

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

Low Frequency Punctuality:

The Punctuality of Low Frequency Routes is calculated as follows:

Punctuality (%) =	per of Actual Depar Jumber of Actual D	x `
Period	2022	2023
P1, P2, P3, P4, P5 (Late Winter / Spring) P6, P7, P8, P9 (Summer)	*Route Specific Minimum Performance Punctuality Standards	*Route Specific Minimum Performance Punctuality
P10, P11, P12, P13 (Autumn / Early Winter)	Applied	Standards Applied

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	140	■ 16	• 4	■ 9
13	 145 	■ 27	4 0	N4
130	 15 	■ 39A	■ 46A	

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										
Category Route M										
	13	2.3								
Α	16	2.3								
	27	2.3								
	39A	2.0								
в	40	2.0								
	46A	2.0								
	145	2.0								
	14	1.7								
с	15	1.7								
	123	1.7								
	9	1.7								
	1	1.4								
р	4	1.4								
	130	1.4								
	140	1.4								

P4 2022 onwards EWT KPI										
Category Route MPS										
	13	1.9								
A	16	1.9								
	27	1.9								
	39A	1.6								
в	40	1.6								
	46A	1.6								
	145	1.6								
	14	1.3								
c	15	1.3								
	123	1.3								
	9	1.3								
	1	1.1								
	4	1.1								
D	130	1.1								
	140	1.1								
	N4	1.1								

2022 - 2024 Dublin Bus Direct Award Contract Low Frequency Punctuality Minimum Performance Standards



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

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



		PERCENTAGE PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of	of this data at	bottom of table)			
Category	Route	P13 P12 P11 P10 P9 P8 P7	P6	P5	P4	P3	P2
	7 7A		58.3% 53.6%	57.5% 55.2%	58.5% 57.3%	63.6% 61.9%	62.5% 61.1%
	7A 7B		42.3%	52.4%	45.4%	51.9%	46.1%
	11 15B		64.2% 68.4%	64.3% 69.5%	62.1% 70.5%	66.1% 69.6%	64.0%
	15B		49.0%	56.4%	52.3%	52.1%	71.0% 60.5%
	33		60.2%	59.4%	59.1%	61.1%	65.3%
	38 38A		56.9% 61.6%	58.6% 61.3%	59.1% 62.7%	60.5% 62.5%	59.5% 62.6%
	38B		68.2%	67.0%	58.6%	55.2%	55.0%
	38D 39		51.4% 57.9%	50.5% 60.3%	63.7% 59.1%	82.5% 58.0%	70.7% 59.1%
	41C		64.2%	61.7%	63.5%	64.4%	65.4%
	44 46E		49.8% 64.2%	54.7% 57.9%	55.3% 60.2%	58.9% 74.0%	58.6% 66.0%
	47		62.8%	64.3%	62.2%	65.9%	65.1%
A	49 65		61.5% 59.8%	62.3% 53.6%	61.2% 54.3%	62.5% 59.0%	63.7% 61.0%
	65B		59.6%	63.5%	63.6%	62.9%	62.7%
	70 77A		60.5% 58.8%	64.1% 59.1%	62.8% 61.1%	60.8% 62.3%	62.8% 59.7%
	83		59.1%	58.2%	59.6%	60.2%	60.2%
	83A		57.4%	61.2%	61.6%	61.8%	60.8%
	116 155		62.4% 58.6%	53.3% 58.2%	51.9% 58.4%	58.5% 62.9%	53.7% 62.6%
	56A		63.4%	64.2%	65.6%	57.8%	57.9%
	151 122		65.1% 65.5%	65.7% 66.2%	64.2% 65.7%	63.3% 66.0%	63.9% 65.6%
	37		54.6%	59.4%	59.8%	66.6%	65.9%
	68 69		63.0% 60.8%	61.2% 60.7%	58.4% 63.2%	61.7% 59.7%	61.7% 62.0%
	84		61.4%	59.5%	58.7%	61.6%	63.8%
	16D 7D		53.3% 52.4%	60.7% 57.3%	51.3% 39.8%	61.4% 59.4%	65.3% 53.9%
	7E		69.9%	79.9%	62.8%	76.2%	70.2%
	15A 27B		70.2% 67.0%	73.2% 66.6%	71.3% 67.2%	71.5% 68.2%	74.5% 69.2%
	41		66.5%	66.0%	66.9%	66.7%	70.0%
	41B 41D		68.4% 66.3%	62.7% 68.0%	71.9% 72.7%	74.2% 66.3%	74.3% 68.4%
	42		69.5%	70.0%	71.2%	69.9%	69.4%
	43 54A		69.5% 65.8%	71.4% 65.1%	72.7% 65.3%	70.0% 65.5%	70.9% 65.8%
	118		54.8%	62.2%	45.5%	68.1%	61.6%
	142 C1		48.9% 64.4%	50.0% 65.2%	50.3% 66.1%	54.0% 64.3%	52.9% 65.9%
Р	C1 C2		64.6%	65.2%	64.6%	65.6%	63.1%
5	C3 C4		66.0% 65.6%	68.5% 64.8%	67.4% 66.3%	65.3% 64.2%	68.3% 66.6%
	26		55.5%	64.5%	69.9%	70.7%	73.2%
	P29 G1		60.8% 70.3%	58.7% 69.5%	59.7% 70.3%	46.7% 71.7%	46.3% 72.0%
	G2		66.9%	65.6%	66.5%	68.0%	68.0%
	X25 X26		80.6% 82.4%	83.2% 84.1%	74.4% 70.6%	74.5%	72.8%
	X20 X27		82.5%	84.4%	77.6%	71.3% 69.6%	70.6% 72.2%
	X28 X30		80.4% 86.4%	81.8% 76.4%	74.0% 78.8%	68.4% 61.2%	70.7%
	X31		78.1%	81.2%	76.8%	68.8%	61.9% 73.0%
	X32		78.8%	81.7%	75.5%	63.4%	70.0%
	60 27A		67.5% 79.8%	67.8% 79.2%	69.2% 79.4%	70.0% 77.8%	68.8% 79.5%
	40B 40D		76.0% 74.3%	75.3% 71.1%	76.9% 67.9%	78.2% 70.3%	78.4% 71.5%
	40D 40E		85.0%	87.9%	87.8%	89.3%	88.1%
	42D 44B		55.0%	55.5%	48.4%	60.4%	59.0%
	44B 53		74.8% 75.2%	81.2% 77.5%	71.8% 75.0%	No Data 77.4%	No Data 78.7%
	68A		60.2%	58.1%	63.8%	65.6%	63.9%
	84A 70D		54.3% 72.0%	58.8% 68.7%	56.6% 70.8%	64.3% 79.2%	64.7% 71.6%
	120		80.6%	80.2%	80.2%	78.9%	79.0%
	150 H1		62.9% 70.4%	65.6% 72.3%	64.7% 73.7%	64.6% 75.2%	67.0% 75.3%
с	H2		67.2%	67.0%	68.6%	69.7%	71.0%
	H3 6		68.4% 68.6%	66.2% 66.7%	71.0% 69.8%	71.3% 72.5%	69.9% 69.7%
	C5		76.0%	75.1%	75.1%	73.3%	76.2%
	C6 L53		78.2% 84.1%	81.2% 84.9%	75.6% 85.2%	81.3% 85.8%	79.8% 82.1%
	L54		75.0%	78.7%	77.9%	77.1%	78.8%
	L58 L59		91.3% 81.4%	89.9% 83.4%	91.1% 82.0%	89.4% 79.5%	89.6% 79.6%
	52		71.9%	74.3%	75.9%	73.8%	75.0%
	99 44D		72.1% 77.9%	80.1% 70.3%	80.9% 72.4%	80.2% 78.9%	81.3% 74.7%
	74		66.9%	65.6%	64.5%	66.2%	55.6%
	L25 52		81.4% 68.0%	81.5% 65.2%	80.5% 65.1%	82.4% 65.2%	76.2% 60.3%
	33E		70.4%	70.5%	69.0%	75.8%	65.1%
	77X 39X		73.8% 70.8%	77.6% 83.9%	78.5% 89.3%	86.7%	77.7%
	69X		82.0%	83.6%	81.9%	76.1% 71.9%	76.0% 76.5%
F	41X		82.4%	84.4%	82.7%	77.1%	80.0%
Express	32X 84X		96.6% 74.6%	95.2% 74.0%	96.3% 71.8%	92.4% 72.9%	87.9% 72.7%
	27X		79.9%	87.4%	74.3%	83.7%	89.3%
	33X 51D		87.0% 85.0%	85.8% 83.6%	88.2% 77.7%	85.0% 77.8%	83.5% 73.7%
	33D		68.6%	75.1%	87.0%	74.1%	69.7%

P1
62.6%
59.1% 45.5%
63.7%
71.3% 56.6%
59.9%
60.6%
60.3%
61.6% 72.1%
57.9%
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72.9%
54.5% 68.9%
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79.1%
70.0% 81.9%
76.5%
73.0%
79.6% 81.6%
68.3%
75.7%
72.3% 71.9%
85.9%
62.8%
No Data 77.7%
73.2%
61.7%
63.7% 81.4%
68.6%
72.4%
69.1% 69.9%
70.8%
73.1%
75.6%
86.2% 76.5%
88.7%
79.0% 72.1%
72.1%
64.0%
49.5% 74.5%
74.5% 56.7%
58.0%
88.4%
87.4% 59.0%
84.2%
90.4%
76.4% 92.1%
89.3%
65.9%
70.7%

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Údar	á
Natio	n

					PERCENTAG	GE PUNCTUALITY BY	ROUTE - DUBLIN BUS (see note on interpreta	tion of this data at bo	ttom of table)			
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2
	7 7A	59.0%	59.4% 55.1%	55.5% 55.3%	58.9% 57.4%	60.1%	62.5% 60.4%	64.1% 62.5%	59.8%	59.3% 55.3%	62.0% 58.9%	61.2%	62.2% 56.9%
	7A 7B	58.1% 47.1%	49.5%	43.9%	51.5%	59.8% 59.9%	69.3%	61.1%	59.1% 63.7%	60.1%	58.9%	59.1% 62.5%	61.1%
	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%
	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%
	15D 33	41.1% 57.7%	41.6% 61.8%	51.5% 61.2%	56.1% 63.1%	61.7% 67.3%	74.1% 64.7%	74.9% 62.6%	59.4% 61.2%	59.6% 62.5%	52.0% 63.1%	59.7% 63.1%	55.3% 63.2%
	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%
	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%
	38B 38D	54.6%	56.3%	54.6%	56.8% 74.7%	69.4%	77.2%	74.6%	70.9%	66.4%	60.1%	59.1%	56.6%
	39	72.0%	65.9% 52.9%	70.4% 55.0%	54.6%	74.1% 60.6%	67.2% 65.4%	62.5% 62.3%	72.0% 60.3%	71.0% 56.2%	74.9% 58.5%	63.4% 58.6%	71.2% 57.8%
	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%
	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%
	46E 47	64.1% 63.7%	73.8% 60.7%	61.2% 61.0%	66.3% 62.8%	71.1% 69.3%	71.3% 73.4%	66.6% 74.4%	64.8% 70.8%	61.0% 65.0%	43.1% 61.3%	62.5% 61.3%	49.0% 64.8%
A	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%
	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%
	65B 70	61.5% 60.7%	60.5% 60.0%	62.2% 60.6%	64.6% 62.8%	67.0% 70.2%	73.3% 72.7%	69.2% 70.4%	67.4% 69.9%	63.9% 67.0%	64.7% 67.1%	63.6% 67.8%	65.8% 66.9%
	77A	55.7%	55.3%	58.7%	60.5%	63.4%	66.3%	63.3%	59.3%	57.7%	59.1%	59.7%	62.4%
	83	53.4%	54.4%	56.5%	58.8%	65.5%	67.9%	64.2%	60.6%	60.7%	61.2%	60.9%	63.3%
	83A 116	52.9%	57.4%	59.3%	59.9%	65.8%	68.3%	67.3%	62.2%	60.6%	63.3%	62.6%	64.4%
	116	53.8% 56.7%	49.5% 58.2%	26.7% 61.0%	41.2% 59.0%	49.5% 62.9%	63.9% 63.0%	67.7% 62.9%	65.2% 63.9%	57.6% 61.4%	43.9% 62.5%	52.1% 61.5%	60.0% 61.2%
	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%
	151	64.3% 58.6%	60.5% 59.1%	56.7% 62.2%	56.1% 61.3%	61.6% 67.3%	64.3% 67.0%	59.9% 66.3%	58.1% 66.1%	57.4% 63.7%	60.4% 62.4%	58.6% 62.8%	63.9%
	122 37	58.0%	59.1%	59.1%	59.5%	67.2%	69.9%	68.5%	59.5%	58.6%	62.4%	60.0%	65.2% 61.1%
	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%
	69	59.7%	62.2%	60.6%	64.9%	65.0%	71.2%	65.5%	62.2%	61.2%	63.5%	65.0%	65.2%
	84 16D	59.7% 50.4%	62.4% 63.7%	61.0% 55.6%	64.7% 62.2%	67.4% 68.4%	70.2% 65.2%	70.3% 60.9%	68.7% 57.0%	67.3% 55.6%	68.5% 64.8%	67.4% 59.7%	67.2% 62.4%
	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%
	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
	15A 27B	64.0% 70.1%	67.0% 68.8%	68.0% 70.7%	72.3% 73.3%	77.1% 77.3%	80.0% 78.5%	78.8%	75.7% 73.4%	73.0% 73.4%	72.6% 76.3%	72.5% 75.2%	74.7% 74.6%
	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%
	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%
	41D 42	67.0% 70.1%	68.9% 69.8%	68.0% 69.5%	72.2% 70.1%	70.0% 67.8%	72.9% 76.4%	70.0% 71.8%	70.2% 64.0%	67.6% 67.0%	65.9% 70.0%	74.9% 68.5%	73.8% 69.1%
	43	67.2%	69.0%	68.8%	72.9%	73.1%	76.5%	74.9%	72.5%	72.0%	71.7%	71.2%	73.6%
	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%
	61 118	*Did Not Operate 64.4%	63.2% 59.1%	66.0% 51.2%	66.7% 47.9%	68.6% 52.2%	70.8% 81.7%	68.4% 76.4%	67.2% 47.7%	65.4% 62.6%	66.9% 43.5%	68.6% 61.9%	68.2% 47.8%
	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%
	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%
в	C2 C3	62.3% 60.5%	63.9% 64.3%	62.9% 66.7%	62.4% 66.9%	66.2% 70.2%	65.5% 71.8%	59.9% 70.9%	63.7% 72.1%	62.1% 68.1%	61.2% 69.2%	63.6% 70.8%	63.1% 71.0%
	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%
	26 P29	66.0%	66.4%	66.4%	68.8% 60.0%	73.0%	73.2%	74.3%	71.8%	70.2% 64.6%	70.0%	70.8%	70.7%
	G1	48.5% 65.6%	55.3% 66.8%	52.9% 66.0%	68.0%	66.7% 72.6%	71.1% 74.2%	64.1% 71.8%	66.8% 72.1%	71.4%	69.6% 71.0%	58.5% 69.6%	64.6% 72.6%
	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%
	X25 X26	61.7% 76.8%	66.8% 74.4%	63.5% 63.5%	55.9% 73.2%	68.3% 89.6%	77.9% 87.6%	72.8% 78.5%	75.8% 78.5%	67.5% 72.1%	71.7% 67.6%	69.2% 60.0%	75.7% 54.6%
	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%
	X28	64.3%	64.5%	64.2%	63.6%	80.1%	83.8%	72.3%	70.2%	63.7%	75.1%	67.1%	77.8%
	X30 X31	68.8% 72.7%	51.6% 59.8%	52.7% 60.9%	45.2% 61.3%	66.6% 73.3%	67.9% 78.6%	60.8% 72.5%	71.6% 71.7%	67.4% 70.2%	73.7% 71.2%	61.7% 67.9%	70.3% 75.2%
	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%
	60	65.2% 66.0%	63.8% 66.4%	67.7% 66.4%	67.0% 68.8%	71.8% 73.0%	72.8% 73.2%	73.5% 74.3%	71.5% 71.8%	70.5% 70.2%	71.5% 70.0%	70.5% 70.8%	67.7% 70.7%
	26 27A	81.7%	78.8%	77.0%	06.67	85.3%	87.2%	84.6%	84.9%	83.6%	82.6%	83.2%	82.0%
	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%
	40D 40E	71.5%	71.2%	71.3% 84.8%	73.5%	78.0%	78.0%	72.1% 87.7%	75.6% 88.3%	75.8%	75.2%	74.0%	71.7% 87.2%
	40E 42D	86.6% 65.5%	84.5% 68.1%	60.4%	86.7% 67.4%	89.6% 76.5%	85.7% *Did Not Operate	74.0%	65.9%	89.3% 73.7%	88.5% 67.9%	87.4% 64.1%	70.7%
	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%
	53 68A	77.2%	69.5%	75.2%	75.3%	76.5%	76.5%	77.5%	76.4% 61.8%	79.5%	74.2%	78.3%	83.5%
	84A	53.3% 58.4%	56.3% 50.2%	63.4% 52.6%	70.0% 61.0%	68.7% 70.3%	67.7% 71.3%	69.0% 69.3%	68.4%	61.6% 64.3%	55.9% 57.2%	59.6% 64.1%	58.9% 59.7%
	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%
	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%
с	150 H1	63.0% 72.6%	63.0% 72.6%	64.2% 73.4%	66.2% 71.1%	69.2% 73.8%	72.6% 82.1%	68.8% 79.4%	67.5% 72.8%	68.4% 78.2%	66.3% 80.9%	67.4% 78.2%	67.6% 78.8%
	H2	68.1%	69.9%	68.0%	65.1%	64.3%	75.3%	74.5%	64.9%	71.3%	75.9%	73.2%	73.4%
	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%
	6 C5	66.8% 66.1%	69.5% 72.7%	70.3% 74.1%	66.4% 70.1%	66.4% 77.7%	75.3% 74.7%	76.1% 71.0%	67.6% 74.7%	75.4% 77.3%	77.5% 72.3%	77.9% 75.0%	76.0% 76.2%
	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%
	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%
	L53 L54	84.0% 74.6%	84.3% 75.7%	81.8% 75.2%	77.2% 76.3%	87.9% 81.3%	87.8% 82.9%	86.9% 81.0%	85.4% 80.4%	84.0% 79.3%	85.1% 80.3%	84.4% 78.9%	86.3% 80.7%
	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%
	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%
	52 99	71.6% 79.8%	76.5% 74.1%	77.1% 68.0%	78.3% 48.0%	78.2% New Route	79.0% New Route	76.4% New Route	80.4% New Route	78.8% New Route	79.1% New Route	80.5% New Route	79.7% New Route
	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%
	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%
	39X 69X	74.3% 65.7%	67.9% 61.8%	69.1% 76.4%	74.1% 79.3%	74.0% 64.5%	81.6% 78.8%	64.9% 73.9%	76.6% 73.4%	76.2% 63.4%	84.1% 73.2%	78.1% 58.7%	75.6% 68.9%
	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%
Express	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%
	84X 27X	72.4% 75.5%	63.4% 67.3%	64.9% 75.7%	72.9% 65.3%	77.4% 77.4%	78.9% 87.3%	75.4% 82.1%	73.5% 78.2%	75.3% 81.8%	77.2% 74.9%	74.0% 72.5%	74.5% 79.9%
	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%
	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%
L	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%



P1
59.6% 55.7%
55.7%
61.4%
67.5% 57.7%
61.5%
60.7%
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62.1%
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61.1% 62.1%
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63.1%
65.9% 63.2%
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New Route
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70.2%
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69.7% 71.0%
72.5%
63.0%
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64.8% 59.9%
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74.5%
53.1% 75.0%
76.4%
68.5% 80.2%
80.2% 79.7%
63.4%
62.9% 78.1%
78.1%
68.0%
85.6% 65.9%
65.8%
79.6%
57.6% 60.7%
54.7%
82.3%
68.6% 78.2%
78.2%
73.8%
76.6% 77.2%
78.4%
63.4%
87.1% 78.8%
92.1%
84.7%
77.9% New Route
67.4%
68.8%
78.6%
72.2% 77.3%
79.9%
76.3%
78.2% 83.5%
67.4%
70.8%

						PERCENTAGE PUNCTUAL	ITY BY ROUTE - DUBLIN BU	IS (see note on interpretation	on of this data at bottom of	table)	
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4
	7 7A	56.2% 54.0%	60.0% 57.5%	58.5% 58.5%	62.9% 57.8%	61.2% 59.7%	62.8% 59.9%	62.2% 61.2%	61.9% 62.0%	64.8% 62.8%	64.3% 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 15D	61.7% 47.2%	68.5% 51.8%	70.6% 57.5%	69.7% 58.7%	72.2% 67.5%	73.1% 71.4%	71.6% 58.6%	71.9% 51.6%	72.9% 56.1%	72.7% 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 38B	60.4% 58.0%	62.9% 61.5%	66.6% 60.3%	61.9% 51.4%	65.2% 66.0%	67.8% 75.9%	63.7% 71.0%	66.0% 72.1%	65.6% 67.0%	64.2% 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%
A	41C 44	60.9% 49.0%	66.9% 53.4%	64.7% 58.2%	60.3% 56.6%	55.8% 57.0%	64.6% 63.7%	66.9% 60.0%	65.8% 60.2%	65.8% 62.2%	67.3% 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 65	56.7% 57.7%	58.7% 60.0%	60.9% 62.8%	60.6% 63.2%	63.5% 61.0%	71.6% 68.9%	66.7% 65.2%	62.3% 66.7%	62.9% 68.1%	64.2% 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 83	54.2% 53.0%	57.8% 58.9%	60.5% 61.7%	58.4% 60.5%	60.8% 60.9%	64.4% 66.2%	59.4% 64.6%	57.9% 63.3%	59.5% 64.9%	57.6% 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 16D	55.2% 61.5%	58.9% 67.5%	60.9% 53.9%	57.9% 55.7%	62.5% 56.3%	63.7% 64.8%	63.1% 64.6%	63.4% 67.5%	63.9% 67.0%	63.7% 62.7%
	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%	74.5%	73.8%	74.4%	75.5%
	27B 37	70.7% 53.6%	74.5% 55.5%	73.8% 58.8%	75.5% 58.4%	74.3% 59.9%	77.2% 68.7%	76.3% 65.9%	74.0% 62.1%	78.0% 62.4%	75.5% 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 42	76.6% 66.7%	70.4%	67.0% 68.7%	71.5% 65.4%	72.5% 69.1%	66.2% 71.3%	62.9% 68.1%	79.1% 67.0%	76.0% 70.9%	75.7% 70.4%
	43	66.6%	72.3%	71.6%	70.3%	71.5%	77.3%	72.0%	72.5%	75.5%	72.6%
В	54A	57.8%	62.6%	66.0%	65.3%	70.6%	74.6%	67.7%	65.6%	65.0%	62.7%
	56A 61	58.2% 55.2%	59.4% 64.4%	60.8% 67.6%	64.0% 66.8%	66.6% 72.6%	68.6% 76.0%	67.6% 68.3%	67.5% 67.8%	64.8% 69.7%	68.0% 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%
	84 118	62.2% 62.8%	63.3% 65.8%	63.5% 60.2%	68.5% 39.7%	69.0% 46.7%	70.4% 83.6%	71.4% 63.0%	70.2% 53.7%	69.0% 40.0%	68.9% 48.4%
	122	56.7%	63.1%	65.9%	64.6%	64.7%	69.5%	67.7%	66.4%	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 26	53.5% 60.4%	57.7% 67.6%	60.8% 68.3%	60.4% 68.8%	64.0% 67.8%	65.2% 70.8%	61.7% 73.3%	61.7% 71.8%	61.7% 72.9%	64.1% 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 40E	66.9% 85.5%	68.3% 86.2%	66.6% 84.9%	67.9% 87.8%	71.0% 87.8%	75.2% 90.7%	72.4% 87.8%	74.0% 90.1%	73.0% 89.5%	74.3% 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 68A	83.7% 51.5%	80.5% 56.0%	82.0% 54.2%	82.1% 60.8%	81.8% 69.5%	83.9% 69.9%	84.0% 73.3%	79.6% 67.3%	83.2% 71.0%	82.3% 76.2%
	79	*Route Replaced	*Route Replaced	71.7%	72.1%	72.9%	79.4%	75.2%	72.8%	75.4%	76.0%
	79A 84A	*Route Replaced	*Route Replaced	72.5%	73.2%	75.2%	80.1%	75.8%	75.6%	76.1%	78.7%
	70D	67.0% 63.2%	60.5% 64.7%	59.1% 58.8%	64.0% *Did Not Operate	66.0% *Did Not Operate	79.2% *Did Not Operate	68.9% *Did Not Operate	76.6% 67.4%	68.6% 68.9%	68.1% 62.8%
	120	76.3%	81.3%	81.6%	79.4%	81.4%	84.5%	79.6%	81.0%	75.7%	79.5%
	150 H1	60.2% 76.7%	64.4% 78.9%	65.0% 79.1%	68.3% 78.7%	72.7% 77.4%	79.9% 77.6%	71.5% 77.4%	73.1% 77.8%	73.1% 78.8%	72.7% 77.5%
	H1 H2	72.8%	71.3%	72.7%	73.9%	72.9%	70.7%	72.5%	73.6%	72.8%	76.6%
	H3	75.2%	75.6%	75.0%	76.3%	73.9%	71.5%	72.9%	74.4%	75.8%	75.7%
	H9 6	*Did Not Operate 79.7%	*Did Not Operate 76.2%	*Did Not Operate 76.7%	*Did Not Operate 76.6%	*Did Not Operate 70.8%	*Did Not Operate 74.1%	*Did Not Operate 73.3%	100.0% 75.5%	97.7% 76.6%	97.0% 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 C4	63.6% 63.4%	66.1% 65.7%	65.1% 67.0%	63.5% 63.4%	63.3% 66.1%	62.9% 67.5%	62.8% 68.7%	67.2% 70.1%	67.2% 69.1%	70.8% 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 L54	83.2% 74.8%	83.5% 77.9%	86.8% 77.2%	85.4% 77.2%	85.9% 74.3%	88.5% 75.6%	88.4% 76.9%	85.7% 79.8%	82.8% 78.4%	84.5% 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 X25	55.6% 61.1%	50.9% 57.3%	53.8% 56.2%	54.1% 41.5%	60.1% 60.8%	67.2% 81.1%	63.1% 76.8%	64.8% 59.6%	70.1% 59.2%	66.6% 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 X30	65.5% 69.8%	58.5% 52.4%	59.8% 53.9%	45.1% 66.0%	61.3% 75.5%	80.2% 83.0%	81.8% 77.8%	62.7% 71.3%	58.2% 65.4%	72.2% 69.9%
	X30 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 G1	74.1% 55.8%	72.7% 51.6%	73.5% G Spine Commenced in P11	75.5% G Spine Commenced in P11	77.2% G Spine Commenced in P11	79.2% G Spine Commenced in P11	76.6% G Spine Commenced in P11	76.0% G Spine Commenced in P11	76.6% G Spine Commenced in P11	79.1% G Spine Commenced in P11
	G2	51.3%	49.2%	G Spine Commenced in P11							
	60	57.5%	49.5%	G Spine Commenced in P11							
	33E 77X	57.8% 68.3%	56.7% 71.4%	66.1% 72.3%	58.3% 59.8%	71.3% 68.9%	86.3% 77.2%	82.7% 76.3%	64.6% 81.6%	66.8% 79.7%	62.2% 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 32X	76.8% 78.6%	58.5% 64.7%	66.0% 69.7%	64.6% 63.3%	73.4% 72.9%	78.7% 83.5%	76.1% 81.2%	69.8% 73.8%	65.1% 74.1%	68.8% 75.5%
Express	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 51D	85.5% 66.3%	74.2% 64.2%	77.1% 65.4%	72.7% 61.8%	77.5% 58.6%	78.5%	76.8% 63.5%	73.8% 69.4%	67.4% 64.2%	76.1% 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

			HIGH FREQUENCY PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)											
Category	Rout	ite P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
	13	3							2.06	2.11	2.02	2.58	2.12	1.79
A	16	5							1.67	2.00	1.49	1.42	1.56	1.43
	27	7							3.20	2.91	2.20	2.80	2.35	1.78
	394	A							1.30	1.44	1.49	2.03	1.92	1.53
	40	D							0.94	0.91	0.91	0.76	0.99	0.77
в	464	A							1.52	1.94	1.44	1.71	1.63	1.59
	145	5							1.82	2.31	1.80	1.82	2.13	2.03
	123	3							2.22	2.54	2.33	2.20	2.65	2.30
	14	4							1.46	2.03	1.36	1.75	1.51	1.69
	15	5							1.49	1.67	1.28	1.32	1.41	1.18
	9	1							1.35	1.53	1.28	1.43	1.83	1.83
	1								1.12	1.40	0.58	0.55	0.61	0.80
	130	0							0.92	1.60	1.17	1.03	0.91	0.67
D	140	0							1.37	1.47	1.00	0.97	1.16	1.07
	4	+							1.29	1.57	0.85	1.23	1.41	1.29
	N4	4							1.10	1.35	1.26	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

		HIGH FREQUENCY 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	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
	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
	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
В	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
	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
	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
	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
с	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
	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
	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
	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
	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
	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
	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
	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)												
				1		1				1			
Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4			
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".

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



