

2022 - 2024

Dublin Bus Direct Award Contract
Punctuality Report



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:

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

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 frequency routes. The Authority and the operators have been working to try to ensure that such cancellations 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:

$$\text{EWT (min)} = \text{Average Actual Waiting Time (min)} - \text{Average Planned Waiting Time}$$

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

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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

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



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								58.3%	57.5%	58.5%	63.6%	62.5%	62.6%
	7A								53.6%	55.2%	57.3%	61.9%	61.1%	59.1%
	7B								42.3%	52.4%	45.4%	51.9%	46.1%	45.5%
	11								64.2%	64.3%	62.1%	66.1%	64.0%	63.7%
	15B								68.4%	69.5%	70.5%	69.6%	71.0%	71.3%
	15D								49.0%	56.4%	52.3%	52.1%	60.5%	56.6%
	33								60.2%	59.4%	59.1%	61.1%	65.3%	59.9%
	38								56.9%	58.6%	59.1%	60.5%	59.5%	60.6%
	38A								61.6%	61.3%	62.7%	62.5%	62.6%	60.3%
	38B								68.2%	67.0%	58.6%	55.2%	55.0%	61.6%
	38D								51.4%	50.5%	63.7%	82.5%	70.7%	72.1%
	39								57.9%	60.3%	59.1%	58.0%	59.1%	57.9%
	41C								64.2%	61.7%	63.5%	64.4%	65.4%	67.3%
	44								49.8%	54.7%	55.3%	58.9%	58.6%	58.9%
	46E								64.2%	57.9%	60.2%	74.0%	66.0%	54.9%
	47								62.8%	64.3%	62.2%	65.9%	65.1%	64.3%
	49								61.5%	62.3%	61.2%	62.5%	63.7%	65.7%
	65								59.8%	53.6%	54.3%	59.0%	61.0%	49.3%
	65B								59.6%	63.5%	63.6%	62.9%	62.7%	61.8%
	70								60.5%	64.1%	62.8%	60.8%	62.8%	65.3%
	77A								58.8%	59.1%	61.1%	62.3%	59.7%	58.5%
	83								59.1%	58.2%	59.6%	60.2%	60.2%	58.2%
	83A								57.4%	61.2%	61.6%	61.8%	60.8%	63.1%
	116								62.4%	53.3%	51.9%	58.5%	53.7%	55.0%
	155								58.6%	58.2%	58.4%	62.9%	62.6%	59.1%
	56A								63.4%	64.2%	65.6%	57.8%	57.9%	64.6%
	151								65.1%	65.7%	64.2%	63.3%	63.9%	67.3%
	122								65.5%	66.2%	65.7%	66.0%	65.6%	66.0%
	37								54.6%	59.4%	59.8%	66.6%	65.9%	63.8%
	68								63.0%	61.2%	58.4%	61.7%	61.7%	61.2%
	69								60.8%	60.7%	63.2%	59.7%	62.0%	63.0%
	84								61.4%	59.5%	58.7%	61.6%	63.8%	60.8%
	16D								53.3%	60.7%	51.3%	61.4%	65.3%	60.9%
	7D								52.4%	57.3%	39.8%	59.4%	53.9%	64.9%
	7E								69.9%	79.9%	62.8%	76.2%	70.2%	74.8%
	15A								70.2%	73.2%	71.3%	71.5%	74.5%	71.7%
	27B								67.0%	66.6%	67.2%	68.2%	69.2%	66.9%
	41								66.5%	66.0%	66.9%	66.7%	70.0%	69.6%
	41B								68.4%	62.7%	71.9%	74.2%	74.3%	72.4%
41D								66.3%	68.0%	72.7%	66.3%	68.4%	62.9%	
42								69.5%	70.0%	71.2%	69.9%	69.4%	68.4%	
43								69.5%	71.4%	72.7%	70.0%	70.9%	70.3%	
54A								65.8%	65.1%	65.3%	65.5%	65.8%	66.7%	
118								54.8%	62.2%	45.5%	68.1%	61.6%	37.7%	
142								48.9%	50.0%	50.3%	54.0%	52.9%	61.4%	
C1								64.4%	65.2%	66.1%	64.3%	65.9%	63.4%	
C2								64.6%	65.2%	64.6%	65.6%	63.1%	64.0%	
C3								66.0%	68.5%	67.4%	65.3%	68.3%	67.3%	
C4								65.6%	64.8%	66.3%	64.2%	66.6%	64.7%	
26								55.5%	64.5%	69.9%	70.7%	73.2%	72.9%	
P29								60.8%	58.7%	59.7%	46.7%	46.3%	54.5%	
G1								70.3%	69.5%	70.3%	71.7%	72.0%	68.9%	
G2								66.9%	65.6%	66.5%	68.0%	68.0%	66.9%	
X25								80.6%	83.2%	74.4%	74.5%	72.8%	79.1%	
X26								82.4%	84.1%	70.6%	71.3%	70.6%	70.0%	
X27								82.5%	84.4%	77.6%	69.6%	72.2%	81.9%	
X28								80.4%	81.8%	74.0%	68.4%	70.7%	76.5%	
X30								86.4%	76.4%	78.8%	61.2%	61.9%	73.0%	
X31								78.1%	81.2%	76.8%	68.8%	73.0%	79.6%	
X32								78.8%	81.7%	75.5%	63.4%	70.0%	81.6%	
60								67.5%	67.8%	69.2%	70.0%	68.8%	68.3%	
27A								79.8%	79.2%	79.4%	77.8%	79.5%	75.7%	
40B								76.0%	75.3%	76.9%	78.2%	78.4%	72.3%	
40D								74.3%	71.1%	67.9%	70.3%	71.5%	71.9%	
40E								85.0%	87.9%	87.8%	89.3%	88.1%	85.9%	
42D								55.0%	55.5%	48.4%	60.4%	59.0%	62.8%	
44B								74.8%	81.2%	71.8%	No Data	No Data	No Data	
53								75.2%	77.5%	75.0%	77.4%	78.7%	77.7%	
68A								60.2%	58.1%	63.8%	65.6%	63.9%	73.2%	
84A								54.3%	58.8%	56.6%	64.3%	64.7%	61.7%	
70D								72.0%	68.7%	70.8%	79.2%	71.6%	63.7%	
120								80.6%	80.2%	80.2%	78.9%	79.0%	81.4%	
150								62.9%	65.6%	64.7%	64.6%	67.0%	68.6%	
H1								70.4%	72.3%	73.7%	75.2%	75.3%	72.4%	
H2								67.2%	67.0%	68.6%	69.7%	71.0%	69.1%	
H3								68.4%	66.2%	71.0%	71.3%	69.9%	69.9%	
6								68.6%	66.7%	69.8%	72.5%	69.7%	70.8%	
C5								76.0%	75.1%	75.1%	73.3%	76.2%	73.1%	
C6								78.2%	81.2%	75.6%	81.3%	79.8%	75.6%	
L53								84.1%	84.9%	85.2%	85.8%	82.1%	86.2%	
L54								75.0%	78.7%	77.9%	77.1%	78.8%	76.5%	
L58								91.3%	89.9%	91.1%	89.4%	89.6%	88.7%	
L59								81.4%	83.4%	82.0%	79.5%	79.6%	79.0%	
52								71.9%	74.3%	75.9%	73.8%	75.0%	72.1%	
99								72.1%	80.1%	80.9%	80.2%	81.3%	79.9%	
44D								77.9%	70.3%	72.4%	78.9%	74.7%	64.0%	
74								66.9%	65.6%	64.5%	66.2%	55.6%	49.5%	
L25								81.4%	81.5%	80.5%	82.4%	76.2%	74.5%	
52								68.0%	65.2%	65.1%	65.2%	60.3%	56.7%	
Express	33E							70.4%	70.5%	69.0%	75.8%	65.1%	58.0%	
	77X							73.8%	77.6%	78.5%	86.7%	77.7%	88.4%	
	39X							70.8%	83.9%	89.3%	76.1%	76.0%	87.4%	
	69X							82.0%	83.6%	81.9%	71.9%	76.5%	59.0%	
	41X							82.4%	84.4%	82.7%	77.1%	80.0%	84.2%	
	32X							96.6%	95.2%	96.3%	92.4%	87.9%	90.4%	
	84X							74.6%	74.0%	71.8%	72.9%	72.7%	76.4%	
	27X							79.9%	87.4%	74.3%	83.7%	89.3%	92.1%	
	33X							87.0%	85.8%	88.2%	85.0%	83.5%	89.3%	
	51D							85.0%	83.6%	77.7%	77.8%	73.7%	65.9%	
33D								68.6%	75.1%	87.0%	74.1%	69.7%	70.7%	

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%	64.2%	66.2%	66.2%	64.0%					
	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%	67.8%	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%	79.1%	68.0%	72.0%	65.5%					
	39	43.4%	53.4%	58.6%	57.2%	57.2%	60.2%	60.2%	60.0%	60.2%	62.1%					
	41C	60.9%	66.9%	64.7%	60.3%	55.8%	64.6%	65.9%	65.8%	65.8%	67.3%					
	44	49.0%	53.4%	58.2%	57.0%	56.6%	63.7%	60.0%	60.2%	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%	60.9%	66.2%	64.6%	63.3%	64.9%	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%					
	160	61.5%	67.5%	53.9%	53.9%	56.3%	64.8%	67.5%	67.0%	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%	74.5%	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%	59.9%	58.4%	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	76.6%	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%	72.0%	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%	61.4%	67.3%	64.8%	60.0%	65.3%	67.3%	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%	60.2%	46.7%	39.7%	83.6%	63.0%	53.7%	40.0%	48.4%	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%	68.3%	65.0%	55.9%	59.9%	53.3%	52.3%	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%	69.9%	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	76.6%	68.6%	68.8%					
12D		75.3%	81.3%	81.6%	79.4%	81.4%	84.5%	79.6%	81.0%	75.7%	75.5%					
15D		60.2%	64.4%	65.0%	68.3%	72.7%	79.9%	71.5%	73.1%	73.1%	72.7%					
H1		76.7%	79.9%	79.1%	77.4%	77.4%	77.6%	77.4%	77.8%	78.8%	77.5%					
H2		72.8%	71.3%	72.7%	73.9%	73.9%	70.7%	72.5%	73.6%	72.8%	76.6%					
H3		75.2%	75.6%	73.3%	73.9%	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	*Did Not Operate	100.0%	97.7%					
6		79.7%	76.7%	76.6%	70.8%	70.8%	74.1%	74.1%	73.5%	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%	77.2%	77.2%	74.3%	75.6%	76.9%	79.8%	78.4%	77.9%	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%	60.8%	56.2%	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%	69.2%	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		70.4%	70.4%	70.4%	70.4%	70.4%	70.4%	62.2%					
G2	51.3%	49.2%	G Spine Commenced in P11		70.4%	70.4%	70.4%	70.4%	70.4%	70.4%	62.2%					
G6	49.5%	49.5%	G Spine Commenced in P11		70.4%	70.4%	70.4%	70.4%	70.4%	70.4%	62.2%					
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%	68.9%	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%	40.0%	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	75.5%	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%	66.1%	80.9%	78.1%	80.9%	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	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	13								2.06	2.11	2.02	2.58	2.12	1.79
	16								1.67	2.00	1.49	1.42	1.56	1.43
	27								3.20	2.91	2.20	2.80	2.35	1.78
B	39A								1.30	1.44	1.49	2.03	1.92	1.53
	40								0.94	0.91	0.91	0.76	0.99	0.77
	46A								1.52	1.94	1.44	1.71	1.63	1.59
	145								1.82	2.31	1.80	1.82	2.13	2.03
C	123								2.22	2.54	2.33	2.20	2.65	2.30
	14								1.46	2.03	1.36	1.75	1.51	1.69
	15								1.49	1.67	1.28	1.32	1.41	1.18
	9								1.35	1.53	1.28	1.43	1.83	1.83
D	1								1.12	1.40	0.58	0.55	0.61	0.80
	130								0.92	1.60	1.17	1.03	0.91	0.67
	140								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								1.10	1.35	1.26	1.24	1.34	1.22

High Frequency Punctuality routes are measured by the Average Excess 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 AEPWT 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	3.06	3.95	3.67	3.31	3.60	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
	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
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
	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
D	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
	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 Excess 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 AEPWT 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 Excess 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 AEPWT 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