | Boarding & Alighting Time / % of total journey time | 4 minutes | 3:20 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Target | Actual |
| | | 2 minutes | 0 |
| | | AM Peak | PM Peak |
| | | 12.11% | 14.03% |
| | | % Mode share at Canal Cordon | |
| | | Car | Bus |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 54.78% | N/A |
| | | Cycle | |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 1.37% | N/A |
| | | Total Persons | |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 15868 | N/A |
| | | Nov-04 | Nov-05 |
| | | 1982 | 2249 |
| E1 | Passenger Journeys (Total) | Cordon Counts (0700 - 1000) BAC Designated QBC Routes | |

Table 1c Lucan QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT LUCAN NOVEMBER 2005 | | | | | | |
|--|--|--|----------------|----------------------------|---|--|
| Spec Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | | | NOTES | |
| A5 | Corridor Bus Journey Times | AM Peak | PM Peak | | Foxhunter Pub to Bachelors Walk/ Wellington Quay via Chapelizod Bypass | |
| A5 | Corridor Bus Journey Time (Average) | 29:15 | 25:53 | | | |
| A5 | Corridor Bus Journey Time (Range) | 24:47 to 35:39 | 22:01 to 29:24 | | | |
| A5 | Corridor Bus Speed | 23.38 km/h | 25.87 km/h | | | |
| A5 | Comparison of Corridor Journey Times Bus v Car | Bus AM Peak | Car AM Peak | | | |
| A5 | Comparison of Bus v Car Journey Times (Average) | 29:15 | 33:59 | | | |
| A5 | Comparison of Bus v Car Journey Times (Range) | 24:47 to 35:39 | 27:03 to 42:05 | | | |
| B1 | Passenger Wait Times | Target | Actual | | | Foxhunter Pub to Bachelors Walk via Chapelizod Bypass |
| B1a | Average Peak Wait Time | 3 minutes | 1:38 | | | |
| B1b | Average Peak Excess Wait Time | Target | Actual | | | |
| B1c | Average Off Peak Wait Time | 2 minutes | 0 | | | |
| B1d | Average Off Peak Excess Wait Time | Target | Actual | | | |
| B1d | Average Off Peak Excess Wait Time | 4 minutes | 3:25 | | | |
| B1d | Average Off Peak Excess Wait Time | Target | Actual | | | |
| B1d | Average Off Peak Excess Wait Time | 2 minutes | 0 | | | |
| B2 | Boarding & Alighting Time / % of total journey time | AM Peak | PM Peak | | | |
| B2 | Boarding & Alighting Time / % of total journey time | 10.06% | 14.69% | | | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | | | | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Palmerston | | % Mode share at Palmerston | | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Car | Bus | Car | Bus | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-05 | Nov-04 | Nov-05 | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 39.60% | N/A | 52.14% | N/A | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-05 | Nov-04 | Nov-05 | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 0.48% | N/A | 1.23% | N/A | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Taxi | Cycle | Taxi | Cycle | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-05 | Nov-04 | Nov-05 | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 0.61% | N/A | 0.47% | N/A | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Walking | Total Persons | Walking | Total Persons | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-05 | Nov-04 | Nov-05 | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 0.82% | N/A | 13701 | N/A | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-05 | Nov-04 | Nov-05 | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 2.76% | N/A | 13777 | N/A | |
| E1 | Passenger Journeys (Total) | Cordon Counts (0700 - 1000) BAC Designated QBC Routes | | | | |
| E1 | Passenger Journeys (Total) | 4717 | 4895 | 4717 | 4895 | |

Table 1d Malahide QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT MALAHIDE NOVEMBER 2005 | | | |
|---|---|---|------------------|
| Spec Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 28:55 | PM Peak 18:35 |
| A5 | Corridor Bus Journey Time (Average) | 21:04 to 42:50 | 13:20 to 29:08 |
| A5 | Corridor Bus Journey Time (Range) | 11.83 km/h | 20.08 km/h |
| A5 | Corridor Bus Speed | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Corridor Journey Times Bus v Car | 28:55 | 34:01 |
| A5 | Comparison of Bus v Car Journey Times (Average) | 21:04 to 42:50 | 14:27 to 51:08 |
| A5 | Comparison of Bus v Car Journey Times (Range) | | |
| B1 | Passenger Wait Times | Target | Actual |
| B1a | Average Peak Wait Time | 3 minutes | 2:36 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| B1c | Average Off Peak Wait Time | 2 minutes | 0 |
| B1c | Average Off Peak Wait Time | Target | Actual |
| B1d | Average Off Peak Excess Wait Time | 4 minutes | 3:20 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| B2 | Boarding & Alighting Time / % of total journey time | 2 minutes | 0 |
| B2 | Boarding & Alighting Time / % of total journey time | AM Peak | PM Peak |
| B2 | Boarding & Alighting Time / % of total journey time | 21.01% | 15.92% |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Car | Bus |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-04 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-05 | Nov-05 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 25.13% | 63.33% |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | N/A | N/A |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Taxi | Cycle |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-04 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-05 | Nov-05 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 2.34% | 2.75% |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | N/A | N/A |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Walking | Total Persons |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-04 | Nov-04 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Nov-05 | Nov-05 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | 4.41% | 12674 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | N/A | N/A |
| E1 | Passenger Journeys (Total) | Nov-04 | Nov-05 |
| E1 | Passenger Journeys (Total) | 4146 | 3805 |
| E1 | Passenger Journeys (Total) | Cordon Counts (0700 - 1000) BAC Designated QBC Routes | |

Table 1e North Clondalkin QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT NORTH CLONDALKIN NOVEMBER 2005 | | | |
|---|---|------------------------------|--|
| Spec Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 43:41 | Coldcut Road to Westmoreland Street/ Aston Quay |
| A5 | Corridor Bus Journey Time (Average) | PM Peak 53:01 | |
| A5 | Corridor Bus Journey Time (Range) | 27:14 to 58:14 | 42:06 to 63:32 |
| A5 | Corridor Bus Speed | 12.26 km/h | 10.12 km/h |
| A5 | Comparison of Corridor Journey Times Bus v Car | Bus AM Peak 34:19 | Car AM Peak 30:41 |
| A5 | Comparison of Bus v Car Journey Times (Average) | 20:26 to 47:18 | 16:07 to 49:58 |
| A5 | Comparison of Bus v Car Journey Times (Range) | | |
| B1 | Passenger Wait Times | | |
| B1a | Average Peak Wait Time | Target | Actual |
| B1b | Average Peak Excess Wait Time | 3 minutes | 7:33 |
| B1c | Average Off Peak Wait Time | Target | Actual |
| B1d | Average Off Peak Excess Wait Time | 2 minutes | 4:33 |
| B2 | Boarding & Alighting Time / % of total journey time | Target | Actual |
| | | 4 minutes | 7:32 |
| | | Target | Actual |
| | | 2 minutes | 3:32 |
| | | AM Peak | PM Peak |
| | | 14.56% | 18.28% |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | % Mode share at Ballyfermot |
| | | Car | Car |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 41.70% | 32.44% |
| | | N/A | N/A |
| | | N/A | 57.67% |
| | | Taxi | Taxi |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 1.00% | 0.94% |
| | | N/A | N/A |
| | | N/A | 0.42% |
| | | Total Persons | Total Persons |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 1.47% | 6.98% |
| | | N/A | N/A |
| | | 5103 | 4987 |
| | | Nov 2004 | Nov 2005 |
| | | 1795 | 2516 |
| E1 | Passenger Journeys (Total) | | Cordon Counts (0700 - 1000) BAC QBC Designated Routes |

Table 1f Rathfarnham QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT RATHFARNHAM NOVEMBER 2005 | | | |
|--|---|--|------------------|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 38:37 | PM Peak 40:44 |
| A5 | Corridor Bus Journey Time (Average) | 25:13 to 47:51 | 30:52 to 47:00 |
| A5 | Corridor Bus Journey Time (Range) | 9.47 km/h | 9.55 km/h |
| A5 | Corridor Bus Speed | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Corridor Journey Times Bus v Car | 29:28 | 27:19 |
| A5 | Comparison of Bus v Car Journey Times (Average) | 19:26 to 37:01 | 20:32 to 38:55 |
| A5 | Comparison of Bus v Car Journey Times (Range) | | |
| B1 | Passenger Wait Times | Target | Actual |
| B1a | Average Peak Wait Time | 3 minutes | 3:35 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| B1c | Average Off Peak Wait Time | 2 minutes | 0:35 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| B2 | Boarding & Alighting Time / % of total journey time | 4 minutes | 5:38 |
| | | Target | Actual |
| | | 2 minutes | 1:38 |
| | | AM Peak | PM Peak |
| | | 17.73% | 18.59% |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | |
| | | Car | Bus |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 42.85% | 41.97% |
| | | Taxi | Cycle |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 1.35% | 4.54% |
| | | Walking | Total Persons |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 5.87% | 7954 |
| E1 | Passenger Journeys (Total) | Nov-04 | Nov-05 |
| | | 2120 | 1887 |
| | | Cordon Counts (0700 - 1000) BAC QBC Designated Routes | |

Table 1g Stillorgan QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT STILLORGAN NOVEMBER 2005 | | | |
|---|---|-------------------------------|---------------------------------|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak PM Peak | |
| A5 | Corridor Bus Journey Time (Average) | 28:34 30:17 | |
| A5 | Corridor Bus Journey Time (Range) | 20:36 to 43:08 18:49 to 37:36 | Foxrock Church to Leeson Street |
| A5 | Corridor Bus Speed | 19.29 km/h 18.14 km/h | |
| A5 | Comparison of Corridor Journey Times Bus v Car | Bus AM Peak Car AM Peak | |
| A5 | Comparison of Bus v Car Journey Times (Average) | 28:34 39:09 | |
| A5 | Comparison of Bus v Car Journey Times (Range) | 20:36 to 43:08 15:44 to 49:54 | Foxrock Church to Leeson Street |
| B1 | Passenger Wait Times | Target Actual | |
| B1a | Average Peak Wait Time | 3 minutes 2:00 | |
| B1b | Average Peak Excess Wait Time | Target Actual | |
| B1c | Average Off Peak Wait Time | 2 minutes 0 | |
| B1d | Average Off Peak Excess Wait Time | Target Actual | |
| B2 | Boarding & Alighting Time / % of total journey time | Target Actual | Timings at Donnybrook Village |
| | | 2 minutes 0 | |
| | | AM Peak PM Peak | |
| | | 18.86% N/A | BAC On Bus Survey Nov 02 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | % Mode share at Fosters Ave N11 |
| | | Car Bus | Car Bus |
| | | Nov-04 Nov-05 Nov-04 Nov-05 | Nov-04 Nov-05 Nov-04 Nov-05 |
| | | 35.83% N/A N/A 47.57% N/A | 54.88% N/A 39.45% N/A |
| | | Taxi Cycle | Taxi Cycle |
| | | Nov-04 Nov-05 Nov-04 Nov-05 | Nov-04 Nov-05 Nov-04 Nov-05 |
| | | 0.50% N/A N/A 2.74% N/A | 0.93% N/A 1.60% N/A |
| | | Walking Total Persons | Walking Total Persons |
| | | Nov-04 Nov-05 Nov-04 Nov-05 | Nov-04 Nov-05 Nov-04 Nov-05 |
| | | 11.27% N/A N/A 12483 N/A | 0.17% N/A 15706 N/A |
| E1 | Passenger Journeys (Total) | Nov 2004 Nov 2005 | Cordon Counts (0700 - 1000) BAC |
| | | 4357 3555 | QBC Designated Routes |

Table 1h Swords QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT SWORDS NOVEMBER 2005 | | | |
|---|---|---|----------------|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak | PM Peak |
| A5 | Corridor Bus Journey Time (Average) | 58:20 | 55:32 |
| A5 | Corridor Bus Journey Time (Range) | 49:12 to 67:01 | 48:49 to 66:22 |
| A5 | Corridor Bus Speed | 14.57 km/h | 15.21 km/h |
| A5 | Comparison of Corridor Journey Times Bus v Car | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Bus v Car Journey Times (Average) | 29:00 | 36:05 |
| A5 | Comparison of Bus v Car Journey Times (Range) | 17:22 to 38:34 | 26:01 to 46:43 |
| B1 | Passenger Wait Times | Target | Actual |
| B1a | Average Peak Wait Time | 3 minutes | 2:51 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| B1c | Average Off Peak Wait Time | 2 minutes | 0 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| B2 | Boarding & Alighting Time / % of total journey time | 4 minutes | 6:35 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Target | Actual |
| | | 2 minutes | 2:35 |
| | | AM Peak | PM Peak |
| | | 12.11% | 14.03% |
| | | % Mode share at Canal Cordon | |
| | | Car | Bus |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 33.78% | 54.78% |
| | | Cycle | |
| | | Taxi | Cycle |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 0.35% | 1.37% |
| | | Total Persons | |
| | | Walking | Total Persons |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | 15868 |
| | | 7.66% | N/A |
| E1 | Passenger Journeys (Total) | Nov 2004 | Nov 2005 |
| | | 2284 | 2560 |
| | | Cordon Counts (0700 - 1000) BAC Designated QBC Routes | |

Table 1i Tallaght QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT TALLAGHT NOVEMBER 2005 | | | |
|---|---|--|----------------|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak | PM Peak |
| A5 | Corridor Bus Journey Time (Average) | 53:00 | 43:52 |
| A5 | Corridor Bus Journey Time (Range) | 37:21 to 60:57 | 38:00 to 48:30 |
| A5 | Corridor Bus Speed | 10.25 km/h | 12.36 km/h |
| A5 | Comparison of Corridor Journey Times Bus v Car | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Bus v Car Journey Times (Average) | 41:45 | 39:16 |
| A5 | Comparison of Bus v Car Journey Times (Range) | 28:38 to 48:22 | 18:42 to 56:55 |
| B1 | Passenger Wait Times | | |
| B1a | Average Peak Wait Time | Target | Actual |
| | | 3 minutes | 2:47 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| | | 2 minutes | 0 |
| B1c | Average Off Peak Wait Time | Target | Actual |
| | | 4 minutes | 4:51 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| | | 2 minutes | 0:51 |
| B2 | Boarding & Alighting Time / % of total journey time | AM Peak | PM Peak |
| | | 16.16% | 12.09% |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | |
| | | Car | Bus |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 26.13% | 45.44% |
| | | N/A | N/A |
| | | Taxi | Cycle |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 1.09% | 3.51% |
| | | N/A | N/A |
| | | Walking | Total Persons |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 22.56% | 11011 |
| | | N/A | N/A |
| E1 | Passenger Journeys (Total) | Nov-04 | Nov-05 |
| | | 3382 | 3605 |
| | | Cordon Counts (0700 - 1000) BAC QBC Designated Routes | |

Table 1j Ballymun QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT BALLYMUN NOVEMBER 2005 | | | |
|---|---|------------------------------|--|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 38:56 | PM Peak 44:05 |
| A5 | Corridor Bus Journey Time (Average) | 34:02 to 44:12 | 32:43 to 56:39 |
| A5 | Corridor Bus Journey Time (Range) | 9.73 km/h | 9.16 km/h |
| A5 | Corridor Bus Speed | Bus AM Peak 20:33 | Car AM Peak 20:00 |
| A5 | Comparison of Corridor Journey Times Bus v Car | 14:36 to 28:56 | 14:13 to 26:36 |
| A5 | Comparison of Bus v Car Journey Times (Average) | | |
| A5 | Comparison of Bus v Car Journey Times (Range) | | |
| B1 | Passenger Wait Times | Target | Actual |
| B1a | Average Peak Wait Time | 3 minutes | 4:55 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| B1c | Average Off Peak Wait Time | 2 minutes | 1:55 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| B2 | Boarding & Alighting Time / % of total journey time | 4 minutes | 5:44 |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | Target | Actual |
| | | 2 minutes | 1:44 |
| | | AM Peak N/A | PM Peak N/A |
| | | % Mode share at Canal Cordon | |
| | | Car | Bus |
| | | Nov-04 46.91% | Nov-04 30.38% |
| | | Nov-05 N/A | Nov-05 N/A |
| | | Taxi | Cycle |
| | | Nov-04 1.69% | Nov-04 2.20% |
| | | Nov-05 N/A | Nov-05 N/A |
| | | Walking | Total Persons |
| | | Nov-04 14.23% | Nov-04 6502 |
| | | Nov-05 N/A | Nov-05 N/A |
| | | Nov-04 1631 | Nov-05 2020 |
| E1 | Passenger Journeys (Total) | | |
| | | | Cordon Counts (0700 - 1000) BAC QBC Designated Routes |

Table 1k Bray QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT BRAY NOVEMBER 2005 | | | |
|---|---|--|------------------|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 27:06 | PM Peak 21:18 |
| A5 | Corridor Bus Journey Time (Average) | 20:06 to 31:04 | 15:00 to 27:03 |
| A5 | Corridor Bus Journey Time (Range) | 21:09 km/h | 26.69 km/h |
| A5 | Corridor Bus Speed | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Corridor Journey Times Bus v Car | 27:06 | 19:32 |
| A5 | Comparison of Bus v Car Journey Times (Average) | 20:06 to 31:04 | 13:54 to 27:31 |
| A5 | Comparison of Bus v Car Journey Times (Range) | | |
| B1 | Passenger Wait Times | Target | Actual |
| B1 a | Average Peak Wait Time | 3 minutes | 4:02 |
| B1 b | Average Peak Excess Wait Time | Target | Actual |
| B1 c | Average Off Peak Wait Time | 2 minutes | 1:02 |
| B1 c | Average Off Peak Wait Time | Target | Actual |
| B1 c | Average Off Peak Wait Time | 4 minutes | 6:34 |
| B1 d | Average Off Peak Excess Wait Time | Target | Actual |
| B1 d | Average Off Peak Excess Wait Time | 2 minutes | 2:34 |
| B2 | Boarding & Alighting Time / % of total journey time | AM Peak | PM Peak |
| B2 | Boarding & Alighting Time / % of total journey time | N/A | N/A |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | |
| | | Car | Bus |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 52.61% | 29.99% |
| | | N/A | N/A |
| | | Taxi | Cycle |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 1.30% | 2.65% |
| | | N/A | N/A |
| | | Walking | Total Persons |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 11.68% | 4068 |
| | | N/A | N/A |
| | | Nov-04 | Nov-05 |
| | | 1064 | 1121 |
| E1 | Passenger Journeys (Total) | Cordon Counts (0700 - 1000) BAC QBC Designated Routes | |

Table 11 Clontarf QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT CLONTARF NOVEMBER 2005 | | | |
|---|---|-------------------------------|--|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 17:01 PM Peak 8:22 | Clontarf Garage to Fairview |
| A5 | Corridor Bus Journey Time (Average) | 11:00 to 23:55 5:01 to 13:41 | |
| A5 | Corridor Bus Journey Time (Range) | 9.67 km/h 20.72 km/h | |
| A5 | Corridor Bus Speed | Bus AM Peak Car AM Peak | |
| A5 | Comparison of Corridor Journey Times Bus v Car | 17:01 22:55 | |
| A5 | Comparison of Bus v Car Journey Times (Average) | 11:00 to 23:55 18:54 to 29:19 | |
| A5 | Comparison of Bus v Car Journey Times (Range) | | Clontarf Garage to Fairview |
| B1 | Passenger Wait Times | | |
| B1a | Average Peak Wait Time | Target Actual | |
| | | 3 minutes 6:05 | |
| B1b | Average Peak Excess Wait Time | Target Actual | |
| | | 2 minutes 3:05 | Timings at Fairview |
| B1c | Average Off Peak Wait Time | Target Actual | |
| | | 4 minutes 6:23 | |
| B1d | Average Off Peak Excess Wait Time | Target Actual | |
| | | 2 minutes 2:23 | |
| B2 | Boarding & Alighting Time / % of total journey time | AM Peak PM Peak | Survey not undertaken |
| | | N/A N/A | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | |
| | | Car Bus | |
| | | Nov-04 Nov-05 Nov-04 Nov-05 | |
| | | 25.13% N/A 63.33% N/A | |
| | | Taxi Cycle | Newcomen Bridge |
| | | Nov-04 Nov-05 Nov-04 Nov-05 | |
| | | 2.34% N/A 2.75% N/A | |
| | | Walking Total Persons | |
| | | Nov-04 Nov-05 Nov-04 Nov-05 | |
| | | 4.41% N/A 12674 N/A | |
| E1 | Passenger Journeys (Total) | Nov-04 Nov-05 | Cordon Counts (0700 - 1000) BAC QBC Designated Routes |
| | | 1678 1572 | |

Table 1m Howth Road QBC

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT HOWTH ROAD QBC NOVEMBER 2005 | | | |
|---|---|--|------------------|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| A5 | Corridor Bus Journey Times | AM Peak 26:32 | PM Peak 10:16 |
| A5 | Corridor Bus Journey Time (Average) | 22:47 to 32:50 | 8:50 to 12:11 |
| A5 | Corridor Bus Journey Time (Range) | 9.39 km/h | 25.41 km/h |
| A5 | Corridor Bus Speed | Bus AM Peak | Car AM Peak |
| A5 | Comparison of Corridor Journey Times Bus v Car | 26:32 | 25:00 |
| A5 | Comparison of Bus v Car Journey Times (Average) | 22:47 to 32:50 | 11:54 to 45:04 |
| A5 | Comparison of Bus v Car Journey Times (Range) | | |
| B1 | Passenger Wait Times | Target | Actual |
| B1a | Average Peak Wait Time | 3 minutes | 5:58 |
| B1b | Average Peak Excess Wait Time | Target | Actual |
| B1c | Average Off Peak Wait Time | 2 minutes | 2:58 |
| B1d | Average Off Peak Excess Wait Time | Target | Actual |
| B2 | Boarding & Alighting Time / % of total journey time | 4 minutes | 4:45 |
| | | Target | Actual |
| | | 2 minutes | 0:45 |
| | | AM Peak | PM Peak |
| | | 21.01% | 15.92% |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | |
| | | Car | Bus |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 27.49% | 61.89% |
| | | Taxi | Cycle |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | N/A | N/A |
| | | 1.64% | 2.68% |
| | | Walking | Total Persons |
| | | Nov-04 | Nov-04 |
| | | Nov-05 | Nov-05 |
| | | 4.31% | 12970 |
| | | N/A | N/A |
| E1 | Passenger Journeys (Total) | Nov-04 | Nov-05 |
| | | 1317 | 1424 |
| | | Cordon Counts (0700 - 1000) BAC QBC Designated Routes | |

4 Purpose, Scope & Methodology

4.1 Purpose

The purpose of the monitoring exercise is to undertake a time series analysis of the operation of each QBC including journey times of buses within sections of each corridor, equivalent journey times by car, the pattern of flow of buses and the resultant passenger wait times. Additional data is collected and used to measure bus usage, modal share for citybound journeys, the level of bus priority, passenger waiting facilities, passenger information, the quality of buses and passenger satisfaction levels. The results are compared to the specification set out and agreed for the performance of Quality Bus Corridors.

4.2 Scope

13 QBCs (**Table A**) were monitored over a 4 week period in November 2005. Monitoring was also undertaken on sections of the proposed North City Orbital QBC to establish a base performance prior to the implementation of QBC measures. A similar pre-QBC monitoring exercise had been undertaken in November 2002 for Crumlin Road (Service 77) and Rock Road, and in 2004 for Howth Road, South Clondalkin and the Orbital QBCs. A number of additional, specific locations were incorporated into the monitoring exercise at the request of the QBN Project Office. See **Appendix 1** for details.

4.3 Methodology

Roadside surveys were carried out at strategic locations on each QBC measuring sectional journey times by bus and car over the morning and evening peak periods and off peak inbound and outbound journeys. The 2005 surveys were carried out by *Faber Maunsell/SkyHigh* following a competitive tender.

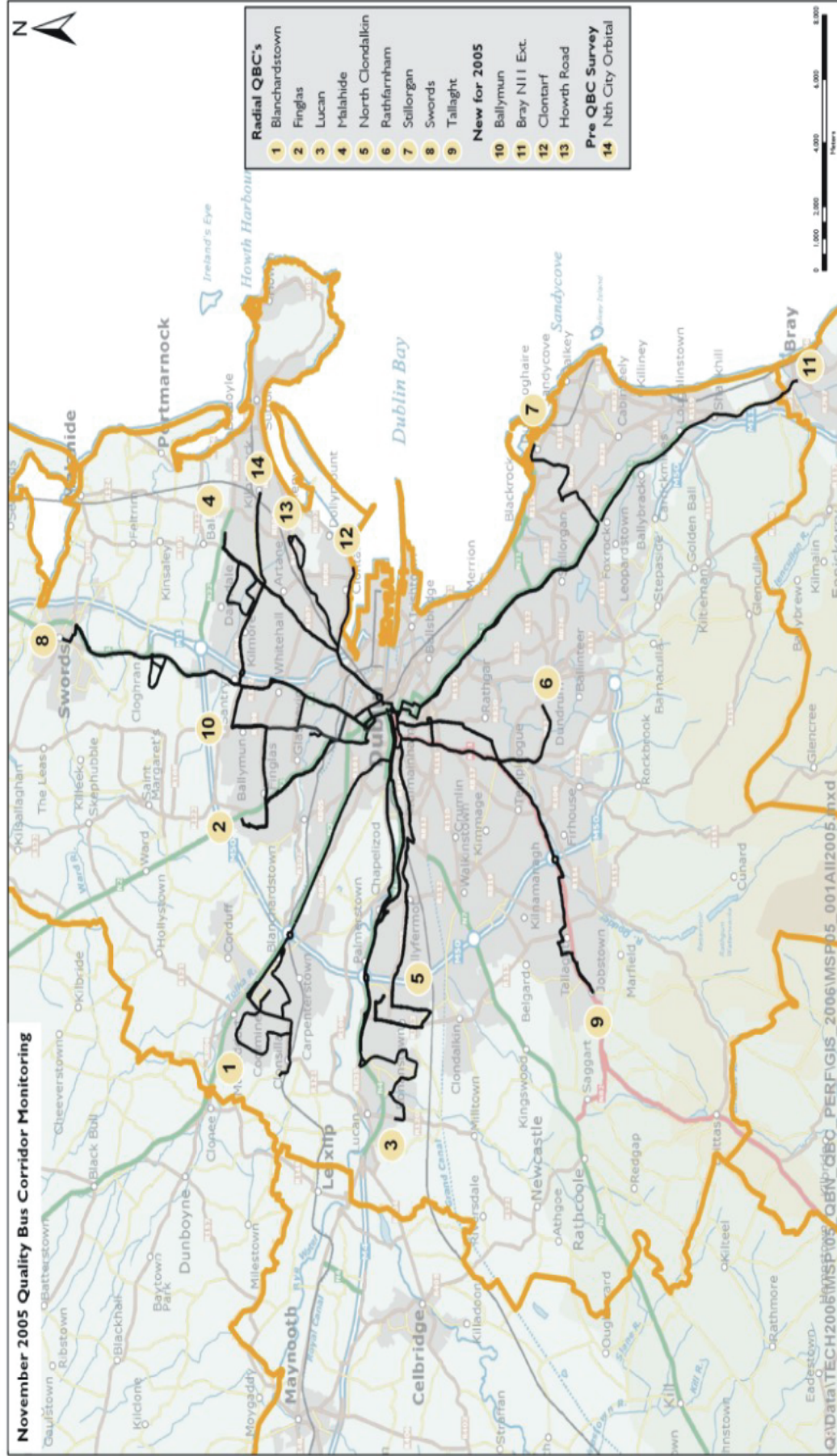
Traffic Cordon Counts were undertaken by Dublin City Council measuring the volume of citybound traffic and persons in the morning peak period with a view to reporting on modal share. Due to problems verifying the data this information is not included in the 2005 report. Bus passenger counts were undertaken by Dublin Bus counting all citybound passengers crossing the Canal Cordon. The Railway Procurement Agency undertook an all day passenger count on Luas which included measuring the volume of citybound passengers during the morning peak period.

Data from the surveys was used to report on passenger wait times in the morning peak and off peak periods, and the age and quality of buses operating on each QBC.

An infrastructure audit, undertaken in May to June 2006 including the use of GPS tracked video footage, was used to report on QBC attributes including the levels of bus priority, passenger waiting facilities and passenger information.

Passenger satisfaction levels were recorded for each QBC using the data from a survey carried out by Dublin Bus in 2002.

Table A Corridors Monitored in November 2005



5 QBC Specification

Specification for Quality Bus Corridors

- **Goal: to provide a clearly defined, high performance bus transportation system segregated from other road traffic.**
-

A) Infrastructure Objectives

1. start on the regional or higher classification road.
2. prioritise the access from lower classification roads for the bus services entering the Quality Bus Corridor.
3. deliver bus journey speeds on the corridor of at least 20kph average over the whole corridor with a minimum increase of 25% in bus journey speeds on all QBCs.
4. operate on segregated lanes over the complete length of the corridor, except where the road width is too narrow to permit the provision of a segregated lane.
5. monitor the performance of all QBC sections with particular emphasis on non-segregated sections.
6. operate on non-segregated lengths to the highest possible performance levels by the use of sophisticated traffic management techniques
7. operate on a 12-hour basis with a specified period for loading if required.
- 7a have clearly defined bus lanes
8. have bus stops positioned to minimise total walk times for existing and potential passengers taking into account such issues security, traffic conditions, mobility impaired access
9. have high-quality waiting areas at all high usage bus stops, including shelters, level platforms that minimise the vertical and horizontal gap for boarding passengers, seating and additional facilities such as telephones, ticket vending machines and cycle parking.
10. have real-time Passenger Information at high usage bus stops
11. have a network of pedestrian walkways to bus stops which are landscaped, well-lit, direct, with safe road crossings

B) Service Objectives

The bus service on a Quality Bus Corridor shall

1. provide the following profile of passenger waiting at all points on the corridor before boarding a bus

| Average Wait Time (minutes) | | Av. Excess Wait Time (minutes) | |
|--------------------------------|----------|-----------------------------------|----------|
| Peak | Off-Peak | Peak | Off-Peak |
| 3 | 4 | 2 | 2 |

C) Fleet Objectives

1. provide bus stop annunciation over a public address system, with explanations of all deviations from regular service
2. have an average vehicle age not greater than five years, and a maximum age not greater than 8 years
3. be operated only by uniformed staff
4. be operated by low-floored vehicles
5. maintain a distinct appearance compared with other bus services
6. be operated by air conditioned buses

D) Network Performance

The impact of the QBC on the route, and on the adjacent network must be assessed.

- Assess and quantify the effects of the QBC on all modes.
- Use appropriate modelling and analytical methods to assess the before and after impacts of the QBC on all modes.
 - Further measure the effectiveness of the QBC by reference to the following performance indicators:
 - passenger journey totals
 - bus occupancy levels
 - cost effectiveness
 - service reliability
 - passenger satisfaction levels
 - bus lane infringement levels
 - accident levels on QBC
 - effects on property values & businesses
 - effectiveness of accessibility for mobility impaired persons

6 Summary of Progress

6.1 Progress from 1997 to 2005

Table 2 is a summary of the progress that has been made from November 1997 to November 2005 in respect of the increase in bus service supply and resultant patronage. Data for the number of cars crossing the Canal Cordon was not available due to concerns regarding the validity of the figures.

Table 2 Summary of Progress 1997 - 2005

| QBC Monitoring 1997 - 2005 | | | | |
|--|----------------|---------------|---------------|-----------------|
| Cars Crossing Canal Cordon by Corridor | | | | |
| BAC Buses Crossing Canal Cordon by Corridor | | | | |
| BAC Bus Passengers Crossing Canal by Corridor | | | | |
| 0700 - 1000 | | | | |
| Corridor | Mode | Nov-97 | Nov-05 | % Change |
| Stillorgan | CARS | 5794 | N/A | N/A |
| | BUSES | 40 | 120 | 200.00 |
| | BUS PAX | 1787 | 4495 | 151.54 |
| Blanchardstown | CARS | 5963 | N/A | N/A |
| | BUSES | 83 | 125 | 50.60 |
| | BUS PAX | 4573 | 6347 | 38.79 |
| Lucan | CARS | 6104 | N/A | N/A |
| | BUSES | 71 | 107 | 50.70 |
| | BUS PAX | 4303 | 6611 | 53.64 |
| Finglas / Swords | CARS | 5678 | N/A | N/A |
| | BUSES | 112 | 139 | 24.11 |
| | BUS PAX | 5670 | 8863 | 56.31 |
| North Clondalkin | CARS | 1555 | N/A | N/A |
| | BUSES | 46 | 45 | -2.17 |
| | BUS PAX | 2079 | 2745 | 32.03 |
| Malahide | CARS | 4620 | N/A | N/A |
| | BUSES | 133 | 146 | 9.77 |
| | BUS PAX | 4747 | 7579 | 59.66 |
| Tallaght | CARS | 3314 | N/A | N/A |
| | BUSES | 72 | 84 | 16.67 |
| | BUS PAX | 4098 | 5003 | 22.08 |
| Rathfarnham | CARS | 3605 | N/A | N/A |
| | BUSES | 76 | 52 | -31.58 |
| | BUS PAX | 3285 | 2803 | -14.67 |
| Total | CARS | 36633 | N/A | N/A |
| | BUSES | 633 | 818 | 29.23 |
| | BUS PAX | 30542 | 44459 | 45.57 |

6.2 Changes from 2004 to 2005

Table 3 shows the changes in the last 12 months. There has been a marginal decline in the supply of buses and a 2.41% reduction in passengers. Data for the number of cars crossing the Canal Cordon was not available due to concerns regarding the validity of the figures.

Table 3 Summary of Progress 2004 - 2005

| QBC Monitoring 2004 - 2005 | | | | |
|--|----------------|---------------|---------------|-----------------|
| Cars Crossing Canal Cordon by Corridor | | | | |
| BAC Buses Crossing Canal Cordon by Corridor | | | | |
| BAC Bus Passengers Crossing Canal by Corridor | | | | |
| 0700 - 1000 | | | | |
| Corridor | Mode | Nov-04 | Nov-05 | % Change |
| Stillorgan | CARS | 4142 | N/A | N/A |
| | BUSES | 124 | 120 | -3.23 |
| | BUS PAX | 5613 | 4495 | -19.92 |
| Blanchardstown | CARS | 4821 | N/A | N/A |
| | BUSES | 132 | 125 | -5.30 |
| | BUS PAX | 7328 | 6347 | -13.39 |
| Lucan | CARS | 4718 | N/A | N/A |
| | BUSES | 105 | 107 | 1.90 |
| | BUS PAX | 5903 | 6611 | 11.99 |
| Finglas / Swords | CARS | 5009 | N/A | N/A |
| | BUSES | 151 | 139 | -7.95 |
| | BUS PAX | 8025 | 8863 | 10.44 |
| North Clondalkin | CARS | 1744 | N/A | N/A |
| | BUSES | 44 | 45 | 2.27 |
| | BUS PAX | 2391 | 2745 | 14.81 |
| Malahide | CARS | 2922 | N/A | N/A |
| | BUSES | 145 | 146 | 0.69 |
| | BUS PAX | 7963 | 7579 | -4.82 |
| Tallaght | CARS | 2438 | N/A | N/A |
| | BUSES | 82 | 84 | 2.44 |
| | BUS PAX | 5003 | 5016 | 0.26 |
| Rathfarnham | CARS | 2990 | N/A | N/A |
| | BUSES | 56 | 52 | -7.14 |
| | BUS PAX | 3332 | 2803 | -15.88 |
| Total | CARS | 28784 | N/A | N/A |
| | BUSES | 839 | 818 | -2.50 |
| | BUS PAX | 45558 | 44459 | -2.41 |

7 Comparative Bus & Car Journey Times in the Morning Peak

Table 4 shows summary findings for comparative bus and car journey times for city bound morning peak journeys.

There are comparisons available for all the 13 QBCs monitored. The table details the section of each QBC over which the comparisons are made.

Bus average journey times in the morning peak were less than the corresponding car average journey times in 6 out of the 13 QBCs monitored, with significant (greater than 15%) variations on 5 QBCs.

Table 4 Comparative Bus and Car Journey Times

| QUALITY BUS CORRIDOR MONITORING NOVEMBER 2005 SUMMARY OF AM PEAK COMPARATIVE BUS AND CAR JOURNEY TIMES | | | | | | |
|---|---|--------------------------|--------------------------|-----------------|----------------|--|
| Corridor | Section Measured | Bus Average Journey Time | Car Average Journey Time | Time Difference | % Difference | |
| Stillorgan | Foxrock Church to Leeson Street | 28:34 | 39:09 | 10:35 | 37.0% | |
| Clontarf | Clontarf Bus Garage to Fairview | 17:01 | 22:55 | 5:54 | 34.7% | |
| Swords | Cloghran Roundabout to Richmond Road | 29:00 | 36:01 | 7:01 | 24.2% | |
| Malahide | Greencastle Rd to Amiens Street | 28:55 | 34:01 | 5:06 | 17.6% | |
| Lucan | Foxhunter to Bachelors Walk via Chapelizod Bypass | 29:15 | 33:59 | 4:44 | 16.2% | |
| Blanchardstown | Blanchardstown Bypass to North Circular Road | 32:56 | 33:35 | 0:39 | 2.0% | |
| Ballymun | Ballymun to Dorset Street Lower | 20:33 | 20:00 | (0:33) | (2.7%) | |
| Tallaght | West of M50 to Camden Street | 41:45 | 39:16 | (2:29) | (4.8%) | |
| Howth Road | Raheny to Fairview | 26:32 | 25:00 | (1:32) | (5.8%) | |
| Rathfarnham | Rathfarnham to Camden Street | 29:28 | 27:19 | (2:09) | (7.3%) | |
| North Clondalkin | Coldcut Road to Cornmarket | 34:19 | 30:41 | (3:38) | (10.6%) | |
| Bray | Bray to Foxrock Church | 27:06 | 19:32 | (7:34) | (27.9%) | |

Notes: No comparison available for Finglas QBC due to insufficient car data

8 Performance Indicators

8.1 Performance Indicators 2002 2003 2004 2005

Tables 5 and 5a show comparative performance indicators for the years 2003, 2004 and 2005. The areas highlighted in yellow indicate those areas where performance has improved. Performance is measured against the QBC Specification where appropriate.

Performance for each of the 9 main radial QBCs is measured in respect of the following indicators:

- i. Bus average journey times in the morning peak period inbound to the city
- ii. Bus average journey times in the afternoon/evening peak period outbound from the city
- iii. Bus average journey times in the off peak period inbound and outbound
- iv. Bus average speeds in the morning peak period inbound
- v. Bus average speeds in the afternoon/evening peak period outbound
- vi. Bus average speeds in the off peak period inbound and outbound
- vii. Bus passengers on designated QBC routes in the morning peak period inbound
- viii. Cars crossing the canal cordon points in the morning peak period inbound (NB not available in November 2005)
- ix. Bus mode share in the morning peak period inbound (Not available)
- x. Bus passenger average waiting time in the morning peak period inbound
- xi. Bus passenger average waiting times in the off peak period inbound
- xii. Average age of the bus fleet
- xiii. Percentage of low floor accessible buses

8.2 Performance Indicators 2002, 2003 2004 2005

Tables 6 and 6a show the same performance indicators as **Table 5** but for the 4 years 2002, 2003, 2004 and 2005.

In respect of both **Table 5** and **Table 6** the morning peak period was measured from 0700 to 1000. The afternoon peak period was measured from 1600 to 1900. Off peak performance was measured between 1200 and 1300 inbound and from 1300 to 1400 outbound.

8.3 Performance Indicators 2004 and 2005

Tables 7 and 7a show the same performance indicators for Ballymun, Bray, Clontarf and Howth Road QBCs monitored for the first time in 2004.

Table 5 Performance Indicators 2003/2004/2005

| Corridor | OBC Performance Indicators Comparison 2003 - 2004 - 2005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|--|-------|-------------------------|-------|---------------------------|-------|-------------------------|-------|------------------------|-------|----------------------------|-------|----------------|-------|-----------------------|-------|------------------------|------|-------------------|--------|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Bus Journey Times - AM Peak | | Bus Speeds AM Peak Km/h | | Bus Journey Times PM Peak | | Bus Speeds PM Peak Km/h | | BAC Bus Pax OBC Routes | | Cars Crossing Canal Cordon | | Bus Mode Share | | Ave Wait Time AM Peak | | Ave Wait Time Off Peak | | Fleet Age Average | | Low Floor Buses % Fleet | | | | | | | | | | | | |
| | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | | | | | | | | | |
| Blanchardstown | 36:37 | 33:24 | 48:57 | 13.92 | 15.26 | 10.41 | 29:02 | 27:41 | 26:57 | 15.04 | 15.78 | 15.09 | 5344 | 6087 | 4987 | 5561 | 4821 | N/A | 46.31% | 52.36% | N/A | 1:30 | 1:29 | 1:35 | 3:39 | 4:57 | 4:10 | 3.20 | 3.57 | 3.46 | 72% | 89% | 98% |
| Position | N/A | N/A | N/A | 5= | 4 | 7 | N/A | N/A | N/A | 4 | 4 | 5 | 1 | 1 | 1 | 1 | 1 | 2 | 7 | 4 | N/A | 1 | 1 | 1 | 2 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 |
| Finglas | 16:53 | 20:20 | 16:29 | 16.74 | 15.56 | 19.19 | 24:54 | 25:50 | 26:43 | 12.54 | 11.79 | 11.40 | 1437 | 1982 | 2249 | 5000 | 5009 | N/A | 50.88% | 54.78% | N/A | 4:54 | 3:47 | 2:55 | 4:03 | 2:56 | 3:20 | 7.16 | 4.94 | 6.00 | 8% | 3% | 7% |
| Position | N/A | N/A | N/A | 3 | 3 | 3 | N/A | N/A | N/A | 6 | 6 | 7 | 9 | 8 | 8 | 3 | 1 | | 4 | 2 | N/A | 8 | 6 | 7 | 4 | 2 | 1 | 9 | 5 | 7 | 8 | 9 | 8 |
| Lucan | 31:55 | 29:00 | 29:15 | 21.42 | 23.58 | 23.38 | 28:04 | 25:35 | 25:53 | 23.86 | 26.18 | 25.87 | 5139 | 4717 | 4895 | 5393 | 4718 | N/A | 52.92% | 52.44% | N/A | 1:49 | 1:35 | 1:38 | 5:06 | 5:05 | 3:25 | 3.63 | 4.61 | 4.53 | 40% | 48% | 62% |
| Position | N/A | N/A | N/A | 1 | 1 | 1 | N/A | N/A | N/A | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | | 3 | 5 | N/A | 3 | 2 | 2 | 7 | 6 | 3 | 3 | 3 | 2 | 5 | 4 | 2 |
| Malahide | 23:57 | 49:09 | 28:55 | 14.28 | 6.96 | 11.83 | 20:53 | 25:59 | 16:35 | 16.27 | 13.08 | 18.28 | 4750 | 4146 | 3805 | 1589 | 2922 | N/A | 72.92% | 63.33% | N/A | 2:10 | 3:27 | 2:36 | 2:27 | 2:54 | 3:20 | 3.40 | 4.06 | 4.85 | 59% | 57% | 47% |
| Position | N/A | N/A | N/A | 4 | 9 | 6 | N/A | N/A | N/A | 3 | 5 | 2 | 3 | 4 | 3 | 7 | 6 | | 1 | 1 | N/A | 4 | 5 | 4 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 5 |
| North Clonsilla | 38:29 | 37:43 | 43:41 | 13.92 | 14.39 | 12.26 | 61:34 | 77:09 | 53:01 | 8.72 | 6.96 | 10.12 | 2283 | 1795 | 2516 | 1405 | 1744 | N/A | 60.79% | 52.95% | N/A | 7:01 | 7:49 | 7:33 | 5:25 | 6:10 | 7:32 | 5.87 | 7.07 | 7.33 | 0% | 7% | 0% |
| Position | N/A | N/A | N/A | 5= | 5 | 5 | N/A | N/A | N/A | 9 | 8 | 8 | 8 | 9 | 7 | 8 | 8 | | 2 | 3 | N/A | 9 | 9 | 9 | 9 | 8 | 9 | 8 | 9 | 9 | 9 | 8 | 9 |
| Rathfarnham | 30:46 | 39:08 | 38:37 | 11.89 | 9.35 | 9.47 | 43:14 | 38:32 | 40:44 | 9.00 | 10.10 | 9.55 | 2420 | 2120 | 1887 | 2704 | 2990 | N/A | 44.08% | 41.97% | N/A | 4:07 | 4:07 | 3:35 | 4:58 | 3:19 | 5:38 | 4.90 | 5.95 | 5.13 | 27% | 29% | 50% |
| Position | N/A | N/A | N/A | 8 | 8 | 9 | N/A | N/A | N/A | 8 | 7 | 9 | 7 | 7 | 9 | 5 | 5 | | 8 | 8 | N/A | 7 | 7 | 8 | 6 | 4 | 7 | 6 | 7 | 4 | 6 | 6 | 3 |
| Stillorgan | 29:00 | 28:38 | 28:34 | 19.00 | 19.25 | 19.29 | 29:16 | 28:37 | 30:17 | 19.21 | 19.20 | 18.14 | 4704 | 4357 | 3555 | 3323 | 4142 | N/A | 46.76% | 47.57% | N/A | 1:39 | 2:16 | 2:00 | 3:59 | 3:10 | 3:38 | 4.07 | 4.89 | 5.20 | 51% | 41% | 46% |
| Position | N/A | N/A | N/A | 2 | 2 | 2 | N/A | N/A | N/A | 2 | 2 | 3 | 4 | 3 | 5 | 4 | 4 | | 6 | 6 | N/A | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 4 | 5 | 6 |
| Swords | 61:32 | 63:23 | 58:20 | 13.81 | 13.40 | 14.57 | 66:52 | 50:48 | 53:32 | 12.63 | 16.63 | 15.21 | 2905 | 2284 | 2560 | 5000 | 5009 | N/A | 50.88% | 54.78% | N/A | 3:32 | 4:34 | 2:51 | 4:25 | 7:09 | 6:35 | 5.41 | 6.00 | 5.89 | 19% | 17% | 21% |
| Position | N/A | N/A | N/A | 7 | 7 | 4 | N/A | N/A | N/A | 5 | 3 | 4 | 6 | 6 | 6 | 3 | 1 | | 4 | 2 | N/A | 6 | 8 | 6 | 5 | 9 | 8 | 7 | 8 | 6 | 7 | 7 | 7 |
| Tallaght | 47:37 | 37:40 | 53:00 | 11.11 | 14.04 | 10.25 | 43:07 | 50:30 | 43:52 | 12.32 | 10.74 | 12.36 | 4115 | 3382 | 3605 | 2237 | 2438 | N/A | 50.29% | 45.44% | N/A | 2:35 | 3:04 | 2:47 | 5:18 | 5:17 | 4:51 | 4.10 | 5.11 | 6.87 | 61% | 63% | 53% |
| Position | N/A | N/A | N/A | 9 | 6 | 8 | N/A | N/A | N/A | 7 | 6 | 6 | 5 | 5 | 4 | 6 | 7 | | 5 | 7 | N/A | 5 | 4 | 5 | 8 | 7 | 6 | 5 | 6 | 8 | 2 | 2 | 4 |
| Totals for 9 OBCs | N/A | N/A | N/A | 14.78 | 13.86 | 13.58 | N/A | N/A | N/A | 13.33 | 13.15 | 14.30 | 33097 | 30870 | 30069 | 27222 | 28784 | N/A | 52.44% | 51.93% | N/A | 3:15 | 3:34 | 3:03 | 4:22 | 4:33 | 4:43 | 4.20 | 4.75 | 5.21 | 47% | 48% | 51% |
| OBC Specification | N/A | N/A | N/A | 17.60 | 17.60 | 17.60 | N/A | N/A | N/A | 17.60 | 17.60 | 17.60 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 3:00 | 3:00 | 3:00 | 4:00 | 4:00 | 4:00 | 5.00 | 5.00 | 5.00 | 100% | 100% | 100% |

Notes:
 1 N/A = Not Applicable
 2 OBC Specification of Bus Journey Speed of 20 kph minimum excludes boarding and alighting time at an average of 12%
 3 Cordon Counts 0700 - 1000
 4 Cordon Counts 0700 - 1000 Swords and Finglas OBC Crossings at Blinns Bridge
 5 Cordon Counts 0700 - 1000 Swords and Finglas OBC Crossings at Blinns Bridge
 Items highlighted in yellow indicate an improvement over the previous 12 months

Table 5a Performance Indicators 2003/2004/2005 (Off Peak)

| Corridor | QBC Performance Indicators Comparison - Off Peak | | | | | | | | | | | | | | | | | |
|--------------------------|--|---------|----------|------------|----------|----------------|-------------|----------|---------|------------|----------------|---------|----------|---------|----------|--|--|--|
| | Bus Journey | | | Bus Speeds | | | Bus Journey | | | Bus Speeds | | | | | | | | |
| | Times - Off Peak | Inbound | Off Peak | Inbound | Off Peak | Times Off Peak | Inbound | Off Peak | Inbound | Off Peak | Times Off Peak | Inbound | Off Peak | Inbound | Off Peak | | | |
| | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | 2003 | 2004 | 2005 | | | |
| Blanchardstown | 23:10 | 23:56 | 29:37 | 22:00 | 21:30 | 17:21 | 21:05 | 19:12 | 27:28 | 20:72 | 22:75 | 15:90 | | | | | | |
| Position | N/A | N/A | N/A | 2 | 3 | 5 | N/A | N/A | N/A | 2 | 2 | 6 | | | | | | |
| Finglas | 18:28 | 18:25 | 22:17 | 17:13 | 17:17 | 14:20 | 18:49 | 17:54 | 17:45 | 16:19 | 17:02 | 17:16 | | | | | | |
| Position | N/A | N/A | N/A | 7 | 6 | 8 | N/A | N/A | N/A | 6 | 6 | 4 | | | | | | |
| Lucan | 29:53 | 29:07 | 28:46 | 22:24 | 22:83 | 23:11 | 24:35 | 25:53 | 27:10 | 27:76 | 26:63 | 25:12 | | | | | | |
| Position | N/A | N/A | N/A | 1 | 2 | 2 | N/A | N/A | N/A | 1 | 1 | 1 | | | | | | |
| Malahide | 18:12 | 11:54 | 18:09 | 18:79 | 28:74 | 18:85 | 24:59 | 22:48 | 15:58 | 13:60 | 14:90 | 21:28 | | | | | | |
| Position | N/A | N/A | N/A | 5 | 1 | 4 | N/A | N/A | N/A | 9 | 8 | 2 | | | | | | |
| North Clondalkin | 29:46 | 32:28 | 31:31 | 17:99 | 16:49 | 16:99 | 36:13 | 30:50 | 35:30 | 15:29 | 17:40 | 15:20 | | | | | | |
| Position | N/A | N/A | N/A | 6 | 8 | 6 | N/A | N/A | N/A | 7 | 5 | 8 | | | | | | |
| Rathfarnham | 27:56 | 27:30 | 29:57 | 13:10 | 13:30 | 12:21 | 27:59 | 27:06 | 41:20 | 13:90 | 14:36 | 9:41 | | | | | | |
| Position | N/A | N/A | N/A | 9 | 9 | 9 | N/A | N/A | N/A | 8 | 9 | 9 | | | | | | |
| Stillorgan | 27:38 | 26:45 | 24:02 | 20:24 | 20:91 | 23:27 | 28:52 | 24:48 | 34:23 | 19:48 | 22:56 | 16:28 | | | | | | |
| Position | N/A | N/A | N/A | 3 | 4 | 1 | N/A | N/A | N/A | 3 | 3 | 5 | | | | | | |
| Swords | 52:21 | 53:03 | 43:17 | 16:23 | 18:84 | 23:09 | 44:40 | 44:26 | 48:45 | 18:91 | 19:01 | 19:28 | | | | | | |
| Position | N/A | N/A | N/A | 8 | 5 | 3 | N/A | N/A | N/A | 4 | 4 | 3 | | | | | | |
| Tallaght | 27:29 | 29:36 | 37:01 | 19:26 | 17:88 | 14:67 | 31:44 | 33:48 | 31:57 | 17:09 | 16:04 | 15:74 | | | | | | |
| Position | N/A | N/A | N/A | 4 | 6 | 7 | N/A | N/A | N/A | 5 | 7 | 7 | | | | | | |
| Totals for 9 QBCs | N/A | N/A | N/A | 18:30 | 19:05 | 18:28 | N/A | N/A | N/A | 17:91 | 18:79 | 16:74 | | | | | | |
| QBC Specification | N/A | N/A | N/A | 17:60 | 17:60 | 17:60 | N/A | N/A | N/A | 17:60 | 17:60 | 17:60 | | | | | | |

Table 6 Performance Indicators 2002/2003/2004/2005

| Corridor | OBC Performance Indicators Comparison 2002 - 2005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------|---|-------|-------|-------|---------------------------|-------|-------|-------|------------|-------|-------|-------|-------------|-------|-------|-------|----------------------------|-------|-------|-------|-----------|-------|-------|------|-----------------------|--------|--------|------|------------------------|------|------|------|-------------------|------|------|------|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| | Bus Journey Times - AM Peak | | | | Bus Journey Times PM Peak | | | | Bus Speeds | | | | BAC Bus Pax | | | | Cars Crossing Canal Cordon | | | | Bus Share | | | | Ave Wait Time AM Peak | | | | Ave Wait Time Off Peak | | | | Fleet Age Average | | | | Low Floor Buses % Fleet | | | | | | | | | | | |
| | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 | | | | | | | | |
| Blanchardstown | 37:01 | 33:10 | 29:23 | 30:29 | 12:18 | 13:59 | 15:34 | 11:42 | 21:31 | 29:02 | 27:41 | 26:57 | 15:09 | 15:09 | 15:09 | 15:09 | 4912 | 5344 | 6087 | 4997 | 5389 | 5664 | 6021 | N/A | 45.78% | 46.31% | 52.36% | N/A | 1:41 | 1:30 | 1:29 | 1:35 | 4:57 | 3:39 | 4:57 | 4:10 | 2.11 | 3.20 | 3.57 | 3.46 | 75% | 72% | 89% | 88% | | | | |
| Position | N/A | N/A | N/A | N/A | 7 | 5 | 4 | 7 | N/A | N/A | N/A | N/A | 2 | 3 | 4 | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 6 | 7 | 4 | 2 | 2 | 1 | 1 | 1 | 3 | 2 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Finjas | 16:09 | 16:53 | 20:20 | 16:29 | 17:43 | 18:74 | 15:56 | 16:19 | 25:09 | 24:54 | 25:50 | 26:43 | 12:11 | 12:54 | 11:79 | 11:40 | 1832 | 1437 | 1902 | 2249 | 4632 | 5000 | 5009 | N/A | 54.16% | 50.88% | 54.78% | N/A | 2:56 | 4:54 | 3:47 | 2:55 | 5:10 | 4:03 | 2:56 | 3:20 | 6.49 | 7.46 | 4.94 | 6.00 | 26% | 8% | 3% | 7% | | | | |
| Position | N/A | N/A | N/A | N/A | 2 | 3 | 3 | 3 | N/A | N/A | N/A | N/A | 6 | 6 | 8 | 8 | 9 | 9 | 8 | 8 | 3 | 3 | 1 | 3 | 3 | 4 | 2 | 3 | 5 | 8 | 6 | 7 | 5 | 4 | 2 | 1 | 9 | 9 | 5 | 7 | 5 | 8 | 9 | 8 | 8 | 9 | 8 | 8 |
| Lucan | 31:33 | 25:45 | 22:54 | 24:18 | 19:84 | 24:07 | 27:07 | 25:51 | 29:51 | 28:04 | 25:35 | 25:53 | 22:44 | 23:06 | 26:18 | 25:87 | 4688 | 5139 | 4717 | 4895 | 6562 | 5393 | 4718 | N/A | 45.62% | 52.82% | 52.14% | N/A | 2:21 | 1:49 | 1:35 | 1:38 | 5:03 | 5:06 | 5:05 | 3:25 | 4.33 | 3.63 | 4.61 | 4.53 | 19% | 40% | 48% | 62% | | | | |
| Position | N/A | N/A | N/A | N/A | 1 | 1 | 1 | 1 | N/A | N/A | N/A | N/A | 1 | 1 | 1 | 1 | 3 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 3 | 5 | 3 | 5 | 4 | 3 | 2 | 2 | 4 | 7 | 6 | 3 | 5 | 3 | 3 | 2 | 7 | 5 | 4 | 2 | | | | |
| Malahide | 26:11 | 23:57 | 49:09 | 28:55 | 13:06 | 14:28 | 6:96 | 11:83 | 16:50 | 20:53 | 25:59 | 16:35 | 17:99 | 16:27 | 13:08 | 16:28 | 4796 | 4750 | 4146 | 3805 | 2232 | 1998 | 2922 | N/A | 68.20% | 72.92% | 63.33% | N/A | 1:46 | 2:10 | 3:27 | 2:36 | 3:28 | 2:27 | 2:54 | 3:20 | 3.19 | 3.40 | 4.06 | 4.85 | 42% | 59% | 57% | 47% | | | | |
| Position | N/A | N/A | N/A | N/A | 6 | 6 | 9 | 6 | N/A | N/A | N/A | N/A | 7 | 5 | 2 | 2 | 2 | 3 | 4 | 3 | 6 | 7 | 6 | 6 | 1 | 1 | 1 | 1 | 3 | 4 | 5 | 4 | 1 | 1 | 1 | 1 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 5 |
| North Clonsilla | 19:15 | 19:48 | 19:07 | 19:06 | 13:82 | 13:44 | 13:92 | 13:99 | 33:47 | 31:37 | 31:21 | 22:35 | 7:95 | 8:49 | 8:56 | 11:89 | 1972 | 2283 | 1795 | 2516 | 1405 | 1744 | N/A | N/A | 61.04% | 60.79% | 52.95% | N/A | 3:34 | 7:01 | 7:49 | 7:33 | 4:05 | 5:25 | 6:10 | 7:32 | 6.05 | 5.87 | 7.07 | 7.33 | 0% | 0% | 7% | 0% | | | | |
| Position | N/A | N/A | N/A | N/A | 5 | 7 | 5 | 5 | N/A | N/A | N/A | N/A | 9 | 9 | 9 | 7 | 8 | 8 | 8 | 7 | 8 | 8 | 8 | 8 | 2 | 2 | 3 | 3 | 6 | 9 | 9 | 9 | 2 | 9 | 8 | 8 | 8 | 8 | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 8 | 9 |
| Rathfarnham | 46:53 | 30:46 | 39:08 | 36:37 | 7:48 | 11:89 | 9:35 | 9:47 | 43:48 | 43:14 | 36:32 | 40:44 | 8:72 | 9:00 | 10:10 | 9:55 | 2729 | 2420 | 2120 | 1887 | 2647 | 2704 | 2990 | N/A | 42.48% | 44.08% | 41.97% | N/A | 6:57 | 4:07 | 4:87 | 3:35 | 12:18 | 4:58 | 3:19 | 5:38 | 4.67 | 4.80 | 5.95 | 5.13 | 25% | 27% | 29% | 50% | | | | |
| Position | N/A | N/A | N/A | N/A | 9 | 8 | 8 | 9 | N/A | N/A | N/A | N/A | 8 | 8 | 8 | 8 | 9 | 7 | 7 | 9 | 5 | 5 | 5 | 5 | 9 | 8 | 8 | 8 | 9 | 7 | 7 | 8 | 9 | 6 | 4 | 7 | 6 | 6 | 7 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 |
| Sillorgan | 32:55 | 29:00 | 28:38 | 28:34 | 16:74 | 19:00 | 19:25 | 19:29 | 36:31 | 29:16 | 28:37 | 30:17 | 15:40 | 19:21 | 19:20 | 18:14 | 4483 | 4704 | 4357 | 3555 | 3674 | 3323 | 4142 | N/A | 44.38% | 46.76% | 47.57% | N/A | 1:01 | 1:39 | 2:16 | 2:00 | 5:54 | 3:59 | 3:10 | 3:38 | 2.91 | 4.07 | 4.89 | 5.20 | 51% | 51% | 41% | 46% | | | | |
| Position | N/A | N/A | N/A | N/A | 3 | 2 | 2 | 2 | N/A | N/A | N/A | N/A | 3 | 2 | 2 | 3 | 4 | 4 | 4 | 3 | 5 | 4 | 4 | 4 | 8 | 6 | 6 | 6 | 1 | 2 | 3 | 3 | 7 | 3 | 3 | 4 | 2 | 4 | 4 | 5 | 2 | 4 | 5 | 2 | 4 | 5 | 2 | 4 |
| Swords | 57:11 | 61:32 | 63:23 | 58:20 | 14:86 | 13:81 | 13:40 | 14:57 | 71:30 | 65:52 | 50:48 | 53:32 | 13:14 | 12:63 | 16:63 | 15:21 | 2242 | 2905 | 2284 | 2560 | 4632 | 5000 | 5009 | N/A | 54.16% | 50.88% | 54.78% | N/A | 4:04 | 3:32 | 4:34 | 2:51 | 6:15 | 4:25 | 7:09 | 6:35 | 4.17 | 5.41 | 6.00 | 5.89 | 17% | 19% | 17% | 17% | | | | |
| Position | N/A | N/A | N/A | N/A | 4 | 4 | 6 | 4 | N/A | N/A | N/A | N/A | 4 | 5 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 1 | 3 | 4 | 2 | 3 | 8 | 6 | 8 | 6 | 8 | 5 | 9 | 8 | 4 | 7 | 8 | 6 | 8 | 7 | 8 | 7 | 7 | 7 | 7 | 7 |
| Tallaght | 50:07 | 39:43 | 35:28 | 41:45 | 9:06 | 11:43 | 12:80 | 10:74 | 38:21 | 36:46 | 42:58 | 36:18 | 12:18 | 10:87 | 12:87 | 12:87 | 3560 | 4115 | 3382 | 3605 | 2175 | 2237 | 2438 | N/A | 49.25% | 50.29% | 45.44% | N/A | 2:59 | 2:35 | 3:04 | 2:47 | 5:22 | 5:18 | 5:17 | 4:51 | 5.59 | 4.10 | 5.11 | 6.87 | 38% | 61% | 63% | 53% | | | | |
| Position | N/A | N/A | N/A | N/A | 8 | 9 | 7 | 8 | N/A | N/A | N/A | N/A | 5 | 4 | 7 | 6 | 5 | 5 | 5 | 4 | 7 | 6 | 7 | 6 | 5 | 5 | 7 | 5 | 6 | 5 | 4 | 5 | 6 | 8 | 7 | 6 | 7 | 5 | 6 | 8 | 4 | 2 | 2 | 4 | | | | |
| Totals for 9 OBCs | N/A | N/A | N/A | N/A | 13.12 | 15.03 | 13.71 | 14.24 | N/A | N/A | N/A | N/A | 13.78 | 14.36 | 14.95 | 14.95 | 30614 | 33897 | 30870 | 30069 | 28801 | 27222 | 28784 | N/A | 50.94% | 52.44% | 51.93% | N/A | 3:02 | 3:15 | 3:34 | 3:03 | 5:50 | 4:22 | 4:33 | 4:43 | 4.43 | 3.95 | 4.20 | 4.75 | 5.21 | 3.81 | 4.75 | 5.21 | 38% | 47% | 48% | 51% |
| OBC Specification | N/A | N/A | N/A | N/A | 17.60 | 17.60 | 17.60 | 17.60 | N/A | N/A | N/A | N/A | 17.60 | 17.60 | 17.60 | 17.60 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 3:00 | 3:00 | 3:00 | 3:00 | 4:00 | 4:00 | 4:00 | 4:00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 100% | 100% | 100% | 100% |

Notes: 1 N/A = Not Applicable 2 OBC - Specification of Bus Journey Speed of 20 kph minimum excludes boarding and alighting time at an average of 12% 3 Cordon Counts 0700 - 1000 4 Cordon Counts 0700 - 1000 Swords and Finjas OBC Crossings at Elms Bridge 5 Cordon Counts 0700 - 1000 Swords and Finjas OBC Crossings at Elms Bridge Items highlighted in yellow indicate an improvement over the previous 12 months

Table 6a Performance Indicators 2002/2003/2004/2005 (Off Peak)

| Corridor | QBC Performance Indicators Comparison 2002-2005 - Off Peak | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------|--|-------|-------|-------|-------|-------|-----------------------|-------|-------|-------|-------|-------|-------------------|-------|-------------------|-------|------|--|------------|--|------|--|--|--|
| | Bus Journey Times | | | | | | Bus Speeds | | | | | | Bus Journey Times | | | | | | Bus Speeds | | | | | |
| | Off Peak Inbound | | 2004 | | 2005 | | Off Peak Inbound Km/h | | 2003 | | 2004 | | 2005 | | Off Peak Outbound | | 2003 | | 2004 | | 2005 | | | |
| Blanchardstown | 24:38 | 26:04 | 29:23 | 28:39 | 18:30 | 17:29 | 15:34 | 15:73 | 25:40 | 21:05 | 19:12 | 27:28 | 17:38 | 20:72 | 22:75 | 15:90 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 6 | 5 | 7 | 6 | N/A | N/A | N/A | N/A | 4 | 2 | 2 | 7 | | | | | | | | |
| Finglas | 16:47 | 18:28 | 18:25 | 22:17 | 18:85 | 17:13 | 17:17 | 14:20 | 17:27 | 18:49 | 17:54 | 17:45 | 17:46 | 16:19 | 17:02 | 17:16 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 5 | 6 | 6 | 7 | N/A | N/A | N/A | N/A | 3 | 6 | 5 | 4 | | | | | | | | |
| Lucan | 22:58 | 24:01 | 23:33 | 23:34 | 26:15 | 25:01 | 25:51 | 25:49 | 28:53 | 24:35 | 25:53 | 27:10 | 23:62 | 27:76 | 26:36 | 25:12 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 1 | 1 | 2 | 1 | N/A | N/A | N/A | N/A | 1 | 1 | 1 | 1 | | | | | | | | |
| Malahide | 15:47 | 18:12 | 11:54 | 18:09 | 20:06 | 18:79 | 28:74 | 18:85 | 15:00 | 24:59 | 22:48 | 15:58 | 15:66 | 13:60 | 14:90 | 21:28 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 3 | 4 | 1 | 4 | N/A | N/A | N/A | N/A | 6 | 9 | 8 | 2 | | | | | | | | |
| North Clondalkin | 20:13 | 17:16 | 19:37 | 19:13 | 13:16 | 15:41 | 13:56 | 13:84 | 20:49 | 19:56 | 16:06 | 21:26 | 12:90 | 13:47 | 16:68 | 12:53 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 8 | 8 | 8 | 8 | N/A | N/A | N/A | N/A | 9 | 8 | 6 | 8 | | | | | | | | |
| Rathfarnham | 28:32 | 27:56 | 27:30 | 29:57 | 12:82 | 13:10 | 13:30 | 12:21 | 29:12 | 27:59 | 27:06 | 41:20 | 13:14 | 13:90 | 14:36 | 9:41 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 9 | 9 | 9 | 9 | N/A | N/A | N/A | N/A | 8 | 7 | 9 | 9 | | | | | | | | |
| Stillorgan | 25:50 | 27:38 | 26:45 | 24:02 | 21:61 | 20:24 | 20:91 | 23:27 | 36:46 | 28:52 | 24:48 | 34:23 | 15:29 | 19:48 | 22:56 | 16:28 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 2 | 3 | 3= | 2 | N/A | N/A | N/A | N/A | 7 | 3 | 3 | 5 | | | | | | | | |
| Swords | 43:23 | 52:21 | 53:03 | 43:17 | 19:58 | 16:23 | 18:84 | 23:09 | 55:59 | 44:40 | 44:26 | 48:45 | 17:82 | 18:91 | 19:01 | 19:28 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 4 | 7 | 5 | 3 | N/A | N/A | N/A | N/A | 2 | 4 | 4 | 3 | | | | | | | | |
| Tallaght | 27:18 | 20:18 | 21:43 | 24:45 | 16:98 | 22:37 | 20:91 | 18:12 | 26:56 | 27:11 | 29:17 | 26:24 | 17:34 | 17:18 | 15:95 | 16:21 | | | | | | | | |
| Position | N/A | N/A | N/A | N/A | 7 | 2 | 3= | 5 | N/A | N/A | N/A | N/A | 5 | 5 | 7 | 6 | | | | | | | | |
| Totals for 9 QBCs | N/A | N/A | N/A | N/A | 18:30 | 18:00 | 18:78 | 18:59 | N/A | N/A | N/A | N/A | 16:52 | 17:42 | 18:87 | 16:68 | | | | | | | | |
| QBC Specification | N/A | N/A | N/A | N/A | 17:60 | 17:60 | 17:60 | 17:60 | N/A | N/A | N/A | N/A | 17:60 | 17:60 | 17:60 | 17:60 | | | | | | | | |

Table 7 Performance Indicators 2004/2005

| Corridor | | QBC Performance Indicators Comparison 2004 of 2005 | | | | | | | | | | | | | | | | | | | | |
|-------------------|-------|--|-------|------------|-------|-----------------------------|-------|------------|------|-------------|-------|----------------------------|--------|----------------|------|---------------|-------|-----------|------|-------------------------|------|------|
| | | Bus Journey Times - AM Peak | | Bus Speeds | | Bus Journey Times - PM Peak | | Bus Speeds | | BAC Bus Pax | | Cars Crossing Canal Cordon | | Bus Mode Share | | Ave Wait Time | | Fleet Age | | Low Floor Buses % Fleet | | |
| | | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | |
| Ballymun | 32:27 | 36:56 | 11:68 | 9:73 | 34:18 | 44:05 | 11:77 | 9:16 | 1631 | 2020 | 2699 | NIA | 30.06% | NIA | 5:44 | 4:55 | 8:03 | 5:44 | 4.63 | 4.35 | 56% | 76% |
| | N/A | N/A | 3 | 2 | N/A | N/A | 4 | 4 | 2 | 1 | 3 | | 3 | | 3 | 2 | 3 | 2 | 1 | 1 | 1 | 4 |
| Bray | 26:20 | 27:06 | 21:70 | 21:09 | 25:09 | 21:18 | 22:61 | 26:69 | 1064 | 1121 | 1754 | NIA | 29.50% | NIA | 7:45 | 4:02 | 12:53 | 6:34 | 5.14 | 5.89 | 50% | 57% |
| | N/A | N/A | 1 | 1 | N/A | N/A | 1 | 1 | 4 | 4 | 4 | | 4 | | 4 | 1 | 4 | 4 | 3 | 2 | 3 | 3 |
| Clontarf | 10:22 | 17:01 | 15:87 | 9:67 | 12:34 | 8:22 | 13:79 | 20:72 | 1678 | 1572 | 2922 | NIA | 61.89% | NIA | 5:23 | 6:05 | 5:05 | 6:23 | 6.95 | 8.56 | 14% | 13% |
| | N/A | N/A | 2 | 3 | N/A | N/A | 3 | 3 | 1 | 2 | 1 | | 1 | | 2 | 4 | 1 | 3 | 4 | 4 | 4 | 1 |
| Howth Road (3) | 33:55 | 26:32 | 7:35 | 9:39 | 18:31 | 10:16 | 14:08 | 25:41 | 1317 | 1424 | 2922 | NIA | 61.89% | NIA | 5:02 | 5:58 | 7:01 | 4:45 | 5.00 | 6.10 | 25% | 21% |
| | N/A | N/A | 4 | 4 | N/A | N/A | 4 | 2 | 3 | 3 | 1 | | 1 | | 1 | 3 | 2 | 1 | 2 | 3 | 2 | 2 |
| Totals for 4 QBCs | N/A | N/A | 13:24 | 12:45 | N/A | N/A | 15:54 | 16:74 | 5700 | 6147 | 10306 | NIA | NIA | NIA | 5:58 | 5:15 | 8:15 | 5:51 | N/A | N/A | NIA | NIA |
| QBC Specification | N/A | N/A | 17:60 | 17:60 | N/A | N/A | 17:60 | 17:60 | N/A | N/A | N/A | N/A | N/A | N/A | 3:00 | 3:00 | 4:00 | 4:00 | 5:00 | 5:00 | 100% | 100% |

Notes:

1 QBC Specification of Bus Journey Speed of 20 kph minimum excludes boarding and alighting time at an average of 12%

2 Cordon Courts 0700 - 1000

3 Howth Road Pre QBC in 2004

4 Canal Crossing point for Clontarf QBC & Howth Road QBC at Newcomen Bridge

Items highlighted Indicate an improvement in the last 12 months

Table 7a Performance Indicators 2004/2005 (Off Peak)

| QBC Performance Indicators Comparison - 2004 - 2005 - Off Peak | | | | | | | | | |
|--|-----------------------------|-------|-------------------------|-------|------------------------------|-------|--------------------------|-------|--|
| Corridor | Bus Journey Times - Inbound | | Bus Speeds Inbound Km/h | | Bus Journey Times - Outbound | | Bus Speeds Outbound Km/h | | |
| | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 | 2005 | |
| Ballymun | 25:08 | 20:41 | 15.08 | 18.32 | 24:31 | 31:41 | 14.36 | 12.77 | |
| Bray | 17:18 | 20:34 | 33.03 | 27.79 | 16:58 | 17:00 | 33.51 | 33.44 | |
| Clontarf | 7:05 | 9:32 | 23.24 | 17.26 | 7:59 | 7:52 | 21.71 | 22.03 | |
| Howth Road | 10:00 | 14:24 | 24.92 | 17.31 | 14:07 | 10:05 | 18.01 | 25.87 | |
| Totals for 4 QBCs | N/A | N/A | 22.92 | 20.93 | N/A | N/A | 20.69 | 20.69 | |
| QBC Specification | N/A | N/A | 17.60 | 17.60 | N/A | N/A | 17.60 | 17.60 | |

9 Mode Share

In November of each year Dublin City Council undertakes counts at 33 locations around the cordon formed by the Royal and Grand Canals. The counts are carried out between 0700 and 1000 and measure the volume of citybound traffic by type. The results are expressed in terms of the number of vehicles with the exception of pedestrians.

At the request of the DTO the counts now include counting taxis separately and also measure car and taxi occupancy. The data from these counts, and from the bus passenger counts undertaken simultaneously by Dublin Bus, provide the information necessary to calculate mode share. As Luas became operational in the summer of 2004, a similar count was undertaken by the Railway Procurement Agency measuring the number of citybound passengers crossing the canal cordon points between 0700 and 1000 on both the Red and Green Lines.

Table 8 shows the number of people entering the city at those crossing points that are served by Quality Bus Corridors.

Table 8a shows the same results for the other crossing points that are served by bus.

Table 8b shows the same results for the remaining crossing points that have no bus services and also provides the summary position for the whole cordon.

At the time of publication no information was available from the Canal Cordon points due to major concerns regarding the validity of the data. As a consequence mode share has not been calculated. The 3 tables as described above are included to show the bus passengers and Luas passengers at the relevant canal crossing points.

Table 8 – QBC Cordon Points

| Corridor | Mode Share - November 2005 | | | | | | | | | | | | | | |
|--|----------------------------|------------|-------------|------------|----------|------------|----|------------|-----|------------|-------|------------|------|------------|--------|
| | All Bus Pax | Mode Share | Car Persons | Mode Share | Taxi Pax | Mode Share | CV | Mode Share | M/C | Mode Share | Cycle | Mode Share | Walk | Mode Share | Totals |
| Stillorgan (Car Occupancy) | 4897 | | | | | | | | | | | | | | |
| Lucan (Car Occupancy) | 8608 | | | | | | | | | | | | | | |
| Blanchardstown (Car Occupancy) | 7652 | | | | | | | | | | | | | | |
| Malahide (Car Occupancy) | 7614 | | | | | | | | | | | | | | |
| Tallaght (Car Occupancy) | 5016 | | | | | | | | | | | | | | |
| Swords/Finglas (Car Occupancy) | 9851 | | | | | | | | | | | | | | |
| Rathfarnham (Car Occupancy) | 2803 | | | | | | | | | | | | | | |
| North Clondalkin (Car Occupancy) | 2931 | | | | | | | | | | | | | | |
| QBC Totals | 49172 | | | | | | | | | | | | | | |

Table 8a – Non QBC Cordon Points

| Cordon Point | Mode Share - November 2005 | | | | | | | | | | | | |
|---|----------------------------|------------|-------------|------------|-------------|------------|----------|------------|----|------------|-----|------------|--------|
| | All Bus Pax | Mode Share | Luas Pax | Mode Share | Car Persons | Mode Share | Taxi Pax | Mode Share | CV | Mode Share | M/C | Mode Share | Totals |
| Dolphins Barn (Car Occupancy) | 3698 | | | | | | | | | | | | |
| Phibsborough Rd (Car Occupancy) | 1810 | | | | | | | | | | | | |
| Charlemount (Car Occupancy) | 390 | | 4788 | | | | | | | | | | |
| Mount Street (Car Occupancy) | 902 | | | | | | | | | | | | |
| South Circular Rd (Car Occupancy) | 637 | | 2456 | | | | | | | | | | |
| Charleville Road (Car Occupancy) | 908 | | | | | | | | | | | | |
| Baggot Street (Car Occupancy) | 654 | | | | | | | | | | | | |
| Ballybough Rd (Car Occupancy) | 926 | | | | | | | | | | | | |
| Barrow Street (Car Occupancy) | 506 | | | | | | | | | | | | |
| Clogher Road (Car Occupancy) | 211 | | | | | | | | | | | | |
| Non QBC Totals (Car Occupancy) | 10642 | | 7244 | | | | | | | | | | |
| QBC Totals (Car Occupancy) | 49172 | | 0 | | | | | | | | | | |
| All Bus Crossings (Car Occupancy) | 59814 | | 7244 | | | | | | | | | | |

Table 8b – Non bus Cordon Points & Cordon Totals

| Cordon Point | Mode Share - November 2005 | | | | | | | | | | | | | | | | | | |
|---|----------------------------|------------|----------|------------|-------------|------------|------------|----------|------------|----|------------|-----|------------|-------|------------|------|------------|--------|--|
| | All Bus Pax | Mode Share | Luas Pax | Mode Share | Car Persons | Mode Share | Mode Share | Taxi Pax | Mode Share | CV | Mode Share | M/C | Mode Share | Cycle | Mode Share | Walk | Mode Share | Totals | |
| Grand Canal St (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Huband Bridge (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Herberton Bridge (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Kilmainham Lane (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Phoenix Park Main (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Phoenix Park Back (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Annamore Road (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Royal Canal Bank (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Russell Street (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Ossory Road (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Sheriff St Lower (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| North Wall Quay (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Non Bus Totals (Car Occupancy) | 0 | | | | | | | | | | | | | | | | | | |
| Non QBC Totals (Car Occupancy) | 10642 | | | | | | | | | | | | | | | | | | |
| QBC Totals (Car Occupancy) | 49172 | | | | | | | | | | | | | | | | | | |
| All Bus Crossings (Car Occupancy) | 59814 | | | | | | | | | | | | | | | | | | |
| All Crossings (Car Occupancy) | 59814 | | | | | | | | | | | | | | | | | | |

10 Final Reports

Comprehensive reports for the performance of each QBC have been prepared.

An example relating to the performance of Blanchardstown QBC is presented in this section.

Reports for all QBCs can be obtained from Michael Warnock-Smith of Dublin Transportation Office at the following e-mail address: michaelw@dto.ie.

Each report gives detailed information on the performance indicators as follows:

- Bus journey times in the morning peak, off peak and afternoon/evening peak periods
- Bus speeds
- Comparative bus and car journey times for all time periods
- QBC infrastructure attributes including the level and operational hours of bus priority, the location of pedestrian crossing facilities relative to bus stops and the provision and quality of passenger waiting facilities and information
- Passenger waiting times
- Mode share comparing 2004 with 2003 and 2004 with performance prior to the implementation of bus priority measures (Not available due to problems with the validity of the Canal Cordon data)
- Quality of the bus fleet including the provision of low floor accessible buses
- Passenger journeys
- Bus occupancy levels
- Passenger satisfaction levels

The codes in the left hand column named “Spec Ref” match the performance indicators set out in the QBC Specification.

Table 9 Blanchardstown QBC Final Report

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | | |
|--|---|--------------------------------|--------------------|---|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | | NOTES |
| | | Start Point | End Point | |
| 1 | QBC starts on regional or higher classification road | New River Rd | City Centre | |
| 2 | Bus services to have priority access to QBC from lower classification roads | No. of signalised jcts | % prioritised | |
| | | 3 | 0% | |
| 3 | Bus journey speeds to be 20kph minimum | Average journey speeds | | |
| | New River Road to Ormond Quay | AM Peak Inbound | | New River Road to Ormond Quay |
| | | 11.42 km/h | | |
| | New River Road to Ormond Quay | Off Peak Inbound | | New River Road to Ormond Quay |
| | | 15.73 km/h | | |
| | Merchants Quay to New River Road | PM Peak Outbound | | Merchants Quay to New River Road |
| | | 15.09 km/h | | |
| 3a | Bus journey speeds to increase by 25% pre and post QBC implementation | Pre QBC Average Journey Speeds | | Dublin City Council November 1999 data excludes boarding & alighting time |
| | | AM Peak Inbound | Off Peak Inbound | |
| | New River Road to Bachelors Walk | 20.87 km/h | 25.87 km/h | New River Road to Bachelors Walk |
| | | PM Peak Outbound | | |
| | | 19.95 km/h | | |
| | | % increase | | |
| | | AM Peak | Off Peak | |
| | | N/A | N/A | Comparison not applicable as data excludes boarding & alighting time |
| | | PM Peak | | |
| | | N/A | | |

Blanchardstown QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | | | | | | | |
|--|---|------------------------|-----------------------|--------------------------|---------------------------|--|--|--|--|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | | | | NOTES | | | |
| | | % Segregated Inbound | % Segregated Outbound | % Non Segregated Inbound | % Non Segregated Outbound | | | | |
| 4 | Corridor to have segregated bus lanes where physically feasible | 63% | 26% | 37% | 74% | River Road to Ormond Quay Inbound Merchants Quay to River Road Outbound | | | |
| 5 | Bus Journey Times (Average) | AM Peak | | | | | | | |
| | New River Road to Ormond Quay | 39:29 | | | | New River Road to Ormond Quay | | | |
| 5 | Bus Journey Times (Average) | Off Peak | | | | | | | |
| | New River Road to Ormond Quay | 28:39 | | | | New River Road to Ormond Quay | | | |
| 5 | Bus Journey Times (Average) | PM Peak | | | | | | | |
| | Merchants Quay to New River Road | 28:57 | | | | Merchants Quay to New River Road | | | |
| 5 | Comparable Bus v Car Journey Times (Average) | Bus AM Peak | Car AM Peak | | | | | | |
| | Blanchardstown Bypass to North Circular Road | 32:56 | 33:35 | | | Blanchardstown Bypass to North Circular Road | | | |
| 5 | Comparable Bus v Car Journey Times (Average) | Bus Off Peak | Car Off Peak | | | | | | |
| | New River Road to Ormond Quay | 28:39 | 28:54 | | | New River Road to Ormond Quay | | | |
| 5 | Comparable Bus v Car Journey Times (Average) | Bus PM Peak | Car PM Peak | | | | | | |
| | Manor Street to New River Road | 22:44 | 20:02 | | | Manor Street to New River Road | | | |

Blanchardstown QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | | | |
|--|--|------------------------|----------|----------|----------------------------------|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | NOTES | | |
| 5 | Bus Sectional Journey Times (Range) New River Road to Ormond Quay | AM Peak | AM Peak | Low | High |
| | | | 25:48 | 53:13 | New River Road to Ormond Quay |
| 5 | Bus Sectional Journey Times (Range) New River Road to Ormond Quay | Off Peak | Off Peak | Low | High |
| | | | 28:07 | 29:10 | New River Road to Ormond Quay |
| 5 | Bus Sectional Journey Times (Range) Merchants Quay to New River Road | PM Peak | PM Peak | Low | High |
| | | | 24:29 | 32:22 | Merchants Quay to New River Road |
| 5 | Comparable Bus v Car Journey Times (Range) Blanchardstown Bypass to North Circular Road | AM Peak | Car | AM Peak | |
| | | Low | High | Low | High |
| | | 27:48 | 38:02 | 19:12 | 56:59 |
| 5 | Comparable Bus v Car Journey Times (Range) | Off Peak | Car | Off Peak | |
| | | Low | High | Low | High |
| | | 28:07 | 29:10 | 27:15 | 30:17 |

Blanchardstown QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | | | | | |
|--|--|---------------------------|--------------|---------------------------|--------------------------------|--|--|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | | | NOTES | | |
| 5 | Comparable Bus v Car Journey Times (Range) Manor Street to New River Road | PM Peak | Bus | Car | Manor Street to New River Road | | |
| | | | PM Peak | PM Peak | | | |
| | | Low | High | Low | High | | |
| | | 16:49 | 33:09 | 16:19 | 27:19 | | |
| 6 | Traffic Management Measures to support QBC | No. of Signalised Jcts | | % Prioritised | | | |
| | | 35 | Inbound | 0% | | | |
| | | 37 | Outbound | | | | |
| 7 | Bus Lanes to operate for 12 hours (0700 to 1900) | % Peak Hours only | | % 12 hour | | | |
| | | 3% | | 33% | | | |
| | | % 24 hour | | % 7-10 & 12-19 | | | |
| | | 46% | | 18% | | | |
| 7a | Bus Lanes to be clearly defined | % surface marked | | % signed | | | |
| | | 100% | | 100% | | | |
| 8 | Bus stops to be located to minimise walk times | Average distance to Ped X | | Maximum distance to Ped X | | | |
| | | 115m | | 467m | | | |

Blanchardstown QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | |
|---|---|---|---|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| 9 | High quality waiting areas at all high usage stops to include shelters, level platforms, seating, and additional facilities eg cycle parking, telephones & ticket vending m/c's | Total Number of bus shelters 68 | Total Number of bus stops 121 |
| | | % with lighting | % with seating |
| | | 57% | 82% |
| | | % with telephones | % with ticket vending |
| | | 3% | 0% |
| | | % with cycle parking | Range of cycle spaces |
| | | 0% | N/A |
| | | % level platforms | % fully accessible |
| | | 49% | 49% |
| | | % shelters with RTPI | % working |
| | | 0% | 0% |
| | | % timetables | % route maps |
| | | 67% | 31% |
| | | % network maps | % fares information |
| | | 26% | 31% |
| 10 | Passenger Information | | % bus shelters |
| 10a | Real Time Passenger Information at high usage stops | | |
| 10b | Fixed Information at bus stops eg route & network maps & timetables | | % bus stops |

Blanchardstown QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | |
|--|---|------------------------|---------------|
| B | SERVICE OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| 1 | Passenger Wait Times Average Peak Wait Time | Target | Actual |
| | | 3 minutes | 1:35 |
| | Average Peak Excess Wait Time | Target | Actual |
| | | 2 minutes | 0 |
| | Average Off Peak Wait Time | Target | Actual |
| 4 minutes | | 4:10 | |
| 1d | Average Off Peak Excess Wait Time | Target | Actual |
| | | 2 minutes | 0:10 |
| 2 | Boarding & Alighting time / % of total journey time | AM Peak | Off peak |
| | | 12.21% | 12.01% |
| BAC On Bus Survey Nov 02 | | | |
| C | FLEET OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| 2 | Average Fleet age | Average Fleet age | |
| | | 3.46 | |
| 2a | Maximum Fleet age | Maximum Fleet age | |
| | | 6 | |
| 3 | QBC to be operated by uniformed staff | % staff uniformed | |
| | | 100% | |
| 4 | QBC to be operated by low floor buses | % of low floor buses | |
| | | 98% | |

Blanchardstown QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | |
|--|--|------------------------------------|------------|
| C | FLEET OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| 5 | QBC to be operated by branded vehicles | % of branded vehicles 7% | City Swift |

| D | NETWORK PERFORMANCE | PERFORMANCE INDICATORS | NOTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|--|---|--------------|--|-----|-----|--------|--------|---------------|------------|--------|--------|--------------|------------|--------|--------|--------------|------------|--------|--------|---------------|------------|--------|--------|--------------|------------|--------|--------|--------------|------------|---|
| 1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | <table border="1"> <thead> <tr> <th colspan="2">% Mode share</th> </tr> <tr> <th>Car</th> <th>Bus</th> </tr> </thead> <tbody> <tr> <td>Nov-04</td> <td>Nov-05</td> </tr> <tr> <td>34.65%</td> <td>N/A</td> </tr> <tr> <td>Nov-04</td> <td>Nov-05</td> </tr> <tr> <td>0.78%</td> <td>N/A</td> </tr> <tr> <td>Nov-04</td> <td>Nov-05</td> </tr> <tr> <td>7.53%</td> <td>N/A</td> </tr> <tr> <td>Nov-04</td> <td>Nov-05</td> </tr> <tr> <td>52.69%</td> <td>N/A</td> </tr> <tr> <td>Nov-04</td> <td>Nov-05</td> </tr> <tr> <td>1.53%</td> <td>N/A</td> </tr> <tr> <td>Nov-04</td> <td>Nov-05</td> </tr> <tr> <td>17112</td> <td>N/A</td> </tr> </tbody> </table> | % Mode share | | Car | Bus | Nov-04 | Nov-05 | 34.65% | N/A | Nov-04 | Nov-05 | 0.78% | N/A | Nov-04 | Nov-05 | 7.53% | N/A | Nov-04 | Nov-05 | 52.69% | N/A | Nov-04 | Nov-05 | 1.53% | N/A | Nov-04 | Nov-05 | 17112 | N/A | Car Occupancy 1.23 from DCC Survey November 2004 |
| % Mode share | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Car | Bus | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov-04 | Nov-05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34.65% | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov-04 | Nov-05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.78% | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov-04 | Nov-05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.53% | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov-04 | Nov-05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.69% | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov-04 | Nov-05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.53% | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov-04 | Nov-05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17112 | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Blanchardstown QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT BLANCHARDSTOWN NOVEMBER 2005 | | | | | | | | | |
|--|--|------------------------|-------------|---------------|------------|--|--|--|--|
| D | NETWORK PERFORMANCE | PERFORMANCE INDICATORS | | | | | NOTES | | |
| 2 | Assess the before & after impact of QBC on all Modes (Pre & Post QBC Analysis) | % Mode share | | Bus | | November 2005 Cordon Count includes all bus passengers Pre QBC November 1999 Cordon Count includes Dublin Bus passengers only Car Occupancy 1.23 from DCC Survey November 2004 | | | |
| | | Car | Nov-05 | Pre QBC | Nov-05 | | | | |
| | | 46.29% | N/A | 41.31% | N/A | | | | |
| | | Taxi | | Cycle | | | | | |
| | | Pre QBC | Nov-05 | Pre QBC | Nov-05 | | | | |
| | | N/A | N/A | 1.71% | N/A | | | | |
| | | Walking | | Total Persons | | | | | |
| Pre QBC | Nov-05 | Pre QBC | Nov-05 | | | | | | |
| 8.30% | N/A | 15704 | N/A | | | | | | |
| E | ADDITIONAL OBJECTIVES | PERFORMANCE INDICATORS | | | | | NOTES | | |
| 1 | Passenger Journeys (Total) | Nov-04 | Nov-05 | | | | Cordon Counts (0700 - 1000) BAC Designated QBC Routes | | |
| | | 6087 | 4997 | | | | | | |
| 2 | Bus Occupancy Levels (Average) | AM Peak | Off Peak | | | | Inbound Survey at Canal Cordon 0800 to 0900 (AM Peak) and Navan Road 1100 to 1200 (Off Peak) | | |
| | | 65 | 25 | | | | | | |
| 5 | Passenger Satisfaction Levels | % Satisfaction | | | | | Dublin Bus Survey November 2002 | | |
| | | Reliability | | | | | | | |
| | | Quality of Service | | | | | | | |
| | | 62% | 86% | | | | | | |
| | | Quality of Information | | | | | | | |
| 9 | Mobility Impaired Access % Full Accessibility | Value for Money | | | | | | | |
| | | N/A | 83% | | | | | | |
| | | % buses | | | | | | | |
| | | 98% | | | | | | | |
| % ped x | | | | | | | | | |
| 100% | | | | | | | | | |

11 Sectional Bus and Car Journey Times

Comparative bus and car journey times were calculated for all sections of all QBCs where sufficient robust data was available. Sections where comparisons were either unable to be made or where not appropriate are marked as “N/A”.

Each QBC is split into sections with survey points located at strategic points of each corridor. In particular, survey points are located at the start and end of sections where bus priority has been provided with a view to measuring the effectiveness of the infrastructure on those sections.

Tables 10a to 10i inclusive show the results for the 9 main radial QBCs.

Tables 10j to 10l inclusive show the results for those QBCs monitored for the first time in 2004, namely Ballymun QBC, Bray QBC incorporating the N11 extension from Foxrock to Loughlinstown and Clontarf QBC.

Table 10m shows the results for Howth Road QBC which had been monitored on a pre QBC basis in 2004.

The tables show both the average and the range of bus and car journey times for the morning peak, off peak and afternoon/evening peak periods. Where car journey times exceed bus journey times the results are highlighted in yellow.

These tables should be looked at in conjunction with the bus speed tables which give details of the length of each section and the length of bus priority. **Tables 11a to 11m.**

Table 10a Blanchardstown QBC

| Blanchardstown QBC Roadside Survey Results - November 2005 | | | | | | | | | | | |
|--|---------------|-----------------|-------|------------------|-------|------------------|------|-------------------|--------------|-------|------|
| Section | Average Range | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | Car | Car |
| | | Bus | Car | Bus | Car | Bus | Car | Bus | Car | | |
| St Josephs Hospital to Hansfield Road | | N/A | N/A | N/A | N/A | 4:18 | 3:41 | 2:09 to 6:40 | 1:10 to 5:46 | N/A | N/A |
| Hansfield Road to Shelerin Road | | N/A | N/A | N/A | N/A | 2:50 | 2:14 | 1:44 to 4:09 | 1:45 to 2:58 | N/A | N/A |
| St Josephs Hospital to Shelerin Road | | 7:28 | 6:42 | N/A | N/A | 7:07 | 7:24 | 4:14 to 9:37 | 7:20 to 7:27 | N/A | N/A |
| Shelerin Road Direct to Blanchardstown Rd Sth | | 4:38 to 21:29 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Shelerin Rd via Hansfield to Blakestown Way (39) | | N/A | N/A | N/A | N/A | 18:19 | N/A | 16:57 to 20:10 | N/A | N/A | N/A |
| St Josephs Hosp direct to Blanchardstown Rd Sth | | 26:57 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| St Josephs Hosp via Hansfield to Blakestown Way | | 20:36 to 34:25 | N/A | N/A | N/A | 27:39 | N/A | 27:28 to 27:50 | N/A | N/A | N/A |
| Blakestown Way to Rear of Shopping C'tre (Peak) | | 3:32 | 4:27 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Blanchardstown Road South to Coolmine Rd | | 5:28 | N/A | 14:04 | N/A | 3:27 | 2:32 | 3:09 to 4:01 | 2:32 | 12:10 | N/A |
| Rear of Shopping Centre to River Rd R'tbt (Peak) | | 5:07 to 13:30 | 11:10 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Coolmine Road to Main Street | | 4:39 | N/A | 4:15 | 2:51 | 3:39 | 4:41 | 2:54 to 4:17 | 3:32 to 5:50 | 1:52 | 0:48 |
| Main Street to River Road Roundabout | | 11:23 | 11:42 | N/A | N/A | 3:46 | N/A | 2:04 to 4:49 | N/A | N/A | N/A |
| River Road Rbt to New River Road | | 1:53 | 1:59 | N/A | N/A | 2:17 | N/A | 1:20 to 3:38 | N/A | N/A | N/A |
| New River Road to Ashtown Roundabout | | 3:50 | 3:28 | 8:02 | 10:09 | 4:49 | 3:55 | 3:50 to 8:18 | 3:30 to 4:12 | 7:39 | 7:54 |

Table 10a Blanchardstown QBC (continued)

| Blanchardstown QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | | | | | |
|--|-------------------------|------------------------|-------------------------|------------------------|------------------------|----------------------|----------------------|-----|-----|-------------------------|------------------------|------------|----------------------|-----|-------------------|-----|
| Section | AM Peak Inbound | | | | | | PM Peak Outbound | | | | | | Off Peak Inbound | | Off Peak Outbound | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Ashtown Roundabout to Nephin Road | 4:48 2:53 to 7:20 | 5:25 2:30 to 13:16 | N/A | N/A | N/A | N/A | 3:48 1:52 to 5:58 | N/A | N/A | 8:44 8:05 to 9:11 | N/A | N/A | 5:42 5:31 to 5:52 | | | |
| Nephin Road to Ratoath Road | 3:05 1:37 to 5:10 | 5:15 2:20 to 11:44 | N/A | N/A | N/A | N/A | 3:11 2:30 to 4:13 | N/A | N/A | 2:15 0:55 to 3:30 | N/A | N/A | N/A | N/A | | |
| Ashtown Roundabout to Ratoath Road | 7:51 4:53 to 12:31 | 8:49 4:18 to 16:03 | 6:45 3:15 to 10:43 | 5:56 3:20 to 8:20 | 6:55 6:13 to 7:30 | 6:49 5:38 to 7:59 | | | | 9:19 5:33 to 11:37 | 5:40 4:01 to 7:17 | | | | | |
| Ashtown R'bout to Old Cabra Rd/Nth Circular | 15:29 8:48 to 23:09 | 16:56 7:07 to 24:34 | 11:29 5:24 to 20:04 | 10:24 7:23 to 15:15 | 10:06 8:24 to 12:30 | 8:12 7:11 to 9:54 | | | | 13:15 11:33 to 14:59 | 10:54 9:59 to 11:35 | | | | | |
| Ratoath Rd to Old Cabra Rd/North Circular Rd | 7:26 2:12 to 13:11 | N/A N/A | 5:35 2:30 to 8:50 | 5:37 1:37 to 10:22 | 4:36 3:06 to 6:10 | 3:43 1:55 to 5:30 | | | | 4:52 3:10 to 7:11 | 4:20 1:45 to 9:24 | | | | | |
| Old Cabra Rd/North Circular Rd to Manor St | 8:42 1:39 to 15:24 | 10:42 1:07 to 16:38 | 3:07 0:44 to 7:25 | 2:12 0:48 to 5:20 | 2:31 1:30 to 3:22 | 2:11 1:21 to 3:06 | | | | 1:58 1:21 to 2:30 | 1:27 1:03 to 1:50 | | | | | |
| Manor Street to Blackhall Place/Bridge | 2:52 0:59 to 7:42 | 5:12 0:47 to 13:35 | 1:45 0:48 to 3:11 | 0:51 0:25 to 1:21 | 4:07 2:38 to 5:42 | 4:00 4:00 | | | | 1:30 0:40 to 2:21 | N/A | N/A | | | | |
| Blackhall Place to Capel Street | 9:14 5:07 to 20:42 | 7:54 5:57 to 8:59 | N/A N/A | N/A N/A | 3:46 2:20 to 5:49 | N/A N/A | | | | N/A N/A | N/A N/A | N/A N/A | | | | |
| Capel Street to Tara Street | 12:12 10:01 to 14:48 | 9:35 9:35 | N/A N/A | N/A N/A | 8:48 8:11 to 9:24 | N/A N/A | | | | N/A N/A | N/A N/A | N/A N/A | | | | |
| Hawkins St to Merchants Quay/Winetavern St | N/A N/A | N/A N/A | 18:55 12:26 to 23:34 | N/A N/A | N/A N/A | N/A N/A | | | | 14:59 12:41 to 18:09 | N/A N/A | N/A N/A | | | | |
| Merchants Quay to Blackhall Bridge | N/A N/A | N/A N/A | 4:49 1:13 to 10:19 | N/A N/A | N/A N/A | N/A N/A | | | | 2:10 1:25 to 2:55 | 2:21 2:21 | | | | | |
| Merchants Quay to Manor Street | N/A N/A | N/A N/A | 6:02 2:26 to 11:19 | N/A N/A | N/A N/A | N/A N/A | | | | 4:03 3:38 to 4:31 | N/A N/A | N/A N/A | | | | |

Table 10b Finglas QBC

| Finglas QBC Roadside Survey Results - November 2005 | | | | | | | | | |
|---|---------------------------------------|----------------------|------------------------|------------|-------------------------|------------------------|-----------------------|------------|--|
| Sectional Results | | | | | | | | | |
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Mallowes Bridge to Finglas | Average Range 6:14 2:49 to 7:41 | N/A N/A | 3:16 2:21 to 4:33 | N/A N/A | 6:17 6:02 to 6:40 | N/A N/A | 3:51 2:37 to 4:24 | N/A N/A | |
| Finglas to Prospect Road/Whitworth Rd | Average Range 6:53 4:05 to 9:12 | N/A N/A | 7:45 6:21 to 10:52 | N/A N/A | 8:05 8:05 | N/A N/A | 7:23 5:39 to 8:55 | N/A N/A | |
| Whitworth Rd to Dorset Street Lower | Average Range 4:17 2:25 to 6:30 | 4:00 2:00 to 8:39 | 7:53 2:50 to 12:46 | N/A N/A | 11:02 10:24 to 12:08 | 11:20 9:35 to 14:13 | 2:52 1:24 to 4:57 | N/A N/A | |
| Dorset Street Lwr to Frederick St North | Average Range 2:34 1:14 to 5:17 | N/A N/A | N/A N/A | N/A N/A | 2:27 1:00 to 3:53 | N/A N/A | N/A N/A | N/A N/A | |
| Dorset Street Lwr to Parnell Square East | Average Range 4:16 2:47 to 6:09 | N/A N/A | N/A N/A | N/A N/A | 4:16 2:30 to 7:08 | N/A N/A | N/A N/A | N/A N/A | |
| Frederick St North to Parnell Square East | Average Range 2:07 0:50 to 2:59 | N/A N/A | N/A N/A | N/A N/A | 1:59 0:43 to 4:07 | N/A N/A | N/A N/A | N/A N/A | |
| Parnell Street to Dorset Street | Average Range N/A N/A | N/A N/A | 11:37 4:09 to 18:08 | N/A N/A | N/A N/A | N/A N/A | 8:07 4:53 to 13:07 | N/A N/A | |

Table 10c Lucan QBC

| Lucan QBC Roadside Survey Results - November 2005 | | | | | | | | | | | |
|---|-----------------------------------|------------------------|-------------------------|-------------------------|-----------------------|-------------------------|------------------------|-----------------------|----------------------|-------------------|--|
| Section | Sectional Results - Journey Times | | | | | | Off Peak Inbound | | | Off Peak Outbound | |
| | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Inbound | | Bus | Car | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Lucan Superquinn to Penny Hill Pub | 29:20 28:36 to 30:04 | N/A N/A | 19:44 13:16 to 26:12 | N/A N/A | 26:02 26:02 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | |
| Penny Hill Pub to Foxhunter | 12:23 3:13 to 18:13 | 12:26 5:07 to 19:44 | 5:33 4:07 to 8:10 | 6:04 4:49 to 7:20 | 4:31 3:59 to 4:53 | N/A N/A | 4:11 3:12 to 5:10 | N/A N/A | 5:13 4:10 to 6:16 | N/A N/A | |
| Foxhunter to West of M50 | 3:19 1:50 to 4:56 | 5:13 1:36 to 7:29 | 3:20 1:50 to 5:25 | 2:12 1:55 to 2:28 | 2:07 1:35 to 2:56 | 1:30 1:00 to 1:59 | 2:50 1:50 to 5:01 | 2:12 1:44 to 2:40 | N/A N/A | N/A N/A | |
| West of M50 to Palmerston | 5:47 2:03 to 11:49 | 9:40 9:40 | 4:28 2:02 to 7:08 | 4:08 3:15 to 5:00 | 5:24 2:10 to 9:27 | 6:00 4:59 to 7:00 | 2:32 1:41 to 3:10 | N/A N/A | N/A N/A | N/A N/A | |
| Palmerston to Chapelizod Slip Rd | N/A N/A | 5:09 3:37 to 6:54 | 2:42 1:05 to 4:21 | 9:21 2:03 to 17:06 | 0:31 0:15 to 0:45 | 4:43 1:11 to 8:38 | 3:35 2:42 to 5:00 | 6:11 2:18 to 10:08 | N/A N/A | N/A N/A | |
| Palmerston to Con Colbert Rd | 6:38 4:35 to 8:04 | N/A N/A | 8:26 5:15 to 11:14 | N/A N/A | N/A N/A | 11:10 10:15 to 12:05 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | |
| Palmerston to Conyngham Road | 11:08 8:37 to 15:08 | 9:16 6:19 to 12:03 | 16:00 9:54 to 28:18 | 16:36 6:55 to 28:17 | 9:33 8:24 to 10:47 | 5:23 4:24 to 6:22 | 13:59 9:45 to 16:03 | 8:23 7:41 to 8:48 | N/A N/A | N/A N/A | |
| Chapelizod Slip Rd to Conyngham Rd | N/A N/A | N/A N/A | 12:14 6:56 to 15:56 | 13:57 11:11 to 18:13 | N/A N/A | N/A N/A | 9:12 7:44 to 10:58 | N/A N/A | N/A N/A | N/A N/A | |
| Chapelizod Slip Rd to Con Colbert Rd | N/A N/A | N/A N/A | 5:52 4:06 to 8:30 | 9:54 9:54 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | |
| Con Colbert Road to Heuston Station | 2:50 2:02 to 3:13 | 2:42 1:31 to 3:20 | 3:03 2:19 to 3:33 | 2:20 1:47 to 2:54 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | |
| Heuston Station to Ellis Quay | 2:33 0:42 to 4:37 | 3:20 1:44 to 4:57 | N/A N/A | N/A N/A | 4:28 3:20 to 6:22 | 3:49 3:49 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | |

Table 10c Lucan QBC (continued)

| Lucan QBC Roadside Survey Results - November 2005 | | | | | | | | | |
|---|-------------------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------|
| Sectional Results - Journey Times | | | | | | | | | |
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Conyngham Road to Parkgate Street | Average Range 1:16 to 5:43 | 2:47 1:25 to 5:49 | N/A N/A | N/A N/A | 2:40 1:44 to 5:06 | 2:19 1:20 to 3:22 | N/A N/A | N/A N/A | N/A N/A |
| Con Colbert Road to Ellis Quay | Average Range 3:03 to 7:35 | 5:11 3:03 to 7:35 7:53 4:00 to 11:21 | N/A N/A | N/A N/A | N/A N/A | 3:14 3:08 to 3:20 | N/A N/A | N/A N/A | N/A N/A |
| Parkgate Street to Ellis Quay | Average Range 2:22 to 6:01 | 4:00 2:22 to 6:01 4:56 3:38 to 6:41 | N/A N/A | N/A N/A | 3:00 1:49 to 4:00 | 2:35 2:00 to 3:10 | N/A N/A | N/A N/A | N/A N/A |
| Ellis Quay to Arran Quay | Average Range 0:47 to 5:41 | 3:40 0:47 to 5:41 3:15 2:03 to 3:52 | N/A N/A | N/A N/A | 3:54 2:22 to 5:40 | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Arran Quay to Bachelors Walk | Average Range 0:57 to 8:03 | 4:31 0:57 to 8:03 6:19 4:19 to 7:50 | N/A N/A | N/A N/A | 4:56 3:27 to 7:08 | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Weillington Quay to Merchants Quay | Average Range | N/A N/A | 5:35 2:54 to 8:47 | 5:36 3:08 to 8:43 | N/A N/A | N/A N/A | 4:33 2:59 to 6:47 | 3:40 3:08 to 4:57 | |
| Merchants Quay to Heuston Station | Average Range | N/A N/A | 2:15 1:22 to 4:00 | 4:23 1:37 to 7:10 | N/A N/A | N/A N/A | 3:09 3:09 | 2:01 1:15 to 2:55 | |
| Merchants Quay to Conyngham Road | Average Range | N/A N/A | 4:35 2:55 to 6:26 | 4:56 4:56 | N/A N/A | N/A N/A | 5:27 4:06 to 7:01 | 2:10 2:10 | |

Table 10d Malahide QBC

| Malahide QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | |
|--|-------------------------|------------------------|-------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|-------------------------|----------------------|----------------------|-----|
| Section | AM Peak Inbound | | | | | | PM Peak Outbound | | | | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Clare Hall to Priorswood Road | 1:24 to 7:20 | 4:08 1:15 to 5:56 | 6:54 2:48 to 13:11 | 3:03 2:10 to 4:25 | 3:06 1:26 to 5:46 | N/A N/A | 3:06 1:26 to 5:46 | N/A N/A | 3:06 1:26 to 5:46 | 4:24 2:38 to 7:27 | 4:11 2:24 to 5:57 | |
| Priorswood Rd to Greencastle Rd (Direct) | 2:35 0:56 to 4:00 | 3:39 3:29 to 3:39 | 6:05 3:20 to 10:20 | 4:41 3:13 to 6:03 | 1:19 1:19 | 2:57 2:14 to 3:40 | 1:19 1:19 | 2:57 2:14 to 3:40 | 3:55 3:55 | 3:55 3:55 | 1:09 1:09 | |
| Priorswood Rd to Greencastle Rd (Darndale) | 14:41 11:13 to 19:12 | N/A N/A | 17:50 11:06 to 23:13 | N/A N/A | 14:52 9:13 to 18:13 | N/A N/A | 14:52 9:13 to 18:13 | N/A N/A | 17:25 14:35 to 23:27 | N/A N/A | N/A N/A | |
| Greencastle Road to North of Killmore Road | 6:44 3:11 to 13:33 | 6:01 4:00 to 8:31 | 3:37 2:10 to 6:47 | 3:31 1:55 to 8:30 | 4:48 3:21 to 6:00 | 6:04 5:10 to 7:22 | 4:48 3:21 to 6:00 | 6:04 5:10 to 7:22 | 3:38 2:07 to 5:59 | 3:38 2:07 to 5:59 | 3:03 2:09 to 4:10 | |
| North of Killmore Road to St Davids Wood | 1:22 0:24 to 3:10 | 2:05 0:28 to 5:56 | N/A N/A | N/A N/A | 1:00 0:17 to 1:59 | 0:53 0:30 to 1:31 | 1:00 0:17 to 1:59 | 0:53 0:30 to 1:31 | N/A N/A | N/A N/A | N/A N/A | |
| St Davids Wood to Collins Avenue | 2:11 0:41 to 4:43 | 4:17 0:29 to 14:43 | N/A N/A | N/A N/A | 1:49 1:03 to 2:50 | 1:28 0:49 to 3:07 | 1:49 1:03 to 2:50 | 1:28 0:49 to 3:07 | N/A N/A | N/A N/A | N/A N/A | |
| Collins Avenue to Casino Park | 4:26 1:12 to 7:13 | 5:09 1:46 to 10:10 | N/A N/A | N/A N/A | 3:08 2:41 to 4:10 | 2:19 0:55 to 4:08 | 3:08 2:41 to 4:10 | 2:19 0:55 to 4:08 | N/A N/A | N/A N/A | N/A N/A | |
| Casino Park to Fairview | 8:27 5:01 to 13:49 | 9:59 4:23 to 15:48 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | |
| Fairview to Amiens Street/North Strand | 6:26 2:13 to 9:50 | 11:46 8:30 to 14:34 | 3:57 2:00 to 10:56 | 7:09 4:50 to 9:22 | 4:30 3:29 to 6:12 | 2:32 1:46 to 3:40 | 4:30 3:29 to 6:12 | 2:32 1:46 to 3:40 | 3:28 2:24 to 5:10 | 3:28 2:24 to 5:10 | 5:23 2:35 to 9:18 | |
| Amiens Street/North Strand to Talbot Street | 2:23 1:00 to 6:40 | N/A N/A | N/A N/A | N/A N/A | 2:34 1:33 to 3:01 | N/A N/A | 2:34 1:33 to 3:01 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | |
| Collins Avenue to Killmore Road | N/A N/A | N/A N/A | 5:21 2:14 to 8:06 | 4:35 2:05 to 6:27 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 5:26 3:27 to 6:34 | 5:26 3:27 to 6:34 | 3:54 1:32 to 5:51 | |
| Griffith Avenue to Collins Avenue | N/A N/A | N/A N/A | 4:27 2:10 to 6:29 | 4:08 2:17 to 6:44 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 2:43 1:03 to 5:31 | 2:43 1:03 to 5:31 | 1:55 0:33 to 5:02 | |
| Fairview to Griffith Avenue | N/A N/A | N/A N/A | 1:30 0:50 to 2:33 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 3:03 2:14 to 4:09 | 3:03 2:14 to 4:09 | 2:18 2:18 | |

Table 10e North Clondalkin QBC

| North Clondalkin QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | | | | |
|--|------------------------|------------------------|------------------------|------------------------|----------------------|----------------------|------------------------|----------------------|-----|------------------|-----|-----|-------------------|-----|--|
| Section | AM Peak Inbound | | | | | | PM Peak Outbound | | | Off Peak Inbound | | | Off Peak Outbound | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Fonhill Road North to Fonhill Road South | 2:30 1:23 to 3:50 | 1:38 0:57 to 2:00 | 2:49 1:30 to 4:25 | 2:14 0:52 to 3:49 | 2:00 1:14 to 3:43 | 1:49 0:53 to 3:50 | 2:13 1:03 to 3:22 | 2:13 1:01 to 2:23 | | | | | | | |
| Fonhill Road South to Coldcut Road | 14:47 8:52 to 20:59 | N/A N/A | 11:38 6:00 to 18:51 | N/A N/A | 9:18 7:57 to 9:59 | N/A N/A | 10:48 8:15 to 12:04 | N/A N/A | | | | | | | |
| Coldcut Road to Ballyfermot/Le Fanu | 6:32 2:36 to 15:30 | 5:37 2:19 to 10:58 | 8:10 2:00 to 16:01 | 10:54 8:06 to 14:28 | 4:27 3:00 to 5:46 | 2:45 1:51 to 3:21 | 4:40 3:00 to 5:47 | 4:11 2:50 to 6:30 | | | | | | | |
| Ballyfermot/Le Fanu to Ballyfermot/Kylemore | 4:02 1:51 to 9:33 | 3:52 1:42 to 6:15 | 3:05 1:33 to 6:25 | 2:05 1:23 to 2:52 | 4:18 2:42 to 5:52 | 2:25 1:31 to 3:02 | 2:43 2:02 to 3:09 | 1:43 0:50 to 2:56 | | | | | | | |
| Ballyfermot/Kylemore to Emmet Road | 11:49 3:28 to 21:26 | 11:19 8:28 to 14:59 | 7:39 5:00 to 10:36 | 10:56 8:38 to 10:57 | 4:42 4:00 to 5:24 | N/A N/A | 5:23 2:43 to 8:02 | N/A N/A | | | | | | | |
| Emmet Rd to South Circular Road | 2:44 1:03 to 5:15 | 1:55 0:49 to 3:19 | 7:01 2:10 to 11:11 | 6:52 1:48 to 14:47 | 4:25 3:33 to 6:09 | N/A N/A | 2:54 1:48 to 3:34 | 1:53 1:40 to 2:06 | | | | | | | |
| South Circular Road to Mount Brown/James St | 3:16 2:00 to 4:47 | 2:19 0:47 to 4:37 | 6:19 1:28 to 10:54 | 5:44 3:03 to 10:12 | 1:58 1:45 to 2:10 | N/A N/A | 4:34 3:42 to 5:16 | 3:58 3:31 to 4:26 | | | | | | | |
| Mount Brown / James St to Cornmarket | 5:41 3:01 to 11:00 | 6:26 2:19 to 14:35 | 3:56 1:20 to 8:03 | 3:28 2:51 to 5:00 | 4:08 3:37 to 4:38 | N/A N/A | 3:52 2:12 to 4:59 | 2:18 1:18 to 3:18 | | | | | | | |
| Cornmarket to Westmoreland Street | 8:09 6:48 to 10:56 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | | | | | | | |
| Aston Quay to Bridge Street | N/A N/A | N/A N/A | 6:28 1:16 to 14:23 | N/A N/A | N/A N/A | N/A N/A | 8:06 7:32 to 9:07 | N/A N/A | | | | | | | |
| Bridge Street to Cornmarket | N/A N/A | N/A N/A | 2:28 0:44 to 6:14 | 1:54 1:54 | N/A N/A | N/A N/A | 1:15 0:31 to 2:20 | 0:32 0:27 to 0:37 | | | | | | | |

Table 10f Rathfarnham QBC

| Rathfarnham QBC Roadside Survey Results - November 2005 | | | | | | | | | | | |
|---|---------------|-----------------------|----------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|------|-----|
| Section | Average Range | Sectional Results | | | | | | Off Peak Outbound | | | |
| | | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | Car | |
| | | Bus | Car | Bus | Car | Bus | Car | Bus | Car | | |
| Dundrum Road to Nutgrove Ave Terminus | | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 3:14 | 4:16 | N/A |
| Nutgrove Ave Terminus to Oakdown Road | Average Range | 4:14 1:59 to 6:00 | 2:57 2:57 | 3:24 1:39 to 6:24 | N/A | 2:19 1:48 to 3:15 | 3:18 1:50 to 6:05 | N/A | N/A | N/A | N/A |
| Oakdown Rd to R'hnam Rd/Butterfield Avenue | Average Range | 6:17 3:50 to 10:00 | N/A | 5:13 3:00 to 7:11 | N/A | 5:02 3:19 to 6:45 | 5:10 5:10 | 4:58 4:34 to 5:21 | 2:44 1:51 to 3:38 | | |
| Rathfarnham Road to Butterfield Avenue | Average Range | N/A | N/A | 1:24 0:37 to 2:37 | 1:49 0:38 to 3:00 | N/A | N/A | 1:24 0:33 to 3:37 | 0:45 0:12 to 2:00 | | |
| Rathfarnham Road to Brookvale Road | Average Range | 1:41 0:50 to 3:30 | 1:54 0:45 to 4:10 | N/A | N/A | 1:01 0:30 to 1:48 | 1:00 0:38 to 2:05 | N/A | N/A | N/A | N/A |
| Terenure Road North to Rathfarnham Road | Average Range | N/A | N/A | 5:41 2:40 to 10:18 | 5:19 2:43 to 13:59 | N/A | N/A | 2:43 1:59 to 4:04 | 2:25 1:14 to 4:10 | | |
| Brookvale Road to Terenure Road East | Average Range | 5:17 2:00 to 8:02 | 5:23 2:39 to 7:54 | N/A | N/A | 4:52 4:02 to 5:35 | 3:40 2:37 to 5:38 | N/A | N/A | N/A | N/A |
| Whitton Road to Terenure Road North | Average Range | N/A | N/A | 1:48 0:40 to 4:40 | 2:31 0:18 to 6:04 | N/A | N/A | 1:52 0:54 to 3:34 | 1:45 0:42 to 3:30 | | |
| Terenure Road East to Mount Tallant Avenue | Average Range | 4:20 1:02 to 6:58 | 3:29 1:45 to 6:05 | N/A | N/A | 1:47 0:56 to 2:59 | 4:10 3:56 to 4:56 | N/A | N/A | N/A | N/A |
| Leinster Road to Terenure Rd North | Average Range | N/A | N/A | 8:50 5:09 to 12:37 | 8:14 4:23 to 13:43 | N/A | N/A | 5:30 3:56 to 7:43 | 5:16 3:43 to 6:34 | | |
| Harolds Cross/Leinster Rd to Whitton Road | Average Range | N/A | N/A | 7:03 3:56 to 10:22 | 6:07 3:01 to 10:58 | N/A | N/A | 4:23 3:00 to 6:01 | 4:01 3:01 to 5:00 | | |
| Mount Tallant Avenue to Leinster Road West | Average Range | 3:09 0:45 to 5:59 | 4:54 1:01 to 8:07 | N/A | N/A | 2:09 1:01 to 3:57 | 1:09 0:57 to 2:02 | N/A | N/A | N/A | N/A |

Table 10f Rathfarnham QBC (continued)

| Rathfarnham QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | |
|---|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|--------------|----------------------|----------------------|--------------|
| Section | AM Peak Inbound | | | | | | PM Peak Outbound | | | | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Leinster Road West to Harolds Cross Road | 3:43 0:57 to 7:00 | 6:59 5:56 to 9:03 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 1:51 0:59 to 3:00 | 4:23 3:57 to 5:00 | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Canal to Harolds Cross/Leinster Rd | N/A N/A | N/A N/A | 7:35 3:58 to 10:00 | 8:45 6:54 to 10:00 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 6:02 4:03 to 9:39 | 4:35 3:51 to 5:29 | N/A N/A |
| Harolds Cross/Leinster Rd to Clanbrassil St | 1:43 0:50 to 4:54 | 2:09 1:00 to 2:56 | N/A N/A | N/A N/A | N/A N/A | 2:09 1:06 to 3:33 | 5:09 3:02 to 8:23 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Clanbrassil Street to Canal | N/A N/A | N/A N/A | 1:28 0:38 to 4:36 | 1:22 1:01 to 1:43 | N/A N/A | N/A N/A | 2:07 1:18 to 3:40 | N/A N/A | N/A N/A | 1:42 1:10 to 2:33 | N/A N/A | N/A N/A |
| Clanbrassil Street to South Circular Road | 5:10 1:10 to 7:16 | 8:09 8:09 | 0:53 0:21 to 4:00 | 1:28 0:35 to 2:22 | 5:16 4:23 to 6:17 | 4:25 4:25 | 0:58 0:20 to 2:00 | 4:25 4:25 | 0:22 0:22 | 0:22 0:22 | 0:22 0:22 | 0:22 0:22 |
| Clanbrassil Street/Canal to Dean Street | 7:26 4:07 to 9:14 | 6:43 4:13 to 9:18 | 2:27 1:01 to 4:53 | 2:28 2:28 | 4:38 2:44 to 6:03 | 6:04 0:52 to 11:22 | 1:26 1:11 to 1:35 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Dean St to Westmoreland St/College Green | 6:46 5:44 to 7:46 | 7:44 7:44 | 8:23 4:00 to 15:54 | 9:49 9:00 to 10:37 | 8:46 7:41 to 9:31 | 4:59 3:31 to 6:28 | 7:13 6:36 to 7:49 | 4:59 3:31 to 6:28 | 5:22 5:22 | 5:22 5:22 | 5:22 5:22 | 5:22 5:22 |
| South Circular Road to Camden Street | 4:52 1:25 to 8:33 | N/A N/A | 6:54 3:04 to 9:51 | N/A N/A | 2:43 0:57 to 3:55 | N/A N/A | 5:35 2:26 to 7:59 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Camden Street to Bishop Street | 1:48 0:29 to 3:44 | 2:28 1:48 to 3:31 | 2:20 0:26 to 8:35 | 2:42 2:42 | 2:22 1:41 to 4:11 | N/A N/A | 2:14 0:30 to 6:21 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Camden Street to Stephen Street | 3:26 0:40 to 7:26 | 4:47 4:47 | N/A N/A | N/A N/A | 4:58 1:59 to 7:26 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Camden St to W'land St/College Green | 8:04 6:14 to 12:23 | N/A N/A | 7:45 4:13 to 16:57 | N/A N/A | 9:55 6:04 to 13:11 | N/A N/A | 6:55 2:55 to 10:52 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Bishop Street to Stephen Street | 2:04 0:40 to 4:13 | 2:26 0:50 to 5:09 | N/A N/A | N/A N/A | 3:45 1:45 to 6:00 | 2:27 0:50 to 3:16 | N/A N/A | 2:27 0:50 to 3:16 | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Bishop St to Westmoreland St/College Gn | 6:23 3:25 to 10:45 | N/A N/A | 5:04 1:00 to 10:33 | 2:16 2:16 | 7:58 5:56 to 10:45 | N/A N/A | 4:57 1:58 to 8:26 | N/A N/A | 8:00 8:00 | 8:00 8:00 | 8:00 8:00 | 8:00 8:00 |
| Stephen Street to Westmoreland Street | 4:54 2:48 to 6:44 | N/A N/A | N/A N/A | N/A N/A | 5:05 2:37 to 6:51 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |

Table 10g Stillorgan QBC

| Stillorgan QBC Roadside Survey Results November 2005 | | | | | | | | | | |
|--|-------------------------|-------------------------|-------------------------|------------------------|-------------------------|-----------------------|------------------------|-----------------------|-------------------|------------|
| Sectional Results | | | | | | | | | | |
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | Off Peak Outbound | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Dun Laoghaire Station to Oliver Plunkett Road | 10:20 5:53 to 16:06 | N/A N/A | 5:49 3:53 to 8:44 | N/A N/A | 13:20 8:49 to 16:20 | N/A N/A | 5:21 5:04 to 5:37 | N/A N/A | N/A N/A | N/A N/A |
| Oliver Plunkett Road to Abbey Road | 3:27 1:22 to 9:08 | N/A N/A | 7:25 5:39 to 9:10 | N/A N/A | 2:24 1:27 to 3:21 | N/A N/A | 7:43 6:49 to 8:22 | N/A N/A | N/A N/A | N/A N/A |
| Abbey Road to Foxrock Church | 9:52 6:32 to 14:06 | 9:19 6:42 to 11:57 | 2:55 1:40 to 4:13 | N/A N/A | 7:55 6:53 to 8:59 | N/A N/A | 3:10 2:29 to 3:50 | N/A N/A | N/A N/A | N/A N/A |
| Oliver Plunkett Road to Foxrock Church | 12:58 8:11 to 18:27 | N/A N/A | 10:20 8:06 to 12:21 | N/A N/A | 9:54 8:49 to 10:38 | N/A N/A | 9:46 7:50 to 11:19 | N/A N/A | N/A N/A | N/A N/A |
| Dun Laoghaire to Foxrock Church | 22:31 10:26 to 32:25 | N/A N/A | 15:34 14:05 to 16:57 | N/A N/A | 31:22 26:53 to 35:50 | N/A N/A | 14:46 14:46 | N/A N/A | N/A N/A | N/A N/A |
| Foxrock Church to Mount Merrion Avenue | 11:54 5:58 to 17:06 | 18:41 13:19 to 23:33 | 9:48 6:52 to 14:00 | 11:02 6:46 to 23:07 | 10:08 7:20 to 12:17 | 5:53 5:22 to 6:40 | 11:19 7:20 to 16:17 | 5:29 3:12 to 6:57 | | |
| Mount Merrion Avenue to Donnybrook | 8:31 5:32 to 12:29 | 10:23 8:14 to 15:01 | 11:12 6:30 to 16:50 | 8:51 7:39 to 10:05 | 5:56 5:13 to 6:55 | 7:34 4:26 to 10:42 | 13:24 8:52 to 18:11 | 9:50 8:53 to 11:40 | | |
| Donnybrook to Morehampton Road | 3:06 1:25 to 5:48 | 4:35 1:14 to 7:17 | 4:03 2:26 to 6:27 | 3:48 2:22 to 4:54 | 4:52 1:55 to 11:20 | 5:25 1:52 to 10:48 | 4:16 2:42 to 5:20 | 3:07 2:21 to 3:54 | | |
| Morehampton Road to Leeson Street | 5:10 2:45 to 7:47 | 3:49 2:41 to 5:44 | 7:50 4:40 to 15:20 | N/A N/A | 5:57 5:14 to 7:07 | 4:12 3:18 to 5:30 | 6:36 4:10 to 8:22 | N/A N/A | | |
| Donnybrook to Leeson Street | 8:12 5:00 to 11:32 | 8:59 4:58 to 13:00 | 11:47 8:14 to 15:26 | N/A N/A | 10:42 8:22 to 15:21 | 8:43 5:28 to 13:14 | 10:50 8:02 to 13:11 | N/A N/A | | |

Table 10g Stillorgan QBC (continued)

| Stillorgan QBC Roadside Survey Results November 2005 | | | | | | | | | |
|--|-----------------|----------------|------------------|----------------|------------------|----------------|-------------------|----------------|-------|
| Sectional Results | | | | | | | | | |
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Foxrock Church to Leeson Street | Average | 28:34 | 39:09 | 30:17 | 24:02 | 18:03 | 34:23 | N/A | N/A |
| | Range | 20:36 to 43:08 | 15:44 to 49:54 | 18:49 to 37:36 | 21:40 to 26:23 | 11:15 to 27:43 | 27:51 to 41:40 | N/A | N/A |
| Foxrock Church to Morehampton Road | Average | 22:57 | 31:23 | 22:21 | 16:54 | N/A | 27:40 | 17:09 | 17:09 |
| | Range | 15:56 to 31:40 | 13:27 to 44:10 | 13:58 to 29:12 | 14:33 to 22:35 | N/A | 22:48 to 33:07 | 14:54 to 19:00 | |
| Leeson St to D'Olier/W'moreland Street | Average | 9:42 | N/A | 9:49 | 7:55 | N/A | 7:11 | N/A | N/A |
| | Range | 5:51 to 13:20 | N/A | 6:03 to 16:47 | 5:11 to 9:13 | N/A | 5:27 to 9:44 | N/A | N/A |
| Foxrock Church to Westmoreland Street | Average | 38:09 | N/A | 41:47 | 32:18 | N/A | 39:46 | N/A | N/A |
| | Range | 29:33 to 49:50 | N/A | 34:11 to 49:7 | 31:59 to 32:50 | N/A | 36:46 to 43:43 | N/A | N/A |
| Dun Laoghaire to Westmoreland Street | Average | 57:08 | N/A | 56:32 | 57:42 | N/A | 58:19 | N/A | N/A |
| | Range | 43:35 to 77:22 | N/A | 53:15 to 63:43 | 48:33 to 63:40 | N/A | 58:19 | N/A | N/A |

Table 10h Swords QBC

| Swords QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | |
|--|---------------------------------|-------------------------|------------------------|------------------------|-----------------------|-------------------------|----------------------|-------------------------|-------------------------|-------------------|-----|--|
| Sectional Results | | | | | | | | | | | | |
| Section | AM Peak Inbound | | | PM Peak Outbound | | | Off Peak Inbound | | | Off Peak Outbound | | |
| | Bus | Car | Car | Bus | Car | Car | Bus | Car | Car | Bus | Car | |
| County Council to Swords Main Street | Average Range 1:13 to 4:21 | 2:40 1:40 to 2:41 | 0:54 to 2:41 | 2:10 0:28 to 5:27 | 0:52 0:15 to 2:52 | 2:31 1:48 to 3:13 | 1:20 1:08 to 1:41 | 1:29 0:36 to 3:30 | 1:35 0:28 to 2:19 | | | |
| Swords Main Str to Airside Business Pk | Average Range 2:51 to 8:13 | 5:04 1:31 to 6:18 | 4:24 1:31 to 6:18 | 9:28 4:23 to 12:41 | 7:00 7:00 | 3:54 2:45 to 4:27 | 2:50 2:01 to 3:21 | 10:21 9:35 to 11:06 | 11:08 10:30 to 12:05 | | | |
| Airside Business Pk to Cloghran R'bout | Average Range 1:52 to 4:21 | 2:55 1:52 to 4:21 | 2:46 1:45 to 4:07 | 2:26 1:16 to 4:12 | 1:57 1:13 to 3:18 | 2:28 1:56 to 3:24 | 2:42 2:02 to 3:36 | 1:48 1:26 to 2:22 | 1:15 0:51 to 1:28 | | | |
| County Council to Cloghran R'bout | Average Range 4:58 to 15:01 | 10:16 4:58 to 15:01 | N/A N/A | 14:35 8:13 to 19:58 | N/A N/A | 10:02 6:29 to 14:32 | N/A N/A | 14:45 10:16 to 20:09 | N/A N/A | | | |
| Cloghran Rbt to Airport South (Not via Airport) | Average Range 4:45 to 11:23 | 6:41 4:45 to 11:23 | 6:51 4:28 to 11:18 | 2:25 1:20 to 4:17 | 2:04 1:32 to 2:43 | 4:05 3:39 to 4:50 | 3:48 2:59 to 4:55 | 1:23 1:06 to 1:53 | 1:10 0:53 to 1:27 | | | |
| Cloghran Rbt to Airport South (Via Airport) | Average Range 13:49 to 17:30 | 15:30 13:49 to 17:30 | N/A N/A | N/A N/A | N/A N/A | 12:43 11:36 to 13:50 | N/A N/A | N/A N/A | N/A N/A | | | |
| Airport South to Omni Park | Average Range 5:40 to 15:38 | 10:08 5:40 to 15:38 | 10:35 5:57 to 19:49 | 13:50 9:35 to 17:21 | 9:51 8:18 to 11:24 | 6:41 6:14 to 7:41 | N/A N/A | 11:09 9:50 to 11:57 | N/A N/A | | | |
| Omni Park to Collins Avenue | Average Range 3:24 to 20:29 | 9:16 3:24 to 20:29 | 9:26 6:17 to 12:36 | 4:37 2:31 to 7:24 | N/A N/A | 6:54 5:27 to 9:53 | 3:45 3:45 | 2:45 1:56 to 3:59 | 2:15 2:14 to 2:15 | | | |
| Collins Ave to Richmond Rd/Botanic Ave | Average Range 1:59 to 12:04 | 5:16 1:59 to 12:04 | 14:00 6:35 to 21:00 | 9:00 4:28 to 11:26 | N/A N/A | 2:27 1:34 to 3:51 | 1:13 0:48 to 1:38 | 8:25 7:10 to 9:10 | 5:35 4:00 to 7:10 | | | |

Table 10h Swords QBC (continued)

| Swords QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | |
|--|-------------------------|-----------------|-----|-----------------------|----------------------|------------------|-----|-------------------------|-----|----------------------|----------------------|-----|
| Sectional Results | | | | | | | | | | | | |
| Section | Average Range | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | Bus | Car | |
| | | Bus | Car | Bus | Car | Bus | Car | Bus | Car | | | |
| Richmond Rd/Botanic Ave to Dorset St Lwr | 5:43 1:56 to 10:02 | N/A | N/A | 8:28 5:52 to 13:30 | N/A | N/A | N/A | 4:31 3:54 to 5:08 | N/A | 3:27 1:59 to 4:50 | N/A | N/A |
| Dorset St Lwr to Frederick Street North | 6:38 4:57 to 8:00 | N/A | N/A | N/A | N/A | N/A | N/A | 6:24 3:15 to 8:23 | N/A | N/A | N/A | N/A |
| Frederick Street North to O'Connell St | 3:41 1:24 to 7:44 | N/A | N/A | N/A | N/A | N/A | N/A | 4:02 2:18 to 7:22 | N/A | N/A | N/A | N/A |
| Richmond Rd to O'Connell Street | 16:13 10:34 to 20:58 | N/A | N/A | N/A | N/A | N/A | N/A | 15:38 12:51 to 17:43 | N/A | N/A | N/A | N/A |
| Lwr Abbey St to Dorset St Lower/North Circular | N/A | N/A | N/A | 5:57 3:44 to 9:59 | N/A | N/A | N/A | N/A | N/A | 5:15 3:16 to 7:09 | N/A | N/A |
| O'Connell Street to Parnell Square West | N/A | N/A | N/A | 5:02 2:28 to 8:46 | 5:26 2:10 to 8:41 | N/A | N/A | N/A | N/A | 4:55 3:05 to 6:57 | 3:39 2:20 to 5:03 | N/A |
| Parnell Square West to Granby Row | N/A | N/A | N/A | 5:38 1:55 to 10:40 | 3:03 2:28 to 3:46 | N/A | N/A | N/A | N/A | 2:57 1:25 to 3:50 | 2:35 2:35 | N/A |
| Granby Row to Blessington Street | N/A | N/A | N/A | 3:55 1:10 to 8:10 | 4:15 1:13 to 8:09 | N/A | N/A | N/A | N/A | 2:38 1:32 to 4:03 | 2:19 1:00 to 4:26 | N/A |
| Blessington Street to Dorset St Lwr/N Circular | N/A | N/A | N/A | 1:13 0:36 to 2:11 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Table 10i Tallaght QBC

| Tallaght QBC Roadside Survey Results - November 2005 | | | | | | | | | |
|--|--|-----------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|----------------|----------------------|
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | Car |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Tallaght Bypass to Main Street | Average Range 11:03 10:13 to 11:53 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 10:41 10:41 | N/A N/A |
| Main Street to West M50 | Average Range 9:47 7:24 to 13:05 | N/A N/A | 7:40 7:40 | N/A N/A | 7:07 5:40 to 8:13 | N/A N/A | 2:38 2:20 to 2:57 | | N/A N/A |
| West M50 to East M50 | Average Range 2:39 1:49 to 3:35 | 0:38 0:38 | 0:50 0:30 to 1:10 | 1:09 0:55 to 1:31 | 3:06 1:36 to 4:05 | 1:53 1:26 to 2:19 | N/A N/A | | 0:31 0:31 |
| East M50 to Oldbridge Road | Average Range 3:24 1:34 to 6:05 | 3:52 3:52 | 1:38 0:59 to 2:31 | 1:44 1:14 to 2:09 | 4:36 4:17 to 4:47 | 4:09 4:04 to 4:17 | 1:42 1:10 to 2:15 | | 1:02 0:38 to 1:35 |
| Oldbridge Road to Fortfield Road | Average Range 3:53 2:31 to 5:49 | 3:25 1:03 to 9:24 | 5:16 3:46 to 8:12 | 5:45 2:36 to 8:11 | 1:52 1:04 to 3:27 | 2:16 0:43 to 3:50 | 7:00 3:22 to 8:45 | | 6:17 3:58 to 8:45 |
| Fortfield Road to Rathdown Park | Average Range 3:29 0:48 to 7:06 | 3:40 0:46 to 8:03 | 3:55 2:44 to 5:11 | 3:35 2:51 to 4:35 | 0:39 0:34 to 0:41 | 0:51 0:24 to 1:14 | 1:47 0:55 to 2:25 | | 1:32 1:00 to 2:20 |
| Rathdown Park to Terenure Road East | Average Range 7:15 2:38 to 10:22 | 7:11 3:06 to 10:14 | 5:41 1:21 to 8:01 | 6:22 3:41 to 10:15 | 2:56 1:21 to 4:39 | 2:57 0:55 to 4:52 | 4:26 3:43 to 6:05 | | 3:24 1:55 to 5:20 |
| Terenure Road East to Rathgar Road | Average Range 6:32 2:25 to 10:44 | 9:40 5:25 to 13:07 | 4:34 1:13 to 10:09 | 2:08 0:52 to 3:11 | 6:54 5:45 to 7:59 | 5:59 4:04 to 8:10 | 2:45 2:00 to 4:20 | | 2:02 2:02 |
| Rathgar Road to Leinster Road | Average Range 7:41 2:09 to 13:14 | 4:13 3:39 to 4:49 | 2:12 0:30 to 4:20 | 1:14 0:49 to 1:43 | 3:41 1:47 to 5:08 | 3:43 3:10 to 4:16 | 0:56 0:25 to 1:47 | | N/A N/A |
| Leinster Road to Canal | Average Range 2:08 0:35 to 5:46 | 1:45 1:28 to 2:11 | 4:02 1:50 to 6:10 | 3:40 3:00 to 4:15 | 0:56 0:34 to 1:28 | 1:00 1:00 | 4:57 3:45 to 6:13 | | 2:15 2:15 |

Table 10i Tallaght QBC (continued)

| Tallaght QBC Roadside Survey Results - November 2005 | | | | | | | | | |
|---|------------------|-----------------|------|------------------|--------------|------------------|-----|-------------------|------|
| Sectional Results | | | | | | | | | |
| Section | Average Range | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | |
| | | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Canal to Camden Street | 1:14 to 5:31 | 2:46 | 1:36 | 6:39 | 4:12 | 2:26 | N/A | 5:19 | 3:29 |
| | | | 1:36 | 4:00 to 9:18 | 2:30 to 6:00 | 2:26 | N/A | 4:48 to 6:10 | 3:29 |
| Canal to Westmoreland St via St Stephen's Green (15) | Average Range | 15:15 | N/A | N/A | N/A | 14:55 | N/A | N/A | N/A |
| | | 9:08 to 21:35 | N/A | N/A | N/A | 11:22 to 18:42 | N/A | N/A | N/A |
| Canal to Westmoreland St via Earlsfort Tce (15) | Average Range | 11:14 | N/A | N/A | N/A | 9:58 | N/A | N/A | N/A |
| | | 9:48 to 12:10 | N/A | N/A | N/A | 9:21 to 10:57 | N/A | N/A | N/A |
| Canal to Westmoreland St via Dame St | Average Range | 11:22 | N/A | 13:24 | N/A | 14:01 | N/A | 11:03 | N/A |
| | | 9:03 to 13:39 | N/A | 9:04 to 18:15 | N/A | 14:01 | N/A | 9:55 to 12:12 | N/A |
| Camden Street to W'moreland St/Dame St | Average Range | 14:44 | N/A | 7:44 | N/A | 12:16 | N/A | 6:11 | N/A |
| | | 12:35 to 17:56 | N/A | 4:35 to 11:01 | N/A | 9:46 to 14:02 | N/A | 4:50 to 7:31 | N/A |
| Camden St to Westmoreland St via Leeson St & St. Stephen's Green (15) | Average Range | 15:29 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | 12:39 to 17:11 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| W'moreland St/Dame St to Tara St / Eden Quay | Average Range | 4:29 | N/A | 7:32 | N/A | 3:39 | N/A | 5:12 | N/A |
| | | 3:44 to 5:11 | N/A | 3:58 to 16:00 | N/A | 3:39 | N/A | 3:45 to 6:50 | N/A |

Table 10j Ballymun QBC

| Ballymun QBC Roadside Survey Results - November 2005 | | | | | | | | | | | |
|--|---------------|------------------------|-------------------------|------------------------|------------|-------------------------|------------------------|------------------------|------------|----------------------|--------------|
| Section | Average Range | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | Car | Car |
| | | Bus | Car | Bus | Car | Bus | Car | Bus | Car | | |
| Civic Centre to Griffith Avenue/The Rise | Average Range | 4:26 2:33 to 6:41 | 3:55 2:31 to 5:19 | 8:43 6:27 to 9:53 | N/A N/A | 3:30 3:05 to 4:02 | N/A N/A | 7:11 5:49 to 8:02 | N/A N/A | N/A N/A | 6:05 6:05 |
| Griffith Avenue to Botanic Avenue | Average Range | 2:49 1:17 to 4:54 | 3:56 1:37 to 8:16 | N/A N/A | N/A N/A | 2:19 1:45 to 3:15 | 2:14 2:14 | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Griffith Avenue/The Rise to Dorset St Lower | Average Range | 14:43 8:37 to 22:01 | 16:45 14:04 to 21:17 | 12:22 6:30 to 19:54 | N/A N/A | 9:18 9:18 | N/A N/A | 10:38 8:45 to 14:54 | N/A N/A | N/A N/A | N/A N/A |
| Botanic Avenue to Cliftonville Road | Average Range | 4:59 2:42 to 8:17 | 5:51 4:05 to 8:17 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Bon Secours Hospital to Cliftonville Road | Average Range | 6:31 2:38 to 14:12 | 3:38 0:56 to 7:00 | N/A N/A | N/A N/A | 2:25 1:40 to 3:30 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Cliftonville Rd/Glasnevin Hill to Prospect Road | Average Range | 2:57 1:00 to 6:21 | 3:52 1:10 to 7:55 | N/A N/A | N/A N/A | 2:51 2:00 to 3:29 | N/A N/A | 3:32 2:50 to 4:35 | N/A N/A | 2:47 1:45 to 3:45 | N/A N/A |
| Prospect Rd to Dorset St Lwr/Whitworth | Average Range | 4:17 2:25 to 6:30 | 4:00 2:00 to 8:39 | 7:53 2:50 to 12:46 | N/A N/A | 11:02 10:24 to 12:08 | 11:20 9:35 to 14:13 | 2:52 1:24 to 4:57 | N/A N/A | N/A N/A | N/A N/A |
| Prospect Rd to Phibsboro Rd/NCR | Average Range | 6:29 4:00 to 9:15 | 3:32 1:00 to 6:15 | N/A N/A | N/A N/A | 3:48 2:44 to 5:31 | N/A N/A | 3:42 3:30 to 3:54 | N/A N/A | 1:50 0:28 to 2:50 | N/A N/A |
| Phibsboro Rd/NCR to Frederick St North | Average Range | 4:39 2:37 to 7:40 | N/A N/A | N/A N/A | N/A N/A | 3:47 2:59 to 4:31 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Prospect Rd to Frederick St N via Phib | Average Range | 8:05 5:33 to 11:29 | N/A N/A | N/A N/A | N/A N/A | 9:02 7:28 to 11:47 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Dorset St Lwr to Frederick St North | Average Range | 2:34 1:14 to 5:17 | N/A N/A | N/A N/A | N/A N/A | 2:27 1:00 to 3:53 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |
| Frederick St North to Parnell Square East | Average Range | 2:07 0:50 to 2:59 | N/A N/A | N/A N/A | N/A N/A | 1:59 0:43 to 4:07 | N/A N/A | N/A N/A | N/A N/A | N/A N/A | N/A N/A |

Table 10j Ballymun QBC (continued)

| Ballymun QBC Roadside Survey Results - November 2005 | | | | | | | | | |
|--|------------------|-----------------------|------------------------|----------------------|------------------|----------------------|-------------------------|----------------------|------------|
| Sectional Results | | | | | | | | | |
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Parnell Square East to O'Connell St Lwr | Average Range | 7:33 1:25 to 16:42 | N/A N/A | N/A N/A | N/A N/A | 3:44 2:07 to 6:34 | N/A N/A | N/A N/A | N/A N/A |
| O'Connell St Lwr to Parnell Square West | Average Range | N/A N/A | 6:09 0:56 to 11:32 | N/A N/A | N/A N/A | N/A N/A | 2:56 0:52 to 6:02 | N/A N/A | |
| Parnell Square West to Granby Row | Average Range | N/A N/A | 5:48 1:16 to 13:10 | N/A N/A | N/A N/A | N/A N/A | 3:17 1:03 to 4:42 | N/A N/A | |
| Parnell Sq West to NCR/ Phibsboro Road | Average Range | N/A N/A | 10:15 7:15 to 12:50 | N/A N/A | N/A N/A | N/A N/A | 8:08 8:08 | N/A N/A | |
| Parnell Sq West to Prospect Rd via Phib | Average Range | N/A N/A | 14:12 9:47 to 16:29 | N/A N/A | N/A N/A | N/A N/A | 14:13 11:38 to 16:47 | N/A N/A | |
| Granby Row to Blessington Street | Average Range | N/A N/A | 4:14 0:38 to 16:12 | 3:39 1:21 to 7:01 | N/A N/A | N/A N/A | 4:20 0:37 to 9:37 | 4:02 1:00 to 9:15 | |
| Blessington Street to Whitworth Road | Average Range | N/A N/A | 4:56 2:18 to 9:56 | 5:01 2:48 to 7:37 | N/A N/A | N/A N/A | 4:08 2:39 to 5:29 | 3:19 1:44 to 4:51 | |
| Glasnevin Hill to The Rise | Average Range | N/A N/A | 4:02 1:34 to 7:18 | 2:42 1:46 to 3:41 | N/A N/A | N/A N/A | 2:48 1:57 to 4:01 | 2:06 1:15 to 2:45 | |

Table 10k Bray QBC

| Bray QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | |
|--|-------------------------|-------------------------|-------------------------|-------------------------|----------------------|-------------------------|-------------------------|-------------------------|-----------------|-----|------------------|-----|
| Sectional Results | | | | | | | | | | | | |
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | AM Peak Inbound | | PM Peak Outbound | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Bray Main Street to Upper Dargle Road | 3:35 1:35 to 8:01 | 2:58 1:13 to 10:13 | 2:00 1:20 to 3:28 | 2:25 1:00 to 5:40 | 2:18 1:46 to 3:01 | 1:22 0:57 to 2:28 | 1:17 0:30 to 2:30 | 1:30 1:13 to 1:40 | | | | |
| Upper Dargle Rd to Wilford Roundabout | 4:22 2:19 to 7:48 | 3:45 3:45 | 2:23 0:50 to 6:03 | 2:25 0:50 to 7:45 | 3:40 3:22 to 4:30 | 3:32 2:24 to 4:08 | 1:28 0:31 to 2:21 | 1:35 0:40 to 3:23 | | | | |
| Wilford Roundabout to Shanganagh | 1:21 1:06 to 1:37 | N/A N/A | N/A N/A | N/A N/A | 1:24 1:11 to 1:36 | N/A N/A | N/A N/A | N/A N/A | | | | |
| Wilford Roundabout to Shankill Village | 2:54 2:13 to 3:53 | 2:44 2:44 | 3:38 1:59 to 6:50 | 4:10 4:10 | 3:06 2:35 to 3:46 | 2:38 2:22 to 2:48 | 2:59 1:58 to 3:45 | 2:30 1:40 to 3:00 | | | | |
| Shanganagh to Shankill Village | 2:14 1:51 to 2:38 | 1:59 1:41 to 2:27 | N/A N/A | N/A N/A | 2:12 1:51 to 2:35 | 2:01 1:54 to 2:25 | N/A N/A | N/A N/A | | | | |
| Shankill Village to Loughlinstown Roun | 5:22 4:00 to 6:32 | N/A N/A | 3:40 2:20 to 5:30 | 2:49 2:30 to 3:09 | 5:22 3:28 to 7:24 | N/A N/A | 3:25 3:13 to 3:47 | 4:31 4:31 | | | | |
| Loughlinstown Roun to Cabinteely South | 6:44 5:52 to 7:19 | N/A N/A | 4:03 2:04 to 6:31 | N/A N/A | 4:52 4:36 to 5:07 | 2:45 2:45 | 3:42 2:56 to 4:28 | N/A N/A | | | | |
| Cabinteely South to Foxrock Church | 3:38 2:20 to 5:40 | N/A N/A | 5:04 3:27 to 7:06 | 3:00 2:37 to 3:22 | N/A N/A | N/A N/A | 4:18 4:18 | 3:10 3:10 | | | | |
| Bray Main Street to Foxrock Church | 27:06 20:06 to 31:04 | 19:32 13:54 to 27:31 | 21:18 15:00 to 27:03 | 20:42 14:15 to 28:59 | 20:34 20:34 | 13:56 13:01 to 15:33 | 17:00 16:04 to 18:12 | 16:52 16:03 to 17:33 | | | | |
| Bray Main Street to Leeson Street | 57:10 47:22 to 65:59 | 58:41 29:38 to 77:25 | 53:33 44:04 to 63:17 | N/A N/A | 42:14 42:14 | 32:30 32:30 | 44:34 44:34 | N/A N/A | | | | |

Table 101 Clontarf QBC

| Clontarf QBC Roadside Survey Results - November 2005 | | | | | | | | | | | | |
|--|------------------------|-------------------------|---------------|-----------------------|----------------------|---------------|----------------------|----------------------|---------------|----------------------|----------------------|---------------|
| Sectional Results | | | | | | | | | | | | |
| Section | AM Peak Inbound | | | PM Peak Outbound | | | Off Peak Inbound | | | Off Peak Outbound | | |
| | Bus | Car | Average Range | Bus | Car | Average Range | Bus | Car | Average Range | Bus | Car | Average Range |
| Clontarf Garage to Vernon Avenue | 1:47 0:37 to 3:46 | 1:30 0:51 to 3:05 | | 1:24 0:55 to 3:01 | 1:14 0:27 to 3:00 | | 1:52 0:59 to 2:38 | 1:13 0:22 to 2:02 | | 1:12 1:11 to 1:13 | 1:03 0:24 to 2:28 | |
| Vernon Avenue to Castle Avenue | N/A N/A | N/A N/A | | 2:29 1:02 to 4:20 | 1:36 0:45 to 4:35 | | 2:26 2:04 to 3:05 | 1:36 0:54 to 2:37 | | 2:35 1:59 to 3:11 | 2:03 0:49 to 7:03 | |
| Vernon Avenue to Alfie Byrne Road | 4:09 1:38 to 7:37 | 6:53 1:59 to 14:26 | | 5:40 4:30 to 8:12 | 4:33 1:57 to 7:26 | | 4:19 3:07 to 5:03 | 2:32 1:56 to 3:30 | | 4:53 3:44 to 6:01 | 4:28 1:26 to 8:32 | |
| Castle Avenue to Alfie Byrne Road | N/A N/A | N/A N/A | | 3:36 2:03 to 4:58 | 3:08 1:16 to 6:07 | | 1:28 0:55 to 2:54 | 1:21 0:39 to 2:36 | | 3:02 2:50 to 3:09 | 2:33 0:54 to 3:58 | |
| Alfie Byrne Road to Fairview | 10:05 3:35 to 14:06 | 12:59 12:06 to 13:52 | | 1:44 0:40 to 3:08 | N/A N/A | | 3:01 0:57 to 4:38 | 4:17 4:03 to 4:56 | | N/A N/A | N/A N/A | |
| Fairview to Amiens Street/North Strand | 6:26 2:13 to 9:50 | 11:46 8:30 to 14:34 | | 3:57 2:00 to 10:56 | 7:09 4:50 to 9:22 | | 4:30 3:29 to 6:12 | 2:32 1:46 to 3:40 | | 3:28 2:24 to 5:10 | 5:23 2:35 to 9:18 | |
| Amiens Street to Talbot Street | 2:23 1:00 to 6:40 | N/A N/A | | N/A N/A | N/A N/A | | 2:34 1:33 to 3:01 | N/A N/A | | N/A N/A | N/A N/A | |
| Lwr Abbey St to North Strand | N/A N/A | N/A N/A | | 9:31 4:00 to 12:00 | N/A N/A | | N/A N/A | N/A N/A | | 7:33 7:10 to 8:03 | N/A N/A | |

Table 10m Howth Road QBC

| Howth Road QBC Roadside Survey Results - November 2005 | | | | | | | | | |
|--|------------------------|------------------------|-----------------------|----------------------|-----------------------|-----------------------|----------------------|----------------------|--|
| Sectional Results | | | | | | | | | |
| Section | AM Peak Inbound | | PM Peak Outbound | | Off Peak Inbound | | Off Peak Outbound | | |
| | Bus | Car | Bus | Car | Bus | Car | Bus | Car | |
| Raheny to Sybil Hill Road | 11:23 8:48 to 15:41 | 11:00 8:05 to 16:15 | 2:35 1:27 to 5:00 | 2:29 1:03 to 4:30 | 9:28 9:00 to 10:11 | 9:50 8:04 to 11:11 | 2:22 1:36 to 3:06 | 2:26 0:51 to 4:01 | |
| Sybil Hill Rd to Collins Avenue East | 4:36 1:00 to 13:13 | 7:18 3:00 to 14:44 | 5:46 4:50 to 7:19 | 5:11 4:00 to 6:40 | 1:14 1:00 to 1:23 | 1:31 1:31 | 4:50 3:48 to 6:05 | 4:52 3:10 to 6:28 | |
| Collins Ave East to Copeland Ave | 2:09 1:00 to 5:11 | N/A N/A | 3:24 2:13 to 4:18 | 3:04 3:04 | 1:00 1:00 | N/A N/A | 3:29 2:14 to 5:33 | 2:31 2:09 to 2:52 | |
| Copeland Ave to Fairview | 7:35 4:47 to 11:40 | N/A N/A | 2:11 0:38 to 3:12 | 1:16 1:16 | 4:59 4:38 to 5:21 | N/A N/A | 1:52 1:01 to 3:09 | N/A N/A | |
| Fairview to Amiens Street/North Strand | 6:26 2:13 to 9:50 | 11:46 8:30 to 14:34 | 3:57 2:00 to 10:56 | 7:09 4:50 to 9:22 | 4:30 3:29 to 6:12 | 2:32 1:46 to 3:40 | 3:28 2:24 to 5:10 | 5:23 2:35 to 9:18 | |
| Amiens Street to Talbot Street | 2:23 1:00 to 6:40 | N/A N/A | N/A N/A | N/A N/A | 2:34 1:33 to 3:01 | N/A N/A | N/A N/A | N/A N/A | |
| Eden Quay to North Strand | N/A N/A | N/A N/A | 9:02 5:02 to 17:06 | N/A N/A | N/A N/A | N/A N/A | 6:11 4:46 to 7:31 | N/A N/A | |

12 Sectional Bus Speeds

The data used to compile the sectional bus journey times shown in **Section 11** is used to convert time to speed.

The results for each QBC for all the time periods surveyed are shown in **Tables 11a to 11l**.

Tables 11a to 11i inclusive show the results for the 9 main radial QBCs.

Tables 11j to 11l inclusive show the results for those QBCs monitored for the first time in 2004, namely Ballymun QBC, Bray QBC incorporating the N11 extension from Foxrock to Loughlinstown and Clontarf QBC.

Table 11m shows the results for Howth Road QBC which had been monitored on a pre QBC basis in 2004.

Each table is colour coded as follows:

- **Yellow** denotes those sections where average speed is less than 5 kilometres per hour which effectively is walking speed
- **Blue** denotes those sections where average speed is greater than 5 but less than 10 kilometres per hour
- **Green** denotes those sections where average speed is greater than 10 but less than the minimum QBC specification speed (ie 20 kilometres per hour less 12% boarding and alighting time)
- White denotes those sections that exceed the QBC specification

Table 11a Blanchardstown QBC

| Blanchardstown QBC Roadside Survey Results - November 2005 | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| St Josephs Hospital to Shelerin Road | 1546 | 0 | Average Range | 12.42 5.39 to 21.83 | 13.03 9.64 to 21.91 |
| Shelerin Road to B'town Rd Sth via Town Centre | 5899 | 0 | Average Range | N/A N/A | 19.32 17.55 to 20.88 |
| Shelerin Road direct to Blanchardstown Road South | 1836 | 332 | Average Range | 7.60 5.13 to 23.78 | N/A N/A |
| St Josephs to Blanchardstown Road South via Town Centre | 7451 | 0 | Average Range | N/A N/A | 16.17 16.06 to 16.28 |
| Blanchardstown Road South to Rear of Town C'tre (Peak) | 1074 | 0 | Average Range | 18.24 10.95 to 31.95 | N/A N/A |
| Blanchardstown Road South to Coolmine Rd | 1719 | 388 | Average Range | 18.87 18.87 | 29.90 25.68 to 32.74 |
| Rear of Town Centre to River Rd Roundabout (Peak) | 1727 | N/A | Average Range | 11.73 7.68 to 20.25 | N/A N/A |
| Coolmine Road to Main Street | 1110 | 460 | Average Range | 14.32 14.32 | 18.25 15.55 to 22.97 |
| Main Street to River Road Roundabout | 1098 | 0 | Average Range | 5.79 3.67 to 17.57 | 17.49 13.68 to 31.87 |
| River Road Roundabout to New River Road | 983 | 300 | Average Range | 31.20 23.43 to 45.97 | 25.83 16.23 to 44.25 |
| New River Road to Ashtown Roundabout | 1958 | 1958 | Average Range | 30.65 23.98 to 47.62 | 24.39 14.15 to 30.65 |
| Ashtown Roundabout to Nephin Road | 1760 | 1483 | Average Range | 22.00 14.40 to 36.63 | 27.79 17.70 to 56.56 |
| Nephin Road to Ratoath Road | 635 | 562 | Average Range | 12.36 7.37 to 23.56 | 11.97 9.03 to 15.24 |
| Ashtown Roundabout to Ratoath Road | 2395 | 2045 | Average Range | 18.31 11.48 to 29.43 | 20.77 19.16 to 23.11 |
| Ratoath Road to North Circular Road | 841 | 0 | Average Range | 6.79 3.83 to 22.94 | 10.97 8.18 to 16.28 |
| North Circular Road to Manor Street | 659 | 120 | Average Range | 4.54 2.57 to 23.96 | 15.71 11.74 to 26.36 |
| Manor Street to Blackhall Place | 658 | 617 | Average Range | 13.77 5.13 to 40.16 | 9.59 6.93 to 14.99 |
| Blackhall Place to Ormond Quay | 1001 | 312 | Average Range | 6.50 2.90 to 11.74 | 15.94 10.32 to 25.74 |
| Ormond Quay to Tara Street | 1278 | 221 | Average Range | 6.28 5.18 to 7.65 | 8.71 8.16 to 9.37 |
| Total Inbound Distance (39) B'town Rd South to Ormond Quay | 12422 | 6200 | Average Range | N/A N/A | 18.56 18.56 |
| Total Inbound Distance (39) B'town Rd South to Manor Street | 10763 | 5271 | Average Range | N/A N/A | 22.87 20.97 to 25.18 |
| Total Inbound Distance (39A/B) Blakestown Way to Ormond Quay | 11296 | N/A | Average Range | 11.68 10.43 to 13.81 | N/A N/A |
| Total Inbound Distance River Road to Ormond Quay | 8495 | 5352 | Average Range | 10.41 9.22 to 11.21 | 17.21 16.95 to 17.47 |
| Total Inbound Distance New River Road to Ormond Quay | 7512 | 5052 | Average Range | 11.42 8.47 to 17.47 | 15.73 15.45 to 16.00 |

Table 11a Blanchardstown QBC (continued)

| Blanchardstown QBC Roadside Survey Results - November 2005 | | | | | |
|---|-----------------|-----------------|--------------------------|---------------------------------|---------------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| Hawkins Street to Merchants Quay | 1416 | 0 | Average Range | 4.49 3.61 to 6.83 | 5.67 4.68 to 6.70 |
| Merchants Quay to Blackhall Place Bridge | 732 | 450 | Average Range | 9.12 4.26 to 36.09 | 20.27 15.06 to 30.99 |
| Blackhall Place Bridge to Manor Street | 712 | 231 | Average Range | 24.32 13.42 to 53.40 | 28.48 18.18 to 64.05 |
| Manor Street to North Circular Road | 635 | 0 | Average Range | 12.22 5.14 to 51.98 | 19.37 15.24 to 28.22 |
| North Circular Road to Ratoath Road | 824 | 0 | Average Range | 8.86 5.60 to 19.78 | 10.16 6.88 to 15.61 |
| Ratoath Road to Nephin Road | 765 | 0 | Average Range | N/A N/A | 20.40 13.11 to 50.05 |
| Nephin Road to Ashtown Roundabout | 1800 | 100 | Average Range | N/A N/A | 12.37 11.76 to 13.36 |
| Ratoath Road to Ashtown Roundabout | 2565 | 100 | Average Range | 22.80 14.36 to 47.35 | 16.52 13.25 to 27.73 |
| Ashtown Roundabout to New River Road | 1811 | 1332 | Average Range | 13.53 10.23 to 16.51 | 14.20 13.12 to 17.81 |
| New River Road to River Road Roundabout | 1108 | 78 | Average Range | N/A N/A | N/A N/A |
| River Road Roundabout to Main Street | 896 | 0 | Average Range | N/A N/A | N/A N/A |
| Main Street to Coolmine Road | 1088 | 0 | Average Range | 15.36 9.33 to 23.04 | 34.96 30.36 to 53.64 |
| Coolmine Road to Blakestown Way via Town Centre | 3410 | 593 | Average Range | 14.54 9.99 to 24.55 | 16.82 15.54 to 18.60 |
| Blakestown Way to St Josephs Hospital | 5941 | 0 | Average Range | 14.61 11.02 to 25.13 | 20.87 19.44 to 23.00 |
| Total Outbound Distance Hawkins St to New River Road | 8695 | 2113 | Average Range | 10.69 9.78 to 12.32 | 14.48 14.48 |
| Total Outbound Distance Merchants Quay to New River Rd | 7279 | 2113 | Average Range | 15.09 13.49 to 17.84 | 15.90 15.90 |
| Total Outbound Distance Manor Street to New River Rd | 5835 | 1432 | Average Range | 15.40 10.56 to 20.82 | 14.72 14.54 to 14.91 |
| Total Outbound Distance Merchants Quay to River Rd | 8387 | 2191 | Average Range | N/A N/A | N/A N/A |

Table 11b Finglas QBC

| Finglas QBC Roadside Survey Results - November 2005 | | | | | |
|---|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Mellowes Road Bridge to Finglas Road | 547 | 0 | Average Range | 5.27 4.27 to 11.65 | 5.22 4.92 to 5.44 |
| Finglas Road to Prospect Road/Whitworth Road | 3222 | 2978 | Average Range | 28.09 21.01 to 47.35 | 23.92 23.92 |
| Prospect Road/Whitworth Road to Dorset Street Lower | 957 | 17 | Average Range | 13.41 8.83 to 23.76 | 5.20 4.73 to 5.52 |
| Dorset Street Lower to Frederick Street North | 703 | 703 | Average Range | 16.40 7.98 to 34.20 | 17.22 10.86 to 42.18 |
| Frederick Street North to Parnell Square East | 390 | 390 | Average Range | 11.05 7.84 to 28.09 | 11.80 5.68 to 32.64 |

| | | | | | |
|--|------|------|---------------|-------------------------|-------------------------|
| Corridor Inbound Distance Finglas Rd to Parnell Square | 5272 | 4088 | Average Range | 19.19 13.68 to 22.76 | 14.20 13.45 to 15.04 |
|--|------|------|---------------|-------------------------|-------------------------|

| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
|---|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Parnell Street to Dorset Street Lower/Whitworth | 1218 | 396 | Average Range | 6.29 4.03 to 17.61 | 9.00 5.57 to 14.97 |
| Dorset Street Lower to Whitworth Road/Prospect Rd | 952 | 0 | Average Range | 7.25 4.47 to 20.16 | 19.92 11.54 to 40.80 |
| Prospect Road to Finglas Road | 2907 | 1818 | Average Range | 22.51 16.05 to 27.47 | 23.62 19.56 to 30.87 |
| Finglas Road to Mellowes Road Bridge | 761 | 0 | Average Range | 13.98 10.03 to 19.43 | 11.86 10.38 to 17.45 |

| | | | | | |
|---|------|------|---------------|------------------------|-------------------------|
| Corridor Outbound Distance Parnell St to Finglas Rd | 5077 | 2214 | Average Range | 11.40 8.04 to 15.19 | 17.16 13.06 to 23.31 |
|---|------|------|---------------|------------------------|-------------------------|

Table 11c Lucan QBC

| Lucan QBC Roadside Survey Results - November 2005 | | | | | |
|---|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Lucan Superquinn to Penny Hill Pub | 4675 | N/A | Average Range | 9.56 9.33 to 9.81 | 10.77 10.77 |
| Penny Hill Pub to Foxhunter | 1920 | 154 | Average Range | 9.30 6.32 to 35.81 | 25.50 23.59 to 28.92 |
| Foxhunter to West of M50 | 2026 | 2026 | Average Range | 36.65 24.72 to 66.32 | 57.42 41.67 to 76.79 |
| West of M50 to Palmerston | 1595 | 390 | Average Range | 16.55 8.10 to 46.68 | 17.72 10.13 to 44.16 |
| Palmerston to Chapelizod Slip | 267 | 267 | Average Range | N/A N/A | 30.99 21.36 to 64.08 |
| Palmerston to Con Colbert Road (via Bypass) | 3868 | 3868 | Average Range | 34.99 28.77 to 50.64 | N/A N/A |
| Chapelizod Slip to Con Colbert Rd (via Bypass) | 3601 | 3601 | Average Range | N/A N/A | N/A N/A |
| Palmerston to Conyngham Rd | 4347 | 540 | Average Range | 23.43 17.23 to 30.27 | 27.31 24.19 to 31.05 |
| Conyngham Rd to Parkgate St | 951 | 674 | Average Range | 20.50 9.98 to 45.04 | 21.39 11.19 to 32.93 |
| Con Colbert Rd to Heuston Station (Expresso) | 1559 | 966 | Average Range | 33.02 26.35 to 46.01 | N/A N/A |
| Heuston Station to Ellis Quay (Expresso) | 785 | 393 | Average Range | 18.50 10.20 to 67.29 | 10.54 7.40 to 14.13 |
| Con Colbert Rd to Ellis Quay (Expresso) | 2344 | 1359 | Average Range | 27.13 18.55 to 46.11 | N/A N/A |
| Parkgate St to Ellis Quay | 595 | 558 | Average Range | 8.92 5.93 to 15.08 | 11.90 8.92 to 19.65 |
| Ellis Quay to Arran Quay | 497 | 0 | Average Range | 8.13 5.25 to 38.08 | 7.65 5.26 to 12.60 |
| Arran Quay to Bachelors Walk | 1067 | 936 | Average Range | 13.99 7.95 to 42.68 | 12.98 9.44 to 21.46 |
| Corridor Distance Via Bypass (Expresso) | 11397 | 8579 | Average Range | 23.38 19.18 to 27.59 | N/A N/A |
| Corridor Distance Via Chapelizod | 11345 | 5391 | Average Range | 20.46 17.08 to 23.57 | 23.11 19.37 to 26.91 |
| Route Distance Via Chapelizod | 17673 | N/A | Average Range | 14.22 12.86 to 15.92 | N/A N/A |

Table 11c Lucan QBC (continued)

| Lucan QBC Roadside Survey Results - November 2005 | | | | | |
|---|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| Wellington Quay to Merchants Quay | 824 | 400 | Average Range | 8.86 5.63 to 17.05 | 10.87 7.29 to 16.57 |
| Merchants Quay to Conyngham Rd | 2222 | 640 | Average Range | 29.09 20.72 to 45.70 | 24.46 19.00 to 32.52 |
| Merchants Quay to Heuston Station (Expresso) | 1286 | 640 | Average Range | 34.29 19.29 to 56.44 | 24.49 24.49 |
| Heuston Station to Con Colbert Road (Expresso) | 1592 | 506 | Average Range | 31.32 26.91 to 41.23 | N/A N/A |
| Con Colbert Road to Chapelizod Slip (Expresso) | 3009 | 2486 | Average Range | 30.77 21.24 to 44.03 | N/A N/A |
| Con Colbert Road to Palmerston (Expresso) | 3935 | 3229 | Average Range | 28.00 21.02 to 44.97 | N/A N/A |
| Conyngham Rd to Chapelizod Slip | 3875 | 253 | Average Range | 19.01 14.59 to 33.53 | 25.27 21.20 to 30.07 |
| Chapelizod Slip to Palmerston | 926 | 743 | Average Range | 20.58 12.77 to 51.31 | 15.51 11.11 to 20.58 |
| Palmerston to West of M50 | 1558 | 500 | Average Range | 20.93 13.11 to 45.98 | 36.90 29.52 to 55.54 |
| West of M50 to Foxhunter | 1967 | 756 | Average Range | 35.41 21.79 to 64.39 | 41.66 23.52 to 64.39 |
| Foxhunter to Penny Hill Pub | 1581 | N/A | Average Range | 17.09 11.61 to 23.04 | 22.68 18.36 to 29.64 |
| Penny Hill Pub to Lucan Superquinn | 4726 | N/A | Average Range | 14.37 10.82 to 21.37 | N/A N/A |
| Corridor Distance Via Bypass (Expresso) | 11162 | 6031 | Average Range | 25.87 22.78 to 30.42 | N/A N/A |
| Corridor Distance Via Chapelizod | 11372 | 3292 | Average Range | 20.55 18.52 to 25.33 | 25.12 22.13 to 28.91 |
| Route Distance Via Chapelizod | 17679 | N/A | Average Range | 19.69 15.59 to 23.69 | N/A N/A |
| Route Distance Via Bypass (Expresso) | 17469 | N/A | Average Range | N/A N/A | N/A N/A |

Table 11d Malahide QBC

| Malahide QBC Roadside Survey Results - November 2005 | | | | | |
|--|-----------------|-----------------|----------------------|---------------------------------|---------------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Clare Hall to Priorswood Road | 1185 | 1017 | Average Range | 16.28 9.70 to 50.79 | 22.94 12.33 to 49.62 |
| Priorswood Road to Greencastle Road (Direct) | 992 | 671 | Average Range | 22.98 14.88 to 63.79 | 45.19 45.19 |
| Priorswood Rd to Greencastle Road (via Darndale) | 4089 | 0 | Average Range | 17.09 12.78 to 21.87 | 16.50 13.47 to 26.62 |
| Greencastle Road to North of Kilmore Road | 1532 | 998 | Average Range | 13.65 6.78 to 28.88 | 19.15 15.32 to 27.44 |
| North of Kilmore Road to St Davids Wood | 150 | 0 | Average Range | 6.58 2.84 to 22.50 | 9.00 4.54 to 31.80 |
| St Davids Wood to Collins Avenue | 671 | 601 | Average Range | 18.51 8.53 to 58.95 | 22.16 14.21 to 38.34 |
| Collins Avenue to Casino Park | 318 | 0 | Average Range | 4.30 2.64 to 15.90 | 6.09 4.58 to 7.11 |
| Casino Park to Fairview | 1133 | 1054 | Average Range | 8.04 4.92 to 13.55 | N/A N/A |
| Fairview to Amiens Street | 1897 | 1529 | Average Range | 17.69 11.57 to 51.34 | 25.29 18.36 to 32.68 |
| Amiens Street to Talbot Street | 435 | 0 | Average Range | 10.95 3.91 to 26.10 | 10.17 7.79 to 16.84 |
| Total Inbound Distance Clare Hall to Talbot St (D'dale) | 11410 | 5199 | Average Range | 13.68 11.81 to 17.94 | 20.58 19.20 to 21.63 |
| Total Inbound Distance Greencastle Rd to Talbot St | 6136 | 4182 | Average Range | 11.83 9.37 to 15.40 | 18.83 15.74 to 21.87 |
| Total Inbound Distance Clare Hall to Amiens St (Direct) | 7878 | 5870 | Average Range | 13.32 12.21 to 15.76 | N/A N/A |
| Total Inbound Distance Clare Hall to Amiens St (D'dale) | 10975 | 5199 | Average Range | 13.61 10.92 to 17.26 | 18.73 18.73 |
| Total Inbound Distance Greencastle Rd to Amiens St | 5701 | 4182 | Average Range | 11.83 7.99 to 16.24 | 18.85 18.61 to 19.36 |

Table 11d Malahide QBC (continued)

| Malahide QBC Roadside Survey Results - November 2005 | | | | | |
|---|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| Talbot Street to North Strand | 724 | 124 | Average Range | N/A N/A | N/A N/A |
| North Strand to Fairview | 1706 | 1706 | Average Range | 25.91 9.36 to 51.18 | 29.52 19.81 to 42.65 |
| Fairview to Griffith Avenue | 675 | 0 | Average Range | 27.13 15.88 to 48.62 | 13.28 9.76 to 18.14 |
| Griffith Avenue to Collins Avenue | 887 | 772 | Average Range | 11.96 8.21 to 24.56 | 19.59 9.65 to 50.69 |
| Collins Avenue to Kilmore Road | 955 | 158 | Average Range | 10.71 7.07 to 25.66 | 10.55 8.72 to 16.61 |
| Kilmore Road to Greencastle Road | 1440 | 911 | Average Range | 23.94 12.74 to 39.87 | 23.78 14.44 to 40.81 |
| Greencastle Road to Priorswood Road (Direct) | 997 | 687 | Average Range | 9.83 5.79 to 17.95 | 15.27 15.27 |
| Greencastle Rd to Priorswood Road (Via Darndale) | 4021 | 0 | Average Range | 13.53 10.37 to 21.73 | 13.85 10.29 to 16.54 |
| Priorswood Road to Clare Hall | 1289 | 1152 | Average Range | 11.21 5.87 to 27.62 | 17.58 10.38 to 29.37 |
| Total Outbound Distance Talbot St to Clare Hall (D'dale) | 11697 | 4823 | Average Range | N/A N/A | N/A N/A |
| Total Outbound Distance Talbot St to Clare Hall (Direct) | 8673 | 5510 | Average Range | N/A N/A | N/A N/A |
| Total Outbound Distance Talbot St to Greencastle Rd | 6387 | 3671 | Average Range | N/A N/A | N/A N/A |
| Total Outbound Distance Nth Strand to Clare Hall (D'dale) | 10973 | 4699 | Average Range | 14.66 12.69 to 20.26 | 17.46 15.93 to 19.56 |
| Total Outbound Distance Nth Strand to Clare Hall (Direct) | 7949 | 5386 | Average Range | 14.82 13.94 to 15.78 | N/A N/A |
| Total Outbound Distance Nth Strand to Greencastle Rd | 5663 | 3547 | Average Range | 18.28 11.66 to 25.48 | 21.28 17.56 to 28.84 |

Table 11e North Clondalkin QBC

| North Clondalkin QBC Roadside Survey Results - November 2005 | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Fonhill Road North to Fonhill Road South | 1176 | 1036 | Average Range | 28.22 18.41 to 51.02 | 35.28 18.98 to 57.23 |
| Fonhill Road South to Coldcut Road | 3778 | 772 | Average Range | 15.33 10.80 to 25.56 | 24.37 22.71 to 28.51 |
| Coldcut Road to Ballyfermot Road/Le Fanu Road | 1558 | 881 | Average Range | 14.31 6.03 to 35.95 | 21.01 16.21 to 31.16 |
| Ballyfermot Rd/Le Fanu Rd to Ballyfermot Rd/Kylemore Rd | 642 | 119 | Average Range | 9.55 4.03 to 20.82 | 8.96 6.57 to 14.27 |
| Ballyfermot Rd/Kylemore Rd to Emmet Rd/Tyrconnell Rd | 2292 | 109 | Average Range | 11.64 6.42 to 39.67 | 29.26 25.47 to 34.38 |
| Emmet Rd/Tyrconnell Rd to Emmet Rd/South Circular Rd | 851 | 334 | Average Range | 18.68 9.73 to 48.63 | 11.56 8.30 to 14.38 |
| Emmet Road/South Circular Rd to Mount Brown | 1150 | 278 | Average Range | 21.12 14.43 to 34.50 | 35.08 31.84 to 39.43 |
| Mount Brown to Cornmarket | 1068 | 721 | Average Range | 11.28 5.83 to 21.24 | 15.50 13.83 to 17.72 |
| Cornmarket to Westmoreland Street | 1365 | 197 | Average Range | 10.05 7.49 to 12.04 | N/A N/A |
| Corridor Distance Coldcut Rd to Westmoreland St | 8926 | 2639 | Average Range | 12.26 9.20 to 19.67 | 16.99 15.74 to 18.47 |
| Inbound Distance Sth Circular Rd to W'moreland St | 3583 | 1196 | Average Range | 12.58 10.16 to 17.11 | 14.83 11.81 to 17.50 |
| Inbound Distance Emmet Rd to W'moreland St | 4434 | 1530 | Average Range | 13.93 10.76 to 20.78 | 13.84 13.21 to 14.54 |
| Inbound Distance Fonhill Rd Nth to Westmoreland St | 13880 | 4447 | Average Range | 14.02 10.35 to 21.88 | 20.08 18.39 to 22.11 |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| Aston Quay to Bridge Street | 1086 | 651 | Average Range | 10.08 4.53 to 51.43 | 8.04 7.15 to 8.83 |
| Bridge Street to Cornmarket | 316 | 0 | Average Range | 7.68 3.04 to 25.87 | 15.17 8.13 to 36.67 |
| Cornmarket to James Street | 796 | 711 | Average Range | 12.14 5.93 to 35.83 | 12.35 9.58 to 21.71 |
| James Street to Emmet Road/South Circular Road | 1425 | 0 | Average Range | 13.53 7.84 to 58.28 | 18.72 16.23 to 23.11 |
| Emmet Road/South Circular Rd to Emmet Rd/Tyrconnell Rd | 852 | 0 | Average Range | 7.28 4.57 to 23.59 | 17.63 14.33 to 28.40 |
| Emmet Road/Tyrconnell Rd to Ballyfermot Rd/Kylemore Rd | 2315 | 658 | Average Range | 18.16 13.12 to 27.78 | 25.80 17.29 to 51.12 |
| Ballyfermot Rd/Kylemore Rd to Ballyfermot Rd/Le Fanu Rd | 605 | 125 | Average Range | 11.77 5.66 to 23.42 | 13.36 11.52 to 17.86 |
| Ballyfermot Rd/Le Fanu Rd to Coldcut Road | 1549 | 133 | Average Range | 11.38 5.80 to 46.47 | 19.91 16.07 to 30.98 |
| Coldcut Road to Fonhill Road South | 3847 | 732 | Average Range | 19.84 12.24 to 38.47 | 21.37 19.13 to 27.98 |
| Fonhill Road South to Fonhill Road North | 1280 | 736 | Average Range | 27.26 17.39 to 51.20 | 34.64 22.81 to 73.14 |
| Corridor Distance Aston Quay to Coldcut Road | 8944 | 2278 | Average Range | 10.12 8.45 to 12.75 | 15.20 15.20 |
| Outbound Distance Aston Quay to Emmet Road | 4475 | 1362 | Average Range | 11.89 8.41 to 19.43 | 12.53 11.42 to 13.80 |
| Outbound Distance Aston Quay to Fonhill Road North | 14071 | 3746 | Average Range | 12.27 9.87 to 16.76 | N/A N/A |

Table 11f Rathfarnham QBC

| Rathfarnham QBC Roadside Survey Results | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds - November 2005 | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Dundrum Road to Nutgrove Avenue Terminus | 880 | 0 | Average Range | N/A N/A | N/A N/A |
| Nutgrove Avenue Terminus to Oakdown Road | 298 | 0 | Average Range | 4.22 2.98 to 9.02 | 7.72 5.50 to 9.93 |
| Oakdown Road to Rathfarnham Road | 2098 | 1900 | Average Range | 20.03 12.59 to 32.84 | 25.01 18.65 to 37.95 |
| Rathfarnham Road to Brookvale Road | 277 | 0 | Average Range | 9.87 4.75 to 19.95 | 16.34 9.23 to 33.24 |
| Brookvale Road to Terenure Road East | 759 | 525 | Average Range | 8.62 5.67 to 22.77 | 9.36 8.16 to 11.29 |
| Terenure Road East to Mount Tallant Avenue | 816 | 0 | Average Range | 11.30 7.03 to 47.40 | 27.46 16.41 to 52.48 |
| Mount Tallant Avenue to Leinster Road West | 513 | 417 | Average Range | 9.77 5.14 to 41.04 | 14.32 7.79 to 30.27 |
| Leinster Road West to Harolds Cross Road | 214 | 0 | Average Range | 3.45 1.83 to 13.52 | 6.94 4.28 to 13.06 |
| Harolds Cross Road to Clanbrassil Street | 1043 | 845 | Average Range | 36.45 12.77 to 75.13 | 29.11 17.63 to 56.89 |
| Clanbrassil Street to South Circular Road | 478 | 0 | Average Range | 5.55 3.95 to 24.58 | 5.44 4.56 to 6.54 |
| Clanbrassil Street to Dean Street | 818 | 0 | Average Range | 6.60 5.32 to 11.92 | 10.59 8.11 to 17.96 |
| Dean Street to Westmoreland Street | 1425 | 197 | Average Range | 12.63 11.01 to 14.91 | 9.75 8.98 to 11.13 |
| South Circular Road to Camden Street | 777 | 532 | Average Range | 9.58 5.45 to 32.90 | 17.16 11.90 to 49.07 |
| Camden Street to Bishop Street | 142 | 0 | Average Range | 4.73 2.28 to 17.64 | 3.60 2.04 to 5.06 |
| Camden Street to Stephen Street | 565 | 0 | Average Range | 9.87 4.56 to 50.82 | 6.82 4.56 to 17.09 |
| Bishop Street to Stephen Street | 423 | 0 | Average Range | 12.28 6.02 to 38.05 | 6.77 4.23 to 14.50 |
| Stephen Street to Westmoreland Street | 655 | 514 | Average Range | 8.02 5.84 to 14.04 | 7.73 5.74 to 15.02 |
| Total Inbound Nutgrove Ave to W'land St | 8493 | 4733 | Average Range | 9.75 9.14 to 10.60 | 13.06 13.06 |
| Total Inbound Rathfarnham to W'land St | 6097 | 2833 | Average Range | 9.47 7.64 to 14.51 | 12.21 11.86 to 12.61 |

Table 11f Rathfarnham QBC (continued)

| Rathfarnham QBC Roadside Survey Results | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds - November 2005 | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| College Green to Bishop Street | 943 | 291 | Average Range | 11.17 5.36 to 56.58 | 11.43 6.71 to 28.76 |
| College Green to Dean Street | 1290 | N/A | Average Range | 9.23 4.87 to 19.35 | 10.72 9.90 to 11.73 |
| Dean Street to Canal | 1070 | 0 | Average Range | 26.20 13.15 to 63.13 | 44.80 40.56 to 54.27 |
| Bishop Street to Camden Street | 293 | 0 | Average Range | 7.53 2.05 to 40.60 | 7.87 2.77 to 35.16 |
| College Green to Camden Street | 1236 | 291 | Average Range | 9.57 4.37 to 17.59 | 10.72 6.82 to 25.42 |
| Camden Street to South Circular Road | 958 | 160 | Average Range | 8.33 5.84 to 18.74 | 10.30 7.20 to 23.62 |
| South Circular Road (Outbound Bus Lane) | 247 | 247 | Average Range | 16.87 3.71 to 42.34 | 15.33 7.41 to 44.50 |
| South Circular Road to Canal | 427 | 0 | Average Range | 17.53 5.57 to 40.47 | 12.10 6.99 to 19.71 |
| Canal to Leinster Road | 749 | 447 | Average Range | 5.93 4.49 to 11.33 | 7.45 4.66 to 11.10 |
| Leinster Road to Whitton Road | 1240 | 0 | Average Range | 10.55 7.18 to 18.92 | 16.97 12.36 to 24.80 |
| Whitton Road to Terenure Road North | 174 | 174 | Average Range | 5.80 2.24 to 15.65 | 5.59 2.93 to 11.60 |
| Terenure Road North to Rathfarnham Road | 1287 | 0 | Average Range | 13.59 7.50 to 28.95 | 28.42 18.99 to 38.94 |
| Rathfarnham Road to Butterfield Avenue | 166 | 166 | Average Range | 7.11 3.81 to 16.14 | 7.11 2.75 to 18.11 |
| Butterfield Avenue to Oakdown Road | 1826 | 0 | Average Range | 21.00 15.25 to 36.52 | 22.06 20.48 to 23.99 |
| Oakdown Road to Nutgrove Avenue Terminus | 299 | 299 | Average Range | 5.28 2.80 to 10.87 | N/A N/A |
| Nutgrove Avenue Terminus to Dundrum Road | 863 | 0 | Average Range | N/A N/A | 12.13 12.13 |
| College Green to Nutgrove Avenue Terminus | 8609 | 1784 | Average Range | 10.75 9.22 to 13.10 | N/A N/A |
| College Green to Butterfield Avenue | 6484 | 1485 | Average Range | 9.55 8.28 to 12.60 | 9.41 8.13 to 11.17 |

Table 11g Stillorgan QBC

| Stillorgan QBC Roadside Survey Results November 2005 | | | | | |
|---|-------------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Dun Laoghaire Station to Oliver Plunkett Road | 2409 | 0 | Average Range | 13.99 8.98 to 24.57 | 10.84 8.85 to 16.39 |
| Oliver Plunkett Road to Abbey Road | 1652 | 0 | Average Range | 28.73 10.85 to 72.51 | 41.30 29.59 to 68.36 |
| Abbey Road to Foxrock Church | 1478 | 0 | Average Range | 8.99 6.29 to 13.57 | 11.20 9.87 to 12.88 |
| Oliver Plunkett Road to Foxrock Church | 3130 | 0 | Average Range | 14.48 10.18 to 22.95 | 18.97 17.66 to 21.30 |
| Foxrock Church to Mount Merrion Avenue | Peak 3393 | 3393 | Average Range | 17.11 11.90 to 34.12 | N/A N/A |
| Foxrock Church to Mount Merrion Avenue | Off Peak 3529 | 3393 | Average Range | N/A N/A | 20.90 17.24 to 28.87 |
| Mount Merrion Avenue to Donnybrook | 3267 | 2908 | Average Range | 23.01 15.70 to 35.43 | 33.04 28.34 to 37.57 |
| Donnybrook to Morehampton Road | 1190 | 1134 | Average Range | 23.03 12.31 to 50.39 | 14.67 6.30 to 37.25 |
| Morehampton Road to Leeson Street | 1335 | 653 | Average Range | 15.50 10.29 to 29.13 | 13.46 11.25 to 15.31 |
| Donnybrook to Leeson Street | 2525 | 1787 | Average Range | 18.48 13.14 to 30.30 | 14.16 9.87 to 18.11 |
| Leeson Street to Westmoreland Street | 1551 | 570 | Average Range | 9.59 6.98 to 15.91 | 11.75 10.10 to 17.95 |
| Total Inbound Distance Dun Laoghaire to Westmoreland St | Peak 16275 | | Average Range | 17.09 12.62 to 22.40 | N/A N/A |
| Total Inbound Distance Dun Laoghaire to Westmoreland St | Off Peak 16411 | 8658 | Average Range | N/A N/A | 17.06 15.47 to 20.28 |
| Corridor Distance Foxrock Church to Leeson St | Peak 9185 | 8088 | Average Range | 19.29 12.78 to 26.75 | N/A N/A |
| Corridor Distance Foxrock Church to Leeson St | Off Peak 9321 | 8088 | Average Range | N/A N/A | 23.27 21.20 to 25.81 |
| Corridor Distance Foxrock Church to Westmoreland St | Peak 10736 | 8658 | Average Range | 16.89 12.93 to 21.80 | N/A N/A |
| Corridor Distance Foxrock Church to Westmoreland St | Off Peak 10872 | 8658 | Average Range | N/A N/A | 20.20 19.87 to 20.40 |
| Non QBC Distance Dun Laoghaire to Foxrock Ch | 5539 | 0 | Average Range | 14.76 10.25 to 31.85 | 10.59 9.27 to 12.36 |

Table 11g Stillorgan QBC (continued)

| Stillorgan QBC Roadside Survey Results November 2005 | | | | | |
|--|-------------------|------------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| D'Olier Street to Leeson Street | 1526 | 462 | Average Range | 9.33 5.46 to 15.13 | 12.75 9.41 to 16.80 |
| Leeson Street to Morehampton Road | 1304 | 814 | Average Range | 9.99 5.10 to 16.76 | 11.85 9.35 to 18.78 |
| Morehampton Road to Donnybrook | 1202 | 447 | Average Range | 17.81 11.18 to 29.64 | 16.90 13.52 to 26.71 |
| Leeson Street to Donnybrook | 2506 | 1261 | Average Range | 12.76 9.74 to 18.26 | 13.88 11.41 to 18.72 |
| Donnybrook to Mount Merrion Avenue | 3283 | 3215 | Average Range | 17.59 11.70 to 30.30 | 14.70 10.83 to 22.21 |
| Mount Merrion Avenue to Foxrock Church (Off Peak) | Off Peak 3538 | Off Peak 3153 | Average Range | N/A N/A | 18.76 13.04 to 28.95 |
| Mount Merrion Avenue to Foxrock Church (Peak) | Peak 3367 | Peak 3367 | Average Range | 20.61 14.43 to 29.42 | N/A N/A |
| Foxrock Church to Abbey Road | 1424 | 0 | Average Range | 29.29 20.26 to 51.25 | 26.98 22.29 to 34.41 |
| Abbey Road to Oliver Plunkett Road | 1802 | 0 | Average Range | 14.58 11.79 to 19.14 | 14.01 12.19 to 15.86 |
| Foxrock Church to Oliver Plunkett Road | 3226 | 0 | Average Range | 18.73 15.67 to 23.90 | 19.82 17.10 to 24.71 |
| Oliver Plunkett Road to Dun Laoghaire Station | 1980 | 0 | Average Range | 20.42 13.60 to 30.59 | 22.21 21.15 to 23.44 |
| Total Outbound Distance OP D'Olier St to Dun Laoghaire | Off Peak 16059 | Off Peak 8091 | Average Range | N/A N/A | 16.52 16.52 |
| Total Outbound Distance Peak D'Olier St to Dun Laoghaire | Peak 15888 | Peak 8305 | Average Range | 16.86 14.96 to 17.90 | N/A N/A |
| Corridor Distance Peak Leeson St to Foxrock Church | Peak 9156 | Peak 7843 | Average Range | 18.14 14.61 to 29.19 | N/A N/A |
| Corridor Distance Off Peak Leeson St to Foxrock Church | Off Peak 9327 | Off Peak 7629 | Average Range | N/A N/A | 16.28 13.43 to 20.09 |
| Corridor Distance Peak D'Olier St to Foxrock Church | Peak 10682 | Peak 8305 | Average Range | 15.34 13.05 to 18.75 | N/A N/A |
| Corridor Distance Off Peak D'Olier St to Foxrock Church | Off Peak 10853 | Off Peak 8091 | Average Range | N/A N/A | 16.37 14.89 to 17.71 |
| Non QBC Distance Foxrock Ch to Dun Laoghaire | 5206 | 0 | Average Range | 20.07 18.43 to 22.18 | 21.15 21.15 |

Table 11h Swords QBC

| Swords QBC Roadside Survey Results | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds - November 2005 | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| County Council Offices to Swords Main Street | 282 | 0 | Average Range | 6.34 3.89 to 13.90 | 6.72 5.26 to 9.40 |
| Swords Main Street to Airside Business Park | 2040 | 851 | Average Range | 24.16 14.90 to 42.95 | 31.38 27.51 to 44.51 |
| Airside Business Park to Cloghran Roundabout | 1314 | 1165 | Average Range | 27.03 18.12 to 42.23 | 31.96 23.19 to 40.79 |
| Swords County Council to Cloghran Roundabout | 3636 | 2016 | Average Range | 21.25 14.53 to 43.92 | 21.74 15.01 to 33.65 |
| Cloghran Rbt to Airport South (Not via Airport) | 1388 | 468 | Average Range | 12.46 7.32 to 17.53 | 20.40 17.23 to 22.82 |
| Cloghran Rbt to Airport South (Via Airport) | 3886 | N/A | Average Range | 15.04 13.32 to 16.87 | 18.33 16.79 to 20.10 |
| Airport South to Omni Park | 3741 | 3063 | Average Range | 22.15 14.36 to 39.61 | 33.59 29.21 to 36.01 |
| Omni Park to Collins Avenue | 1423 | 1186 | Average Range | 8.94 4.17 to 25.11 | 12.37 8.64 to 15.67 |
| Collins Avenue to Richmond Rd | 1532 | 1183 | Average Range | 17.45 7.62 to 46.35 | 37.52 23.88 to 58.66 |
| Richmond Rd to Dorset Street Lower | 1111 | 946 | Average Range | 11.66 6.64 to 34.49 | 14.76 12.99 to 17.09 |
| Dorset Street Lower to Frederick Street North | 534 | 361 | Average Range | 4.83 4.00 to 6.47 | 5.01 3.82 to 9.86 |
| Frederick Street North to O'Connell Street | 796 | 796 | Average Range | 12.97 6.18 to 34.11 | 11.84 6.48 to 20.77 |
| Richmond Rd to O'Connell Street | 2441 | 2103 | Average Range | 9.03 6.99 to 13.86 | 9.37 8.27 to 11.40 |

| | | | | | |
|--|----------------------|-------|---------------|-------------------------|----------------|
| Total Inbound Distance Swords CC to O'Connell St | Direct 14161 | 10019 | Average Range | 14.57 12.68 to 17.27 | N/A N/A |
| Total Inbound Distance Swords CC to O'Connell St | Via Airport 16659 | N/A | Average Range | 13.42 12.14 to 14.41 | 23.09 23.09 |

Table 11h Swords QBC (continued)

| Swords QBC Roadside Survey Results | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds - November 2005 | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| O'Connell Street to Parnell Square West | 788 | 0 | Average Range | 9.39 5.39 to 19.16 | 9.62 6.80 to 15.34 |
| Parnell Square West to Granby Row | 224 | 0 | Average Range | 2.39 1.26 to 7.01 | 4.56 3.51 to 9.48 |
| Granby Row to Blessington Street | 233 | 0 | Average Range | 3.57 1.71 to 11.98 | 5.31 3.45 to 9.12 |
| Blessington Street to Dorset Street Lower | 534 | 534 | Average Range | 26.33 14.65 to 53.40 | N/A N/A |
| Lower Abbey Street to Dorset Street Lower | 1497 | 352 | Average Range | 15.10 9.00 to 24.06 | 17.11 12.56 to 27.49 |
| Dorset Street Lower to Botanic Avenue | 909 | 0 | Average Range | 6.44 4.04 to 9.30 | 15.81 11.28 to 27.50 |
| Botanic Avenue to Collins Avenue | 1741 | 471 | Average Range | 11.61 9.14 to 23.38 | 12.41 11.39 to 14.57 |
| Collins Avenue to Omni Park | 1298 | 0 | Average Range | 16.87 10.52 to 30.94 | 28.32 19.55 to 40.29 |
| Omni Park to Airport South | 3746 | 2500 | Average Range | 16.25 12.95 to 23.45 | 20.16 18.81 to 22.86 |
| Airport South to Cloghran Rbt (Not Via Airport) | 1360 | 1211 | Average Range | 34.02 19.05 to 61.21 | 59.00 43.33 to 74.18 |
| Airport South to Cloghran Rbt (Via Airport) | 2945 | N/A | Average Range | N/A N/A | N/A N/A |
| Cloghran Roundabout to Airside Business Park | 1346 | 0 | Average Range | 33.19 19.23 to 63.74 | 44.87 34.12 to 56.36 |
| Airside Business Park to Swords Main Street | 1898 | 1242 | Average Range | 12.03 8.98 to 25.98 | 11.00 10.26 to 11.88 |
| Cloghran Roundabout to County Council Offices | 3526 | 1242 | Average Range | 14.51 10.59 to 25.75 | 14.34 10.50 to 20.60 |
| Swords Main Street to County Council Offices | 282 | 0 | Average Range | 7.81 3.10 to 36.23 | 11.41 4.83 to 28.20 |

| | | | | | |
|---|----------------------|------|---------------|-------------------------|----------------|
| Total Outbound Distance Lwr Abbey St to Swords CC | Direct 14077 | 5776 | Average Range | 15.21 12.73 to 17.91 | 20.29 20.29 |
| Total Outbound Distance Lwr Abbey St to Swords CC (A) | Via Airport 15662 | N/A | Average Range | 15.08 13.58 to 17.91 | 19.28 19.28 |

Table 11i Tallaght QBC

| Tallaght QBC Roadside Survey Results | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds - November 2005 | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Tallaght Bypass to Main Street Tallaght | 3226 | N/A | Average Range | 17.52 16.29 to 18.94 | N/A N/A |
| Main Street Tallaght to West of M50 | 1850 | 1106 | Average Range | 11.35 8.48 to 15.00 | 15.60 13.51 to 19.59 |
| West of M50 to East of M50 | 673 | 0 | Average Range | 15.24 11.27 to 22.22 | 13.03 9.89 to 25.24 |
| East of M50 to Oldbridge Road | 1412 | 1162 | Average Range | 24.92 13.93 to 54.06 | 18.42 17.71 to 19.78 |
| Oldbridge Road to Fortfield Road | 1212 | 245 | Average Range | 18.76 12.50 to 28.89 | 38.95 21.08 to 68.15 |
| Fortfield Road to Rathdown Park | 595 | 519 | Average Range | 10.25 5.03 to 44.62 | 54.92 52.27 to 62.96 |
| Rathdown Park to Terenure Road East | 806 | 0 | Average Range | 6.67 4.66 to 18.37 | 16.49 10.40 to 35.82 |
| Terenure Road East to Rathgar Road | 1256 | 1082 | Average Range | 11.53 7.02 to 31.18 | 10.92 9.44 to 13.11 |
| Rathgar Road to Leinster Road | 495 | 0 | Average Range | 3.86 2.24 to 13.81 | 8.06 5.79 to 16.66 |
| Leinster Road to Canal | 594 | 348 | Average Range | 16.71 6.18 to 61.13 | 38.20 31.10 to 62.86 |
| Canal to Camden Street Lower | 430 | 0 | Average Range | 9.32 4.68 to 20.92 | 10.60 10.60 |
| Camden Street Lower to Westmoreland Street | 1580 | 798 | Average Range | 6.43 5.29 to 7.53 | 7.73 6.76 to 9.71 |
| Camden St Lwr to W'moreland St via Earlsfort Tce (15 Series) | 2085 | N/A | Average Range | 11.14 10.28 to 12.77 | 12.55 11.42 to 13.38 |
| Camden St Lwr to W'moreland St via Leeson St (15 Series) | 2290 | N/A | Average Range | 8.87 8.00 to 10.86 | N/A N/A |
| Westmoreland Street to Tara Street Bridge | 620 | N/A | Average Range | 8.30 7.18 to 9.96 | 10.19 10.19 |

Total Inbound Distance 14749

| | | | | | |
|------------------------------|------|------|---------------|------------------------|-------------------------|
| West of M50 to Camden Street | 7473 | 3356 | Average Range | 10.74 9.27 to 15.66 | 18.12 17.27 to 18.48 |
| West of M50 to W'moreland St | 9053 | 4154 | Average Range | 10.25 8.91 to 14.54 | 14.67 14.18 to 15.20 |

| | | | | | |
|------------------------------|-------|------|---------------|-----------------------|------------|
| Main St to W'moreland Street | 10903 | 5260 | Average Range | 9.66 9.26 to 10.03 | N/A N/A |
|------------------------------|-------|------|---------------|-----------------------|------------|

Table 11i Tallaght QBC (continued)

| Tallaght QBC Roadside Survey Results | | | | | |
|--|-----------------|-----------------|------------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds - November 2005 | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| Eden Quay to Dame Street | 806 | 0 | Average Range | 6.42 3.02 to 12.19 | 9.30 7.08 to 12.89 |
| Dame Street to Camden Street Lower | 1253 | 428 | Average Range | 9.72 6.82 to 16.40 | 12.16 10.00 to 15.56 |
| Camden Street Lower to Canal | 748 | 131 | Average Range | 6.75 4.83 to 11.22 | 8.44 7.28 to 9.35 |
| Canal to Leinster Road | 595 | 109 | Average Range | 8.85 5.79 to 19.48 | 7.21 5.74 to 9.52 |
| Leinster Road to Rathgar Road | 357 | 52 | Average Range | 9.74 4.94 to 42.84 | 22.96 12.01 to 51.37 |
| Rathgar Road to Terenure Road East | 1410 | 228 | Average Range | 18.52 8.33 to 69.51 | 30.76 19.52 to 42.30 |
| Terenure Road East to Rathdown Park | 800 | 0 | Average Range | 8.45 5.99 to 35.56 | 10.83 7.89 to 12.91 |
| Rathdown Park to Fortfield Road | 596 | 0 | Average Range | 9.13 6.90 to 13.08 | 20.06 14.79 to 39.00 |
| Fortfield Road to Oldbridge Road | 1298 | 219 | Average Range | 14.79 9.50 to 20.67 | 11.13 8.90 to 23.13 |
| Oldbridge Road to East of M50 | 1327 | 419 | Average Range | 48.76 31.63 to 81.00 | 46.83 35.39 to 68.23 |
| East of M50 to West of M50 | 653 | 0 | Average Range | 47.03 33.57 to 78.36 | N/A N/A |
| West of M50 to Main Street Tallaght | 1917 | 0 | Average Range | 15.00 15.00 | 43.68 38.99 to 49.30 |
| Main Street Tallaght to Tallaght Bypass | 3279 | N/A | Average Range | N/A N/A | 18.42 18.42 |
| Total Outbound Distance | 15039 | | | | |
| Dame Street to West of M50 | 9037 | 1586 | Average Range | 12.36 11.18 to 14.27 | N/A N/A |
| Dame Street to East of M50 | 8384 | 1586 | Average Range | 11.69 10.55 to 13.53 | 15.74 14.79 to 17.82 |
| Eden Quay to Main Street | 11760 | 1586 | Average Range | N/A N/A | N/A N/A |
| Camden Street to West of M50 | 7784 | 1158 | Average Range | 12.87 12.21 to 13.80 | N/A N/A |
| Camden Street to East of M50 | 7131 | 1220 | Average Range | 13.17 12.48 to 14.15 | 16.21 15.33 to 17.51 |

Table 11j Ballymun QBC

| Ballymun QBC Roadside Survey Results - November 2005 | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Ballymun Civic Centre to Griffith Avenue | 1976 | 1650 | Average Range | 26.74 17.74 to 46.49 | 33.87 29.40 to 38.46 |
| Griffith Avenue to Botanic Avenue | 792 | 754 | Average Range | 16.83 9.70 to 37.03 | 20.51 14.62 to 27.15 |
| Griffith Avenue to Dorset St Lwr/Whitworth Rd | 2840 | 1185 | Average Range | 11.58 7.74 to 19.78 | 16.03 11.44 to 19.47 |
| Botanic Avenue to Cliftonville Road | 329 | 0 | Average Range | 3.97 2.38 to 7.31 | N/A N/A |
| Bon Secours Hospital to Cliftonville Road | 595 | 0 | Average Range | 5.48 2.51 to 13.56 | 14.77 10.20 to 21.42 |
| Cliftonville Road to Prospect Road/Whitworth Rd | 578 | 457 | Average Range | 11.74 5.46 to 34.68 | 12.17 9.96 to 17.34 |
| Prospect Rd/Whitworth Rd to Dorset St Lwr/Whitworth Rd | 957 | 17 | Average Range | 13.41 8.83 to 23.76 | 5.20 4.73 to 5.52 |
| Prospect Rd/Whitworth Rd to Phibsboro Rd/North Circular | 460 | 157 | Average Range | 4.26 2.98 to 6.90 | 7.26 5.00 to 10.10 |
| Phibsboro Rd/North Circular Rd to Frederick Street North | 1471 | 0 | Average Range | 18.98 11.51 to 33.73 | 23.33 19.54 to 29.59 |
| Prospect Rd/Whitworth Rd to Frederick St North via Phib | 1931 | 157 | Average Range | 14.33 10.09 to 20.88 | 12.83 9.83 to 15.52 |
| Dorset St Lwr/Whitworth Rd to Frederick Street North | 703 | 703 | Average Range | 16.40 7.98 to 34.20 | 17.22 10.86 to 42.18 |
| Frederick Street North to Parnell Square East | 390 | 390 | Average Range | 11.05 7.84 to 28.09 | 11.80 5.68 to 32.64 |
| Parnell Square East to Lwr O'Connell Street | 591 | 591 | Average Range | 4.69 2.12 to 25.02 | 9.50 5.40 to 16.75 |

| | | | | | |
|--|------|------|---------------|------------------------|-------------------------|
| Inbound Ballymun to Lwr O'Connell St via Whitworth | 6316 | 4562 | Average Range | 9.73 8.57 to 11.13 | 18.32 18.32 |
| Inbound Griffith Ave to Lwr O'Connell St via Phibsboro | 4611 | 2349 | Average Range | 10.32 8.61 to 16.24 | 11.94 11.62 to 12.29 |
| Inbound Ballymun to Lwr O'Connell St via Griffith Ave | 6500 | 4519 | Average Range | 11.55 9.33 to 17.04 | 19.40 18.87 to 19.98 |

Table 11j Ballymun QBC (continued)

| Ballymun QBC Roadside Survey Results - November 2005 | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| O'Connell St Lwr to Parnell Square West | 788 | 450 | Average Range | 7.69 4.10 to 50.67 | 16.12 7.84 to 54.53 |
| Parnell Sq West to Dorset Street Upper/Granby Row | 224 | 0 | Average Range | 2.32 1.02 to 10.61 | 4.09 2.86 to 12.80 |
| Parnell Sq West to Phibsboro Rd/North Circular | 1456 | 0 | Average Range | 8.52 6.81 to 12.05 | 10.74 10.74 |
| Phibsboro Rd/North Circular Rd to Prospect Rd | 424 | 0 | Average Range | N/A N/A | 6.88 6.52 to 7.27 |
| Parnell Square West to Prospect Rd via Phibsboro | 1880 | 693 | Average Range | 7.94 6.84 to 11.53 | 7.93 6.72 to 9.70 |
| Granby Row to Blessington Street | 233 | 0 | Average Range | 3.30 0.86 to 22.08 | 3.23 1.45 to 22.66 |
| Blessington St to Dorset St Lwr/Whitworth Rd | 659 | 659 | Average Range | 8.01 3.98 to 17.19 | 9.57 7.21 to 14.92 |
| Dorset Street Lwr/Whitworth to Prospect Rd | 952 | 0 | Average Range | 9.96 6.32 to 19.04 | 7.26 5.05 to 15.03 |
| Dorset St Lwr to Ballymun Rd/The Rise via Griffith Ave | 3088 | 471 | Average Range | 14.98 9.31 to 28.50 | 17.42 12.43 to 21.17 |
| Prospect Road to Botanic Road/Glasnevin Hill | 768 | 0 | Average Range | N/A N/A | 13.04 10.05 to 16.27 |
| Glasnevin Hill to Ballymun Road/The Rise | 1354 | 0 | Average Range | 20.13 11.13 to 51.84 | 29.01 20.22 to 41.66 |
| Ballymun Road/The Rise to Ballymun Shopping Centre | 1751 | 1683 | Average Range | 12.05 10.63 to 16.29 | 14.63 13.08 to 18.06 |

| | | | | | |
|--|------|------|---------------|-----------------------|-------------------------|
| Outbound O'Connell St to Ballymun via Whitworth Rd | 6729 | 2792 | Average Range | 9.16 7.13 to 12.34 | 12.22 11.71 to 12.78 |
| Outbound O'Connell St to The Rise via Phibsboro | 4790 | 1143 | Average Range | 9.86 8.61 to 12.53 | 14.39 14.39 |
| Outbound O'Connell St to Ballymun via Griffith Ave | 6743 | 3263 | Average Range | 9.84 8.47 to 10.69 | 12.77 12.77 |

Table 11k Bray QBC

| Bray QBC Roadside Survey Results November 2005 | | | | | |
|---|-----------------|-----------------|----------------------|---------------------------------|---------------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Bray Main Street to Upper Dargle Road | 516 | 162 | Average Range | 8.64 3.86 to 19.56 | 13.46 10.26 to 17.52 |
| Upper Dargle Road to Wilford Roundabout | 630 | 0 | Average Range | 8.66 4.85 to 16.31 | 10.31 8.40 to 11.23 |
| Wilford Roundabout to Shanganagh Cemetery | 1238 | 259 | Average Range | 55.02 45.94 to 67.53 | 53.06 46.42 to 62.79 |
| Shanganagh Cemetery to Shankill Village | 885 | 0 | Average Range | 23.78 20.17 to 28.70 | 24.14 20.56 to 28.70 |
| Shankill Village to Loughlinstown Roundabout | 1486 | 323 | Average Range | 16.61 13.65 to 22.29 | 16.61 12.05 to 25.72 |
| Loughlinstown Roundabout to Cabinteely South | 2653 | 2137 | Average Range | 23.64 21.75 to 27.13 | 32.71 31.11 to 34.60 |
| Cabinteely South to Foxrock Church | 2117 | 2017 | Average Range | 34.96 22.41 to 54.44 | N/A N/A |
| Total Inbound Distance Bray to Foxrock Church | 9525 | 4898 | Average Range | 21.09 18.40 to 28.43 | 27.79 27.79 |
| Total Inbound Distance Bray to Leeson Street | 18710 | 13162 | Average Range | 19.64 17.01 to 23.70 | 26.58 26.58 |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| Foxrock Church to Cabinteely South | 2243 | 2243 | Average Range | 26.56 18.95 to 39.01 | 31.30 31.30 |
| Cabinteely South to Loughlinstown Roundabout | 2552 | 2552 | Average Range | 37.81 23.49 to 74.08 | 41.38 34.28 to 52.21 |
| Loughlinstown Roundabout to Shankill Village | 1483 | 0 | Average Range | 24.26 16.18 to 38.14 | 26.04 23.52 to 27.66 |
| Shankill Village to Wilford Roundabout | 2120 | 0 | Average Range | 35.01 18.62 to 64.14 | 42.64 33.92 to 64.67 |
| Wilford Roundabout to Upper Dargle Road | 628 | 0 | Average Range | 15.81 6.23 to 45.23 | 25.68 16.03 to 72.88 |
| Upper Dargle Road to Bray Main Street | 450 | 196 | Average Range | 13.50 7.79 to 20.26 | 21.04 10.80 to 54.00 |
| Total Outbound Distance Foxrock Church to Bray | 9476 | 4991 | Average Range | 26.69 21.02 to 37.90 | 33.44 31.24 to 35.39 |
| Total Outbound Distance Leeson Street to Bray | 18632 | 12798 | Average Range | 20.88 17.67 to 25.37 | 25.08 25.08 |

Table 111 Clontarf QBC

| Clontarf QBC Roadside Survey Results - November 2005 | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Clontarf Garage to Vernon Avenue | 453 | 453 | Average Range | 15.23 7.21 to 44.05 | 14.56 10.32 to 27.65 |
| Vernon Avenue to Castle Avenue | 923 | 923 | Average Range | N/A N/A | 22.76 17.96 to 26.79 |
| Vernon Avenue to Alfie Byrne Road | 1735 | 1735 | Average Range | 25.08 13.67 to 63.75 | 24.11 20.61 to 33.40 |
| Castle Avenue to Alfie Byrne Road | 812 | 812 | Average Range | N/A N/A | 33.21 16.80 to 53.13 |
| Alfie Byrne Road to Fairview | 555 | 555 | Average Range | 3.30 2.36 to 9.29 | 11.04 7.19 to 35.05 |
| Fairview to Amiens Street | 1897 | 1529 | Average Range | 17.69 11.57 to 51.34 | 25.29 18.36 to 32.65 |
| Amiens Street to Talbot Street | 435 | 0 | Average Range | 10.95 3.91 to 26.10 | 10.17 7.79 to 16.84 |

| | | | | | |
|--|------|------|---------------|------------------------|-------------------------|
| Inbound Clontarf Garage to Fairview | 2743 | 2743 | Average Range | 9.67 6.88 to 14.96 | 17.26 14.29 to 21.80 |
| Inbound Clontarf Garage to Amiens Street | 4640 | 4272 | Average Range | 11.46 8.92 to 17.24 | 19.74 19.63 to 19.89 |

| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Lower Abbey Street to North Strand | 763 | 0 | Average Range | 4.81 3.81 to 11.44 | 6.06 5.69 to 6.39 |
| Amiens Street/North Strand to Fairview | 1706 | 1706 | Average Range | 25.91 9.36 to 51.18 | 29.52 19.81 to 42.65 |
| Fairview to Alfie Byrne Road | 734 | 0 | Average Range | 25.41 14.06 to 66.03 | N/A N/A |
| Alfie Byrne Road to Castle Avenue | 868 | 0 | Average Range | 14.47 10.48 to 25.40 | 17.17 16.53 to 18.38 |
| Alfie Byrne Road to Vernon Avenue | 1736 | 0 | Average Range | 18.38 12.70 to 23.15 | 21.33 17.31 to 27.90 |
| Castle Avenue to Vernon Avenue | 868 | 0 | Average Range | 20.97 12.02 to 50.42 | 20.16 16.36 to 26.26 |
| Vernon Avenue to Clontarf Garage | 419 | 0 | Average Range | 17.96 8.33 to 27.41 | 20.95 20.66 to 21.25 |

| | | | | | |
|--|------|------|---------------|-------------------------|-------------------------|
| Outbound Fairview to Clontarf Garage | 2889 | 0 | Average Range | 20.72 12.67 to 34.55 | 22.03 16.94 to 31.61 |
| Outbound North Strand to Clontarf Garage | 4595 | 1706 | Average Range | 23.01 16.61 to 29.49 | 26.17 22.00 to 29.97 |

Table 11m Howth Road QBC

| Howth Road QBC Roadside Survey Results - November 2005 | | | | | |
|--|-----------------|-----------------|---------------|-------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | |
| Section | Distance Metres | Bus Lane Metres | | AM Peak Inbound Km/h | Off Peak Inbound Km/h |
| Raheny to Sybil Hill Road | 1386 | 1048 | Average Range | 7.31 5.30 to 9.45 | 8.78 8.17 to 9.24 |
| Raheny to Sybil Hill Road via All Saints Road (29A) | 1893 | N/A | Average Range | 7.23 4.73 to 9.32 | N/A N/A |
| Sybil Hill Road to Collins Avenue East | 1042 | 762 | Average Range | 13.59 4.73 to 62.52 | 50.71 45.21 to 62.52 |
| Collins Avenue East to Copeland Avenue | 1283 | 355 | Average Range | 35.80 14.85 to 76.98 | 76.98 76.98 |
| Copeland Avenue to Fairview | 443 | 392 | Average Range | 3.51 2.28 to 5.56 | 5.33 4.97 to 5.74 |
| Fairview to Amiens Street | 1897 | 1529 | Average Range | 17.69 11.57 to 51.34 | 25.29 18.36 to 32.68 |
| Amiens Street to Talbot Street | 435 | 0 | Average Range | 10.95 3.91 to 26.10 | 10.17 7.79 to 16.84 |
| Inbound Raheny to Fairview | 4154 | 2557 | Average Range | 9.39 7.59 to 10.94 | 17.31 15.89 to 21.03 |
| Inbound Raheny to Fairview via All Saints Rd (29A) | 4661 | N/A | Average Range | 10.53 8.80 to 12.28 | N/A N/A |
| Inbound Raheny to Amiens Street | 6051 | 4086 | Average Range | 10.87 9.31 to 12.74 | 21.90 20.71 to 24.09 |
| Inbound Raheny to Amiens St via All Saints Road (29A) | 6558 | N/A | Average Range | 9.84 7.67 to 12.04 | N/A N/A |
| Section | Distance Metres | Bus Lane Metres | | PM Peak Outbound Km/h | Off Peak Outbound Km/h |
| Eden Quay to Amiens Street/North Strand | 802 | 0 | Average Range | 5.33 2.87 to 9.56 | 7.78 6.40 to 10.09 |
| Amiens Street/North Strand to Fairview | 1706 | 1706 | Average Range | 25.91 9.36 to 51.18 | 29.52 19.81 to 42.65 |
| Fairview to Copeland Avenue | 610 | 0 | Average Range | 16.77 11.44 to 57.82 | 19.60 11.62 to 35.99 |
| Copeland Avenue to Collins Avenue East | 1241 | 0 | Average Range | 21.90 17.32 to 33.59 | 21.38 13.42 to 33.35 |
| Collins Avenue East to Sybil Hill Road | 1030 | 0 | Average Range | 10.72 8.45 to 12.79 | 12.79 10.16 to 16.26 |
| Sybil Hill Road to Raheny via All Saints Road (29A) | 2036 | N/A | Average Range | N/A N/A | N/A N/A |
| Sybil Hill Road to Raheny | 1467 | 129 | Average Range | 34.08 17.60 to 60.70 | 37.19 28.39 to 55.01 |
| Fairview to Raheny | 4348 | 129 | Average Range | 25.41 21.41 to 29.53 | 25.87 21.47 to 32.54 |
| Outbound North Strand to Raheny | 6054 | 1835 | Average Range | 26.77 22.89 to 33.48 | 30.35 27.38 to 34.32 |
| Outbound Nth Strand to Raheny via All Saints Rd 29A | 6623 | N/A | Average Range | N/A N/A | N/A N/A |
| Outbound Eden Quay to Raheny | 6856 | 1835 | Average Range | 18.23 14.82 to 24.44 | 19.81 18.06 to 21.94 |
| Outbound Eden Quay to Raheny via All Saints Rd 29A | 7425 | N/A | Average Range | N/A N/A | N/A N/A |

13 League Tables

The results from all the sections of each QBC are collated into league tables of results. These results are expressed in terms of bus speeds.

League tables are available for each of the time periods surveyed, ie morning peak, off peak inbound, off peak outbound and the afternoon/evening peak. A composite league table is also available showing the results for all time periods.

The league table for the morning peak period is shown in this section as an example. (**Table 12**)

The results are shown for 2005 and are compared with 2002, 2003 and 2004. As with the bus speed tables in **Section 12**, the results are colour coded as follows:

- **Yellow** denotes those sections where average speed is less than 5 kilometres per hour which effectively is walking speed
- **Blue** denotes those sections where average speed is greater than 5 but less than 10 kilometres per hour
- **Green** denotes those sections where average speed is greater than 10 but less than the minimum QBC specification speed (ie 20 kilometres per hour less 12% boarding and alighting time)
- White denotes those sections that exceed the QBC specification

The composite league table and those in relation to the off peak and the afternoon/evening peak periods can be obtained from Michael Warnock-Smith of Dublin Transportation Office at the following e-mail address: michaelw@dto.ie.

Table 12 Morning Peak Period League Table

| Quality Bus Corridors - AM Peak Average Sectional Bus Speeds - League Table - November 2005 | | | | | | | | | | | | | | |
|---|----------------|-------|-------|------|---|-----------------------|-----------------|----------------|-------------|----------|-----------|---------------|---------------|---------------|
| Ave Journey Time (S) | Ave Speed KM/H | 2004 | 2003 | 2002 | Section | Section Length Metres | Bus Lane Metres | QBC | Time Period | Range | | 2004 Position | 2003 Position | 2002 Position |
| | | | | | | | | | | Low KM/H | High KM/H | | | |
| 605 | 3.30 | 9.97 | N/A | N/A | Alfie Byrne Road to Fairview | 555 | 555 | Clontarf | AM Peak | 2.36 | 9.29 | 132 | N/A | N/A |
| 223 | 3.45 | 3.94 | 4.08 | 2.38 | Leinster Road West to Harolds Cross Road | 214 | 0 | Rathfarnham | AM Peak | 1.83 | 13.52 | 131 | 103/106 | 96/97 |
| 455 | 3.51 | N/A | N/A | N/A | Copeland Avenue to Fairview | 443 | 329 | Howth Road | AM Peak | 2.28 | 5.56 | 130 | N/A | N/A |
| 461 | 3.86 | 4.16 | 5.64 | 3.21 | Rathgar Road to Leinster Road | 495 | 0 | Tallaght | AM Peak | 2.24 | 13.81 | 129 | 102/106 | 92/97 |
| 299 | 3.97 | 5.29 | N/A | N/A | Botanic Avenue to Cliftonville Road | 329 | 0 | Ballymun | AM Peak | 2.38 | 7.31 | 128 | N/A | N/A |
| 254 | 4.22 | 16.77 | N/A | N/A | Nutgrove Avenue to Oakdown Road | 298 | 0 | Rathfarnham | AM Peak | 2.98 | 9.02 | 127 | 44/106 | N/A |
| 389 | 4.26 | N/A | N/A | N/A | Prospect Road to Phibsboro/NCR | 460 | 157 | Ballymun | AM Peak | 2.98 | 6.90 | 126 | N/A | N/A |
| 266 | 4.30 | 2.94 | 4.89 | 6.06 | Collins Avenue to Casino Park | 318 | 0 | Malahide | AM Peak | 2.64 | 15.90 | 125 | 104/106 | 94/97 |
| 522 | 4.54 | 8.72 | 9.53 | N/A | North Circular Road to Manor Street | 659 | 120 | Blanchardstown | AM Peak | 2.57 | 23.96 | 124 | 88/106 | 71/97 |
| 453 | 4.69 | 9.37 | N/A | N/A | Parnell Square East to Lower O'Connell St | 591 | 591 | Ballymun | AM Peak | 2.12 | 25.02 | 123 | N/A | N/A |
| 108 | 4.73 | 2.92 | 2.94 | N/A | Camden Street to Bishop Street | 142 | 0 | Rathfarnham | AM Peak | 2.28 | 17.64 | 122 | 105/106 | 97/97 |
| 398 | 4.83 | 8.04 | N/A | N/A | Dorset St Lower to Frederick Street North | 534 | 361 | Swords | AM Peak | 4.00 | 6.47 | 121 | 93/106 | N/A |
| 374 | 5.27 | 12.37 | 7.08 | N/A | Mellowes Bridge to Finglas Road | 547 | 0 | Finglas | AM Peak | 4.27 | 11.65 | 120 | 65/106 | 86/97 |
| 391 | 5.48 | 8.74 | N/A | N/A | Bon Secours Hospital to Cliftonville Road | 595 | 0 | Ballymun | AM Peak | 2.51 | 13.56 | 119 | N/A | N/A |
| 310 | 5.55 | 12.05 | 11.25 | 4.43 | Clanbrassil Street to South Circular Road | 478 | 0 | Rathfarnham | AM Peak | 3.95 | 24.58 | 118 | 66/106 | 63/97 |
| 732 | 6.28 | 7.64 | 6.53 | 7.14 | Ormond Quay to Tara Street | 1278 | 221 | Blanchardstown | AM Peak | 5.18 | 7.65 | 117 | 95/106 | 90/97 |
| 160 | 6.34 | 9.27 | 11.67 | N/A | County Council Offices to Main Street | 282 | 0 | Swords | AM Peak | 3.89 | 13.90 | 116 | 85/106 | 62/97 |
| 884 | 6.43 | 11.02 | 8.63 | N/A | Camden Street to Westmoreland Street | 1580 | 798 | Tallaght | AM Peak | 5.29 | 7.53 | 115 | 74/106 | 79/97 |
| 554 | 6.50 | 7.19 | 12.01 | N/A | Blackhall Place to Ormond Quay | 1001 | 312 | Blanchardstown | AM Peak | 2.90 | 11.74 | 114 | 97/106 | 72/97 |
| 82 | 6.58 | 0.37 | 4.50 | 4.57 | North of Kilmore Road to St Davids Wood | 150 | 0 | Malahide | AM Peak | 2.84 | 22.50 | 113 | 106/106 | 95/97 |
| 446 | 6.60 | 7.79 | N/A | N/A | Clanbrassil Street to Dean Street | 818 | 0 | Rathfarnham | AM Peak | 5.32 | 11.92 | 112 | N/A | N/A |
| 435 | 6.67 | 5.97 | 7.38 | 4.29 | Rathdown Park to Terenure Road East | 806 | 0 | Tallaght | AM Peak | 4.66 | 18.37 | 111 | 101/106 | 66/97 |
| 446 | 6.79 | 16.92 | 8.01 | N/A | Ratoath Road to North Circular Road | 841 | 0 | Blanchardstown | AM Peak | 3.83 | 22.94 | 110 | 41/106 | 82/97 |
| 942 | 7.23 | N/A | N/A | N/A | Raheny to Sybil Hill Road via All Saints Rd | 1893 | N/A | Howth Road | AM Peak | 4.73 | 9.32 | 109 | N/A | N/A |
| 683 | 7.31 | N/A | N/A | N/A | Raheny to Sybil Hill Road | 1386 | 964 | Howth Road | AM Peak | 5.30 | 9.45 | 108 | N/A | N/A |
| 870 | 7.60 | 8.94 | N/A | N/A | Shelern Rd to Blanchardstown Rd Sth Direct | 1836 | 332 | Blanchardstown | AM Peak | 5.13 | 23.78 | 107 | N/A | N/A |
| 294 | 8.02 | 8.33 | 10.53 | 9.87 | Stephen Street to Westmoreland Street | 655 | 514 | Rathfarnham | AM Peak | 5.84 | 14.04 | 106 | 90/106 | 64/97 |
| 507 | 8.04 | 35.88 | 26.48 | N/A | Casino Park to Fairview | 1133 | 1054 | Malahide | AM Peak | 4.92 | 13.55 | 105 | 5/106 | 11/97 |
| 220 | 8.13 | 10.34 | 6.60 | 5.88 | Ellis Quay to Arran Quay | 497 | 0 | Lucan | AM Peak | 5.25 | 38.08 | 104 | 79/106 | 89/97 |
| 269 | 8.30 | 6.36 | 6.95 | 6.81 | Westmoreland Street to Tara Street | 620 | 0 | Tallaght | AM Peak | 7.18 | 9.96 | 103 | 99/106 | 87/97 |
| 317 | 8.62 | 15.50 | 13.07 | 9.94 | Brookvale Road to Terenure Road East | 759 | 525 | Rathfarnham | AM Peak | 5.67 | 22.77 | 102 | 51/106 | 56/97 |
| 215 | 8.64 | 20.64 | N/A | N/A | Bray Main Street to Upper Dargle Road | 516 | 162 | Bray | AM Peak | 3.86 | 19.56 | 101 | N/A | N/A |

Table 12 Morning Peak Period League Table (continued)

| Quality Bus Corridors - Average Sectional Bus Speeds - League Table - November 2005 | | | | | | | | | | | | | | |
|---|----------------|-------|-------|-------|--|-----------------------|-----------------|------------------|-------------|----------|-----------|---------------|---------------|---------------|
| Ave Journey Time (S) | Ave Speed KM/H | 2004 | 2003 | 2002 | Section | Section Length Metres | Bus Lane Metres | QBC | Time Period | Range | | 2004 Position | 2003 Position | 2002 Position |
| | | | | | | | | | | Low KM/H | High KM/H | | | |
| 262 | 8.66 | 10.17 | N/A | N/A | Upper Dargle Road to Wilford Roundabout | 630 | 0 | Bray | AM Peak | 4.85 | 16.31 | 100 | N/A | N/A |
| 929 | 8.87 | N/A | N/A | N/A | Camden St Lwr to W'moreland St (15's) | 2290 | N/A | Tallaght | AM Peak | 8.00 | 10.86 | 99 | N/A | N/A |
| 240 | 8.92 | 10.10 | 7.82 | 8.08 | Parkgate Street to Ellis Quay | 595 | 558 | Lucan | AM Peak | 5.93 | 15.08 | 98 | 80/106 | 56/74 |
| 556 | 8.94 | 6.25 | 5.17 | 9.28 | Omni Park to Collins Avenue | 1423 | 1186 | Swords | AM Peak | 4.17 | 25.11 | 97 | 100/106 | 50/74 |
| 592 | 8.99 | 11.82 | 14.70 | N/A | Abbey Road to Foxrock Church | 1478 | 0 | Stillorgan | AM Peak | 6.29 | 13.57 | 96 | 69/106 | N/A |
| 973 | 9.03 | 9.99 | 8.69 | 9.30 | Richmond Road to O'Connell Street | 2441 | 2134 | Swords | AM Peak | 6.99 | 13.86 | 95 | 82/106 | 49/74 |
| 743 | 9.30 | 15.35 | 8.96 | N/A | Penny Hill Pub to Foxhunter | 1920 | 154 | Lucan | AM Peak | 6.32 | 35.81 | 94 | 53/106 | N/A |
| 166 | 9.32 | 8.18 | 7.59 | 7.13 | Canal to Camden Street Lower | 430 | 0 | Tallaght | AM Peak | 4.68 | 20.92 | 93 | 92/106 | 59/74 |
| 242 | 9.55 | 9.23 | 15.30 | N/A | Ballyfermot Rd/Le Fanu Rd to Kylemore Rd | 642 | 119 | North Clondalkin | AM Peak | 4.03 | 20.82 | 92 | 86/106 | N/A |
| 1760 | 9.56 | 16.44 | 16.43 | N/A | Lucan Superquinn to Penny Hill Pub | 4675 | N/A | Lucan | AM Peak | 9.33 | 9.81 | 91 | 45/106 | N/A |
| 292 | 9.58 | 7.80 | 13.26 | 7.54 | South Circular Road to Camden Street | 777 | 532 | Rathfarnham | AM Peak | 5.45 | 32.90 | 90 | 94/106 | 57/74 |
| 582 | 9.59 | 12.37 | 10.03 | 10.48 | Leeson Street to Westmoreland Street | 1551 | 570 | Stillorgan | AM Peak | 6.98 | 15.91 | 89 | 64/106 | 44/74 |
| 189 | 9.77 | 7.59 | 20.76 | 4.73 | Mount Tallant Avenue to Leinster Rd West | 513 | 417 | Rathfarnham | AM Peak | 5.14 | 41.04 | 88 | 96/106 | 67/74 |
| 101 | 9.87 | 9.84 | 9.59 | 6.69 | Rathfarnham Road to Brookvale Road | 277 | 0 | Rathfarnham | AM Peak | 4.75 | 19.95 | 87 | 84/106 | 62/74 |
| 206 | 9.87 | 8.44 | 6.85 | 3.52 | Camden Street to Stephen Street | 565 | 0 | Rathfarnham | AM Peak | 4.56 | 50.82 | 86 | 89/106 | 72/74 |
| 489 | 10.05 | 8.27 | 8.90 | 8.20 | Commarket to Westmoreland Street | 1365 | 197 | North Clondalkin | AM Peak | 7.49 | 12.04 | 85 | 91/106 | 55/74 |
| 209 | 10.25 | 19.85 | 8.37 | 40.43 | Fortfield Road to Rathdown Park | 595 | 519 | Tallaght | AM Peak | 5.03 | 44.62 | 84 | 30/106 | 4/74 |
| 143 | 10.95 | N/A | 9.26 | 8.85 | Amiens Street to Talbot Street | 435 | 0 | Malahide | AM Peak | 3.91 | 26.10 | 83 | N/A | 53/74 |
| 127 | 11.05 | 15.68 | N/A | N/A | Frederick St North to Parnell Sq East | 390 | 390 | Finglas | AM Peak | 7.84 | 28.09 | 82 | 49/106 | N/A |
| 674 | 11.14 | N/A | N/A | N/A | Camden St Lwr to W'moreland St Ealsfort | 2085 | N/A | Tallaght | AM Peak | 10.28 | 12.77 | 81 | N/A | N/A |
| 341 | 11.28 | 17.20 | 8.74 | 10.71 | Mount Brown to Commarket | 1088 | 721 | North Clondalkin | AM Peak | 5.83 | 21.24 | 80 | 40/106 | 42/74 |
| 260 | 11.30 | 14.61 | 14.54 | 5.03 | Terenure Road East to Mount Tallant Ave | 816 | 0 | Rathfarnham | AM Peak | 7.03 | 47.40 | 79 | 57/106 | 66/74 |
| 587 | 11.35 | 24.95 | 23.78 | 25.13 | Main Street Tallaght to West of M50 | 1860 | 1106 | Tallaght | AM Peak | 8.48 | 15.00 | 78 | 13/106 | 10/74 |
| 392 | 11.53 | 32.25 | 15.28 | 3.77 | Terenure Road East to Rathgar Road | 1256 | 1082 | Tallaght | AM Peak | 7.02 | 31.18 | 77 | 7/106 | 47/97 |
| 883 | 11.58 | 11.71 | N/A | N/A | Griffith Avenue to Dorset St Lower | 2840 | 1185 | Ballymun | AM Peak | 7.74 | 19.78 | 76 | N/A | N/A |
| 709 | 11.64 | 19.65 | 18.71 | N/A | Kylmore Road to Emmet Rd | 2292 | 109 | North Clondalkin | AM Peak | 6.42 | 39.67 | 75 | 33/106 | N/A |
| 343 | 11.66 | 11.51 | 9.90 | N/A | Richmond Road to Dorset Street Lower | 1111 | 946 | Swords | AM Peak | 6.64 | 34.49 | 74 | 70/106 | N/A |
| 530 | 11.73 | 22.20 | 21.44 | 26.79 | Rear of Town Centre to River Road R/bt | 1727 | N/A | Blanchardstown | AM Peak | 7.68 | 20.25 | 73 | 22/106 | Aug-74 |
| 177 | 11.74 | 11.96 | N/A | N/A | Cliftonville Road to Prospect Road | 578 | 457 | Ballymun | AM Peak | 5.46 | 34.68 | 72 | N/A | N/A |
| 124 | 12.28 | 20.76 | 11.99 | N/A | Bishop Street to Stephen Street | 423 | 0 | Rathfarnham | AM Peak | 6.02 | 38.05 | 71 | 26/106 | N/A |
| 185 | 12.36 | N/A | N/A | N/A | Nephin Road to Rastooth Road | 635 | 562 | Blanchardstown | AM Peak | 7.37 | 23.56 | 70 | N/A | N/A |

Table 12 Morning Peak Period League Table (continued)

| Quality Bus Corridors - Average Sectional Bus Speeds - League Table - November 2005 | | | | | | | | | | | | | | |
|---|----------------|-------|-------|-------|--|-----------------------|-----------------|------------------|-------------|----------|-----------|---------------|---------------|---------------|
| Ave Journey Time (S) | Ave Speed KM/H | 2004 | 2003 | 2002 | Section | Section Length Metres | Bus Lane Metres | QBC | Time Period | Range | | 2004 Position | 2003 Position | 2002 Position |
| | | | | | | | | | | Low KM/H | High KM/H | | | |
| 448 | 12.42 | N/A | N/A | N/A | St Joseph's Hosp to Shelerin Road | 1546 | 0 | Blanchardstown | AM Peak | 5.39 | 21.83 | 69 | N/A | N/A |
| 401 | 12.46 | 9.00 | 15.37 | 23.79 | Cloghran Rbt to Airport South | 1388 | 468 | Swords | AM Peak | 7.32 | 17.53 | 68 | 87/106 | 45/97 |
| 406 | 12.63 | 6.99 | N/A | N/A | Dean Street to Westmoreland Street | 1425 | 197 | Rathfarnham | AM Peak | 11.01 | 14.91 | 67 | N/A | N/A |
| 221 | 12.97 | 11.96 | N/A | N/A | Frederick St North to O'Connell Street | 796 | 796 | Swords | AM Peak | 6.18 | 34.11 | 66 | 67/106 | N/A |
| 257 | 13.41 | 10.99 | 13.89 | 15.38 | Prospect Road to Dorset Street Lower | 957 | 17 | Finglas | AM Peak | 8.83 | 23.76 | 65 | 75/106 | 54/97 |
| 276 | 13.59 | N/A | N/A | N/A | Sybil Hill Road to Collins Avenue | 1042 | 727 | Howth Road | AM Peak | 4.73 | 62.52 | 64 | N/A | N/A |
| 404 | 13.65 | 15.46 | 14.40 | 13.86 | Greencastle Road to North of Kilmore Road | 1532 | 998 | Malahide | AM Peak | 6.78 | 28.88 | 63 | 52/106 | 53/97 |
| 172 | 13.77 | 12.67 | 9.01 | N/A | Manor Street to Blackhall Place | 658 | 617 | Blanchardstown | AM Peak | 5.13 | 40.16 | 62 | 63/106 | 74/97 |
| 620 | 13.99 | 17.95 | 18.37 | 22.35 | Dun Laoghaire to Oliver Plunkett Road | 2409 | 0 | Stillorgan | AM Peak | 8.98 | 24.57 | 61 | 39/106 | 30/97 |
| 271 | 13.99 | 10.80 | 9.80 | N/A | Arran Quay to Bachelors Walk | 1067 | 936 | Lucan | AM Peak | 7.95 | 42.68 | 60 | 76/106 | 68/97 |
| 392 | 14.31 | 16.78 | 14.80 | N/A | Coldcut Road to Ballyfermot/Le Fanu Road | 1568 | 881 | North Clondalkin | AM Peak | 6.03 | 36.95 | 59 | 43/106 | 50/97 |
| 279 | 14.32 | 37.69 | N/A | N/A | Coolmine Road to Main Street | 1110 | 460 | Blanchardstown | AM Peak | 14.32 | 14.32 | 58 | 3/106 | N/A |
| 485 | 14.33 | 12.28 | N/A | N/A | Prospect Rd to Frederick St N via P'boro | 1931 | 182 | Ballymun | AM Peak | 10.09 | 20.88 | 57 | N/A | N/A |
| 778 | 14.48 | 15.56 | 15.10 | 12.41 | Oliver Plunkett Road to Foxrock Church | 3130 | 0 | Stillorgan | AM Peak | 10.18 | 22.95 | 56 | 50/106 | 49/97 |
| 930 | 15.04 | 11.90 | 17.31 | 19.96 | Cloghran Rbt to Airport South via Airport | 3886 | N/A | Swords | AM Peak | 13.32 | 16.87 | 55 | 68/106 | 32/97 |
| 107 | 15.23 | 20.74 | N/A | N/A | Clontarf Garage to Vernon Avenue | 453 | 453 | Clontarf | AM Peak | 7.21 | 44.05 | 54 | N/A | N/A |
| 159 | 15.24 | 10.58 | 15.14 | 14.33 | West of M50 to East of M50 | 673 | 0 | Tallaght | AM Peak | 11.27 | 22.22 | 53 | 78/106 | 48/97 |
| 887 | 15.33 | 18.43 | 15.72 | N/A | Fonthill Road South to Coldcut Road | 3778 | 772 | North Clondalkin | AM Peak | 10.80 | 25.56 | 52 | 37/106 | 43/97 |
| 310 | 15.50 | 14.05 | 18.77 | N/A | Morehampton Road to Leeson Street | 1335 | 653 | Stillorgan | AM Peak | 10.29 | 29.13 | 51 | 59/106 | 26/97 |
| 262 | 16.28 | 22.69 | 53.99 | 34.13 | Clare Hall to Priorswood Road | 1185 | 1107 | Malahide | AM Peak | 9.70 | 50.79 | 50 | 18/106 | 29/97 |
| 154 | 16.40 | 12.95 | N/A | N/A | Dorset St Lower to Frederick Street North | 703 | 703 | Finglas | AM Peak | 7.98 | 34.20 | 49 | 62/106 | N/A |
| 347 | 16.55 | 21.27 | 26.58 | 28.71 | West of M50 to Palmerston | 1595 | 390 | Lucan | AM Peak | 8.10 | 46.68 | 48 | 24/106 | 10/97 |
| 322 | 16.61 | 22.47 | N/A | N/A | Shankill to Loughlinstown Roundabout | 1486 | 323 | Bray | AM Peak | 13.65 | 22.29 | 47 | N/A | N/A |
| 128 | 16.71 | 11.36 | 10.09 | 9.26 | Leinster Road to Canal | 594 | 348 | Tallaght | AM Peak | 6.18 | 61.13 | 46 | 72/106 | 65/97 |
| 169 | 16.83 | 21.12 | N/A | N/A | Griffith Avenue to Botanic Avenue | 792 | 754 | Ballymun | AM Peak | 9.70 | 37.03 | 45 | N/A | N/A |
| 881 | 17.09 | 13.76 | 17.22 | 18.52 | Priorswood Rd to Greencastle Rd via D'dale | 4089 | 0 | Malahide | AM Peak | 12.78 | 21.87 | 44 | 60/106 | 33/97 |
| 714 | 17.11 | 20.25 | 19.33 | 13.15 | Foxrock Church to Mount Merrion Avenue | 3393 | 3393 | Stillorgan | AM Peak | 11.90 | 34.12 | 43 | 28/106 | 23/97 |
| 316 | 17.45 | 15.99 | 15.67 | 17.73 | Collins Avenue to Richmond Road | 1532 | 1183 | Swords | AM Peak | 7.62 | 46.35 | 42 | 47/106 | 44/97 |
| 663 | 17.52 | 11.41 | 26.63 | 24.45 | Tallaght Bypass to Main Street | 3226 | N/A | Tallaght | AM Peak | 16.29 | 18.94 | 41 | 71/106 | 9/97 |
| 386 | 17.69 | 20.52 | 16.70 | N/A | Fairview to Amiens Street | 1897 | 1529 | Malahide | AM Peak | 11.57 | 51.34 | 40 | 27/106 | 36/97 |
| 212 | 18.24 | 15.16 | 17.42 | 24.78 | B'town Rd South to Rear of Town Centre | 1074 | N/A | Blanchardstown | AM Peak | 10.95 | 31.95 | 39 | 55/106 | 31/97 |
| 471 | 18.31 | 22.39 | 18.83 | 19.46 | Ashtown Roundabout to Ratoath Road | 2395 | 2045 | Blanchardstown | AM Peak | 11.48 | 29.43 | 38 | 21/106 | 25/97 |

Table 12 Morning Peak Period League Table (continued)

| Quality Bus Corridors - Average Sectional Bus Speeds - League Table - November 2005 | | | | | | | | | | | | | | |
|---|----------------|-------|-------|-------|--|-----------------------|-----------------|------------------|-------------|----------|-----------|---------------|---------------|---------------|
| Ave Journey Time (S) | Ave Speed KM/H | 2004 | 2003 | 2002 | Section | Section Length Metres | Bus Lane Metres | QBC | Time Period | Range | | 2004 Position | 2003 Position | 2002 Position |
| | | | | | | | | | | Low KM/H | High KM/H | | | |
| 492 | 18.48 | 15.95 | 15.92 | 9.59 | Donnybrook to Leeson Street | 2525 | 1787 | Stillorgan | AM Peak | 13.14 | 30.30 | 48/106 | 41/97 | 48/74 |
| 153 | 18.50 | 10.66 | 9.68 | N/A | Heuston Station to Ellis Quay | 785 | 393 | Lucan | AM Peak | 10.20 | 67.29 | 77/106 | 69/97 | N/A |
| 131 | 18.51 | 16.09 | 11.96 | 10.59 | St Davids Wood to Collins Avenue | 671 | 601 | Malahide | AM Peak | 8.53 | 58.95 | 46/106 | 60/97 | 43/74 |
| 164 | 18.68 | 16.89 | 20.02 | N/A | Tyrconnell Road to South Circular Road | 851 | 334 | North Clondalkin | AM Peak | 9.73 | 48.63 | 42/106 | 22/97 | N/A |
| 233 | 18.76 | 27.18 | 22.49 | 12.47 | Oldbridge Road to Forthfield Road | 1212 | 245 | Tallaght | AM Peak | 12.50 | 28.89 | 33 | 10/106 | 38/74 |
| 328 | 18.87 | 20.03 | 21.05 | 18.31 | Btown Rd South to Coolmine Road | 1719 | 388 | Blanchardstown | AM Peak | 18.87 | 18.87 | 29/106 | 20/97 | 22/74 |
| 279 | 18.98 | N/A | N/A | N/A | Phibsboro Road/MCR to Frederick St North | 1471 | 0 | Ballymun | AM Peak | 11.51 | 33.73 | N/A | N/A | N/A |
| 377 | 20.03 | 18.73 | 17.05 | 13.20 | Oakdown Road to Rathfarnham Road | 2098 | 1900 | Rathfarnham | AM Peak | 12.59 | 32.84 | 35/106 | 34/97 | 34/74 |
| 167 | 20.50 | 23.77 | 22.67 | 14.32 | Conyngham Road to Parkgate Street | 951 | 674 | Lucan | AM Peak | 9.98 | 45.04 | 29 | 15/106 | 31/74 |
| 196 | 21.12 | 24.99 | 16.56 | N/A | South Circular Road to Mount Brown | 1150 | 278 | North Clondalkin | AM Peak | 14.43 | 34.50 | 28 | 12/106 | N/A |
| 616 | 21.25 | 22.49 | 34.45 | 17.24 | Swords County Council to Cloghan R't | 3636 | 2016 | Swords | AM Peak | 14.53 | 43.92 | 27 | 20/106 | 26/74 |
| 288 | 22.00 | N/A | N/A | N/A | Ashtown Roundabout to Nephin Road | 1760 | 1483 | Blanchardstown | AM Peak | 14.40 | 36.63 | 26 | N/A | N/A |
| 608 | 22.15 | 27.05 | 16.98 | 27.88 | Airport South to Omni Park | 3741 | 3063 | Swords | AM Peak | 14.36 | 39.61 | 25 | 11/106 | 35/97 |
| 155 | 22.98 | 36.45 | 35.70 | 51.00 | Priorswood Rd to Greencastle Rd - Direct | 992 | 671 | Malahide | AM Peak | 14.88 | 63.79 | 24 | 4/106 | 1/74 |
| 511 | 23.01 | 21.45 | 21.34 | 12.71 | Mount Merrion Avenue to Donnybrook | 3267 | 2908 | Stillorgan | AM Peak | 15.70 | 35.43 | 23 | 23/106 | 36/74 |
| 186 | 23.03 | 19.09 | 12.82 | N/A | Donnybrook to Morehampton Road | 1190 | 1134 | Stillorgan | AM Peak | 12.31 | 50.39 | 22 | 34/106 | 57/97 |
| 868 | 23.43 | N/A | N/A | N/A | Palmerston to Conyngham Road | 4347 | 540 | Lucan | AM Peak | 17.23 | 30.27 | 21 | N/A | N/A |
| 404 | 23.64 | 32.05 | N/A | N/A | Loughlinstown Rbt to Cabinteely South | 2653 | 2137 | Bray | AM Peak | 21.75 | 27.13 | 20 | N/A | N/A |
| 134 | 23.78 | 17.60 | N/A | N/A | Shanganagh Cemetery to Shankill | 885 | 0 | Bray | AM Peak | 20.17 | 28.70 | 19 | N/A | N/A |
| 304 | 24.16 | 27.56 | 39.91 | N/A | Swords Main St to Airside Business Park | 2040 | 851 | Swords | AM Peak | 14.90 | 42.95 | 18 | 9/106 | 3/97 |
| 204 | 24.92 | 24.23 | 21.27 | 40.02 | East of M50 to Oldbridge Road | 1412 | 1162 | Tallaght | AM Peak | 13.93 | 54.06 | 17 | 14/106 | 5/74 |
| 249 | 25.08 | N/A | N/A | N/A | Vernon Avenue to Alfie Byrne Road | 923 | 923 | Clontarf | AM Peak | 13.67 | 63.75 | 16 | N/A | N/A |
| 266 | 26.74 | 14.94 | N/A | N/A | Ballymun Civic Centre to Griffith Avenue | 1976 | 1650 | Ballymun | AM Peak | 17.74 | 46.49 | 15 | N/A | N/A |
| 175 | 27.03 | 23.10 | 43.39 | N/A | Airside Business Park to Cloghan Rbt | 1314 | 1165 | Swords | AM Peak | 18.12 | 42.23 | 14 | 17/106 | 2/97 |
| 311 | 27.13 | N/A | N/A | N/A | Con Colbert Road to Ellis Quay | 2344 | 1369 | Lucan | AM Peak | 18.55 | 46.11 | 13 | N/A | N/A |
| 413 | 28.09 | 18.14 | 24.11 | 19.20 | Finglas Road to Prospect Road | 3222 | 2978 | Finglas | AM Peak | 21.01 | 47.35 | 12 | 38/106 | 12/97 |
| 150 | 28.22 | 22.76 | N/A | N/A | Fonthill Rd North to Fonthill Rd South | 1176 | 1036 | North Clondalkin | AM Peak | 18.41 | 51.02 | 11 | 19/106 | N/A |
| 144 | 28.73 | 20.87 | 16.12 | N/A | Oliver Plunkett Road to Abbey Road | 1652 | 0 | Stillorgan | AM Peak | 10.85 | 72.51 | 10 | 25/106 | 40/97 |
| 230 | 30.65 | 47.95 | 36.91 | 44.62 | New River Road to Ashtown Roundabout | 1968 | 1968 | Blanchardstown | AM Peak | 23.98 | 47.62 | 9 | 2/106 | 4/97 |
| 113 | 31.20 | 10.05 | 16.69 | 22.40 | River Road Rbt to New River Road | 963 | 300 | Blanchardstown | AM Peak | 23.43 | 45.97 | 8 | 81/106 | 14/74 |
| 170 | 33.02 | 30.93 | 22.72 | N/A | Con Colbert Road to Heuston Station | 1559 | 966 | Lucan | AM Peak | 26.35 | 46.01 | 7 | 8/106 | N/A |
| 218 | 34.96 | 23.67 | N/A | N/A | Cabinteely South to Foxrock Church | 2117 | 2017 | Bray | AM Peak | 22.41 | 54.44 | 6 | N/A | N/A |

Table 12 Morning Peak Period League Table (continued)

| Quality Bus Corridors - Average Sectional Bus Speeds - League Table - November 2005 | | | | | | | | | | | | | | |
|---|----------------|-------|-------|-------|--|-----------------------|-----------------|-------------|-------------|----------|-----------|---------------|---------------|---------------|
| Ave Journey Time (S) | Ave Speed KM/H | 2004 | 2003 | 2002 | Section | Section Length Metres | Bus Lane Metres | QBC | Time Period | Range | | 2004 Position | 2003 Position | 2002 Position |
| | | | | | | | | | | Low KM/H | High KM/H | | | |
| 398 | 34.99 | N/A | N/A | N/A | Palmerston to Con Colbert Road | 3668 | 3668 | Lucan | AM Peak | 28.77 | 50.64 | N/A | N/A | N/A |
| 129 | 35.80 | N/A | N/A | N/A | Collins Avenue East to Copeland Avenue | 1293 | 319 | Howth Road | AM Peak | 14.65 | 76.98 | N/A | N/A | N/A |
| 103 | 36.45 | 18.53 | 26.63 | 14.90 | Harolds Cross Road to Clanbrassil Street | 1043 | 845 | Rathfarnham | AM Peak | 12.77 | 75.13 | 36/106 | 24/97 | 58/74 |
| 199 | 36.65 | 34.24 | 30.01 | 25.86 | Foxhunter to West of M50 | 2026 | 2026 | Lucan | AM Peak | 24.72 | 66.32 | 6/106 | 7/97 | 9/74 |
| 81 | 55.02 | 36.09 | N/A | N/A | Wilford R'bout to Shanganagh Cemetery | 1238 | 259 | Bray | AM | 45.94 | 67.53 | N/A | N/A | N/A |

14 Graphs

Data from the roadside surveys can be used effectively to produce graphs for all sections of each QBC.

The benefit in producing graphs is that the variations in individual bus operating speeds can be shown pictorially.

The results may help to pinpoint problems in particular sections at specific times.

Tables 13a to 13w are examples from each QBC of how the information can be displayed. A selection of results is shown from both the AM peak period covering inbound services from 0700 to 1000 and also PM peak outbound services from 1600 to 1900.

Each graph shows the speed of every individual bus over the section, the average bus journey speed on the section for the survey period, the minimum target bus speed as set out in the QBC Specification and, where available, the average car journey speed on the same section.

The x axis plots the individual bus times at the start of the section.
The y axis plots bus speed expressed in kilometres per hour.

Blanchardstown QBC

Tables 13a, 13b and 13c are examples of the results from **Blanchardstown QBC**.

Table 13a shows the section from Ratoath Road to Ormond Quay, a distance of 3159 metres. Although there is bus priority of 1049 metres on this section, this is split into 4 short sections, 408 metres and 329 metres between North Circular Road and Blackhall Place and 172 metres and 140 metres on Inns Quay and Ormond Quay respectively.

- All buses after 0733 operated at speeds of less than 8 kilometres per hour
- The slowest bus operated at 4.80 kilometres per hour at 0901
- This slowest bus took 39 minutes 30 seconds to travel along this section

Table 13b shows a sub-section of the above from North Circular Road to Manor Street, a distance of 659 metres with 120 metres of bus priority

- All buses after 0804 operated at speeds of less than 7 kilometres per hour
- In the period from 0810 to 0857 all 18 buses operated at speeds of less than 4 kilometres per hour
- The slowest bus operated at 2.57 kilometres per hour at 0832
- This slowest bus took 14 minutes 35 seconds to travel this short section

Table 13c shows the PM peak outbound section from the terminus in Hawkins Street to Merchants Quay. Buses operate via College Green, Dame Street, Lord Edward Street and Winetavern Street to Join the South Quay sat Merchants Quay. The total distance is 1416 metres and there are no priority measures for buses. The graph shows the following:

- All buses operated at speeds of less than 7 kilometres per hour
- The fastest bus operated at 6.73 kilometres per hour
- The fastest journey time on this section was 12 minutes 26 seconds at 1627
- The slowest bus operated at 3.61 kilometres per hour at 1629
- This slowest bus took 23 minutes 34 seconds to travel this short section
- The range of bus speeds is low with all buses throughout the period experiencing congestion

Table 13a Blanchardstown QBC

**Ratoath Road to Ormond Quay Bus Speeds AM Peak
3159 Metres 1049 Metres of Bus Lane**

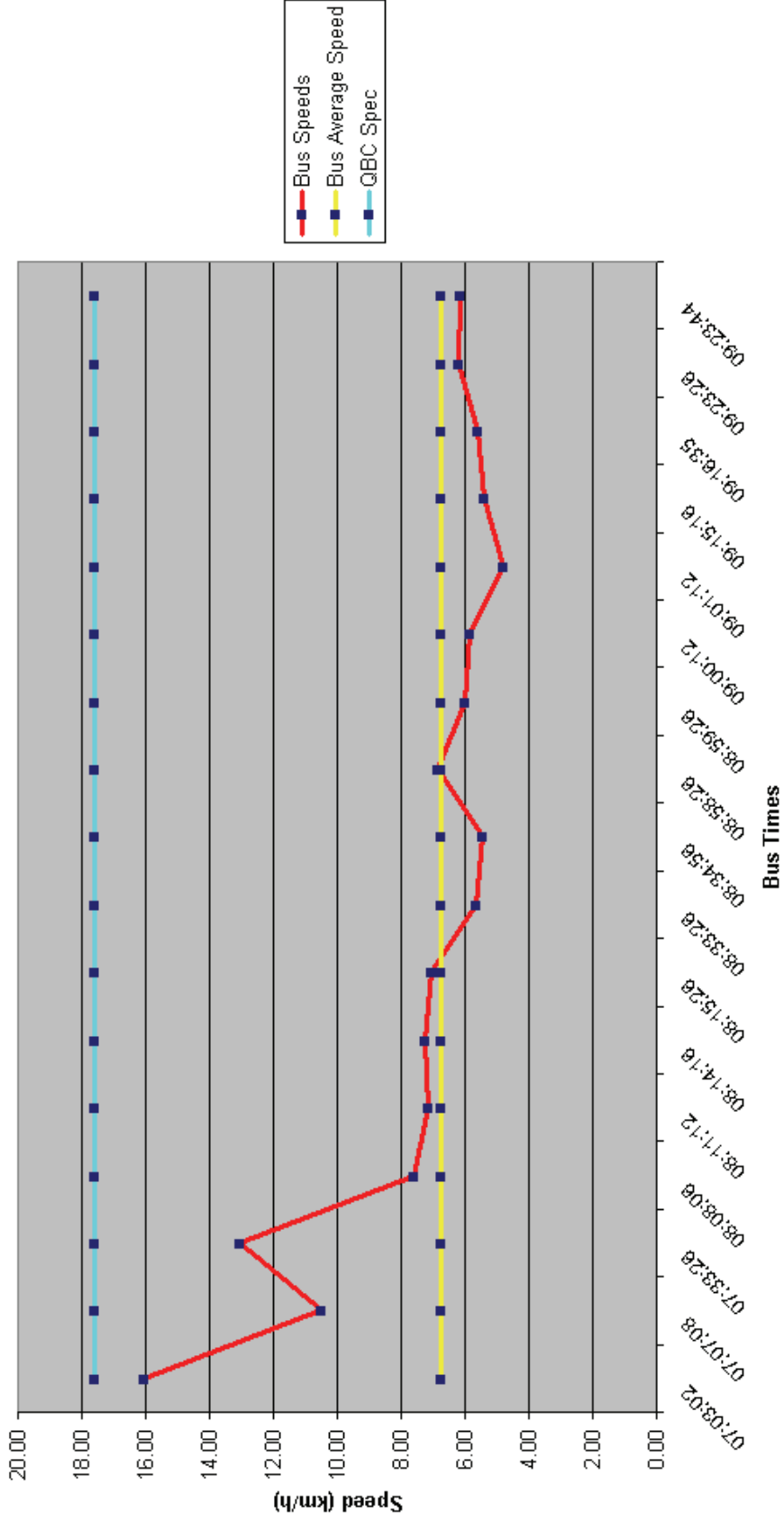


Table 13b Blanchardstown QBC

**North Circular Road to Manor Street Bus Speeds AM Peak
659 Metres 120 Metres of Bus Lane**

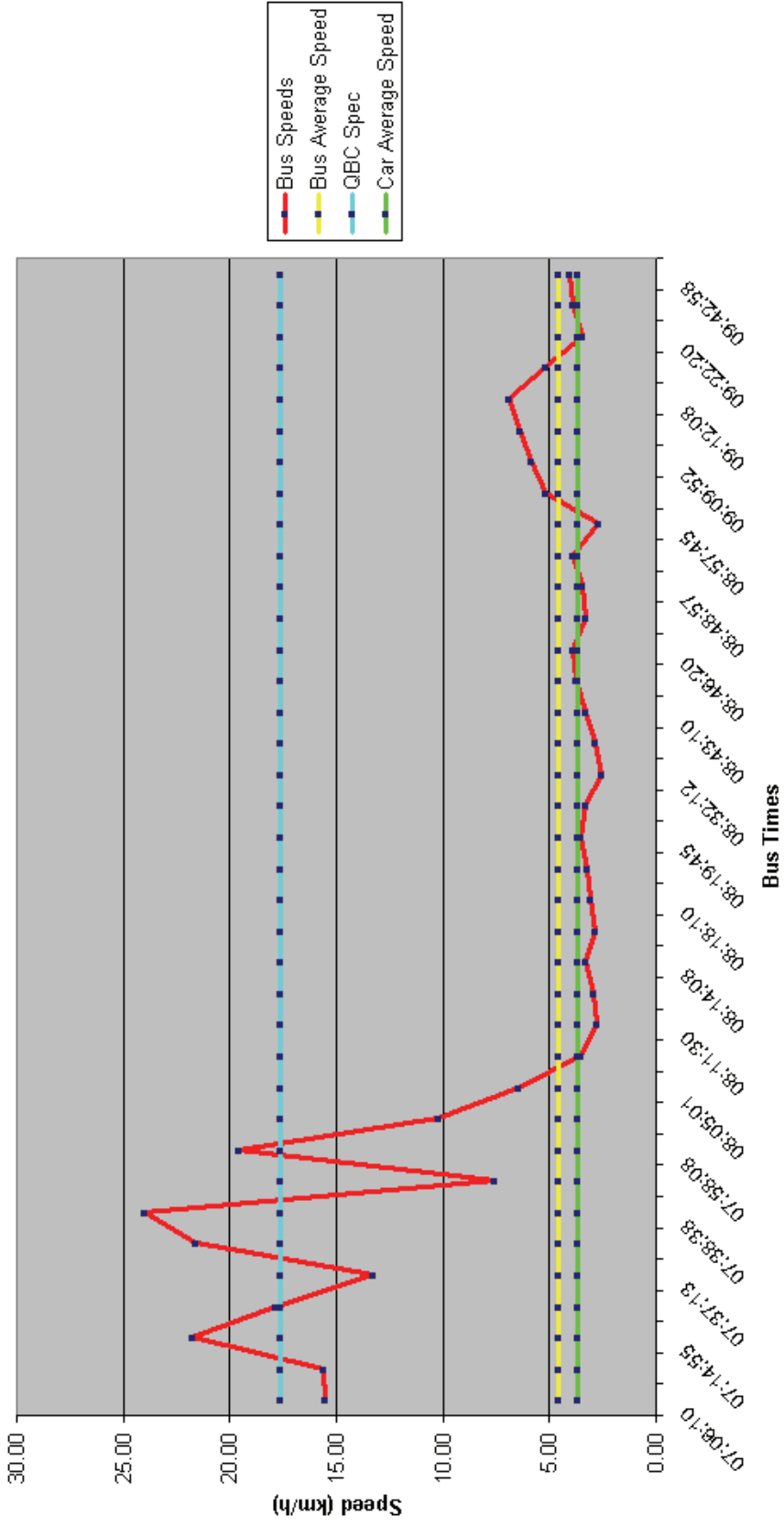
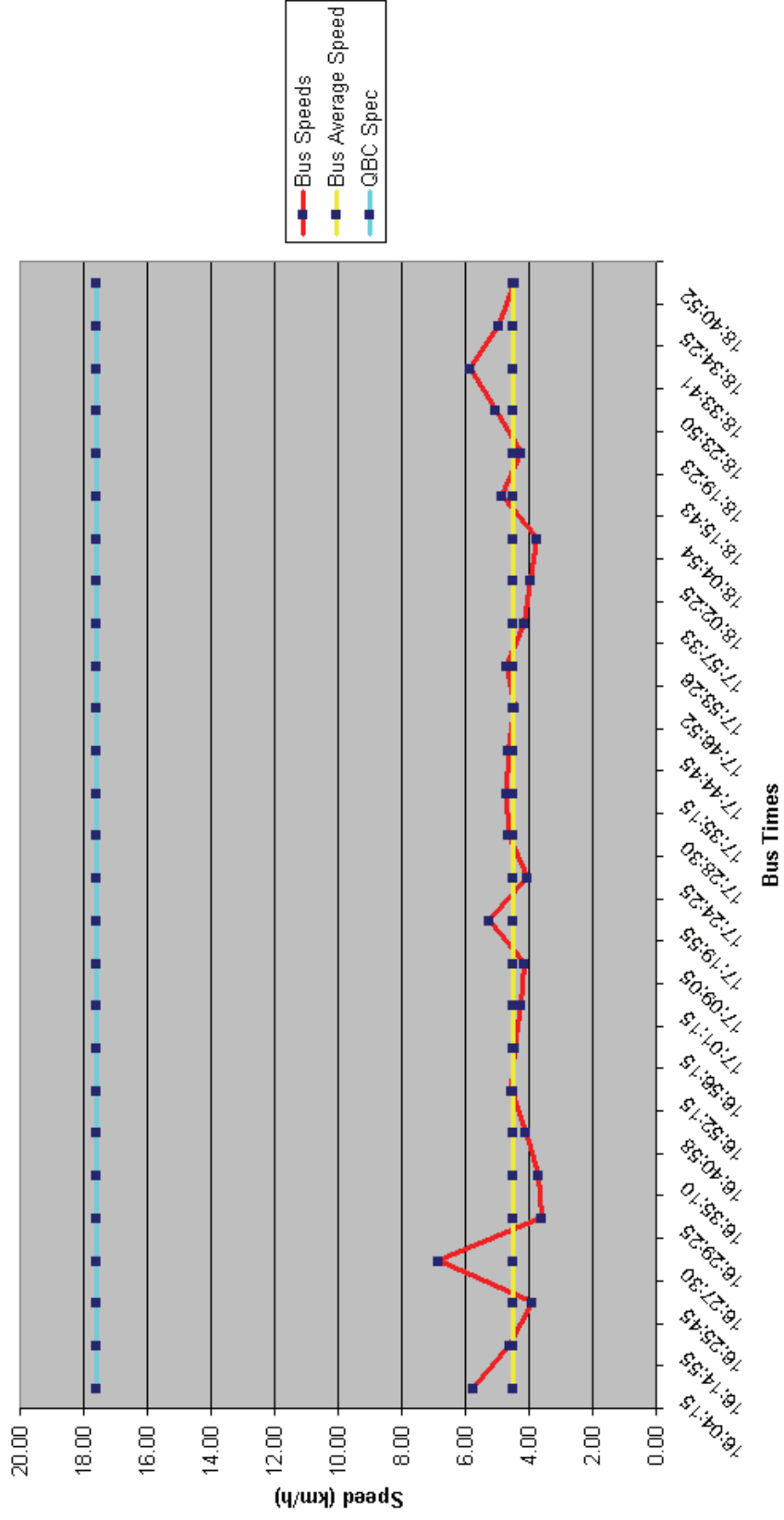


Table 13c Blanchardstown QBC

**Hawkins Street to Merchants Quay Bus Speeds PM Peak
1416 Metres 0 Metres of Bus Lane**



Finglas QBC

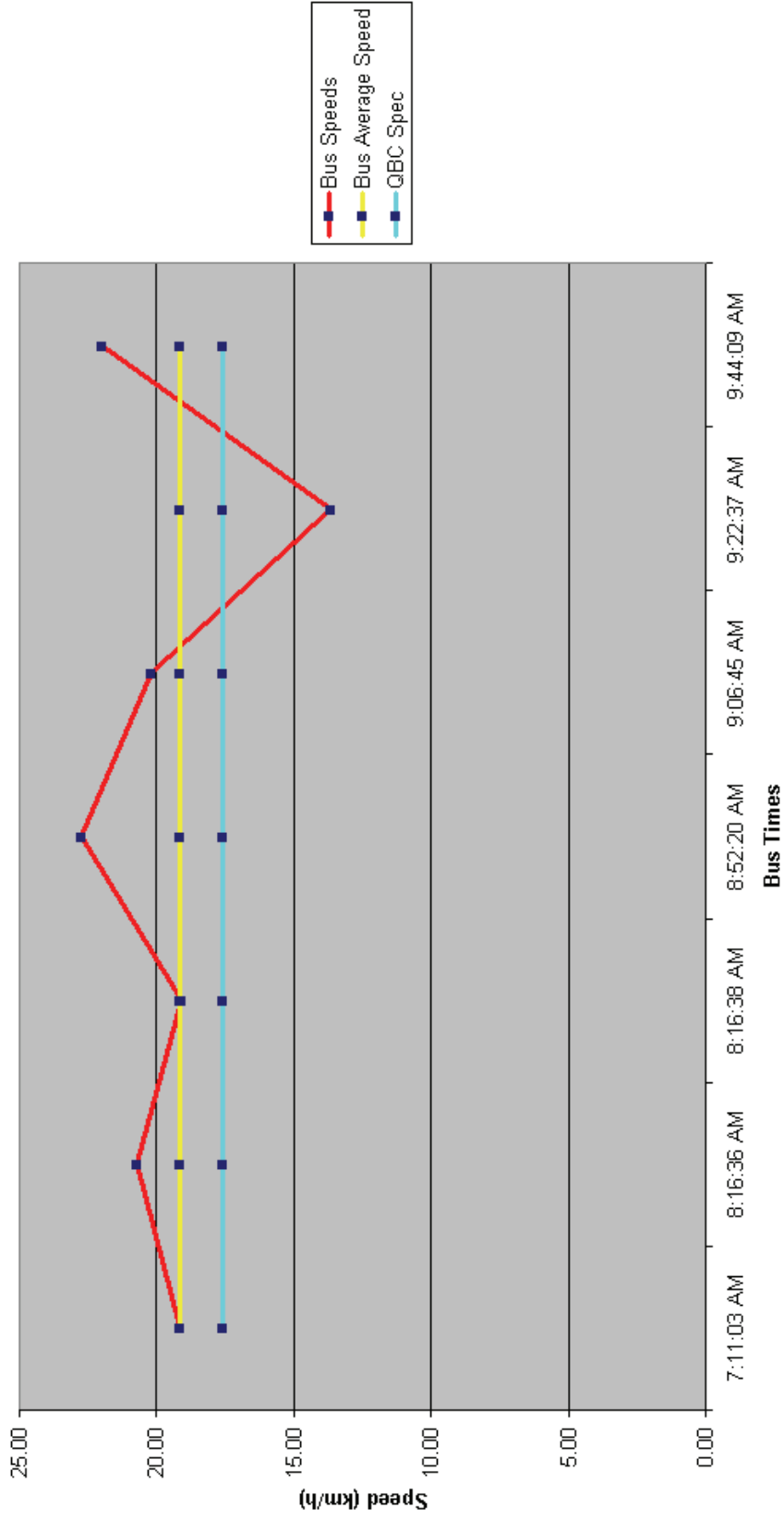
Table 13d shows the corridor from Finglas Road with its junction with Main Street to the terminus at Parnell Square East, a distance of 5272 metres with bus priority amounting to 4088 metres.

The graph shows the following:

- Bus average speed exceeds the QBC specification
- The high level of bus priority results in journey times of between 15 and 20 minutes

Table 13d Finglas QBC

**Finglas Road to Parnell Square East Bus Speeds AM Peak
5272 Metres 4088 Metres of Bus Lane**



Lucan QBC

Tables 13e, 13f and 13g are examples of the results from Lucan QBC.

Table 13e shows the corridor from the Foxhunter public house on the N4 dual carriageway to Bachelors Walk for those buses operating via the Chapelizod bypass. The corridor measures 11397 metres with bus priority amounting to 8579 metres.

The graph shows the following:

- Average bus speed of 23.38 kilometres per hour comfortably exceeds the QBC specification
- Average bus speed of 23.38 kilometres per hour comfortably exceeds car average speed of 20.12 kilometres per hour
- All buses operate at speeds in excess of the QBC specification
- The low range of bus speeds indicates the effectiveness of the bus priority measures on this corridor

Table 13f shows the section from Con Colbert Road to Heuston Station. This section measures 1559 metres of which 966 metres has bus priority.

The graph shows the following:

- Bus average speed of 33 kilometres per hour comfortably exceeds the QBC specification
- Bus average speed and car average speed are very similar
- No buses are caught up in traffic congestion

Table 13g shows the section from Ellis Quay to Arran Quay on the North Quays. On this short section of 497 metres there is no bus priority.

The graph shows the following:

- Bus average speed is well below QBC specification
- After 0713 all buses except two operate at speeds below 13 kilometres per hour
- The slowest bus operated at 5.25 kilometres per hour at 0759
- This slowest bus took 5 minutes 41 seconds to travel this short section
- Bus and car average speed are very similar

Table 13e Lucan QBC

**Foxhunter to Bachelors Walk Bus Speeds AM Peak
11397 Metres of Bus Lane**

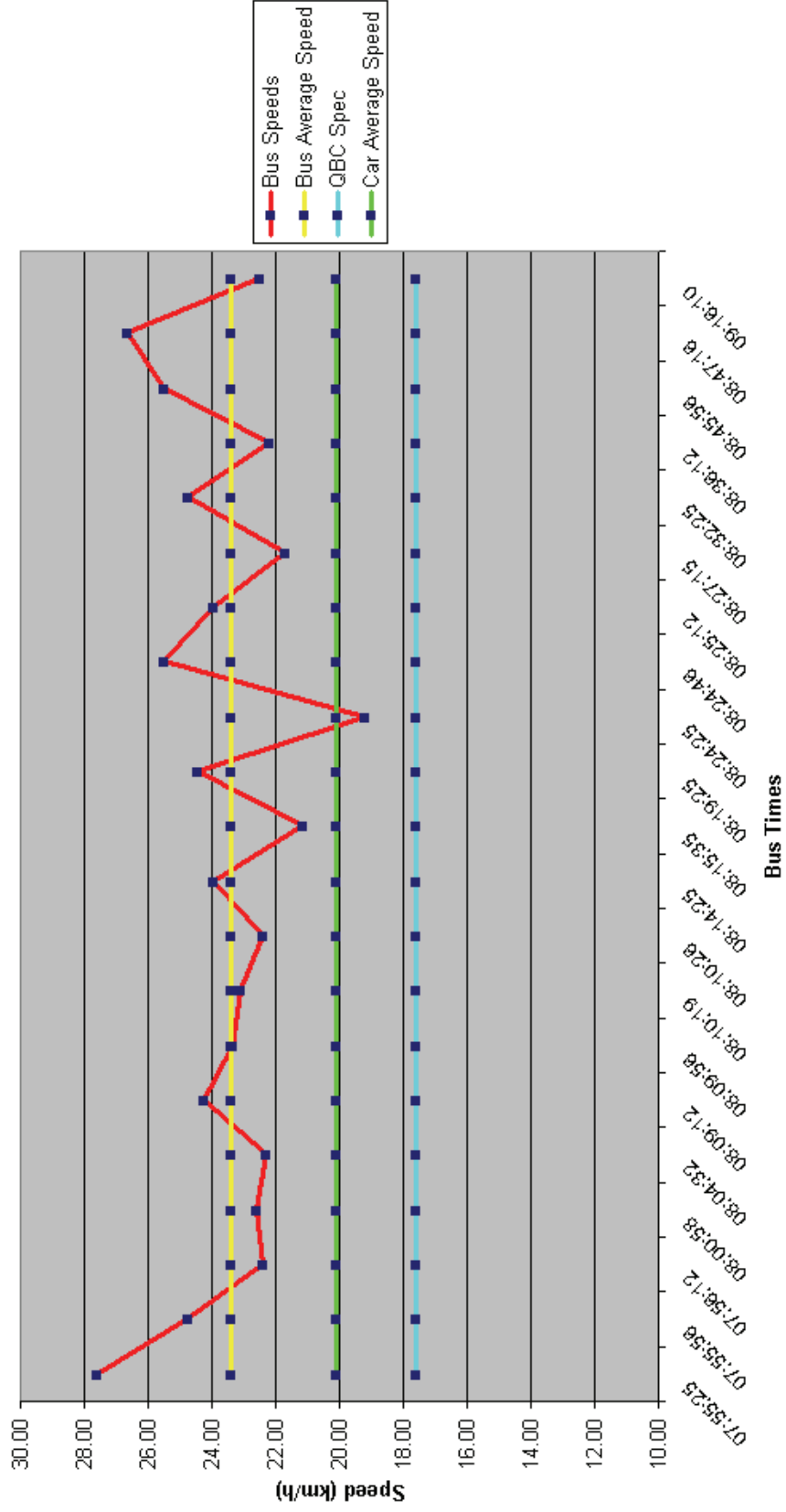


Table 13f Lucan QBC

Con Colbert Road to Heuston Station Bus Speeds AM Peak
1559 Metres 966 Metres of Bus Lane

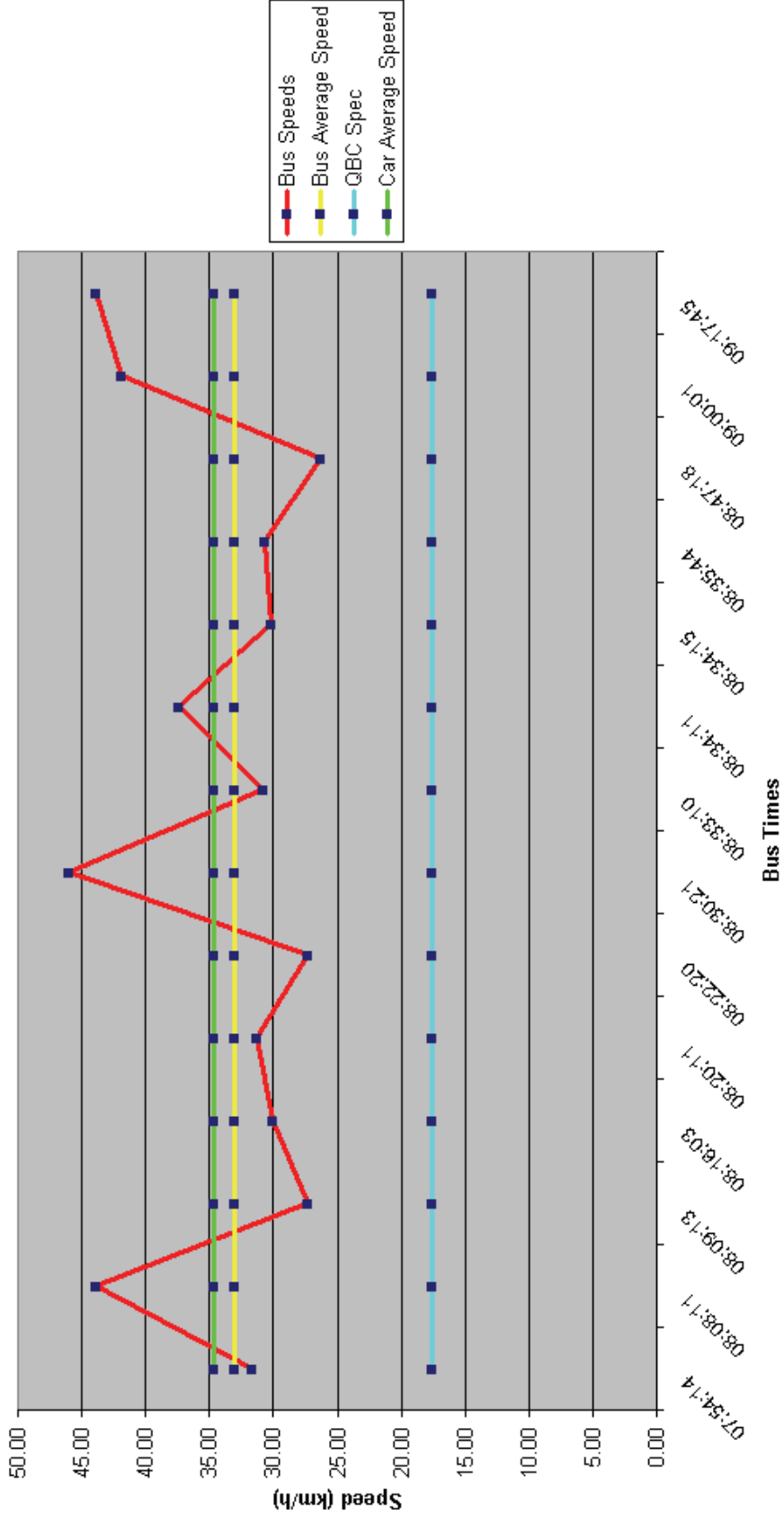
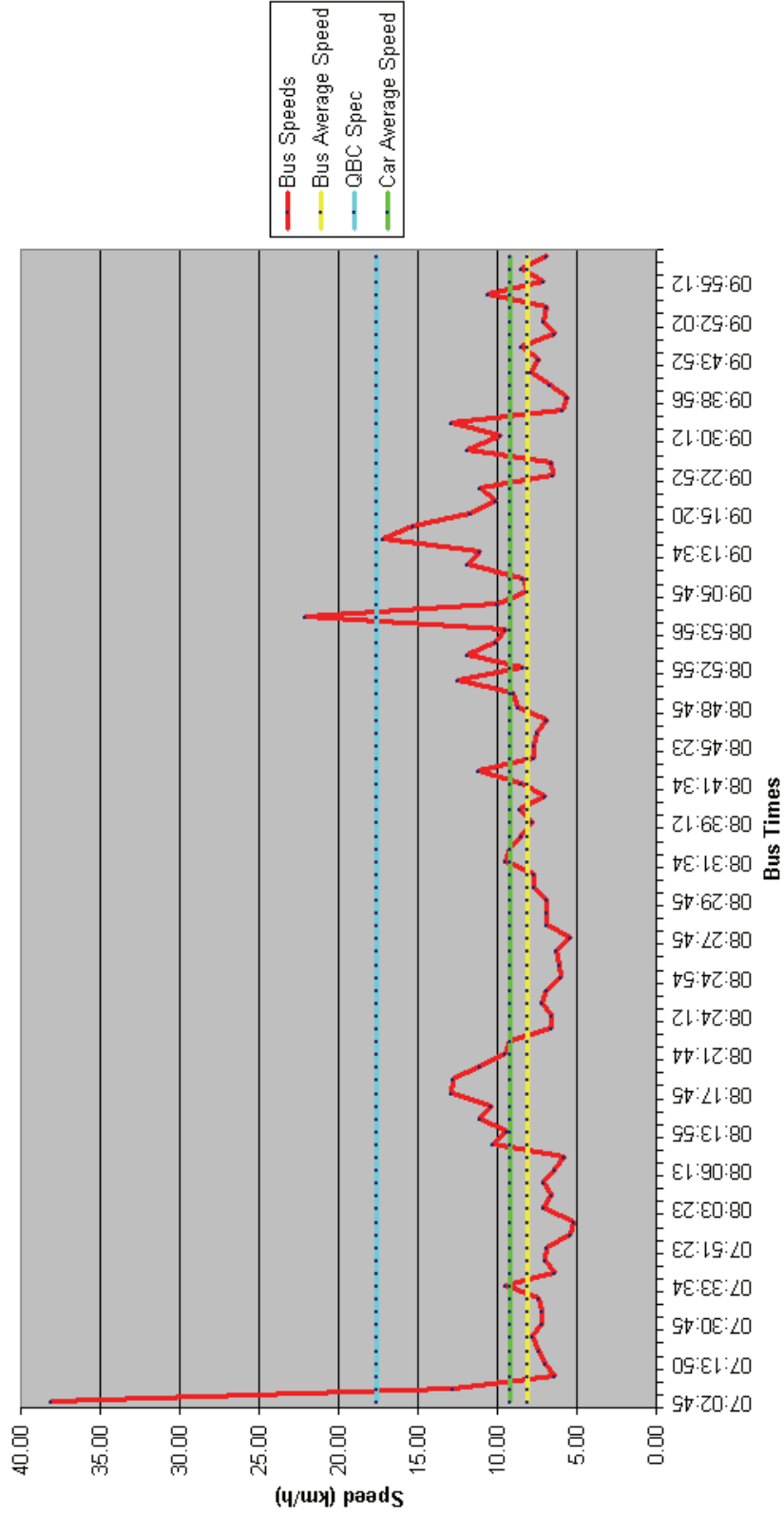


Table 13g Lucan QBC

**Ellis Quay to Arran Quay Bus Speeds AM Peak
497 Metres 0 Metres of Bus Lane**



Malahide QBC

Tables 13h, 13i and 13j are examples of the results from Malahide QBC.

Table 13h shows the corridor from Greencastle Road to Amiens Street measuring 5701 metres of which 4182 metres has bus priority.

The graph shows the following results:

- Bus average speed at 11.83 kilometres per hour is well below the QBC specification
- No bus in the am peak operates at the QBC specification level
- Bus average speed exceeds car average speed
- The chart shows that congestion builds up progressively with the slowest bus operating at 7.99 kilometres per hour at 0823

Table 13i shows the short 318 metre section from Collins Avenue East to Casino Park which has no bus priority.

The graph shows the following results:

- Both bus and car average speed is at walking pace
- The slowest bus took 7 minutes 13 seconds to operate through this section

The results from this section are very similar to those for the short 150 metre section north and south of the junction with Kilmore Road. The poor performance of these two sections contributed significantly to the overall corridor performance.

Table 13j shows the section between Fairview and Amiens Street, a distance of 1897 metres of which 1529 metres has bus priority.

The graph shows the following results:

- Bus average speed at 17.70 kilometres per hour marginally exceeds the QBC specification
- Bus average speed comfortably exceeds car average speed of 9.67 kilometres per hour
- As bus priority is not continuous the chart shows an inconsistent range of bus operating speeds over the survey period

Table 13h Malahide QBC

**Greencastle Road to Amiens Street Bus Speeds AM Peak
5701 Metres 4182 Metres of Bus Lane**

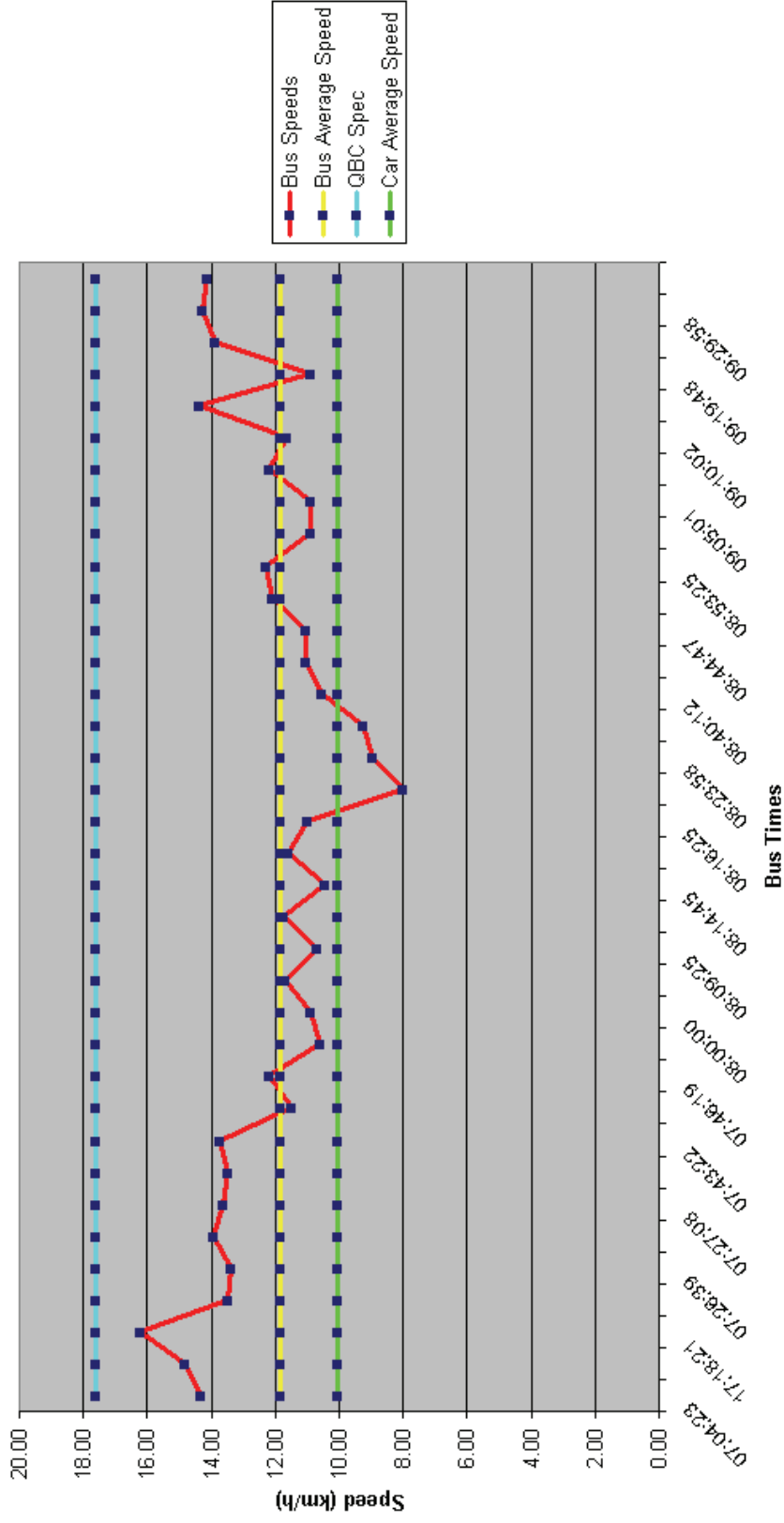


Table 13i Malahide QBC

**Collins Avenue to Casino Park Bus Speeds AM Peak
318 Metres 0 Metres of Bus Lane**

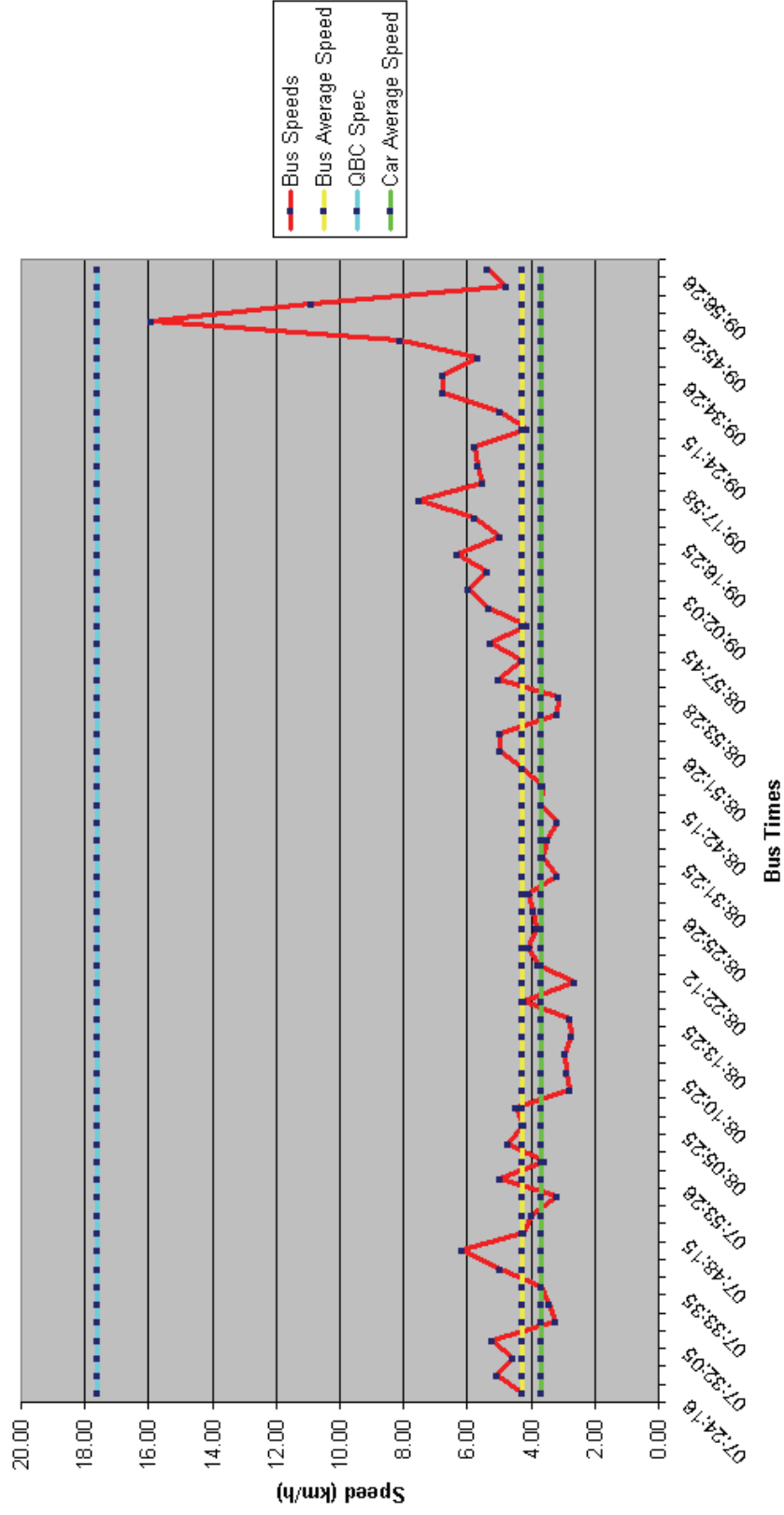
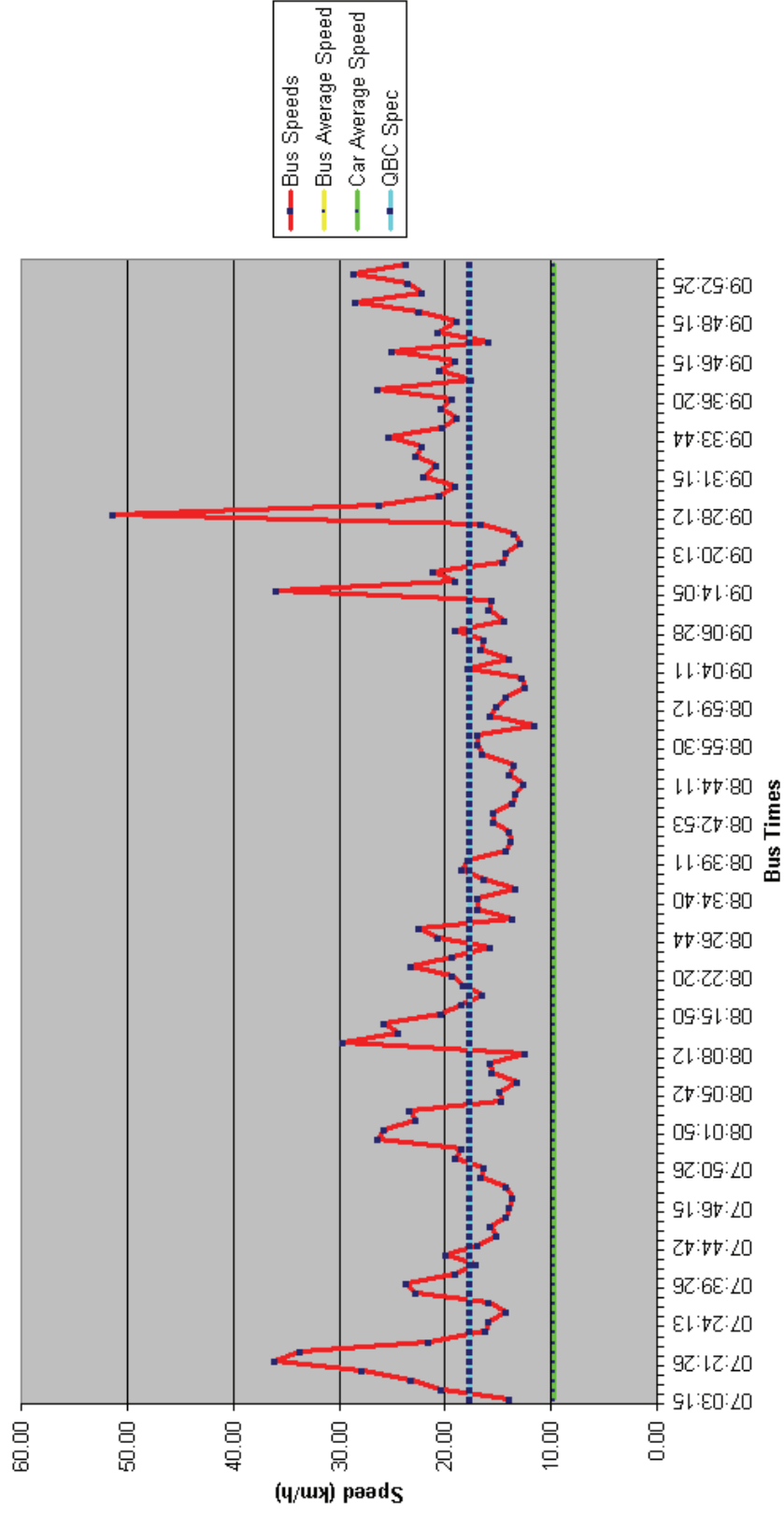


Table 13j Malahide QBC

**Fairview to Amiens Street Bus Speeds AM Peak
1897 Metres 1529 Metres of Bus Lane**



North Clondalkin QBC

Tables 13k and **13l** are examples from North Clondalkin QBC.

Table 13k shows the corridor from Coldcut Road to Westmoreland Street, a distance of 8926 metres with 2639 metres of bus priority.

The graph shows the following results:

- Bus average speed of 12.26 kilometres per hour is well below the QBC specification
- After 0728 all buses operated at speeds of less than 13 kilometres per hour

Table 13l shows the section from Ballyfermot/Kylemore Road to Emmet Road measuring 2292 metres with 109 metres of bus priority.

The graph shows the following results:

- Although bus average speed was 11.63 kilometres per hour all buses between 0752 and 0914 operated at lower speeds
- The slowest bus operated at 6.42 kilometres per hour at 0850
- This bus took 21 minutes 26 seconds to operate through this section

Table 13k North Clondalkin QBC

**Coldcut Road to Westmoreland Street Bus Speeds AM Peak
8926 Metres 2639 Metres of Bus Lane**

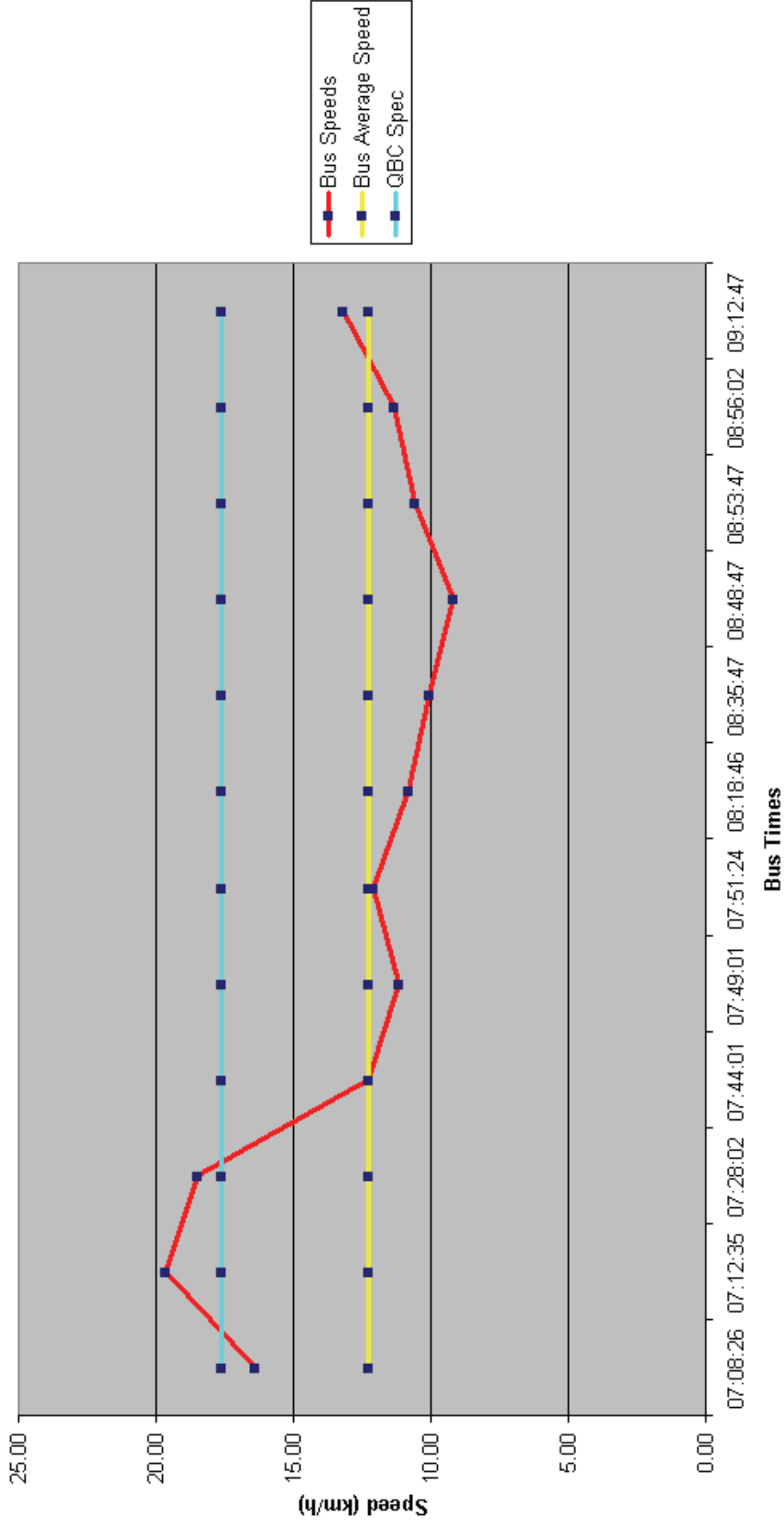
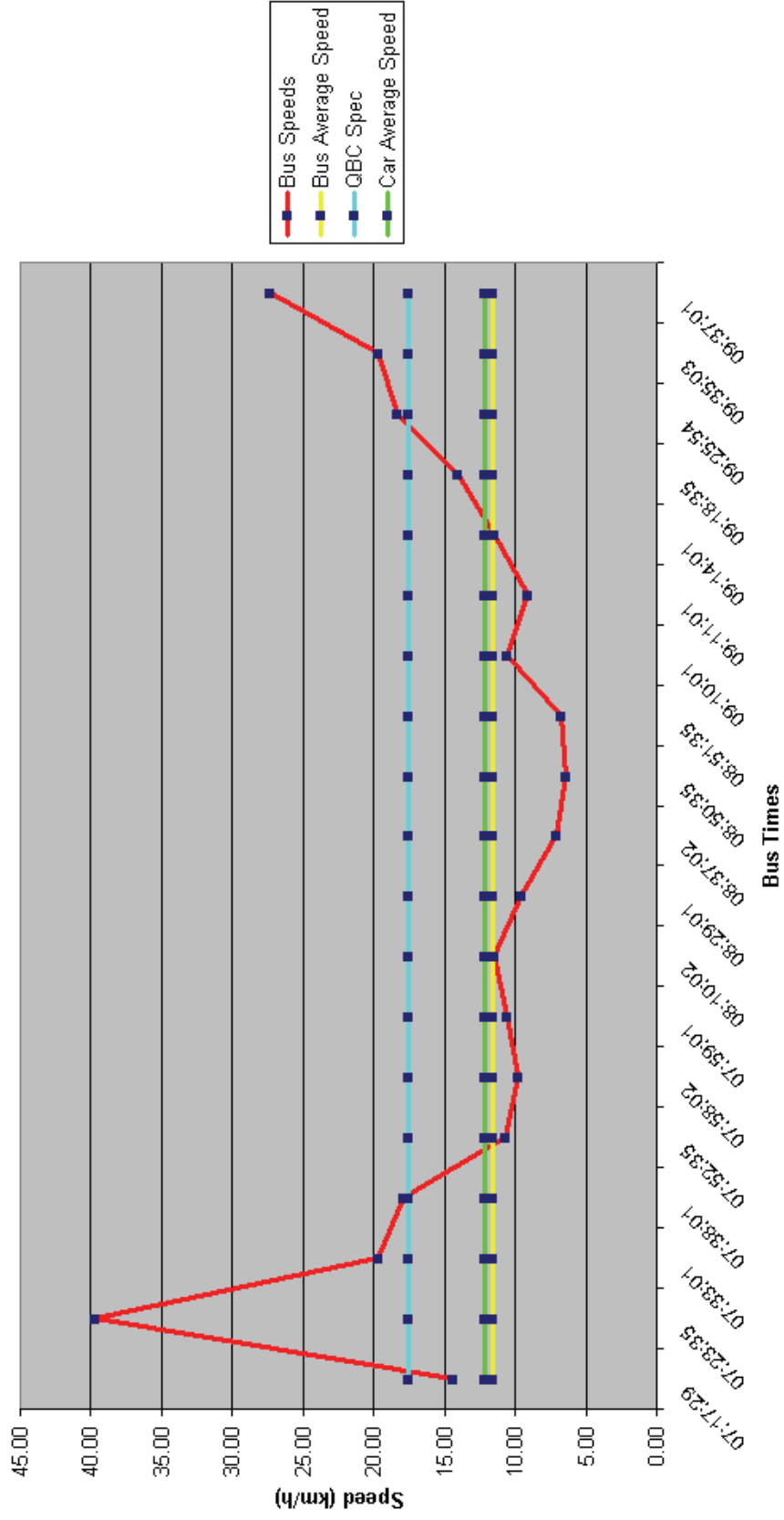


Table 131 North Clondalkin QBC

**Kylemore Road to Emmet Road Bus Speeds AM Peak
2292 Metres 109 Metres of Bus Lane**



Rathfarnham QBC

Tables 13m and **13n** are examples from Rathfarnham QBC.

Table 13m shows the results for the corridor from Rathfarnham village to Westmoreland Street, a distance of 6097 metres with 2833 metres of bus priority.

The graph shows the following results:

- Bus average speed is 50% higher than car average speed
- Bus average speed exceeds the QBC specification
- Bus average speed is well below QBC specification for all buses operating between 0753 and 0845

Table 13n shows the results for the section from Rathfarnham Village to Camden Street and includes a comparison between bus average speed and car average speed. This section measures 4877 metres of which 2319 metres have bus priority.

The graph shows the following results:

- Car average speed of 10.71 kilometres per hour is marginally higher than bus average speed of 9.93 kilometres per hour
- All buses operate at speeds below 12 kilometres per hour between 0733 and 0923

Table 13m Rathfarnham QBC

**Rathfarnham to Westmoreland Street Bus Speeds AM Peak
6097 Metres 2833 Metres of Bus Lane**

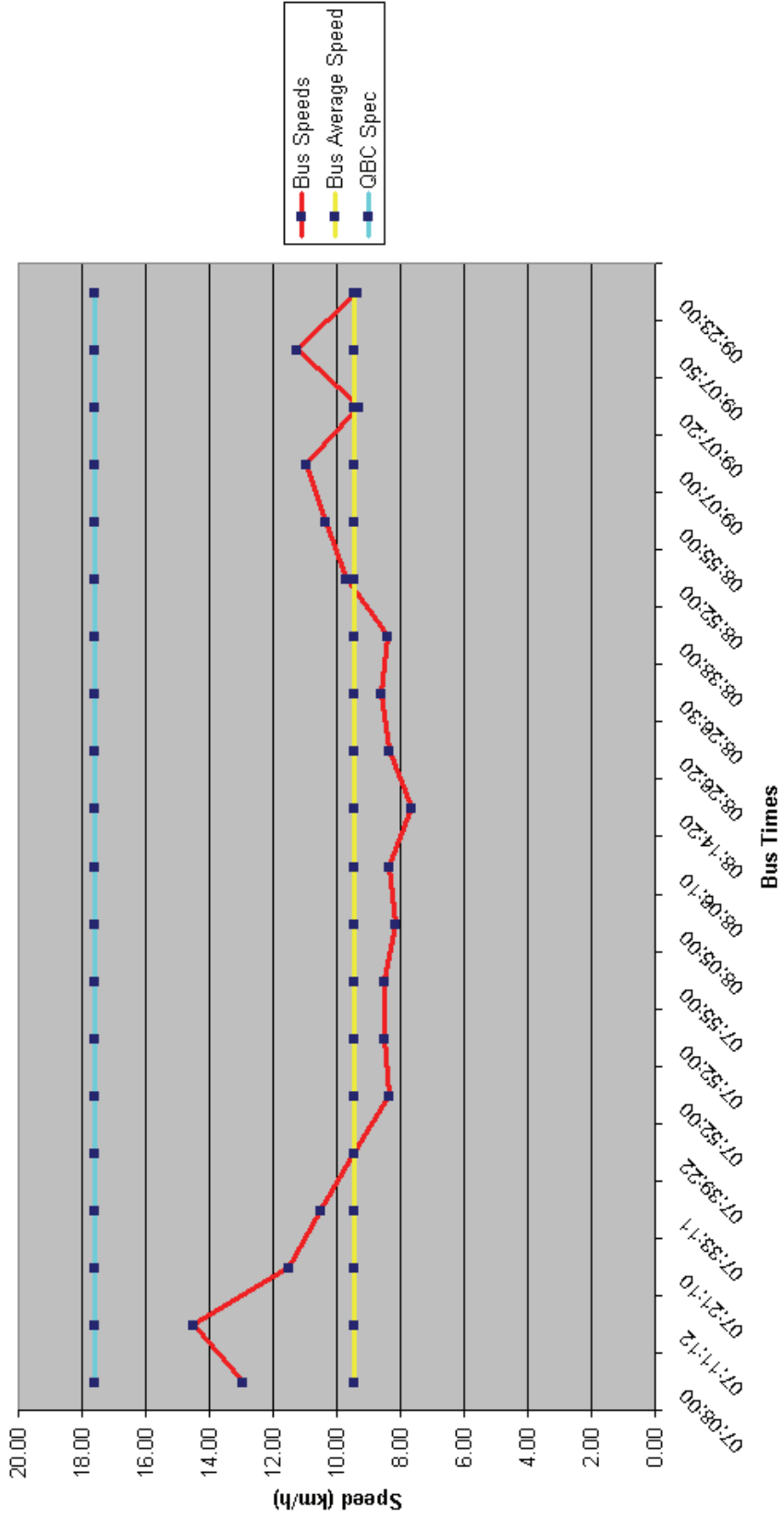
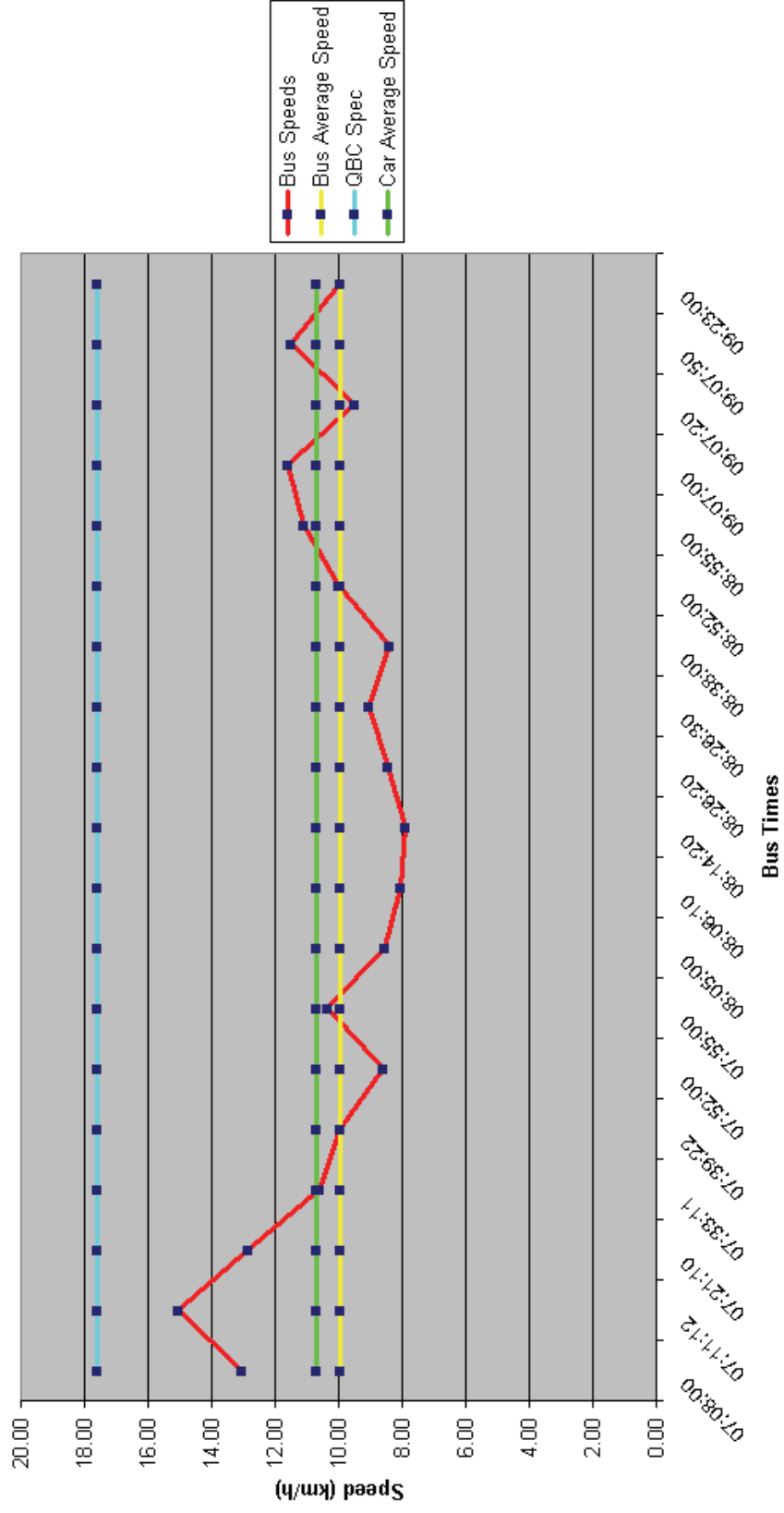


Table 13n Rathfarnham QBC

**Rathfarnham to Camden Street Bus Speeds AM Peak
4877 Metres 2319 Metres of Bus Lane**



Stillorgan QBC

Table 13o shows the results for the whole Stillorgan Quality Bus Corridor from Foxrock Church to Leeson Street.

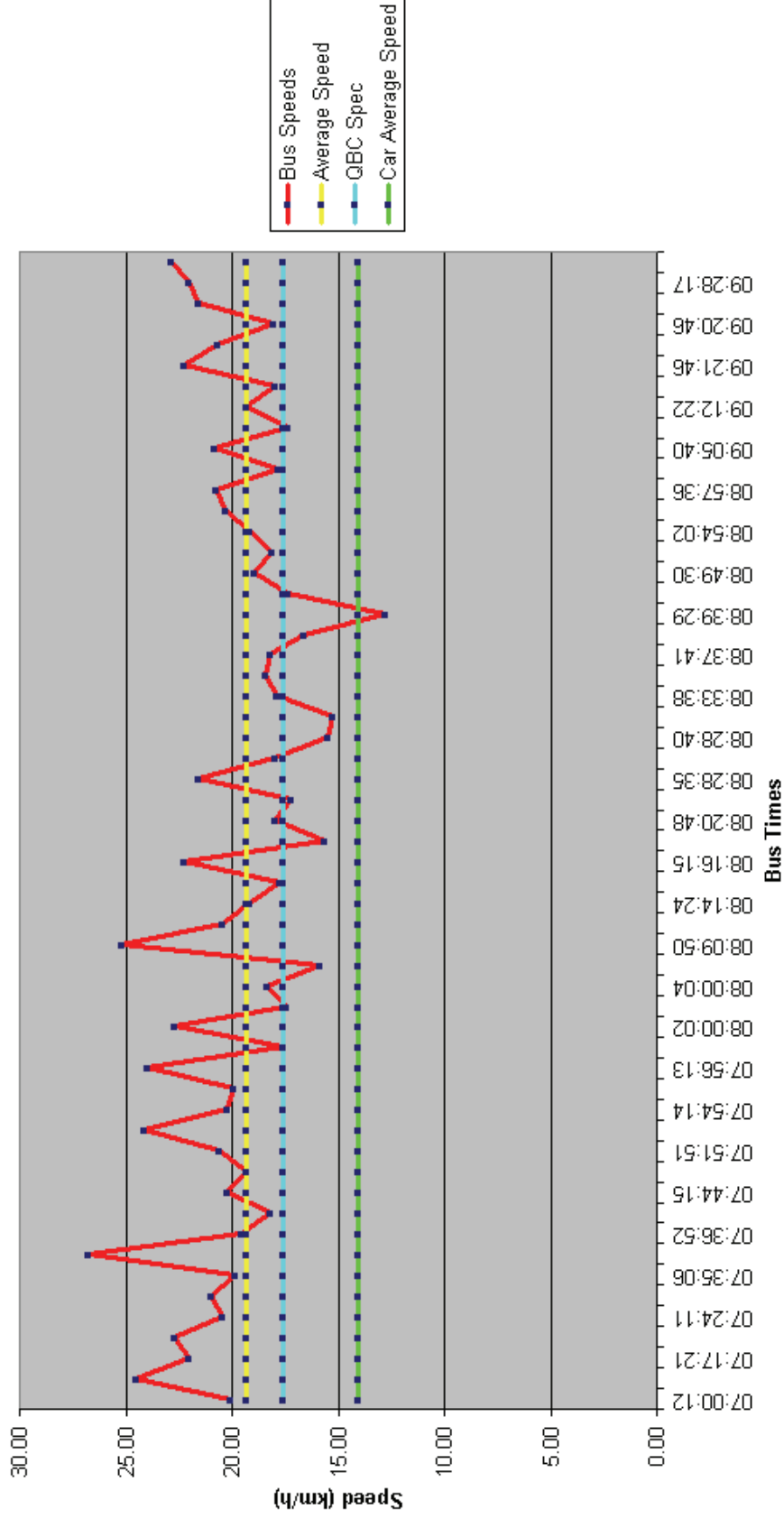
The corridor measures 9185 metres of which 8088 metres has bus priority.

The graph shows the following:

- Bus average speed at 19.29 kilometres per hour comfortably exceeds car average speed of 14.08 kilometres per hour
- Bus average speed exceeds the QBC specification
- Only one bus at 0839 bus operated at less than 15 kilometres per hour

Table 13o Stillorgan QBC

**Foxrock Church to Leeson Street AM Peak Bus Speeds
9185 Metres 8088 Metres of Bus Lane**



Swords QBC

Tables 13p and 13q are examples from Swords QBC.

Table 13p shows the results for the section from Cloghran Roundabout just north of Dublin Airport to Richmond Road where comparisons are made between bus average speed and car average speed. This section measures 8084 metres of which bus priority amounts to 5900 metres.

The graph shows the following:

- Bus average speed of 16.73 kilometres per hour exceeds car average speed of 13.44 kilometres per hour
- Bus average speed is marginally below the QBC specification.

Table 13q shows the results for the PM peak outbound section from Parnell Square West to Dorset Street Lower just after the right turn from Granby Row. This section measures 224 metres and there is no bus priority.

The graph shows the following:

- Bus average speed is 2.39 kilometres per hour
- The slowest bus operated at 1.26 kilometres per hour at 1721. This represented a journey time of 10 minutes 40 seconds to travel over this short section
- The problem on this section is due to the fact that buses are unable to access Dorset Street Lower after the traffic signals turn green as the section between the junction and the next set of signals at Blessington Street is frequently totally congested. As a result buses have to wait for a number of traffic signal sequences before being able to access Dorset Street Lower.

Table 13p Swords QBC

**Cloghran Roundabout to Richmond Road Bus Speeds AM Peak
8084 Metres 5900 Metres of Bus Lane**

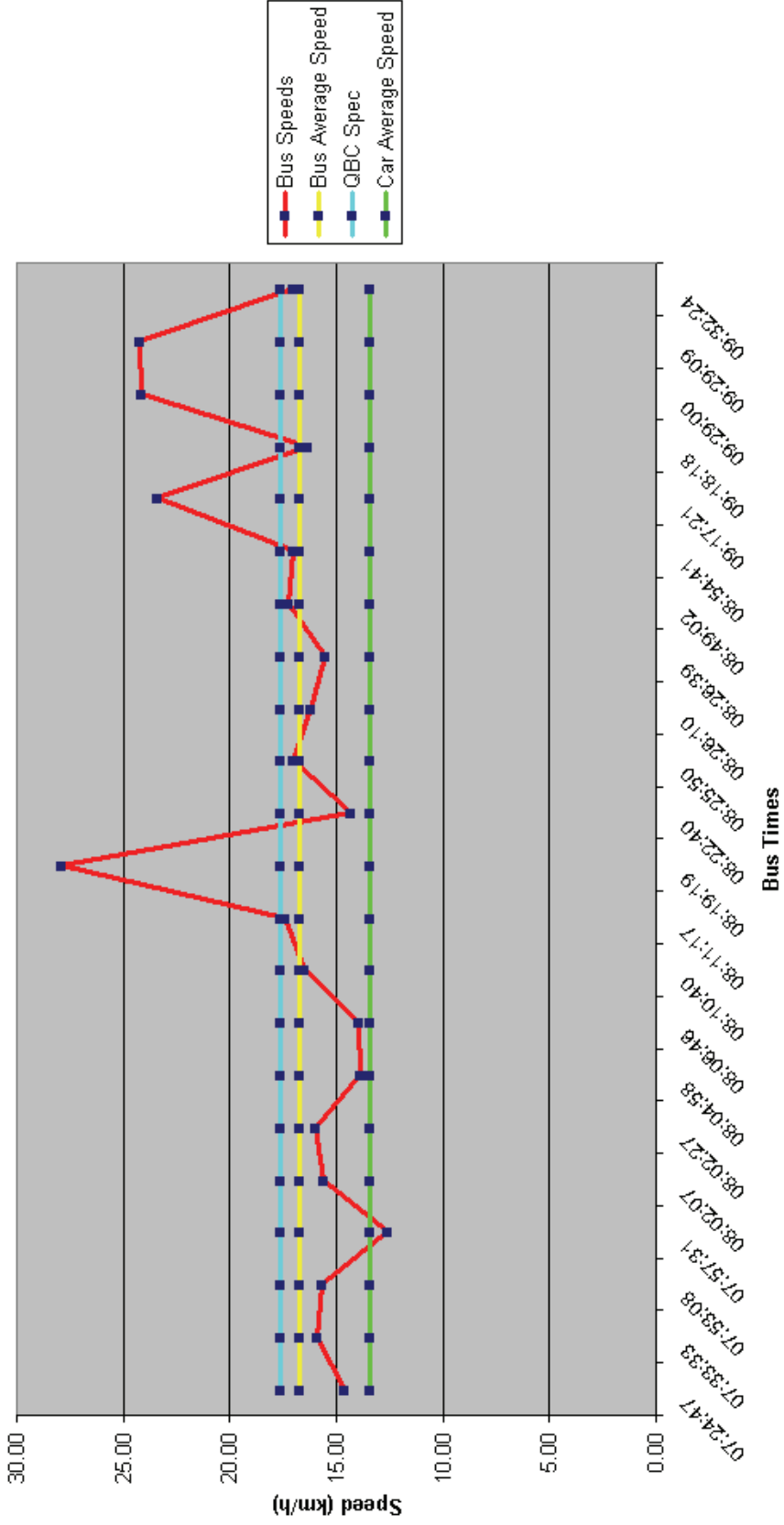
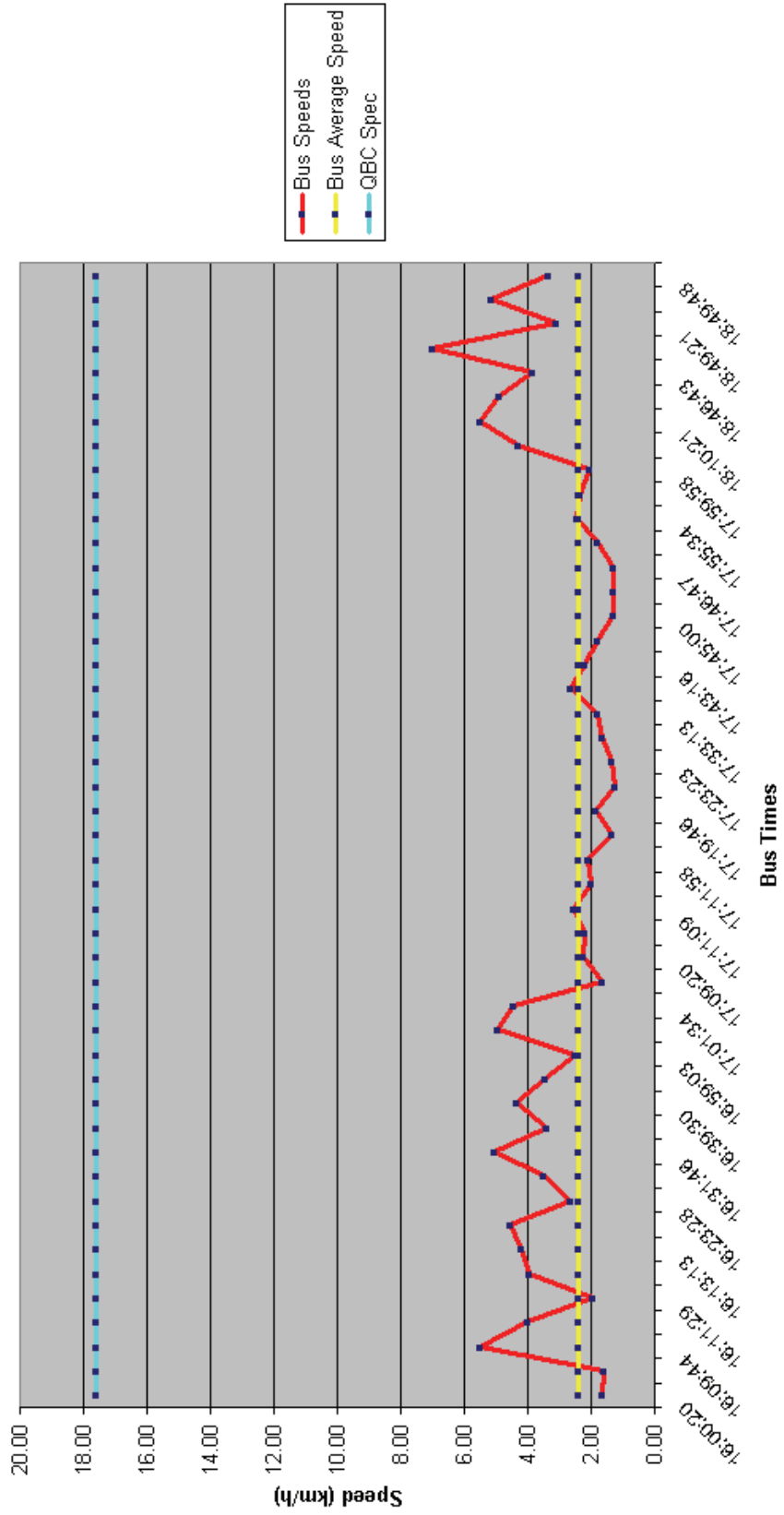


Table 13q Swords QBC

**Parnell Square West to Granby Row Bus Speeds PM Peak
224 Metres 0 Metres of Bus Lane**



Tallaght QBC

Tables 13r and **13s** are examples from Tallaght QBC.

Table 13r shows the results for the section from Terenure to Rathgar Road prior to Rathmines. This section measures 1256 metres with 1082 metres of bus priority.

The graph shows the following:

- Bus average speed at 11.54 kilometres per hour significantly exceeds car average speed of 7.80 kilometres per hour
- Bus average speed is significantly below the QBC specification despite the presence of 82% priority on this section
- Although the bus average speed is 11.54 kilometres per hour most buses operated at lower speeds after 0753 with the slowest bus operating at 7.02 kilometres per hour at 0856. This bus took 10 minutes 44 seconds to operate through this section

Table 13s shows the very next section between Rathgar Road and Rathmines where there is no bus priority on the 495 metre section.

The graph shows the following:

- Bus average speed was very low at 3.86 kilometres per hour
- All buses operated at speeds below this average between 0810 and 0910
- The slowest bus operated at 2.24 kilometres per hour at 0823
- This bus took 13 minutes 14 seconds to travel over this short section

Table 13r Tallaght QBC

**Terenure Road East to Rathgar Road Bus Speeds AM Peak
1256 Metres 1082 Metres of Bus Lane**

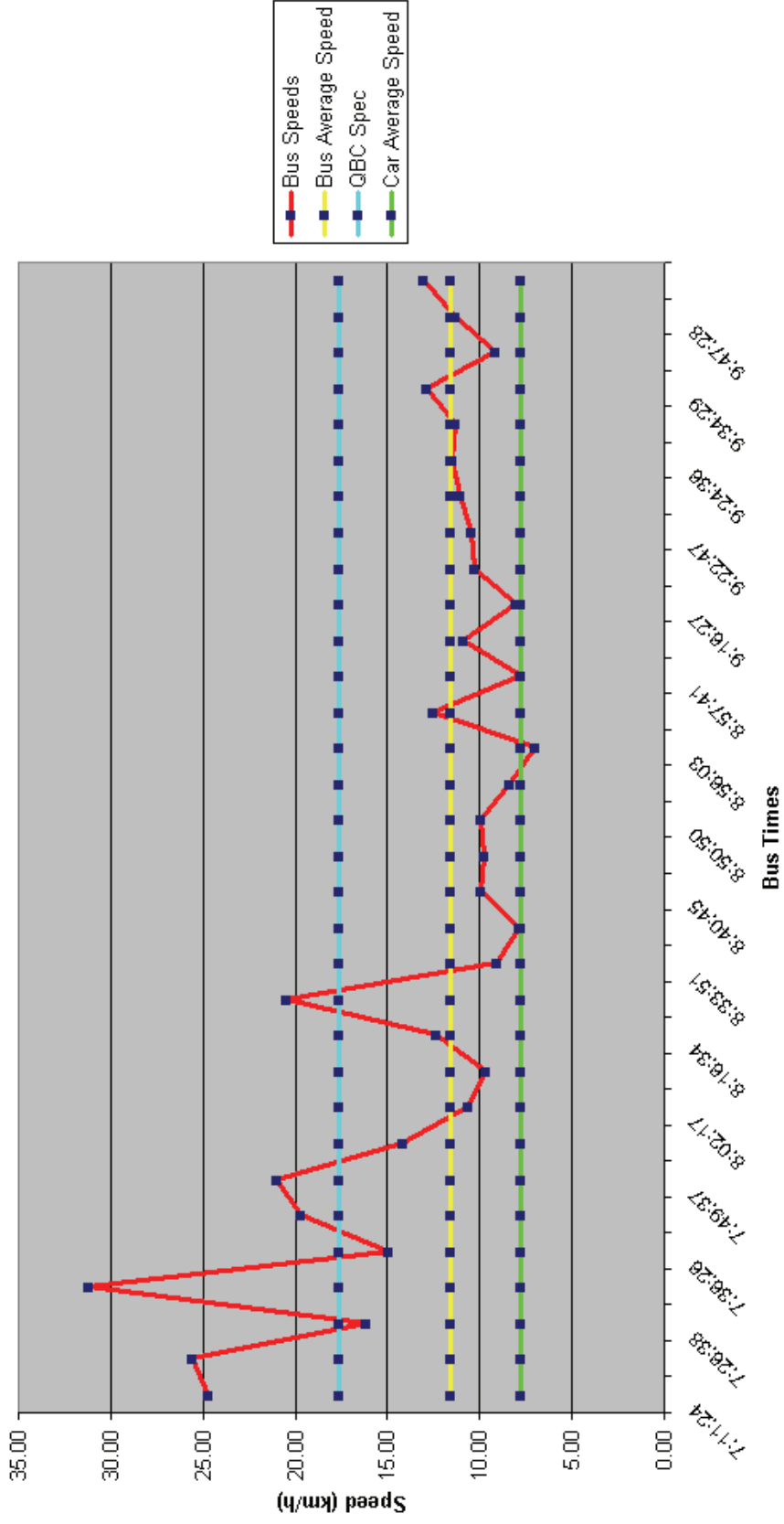
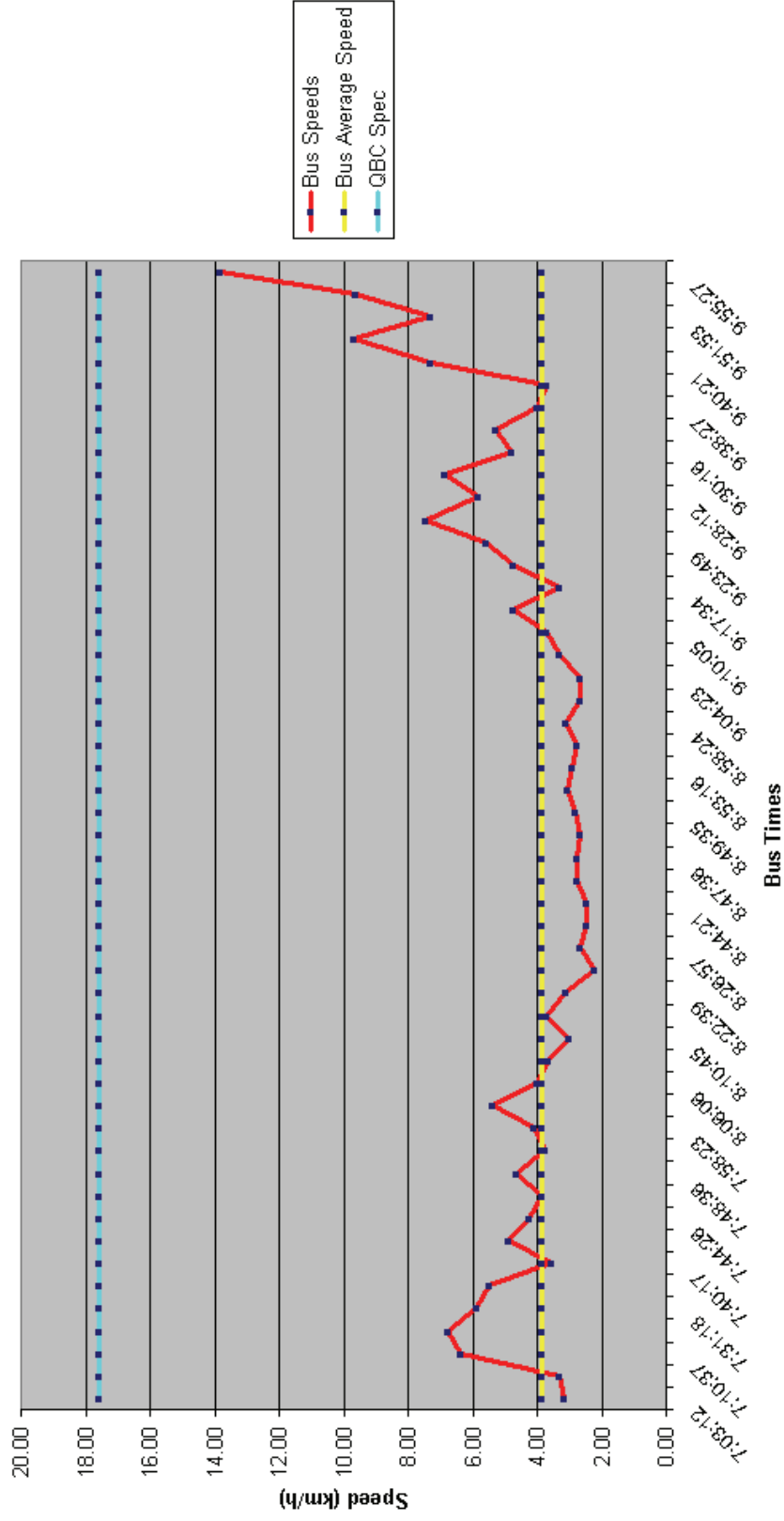


Table 13s Tallaght QBC

**Rathgar Road to Leinster Road Bus Speeds AM Peak
495 Metres 0 Metres of Bus Lane**



Ballymun QBC

Table 13t is an example from Ballymun QBC.

The table shows the section from Cliftonville Road to Prospect Road, a distance of 578 metres with 216 metres of bus priority.

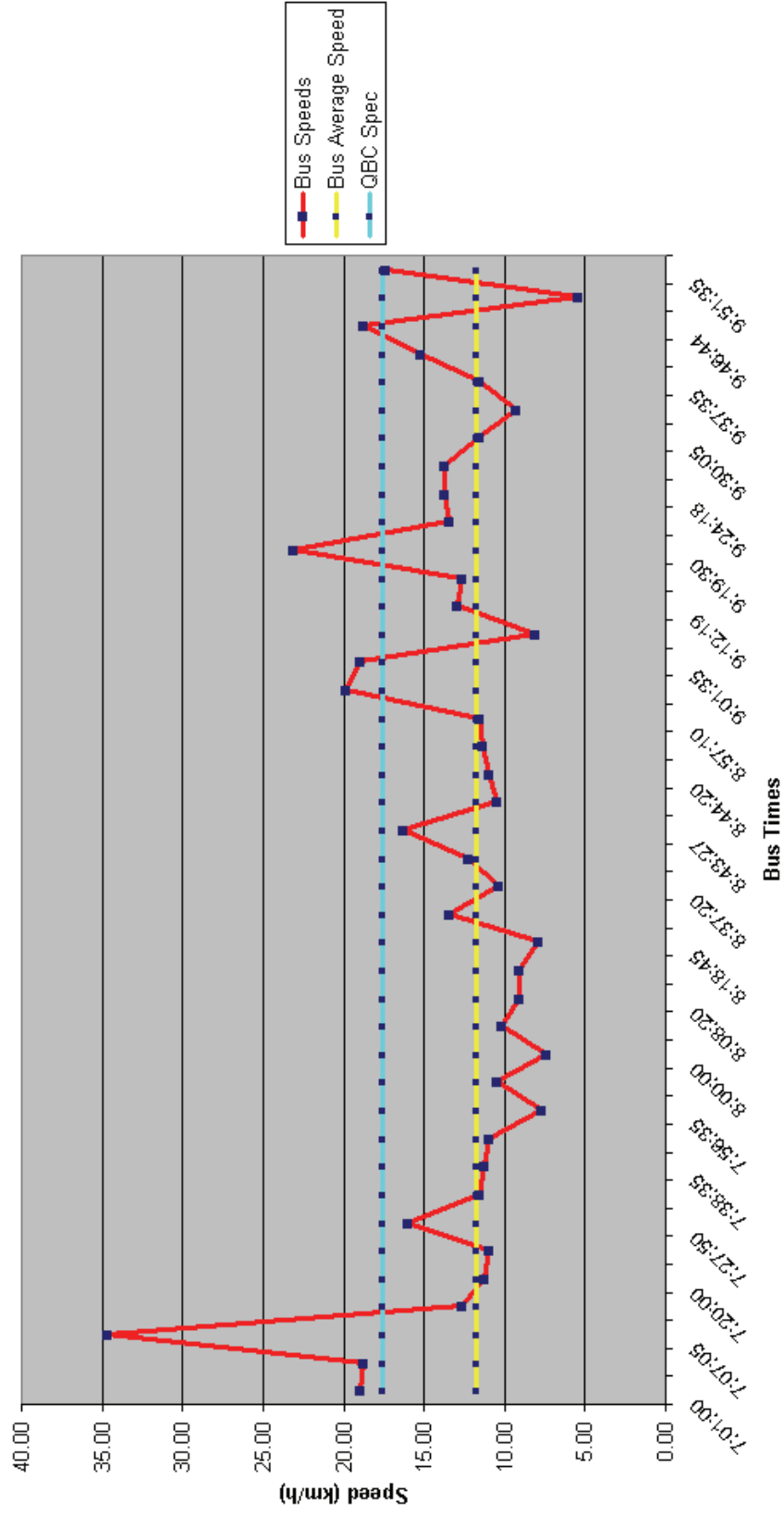
The graph shows the following:

- Bus average speed of 11.74 kilometres per hour is well below the QBC specification
- All buses operating between 0736 and 0818 operated at speeds lower than the average for the whole peak period

Additional bus priority of 241 metres has been introduced on this section since the survey was undertaken.

Table 13t Ballymun QBC

**Cliftonville Road to Prospect Road Bus Speeds AM Peak
578 Metres of Bus Lane**



Bray QBC

Table 13u shows an example from the Bray QBC.

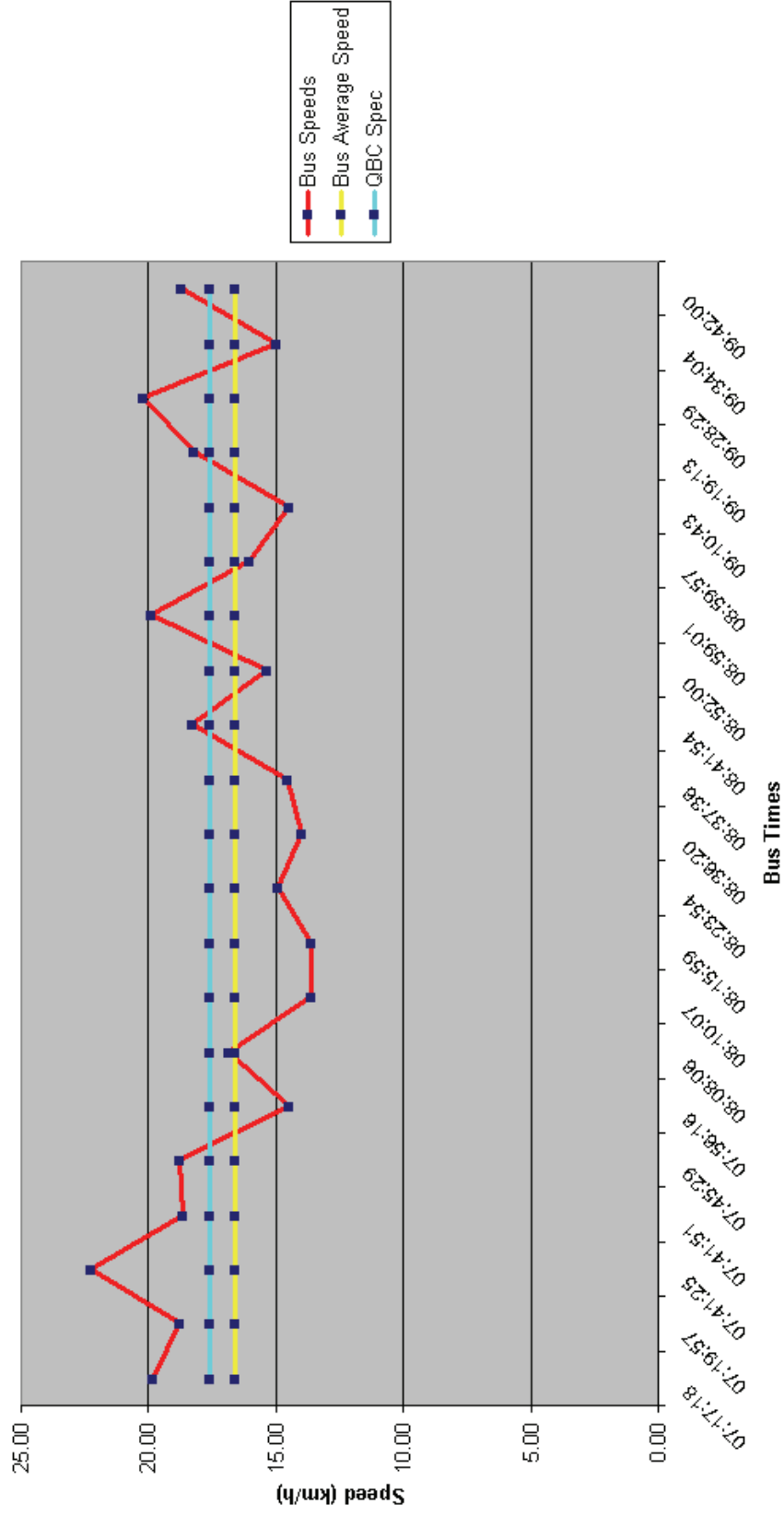
The section shown is from Shankill Village to Loughlinstown Roundabout, a distance of 1486 metres with 323 metres of bus priority.

The graph shows the following:

- Bus average speed at 16.62 kilometres per hour is just below the QBC specification
- Between 0756 and 0837 6 buses out of 7 operated at speeds below the average

Table 13u Bray QBC

Shankill to Loughlinstown Bus Speeds AM Peak
1486 Metres 323 Metres of Bus Lane



Clontarf QBC

Table 13v shows an example from Clontarf QBC.

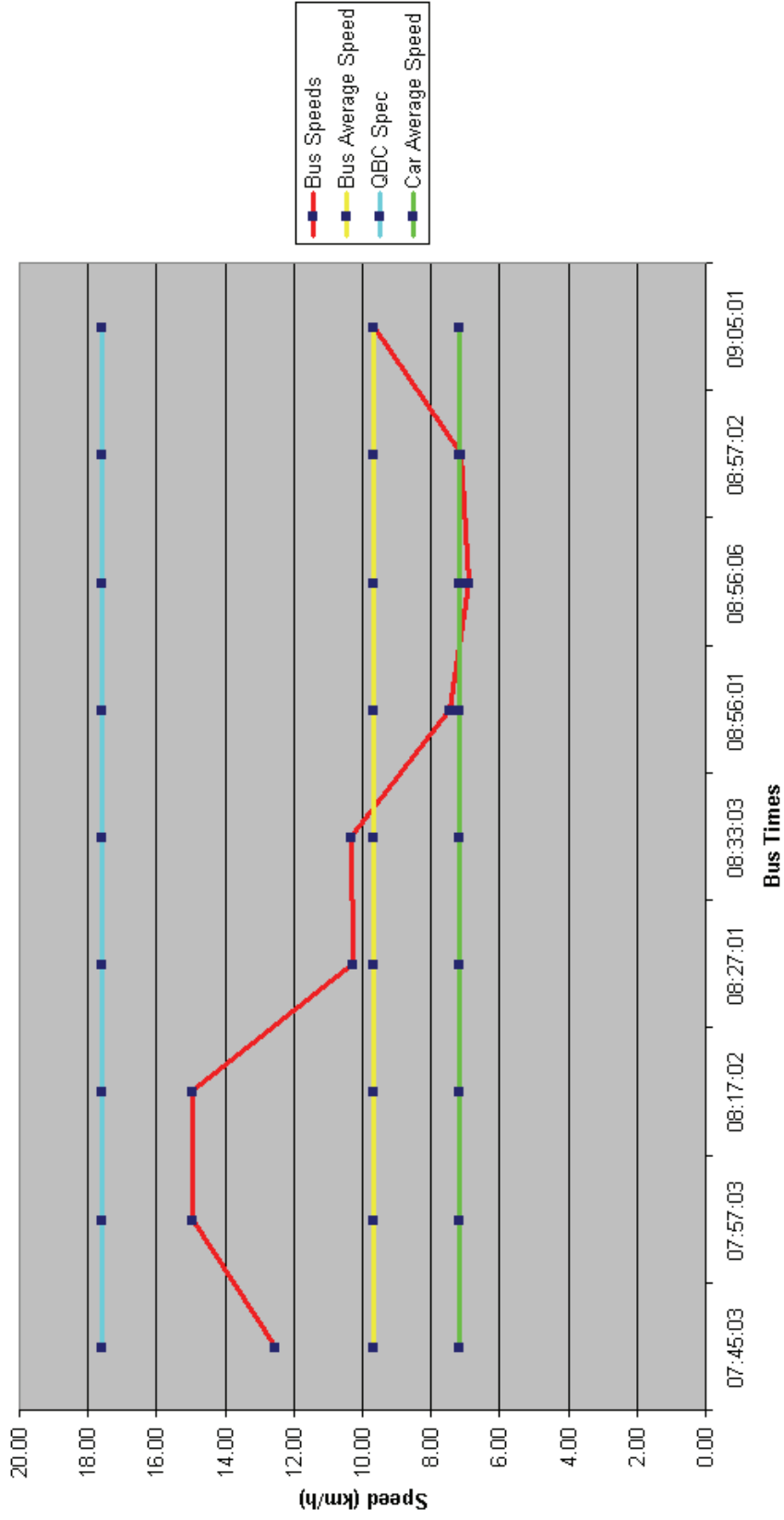
The graph shows the corridor from Clontarf Bus Garage to Fairview, a distance of 2743 metres with continuous bus priority.

The graph shows the following:

- Bus average speed of 9.67 kilometres per hour was well below the QBC specification
- Bus average speed of 9.67 kilometres per hour exceeded car average speed of 7.18 kilometres per hour
- The fastest bus operated at 14.96 kilometres per hour at 0757
- The slowest bus operated at 6.88 kilometres per hour at 0856
- This bus took 23 minutes 55 seconds to operate over this section

Table 13v Clontarf QBC

**Clontarf Bus Garage to Fairview Bus Speeds AM Peak
2743 Metres 2743 Metres of Bus Lane**



Howth Road QBC

Table 13w shows an example from Howth Road QBC opened in 2005.

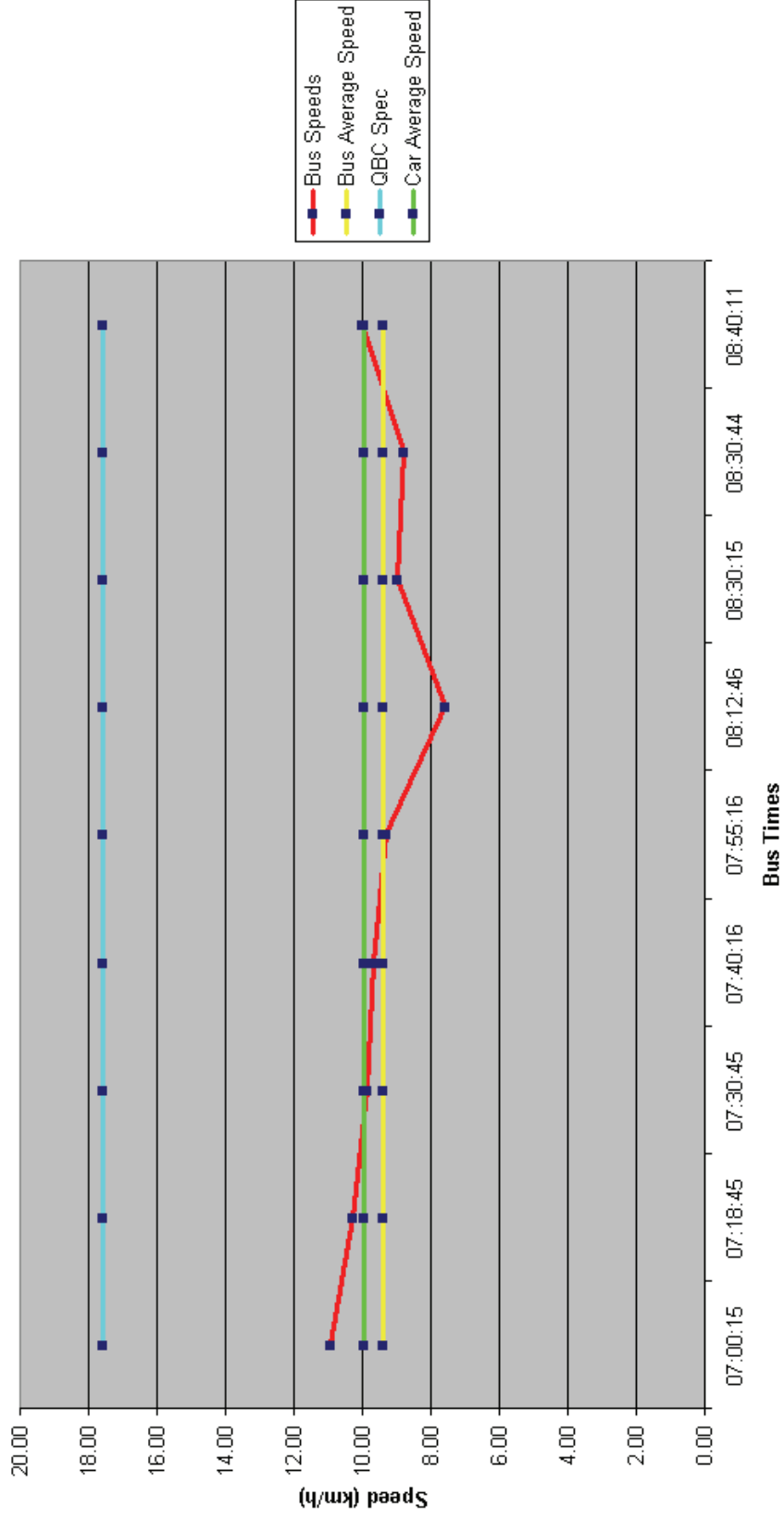
The graph shows the corridor from Raheny to Fairview, a distance of 4154 metres with 2339 metres of bus priority.

The graph shows the following:

- Bus and car average speeds are very similar
- Bus average speed of 9.40 kilometres per hour is well below the QBC specification
- It is worth noting that not all works on the QBC were complete at the time of the survey and the QBC will be resurveyed in November 2006

Table 13w Howth Road QBC

**Raheny to Fairview Bus Speeds AM Peak
4154 Metres 2339 Metres of Bus Lane**



15 Pre QBC Reports

An important element of the QBC monitoring process in measuring the effectiveness of bus priority measures is to gather data prior to implementation to enable performance to be measured on a before and after basis.

In the 4 years that the DTO has been undertaking the annual exercise the following corridors have been monitored on a “pre QBC” basis.

November 2002

Rock Road QBC Sallynoggin to City Centre via Dun Laoghaire, Blackrock, Rock Road and Merrion Road
Greenhills QBC Main Street Tallaght to City Centre via Greenhills Road & Crumlin Road

November 2003

Sth Clondalkin QBC Kingswood via Naas Road to Tyrconnell/Emmet Road
Kingswood via Naas Road and Long Mile Road to Drimnagh Road
Ninth Lock Road/Nangor Road via Nangor Road & Naas Road to Tyrconnell/Emmet Road
Ninth Lock/Nangor Road via Nangor Road & Long Mile Road to Drimnagh Road

November 2004

Howth Road QBC Raheny to Fairview via Howth Road
Sth Clondalkin QBC Grangecastle to Tyrconnell/Emmet Road via Nangor Road & Naas Road
Orbital QBC Quarryvale to Tallaght Belgard Square North via Fonthill Road & Belgard Road

November 2005

North City Orbital QBC Kilbarrack to Finglas

In this report we will look at the results from the proposed North City Orbital QBC

Information is available for Rock Road, Greenhills, South Clondalkin and the Orbital QBCs and can be obtained from Michael Warnock-Smith of Dublin Transportation Office. Please e-mail michaelw@dto.ie.

15.1 North City Orbital Pre QBC

The data from the pre QBC monitoring process is presented in the same way as for the fully implemented QBCs as follows:

- **Table 14a** Key Objectives Report
- **Table 14b** Final Report
- **Table 14c** Sectional bus and car journey times
- **Table 14d** Sectional bus speeds
- **Table 14e** Sample Graph

Table 14a North City Orbital Key Objectives Report

| QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | | | | | |
|--|---|------------------------------|----------------|----------------|----------------|--|--|
| Spec. Ref | KEY OBJECTIVES | PERFORMANCE INDICATORS | | | | | NOTES |
| | | AM East | AM West | PM East | PM West | | |
| A5 | Corridor Bus Journey Times | 61:02 | 54:03 | 62:54 | 36:07 | | |
| A5 | Corridor Bus Journey Time (Average) | 56:41 to 68:48 | 38:51 to 76:38 | 52:10 to 73:38 | 29:40 to 45:58 | | Finglas to Kilbarrack & Vice Versa |
| A5 | Corridor Bus Journey Time (Range) | 11.43 km/h | 12.99 km/h | 11.09 km/h | 19.44 km/h | | |
| A5 | Corridor Bus Speed | Bus East | Bus West | Car East | Car West | | |
| A5 | Comparison of Corridor Journey Times Bus v Car AM | 24:37 | 30:55 | 19:04 | 20:34 | | |
| A5 | Comparison of Bus v Car Journey Times (Average) | 14:15 to 44:34 | 17:04 to 46:54 | 16:01 to 22:05 | 12:44 to 28:51 | | Swords Road to Kilbarrack & Vice Versa |
| A5 | Comparison of Bus v Car Journey Times (Range) | | | | | | |
| B1 | Passenger Wait Times | Actual | | | | | |
| B1a | Average Peak Wait Time | Target | | Westbound | Eastbound | | |
| | | 3 minutes | | N/A | N/A | | |
| B1b | Average Peak Excess Wait Time | Target | | Westbound | Eastbound | | |
| | | 2 minutes | | N/A | N/A | | |
| B1c | Average Off Peak Wait Time | Target | | Westbound | Eastbound | | |
| | | 4 minutes | | N/A | N/A | | |
| B1d | Average Off Peak Excess Wait Time | Target | | Westbound | Eastbound | | |
| | | 2 minutes | | N/A | N/A | | |
| B2 | Boarding & Alighting Time / % of total journey time | AM Peak | | PM Peak | | | |
| | | N/A | | N/A | | | |
| D1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share at Canal Cordon | | | | | |
| | | Car | Bus | | | | |
| | | Nov-04 | Nov-05 | Nov-04 | Nov-05 | | |
| | | N/A | N/A | N/A | N/A | | |
| | | Taxi | Cycle | | | | |
| | | Nov-04 | Nov-05 | Nov-04 | Nov-05 | | |
| | | N/A | N/A | N/A | N/A | | |
| | | Walking | Total Persons | | | | |
| | | Nov-04 | Nov-05 | Nov-04 | Nov-05 | | |
| | | N/A | N/A | N/A | N/A | | |
| E1 | Passenger Journeys (Total) | Nov-04 | Nov-05 | Nov-05 | | | Passenger Counts Not Undertaken |
| | | N/A | N/A | N/A | | | |

Table 14b North City Orbital Pre QBC Final Report

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | |
|---|---|---|---|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| 1 | QBC starts on regional or higher classification road | Start Point Kilbarrack End Point Finglas | |
| 2 | Bus services to have priority access to QBC from lower classification roads | No. of signalised jcts N/A | % prioritised N/A |
| 3 | Bus journey speeds to be 20kph minimum | Average journey speeds AM Peak Eastbound 11.43 km/h Off Peak Eastbound 18.17 km/h | AM Peak Westbound 12.99 km/h Off Peak Westbound 18.56 km/h |
| | Finglas to Kilbarrack | | Kilbarrack to Finglas |
| | Finglas to Kilbarrack | | Kilbarrack to Finglas |
| | Finglas to Kilbarrack | PM Peak Eastbound 11.09 km/h | PM Peak Westbound 19.44 km/h |
| 3a | Bus journey speeds to increase by 25% pre and post QBC implementation | Pre QBC average journey speeds AM Peak N/A PM Peak N/A | Off Peak N/A |
| | N/A | % increase AM Peak N/A PM Peak N/A | Off Peak N/A |
| | | | N/A |

Table 14b North City Orbital Pre QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | | | | |
|---|---|------------------------|------------------|--------------|-----------|---|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | | | NOTES | |
| | Corridor to have segregated bus lanes where physically feasible | % Segregated | % Non Segregated | | | |
| | | Eastbound | Westbound | Eastbound | Westbound | |
| 4 | | N/A | N/A | N/A | N/A | |
| 5 | Bus Journey Times (Average) | AM Peak | AM Peak | AM Peak | Westbound | |
| | Finglas to Kilbarrack | 61:02 | | 54:03 | | Kilbarrack to Finglas |
| 5 | Bus Journey Times (Average) | Off Peak | Off Peak | Off Peak | Westbound | |
| | Finglas to Kilbarrack | 38:23 | | 37:50 | | Kilbarrack to Finglas |
| 5 | Bus Journey Times (Average) | PM Peak | PM Peak | PM Peak | Westbound | |
| | Finglas to Kilbarrack | 62:54 | | 36:07 | | Kilbarrack to Finglas |
| 5 | Comparable Bus v Car Journey Times (Average) | Bus | Bus | Car | Car | |
| | Swords Road/Santry Avenue to Kilbarrack | 24:37 | 30:55 | 19:04 | 20:34 | Kilbarrack to Santry Avenue/Swords Road |
| 5 | Comparable Bus v Car Journey Times (Average) | Bus | Bus | Car | Car | |
| | No suitable matches available | N/A | N/A | N/A | N/A | No suitable matches available |
| 5 | Comparable Bus v Car Journey Times (Average) | Bus | Bus | Car | Car | |
| | Swords Road/Santry Avenue to Kilbarrack | 27:19 | 19:39 | 19:37 | 16:15 | Kilbarrack to Santry Avenue/Swords Road |

Table 14b North City Orbital Pre QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | | | | | |
|---|--|-------------------------------------|---------------------------|----------------------------|---------------------------|----------------------------|---|
| A | INFRASTRUCTURE OBJECTIVES | | PERFORMANCE INDICATORS | | | NOTES | |
| | 5 | Bus Sectional Journey Times (Range) | AM Peak | AM Peak Eastbound Low | AM Peak Eastbound High | | AM Peak Westbound Low |
| | Finglas to Kilbarrack | | 56:41 | 68:48 | 38:51 | 76:38 | Kilbarrack to Finglas |
| 5 | Bus Sectional Journey Times (Range) | Off Peak | Off Peak Eastbound Low | Off Peak Eastbound High | Off Peak Westbound Low | Off Peak Westbound High | |
| | Finglas to Kilbarrack | | 38:23 | 38:23 | 37:50 | 37:50 | Kilbarrack to Finglas |
| 5 | Bus Sectional Journey Times (Range) | PM Peak | PM Peak Eastbound Low | PM Peak Eastbound High | PM Peak Westbound Low | PM Peak Westbound High | |
| | Finglas to Kilbarrack | | 52:10 | 73:38 | 29:40 | 45:58 | Kilbarrack to Finglas |
| 5 | Comparable Bus v Car Journey Times (Range) | AM Peak | Bus AM Peak Low | Bus AM Peak High | Car AM Peak Low | Car AM Peak High | |
| | Swords Road/Santry Avenue to Kilbarrack | | 14:15 | 44:34 | 16:01 | 22:05 | Swords Road/Santry Avenue to Kilbarrack |
| | Kilbarrack to Santry Avenue/Swords Road | Westbound | 17:04 | 46:54 | 12:44 | 28:51 | Kilbarrack to Santry Avenue/Swords Road |
| 5 | Comparable Bus v Car Journey Times (Range) | Off Peak | Bus Off Peak Low | Bus Off Peak High | Car Off Peak Low | Car Off Peak High | |
| | No suitable matches available | Eastbound | N/A | N/A | N/A | N/A | No suitable matches available |
| | No suitable matches available | Westbound | N/A | N/A | N/A | N/A | No suitable matches available |

Table 14b North City Orbital Pre QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | | | | | | | |
|---|--|-----------|------------------------|------------|-------|-------|---|--|--|
| A | INFRASTRUCTURE OBJECTIVES | | PERFORMANCE INDICATORS | | | | NOTES | | |
| 5 | Comparable Bus v Car Journey Times (Range) | PM Peak | Bus | | Car | | | | |
| | | | Low | High | Low | High | | | |
| | Swords Road/Santry Avenue to Kilbarrack | Eastbound | 25:13 | 31:30 | 18:47 | 20:38 | Swords Road/Santry Avenue to Kilbarrack | | |
| | Kilbarrack to Santry Avenue/Swords Road | Westbound | 15:52 | 23:33 | 14:24 | 18:04 | Kilbarrack to Santry Avenue/Swords Road | | |
| 6 | Traffic Management Measures to support QBC | | No. of Signalised Jcts | | | | % Prioritised | | |
| | | | N/A | Northbound | | N/A | | | |
| 7 | Bus Lanes to operate for 12 hours (0700 to 1900) | | No. of Signalised Jcts | | | | % Peak Hours only | | |
| | | | N/A | Southbound | | N/A | | | |
| 7a | Bus Lanes to be clearly defined | | No. of Signalised Jcts | | | | % 24 hour | | |
| | | | N/A | Northbound | | N/A | | | |
| 8 | Bus stops to be located to minimise walk times | | No. of Signalised Jcts | | | | % 7-10 & 12-19 | | |
| | | | N/A | Southbound | | N/A | | | |
| 8 | Bus stops to be located to minimise walk times | | No. of Signalised Jcts | | | | % surface marked | | |
| | | | N/A | Northbound | | N/A | | | |
| 8 | Bus stops to be located to minimise walk times | | No. of Signalised Jcts | | | | Maximum distance to Ped X | | |
| | | | N/A | Southbound | | N/A | | | |

Table 14b North City Orbital Pre QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | |
|---|---|---|---|
| A | INFRASTRUCTURE OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| 9 | High quality waiting areas at all high usage stops to include shelters, level platforms, seating, and additional facilities eg cycle parking, telephones & ticket vending m/c's | Total Number of bus shelters N/A % with lighting N/A % with telephones N/A % with cycle parking N/A % level platforms N/A | Total Number of bus stops N/A % with seating N/A % with ticket vending N/A Range of cycle spaces N/A % fully accessible N/A |
| 10 | Passenger Information | % shelters with RTP/ | % working |
| 10a | Real Time Passenger Information at high usage stops | N/A | N/A |
| 10b | Fixed information at bus stops eg route & network maps & timetables | % timetables N/A % network maps N/A | % route maps N/A % fares information N/A |
| | | N/A | N/A |
| | | | % bus shelters |
| | | | % bus stops |

Table 14b North City Orbital Pre QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | | | |
|---|---|------------------------|------------|---------------------|-------|
| B | SERVICE OBJECTIVES | PERFORMANCE INDICATORS | | | NOTES |
| | | Target | Eastbound | Actual Westbound | |
| 1 | Passenger Wait Times | | | | |
| 1a | Average Peak Wait Time | 3 minutes | N/A | N/A | |
| 1b | Average Peak Excess Wait Time | Target | Eastbound | Westbound | |
| | | 2 minutes | N/A | N/A | |
| 1c | Average Off Peak Wait Time | Target | Eastbound | Westbound | |
| | | 4 minutes | N/A | N/A | |
| 1d | Average Off Peak Excess Wait Time | Target | Eastbound | Westbound | |
| | | 2 minutes | N/A | N/A | |
| 2 | Boarding & Alighting time / % of total journey time | AM Peak | Off peak | | |
| | | N/A | N/A | | |
| C | FLEET OBJECTIVES | PERFORMANCE INDICATORS | | | NOTES |
| 2 | Average Fleet age | Average Fleet age | | | |
| | | 9.56 | | | |
| 2a | Maximum Fleet age | Maximum Fleet age | | | |
| | | 12 | | | |
| 3 | QBC to be operated by uniformed staff | % staff uniformed | | | |
| | | 100% | | | |
| 4 | QBC to be operated by low floor buses | % of low floor buses | | | |
| | | 11% | | | |

Table 14b North City Orbital Pre QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | |
|---|--|-------------------------------------|------------|
| C | FLEET OBJECTIVES | PERFORMANCE INDICATORS | NOTES |
| 5 | QBC to be operated by branded vehicles | % of branded vehicles N/A | City Swift |

| D | NETWORK PERFORMANCE | PERFORMANCE INDICATORS | NOTES | | |
|---------------|--|------------------------|------------|------------|------------|
| 1 | Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis) | % Mode share | | | |
| | | Car | | | |
| | | Nov-03 | Nov-04 | Nov-03 | Nov-04 |
| | | N/A | N/A | N/A | N/A |
| | | Taxi | | | |
| | | Nov-03 | Nov-04 | Nov-03 | Nov-04 |
| | | N/A | N/A | N/A | N/A |
| | | Cycle | | | |
| | | Nov-03 | Nov-04 | Nov-03 | Nov-04 |
| | | N/A | N/A | N/A | N/A |
| | | Walking | | | |
| Nov-03 | Nov-04 | Nov-03 | Nov-04 | | |
| N/A | N/A | N/A | N/A | | |
| Total Persons | | | | | |
| Nov-03 | Nov-04 | Nov-03 | Nov-04 | | |
| N/A | N/A | N/A | N/A | | |

Table 14b North City Orbital Pre QBC Final Report (continued)

| QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT KILBARRACK TO FINGLAS ORBITAL - PRE QBC NOVEMBER 2005 | | | | | | | | | | |
|---|--|------------------------|--------|----------|--------------------|--|--|-------------|--|--|
| D | NETWORK PERFORMANCE | PERFORMANCE INDICATORS | | | | | | NOTES | | |
| 2 | Assess the before & after impact of QBC on all Modes (Pre & Post QBC Analysis) | % Mode share | | | | | | | | |
| | | Car | | Bus | | | | | | |
| | | Pre QBC | Nov-04 | Pre QBC | Nov-04 | | | | | |
| | | N/A | N/A | N/A | N/A | | | | | |
| | | Taxi | | | | | | | | |
| | | Pre QBC | Nov-04 | Pre QBC | Nov-04 | | | | | |
| | | N/A | N/A | N/A | N/A | | | | | |
| | | Walking | | | | | | | | |
| | | Pre QBC | Nov-04 | Pre QBC | Nov-04 | | | | | |
| | | N/A | N/A | N/A | N/A | | | | | |
| E | ADDITIONAL OBJECTIVES | PERFORMANCE INDICATORS | | | | | | NOTES | | |
| 1 | Passenger Journeys (Total) | Nov-04 | | Nov-05 | | | | | | |
| | | N/A | N/A | N/A | N/A | | | | | |
| 2 | Bus Occupancy Levels (Average) | Peak | | Off Peak | | | | | | |
| | | N/A | N/A | N/A | N/A | | | | | |
| 5 | Passenger Satisfaction Levels | % Satisfaction | | | | | | | | |
| | | Reliability | | | Quality of Service | | | | | |
| | | N/A | | | N/A | | | | | |
| | | Quality of Information | | | Value for Money | | | | | |
| 9 | Mobility Impaired Access % Full Accessibility | % buses | | | | | | | | |
| | | 11% | | | N/A | | | % bus stops | | |
| | | % ped x | | | N/A | | | | | |
| | | N/A | | | N/A | | | | | |

Table 14c North City Orbital Pre QBC Sectional Bus & Car Journey Times

| Kilbarrack to Finglas Orbital Pre QBC Roadside Survey Results - November 2005 | | | | | | | | | |
|---|-------------------------|------------------------|-------------------------|-------------------------|----------------------|-------------------------|-------------------------|--------------------|-----|
| Sectional Results | | | | | | | | | |
| Section | Average Range | AM Peak Westbound | | PM Peak Westbound | | Off Peak Westbound | | Off Peak Eastbound | |
| | | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Kilbarrack to Grange Road | 2:09 to 4:30 | 2:55 2:20 to 2:38 | 2:20 2:03 to 2:38 | 1:26 1:03 to 2:07 | N/A N/A | 2:45 2:45 | 2:00 1:04 to 2:24 | | |
| Grange Road to Malahide Road | 7:55 5:40 to 8:50 | 6:03 5:03 to 7:17 | 7:05 5:39 to 8:12 | | N/A N/A | 7:56 6:38 to 9:36 | 5:32 4:25 to 6:34 | | |
| Malahide Road to Swords Road | 18:16 6:02 to 36:24 | 13:48 7:52 to 17:39 | 11:32 8:22 to 15:36 | 10:01 8:56 to 11:06 | | 6:50 6:12 to 7:28 | 3:39 3:39 | | |
| Swords Road to Ballymun | 12:02 3:07 to 14:13 | N/A N/A | 5:51 4:32 to 7:46 | N/A N/A | | 10:21 9:43 to 10:59 | 10:36 10:36 | | |
| Ballymun to Finglas Mallowes Bridge | 13:08 8:34 to 16:50 | N/A N/A | 9:37 5:19 to 12:02 | N/A N/A | | 11:06 8:37 to 13:18 | N/A N/A | | |
| Section | Average Range | AM Peak Eastbound | | PM Peak Eastbound | | Off Peak Eastbound | | Off Peak Westbound | |
| | | Bus | Car | Bus | Car | Bus | Car | Bus | Car |
| Grange Road to Kilbarrack | 0:47 to 6:05 | 2:39 0:51 to 4:05 | 2:29 0:51 to 4:05 | 2:14 1:56 to 2:29 | 2:07 1:21 to 3:13 | 1:41 1:28 to 1:54 | 1:19 1:04 to 1:52 | | |
| Malahide Road to Grange Road | 6:36 4:52 to 10:07 | 4:11 2:46 to 5:36 | 7:05 4:09 to 8:34 | | N/A N/A | 7:07 5:54 to 8:19 | 6:51 6:51 | | |
| Swords Road to Malahide Road | 13:48 8:01 to 22:34 | 12:24 12:24 | 17:08 16:07 to 20:40 | 12:49 10:11 to 15:52 | | 17:18 16:37 to 17:48 | 14:08 12:23 to 15:59 | | |
| Ballymun to Swords Road | 7:45 6:02 to 14:36 | N/A N/A | N/A N/A | N/A N/A | | 6:19 5:13 to 7:24 | N/A N/A | | |
| Finglas Mallowes Bridge to Ballymun | 23:40 15:19 to 31:19 | N/A N/A | N/A N/A | N/A N/A | | 23:12 19:27 to 27:17 | N/A N/A | | |

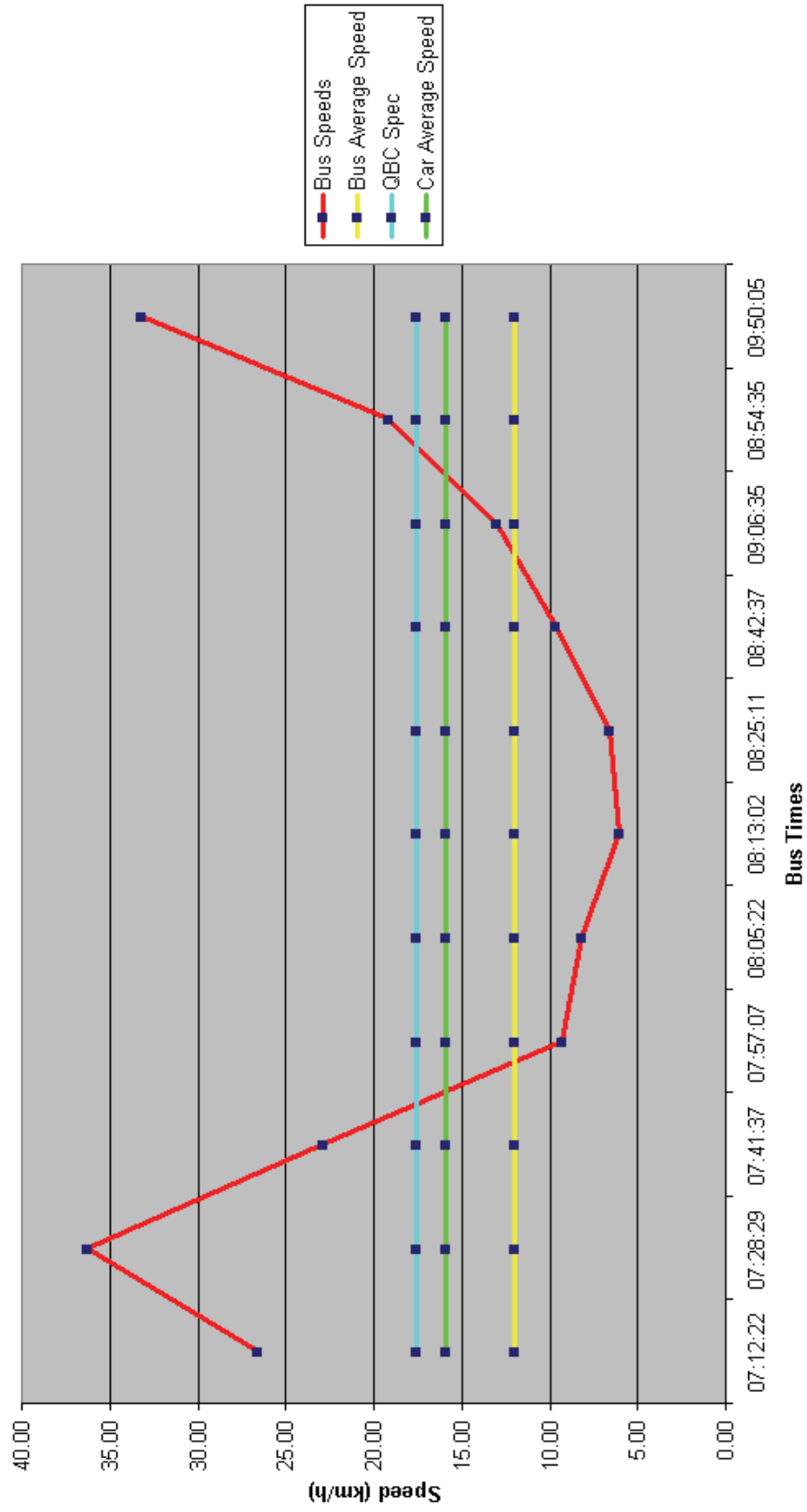
Table 14d North City Orbital Pre QBC Sectional Bus Speeds

| Kilbarrack to Finglas Orbital Pre QBC Roadside Survey Results - November 2005 | | | | | | |
|---|-----------------|-----------------|-------------------------|------------------------|------------------------|-------------------------|
| Sectional Results - Bus Journey Speeds | | | | | | |
| Section | Distance Metres | Bus Lane Metres | Average Range | AM Peak Westbound Km/h | PM Peak Westbound Km/h | Off Peak Westbound Km/h |
| Kilbarrack to Grange Road | 860 | 0 | 17.69 11.47 to 24.00 | 36.01 | 24.37 to 49.14 | 18.76 |
| Grange Road to Malahide Road | 2217 | 0 | 16.80 15.06 to 23.47 | 18.78 | 16.22 to 23.54 | 16.77 13.86 to 20.05 |
| Malahide Road to Swords Road | 3649 | 0 | 11.98 6.01 to 36.29 | 18.98 | 14.03 to 26.17 | 32.04 29.32 to 35.31 |
| Swords Road to Ballymun | 1607 | TBA | 8.01 6.78 to 30.93 | 16.48 | 12.41 to 21.27 | 9.32 8.78 to 9.92 |
| Ballymun to Finglas Mellowes Bridge | 3370 | TBA | 15.40 12.01 to 23.60 | 21.02 | 16.80 to 38.03 | 18.22 15.20 to 23.46 |

| Section | Distance Metres | Bus Lane Metres | Average Range | AM Peak Eastbound Km/h | PM Peak Eastbound Km/h | Off Peak Eastbound Km/h |
|-------------------------------------|-----------------|-----------------|-------------------------|------------------------|------------------------|-------------------------|
| Finglas Mellowes Bridge to Ballymun | 3233 | TBA | 8.20 6.19 to 12.66 | N/A | N/A | 8.36 7.11 to 9.97 |
| Ballymun to Swords Road | 1744 | TBA | 13.50 7.17 to 17.34 | N/A | N/A | 16.56 14.14 to 20.06 |
| Swords Road to Malahide Road | 3572 | 0 | 15.53 9.50 to 26.73 | 12.51 | 10.37 to 13.30 | 12.39 12.04 to 12.90 |
| Malahide Road to Grange Road | 2201 | 0 | 20.01 13.05 to 27.13 | 18.64 | 15.41 to 31.82 | 18.56 15.88 to 22.38 |
| Grange Road to Kilbarrack | 875 | 0 | 19.81 8.63 to 67.05 | 23.51 | 21.14 to 27.16 | 31.19 27.63 to 35.79 |

Table 14e North City Orbital Pre QBC Sample Graph

**Malahide Road to Swords Road Bus Speeds AM Peak Westbound
3649 Metres 0 Metres of Bus Lane**



Appendix 1 November 2005 Survey Points

| Blanchardstown QBC Survey Points November 2005 | | | | | | |
|--|--|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | Bus stop by St Joseph's Hospital | 304569.05 | 238566.27 | Inbound | AM/OPI | |
| 2 | Clonsilla Road just after junction with Hansford Road | 305025.962 | 238174.47 | Inbound | AM Peak | |
| 3 | Clonsilla Road just before junction with Shelerin Road | 305840.07 | 238141.99 | Inbound | AM Peak | |
| 4 | North on B'town Rd South north arm at junction with Blakestown Way | 306617.34 | 239363.65 | Inbound | AM Peak | |
| 5 | South on B'town Bypass at rear of shopping centre | 307321.16 | 239535.80 | Inbound | AM Peak | |
| 6 | South on B'town Rd South south arm at junction with Blakestown Way | 306598.42 | 239291.92 | Inbound | AM/OPI | |
| 7 | East on Clonsilla Rd adjacent to Coolmine Rd | 306977.92 | 238196.09 | Inbound | AM/OPI | |
| 8 | Main Street just after junction with Clonsilla Road at start of bus lane | 307821.71 | 238834.94 | Inbound | AM/OPI | |
| 9 | Blanchardstown Bypass south east of roundabout at River Road | 308650.70 | 238442.30 | Inbound | AM/OPI | |
| 10 | South on Navan Road at junction with New River Rd at start of bus lane | 309421.44 | 237920.34 | Inbound | AM/OPI | |
| 11 | South on Navan Road at junction with Castleknock Rd at start of bus lane | 311147.48 | 237012.80 | Inbound | AM/OPI | |
| 12 | South on Navan Road at junction with Nephin Road at start of bus lane | 312729.97 | 236252.12 | Inbound | AM/OPI | New for 2005 |
| 13 | South on Navan Rd before junction with Ratoath Road at end of bus lane | 313211.27 | 236002.10 | Inbound | AM/OPI | |
| 14 | South on Old Cabra Rd just before junction with North Circular Rd | 313968.28 | 235475.54 | Inbound | AM/OPI | |
| 15 | South on Manor Street adjacent to Kirwan Street | 314326.25 | 234937.09 | Inbound | AM/OPI | |
| 16 | South on Blackhall Place before jct with Ellis Quay at end of bus lane | 314440.44 | 234325.36 | Inbound | AM/OPI | |
| 17 | East on Ormonde Quay Upper adjacent to Capel Street | 315405.26 | 234244.03 | Inbound | AM/OPI | |
| 18 | West on Poolbeg Street adjacent to Tara Street | 316199.21 | 234346.09 | Inbound | AM/OPI | Count Buses only |

| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
|-----------|--|--------------|--------------|-----------|----------------|------------------|
| 19 | Service 39 terminus at Hawkins Street | 316130.41 | 234287.64 | Outbound | PM/OPO | |
| 20 | West on Merchants Quay adjacent to Winetavern St at start of bus lane | 315089.70 | 234113.06 | Outbound | PM/OPO | Count Buses only |
| 21 | On James Joyce Bridge | 314436.38 | 234283.19 | Outbound | PM/OPO | |
| 22 | North on Manor Street just after Manor Place | 314298.00 | 234936.91 | Outbound | PM/OPO | |
| 23 | North on Old Cabra Road just after junction with North Circular Road | 313960.26 | 235469.13 | Outbound | PM/OPO | |
| 24 | North on Navan Road adjacent to Ratoath Road | 313285.35 | 235935.15 | Outbound | PM/OPO | |
| 25 | North on Navan Road just after junction with Nephin Road | 312612.81 | 236299.41 | Outbound | PM/OPO | New for 2005 |
| 26 | North on Navan Road after junction with Castleknock Road | 311004.90 | 237072.13 | Outbound | PM/OPO | |
| 27 | North on Navan Road at end of bus lane before junction with New River Rd | 309397.83 | 237902.15 | Outbound | PM/OPO | |
| 28 | North on B'town Bypass adjacent to Main Street before bus gate | 308557.83 | 238463.94 | Outbound | PM/OPO | |
| 29 | Main Street just prior to Junction with Clonsilla Road | 307812.02 | 238630.44 | Outbound | PM/OPO | |
| 30 | West on Clonsilla Road adjacent to Coolmine Road | 306962.20 | 238187.85 | Outbound | PM/OPO | |
| 31 | West on Blakestown Way after junction with B'town Rd South | 306574.58 | 239354.68 | Outbound | PM/OPO | |
| 32 | North on B'town Bypass at rear of shopping centre | 307295.39 | 239512.94 | Outbound | PM Peak | |
| 33 | South on B'town Road South north arm at junction with Blakestown Way | 306642.63 | 239362.31 | Outbound | PM Peak | |
| 34 | Bus stop by St Joseph's Hospital | 304537.78 | 238575.06 | Outbound | PM/OPO | |

Appendix 1 November 2005 Survey Points (continued)

| Finglas QBC Survey Points November 2005 incorporating Ballymun QBC & North City Orbital Pre QBC | | | | | | |
|---|---|--------------|--------------|--------------------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | Mallowes Road bridge over N2 prior to Main Street | 313055.40 | 239081.96 | Inbound/Eastbound | All | Amended for 2005 |
| 2 | Finglas Road by Main Street | 313337.29 | 238735.17 | Inbound | AM/OPI | |
| 3 | Kilbarrack Road after junction with Kilbarrack Parade (Howth Jct) | 322875.34 | 239263.37 | Westbound | All | New for 2005 |
| 4 | Kilbarrack Road at bus stop prior to junction with Grange Road | 322034.34 | 239402.48 | Westbound | All | New for 2005 |
| 5 | Oscar Traynor Rd opp eastbound bus stop after junction with Malahide Rd | 319901.72 | 239207.64 | Westbound | All | New for 2005 |
| 6 | Santry Avenue at bus stop after junction with Swords Road | 316711.97 | 240030.96 | Westbound | All | New for 2005 |
| 7 | Ballymun Rd north of Civic Centre at start of bus lane | 315535.39 | 239865.76 | Inbound/Westbound | All | Amended for 2005 |
| 8 | St Mobhi Road at end of bus lane prior to Griffith Avenue | 315489.76 | 237907.63 | Inbound | AM/OPI | |
| 9 | St Mobhi Road at end of bus lane prior to Botanic Avenue | 315443.86 | 237133.84 | Inbound | AM/OPI | |
| 10 | Glassevin Hill Bon Secours Hospital Main Entrance | 315282.23 | 237423.23 | Inbound | AM Peak | |
| 11 | Botanic Road at bus stop prior to Cliftonville Road | 315265.74 | 236859.57 | Inbound | AM/OPI | |
| 12 | Prospect Road just before junction with Whitworth Road | 315105.21 | 236310.60 | Inbound | AM/OPI | |
| 13 | South on Phibsborough Road after junction with North Circular Road | 315053.98 | 235857.14 | Inbound | AM/OPI | New for 2005 |
| 14 | Dorset Street Lower after junction with Whitworth Road | 315910.49 | 235936.82 | Inbound | AM/OPI | |
| 15 | Frederick Street North after junction with Dorset St Lower | 315570.67 | 235340.31 | Inbound | AM/OPI | Buses Only |
| 16 | 40 Terminus Parnell Square East | 315803.22 | 235027.07 | Inbound | AM/OPI | Count Buses Only |
| 17 | O'Connell Street at Bank of Ireland after junction with Abbey St Lower | 315983.88 | 234469.97 | Inbound | AM/OPI | Buses Only |
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 18 | O'Connell Street prior to junction with Middle Abbey Street | 315939.32 | 234470.25 | Outbound | PM/OPO | |
| 19 | Parnell Square West at bus stop outside No 41 | 315593.38 | 235019.18 | Outbound | PM/OPO | |
| 20 | Dorset St Upper just after junction with Granby Row | 315452.08 | 235172.55 | Outbound | PM/OPO | |
| 21 | Dorset St Lower after junction with Blessington St at start of bus lane | 315557.48 | 235379.43 | Outbound | PM/OPO | |
| 22 | Parnell Street Service 40 departure point | 315856.11 | 235026.67 | Outbound | PM/OPO | |
| 23 | Dorset Street Lower prior to junction with Whitworth Road | 315887.84 | 235949.19 | Outbound | PM/OPO | |
| 24 | North on Phibsborough Road at bus stop after junction with NCR | 315038.37 | 235900.64 | Outbound | PM/OPO | New for 2005 |
| 25 | Prospect Road just after junction with Whitworth Road | 315087.50 | 236318.00 | Outbound | PM/OPO | |
| 26 | Finglas Road by Finglas Place | 313447.40 | 238561.21 | Outbound | PM/OPO | |
| 27 | Mallowes Road bridge over N2 after junction with Main Street | 313060.44 | 239064.80 | Outbound/Westbound | All | Amended for 2005 |
| 28 | Botanic Road bus stop prior to junction with Glasnevin Hill | 315268.95 | 236897.58 | Outbound | PM/OPO | |
| 29 | Ballymun Road at start of outboard bus lane opposite The Rise | 315435.93 | 238105.44 | Outbound | PM/OPO | |
| 30 | Ballymun Road bus stop outside shopping centre | 315504.50 | 239842.08 | Outbound/Eastbound | All | Amended for 2005 |
| 31 | Santry Avenue at bus stop prior to junction with Swords Road | 316644.84 | 240020.98 | Eastbound | All | New for 2005 |
| 32 | Oscar Traynor Road at bus stop prior to junction with Malahide Road | 319916.23 | 239230.17 | Eastbound | All | New for 2005 |
| 33 | Kilbarrack Road at bus stop after junction with Grange Road | 322036.52 | 239437.11 | Eastbound | All | New for 2005 |
| 34 | Kilbarrack Road prior to junction with Kilbarrack Parade (Howth Jct) | 322893.04 | 239297.17 | Eastbound | All | New for 2005 |

Appendix 1 November 2005 Survey Points (continued)

| Lucan QBC Survey Points November 2005 | | | | | | |
|---------------------------------------|---|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | South on Newcastle Rd at 25a departure point opposite Superquinn | 303213.09 | 234164.63 | Inbound | AM/OPI | Count buses only |
| 2 | Opposite Penny Hill pub north of junction of Castle Rd & Ballyowen Rd | 304953.86 | 234169.25 | Inbound | AM/OPI | |
| 3 | N4 opposite Foxhunter pub | 305315.33 | 235462.13 | Inbound | AM/OPI | |
| 4 | Liffey Valley Bus Stop prior to M50 | 307237.09 | 235193.80 | Inbound | AM/OPI | |
| 5 | Palmerston opposite The Oval | 308751.41 | 234967.54 | Inbound | AM/OPI | |
| 6 | Chapelizod Sliproad | 309008.32 | 234911.88 | Inbound | AM/OPI | |
| 7 | Con Colbert Road just east of junction with link road to Inchicore Road | 312172.20 | 233836.39 | Inbound | AM/OPI | |
| 8 | Heuston Station Taxi Rank on St Johns Road | 313666.43 | 234201.03 | Inbound | AM/OPI | |
| 9 | Conyngham Road east of junction with South Circular Road | 312818.17 | 234438.91 | Inbound | AM/OPI | |
| 10 | Parkgate Street at segregated bus stop | 313770.20 | 234419.01 | Inbound | AM/OPI | |
| 11 | Ellis Quay just east of junction with Ellis Street/Rory O' More Bridge | 314352.08 | 234325.50 | Inbound | AM/OPI | |
| 12 | Arran Quay just before junction with Church Street/Fr. Mathew Bridge | 314835.45 | 234218.97 | Inbound | AM/OPI | |
| 13 | Bachelors Walk just before O'Connell Street Bridge | 315867.10 | 234384.37 | Inbound | AM/OPI | |
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 14 | Wellington Quay Bus Stop | 315727.73 | 234241.88 | Outbound | PM/OPO | Count buses only |
| 15 | Merchants Quay just before junction with Bridge Street | 314924.02 | 234130.56 | Outbound | PM/OPO | |
| 16 | Conyngham Road at Bridgewater Quay prior to South Circular Road | 312817.38 | 234427.72 | Outbound | PM/OPO | |
| 17 | Opposite Taxi Rank Heuston Station St Johns Road | 313698.78 | 234185.45 | Outbound | PM/OPO | |
| 18 | Con Colbert Road just east of junction with link road to Inchicore Road | 312175.29 | 233806.16 | Outbound | PM/OPO | |
| 19 | Chapelizod Sliproad | 309497.51 | 234613.03 | Outbound | PM/OPO | |
| 20 | Palmerston just past The Oval | 308691.89 | 234967.31 | Outbound | PM/OPO | |
| 21 | Liffey Valley Bus Stop just after M50 | 307221.35 | 235153.01 | Outbound | PM/OPO | |
| 22 | N4 at Foxhunter Pub | 305317.04 | 235436.26 | Outbound | PM/OPO | |
| 23 | Penny Hill pub north of junction of Castle Rd & Ballyowen Rd | 304972.64 | 234164.24 | Outbound | PM/OPO | |
| 24 | North on Newcastle Road at 25A terminus by Superquinn | 303200.39 | 234144.51 | Outbound | PM/OPO | |

Appendix 1 November 2005 Survey Points (continued)

| Malahide QBC Survey Points November 2005 incorporating Howth Road & Clontarf QBCs | | | | | | |
|---|--|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | Clare Hall Terminus | 321603.58 | 240635.74 | Inbound | AM/OPI | |
| 2 | Malahide Rd on northern arm of roundabout Priorswood Rd/Blunden Drive | 320703.36 | 240138.78 | Inbound | AM/OPI | |
| 3 | Malahide Rd on south arm of crossroads junction with Greencastle Road | 320114.23 | 239372.47 | Inbound | AM/OPI | |
| 4 | Malahide Road north of junction with Kilmore Road | 319214.59 | 238180.99 | Inbound | AM/OPI | |
| 5 | Malahide Rd at start of bus lane south of Kilmore Rd near St Davids Wood | 319115.36 | 238066.66 | Inbound | AM/OPI | |
| 6 | Malahide Road north of junction with Collins Avenue East | 318622.14 | 237616.33 | Inbound | AM/OPI | |
| 7 | Howth Road at bus shelter after junction with Station Road Raheny | 321452.74 | 238204.75 | Inbound | AM/OPI | |
| 8 | Howth Road prior to junction with Sybil Hill Road | 320208.63 | 237638.79 | Inbound | AM/OPI | |
| 9 | Howth Road after junction with Collins Avenue East by shops | 319398.11 | 237097.54 | Inbound | AM/OPI | |
| 10 | Howth Road after junction with Copeland Avenue | 318293.34 | 236532.07 | Inbound | AM/OPI | |
| 11 | Clontarf Road after junction with Conquer Hill Road at start of bus lane | 320533.17 | 235754.04 | Inbound | AM/OPI | |
| 12 | Clontarf Road at bus shelter after junction with Vernon Avenue | 320115.90 | 235812.17 | Inbound | AM/OPI | |
| 13 | Clontarf Road at bus shelter after junction with Castle Avenue | 319209.45 | 235922.43 | Inbound | AM/OPI | |
| 14 | Clontarf Road at bus shelter prior to junction with Alfie Byrne Road | 318461.72 | 236207.66 | Inbound | AM/OPI | |
| 15 | Clontarf Road/Fairview at traffic lights at junction with Malahide Road | 317921.20 | 236328.54 | Inbound | AM/OPI | |
| 16 | Malahide Rd at start of bus lane at Golf Club opposite Casino Park | 318445.73 | 237365.05 | Inbound | AM/OPI | |
| 17 | Fairview Bus Stop | 317922.33 | 236366.03 | Inbound | AM/OPI | |
| 18 | Amiens Street at end of bus lane near Connolly Station | 316672.54 | 235028.29 | Inbound | AM/OPI | |
| 19 | Talbot Street Bus Terminus set down point | 316350.97 | 234801.51 | Inbound | AM/OPI | Count Buses only |

| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
|-----------|---|--------------|--------------|-----------|----------------|------------------|
| 20 | Talbot Street Bus Terminus Departure Point | 316317.65 | 234789.33 | Outbound | PM/OPO | Count Buses only |
| 21 | Eden Quay just after 29A/31 Series departure point | 316213.46 | 234512.39 | Outbound | PM/OPO | Count Buses only |
| 22 | Abbey Street Lower 130 Departure Point | 316180.69 | 234586.20 | Outbound | PM/OPO | Count Buses only |
| 23 | Amiens Street/North Strand Road start of bus lane | 316665.99 | 235050.04 | Outbound | PM/OPO | |
| 24 | Junction of Fairview Strand/Malahide Road at end of bus lane | 317749.41 | 236319.94 | Outbound | PM/OPO | |
| 25 | Clontarf Road at bus stop after junction with Alfie Byrne Road | 318463.83 | 236225.08 | Outbound | PM/OPO | |
| 26 | Clontarf Road at bus stop after junction with Castle Avenue | 319268.36 | 236932.50 | Outbound | PM/OPO | |
| 27 | Clontarf Road at bus stop prior to junction with Vernon Avenue | 320119.42 | 235824.00 | Outbound | PM/OPO | |
| 28 | Clontarf Road at bus stop by bus garage/Conquer Hill Road | 320502.73 | 235757.58 | Outbound | PM/OPO | |
| 29 | Howth Road before junction with Copeland Avenue | 318286.84 | 236539.34 | Outbound | PM/OPO | |
| 30 | Howth Road at bus stop prior to junction with Collins Avenue East | 319359.20 | 237075.96 | Outbound | PM/OPO | |
| 31 | Howth Road prior to junction with Sybil Hill Road | 320152.91 | 237630.02 | Outbound | PM/OPO | |
| 32 | Howth Road on island by clock tower at junction with Station Rd Raheny | 321473.79 | 238222.74 | Outbound | PM/OPO | |
| 33 | Malahide Road start of bus lane just north of Griffith Avenue | 318111.79 | 236826.26 | Outbound | PM/OPO | |
| 34 | Malahide Road just south of junction with Collins Avenue | 318561.89 | 237584.12 | Outbound | PM/OPO | |
| 35 | Malahide Road just north of junction with Kilmore Road start of bus lane | 319244.89 | 238244.02 | Outbound | PM/OPO | |
| 36 | Malahide Road south of junction with Greencastle Road at end of bus lane | 320081.14 | 239368.79 | Outbound | PM/OPO | |
| 37 | Malahide Rd north of r'bout P'swood Rd/Blunden Drive at start of bus lane | 320669.83 | 240138.67 | Outbound | PM/OPO | |
| 38 | Terminus in Clare Hall | 321622.93 | 240644.40 | Outbound | PM/OPO | |

Appendix 1 November 2005 Survey Points (continued)

| North Clondalkin QBC Survey Points November 2005 | | | | | | |
|--|--|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | North end of Fonthill Road at start of bus lane | 306303.12 | 234649.47 | Inbound | AM/OPI | |
| 2 | South end of Fonthill Rd end of bus lane before Link Rd/Neilstown Rd jct | 306099.47 | 233501.51 | Inbound | AM/OPI | |
| 3 | Ballyfermot Rd after junction with Coldcut Road at start of bus lane | 307980.04 | 234007.78 | Inbound | AM/OPI | |
| 4 | Ballyfermot Road prior to junction with Le Fanu Road at end of bus lane | 309488.62 | 233709.11 | Inbound | AM/OPI | |
| 5 | Ballyfermot Rd after junction with Kylemore Road at schools bus stop | 310102.52 | 233713.09 | Inbound | AM/OPI | |
| 6 | Emmet Road east of junction with Tyrconnell Road/Grattan Crescent | 311913.14 | 233430.89 | Inbound | AM/OPI | |
| 7 | East on Emmet Road just west of South Circular Road/Inchicore Road | 312736.70 | 233581.45 | Inbound | AM/OPI | |
| 8 | East on Old Kilmainham/Mount Brown west of Basin Street | 313836.85 | 233863.81 | Inbound | AM/OPI | |
| 9 | East on Cornmarket east of St Augustine Street | 314861.52 | 233914.09 | Inbound | AM/OPI | |
| 10 | At 78A terminating stop on Westmoreland Street | 315977.89 | 234302.01 | Inbound | AM/OPI | Count Buses only |

| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
|-----------|---|--------------|--------------|-----------|----------------|-------|
| 11 | 78A departure stop on Aston Quay | 315906.63 | 234315.33 | Outbound | PM/OPO | |
| 12 | Bridge Street just after junction with Merchants Quay | 314875.07 | 234108.89 | Outbound | PM/OPO | |
| 13 | West on Cornmarket east of Francis Street | 314865.29 | 233904.67 | Outbound | PM/OPO | |
| 14 | West on James Street east of Echlin Street | 314100.35 | 233919.63 | Outbound | PM/OPO | |
| 15 | Emmet Road just west of junction with South Circular Road/Suir Road | 312735.22 | 233569.42 | Outbound | PM/OPO | |
| 16 | West on Emmet Rd east of junction with Tyrconnell Rd/Grattan Crescent | 311911.25 | 233421.29 | Outbound | PM/OPO | |
| 17 | Ballyfermot Rd at end of bus lane prior to junction with Kylemore Road | 310069.45 | 233697.13 | Outbound | PM/OPO | |
| 18 | Ballyfermot Rd after junction with Le Fanu Road | 309487.77 | 233698.91 | Outbound | PM/OPO | |
| 19 | Ballyfermot Road at end of bus lane prior to junction with Coldcut Road | 307979.75 | 233984.64 | Outbound | PM/OPO | |
| 20 | South end of Fonthill Rd start of bus lane after Link Rd/Neilstown Rd jct | 306086.69 | 233528.68 | Outbound | PM/OPO | |
| 21 | North end of Fonthill Road by pedestrian crossing at school | 306305.33 | 234783.40 | Outbound | PM/OPO | |

Appendix 1 November 2005 Survey Points (continued)

| Rathfarnham QBC Survey Points November 2005 incorporating extension to Dundrum & Dean Street/Patrick Street | | | | | | |
|---|--|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | Churchtown Road just after junction with Dundrum Road | 316972.12 | 228407.32 | Inbound | AM/OPI | |
| 2 | Nutgrove Avenue Terminus opposite end of outbound bus lane | 316206.21 | 228501.63 | Inbound | AM/OPI | |
| 3 | Nutgrove Avenue east of Oakdown Road at start of bus lane | 315950.85 | 228348.34 | Inbound | AM/OPI | |
| 4 | Rathfarnham Rd south of junction with Main Street at end of bus lane | 314462.04 | 229081.08 | Inbound | AM/OPI | |
| 5 | Rathfarnham Rd at junction with Brookvale Road at start of bus lane | 314448.86 | 229356.31 | Inbound | AM/OPI | |
| 6 | Rathfarnham Rd south of junction with Terenure Rd E at end of bus lane | 314434.71 | 230107.05 | Inbound | AM/OPI | |
| 7 | Harolds Cross Rd at Mount Tallant Avenue at start of bus lane | 314593.66 | 230891.30 | Inbound | AM/OPI | |
| 8 | Harolds Cross Rd at junction with Leinster Rd West at end of bus lane | 314738.45 | 231372.95 | Inbound | AM/OPI | |
| 9 | Harolds Cross Road north of Leinster Road at start of bus lane | 314697.26 | 231581.29 | Inbound | AM/OPI | |
| 10 | Clanbrassil Street at end of bus lane | 314949.06 | 232581.83 | Inbound | AM/OPI | |
| 11 | New Street South prior to junction with Dean Street | 315109.56 | 233366.26 | Inbound | AM/OPI | |
| 12 | South Circular Rd before Curzon Street at start of bus lane | 315310.15 | 232726.37 | Inbound | AM/OPI | |
| 13 | Camden Street north of Camden Row at end of bus lane | 315582.31 | 233202.86 | Inbound | AM/OPI | |
| 14 | Aungier Street at junction with Bishop Street | 315552.68 | 233343.04 | Inbound | AM/OPI | |
| 15 | Aungier Street junction with Stephen Street at start of bus lane | 315587.86 | 233757.59 | Inbound | AM/OPI | |
| 16 | Westmoreland Street outside Bank of Ireland | 315975.23 | 234116.54 | Inbound | AM/OPI | Count buses only |

| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
|-----------|--|--------------|--------------|-----------|----------------|-------|
| 17 | College Green east of Suffolk Street | 315886.66 | 234053.94 | Outbound | PM/OPO | |
| 18 | Aungier Street at junction with Bishop Street | 315564.33 | 233344.37 | Outbound | PM/OPO | |
| 19 | Camden Street south of junction with Camden Place at start of bus lane | 315619.87 | 233060.15 | Outbound | PM/OPO | |
| 20 | South Circular Road at junction with Victoria St at start of bus lane | 315280.68 | 232709.38 | Outbound | PM/OPO | |
| 21 | South Circular Rd at end of bus lane before junction with Clanbrassil St | 315036.55 | 232686.17 | Outbound | PM/OPO | |
| 22 | New Street South after junction with Dean Street | 315126.39 | 233366.72 | Outbound | PM/OPO | |
| 23 | Harolds Cross Rd south of junction with Grove Rd at start of bus lane | 314922.54 | 232335.24 | Outbound | PM/OPO | |
| 24 | Harolds Cross Road north of Leinster Road | 314722.97 | 231620.58 | Outbound | PM/OPO | |
| 25 | Harolds Cross Road south of Whitton Rd at start of bus lane | 314523.92 | 230444.44 | Outbound | PM/OPO | |
| 26 | Terenure Road North at end of bus lane | 314488.79 | 230271.86 | Outbound | PM/OPO | |
| 27 | Rathfarnham Road by castle entrance at start of bus lane | 314474.36 | 229003.08 | Outbound | PM/OPO | |
| 28 | Rathfarnham Road at junction with Butterfield Avenue at end of bus lane | 314413.76 | 228846.00 | Outbound | PM/OPO | |
| 29 | Nutgrove Avenue east of Oakdown Road at start of bus lane | 315944.26 | 228356.59 | Outbound | PM/OPO | |
| 30 | Nutgrove Avenue terminus at end of bus lane | 316199.65 | 228513.33 | Outbound | PM/OPO | |
| 31 | Churchtown Road prior to junction with Dundrum Road | 316976.19 | 228418.92 | Outbound | PM/OPO | |

Appendix 1 November 2005 Survey Points (continued)

| Stillorgan QBC Survey Points November 2005 incorporating M11 extension to Bray | | | | | | |
|--|--|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | Bray Main Street between Florence Road & Quinsborough Road | 326377.65 | 218700.40 | Inbound | AM/OPI | |
| 2 | Castle St prior to junction with Upper Dargle Rd opposite bus stop | 326075.17 | 219064.32 | Inbound | AM/OPI | |
| 3 | Esso Garage prior to Wilford Roundabout | 325756.06 | 219597.37 | Inbound | AM/OPI | |
| 4 | At end of bus gate north of Shanganagh Cemetery | 325427.51 | 220756.06 | Inbound | AM Peak | |
| 5 | Village bus stop prior to Shankill Roundabout | 325311.53 | 221584.98 | Inbound | AM/OPI | |
| 6 | Bus stop at start of bus lane after Loughlinstown Roundabout | 324883.59 | 222893.92 | Inbound | AM/OPI | |
| 7 | Bus stop city side of Cabinteely South Footbridge | 323491.07 | 225081.40 | Inbound | AM/OPI | |
| 8 | Dun Laoghaire DART Station departure bus stop | 324397.38 | 228778.02 | Inbound | AM/OPI | Count buses only |
| 9 | Oliver Plunkett Road just after junction with Mounttown Lower | 323619.71 | 227493.76 | Inbound | AM/OPI | |
| 10 | Abbey Road at bus stop prior to junction with Kill Lane | 322905.41 | 227193.16 | Inbound | AM/OPI | |
| 11 | North on Stillorgan Road just after junction with Kill Lane | 321816.87 | 226358.38 | Inbound | AM/OPI | |
| 12 | Stillorgan Road just south of junction with Mount Merrion Avenue | 319781.15 | 228820.22 | Inbound | AM/OPI | |
| 13 | Stillorgan Road above junction with Ailesbury Road/Beaver Row | 317833.90 | 231328.53 | Inbound | AM/OPI | |
| 14 | Morehampton Rd end of bus lane before junction with Wellington Place | 317040.21 | 232195.75 | Inbound | AM/OPI | |
| 15 | Leeson Street before junction with St Stephen's Green | 316159.70 | 233132.93 | Inbound | AM/OPI | |
| 16 | Westmoreland Street prior to O'Connell Street Bridge | 315977.05 | 234301.33 | Inbound | AM/OPI | Count buses only |

| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
|-----------|--|--------------|--------------|-----------|----------------|------------------|
| 17 | D'Olier Street prior to junction with Townsend Street | 316090.58 | 234271.03 | Outbound | PM/OPO | |
| 18 | Leeson Street after junction with St Stephen's Green | 316167.69 | 233147.25 | Outbound | PM/OPO | Count buses only |
| 19 | Morehampton Rd at start of bus lane after junction with Wellington Place | 317032.63 | 232217.22 | Outbound | PM/OPO | |
| 20 | Stillorgan Road above junction with Ailesbury Road/Beaver Row | 317849.22 | 231346.84 | Outbound | PM/OPO | |
| 21 | Stillorgan Road just south of junction with Mount Merrion Avenue | 319811.78 | 228822.55 | Outbound | PM/OPO | |
| 22 | Stillorgan Road just prior to junction with Kill Lane | 321829.69 | 226389.65 | Outbound | PM/OPO | |
| 23 | Abbey Road after junction with Kill Lane | 322897.03 | 227191.76 | Outbound | PM/OPO | |
| 24 | Oliver Plunkett Rd prior to junction with Mounttown Lower | 323633.43 | 227504.91 | Outbound | PM/OPO | |
| 25 | Dun Laoghaire DART Station set down bus stop | 324392.57 | 228780.96 | Outbound | PM/OPO | |
| 26 | Bus stop just after Cabinteely South Footbridge | 323600.72 | 225030.71 | Outbound | PM/OPO | |
| 27 | Bus stop prior to Loughlinstown Roundabout | 324901.71 | 222902.72 | Outbound | PM/OPO | Count buses only |
| 28 | Shankill village bus stop on Dublin Road | 325322.28 | 221585.81 | Outbound | PM/OPO | |
| 29 | Opposite Esso Garage just after Wilford Roundabout | 325766.36 | 219600.96 | Outbound | PM/OPO | |
| 30 | Bus stop at Castle Street just after junction with Upper Dargle Road | 326088.39 | 219072.30 | Outbound | PM/OPO | |
| 31 | Main Street Bray prior to junction with Quinsborough Road | 326385.36 | 218768.72 | Outbound | PM/OPO | |

Appendix 1 November 2005 Survey Points (continued)

| Swords QBC Survey Points November 2005 incorporating Granby Row & Dorset Street Upper | | | | | | |
|---|--|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | South on Main Street outside County Council Offices | 318293.41 | 246896.01 | Inbound | AM/OPI | |
| 2 | South on Main Street north of junction with Malahide Road | 318204.06 | 246628.93 | Inbound | AM/OPI | |
| 3 | Swords Road prior to junction with Newinstown Lane at end of bus lane | 317775.86 | 245442.23 | Inbound | AM/OPI | |
| 4 | Dublin Road north of junction with Naul Road at end of bus lane | 317798.56 | 244142.64 | Inbound | AM/OPI | |
| 5 | Swords Road south of south turn into Airport | 317680.29 | 242832.24 | Inbound | AM/OPI | |
| 6 | Swords Road south of junction with Lorcan Road opposite Ormi Park | 316734.77 | 239421.89 | Inbound | AM/OPI | |
| 7 | Swords Road south of junction with Collins Avenue at start of bus lane | 316830.30 | 238209.29 | Inbound | AM/OPI | |
| 8 | Swords Road north of junction with Richmond Road at end of bus lane | 316218.80 | 236814.08 | Inbound | AM/OPI | |
| 9 | Dorset Street Lower before jct with North Circular Rd at end of bus lane | 315828.84 | 235791.17 | Inbound | AM/OPI | Count Buses only |
| 10 | Frederick Street North after junction with Dorset St Lower | 315570.40 | 235340.30 | Inbound | AM/OPI | Count Buses only |
| 11 | O'Connell Street just after junction with Earl Street North | 315929.21 | 234642.06 | Inbound | AM/OPI | |

| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
|-----------|--|--------------|--------------|-----------|----------------|-------|
| 12 | O'Connell Street prior to junction with Middle Abbey Street | 315939.88 | 234470.49 | Outbound | PM/OPO | |
| 13 | Abbey Street Lower 41 departure point | 316217.34 | 234606.10 | Outbound | PM/OPO | |
| 14 | Parnell Square West bus stop outside No 41 | 315593.42 | 235018.90 | Outbound | PM/OPO | |
| 15 | Dorset St Upper just after junction with Granby Row | 315452.58 | 235172.26 | Outbound | PM/OPO | |
| 16 | Dorset St Lower after junction with Blessington St at start of bus lane | 315557.63 | 235379.46 | Outbound | PM/OPO | |
| 17 | Dorset St Lower after junction with North Circular Rd at start of bus lane | 315805.81 | 235788.35 | Outbound | PM/OPO | |
| 18 | North on Drumcondra Rd Lower before junction with Botanic Avenue | 316167.46 | 236612.63 | Outbound | PM/OPO | |
| 19 | North on Swords Road prior to junction with Collins Avenue | 316814.70 | 238213.51 | Outbound | PM/OPO | |
| 20 | North on Swords Road before junction with Lorcan Road at Ormi Park | 316719.50 | 239422.54 | Outbound | PM/OPO | |
| 21 | North on Swords Road south of turn into Airport | 317661.12 | 242839.39 | Outbound | PM/OPO | |
| 22 | North on Dublin Road north of junction with Naul Road | 317781.34 | 244148.17 | Outbound | PM/OPO | |
| 23 | Swords Rd north of junction with Newinstown Lane at start of bus lane | 317760.65 | 245480.26 | Outbound | PM/OPO | |
| 24 | North on Main Street just after junction with Malahide Road | 318193.98 | 246631.53 | Outbound | PM/OPO | |
| 25 | Main Street opposite County Council offices | 318273.92 | 246901.21 | Outbound | PM/OPO | |

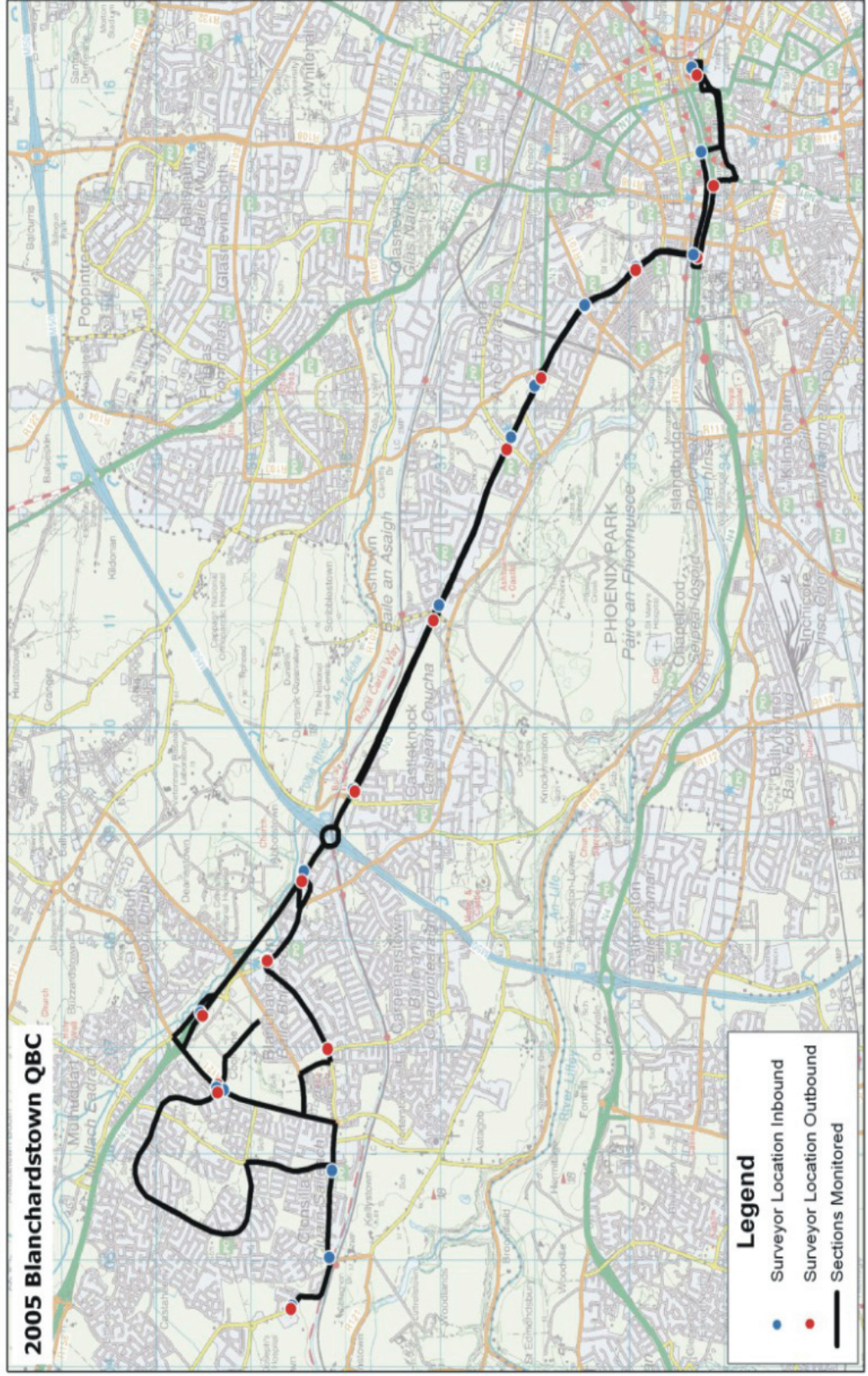
Appendix 1 November 2005 Survey Points (continued)

| Tallaght QBC Survey Points November 2005 | | | | | | |
|--|---|--------------|--------------|-----------|----------------|------------------|
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
| 1 | East on Tallaght bypass east of junction with Killinarden Heights | 307143.92 | 226554.00 | Inbound | AM/OPI | |
| 2 | East on Main Street Tallaght past the Dragon Inn | 309386.05 | 227642.26 | Inbound | AM/OPI | |
| 3 | East on Tallaght Road west of M50 | 311097.12 | 227858.99 | Inbound | AM/OPI | |
| 4 | East on Tallaght Road east of M50 | 311623.83 | 228154.79 | Inbound | AM/OPI | |
| 5 | North on Templeogue Road east of junction with Oldbridge Road | 312908.81 | 228689.80 | Inbound | AM/OPI | |
| 6 | North on Templeogue Road north of junction with Fortfield Road | 313774.38 | 229504.80 | Inbound | AM/OPI | |
| 7 | North on Templeogue Road adjacent to junction with Rathdown Park | 314179.53 | 229942.46 | Inbound | AM/OPI | |
| 8 | East on Terenure Road East adjacent to Brighton Road | 314844.78 | 230372.91 | Inbound | AM/OPI | |
| 9 | North on Rathgar Road south of junction with Kenilworth Road | 315448.96 | 231391.64 | Inbound | AM/OPI | |
| 10 | North on Rathmines Road Lower adjacent to junction with Leinster Road | 315626.99 | 231812.63 | Inbound | AM/OPI | |
| 11 | North on Rathmines Road Lower adjacent to junction with Grove Park | 315678.16 | 232404.35 | Inbound | AM/OPI | |
| 12 | Camden Street Upper prior to traffic lights opposite Bleeding Horse Pub | 315623.74 | 232831.01 | Inbound | AM/OPI | Amended for 2005 |
| 13 | Westmoreland Street outside Bank of Ireland | 315975.23 | 234116.54 | Inbound | AM/OPI | Amended for 2005 |
| 14 | North on Tara Street Bridge | 316253.32 | 234465.55 | Inbound | AM/OPI | Count Buses only |

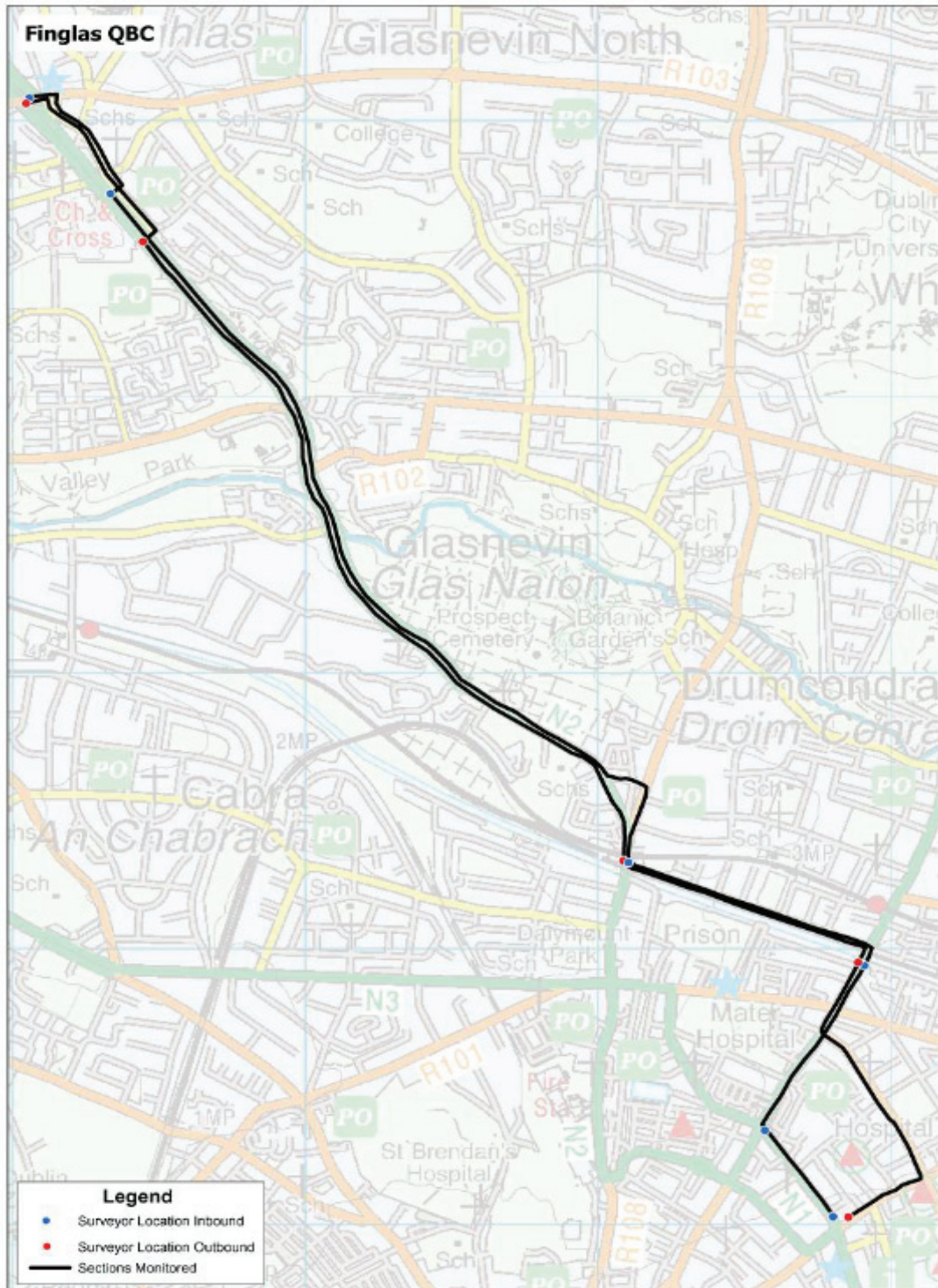
| Point No. | Description | X Coordinate | Y Coordinate | Direction | Survey Periods | Notes |
|-----------|--|--------------|--------------|-----------|----------------|------------------|
| 15 | Eden Quay 65 departure point | 316093.57 | 234461.58 | Outbound | PM/OPO | |
| 16 | West on Dame Street east of junction with South Great Georges Street | 315739.66 | 234042.74 | Outbound | PM/OPO | Count Buses only |
| 17 | Camden Street near junction with Grantham Street at end of bus lane | 315626.26 | 232899.62 | Outbound | PM/OPO | |
| 18 | South on Rathmines Rd Lower adjacent to junction with Grove Park | 315693.65 | 232404.35 | Outbound | PM/OPO | |
| 19 | South on Rathmines Rd Lower adjacent to junction with Leinster Rd | 315638.17 | 231811.77 | Outbound | PM/OPO | |
| 20 | South on Rathgar Road east of junction with Kenilworth Road | 315534.54 | 231507.75 | Outbound | PM/OPO | |
| 21 | West on Terenure Road East adjacent to Brighton Road | 314847.36 | 230366.46 | Outbound | PM/OPO | |
| 22 | South on Templeogue Road adjacent to junction with Rathdown Park | 314187.70 | 229935.15 | Outbound | PM/OPO | |
| 23 | South on Templeogue Road north of junction with Fortfield Road | 313781.85 | 229498.35 | Outbound | PM/OPO | |
| 24 | South on Templeogue Road east of junction with Oldbridge Road | 312843.02 | 228641.64 | Outbound | PM/OPO | |
| 25 | West on Tallaght Road east of M50 | 311634.14 | 228126.01 | Outbound | PM/OPO | |
| 26 | West on Tallaght Road west of M50 | 311116.47 | 227832.33 | Outbound | PM/OPO | |
| 27 | West on Main Street Tallaght past the Dragon Inn | 309387.34 | 227631.94 | Outbound | PM/OPO | |
| 28 | West on Tallaght Bypass east of junction with Killinarden Heights | 307147.71 | 226543.40 | Outbound | PM/OPO | |

Appendix 2 Maps of Survey Points

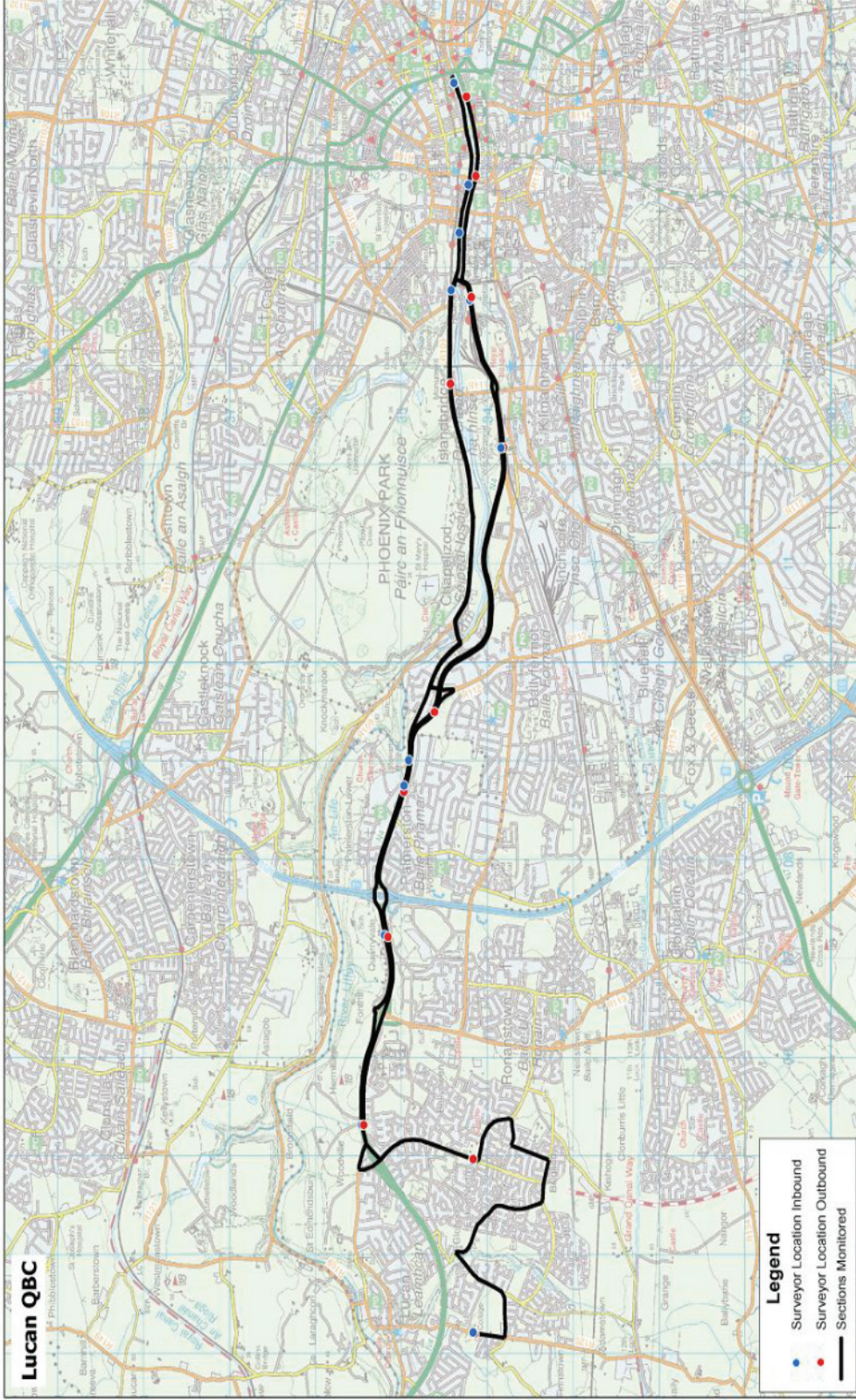
Blanchardstown QBC



Finglas QBC



Lucan QBC



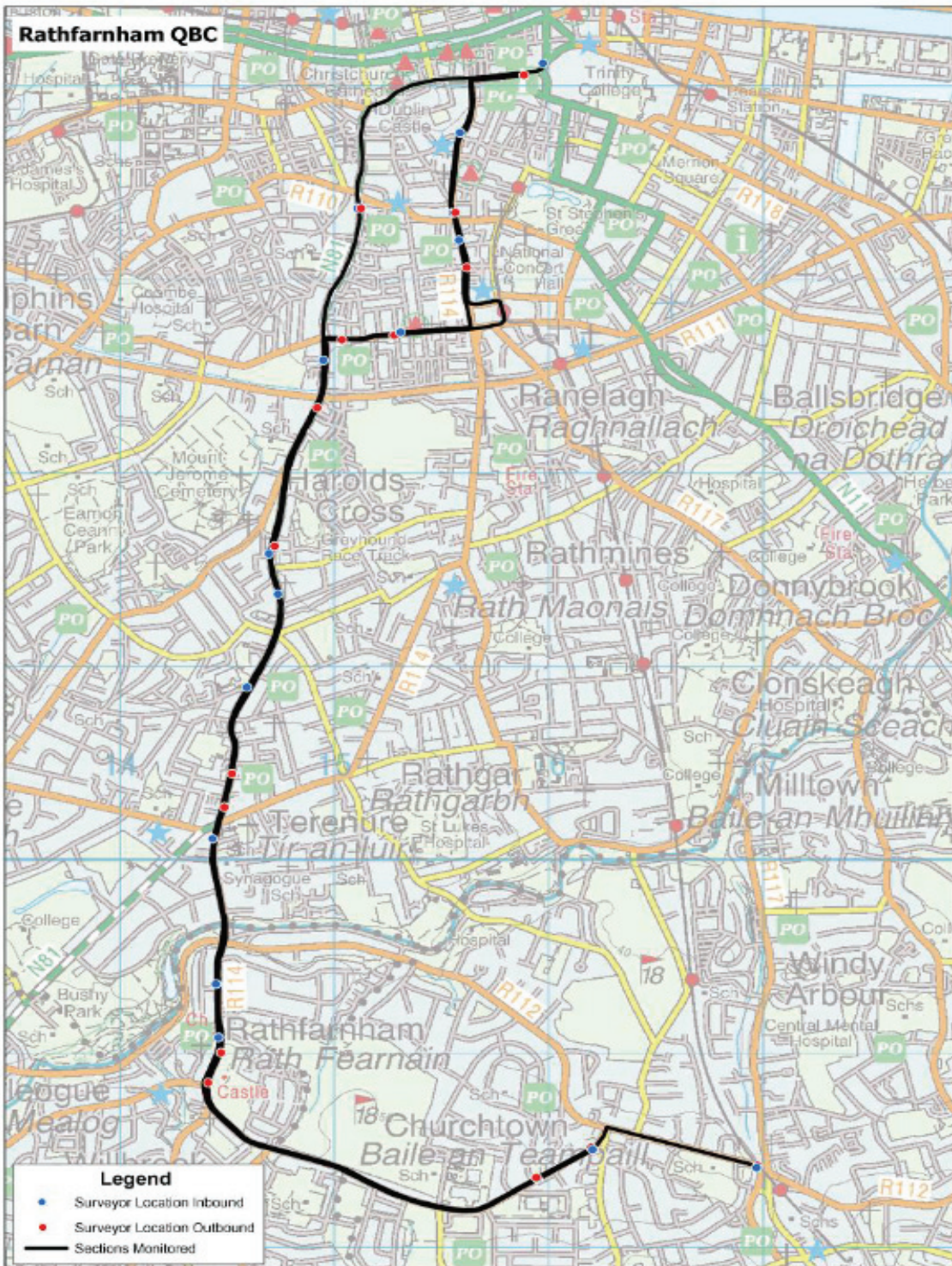
Malahide QBC



North Clondalkin QBC



Rathfarnham QBC



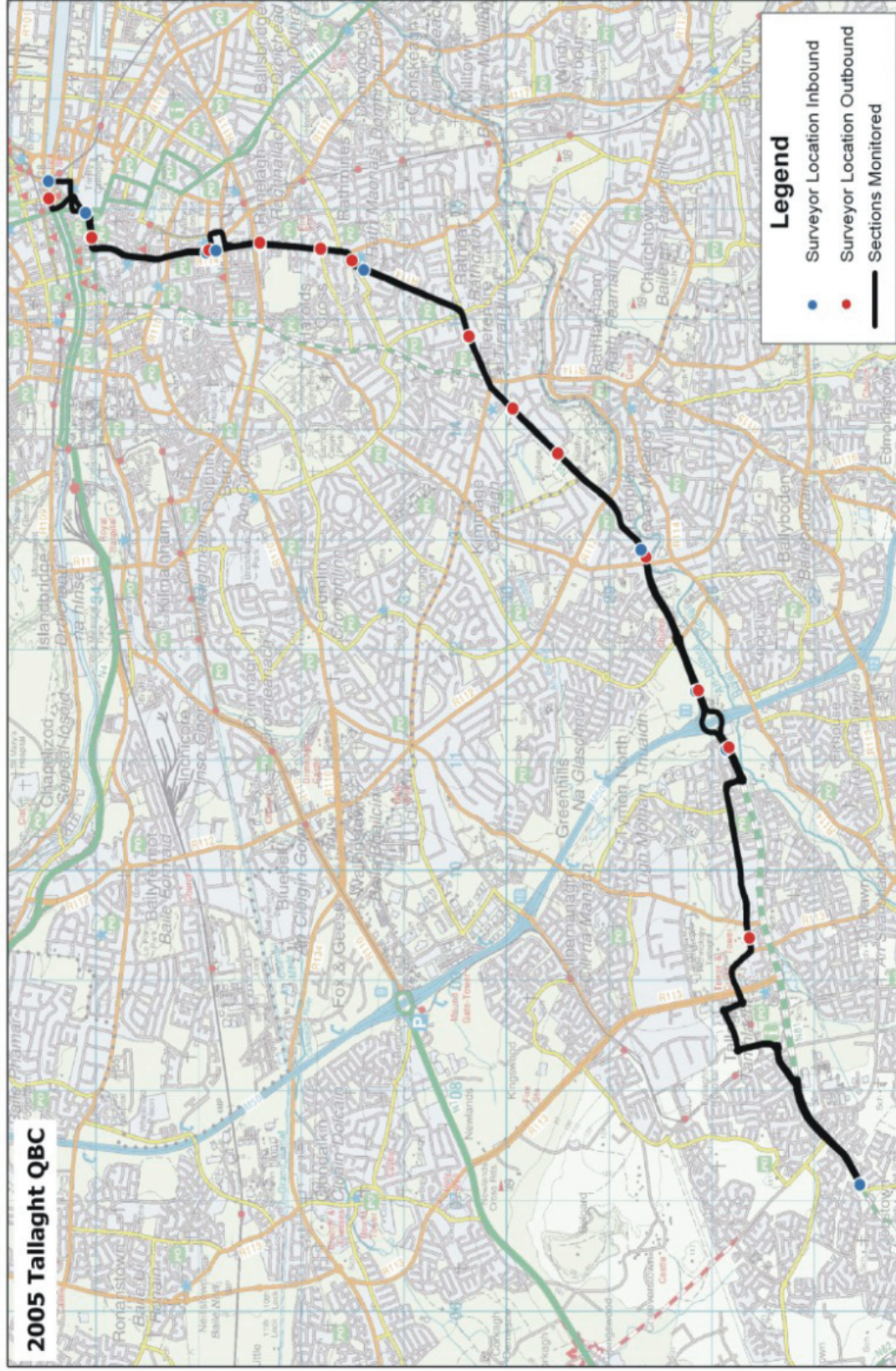
Stillorgan QBC



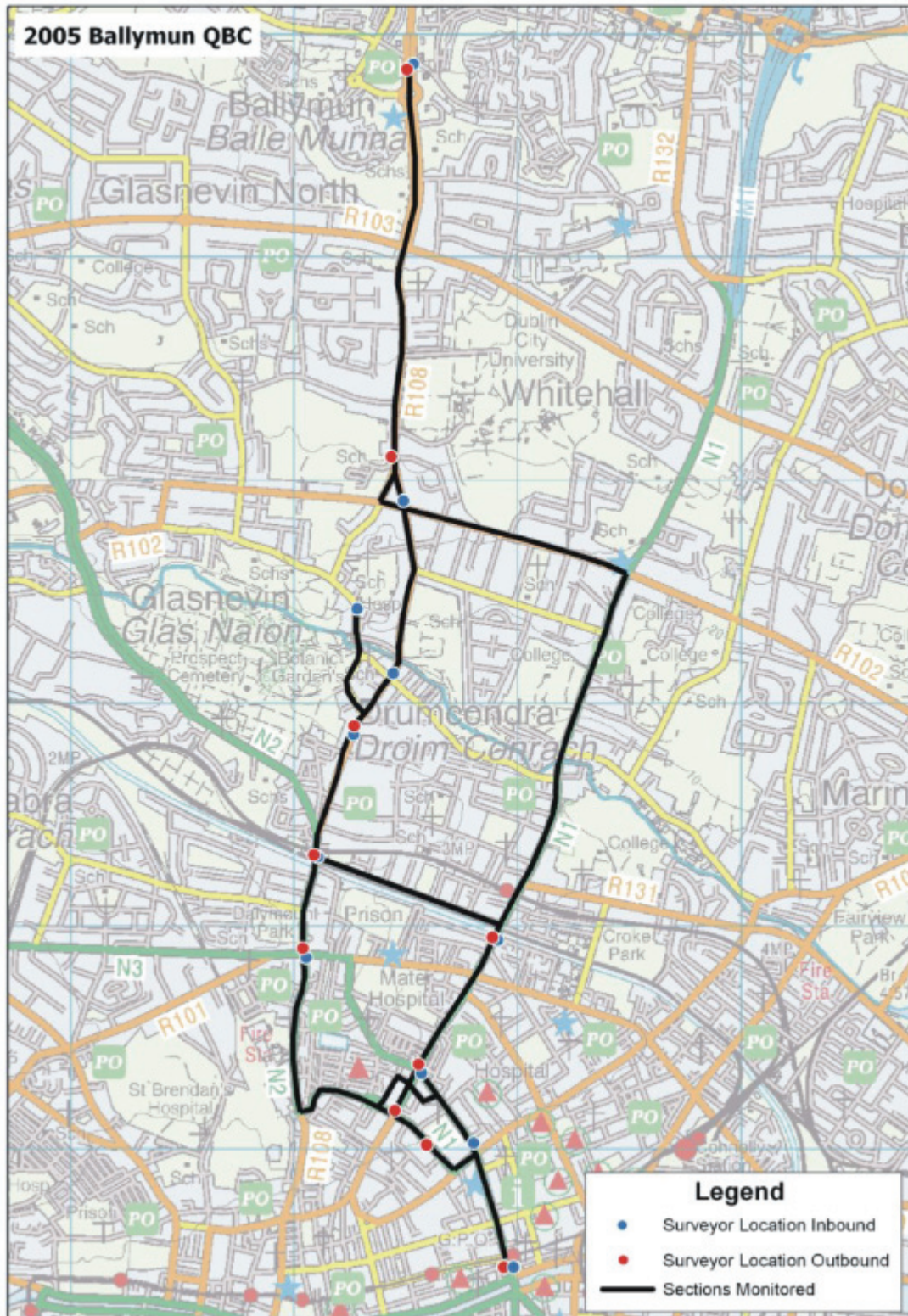
Swords QBC



Tallaght QBC



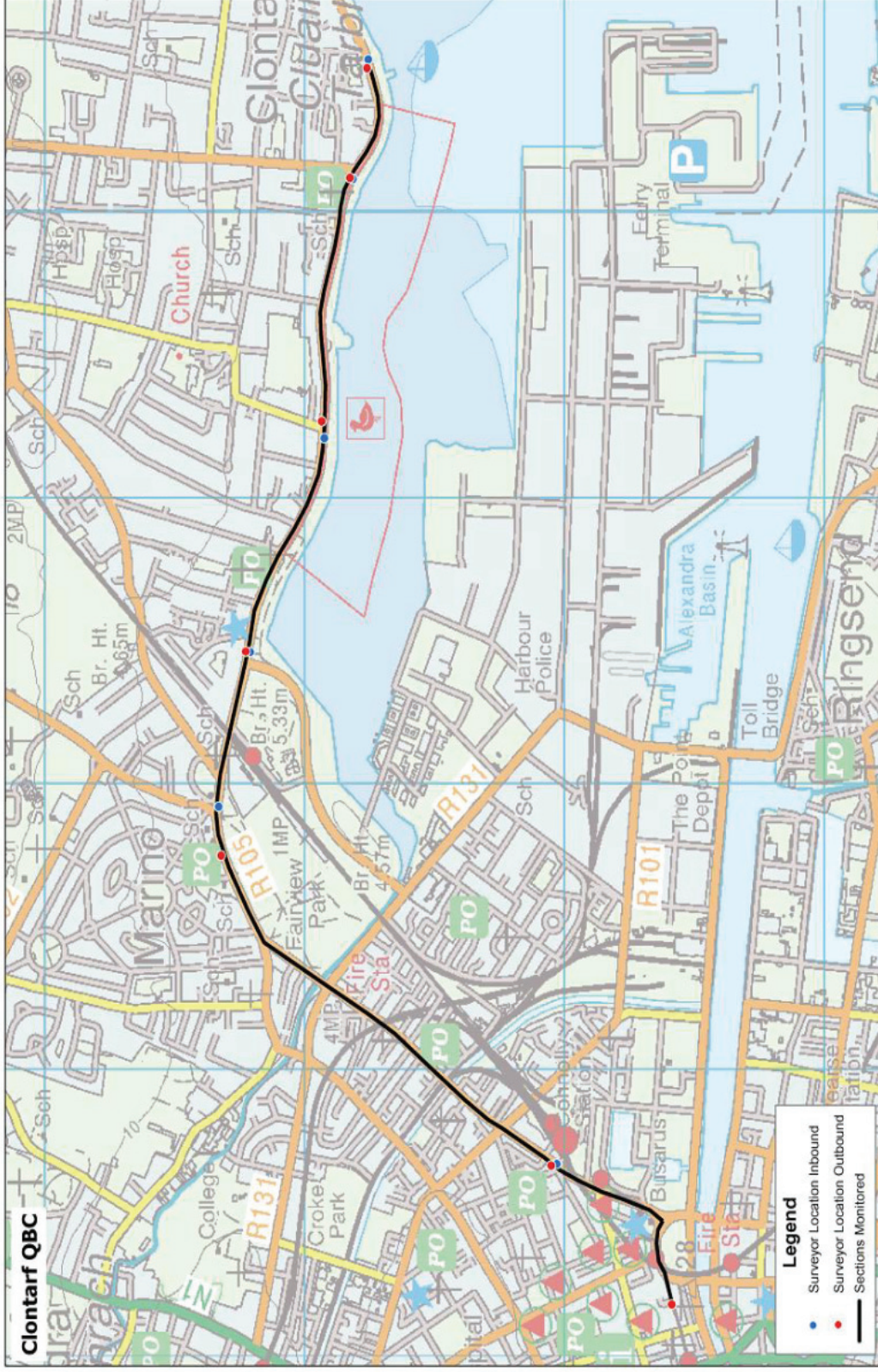
Ballymun QBC



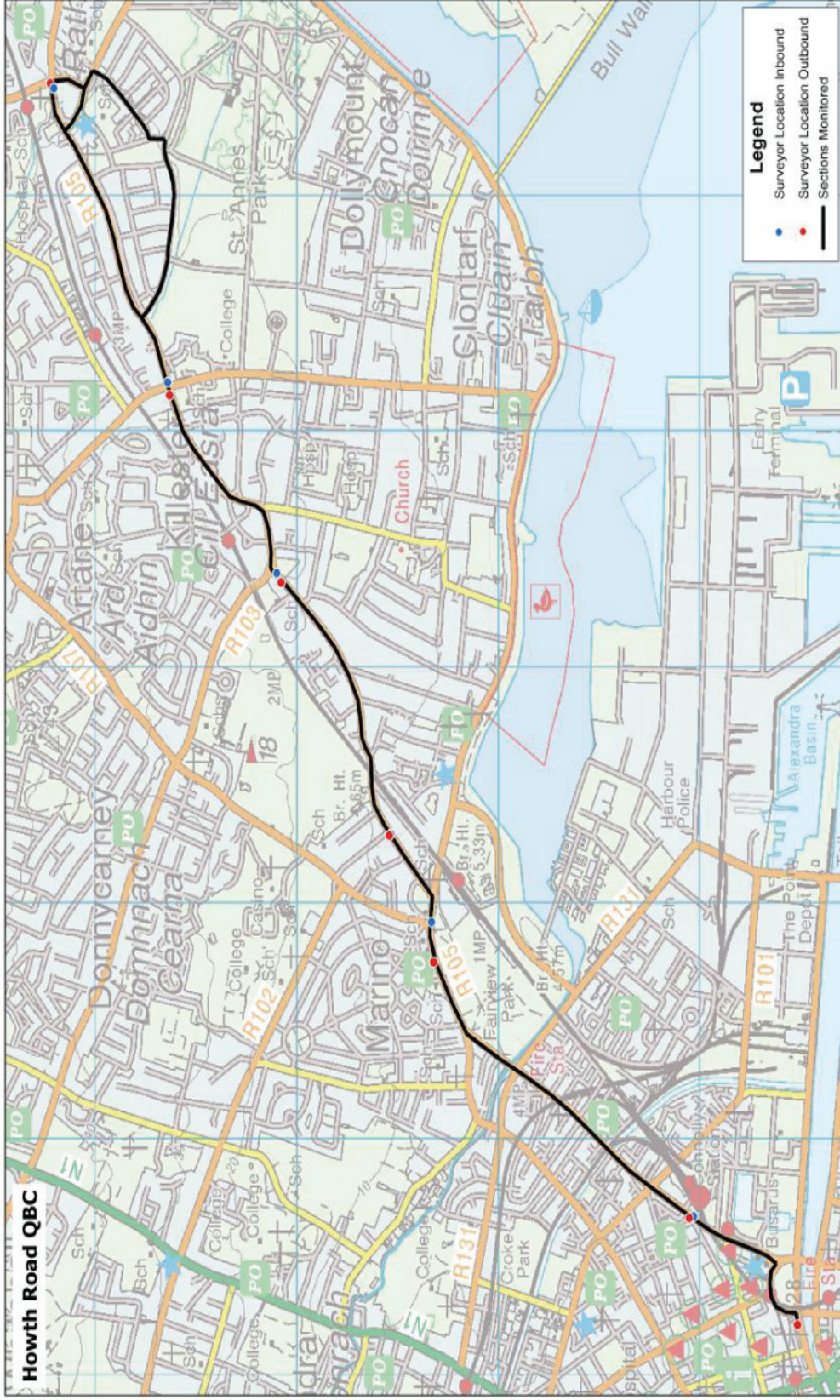
Bray QBC



Clontarf QBC



Howth Road QBC



North City Orbital Pre QBC

