

quality bus corridor
monitoring report



QBC Monitoring Report
Dublin Transportation Office
November 2006

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1 Introduction & Structure of the Report

1.1 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, 2005 and 2006 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 2006, comparisons are made with the results from 2002, 2003, 2004 and 2005.

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.

1.2 Structure of the Report

Section 2 sets out the main findings from the November 2006 QBC monitoring exercise based on the report given to the DTO Steering Committee at its May 2007 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 2006 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, 2005 and 2006.

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 Malahide 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, 2005 and 2006.

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 2006 monitoring exercise.

Appendix 2 contains maps showing the scope of the monitoring for each QBC.

2 Main Findings

- 2.1 The number of buses supplied by Dublin Bus has increased by 196 (30.96%) from November 1997 to November 2006. See **Table 2** for details. There has been a small increase in the supply of buses in the last 12 months. See **Table 3** for details.
- 2.2 The number of bus passengers crossing the Canal Cordon on QBC corridors has increased by 12765 (41.47%) from November 1997 to November 2006. See **Table 2** for details. There has, however, been a reduction in passenger numbers of 2.82% over the last 12 months with a decline in numbers on Lucan, North Clondalkin, Finglas/Swords and Tallaght QBCs partly offset by increases in passenger numbers on Malahide and Stillorgan QBCs. See **Table 3** for details.
- 2.3 Passenger numbers travelling on QBC designated routes crossing the canal cordon between 0700 and 1000 have remained virtually unchanged compared with November 2005. See **Table 5** for details.
- 2.4 Bus average journey times in the morning peak were less than the corresponding car average journey times in 9 out of the 13 QBCs monitored, with significant (greater than 15%) variations in 7 QBCs. See **Table 4** for details.
- 2.5 Bus average journey times in the morning peak have reduced in 5 of the 13 QBCs that were monitored both in 2005 and 2006. They have, however, increased in 8 out of the 9 main radial QBCs See **Table 5** for details.
- 2.6 The detailed results for Malahide QBC highlight the problems affecting the performance in the morning peak period on the section between Greencastle Road and Casino Park. Also of note is the delay caused to outbound services accessing the QBC from the respective city centre termini at Talbot Street, Eden Quay and Lower Abbey Street.
See **Table 1a** , **Table 8**, **Table 9a** and **Table 10a** for details.
- 2.7 Of the schemes introduced in the 12 months leading up to November 2006, where monitoring has taken place, the following results are of interest:
Ballymun QBC
Buses journey times on the outbound bus lane on Western Way and Phibsboro Road in the PM peak period were on average over 8 minutes faster than cars.

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 1m 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, Clontarf QBC and Howth Road QBC.

Table 1a Blanchardstown QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT BLANCHARDSTOWN NOVEMBER 2006									
Spec Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS				NOTES			
A5	Corridor Bus Journey Times	AM Peak		PM Peak		New River Rd to Westmoreland Street/Hawkins Street			
A5	Corridor Bus Journey Time (Average)	36:17		44:36					
A5	Corridor Bus Journey Time (Range)	30:50 to 41:02		38:02 to 54:03					
A5	Corridor Bus Speed	13.82 km/h		11.70 km/h					
A5	Comparison of Corridor Journey Times Bus v Car	Bus AM Peak		Car AM Peak		Blanchardstown Bypass to Manor Street			
A5	Comparison of Bus v Car Journey Times (Average)	24:39		28:16					
A5	Comparison of Bus v Car Journey Times (Range)	17:42 to 29:57		16:31 to 45:19					
B1	Passenger Wait Times	Target		Actual		Timings at Navan Road Garda Station			
B1a	Average Peak Wait Time	3 minutes		1:39					
B1b	Average Peak Excess Wait Time	Target		Actual					
		2 minutes		0					
B1c	Average Off Peak Wait Time	Target		Actual					
		4 minutes		5:11					
B1d	Average Off Peak Excess Wait Time	Target		Actual					
		2 minutes		1:11					
B2	Boarding & Alighting Time / % of total journey time	AM Peak		PM Peak		BAC On Bus Survey Nov 02			
		12.21%		12.01%					
D1	Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis)	% Mode share at Canal Cordon				% Mode share at Navan Road			
		Car		Bus		Car		Bus	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		35.08%	38.92%	52.36%	47.57%	26.55%	28.98%	69.37%	64.70%
		Taxi		Cycle		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		0.77%	1.00%	1.52%	1.91%	0.60%	1.48%	0.79%	1.07%
		Walking		Total Persons		Walking		Total Persons	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		7.48%	8.16%	17222	15569	0.47%	0.66%	10817	8579
E1	Passenger Journeys (Total)	Nov-05		Nov-06		Cordon Counts (0700 - 1000) BAC Designated QBC Routes			
		4997		4876					

Table 1b Finglas QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT FINGLAS NOVEMBER 2006						
Spec Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES		
A5	Corridor Bus Journey Times	AM Peak		PM Peak		
A5	Corridor Bus Journey Time (Average)	16:34		29:58		
A5	Corridor Bus Journey Time (Range)	11:07 to 22:08		18:57 to 38:02		
A5	Corridor Bus Speed	19.09km/h		10.16 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)	10:27		14:55		
A5	Comparison of Bus v Car Journey Times (Range)	6:37 to 13:18		8:38 to 21:07		
B1	Passenger Wait Times	Target		Actual		
B1a	Average Peak Wait Time	3 minutes		2:22		
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		3:44		
		Target		Actual		
		2 minutes		0		
		AM Peak		PM Peak		
		12.11%		14.03%		
D1	Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis)	% Mode share at Canal Cordon				Survey at Binn's Bridge Includes Swords QBC
		Car		Bus		
		Nov-04	Nov-06	Nov-04	Nov-06	
		33.78%	29.18%	54.78%	55.29%	
		Taxi		Cycle		
		Nov-04	Nov-06	Nov-04	Nov-06	
		0.35%	1.76%	1.37%	2.04%	
		Walking		Total Persons		
		Nov-04	Nov-06	Nov-04	Nov-06	
		7.66%	9.37%	15868	16578	
E1	Passenger Journeys (Total)	Nov-05		Nov-06		
		2249		2054		
						Cordon Counts (0700 - 1000) BAC Designated QBC Routes

Table 1c Lucan QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT LUCAN NOVEMBER 2006									
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)	36:36		26:48					
A5	Corridor Bus Journey Time (Range)	28:42 to 49:00		23:08 to 36:34					
A5	Corridor Bus Speed	18.68 km/h		24.99 km/h		Foxhunter Pub to Bachelors Walk via Chapelizod Bypass			
A5	Comparison of Corridor Journey Times Bus v Car	Bus AM Peak		Car AM Peak					
A5	Comparison of Bus v Car Journey Times (Average)	36:36		49:46					
A5	Comparison of Bus v Car Journey Times (Range)	28:42 to 49:00		28:45 to 76:09					
B1	Passenger Wait Times	Target		Actual		Timings at Palmerston			
B1a	Average Peak Wait Time	3 minutes		1:29					
B1b	Average Peak Excess Wait Time	Target		Actual					
		2 minutes		0					
B1c	Average Off Peak Wait Time	Target		Actual					
		4 minutes		3:55					
B1d	Average Off Peak Excess Wait Time	Target		Actual		BAC On Bus Survey Nov 02			
		2 minutes		0					
B2	Boarding & Alighting Time / % of total journey time	AM Peak		PM Peak					
		10.06%		14.69%					
D1	Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis)	% Mode share at Canal Cordon				% Mode share at Palmerston			
		Car		Bus		Car		Bus	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		39.60%	37.98%	52.14%	54.59%	43.70%	48.89%	45.80%	45.07%
		Taxi		Cycle		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		0.48%	1.29%	1.23%	0.75%	0.61%	0.81%	0.47%	0.41%
		Walking		Total Persons		Walking		Total Persons	
Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06		
0.82%	1.15%	13701	14791	2.76%	0.40%	13777	11776		
E1	Passenger Journeys (Total)	Nov-05		Nov-06		Cordon Counts (0700 - 1000) BAC Designated QBC Routes			
		4895		4399					

Table 1d Malahide QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT MALAHIDE NOVEMBER 2006						
Spec Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES		
A5	Corridor Bus Journey Times	AM Peak	PM Peak	Greencastle Rd to Amiens Street/North Strand		
A5	Corridor Bus Journey Time (Average)	34:40	20:08			
A5	Corridor Bus Journey Time (Range)	17:44 to 51:07	16:48 to 24:29			
A5	Corridor Bus Speed	9.87 km/h	16.88 km/h			
A5	Comparison of Corridor Journey Times Bus v Car	Bus AM Peak	Car AM Peak	Greencastle Rd to Amiens Street		
A5	Comparison of Bus v Car Journey Times (Average)	34:40	41:07			
A5	Comparison of Bus v Car Journey Times (Range)	17:44 to 51:07	22:56 to 59:50			
B1	Passenger Wait Times	Target	Actual	Timings at Fairview Pedestrian Footbridge		
B1a	Average Peak Wait Time	3 minutes	4:19			
B1b	Average Peak Excess Wait Time	Target	Actual			
B1c	Average Off Peak Wait Time	2 minutes	1:19			
B1d	Average Off Peak Excess Wait Time	Target	Actual			
B2	Boarding & Alighting Time / % of total journey time	4 minutes	2:32	BAC On Bus Survey Nov 02		
		Target	Actual			
		2 minutes	0			
		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				Newcomen Bridge
		Car		Bus		
		Nov-04	Nov-06	Nov-04	Nov-06	
		25.13%	22.17%	63.33%	62.30%	
		Taxi		Cycle		
		Nov-04	Nov-06	Nov-04	Nov-06	
		2.34%	3.24%	2.75%	3.84%	
		Walking		Total Persons		
		Nov-04	Nov-06	Nov-04	Nov-06	
		4.41%	6.43%	12674	13139	
E1	Passenger Journeys (Total)	Nov-05		Nov-06		
		3805		4341		
						Cordon Counts (0700 - 1000) BAC Designated QBC Routes

Table 1e North Clondalkin QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT NORTH CLONDALKIN NOVEMBER 2006									
Spec Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS				NOTES			
A5	Corridor Bus Journey Times	AM Peak		PM Peak		Coldcut Road to Westmoreland Street/ Aston Quay			
A5	Corridor Bus Journey Time (Average)	49:42		42:49					
A5	Corridor Bus Journey Time (Range)	33:30 to 64:43		25:59 to 61:33					
A5	Corridor Bus Speed	10.78 km/h		12.53 km/h		Coldcut Road to Commarket			
A5	Comparison of Corridor Journey Times Bus v Car	Bus AM Peak		Car AM Peak					
A5	Comparison of Bus v Car Journey Times (Average)	37:33		32:47					
A5	Comparison of Bus v Car Journey Times (Range)	23:38 to 55:48		18:43 to 39:58					
B1	Passenger Wait Times	Target		Actual		Timings at James's Street			
B1a	Average Peak Wait Time	3 minutes		8:16					
B1b	Average Peak Excess Wait Time	Target		Actual					
		2 minutes		5:16					
B1c	Average Off Peak Wait Time	Target		Actual					
		4 minutes		8:09					
B1d	Average Off Peak Excess Wait Time	Target		Actual		BAC On Bus Survey Nov 02			
B2	Boarding & Alighting Time / % of total journey time	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		Bus		Car		Bus	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		41.70%	41.83%	52.95%	50.49%	32.44%		57.67%	
		Taxi		Cycle		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		1.00%	0.89%	0.61%	0.63%	0.94%		0.42%	
		Walking		Total Persons		Walking		Total Persons	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		1.47%	3.19%	5103	4607	6.98%		4987	
E1	Passenger Journeys (Total)	Nov 2005		Nov 2006		Cordon Counts (0700 - 1000) BAC QBC Designated Routes			
		2516		2241					

Table 1f Rathfarnham QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT RATHFARNHAM NOVEMBER 2006						
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES		
A5	Corridor Bus Journey Times	AM Peak	PM Peak	Rathfarnham to Westmoreland Street / College Green		
A5	Corridor Bus Journey Time (Average)	45:30	36:43			
A5	Corridor Bus Journey Time (Range)	25:24 to 55:24	30:58 to 40:59			
A5	Corridor Bus Speed	8.04 km/h	10.60 km/h	Rathfarnham to Camden Street		
A5	Comparison of Corridor Journey Times Bus v Car	Bus AM Peak	Car AM Peak			
A5	Comparison of Bus v Car Journey Times (Average)	35:46	34:47			
A5	Comparison of Bus v Car Journey Times (Range)	17:25 to 46:26	18:32 to 52:52			
B1	Passenger Wait Times	Target	Actual	Timings at Canal		
B1a	Average Peak Wait Time	3 minutes	4:44			
B1b	Average Peak Excess Wait Time	Target	Actual			
		2 minutes	1:44			
B1c	Average Off Peak Wait Time	Target	Actual			
		4 minutes	5:08			
B1d	Average Off Peak Excess Wait Time	Target	Actual	BAC On Bus Survey Nov 02		
B2	Boarding & Alighting Time / % of total journey time	2 minutes	1:08			
		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				Harold's Cross Bridge
		Car		Bus		
		Nov-04	Nov-06	Nov-04	Nov-06	
		42.85%	41.78%	41.97%	38.63%	
		Taxi		Cycle		
		Nov-04	Nov-06	Nov-04	Nov-06	
		1.35%	0.96%	4.54%	5.75%	
		Walking		Total Persons		
		Nov-04	Nov-06	Nov-04	Nov-06	
		5.87%	9.71%	7954	7478	
E1	Passenger Journeys (Total)	Nov-05	Nov-06	Cordon Counts (0700 - 1000) BAC QBC Designated Routes		
		1887	1980			

Table 1g Stillorgan QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT STILLORGAN NOVEMBER 2006									
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS				NOTES			
A5	Corridor Bus Journey Times	AM Peak		PM Peak		Foxrock Church to Leeson Street			
A5	Corridor Bus Journey Time (Average)	29:42		32:25					
A5	Corridor Bus Journey Time (Range)	20:36 to 39:21		23:40 to 44:19					
A5	Corridor Bus Speed	18.56 km/h		16.95 km/h					
A5	Comparison of Corridor Journey Times Bus v Car	Bus AM Peak		Car AM Peak		Foxrock Church to Leeson Street			
A5	Comparison of Bus v Car Journey Times (Average)	29:42		34:13					
A5	Comparison of Bus v Car Journey Times (Range)	20:36 to 39:21		18:31 to 55:12					
B1	Passenger Wait Times	Target		Actual		Timings at Donnybrook Village			
B1a	Average Peak Wait Time	3 minutes		2:19					
B1b	Average Peak Excess Wait Time	Target		Actual					
		2 minutes		0					
B1c	Average Off Peak Wait Time	Target		Actual					
		4 minutes		3:33					
B1d	Average Off Peak Excess Wait Time	Target		Actual		BAC On Bus Survey Nov 02			
		2 minutes		0					
B2	Boarding & Alighting Time / % of total journey time	AM Peak		PM Peak					
		18.86%		N/A					
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-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		35.83%	32.27%	47.57%	47.80%	54.88%		39.45%	
		Taxi		Cycle		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		0.50%	1.62%	2.74%	3.88%	0.93%		1.60%	
		Walking		Total Persons		Walking		Total Persons	
		Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06	Nov-04	Nov-06
		11.27%	12.42%	12483	12884	0.17%		15706	
E1	Passenger Journeys (Total)	Nov 2005		Nov 2006		Cordon Counts (0700 - 1000) BAC QBC Designated Routes			
		3555		4617					

Table 1h Swords QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT SWORDS NOVEMBER 2006					
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES	
A5	Corridor Bus Journey Times	AM Peak		PM Peak	
A5	Corridor Bus Journey Time (Average)	61:51		51:40	
A5	Corridor Bus Journey Time (Range)	52:21 to 70:18		38:16 to 63:47	
A5	Corridor Bus Speed	13.74 km/h		16.35 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)	43:22		54:15	
A5	Comparison of Bus v Car Journey Times (Range)	36:27 to 53:04		40:05 to 67:34	
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		5:57	
		Target		Actual	
		2 minutes		1:57	
		AM Peak		PM Peak	
		12.11%		14.03%	
D1	Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis)	% Mode share at Canal Cordon			
		Car		Bus	
		Nov-04	Nov-06	Nov-04	Nov-06
		33.78%	29.18%	54.78%	55.29%
		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06
		0.35%	1.76%	1.37%	2.04%
		Walking		Total Persons	
		Nov-04	Nov-06	Nov-04	Nov-06
		7.66%	9.37%	15868	16578
E1	Passenger Journeys (Total)	Nov 2005		Nov 2006	
		2560		2526	

Table 1i Tallaght QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT TALLAGHT NOVEMBER 2006					
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES	
A5	Corridor Bus Journey Times	AM Peak		PM Peak	
A5	Corridor Bus Journey Time (Average)	60:14		45:43	
A5	Corridor Bus Journey Time (Range)	54:22 to 66:21		37:46 to 51:03	
A5	Corridor Bus Speed	9.02 km/h		11.86 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)	47:58		48:57	
A5	Comparison of Bus v Car Journey Times (Range)	36:29 to 54:28		33:12 to 62:9	
B1	Passenger Wait Times	Target		Actual	
B1a	Average Peak Wait Time	3 minutes		3:47	
B1b	Average Peak Excess Wait Time	Target		Actual	
B1c	Average Off Peak Wait Time	2 minutes		0:47	
B1d	Average Off Peak Excess Wait Time	Target		Actual	
B2	Boarding & Alighting Time / % of total journey time	4 minutes		3:31	
		Target		Actual	
		2 minutes		0	
		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-06	Nov-04	Nov-06
		26.13%	24.01%	45.44%	43.98%
		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06
		1.09%	0.89%	3.51%	6.44%
		Walking		Total Persons	
		Nov-04	Nov-06	Nov-04	Nov-06
		22.56%	23.07%	11011	8891
E1	Passenger Journeys (Total)	Nov-05		Nov-06	
		3605		2802	

Table 1j Ballymun QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT BALLYMUN NOVEMBER 2006					
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES	
A5	Corridor Bus Journey Times	AM Peak		PM Peak	
A5	Corridor Bus Journey Time (Average)	34:55		38:12	
A5	Corridor Bus Journey Time (Range)	25:04 to 42:46		34:56 to 44:50	
A5	Corridor Bus Speed	11.17 km/h		10.27 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)	22:09		25:42	
A5	Comparison of Bus v Car Journey Times (Range)	13:41 to 33:01		9:01 to 49:44	
B1	Passenger Wait Times	Target		Actual	
B1a	Average Peak Wait Time	3 minutes		4:12	
B1b	Average Peak Excess Wait Time	Target		Actual	
B1c	Average Off Peak Wait Time	2 minutes		1:12	
B1d	Average Off Peak Excess Wait Time	Target		Actual	
B2	Boarding & Alighting Time / % of total journey time	4 minutes		6:30	
		Target		Actual	
		2 minutes		2:30	
		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-06	Nov-04	Nov-06
		46.91%	40.12%	30.38%	38.20%
		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06
		1.69%	2.25%	2.20%	2.72%
		Walking		Total Persons	
		Nov-04	Nov-06	Nov-04	Nov-06
		14.23%	14.23%	6502	7254
E1	Passenger Journeys (Total)	Nov-05		Nov-06	
		2020		2157	
		Cordon Counts (0700 - 1000) BAC QBC Designated Routes			

Table 1k Bray QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT BRAY NOVEMBER 2006					
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES	
A5	Corridor Bus Journey Times	AM Peak		PM Peak	
A5	Corridor Bus Journey Time (Average)	25:41		32:29	
A5	Corridor Bus Journey Time (Range)	20:19 to 30:25		22:28 to 39:07	
A5	Corridor Bus Speed	22.25 km/h		17.50 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)	25:41		21:51	
A5	Comparison of Bus v Car Journey Times (Range)	20:19 to 30:25		11:14 to 35:00	
B1	Passenger Wait Times	Target		Actual	
B1a	Average Peak Wait Time	3 minutes		4:27	
B1b	Average Peak Excess Wait Time	Target		Actual	
B1c	Average Off Peak Wait Time	2 minutes		1:27	
B1d	Average Off Peak Excess Wait Time	Target		Actual	
B2	Boarding & Alighting Time / % of total journey time	4 minutes		7:56	
		Target		Actual	
		2 minutes		3:56	
		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-06	Nov-04	Nov-06
		52.61%	47.74%	29.99%	34.70%
		Taxi		Cycle	
		Nov-04	Nov-06	Nov-04	Nov-06
		1.30%	2.13%	2.65%	2.69%
		Walking		Total Persons	
		Nov-04	Nov-06	Nov-04	Nov-06
		11.68%	10.84%	4068	3902
E1	Passenger Journeys (Total)	Nov-05		Nov-06	
		1121		1445	

Cordon Counts (0700 - 1000) BAC
QBC Designated Routes

Table 11 Clontarf QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT CLONTARF NOVEMBER 2006						
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES		
A5	Corridor Bus Journey Times	AM Peak		PM Peak		
A5	Corridor Bus Journey Time (Average)	8:51		9:16		
A5	Corridor Bus Journey Time (Range)	5:45 to 13:17		7:20 to 11:32		
A5	Corridor Bus Speed	18.60 km/h		18.70 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)	8:51		24:15		
A5	Comparison of Bus v Car Journey Times (Range)	5:45 to 13:17		5:19 to 37:35		
B1	Passenger Wait Times	Target		Actual		
B1a	Average Peak Wait Time	3 minutes		3:49		
B1b	Average Peak Excess Wait Time	Target		Actual		
B1c	Average Off Peak Wait Time	2 minutes		0:49		
B1d	Average Off Peak Excess Wait Time	Target		Actual		
B2	Boarding & Alighting Time / % of total journey time	4 minutes		5:05		
		Target		Actual		
		2 minutes		1:05		
		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				Newcomen Bridge
		Car		Bus		
		Nov-04	Nov-06	Nov-04	Nov-06	
		25.13%	22.17%	63.33%	62.30%	
		Taxi		Cycle		
		Nov-04	Nov-06	Nov-04	Nov-06	
		2.34%	3.24%	2.75%	3.84%	
		Walking		Total Persons		
		Nov-04	Nov-06	Nov-04	Nov-06	
		4.41%	6.43%	12674	13139	
E1	Passenger Journeys (Total)	Nov-05		Nov-06		Cordon Counts (0700 - 1000) BAC QBC Designated Routes
		1572		1605		

Table 1m Howth Road QBC

QUALITY BUS CORRIDOR MONITORING ANNUAL SUMMARY REPORT HOWTH ROAD QBC NOVEMBER 2006						
Spec. Ref	KEY OBJECTIVES	PERFORMANCE INDICATORS		NOTES		
A5	Corridor Bus Journey Times	AM Peak		PM Peak		
A5	Corridor Bus Journey Time (Average)	22:24		15:13		
A5	Corridor Bus Journey Time (Range)	14:46 to 32:48		11:02 to 19:03		
A5	Corridor Bus Speed	11.13 km/h		17.14 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)	22:24		22:38		
A5	Comparison of Bus v Car Journey Times (Range)	14:46 to 32:48		10:06 to 29:52		
B1	Passenger Wait Times	Target		Actual		
B1a	Average Peak Wait Time	3 minutes		5:59		
B1b	Average Peak Excess Wait Time	Target		Actual		
B1c	Average Off Peak Wait Time	2 minutes		2:59		
B1d	Average Off Peak Excess Wait Time	Target		Actual		
B2	Boarding & Alighting Time / % of total journey time	4 minutes		5:07		
		Target		Actual		
		2 minutes		1:07		
		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-06	Nov-04	Nov-06	
		27.49%	22.17%	61.89%	62.30%	
		Taxi		Cycle		
		Nov-04	Nov-06	Nov-04	Nov-06	
		1.64%	3.24%	2.68%	3.84%	
		Walking		Total Persons		
		Nov-04	Nov-06	Nov-04	Nov-06	
		4.31%	6.43%	12970	13139	
E1	Passenger Journeys (Total)	Nov-05		Nov-06		
		1424		1182		

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 3 week period in November 2006. 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 2006 surveys were carried out by *Count On Us* following a competitive tender.

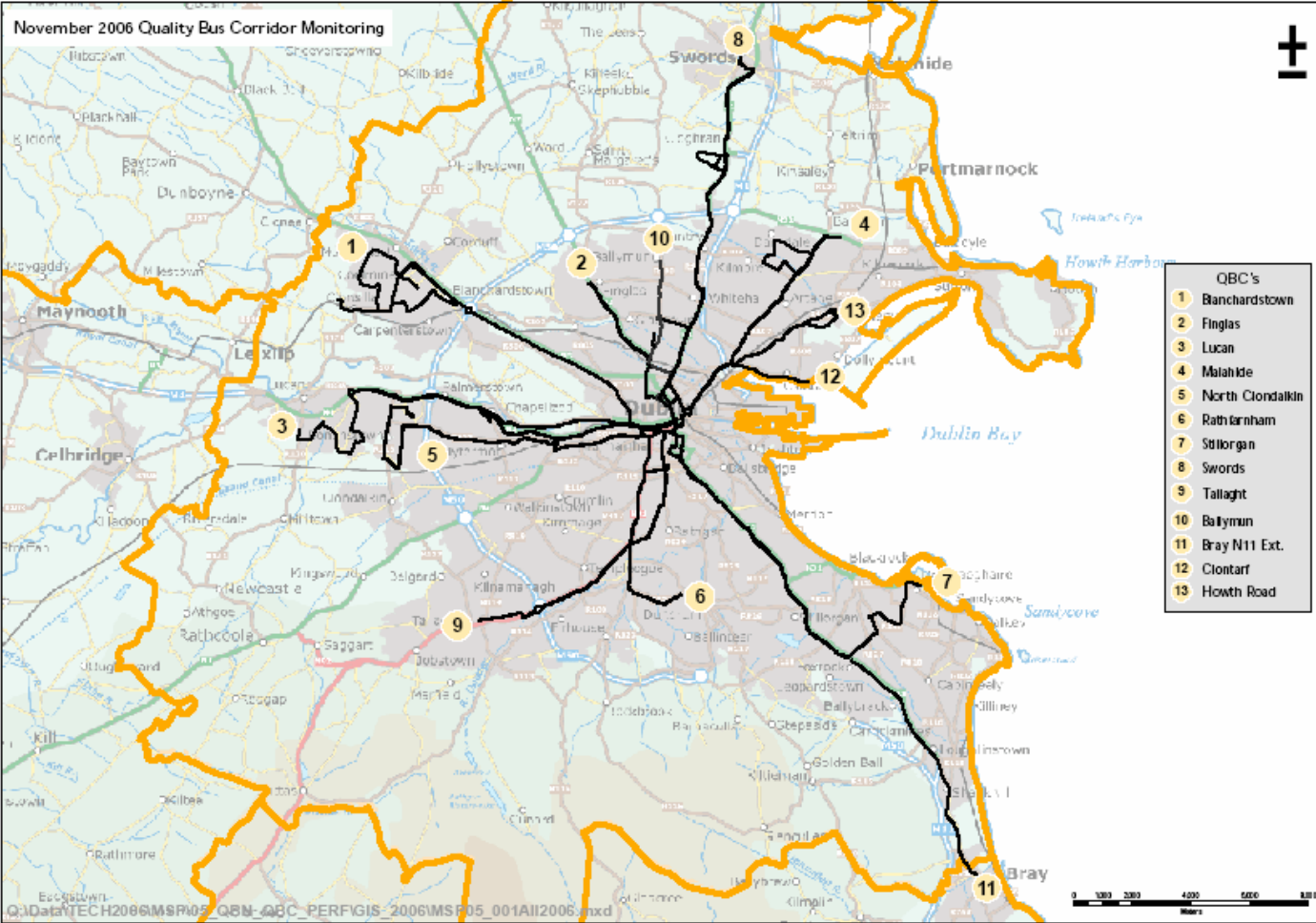
Traffic Cordon Counts were undertaken by Dublin City Council measuring the volume of citybound traffic and persons in the morning peak period with a view to reporting on modal share. Bus passenger counts were undertaken by Dublin Bus counting all citybound passengers crossing the Canal Cordon. The Railway Procurement Agency undertook an all day passenger count on Luas which included measuring the volume of citybound passengers during the morning peak period. A similar all day passenger count was undertaken by Irish Rail from which the data on the volume of citybound passengers was extracted.

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 2006



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 2006

Table 2 is a summary of the progress that has been made from November 1997 to November 2006 in respect of the increase in bus service supply and resultant patronage.

Table 2 Summary of Progress 1997 - 2006

QBC Monitoring Nov 1997 / Nov 2006 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-06	% Change
Stillorgan	CARS	5794	3616	-37.59
	BUSES	40	113	182.50
	BUS PAX	1787	5753	221.94
Blanchardstown	CARS	5963	4927	-17.37
	BUSES	83	134	61.45
	BUS PAX	4573	6433	40.67
Lucan	CARS	6104	4801	-21.35
	BUSES	71	105	47.89
	BUS PAX	4303	5931	37.83
Finglas / Swords	CARS	5678	4651	-18.09
	BUSES	112	144	28.57
	BUS PAX	5670	7968	40.53
North Clondalkin	CARS	1555	1784	14.73
	BUSES	46	43	-6.52
	BUS PAX	2079	2222	6.88
Malahide	CARS	4620	2388	-48.31
	BUSES	133	160	20.30
	BUS PAX	4747	8111	70.87
Tallaght	CARS	3314	1959	-40.89
	BUSES	72	80	11.11
	BUS PAX	4098	3910	-4.59
Rathfarnham	CARS	3605	2866	-20.50
	BUSES	76	50	-34.21
	BUS PAX	3285	2879	-12.36
Total	CARS	36633	26992	-26.32
	BUSES	633	829	30.96
	BUS PAX	30542	43207	41.47
Note: 1997 Cars include taxis				

6.2 Changes from 2005 to 2006

Table 3 shows the changes in the last 12 months. There has been a marginal increase in the supply of buses and a 2.82% reduction in passengers.

Table 3 Summary of Progress 2005 - 2006

QBC Monitoring Nov 2005 / Nov 2006 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-05	Nov-06	% Change
Stillorgan	CARS	3949	3616	-8.43
	BUSES	120	113	-5.83
	BUS PAX	4495	5753	27.99
Blanchardstown	CARS	4901	4927	0.53
	BUSES	125	134	7.20
	BUS PAX	6347	6433	1.35
Lucan	CARS	4334	4801	10.78
	BUSES	107	105	-1.87
	BUS PAX	6611	5931	-10.29
Finglas / Swords	CARS	4447	4651	4.59
	BUSES	139	144	3.60
	BUS PAX	8863	7968	-10.10
North Clondalkin	CARS	1757	1784	1.54
	BUSES	45	43	-4.44
	BUS PAX	2745	2222	-19.05
Malahide	CARS	2136	2388	11.80
	BUSES	146	160	9.59
	BUS PAX	7579	8111	7.02
Tallaght	CARS	1571	1959	N/A
	BUSES	84	80	-4.76
	BUS PAX	5016	3910	-22.05
Rathfarnham	CARS	2429	2866	17.99
	BUSES	52	50	-3.85
	BUS PAX	2803	2879	2.71
Total	CARS	25524	26992	5.75
	BUSES	818	829	1.34
	BUS PAX	44459	43207	-2.82

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 10 out of the 13 QBCs monitored, with significant (greater than 15%) variations on 7 QBCs.

Table 4 Comparative Bus and Car Journey Times

QUALITY BUS CORRIDOR MONITORING NOVEMBER 2006 SUMMARY OF AM PEAK COMPARATIVE BUS AND CAR JOURNEY TIMES					
Corridor	Section Measured	Bus Average Journey Time	Car Average Journey Time	Time Difference	% Difference
Clontarf	Clontarf Bus Garage to Fairview	8:51	24:15	15:24	174.0%
Finglas	Finglas to Dorset Street Lower	10:27	14:55	4:28	42.7%
Lucan	Foxhunter to Bachelors Walk via Chapelized Bypass	36:36	49:46	13:10	36.0%
Swords	Airside Business Park to Dorset Street Lower	43:22	54:15	10:53	25.1%
Malahide	Greencastle Road to Amiens Street	34:40	41:07	6:27	18.6%
Ballymun	Ballymun to Dorset Street Lower	22:09	25:42	3:33	16.0%
Stillorgan	Foxrock Church to Leeson Street	29:42	24:13	4:31	15.2%
Blanchardstown	Blanchardstown Bypass to Manor Street	24:39	28:16	3:37	14.7%
Tallaght	West of M50 to Camden Street	47:58	48:57	0:59	2.0%
Howth Road	Raheny to Fairview	22:24	22:38	0:14	1.0%
Rathfarnham	Rathfarnham to Camden Street	35:46	34:47	(0:59)	(2.7%)
North Clondalkin	Coldcut Road to Cornmarket	37:33	32:47	(4:46)	(12.7%)
Bray	Bray to Foxrock Church	25:41	21:51	(3:50)	(14.9%)

8 Performance Indicators

8.1 Performance Indicators 2004 2005 2006

Tables 5 and 5a show comparative performance indicators for the years 2004, 2005 and 2006. 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
- ix. Bus mode share in the morning peak period inbound
- 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 2004, 2005 and 2006

Tables 6 and 6a show the same performance indicators for Ballymun, Bray, Clontarf and Howth Road QBCs monitored for the first time in 2004.

Table 5 Performance Indicators 2004/2005/2006

QBC Performance Indicators Comparison 2004 - 2005 - 2006																																	
Corridor	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 QBC 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		
	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006
Blanchardstown	33:24	48:57	33:41	15.26	10.41	15.13	27:41	28:57	29:06	15.78	15.09	15.01	6087	4997	4876	4821	4901	4927	52.36%	48.61%	47.57%	1:29	1:35	1:39	4:57	4:10	5:11	3.57	3.46	2.83	89%	98%	89%
Position	N/A	N/A	N/A	4	7	4	N/A	N/A	N/A	4	5	5	1	1	1	2			4	6	6	1	1	2	5	5	7	1	1	2	1	1	2
Finglas	20:20	16:29	16:34	15.56	19.19	19.09	25:50	26:43	29:58	11.79	11.40	10.16	1982	2249	2054	5009	4447	4651	54.78%	58.82%	55.29%	3:47	2:55	2:22	2:56	3:20	3:44	4.94	6.00	6.93	3%	7%	7%
Position	N/A	N/A	N/A	3	3	1	N/A	N/A	N/A	6	7	9	8	8	8	1			2	2	2	6	7	4	2	1	4	5	7	8	9	8	8
Lucan	29:00	29:15	36:36	23.58	23.38	18.68	25:35	25:53	26:48	26.18	25.87	24.99	4717	4895	4399	4718	4387	4801	52.14%	58.28%	54.59%	1:35	1:38	1:29	5:05	3:25	3:55	4.61	4.53	2.35	48%	62%	90%
Position	N/A	N/A	N/A	1	1	2	N/A	N/A	N/A	1	1	1	2	2	3	3			5	3	3	2	2	1	6	3	5	3	2	1	4	2	1
Malahide	49:09	28:55	34:40	6.96	11.83	9.87	25:59	18:35	20:08	13.08	18.28	16.88	4146	3805	4341	2922	2136	2388	63.33%	60.89%	62.30%	3:27	2:36	4:19	2:54	3:20	2:32	4.06	4.85	5.88	57%	47%	53%
Position	N/A	N/A	N/A	9	6	7	N/A	N/A	N/A	5	2	3	4	3	4	6			1	1	1	5	4	7	1	1	1	2	3	7	3	5	6
North Clondalkin	37:13	43:41	49:42	14.39	12.26	10.78	77:09	53:01	42:49	6.96	10.12	12.53	1795	2516	2241	1744	1757	1784	52.95%	57.09%	50.49%	7:49	7:33	8:16	6:10	7:32	8:09	7.07	7.33	8.67	7%	0%	0%
Position	N/A	N/A	N/A	5	5	6	N/A	N/A	N/A	8	8	6	9	7	7	8			3	4	4	9	9	9	8	9	9	9	9	9	8	9	9
Rathfarnham	39:08	38:37	45:30	9.35	9.47	8.04	38:32	40:44	36:43	10.10	9.55	10.60	2120	1887	1980	2990	2429	2866	41.97%	40.19%	38.63%	4:07	3:35	4:44	3:19	5:38	5:08	5.95	5.13	5.20	29%	50%	60%
Position	N/A	N/A	N/A	8	9	9	N/A	N/A	N/A	7	9	8	7	9	9	5			8	8	8	7	8	8	4	7	6	7	4	5	6	3	4
Stillorgan	28:38	28:34	29:42	19.25	19.29	18.56	28:37	30:17	32:25	19.20	18.14	16.95	4357	3555	4617	4142	3949	3616	47.57%	41.51%	47.80%	2:16	2:00	2:19	3:10	3:38	3:33	4.89	5.20	5.15	41%	46%	56%
Position	N/A	N/A	N/A	2	2	3	N/A	N/A	N/A	2	3	2	3	5	2	4			6	7	6	3	3	3	3	4	3	4	5	4	5	6	5
Swords	63:23	58:20	61:51	13.40	14.57	13.74	50:48	53:32	51:40	16.63	15.21	16.35	2284	2560	2526	5009	4447	4651	54.78%	58.82%	55.29%	4:34	2:51	2:51	7:09	6:35	5:57	6.00	5.89	5.79	17%	21%	41%
Position	N/A	N/A	N/A	7	4	5	N/A	N/A	N/A	3	4	4	6	6	6	1			2	2	2	8	6	5	9	8	8	8	6	6	7	7	7
Tallaght	37:40	53:00	60:14	14.04	10.25	9.02	50:30	43:52	45:43	10.74	12.36	11.86	3382	3605	2802	2438	1571	1959	45.44%	54.95%	43.98%	3:04	2:47	3:47	5:17	4:51	3:31	5.11	6.87	4.84	63%	53%	65%
Position	N/A	N/A	N/A	6	8	8	N/A	N/A	N/A	6	6	7	5	4	5	7			7	5	7	4	5	6	7	6	2	6	8	3	2	4	3
Totals for 9 QBCs	N/A	N/A	N/A	13.86	13.58	12.75	N/A	N/A	N/A	13.15	14.26	14.63	30870	30069	29836	28784	25577	26992	51.93%	53.27%	51.22%	3:34	3:03	3:32	4:33	4:43	4:38	4.75	5.21	4.64	48%	51%	61%
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	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 QBC 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 QBC Crossings at Binns Bridge

5 Cordon Counts 0700 - 1000 Swords and Finglas QBC Crossings at Binns Bridge

Items highlighted in yellow indicate an improvement in the last 12 months

Table 5a Performance Indicators 2004/2005/2006 (Off Peak)

QBC Performance Indicators Comparison - Off Peak												
Corridor	Bus Journey Times - Inbound			Bus Speeds Inbound Km/h			Bus Journey Times - Outbound			Bus Speeds Outbound Km/h		
	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006
Blanchardstown	23:56	29:37	28:38	21.30	17.21	17.80	19:12	27:28	24:26	22.75	15.90	17.87
Position	N/A	N/A	N/A	3	5	6	N/A	N/A	N/A	2	6	5
Finglas	18:25	22:17	17:32	17.17	14.20	18.04	17:54	17:45	20:58	17.02	17.16	14.53
Position	N/A	N/A	N/A	6	8	4	N/A	N/A	N/A	6	4	8
Lucan	29:07	28:46	25:14	22.83	23.11	26.34	25:53	27:10	26:18	26.63	25.12	25.94
Position	N/A	N/A	N/A	2	2	1	N/A	N/A	N/A	1	1	1
Malahide	11:54	18:09	17:52	28.74	18.85	19.14	22:48	15:58	17:48	14.90	21.28	19.09
Position	N/A	N/A	N/A	1	4	3	N/A	N/A	N/A	8	2	3
North Clondalkin	32:28	31:31	33:30	16.49	16.99	15.99	30:50	35:30	31:54	17.40	15.20	16.82
Position	N/A	N/A	N/A	8	6	8	N/A	N/A	N/A	5	8	6
Rathfarnham	27:30	29:57	39:12	13.30	12.21	9.33	27:06	41:20	33:10	14.36	9.41	11.73
Position	N/A	N/A	N/A	9	9	9	N/A	N/A	N/A	9	9	9
Stillorgan	26:45	24:02	28:48	20.91	23.27	19.42	24:48	34:23	31:13	22.56	16.28	17.93
Position	N/A	N/A	N/A	4	1	2	N/A	N/A	N/A	3	5	4
Swords	53:03	43:17	53:14	18.84	23.09	18.01	44:26	48:45	47:59	19.01	19.28	19.58
Position	N/A	N/A	N/A	5	3	5	N/A	N/A	N/A	4	3	2
Tallaght	29:36	37:01	33:41	17.88	14.67	16.13	33:48	31:57	32:53	16.04	15.74	16.49
Position	N/A	N/A	N/A	6	7	7	N/A	N/A	N/A	7	7	7
Totals for 9 QBCs	N/A	N/A	N/A	19.08	18.28	17.42	N/A	N/A	N/A	18.79	16.74	17.74
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 2004/2005/2006

QBC Performance Indicators Comparison 2004 - 2005 - 2006																																	
Corridor	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 QBC 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		
	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2006
	Ballymun	32:27	38:56	34:55	11.68	9.73	11.17	34:18	44:05	38:12	11.77	9.16	10.27	1631	2020	2157	2699	2459	2531	30.06%	27.98%	38.20%	5:44	4:55	4:12	8:03	5:44	6:30	4.63	4.35	5.57	56%	76%
	N/A	N/A	N/A	3	2	3	N/A	N/A	N/A	4	4	4	2	1	1	3	1	1	3	3	3	3	2	2	3	2	3	1	1	1	1	1	1
Bray	26:20	27:06	25:41	21.70	21.09	22.25	25:09	21:18	32:29	22.61	26.69	17.50	1064	1121	1445	1754	1847	1479	29.50%	22.65%	34.70%	7:45	4:02	4:27	12:53	6:34	7:56	5.14	5.89	7.18	50%	57%	36%
	N/A	N/A		1	1	1	N/A	N/A	N/A	1	1	2	4	4	3	4	4	4	4	4	4	4	1	3	4	4	4	3	2	3	2	2	2
Clontarf	10:22	17:01	8:51	15.87	9.67	18.60	12:34	8:22	9:16	13.79	20.72	18.70	1678	1572	1605	2922	2136	2388	61.89%	60.89%	62.30%	5:23	6:05	3:49	5:05	6:23	5:05	6.95	8.56	8.75	14%	13%	25%
	N/A	N/A	N/A	2	3	2	N/A	N/A	N/A	3	3	1	1	2	2	1	2	2	1	1	1	2	4	1	1	3	1	4	4	4	4	4	4
Howth Road (3)	33:55	26:32	22:24	7.35	9.39	11.13	18:31	10:16	15:13	14.08	25.41	17.14	1317	1424	1182	2922	2136	2388	61.89%	60.89%	62.30%	5:02	5:58	5:59	7:01	4:45	5:07	5.00	6.10	6.40	25%	21%	29%
	N/A	N/A	N/A	4	4	4	N/A	N/A	N/A	4	2	3	3	3	4	1	2	2	1	1	1	1	3	4	2	1	2	2	3	2	3	3	3
Totals for 4 QBCs	N/A	N/A	N/A	13.24	12.45	14.97	N/A	N/A	N/A	15.54	16.74	14.66	5700	6147	6399	7375	6442	6398	N/A	N/A	N/A	5:58	5:15	4:33	8:15	5:51	6:09	N/A	N/A	6.90	N/A	N/A	45%
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	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 1 1 1 1 1 1 2 2 2 4 4 4 4 4 4

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

2 Cordon Counts 0700 - 1000

3 Howth Road Pre QBC in 2004

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

Items highlighted in yellow indicate an improvement in the last 12 months

Table 6a Performance Indicators 2004/2005/2006 (Off Peak)

QBC Performance Indicators Comparison - Off Peak												
Corridor	Bus Journey Times - Inbound			Bus Speeds Inbound Km/h			Bus Journey Times - Outbound			Bus Speeds Outbound Km/h		
	2004	2005	2006	2004	2005	2006	2004	2005	2006	2004	2005	2005
Ballymun	25:08	20:41	23:33	15.08	18.32	16.78	24:31	31:41	23:18	14.36	12.77	16.84
Bray	17:18	20:34	25:05	33.03	27.79	22.78	16:58	17:00	18:41	33.51	33.44	30.43
Clontarf	7:05	9:32	6:59	23.24	17.26	23.57	7:59	7:52	7:26	21.71	22.03	23.32
Howth Road	10:00	14:24	8:43	24.92	17.31	28.59	14:07	10:05	N/A	18.01	25.87	N/A
Totals for 4 QBCs	N/A	N/A	N/A	22.92	20.93	21.46	N/A	N/A	N/A	20.69	20.69	22.95
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

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. Similar data was extracted from an all day passenger count undertaken by Irish Rail.

Table 7 shows the number of people entering the city at those crossing points that are served by Quality Bus Corridors.

Table 7a shows the same results for the other crossing points that are served by bus.

Table 7b shows the same results for the remaining crossing points that have no bus services and also provides the summary position for the whole cordon.

Table 7c is a summary of the mode share covering the years 1997 to 2006

Table 7 – QBC Cordon Points

Mode Share - November 2006																	
Corridor	All Bus Pax	Mode Share	Rail	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)	6158	47.80%			4158 1.15	32.27%	209	1.62%	36	0.28%	223	1.73%	500	3.88%	1600	12.42%	12884
Lucan (Car Occupancy)	8075	54.59%			5617 1.17	37.98%	191	1.29%	444	3.00%	183	1.24%	111	0.75%	170	1.15%	14791
Blanchardstown (Car Occupancy)	7406	47.57%			6060 1.23	38.92%	155	1.00%	193	1.24%	188	1.21%	297	1.91%	1270	8.16%	15569
Malahide (Car Occupancy)	8186	22.98%	22481	63.11%	2913 1.22	8.18%	426	1.20%	40	0.11%	225	0.63%	504	1.41%	845	2.37%	35620
Tallaght (Car Occupancy)	3910	43.98%			2135 1.09	24.01%	79	0.89%	35	0.39%	108	1.21%	573	6.44%	2051	23.07%	8891
Swords/Finglas (Car Occupancy)	9166	55.29%			4837 1.04	29.18%	291	1.76%	154	0.93%	239	1.44%	338	2.04%	1553	9.37%	16578
Rathfarnham (Car Occupancy)	2889	38.63%			3124 1.09	41.78%	72	0.96%	32	0.43%	205	2.74%	430	5.75%	726	9.71%	7478
North Clondalkin (Car Occupancy)	2326	50.49%			1927 1.08	41.83%	41	0.89%	73	1.58%	64	1.39%	29	0.63%	147	3.19%	4607
QBC Totals	48116	41.33%	22481	19.31%	30779	26.44%	1464	1.26%	1007	0.86%	1435	1.23%	2782	2.39%	8362	7.18%	116418

Table 7a – Non QBC Cordon Points

Mode Share - November 2006																			
Cordon Point	All Bus Pax	Mode Share	Rail	Mode Share	Luas 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
Dolphins Barn (Car Occupancy)	3059	48.01%					2693 1.12	42.26%	113	1.77%	144	2.26%	65	1.02%	118	1.85%	180	2.82%	6372
Phibsborough Rd (Car Occupancy)	2771	38.20%					2910 1.15	40.12%	165	2.27%	96	1.32%	83	1.14%	197	2.72%	1032	14.23%	7254
Charlemount (Car Occupancy)	317	3.44%			5947	64.54%	1519 1.06	16.48%	53	0.58%	27	0.29%	89	0.97%	290	3.15%	973	10.56%	9215
Mount Street (Car Occupancy)	1354	34.70%					1863 1.26	47.74%	83	2.13%	25	0.64%	49	1.26%	105	2.69%	423	10.84%	3902
South Circular Rd (Car Occupancy)	663	6.82%	3783	38.89%	3082	31.69%	1908 1.33	19.62%	38	0.39%	26	0.27%	25	0.26%	44	0.45%	158	1.62%	9727
Charleville Road (Car Occupancy)	744	43.13%					803 1.20	46.55%	20	1.16%	9	0.52%	18	1.04%	22	1.28%	109	6.32%	1725
Baggot Street (Car Occupancy)	965	20.69%					2182 1.11	46.79%	132	2.83%	44	0.94%	102	2.19%	180	3.86%	1058	22.69%	4663
Ballybough Rd (Car Occupancy)	831	13.45%					4558 1.17	73.77%	42	0.68%	69	1.12%	77	1.25%	152	2.46%	450	7.28%	6179
Barrow Street (Car Occupancy)	751	21.90%					1883 1.17	54.91%	87	2.54%	142	4.14%	38	1.11%	109	3.18%	419	12.22%	3429
Clogher Road (Car Occupancy)	303	8.14%					3048 1.44	81.87%	22	0.59%	22	0.59%	28	0.75%	87	2.34%	213	5.72%	3723
Non QBC Totals (Car Occupancy)	11758	20.93%	3783	6.73%	9029	16.07%	23367	41.59%	755	1.34%	604	1.07%	574	1.02%	1304	2.32%	5015	8.93%	56189
QBC Totals (Car Occupancy)	48116	41.33%	22481	19.31%	0		30779	26.44%	1464	1.26%	1007	0.86%	1435	1.23%	2782	2.39%	8362	7.18%	116426
All Bus Crossings (Car Occupancy)	59874	34.69%	26264	15.22%	9029	5.23%	54146	31.37%	2219	1.29%	1611	0.93%	2009	1.16%	4086	2.37%	13377	7.75%	172615

Table 7b – Non bus Cordon Points & Cordon Totals

Mode Share - November 2006																			
Cordon Point	All Bus Pax	Mode Share	Rail	Mode Share	Luas 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
Grand Canal St (Car Occupancy)	0		7270	67.93%			1745	16.31%	92	0.86%	31	0.29%	54	0.50%	115	1.07%	1395	13.03%	10702
Huband Bridge (Car Occupancy)	0						494	46.04%	27	2.52%	7	0.65%	30	2.80%	128	11.93%	387	36.07%	1073
Herberton Bridge (Car Occupancy)	0						2400	88.27%	60	2.21%	79	2.91%	22	0.81%	73	2.68%	85	3.13%	2719
Kilmainham Lane (Car Occupancy)	0						491	81.02%	11	1.82%	2	0.33%	20	3.30%	34	5.61%	48	7.92%	606
Phoenix Park Main (Car Occupancy)	0						1542	76.45%	7	0.35%	5	0.25%	103	5.11%	130	6.45%	230	11.40%	2017
Phoenix Park Back (Car Occupancy)	0						1684	88.54%	10	0.53%	9	0.47%	14	0.74%	20	1.05%	165	8.68%	1902
Annamore Road (Car Occupancy)	0						803	72.80%	20	1.81%	19	1.72%	9	0.82%	33	2.99%	219	19.85%	1103
Royal Canal Bank (Car Occupancy)	0						279	49.56%	30	5.33%	2	0.36%	22	3.91%	55	9.77%	175	31.08%	563
Russell Street (Car Occupancy)	0						1489	76.99%	34	1.76%	37	1.91%	28	1.45%	57	2.95%	289	14.94%	1934
Ossory Road (Car Occupancy)	0						404	59.76%	73	10.80%	3	0.44%	11	1.63%	31	4.59%	154	22.78%	676
Sheriff St Lower (Car Occupancy)	0						1635	78.64%	13	0.63%	127	6.11%	28	1.35%	22	1.06%	254	12.22%	2079
North Wall Quay (Car Occupancy)	0						1345	61.64%	42	1.92%	359	16.45%	45	2.06%	55	2.52%	336	15.40%	2182
Non Bus Totals (Car Occupancy)	0	0.00%	7270	26.38%	0		14311	51.93%	419	1.52%	680	2.47%	386	1.40%	753	2.73%	3737	13.56%	27556
Non QBC Totals (Car Occupancy)	11758	18.88%	3783	6.07%	9029	14.50%	23367	37.52%	755	1.21%	1007	1.62%	1435	2.30%	2782	4.47%	8362	13.43%	62278
QBC Totals (Car Occupancy)	48116	43.61%	22481	20.37%	0		30779	27.90%	1464	1.33%	604	0.55%	574	0.52%	1304	1.18%	5015	4.55%	110337
All Bus Crossings (Car Occupancy)	59874	34.69%	26264	15.22%	9029	5.23%	54146	31.37%	2219	1.29%	1611	0.93%	2009	1.16%	4086	2.37%	13377	7.75%	172615
All Crossings (Car Occupancy)	59874	29.91%	33534	16.75%	9029	4.51%	68457	34.20%	2638	1.32%	2291	1.14%	2395	1.20%	4839	2.42%	17114	8.55%	200171

Table 7c – Mode Share Summary 1997 to 2006

Mode Share Summary - Persons Crossing Canal Cordon 0700-1000																						
Year	Total	Bus	Bus %	Rail	Rail %	Luas	Luas %	All PT	PT %	Car	Car%	Taxi	Taxi %	Walk	Walk%	Cycle	Cycle%	CV	CV%	MC	MC%	
1997	179557	41270	22.98%	21416	11.93%	0	0.00%	62686	34.91%	89506	49.85%	N/A	N/A	16649	9.27%	5616	3.13%	3257	1.81%	1843	1.03%	
1998	188987	52022	27.53%	24906	13.18%	0	0.00%	76928	40.71%	87009	46.04%	N/A	N/A	15541	8.22%	4574	2.42%	3090	1.64%	1845	0.98%	
1999	N/A	55220	N/A	N/A	N/A	0	N/A	N/A	N/A	88647	N/A	N/A	N/A	18064	N/A	5335	N/A	3084	N/A	2244	N/A	
2000	N/A	NA	N/A	27554	N/A	0	N/A	N/A	N/A	82201	N/A	N/A	N/A	15808	N/A	4464	N/A	3000	N/A	2345	N/A	
2001	197097	58372	29.62%	26626	13.51%	0	0.00%	84998	43.12%	82607	41.91%	N/A	N/A	18558	9.42%	5085	2.58%	3004	1.52%	2845	1.44%	
2002	195464	65483	33.50%	25339	12.96%	0	0.00%	90822	46.46%	76102	38.93%	1575	0.81%	16603	8.49%	4675	2.39%	2789	1.43%	2898	1.48%	
2003	195618	67792	34.66%	24927	12.74%	0	0.00%	92719	47.40%	73701	37.68%	1878	0.96%	17305	8.85%	4711	2.41%	2653	1.36%	2651	1.36%	
2004	192308	62345	32.42%	28201	14.66%	5622	2.92%	96168	50.01%	69918	36.36%	1738	0.90%	15241	7.93%	3941	2.05%	3053	1.59%	2249	1.17%	
2005	N/A	59814	N/A	N/A	N/A	7244	N/A	N/A	N/A	63041	N/A	2078	N/A	16332	N/A	4404	N/A	2711	N/A	2187	N/A	
2006	200171	59874	29.91%	33534	16.75%	9029	4.51%	102437	51.17%	68457	34.20%	2638	1.32%	17114	8.55%	4839	2.42%	2291	1.14%	2395	1.20%	

Notes No rail passenger data available for 1999 or 2005
 No bus passenger data available for 2000
 Bus Passengers for 1997 to 2001 are BAC passengers only
 Bus Passengers for 2002 onwards are for all buses ie including Bus Eireann and Private Operators
 Car figures are persons not cars - car occupancy levels counted by DCC
 Taxi figures only available from 2002 onwards - included with car 1997 to 2001
 Taxi figures are passengers carried - taxi occupancy counted by DCC
 CV - Commercial vehicles
 MC - Motorcycles
 Luas services were introduced in 2004.
 All data collected in November of each year

10 Final Reports

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

An example relating to the performance of Malahide 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 2006 with 2004 and 2006 with performance prior to the implementation of bus priority measures
- 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 8 Malahide QBC Final Report

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006				
A	INFRASTRUCTURE OBJECTIVES	PERFORMANCE INDICATORS		NOTES
1	QBC starts on regional or higher classification road	Start Point	End Point	
		Clare Hall	Talbot Street	
2	Bus services to have priority access to QBC from lower classification roads	No. of signalised jcts	% prioritised	
		6	0%	
3	Bus journey speeds to be 20kph minimum	Average journey speeds		Greencastle Road to Amiens Street
	Greencastle Road to Amiens Street	AM Peak Inbound		
		9.87 km/h		
	Greencastle Road to Amiens Street	Off Peak Inbound		
19.14 km/h				
North Strand to Greencastle Road	PM Peak Outbound		North Strand to Greencastle Road	
3a	Bus journey speeds to increase by 25% pre and post QBC implementation	Pre QBC average journey speeds		Dublin City Council November 1998
		AM Peak Inbound	Off Peak Inbound	
	Brookville Park to Talbot Street	15.05 km/h	N/A	Brookville Park to Talbot Street
		PM Peak Outbound		
		19.07 km/h		
		% increase		Comparison not applicable as data excludes boarding & alighting time
		AM Peak	Off Peak	
	N/A	N/A		
	PM Peak			
	N/A			

Malahide QBC Final Report (continued)

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006						
A	INFRASTRUCTURE OBJECTIVES		PERFORMANCE INDICATORS		NOTES	
4	Corridor to have segregated bus lanes where physically feasible		% Segregated		% Non Segregated	
			Inbound	Outbound	Inbound	Outbound
			71%	64%	29%	36%
					Clare Hall to Talbot Street Inbound	
					Talbot Street to Clare Hall Outbound	
5	Bus Journey Times (Average)	AM Peak Inbound	AM Peak			
	Greencastle Road to Amiens Street		34:40		Greencastle Road to Amiens Street	
5	Bus Journey Times (Average)	Off Peak Inbound	Off Peak			
	Greencastle Road to Amiens Street		17:52		Greencastle Road to Amiens Street	
5	Bus Journey Times (Average)	PM Peak Outbound	PM Peak			
	North Strand to Greencastle Road		20:08		North Strand to Greencastle Road	
5	Comparable Bus v Car Journey Times (Average)	AM Peak Inbound	Bus AM Peak	Car AM Peak		
	Greencastle Road to Amiens Street		34:40	41:07	Greencastle Road to Amiens Street	
5	Comparable Bus v Car Journey Times (Average)	Off Peak Inbound	Bus Off Peak	Car Off Peak		
	Greencastle Road to Amiens Street		17:52	14:21	Greencastle Road to Amiens Street	
5	Comparable Bus v Car Journey Times (Average)	PM Peak Outbound	Bus PM Peak	Car PM Peak		
	North Strand to Greencastle Road		20:08	17:53	North Strand to Greencastle Road	

Malahide QBC Final Report (continued)

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006							
A	INFRASTRUCTURE OBJECTIVES		PERFORMANCE INDICATORS				NOTES
5	Bus Sectional Journey Times (Range)	AM Peak	AM Peak				
			Low		High		
	Greencastle Road to Amiens Street		17:44	51:07		Greencastle Road to Amiens Street	
5	Bus Sectional Journey Times (Range)	Off Peak	Off Peak				
			Low		High		
	Greencastle Road to Amiens Street		15:41	19:57		Greencastle Road to Amiens Street	
5	Bus Sectional Journey Times (Range)	PM Peak	PM Peak				
			Low		High		
	North Strand to Greencastle Road		16:48	24:29		North Strand to Greencastle Road	
5	Comparable Bus v Car Journey Times (Range)	AM Peak	Bus		Car		
			AM Peak		AM Peak		
	Greencastle Road to Amiens Street		Low	High	Low	High	
	Greencastle Road to Amiens Street		17:44	51:07	22:56	59:50	Greencastle Road to Amiens Street
5	Comparable Bus v Car Journey Times (Range)	Off Peak	Bus		Car		
			Off Peak		Off Peak		
	Greencastle Road to Amiens Street		Low	High	Low	High	
	Greencastle Road to Amiens Street		15:41	19:57	13:42	14:45	Greencastle Road to Amiens Street

Malahide QBC Final Report (continued)

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006							
A	INFRASTRUCTURE OBJECTIVES		PERFORMANCE INDICATORS				NOTES
5	Comparable Bus v Car Journey Times (Range)	PM Peak	Bus		Car		North Strand to Greencastle Road
			PM Peak		PM Peak		
	Low	High	Low	High			
	North Strand to Greencastle Road		16:48	24:29	15:13	20:31	
6	Traffic Management Measures to support QBC		No. of Signalised Jcts		% Prioritised		
			20	Inbound	0%		
			21	Outbound			
7	Bus Lanes to operate for 12 hours (0700 to 1900)		% Peak Hours only		% 12 hour		
			4%		85%		
			% 24 hour		% 7-10 & 12-19		
			11%		0%		
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		
			96m		257m		

Malahide QBC Final Report (continued)

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006				
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		Total Number of bus stops
		33		55
		% with lighting	% with seating	% bus shelters
		100%	85%	
		% with telephones	% with ticket vending	
		6%	0%	
		% with cycle parking	Range of cycle spaces	
		6%	4 to 10	
% level platforms	% fully accessible	% bus stops		
27%	27%			
10	Passenger Information	% shelters with RTPI	% working	% bus shelters
10a	Real Time Passenger Information at high usage stops	0%	0%	
10b	Fixed Information at bus stops eg route & network maps & timetables	% timetables	% route maps	% bus stops
		75%	45%	
		% network maps	% fares information	
		47%	47%	

Malahide QBC Final Report (continued)

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006				
B	SERVICE OBJECTIVES	PERFORMANCE INDICATORS		NOTES
1	Passenger Wait Times	Target	Actual	Timings at Fairview 0800 - 0900 (Peak) 0945 - 1045 (Off Peak)
1a	Average Peak Wait Time	3 minutes	4:19	
1b	Average Peak Excess Wait Time	Target	Actual	
		2 minutes	1:19	
1c	Average Off Peak Wait Time	Target	Actual	
		4 minutes	2:32	
1d	Average Off Peak Excess Wait Time	Target	Actual	
		2 minutes	0	
2	Boarding & Alighting time / % of total journey time	AM Peak	Off peak	BAC ON Bus Survey Nov 02
		21.01%	15.92%	
C	FLEET OBJECTIVES	PERFORMANCE INDICATORS		NOTES
2	Average Fleet age	Average Fleet age		
		5.88		
2a	Maximum Fleet age	Maximum Fleet age		
		11		
3	QBC to be operated by uniformed staff	% staff uniformed		
		100%		
4	QBC to be operated by low floor buses	% of low floor buses		
		53%		

Malahide QBC Final Report (continued)

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006			
C	FLEET OBJECTIVES	PERFORMANCE INDICATORS	NOTES
5	QBC to be operated by branded vehicles	% of branded vehicles	City Swift
		7%	

D	NETWORK PERFORMANCE	PERFORMANCE INDICATORS				NOTES
1	Assess & Quantify the Effect of QBC on all Modes (Time Series Analysis)	% Mode share				Car Occupancy 1.22
		Car		Bus		
		Nov-04	Nov-06	Nov-04	Nov-06	
		27.49%	22.17%	61.89%	62.30%	
		Taxi		Cycle		
		Nov-04	Nov-06	Nov-04	Nov-06	
		1.64%	3.24%	2.68%	3.84%	
		Walking		Total Persons		
Nov-04	Nov-06	Nov-04	Nov-06			
4.31%	6.43%	12970	13139			

Malahide QBC Final Report (continued)

QUALITY BUS CORRIDOR MONITORING ANNUAL REPORT MALAHIDE NOVEMBER 2006						
D	NETWORK PERFORMANCE	PERFORMANCE INDICATORS				NOTES
2	Assess the before & after impact of QBC on all Modes (Pre & Post QBC Analysis)	% Mode share				November 2006 Cordon Count includes all bus passengers Pre QBC November 1998 Cordon Count includes Dublin Bus passengers only Car Occupancy 1.22
		Car		Bus		
		Pre QBC	Nov-06	Pre QBC	Nov-06	
		33.51%	22.17%	56.64%	62.30%	
		Taxi		Cycle		
		Pre QBC	Nov-06	Pre QBC	Nov-06	
		N/A	3.24%	3.05%	3.84%	
Walking		Total Persons				
Pre QBC	Nov-06	Pre QBC	Nov-06			
4.83%	6.43%	11151	13139			
E	ADDITIONAL OBJECTIVES	PERFORMANCE INDICATORS				NOTES
1	Passenger Journeys (Total)	Nov-05		Nov-06		Cordon Counts (0700 - 1000) BAC Designated QBC Routes
		3805		4341		
2	Bus Occupancy Levels (Average)	Peak		Off Peak		Inbound Survey at Canal Cordon 0800 - 0900 (AM Peak) and at Fairview 0945 - 1045 (Off Peak)
		74		34		
5	Passenger Satisfaction Levels	% Satisfaction				Dublin Bus Survey November 2002
		Reliability		Quality of Service		
		80%		83%		
		Quality of Information		Value for Money		
N/A		82%				
9	Mobility Impaired Access % Full Accessibility	% buses		% bus stops		
		53%		17%		
		% 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 9a to 9i inclusive show the results for the 9 main radial QBCs.

Tables 9j to 9m 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, Clontarf QBC and Howth Road QBC.

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 10a to 10m.**

Table 9a Blanchardstown QBC

Blanchardstown QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
St Josephs Hospital to Hansfield Road	Average	1:57	0:53	N/A	N/A	2:08	N/A	N/A	N/A
	Range	1:26 to 3:17	0:45 to 1:05	N/A	N/A	1:49 to 2:34	N/A	N/A	N/A
St Josephs Hospital to Blakestown Way via Hansfield & TC (AM)	Average	31:50	N/A	19:14	N/A	24:44	N/A	15:14	N/A
	Range	14:32 to 45:44	N/A	15:42 to 24:24	N/A	21:54 to 27:40	N/A	12:48 to 19:01	N/A
Hansfield Road to Shelerin Road	Average	1:56	1:39	N/A	N/A	1:47	1:28	N/A	N/A
	Range	1:05 to 2:53	0:50 to 3:37	N/A	N/A	1:38 to 1:57	0:52 to 2:32	N/A	N/A
Shelerin Road Direct to Blanchardstown Rd Sth	Average	22:54	12:08	N/A	N/A	N/A	N/A	N/A	N/A
	Range	12:50 to 38:14	4:14 to 38:15	N/A	N/A	N/A	N/A	N/A	N/A
Shelerin Rd via Hansfield & Town Centre to Blakestown Way (39)	Average	26:14	N/A	N/A	N/A	21:16	N/A	N/A	N/A
	Range	11:33 to 42:37	N/A	N/A	N/A	18:50 to 24:09	N/A	N/A	N/A
Blakestown Way to Rear of Shopping C'tre (Peak)	Average	3:38	4:05	2:48	1:21	N/A	N/A	N/A	N/A
	Range	1:36 to 6:47	1:11 to 7:00	1:52 to 5:04	0:31 to 6:21	N/A	N/A	N/A	N/A
Blanchardstown Road South to Coolmine Rd (via TC Outbound)	Average	9:10	5:15	18:24	N/A	4:09	N/A	22:02	N/A
	Range	4:41 to 17:10	3:31 to 8:01	12:30 to 24:12	N/A	3:41 to 5:00	N/A	15:58 to 28:12	N/A
Rear of Shopping Centre to River Rd R't (Peak)	Average	5:38	12:00	2:55	2:06	N/A	N/A	N/A	N/A
	Range	1:28 to 7:38	1:09 to 28:00	1:51 to 3:54	1:04 to 11:57	N/A	N/A	N/A	N/A
Coolmine Road to Main Street	Average	5:01	6:32	4:16	4:31	3:48	2:30	4:12	2:15
	Range	2:29 to 11:48	2:09 to 10:42	3:06 to 7:45	1:42 to 10:03	2:10 to 6:48	1:26 to 4:02	2:13 to 6:14	1:31 to 2:39
Main Street to River Road Roundabout	Average	8:14	7:43	4:25	3:48	4:47	3:23	4:16	2:52
	Range	3:39 to 13:14	1:51 to 12:21	1:40 to 9:01	2:26 to 5:10	3:12 to 5:57	2:30 to 3:43	2:53 to 5:28	1:49 to 4:15
River Road Rbt to New River Road	Average	3:20	3:29	4:05	4:52	3:34	4:01	2:48	2:58
	Range	1:04 to 6:19	1:01 to 8:28	1:21 to 5:31	1:25 to 8:38	1:52 to 4:58	1:24 to 5:47	1:29 to 3:40	1:14 to 5:12
New River Road to Ashtown Roundabout	Average	2:51	3:56	2:48	9:56	2:20	1:52	2:14	2:07
	Range	1:33 to 4:46	1:19 to 12:24	1:26 to 4:04	1:59 to 21:33	1:54 to 3:34	1:24 to 3:08	1:46 to 3:06	1:15 to 5:42

Table 9a Blanchardstown QBC (continued)

Blanchardstown QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Ashtown Roundabout to Nephin Road	Average	5:47	5:22	7:19	5:48	4:35	4:10	6:57	4:45
	Range	2:29 to 9:02	2:50 to 13:04	3:56 to 11:02	3:01 to 9:46	2:41 to 6:38	2:44 to 5:35	5:17 to 8:28	3:21 to 6:27
Nephin Road to Ratoath Road	Average	1:21	0:47	2:51	2:44	1:26	0:45	3:37	3:03
	Range	0:31 to 4:31	0:28 to 1:44	1:26 to 5:39	0:54 to 5:55	0:41 to 2:16	0:25 to 1:19	1:16 to 5:00	1:07 to 5:23
Ratoath Rd to Old Cabra Rd/North Circular Rd	Average	3:29	3:06	2:26	2:04	3:32	2:18	2:47	1:59
	Range	1:00 to 5:49	1:11 to 5:37	0:56 to 3:45	1:15 to 4:13	1:55 to 4:50	1:31 to 3:47	2:10 to 3:36	1:28 to 3:02
Old Cabra Rd/North Circular Rd to Manor St	Average	1:39	2:05	5:59	5:22	1:29	1:27	3:13	3:11
	Range	0:33 to 4:41	0:29 to 7:05	3:09 to 10:00	2:04 to 9:24	0:52 to 2:07	0:31 to 3:03	2:37 to 4:13	1:54 to 4:04
Manor Street to Blackhall Place/Bridge	Average	7:24	7:46	3:36	2:42	4:57	4:30	3:25	2:41
	Range	3:04 to 14:31	3:49 to 13:16	1:26 to 8:42	0:38 to 7:15	2:45 to 9:56	3:52 to 5:08	2:15 to 4:16	1:26 to 4:37
Blackhall Place to Capel Street	Average	6:50	N/A	N/A	N/A	6:52	N/A	N/A	N/A
	Range	4:13 to 11:25	N/A	N/A	N/A	1:35 to 8:39	N/A	N/A	N/A
Capel Street to Westmoreland Street	Average	7:08	N/A	N/A	N/A	6:16	N/A	N/A	N/A
	Range	4:37 to 9:41	N/A	N/A	N/A	5:19 to 7:19	N/A	N/A	N/A
Hawkins St to Merchants Quay/Winetavern St	Average	N/A	N/A	14:59	N/A	N/A	N/A	8:38	N/A
	Range	N/A	N/A	11:02 to 18:50	N/A	N/A	N/A	7:39 to 9:43	N/A
Merchants Quay to Blackhall Bridge	Average	N/A	N/A	4:11	5:14	N/A	N/A	2:49	2:28
	Range	N/A	N/A	1:51 to 5:47	2:04 to 7:59	N/A	N/A	1:41 to 4:04	0:59 to 3:31

Table 9b Finglas QBC

Finglas QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Mellowes Bridge to Finglas	Average Range	3:08 1:56 to 4:25	1:48 1:10 to 2:26	3:16 2:14 to 5:49	1:52 1:25 to 2:12	3:36 3:16 to 4:06	1:50 1:37 to 2:09	3:13 3:07 to 3:20	2:10 1:54 to 2:55
Finglas to Prospect Road/Whitworth Rd	Average Range	6:03 2:29 to 8:42	10:49 6:00 to 16:52	7:51 4:40 to 10:54	7:57 5:02 to 14:36	7:43 6:53 to 8:58	6:38 3:55 to 7:40	6:58 5:58 to 7:56	7:06 3:56 to 11:46
Whitworth Rd to Dorset Street Lower	Average Range	4:23 2:52 to 5:52	3:48 1:09 to 5:21	4:39 2:39 to 6:33	3:52 1:46 to 6:34	4:56 2:48 to 8:50	4:53 2:08 to 9:29	4:20 2:43 to 7:14	4:10 2:04 to 6:42
Dorset Street Lwr to Frederick St North	Average Range	3:31 1:59 to 5:03	N/A N/A	N/A N/A	N/A N/A	3:38 2:06 to 4:47	N/A N/A	N/A N/A	N/A N/A
Frederick St North to Parnell Square East	Average Range	1:59 0:32 to 4:18	N/A N/A	N/A N/A	N/A N/A	2:15 1:04 to 3:26	N/A N/A	N/A N/A	N/A N/A
Parnell Street to Dorset Street Lower	Average Range	N/A N/A	N/A N/A	16:56 8:32 to 25:38	N/A N/A	N/A N/A	N/A N/A	6:15 3:44 to 9:40	N/A N/A
Finglas to Parnell Sq East/Parnell Street	Average Range	16:34 11:07 to 22:08	N/A N/A	29:58 18:57 to 38:02	N/A N/A	17:32 14:56 to 20:42	N/A N/A	20:58 20:27 to 21:29	N/A N/A

Table 9c Lucan QBC

Lucan QBC Roadside Survey Results - November 2006									
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
Lucan Superquinn to Penny Hill Pub	Average Range	16:00 11:56 to 24:45	N/A N/A	15:26 12:30 to 19:00	N/A N/A	14:51 13:00 to 18:09	N/A N/A	11:41 10:48 to 12:50	N/A N/A
Penny Hill Pub to Foxhunter	Average Range	15:42 4:58 to 25:19	10:31 4:48 to 17:17	10:26 6:41 to 14:15	10:27 6:56 to 17:35	5:11 4:57 to 5:26	5:43 5:43	3:16 2:59 to 3:34	2:39 2:10 to 2:53
Foxhunter to West of M50	Average Range	5:06 3:28 to 11:37	12:56 9:02 to 22:37	4:45 2:25 to 9:20	3:45 1:28 to 13:10	3:14 2:21 to 5:00	2:32 1:22 to 12:11	3:08 2:26 to 4:13	1:37 1:14 to 3:16
West of M50 to Palmerston	Average Range	4:57 2:58 to 7:23	4:14 2:13 to 8:34	5:22 3:00 to 9:47	4:38 2:00 to 12:45	3:33 2:19 to 4:44	3:11 2:01 to 6:33	3:53 1:54 to 5:11	3:26 2:04 to 4:56
Palmerston to Con Colbert Rd	Average Range	4:35 3:19 to 5:44	4:04 2:53 to 7:53	6:42 5:17 to 7:54	10:25 5:06 to 14:47	N/A N/A	3:27 2:34 to 4:52	N/A N/A	4:03 2:42 to 9:06
Palmerston to Conyngham Road	Average Range	10:10 7:10 to 14:20	8:28 6:09 to 12:42	11:59 8:54 to 15:22	15:33 11:21 to 24:54	7:53 6:00 to 9:30	6:24 5:47 to 6:50	8:52 7:38 to 10:18	7:46 7:46
Con Colbert Road to Heuston Station	Average Range	3:09 1:27 to 6:52	2:57 1:45 to 8:52	2:55 1:52 to 4:39	2:29 1:23 to 3:57	2:15 2:02 to 2:28	2:26 1:26 to 3:22	N/A N/A	2:11 1:26 to 3:02
Heuston Station to Ellis Quay	Average Range	6:28 2:50 to 13:25	5:25 1:05 to 21:40	N/A N/A	N/A N/A	3:51 2:33 to 5:51	3:13 1:26 to 7:41	N/A N/A	N/A N/A
Heuston Station to Bachelors Walk	Average Range	16:42 10:06 to 22:42	15:29 5:39 to 27:55	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 9c Lucan QBC (continued)

Lucan QBC Roadside Survey Results - November 2006									
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	4:24 1:10 to 12:22	3:56 1:25 to 15:22	N/A N/A	N/A N/A	2:35 1:32 to 3:48	1:48 1:19 to 3:09	N/A N/A	N/A N/A
Con Colbert Road to Ellis Quay	Average Range	8:52 6:05 to 14:06	8:12 3:20 to 20:33	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
Parkgate Street to Ellis Quay	Average Range	3:54 1:25 to 10:43	3:44 1:12 to 7:33	N/A N/A	N/A N/A	2:22 1:39 to 3:35	1:45 0:40 to 3:45	N/A N/A	N/A N/A
Ellis Quay to Arran Quay	Average Range	2:28 0:42 to 6:36	2:28 0:36 to 6:47	N/A N/A	N/A N/A	2:01 1:13 to 3:52	1:50 0:58 to 4:30	N/A N/A	N/A N/A
Arran Quay to Bachelors Walk	Average Range	7:23 3:12 to 11:40	8:29 3:42 to 21:58	N/A N/A	N/A N/A	7:00 5:25 to 8:49	9:07 5:12 to 13:07	N/A N/A	N/A N/A
Wellington Quay to Merchants Quay	Average Range	N/A N/A	N/A N/A	2:52 1:01 to 5:31	3:24 0:52 to 8:44	N/A N/A	N/A N/A	2:20 1:29 to 3:58	1:44 0:49 to 2:23
Merchants Quay to Heuston Station	Average Range	N/A N/A	N/A N/A	3:43 2:32 to 5:29	4:00 2:00 to 8:11	N/A N/A	N/A N/A	2:55 1:41 to 4:30	2:39 1:55 to 4:00
Merchants Quay to Conyngham Road	Average Range	N/A N/A	N/A N/A	7:39 5:02 to 10:31	7:21 6:14 to 10:59	N/A N/A	N/A N/A	6:46 4:49 to 8:25	10:01 3:36 to 15:04

Table 9d Malahide QBC

Malahide QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Clare Hall to Priorswood Road	Average Range	3:06 1:47 to 4:22	3:37 0:54 to 14:29	5:50 1:43 to 10:19	6:35 4:33 to 9:54	3:28 2:15 to 5:47	3:48 1:34 to 12:58	8:21 6:04 to 14:08	9:11 5:12 to 11:34
Priorswood Rd to Greencastle Rd (Direct)	Average Range	2:18 1:27 to 3:21	1:39 0:44 to 3:16	3:35 2:21 to 4:35	3:02 1:29 to 8:53	1:54 1:38 to 2:06	1:55 0:58 to 4:54	3:41 2:56 to 4:45	2:15 1:22 to 3:00
Priorswood Rd to Greencastle Rd (Darndale)	Average Range	17:11 12:02 to 24:10	N/A N/A	13:19 9:20 to 16:53	N/A N/A	14:24 10:30 to 19:44	N/A N/A	11:47 9:50 to 13:07	N/A N/A
Greencastle Road to North of Kilmore Road	Average Range	14:21 3:39 to 26:59	11:50 2:26 to 25:34	4:55 2:55 to 7:37	4:10 2:06 to 6:36	4:38 2:27 to 5:52	4:28 2:10 to 7:38	4:39 3:14 to 6:00	4:15 2:17 to 5:48
North of Kilmore Road to St Davids Wood	Average Range	2:15 0:18 to 8:40	2:41 0:17 to 10:24	N/A N/A	N/A N/A	0:40 0:18 to 1:17	0:29 0:14 to 1:07	N/A N/A	N/A N/A
St Davids Wood to Collins Avenue	Average Range	6:10 1:34 to 17:27	7:59 1:31 to 20:08	N/A N/A	N/A N/A	2:26 1:39 to 3:56	2:15 1:22 to 5:50	N/A N/A	N/A N/A
Collins Avenue to Casino Park	Average Range	2:19 0:40 to 4:54	3:28 0:53 to 6:31	N/A N/A	N/A N/A	1:03 0:29 to 1:36	0:33 0:17 to 0:55	N/A N/A	N/A N/A
Casino Park to Fairview	Average Range	2:38 0:51 to 4:45	3:15 0:45 to 6:41	N/A N/A	N/A N/A	2:40 1:45 to 4:26	2:10 1:08 to 3:49	N/A N/A	N/A N/A
Fairview to Amiens Street/North Strand	Average Range	7:20 5:25 to 9:28	9:57 3:34 to 19:45	5:05 2:27 to 7:25	4:10 2:18 to 6:30	5:27 3:56 to 7:30	4:53 3:35 to 5:54	4:15 3:03 to 5:57	3:04 1:45 to 6:10
Amiens Street/North Strand to Talbot Street	Average Range	1:46 0:59 to 2:45	N/A N/A	10:00 4:19 to 17:52	N/A N/A	2:01 1:38 to 2:28	N/A N/A	7:50 4:58 to 12:11	N/A N/A
Collins Avenue to Kilmore Road	Average Range	N/A N/A	N/A N/A	4:19 2:58 to 6:57	3:20 1:58 to 7:09	N/A N/A	N/A N/A	3:51 2:57 to 5:04	3:21 2:00 to 5:29
Griffith Avenue to Collins Avenue	Average Range	N/A N/A	N/A N/A	2:02 1:10 to 2:50	2:14 1:07 to 3:39	N/A N/A	N/A N/A	1:35 0:48 to 2:30	1:25 0:41 to 2:01
Fairview to Griffith Avenue	Average Range	N/A N/A	N/A N/A	4:01 2:27 to 5:37	4:03 2:20 to 6:56	N/A N/A	N/A N/A	3:14 2:00 to 4:31	3:03 2:01 to 4:00

Table 9e North Clondalkin QBC

North Clondalkin QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Fonhill Road North to Fonhill Road South	Average Range	2:49 1:48 to 4:17	1:36 1:04 to 2:53	3:02 1:13 to 6:55	2:14 1:32 to 5:20	2:50 1:53 to 4:08	1:46 1:07 to 2:57	2:47 1:22 to 3:49	2:27 1:12 to 4:27
Fonhill Road South to Coldcut Road	Average Range	17:43 8:46 to 27:09	N/A N/A	12:46 7:53 to 15:47	N/A N/A	9:31 7:39 to 11:09	N/A N/A	11:12 8:36 to 13:04	N/A N/A
Coldcut Road to Ballyfermot/Le Fanu	Average Range	6:50 3:23 to 11:04	5:17 2:18 to 12:54	5:58 3:17 to 10:38	6:13 3:13 to 10:17	5:03 3:44 to 7:20	3:16 2:45 to 3:47	4:22 3:12 to 5:28	3:29 2:57 to 4:11
Ballyfermot/Le Fanu to Ballyfermot/Kylemore	Average Range	3:20 1:58 to 6:28	2:36 1:12 to 5:36	3:44 2:30 to 5:42	3:00 1:13 to 6:58	3:33 2:46 to 4:40	2:18 1:16 to 2:57	3:58 2:14 to 4:37	3:29 2:46 to 3:55
Ballyfermot/Kylemore to Emmet Road	Average Range	9:01 4:49 to 20:37	7:28 3:38 to 20:01	7:52 4:37 to 12:20	8:24 3:17 to 13:34	5:46 5:00 to 7:00	4:36 3:55 to 5:35	7:30 6:59 to 7:57	6:25 4:39 to 8:04
Emmet Rd to South Circular Road	Average Range	2:18 0:50 to 4:31	2:01 1:01 to 5:36	5:06 2:08 to 13:18	5:07 1:35 to 13:09	1:54 1:34 to 2:37	1:23 0:57 to 2:01	2:03 1:14 to 3:03	1:24 0:59 to 1:59
South Circular Road to Mount Brown/James St	Average Range	6:32 2:25 to 15:37	5:41 2:10 to 16:11	10:11 2:44 to 15:50	11:26 5:02 to 19:11	3:05 1:19 to 4:28	2:42 1:58 to 4:41	5:09 3:52 to 6:49	4:00 3:04 to 4:45
Mount Brown / James St to Cornmarket	Average Range	7:35 2:39 to 20:42	7:18 2:02 to 31:30	3:04 1:25 to 4:35	2:17 0:48 to 7:17	4:44 3:30 to 7:47	3:59 2:37 to 5:18	3:53 2:17 to 5:11	2:44 1:06 to 5:01
Cornmarket to Westmoreland Street	Average Range	8:10 5:03 to 12:04	N/A N/A	N/A N/A	N/A N/A	8:20 6:40 to 10:09	N/A N/A	N/A N/A	N/A N/A
Aston Quay to Bridge Street	Average Range	N/A N/A	N/A N/A	4:13 1:49 to 7:24	4:17 1:24 to 8:29	N/A N/A	N/A N/A	3:20 2:30 to 4:29	2:57 2:08 to 3:31
Bridge Street to Cornmarket	Average Range	N/A N/A	N/A N/A	2:01 0:41 to 3:03	1:38 0:50 to 3:10	N/A N/A	N/A N/A	1:33 0:33 to 2:56	1:29 1:20 to 1:48

Table 9f Rathfarnham QBC

Rathfarnham QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Dundrum Road to Nutgrove Ave Terminus	Average Range	3:05 2:45 to 3:49	1:51 1:04 to 3:51	3:22 2:33 to 4:11	2:48 1:19 to 4:14	3:37 3:13 to 4:01	2:47 1:18 to 5:32	3:54 3:13 to 4:36	3:14 1:57 to 4:22
Nutgrove Ave Terminus to Oakdown Road	Average Range	0:44 0:18 to 1:59	0:34 0:17 to 1:07	2:03 0:18 to 5:01	0:19 0:13 to 0:26	0:47 0:25 to 1:42	0:44 0:17 to 2:11	1:49 0:24 to 4:29	0:15 0:13 to 0:20
Oakdown Rd to R'nham Rd/Butterfield Avenue	Average Range	7:50 4:51 to 13:03	8:20 6:58 to 9:57	5:49 3:30 to 6:44	3:00 3:00	6:59 4:34 to 8:41	N/A N/A	5:07 4:54 to 5:27	3:31 3:20 to 3:42
Rathfarnham Road to Butterfield Avenue	Average Range	N/A N/A	N/A N/A	0:36 0:13 to 1:08	0:13 0:06 to 0:19	N/A N/A	N/A N/A	0:41 0:24 to 1:03	0:13 0:06 to 0:23
Rathfarnham Road to Brookvale Road	Average Range	2:03 0:51 to 3:44	1:40 0:34 to 4:20	N/A N/A	N/A N/A	1:05 0:52 to 1:30	1:06 0:27 to 4:04	N/A N/A	N/A N/A
Terenure Road North to Rathfarnham Road	Average Range	N/A N/A	N/A N/A	5:15 3:44 to 6:46	4:44 3:50 to 5:45	N/A N/A	N/A N/A	5:19 4:14 to 6:42	4:07 3:14 to 4:52
Brookvale Road to Terenure Road East	Average Range	5:43 1:54 to 16:51	7:01 2:26 to 12:29	N/A N/A	N/A N/A	3:38 2:25 to 4:34	2:49 1:32 to 3:45	N/A N/A	N/A N/A
Whitton Road to Terenure Road North	Average Range	N/A N/A	N/A N/A	1:26 0:42 to 2:25	1:30 1:02 to 2:24	N/A N/A	N/A N/A	1:13 0:37 to 2:44	0:59 0:12 to 4:31
Terenure Road East to Mount Tallant Avenue	Average Range	5:00 2:13 to 12:40	3:35 1:24 to 14:03	N/A N/A	N/A N/A	3:11 2:14 to 4:37	2:39 0:50 to 3:18	N/A N/A	N/A N/A
Harolds Cross/Leinster Rd to Whitton Road	Average Range	N/A N/A	N/A N/A	5:15 1:59 to 7:11	3:42 2:53 to 4:11	N/A N/A	N/A N/A	4:52 4:10 to 5:32	3:41 2:22 to 4:58
Mount Tallant Avenue to Leinster Road West	Average Range	4:43 1:05 to 9:59	4:41 0:33 to 16:03	N/A N/A	N/A N/A	2:07 1:15 to 2:59	1:10 0:29 to 3:10	N/A N/A	N/A N/A

Table 9f Rathfarnham QBC (continued)

Rathfarnham QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Leinster Road West to Harolds Cross Road	Average Range	2:08 0:31 to 4:17	1:41 0:17 to 4:18	N/A N/A	N/A N/A	1:35 1:12 to 2:33	0:51 0:24 to 3:11	N/A N/A	N/A N/A
Canal to Harolds Cross/Leinster Rd	Average Range	N/A N/A	N/A N/A	2:22 1:04 to 3:22	2:11 0:58 to 6:44	N/A N/A	N/A N/A	2:20 1:32 to 2:59	1:39 0:44 to 3:17
Harolds Cross/Leinster Rd to Clanbrassil St	Average Range	5:10 3:08 to 7:43	6:05 2:39 to 9:45	N/A N/A	N/A N/A	4:44 3:41 to 5:19	4:00 2:44 to 5:30	N/A N/A	N/A N/A
Clanbrassil Street to Canal	Average Range	N/A N/A	N/A N/A	2:27 0:41 to 5:49	1:46 0:34 to 2:53	N/A N/A	N/A N/A	3:15 2:56 to 4:15	1:34 0:44 to 3:14
Clanbrassil Street to South Circular Road	Average Range	3:55 1:23 to 11:08	3:23 0:48 to 8:50	3:04 1:33 to 10:09	4:35 0:57 to 7:50	8:07 6:26 to 9:09	3:35 1:00 to 5:20	1:47 0:52 to 3:23	3:18 0:42 to 5:59
Clanbrassil Street/Canal to Dean Street	Average Range	5:49 2:17 to 9:27	5:23 1:08 to 13:00	6:02 3:57 to 7:58	4:20 2:05 to 10:23	6:16 3:52 to 9:36	3:38 1:18 to 9:12	3:57 3:57	5:20 2:33 to 9:20
Dean St to Westmoreland St/College Green	Average Range	9:12 6:42 to 11:37	N/A N/A	11:57 8:14 to 21:52	10:05 5:59 to 20:10	12:24 12:24	N/A N/A	N/A N/A	N/A N/A
South Circular Road to Camden Street	Average Range	5:15 2:53 to 10:21	4:53 2:44 to 6:46	9:07 4:58 to 13:21	6:46 1:50 to 11:41	4:09 3:16 to 5:44	3:30 3:30	5:56 4:26 to 6:57	4:26 4:26
Camden Street to Bishop Street	Average Range	2:16 0:35 to 5:49	2:21 0:50 to 4:47	1:37 0:28 to 5:35	3:08 1:23 to 6:30	1:46 1:16 to 2:17	1:39 0:46 to 2:35	1:59 0:42 to 4:04	1:51 0:28 to 5:40
Camden St to W'land St/College Green	Average Range	9:26 5:13 to 13:38	N/A N/A	7:33 5:30 to 10:02	5:02 4:04 to 6:14	8:53 7:50 to 10:02	N/A N/A	7:22 5:06 to 10:39	6:01 4:59 to 7:29
Bishop Street to Stephen Street	Average Range	2:16 0:24 to 5:14	2:12 0:44 to 6:51	N/A N/A	N/A N/A	3:48 1:31 to 7:34	2:20 1:27 to 4:08	N/A N/A	N/A N/A
Bishop Street to Westmoreland Street/College Green	Average Range	7:22 4:16 to 11:12	N/A N/A	6:03 4:10 to 6:09	N/A N/A	6:57 6:29 to 7:53	N/A N/A	5:23 2:39 to 7:45	5:45 3:33 to 8:19
Stephen Street to Westmoreland Street	Average Range	5:14 1:38 to 9:27	N/A N/A	N/A N/A	N/A N/A	4:06 3:27 to 4:37	N/A N/A	N/A N/A	N/A N/A

Table 9g Stillorgan QBC

Stillorgan QBC Roadside Survey Results November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Dun Laoghaire Station to Oliver Plunkett Road	Average Range	7:01 4:41 to 9:38	N/A N/A	5:24 3:45 to 6:57	N/A N/A	6:49 4:09 to 10:07	N/A N/A	6:03 4:29 to 8:53	N/A N/A
Oliver Plunkett Road to Abbey Road	Average Range	6:39 3:58 to 9:38	N/A N/A	6:36 4:35 to 8:45	N/A N/A	6:44 4:11 to 9:17	N/A N/A	6:36 4:19 to 8:11	N/A N/A
Abbey Road to Foxrock Church	Average Range	6:17 2:23 to 10:20	N/A N/A	6:08 4:00 to 8:08	N/A N/A	5:59 4:51 to 6:43	N/A N/A	6:44 5:29 to 7:50	N/A N/A
Dun Laoghaire to Foxrock Church	Average Range	20:53 14:53 to 27:35	N/A N/A	18:13 13:54 to 22:58	N/A N/A	20:07 20:07	N/A N/A	19:37 16:50 to 21:15	N/A N/A
Foxrock Church to Mount Merrion Avenue	Average Range	10:07 5:57 to 14:33	13:11 3:29 to 31:58	9:10 5:17 to 15:08	9:10 4:59 to 12:43	9:16 6:54 to 10:54	5:17 4:35 to 7:50	10:07 8:54 to 12:07	6:34 3:26 to 9:51
Mount Merrion Avenue to Donnybrook	Average Range	9:44 5:22 to 12:55	14:05 3:52 to 22:29	10:06 5:14 to 19:24	15:19 5:16 to 26:00	8:40 6:53 to 12:06	6:46 5:12 to 8:07	10:23 7:50 to 11:55	7:14 6:27 to 9:13
Donnybrook to Morehampton Road	Average Range	4:20 2:01 to 7:14	4:52 1:44 to 8:23	4:34 2:57 to 8:36	4:07 2:36 to 5:26	3:52 2:13 to 5:23	3:47 2:27 to 5:08	4:35 3:11 to 5:30	3:20 2:33 to 3:53
Morehampton Road to Leeson Street	Average Range	5:26 3:31 to 8:20	4:39 2:16 to 11:51	8:37 4:01 to 12:07	N/A N/A	9:41 7:01 to 14:06	5:10 2:59 to 10:20	5:01 3:09 to 7:48	N/A N/A

Table 9g Stillorgan QBC (continued)

Stillorgan QBC Roadside Survey Results November 2006									
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	29:42	34:13	32:25	N/A	28:48	22:20	31:13	N/A
	Range	20:36 to 39:21	18:31 to 55:12	23:40 to 44:19	N/A	26:47 to 34:08	19:34 to 25:28	30:55 to 31:30	N/A
Leeson St to D'Olier/W'moreland Street	Average	8:40	N/A	8:50	N/A	9:43	N/A	8:03	N/A
	Range	4:52 to 13:27	N/A	5:21 to 16:25	N/A	7:01 to 14:06	N/A	6:33 to 10:20	N/A
Foxrock Church to Westmoreland Street	Average	38:25	N/A	42:03	N/A	44:32	N/A	38:20	N/A
	Range	26:27 to 48:29	N/A	31:17 to 50:29	N/A	40:49 to 48:14	N/A	38:20	N/A
Dun Laoghaire to Westmoreland Street	Average	58:46	N/A	63:27	N/A	N/A	N/A	N/A	N/A
	Range	44:11 to 68:27	N/A	58:55 to 73:45	N/A	N/A	N/A	N/A	N/A

Table 9h Swords QBC

Swords QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
County Council to Swords Main Street	Average Range	1:41 0:53 to 3:11	0:49 0:25 to 2:03	1:09 0:16 to 3:25	1:22 0:27 to 2:47	2:29 1:29 to 4:25	1:30 0:25 to 3:29	1:26 0:29 to 3:09	1:24 0:47 to 2:39
Swords Main Str to Airside Business Pk	Average Range	6:31 4:10 to 12:07	4:41 4:08 to 5:13	5:39 4:02 to 7:38	6:35 3:39 to 12:31	8:17 6:01 to 11:48	4:04 1:31 to 6:38	5:48 4:16 to 6:41	4:39 4:36 to 4:43
Airside Business Pk to Cloghran R'bout	Average Range	3:26 1:41 to 6:08	2:49 0:57 to 5:07	2:18 1:20 to 2:58	2:23 1:19 to 4:59	1:39 0:59 to 3:10	1:36 0:49 to 4:11	2:07 1:17 to 2:54	1:38 1:09 to 2:09
County Council to Cloghran R'bout	Average Range	11:33 7:03 to 16:16	N/A N/A	10:29 6:09 to 16:57	N/A N/A	12:02 8:49 to 17:12	8:10 8:10	10:34 7:49 to 13:13	08:39 6:42 to 10:37
Cloghran Rbt to Airport South (Not via Airport)	Average Range	2:29 1:28 to 4:18	2:04 1:22 to 3:19	5:50 2:54 to 9:47	4:25 2:35 to 6:44	2:39 2:37 to 2:42	2:12 1:34 to 3:22	5:10 3:11 to 6:55	3:05 1:57 to 5:20
Cloghran Rbt to Airport South (Via Airport)	Average Range	11:32 9:31 to 16:18	N/A N/A	9:14 7:03 to 11:44	N/A N/A	11:31 8:20 to 14:42	N/A N/A	10:09 8:11 to 12:07	N/A N/A
Airport South to Omni Park	Average Range	11:43 6:25 to 19:24	11:05 5:53 to 19:49	8:22 5:29 to 11:00	9:09 5:17 to 17:40	8:10 6:30 to 9:42	5:30 4:41 to 6:34	7:44 6:48 to 8:37	9:52 7:40 to 12:12
Omni Park to Collins Avenue	Average Range	12:49 6:43 to 23:05	16:18 11:06 to 24:44	6:15 4:30 to 8:05	5:54 4:32 to 9:08	4:09 3:27 to 4:38	3:14 2:48 to 4:07	5:19 3:48 to 6:35	4:10 3:31 to 5:13
Collins Ave to Richmond Rd/Botanic Ave	Average Range	7:23 4:13 to 11:12	13:41 3:35 to 25:58	7:28 4:04 to 11:57	8:28 3:15 to 14:31	4:35 2:49 to 7:30	4:48 2:05 to 8:54	5:43 4:26 to 7:01	5:17 3:18 to 8:29

Table 9h Swords QBC (continued)

Swords QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Richmond Rd/Botanic Ave to Dorset St Lwr	Average Range	6:27 4:15 to 9:07	5:29 2:49 to 10:04	7:00 2:55 to 10:59	5:57 1:51 to 13:47	4:46 3:15 to 6:36	3:16 2:23 to 4:06	4:47 2:38 to 8:10	3:10 1:14 to 5:54
Dorset St Lwr to Frederick Street North	Average Range	3:05 1:22 to 6:18	N/A N/A	N/A N/A	N/A N/A	3:03 1:22 to 4:43	N/A N/A	N/A N/A	N/A N/A
Frederick Street North to O'Connell St	Average Range	5:34 2:28 to 8:24	N/A N/A	N/A N/A	N/A N/A	4:24 2:32 to 7:43	N/A N/A	N/A N/A	N/A N/A
Richmond Rd to O'Connell Street	Average Range	14:54 9:40 to 19:47	N/A N/A	N/A N/A	N/A N/A	12:12 9:39 to 15:12	N/A N/A	N/A N/A	N/A N/A
Lwr Abbey St to Dorset St Lower/North Circular	Average Range	N/A N/A	N/A N/A	7:40 5:18 to 10:33	N/A N/A	N/A N/A	N/A N/A	6:49 4:54 to 9:09	N/A N/A
O'Connell Street to Parnell Square West	Average Range	N/A N/A	N/A N/A	5:31 1:53 to 7:22	3:29 1:22 to 4:16	N/A N/A	N/A N/A	5:24 3:29 to 9:23	6:02 6:02
Parnell Square West to Granby Row	Average Range	N/A N/A	N/A N/A	1:23 0:31 to 2:17	1:11 0:35 to 2:09	N/A N/A	N/A N/A	1:29 0:33 to 3:14	1:00 0:48 to 1:13
Granby Row to Blessington Street	Average Range	N/A N/A	N/A N/A	0:44 0:20 to 1:34	0:49 0:14 to 2:16	N/A N/A	N/A N/A	1:06 0:56 to 1:19	1:08 0:53 to 1:20
Blessington Street to Dorset St Lwr/N Circular	Average Range	N/A N/A	N/A N/A	2:21 1:01 to 4:43	1:32 0:33 to 6:32	N/A N/A	N/A N/A	2:10 1:52 to 3:14	1:39 0:58 to 2:53

Table 9i Tallaght QBC

Tallaght QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Main Street to West M50	Average	4:55	5:07	6:26	6:31	4:00	2:35	4:52	4:33
	Range	3:17 to 6:15	3:04 to 6:46	4:57 to 8:18	6:31 to 6:31	3:38 to 4:16	2:35	3:13 to 5:36	3:38 to 5:28
West M50 to East M50	Average	3:21	2:34	2:38	3:13	1:53	1:39	1:48	1:32
	Range	2:13 to 4:53	1:10 to 5:28	1:40 to 4:15	1:13 to 7:55	1:42 to 2:09	1:03 to 2:29	1:20 to 2:17	1:00 to 2:03
East M50 to Oldbridge Road	Average	3:15	3:22	4:58	3:52	2:23	1:48	3:39	2:08
	Range	2:16 to 4:50	1:27 to 7:49	2:53 to 7:16	2:16 to 6:41	1:42 to 3:04	1:14 to 2:24	2:36 to 4:50	1:03 to 2:59
Oldbridge Road to Fortfield Road	Average	3:08	3:17	3:15	3:59	2:35	2:29	3:29	3:10
	Range	1:32 to 5:06	1:06 to 10:03	1:47 to 5:35	1:53 to 6:12	1:52 to 3:01	2:05 to 3:31	1:53 to 4:53	1:25 to 4:50
Fortfield Road to Rathdown Park	Average	4:04	6:10	2:12	1:59	2:10	1:58	1:21	1:52
	Range	1:06 to 12:08	1:01 to 16:14	0:42 to 5:06	0:34 to 4:29	1:07 to 3:09	1:05 to 4:30	0:53 to 2:31	0:51 to 3:29
Rathdown Park to Terenure Road East	Average	7:43	5:24	5:49	5:30	4:46	5:36	4:35	2:19
	Range	1:10 to 12:48	1:06 to 10:55	3:26 to 8:50	3:32 to 9:29	3:41 to 5:33	0:44 to 11:21	3:48 to 5:17	1:22 to 3:37
Terenure Road East to Rathgar Road	Average	9:03	11:00	6:03	5:30	4:15	3:12	4:17	3:17
	Range	3:04 to 16:07	1:40 to 37:32	4:26 to 7:37	3:42 to 8:00	3:45 to 4:29	1:54 to 4:12	3:05 to 6:09	2:13 to 4:55
Rathgar Road to Leinster Road	Average	6:02	3:19	2:30	1:17	2:12	1:06	2:32	1:20
	Range	1:26 to 13:45	0:35 to 10:29	1:34 to 3:40	0:43 to 3:51	1:14 to 3:08	0:43 to 2:11	1:42 to 4:18	0:51 to 1:55
Leinster Road to Canal	Average	3:26	4:55	3:12	2:24	1:43	1:28	2:18	1:39
	Range	1:02 to 7:00	0:45 to 10:42	1:38 to 4:31	0:54 to 3:45	1:05 to 2:51	0:42 to 2:43	1:22 to 2:48	1:03 to 2:23

Table 9i Tallaght QBC (continued)

Tallaght QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Canal to Camden Street/Harcourt Road	Average Range	4:11 2:09 to 6:45	2:43 0:24 to 7:41	4:30 1:24 to 7:49	4:10 0:52 to 7:26	2:53 1:31 to 4:18	2:07 0:56 to 3:34	2:18 1:26 to 3:40	1:43 0:55 to 4:06
Dame Street to Harcourt Road	Average Range	N/A N/A	N/A N/A	11:16 7:26 to 17:44	13:30 7:12 to 21:09	N/A N/A	N/A N/A	7:58 5:26 to 11:14	7:57 5:35 to 10:13
Eden Quay to Harcourt Road via Camden Street	Average Range	N/A N/A	N/A N/A	16:33 11:21 to 24:51	N/A N/A	N/A N/A	N/A N/A	12:36 9:55 to 16:08	N/A N/A
Eden Quay to Harcourt Road via Earlsfort Terrace	Average Range	N/A N/A	N/A N/A	15:49 11:58 to 20:10	N/A N/A	N/A N/A	N/A N/A	14:01 10:35 to 16:20	N/A N/A
Eden Quay to Dame Street	Average Range	N/A N/A	N/A N/A	5:24 3:37 to 7:07	N/A N/A	N/A N/A	N/A N/A	3:48 3:13 to 4:23	N/A N/A
Camden Street to W'moreland St	Average Range	10:27 6:09 to 13:51	N/A N/A	N/A N/A	N/A N/A	9:48 8:22 to 11:31	N/A N/A	N/A N/A	N/A N/A
Camden St to Westmoreland St via Earlsfort T'ce (15 series)	Average Range	12:40 6:26 to 17:08	N/A N/A	N/A N/A	N/A N/A	11:27 8:36 to 13:22	N/A N/A	N/A N/A	N/A N/A

Table 9j Ballymun QBC

Ballymun QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Civic Centre to Griffith Avenue/The Rise	Average Range	7:05 2:36 to 11:06	9:09 3:12 to 19:41	7:18 3:20 to 10:21	6:06 3:23 to 11:21	6:06 5:15 to 7:00	3:14 2:25 to 4:09	5:17 4:27 to 6:01	4:29 3:05 to 5:29
Griffith Avenue to Botanic Avenue	Average Range	3:43 1:34 to 6:06	6:40 1:06 to 17:39	N/A N/A	N/A N/A	1:55 1:26 to 2:51	1:43 1:03 to 2:14	N/A N/A	N/A N/A
Griffith Avenue/The Rise to Dorset St Lower (13A)	Average Range	14:47 6:55 to 22:29	N/A N/A	20:21 18:38 to 23:57	14:55 9:38 to 23:35	11:06 9:47 to 12:25	N/A N/A	11:11 11:11	6:49 5:43 to 8:15
Griffith Avenue to Bon Secours Hospital	Average Range	3:44 1:52 to 8:27	4:22 3:39 to 5:10	N/A N/A	N/A N/A	2:45 2:06 to 3:26	N/A N/A	N/A N/A	N/A N/A
Botanic Avenue to Cliftonville Road	Average Range	5:08 1:37 to 9:23	4:57 2:34 to 8:24	N/A N/A	N/A N/A	1:25 0:57 to 2:03	1:17 0:21 to 1:58	N/A N/A	N/A N/A
Bon Secours Hospital to Cliftonville Road	Average Range	7:30 4:30 to 12:49	4:53 2:25 to 8:23	N/A N/A	N/A N/A	1:53 1:25 to 2:24	1:20 1:07 to 1:30	N/A N/A	N/A N/A
Cliftonville Rd/Glasnevin Hill to Prospect Road	Average Range	2:38 1:04 to 6:05	4:18 0:57 to 9:18	2:52 1:45 to 5:21	2:16 0:43 to 6:16	1:17 0:28 to 2:18	1:09 0:29 to 2:02	2:32 1:40 to 3:56	2:16 1:18 to 4:12
Prospect Rd to Dorset St Lwr/Whitworth	Average Range	4:23 2:52 to 5:52	3:48 1:09 to 5:21	4:39 2:39 to 6:33	3:52 1:46 to 6:34	4:56 2:48 to 8:50	4:53 2:08 to 9:29	4:20 2:43 to 7:14	4:10 2:04 to 6:42
Prospect Rd to Phibsboro Rd/NCR	Average Range	4:07 2:16 to 6:15	4:32 0:51 to 9:42	2:59 0:35 to 5:24	3:06 0:49 to 5:41	3:18 1:38 to 4:25	2:42 1:51 to 4:17	1:46 1:04 to 2:21	1:14 0:34 to 3:04
Phibsboro Rd/NCR to Frederick St North	Average Range	7:07 3:38 to 9:17	N/A N/A	N/A N/A	N/A N/A	5:17 4:34 to 6:16	N/A N/A	N/A N/A	N/A N/A
Dorset St Lwr to Frederick St North	Average Range	3:31 1:59 to 5:03	N/A N/A	N/A N/A	N/A N/A	3:38 2:06 to 4:47	N/A N/A	N/A N/A	N/A N/A
Frederick St North to Parnell Square East	Average Range	1:59 0:32 to 4:18	N/A N/A	N/A N/A	N/A N/A	2:15 1:04 to 3:26	N/A N/A	N/A N/A	N/A N/A

Table 9j Ballymun QBC (continued)

Ballymun QBC Roadside Survey Results - November 2006									
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	5:29 2:44 to 7:56	N/A N/A	N/A N/A	N/A N/A	3:04 2:08 to 4:19	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	N/A N/A	6:13 2:52 to 9:24	3:30 1:21 to 4:22	N/A N/A	N/A N/A	5:21 3:57 to 9:05	2:45 1:44 to 3:43
Parnell Square West to Granby Row	Average Range	N/A N/A	N/A N/A	5:34 0:32 to 25:39	2:55 0:23 to 10:14	N/A N/A	N/A N/A	1:15 0:30 to 2:24	1:17 0:13 to 2:03
Parnell Sq West to NCR/Phibsboro Road	Average Range	N/A N/A	N/A N/A	10:42 4:45 to 18:32	18:50 6:02 to 33:50	N/A N/A	N/A N/A	6:24 5:46 to 7:39	3:35 3:35
Granby Row to Blessington Street	Average Range	N/A N/A	N/A N/A	5:33 0:36 to 11:13	5:30 0:12 to 12:53	N/A N/A	N/A N/A	1:12 0:49 to 1:54	0:52 0:17 to 1:42
Blessington Street to Whitworth Road	Average Range	N/A N/A	N/A N/A	5:30 2:14 to 10:39	7:12 2:38 to 13:56	N/A N/A	N/A N/A	2:57 1:53 to 4:22	2:25 0:35 to 4:04
Glasnevin Hill to The Rise	Average Range	N/A N/A	N/A N/A	5:38 3:59 to 7:21	4:44 2:36 to 6:27	N/A N/A	N/A N/A	5:04 3:58 to 6:32	3:48 3:08 to 4:46

Table 9k Bray QBC

Bray QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Bray Main Street to Upper Dargle Road	Average Range	3:57 1:32 to 6:48	3:37 0:44 to 9:37	1:44 0:38 to 3:40	1:58 0:43 to 5:35	4:34 2:17 to 7:46	4:13 1:29 to 7:46	1:29 1:12 to 1:43	1:30 0:44 to 2:10
Upper Dargle Rd to Wilford Roundabout	Average Range	3:50 1:57 to 5:38	3:57 1:21 to 9:10	4:29 0:43 to 10:28	5:13 1:37 to 12:18	3:27 2:56 to 4:03	2:49 1:48 to 4:20	2:46 1:52 to 3:25	2:13 1:02 to 3:18
Wilford Roundabout to Shanganagh	Average Range	1:31 0:58 to 2:14	1:10 0:48 to 1:32	N/A N/A	N/A N/A	1:20 1:07 to 1:39	1:16 1:02 to 1:30	N/A N/A	N/A N/A
Wilford Roundabout to Shankill Village	Average Range	3:42 2:25 to 5:24	3:00 2:05 to 7:09	8:47 2:50 to 15:36	8:13 2:51 to 19:10	3:17 2:42 to 3:59	2:36 1:54 to 3:13	4:01 3:13 to 5:22	2:53 2:19 to 3:53
Shanganagh to Shankill Village	Average Range	2:12 1:01 to 3:01	1:33 1:04 to 2:28	N/A N/A	N/A N/A	1:55 1:32 to 2:20	1:26 1:12 to 1:54	N/A N/A	N/A N/A
Shankill Village to Loughlinstown Roun	Average Range	5:12 2:33 to 7:39	N/A N/A	3:30 2:57 to 4:39	2:50 2:18 to 3:36	4:23 3:58 to 5:07	2:24 1:50 to 3:18	3:08 2:40 to 3:53	3:02 3:02
Loughlinstown Roun to Cabinteely South	Average Range	4:28 2:16 to 8:59	4:00 1:57 to 15:00	5:06 3:33 to 7:00	3:06 1:58 to 8:13	5:19 3:59 to 6:18	2:36 2:06 to 3:06	3:41 2:56 to 4:23	2:41 1:55 to 5:26
Cabinteely South to Foxrock Church	Average Range	4:49 3:16 to 7:00	2:46 1:15 to 8:01	5:26 3:25 to 7:47	4:15 1:38 to 14:50	5:21 4:41 to 6:01	2:43 1:58 to 5:22	3:46 3:37 to 3:55	3:41 2:02 to 6:15
Bray Main Street to Foxrock Church	Average Range	25:41 20:19 to 30:25	21:51 11:14 to 35:00	32:29 22:28 to 39:07	20:04 11:06 to 33:16	25:05 21:10 to 29:00	17:11 16:06 to 17:52	18:41 18:24 to 18:59	10:31 10:31
Bray Main Street to Leeson Street	Average Range	55:28 49:52 to 62:27	N/A N/A	66:47 58:53 to 71:40	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
Bray Main Street to Westmoreland Street	Average Range	63:03 58:33 to 73:30	N/A N/A	77:25 74:57 to 80:28	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A

Table 91 Clontarf QBC

Clontarf QBC Roadside Survey Results - November 2006									
Sectional Results									
Section		AM Peak Inbound		PM Peak Outbound		Off Peak Inbound		Off Peak Outbound	
		Bus	Car	Bus	Car	Bus	Car	Bus	Car
Clontarf Garage to Vernon Avenue	Average Range	1:18 0:27 to 2:40	1:05 0:22 to 5:00	1:22 0:51 to 2:08	0:52 0:29 to 3:18	1:09 0:44 to 1:48	0:34 0:26 to 0:57	1:24 1:00 to 1:58	0:53 0:24 to 1:30
Vernon Avenue to Castle Avenue	Average Range	2:38 1:18 to 5:34	13:51 1:01 to 30:20	1:52 1:07 to 2:30	1:11 0:45 to 2:11	1:58 1:36 to 2:24	1:17 0:55 to 1:44	1:27 1:06 to 1:54	0:58 0:45 to 1:52
Castle Avenue to Alfie Byrne Road	Average Range	2:12 0:58 to 4:41	4:13 0:57 to 9:13	2:40 2:03 to 4:01	1:53 0:56 to 3:12	1:29 0:50 to 2:09	0:52 0:35 to 1:16	2:43 2:05 to 3:16	1:33 0:44 to 2:39
Alfie Byrne Road to Fairview	Average Range	2:26 1:23 to 3:34	2:22 0:58 to 5:45	3:26 2:07 to 4:35	2:03 0:47 to 3:14	2:04 1:43 to 2:21	2:02 1:18 to 3:33	2:06 1:26 to 3:10	1:17 0:42 to 2:06
Fairview to Amiens Street/North Strand	Average Range	6:32 4:24 to 9:11	9:58 3:06 to 18:09	5:05 2:27 to 7:25	4:10 2:18 to 6:30	4:25 2:27 to 5:54	4:54 3:53 to 6:17	4:15 3:03 to 5:57	3:04 1:45 to 6:10
Amiens Street to Talbot Street	Average Range	1:46 0:59 to 2:45	N/A N/A	N/A N/A	N/A N/A	2:01 1:38 to 2:28	N/A N/A	N/A N/A	N/A N/A
Lwr Abbey St to North Strand	Average Range	N/A N/A	N/A N/A	6:40 2:51 to 11:21	N/A N/A	N/A N/A	N/A N/A	5:26 4:04 to 8:13	N/A N/A

Table 9m Howth Road QBC

Howth Road QBC Roadside Survey Results - November 2006									
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	Average Range	3:12 1:57 to 6:36	2:06 1:17 to 4:54	3:29 2:20 to 4:25	2:18 1:36 to 3:27	2:46 2:01 to 3:28	2:06 1:24 to 2:50	N/A N/A	2:05 1:30 to 2:35
Sybil Hill Rd to Collins Avenue East	Average Range	12:03 3:55 to 22:34	12:13 2:24 to 21:24	4:11 2:43 to 6:28	3:29 2:08 to 6:10	2:21 1:28 to 3:32	2:04 1:20 to 2:45	3:28 2:30 to 4:26	3:24 2:20 to 6:23
Collins Ave East to Copeland Ave	Average Range	4:45 3:20 to 7:40	4:14 2:13 to 7:42	4:53 2:40 to 7:31	4:23 1:40 to 8:22	2:15 1:23 to 3:22	1:49 1:01 to 2:49	2:28 1:03 to 3:45	2:11 1:32 to 3:04
Copeland Ave to Fairview	Average Range	1:49 0:39 to 3:01	2:05 0:33 to 4:54	2:44 1:19 to 4:50	2:15 0:58 to 6:29	2:25 1:19 to 3:55	2:02 0:41 to 4:31	2:04 1:13 to 3:27	0:58 0:49 to 1:17
Fairview to Amiens Street/North Strand	Average Range	6:32 4:24 to 9:11	9:58 3:06 to 18:09	5:05 2:27 to 7:25	4:10 2:18 to 6:30	4:25 2:27 to 5:54	4:54 3:53 to 6:17	4:15 3:03 to 5:57	3:04 1:45 to 6:10
Amiens Street to Talbot Street	Average Range	1:46 0:59 to 2:45	N/A N/A	N/A N/A	N/A N/A	2:01 1:38 to 2:28	N/A N/A	N/A N/A	N/A N/A
Eden Quay to North Strand	Average Range	N/A N/A	N/A N/A	9:06 4:35 to 12:54	N/A N/A	N/A N/A	N/A N/A	5:26 4:04 to 8:13	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 10a to 10l**.

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

Tables 10j to 10m 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, Clontarf QBC and Howth Road QBC.

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 10a Blanchardstown QBC

Blanchardstown QBC Roadside Survey Results - November 2006					
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 Hansfield Road	726	0	Average Range	22.34 13.27 to 30.40	20.42 16.97 to 23.97
Hansfield Road to Shelerin Road	820	0	Average Range	25.45 17.07 to 45.43	27.59 25.23 to 30.13
Shelerin Road to B'town Rd Sth via Town Centre	5899	0	Average Range	13.49 8.30 to 30.64	16.64 14.66 to 18.79
Shelerin Road direct to Blanchardstown Road South	1836	332	Average Range	4.81 2.88 to 8.58	N/A N/A
Blanchardstown Road South to Rear of Town C'tre (Peak)	1074	0	Average Range	17.74 9.50 to 40.27	N/A N/A
Blanchardstown Road South to Coolmine Rd	1719	388	Average Range	11.25 6.01 to 22.02	24.85 20.63 to 28.00
Rear of Town Centre to River Rd Roundabout (Peak)	1727	N/A	Average Range	18.39 13.57 to 70.63	N/A N/A
Coolmine Road to Main Street	1110	0	Average Range	13.27 5.74 to 26.82	17.53 9.79 to 30.73
Main Street to River Road Roundabout	1098	460	Average Range	8.00 4.98 to 18.05	13.77 11.07 to 20.59
River Road Roundabout to New River Road	983	300	Average Range	17.70 9.34 to 55.28	16.53 11.87 to 31.59
New River Road to Ashtown Roundabout	1958	1958	Average Range	41.22 24.64 to 75.79	50.36 32.93 to 61.83
Ashtown Roundabout to Nephin Road	1760	1483	Average Range	18.26 11.69 to 42.53	23.04 15.92 to 39.34
Nephin Road to Ratoath Road	635	562	Average Range	28.22 8.43 to 73.69	26.59 16.81 to 55.78
Ratoath Road to North Circular Road	841	0	Average Range	14.49 8.67 to 50.46	14.28 10.44 to 26.32
North Circular Road to Manor Street	659	120	Average Range	23.96 8.44 to 71.89	26.66 18.68 to 45.61
Manor Street to Blackhall Place	658	617	Average Range	5.33 2.72 to 12.87	7.98 3.97 to 14.36
Blackhall Place to Ormond Quay	1001	312	Average Range	8.79 5.26 to 14.24	8.75 6.94 to 37.94
Ormond Quay to Westmoreland Street	844	221	Average Range	7.10 5.23 to 10.97	8.08 6.92 to 9.52
Total Inbound Distance (39) B'town Rd South to Ormond Quay	12422	6200	Average Range	13.21 11.92 to 16.40	18.68 18.50 to 18.85
Total Inbound Distance (39) B'town Rd South to Westmoreland Street	13266	6421	Average Range	12.58 11.03 to 15.89	17.33 17.33
Total Inbound Distance (39A/B) Blakestown Way to Ormond Quay	11296	N/A	Average Range	16.23 14.10 to 19.13	N/A N/A
Total Inbound Distance (39A/B) Blakestown Way to Westmoreland Street	12140	N/A	Average Range	14.41 12.94 to 16.00	N/A N/A
Total Inbound Distance River Road to Ormond Quay	8495	5352	Average Range	15.13 12.63 to 18.65	17.80 15.75 to 18.76
Total Inbound Distance River Road to Westmoreland Street	9339	5573	Average Range	13.67 11.47 to 15.48	16.94 16.94
Total Inbound Distance New River Road to Ormond Quay	7512	5052	Average Range	15.20 12.82 to 18.40	18.09 16.92 to 19.47
Total Inbound Distance New River Road to Westmoreland Street	8356	5273	Range	13.82 12.22 to 16.26	17.08 17.08

Table 10a Blanchardstown QBC (continued)

Blanchardstown QBC Roadside Survey Results - November 2006					
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	5.67 4.51 to 7.70	9.84 8.74 to 11.11
Merchants Quay to Blackhall Place Bridge	732	450	Average Range	10.50 7.59 to 23.74	15.59 10.80 to 26.10
Blackhall Place Bridge to Manor Street	712	231	Average Range	11.87 4.91 to 29.81	12.50 10.01 to 18.99
Manor Street to North Circular Road	635	0	Average Range	6.37 3.81 to 12.09	11.84 9.03 to 14.56
North Circular Road to Ratoath Road	824	0	Average Range	20.32 13.18 to 53.00	17.76 13.73 to 22.81
Ratoath Road to Nephin Road	765	0	Average Range	16.10 8.12 to 32.03	12.69 9.18 to 36.23
Nephin Road to Ashtown Roundabout	1800	100	Average Range	14.76 9.79 to 27.46	15.54 12.76 to 20.44
Ashtown Roundabout to New River Road	1811	1332	Average Range	38.81 26.72 to 75.83	48.67 35.05 to 61.49
New River Road to River Road Roundabout	1108	78	Average Range	16.28 12.05 to 49.24	23.74 18.13 to 44.83
River Road Roundabout to Main Street	896	0	Average Range	12.17 5.96 to 32.25	12.60 9.83 to 18.65
River Road Roundabout to Rear of Town Centre (Peak)	1648	0	Average Range	33.90 25.35 to 53.45	N/A N/A
Main Street to Coolmine Road	1088	0	Average Range	15.30 8.42 to 21.06	15.54 10.47 to 29.44
Coolmine Road to Blakestown Way via Town Centre	3410	593	Average Range	11.12 8.45 to 16.37	9.29 7.26 to 12.81
Rear of Town Centre to Blakestown Way (Peak)	977	0	Average Range	20.94 11.57 to 31.40	N/A N/A
Blakestown Way to St Josephs Hospital	5941	0	Average Range	18.53 14.61 to 22.70	23.40 18.74 to 27.85
Total Outbound Distance					
Hawkins Street to New River Road	8695	2113	Average Range	11.70 9.65 to 13.70	16.23 16.23
Total Outbound Distance					
Hawkins Street to River Road	9803	2191	Average Range	11.97 10.14 to 13.80	16.38 16.38
Total Outbound Distance (39A/B)					
Hawkins Str to Blakestown Way via Bypass	12428	2191	Average Range	13.32 13.10 to 13.87	N/A N/A
Total Outbound Distance					
Merchants Quay to New River Rd	7279	2113	Average Range	15.01 11.84 to 19.18	17.87 17.87
Total Outbound Distance					
Merchants Quay to River Rd	8387	2191	Average Range	15.14 12.32 to 18.95	17.91 17.91

Table 10b Finglas QBC

Finglas QBC Roadside Survey Results - November 2006					
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	10.48 7.43 to 16.98	9.12 8.00 to 10.05
Finglas Road to Prospect Road/Whitworth Road	3222	2978	Average Range	31.95 22.22 to 77.86	25.05 21.56 to 28.09
Prospect Road/Whitworth Road to Dorset Street Lower	957	17	Average Range	13.10 9.79 to 20.03	11.64 6.50 to 20.51
Dorset Street Lower to Frederick Street North	703	703	Average Range	11.99 8.35 to 21.27	11.61 8.82 to 20.09
Frederick Street North to Parnell Square East	390	390	Average Range	11.80 5.44 to 43.90	10.40 6.82 to 21.93
Corridor Inbound Distance Finglas Rd to Parnell Square	5272	4088	Average Range	19.09 14.29 to 28.45	18.04 15.28 to 21.18
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	4.32 2.85 to 8.56	11.69 7.56 to 19.58
Dorset Street Lower to Whitworth Road/Prospect Rd	952	0	Average Range	12.28 8.72 to 21.55	13.18 7.90 to 21.02
Prospect Road to Finglas Road	2907	1818	Average Range	22.22 16.00 to 37.37	25.04 21.99 to 29.23
Finglas Road to Mellowes Road Bridge	761	0	Average Range	13.98 7.85 to 20.45	14.19 13.70 to 14.65
Corridor Outbound Distance Parnell St to Finglas Rd	5077	2214	Average Range	10.16 8.01 to 16.07	14.53 14.18 to 14.90

Table 10c Lucan QBC

Lucan QBC Roadside Survey Results - November 2006					
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	17.53 11.33 to 23.51	18.89 15.45 to 21.58
Penny Hill Pub to Foxhunter	1920	154	Average Range	7.34 4.55 to 23.19	22.23 21.20 to 23.27
Foxhunter to West of M50	2026	2026	Average Range	23.83 10.46 to 35.06	37.60 24.31 to 51.73
West of M50 to Palmerston	1595	390	Average Range	19.33 12.96 to 32.25	26.96 20.22 to 41.30
Palmerston to Con Colbert Road (via Bypass)	3868	3868	Average Range	50.64 40.48 to 69.97	N/A N/A
Palmerston to Conyngham Rd	4347	540	Average Range	25.65 18.20 to 36.39	33.09 27.45 to 43.47
Conyngham Rd to Parkgate St	951	674	Average Range	12.97 4.61 to 48.89	22.09 15.02 to 37.22
Con Colbert Rd to Heuston Station (Expresso)	1559	966	Average Range	29.69 13.62 to 64.51	41.57 37.92 to 46.01
Heuston Station to Ellis Quay (Expresso)	785	393	Average Range	7.28 3.51 to 16.62	12.23 8.05 to 18.47
Heuston Station to Bachelors Walk (Expresso)	2349	1329	Average Range	8.44 6.21 to 13.95	N/A N/A
Con Colbert Rd to Ellis Quay (Expresso)	2344	1359	Average Range	15.86 9.97 to 23.12	N/A N/A
Parkgate St to Ellis Quay	595	558	Average Range	9.15 3.33 to 25.19	15.08 9.96 to 21.64
Ellis Quay to Arran Quay	497	0	Average Range	12.09 4.52 to 42.60	14.78 7.71 to 24.50
Arran Quay to Bachelors Walk	1067	936	Average Range	8.67 5.49 to 20.00	9.15 7.26 to 11.82
Corridor Distance Via Bypass (Expresso)	11397	8579	Average Range	18.68 13.96 to 23.83	N/A N/A
Corridor Distance Via Chapelizod	11078	5124	Average Range	17.45 14.74 to 21.02	26.34 21.62 to 30.65
Route Distance Via Chapelizod	17673	N/A	Average Range	14.72 12.66 to 18.08	20.69 20.26 to 21.14
Route Distance Via Bypass (Expresso)	17992	N/A	Average Range	14.85 13.79 to 15.82	N/A N/A

Table 10c Lucan QBC (continued)

Lucan QBC Roadside Survey Results - November 2006					
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	17.24 8.96 to 48.61	21.19 12.46 to 33.34
Merchants Quay to Conyngham Rd	2222	640	Average Range	17.43 12.68 to 26.49	19.70 15.84 to 27.68
Merchants Quay to Heuston Station (Expresso)	1286	640	Average Range	20.76 14.07 to 30.46	26.45 17.15 to 45.85
Heuston Station to Con Colbert Road (Expresso)	1592	506	Average Range	32.75 20.54 to 51.16	N/A N/A
Con Colbert Road to Palmerston (Expresso)	3935	3229	Average Range	35.24 29.89 to 44.69	N/A N/A
Conyngham Rd to Palmerston	4801	996	Average Range	24.04 18.74 to 32.37	32.49 27.97 to 37.74
Palmerston to West of M50	1558	500	Average Range	17.42 9.55 to 31.16	24.07 18.04 to 49.20
West of M50 to Foxhunter	1967	756	Average Range	24.85 12.64 to 48.83	37.67 27.99 to 48.51
Foxhunter to Penny Hill Pub	1581	N/A	Average Range	9.09 6.66 to 14.19	29.04 26.59 to 31.80
Penny Hill Pub to Lucan Superquinn	4726	N/A	Average Range	18.37 14.92 to 22.68	24.27 15.84 to 27.68
Corridor Distance Via Bypass (Expresso)	11162	6031	Average Range	24.99 18.31 to 28.95	N/A N/A
Corridor Distance Via Chapelizod	11372	3292	Average Range	19.75 16.94 to 25.99	25.94 24.25 to 27.22
Route Distance Via Chapelizod	17679	N/A	Average Range	16.77 15.75 to 18.18	26.37 26.37
Route Distance Via Bypass (Expresso)	17469	N/A	Average Range	19.65 16.90 to 21.58	N/A N/A

Table 10d Malahide QBC

Malahide QBC Roadside Survey Results - November 2006					
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	22.94 16.28 to 39.88	20.51 12.29 to 31.60
Priorswood Road to Greencastle Road (Direct)	992	671	Average Range	25.88 17.77 to 41.05	31.33 28.34 to 36.45
Priorswood Rd to Greencastle Road (via Darndale)	4089	0	Average Range	14.28 10.15 to 20.39	17.04 12.43 to 23.37
Greencastle Road to North of Kilmore Road	1532	998	Average Range	6.41 3.41 to 25.18	19.84 15.67 to 37.52
North of Kilmore Road to St Davids Wood	150	0	Average Range	4.00 1.04 to 30.00	13.49 7.01 to 30.00
St Davids Wood to Collins Avenue	671	601	Average Range	6.53 2.31 to 25.69	16.55 10.24 to 24.40
Collins Avenue to Casino Park	318	0	Average Range	8.23 3.89 to 28.61	18.17 11.92 to 39.50
Casino Park to Fairview	1133	1054	Average Range	25.82 14.31 to 79.98	25.49 15.33 to 38.85
Fairview to Amiens Street	1897	1529	Average Range	15.52 12.02 to 21.01	20.88 15.18 to 28.94
Amiens Street to Talbot Street	435	0	Average Range	14.77 9.49 to 26.55	12.94 10.58 to 15.98
Total Inbound Distance Clare Hall to Talbot St (D'dale)	11410	5199	Average Range	12.53 10.31 to 16.08	19.03 19.03
Total Inbound Distance Greencastle Rd to Talbot St	6136	4182	Average Range	10.10 6.89 to 18.90	18.64 16.80 to 20.84
Total Inbound Distance Greencastle Rd to Amiens St	5701	4182	Average Range	9.87 6.69 to 19.29	19.14 17.15 to 21.81

Table 10d Malahide QBC (continued)

Malahide QBC Roadside Survey Results - November 2006					
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	4.34 2.43 to 10.06	5.55 3.57 to 8.75
North Strand to Fairview	1706	1706	Average Range	20.14 13.80 to 41.78	24.08 17.20 to 33.56
Fairview to Griffith Avenue	675	0	Average Range	10.08 7.21 to 16.53	12.53 8.97 to 20.25
Griffith Avenue to Collins Avenue	887	772	Average Range	26.18 18.79 to 45.60	33.62 21.29 to 66.52
Collins Avenue to Kilmore Road	955	158	Average Range	13.27 8.24 to 19.31	14.88 11.31 to 19.42
Kilmore Road to Greencastle Road	1440	911	Average Range	17.57 11.34 to 29.62	18.58 14.40 to 26.72
Greencastle Road to Priorswood Road (Direct)	997	687	Average Range	16.70 13.05 to 25.45	16.24 12.59 to 20.39
Greencastle Rd to Priorswood Road (Via Darndale)	4021	0	Average Range	18.12 14.29 to 25.85	20.47 18.39 to 24.54
Priorswood Road to Clare Hall	1289	1152	Average Range	13.26 7.50 to 45.04	9.26 5.47 to 12.75
Total Outbound Distance Talbot St to Clare Hall (D'dale)	11697	4823	Average Range	13.69 12.20 to 15.42	17.43 17.31 to 17.55
Total Outbound Distance Talbot St to Greencastle Rd	6387	3671	Average Range	12.43 10.07 to 15.54	15.90 13.15 to 18.10
Total Outbound Distance Nth Strand to Greencastle Rd	5663	3547	Average Range	16.88 13.88 to 20.22	19.09 16.44 to 23.14

Table 10e North Clondalkin QBC

North Clondalkin QBC Roadside Survey Results - November 2006					
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	25.05 16.47 to 39.20	24.91 17.07 to 37.47
Fonhill Road South to Coldcut Road	3778	772	Average Range	12.79 8.35 to 25.85	23.82 20.33 to 29.63
Coldcut Road to Ballyfermot Road/Le Fanu Road	1558	881	Average Range	13.68 9.29 to 27.63	18.51 12.75 to 25.04
Ballyfermot Rd/Le Fanu Rd to Ballyfermot Rd/Kylemore Rd	642	119	Average Range	11.56 5.96 to 19.58	10.85 8.25 to 13.92
Ballyfermot Rd/Kylemore Rd to Emmet Rd/Tyrconnell Rd	2292	109	Average Range	15.25 6.67 to 28.55	23.85 19.65 to 27.58
Emmet Rd/Tyrconnell Rd to Emmet Rd/South Circular Rd	851	334	Average Range	22.20 11.30 to 61.30	26.87 19.51 to 32.58
Emmet Road/South Circular Rd to Mount Brown	1150	278	Average Range	10.56 4.42 to 28.55	22.38 15.45 to 52.39
Mount Brown to Cornmarket	1068	721	Average Range	8.45 3.10 to 24.18	13.54 8.23 to 18.31
Cornmarket to Westmoreland Street	1365	197	Average Range	10.03 6.79 to 16.22	9.83 8.07 to 12.28
Corridor Distance Coldcut Rd to Westmoreland St	8926	2639	Average Range	10.78 8.27 to 15.99	15.99 14.01 to 17.51
Inbound Distance Sth Circular Rd to W'moreland St	3583	1196	Average Range	9.59 6.03 to 15.03	13.04 11.20 to 14.74
Inbound Distance Emmet Rd to W'moreland St	4434	1530	Average Range	10.49 6.95 to 17.05	14.10 12.19 to 15.63
Inbound Distance Fonhill Rd Nth to Westmoreland St	13880	4447	Average Range	11.19 9.18 to 15.73	18.12 16.12 to 19.59
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	15.45 8.80 to 35.86	19.55 14.53 to 26.06
Bridge Street to Cornmarket	316	0	Average Range	9.40 6.22 to 27.76	12.23 6.46 to 34.47
Cornmarket to James Street	796	711	Average Range	15.57 10.42 to 33.70	12.30 9.21 to 20.92
James Street to Emmet Road/South Circular Road	1425	0	Average Range	8.40 5.40 to 31.28	16.60 12.54 to 22.11
Emmet Road/South Circular Rd to Emmet Rd/Tyrconnell Rd	852	0	Average Range	10.02 3.84 to 23.97	24.94 16.76 to 41.46
Emmet Road/Tyrconnell Rd to Ballyfermot Rd/Kylemore Rd	2315	658	Average Range	17.66 11.26 to 30.08	18.52 17.47 to 19.89
Ballyfermot Rd/Kylemore Rd to Ballyfermot Rd/Le Fanu Rd	605	125	Average Range	9.72 6.37 to 14.52	9.15 7.86 to 16.26
Ballyfermot Rd/Le Fanu Rd to Coldcut Road	1549	133	Average Range	15.58 8.74 to 28.31	21.28 17.00 to 29.04
Coldcut Road to Fonhill Road South	3847	732	Average Range	18.08 14.62 to 29.28	20.61 17.66 to 26.84
Fonhill Road South to Fonhill Road North	1280	736	Average Range	25.32 11.10 to 63.11	27.60 20.12 to 56.18
Corridor Distance Aston Quay to Coldcut Road	8944	2278	Average Range	12.53 8.72 to 20.65	16.82 15.01 to 18.74
Outbound Distance Aston Quay to South Circular Road	3623	1362	Average Range	11.10 7.98 to 27.58	16.12 12.43 to 22.33
Outbound Distance Aston Quay to Emmet Road	4475	1362	Average Range	10.94 7.14 to 24.98	17.19 13.39 to 24.04
Outbound Distance Aston Quay to Fonhill Road North	14071	3746	Average Range	13.42 10.23 to 17.29	19.39 17.36 to 20.65

Table 10f Rathfarnham QBC

Rathfarnham QBC Roadside Survey Results					
Sectional Results - Bus Journey Speeds - November 2006					
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	17.13 13.83 to 19.20	14.60 13.14 to 16.41
Nutgrove Avenue Terminus to Oakdown Road	298	0	Average Range	24.39 9.02 to 59.60	22.83 10.52 to 42.88
Oakdown Road to Rathfarnham Road	2098	1900	Average Range	16.07 9.65 to 25.95	18.03 14.50 to 27.56
Rathfarnham Road to Brookvale Road	277	0	Average Range	8.11 4.45 to 19.55	15.35 11.08 to 19.17
Brookvale Road to Terenure Road East	759	525	Average Range	7.97 2.70 to 23.97	12.53 9.97 to 18.84
Terenure Road East to Mount Tallant Avenue	816	0	Average Range	9.79 3.86 to 22.08	15.38 10.60 to 21.93
Mount Tallant Avenue to Leinster Road West	513	417	Average Range	6.52 3.08 to 28.42	14.54 10.32 to 24.62
Leinster Road West to Harolds Cross Road	214	0	Average Range	6.02 3.00 to 24.84	8.11 5.03 to 10.70
Harolds Cross Road to Clanbrassil Street	1043	845	Average Range	12.11 8.11 to 19.97	13.22 11.77 to 16.99
Clanbrassil Street to South Circular Road	478	0	Average Range	7.32 2.58 to 20.74	3.53 3.13 to 4.46
Clanbrassil Street to Dean Street	818	0	Average Range	8.44 5.19 to 21.50	7.83 5.11 to 12.69
Dean Street to Westmoreland Street	1425	197	Average Range	9.29 7.36 to 12.76	6.89 6.89
South Circular Road to Camden Street	777	532	Average Range	8.88 4.50 to 16.17	11.23 8.13 to 14.27
Camden Street to Bishop Street	142	0	Average Range	3.76 1.46 to 14.61	4.82 3.73 to 6.72
Bishop Street to Stephen Street	423	0	Average Range	11.19 4.85 to 63.45	6.68 3.35 to 16.73
Stephen Street to Westmoreland Street	655	514	Average Range	7.51 4.16 to 24.07	9.58 8.51 to 11.39
Total Inbound					
Nutgrove Ave to W'land St	8493	4733	Average Range	9.01 7.43 to 12.18	10.56 10.56
Total Inbound					
Rathfarnham to W'land St	6097	2833	Average Range	8.04 6.60 to 14.40	9.33 9.17 to 9.51

Table 10f Rathfarnham QBC (continued)

Rathfarnham QBC Roadside Survey Results					
Sectional Results - Bus Journey Speeds - November 2006					
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	9.35 6.94 to 13.58	10.51 7.30 to 21.35
College Green to Dean Street	1290	0	Average Range	6.48 3.54 to 9.40	N/A N/A
Dean Street to Canal	1070	0	Average Range	10.64 8.06 to 16.25	16.25 16.25
Bishop Street to Camden Street	293	0	Average Range	10.87 3.15 to 37.64	8.86 4.32 to 25.11
College Green to Camden Street	1236	291	Average Range	9.82 7.39 to 13.48	10.07 6.96 to 14.54
Camden Street to South Circular Road	958	160	Average Range	6.30 4.31 to 11.57	9.69 8.27 to 12.97
South Circular Road (Outbound Bus Lane)	247	247	Average Range	4.83 1.46 to 9.56	8.31 4.38 to 17.09
South Circular Road to Canal	427	0	Average Range	10.46 4.40 to 37.51	7.88 6.03 to 8.73
Canal to Leinster Road	749	447	Average Range	18.99 13.35 to 42.12	19.26 15.06 to 29.31
Leinster Road to Whitton Road	1240	0	Average Range	14.17 10.36 to 37.52	15.29 13.45 to 17.85
Whitton Road to Terenure Road North	174	174	Average Range	7.28 4.32 to 14.91	8.58 3.82 to 16.92
Terenure Road North to Rathfarnham Road	1287	0	Average Range	14.71 11.41 to 20.69	14.52 11.52 to 18.24
Rathfarnham Road to Butterfield Avenue	166	166	Average Range	16.60 8.79 to 45.90	14.58 9.49 to 24.90
Butterfield Avenue to Oakdown Road	1826	0	Average Range	18.83 16.27 to 31.30	21.41 20.10 to 22.36
Oakdown Road to Nutgrove Avenue Terminus	299	299	Average Range	8.75 3.58 to 59.80	9.87 4.00 to 44.85
Nutgrove Avenue Terminus to Dundrum Road	863	0	Average Range	15.38 12.38 to 20.31	13.28 11.26 to 16.10
College Green to Oakdown Road	8310	1784	Average Range	11.52 10.73 to 13.24	13.07 13.04 to 13.09
College Green to Butterfield Avenue	6484	1485	Average Range	10.60 9.49 to 12.56	11.73 11.71 to 11.76

Table 10g Stillorgan QBC

Stillorgan QBC Roadside Survey Results November 2006					
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	20.60 15.00 to 30.54	21.20 14.29 to 34.83
Oliver Plunkett Road to Abbey Road	1652	0	Average Range	14.90 10.29 to 24.99	14.72 10.68 to 23.70
Abbey Road to Foxrock Church	1478	0	Average Range	14.11 8.58 to 37.21	14.82 13.20 to 18.28
Foxrock Church to Mount Merrion Avenue	Peak 3393	3393	Average Range	20.12 13.99 to 34.21	N/A N/A
Foxrock Church to Mount Merrion Avenue	Off Peak 3529	3393	Average Range	N/A N/A	22.85 19.43 to 30.69
Mount Merrion Avenue to Donnybrook	3267	2908	Average Range	20.14 15.17 to 36.52	22.62 16.20 to 28.48
Donnybrook to Morehampton Road	1190	1134	Average Range	16.48 9.87 to 35.40	18.46 13.26 to 32.21
Morehampton Road to Leeson Street	1335	653	Average Range	14.74 9.61 to 22.77	8.27 5.68 to 11.41
Leeson Street to Westmoreland Street	1551	570	Average Range	10.74 6.92 to 19.12	9.58 6.60 to 13.26
Total Inbound Distance Dun Laoghaire to Westmoreland St	Peak 16275	8658	Average Range	16.76 14.38 to 22.29	N/A N/A
Corridor Distance Foxrock Church to Leeson St	Peak 9185	8088	Average Range	18.56 14.01 to 26.75	N/A N/A
Corridor Distance Foxrock Church to Leeson St	Off Peak 9321	8088	Average Range	N/A N/A	19.42 16.38 to 20.88
Corridor Distance Foxrock Church to Westmoreland St	Peak 10736	8658	Average Range	16.77 13.29 to 24.35	N/A N/A
Corridor Distance Foxrock Church to Westmoreland St	Off Peak 10872	8658	Average Range	N/A N/A	14.65 13.52 to 15.98
Non QBC Distance Dun Laoghaire to Foxrock Ch	5539	0	Average Range	15.91 12.05 to 22.33	16.52 16.52

Table 10g Stillorgan QBC (continued)

Stillorgan QBC Roadside Survey Results November 2006					
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	10.37 5.58 to 17.11	11.37 8.86 to 13.98
Leeson Street to Morehampton Road	1304	814	Average Range	9.08 6.46 to 19.48	15.59 10.03 to 24.84
Morehampton Road to Donnybrook	1202	447	Average Range	15.79 8.39 to 24.45	15.74 13.11 to 22.66
Donnybrook to Mount Merrion Avenue	3283	3215	Average Range	19.50 10.15 to 37.64	18.97 16.53 to 25.15
Mount Merrion Avenue to Foxrock Church (Off Peak)	Off Peak 3538	Off Peak 3153	Average Range	N/A N/A	20.98 17.52 to 23.85
Mount Merrion Avenue to Foxrock Church (Peak)	Peak 3367	Peak 3367	Average Range	22.04 13.35 to 38.24	N/A N/A
Foxrock Church to Abbey Road	1424	0	Average Range	13.93 10.50 to 21.36	12.69 10.91 to 15.58
Abbey Road to Oliver Plunkett Road	1802	0	Average Range	16.38 12.36 to 23.59	16.38 13.21 to 25.04
Oliver Plunkett Road to Dun Laoghaire Station	1980	0	Average Range	22.00 17.09 to 31.68	19.64 13.37 to 26.50
Total Outbound Distance Peak D'Olier St to Dun Laoghaire	Peak 15888	Peak 8305	Average Range	15.02 12.98 to 16.18	N/A N/A
Corridor Distance Peak Leeson St to Foxrock Church	Peak 9156	Peak 7843	Average Range	16.95 12.40 to 23.21	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	17.93 17.77 to 18.10
Corridor Distance Peak D'Olier St to Foxrock Church	Peak 10682	Peak 8305	Average Range	15.24 12.70 to 20.49	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	16.99 16.99
Non QBC Distance Foxrock Ch to Dun Laoghaire	5206	0	Average Range	17.15 13.60 to 22.47	15.92 14.70 to 18.56

Table 10h Swords QBC

Swords QBC Roadside Survey Results					
Sectional Results - Bus Journey Speeds - November 2006					
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	10.05 5.32 to 19.16	6.81 3.83 to 11.41
Swords Main Street to Airside Business Park	2040	851	Average Range	18.78 10.10 to 29.37	14.78 10.37 to 20.34
Airside Business Park to Cloghran Roundabout	1314	1165	Average Range	22.96 12.85 to 46.84	47.78 24.89 to 80.20
Swords County Council to Cloghran Roundabout	3636	2016	Average Range	18.89 13.41 to 30.94	18.13 12.68 to 24.74
Cloghran Rbt to Airport South (Not via Airport)	1388	468	Average Range	33.54 19.37 to 56.77	31.43 30.84 to 31.82
Cloghran Rbt to Airport South (Via Airport)	3886	N/A	Average Range	20.22 14.30 to 24.50	20.24 15.86 to 27.98
Airport South to Omni Park	3741	3063	Average Range	19.16 11.57 to 34.98	27.48 23.14 to 34.53
Omni Park to Collins Avenue	1423	1186	Average Range	6.66 3.70 to 12.71	20.57 18.43 to 24.75
Collins Avenue to Richmond Rd	1532	1183	Average Range	12.45 8.21 to 21.80	20.06 12.26 to 32.63
Richmond Rd to Dorset Street Lower	1111	946	Average Range	10.33 7.31 to 15.68	13.98 10.10 to 20.51
Dorset Street Lower to Frederick Street North	534	361	Average Range	10.39 5.09 to 23.44	10.50 6.79 to 23.44
Frederick Street North to O'Connell Street	796	796	Average Range	8.58 5.69 to 19.36	10.85 6.19 to 18.85
Richmond Rd to O'Connell Street	2441	2103	Average Range	9.83 7.40 to 15.15	12.00 9.64 to 15.18
Total Inbound Distance Swords CC to O'Connell St	Direct 14161	10019	Average Range	13.74 12.09 to 16.23	18.43 18.43
Total Inbound Distance Swords CC to O'Connell St	Via Airport 16659	N/A	Average Range	15.01 13.81 to 17.61	18.01 18.78 to 19.65

Table 10h Swords QBC (continued)

Swords QBC Roadside Survey Results					
Sectional Results - Bus Journey Speeds - November 2006					
Section	Distance Metres	Bus Lane Metres		PM Peak Outbound Km/h	Off Peak Outbound Km/h
O'Connell Street to Parnell Square West	788	450	Average Range	8.57 6.42 to 25.11	8.76 5.04 to 13.57
Parnell Square West to Granby Row	224	0	Average Range	9.72 5.89 to 26.00	9.06 4.16 to 24.44
Granby Row to Blessington Street	233	0	Average Range	19.07 8.92 to 41.98	12.71 10.61 to 14.98
Blessington Street to Dorset Street Lower	534	534	Average Range	13.68 6.79 to 31.50	14.78 9.91 to 17.16
Lower Abbey Street to Dorset Street Lower	1497	352	Average Range	11.71 8.51 to 16.95	13.18 9.82 to 18.33
Dorset Street Lower to Botanic Avenue	909	0	Average Range	7.79 4.97 to 18.70	11.40 6.68 to 20.71
Botanic Avenue to Collins Avenue	1741	471	Average Range	13.99 8.74 to 25.68	18.27 14.89 to 23.56
Collins Avenue to Omni Park	1298	0	Average Range	12.46 9.63 to 17.31	14.65 11.83 to 20.49
Omni Park to Airport South	3746	2500	Average Range	26.86 20.43 to 40.99	29.06 26.08 to 33.05
Airport South to Cloghran Rbt (Not Via Airport)	1360	1211	Average Range	13.99 8.34 to 28.14	15.79 11.80 to 25.64
Airport South to Cloghran Rbt (Via Airport)	2945	N/A	Average Range	19.14 15.06 to 25.06	17.41 14.58 to 21.59
Cloghran Roundabout to Airside Business Park	1346	0	Average Range	35.11 27.22 to 60.58	38.15 27.85 to 62.95
Airside Business Park to Swords Main Street	1898	1242	Average Range	20.16 14.92 to 28.24	19.30 17.04 to 26.69
Cloghran Roundabout to County Council Offices	3526	1242	Average Range	20.18 12.48 to 34.40	20.02 16.01 to 27.06
Swords Main Street to County Council Offices	282	0	Average Range	14.71 4.95 to 63.37	11.81 5.37 to 35.03
Total Outbound Distance Lwr Abbey St to Swords CC	Direct 14077	5776	Average Range	16.35 13.24 to 22.07	19.97 19.97
Total Outbound Distance Lwr Abbey St to Swords CC (A)	Via Airport 15662	N/A	Average Range	16.46 14.39 to 21.46	19.58 18.98 to 20.22

Table 10i Tallaght QBC

Tallaght QBC Roadside Survey Results					
Sectional Results - Bus Journey Speeds - November 2006					
Section	Distance Metres	Bus Lane Metres		AM Peak Inbound Km/h	Off Peak Inbound Km/h
Main Street Tallaght to West of M50	1850	1106	Average Range	22.57 17.76 to 33.81	27.75 26.01 to 30.55
West of M50 to East of M50	673	0	Average Range	12.05 8.27 to 18.21	21.44 18.78 to 23.75
East of M50 to Oldbridge Road	1412	1162	Average Range	26.12 17.53 to 37.37	35.55 27.62 to 49.84
Oldbridge Road to Fortfield Road	1212	245	Average Range	23.21 14.26 to 47.44	28.15 24.10 to 38.95
Fortfield Road to Rathdown Park	595	519	Average Range	8.78 2.94 to 32.45	16.47 11.33 to 31.96
Rathdown Park to Terenure Road East	806	0	Average Range	6.27 3.78 to 41.44	10.14 8.71 to 13.13
Terenure Road East to Rathgar Road	1256	1082	Average Range	8.33 4.68 to 24.57	17.73 16.81 to 20.10
Rathgar Road to Leinster Road	495	0	Average Range	4.92 2.16 to 20.73	13.50 9.48 to 24.09
Leinster Road to Canal	594	348	Average Range	10.38 5.09 to 34.50	20.76 12.50 to 32.91
Canal to Camden Street Upper	430	0	Average Range	6.17 3.82 to 12.00	8.95 6.00 to 21.20
Camden Street Upper to Westmoreland Street	1580	798	Average Range	9.07 6.84 to 15.41	9.67 8.23 to 11.33
Camden St Upr to W'moreland St via Earlsfort Tce (15 Series)	2085	N/A	Average Range	9.88 7.30 to 19.45	10.92 9.36 to 14.55
West of M50 to Camden Street	7473	3356	Average Range	9.35 8.23 to 12.29	18.77 17.56 to 21.23
West of M50 to W'moreland St	9053	4154	Average Range	9.02 8.19 to 9.99	16.13 14.66 to 18.53
Main St to W'moreland Street	10903	5260	Average Range	9.95 9.31 to 11.08	16.18 14.94 to 18.14

Table 10i Tallaght QBC (continued)

Tallaght QBC Roadside Survey Results					
Sectional Results - Bus Journey Speeds - November 2006					
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	8.96 6.79 to 13.37	12.73 11.03 to 15.03
Dame Street to Harcourt Road	1253	428	Average Range	6.67 4.24 to 10.11	7.97 6.69 to 13.84
Harcourt Road to Canal	748	131	Average Range	9.97 5.74 to 32.06	19.51 12.24 to 31.32
Canal to Leinster Road	595	109	Average Range	11.16 7.90 to 21.86	15.52 12.75 to 26.12
Leinster Road to Rathgar Road	357	52	Average Range	8.57 5.84 to 13.67	8.46 4.98 to 12.60
Rathgar Road to Terenure Road East	1410	228	Average Range	13.98 11.11 to 19.08	19.75 13.76 to 27.44
Terenure Road East to Rathdown Park	800	0	Average Range	8.25 5.43 to 13.98	10.47 9.09 to 12.63
Rathdown Park to Fortfield Road	596	0	Average Range	16.25 7.01 to 51.09	26.49 14.21 to 40.50
Fortfield Road to Oldbridge Road	1298	219	Average Range	23.96 13.95 to 43.68	22.36 15.95 to 41.36
Oldbridge Road to East of M50	1327	419	Average Range	16.03 10.96 to 27.62	21.81 16.47 to 30.62
East of M50 to West of M50	653	0	Average Range	14.88 9.22 to 23.50	21.77 17.16 to 29.39
West of M50 to Main Street Tallaght	1917	0	Average Range	17.88 13.86 to 23.24	23.63 20.54 to 35.75
Dame Street to West of M50	9037	1586	Average Range	11.86 10.62 to 14.36	16.49 14.92 to 18.44
Eden Quay to Main Street	11760	1586	Average Range	12.30 11.13 to 14.91	17.73 16.94 to 18.59
Harcourt Road to West of M50	7784	1158	Average Range	13.72 11.99 to 17.96	19.27 17.78 to 21.04

Table 10j Ballymun QBC

Ballymun QBC Roadside Survey Results - November 2006					
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	16.74 10.68 to 45.60	19.44 16.94 to 22.58
Griffith Avenue to Botanic Avenue	792	754	Average Range	12.78 7.79 to 30.32	24.79 16.67 to 33.16
Griffith Avenue to Dorset St Lwr/Whitworth Rd	2840	1185	Average Range	11.53 7.58 to 24.63	15.35 13.72 to 17.42
Botanic Avenue to Cliftonville Road	329	0	Average Range	3.85 2.10 to 12.21	13.93 9.63 to 20.78
Bon Secours Hospital to Cliftonville Road	595	0	Average Range	4.76 2.79 to 7.93	18.96 14.87 to 25.19
Cliftonville Road to Prospect Road/Whitworth Rd	578	457	Average Range	13.17 5.70 to 32.50	27.03 15.08 to 74.26
Prospect Rd/Whitworth Rd to Dorset St Lwr/Whitworth Rd	957	17	Average Range	13.10 9.79 to 20.03	11.64 6.50 to 20.51
Prospect Rd/Whitworth Rd to Phibsboro Rd/North Circular	460	157	Average Range	6.70 4.42 to 12.17	8.36 6.25 to 16.90
Phibsboro Rd/North Circular Rd to Frederick Street North	1471	0	Average Range	12.40 9.51 to 24.29	16.71 14.08 to 19.33
Dorset St Lwr/Whitworth Rd to Frederick Street North	703	703	Average Range	11.99 8.35 to 21.27	11.61 8.82 to 20.09
Frederick Street North to Parnell Square East	390	390	Average Range	11.80 5.44 to 43.90	10.40 6.82 to 21.93
Parnell Square East to Lwr O'Connell Street	591	591	Average Range	6.47 4.47 to 12.97	11.56 8.21 to 16.62
Inbound Ballymun to Lwr O'Connell St via Whitworth	6316	4562	Average Range	9.22 8.02 to 13.72	15.12 15.12
Inbound Ballymun to Lwr O'Connell St via Phibsboro	6587	3999	Average Range	10.67 7.58 to 16.50	16.78 15.49 to 18.79
Inbound Ballymun to Lwr O'Connell St via Griffith Ave	6500	4519	Average Range	11.17 9.12 to 15.56	14.48 14.48

Table 10j Ballymun QBC (continued)

Ballymun QBC Roadside Survey Results - November 2006					
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	7.60 5.03 to 16.49	8.84 5.21 to 11.97
Parnell Sq West to Dorset Street Upper/Granby Row	224	0	Average Range	2.41 0.52 to 25.22	10.75 5.60 to 26.88
Parnell Sq West to Phibsboro Rd/North Circular	1456	693	Average Range	8.16 4.71 to 18.39	13.65 11.42 to 15.15
Phibsboro Rd/North Circular Rd to Prospect Rd	424	0	Average Range	8.53 4.71 to 43.64	14.40 10.83 to 23.84
Granby Row to Blessington Street	233	0	Average Range	2.52 1.25 to 23.30	11.65 7.36 to 17.11
Blessington St to Dorset St Lwr/Whitworth Rd	659	659	Average Range	7.19 3.71 to 17.71	13.40 9.05 to 21.00
Dorset Street Lwr/Whitworth to Prospect Rd	952	0	Average Range	12.28 8.72 to 21.55	13.18 7.90 to 21.02
Dorset St Lwr to Ballymun Rd/The Rise via Griffith Ave	3088	471	Average Range	9.10 7.74 to 9.94	16.57 16.57
Prospect Road to Botanic Road/Glasnevin Hill	768	0	Average Range	16.07 8.61 to 26.33	18.19 11.72 to 27.64
Glasnevin Hill to Ballymun Road/The Rise	1354	0	Average Range	14.42 11.05 to 20.40	16.03 12.44 to 20.48
Ballymun Road/The Rise to Ballymun Shopping Centre	1751	1683	Average Range	14.39 4.35 to 31.52	19.89 17.46 to 24.15
Outbound O'Connell St to Ballymun via Whitworth Rd	6729	2792	Average Range	7.59 6.49 to 9.27	15.99 15.99
Outbound O'Connell St to ballymun via Phibsboro	6541	2826	Average Range	10.27 8.75 to 11.23	16.84 16.84
Outbound O'Connell St to Ballymun via Griffith Ave	6743	3263	Average Range	8.42 7.99 to 9.11	14.83 14.83

Table 10k Bray QBC

Bray QBC Roadside Survey Results November 2006					
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	7.84 4.55 to 20.20	6.78 3.99 to 13.56
Upper Dargle Road to Wilford Roundabout	630	0	Average Range	9.86 6.71 to 19.38	10.96 9.33 to 12.89
Wilford Roundabout to Shanganagh Cemetery	1238	259	Average Range	48.96 33.26 to 76.81	55.72 45.02 to 66.50
Shanganagh Cemetery to Shankill Village	885	0	Average Range	24.14 17.60 to 52.21	27.70 22.76 to 34.64
Shankill Village to Loughlinstown Roundabout	1486	323	Average Range	17.15 11.65 to 34.96	20.34 17.42 to 22.47
Loughlinstown Roundabout to Cabinteely South	2653	2137	Average Range	35.63 17.72 to 70.22	29.94 25.27 to 39.96
Cabinteely South to Foxrock Church	2117	2017	Average Range	26.37 18.15 to 38.88	23.74 21.11 to 27.12
Total Inbound Distance Bray to Foxrock Church					
	9525	4898	Average Range	22.25 18.79 to 28.13	22.78 19.71 to 27.00
Total Inbound Distance Bray to Leeson Street					
	18710	13162	Average Range	20.24 17.98 to 22.51	N/A N/A
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	24.77 17.29 to 39.38	35.73 34.36 to 37.21
Cabinteely South to Loughlinstown Roundabout	2552	2552	Average Range	30.02 21.87 to 43.13	41.57 34.93 to 52.21
Loughlinstown Roundabout to Shankill Village	1483	0	Average Range	25.42 19.13 to 30.16	28.40 22.92 to 33.36
Shankill Village to Wilford Roundabout	2120	0	Average Range	14.48 8.15 to 44.90	31.67 23.70 to 39.54
Wilford Roundabout to Upper Dargle Road	628	0	Average Range	8.40 3.60 to 52.55	13.62 11.03 to 20.18
Upper Dargle Road to Bray Main Street	450	196	Average Range	15.58 7.36 to 42.65	18.21 15.72 to 22.50
Total Outbound Distance Foxrock Church to Bray					
	9476	4991	Average Range	17.50 14.53 to 25.31	30.43 29.95 to 30.90
Total Outbound Distance Leeson Street to Bray					
	18632	12798	Average Range	16.74 15.60 to 18.98	N/A N/A

Table 10I Clontarf QBC

Clontarf QBC Roadside Survey Results - November 2006					
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	20.91 10.19 to 60.40	23.63 15.10 to 37.08
Vernon Avenue to Castle Avenue	923	923	Average Range	21.03 9.95 to 42.60	28.15 23.07 to 34.61
Castle Avenue to Alfie Byrne Road	812	812	Average Range	22.14 10.40 to 50.38	32.85 22.66 to 58.49
Alfie Byrne Road to Fairview	555	555	Average Range	13.69 9.34 to 24.08	23.57 14.17 to 19.39
Fairview to Amiens Street	1897	1529	Average Range	17.42 12.39 to 25.87	25.77 19.29 to 46.46
Amiens Street to Talbot Street	435	0	Average Range	14.77 9.49 to 26.55	12.94 10.58 to 15.98
Inbound Clontarf Garage to Fairview	2743	2743	Average Range	18.60 12.39 to 28.62	23.57 20.88 to 27.51
Inbound Clontarf Garage to Amiens Street	4640	4272	Average Range	18.73 15.66 to 22.09	24.86 23.73 to 26.94
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	6.87 4.03 to 16.06	8.43 5.57 to 11.26
Amiens Street/North Strand to Fairview	1706	1706	Average Range	20.14 13.80 to 41.78	24.08 17.20 to 33.56
Fairview to Alfie Byrne Road	734	0	Average Range	12.83 9.61 to 20.80	20.97 13.91 to 30.73
Alfie Byrne Road to Castle Avenue	868	0	Average Range	19.53 12.96 to 25.40	19.17 15.94 to 25.00
Castle Avenue to Vernon Avenue	868	0	Average Range	27.89 20.83 to 46.62	35.92 27.41 to 47.34
Vernon Avenue to Clontarf Garage	419	0	Average Range	18.39 11.79 to 29.58	17.96 12.78 to 25.14
Outbound Fairview to Clontarf Garage	2889	0	Average Range	18.70 15.03 to 23.64	23.32 19.59 to 28.42
Outbound North Strand to Clontarf Garage	4595	1706	Average Range	18.65 15.05 to 22.51	22.72 19.51 to 25.06

Table 10m Hawth Road QBC

Hawth Road QBC Roadside Survey Results - November 2006					
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	964	Average Range	25.99 12.60 to 42.65	30.05 23.99 to 41.23
Raheny to Sybil Hill Road via All Saints Road (29A)	1893	N/A	Average Range	17.30 10.65 to 21.50	23.75 19.87 to 28.52
Sybil Hill Road to Collins Avenue East	1042	727	Average Range	5.19 2.77 to 15.96	26.60 17.70 to 42.62
Collins Avenue East to Copeland Avenue	1283	319	Average Range	16.21 10.04 to 23.10	34.21 22.86 to 55.66
Copeland Avenue to Fairview	443	329	Average Range	14.63 8.81 to 40.89	11.00 6.79 to 20.18
Fairview to Amiens Street	1897	1529	Average Range	17.42 12.39 to 25.87	25.77 19.29 to 46.46
Amiens Street to Talbot Street	435	0	Average Range	14.77 9.49 to 26.55	12.94 10.58 to 15.98
Inbound Raheny to Fairview	4154	2339	Average Range	11.13 7.60 to 16.88	28.59 27.04 to 32.51
Inbound Raheny to Fairview via All Saints Rd (29A)	4661	N/A	Average Range	11.77 7.33 to 15.54	22.89 21.60 to 24.35
Inbound Raheny to Amiens Street	6051	3868	Average Range	12.03 8.94 to 18.78	25.54 24.18 to 26.93
Inbound Raheny to Amiens St via All Saints Road (29A)	6558	N/A	Average Range	12.69 8.70 to 16.24	23.31 23.31
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	5.29 3.73 to 10.50	8.86 5.86 to 11.83
Amiens Street/North Strand to Fairview	1706	1706	Average Range	20.14 13.80 to 41.78	24.08 17.20 to 33.56
Fairview to Copeland Avenue	610	0	Average Range	13.39 7.57 to 27.79	17.71 10.61 to 30.07
Copeland Avenue to Collins Avenue East	1241	0	Average Range	15.25 9.91 to 27.92	30.18 19.86 to 70.91
Collins Avenue East to Sybil Hill Road	1030	0	Average Range	14.77 9.56 to 22.75	17.82 13.94 to 24.72
Sybil Hill Road to Raheny via All Saints Road (29A)	2036	0	Average Range	19.24 16.81 to 29.79	20.94 20.94
Sybil Hill Road to Raheny	1467	122	Average Range	25.27 19.93 to 37.73	N/A N/A
Fairview to Raheny	4348	122	Average Range	17.14 13.69 to 23.65	N/A N/A
Outbound North Strand to Raheny	6054	1828	Average Range	17.83 13.72 to 22.15	N/A N/A
Outbound Nth Strand to Raheny via All Saints Rd 29A	6623	N/A	Average Range	18.12 15.77 to 21.81	23.72 23.72
Outbound Eden Quay to Raheny	6856	1828	Average Range	14.14 10.73 to 18.11	N/A N/A
Outbound Eden Quay to Raheny via All Saints Rd 29A	7425	N/A	Average Range	15.16 12.64 to 19.54	19.51 19.51

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 11**)

The results are shown for 2006 and are compared with 2002, 2003, 2004 and 2005. 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 11 Morning Peak Period League Table

Quality Bus Corridors - AM Peak Average Sectional Bus Speeds - League Table - November 2006																	
Ave Journey Time (S)	Ave Speed KM/H	2005	2004	2003	2002	Section	Section Length Metres	Bus Lane Metres	QBC	Time Period	Range		Position	2005 Position	2004 Position	2003 Position	2002 Position
											Low KM/H	High KM/H					
136	3.76	4.73	2.92	2.94	N/A	Camden Street to Bishop Street	142	0	Rathfarnham	AM Peak	1.46	14.61	130	122/132	105/106	97/97	N/A
308	3.85	3.97	5.29	N/A	N/A	Botanic Avenue to Cliftonville Road	329	0	Ballymun	AM Peak	2.10	12.21	129	128/132	N/A	N/A	N/A
135	4.00	6.58	0.37	4.50	4.57	North of Kilmore Road to St Davids Wood	150	0	Malahide	AM Peak	1.04	30.00	128	113/132	106/106	95/97	68/74
450	4.76	5.48	8.74	N/A	N/A	Bon Secours Hospital to Cliftonville Road	595	0	Ballymun	AM Peak	2.79	7.93	127	119/132	N/A	N/A	N/A
1374	4.81	7.60	8.94	N/A	N/A	Shelerin Rd to B'chardstown Rd Sth Direct	1836	332	Blanchardstown	AM Peak	2.88	8.58	126	107/132	N/A	N/A	N/A
362	4.92	3.86	4.16	5.64	3.21	Rathgar Road to Leinster Road	495	0	Tallaght	AM Peak	2.16	20.73	125	129/132	102/106	92/97	73/74
723	5.19	13.59	N/A	N/A	N/A	Sybil Hill Road to Collins Avenue	1042	727	Howth Road	AM Peak	2.77	15.96	124	64/132	N/A	N/A	N/A
444	5.33	13.77	12.67	9.01	N/A	Manor Street to Blackhall Place	658	617	Blanchardstown	AM Peak	2.72	12.87	123	62/132	63/106	74/97	N/A
128	6.02	3.45	3.94	4.08	2.38	Leinster Road West to Harolds Cross Road	214	0	Rathfarnham	AM Peak	3.00	24.84	122	131/132	103/106	96/97	74/74
251	6.17	9.32	8.18	7.59	7.13	Canal to Camden Street Lower	430	0	Tallaght	AM Peak	3.82	12.00	121	93/132	92/106	84/97	59/74
463	6.27	6.67	5.97	7.38	4.29	Rathdown Park to Terenure Road East	806	0	Tallaght	AM Peak	3.78	41.44	120	111/132	101/106	85/97	70/74
861	6.41	13.65	15.46	14.40	13.86	Greencastle Road to North of Kilmore Road	1532	998	Malahide	AM Peak	3.41	25.18	119	63/132	52/106	53/97	33/74
329	6.47	4.69	9.37	N/A	N/A	Parnell Square East to Lower O'Connell St	591	591	Ballymun	AM Peak	4.42	12.17	118	123/132	N/A	N/A	N/A
283	6.52	9.77	7.59	20.76	4.73	Mount Tallant Avenue to Leinster Rd West	513	417	Rathfarnham	AM Peak	3.08	28.42	117	88/132	96/106	21/97	67/74
370	6.53	18.51	16.09	11.96	10.59	St Davids Wood to Collins Avenue	671	601	Malahide	AM Peak	2.31	25.69	116	35/132	46/106	60/97	43/74
769	6.66	8.94	6.25	5.17	9.28	Omni Park to Collins Avenue	1423	1186	Swords	AM Peak	3.70	12.71	115	97/132	100/106	93/97	50/74
247	6.70	4.26	N/A	N/A	N/A	Prospect Road to Phibsboro/NCR	460	157	Ballymun	AM Peak	4.47	12.97	114	126/132	N/A	N/A	N/A
428	7.10	N/A	N/A	N/A	N/A	Ormond Quay to Westmoreland Street	844	221	Blanchardstown	AM Peak	5.23	10.97	113	N/A	N/A	N/A	N/A
388	7.28	18.50	10.66	9.68	N/A	Heuston Station to Ellis Quay	785	393	Lucan	AM Peak	3.51	16.62	112	36/132	77/106	69/97	N/A
235	7.32	5.55	12.05	11.25	4.43	Clanbrassil Street to South Circular Road	478	0	Rathfarnham	AM Peak	2.58	20.74	111	118/132	66/106	63/97	69/74
942	7.34	9.30	15.35	8.96	N/A	Penny Hill Pub to Foxhunter	1920	154	Lucan	AM Peak	4.55	23.19	110	94/132	53/106	75/97	N/A
314	7.51	8.02	8.33	10.53	9.87	Stephen Street to Westmoreland Street	655	514	Rathfarnham	AM Peak	4.16	24.07	109	106/132	90/106	64/97	47/74
237	7.84	8.64	20.64	N/A	N/A	Bray Main Street to Upper Dargle Road	516	162	Bray	AM Peak	4.55	20.20	108	101/132	N/A	N/A	N/A
343	7.97	8.62	15.50	13.07	9.94	Brookvale Road to Terenure Road East	759	525	Rathfarnham	AM Peak	2.70	23.97	107	102/132	51/106	56/97	46/74
494	8.00	5.79	13.04	N/A	N/A	Main Street to River Road Roundabout	1098	460	Blanchardstown	AM Peak	4.98	18.05	106	N/A	61/106	N/A	N/A
123	8.11	9.87	9.84	9.59	6.69	Rathfarnham Road to Brookvale Road	277	0	Rathfarnham	AM Peak	4.45	19.55	105	87/132	84/106	70/97	62/74
139	8.23	4.30	2.94	4.89	6.06	Collins Avenue to Casino Park	318	0	Malahide	AM Peak	3.89	28.61	104	125/132	104/106	94/97	64/74
543	8.33	11.53	32.25	15.28	3.77	Terenure Road East to Rathgar Road	1256	1082	Tallaght	AM Peak	4.68	24.57	103	77/132	7/106	47/97	71/74
349	8.44	6.60	7.79	N/A	N/A	Clanbrassil Street to Dean Street	818	0	Rathfarnham	AM Peak	5.19	21.50	102	112/132	N/A	N/A	N/A
455	8.45	11.28	17.20	8.74	10.71	Mount Brown to Commarket	1068	721	North Clondalkin	AM Peak	3.10	24.18	101	80/132	40/106	77/97	42/74

Table 11 Morning Peak Period League Table (continued)

Quality Bus Corridors - AM Peak Average Sectional Bus Speeds - League Table - November 2006																	
Ave Journey Time (S)	Ave Speed KM/H	2005	2004	2003	2002	Section	Section Length Metres	Bus Lane Metres	OBC	Time Period	Range		Position	2005 Position	2004 Position	2003 Position	2002 Position
											Low KM/H	High KM/H					
334	8.58	12.97	11.96	N/A	N/A	Frederick St North to O'Connell Street	796	796	Swords	AM Peak	5.69	19.36	100	66/132	67/106	N/A	N/A
443	8.67	13.99	10.80	9.80	N/A	Arran Quay to Bachelors Walk	1067	936	Lucan	AM Peak	5.49	20.00	99	60/132	76/106	68/97	N/A
244	8.78	10.25	19.85	8.37	40.43	Fortfield Road to Rathdown Park	595	519	Tallaght	AM Peak	2.94	32.45	98	84/132	30/106	80/97	4/74
410	8.79	6.50	7.19	12.01	N/A	Blackhall Place to Ormond Quay	1001	312	Blanchardstown	AM Peak	5.26	14.24	97	114/132	97/106	72/97	N/A
315	8.88	9.58	7.80	13.26	7.54	South Circular Road to Camden Street	777	532	Rathfarnham	AM Peak	4.50	16.17	96	90/132	94/106	55/97	57/74
627	9.07	6.43	11.02	8.63	N/A	Camden Street to Westmoreland Street	1580	798	Tallaght	AM Peak	6.84	15.41	95	115/132	74/106	79/97	N/A
234	9.15	8.92	10.10	7.82	8.08	Parkgate Street to Ellis Quay	595	558	Lucan	AM Peak	3.33	25.19	94	98/132	80/106	83/97	56/74
552	9.29	12.63	6.99	N/A	N/A	Dean Street to Westmoreland Street	1425	197	Rathfarnham	AM Peak	7.36	12.76	93	67/132	N/A	N/A	N/A
300	9.79	11.30	14.61	14.54	5.03	Terenure Road East to Mount Tallant Ave	816	0	Rathfarnham	AM Peak	3.86	22.08	92	79/132	57/106	52/97	66/74
894	9.83	9.03	9.99	8.69	9.30	Richmond Road to O'Connell Street	2441	2134	Swords	AM Peak	7.40	15.15	91	95	82/106	78/97	49/74
230	9.86	8.66	10.17	N/A	N/A	Upper Dargle Road to Wilford Roundabout	630	0	Bray	AM Peak	6.71	19.38	90	100/132	N/A	N/A	N/A
760	9.88	11.14	N/A	N/A	N/A	Camden St Lwr to W'moreland St Earlsfort	2085	N/A	Tallaght	AM Peak	7.30	19.45	89	81/132	N/A	N/A	N/A
490	10.03	10.05	8.27	8.90	8.20	Cornmarket to Westmoreland Street	1365	197	North Clondalkin	AM Peak	6.79	16.22	88	85/132	91/106	76/97	55/74
101	10.05	6.34	9.27	11.67	N/A	County Council Offices to Main Street	282	0	Swords	AM Peak	5.32	19.16	87	116/132	85/106	62/97	N/A
387	10.33	11.66	11.51	9.90	N/A	Richmond Road to Dorset Street Lower	1111	946	Swords	AM Peak	7.31	15.68	86	74/132	70/106	67/97	N/A
206	10.38	16.71	11.36	10.09	9.26	Leinster Road to Canal	594	348	Tallaght	AM Peak	5.09	34.50	85	46/132	72/106	65/97	52/74
185	10.39	4.83	8.04	N/A	N/A	Dorset Street Lower to Frederick Street North	534	361	Swords	AM Peak	5.09	23.44	84	46/132	72/106	65/97	52/74
188	10.48	5.27	12.37	7.08	N/A	Mellowes Road Bridge to Finglas Road	547	0	Finglas	AM Peak	7.43	16.98	83	120/132	65/106	86/97	N/A
392	10.56	21.12	24.99	16.56	N/A	South Circular Road to Mount Brown	1150	278	North Clondalkin	AM Peak	4.42	28.55	82	28/132	12/106	38/97	N/A
520	10.74	9.59	12.37	10.03	10.48	Leeson Street to Westmoreland Street	1551	570	Stillorgan	AM Peak	6.92	19.12	81	89/132	64/106	66/97	44/74
136	11.19	12.28	20.76	11.99	N/A	Bishop Street to Stephen Street	423	0	Rathfarnham	AM Peak	4.85	63.45	80	71/132	26/106	59/97	N/A
550	11.25	18.87	20.03	21.05	18.31	B'town Rd South to Coolmine Road	1719	388	Blanchardstown	AM Peak	6.01	22.02	79	32/132	29/106	20/97	22/74
887	11.53	11.58	11.71	N/A	N/A	Griffith Avenue to Dorset St Lower	2840	1185	Ballymun	AM Peak	7.58	24.63	78	76/132	N/A	N/A	N/A
200	11.56	9.55	9.23	15.30	N/A	Ballyfermot Rd/Le Fanu Rd to Kylemore Rd	642	119	North Clondalkin	AM Peak	5.96	19.58	77	92/132	86/106	46/97	N/A
119	11.80	11.05	15.68	N/A	N/A	Frederick St North to Parnell Sq East	390	390	Finglas	AM Peak	5.44	43.90	76	82/132	49/106	N/A	N/A
211	11.99	16.40	12.95	N/A	N/A	Dorset St Lower to Frederick Street North	703	703	Finglas	AM Peak	8.35	21.27	75	49/132	62/106	N/A	N/A
201	12.05	15.24	10.58	15.14	14.33	West of M50 to East of M50	673	0	Tallaght	AM Peak	8.27	18.21	74	53/132	78/106	48/97	30/74
148	12.09	8.13	10.34	6.60	5.88	Ellis Quay to Arran Quay	497	0	Lucan	AM Peak	4.52	42.60	73	104/132	79/106	89/97	65/74
310	12.11	36.45	18.53	26.63	14.90	Harolds Cross Road to Clanbrassil Street	1043	845	Rathfarnham	AM Peak	8.11	19.97	72	3/132	36/106	24/97	58/74
427	12.40	18.98	N/A	N/A	N/A	Phibsboro Road/NCR to Frederick St North	1471	0	Ballymun	AM Peak	9.51	24.29	71	31/132	N/A	N/A	N/A
443	12.45	17.45	15.99	15.67	17.73	Collins Avenue to Richmond Road	1532	1183	Swords	AM Peak	8.21	21.80	70	42/132	47/106	44/97	25/74
223	12.78	16.83	21.12	N/A	N/A	Griffith Avenue to Botanic Avenue	792	754	Ballymun	AM Peak	7.79	30.32	69	45/132	N/A	N/A	N/A
1063	12.79	15.33	18.43	15.72	N/A	Fonthill Road South to Coldcut Road	3778	772	North Clondalkin	AM Peak	8.35	25.85	68	52/132	37/106	43/97	N/A

Table 11 Morning Peak Period League Table (continued)

Quality Bus Corridors - AM Peak Average Sectional Bus Speeds - League Table - November 2006																	
Ave Journey Time (S)	Ave Speed KM/H	2005	2004	2003	2002	Section	Section Length Metres	Bus Lane Metres	QBC	Time Period	Range		Position	2005 Position	2004 Position	2003 Position	2002 Position
											Low KM/H	High KM/H					
264	12.97	20.50	23.77	22.67	14.32	Conyngnam Road to Parkgate Street	951	674	Lucan	AM Peak	4.61	48.89	67	29/132	15/106	15/97	31/74
263	13.10	13.41	10.99	13.89	15.38	Prospect Road to Dorset Street Lower	957	17	Finglas	AM Peak	9.79	20.03	66	65/132	75/106	54/97	29/74
158	13.17	11.74	11.96	N/A	N/A	Cliftonville Road to Prospect Road	578	457	Ballymun	AM Peak	5.70	32.50	65	72/132	N/A	N/A	N/A
301	13.27	14.32	37.69	N/A	N/A	Coolmine Road to Main Street	1110	0	Blanchardstown	AM Peak	5.74	26.82	64	58/132	3/106	N/A	N/A
1574	13.49	N/A	16.68	N/A	N/A	Shelerin Rd to B'chardstown Rd Sth via TC	5899	0	Blanchardstown	AM Peak	8.30	30.64	63	N/A	N/A	N/A	N/A
410	13.68	14.31	16.78	14.80	N/A	Coldcut Road to Ballyfermot/Le Fanu Road	1558	881	North Clondalkin	AM Peak	9.29	27.63	62	59/132	43/106	50/97	N/A
146	13.69	3.30	9.97	N/A	N/A	Alfie Byrne Road to Fairview	555	555	Clontarf	AM Peak	9.34	24.08	61	132/132	N/A	N/A	N/A
377	14.11	8.99	11.82	14.70	N/A	Abbey Road to Foxrock Church	1478	0	Stillorgan	AM Peak	8.58	37.21	60	96/132	69/106	51/97	N/A
1031	14.28	17.09	13.76	17.22	18.52	Priorswood Rd to Greencastle Rd via D'dale	4089	0	Malahide	AM Peak	10.15	20.39	59	44/132	60/106	33/97	21/74
209	14.49	6.79	16.92	8.01	N/A	Ratoath Road to North Circular Road	841	0	Blanchardstown	AM Peak	8.67	50.46	58	110/132	41/106	82/97	N/A
109	14.63	3.51	N/A	N/A	N/A	Copeland Avenue to Fairview	443	329	Howth Road	AM Peak	8.81	40.89	57	130/132	N/A	N/A	N/A
326	14.74	15.50	14.05	18.77	N/A	Morehampton Road to Leeson Street	1335	653	Stillorgan	AM Peak	9.61	22.77	56	51/132	59/106	26/97	N/A
106	14.77	10.95	N/A	9.26	8.85	Amiens Street to Talbot Street	435	0	Malahide	AM Peak	9.49	26.55	55	83/132	N/A	73/97	53/74
399	14.90	28.73	20.87	16.12	N/A	Oliver Plunkett Road to Abbey Road	1652	0	Stillorgan	AM Peak	10.29	24.99	54	10/132	25/106	40/97	N/A
541	15.25	11.64	19.65	18.71	N/A	Kylemore Road to Emmet Rd	2292	109	North Clondalkin	AM Peak	6.67	28.55	53	75/132	33/106	28/97	N/A
440	15.52	17.69	20.52	16.70	N/A	Fairview to Amiens Street	1897	1529	Malahide	AM Peak	12.02	21.01	52	40/132	27/106	36/97	N/A
532	15.86	27.13	N/A	N/A	N/A	Con Colbert Road to Ellis Quay	2344	1359	Lucan	AM Peak	9.97	23.12	51	13/132	N/A	N/A	N/A
470	16.07	20.03	18.73	17.05	13.20	Oakdown Road to Rathfarnham Road	2098	1900	Rathfarnham	AM Peak	9.65	25.95	50	30/132	35/106	34/97	34/74
285	16.21	35.80	N/A	N/A	N/A	Collins Avenue East to Copeland Avenue	1283	319	Howth Road	AM Peak	10.04	23.1	49	4/132	N/A	N/A	N/A
260	16.48	23.03	19.09	12.82	N/A	Donnybrook to Morehampton Road	1190	1134	Stillorgan	AM Peak	9.87	35.40	48	22/132	34/106	57/97	N/A
425	16.74	26.74	14.94	N/A	N/A	Ballymun Civic Centre to Griffith Avenue	1976	1650	Ballymun	AM Peak	10.68	45.60	47	15/132	N/A	N/A	N/A
185	17.13	16.85	N/A	N/A	N/A	Dundrum Road to Nutgrove Avenue Terminus	880	0	Rathfarnham	AM Peak	13.83	19.20	46	N/A	N/A	N/A	N/A
322	17.15	16.61	22.47	N/A	N/A	Shankill to Loughlinstown Roundabout	1486	323	Bray	AM Peak	11.65	34.96	45	47/132	N/A	N/A	N/A
394	17.30	7.23	N/A	N/A	N/A	Raheny to Sybil Hill Road via All Saints Rd	1893	964	Howth Road	AM Peak	10.65	21.50	44	109/132	N/A	N/A	N/A
392	17.42	N/A	N/A	N/A	N/A	Fairview to Amiens Street	1897	1529	Howth & Clontarf	AM Peak	12.39	25.87	43	N/A	N/A	N/A	N/A
960	17.53	9.56	16.44	16.43	N/A	Lucan Superquinn to Penny Hill Pub	4675	N/A	Lucan	AM Peak	11.33	23.51	42	91/132	45/106	39/97	N/A
200	17.70	31.20	10.05	16.69	22.40	River Road R'bt to New River Road	983	300	Blanchardstown	AM Peak	9.34	55.28	41	8/132	81/106	37/97	14/74
218	17.74	18.24	15.16	17.42	24.78	B'town Rd South to Rear of Town Centre	1074	N/A	Blanchardstown	AM Peak	9.50	40.27	40	39/132	55/106	31/97	11/74
347	18.26	22.00	N/A	N/A	N/A	Ashtown Roundabout to Nephin Road	1760	1483	Blanchardstown	AM Peak	11.69	42.53	39	26/132	N/A	N/A	N/A
338	18.39	11.73	22.20	21.44	26.79	Rear of Town Centre to River Road R'bt	1727	N/A	Blanchardstown	AM Peak	13.57	70.63	38	73/132	22/106	17/97	8/74
391	18.78	24.16	27.56	39.91	N/A	Swords Main St to Airside Business Park	2040	851	Swords	AM Peak	10.10	29.37	37	18/132	9/106	3/97	N/A
693	18.89	21.25	22.49	34.45	17.24	Swords County Council to Cloghran R'bt	3636	2016	Swords	AM Peak	13.41	30.94	36	27/132	20/106	6/97	26/74

Table 11 Morning Peak Period League Table (continued)

Quality Bus Corridors - AM Peak Average Sectional Bus Speeds - League Table - November 2006																	
Ave Journey Time (S)	Ave Speed KM/H	2005	2004	2003	2002	Section	Section Length Metres	Bus Lane Metres	OBC	Time Period	Range		Position	2005 Position	2004 Position	2003 Position	2002 Position
											Low KM/H	High KM/H					
703	19.16	22.15	27.05	16.98	27.88	Airport South to Omni Park	3741	3063	Swords	AM Peak	11.57	34.98	35	25/132	11/106	35/97	7/74
297	19.33	16.55	21.27	26.58	28.71	West of M50 to Palmerston	1595	390	Lucan	AM Peak	12.96	32.25	34	48/132	24/106	10/97	6/74
607	20.12	17.11	20.25	19.33	13.15	Foxrock Church to Mount Merrion Avenue	3393	3393	Stillorgan	AM Peak	13.99	34.21	33	43/132	28/106	23/97	35/74
584	20.14	23.01	21.45	21.34	12.71	Mount Merrion Avenue to Donnybrook	3267	2908	Stillorgan	AM Peak	15.17	36.52	32	23/132	23/106	18/97	36/74
692	20.22	15.04	11.90	17.31	19.96	Cloghran Rbt to Airport South via Airport	3886	N/A	Swords	AM Peak	14.30	24.50	31	55/132	68/106	32/97	18/74
421	20.60	13.99	17.95	18.37	22.35	Dun Laoghaire to Oliver Plunkett Road	2409	0	Stillorgan	AM Peak	15.00	30.54	30	61/132	39/106	30/97	15/74
78	20.91	15.23	20.74	N/A	N/A	Clontarf Garage to Vernon Avenue	453	453	Clontarf	AM Peak	10.19	60.40	29	54/132	N/A	N/A	N/A
158	21.03	N/A	21.39	N/A	N/A	Vernon Avenue to Castle Avenue	923	923	Clontarf	AM Peak	9.95	42.60	28	N/A	N/A	N/A	N/A
132	22.14	N/A	22.48	N/A	N/A	Castle Avenue to Alfie Byrne Road	812	812	Clontarf	AM Peak	10.40	50.38	27	N/A	N/A	N/A	N/A
138	22.20	18.68	16.89	20.02	N/A	Tyrconnell Road to South Circular Road	851	334	North Clondalkin	AM Peak	11.30	61.30	26	34/132	42/106	22/97	N/A
117	22.34	N/A	11.03	N/A	N/A	St Joseph's Hospital to Hansfield Road	726	0	Blanchardstown	AM Peak	13.27	30.40	25	N/A	73/106	N/A	N/A
295	22.57	11.35	24.95	23.78	25.13	Main Street Tallaght to West of M50	1850	1106	Tallaght	AM Peak	17.76	33.81	24	78/132	13/106	13/97	10/74
186	22.94	16.28	22.69	53.99	34.13	Clare Hall to Priorswood Road	1185	1017	Malahide	AM Peak	16.28	39.88	23	50/132	18/106	29/97	16/74
206	22.96	27.03	23.10	43.39	N/A	Airside Business Park to Cloghran Rbt	1314	1165	Swords	AM Peak	12.85	46.84	22	14/132	17/106	2/97	N/A
188	23.21	18.76	27.18	22.49	12.47	Oldbridge Road to Fortfield Road	1212	245	Tallaght	AM Peak	14.26	47.44	21	33/132	10/106	16/97	38/74
306	23.83	36.65	34.24	30.01	25.86	Foxhunter to West of M50	2026	2026	Lucan	AM Peak	10.46	35.06	20	2/132	6/106	7/97	9/74
99	23.96	4.54	8.72	9.53	N/A	North Circular Road to Manor Street	659	120	Blanchardstown	AM Peak	8.44	71.89	19	124/132	88/106	71/97	N/A
132	24.14	23.78	17.60	N/A	N/A	Shanganagh Cemetery to Shankill	885	0	Bray	AM Peak	17.60	52.21	18	19/132	N/A	N/A	N/A
44	24.39	4.22	16.77	N/A	N/A	Nutgrove Avenue to Oakdown Road	298	0	Rathfarnham	AM Peak	9.02	59.60	17	127/132	44/106	N/A	N/A
169	25.05	28.22	22.76	N/A	N/A	Fonhill Rd North to Fonhill Rd South	1176	1036	North Clondalkin	AM Peak	16.47	39.20	16	11/132	19/106	N/A	N/A
116	25.45	N/A	6.46	N/A	N/A	Hansfield Road to Shelerin Road	820	0	Blanchardstown	AM Peak	17.07	45.43	15	N/A	98/106	N/A	N/A
610	25.65	23.43	N/A	N/A	N/A	Palmerston to Conyngham Road	4347	540	Lucan	AM Peak	18.20	36.39	14	21/132	N/A	N/A	N/A
158	25.82	8.04	35.88	26.48	N/A	Casino Park to Fairview	1133	1054	Malahide	AM Peak	14.31	79.98	13	105/132	5/106	11/97	N/A
138	25.88	22.98	36.45	35.70	51.00	Priorswood Rd to Greencastle Rd - Direct	992	671	Malahide	AM Peak	17.77	41.05	12	24/132	4/106	5/97	1/74
192	25.99	7.31	N/A	N/A	N/A	Raheny to Sybil Hill Road	1386	964	Howth Road	AM Peak	12.60	42.65	11	108/132	N/A	N/A	N/A
195	26.12	24.92	24.23	21.27	40.02	East of M50 to Oldbridge Road	1412	1162	Tallaght	AM Peak	17.53	37.37	10	17/132	14/106	19/97	5/74
289	26.37	34.96	23.67	N/A	N/A	Cabinteely South to Foxrock Church	2117	2017	Bray	AM Peak	18.15	38.88	9	6/132	N/A	N/A	N/A
81	28.22	12.36	N/A	N/A	N/A	Nepin Road to Ratoath Road	635	562	Blanchardstown	AM Peak	8.43	73.69	8	70/132	N/A	N/A	N/A
189	29.69	33.02	30.93	22.72	N/A	Con Colbert Road to Heuston Station	1559	966	Lucan	AM Peak	13.62	64.51	7	7/132	8/106	14/97	N/A
363	31.95	28.09	18.14	24.11	19.20	Finglas Road to Prospect Road	3222	2978	Finglas	AM Peak	22.22	77.86	6	12/132	38/106	12/97	20/74
149	33.54	12.46	9.00	15.37	23.79	Cloghran Rbt to Airport South	1388	468	Swords	AM Peak	19.37	56.77	5	68/132	87/106	45/97	13/74
268	35.63	23.64	32.05	N/A	N/A	Loughlinstown Rbt to Cabinteely South	2653	2137	Bray	AM Peak	17.72	70.22	4	20/132	N/A	N/A	N/A
171	41.22	30.65	47.95	36.91	44.62	New River Road to Ashtown Roundabout	1958	1958	Blanchardstown	AM Peak	24.64	75.79	3	9/132	2/106	4/97	2/74
91	48.96	55.02	38.09	N/A	N/A	Wilford Roundabout to Shanganagh Cemetery	1238	259	Bray	AM Peak	33.26	76.81	2	1/132	N/A	N/A	N/A
275	50.64	34.99	N/A	N/A	N/A	Palmerston to Con Colbert Road	3868	3868	Lucan	AM Peak	40.48	69.97	1	5/132	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 12a to 12w 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 12a, 12b and 12c are examples of the results from **Blanchardstown QBC**.

Table 12a shows the section from Main Street Blanchardstown to the N3 east of Scott's roundabout, a distance of 1098 metres with 460 metres of bus priority.

- Only buses after 0920 operate in excess of 10 kilometres per hour
- The slowest bus operated at 4.98 kilometres per hour at 0751
- This slowest bus took 13 minutes 14 seconds to travel along this section

Table 12b 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.

- In the period from 0828 to 0937 all buses except one operated at speeds of less than 10 kilometres per hour
- The slowest bus operated at 7.29 kilometres per hour at 0732
- This slowest bus took 26 minutes to travel this short section

Table 12c 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 8 kilometres per hour
- The fastest bus operated at 7.70 kilometres per hour at 1810
- The fastest journey time on this section was 11 minutes 2 seconds
- The slowest bus operated at 4.51 kilometres per hour at 1656
- This slowest bus took 18 minutes 50 seconds to travel this short section
- The range of bus speeds is low with all buses throughout the period experiencing congestion

Table 12a Blanchardstown QBC

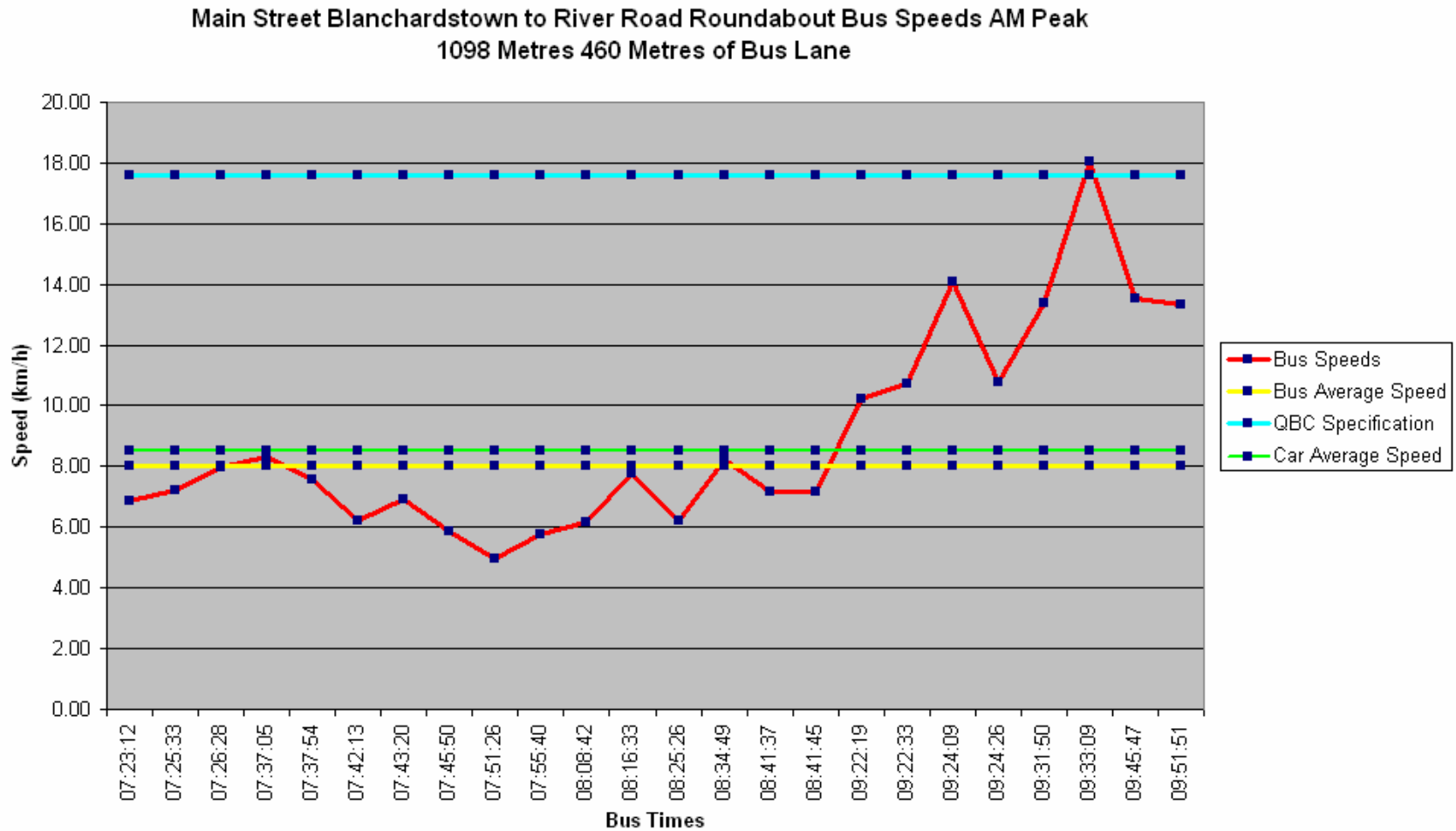


Table 12b Blanchardstown QBC

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

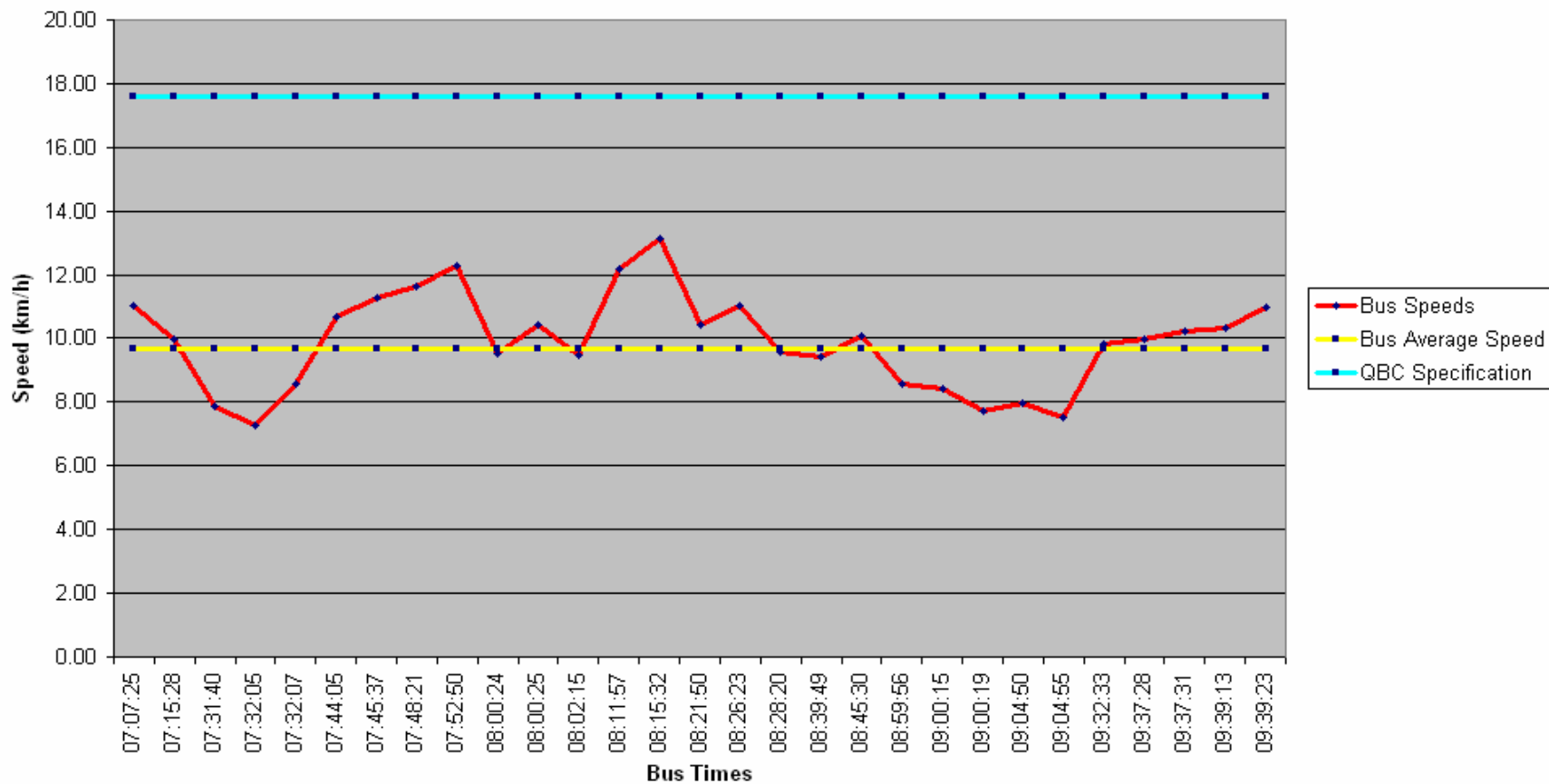
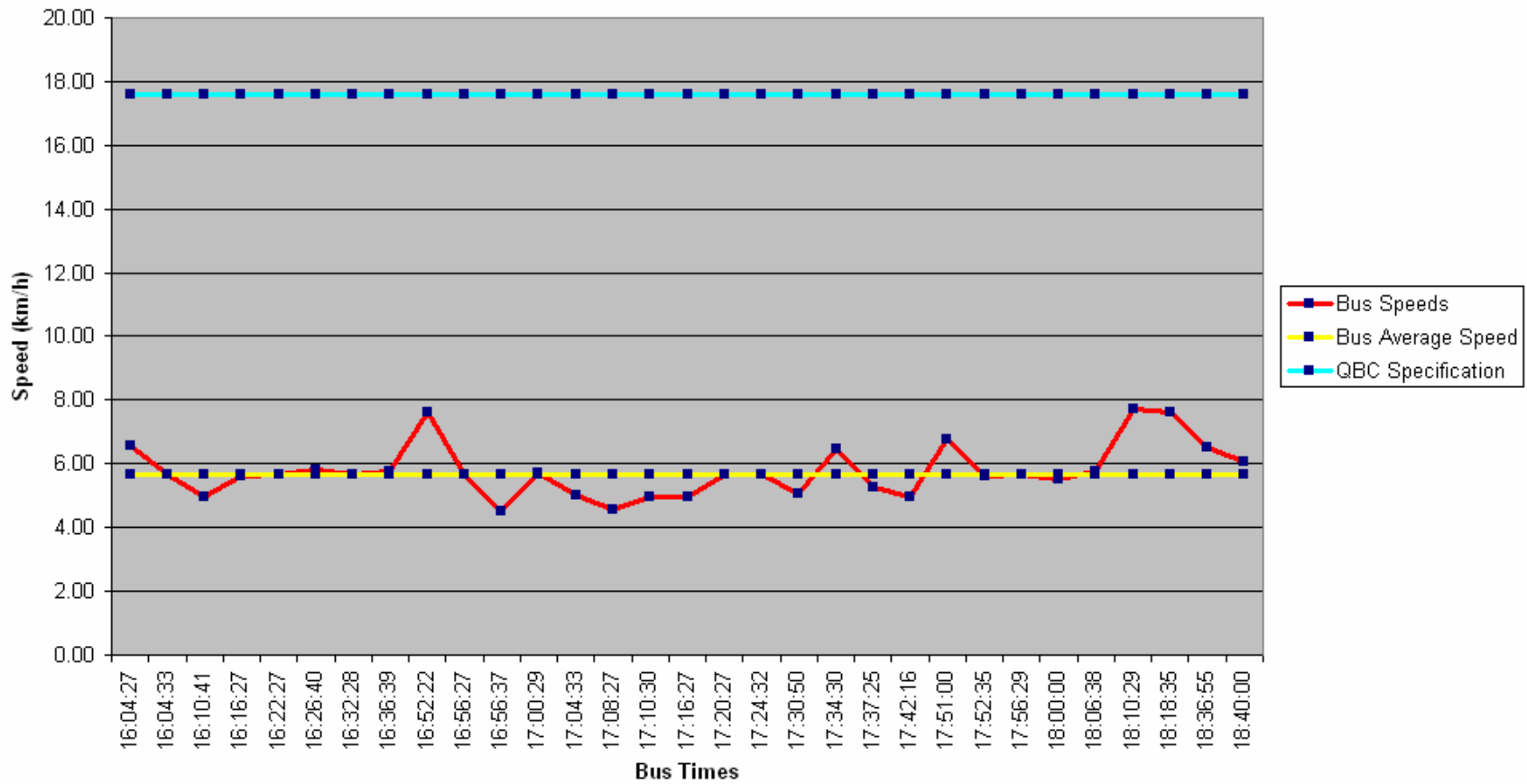


Table 12c Blanchardstown QBC

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



Finglas QBC

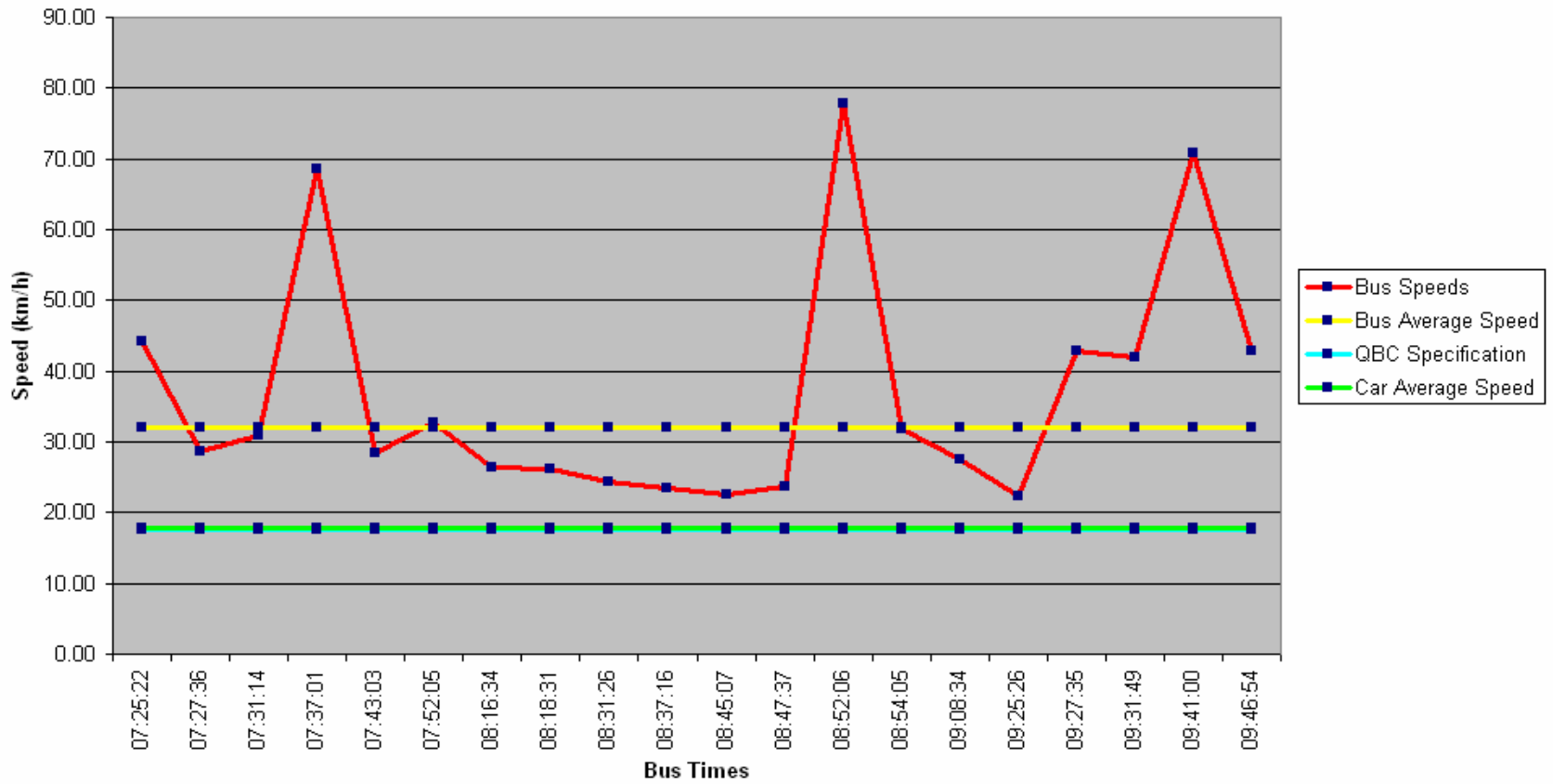
Table 12d shows the corridor from Finglas Road with its junction with Main Street to Prospect Road prior to the junction with Whitworth Road, a distance of 3222 metres with bus priority amounting to 2978 metres.

The graph shows the following:

- Bus average speed of 31.93 kilometres per hour significantly exceeds car average speed of 17.87 kilometres per hour
- All buses operate at speeds in excess of the QBC Specification
- The high level of bus priority results in fast journey times

Table 12d Finglas QBC

**Finglas Road to Prospect Road Bus Speeds AM Peak
3222 Metres 2978 Metres of Bus Lane**



Lucan QBC

Tables 12e, 12f and 12g are examples of the results from Lucan QBC.

Table 12e 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 18.68 kilometres per hour exceeds the QBC specification
- Average bus speed of 18.68 kilometres per hour comfortably exceeds car average speed of 13.74 kilometres per hour
- Some buses operate at speeds below the QBC specification as delays occur on the section from Heuston Station to Bachelors Walk shown in Table 12f

Table 12f shows the section from Heuston Station to Bachelors Walk. This section measures 2349 metres of which 1329 metres has bus priority.

The graph shows the following:

- Bus average speed is only 8.67 kilometres per hour
- Bus average speed and car average speed are very similar
- The slowest bus operated at 6.21 kilometres per hour at 0841
- This slowest bus takes 22 minutes 42 seconds to travel this short distance

Table 12g 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:

- Although bus average speed is 12.09 kilometres per hour some buses operate at less than 5 kilometres per hour
- The slowest bus operated at 4.52 kilometres per hour at 0848
- This slowest bus took 6 minutes 36 seconds to travel this short section
- Bus and car average speed are identical

Table 12e Lucan QBC

**Foxhunter Pub, N4 to Bachelors Walk via Chapelizod Bypass
Bus Speeds AM Peak 11397 Metres 8579 Metres of Bus Lane**

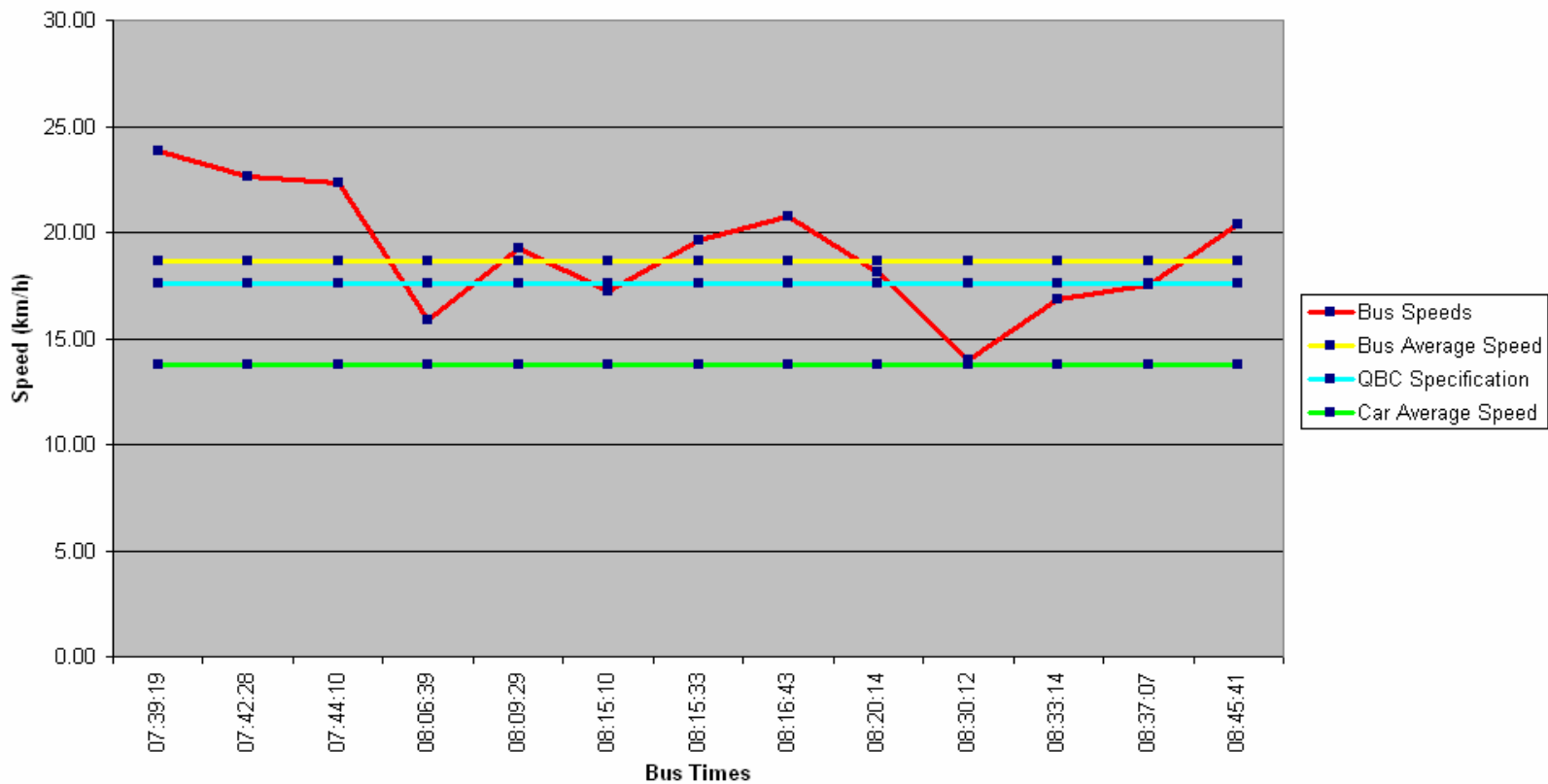


Table 12f Lucan QBC

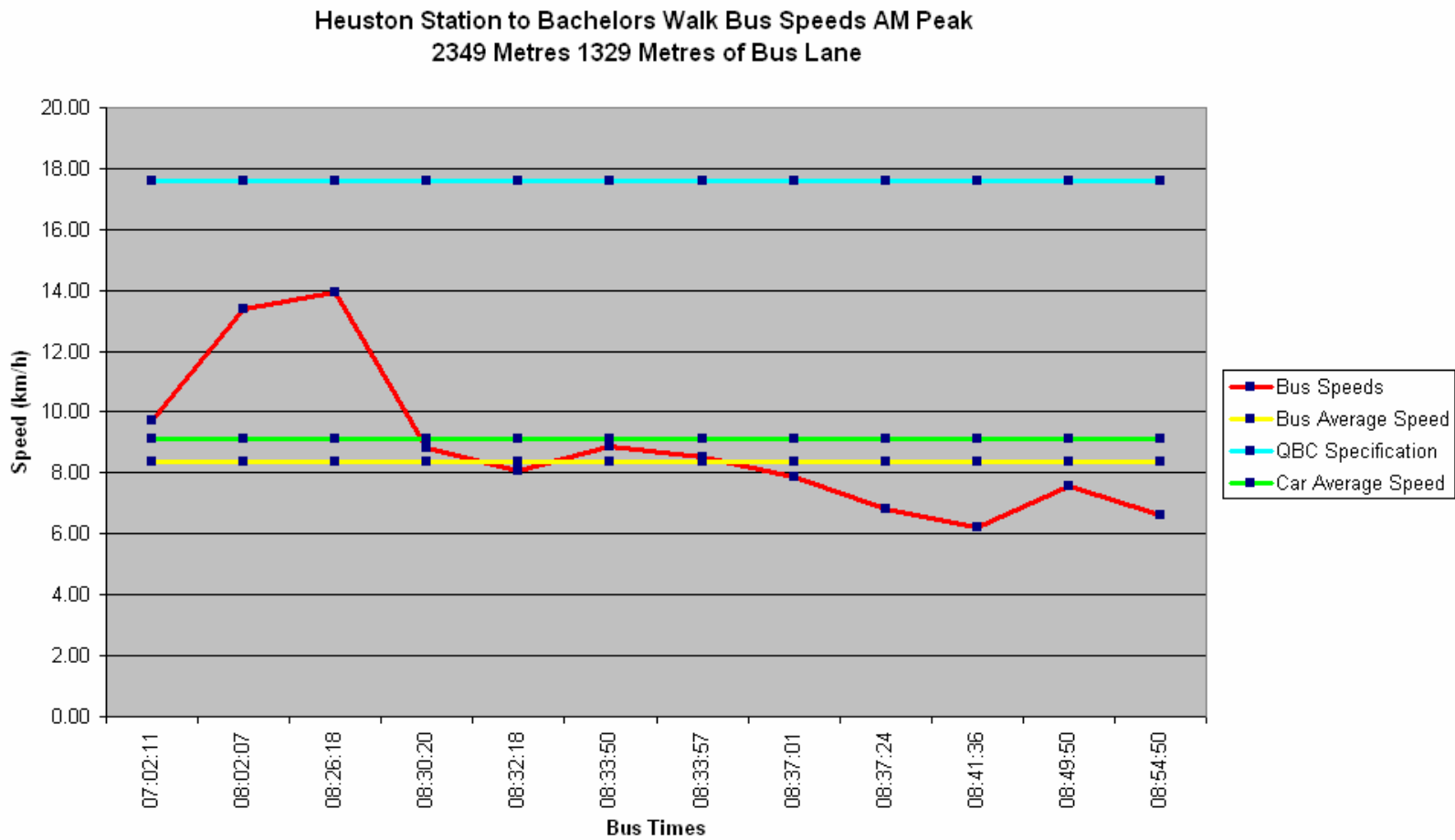
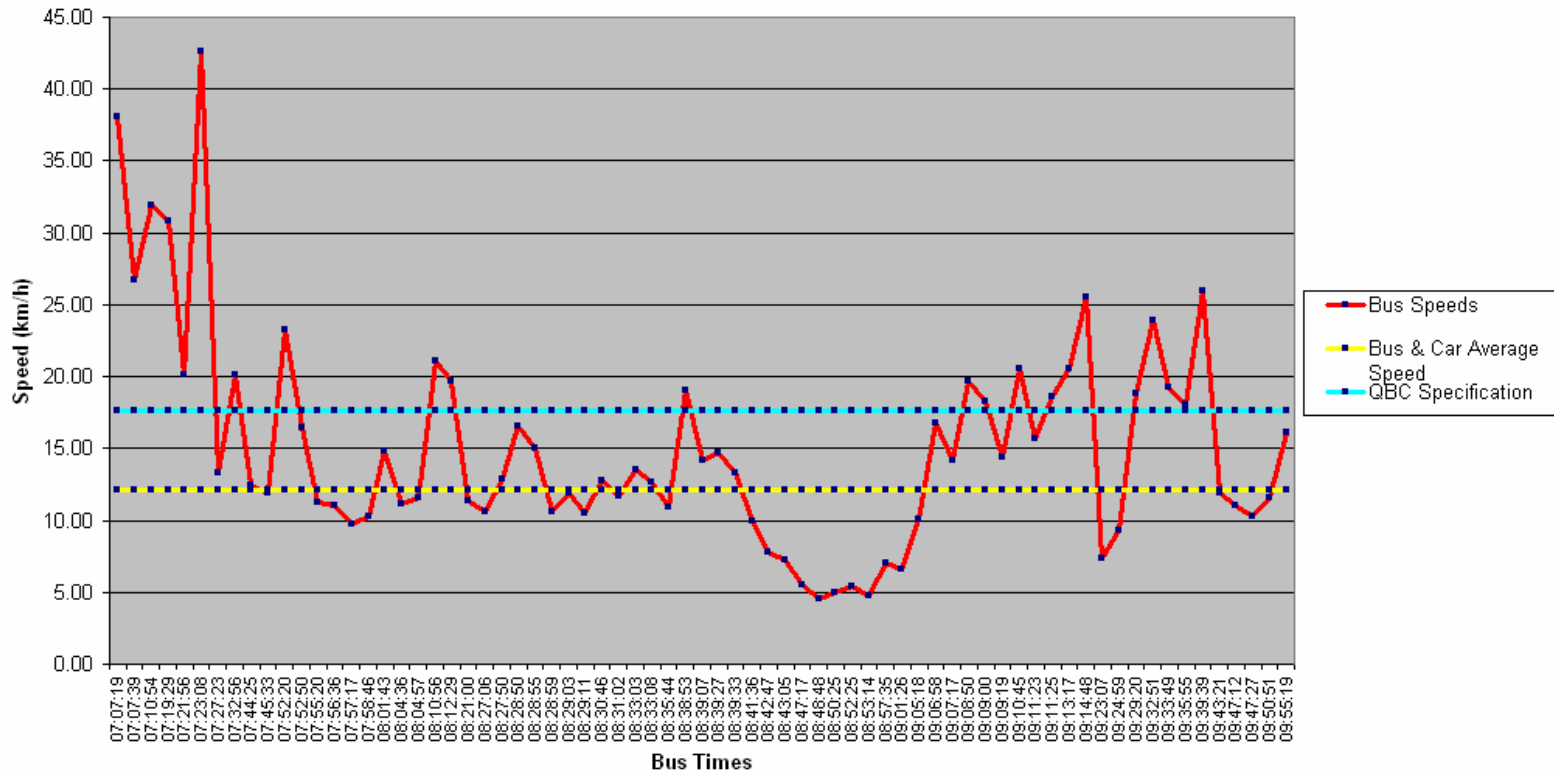


Table 12g Lucan QBC

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



Malahide QBC

Tables 12h, 12i and 12j are examples of the results from Malahide QBC.

Table 12h 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 9.87 kilometres per hour is well below the QBC specification
- Only 2 buses in the am peak at 0704 and 0706 operate at the QBC specification level
- Bus average speed exceeds car average speed
- All buses between 0734 and 0848 operate at less than 10 kilometres per hour
- The slowest bus operates at 6.69 kilometres per hour at 0802

Table 12i shows the section from Greencastle Road to Casino Park, a distance of 2671 metres with bus priority of 1058 metres.

The graph shows the following results:

- Both bus and car average speeds are very low
- The slowest bus operated at 4.04 kilometres per hour at 0757
- This slowest bus took 39 minutes 38 seconds to operate through this section
- Bus speeds only exceed 10 kilometres per hour from 0912 onwards

The poor performance of this section contributes significantly to the overall corridor performance.

Table 12j shows the section between the Talbot Street terminus and Amiens Street, a distance of 724 metres of which 124 metres has bus priority.

The graph shows the following results:

- Bus average speed is at walking pace of 4.34 kilometres per
- The slowest bus operated at 2.43 kilometres per hour at 1729
- This slowest bus took 17 minutes 52 seconds from the terminus to joining the QBC on Amiens Street

Table 12h Malahide QBC

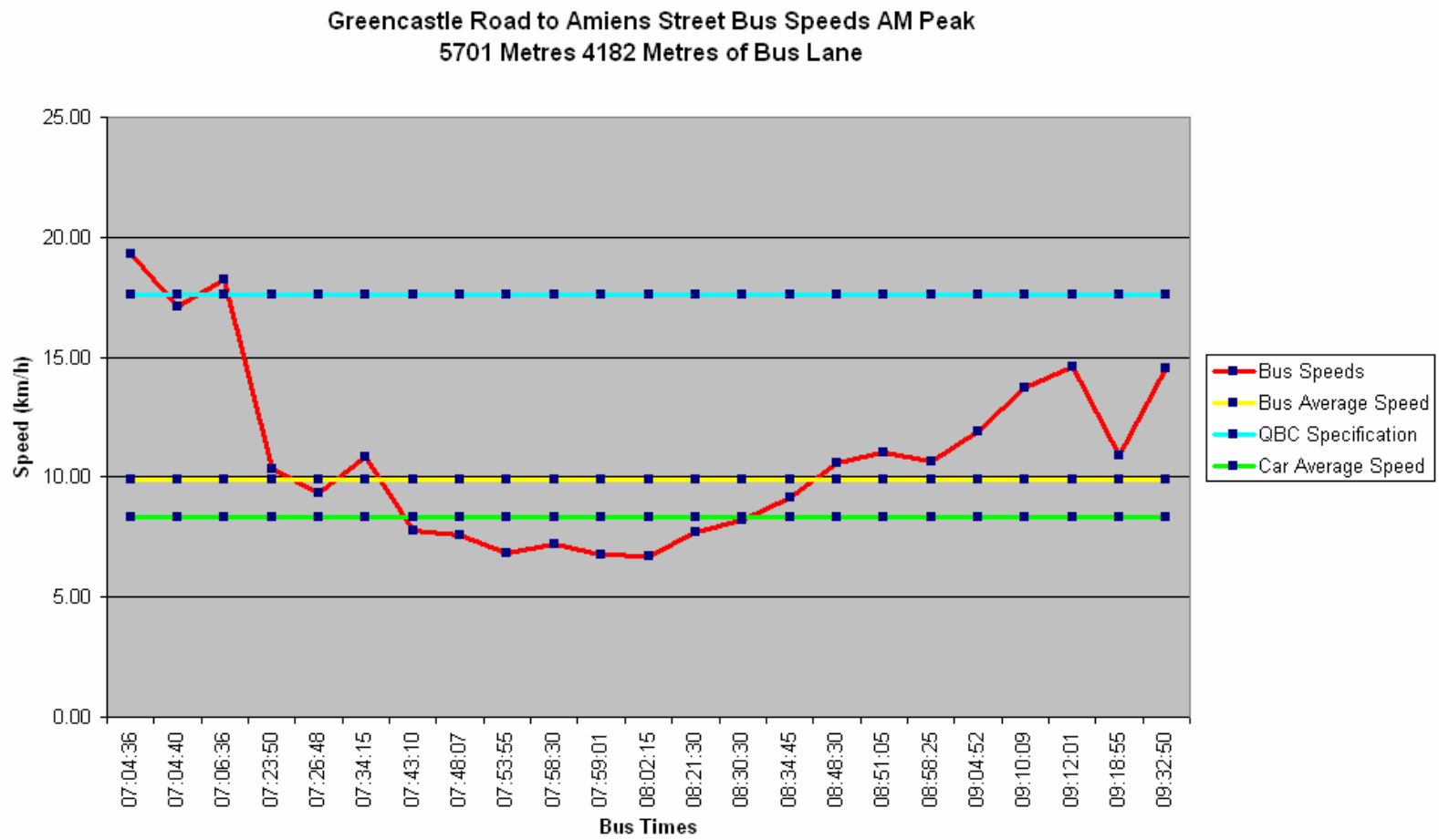


Table 12i Malahide QBC

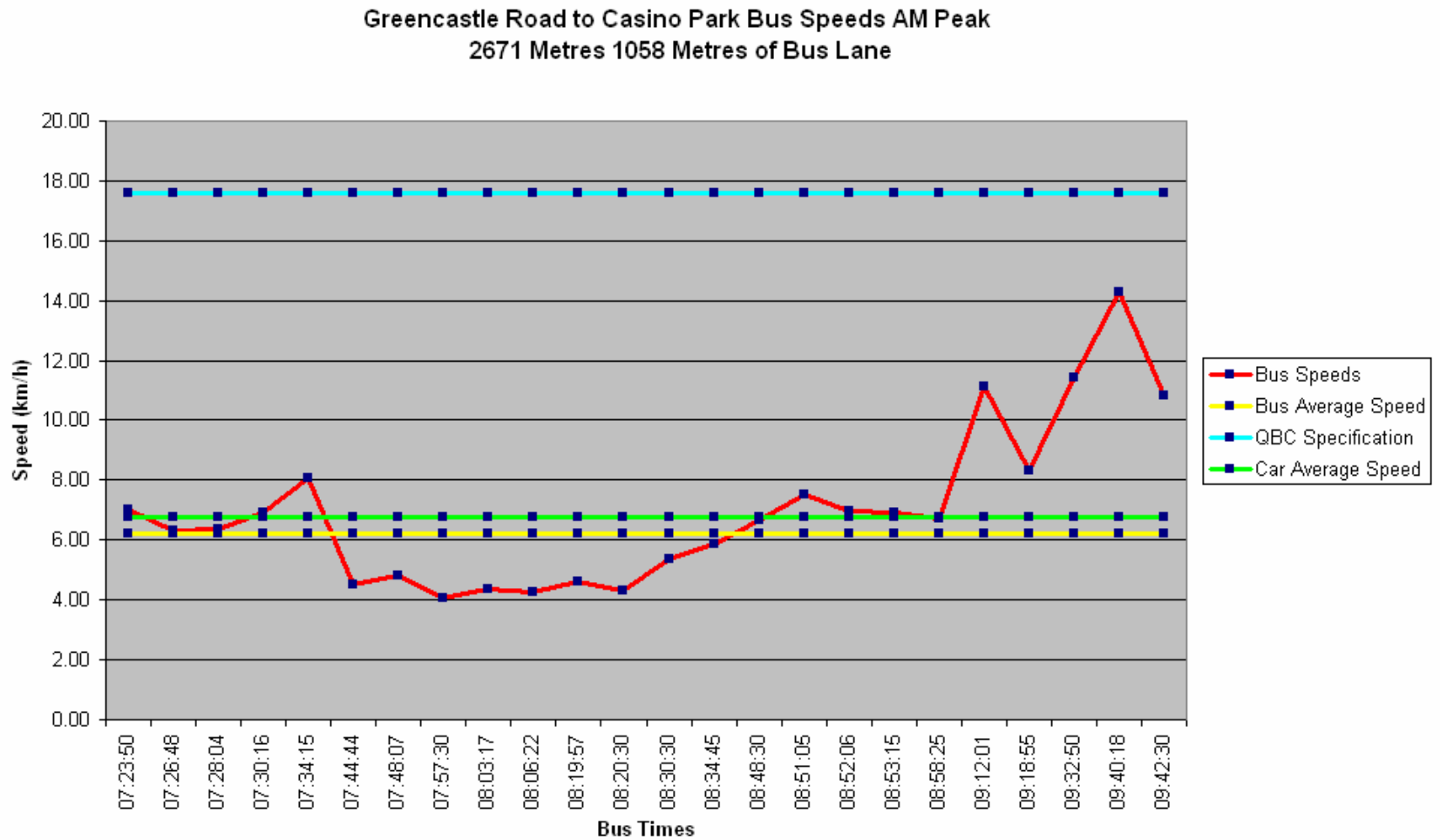
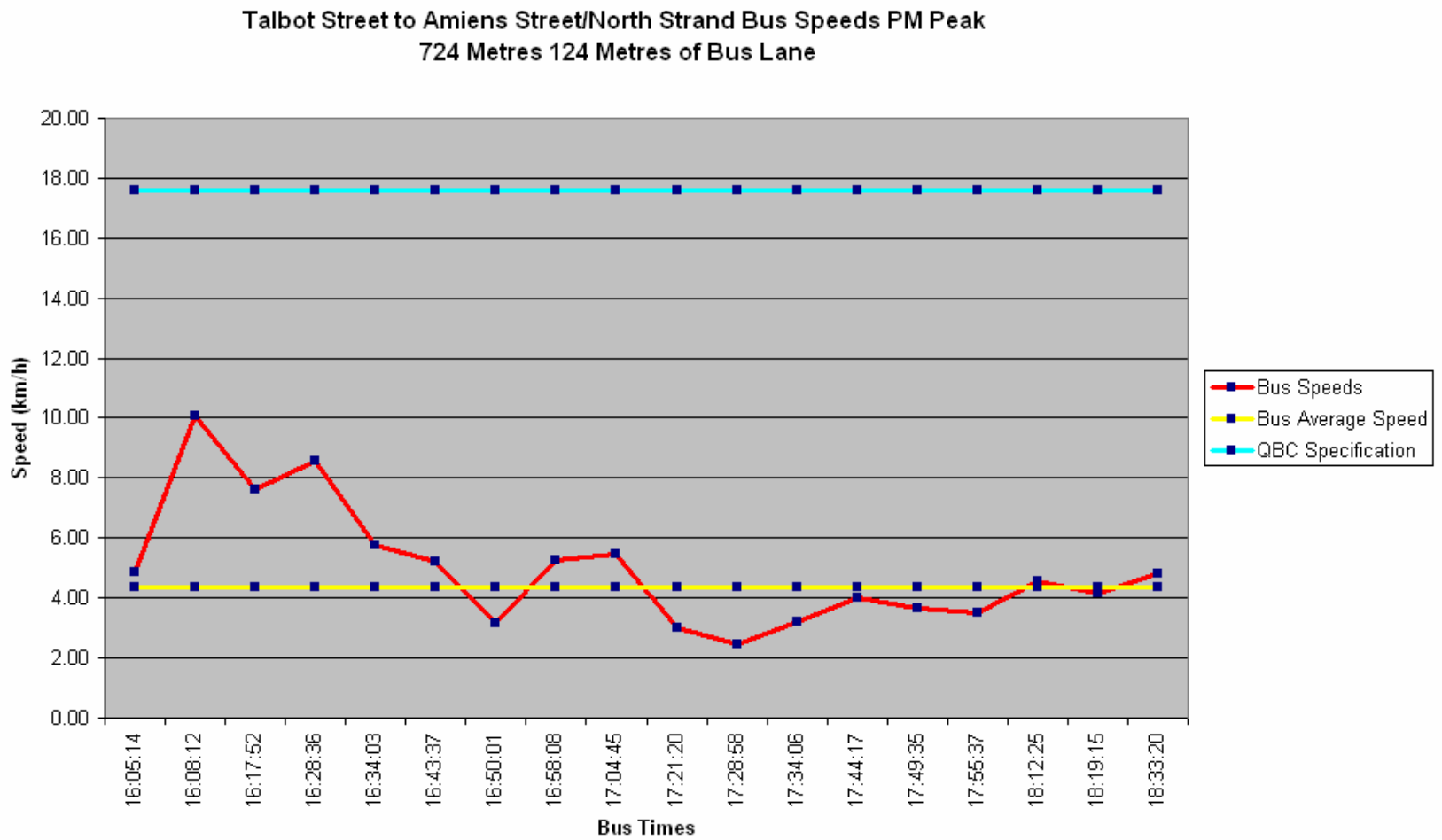


Table 12j Malahide QBC



North Clondalkin QBC

Tables 12k and **12l** are examples from North Clondalkin QBC.

Table 12k shows the section from Coldcut Road to Cornmarket, a distance of 7561 metres with 2442 metres of bus priority.

The graph shows the following results:

- All buses except those after 0930 operate at less than the QBC Specification
- Car average speed is higher than bus average speed
- The slowest bus operated at 8.13 kilometres per hour at 0813
- This slowest bus took 55 minutes 48 seconds to travel on this section
- The fastest bus took 23 minutes 38 seconds at 0930

Table 12l shows the section from Mount Brown to Cornmarket measuring 1068 metres with 721 metres of bus priority.

The graph shows the following results:

- Although bus average speed was 8.45 kilometres per hour there is a wide variation in operating speeds from a low of 3.10 kilometres per hour at 0836 to 24.18 kilometres per hour at 0913
- Although two thirds of this section has bus priority bus average speed is lower than car average speed

Table 12k North Clondalkin QBC

**Coldcut Road to Cornmarket Bus Speeds PM Peak
7561 Metres 2442 Metres of Bus Lane**

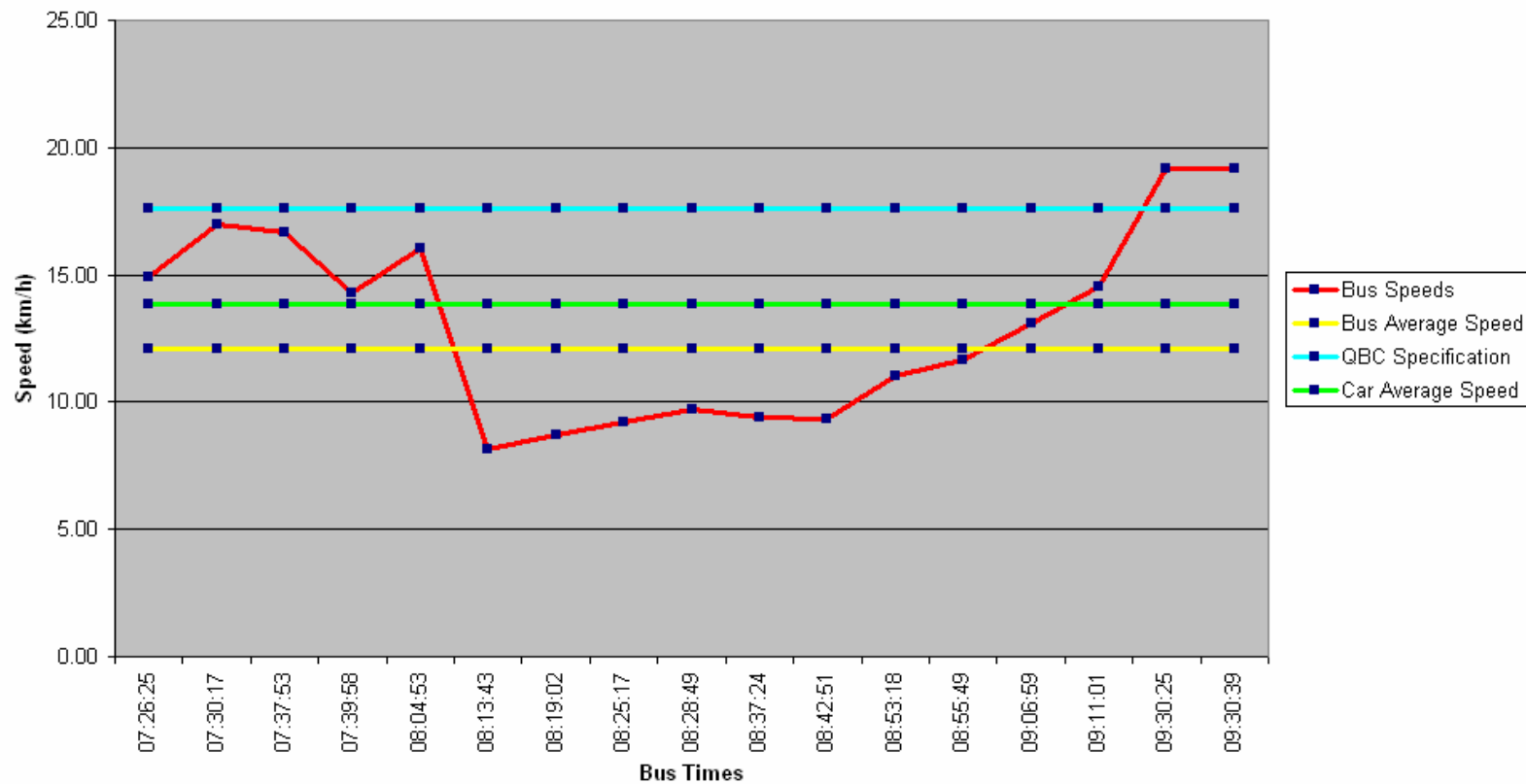
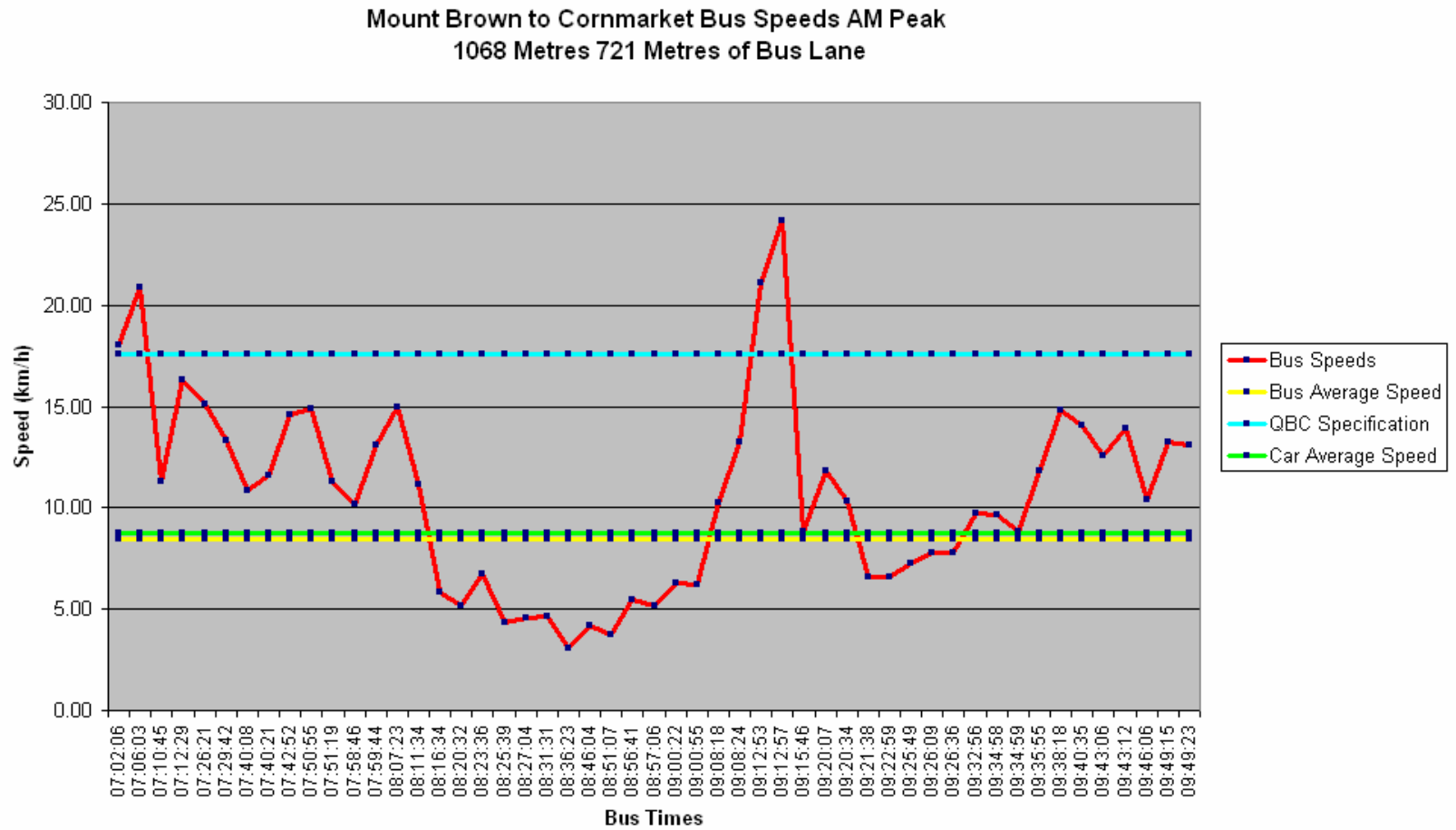


Table 12I North Clondalkin QBC



Rathfarnham QBC

Tables 12m and **12n** are examples from Rathfarnham QBC.

Table 12m shows the results for the corridor from Camden Street to Westmoreland Street, a distance of 1220 metres with 514 metres of bus priority.

The graph shows the following results:

- All buses after 0754 operate at speeds of less than 9 kilometres per hour
- The slowest bus operated at 5.37 kilometres per hour at 0805
- This slowest bus took 13 minutes 38 seconds to travel on this section

Table 12n shows the results for the outbound bus lane on South Circular Road, a distance of 247 metres.

The graph shows the following results:

- Although bus average speed is higher than car average speed both operate at walking pace
- The slowest bus operated at 1.46 kilometres per hour at 1827
- This slowest bus took 10 minutes 15 seconds to travel 247 metres

Table 12m Rathfarnham QBC

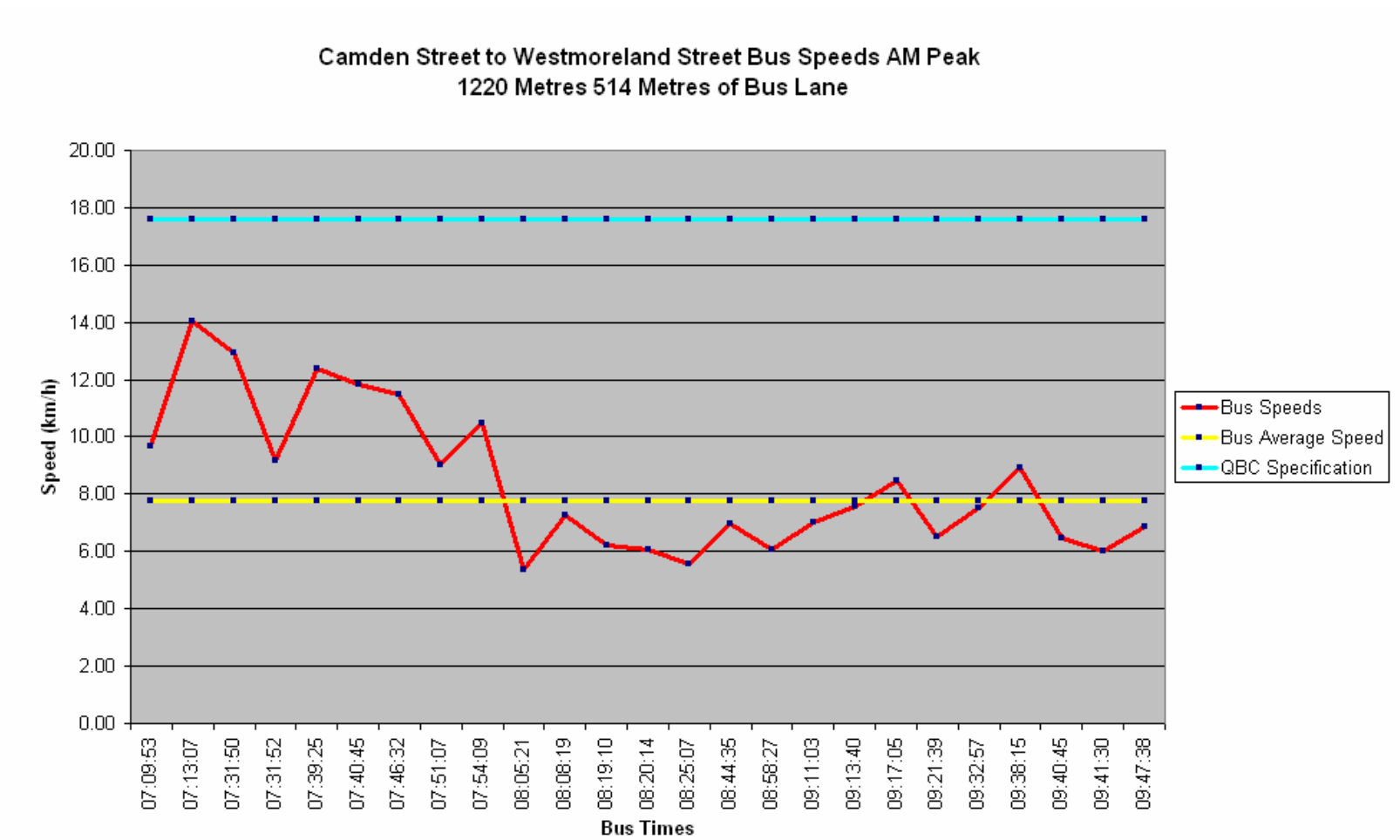
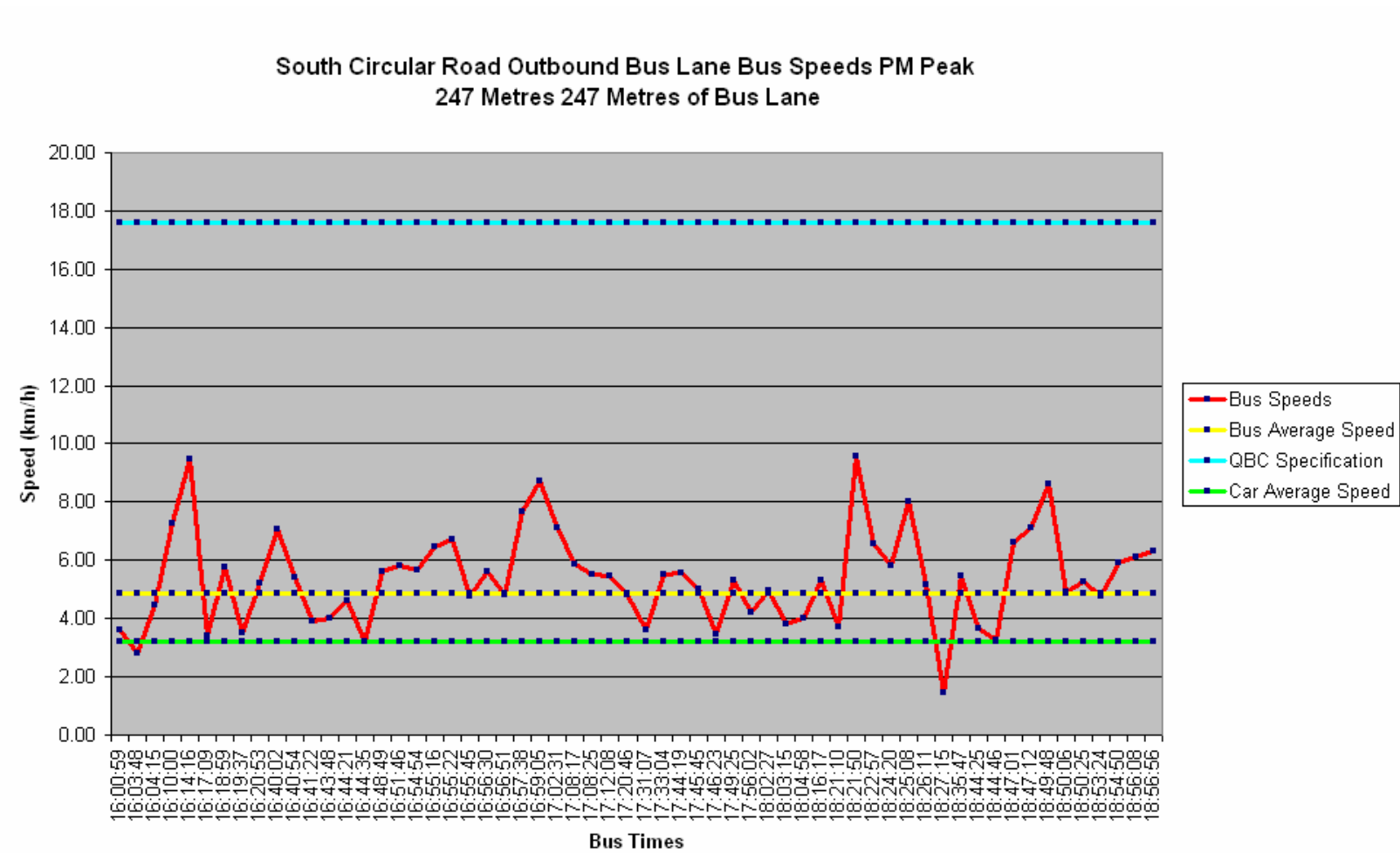


Table 12n Rathfarnham QBC



Stillorgan QBC

Table 12o shows the results for the whole Stillorgan Quality Bus Corridor from Foxrock Church to Leeson Street.

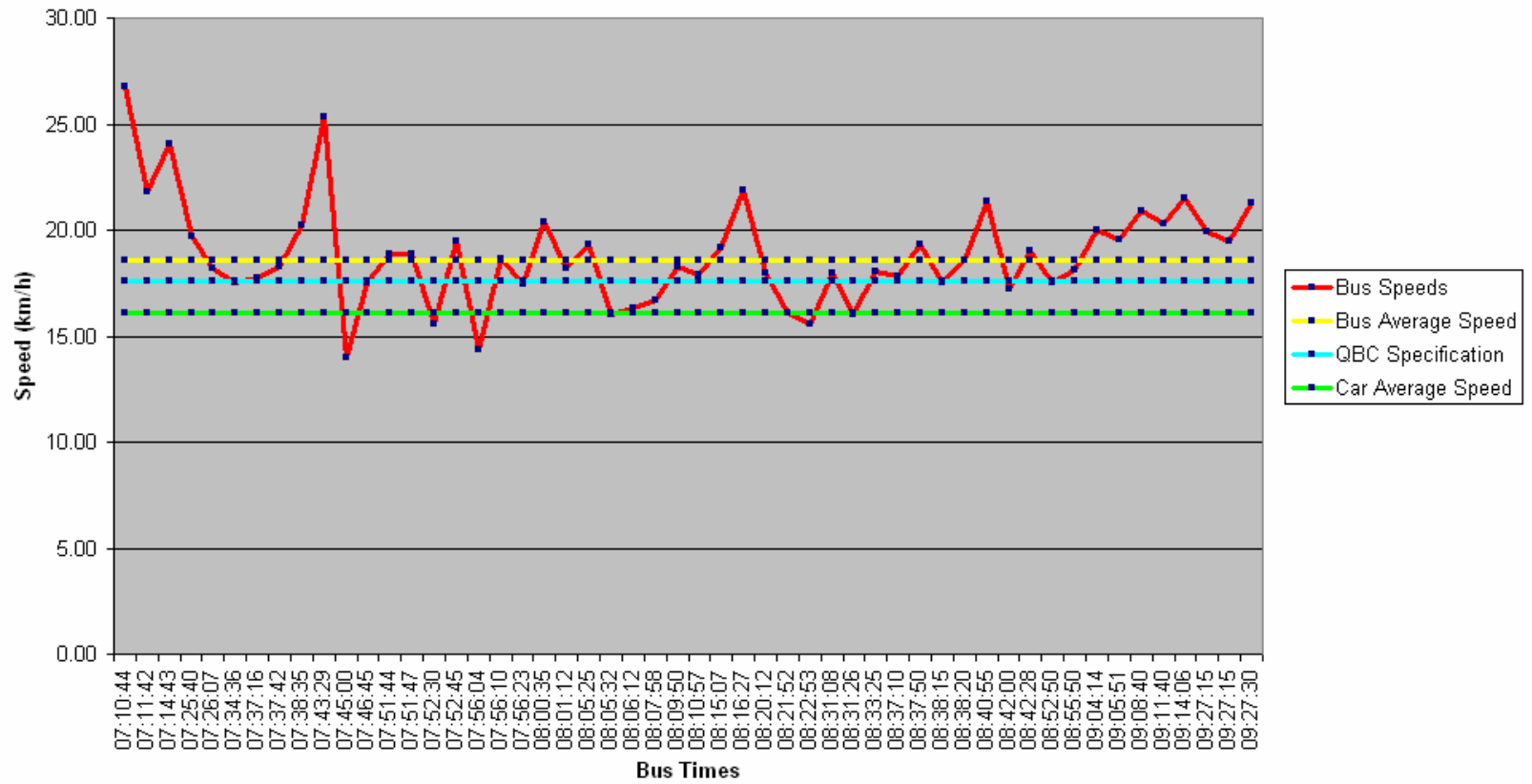
The corridor measures 9185 metres of which 8088 metres has bus priority.

The graph shows the following:

- Bus average speed at 18.55 kilometres per hour comfortably exceeds car average speed of 16.11 kilometres per hour
- Bus average speed exceeds the QBC specification
- Only two buses at 0745 and 0756 operated at less than 15 kilometres per hour

Table 12o Stillorgan QBC

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



Swords QBC

Tables 12p and **12q** are examples from Swords QBC.

Table 12p shows the results for the section from Richmond Road to Lower O'Connell Street. This section measures 2441 metres of which bus priority amounts to 2103 metres.

The graph shows the following:

- Bus average speeds vary between 7.40 and 15.15 kilometres per hour with an average speed of 9.83 kilometres per hour
- The slowest bus took 19 minutes 47 seconds to travel this distance at 0837

Table 12q shows the results for the PM peak outbound section from Dorset Street Lower to Botanic Avenue. This section measures 909 metres and there is no bus priority.

The graph shows the following:

- Bus average speed is 7.78 kilometres per hour
- All buses from 1600 to 1808 operate at speeds of less than 10 kilometres per hour
- The slowest bus operated at 4.97 kilometres per hour at 1713. This represented a journey time of 10 minutes 59 seconds to travel over this short section

Table 12p Swords QBC

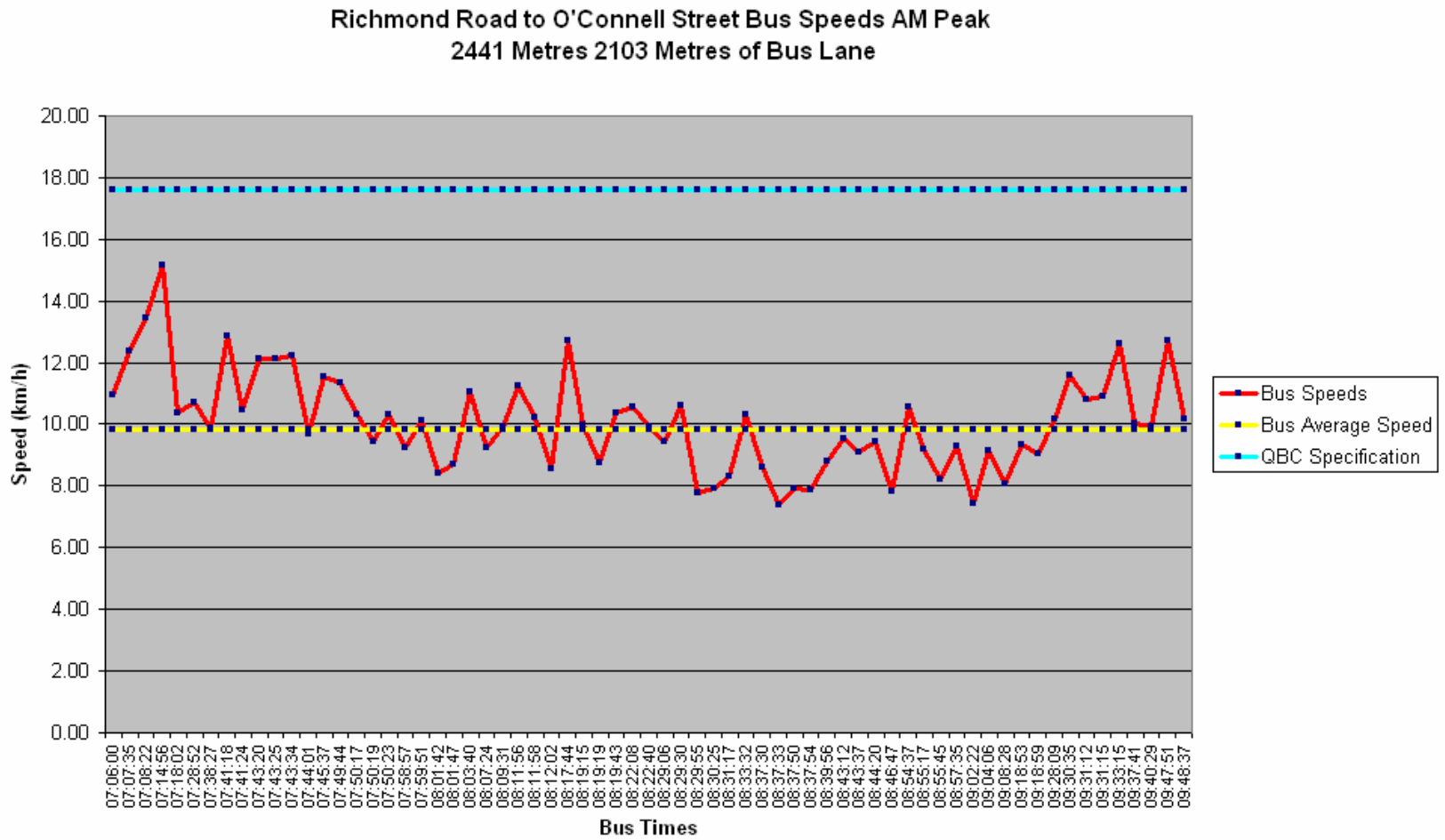
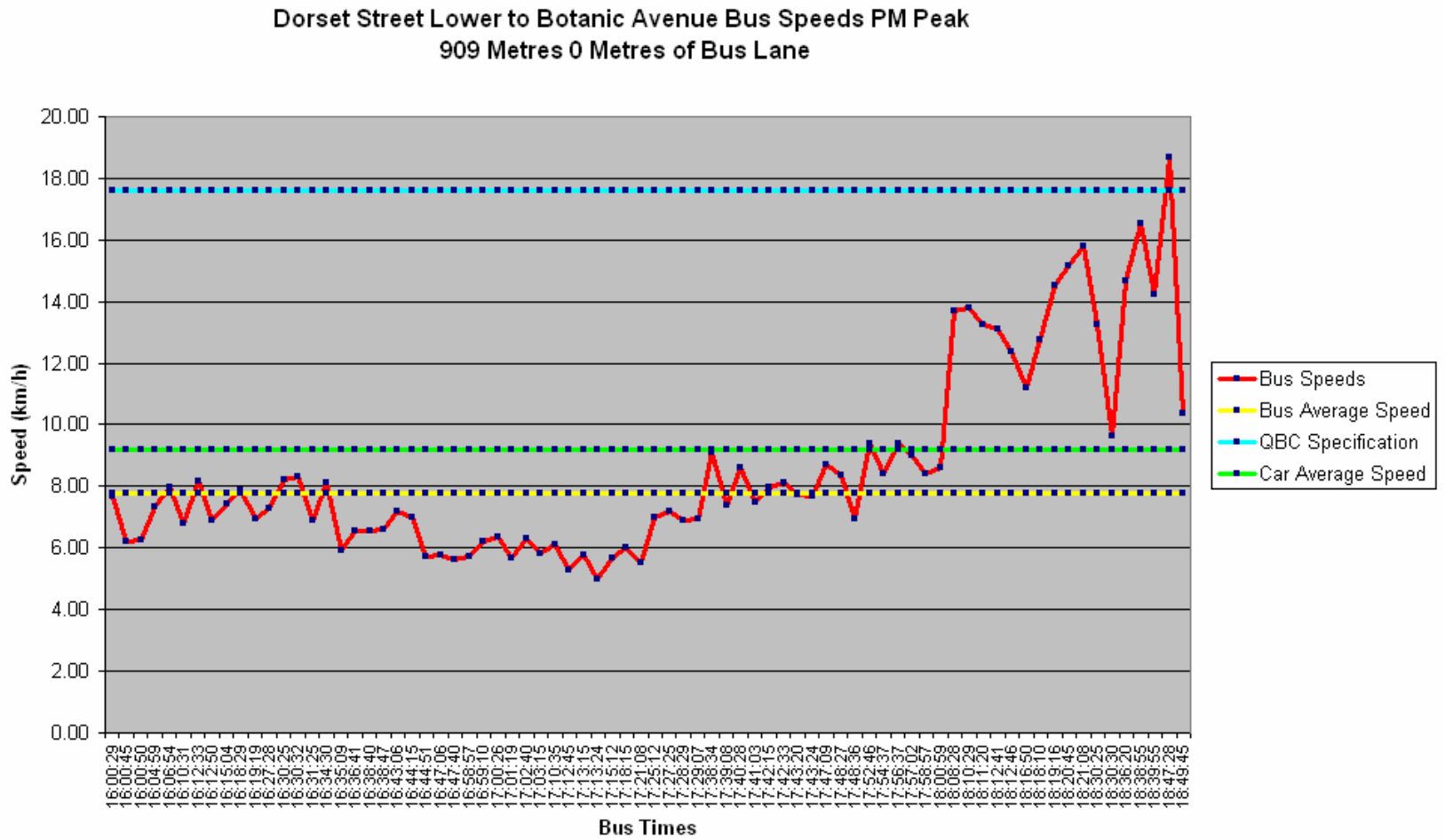


Table 12q Swords QBC



Tallaght QBC

Tables 12r and **12s** are examples from Tallaght QBC.

Table 12r shows the results for the section from Leinster Road, Rathmines to the Canal. This section measures 594 metres with 348 metres of bus priority.

The graph shows the following:

- Both bus and car average speeds are very low on this section but the inbound bus priority does give the bus a small advantage
- All buses after 0744 travel at speeds below the QBC Specification
- The slowest bus operates at 5.09 kilometres per hour at 0853
- This slowest bus takes 7 minutes to travel this short section

Table 12s shows the same section between the Canal and Leinster Road, Rathmines in the PM Peak period. The section measures 595 metres with bus priority of 109 metres.

The graph shows the following:

- Although bus average speed was 11.17 kilometres per hour the variation was significant from a low of 7.90 kilometres per hour to a high of 21.86 kilometres per hour
- Car average speed was higher than bus average speed

Table 12r Tallaght QBC

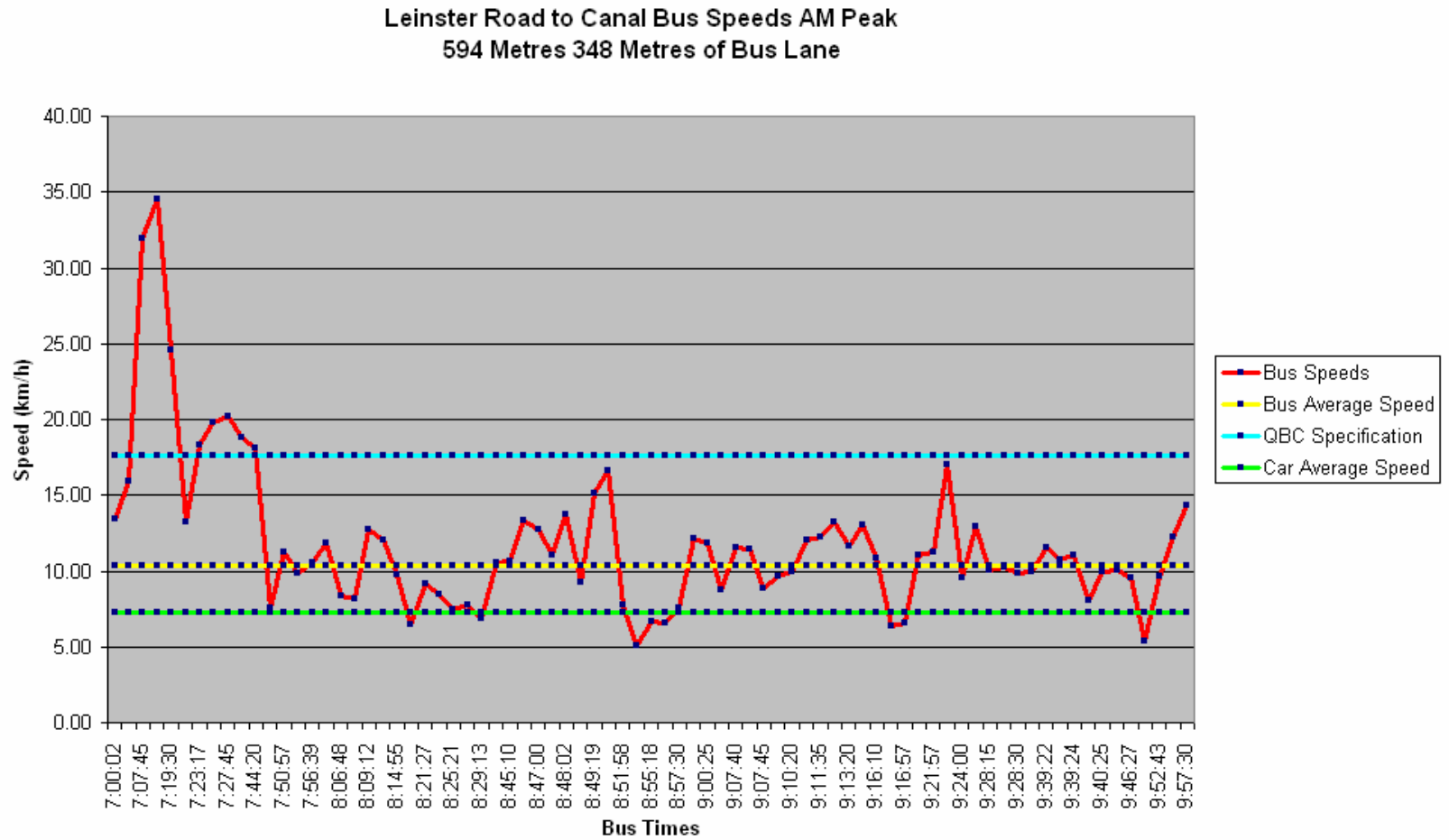
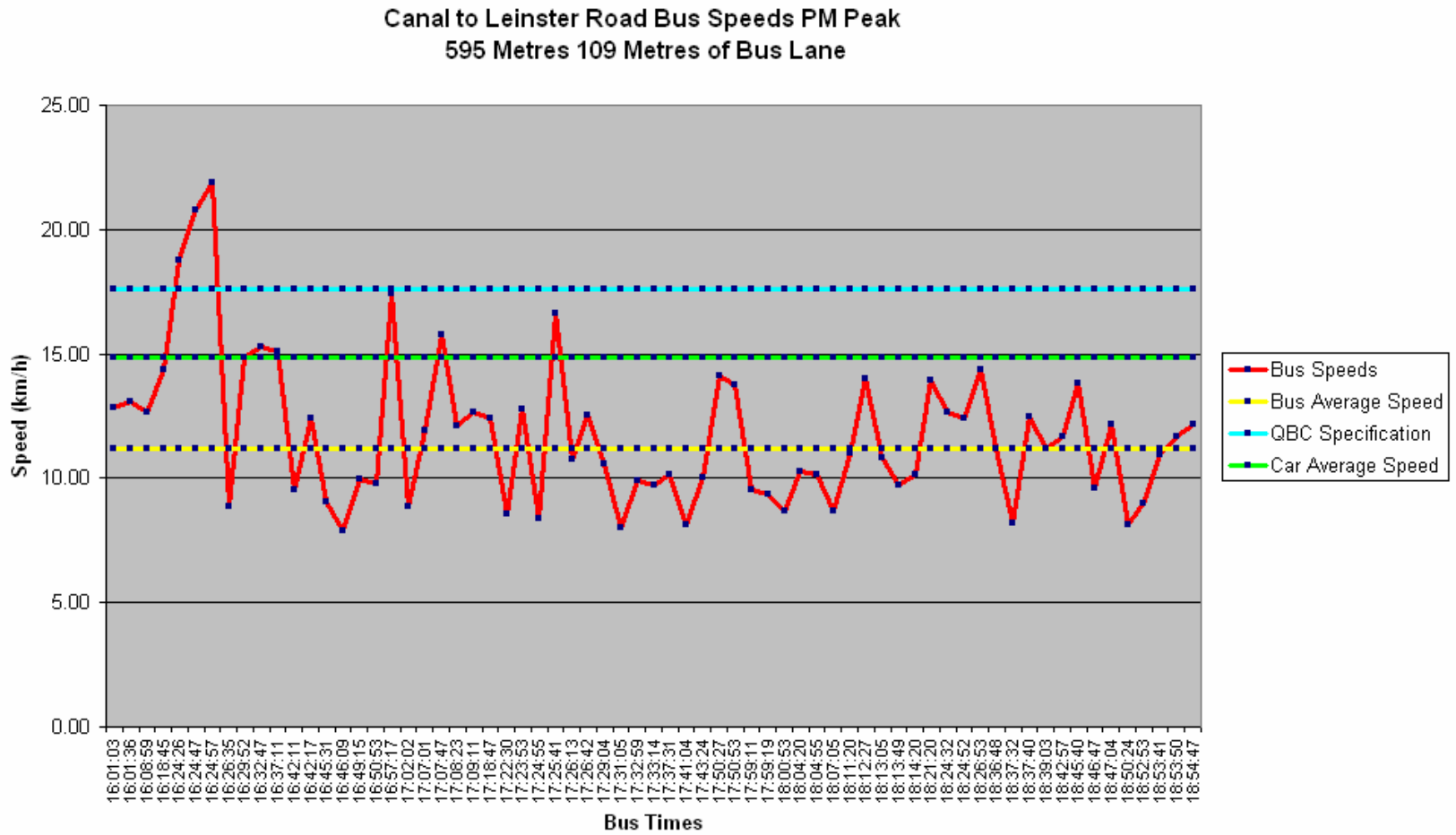


Table 12s Tallaght QBC



Ballymun QBC

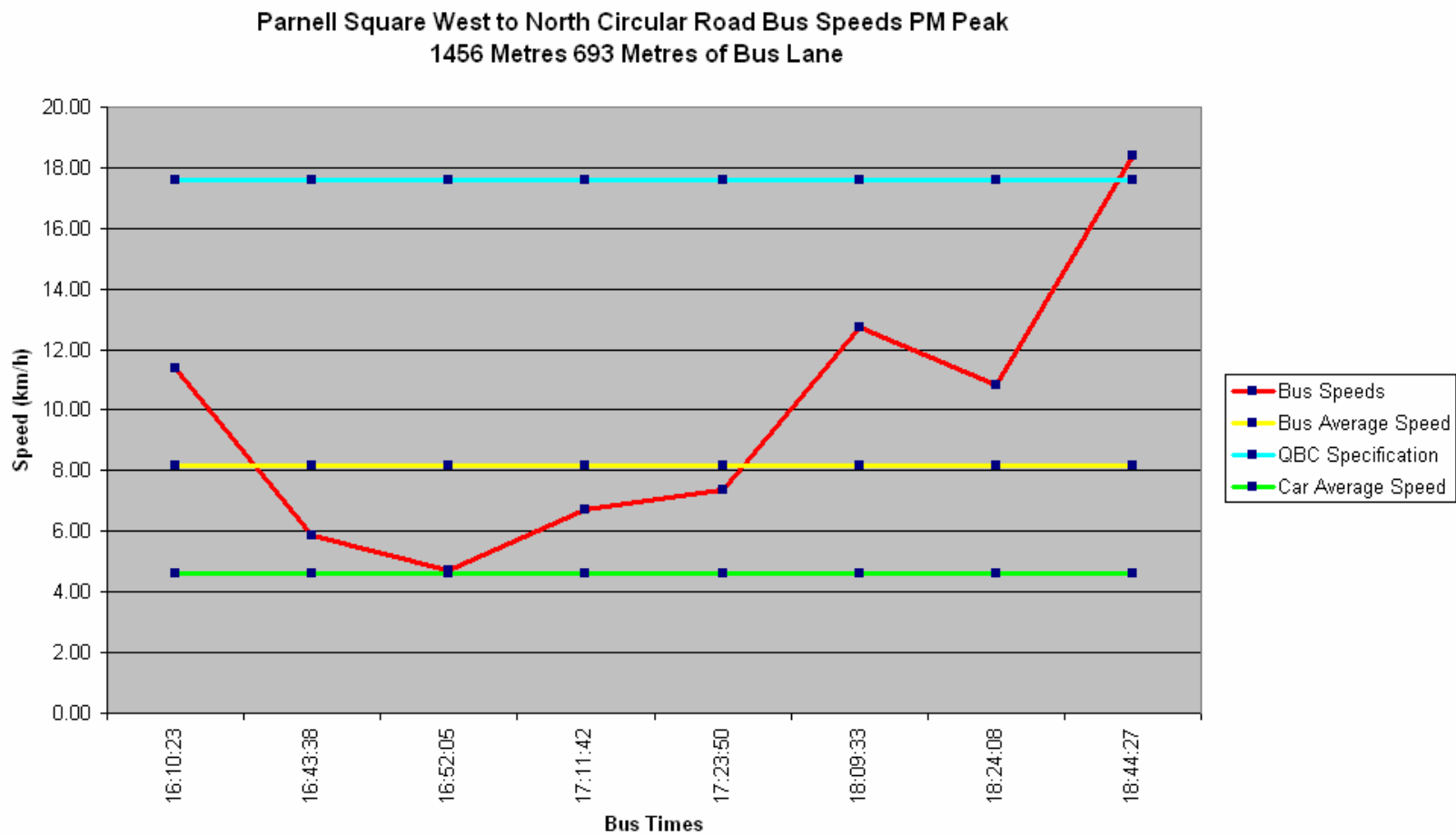
Table 12t is an example from Ballymun QBC.

The table shows the section from Parnell Square West to North Circular Road, a distance of 1456 metres with bus priority of 693 metres. This section includes the newly created outbound bus lane on Western Way and Phibsborough Road.

The graph shows the following:

- Bus average speed of 8.17 kilometres per hour exceeds car average speed of 4.63 kilometres per hour
- The slowest bus operated at 4.71 kilometres per hour at 1652
- This slowest bus took 18 minutes 32 seconds to travel this section

Table 12t Ballymun QBC



Bray QBC

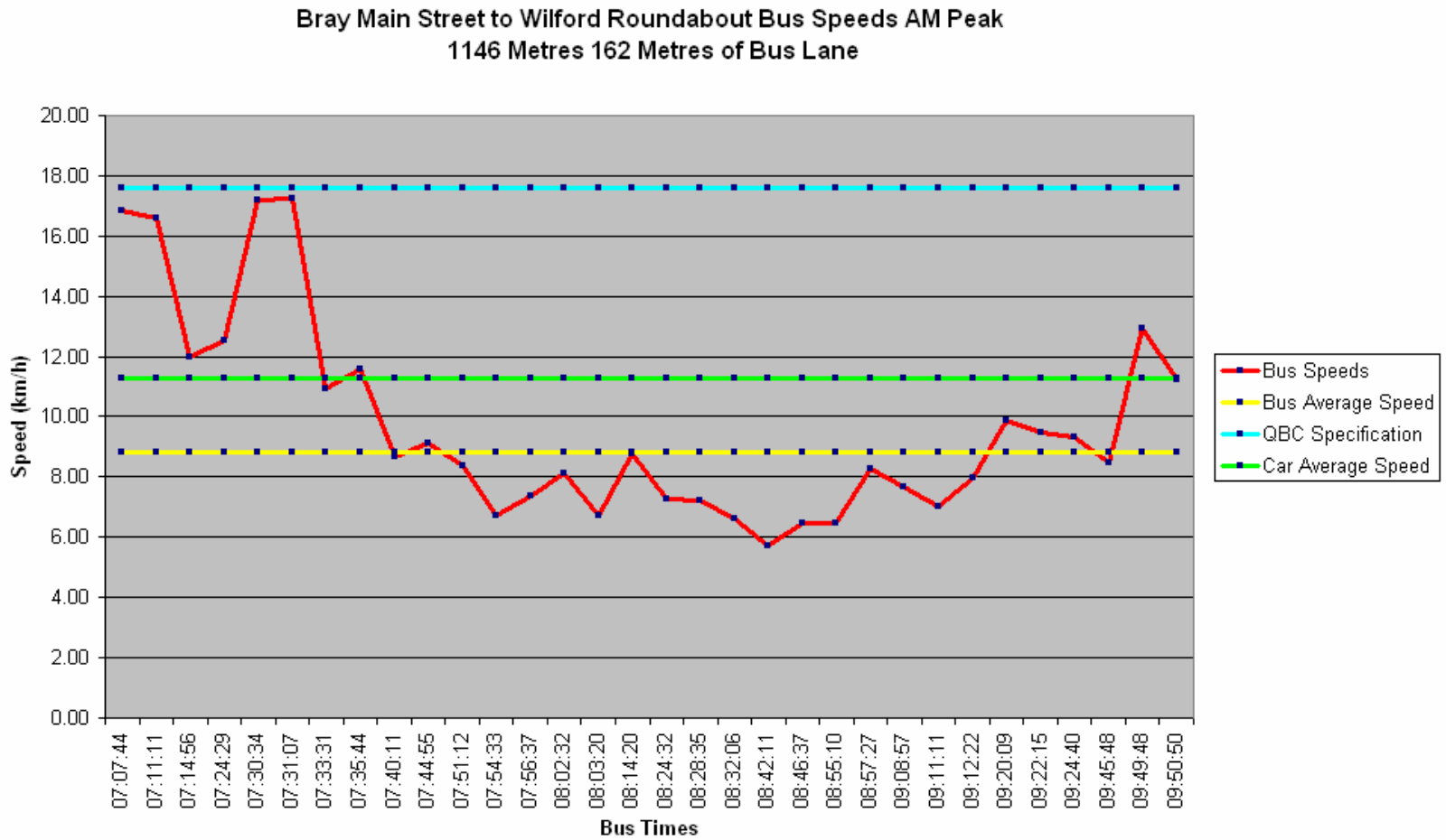
Table 12u shows an example from the Bray QBC.

The section shown is from Bray Main Street to Wilford Roundabout a distance of 1146 metres with 162 metres of bus priority.

The graph shows the following:

- Bus average speed at 8.84 kilometres per hour is well below the QBC specification
- All buses between 0740 and 0945 operated at speeds below 10 kilometres per hour
- The slowest bus operated at 5.74 kilometres per hour at 0842
- This slowest bus took 11 minutes 59 seconds to travel this short section

Table 12u Bray QBC



Clontarf QBC

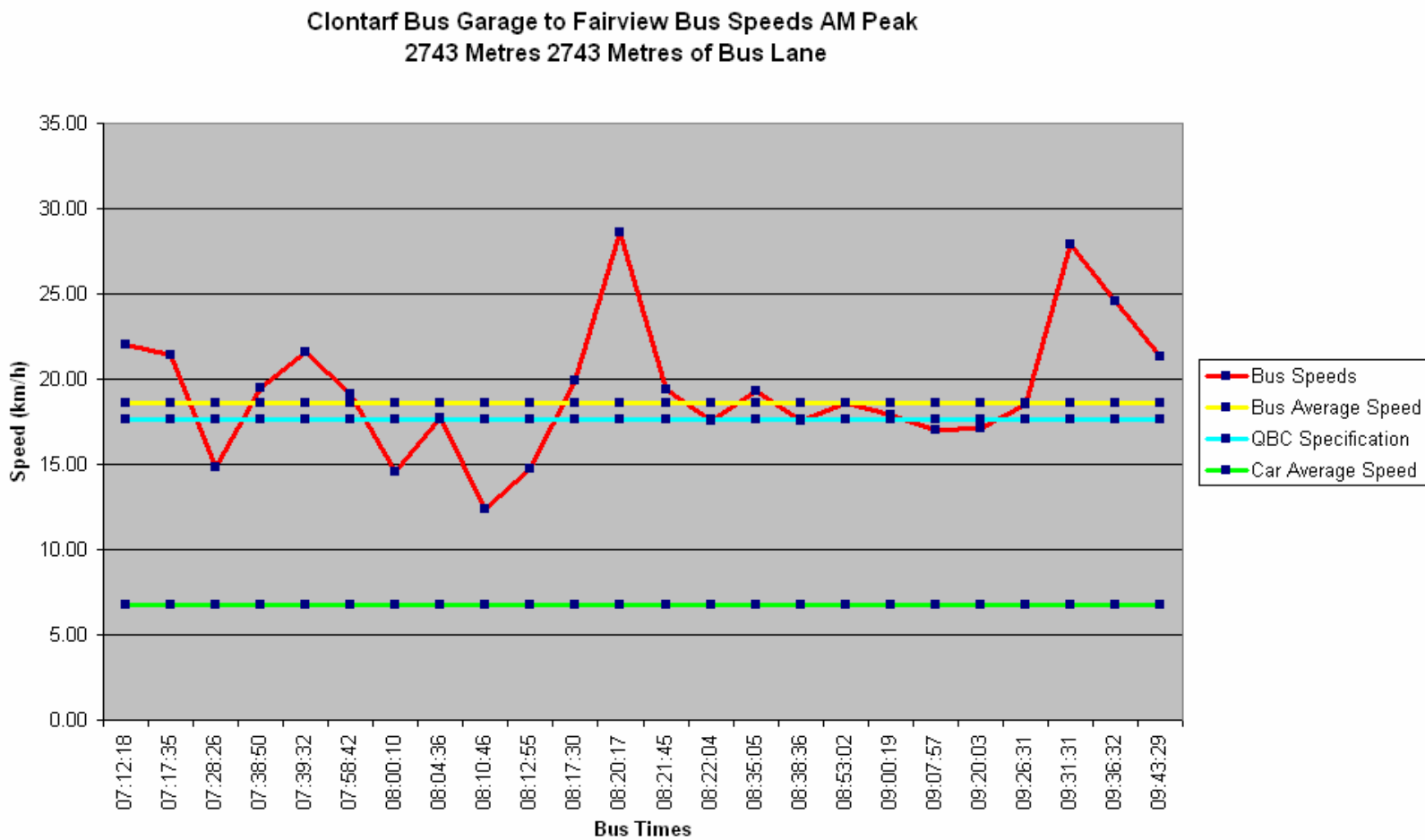
Table 12v shows an example from Clontarf QBC.

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 18.60 kilometres per hour exceeds the QBC specification
- Bus average speed of 18.60 kilometres per hour comfortably exceeded car average speed of 6.79 kilometres per hour
- The results demonstrate the benefits of continuous bus priority

Table 12v Clontarf QBC



Howth Road QBC

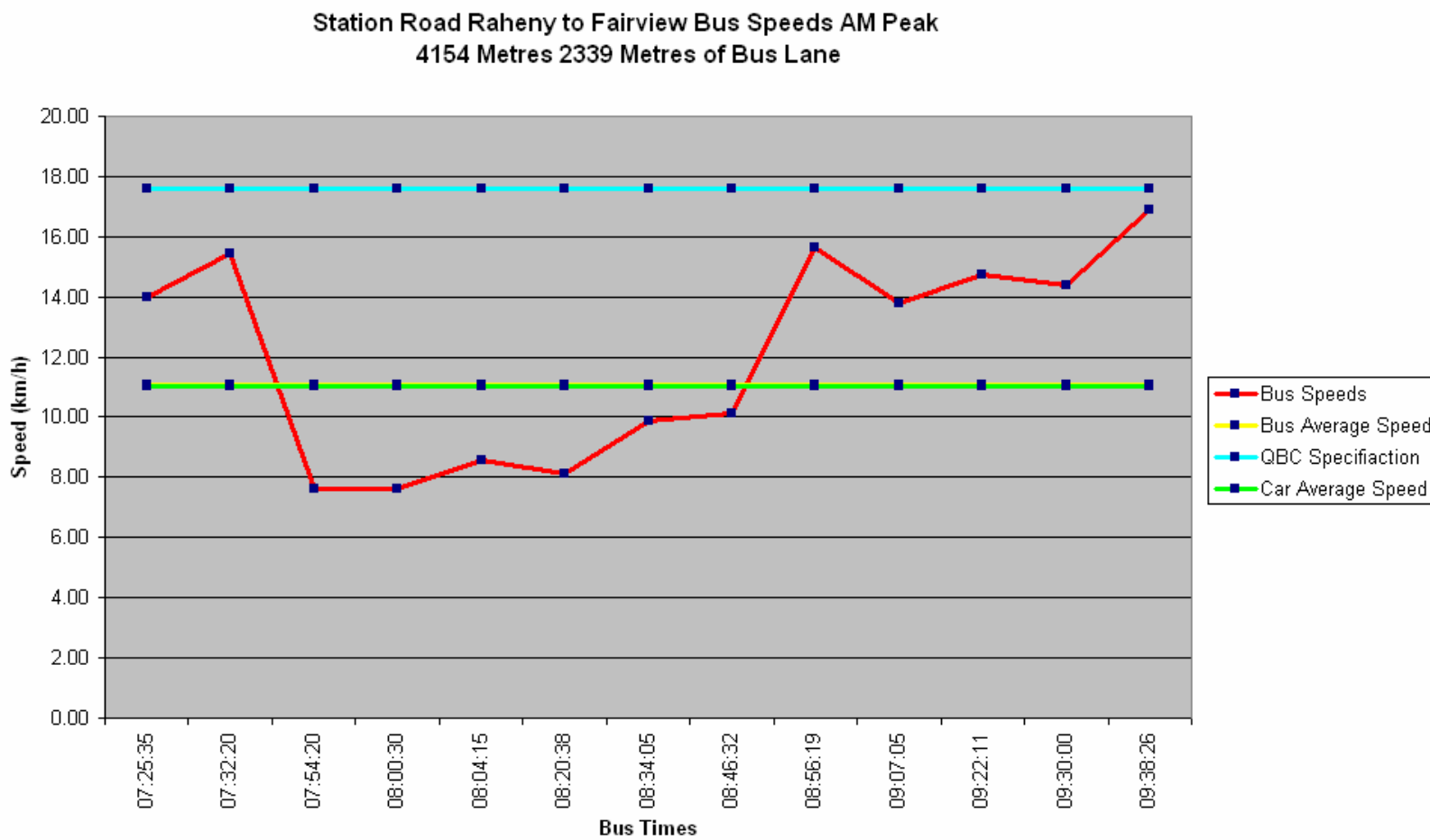
Table 12w shows an example from Howth Road QBC opened in 2005.

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 11.09 kilometres per hour is well below the QBC specification
- Particular problems were experienced on the section between Sybil Hill Road and Collins Avenue East. Works are planned to remedy this situation

Table 12w Howth Road QBC



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

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.

Appendix 1 November 2006 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 Hansfield 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	Count Buses only
20	West on Merchants Quay adjacent to Winetavern St at start of bus lane	315089.70	234113.06	Outbound	PM/OPO	
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	238830.44	Outbound	PM/OPO	
30	West on Clonsilla Road adjacent to Coolmine Road	306982.20	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	239352.31	Outbound	PM Peak	
34	Bus stop by St Joseph's Hospital	304537.78	238575.06	Outbound	PM/OPO	

Appendix 1 November 2006 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	Mellowes 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/Vestbound	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	Glasnevin 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	Mellowes 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 outbound 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 2006 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		
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		
							Count buses only

Appendix 1 November 2006 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	320703.35	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	237355.05	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	319268.35	235932.50	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 2006 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	Count Buses only
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	

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 2006 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 2006 Survey Points (continued)

Stillorgan QBC Survey Points November 2005 incorporating N11 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	Count buses only
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	325755.06	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	
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	
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	Count buses only
18	Leeson Street after junction with St Stephen's Green	316167.69	233147.25	Outbound	PM/OPO	
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	
28	Shankill village bus stop on Dublin Road	325322.28	221585.81	Outbound	PM/OPO	
29	Opposite Esso Garage just after Wilford Roundabout	325766.35	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 2006 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 Nevinstown 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 Omni 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	
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	Count Buses only

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 Omni 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 Nevinstown 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	

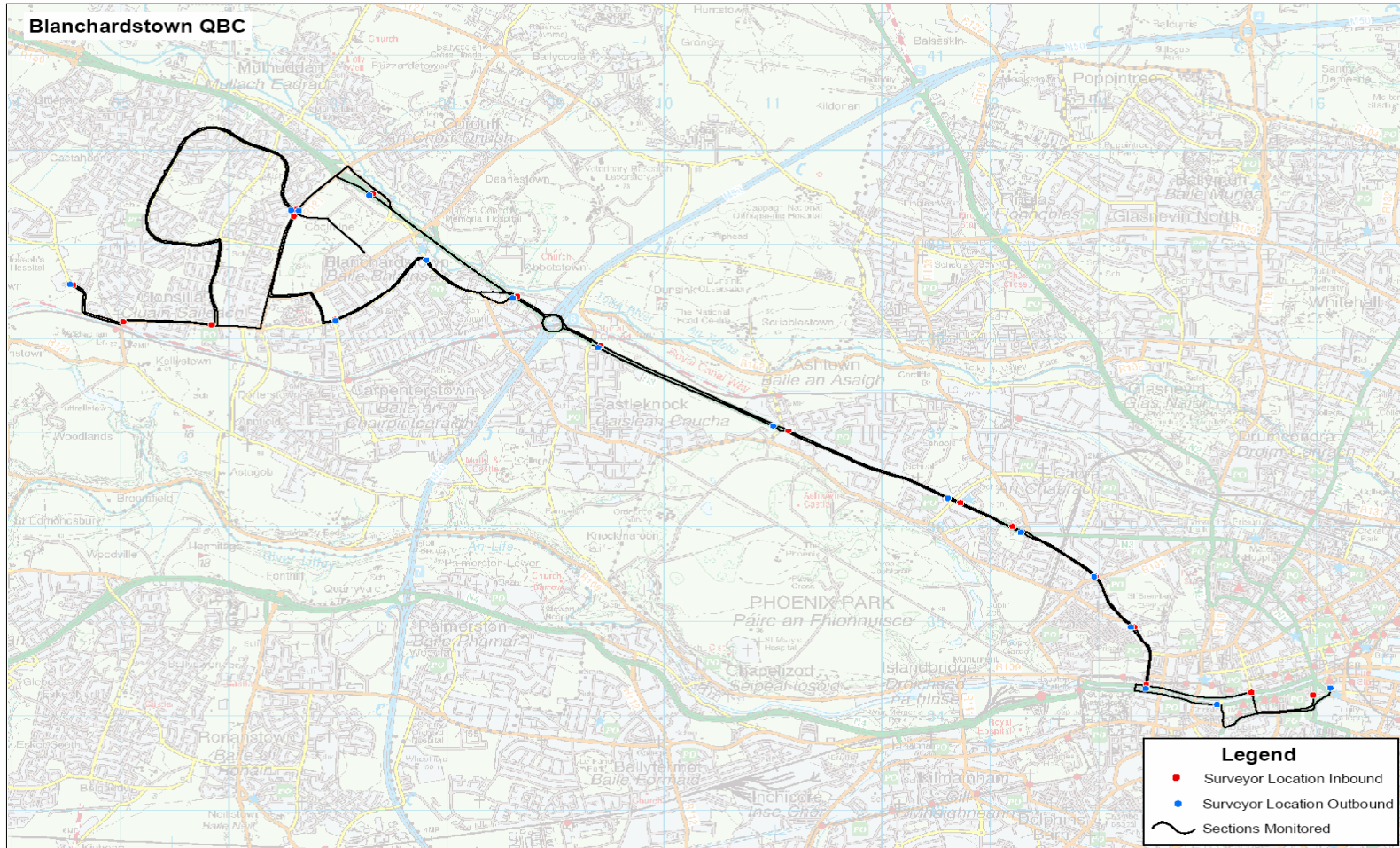
Appendix 1 November 2006 Survey Points (continued)

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

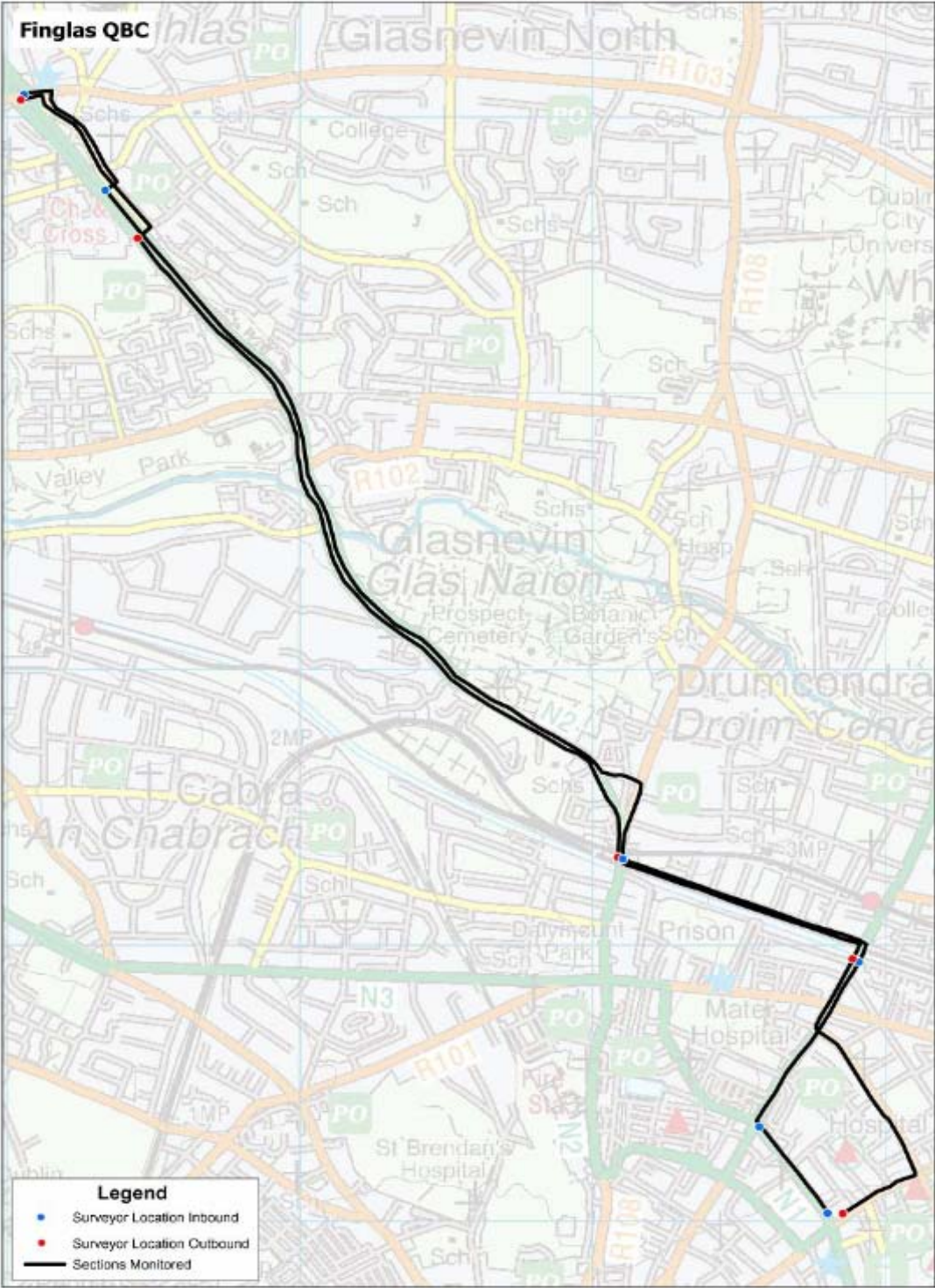
Point No.	Description	X Coordinate	Y Coordinate	Direction	Survey Periods	Notes
15	Eden Quay 65 departure point	316093.57	234461.58	Outbound	PM/OPO	Count Buses only
16	West on Dame Street east of junction with South Great Georges Street	315739.66	234042.74	Outbound	PM/OPO	
17	Camden Street near junction 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

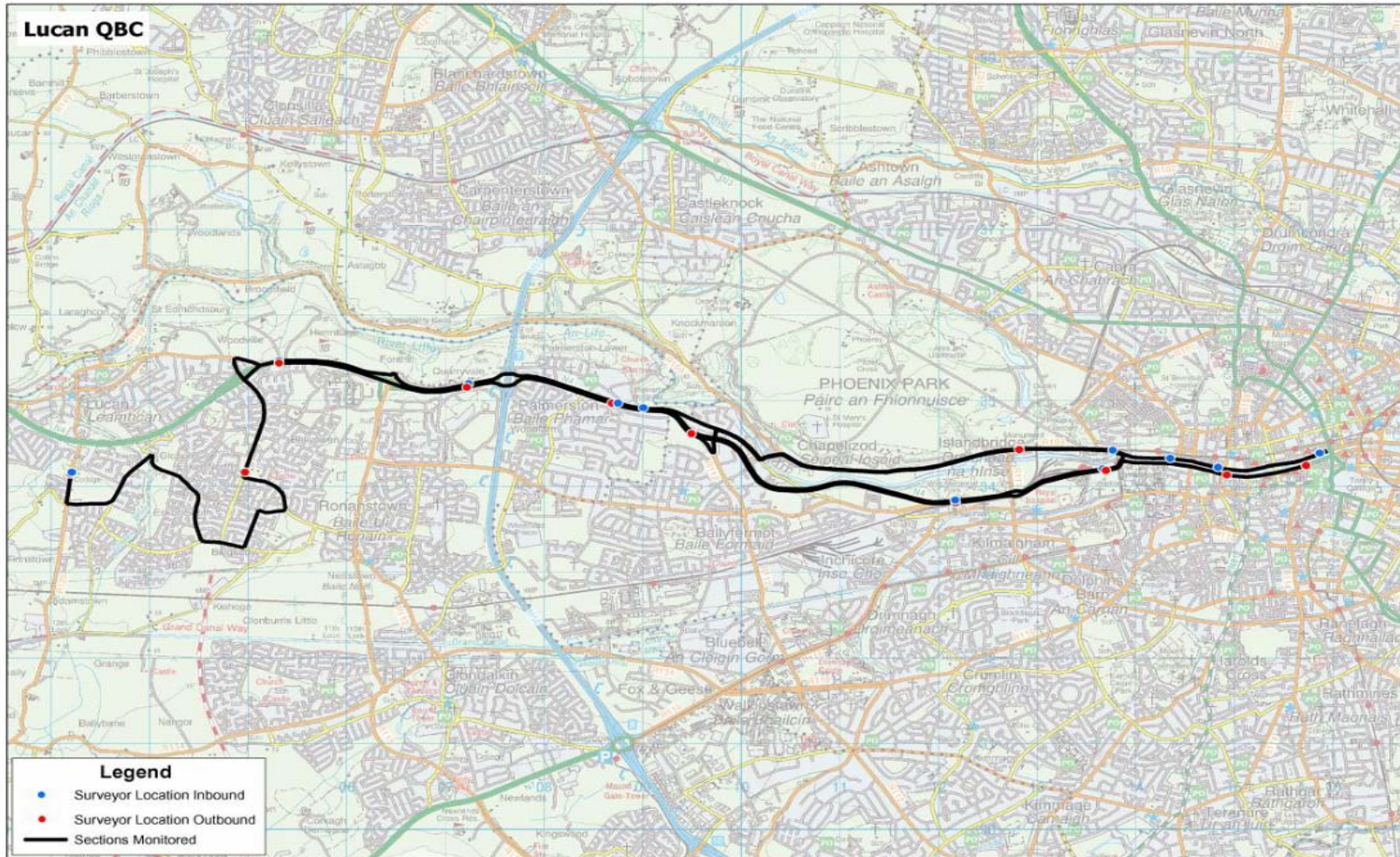
Blanchardstown QBC



Finglas QBC



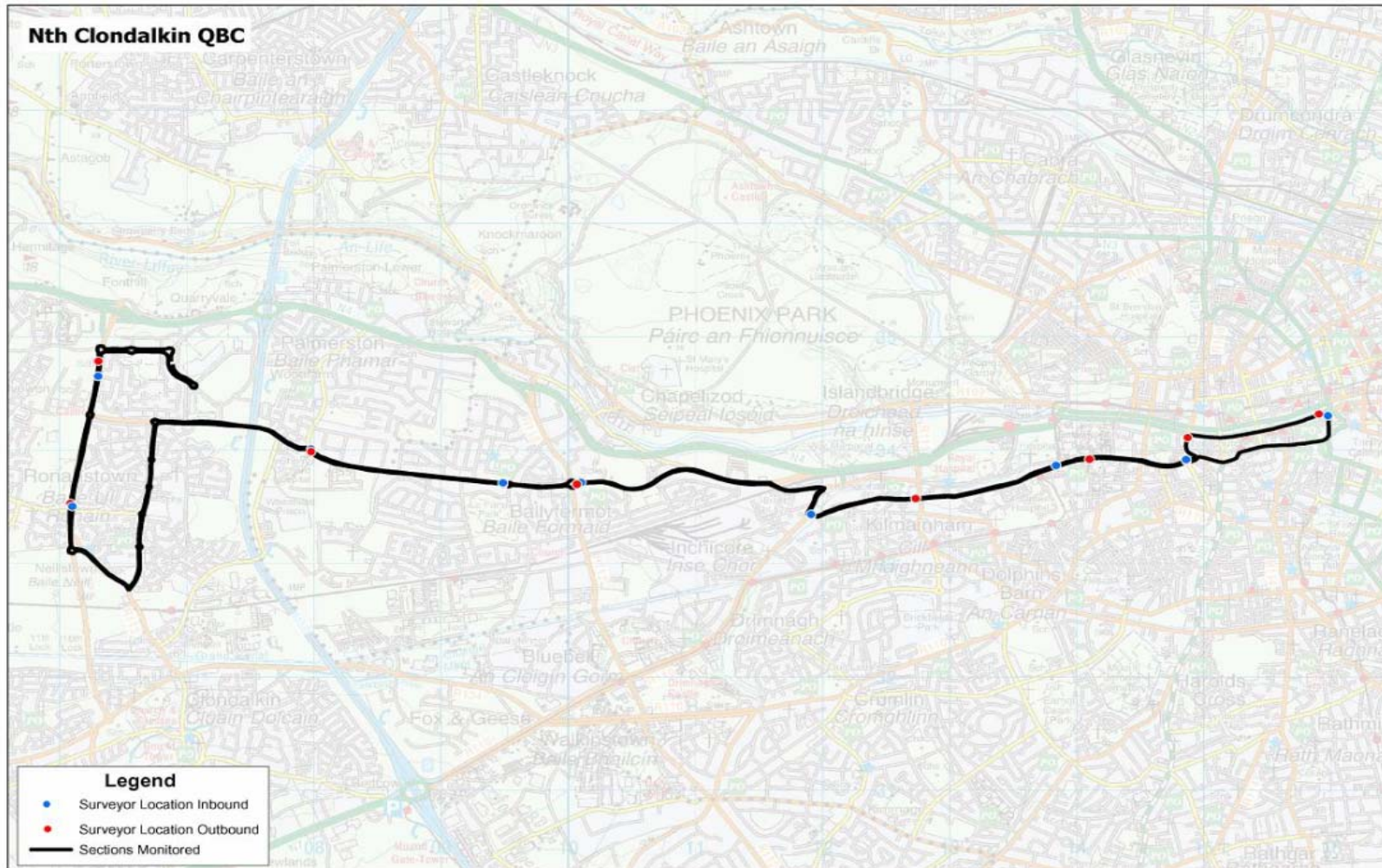
Lucan QBC



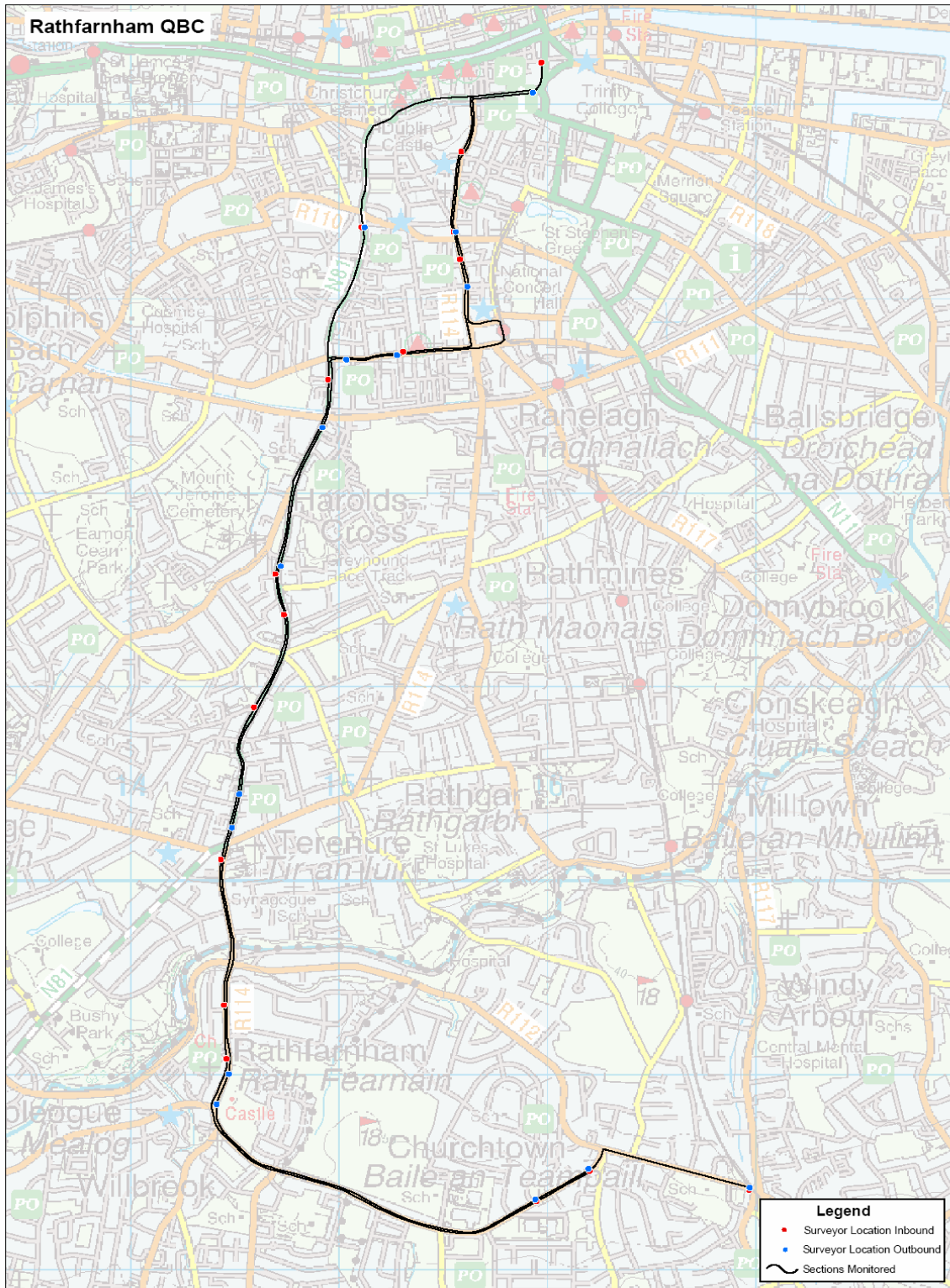
Malahide QBC



North Clondalkin QBC



Rathfarnham QBC



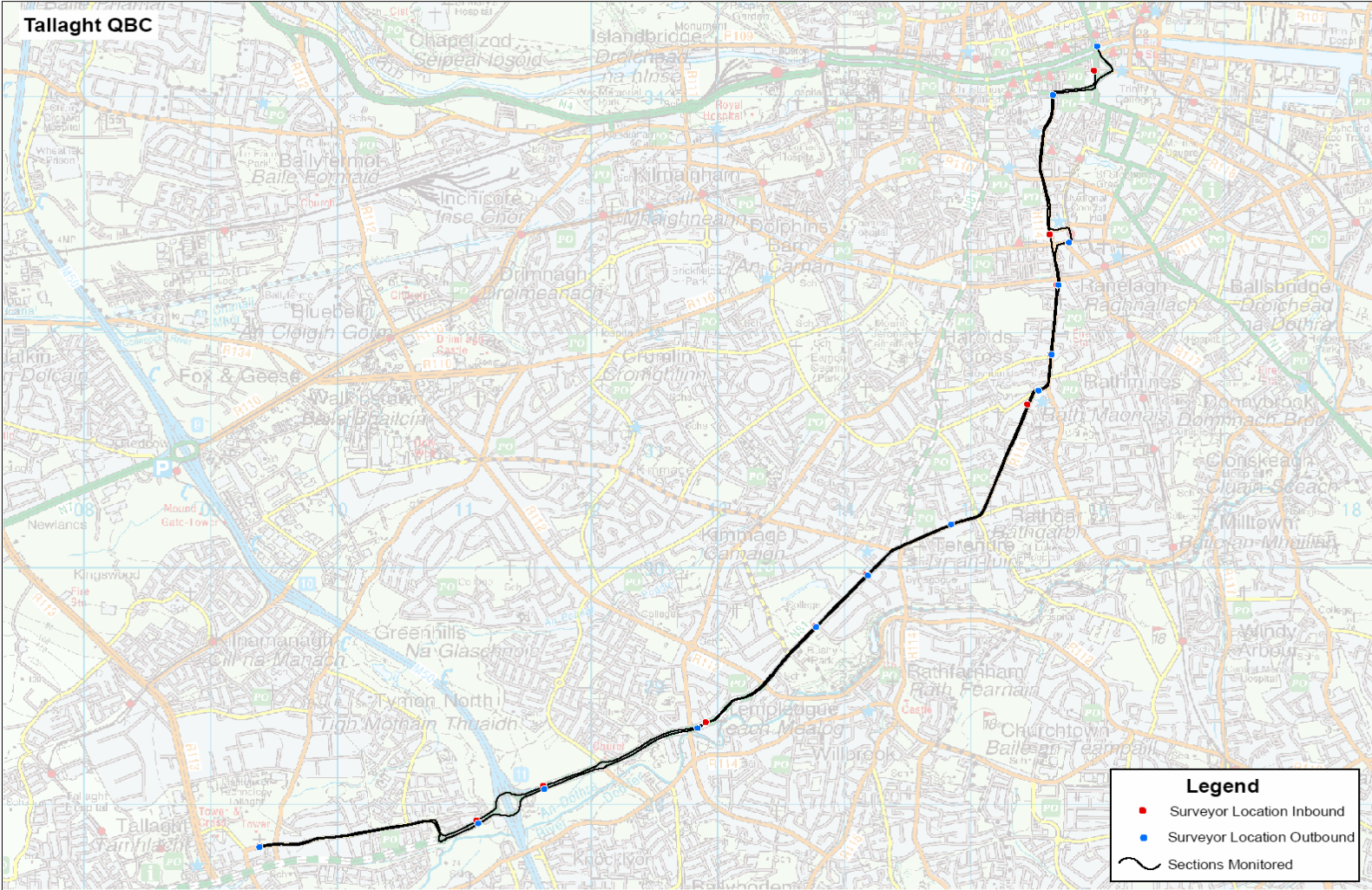
Stillorgan QBC



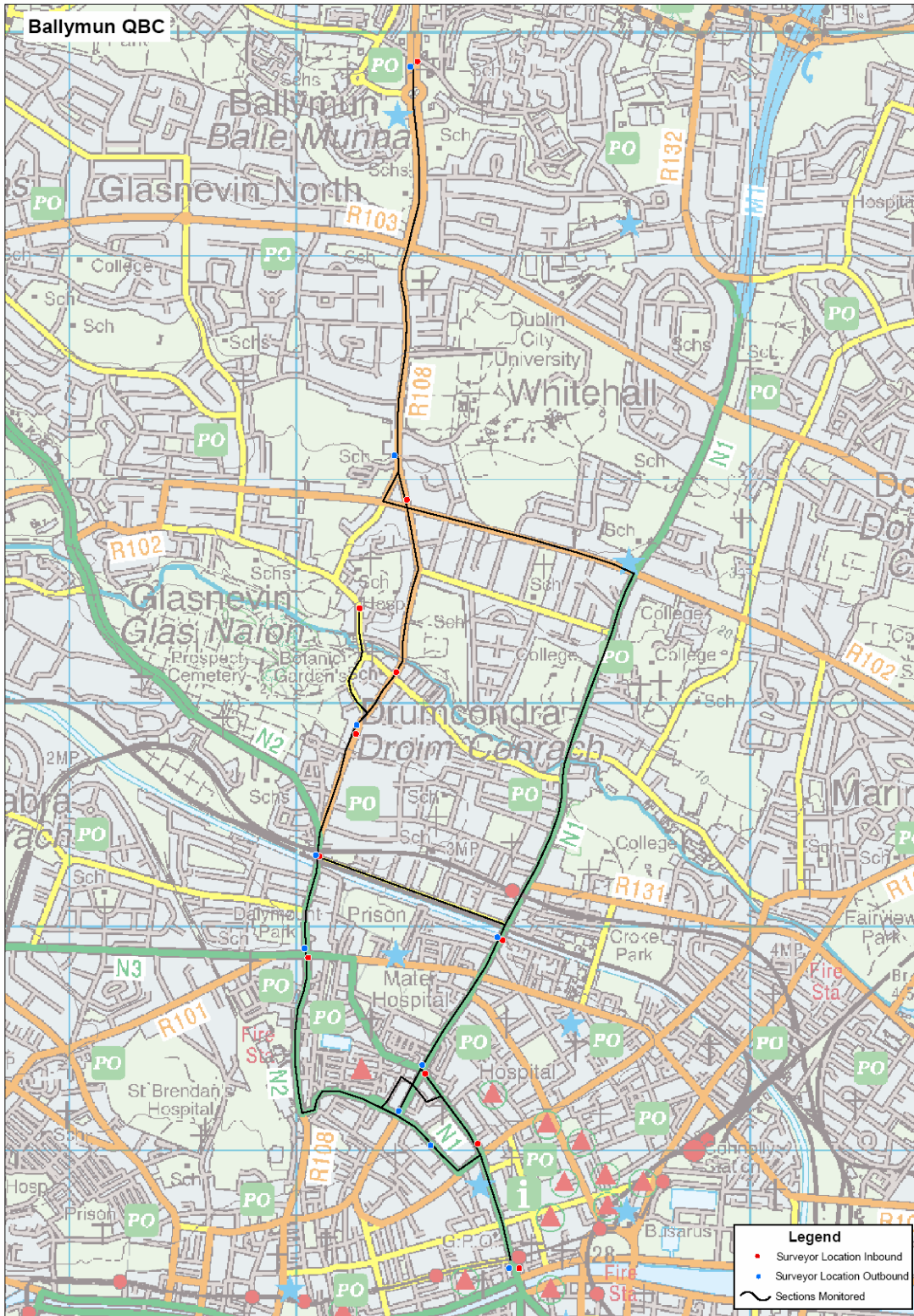
Swords QBC



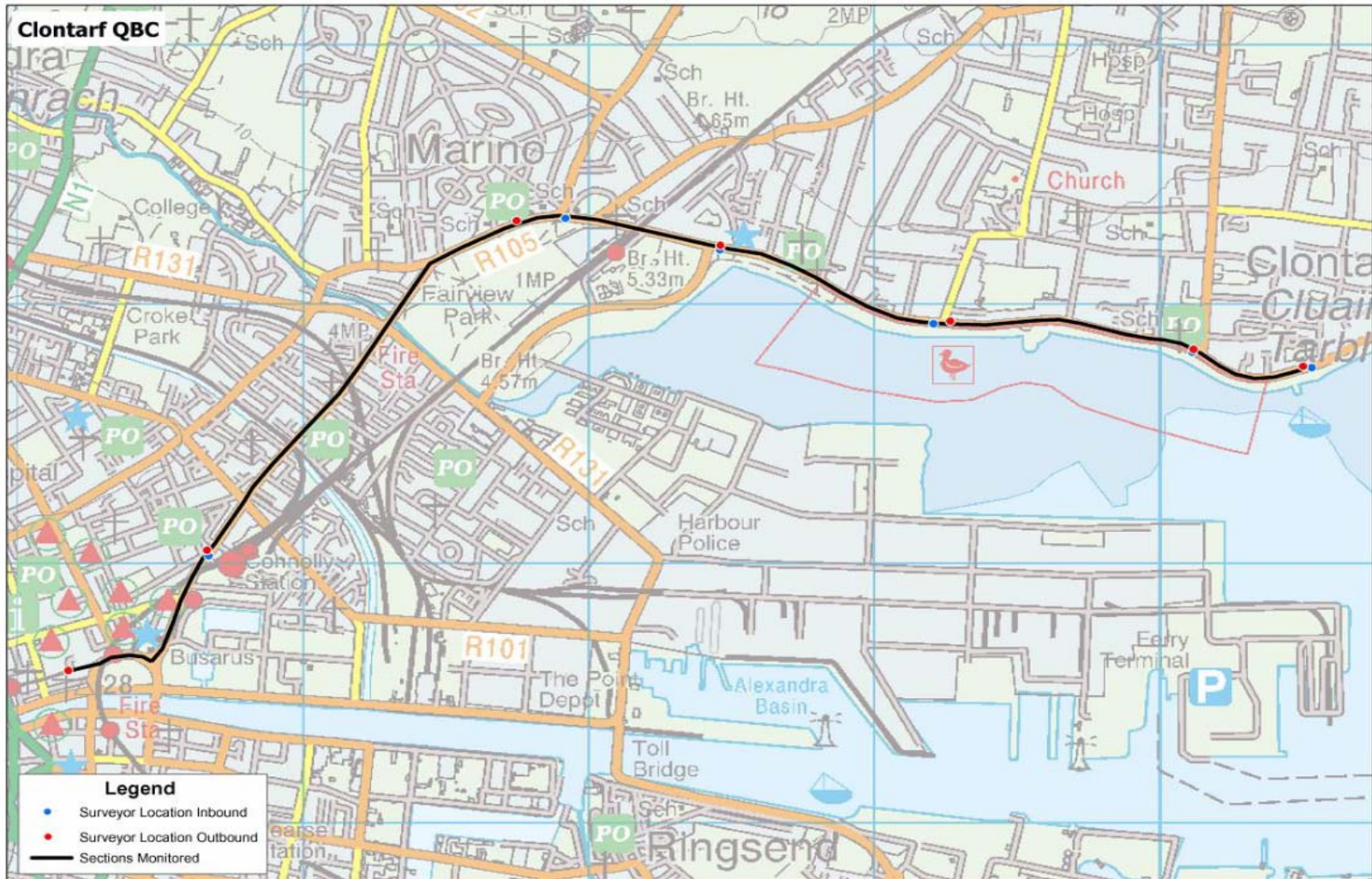
Tallaght QBC



Ballymun QBC



Clontarf QBC



Howth Road QBC

