The Quality Bus Corridor (QBC) Network in Dublin

The introduction of a QBC Network in Dublin has been a major demand management success story in Dublin. QBCs have resulted in major modal shifts from car to bus on corridors where they have been introduced.

Background/Implementation:

The introduction of a Quality Bus Corridor (QBC) Network in Dublin was one of the key recommendations of the Dublin Transportation Initiative (DTI). The DTI Final report of May 1994 recommended the development of 10 QBCs operating on radial routes from the outer suburban areas to the city centre. 9 of the 10 QBCs originally proposed became operational in the period from 1996 to 2001. (See attached map for details).

QBC Characteristics:

The agencies involved are the Dublin Transportation Office who fund the QBC development costs and the Local Authorities who implement the infrastructure element of the QBC and Dublin Bus. Up to now they have provided the large majority of the bus services in Dublin and have agreed the design and operational specification for the QBC network. This specification has a set of objectives intended to provide frequent fast and reliable bus services with the aim of attracting car users.

The specification can be summarised under the following headings:

- Infrastructure objectives, e.g. minimum infrastructure to provide an average speed of 20kph.
- Service objectives, e.g. average wait time of 3 mins in the peak and 4 mins in the off-peak.
- Fleet objectives, e.g. vehicle type and maximum age of buses.

QBC Performance:

The introduction of QBCs in Dublin has been very successful, because between 1997 and 2002 car flows have fallen by 18% and bus patronage has increased by 55% across the full QBC network.

The Stillorgan QBC has been particularly successful as it provides a direct route into the city. Bus traffic has been segregated from general traffic flow on bus lanes which were introduced on 84% of the route of the QBC. This has resulted in faster, more reliable bus journey times because the buses are not affected by congestion.

Future Developments:

The current transportation strategy for the Greater Dublin Area (A Platform for Change, 2000 – 2016) proposes a significant expansion of the QBC Network. Future developments will have a stronger focus on orbital corridors. (All existing QBCs are radial)

The Minister for Transport established a Quality Bus Network Project Office in 2002. This office has been tasked with implementing this expanded QBC Network.

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Documents

Table.doc (26 kByte)
Map.doc (669 kByte)

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