2022 - 2024
Dublin Bus Direct Award Contract
Punctuality Report

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Punctuality Overview

Punctuality is a KPI (Key Performance Indicator) of the performance of Dublin Bus, as part of the terms of their PSO contract with the NTA.

For the purpose of measuring punctuality, Dublin Bus routes are divided into two groups – Low Frequency Routes and High Frequency Routes. Further details for each group are provided below.

The following pages detail the Punctuality and Regularity performance achieved by Dublin Bus for each relevant period.

Low Frequency Routes are defined as services which operates less than 5 times per hour on a weekday, outside the peak periods.

Low Frequency Punctuality:

The Punctuality of Low Frequency Routes is calculated as follows:

$$\text{Punctuality (\%)} = \frac{\text{Number of Actual Departures on Time}}{\text{Number of Actual Departures}} \times 100$$

Dublin Bus must achieve the Punctuality Standards set out in the table below for Low Frequency Routes:

Period	2022	2023
P1, P2, P3, P4, P5 (Late Winter / Spring)	*Route Specific Minimum Performance Punctuality Standards Applied	*Route Specific Minimum Performance Punctuality Standards Applied
P6, P7, P8, P9 (Summer)		
P10, P11, P12, P13 (Autumn / Early Winter)		

From 2020, For each full 1% of departures for a Route below the Punctuality Standard in a Reporting Period, a Punctuality Deduction equivalent to 0.2% of the Maximum Period Payment for that Route as outlined in Schedule 20 shall be made by the Authority.

Notes:

- The *Number of Actual Departures* is the total number of bus departures from individual bus stops, along all routes combined for all services during the relevant period.

- The *Number of Actual Departures on Time* is the total number of "on time" bus departures from individual bus stops, along all routes combined for all services during the relevant period - where "**on time**" is defined as a bus which departs from a bus stop not more than one minute early or not more than five minutes and fifty nine seconds late when compared to the scheduled departure time.

- **The data has not been adjusted for first and last stop time recording issues**. These can arise, for example, when a bus is recorded leaving the first stop early because other vehicles parked at first stop mean the bus needs to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 2% of all recorded stopping times for journeys on the Dublin Bus PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower recorded punctuality than may actually be the case.

- **Period 1 (2020) is the first Period where region specific minimum performance punctuality standards apply. A full region breakdown by MPS category is outlined on the following page.**

- **Covid-19 Note**: Applicable from 16th March 2020 to the end of P3 2021, the Punctuality Standard for on time services according to the approved schedule (-1 minute to +5:59 minutes of schedule) was reduced by 10% compared to the contractual standards (e.g. an original standard of 65% would reduce to 55%). The Punctuality Performance Payment and the Punctuality Incentive Payment were reduced to one half of amounts stated in the operating contract. The Punctuality Standard for on time services according to the approved schedule (-1 minute to +5:59 minutes of schedule) was reduced by 5% compared to the contractual standards for P4, P5 & P6 2021.

- As with many industries, public transport operators are experiencing significant challenges in recruiting qualified staff following the economic and social constraints connected to the COVID-19 pandemic. The public transport industry has been particularly hard-hit as operators attempt to return to pre-pandemic levels of activity as well as delivering intended service improvements such as the BusConnects Network Redesign and Connecting Ireland programmes. These issues are further exacerbated when existing staff must also be absent at short notice while following HSE guidelines after contracting COVID-19 or developing other illnesses. These challenges have an impact on Lost Kilometre Rates on all routes and also on Excess Waiting Times on high frequncy routes. The Authority and the operators have been working to try to ensure that such cancelations are minimised, that where possible consecutive services are not withdrawn and that first and last daily services on a route operate.

High Frequency Routes are defined as services which operate at a frequency of 12 minutes or greater on a weekday, outside the peak periods. These routes are as follows:

- 123
- 13
- 130
- 140
- 145
- 15
- 16
- 27
- 39A
- 4
- 40
- 46A
- 9
- N4

High Frequency Regularity:

High Frequency Routes differ from Low Frequency Routes, as passengers on High Frequency Routes are less likely to base their journey on the bus schedule and are instead more likely to just turn up at the bus stop and wait for the next bus to arrive. These passengers are generally more concerned with the average amount of time they must wait at the stop for the next bus to arrive, as opposed to whether the bus is running to schedule.

On this basis, the NTA has introduced a means of measuring regularity of High Frequency Routes called Excess Wait Time (EWT). This metric provides a measure of the average time a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the EWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are calculated to the timetabled gap (headway) between services. Up until P9 2018, the punctuality methodology for low frequency routes was also applied to high frequency routes.

Dublin Bus EWT KPI deductions became live in Q1 2019.

Period 1 (2020) is the first Period where route by route specific minimum performance EWT standards apply. A full region breakdown by MPS category as outlined below. For each 0.1 minute that EWT is greater than the EWT Standard for a Route, an EWT Deduction of 0.2% of the Maximum Period Payment for that Route as outlined in Schedule 20 shall apply.

High Frequency Regularity:

The Regularity of High Frequency Routes is calculated as follows:

EWT (min) =   Average Actual Waiting Time (min) - Average Planned Waiting Time

Dublin Bus must achieve the Regularity Standards set out in the table below for High Frequency Routes:

P7 2021- P3 2022 EWT KPI				P4 2022 onwards EWT KPI		
Category	Route	MPS		Category	Route	MPS
A	13	2.3		A	13	1.9
	16	2.3			16	1.9
	27	2.3			27	1.9
B	39A	2.0		B	39A	1.6
	40	2.0			40	1.6
	46A	2.0			46A	1.6
	145	2.0			145	1.6
C	14	1.7		C	14	1.3
	15	1.7			15	1.3
	123	1.7			123	1.3
	9	1.7			9	1.3
D	1	1.4		D	1	1.1
	4	1.4			4	1.1
	130	1.4			130	1.1
	140	1.4			140	1.1
					N4	1.1

Low Frequency Routes are defined as services which operate less than 5 times per hour on a weekday, outside the peak periods.

Route By Route MPS - P7 2021 to P9 2023

Category A - MPS = 64% (increased to 70% from P4 2022 onwards)

15D, 77A, 7B,16D, 7, 83, 33, 7A, 65, 38B, 39, 49, 65B, 116, 70, 44, 47, 38, 67, 66, 155, 83A, 11, 38D, 46E, 38A, 66E, 41C, 15B, 16C

Category B - MPS = 70% (increased to 76% from P4 2022 onwards)

118, 142, 54A, 151, 69, 32, 25, 66B, 41B, 42, 15A, 66A, 43, 27B, 31, 25A, 25B, 31A, 31B, 37, 41, 41D, 56A, 61, 68, 84, 122, 25D, 7D, 7E.

Category C - MPS = 76% (increased to 80% from P4 2022 onwards)

42D, 29A, 40D, 79, 53, 79A, 120, 27A, 40E, 53A, 14C, 26, 31D, 40B, 44B, 68A, 84A, 70D, 150, H1, H2, H3, H9, 6, C1, C2, C3, C4, C5, C6, L53, L54, L58, L59, P29, X25, X26, X27, X28, X30, X31, X32, 52, G1, G2, 60, 44D, 74, 99, L25, S2.

Express & Peak Services - MPS = 80%

33E, 51X, 67X, 77X, 66X, 25X, 39X, 69X, 41X, 32X, 84X, 27X, 33X, 51D, 33D, 68X

Route By Route MPS - P10 2023 onwards

Category A - MPS = 70%

15D, 77A, 7B,16D, 7, 83, 33, 7A, 65, 38B, 39, 49, 65B, 116, 70, 44, 47, 38, 67, 66, 155, 83A, 11, 38D, 46E, 38A, 66E, 41C, 15B, 16C, 56A, 151, 122, 37, 68, 69, 84.

Category B - MPS = 76%

118, 142, 54A, 32, 25, 66B, 41B, 42, 15A, 66A, 43, 27B, 31, 25A, 25B, 31A, 31B, 41, 41D, 61, 25D, 7D, 7E, C1, C2, C3, C4, 26, P29, G1, G2, X25, X26, X27, X28, X30, X31, X32, 60.

Category C - MPS = 80%

42D, 29A, 40D, 79, 53, 79A, 120, 27A, 40E, 53A, 14C, 31D, 40B, 44B, 68A, 84A, 70D, 150, H1, H2, H3, H9, 6, C5, C6, L53, L54, L58, L59, 52, 44D, 74, 99, L25, S2.

Express & Peak Services - MPS = 80%

33E, 51X, 67X, 77X, 66X, 25X, 39X, 69X, 41X, 32X, 84X, 27X, 33X, 51D, 33D, 68X

Dublin Bus Direct Award Contract
Punctuality Data - Low Frequency Routes
2024

Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
												PERCENTAGE PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)		
A	7											63.6%	62.5%	62.6%
	7A											61.9%	61.1%	59.1%
	7B											51.9%	46.1%	45.5%
	11											66.1%	64.0%	63.7%
	15B											69.6%	71.0%	71.3%
	15D											52.1%	60.5%	56.6%
	33											61.1%	65.3%	59.9%
	38											60.5%	59.5%	60.6%
	38A											62.5%	62.6%	60.3%
	38B											55.2%	55.0%	61.6%
	38D											82.5%	70.7%	72.1%
	39											58.0%	59.1%	57.9%
	41C											64.4%	65.4%	67.3%
	44											58.9%	58.6%	58.9%
	46E											74.0%	66.0%	54.9%
	47											65.9%	65.1%	64.3%
	49											62.5%	63.7%	65.7%
	65											59.0%	61.0%	49.3%
	65B											62.9%	62.7%	61.8%
	70											60.8%	62.8%	65.3%
	77A											62.3%	59.7%	58.5%
	83											60.2%	60.2%	58.2%
	83A											61.8%	60.8%	63.1%
	116											58.5%	53.7%	55.0%
	155											62.9%	62.6%	59.1%
	56A											57.8%	57.9%	64.6%
	151											63.3%	63.9%	67.3%
	122											66.0%	65.6%	66.0%
	37											66.6%	65.9%	63.8%
	68											61.7%	61.7%	61.2%
	69											59.7%	63.0%	
	84											61.6%	63.8%	60.8%
	16D											61.4%	65.3%	60.9%
B	7D											59.4%	53.9%	64.9%
	7E											76.2%	70.2%	74.8%
	15A											71.5%	74.5%	71.7%
	27B											68.2%	69.2%	66.9%
	41											66.7%	70.0%	69.6%
	41B											74.2%	74.3%	72.4%
	41D											66.3%	68.4%	62.9%
	42											69.9%	69.4%	68.4%
	43											70.0%	70.9%	70.3%
	54A											65.5%	65.8%	66.7%
	118											68.1%	61.6%	37.7%
	142											54.0%	52.9%	61.4%
	C1											64.3%	65.9%	63.4%
	C2											65.6%	63.1%	64.0%
	C3											65.3%	68.3%	67.3%
	C4											64.2%	66.6%	64.7%
	26											70.7%	73.2%	72.9%
	P29											46.7%	46.3%	54.5%
	G1											71.7%	72.0%	68.9%
	G2											68.0%	68.0%	66.9%
	X25											74.5%	72.8%	79.1%
	X26											71.3%	70.6%	70.0%
	X27											69.6%	72.2%	81.9%
	X28											68.4%	70.7%	76.5%
	X30											61.2%	61.9%	73.0%
	X31											68.8%	73.0%	79.6%
	X32											63.4%	70.0%	81.6%
	60											70.0%	68.8%	68.3%
C	27A											77.8%	79.5%	75.7%
	40B											78.2%	78.4%	72.3%
	40D											70.3%	71.5%	71.9%
	40E											89.3%	88.1%	85.9%
	42D											60.4%	59.0%	62.8%
	44B											No Data	No Data	No Data
	53											77.4%	78.7%	77.7%
	68A											65.6%	63.9%	73.2%
	84A											64.3%	64.7%	61.7%
	70D											79.2%	71.6%	63.7%
	120											78.9%	79.0%	81.4%
	150											64.6%	67.0%	68.6%
	H1											75.2%	75.3%	72.4%
	H2											69.7%	71.0%	69.1%
	H3											71.3%	69.9%	69.9%
	6											72.5%	69.7%	70.8%
	C5											73.3%	76.2%	73.1%
	C6											81.3%	79.8%	75.6%
	L53											85.8%	82.1%	86.2%
	L54											77.1%	78.8%	76.5%
	L58											89.4%	89.6%	88.7%
	L59											79.5%	79.6%	79.0%
	52											73.8%	75.0%	72.1%
	99											80.2%	81.3%	79.9%
	44D											78.9%	74.7%	64.0%
	74											66.2%	55.6%	49.5%
	L25											82.4%	76.2%	74.5%
	S2											65.2%	60.3%	56.7%
Express	33E											75.8%	65.1%	58.0%
	77X											86.7%	77.7%	88.4%
	39X											76.1%	76.0%	87.4%
	69X											71.9%	76.5%	59.0%
	41X											77.1%	80.0%	84.2%
	32X											92.4%	87.9%	90.4%
	84X											72.9%	72.7%	76.4%
	27X											83.7%	89.3%	92.1%
	33X											85.0%	83.5%	89.3%
	51D											77.8%	73.7%	65.9%
	33D											74.1%	69.7%	70.7%

Dublin Bus Direct Award Contract
Punctuality Data - Low Frequency Routes
2023

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		PERCENTAGE PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	7	59.0%	59.4%	55.5%	58.9%	60.1%	62.5%	64.1%	59.8%	59.3%	62.0%	61.2%	62.2%	59.6%
	7A	58.1%	55.1%	55.3%	57.4%	59.8%	60.4%	62.5%	59.1%	55.3%	58.9%	59.1%	56.9%	55.7%
	7B	47.1%	49.5%	43.9%	51.5%	59.9%	69.3%	61.1%	63.7%	60.1%	57.1%	62.5%	61.1%	55.8%
	11	60.6%	61.3%	62.9%	61.7%	67.6%	70.1%	67.1%	67.9%	63.9%	61.4%	62.8%	63.7%	61.4%
	15B	64.3%	66.2%	69.1%	72.6%	76.1%	79.5%	76.9%	74.3%	72.0%	71.5%	70.8%	71.1%	67.5%
	15D	41.1%	41.6%	51.5%	56.1%	61.7%	74.1%	74.9%	59.4%	59.6%	52.0%	59.7%	55.3%	57.7%
	33	57.7%	61.8%	61.2%	63.1%	67.3%	64.7%	62.6%	61.2%	62.5%	63.1%	63.1%	63.2%	61.5%
	38	56.7%	55.4%	59.4%	56.5%	65.1%	66.3%	66.7%	64.7%	63.6%	62.0%	63.2%	63.5%	60.7%
	38A	59.8%	57.3%	60.0%	59.3%	67.2%	68.5%	65.6%	67.0%	65.5%	65.7%	65.9%	65.7%	66.0%
	38B	54.6%	56.3%	54.6%	56.8%	69.4%	77.2%	74.6%	70.9%	66.4%	60.1%	59.1%	56.6%	53.1%
	38D	72.0%	65.9%	70.4%	74.7%	74.1%	67.2%	62.5%	72.0%	71.0%	74.9%	63.4%	71.2%	62.1%
	39	51.3%	62.3%	55.0%	54.6%	60.6%	65.4%	62.3%	60.3%	56.2%	58.5%	58.6%	57.8%	55.8%
	41C	62.6%	64.0%	63.7%	66.0%	71.1%	73.2%	68.9%	67.1%	64.5%	67.1%	66.9%	68.6%	66.9%
	44	51.0%	54.5%	53.7%	52.6%	59.5%	60.4%	58.2%	56.5%	52.0%	57.0%	54.6%	56.7%	57.5%
	46E	64.1%	73.8%	61.2%	66.3%	71.1%	71.3%	66.6%	64.8%	61.0%	43.1%	62.5%	49.0%	55.8%
	47	63.7%	60.7%	61.0%	62.8%	69.3%	73.4%	74.4%	70.8%	65.0%	61.3%	61.3%	64.8%	59.0%
	49	60.3%	61.8%	62.5%	63.8%	66.1%	71.0%	67.9%	67.8%	64.3%	64.0%	60.6%	61.4%	62.3%
	65	55.7%	59.5%	59.8%	63.8%	62.0%	66.6%	63.4%	67.9%	63.2%	68.8%	61.6%	65.2%	66.5%
	65B	61.5%	60.5%	62.2%	64.6%	67.0%	73.3%	69.2%	67.4%	63.9%	64.7%	63.6%	65.8%	66.9%
	70	60.7%	60.0%	60.6%	62.8%	70.2%	72.7%	70.4%	69.9%	67.0%	67.1%	67.8%	66.9%	64.2%
	77A	55.7%	55.3%	58.7%	60.5%	63.4%	66.3%	63.8%	59.3%	57.7%	59.1%	59.7%	62.4%	62.1%
	83	53.4%	54.4%	56.5%	58.8%	65.5%	65.9%	64.2%	60.6%	60.7%	61.2%	60.9%	63.3%	62.1%
	83A	52.9%	57.4%	59.3%	59.9%	65.8%	68.3%	67.3%	62.2%	60.6%	63.3%	62.6%	64.4%	63.4%
	116	53.8%	49.5%	26.7%	41.2%	49.5%	63.9%	67.7%	65.2%	57.6%	43.9%	52.1%	60.0%	52.5%
	155	56.7%	58.2%	61.0%	59.0%	62.9%	63.0%	62.9%	63.9%	61.4%	62.5%	61.5%	61.2%	57.8%
	56A	63.6%	61.6%	62.6%	62.8%	62.7%	68.6%	64.5%	64.6%	61.1%	66.3%	66.0%	66.1%	66.3%
	151	64.3%	60.5%	56.7%	56.1%	61.6%	64.3%	59.9%	58.1%	57.4%	60.4%	58.6%	63.9%	57.4%
	122	58.6%	59.1%	62.2%	61.3%	67.3%	67.0%	66.3%	66.1%	63.7%	62.4%	62.8%	65.2%	61.1%
	37	58.2%	58.2%	59.1%	59.5%	67.2%	69.9%	68.5%	59.5%	58.6%	60.9%	60.0%	61.1%	59.9%
	68	57.0%	57.5%	59.8%	63.6%	62.9%	71.3%	65.5%	65.7%	62.0%	62.4%	59.9%	63.5%	65.7%
	69	59.7%	62.2%	60.6%	64.9%	65.0%	71.2%	65.5%	62.2%	63.5%	63.5%	65.2%	63.1%	65.7%
	84	59.7%	62.4%	61.0%	64.7%	67.4%	70.2%	70.3%	68.7%	67.3%	68.5%	67.4%	67.2%	65.9%
	16D	50.4%	63.7%	55.6%	62.2%	68.4%	65.2%	60.9%	57.0%	55.6%	64.8%	59.7%	62.4%	63.2%
	7D	50.6%	48.4%	59.8%	62.0%	68.7%	65.9%	59.3%	75.1%	72.7%	67.1%	75.2%	63.5%	70.4%
B	7E	76.3%	59.6%	72.1%	59.9%	41.4%	35.4%	86.5%	89.8%	New Route	New Route	New Route	New Route	New Route
	15A	64.0%	67.0%	68.0%	72.3%	77.1%	80.0%	78.8%	75.7%	73.0%	72.6%	72.5%	74.7%	70.4%
	27B	70.1%	68.8%	70.7%	73.3%	77.3%	78.5%	76.2%	73.4%	73.4%	76.3%	75.2%	74.6%	74.4%
	41	63.5%	66.0%	67.8%	68.2%	69.9%	71.6%	70.5%	70.4%	68.1%	71.6%	69.0%	71.9%	70.2%
	41B	69.5%	70.5%	67.2%	69.3%	74.7%	81.5%	71.9%	76.5%	72.4%	74.9%	74.3%	73.5%	77.4%
	41D	67.0%	68.0%	69.5%	70.1%	72.9%	70.0%	70.2%	72.9%	65.9%	67.0%	65.9%	73.8%	69.7%
	42	70.1%	69.8%	69.5%	70.1%	67.8%	76.4%	71.8%	64.0%	67.0%	70.0%	68.5%	69.1%	71.0%
	43	67.2%	69.0%	68.8%	72.9%	73.1%	76.5%	76.5%	74.9%	72.5%	72.0%	71.7%	73.6%	72.5%
	54A	62.5%	62.6%	64.7%	67.4%	71.3%	76.4%	71.4%	71.0%	65.7%	67.3%	67.7%	67.0%	63.0%
	61	*Did Not Operate	63.2%	66.0%	66.7%	68.6%	70.8%	68.4%	67.2%	65.4%	66.9%	68.6%	68.2%	66.1%
	118	64.4%	59.1%	51.2%	47.9%	52.2%	81.7%	76.4%	47.7%	62.6%	43.5%	61.9%	47.8%	59.4%
	142	48.8%	47.0%	51.7%	50.4%	66.3%	71.6%	66.8%	62.7%	66.1%	61.6%	63.7%	65.3%	60.6%
	C1	62.1%	63.1%	63.6%	63.9%	66.7%	66.0%	63.8%	64.4%	61.9%	62.0%	63.9%	63.0%	58.5%
	C2	62.3%	63.9%	62.9%	62.4%	66.2%	65.5%	59.9%	63.7%	62.1%	61.2%	63.6%	63.1%	58.1%
	C3	60.5%	64.3%	66.7%	66.9%	70.2%	71.8%	70.9%	68.7%	68.1%	69.2%	70.8%	71.0%	69.1%
	C4	62.7%	65.3%	68.6%	70.9%	72.7%	73.3%	68.7%	73.1%	67.1%	70.4%	69.7%	72.2%	72.5%
	26	66.0%	66.4%	66.4%	68.8%	73.0%	73.2%	74.3%	71.8%	70.2%	70.0%	70.8%	70.7%	62.9%
	P29	48.5%	55.3%	52.9%	60.0%	66.7%	71.1%	64.1%	66.8%	64.6%	69.6%	58.5%	64.6%	64.8%
	G1	65.6%	66.8%	66.0%	68.0%	72.6%	74.2%	71.8%	72.1%	71.4%	71.0%	69.6%	72.6%	59.9%
	G2	62.1%	63.6%	63.0%	63.3%	69.8%	72.3%	70.2%	67.4%	67.7%	67.7%	67.9%	69.5%	58.8%
	X25	61.7%	66.8%	63.5%	55.9%	68.3%	77.9%	72.8%	75.8%	67.5%	71.7%	69.2%	75.7%	74.5%
	X26	76.8%	74.4%	63.5%	73.2%	89.6%	87.6%	78.5%	78.5%	72.1%	67.6%	60.0%	54.6%	53.1%
	X27	66.1%	64.0%	64.4%	58.8%	77.7%	83.7%	73.6%	72.1%	67.7%	73.1%	65.9%	74.5%	75.0%
	X28	64.3%	64.5%	64.2%	63.6%	80.1%	83.8%	64.2%	70.2%	63.7%	75.1%	67.1%	77.8%	76.4%
	X30	68.8%	51.6%	52.7%	45.2%	66.6%	67.9%	60.8%	71.6%	67.4%	73.7%	61.7%	70.3%	68.5%
	X31	72.7%	59.8%	60.9%	61.3%	73.3%	78.6%	72.5%	71.7%	70.2%	71.2%	67.9%	75.2%	80.2%
	X32	65.8%	64.2%	63.6%	73.1%	69.1%	77.7%	68.9%	79.4%	72.9%	74.9%	76.3%	75.6%	79.7%
	60	65.2%	63.8%	67.7%	67.0%	71.8%	72.8%	73.5%	71.5%	70.5%	71.5%	70.5%	67.7%	63.4%
C	26	66.0%	66.4%	66.4%	68.8%	73.0%	73.2%	74.3%	71.8%	70.2%	70.0%	70.8%	70.7%	62.9%
	27A	81.7%	78.8%	77.0%		85.3%	87.2%	84.6%	84.9%	83.6%	82.6%	83.2%	82.0%	78.1%
	40B	75.9%	72.8%	80.2%	81.0%	77.1%	78.8%	84.6%	77.5%	81.8%	75.3%	81.4%	79.7%	72.0%
	40D	71.5%	71.2%	71.3%	73.5%	78.0%	78.0%	72.1%	75.6%	75.8%	75.2%	74.0%	71.7%	68.0%
	40E	86.6%	84.5%	84.8%	86.7%	89.6%	85.7%	87.7%	88.3%	89.3%	88.5%	87.4%	87.2%	85.6%
	42D	65.5%	68.1%	60.4%	67.4%	76.5%	*Did Not Operate	74.0%	65.9%	73.7%	67.9%	64.1%	70.7%	65.9%
	44B	No Data	52.8%	55.9%	49.6%	61.3%	80.7%	79.9%	76.8%	61.5%	79.4%	67.1%	69.3%	65.8%
	53	77.2%	69.5%	75.2%	75.3%	76.5%	76.5%	77.5%	76.4%	79.5%	74.2%	78.3%	83.5%	79.6%
	68A	53.3%	56.3%	63.4%	70.0%	68.7%	67.7%	69.0%	61.8%	61.6%	55.9%	59.6%	58.9%	57.6%
	84A	58.4%	50.2%	52.6%	61.0%	70.3%	71.3%	69.3%	68.4%	64.3%	57.2%	64.1%	59.7%	60.7%
	70D	59.7%	68.7%	52.2%	63.7%	81.1%	*Did Not Operate	83.8%	70.3%	74.4%	68.4%	66.1%	64.8%	54.7%
	120	78.3%	73.5%	76.3%	77.6%	81.1%	83.6%	79.4%	81.2%	79.0%	78.9%	79.7%	81.7%	82.3%
	150	63.0%	63.0%	64.2%	66.2%	69.2%	72.6%	68.8%	67.5%	68.4%	66.3%	67.4%	67.6%	68.6%
	H1	72.6%	72.6%	73.4%	71.1%	73.8%	82.1%	79.4%	72.8%	78.2%	80.9%	78.2%	78.8%	78.2%
	H2	68.1%	69.9%	68.0%	65.1%	64.3%	75.3%	74.5%	64.9%	71.3%	75.9%	73.4%	73.4%	71.0%
	H3	71.8%	71.4%	70.0%	67.6%	65.4%	76.9%	76.0%	68.9%	71.6%	76.2%	75.7%	76.1%	73.8%
	6	66.8%	69.5%	70.3%	66.4%	66.4%	75.3%	76.1%	67.6%	75.4%	77.5%	77.9%	76.0%	76.6%
	C5	66.1%	72.7%	74.1%	70.1%	77.7%	74.7%	71.0%	74.7%	77.3%	72.3%	75.0%	76.2%	77.2%
	C6	69.3%	76.9%	75.7%	78.3%	80.7%	77.4%	75.2%	77.3%	73.6%	75.1%	80.0%	73.9%	78.4%
	60	65.2%	63.8%	67.7%	67.0%	71.8%	72.8%	73.5%	71.5%	70.5%	71.5%	70.5%	67.7%	63.4%
	L53	84.0%	84.3%	81.8%	77.2%	87.9%	87.8%	86.9%	85.4%	84.0%	85.1%	84.4%	86.3%	87.1%
	L54	74.6%	75.7%	75.2%	76.3%	81.3%	82.9%	81.0%	80.4%	79.3%	80.3%	78.9%	80.7%	78.8%
	L58	86.1%	88.8%	88.6%	88.5%	92.7%	94.6%	94.3%	89.0%	87.7%	90.2%	85.3%	88.5%	92.1%
	L59	76.9%	79.4%	78.7%	80.5%	83.2%	87.7%	87.9%	85.5%	82.4%	84.2%	82.9%	83.9%	84.7%
	52	71.6%	76.5%	77.1%	78.3%	78.2%	79.0%	76.4%	80.4%	78.8%	79.1%	80.5%	79.7%	77.9%
	99	79.8%	74.1%	68.0%	48.0%	New Route	New Route	New Route	New Route	New Route	New Route	New Route	New Route	New Route
Express	33E	54.4%	60.4%	65.2%	73.1%	61.6%	84.4%	77.2%	76.9%	65.2%	60.7%	68.9%	66.2%	67.4%
	77X	90.0%	77.0%	78.8%	70.3%	91.5%	86.3%	87.1%	81.0%	75.7%	87.4%	74.1%	76.4%	68.8%
	39X	74.3%	67.9%	69.1%	74.1%	74.0%	81.6%	64.9%	76.6%	76.2%	84.1%	78.1%	75.6%	78.6%
	69X	65.7%	61.8%	76.4%	79.3%	64.5%	78.8%	73.9%	73.4%	63.4%	73.2%	58.7%	68.9%	72.2%
	41X	84.1%	73.3%	66.8%	70.2%	73.6%	75.1%	63.0%	75.1%	82.7%	81.1%	78.3%	77.0%	77.3%
	32X	86.0%	75.1%	88.1%	80.7%	72.1%	97.2%	89.2%	82.9%	89.9%	90.2%	90.0%	85.4%	79.9%
	84X	72.4%	63.4%	64.9%	72.9%	77.4%	78.9%	75.4%	73.5%	75.3%	77.2%	74.0%	74.5%	76.3%
	27X	75.5%	67.3%	75.7%	65.3%	77.4%	87.3%	87.4%	78.3%	81.8%	74.9%	72.5%	79.9%	83.5%
	33X	81.9%	70.5%	76.5%	75.8%	86.6%	86.2%	78.3%	81.8%	83.9%	79.9%	87.6%	90.4%	83.5%
	51D	88.1%	71.9%	71.1%	84.2%	77.1%	85.7%	85.6%	88.3%	73.2%	67.1%	70.9%	65.2%	67.4%
	33D	84.3%	62.1%	70.0%	75.9%	90.7%	90.8%	74.3%	85.3%	80.1%	69.3%	64.0%	71.3%	70.8%

Dublin Bus Direct Award Contract
Punctuality Data - Low Frequency Routes
2022

NTA
Údarás Náisiúnta Iompair
National Transport Authority

PERCENTAGE PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)

Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	7	56.2%	60.0%	58.5%	62.9%	61.2%	62.8%	62.2%	61.9%	64.8%	64.3%			
	7A	54.0%	57.5%	58.5%	57.8%	59.7%	59.9%	61.2%	62.0%	62.8%	61.5%			
	7B	53.1%	56.1%	56.6%	47.8%	55.9%	74.5%	56.3%	56.4%	62.7%	57.7%			
	11	59.0%	61.6%	61.7%	58.9%	64.8%	70.2%	64.2%	66.2%	66.2%	64.0%			
	15B	61.7%	68.5%	70.6%	69.7%	72.2%	73.1%	71.6%	71.9%	72.9%	72.7%			
	15D	47.2%	51.8%	57.5%	58.7%	67.5%	71.4%	58.6%	51.6%	56.1%	64.0%			
	33	56.0%	63.3%	61.7%	60.0%	60.3%	66.8%	64.1%	61.6%	64.7%	62.6%			
	38	58.0%	60.3%	62.7%	58.9%	62.7%	66.0%	61.3%	63.1%	64.2%	62.8%			
	38A	60.4%	62.9%	66.6%	61.9%	65.2%	67.8%	63.7%	66.0%	65.6%	64.2%			
	38B	58.0%	61.5%	60.3%	51.4%	66.0%	75.9%	71.0%	72.1%	67.0%	63.4%			
	38D	50.8%	63.4%	69.7%	61.4%	73.0%	79.4%	77.1%	68.0%	72.0%	65.5%			
	39	49.4%	53.4%	58.6%	56.2%	57.2%	62.5%	60.2%	60.0%	60.2%	62.1%			
	41C	60.9%	66.9%	64.7%	60.3%	55.8%	64.6%	66.9%	65.8%	65.8%	67.3%			
	44	49.0%	53.4%	58.2%	56.6%	57.0%	63.7%	60.2%	62.2%	62.2%	59.7%			
	46E	52.0%	47.8%	50.4%	41.5%	56.9%	80.2%	57.6%	67.6%	69.7%	64.6%			
	47	57.9%	62.4%	64.8%	64.0%	64.8%	73.3%	69.5%	66.4%	70.6%	68.2%			
	49	56.7%	58.7%	60.9%	60.6%	63.5%	71.6%	66.7%	62.3%	62.9%	64.2%			
	65	57.7%	60.0%	62.8%	63.2%	61.0%	68.9%	65.2%	66.7%	68.1%	64.3%			
	65B	56.0%	62.4%	67.1%	63.9%	61.7%	69.1%	65.3%	67.8%	64.2%	67.1%			
	70	60.4%	61.7%	67.2%	63.4%	66.6%	71.7%	65.9%	65.8%	67.7%	66.9%			
	77A	54.2%	57.8%	60.5%	58.4%	60.8%	64.4%	59.4%	57.9%	59.5%	57.6%			
	83	53.0%	58.9%	61.7%	60.5%	60.9%	66.2%	64.6%	63.3%	64.9%	65.8%			
	83A	50.5%	61.7%	64.3%	60.2%	62.1%	65.3%	66.5%	63.9%	63.9%	66.0%			
	116	37.1%	56.1%	52.0%	49.5%	51.4%	66.4%	41.4%	53.0%	60.9%	51.4%			
	155	55.2%	58.9%	60.9%	57.9%	62.5%	63.7%	63.1%	63.4%	63.9%	63.7%			
	16D	61.5%	67.5%	53.9%	55.7%	56.3%	64.8%	64.6%	67.5%	67.0%	62.7%			
B	7D	62.3%	76.9%	74.3%	73.5%	74.1%	75.5%	71.5%	72.7%	71.9%	68.5%			
	15A	62.8%	68.9%	72.7%	71.1%	74.4%	75.7%	76.3%	73.8%	74.4%	75.5%			
	27B	70.7%	74.5%	73.8%	75.5%	74.3%	77.2%	76.3%	74.0%	78.0%	75.5%			
	37	53.6%	55.5%	58.8%	58.4%	59.9%	68.7%	65.9%	62.1%	62.4%	64.0%			
	41	64.2%	68.2%	68.4%	66.8%	63.2%	67.8%	66.2%	66.1%	68.1%	69.9%			
	41B	65.6%	74.2%	67.2%	62.7%	65.9%	73.8%	75.1%	70.6%	71.2%	73.7%			
	41D	76.4%	70.4%	67.0%	71.5%	72.5%	66.2%	62.9%	79.1%	76.0%	75.7%			
	42	66.7%	70.3%	68.7%	65.4%	69.1%	71.3%	68.1%	67.0%	70.9%	70.4%			
	43	66.6%	72.3%	71.6%	70.3%	71.5%	77.3%	72.6%	72.5%	75.5%	72.6%			
	54A	57.8%	62.6%	66.0%	65.3%	70.6%	74.6%	67.7%	65.6%	65.0%	62.7%			
	56A	58.2%	59.4%	60.8%	64.0%	66.6%	68.6%	67.6%	67.5%	64.8%	68.0%			
	61	55.2%	64.4%	67.6%	66.8%	72.6%	76.0%	68.3%	67.8%	69.7%	67.6%			
	68	53.3%	59.4%	62.0%	61.8%	62.9%	65.9%	64.5%	64.3%	64.2%	62.9%			
	69	56.3%	59.6%	61.0%	62.1%	61.4%	67.3%	64.8%	60.0%	65.3%	67.3%			
	84	62.2%	63.3%	63.5%	68.5%	69.0%	70.4%	71.4%	70.2%	69.0%	68.9%			
	118	62.8%	65.8%	60.2%	39.7%	46.7%	83.6%	63.0%	53.7%	40.0%	48.4%			
	122	56.7%	63.1%	65.9%	64.6%	64.7%	69.5%	66.4%	64.5%	64.5%	66.1%			
	142	60.4%	61.1%	57.2%	46.0%	68.3%	65.0%	55.9%	59.9%	53.3%	52.3%			
	151	53.5%	57.7%	60.8%	60.4%	64.0%	65.2%	61.7%	61.7%	61.7%	64.1%			
	26	60.4%	67.6%	68.3%	68.8%	67.8%	70.8%	73.3%	71.8%	72.9%	74.6%			
	27A	78.7%	82.5%	83.1%	83.7%	83.0%	86.3%	82.7%	84.7%	84.4%	84.2%			
	40B	67.4%	72.0%	69.2%	69.0%	72.4%	79.3%	73.3%	72.5%	71.6%	71.8%			
	40D	66.9%	68.3%	66.6%	67.9%	71.0%	75.2%	72.4%	74.0%	73.0%	74.3%			
	40E	85.5%	86.2%	84.9%	87.8%	87.8%	90.7%	87.8%	90.1%	89.5%	87.3%			
	42D	62.3%	65.1%	78.6%	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	86.7%	74.6%	72.4%			
	44B	56.9%	72.0%	64.4%	65.2%	85.0%	82.8%	79.5%	78.2%	74.6%	81.1%			
	53	83.7%	80.5%	82.0%	82.1%	81.8%	83.9%	84.0%	79.6%	83.2%	82.3%			
	68A	51.5%	56.0%	54.2%	60.8%	69.5%	69.9%	73.3%	67.3%	71.0%	76.2%			
	79	*Route Replaced	*Route Replaced	71.7%	72.1%	72.9%	79.4%	75.2%	72.8%	75.4%	76.0%			
	79A	*Route Replaced	*Route Replaced	72.5%	73.2%	75.2%	80.1%	75.8%	75.6%	76.1%	78.7%			
	84A	67.0%	60.5%	59.1%	64.0%	66.0%	79.2%	68.9%	76.6%	68.6%	68.1%			
	70D	63.2%	64.7%	58.8%	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	67.4%	68.9%	62.8%			
	120	76.3%	81.3%	81.6%	79.4%	81.4%	84.5%	79.6%	81.0%	75.7%	79.5%			
	150	60.2%	64.4%	65.0%	68.3%	72.7%	79.9%	71.5%	73.1%	73.1%	72.7%			
	H1	76.7%	78.9%	79.1%	78.7%	77.4%	77.6%	77.4%	77.8%	78.8%	77.5%			
	H2	72.8%	71.3%	72.7%	73.9%	72.9%	70.7%	72.5%	72.4%	73.6%	72.8%	76.6%		
	H3	75.2%	75.6%	76.3%	73.9%	71.5%	72.9%	74.4%	75.8%	75.7%				
	H9	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	100.0%	97.7%	97.0%			
	6	79.7%	76.2%	76.7%	76.6%	70.8%	74.1%	73.3%	75.5%	76.6%	76.8%			
	C1	54.3%	56.3%	57.1%	59.7%	58.8%	62.3%	60.2%	60.8%	66.6%	69.1%			
	C2	56.9%	60.9%	62.0%	61.4%	59.8%	62.1%	61.2%	61.1%	68.0%	69.3%			
	C3	63.6%	66.1%	65.1%	63.5%	63.3%	62.9%	62.8%	67.2%	67.2%	70.8%			
	C4	63.4%	65.7%	67.0%	63.4%	66.1%	67.5%	68.7%	70.1%	69.1%	72.2%			
	C5	64.4%	74.2%	74.4%	72.6%	73.3%	72.0%	70.3%	69.0%	75.3%	75.0%			
	C6	67.9%	68.1%	68.0%	71.9%	75.3%	72.1%	68.7%	70.1%	74.3%	70.9%			
	L53	83.2%	83.5%	86.8%	85.4%	85.9%	88.5%	88.4%	85.7%	82.8%	84.5%			
	L54	74.8%	77.9%	77.2%	77.2%	74.3%	75.6%	76.9%	79.8%	78.4%	77.9%			
	L58	88.2%	83.4%	87.1%	87.5%	88.8%	92.7%	93.6%	90.9%	89.8%	90.3%			
	L59	82.2%	81.8%	83.0%	84.2%	83.1%	86.0%	85.5%	85.3%	85.8%	84.7%			
	P29	55.6%	50.9%	53.8%	54.1%	60.1%	67.2%	63.1%	64.8%	70.1%	66.6%			
	X25	61.1%	57.3%	56.2%	41.5%	60.8%	81.1%	76.8%	59.6%	59.2%	67.7%			
	X26	52.8%	63.4%	46.2%	44.5%	74.6%	85.7%	82.6%	66.6%	65.7%	71.7%			
	X27	64.7%	61.2%	61.5%	43.0%	63.4%	82.7%	77.8%	66.8%	68.1%	79.2%			
	X28	65.5%	58.5%	59.8%	45.1%	61.3%	80.2%	81.8%	62.7%	58.2%	72.2%			
	X30	69.8%	52.4%	53.9%	66.0%	75.5%	83.0%	77.8%	71.3%	65.4%	69.9%			
	X31	62.5%	62.7%	50.6%	52.5%	62.8%	81.4%	81.9%	60.1%	62.1%	70.5%			
	X32	70.0%	57.2%	59.9%	59.8%	69.2%	84.3%	83.6%	60.9%	61.2%	77.3%			
	52	74.1%	72.7%	73.5%	75.5%	77.2%	79.2%	76.6%	76.0%	76.6%	79.1%			
	G1	55.8%	51.6%	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11			
	G2	51.3%	49.2%	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11			
	60	57.5%	49.5%	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11			
Express	33E	57.8%	56.7%	66.1%	58.3%	71.3%	86.3%	82.7%	64.6%	66.8%	62.2%			
	77X	68.3%	71.4%	72.3%	59.8%	68.9%	77.2%	76.3%	81.6%	79.7%	77.7%			
	39X	71.7%	60.6%	62.5%	59.1%	58.9%	74.8%	78.1%	67.7%	68.7%	81.6%			
	69X	62.8%	50.5%	40.0%	49.7%	60.3%	80.3%	56.2%	48.3%	57.1%	65.8%			
	41X	76.8%	58.5%	66.0%	64.6%	73.4%	78.7%	76.1%	69.8%	65.1%	68.8%			
	32X	78.6%	64.7%	69.7%	63.3%	72.9%	83.5%	81.2%	73.8%	74.1%	75.5%			
	84X	67.5%	66.8%	65.2%	56.7%	69.2%	85.7%	77.7%	75.5%	75.8%	74.8%			
	27X	76.5%	75.8%	72.8%	65.3%	78.2%	90.5%	74.9%	75.3%	76.7%	76.7%			
	33X	85.5%	74.2%	77.1%	72.7%	77.5%	78.5%	76.8%	73.8%	67.4%	76.1%			
	51D	66.3%	64.2%	65.4%	61.8%	58.6%	62.0%	63.5%	69.4%	64.2%	60.8%			
	33D	73.6%	64.7%	74.0%	64.5%	66.1%	80.9%	78.1%	65.6%	66.2%	71.9%			
	68X	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	51.5%			

Dublin Bus Direct Award Contract
2024 Punctuality Data - High Frequency Routes

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
HIGH FREQUENCY PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)														
A	13											2.58	2.12	1.79
A	16											1.42	1.56	1.43
A	27											2.80	2.35	1.78
B	39A											2.03	1.92	1.53
B	40											0.76	0.99	0.77
B	46A											1.71	1.63	1.59
B	145											1.82	2.13	2.03
C	123											2.20	2.65	2.30
C	14											1.75	1.51	1.69
C	15											1.32	1.41	1.18
C	9											1.43	1.83	1.83
D	1											0.55	0.61	0.80
D	130											1.03	0.91	0.67
D	140											0.97	1.16	1.07
D	4											1.23	1.41	1.29
D	N4											1.24	1.34	1.22

High Frequency Punctuality routes are measured by the Average Excless Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEWPT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running "on time".

* Routes that have transitioned to Low Frequency Punctuality are denoted by 'LFR*' in the table

Dublin Bus Direct Award Contract
2023 Punctuality Data - High Frequency Routes

Category	Route	HIGH FREQUENCY PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)												
		P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	13	2.27	2.75	3.65	3.34	2.27	2.12	2.79	2.41	1.98	1.81	1.78	1.77	1.90
A	16	2.16	1.91	2.08	1.92	2.10	1.64	1.91	1.57	2.77	2.17	2.42	2.30	1.71
A	27	2.60	3.25	3.23	4.87	3.06	2.48	3.51	3.95	3.67	3.31	3.60	3.88	2.52
B	39A	2.36	2.84	2.73	2.34	2.43	1.99	2.42	2.28	1.86	1.41	1.35	1.46	1.25
B	40	0.92	1.51	1.30	1.45	1.23	1.21	1.83	1.34	0.94	0.95	0.86	0.97	1.02
B	46A	1.79	2.26	2.02	2.52	2.29	2.89	2.48	3.11	2.56	2.40	2.19	2.35	1.89
B	145	2.30	3.04	2.32	2.39	2.36	2.20	2.08	2.83	2.75	1.98	2.29	2.03	2.04
C	123	3.00	4.03	4.00	3.96	3.02	2.53	2.44	2.14	3.23	2.93	2.84	2.39	2.13
C	14	2.41	2.27	1.85	2.47	2.58	2.62	1.97	2.54	3.28	1.82	2.32	2.25	1.52
C	15	1.83	1.69	1.97	1.88	2.02	2.03	1.85	2.04	2.17	1.46	1.57	1.73	1.18
C	9	3.54	2.77	2.36	2.23	3.16	1.87	2.30	2.33	2.03	1.45	1.27	1.46	1.36
D	1	0.97	1.34	1.82	1.18	0.90	0.81	1.07	0.57	0.92	0.37	0.54	0.56	0.40
D	130	0.55	0.59	0.77	0.62	1.22	0.94	1.35	1.70	1.92	1.31	1.23	1.36	1.43
D	140	2.39	1.70	2.10	2.16	1.67	1.21	1.30	1.11	1.15	0.88	0.81	1.11	0.71
D	4	1.19	1.38	1.78	1.86	1.41	1.51	1.83	1.96	1.43	1.19	1.18	1.25	1.63
D	N4	1.33	2.12	3.88	2.04	1.61	1.36	2.28	1.65	1.32	1.32	1.34	1.55	1.36

High Frequency Punctuality routes are measured by the Average Excless Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEWPT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running "on time".

* Routes that have transitioned to Low Frequency Punctuality are denoted by 'LFR*' in the table

Dublin Bus Direct Award Contract
2022 Punctuality Data - High Frequency Routes

HIGH FREQUENCY PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)													
Route	**P13**	**P12**	**P11**	**P10**	**P9**	**P8**	**P7**	**P6**	**P5**	**P4**	**P3**	**P2**	**P1**
13	3.12	3.27	4.5	2.56	2.72	2.54	3.00	2.58	1.94	2.07			
16	2.76	2.08	2.41	2.69	3.06	3.18	3.52	2.71	2.37	1.39			
27	3.36	2.93	2.99	3.37	3.46	3.54	3.46	2.61	2.11	1.96			
39A	2.14	2.23	1.83	1.83	1.66	2.17	1.97	2.41	1.45	1.16			
40	1.87	1.95	3.58	3.58	2.66	2.87	3.76	3.34	2.61	2.30			
46A	2.54	2.89	2.97	3.39	3.22	2.38	2.38	2.20	1.92	1.74			
123	2.96	3.22	2.96	3.53	3.64	3.80	3.83	2.45	2.53	1.53			
14	1.85	2.18	1.81	1.84	1.56	1.47	2.00	1.72	1.34	1.08			
145	1.90	2.63	2.04	2.43	1.71	2.38	2.29	1.95	1.54	1.54			
15	1.65	1.84	2.07	1.75	1.31	1.52	1.47	1.25	1.02	1.15			
9	2.88	2.51	2.15	1.97	1.60	2.09	1.99	1.97	1.39	1.31			
1	0.41	0.41	0.46	0.68	0.80	0.50	0.72	0.47	0.50	0.61			
130	1.37	3.2	1.76	1.57	1.85	1.64	1.73	1.64	1.14	1.61			
140	1.35	1.00	0.92	0.89	0.97	1.04	0.87	0.96	0.96	0.84			
4	1.83	2.50	2.65	1.62	1.76	1.81	2.08	2.01	1.32	1.33			
N4	1.63	2.47	2.29	1.79									

High Frequency Punctuality routes are measured by the Average Excless Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEWPT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running "on time".

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