



2017 Quality Bus Corridor Monitoring Report – Dublin

November 2017

Purpose:

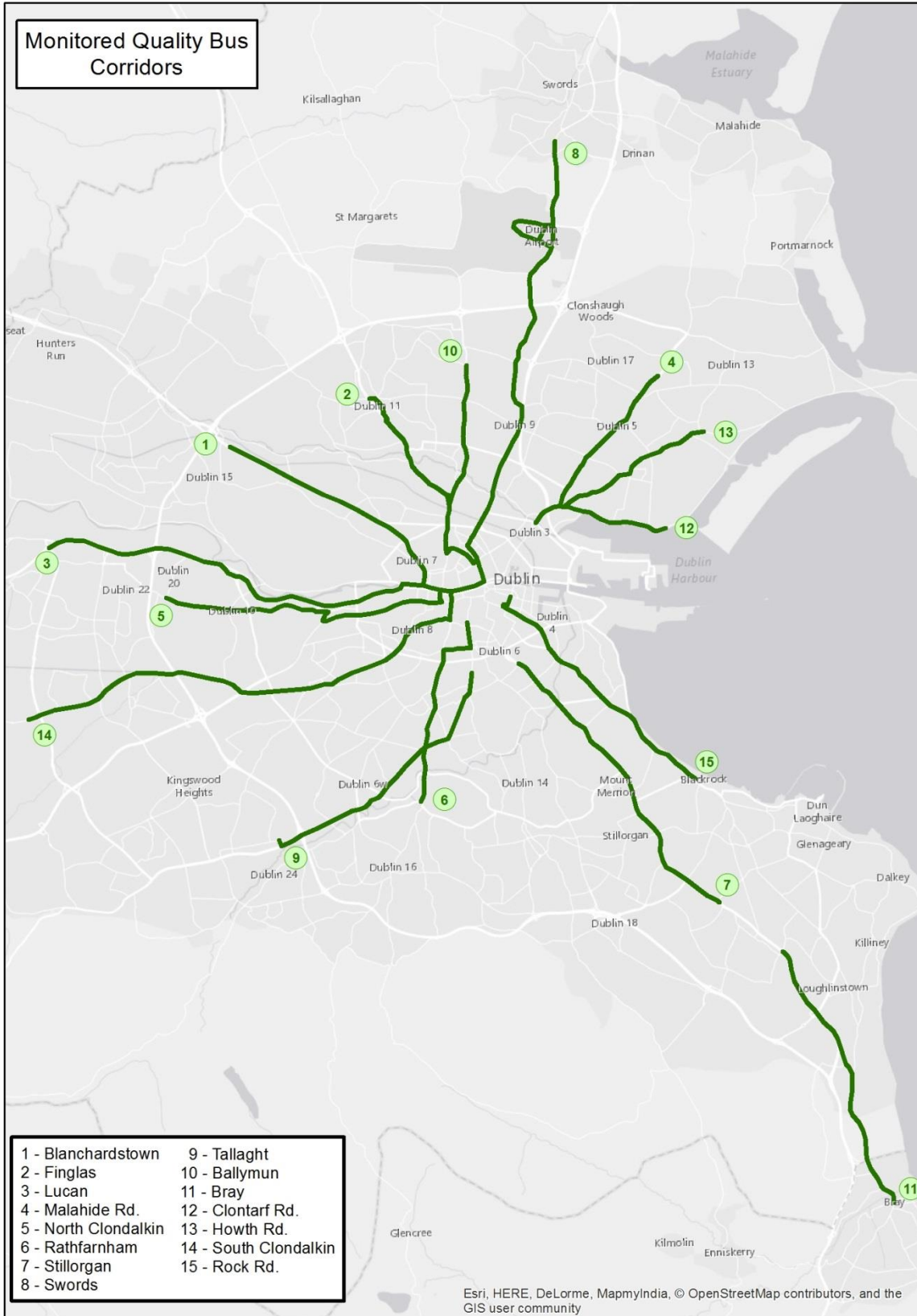
The purpose of the monitoring exercise is to undertake a time series analysis of the operation of each QBC in the Dublin Region. The following information has been measured:

- *Bus Journey Time (one-way)*
- *Bus Speed (one-way)*
- *Bus / Car Journey Time comparison (one-way)*
- *Mode Share (canal cordon points)*
- *Count of bus passengers (canal cordon points)*

Scope:

15 QBCs have been analysed over a 4 week period every November. Please refer to figure 1 for a map of the geographical extent of the QBCs monitored.

Monitored Quality Bus Corridors



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Data Sources:

Graph 1 – Bus Journey Time:

The one-way bus journey time (AM & PM) for the corridor, as described in each section, is sourced from the NTA's Database Management System (DMS). The DMS contains AVL (Automatic Vehicle Location) data from the service providers. This report is based on an extract covering the month of November. AM journey times refer to the inbound route while PM refers to the outbound.

Graph 2 – Bus Speeds:

The bus speeds are also sourced from the NTA's DMS.

Graph 3 – Journey Time Comparisons:

This graph compares one-way bus and car journey times along a shorter section of the QBC. The car journey time data is derived from Sat-Nav units. These units provide up to date but also historic data for journey times across the road network. It is possible to extract the month of November so the data corresponds to the bus AVL data.

Graph 4 – Mode Share:

The mode share data is provided by the Dublin City Council annual cordon count. It is supplemented with the Dublin Bus Cordon Count.

Graph 5 – Bus Passengers:

This graph shows the number of bus passengers at QBC canal cordon points. This data is provided by the Dublin Bus Cordon Count.



1. Blanchardstown Quality Bus Corridor

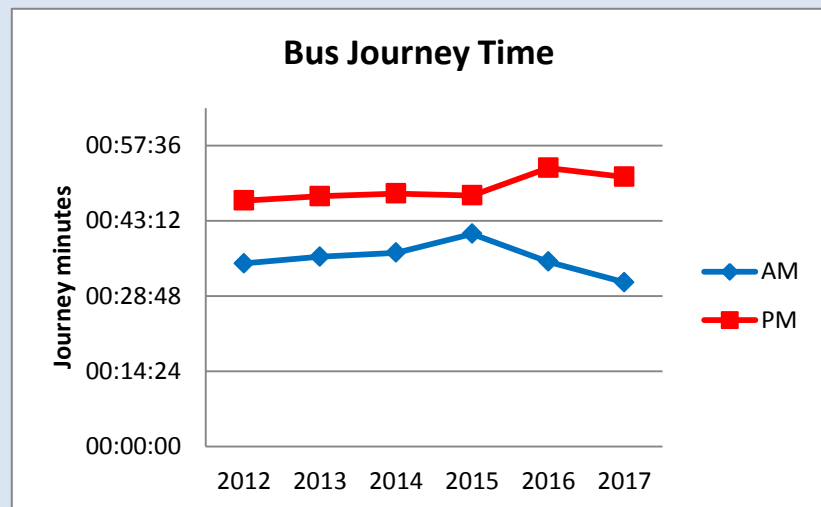
Monitored Corridor – Navan Rd/Morgan’s Place to Bachelors Walk
 Monitored Section – Navan Rd/Morgan’s Place to Manor St.

Monitored Corridor:

The Bus Journey Times on the Blanchardstown QBC Corridor have been decreasing in the AM since 2015. There has been 10 minute time saving since 2015.

The PM Journey Time has stayed the same between 2016 and 2017.

AM Journey Time: 0:31:25
 PM Journey Time: 0:51:38

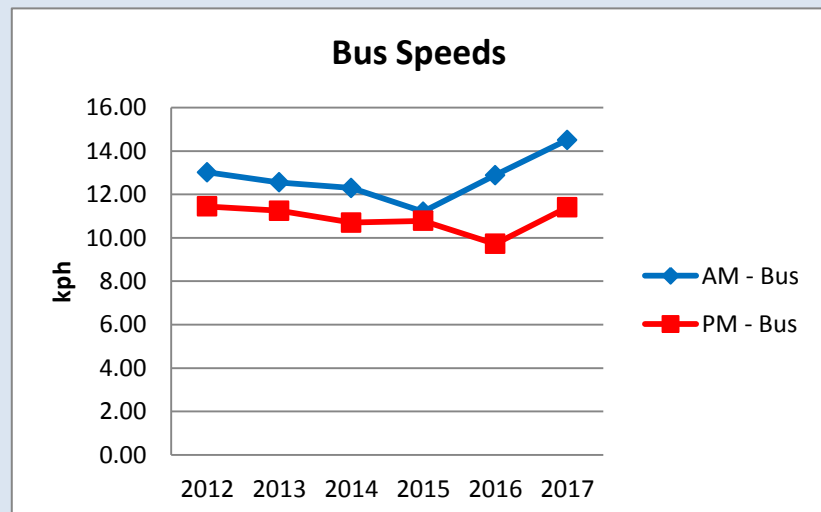


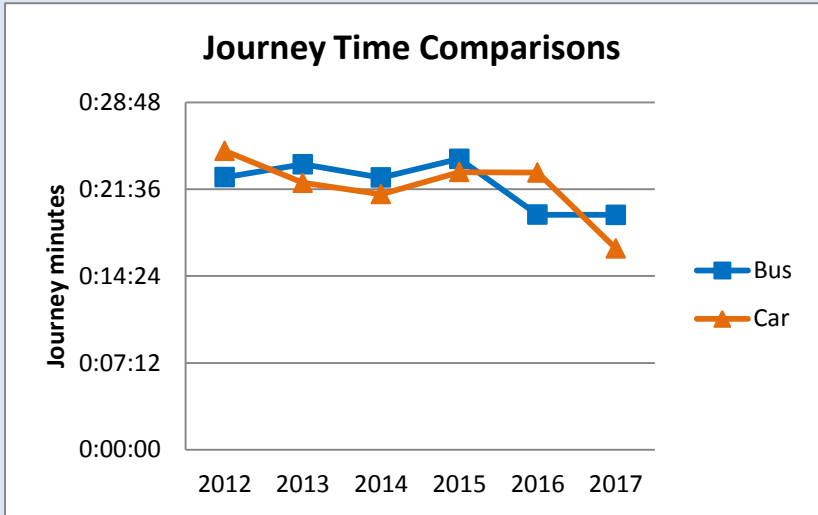
Monitored Corridor:

Bus speeds have been increasing since 2015.

AM speeds have increased by 30% since 2015 while PM speeds are up by 6%

AM Speed: 14.5kph
 PM Speed: 11.4kph



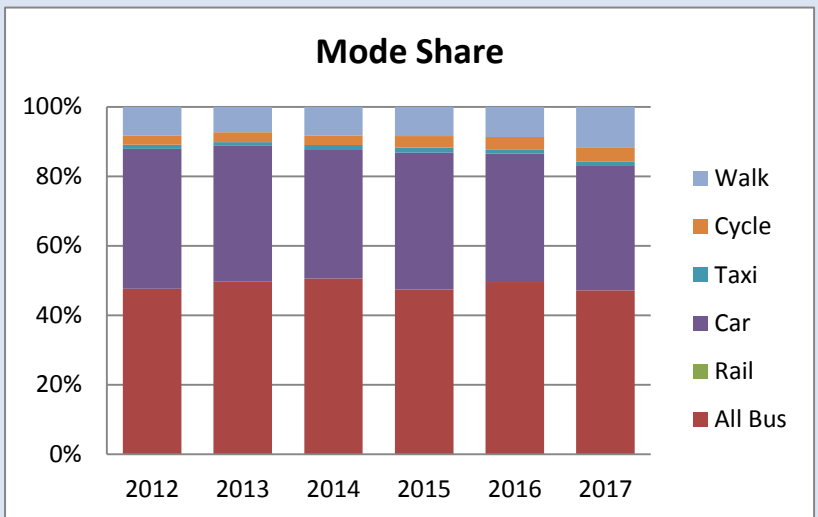


Monitored Section:

There has been equal fluctuation in bus and car journey times since 2011.

However, in 2017, bus times seem to have levelled out while car journey times have improved by 6 minutes.

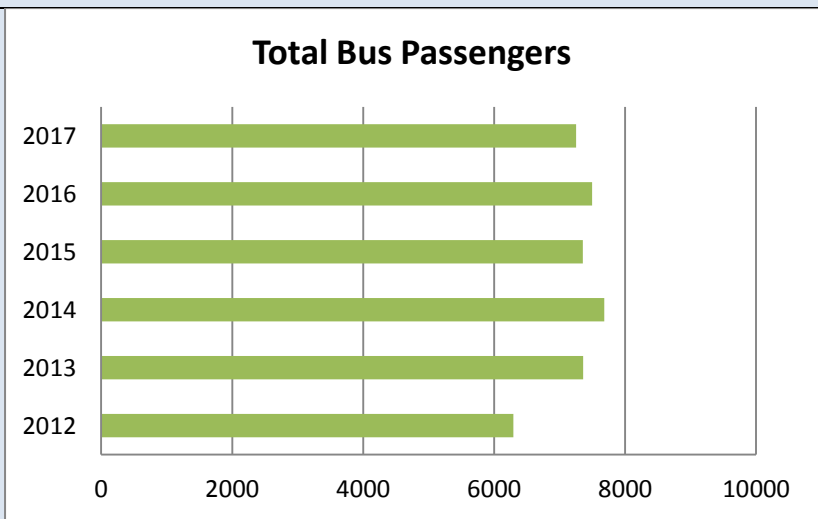
Bus Time: 0:19:29
Car Time: 0:16:41



The Canal Cordon crossing points for the Blanchardstown QBC are Blackhorse Avenue, Old and New Cabra Roads.

Bus mode share has decreased since 2016, it has fallen by almost 2.5%. However, walking has increased by just over 3%.

Car – 36.1% Cycle – 3.9%
Bus – 47.2% Walk – 11.8%
Taxi – 1.1%



The number of bus passengers at the Blanchardstown QBC crossing point has fallen by 3% since 2016.

Bus passengers: 7251



2. Finglas Quality Bus Corridor

Monitored Corridor – Ballygall Rd. to North Earl St.
Monitored Section – Ballygall Rd. to Blessington Court

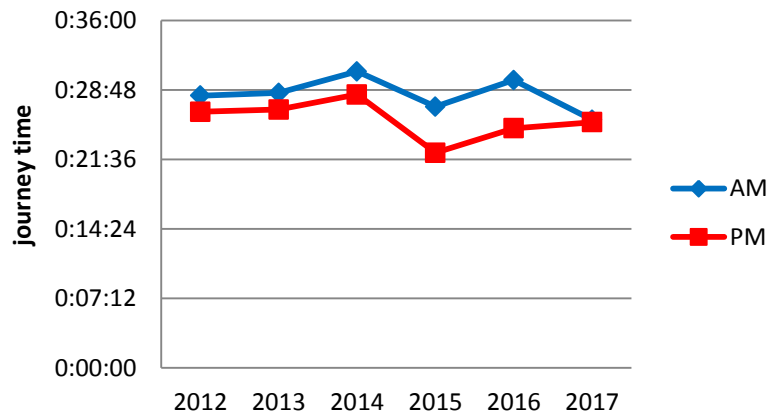
Monitored Corridor:

The Bus Journey Times on the Finglas QBC Corridor increased between 2012 and 2014, but have subsequently fallen

In 2017 AM times have decreased by 14%, while PM journey times have levelled out.

AM Journey Time: 0:25:42
PM Journey Time: 0:25:27

Bus Journey Time



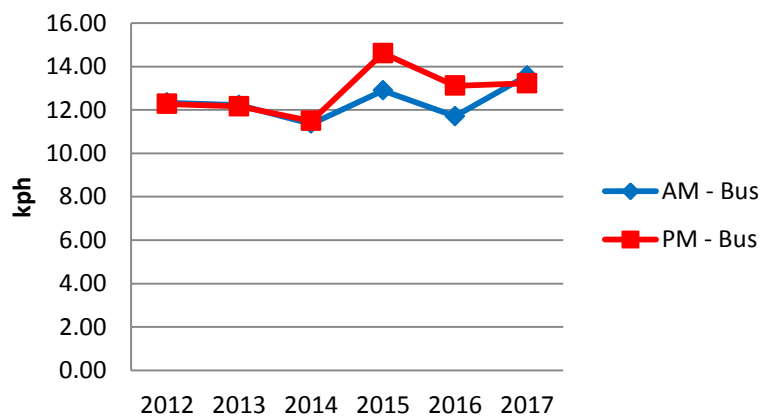
Monitored Corridor:

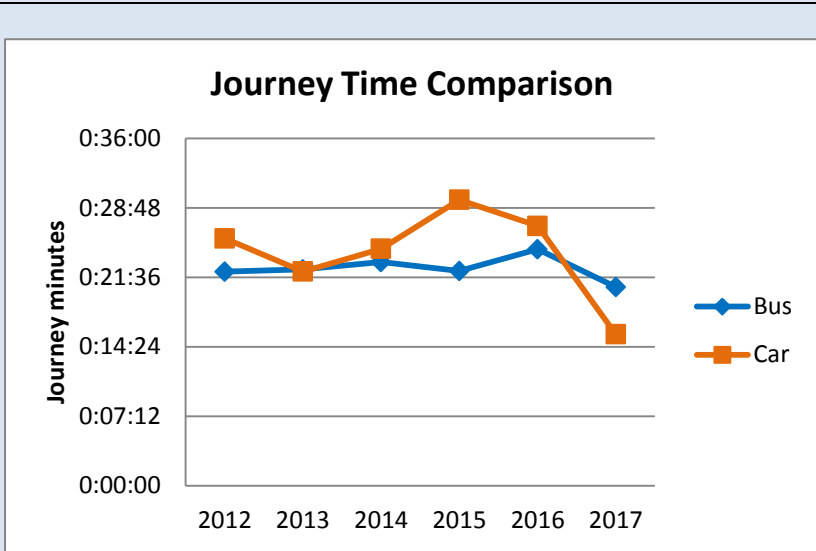
After a reduction in speeds in 2016, AM bus speeds have increased by 16% in 2017.

PM bus speeds have remained the same as 2016.

AM Speed: 13.58kph
PM Speed: 13.22kph

Bus Speeds



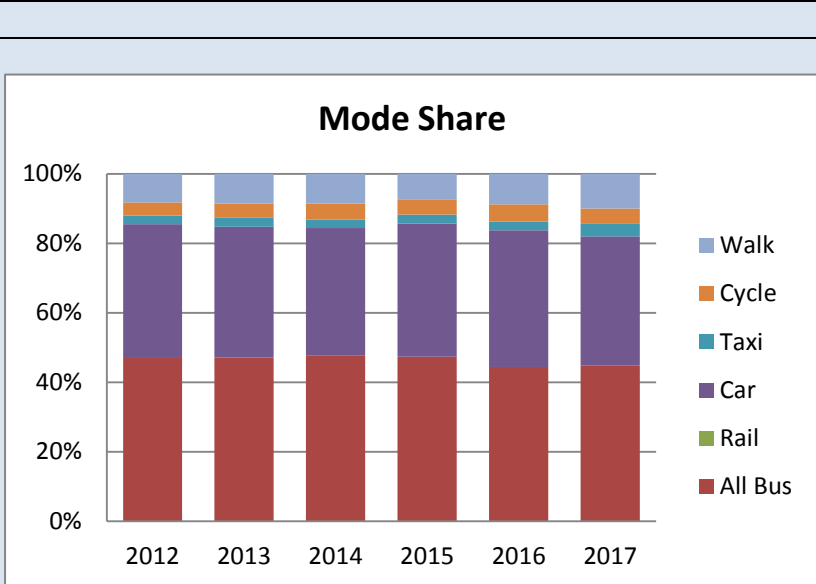


Monitored Section:

Journey Times for both bus and car have improved since 2016.

Bus times have improved by almost 4 minutes car times have improved by over 10 minutes.

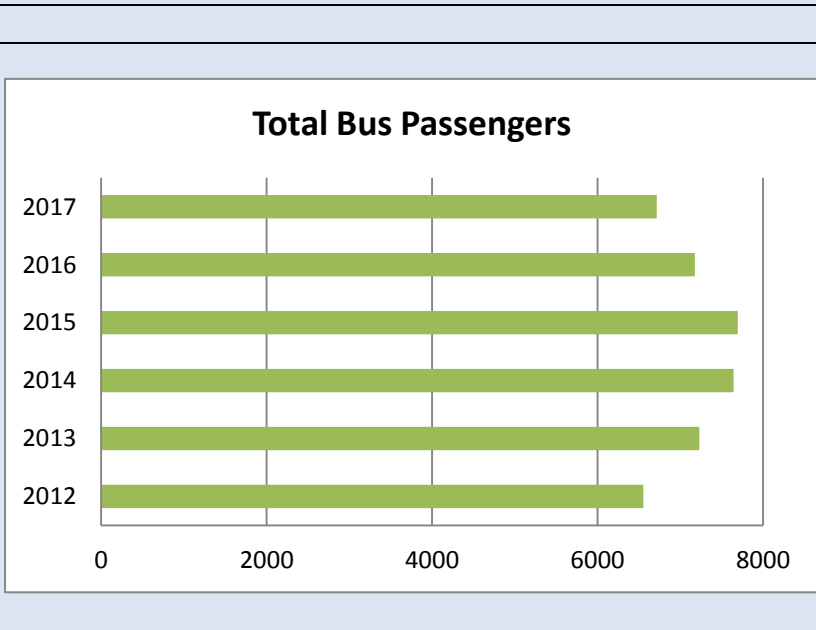
Bus Time: 0:20:36
Car Time: 0:15:42



The Canal Cordon crossing point for the Finglas QBC is Binn's Bridge.

Mode share for bus has remained the same since 2016. Car has decreased by 2% while walking has increased by 1.3%.

Car – 37.3% Cycle – 4.4%
Bus – 44.8% Walk – 10%
Taxi – 3.6%



The number of bus passengers at the Finglas QBC crossing point decreased by 6% since 2016.

Bus passengers: 6717



3. Lucan Quality Bus Corridor

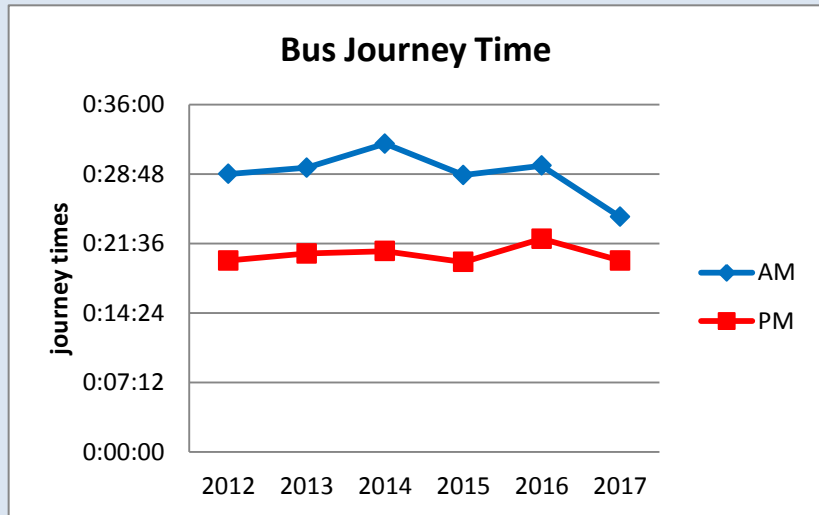
Monitored Corridor – Ballyowen Rd to Capel St
 Monitored Section – Ballyowen Rd to Ellis St

Monitored Corridor:

The Bus Journey Times on the Lucan QBC Corridor have remained constant since 2012 with a slight increase in the 2014 AM.

In 2017, both the AM and PM journey times improved by 5 minutes and 2 minutes, respectively.

AM Journey Time: 0:24:22
 PM Journey Time: 0:19:50

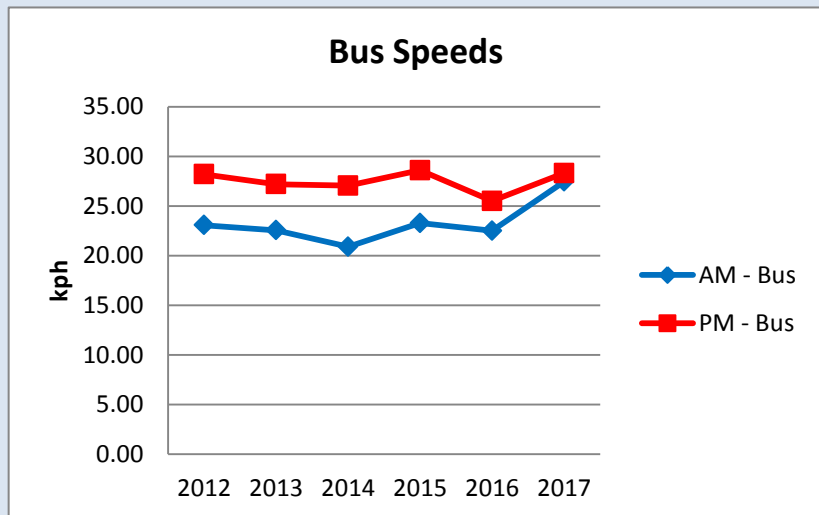


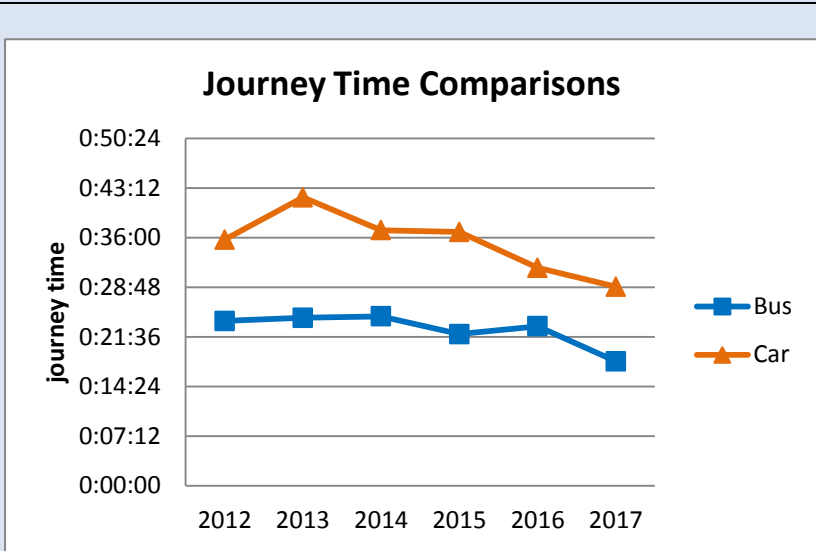
Monitored Corridor:

Bus Speeds for both the AM and PM have remained constant since 2012.

In 2017, there has been an increase in speed in both time periods, approximately 20% in the AM and 11% in the PM.

AM Speeds: 27.45kph
 PM Speeds: 28.31kph



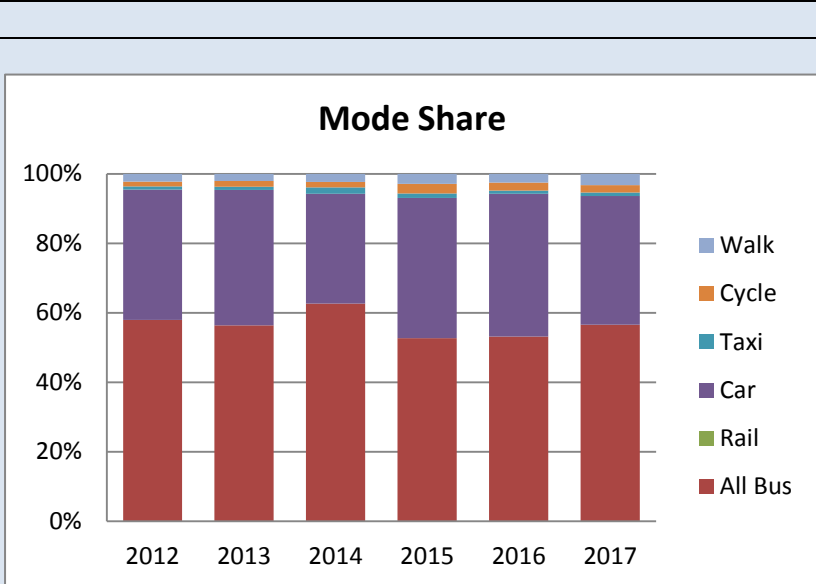


Monitored Section:

There has been a steady decrease in car journey times since 2015. There has been a 5 minute reduction in journey time for the car in 2017.

Bus times have been more consistent over the years, but 2017 is showing a saving of almost 3 minutes.

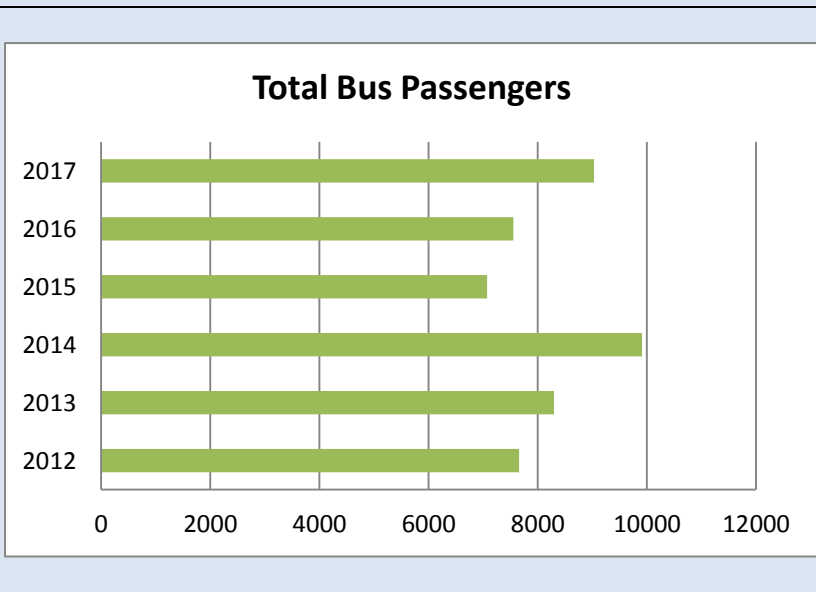
Bus Time: 0:18:04
Car Time: 0:23:53



The Canal Cordon crossing points for the Lucan QBC are St. John's Road West and Conyngham Road.

Since 2016, bus has increased by almost 3.5%, while car has reduced by 4%.

Car – 37% Cycle – 2.2%
Bus – 56.6% Walk – 3.2%
Taxi – 1%



The number of bus passengers at the Lucan QBC crossing point increased by 20% since 2016.

Bus passengers: 9073



4. Malahide Road Quality Bus Corridor

Monitored Corridor – Malahide Rd to Nth Strand Rd
Monitored Section – Malahide Rd to Griffith Ave

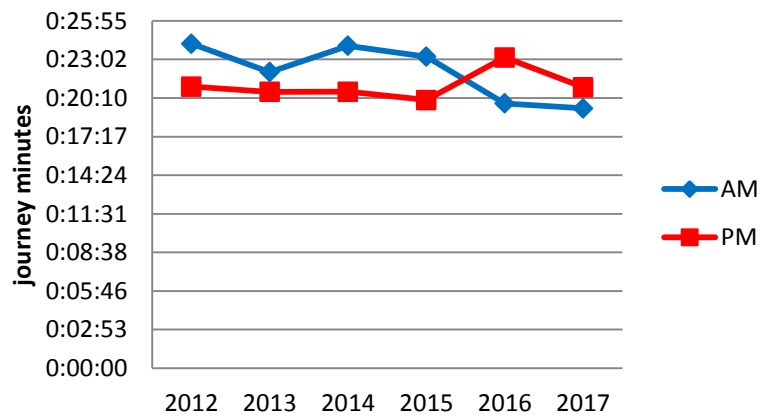
Monitored Corridor:

There was a sharp increase in PM journey times in 2016, however, 2017 shows this has reversed to be more in line with previous years.

AM journey times have remained very similar to 2016.

AM Journey Time: 0:19:23
PM Journey Time: 0:20:58

Bus Journey Time

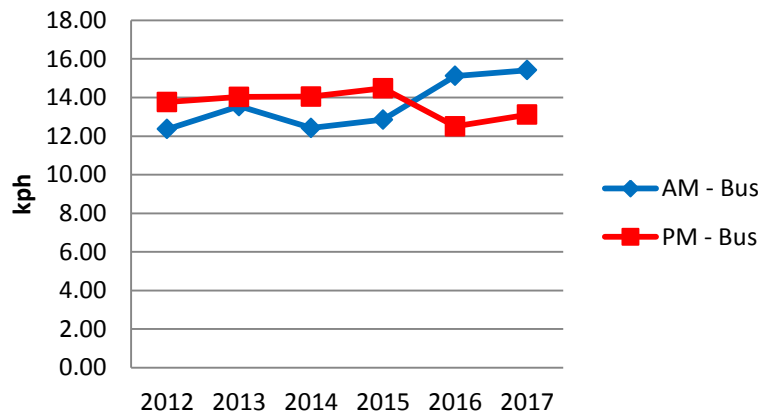


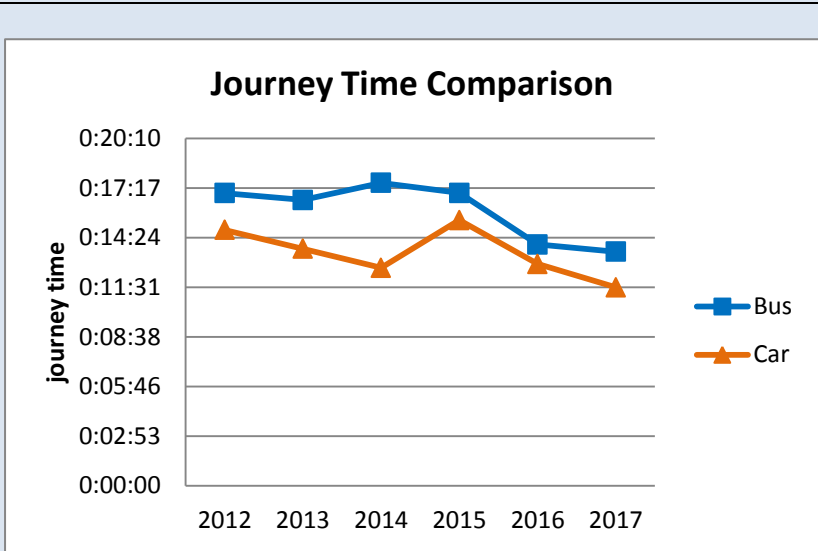
Monitored Corridor:

2017 shows a levelling out in speeds for both the AM and the PM.

AM Speeds: 15.41kph
PM Speeds: 13.11kph

Bus Speed



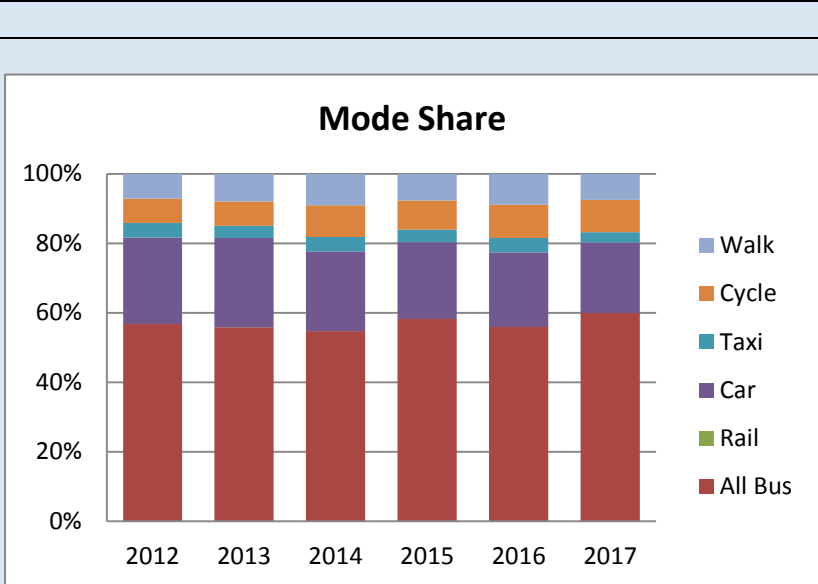


Monitored Section:

2017 shows a continuation in the reduction of journey times for both bus and car.

There has been approximately 1 – 2 minutes reduction for each mode.

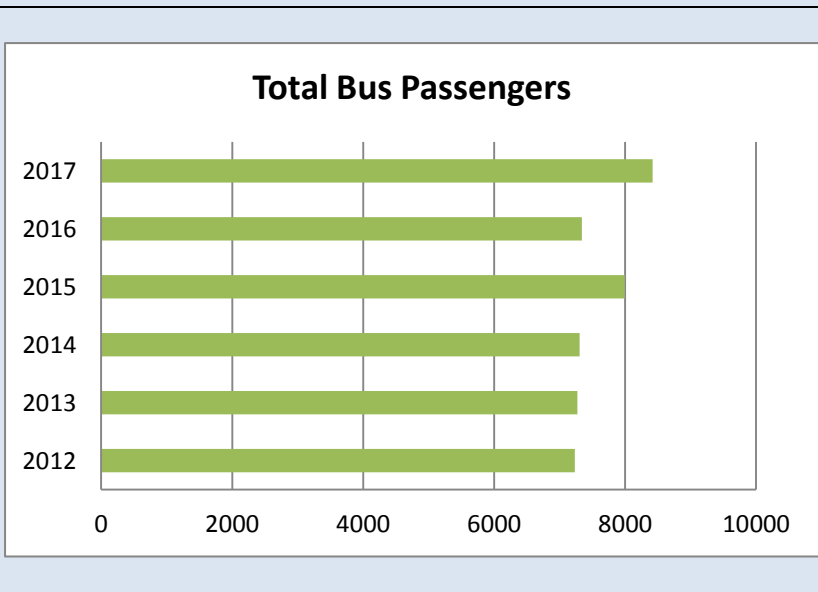
Bus Time: 0:13:35
Car Time: 0:11:31



The Canal Cordon crossing point for the Malahide Rd. QBC is Newcomen Bridge.

Since 2016, bus mode share has increased by 4% while all other modes are down slightly.

Car – 20.2% Cycle – 9.3%
Bus – 60% Walk – 7.5%
Taxi – 3%



The number of bus passengers at the Malahide Rd. QBC crossing point increased by 15% since 2016.

Bus passengers: 8421



5. North Clondalkin Quality Bus Corridor

Monitored Corridor – Ballyfermot Rd to Fishamble St
Monitored Section – Ballyfermot Rd to High St

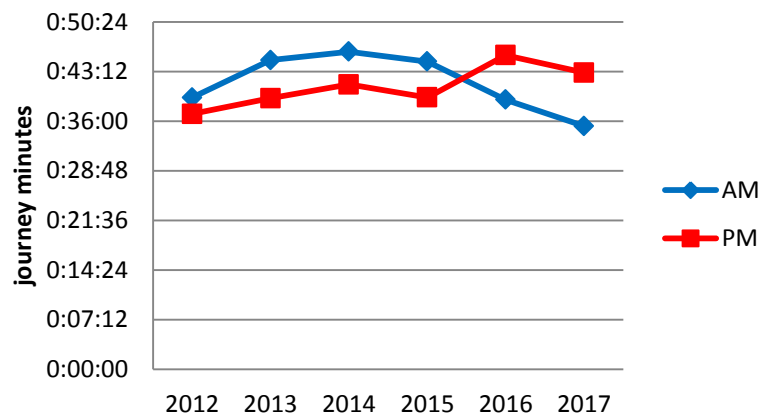
Monitored Corridor:

Bus Journey Times have been decreasing since 2014, this continues into 2017 for the AM and the PM shows a reduction after a brief increase in 2016.

2017 shows a 4 minute reduction in journey time in the AM and a 2.5 minute decrease in the PM.

AM Journey Time: 0:35:17
PM Journey Time: 0:43:03

Bus Journey Times



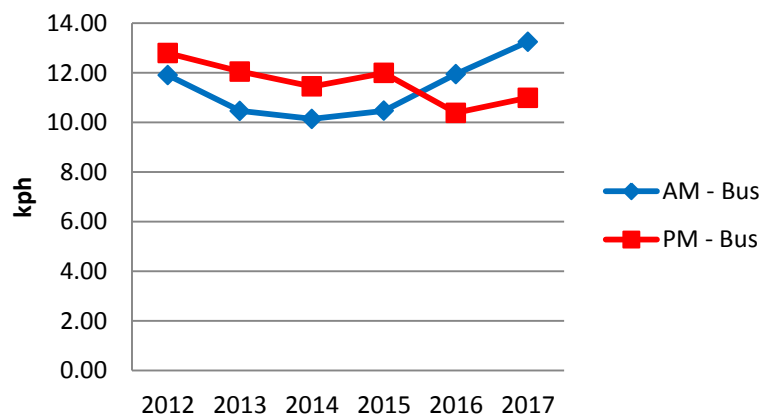
Monitored Corridor:

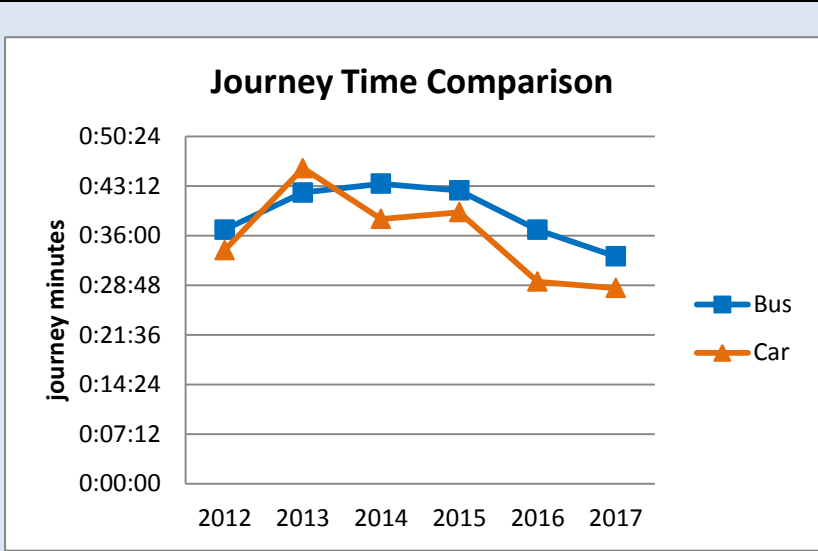
AM bus speeds have continued to increase in 2017, with an 11% increase in speeds.

Speeds are also increasing in the PM but at a slower rate.

AM Speeds: 13.24kph
PM Speeds: 10.99kph

Bus Speeds



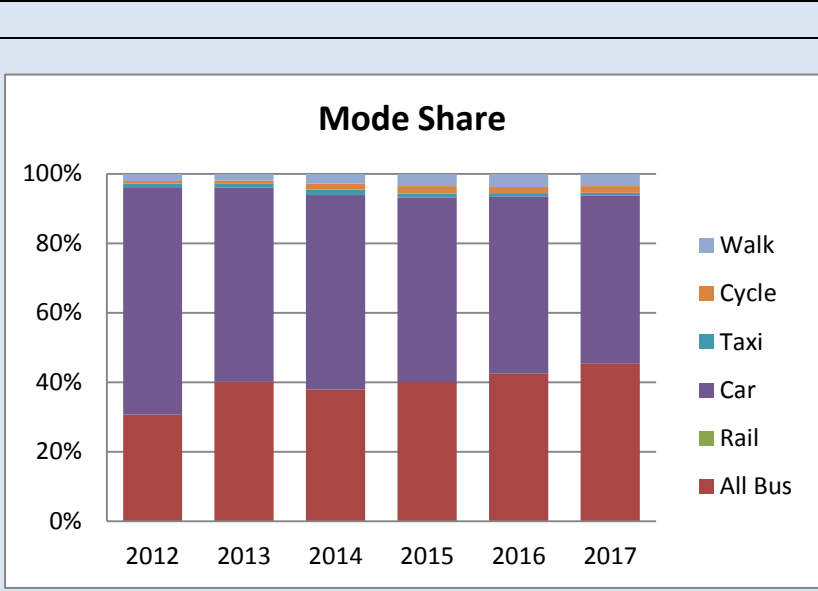


Monitored Section:

Bus journey times have continued to decrease in 2017, showing a 4 minute improvement.

Car times have remained the same as 2016.

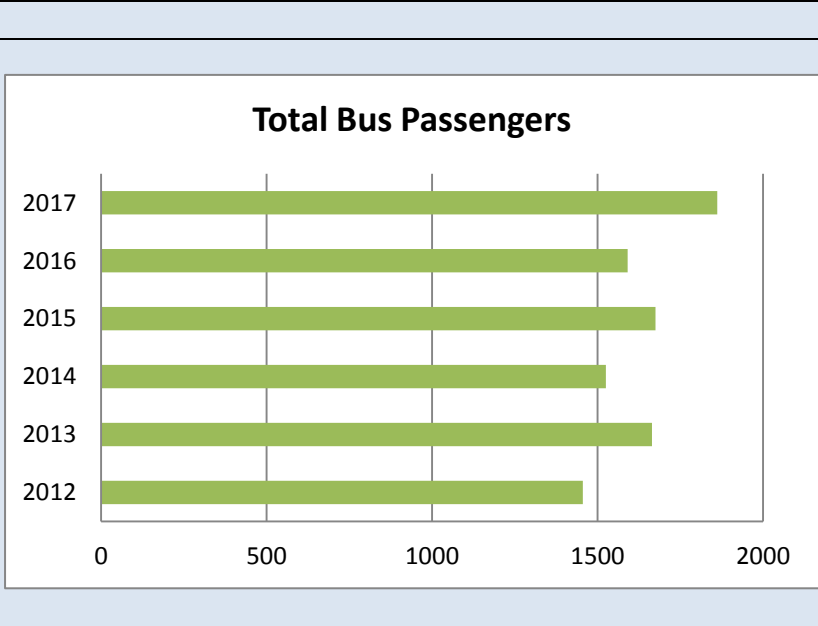
Bus Time: 0:33:00
Car Time: 0:28:24



The Canal Cordon crossing point for North Clondalkin QBC is Old Kilmainham.

Since 2016, bus and cycle have increased slightly (2.9% & 0.2%) while car, taxi and walk have decreased by 2.6%, 0.1% and 0.3%, respectively.

Car – 48.4% Cycle – 2%
Bus – 45.3% Walk – 3.5%
Taxi – 0.8%



The number of bus passengers at the North Clondalkin QBC crossing point increased by 17% since 2016.

Bus passengers: 1862



6. Rathfarnham Quality Bus Corridor

Monitored Corridor – Rathfarnham Rd to George St / Exchequer St
Monitored Section – Rathfarnham Rd to Aungier St / Peter Row

Monitored Corridor:

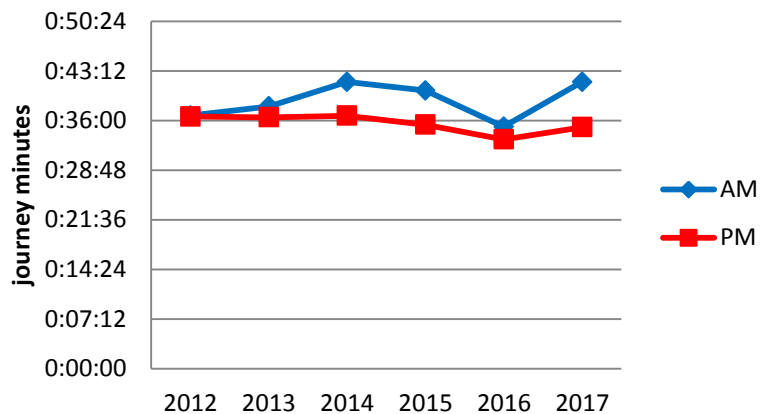
Journey times in the AM and PM have increased since 2016, the change is more evident in the AM.

AM journey times have increased by 6.5 minutes and PM have increased by almost 2 minutes.

AM Journey Time: 0:41:37

PM Journey Time: 0:35:02

Bus Journey Time



Monitored Corridor:

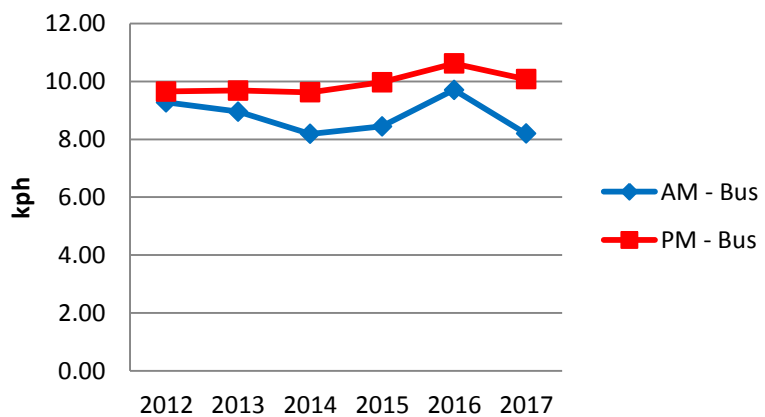
Bus speeds have decreased since 2016 which would correspond to the increase in journey times.

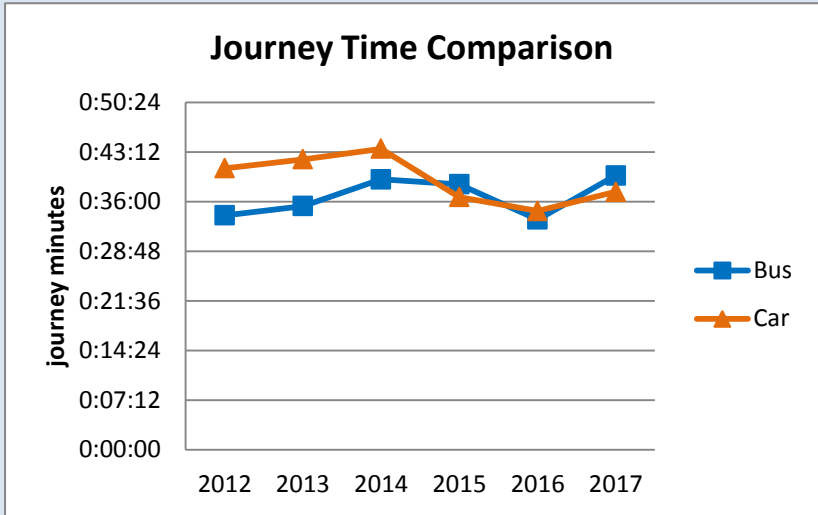
AM has reduced by 16% which PM has reduced by 5%.

AM Speed: 8.2kph

PM Speed: 10.08kph

Bus Speeds



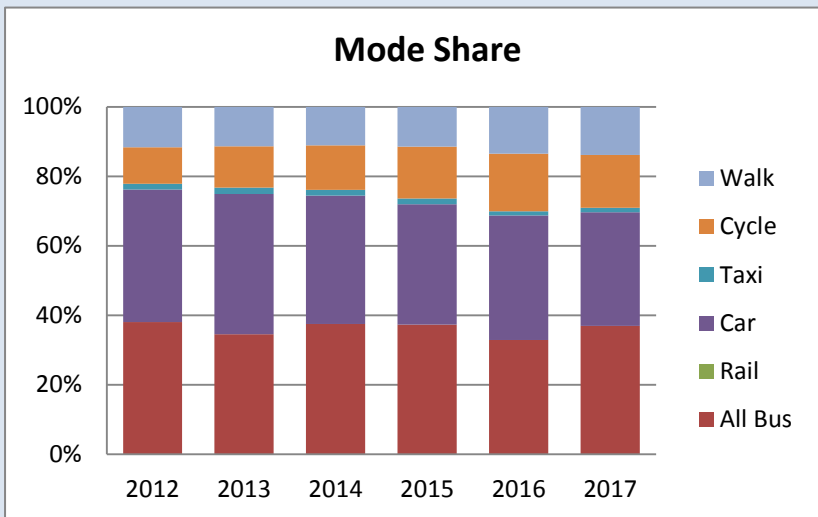


Monitored Section:

Both car and bus journey times increased since 2016.

Bus times have increased by 6 minutes while car is up by almost 3 minutes.

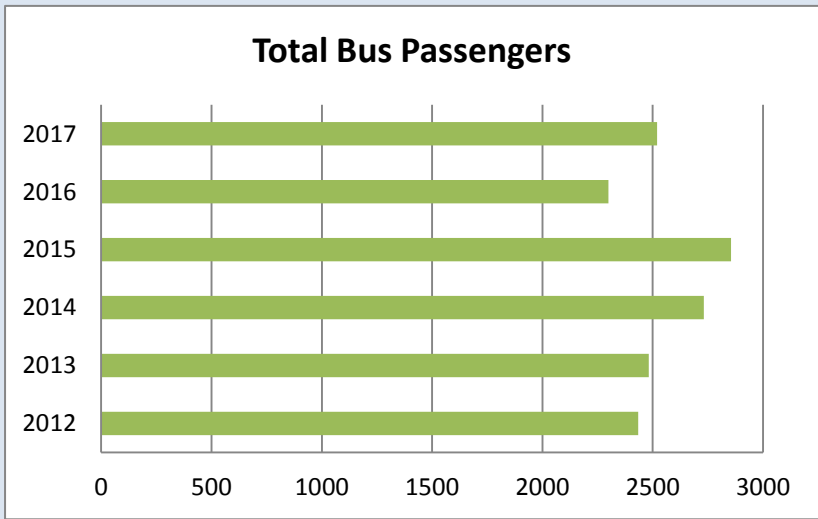
Bus Time: 0:39:48
Car Time: 0:37:25



The Canal Cordon crossing point for the Rathfarnham QBC is Harold's Cross.

In the last 12 months bus has increased by 4%. Car has decreased by 3%, cycling by 1.4 while taxi and walking have remained the same.

Car – 32.7% Cycle – 15.3%
Bus – 37% Walk – 13.8%
Taxi – 1.3%



The number of bus passengers at the Rathfarnham QBC crossing point increased by 10% since 2016.

Bus passengers: 2520



7. Stillorgan Quality Bus Corridor

Monitored Corridor – Stillorgan Rd / Springfield Park to Appian Way
Monitored Section – Stillorgan Rd / Sycamore Crescent to Appian Way

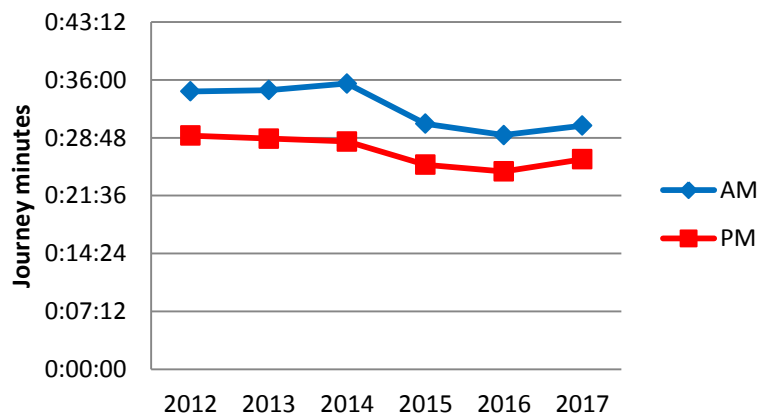
Monitored Corridor:

The Bus Journey Times on the Stillorgan QBC Corridor have stabilised since 2014.

There is approximately 1 minute increase in the AM and PM.

AM Journey Time: 0:30:19
PM Journey Time: 0:26:08

Bus Journey Time



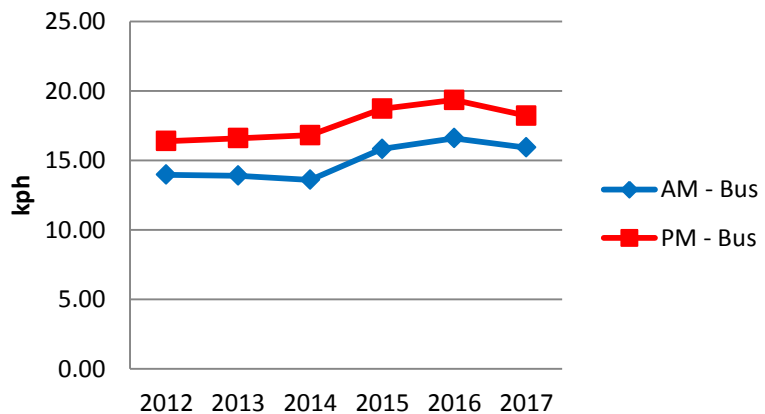
Monitored Corridor:

Bus speeds have decreased slightly since 2016.

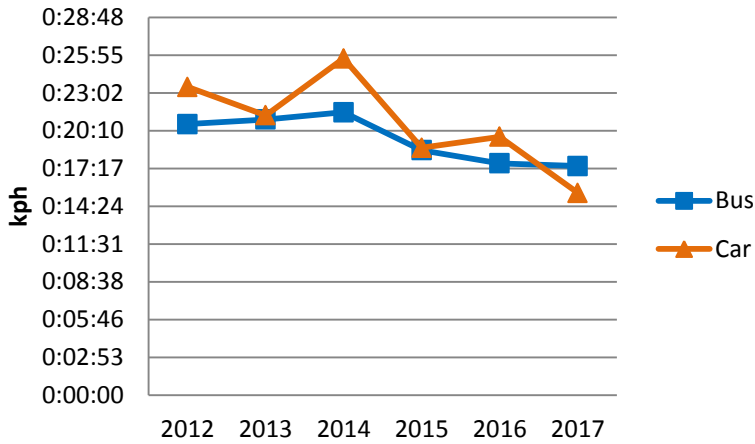
AM speeds have reduced by 4% while PM speeds have reduced by 6%.

AM Speed: 15.93kph
PM Speed: 18.22kph

Bus Speeds



Journey Time Comparisons

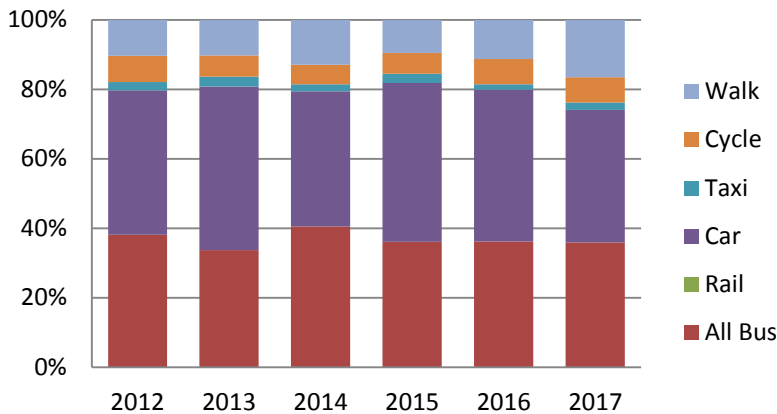


Monitored Section:

Bus journey times on the monitored section have remained constant since 2016. Car journey times have reduced in 2017, showing a time improvement of 4 minutes.

Bus Time: 0:17:28
Car Time: 0:15:25

Mode Share

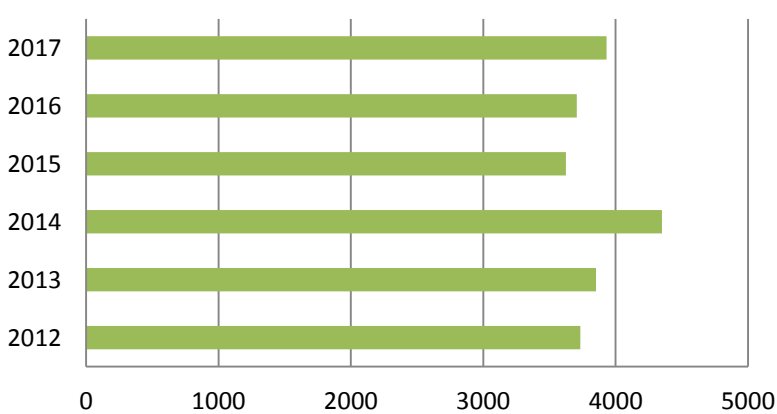


The Canal Cordon crossing point for the Stillorgan QBC is Leeson St.

Mode share for bus has remained largely the same since 2016. Car has decreased by 5% while walking has increased by 5%.

Car – 38.2% Cycle – 7.3%
Bus – 35.9% Walk – 16.5%
Taxi – 2.1%

Total Bus Passengers



The number of bus passengers at the Stillorgan QBC crossing point has increased by 6% since 2016.

Bus passengers: 3932



8. Swords Quality Bus Corridor

Monitored Corridor – Swords Equestrian Centre to O’Connell St
Monitored Section – Swords Equestrian Centre to Drumcondra Station

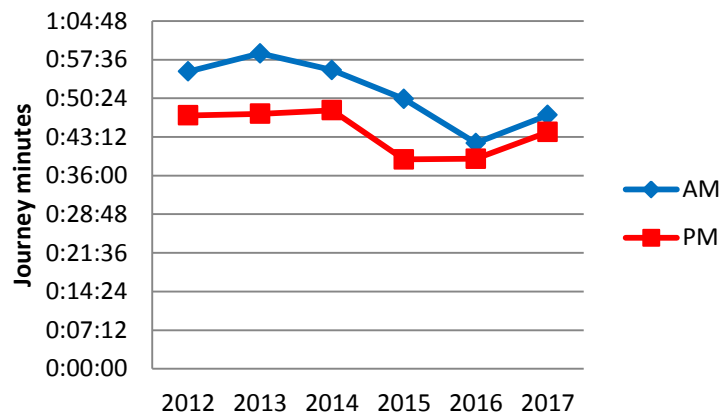
Monitored Corridor:

After a decrease in journey times since 2013 / 2014, both AM and PM times have increased in 2017.

Both time periods have increased by approximately 5 minutes.

AM Journey Time: 0:47:16
PM Journey Time: 0:44:07

Bus Journey Time



Monitored Corridor:

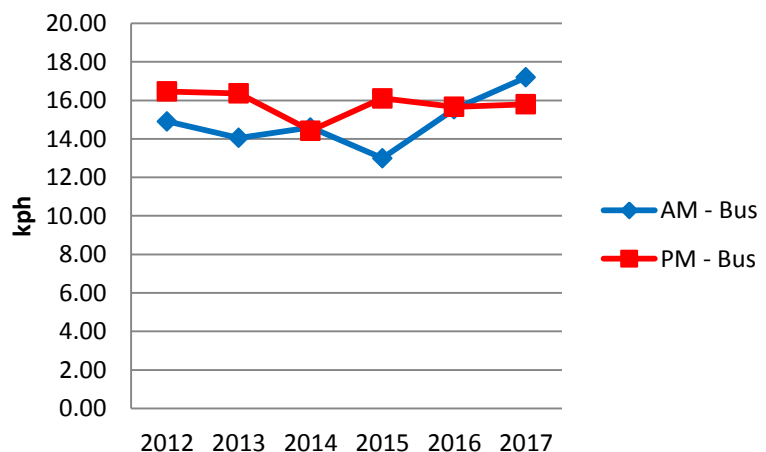
Bus speeds have been quite stable since 2012.

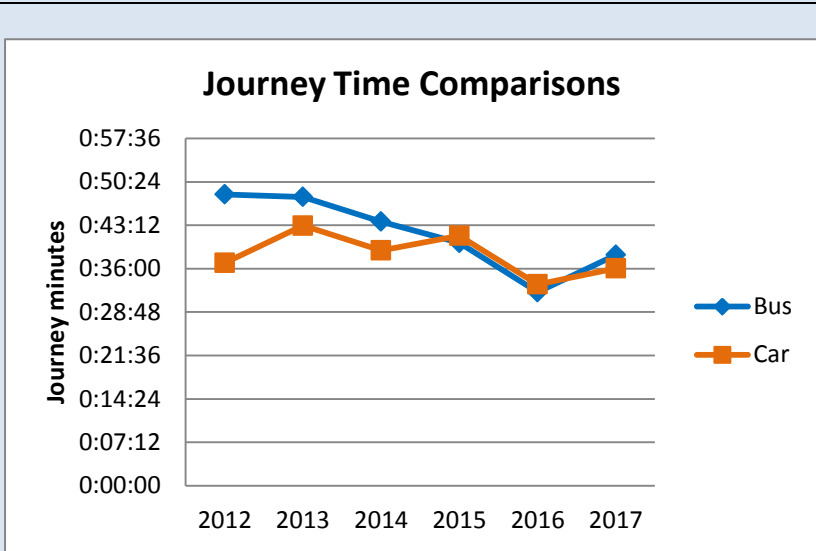
PM bus speeds in 2017 continue this stable trend while AM speeds show an increase in speeds, up 10% from 2016.

AM Speed: 17.2kph
PM Speed: 15.8kph

(There is a change in distance around the airport stops in 2015/2016. This has an impact on the speeds in these years.)

Bus Speeds



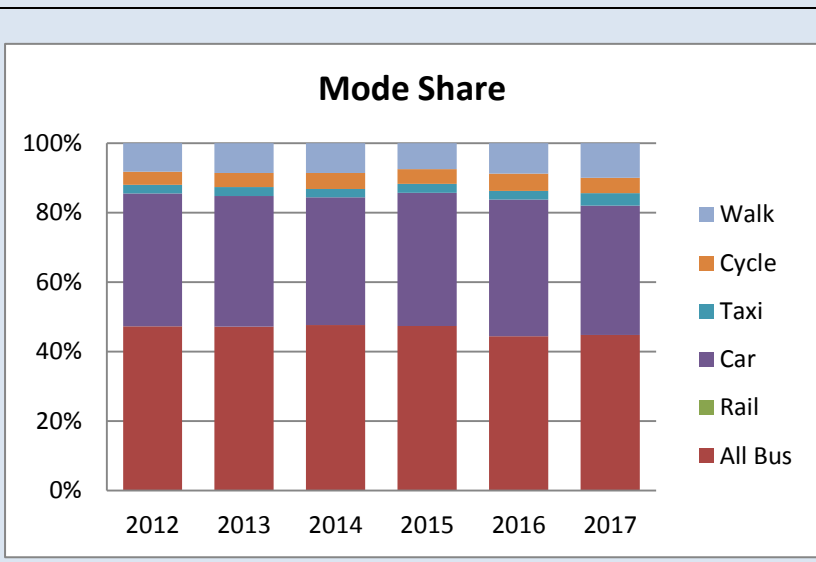


Monitored Section:

There has been a steady reduction in bus journey time since 2012. The car journey time has fluctuated a little more.

In 2017, there has been an increase in bus and car journey time, bus by 6 minutes, car by 2.5 minutes.

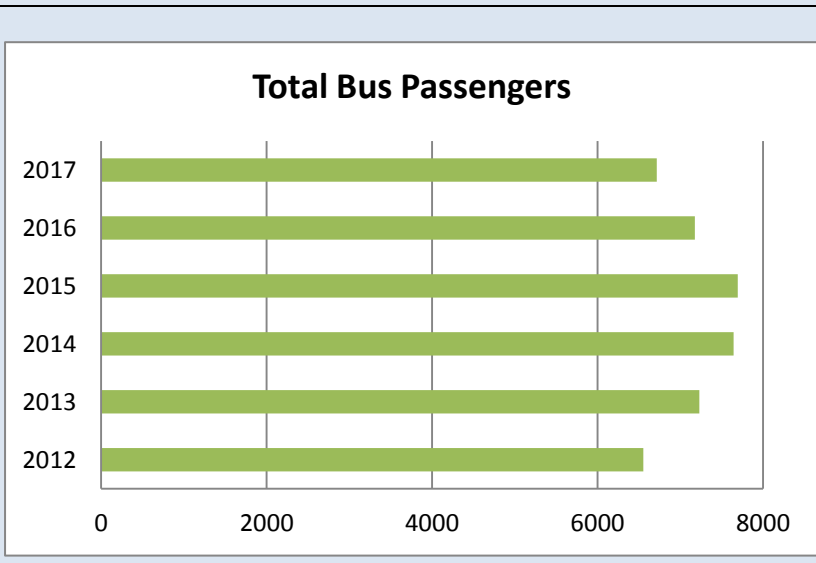
Bus Time: 0:38:17
Car Time: 0:36:03



The Canal Cordon crossing point for the Swords QBC is Binn's Bridge.

Mode share for bus has remained the same since 2016. Car has decreased by 2% while walking has increased by 1.3%.

Car – 37.3% Cycle – 4.4%
Bus – 44.8% Walk – 10%
Taxi – 3.6%



The number of bus passengers at the Swords QBC crossing point decreased by 6% since 2016.

Bus passengers: 6717



9. Tallaght Quality Bus Corridor

Monitored Corridor – Tallaght Rd to Rathmines Rd / Military Rd

Monitored Section – Tallaght Rd to Rathmines Rd / Military Rd

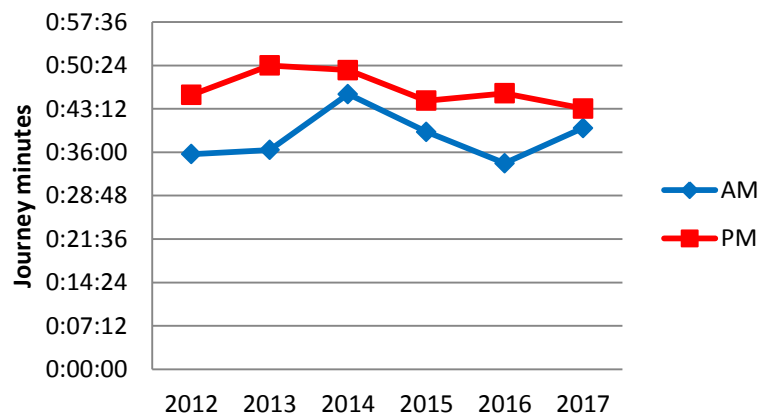
Monitored Corridor:

AM and PM bus journey times have both returned to 2015 levels. AM has increased by 6 minutes while PM has reduced by 2.5 minutes.

AM Journey Time: 0:40:00

PM Journey Time: 0:43:15

Bus Journey Times



Monitored Corridor:

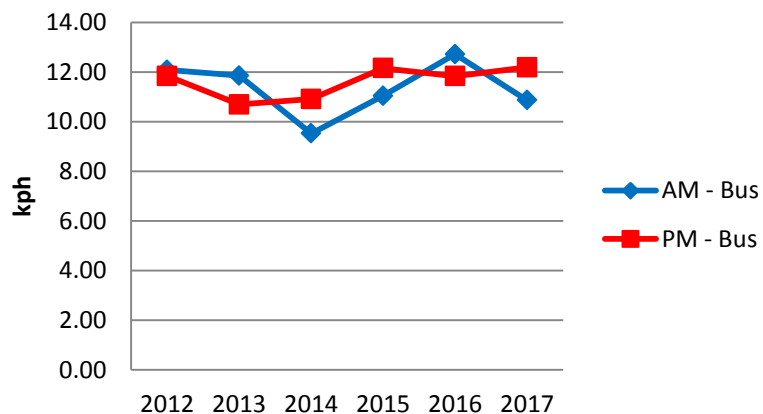
Bus speeds have continued to increase in the AM since 2014, however, there has been a 15% reduction in 2017.

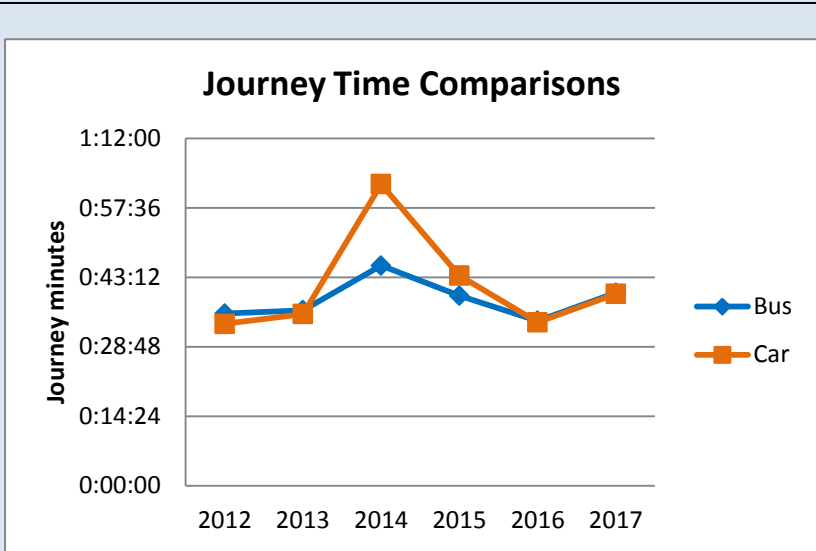
PM speeds have remained quite constant since 2015.

AM Speed: 10.87kph

PM Speed: 12.19kph

Bus Speeds



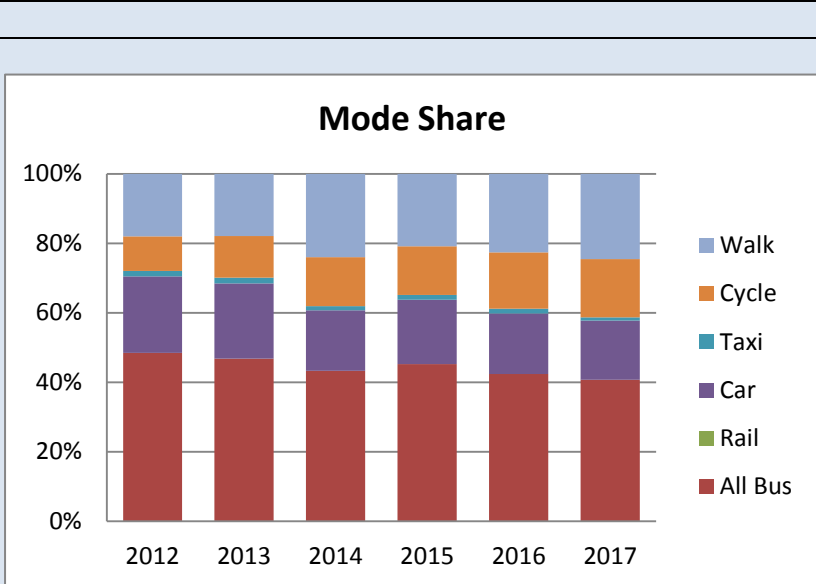


Monitored Section:

There has been an approximately 6 minute increase in journey time for both bus and car in 2017.

The journey times of both modes converged in 2016 and that has continued into 2017.

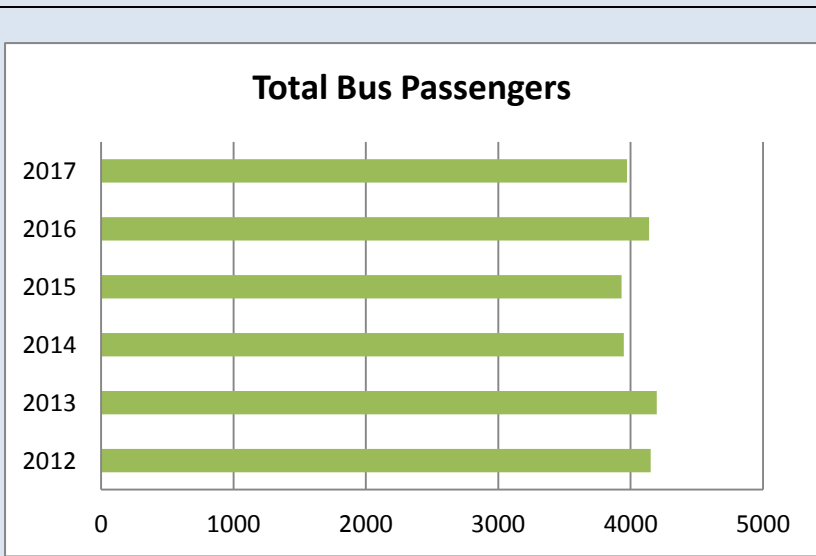
Bus Time: 0:40:00
Car Time: 0:39:45



The Canal Cordon crossing point for the Tallaght QBC is Rathmines Road (Portobello).

Bus mode share has decreased by 1.6% in the last year. Cycle and walk have both increased by 0.6% and 1.9%, respectively.

Car – 17.1% Cycle – 16.8%
Bus – 40.8% Walk – 24.5%
Taxi – 0.9%



The number of bus passengers at the Tallaght QBC crossing point has decreased by 4% since 2016.

Bus passengers: 3974



10. Ballymun Quality Bus Corridor

Monitored Corridor – Ballymun Rd to Parnell St
Monitored Section – Ballymun Rd to Blessington St

Monitored Corridor:

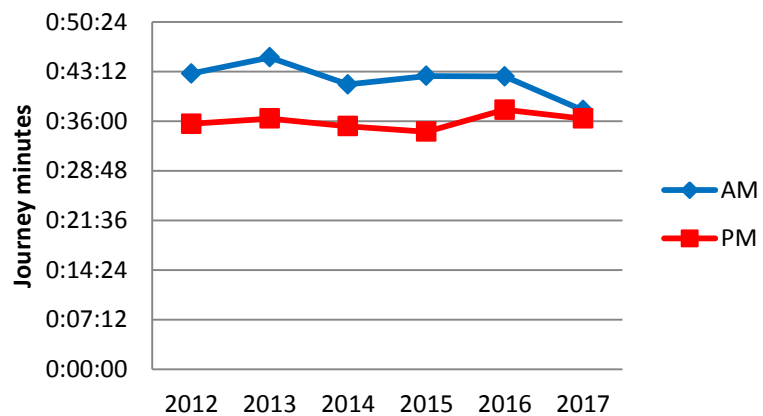
The Bus Journey Times on the Ballymun QBC Corridor have remained static in both the AM and the PM since 2012.

In 2017, there has been a decrease in the AM journey time (5 minutes). The PM journey time remained largely the same as 2016.

AM Journey Time: 0:37:36

PM Journey Time: 0:36:23

Bus Journey Times



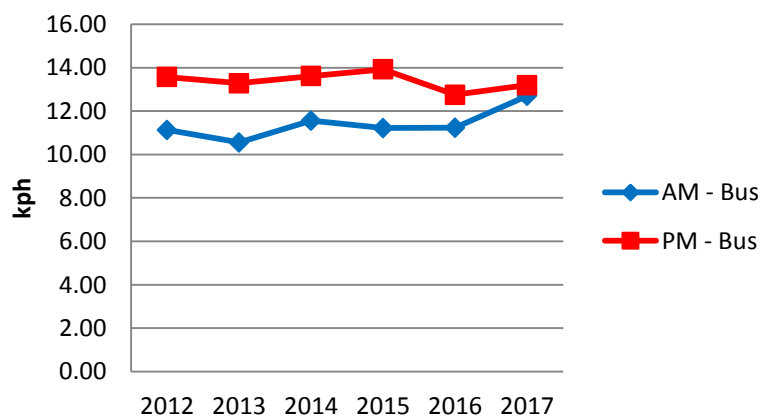
Monitored Corridor:

AM and PM have seen an improvement in speeds in 2017, AM by 13%, PM by 3%.

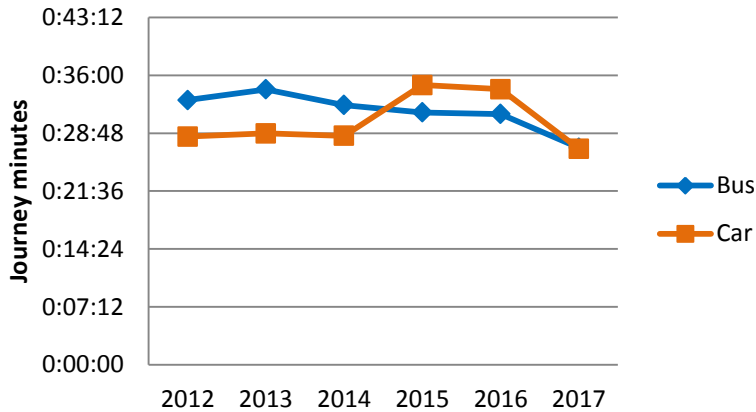
AM Speed: 12.7kph

PM Speed: 13.2kph

Bus Speeds



Journey Time Comparisons



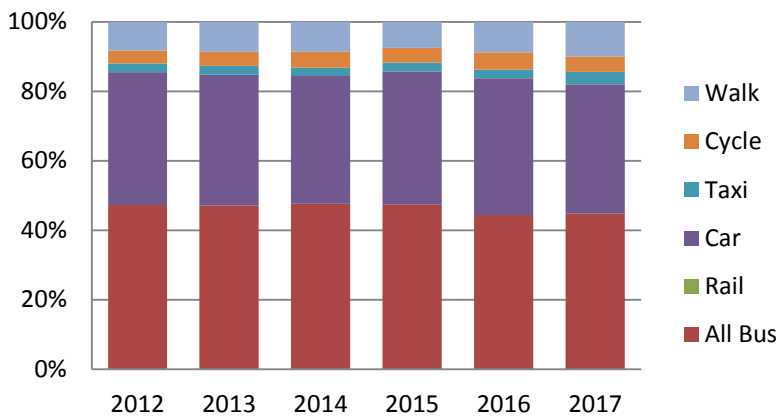
Monitored Section:

There has been a decrease in both bus and car journey times in 2017.

Bus has reduced by 4 minutes while car has reduced by 7.5 minutes.

Bus Time: 0:27:00
Car Time: 0:26:52

Mode Share

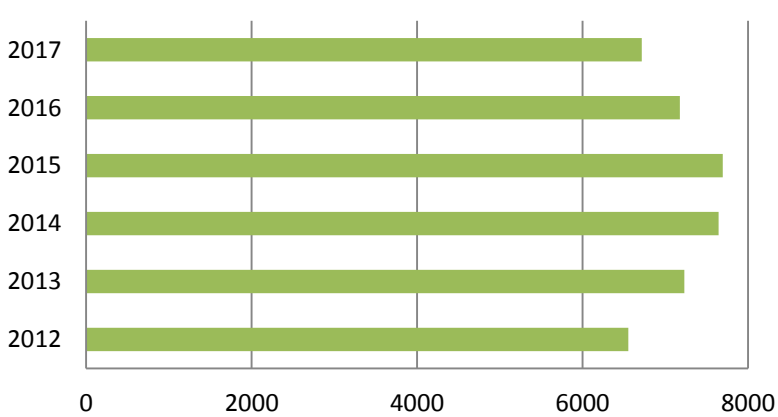


The Canal Cordon crossing point for the Ballymun QBC is Binn's Bridge.

Mode share for bus has remained the same since 2016. Car has decreased by 2% while walking has increased by 1.3%.

Car – 37.3% Cycle – 4.4%
Bus – 44.8% Walk – 10%
Taxi – 3.6%

Total Bus Passengers



The number of bus passengers at the Ballymun QBC crossing point has decreased by 6% since 2016.

Bus passengers: 6717



11. Bray Quality Bus Corridor

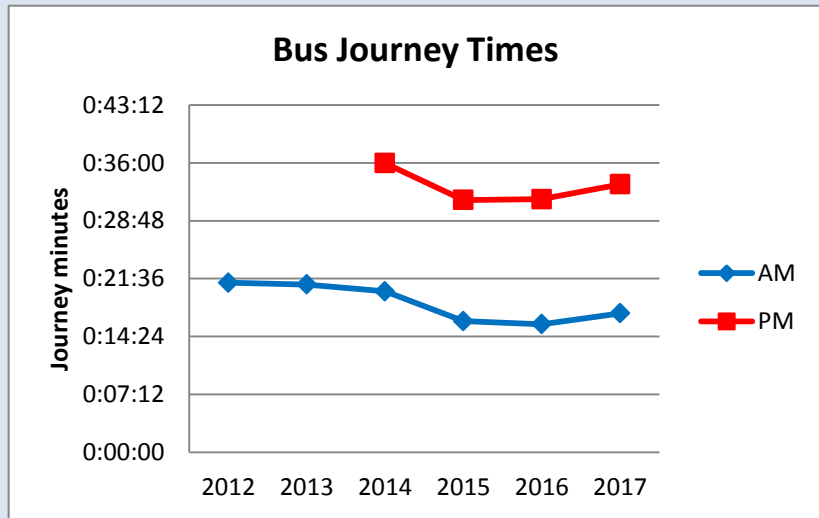
Monitored Corridor – Dublin Rd / Roseville Court to Bray Rd / Shrewsbury House
 Monitored Section – Dublin Rd / Roseville Court to Bray Rd / Shrewsbury House

Monitored Corridor:

The Bus Journey Times on the Bray QBC Corridor have shown a slight increase in 2017.

Both the AM and PM journey times have increased by more than 1 minute.

AM Journey Time: 0:17:17
 PM Journey Time: 0:33:21



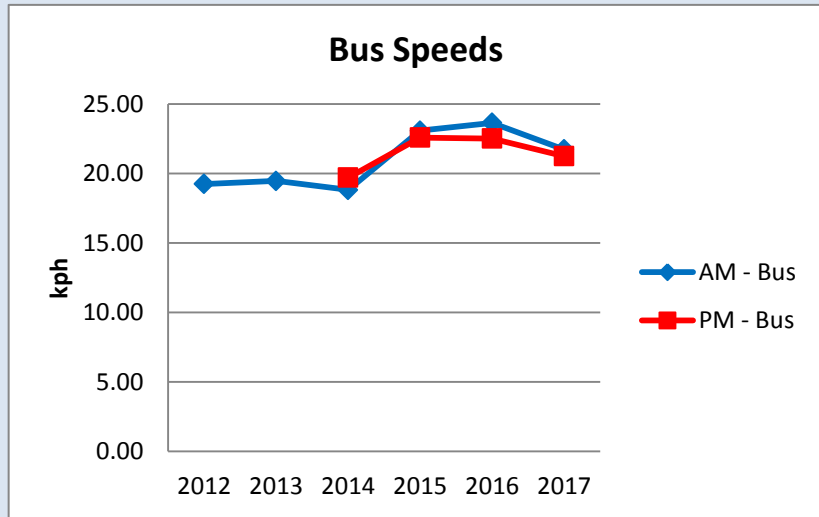
*There was no PM AVL data available for 2012 & 2013

Monitored Corridor:

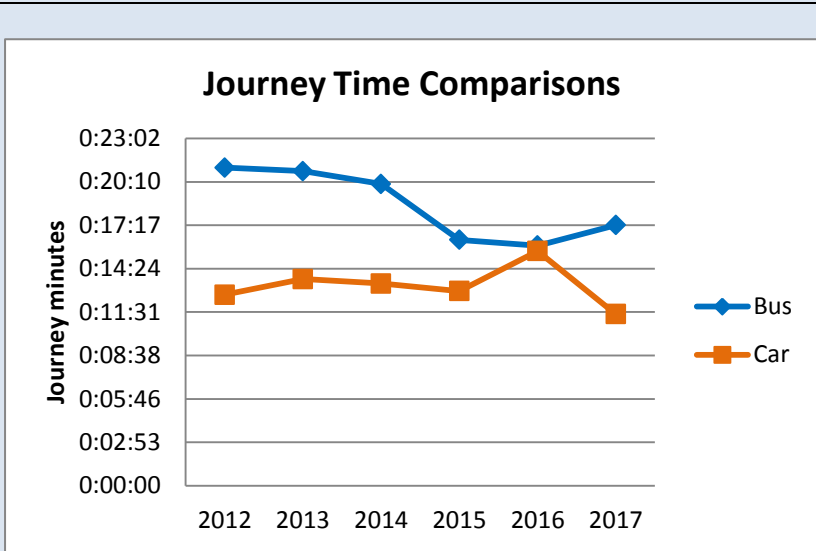
Bus speeds in the AM and the PM are very similar since 2014.

Both have decreased in 2017, AM by 8% and PM by 6%.

AM Speed: 21.74kph
 PM Speed: 21.25kph



*There was no PM AVL data available for 2012 & 2013

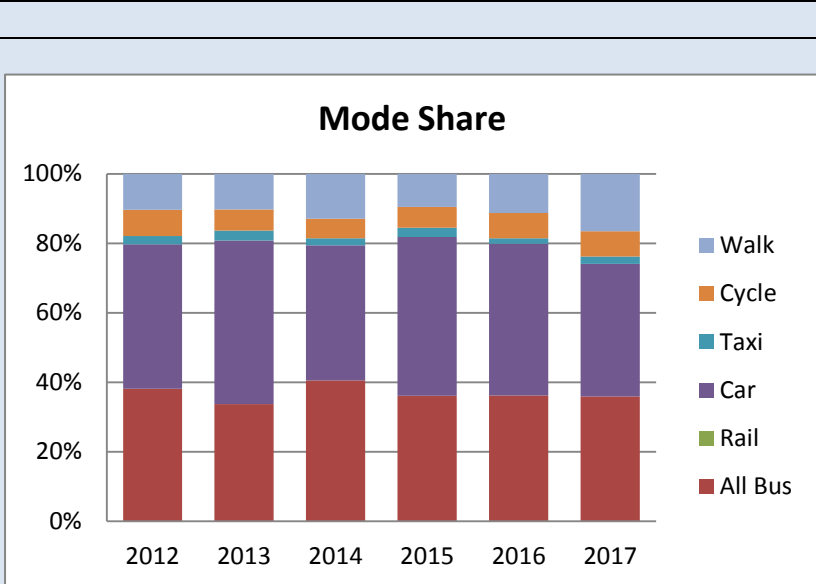


Monitored Section:

Bus and car journey times on the monitored section have remained constant between 2011 and 2014.

Bus journey time has increased slightly, just over 1 minute. Car journey time has shown an improvement, a decrease of over 4 minutes.

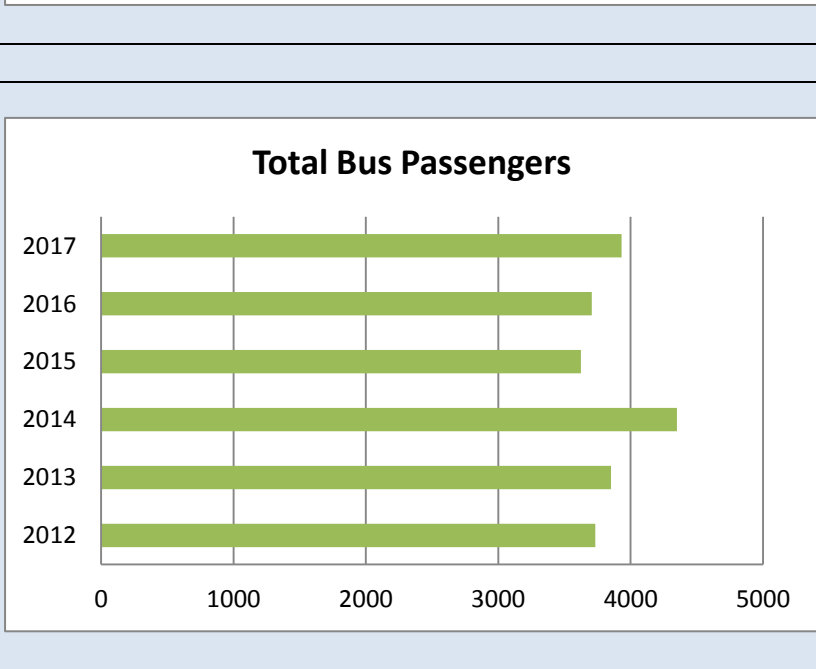
Bus Time: 0:17:17
Car Time: 0:11:23



The Canal Cordon crossing point for the Bray QBC is Leeson St.

Mode share for bus has remained largely the same since 2016. Car has decreased by 5% while walking has increased by 5%.

Car – 38.2% Cycle – 7.3%
Bus – 35.9% Walk – 16.5%
Taxi – 2.1%



The number of bus passengers at the Bray QBC crossing point has increased by 6% since 2016.

Bus passengers: 3932



12. Clontarf Quality Bus Corridor

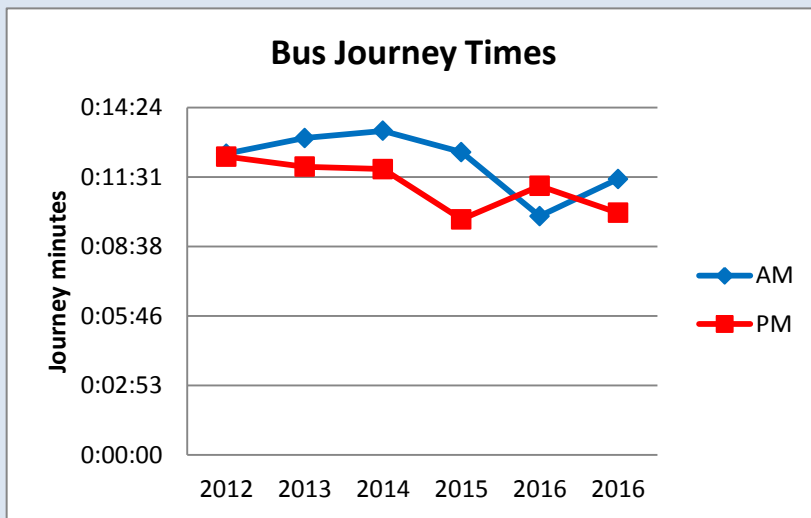
Monitored Corridor – Clontarf Rd to Fairview Footbridge
 Monitored Section – Clontarf Rd to Fairview Footbridge

Monitored Corridor:

The AM bus journey time has increased by 1.5 minutes since 2016, however, as a trend, journey time is still decreasing since 2014.

The PM journey time has decreased by 1 min since 2016.

AM Journey Time: 0:11:26
 PM Journey Time: 0:10:02

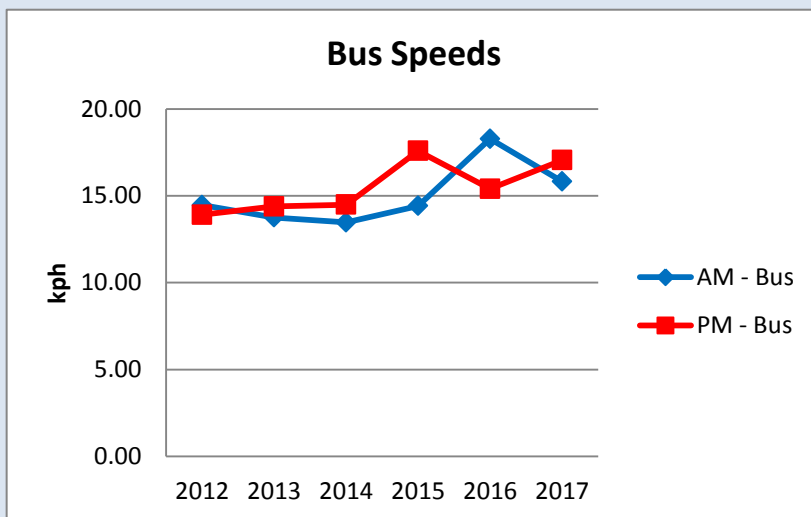


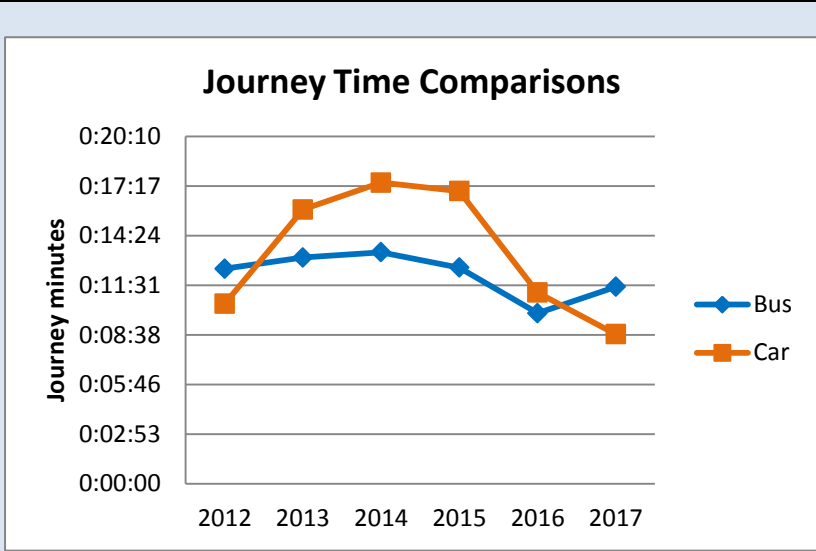
Monitored Corridor:

2017 shows a decrease in speeds in the AM, there is a 16% reduction.

The PM speeds have increased by 10%

AM Speed: 15.82kph
 PM Speed: 17.06kph



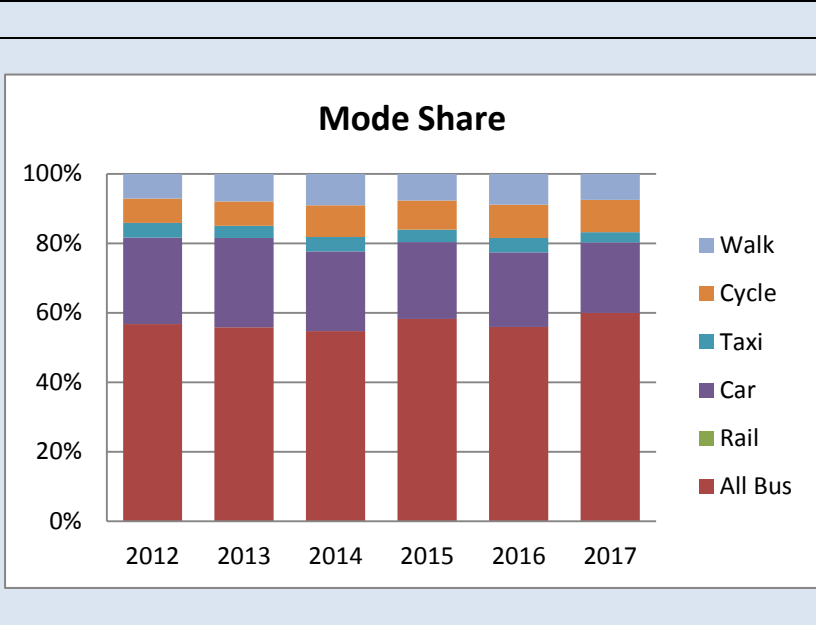


Monitored Section:

There has been a steady improvement in journey time since 2014.

The car continues this improvement in 2017 (2.25 minutes) while the bus journey time has increased by 1.30 minutes.

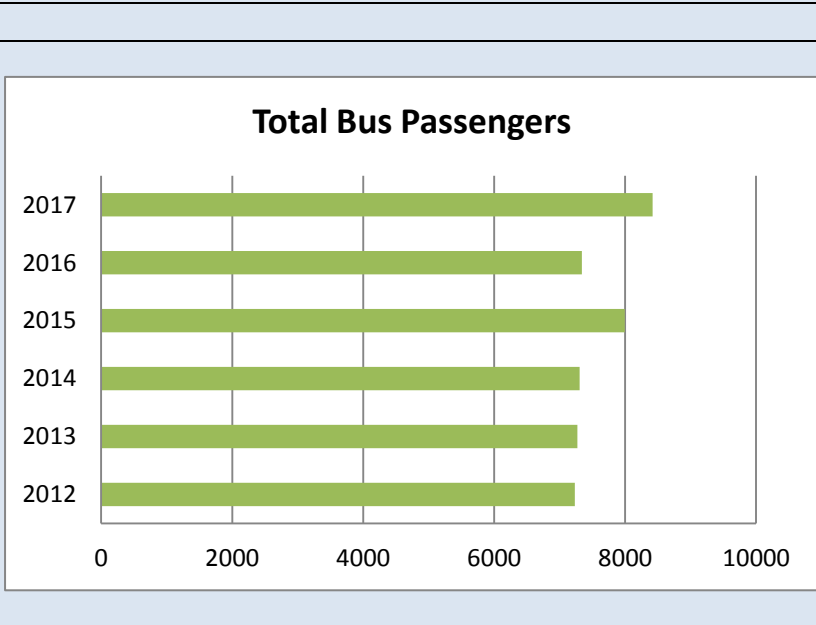
Bus Time: 0:11:26
Car Time: 0:08:41



The Canal Cordon crossing point for the Clontarf Road QBC is Newcomen Bridge.

Since 2016, bus mode share has increased by 4% while all other modes are down slightly.

Car – 20.2% Cycle – 9.3%
Bus – 60% Walk – 7.5%
Taxi – 3%



The number of bus passengers at the Clontarf Rd. QBC crossing point has increased by 15% since 2016.

Bus passengers: 8421



13. Howth Quality Bus Corridor

Monitored Corridor – Howth Rd / Station Rd to Fairview Footbridge
Monitored Section – Howth Rd / Station Rd to Fairview Footbridge

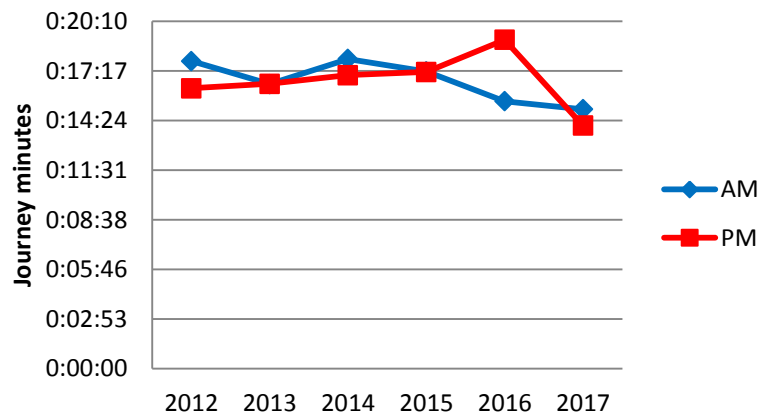
Monitored Corridor:

The Bus journey times on the Howth QBC are quite similar in the AM and PM and have been consistent since 2011.

After a divergence in 2016, the AM and PM journey times have converged again. AM is largely the same as 2016 while PM has decreased by 5 minutes.

AM Journey Time: 0:15:03
PM Journey Time: 0:14:07

Bus Journey Times



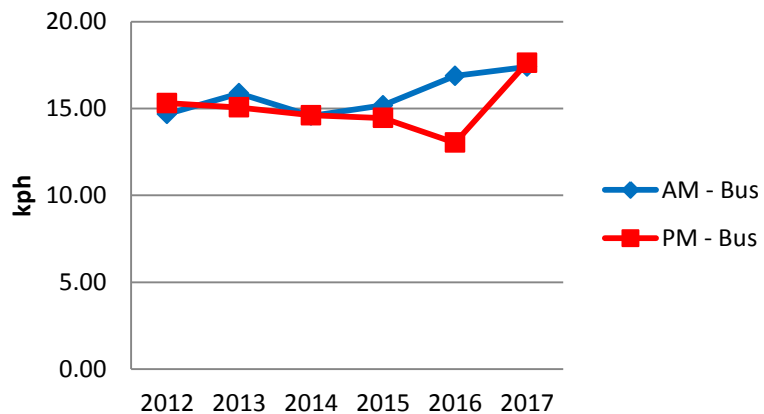
Monitored Corridor:

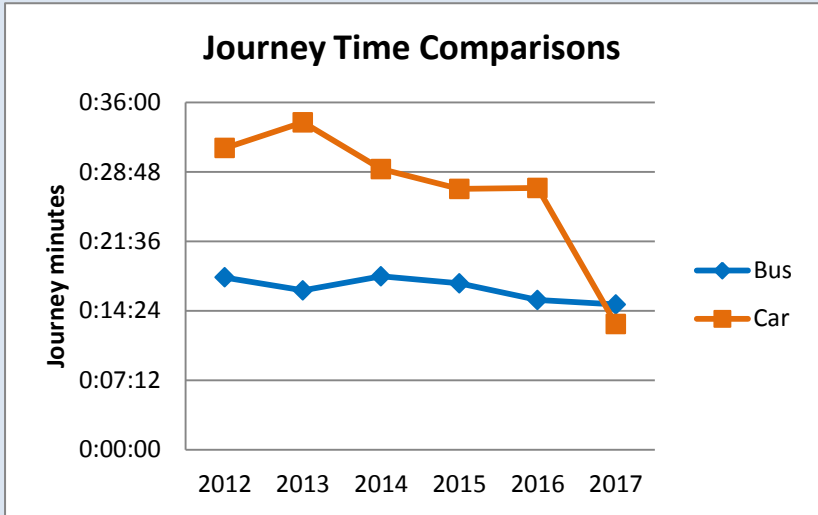
The bus speeds follow the same pattern as the journey times.

Both the AM and the PM are improving in 2017, however, the PM is a more dramatic change (35%)

AM Speed: 17.4kph
PM Speed: 17.64kph

Bus Speeds





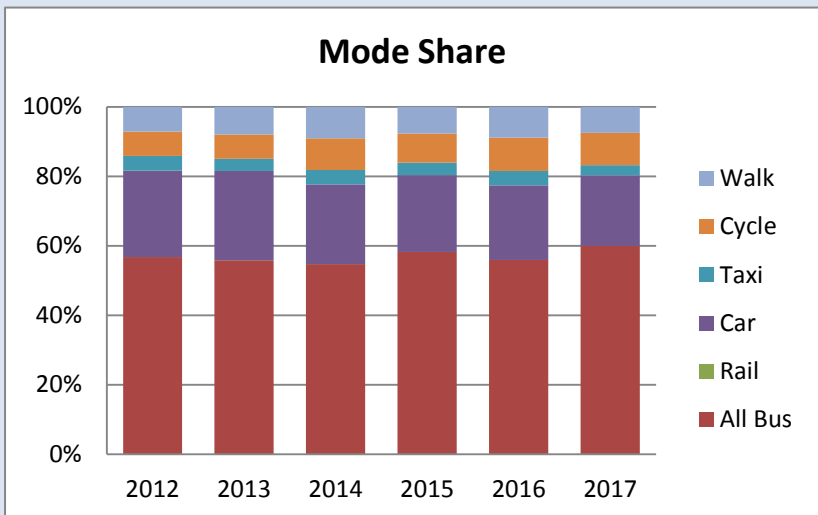
Monitored Section:

Bus and car journey times have been constant over the period 2012 – 2016.

The car shows a dramatic reduction in journey time while the bus remains the same.

Bus Time: 0:15:03

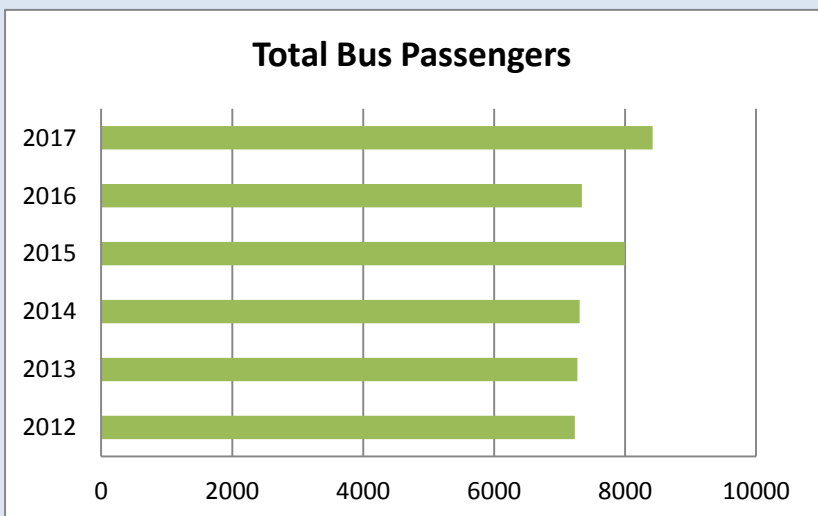
Car Time: 0:13:02



The Canal Cordon crossing point for the Howth QBC is Newcomen Bridge.

Since 2016, bus mode share has increased by 4% while all other modes are down slightly.

Car – 20.2% Cycle – 9.3%
 Bus – 60% Walk – 7.5%
 Taxi – 3%



The number of bus passengers at the Howth Rd. QBC crossing point has increased by 15% since 2016.

Bus passengers: 8421



14. South Clondalkin Quality Bus Corridor

Monitored Corridor – Grange Castle to Custom House Quay
Monitored Section – Grange Castle to Patrick St

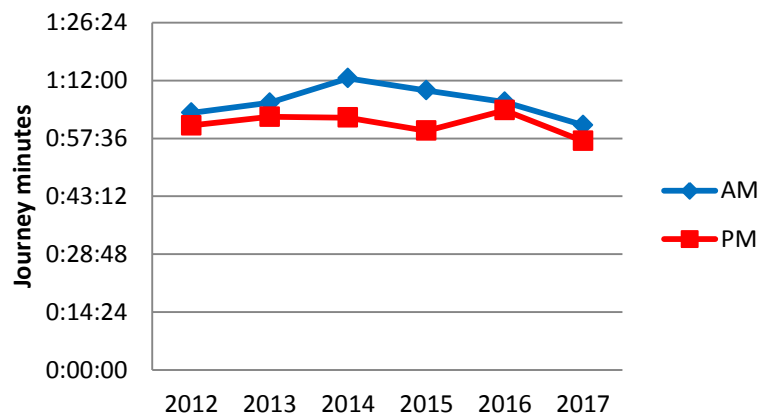
Monitored Corridor:

The Bus Journey Times on the South Clondalkin QBC Corridor had decreased in both the AM and PM since 2014.

2017 shows AM journey times improve by 6 mins and PM improve by almost 8 minutes.

AM Journey Time: 1:00:54
PM Journey Time: 56:57

Bus Journey Times



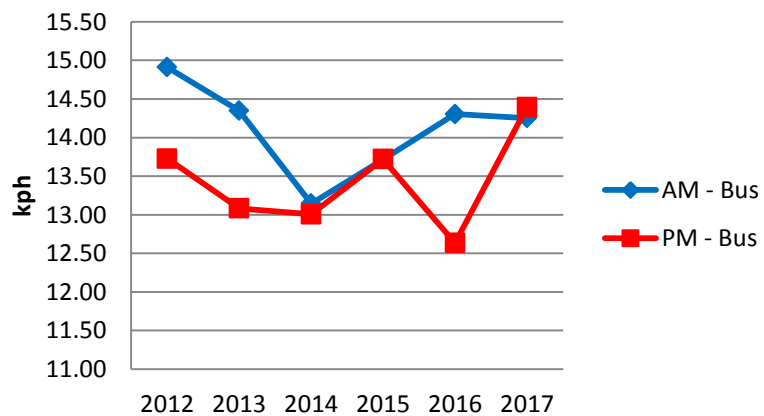
Monitored Corridor:

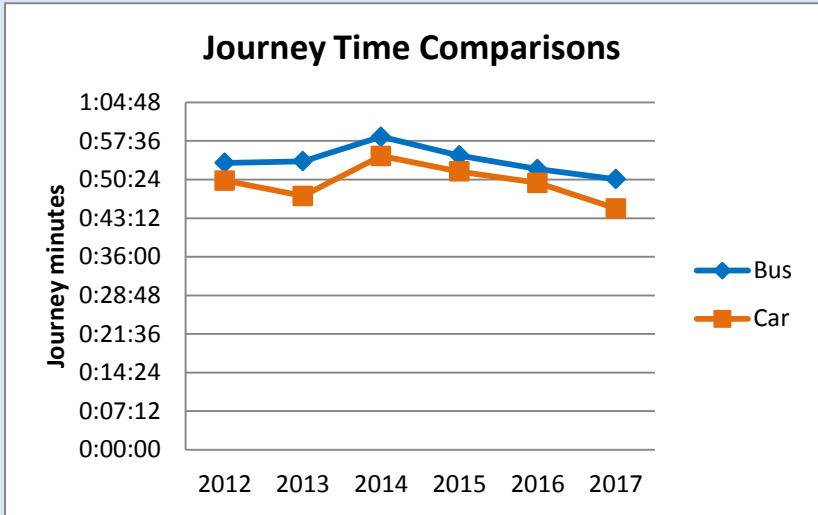
Bus speeds in the AM have remained the same as 2016.

The PM has shown some improvements, a change of 12%.

AM Speed: 14.25kph
PM Speed: 14.40kph

Bus Speeds



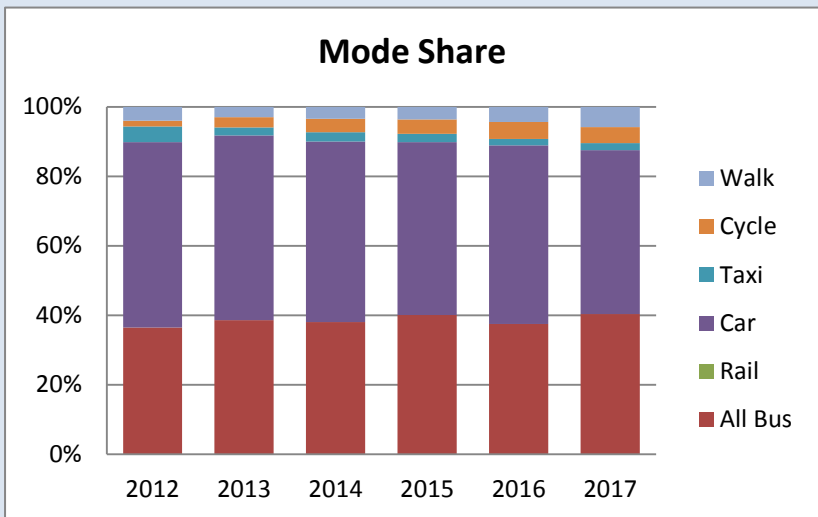


Monitored Section:

Bus and car journey times have been improving since 2014.

2017 shows an improvement for the bus and the car, bus by 2 minutes, the car by 5 minutes.

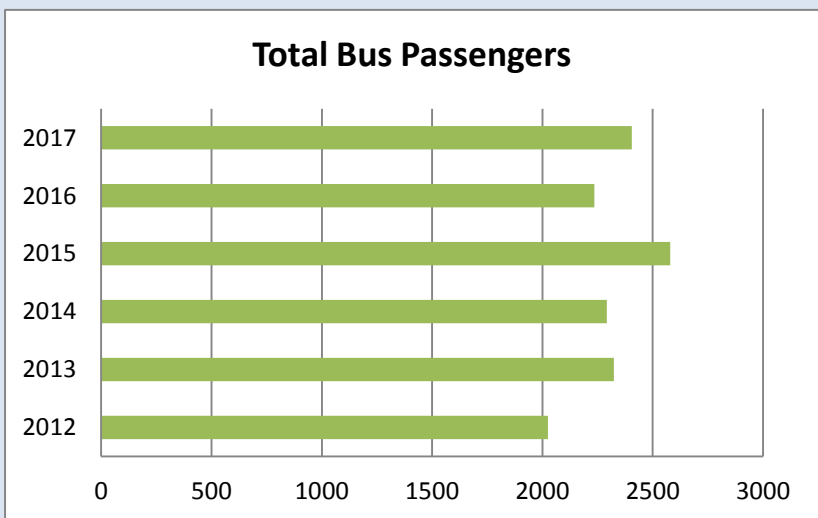
Bus Time: 0:50:28
Car Time: 0:45:01



The Canal Cordon crossing point for the South Condalkin QBC is Dolphin's Barn.

Bus mode share has increased since 2016 by 2.9%. Car has decreased by 4.2%. Walk has increased by 1.4%.

Car – 47.2% Cycle – 4.6%
Bus – 40.3% Walk – 5.8%
Taxi – 2.1%



The number of bus passengers at the South Clondalkin QBC crossing point has increased by 8% since 2016.

Bus passengers: 2406



15. Rock Road Quality Bus Corridor

Monitored Corridor – Frascati Rd to Clare St
Monitored Section – Frascati Rd to Northumberland Rd

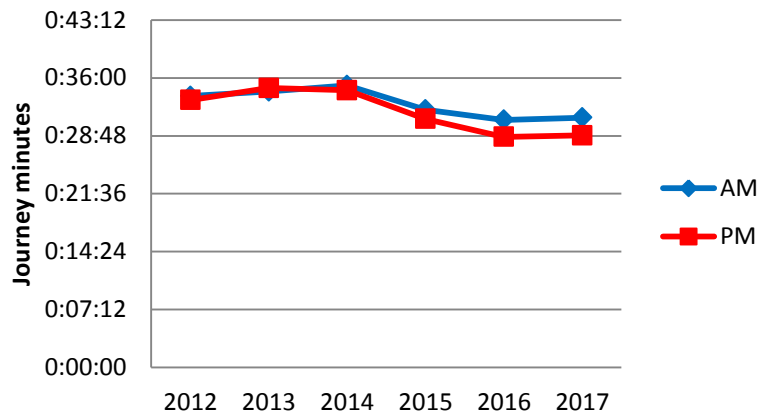
Monitored Corridor:

The Bus Journey Times on the Rock Road QBC Corridor have been decreasing since 2014.

Both the AM and PM journey times have remained the same as 2016.

AM Journey Time: 0:31:04
PM Journey Time: 0:28:52

Bus Journey Times



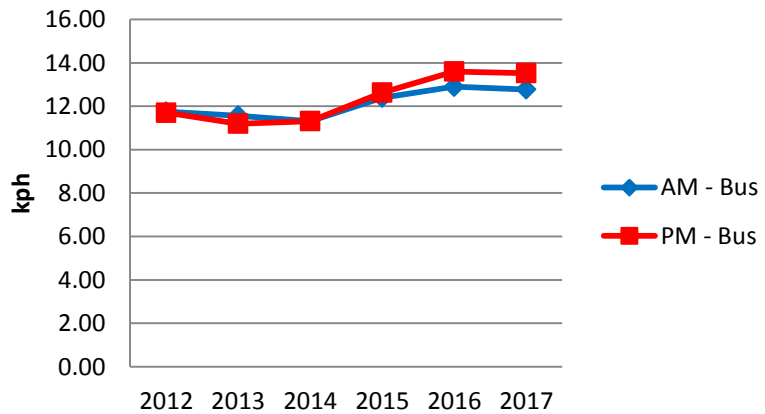
Monitored Corridor:

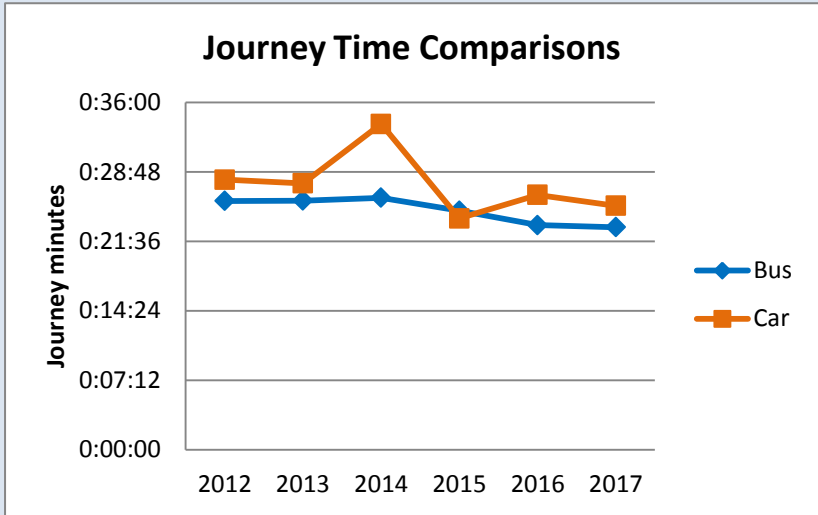
Bus speeds in both the AM and the PM have been increasing since 2014.

2017 shows a levelling out of speeds in both the AM and the PM.

AM Speed: 12.77kph
PM Speed: 13.53kph

Bus Speeds

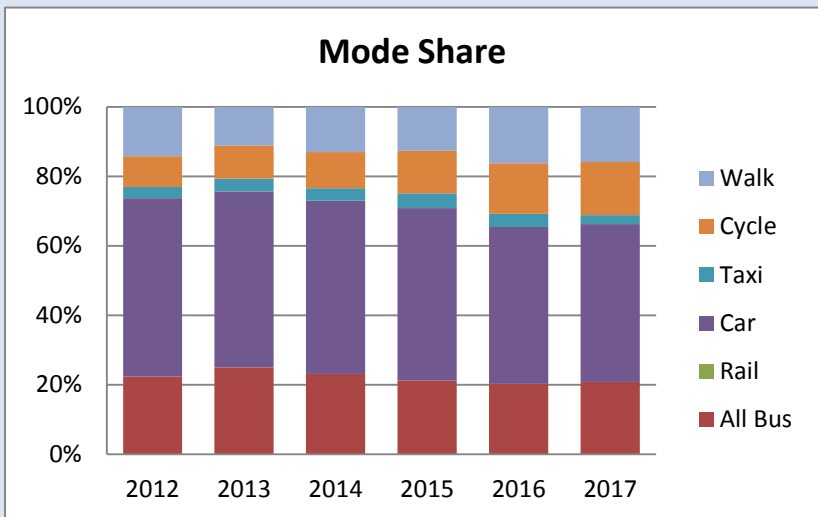




Monitored Section:

Except for a spike in car journey times in 2014, bus and car journey times have remained constant since 2011. This continues in 2017 with no change in the bus journey time and 1 minute saving in the car time.

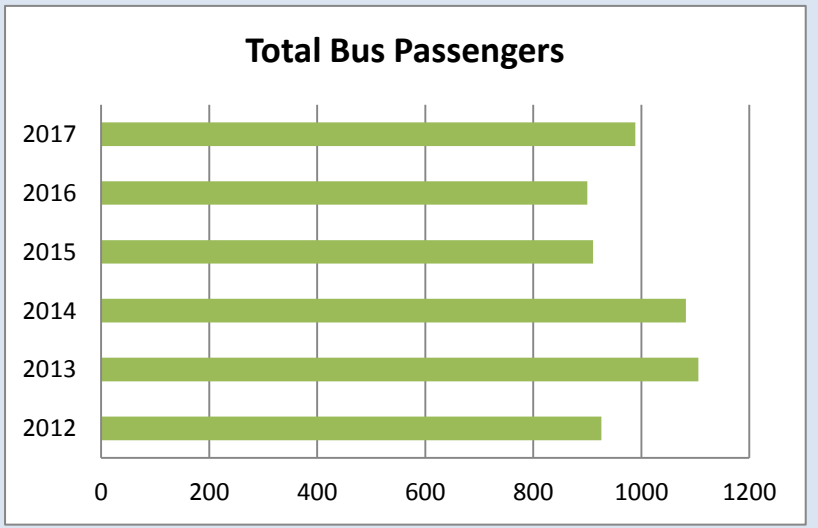
Bus Time: 0:23:04
Car Time: 0:25:17



The Canal Cordon crossing point for the Rock Road QBC is Mount Street.

On the whole, mode share has remained the same as 2016. The largest change is a decrease of 1.3% in taxi, while cycling increased by 0.7%.

Car – 45.5% Cycle – 15.3%
Bus – 20.8% Walk – 15.8%
Taxi – 2.6%



The number of bus passengers at the Rock Rd. QBC crossing point has increased by 10% since 2016.

Bus passengers: 989