



2015 Quality Bus Corridor Monitoring Report – Dublin

November 2015

Purpose:

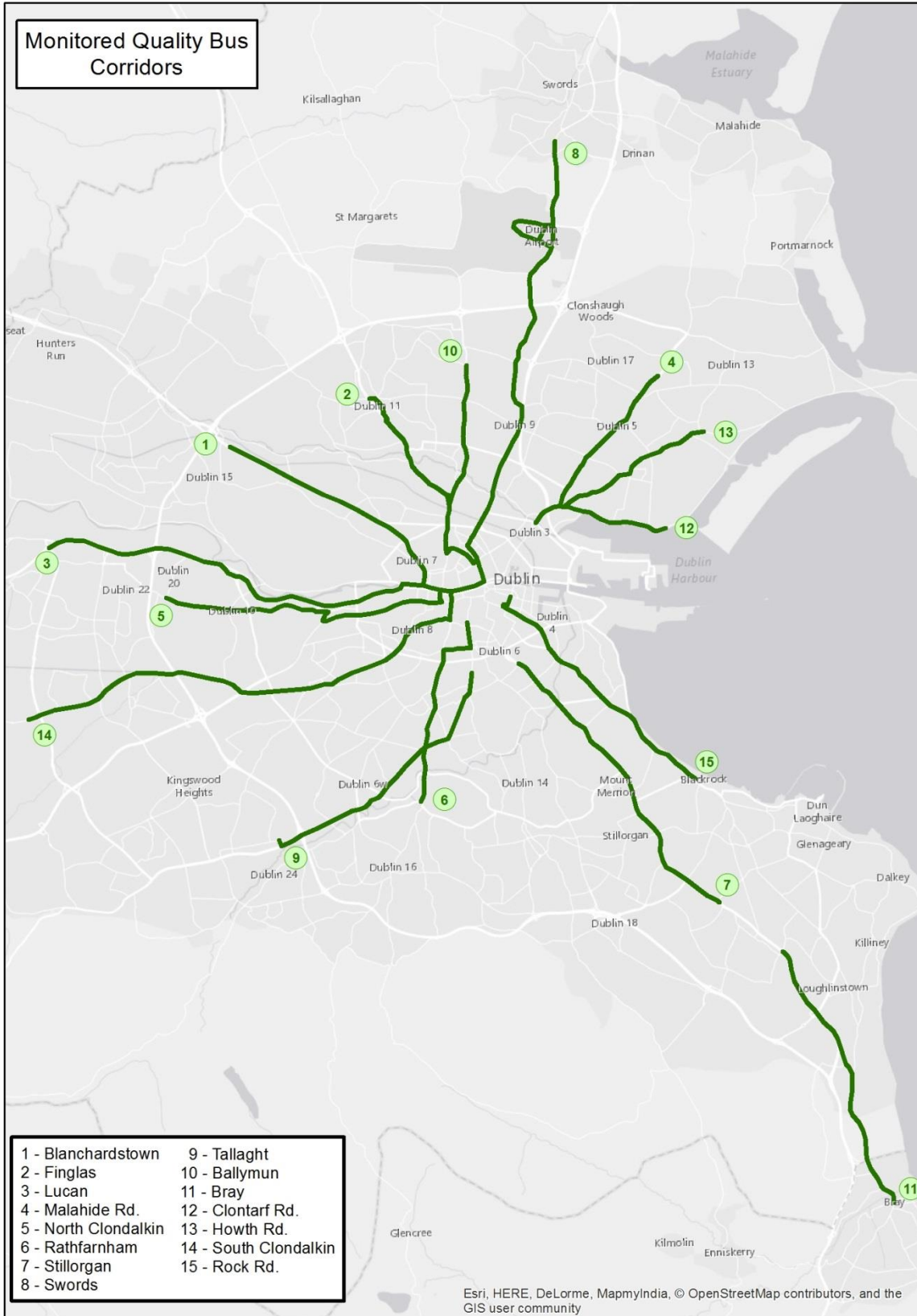
The purpose of the monitoring exercise is to undertake a time series analysis of the operation of each QBC in the Dublin Region. The following information has been measured:

- *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



Data Sources:

Graph 1 – Bus Journey Time:

The one-way bus journey time (AM & PM) for the corridor, as described in each section, is provided by Dublin Bus. It is an extract from their AVL (Automatic Vehicle Location) database 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 for the corridor are also provided by Dublin Bus, from the AVL database.

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

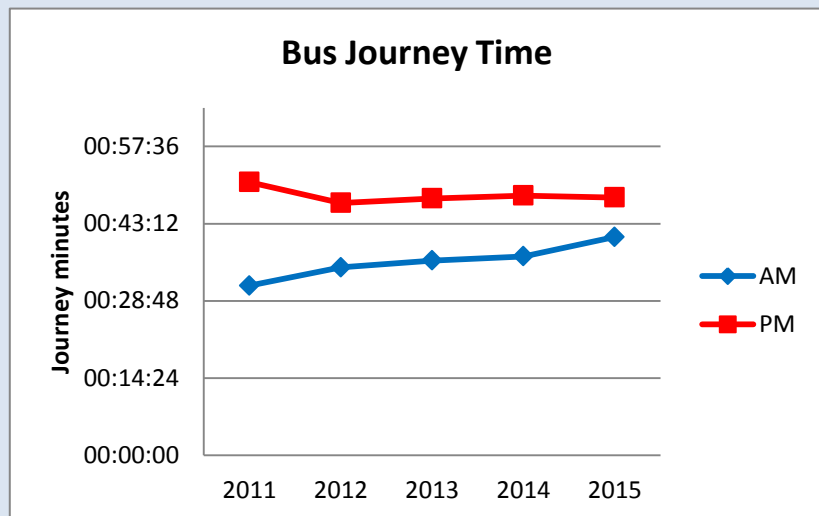
Monitored Corridor – Navan Rd/Morgan’s Place to Bachelors Walk
 Monitored Section – Navan Rd/Morgan’s Place to Manor St.

Monitored Corridor:

The Bus Journey Times on the Blanchardstown QBC Corridor have been steadily increasing since 2012.

2015 shows a 3^{1/2} min. increase in journey time in the AM and no change in the PM.

AM Journey Time: 0:40:42
 PM Journey Time: 0:48:05

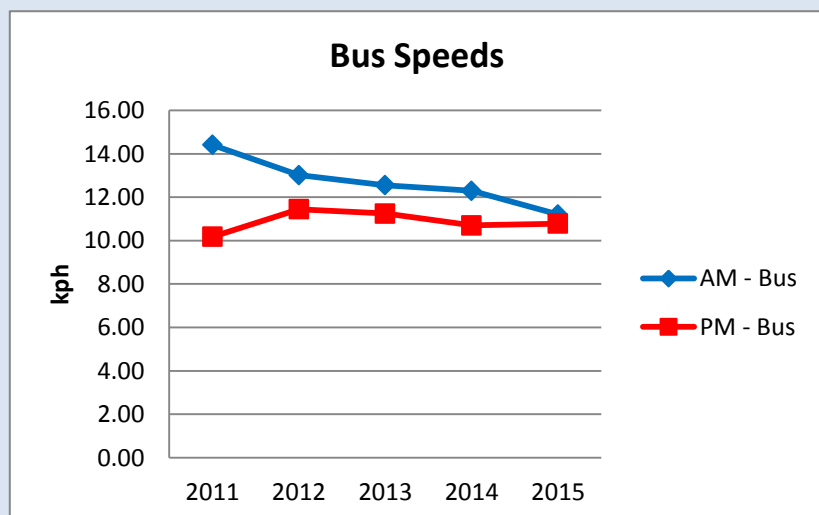


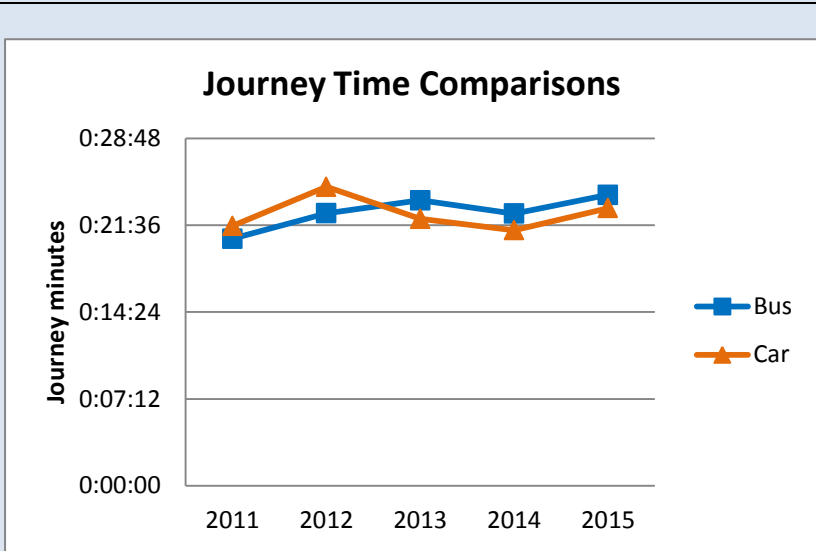
Monitored Corridor:

Bus speeds are steadily reducing since 2012.

2015 speeds continue this trend. There is a 9% decrease in speeds in the AM and very little change in the PM.

AM Speed: 11.2kph
 PM Speed: 10.79kph



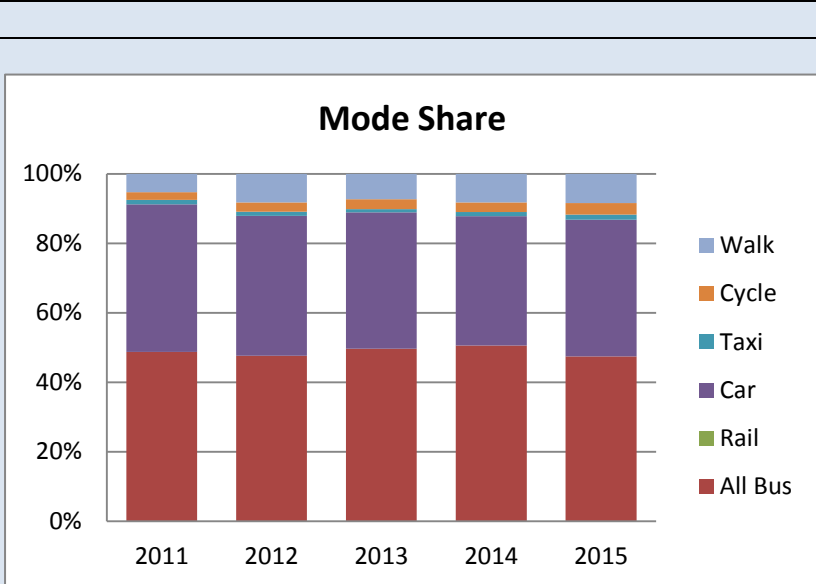


Monitored Section:

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

In 2015, bus and car times have increase by between 1 and 2 minutes.

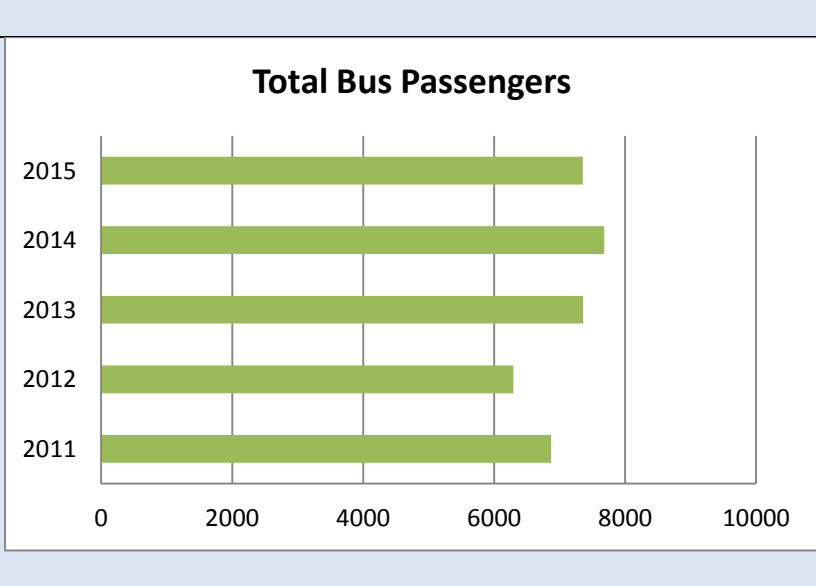
Bus Time: 0:24:07
Car Time: 0:23:01



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

Bus has shown a decrease of 3% while car has increased by just over 2%.

Car – 39.4%
Bus – 47.4%
Taxi – 1.4%
Cycle – 3.3%
Walk – 8.4%



The number of bus passengers at the Blanchardstown QBC crossing point has decreased by 3% since 2014.

Bus passengers: 7354



2. Finglas Quality Bus Corridor

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

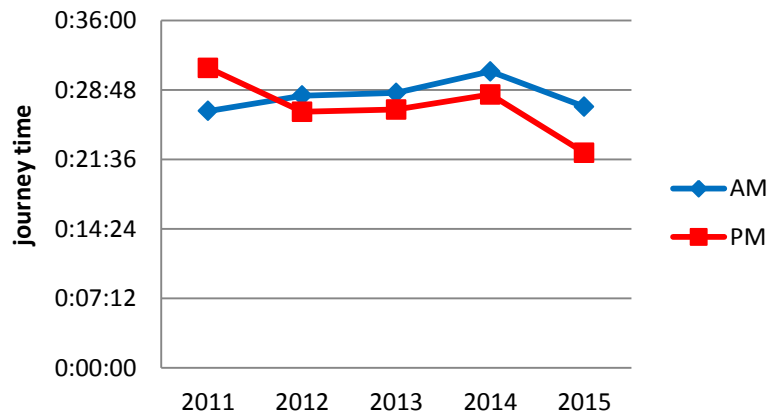
Monitored Corridor:

The Bus Journey Times on the Finglas QBC Corridor have been increasing between 2012 and 2014.

In 2015 there is a 3^{1/2} minute decrease in journey time in the AM and a 6 minute decrease in the PM.

AM Journey Time: 0:27:04
PM Journey Time: 0:22:17

Bus Journey Time



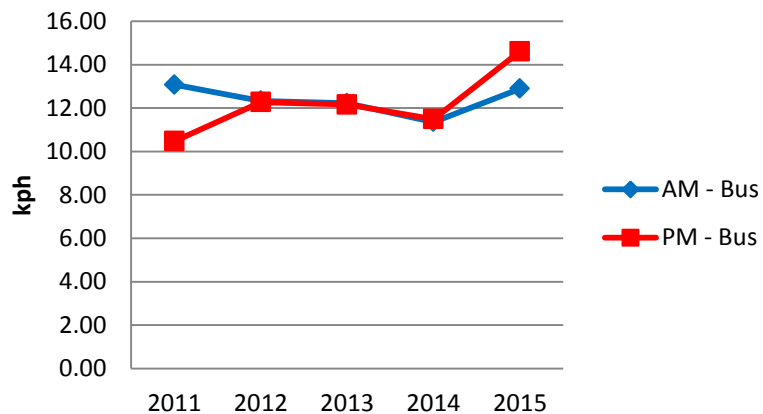
Monitored Corridor:

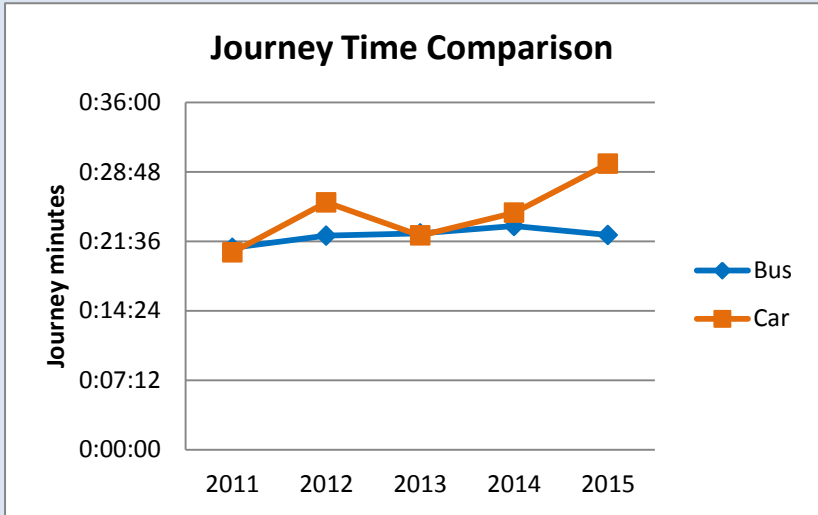
Bus speeds have been quite stable since 2012; however, in 2015 there was a jump in bus speeds.

In 2015 there has been a 13% increase in speeds in the AM and 27% increase in the PM since 2014.

AM Speed: 12.89kph
PM Speed: 14.61kph

Bus Speeds



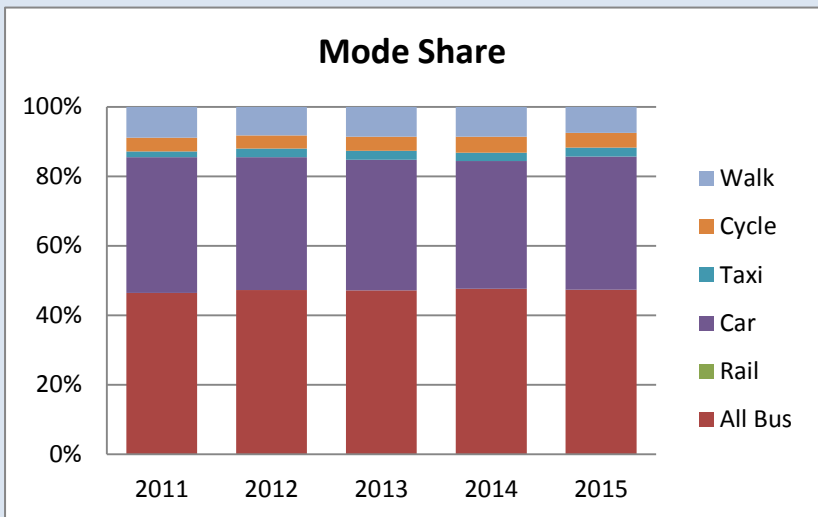


Monitored Section:

Since 2011, car times have fluctuated while bus journey times have remained constant.

In 2015, bus times have improved slightly by 1min while car journey times have increased by 5 minutes.

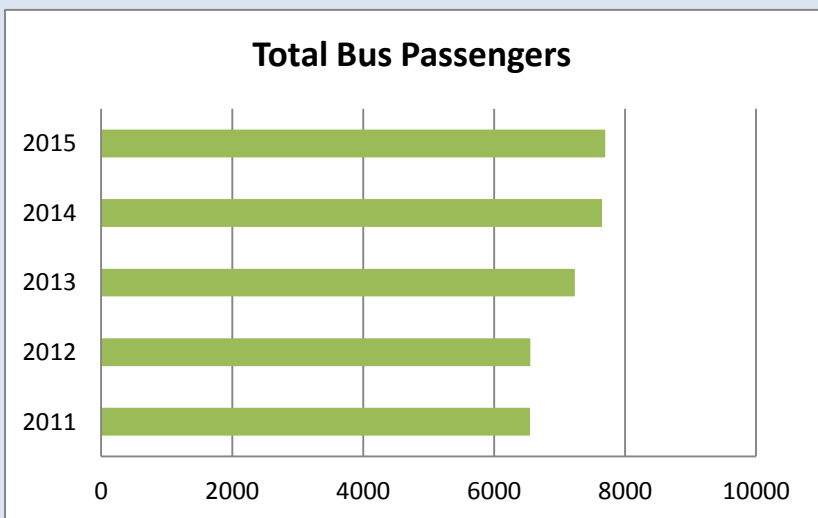
Bus Time: 0:22:15
Car Time: 0:29:38



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

Since 2015, bus has decreased by 1% while car has increased by 1%. Cycle and walk have both decreased slightly.

Car – 38.4%
Bus – 47.3%
Taxi – 2.6%
Cycle – 4.3%
Walk – 7.5%



The number of bus passengers at the Finglas QBC crossing point has remained the same as 2014.

Bus passengers: 7697



3. Lucan Quality Bus Corridor

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

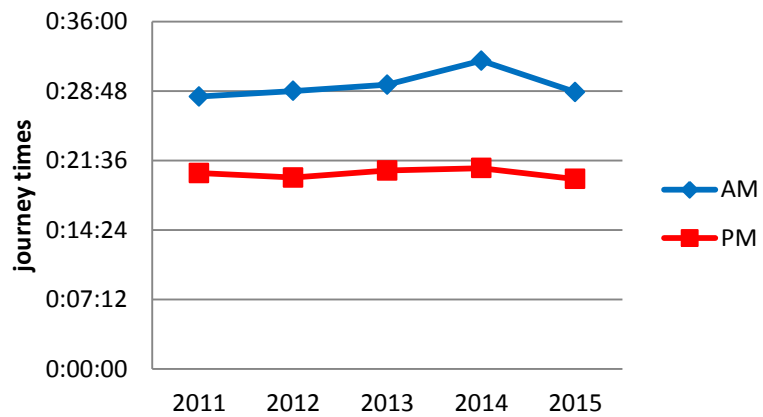
Monitored Corridor:

The Bus Journey Times on the Lucan QBC Corridor have remained constant since 2011 with a slight increase in the 2014 AM.

In 2015, the AM journey time decreased by 3min and the PM by 1min.

AM Journey Time: 0:28:41
PM Journey Time: 0:19:41

Bus Journey Time



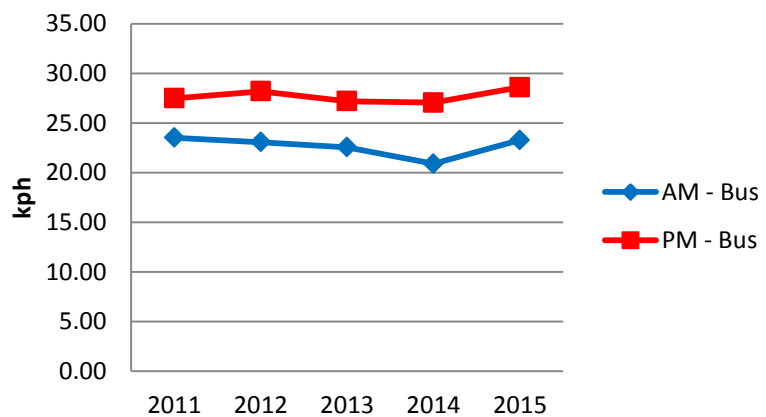
Monitored Corridor:

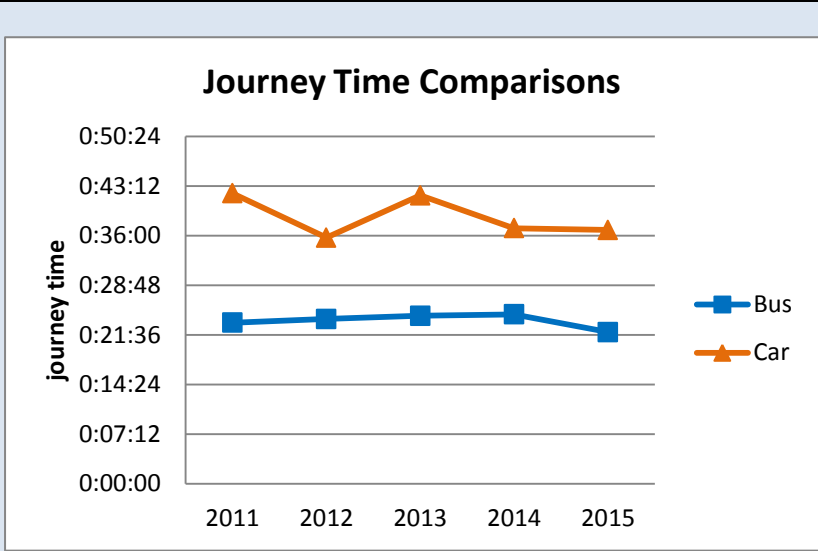
Bus Speeds for both the AM and PM have remained constant since 2011.

2015 shows an increase in both the AM and PM bus speeds of 11% and 6% respectively.

AM Speeds: 23.28kph
PM Speeds: 28.61kph

Bus Speeds



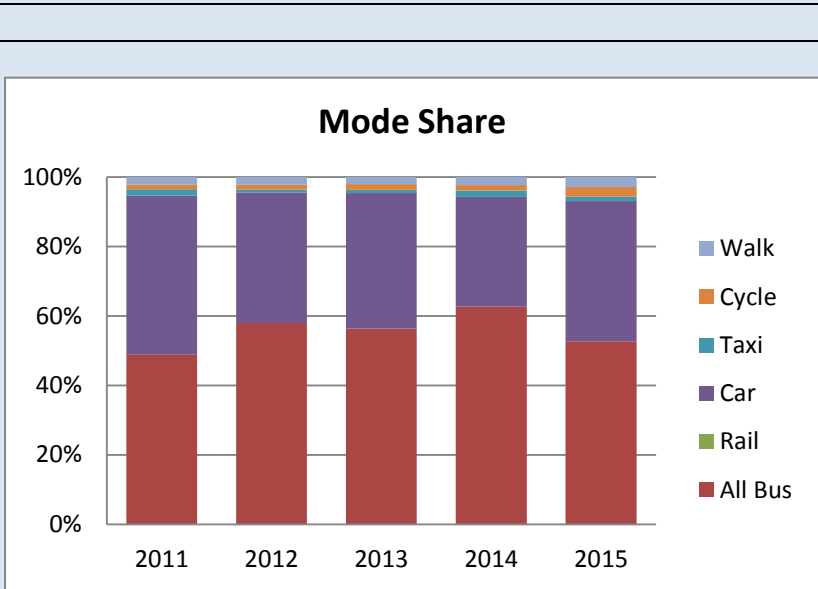


Monitored Section:

Bus journey time has remained constant since 2011. Car journey times have shown a reduction since 2013.

In 2015, the bus journey has decreased by 2^{1/2} minutes while the car has remained the same as 2014.

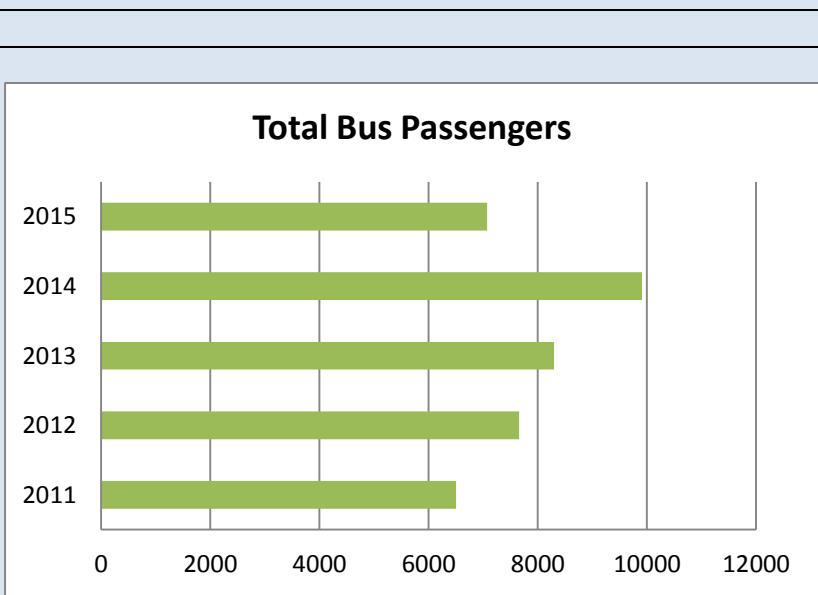
Bus Time: 0:22:00
Car Time: 0:36:49



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

Since 2014, bus has decreased (10%) while car has increased by 9%. Cycle and walk have both increased slightly.

Car – 40%
Bus – 52.7%
Taxi – 1.3%
Cycle – 2.7%
Walk – 2.9%



The number of bus passengers at the Lucan QBC crossing point decreased by 29% since 2014.

Bus passengers: 7071



4. Malahide Road Quality Bus Corridor

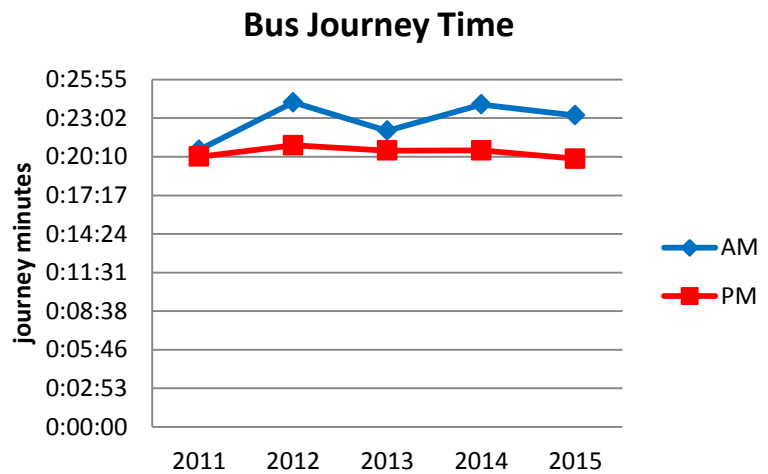
Monitored Corridor – Malahide Rd to Nth Strand Rd
Monitored Section – Malahide Rd to Griffith Ave

Monitored Corridor:

The AM Bus journey time on the Malahide Rd QBC has varied considerable while the PM shows a more even pattern.

In 2015 the AM and PM journey times have remained almost the same as 2014.

AM Journey Time: 0:23:15
PM Journey Time: 0:20:01

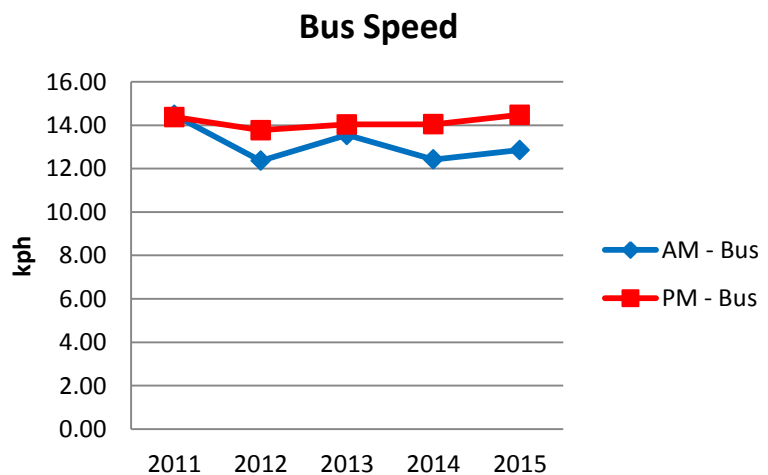


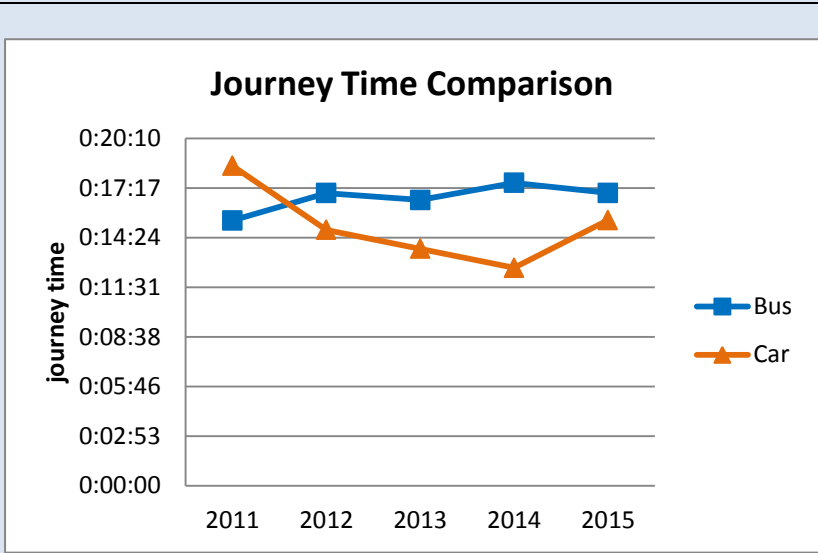
Monitored Corridor:

Bus speeds have been quite even in the PM since 2011.

2015 speeds show very little change from 2014. AM speeds have increased by 4% and PM has increased by 3%.

AM Speeds: 12.85kph
PM Speeds: 14.48kph



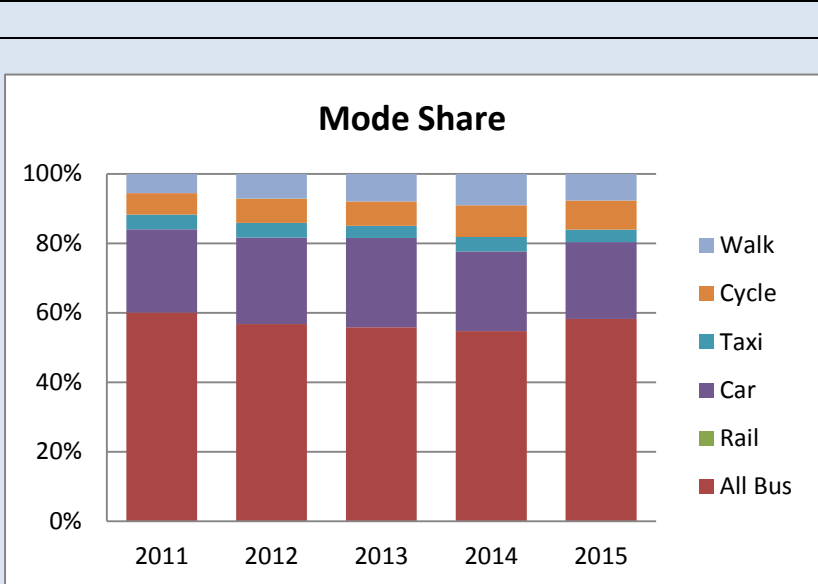


Monitored Section:

There has been a general decrease in car journey time since 2011, bus has remained the same.

Bus continues with no change in 2015 while the car journey time increases by almost 3 minutes.

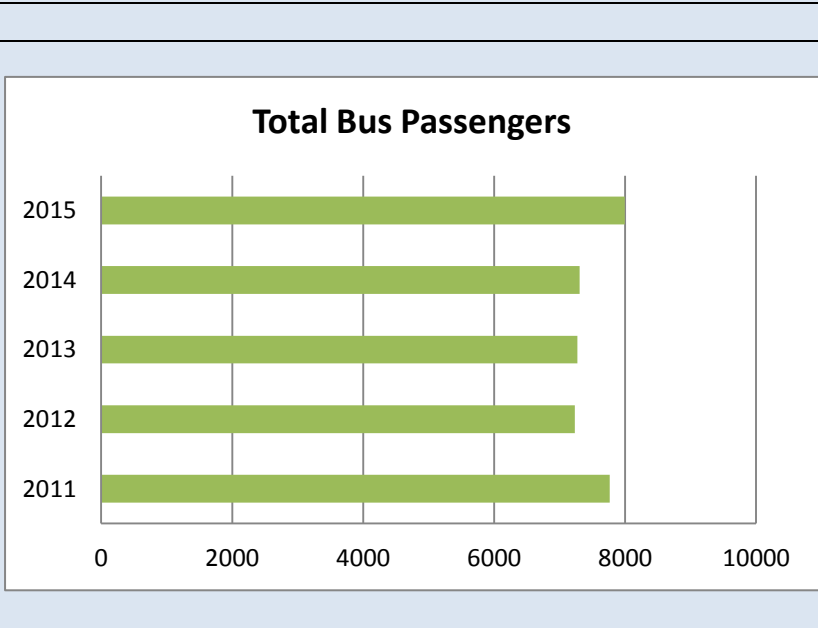
Bus Time: 0:17:00
Car Time: 0:15:25



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

Since 2014, bus has increased by 3.5%. All other modes have reduced slightly.

Car – 22.1%
Bus – 58.3%
Taxi – 3.7%
Cycle – 8.4%
Walk – 7.6%



The number of bus passengers at the Malahide Rd. QBC crossing point increased by 10% since 2014.

Bus passengers: 7994



5. North Clondalkin Quality Bus Corridor

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

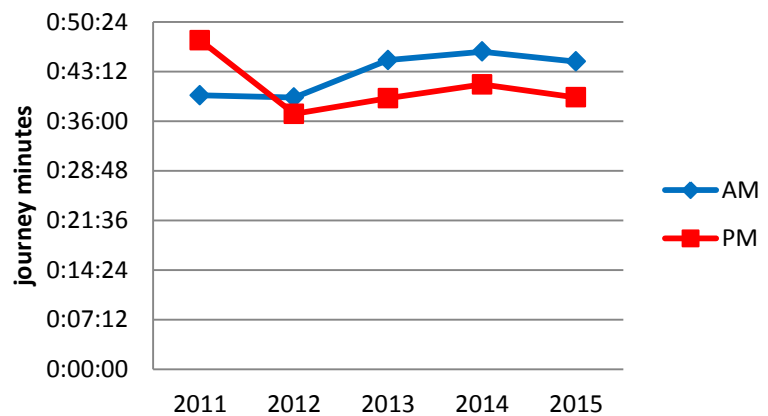
Monitored Corridor:

Bus Journey Times have been increasing since 2012, this changed in 2014 and continued into 2015.

2015 shows a 1^{1/2} min reduction in journey time in the AM and almost 2mins in the PM.

AM Journey Time: 0:44:39
PM Journey Time: 0:39:27

Bus Journey Times



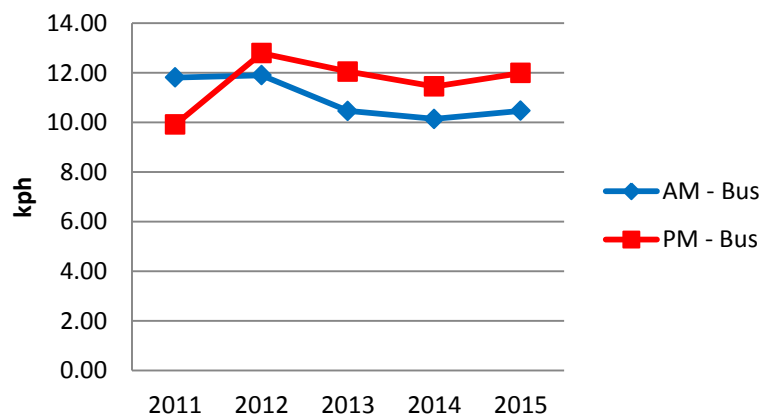
Monitored Corridor:

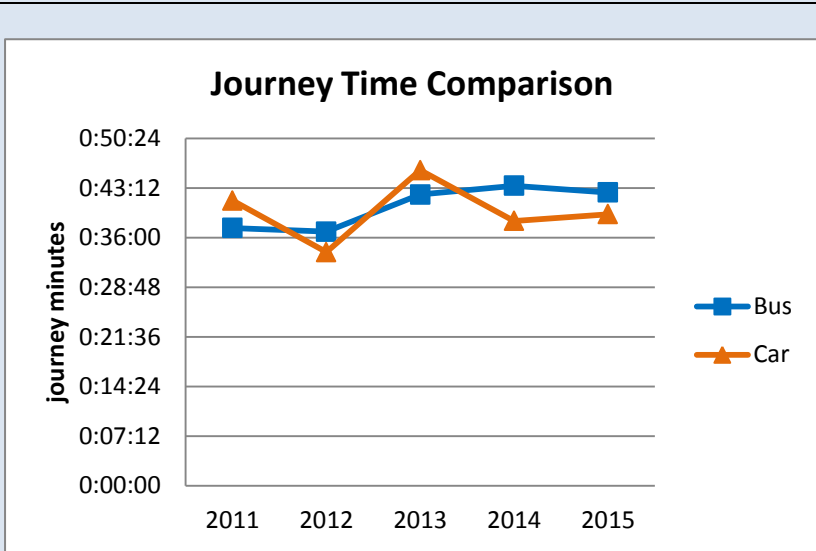
Bus speeds have been reducing between 2012 and 2014.

2015 shows a 3% increase in speed in the AM and a 5% increase in the PM.

AM Speeds: 10.47kph
PM Speeds: 11.99kph

Bus Speeds



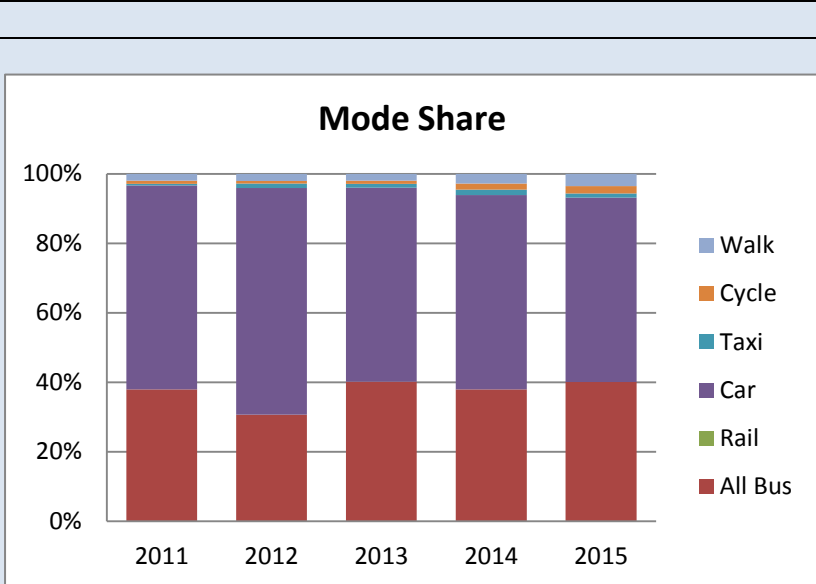


Monitored Section:

Bus journey times have increased since 2012. Car journey times have fluctuated over the same period.

2015 bus journey times shows a 1 minute improvement since 2014 while the car has increased by 1 minute.

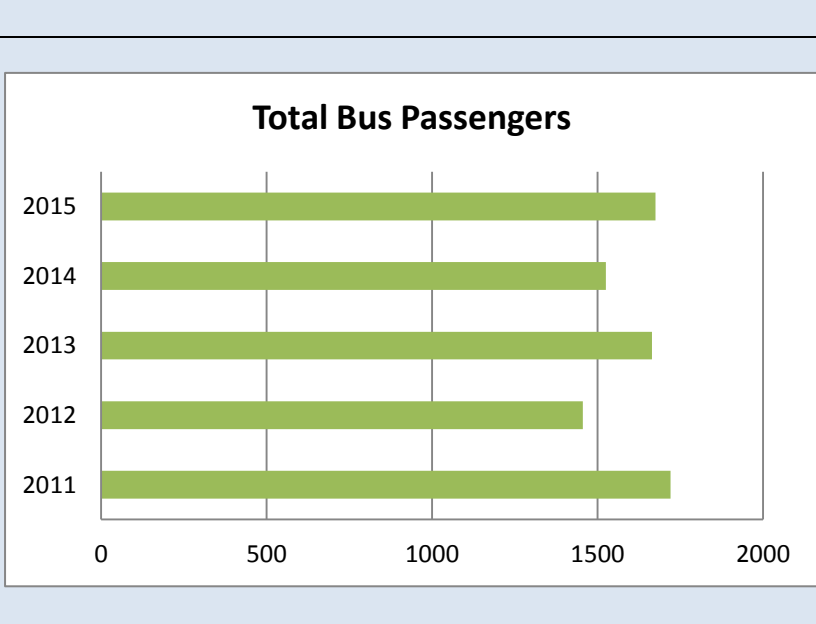
Bus Time: 0:42:33
Car Time: 0:39:24



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

Since 2014, bus, cycle and walk have increased slightly (2%, 0.4% & 0.7%) while car and taxi have decreased by 2.8% and 0.3%, respectively.

Car – 40.1%
Bus – 53.1%
Taxi – 1.2%
Cycle – 2.2%
Walk – 3.5%



The number of bus passengers at the North Clondalkin QBC crossing point increased by 10% since 2014.

Bus passengers: 1675



6. Rathfarnham Quality Bus Corridor

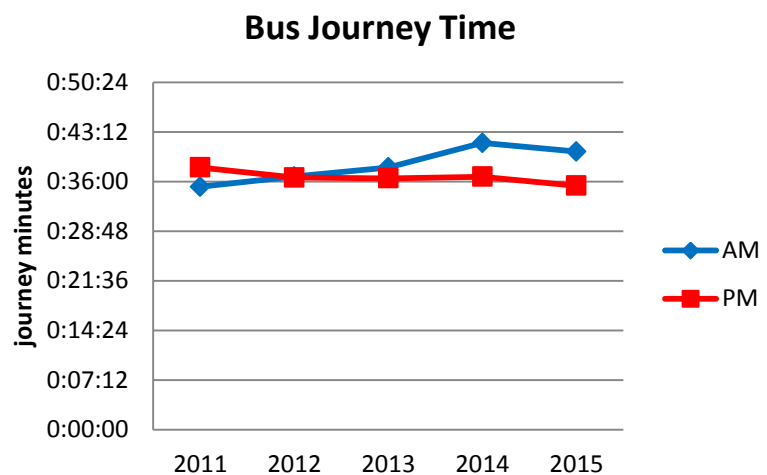
Monitored Corridor – Rathfarnham Rd to George St / Exchequer St
Monitored Section – Rathfarnham Rd to Aungier St / Peter Row

Monitored Corridor:

Bus Journey Times on the Rathfarnham QBC have been increasing in the AM since 2011 while the PM has shown little change.

2015 shows a reduction in journey time for both the AM and the PM.

AM Journey Time: 0:40:21
PM Journey Time: 0:35:25

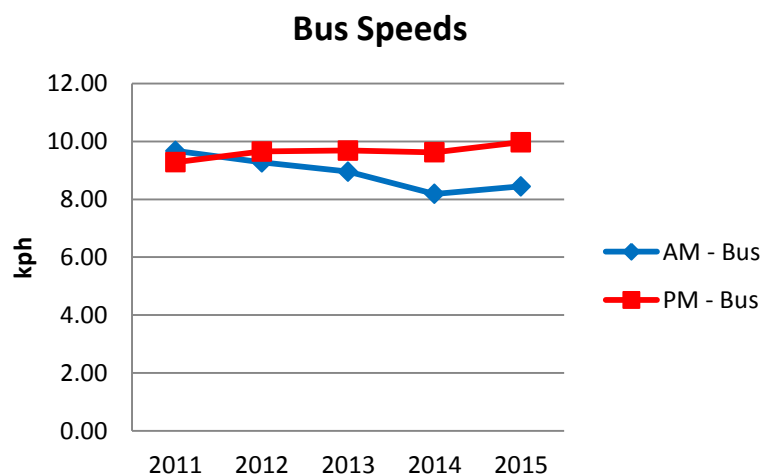


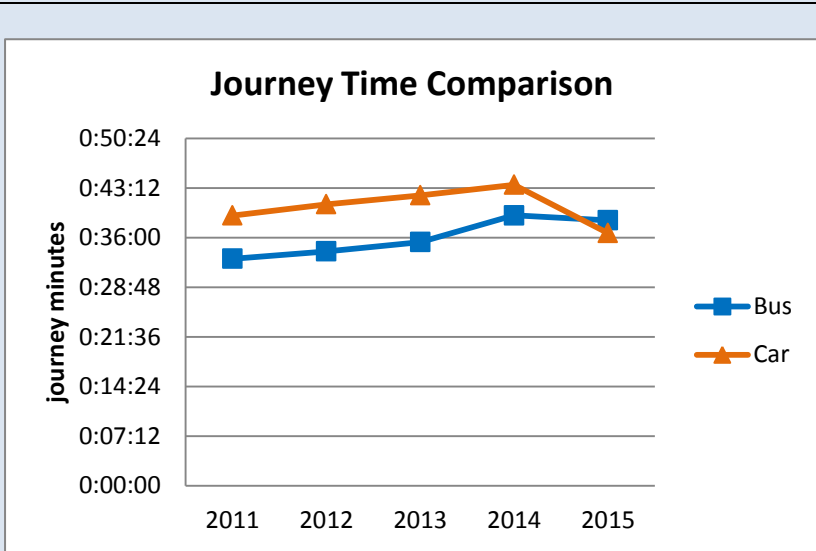
Monitored Corridor:

Bus Speeds have reducing in the AM since 2011 and remain quite constant in the PM.

AM speeds have improved by 3% since 2014 while PM has improved by 4%.

AM Speed: 8.44kph
PM Speed: 9.97kph



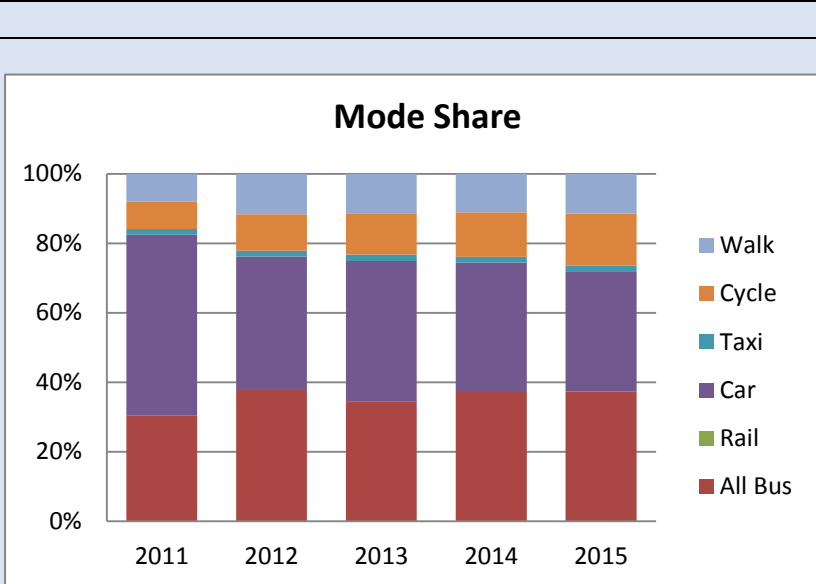


Monitored Section:

Both car and bus journey times increased between 2011 and 2014. After this there has been a reduction.

In 2015, the car journey time has decreased by 7 minutes while the bus has decreased by nearly 1 minute.

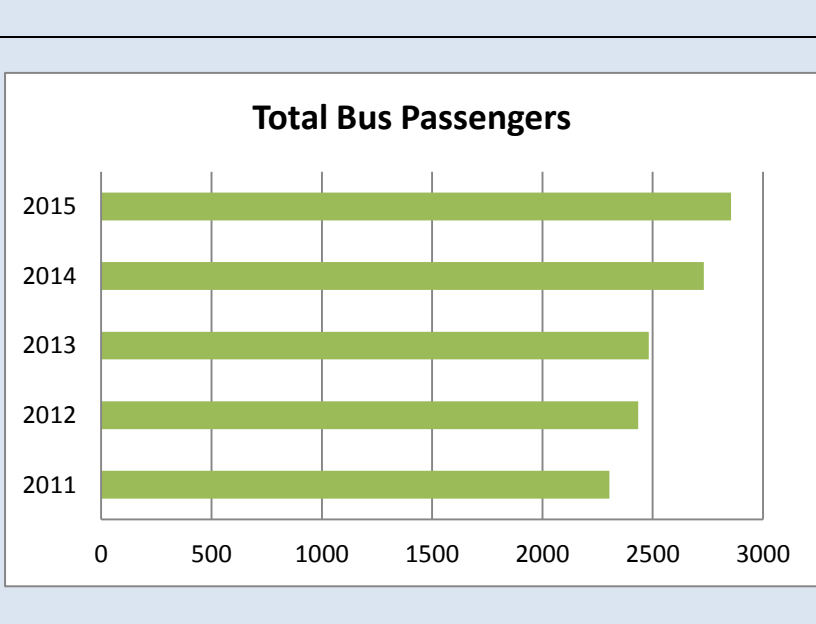
Bus Time: 0:38:31
Car Time: 0:36:40



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

Since 2014, car mode share has decreased by 2.3% while cycling has improved by 2%

Car – 34.6%
Bus – 37.3%
Taxi – 1.6%
Cycle – 14.9%
Walk – 11.5%



The number of bus passengers at the Rathfarnham QBC crossing point increased by 5% since 2014.

Bus passengers: 2856



7. Stillorgan Quality Bus Corridor

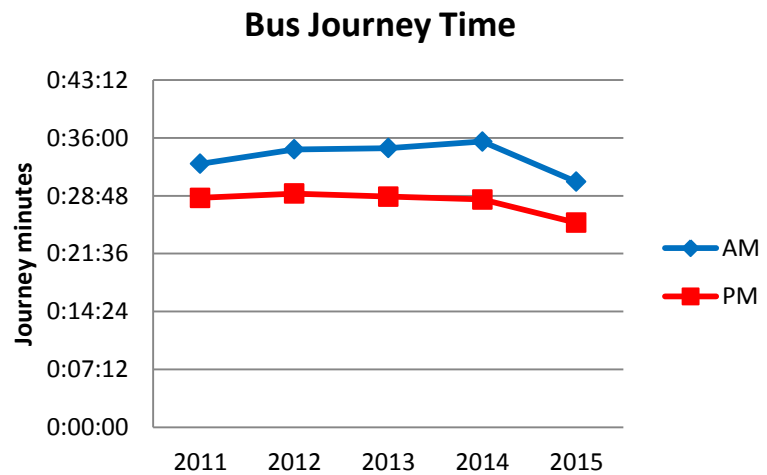
Monitored Corridor – Stillorgan Rd / Springfield Park to Appian Way
Monitored Section – Stillorgan Rd / Sycamore Crescent to Appian Way

Monitored Corridor:

The Bus Journey Times on the Stillorgan QBC Corridor have been increasing since 2011.

However, this changed in 2015 with a 5 minute reduction in the AM journey time and almost 3 minutes in the PM.

AM Journey Time: 0:30:33
PM Journey Time: 0:25:27

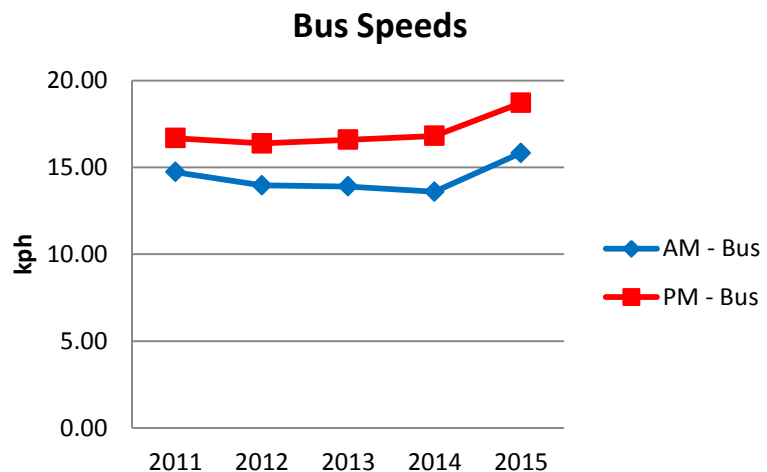


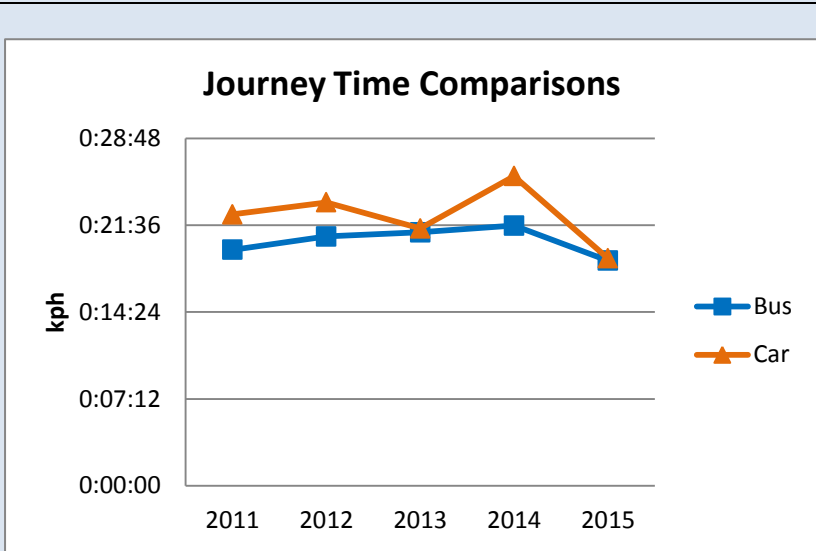
Monitored Corridor:

Bus speeds have been increasing since 2014. This matches the decrease in journey time for the same period.

The 2015 bus speeds are 16% faster than 2014 in the AM and 11% faster in the PM.

AM Speed: 15.83kph
PM Speed: 18.72kph



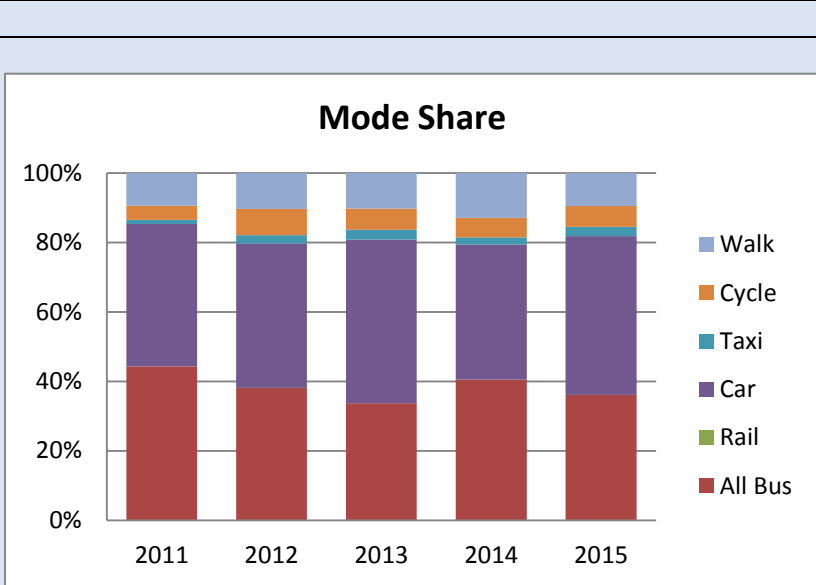


Monitored Section:

Bus journey times on the monitored section have remained constant since 2011. Car journey times have increased since 2011, with a large spike in 2014.

In 2015, bus journey times have decreased by 3 minutes while car journey times have decreased by 7 minutes.

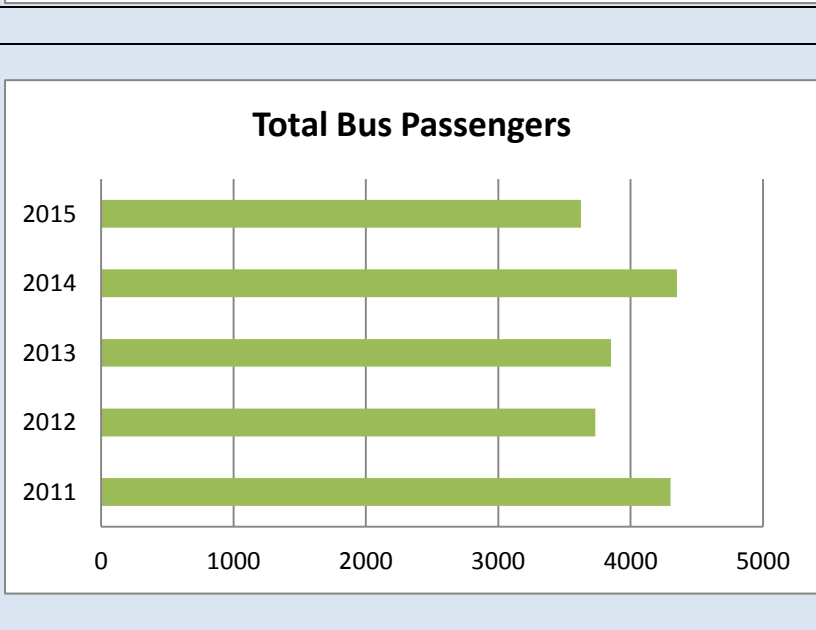
Bus Time: 0:18:40
Car Time: 0:18:51



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

Car mode share has increased since 2014 by 7% while bus has decreased by 4.4%.

Car – 45.7%
Bus – 36.1%
Taxi – 2.7%
Cycle – 6%
Walk – 9.5%



The number of bus passengers at the Stillorgan QBC crossing point has decreased by 17% since 2014.

Bus passengers: 3625



8. Swords Quality Bus Corridor

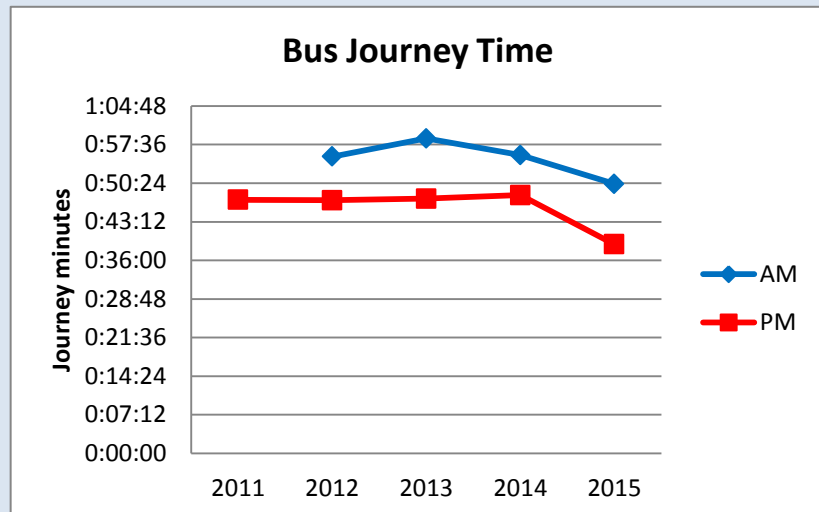
Monitored Corridor – Swords Equestrian Centre to O’Connell St
 Monitored Section – Swords Equestrian Centre to Drumcondra Station

Monitored Corridor:

The Bus Journey Times on the Swords QBC Corridor have been decreasing in the AM since 2013.

In 2015, the AM journey time has reduced by just over 5 minutes while the PM has improved by almost 10minutes.

AM Journey Time: 0:50:17
 PM Journey Time: 0:39:00



*No AM Peak Hour AVL data available for 2011

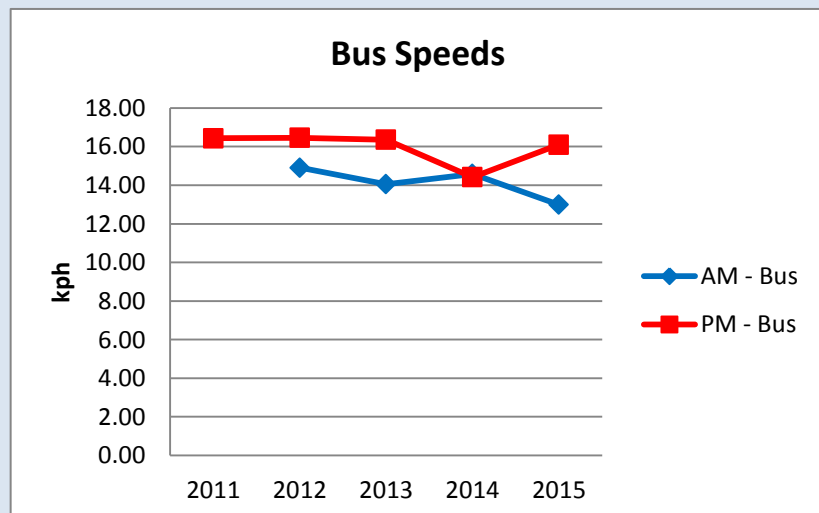
Monitored Corridor:

Bus speeds have been quite stable since 2012.

The 2015 bus speeds are 11% slower than 2014 in the AM but there has been an increase in speed in the PM of 12%.

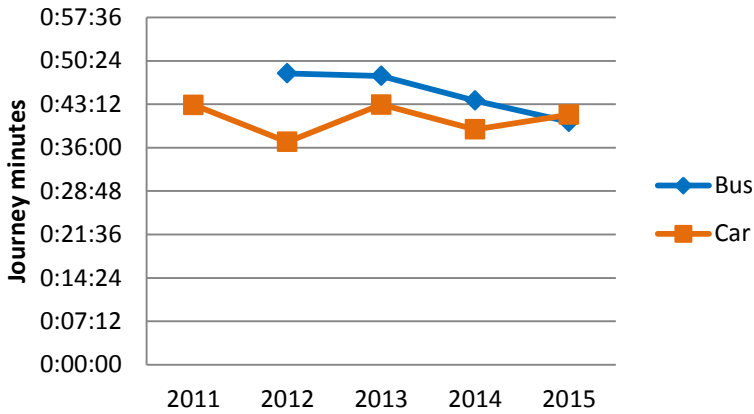
AM Speed: 13kph
 PM Speed: 16.1kph

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



*No AM Peak Hour AVL data available for 2011

Journey Time Comparisons



*No AM Peak Hour AVL data available for 2011

Monitored Section:

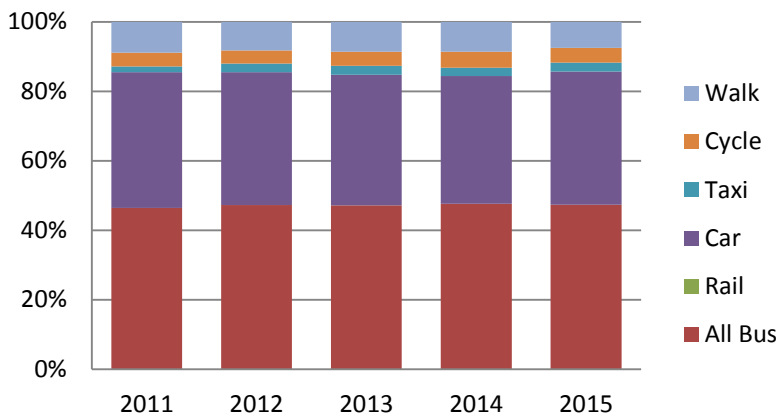
There has been a steady reduction in bus journey time since 2012. The car journey time has fluctuated a little more.

In 2015, there has been a 3 minute reduction in the bus and a 2 minute increase in the car journey time.

Bus Time: 0:40:16

Car Time: 0:41:28

Mode Share



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

Since 2014, bus has decreased by 1% while car has increased by 1%. Cycle and walk have both decreased slightly.

Car – 38.4%

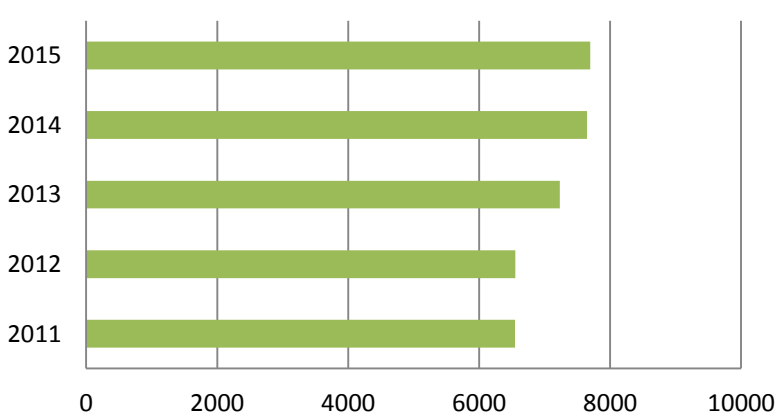
Bus – 47.3%

Taxi – 2.6%

Cycle – 4.3%

Walk – 7.5%

Total Bus Passengers



The number of bus passengers at the Swords QBC crossing point has remained the same as 2014.

Bus passengers: 7697



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:

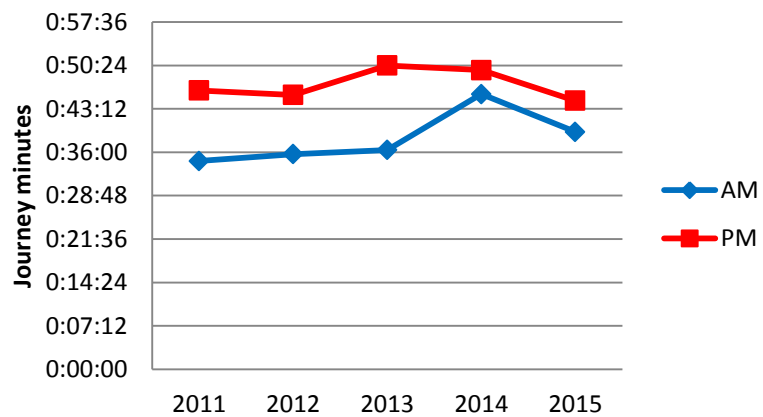
The Bus Journey Times on the Tallaght QBC Corridor steadily increased in the AM since 2011.

However, in 2015 journey times were reduced dramatically in both AM (6 minutes) and PM (5 minutes).

AM Journey Time: 0:39:23

PM Journey Time: 0:44:33

Bus Journey Times



Monitored Corridor:

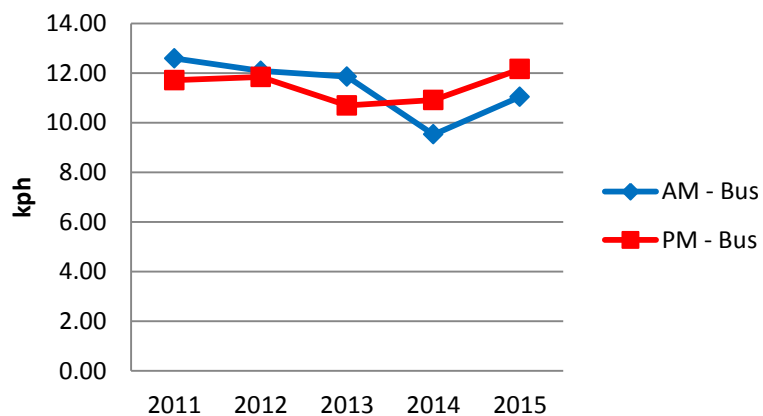
Bus speeds in the AM have been decreasing since 2011.

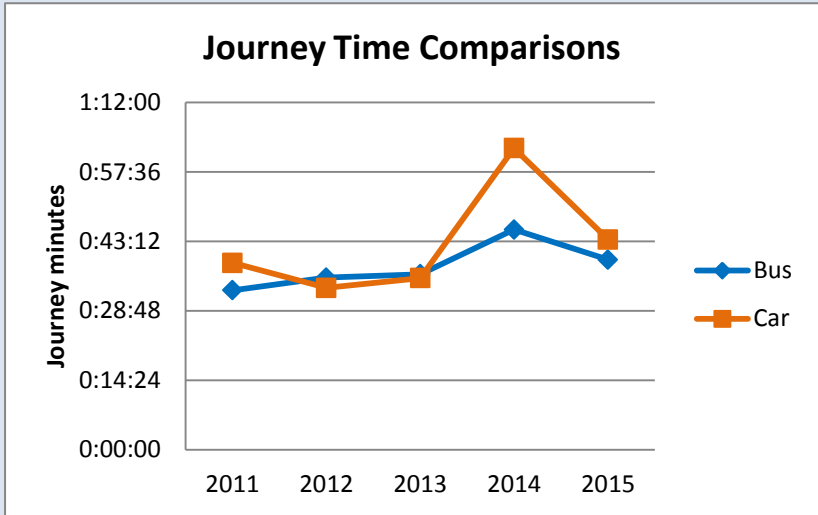
2015 shows that speeds have increased by 16% in the AM since 2014 and by 11% in the PM.

AM Speed: 11.04kph

PM Speed: 12.16kph

Bus Speeds



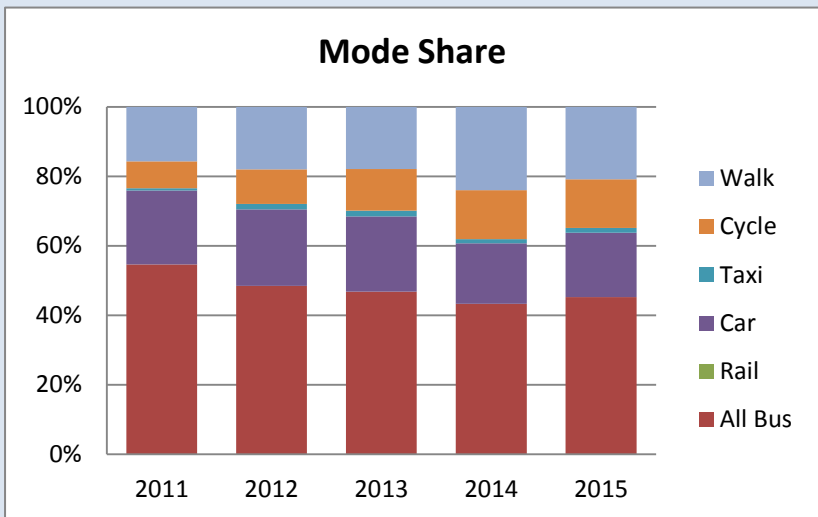


Monitored Section:

Bus and car have been performing similarly since 2011.

2015 shows a decrease in journey time for both modes, 6 mins for bus and almost 19 mins for car.

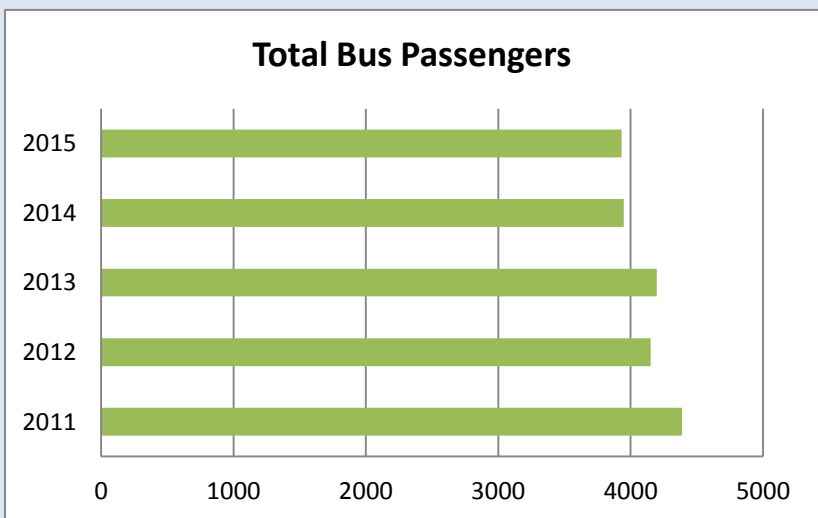
Bus Time: 0:39:23
Car Time: 0:43:35



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

Bus and car mode share have increased by 2% and 1.1% since 2014. Walk has decreased by 3.1%.

Car – 18.5%
Bus – 45.3%
Taxi – 1.3%
Cycle – 14%
Walk – 20.9%



The number of bus passengers at the Tallaght QBC crossing point has remained the same since 2014.

Bus passengers: 3933



10. Ballymun Quality Bus Corridor

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

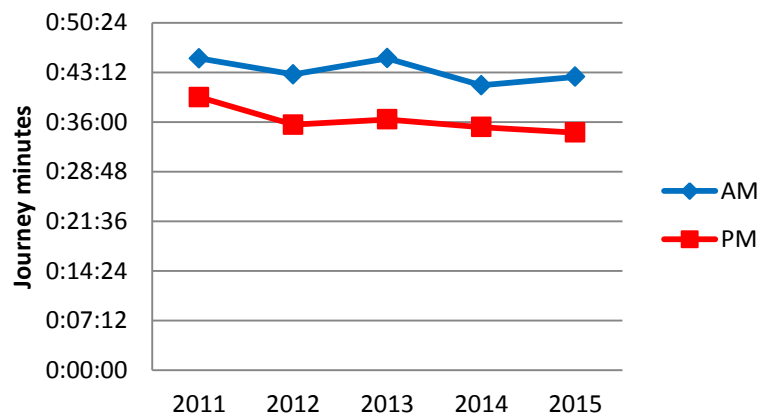
Monitored Corridor:

The Bus Journey Times on the Ballymun QBC Corridor have remained static in both the AM and the PM since 2011.

In 2015, there was a small change in the AM journey time (1 minute).

AM Journey Time: 0:42:34
PM Journey Time: 0:34:29

Bus Journey Times

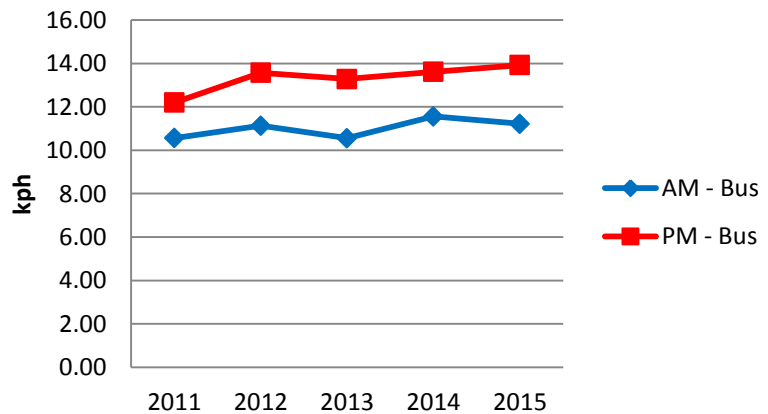


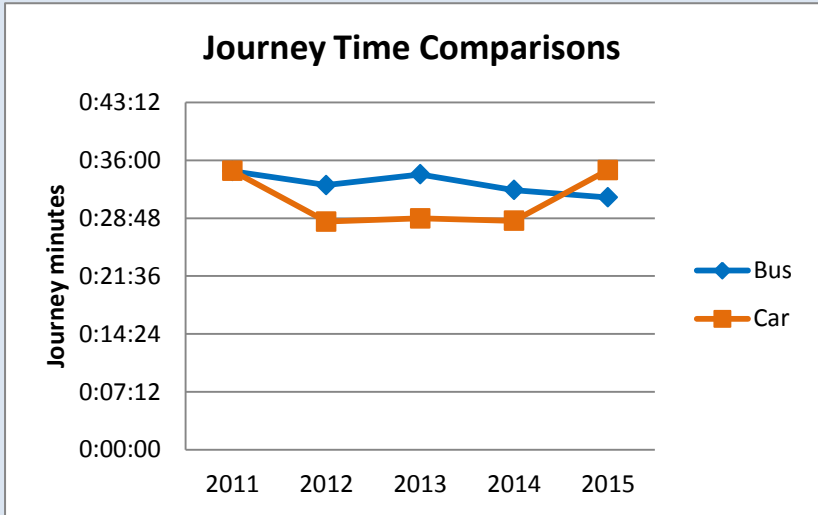
Monitored Corridor:

In the same manner as the bus journey times, bus speeds have been quite stable since 2012.

AM Speed: 11.22kph
PM Speed: 13.92kph

Bus Speeds





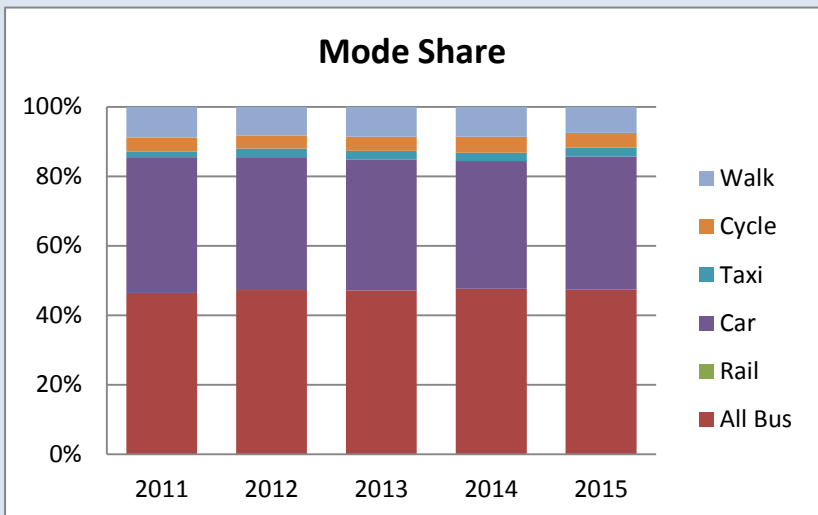
Monitored Section:

While the bus journey time has remained stable the car journey time increased dramatically in 2015.

The 2015 car journey time shows a 6 minute increase since 2014.

Bus Time: 0:31:23

Car Time: 0:34:47



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

Since 2014, bus has decreased by 1% while car has increased by 1%. Cycle and walk have both decreased slightly.

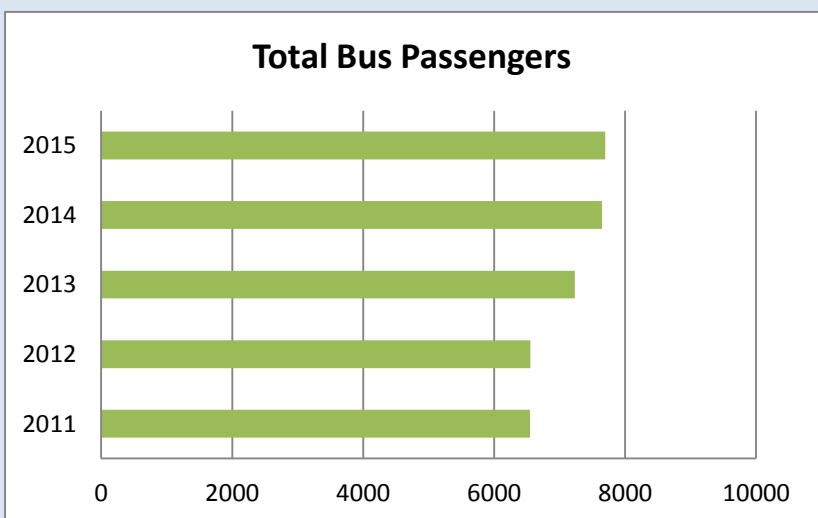
Car – 38.4%

Bus – 47.3%

Taxi – 2.6%

Cycle – 4.3%

Walk – 7.5%



The number of bus passengers at the Ballymun QBC crossing point has remained the same as 2014.

Bus passengers: 7697



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

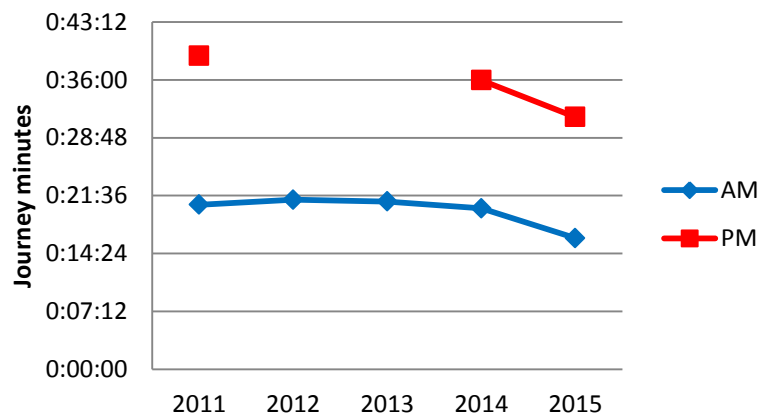
Monitored Corridor:

The Bus Journey Times on the Bray QBC Corridor have been improving since 2013.

In 2015, both the AM and PM have shown an improvement in journey time. The AM has reduced by almost 4 minutes and the PM by 4^{1/2}.

AM Journey Time: 0:16:19
PM Journey Time: 0:31:23

Bus Journey Times



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

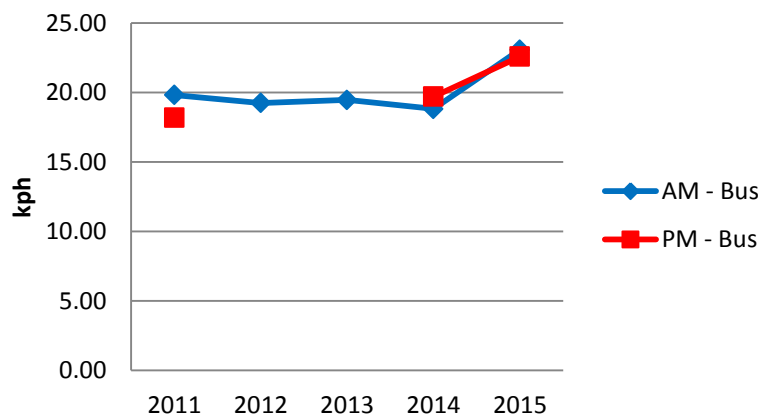
Monitored Corridor:

Bus speeds have been quite stable since 2012; however, in 2015 there was a jump in bus speeds.

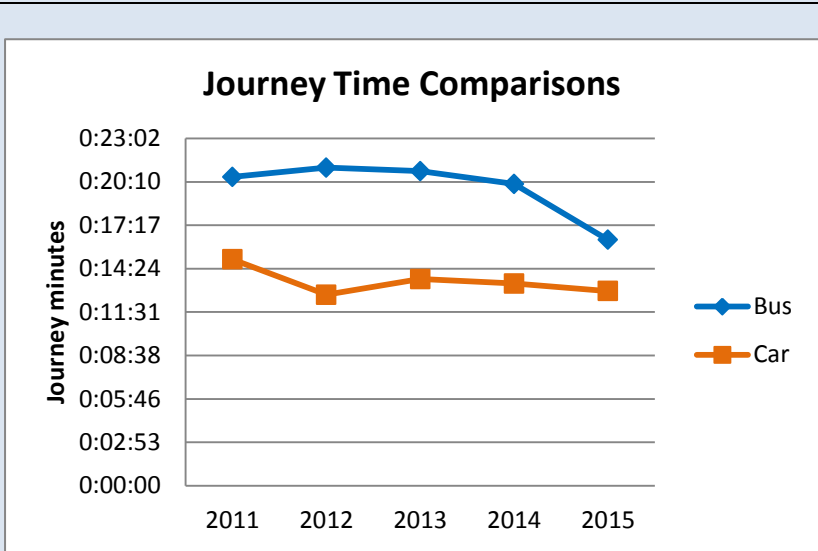
The 2015 bus speeds are 23% faster than 2014 in the AM and have 15% in the PM.

AM Speed: 23.09kph
PM Speed: 22.58kph

Bus Speeds



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

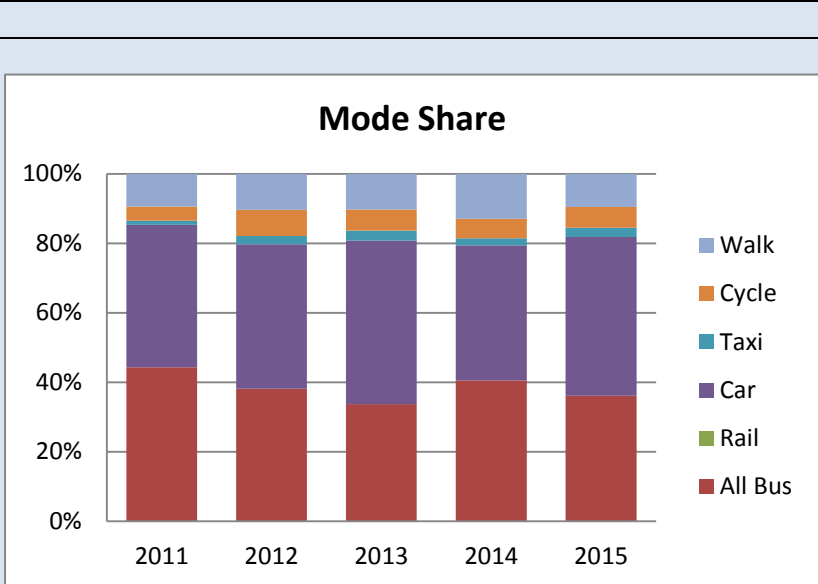


Monitored Section:

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

In 2015 bus journey times have reduced by 4 mins while car journey times have remained the same.

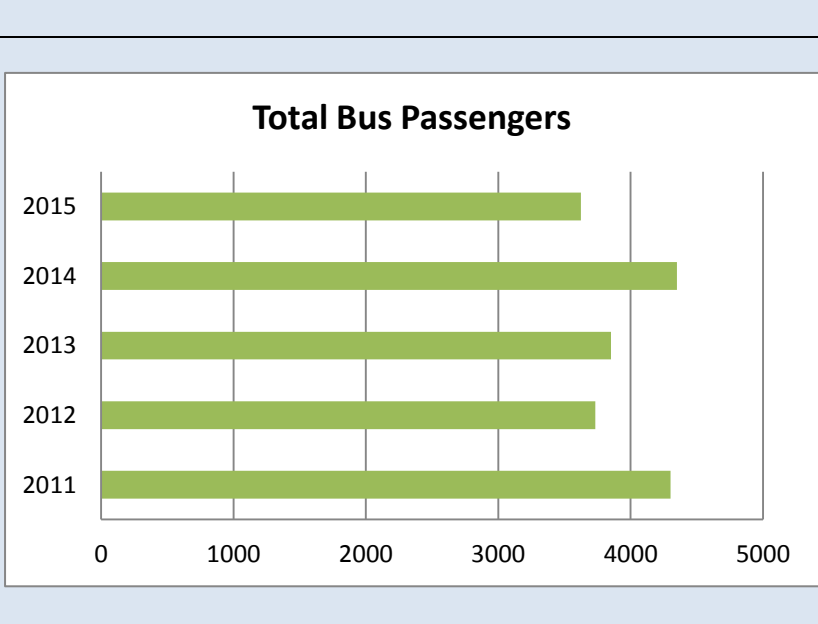
Bus Time: 0:16:19
Car Time: 0:12:55



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

Car mode share has increased since 2014 by 7% while bus has decreased by 4.4%.

Car – 45.7%
Bus – 36.1%
Taxi – 2.7%
Cycle – 6%
Walk – 9.5%



The number of bus passengers at the Bray QBC crossing point has decreased by 17% since 2014.

Bus passengers: 3625



12. Clontarf Quality Bus Corridor

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

Monitored Corridor:

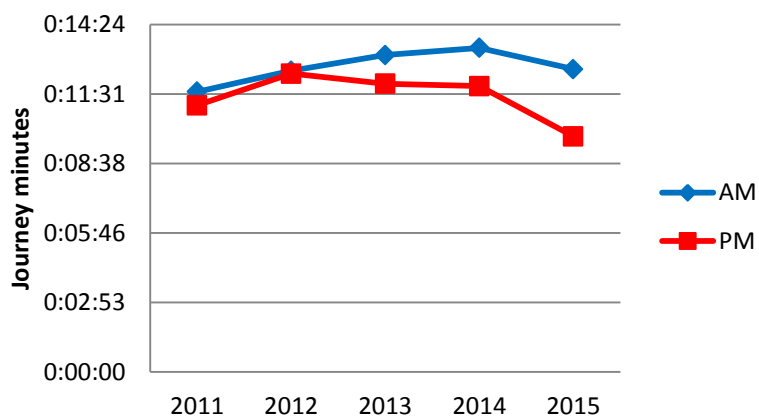
The Bus journey time on the Clontarf Rd QBC have been increasing in the AM since 2011.

In 2015, both the AM and the PM have improved. The PM journey time shows the greatest decrease (2 minutes)

AM Journey Time: 0:12:33

PM Journey Time: 0:09:46

Bus Journey Times



Monitored Corridor:

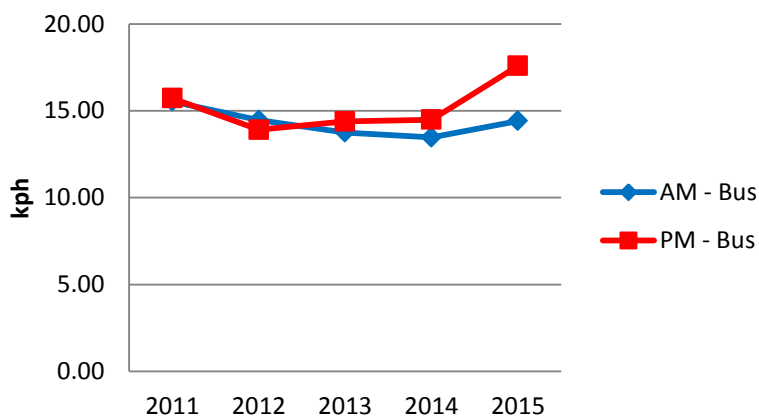
Bus speeds have been increasing since 2104 in AM and PM.

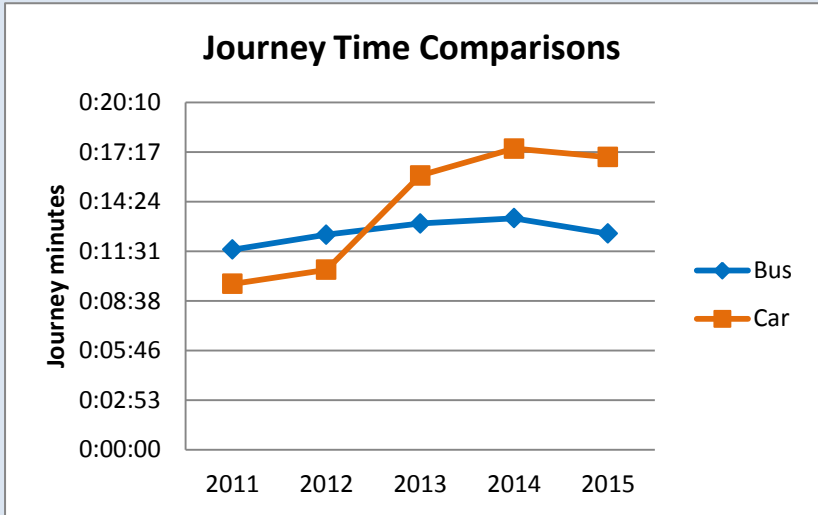
In 2015 AM speed has increased by 7% since 2014 while the PM speed has increase by 21%.

AM Speed: 14.42kph

PM Speed: 17.59kph

Bus Speeds



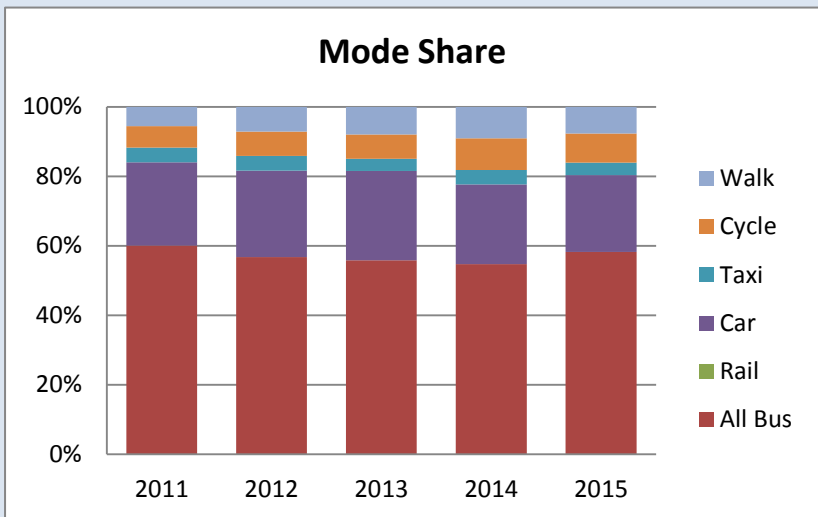


Monitored Section:

There has been little change in bus journey times over the period 2011 to 2015.

Bus and car journey times continue to improve in 2015, both by about 1 minute.

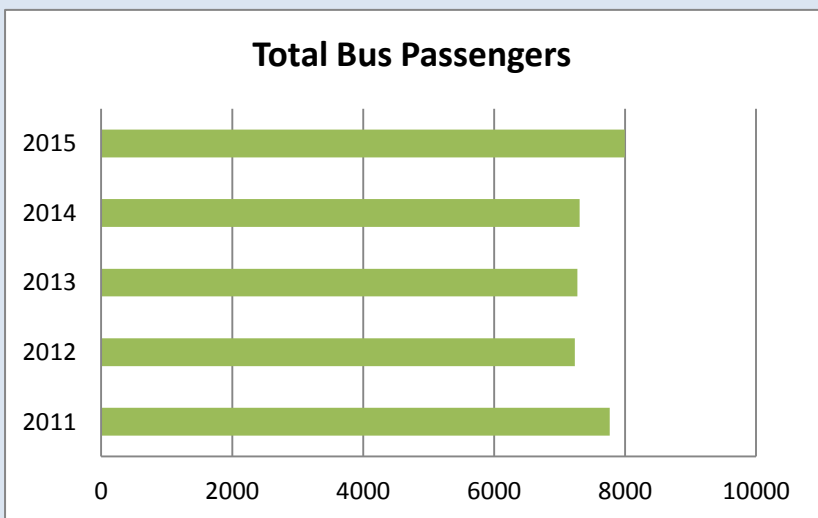
Bus Time: 0:12:33
Car Time: 0:16:59



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

Since 2014, bus has increased by 3.5%. All other modes have reduced slightly.

Car – 22.1%
Bus – 58.3%
Taxi – 3.7%
Cycle – 8.4%
Walk – 7.6%



The number of bus passengers at the Clontarf Rd. QBC crossing point increased by 10% since 2014.

Bus passengers: 7994



13. Howth Quality Bus Corridor

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

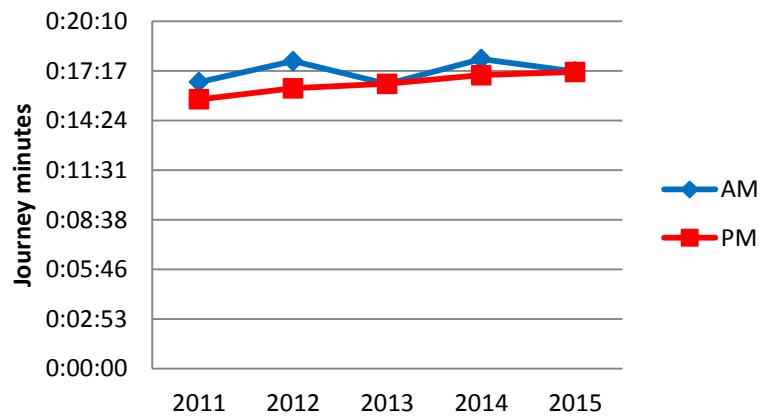
Monitored Corridor:

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

2015 shows no change in this pattern.

AM Journey Time: 0:17:15
PM Journey Time: 0:17:13

Bus Journey Times



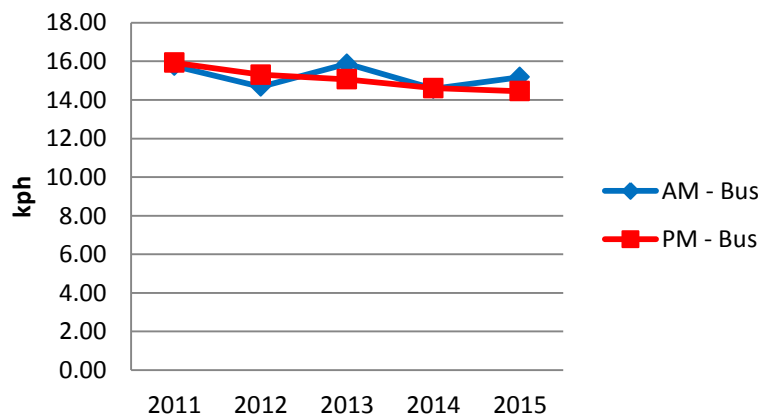
Monitored Corridor:

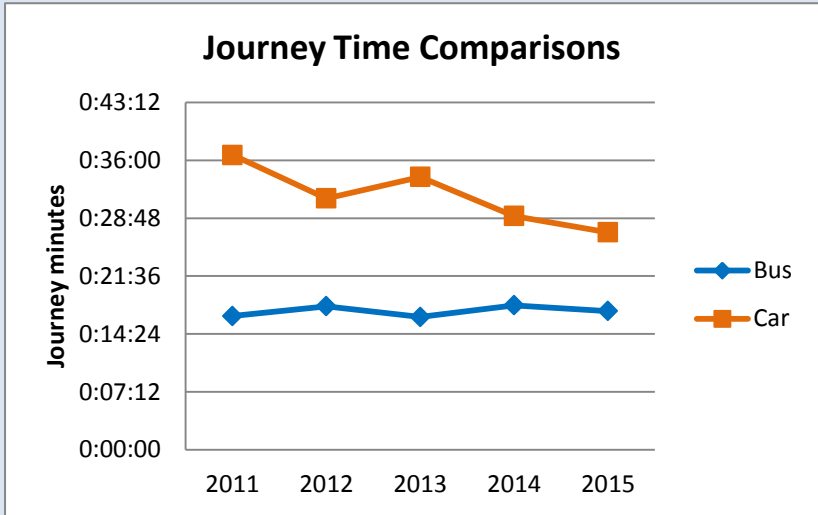
The bus speeds follow the same pattern as the journey times.

AM speeds improve in 2015 while the PM is showing reductions in speed.

AM Speed: 15.19kph
PM Speed: 14.45kph

Bus Speeds



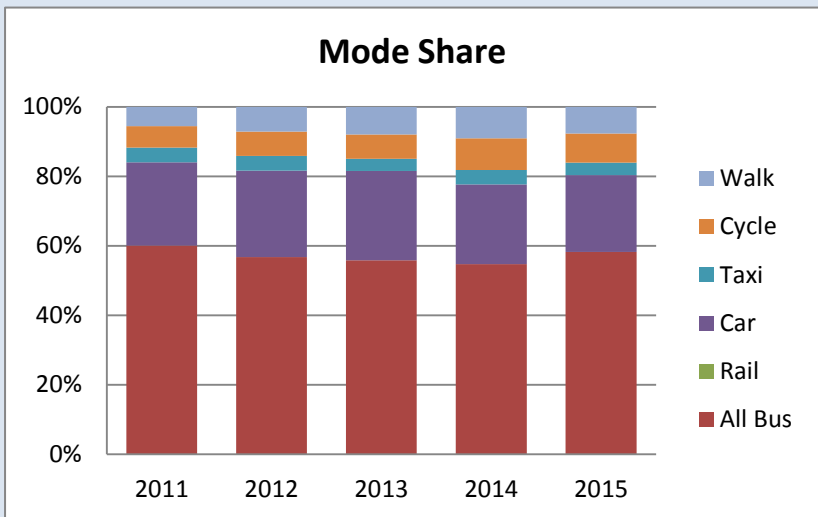


Monitored Section:

Bus and car journey times have been constant over the period 2012 – 2015.

The car shows a 2min reduction in 2015 while the bus shows no change.

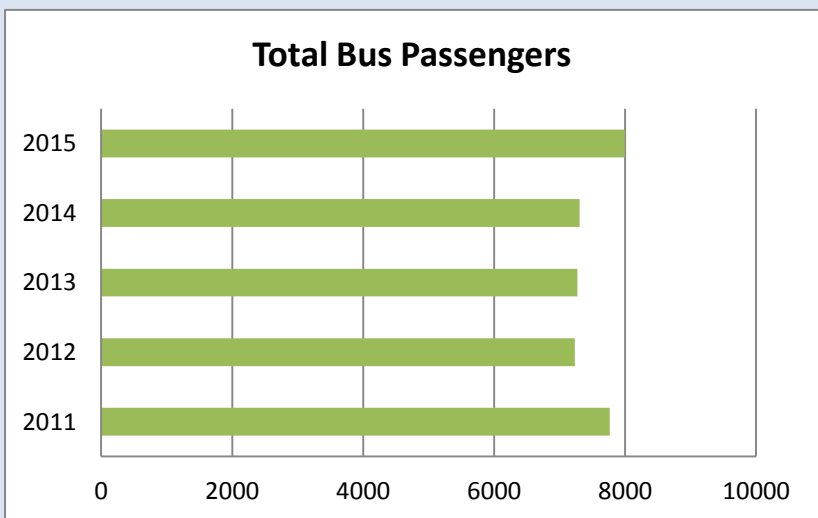
Bus Time: 0:17:15
Car Time: 0:27:02



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

Since 2014, bus has increased by 3.5%. All other modes have reduced slightly.

Car – 22.1%
Bus – 58.3%
Taxi – 3.7%
Cycle – 8.4%
Walk – 7.6%



The number of bus passengers at the Howth Rd. QBC crossing point increased by 10% since 2014.

Bus passengers: 7994



14. South Clondalkin Quality Bus Corridor

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

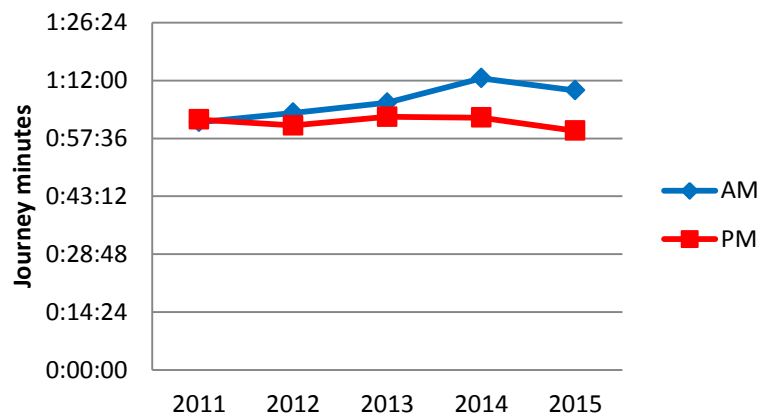
Monitored Corridor:

The Bus Journey Times on the South Clondalkin QBC Corridor had increased in both the AM and PM since 2011.

However, in 2015 both the AM and PM journey time decreased, both by 3 minutes.

AM Journey Time: 1:09:32
PM Journey Time: 0:59:30

Bus Journey Times



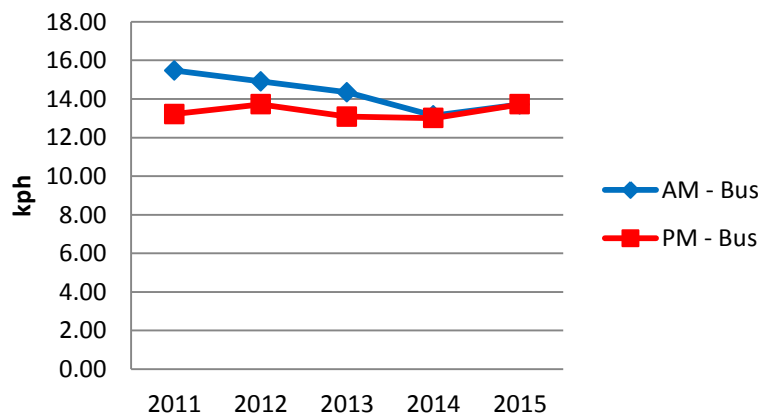
Monitored Corridor:

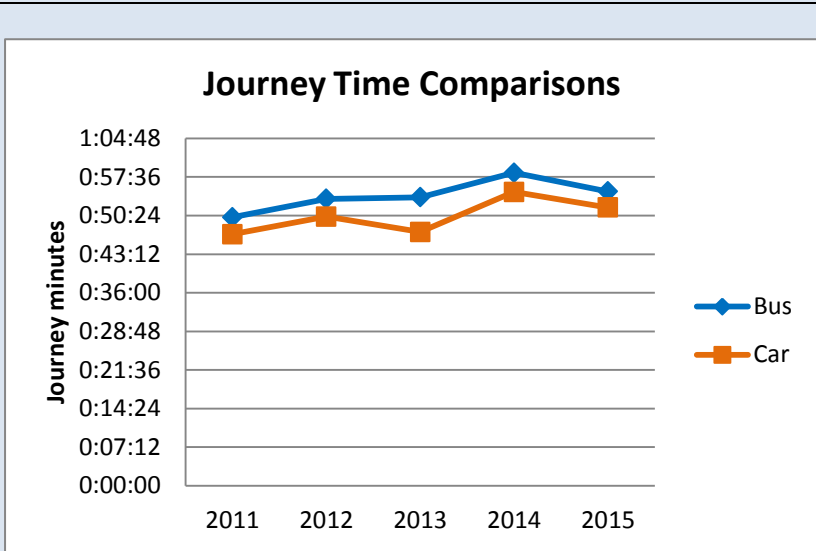
Bus speeds have remained constant in the PM with very little variation. AM speeds have fluctuated slightly.

The 2015 bus speeds are between 4% and 5% faster than 2014 in the AM and PM.

AM Speed: 13.72kph
PM Speed: 13.72kph

Bus Speeds



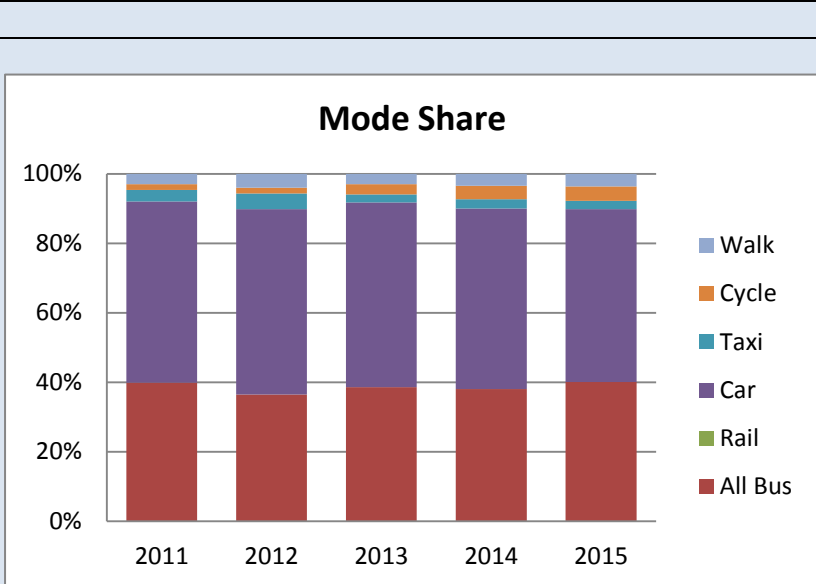


Monitored Section:

Bus and car journey times have been increasing since 2011.

Since 2015, both bus and car journey times have decreased by approx. 3minutes each.

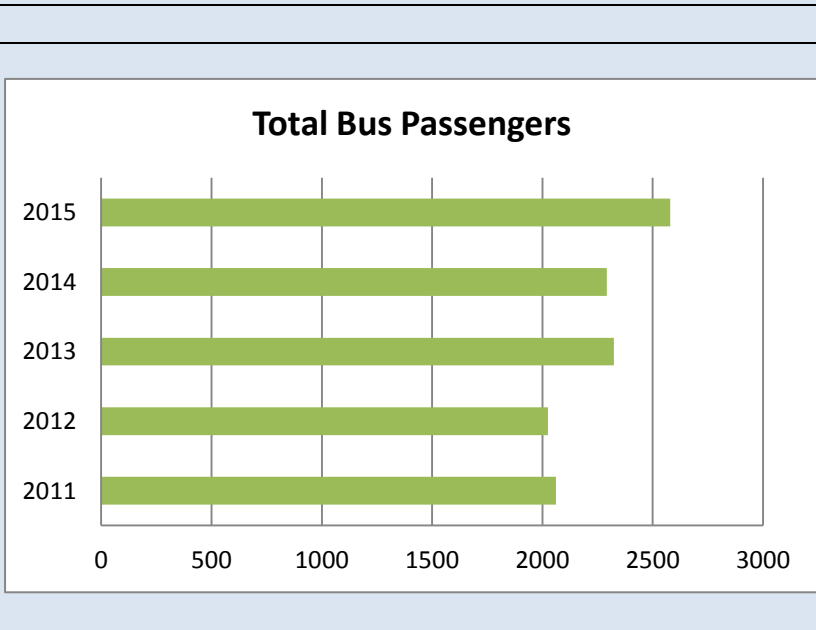
Bus Time: 0:54:54
Car Time: 0:51:55



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

Bus mode share has increased since 2014 by 2%. Car has decreased by 2.2%. Cycle and walk have remained the same as previous years.

Car – 49.7%
Bus – 40.1%
Taxi – 2.4%
Cycle – 4.2%
Walk – 3.6%



The number of bus passengers at the South Clondalkin QBC crossing point has increased by 13% since 2014.

Bus passengers: 2580



15. Rock Road Quality Bus Corridor

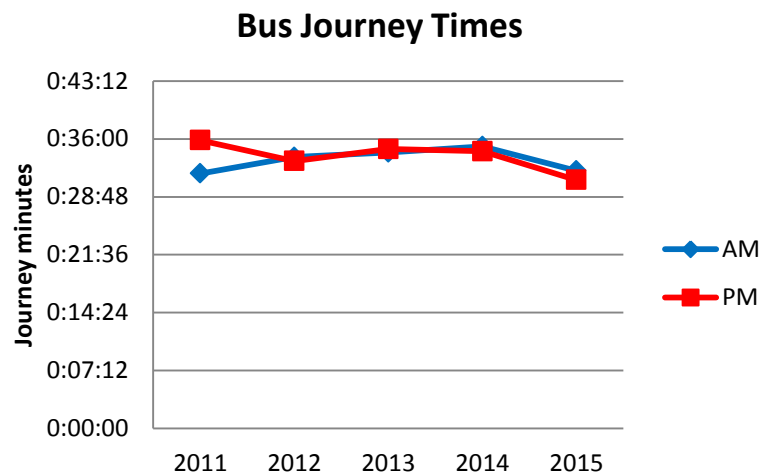
Monitored Corridor – Frascati Rd to Clare St
Monitored Section – Frascati Rd to Northumberland Rd

Monitored Corridor:

The Bus Journey Times on the Rock Road QBC Corridor have been static between 2012 and 2014.

Journey times have improved by 3 minutes in 2015.

AM Journey Time: 0:32:03
PM Journey Time: 0:30:54

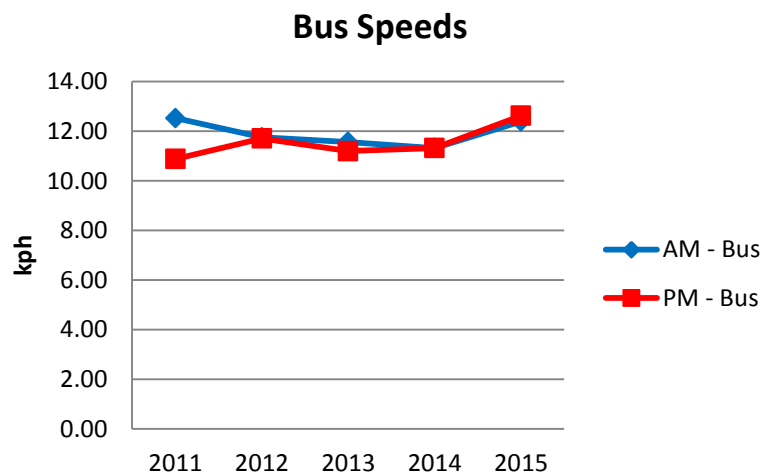


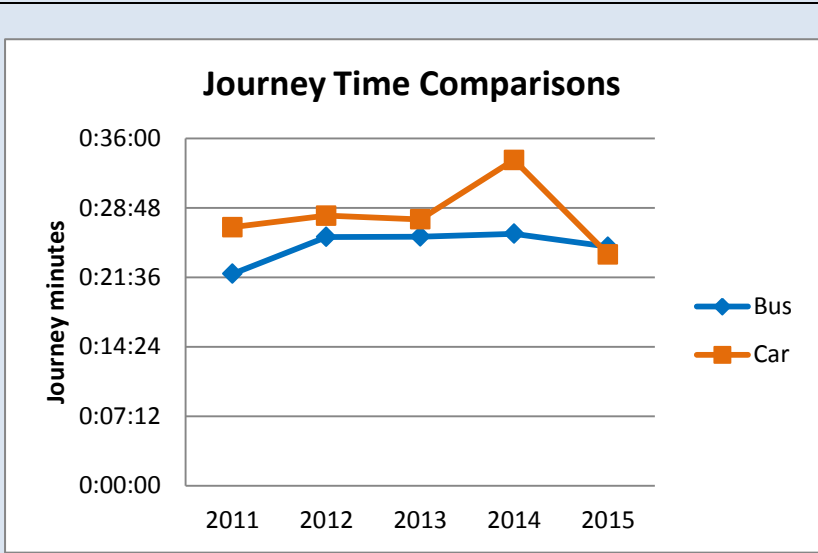
Monitored Corridor:

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

The 2015 bus speeds are 9% faster than 2014 in the AM and 12% faster in the PM.

AM Speed: 12.39kph
PM Speed: 12.62kph

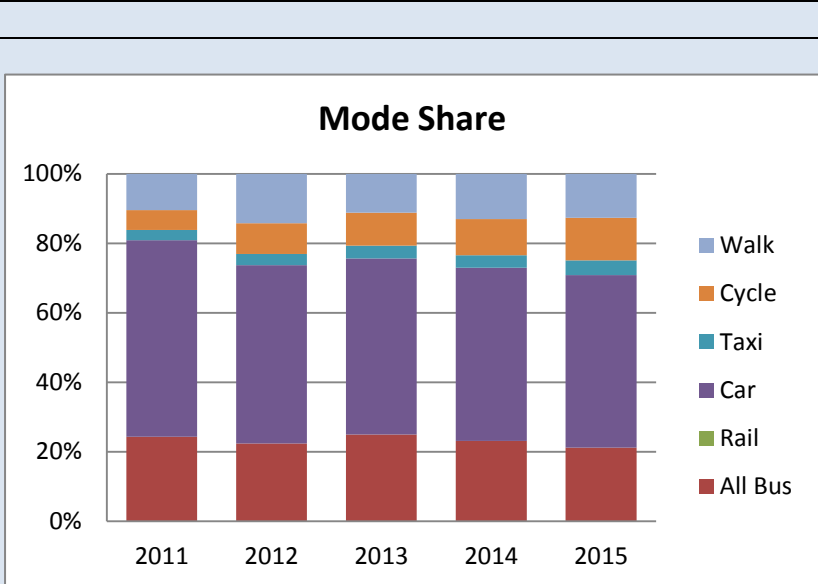




Monitored Section:

Except for a spike in car journey times in 2014, bus and car journey times have remained constant since 2011. In 2015, bus journey times have decreased slightly while car journey times have decreased by almost 10 minutes.

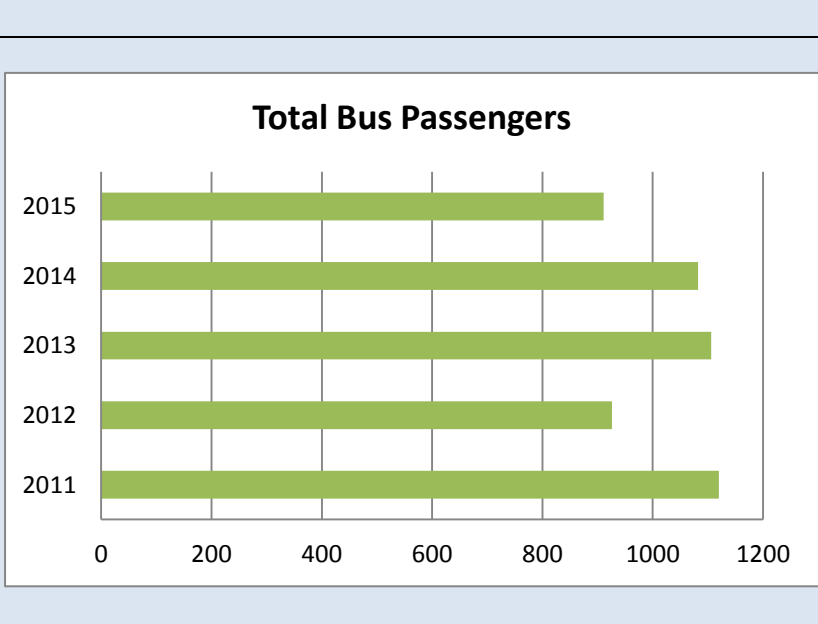
Bus Time: 0:24:47
Car Time: 0:23:59



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

Since 2014 bus mode share has decreased by 2%. Cycle has increased by 2% while all other modes have maintained their share.

Car – 49.7%
Bus – 21.2%
Taxi – 4.2%
Cycle – 12.3%
Walk – 12.7%



The number of bus passengers at the Rock Rd. QBC crossing point has decreased by 16% since 2014.

Bus passengers: 911

