

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	2021/2022	2023
P1, P2, P3, P4, P5 (Late Winter / Spring)	*Route Specific Minimum Performance	*Route Specific Minimum Performance
P6, P7, P8, P9 (Summer)	Punctuality Standards Applied	Punctuality Standards Applied
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:

P1 2020- P6 2021 EWT KPI		
Category	Route	MPS
A	13	2.3
	16	2.3
	27	2.3
	39A	2.3
	40	2.3
B	46A	2.3
	9	2.0
	14	2.0
	15	2.0
C	123	2.0
	145	2.0
	1	1.7
D	4	1.4
	130	1.4
	140	1.4

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

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

2021-2023
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 - P1 2020 to P6 2021

Category A - MPS = 64% (*54%/59%)

25D, 15D, 77A, 7B, 41D, 16D, 7, 83, 33, 70D, 25B, 7A, 65, 25A, 38B, 39, 56A, 84, 49, 65B, 116, 70, 44, 47, 38, 37, 61, 67, 66, 155, 83A, 11, 38D, 68, 122, 46E, 38A, 66E, 41C, 41, 31B, 7D, 31A, 15B, 16C

Category B - MPS = 70% (*60%/65%)

118, 142, 84A, 54A, 31D, 68A, 151, 69, 32, 25, 150, 66B, 41B, 40B, 42, 15A, 66A, 43, 27B, 31, 26, 44B

Category C - MPS = 76% (*66%/71%)

42D, 29A, 40D, 79, 53, 79A, 120, 27A, 40E, 53A, 14C

Express & Peak Services - MPS = **Various

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

*Covid-19 Note: Applicable from 16th March 2020, 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 MPS for Express & Peak equals the punctuality rate achieved in a comparable period from the previous year, i.e the MPS for 33E in P2 2020 would equal the Punctuality rate achieved in P2 2019

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.

Express & Peak Services - MPS = **Various (80% from P4 2022 onwards)

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

** From P1 2020 to P2 2022, the MPS for Express & Peak equals the punctuality rate achieved in a comparable period from the previous year, i.e the MPS for 33E in P2 2020 would equal the Punctuality rate achieved in P2 2019

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



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

Category	Route	P9	P8	P7	P6	P5	P4	P3	P2	P1	
A	7	60.1%	62.5%	64.1%	59.8%	59.3%	62.0%	61.2%	62.2%	59.6%	
	7A	59.8%	60.4%	62.5%	59.1%	55.3%	58.9%	59.1%	56.9%	55.7%	
	7B	59.9%	69.3%	61.1%	63.7%	60.1%	57.1%	62.5%	61.1%	55.8%	
	11	67.6%	70.1%	67.1%	67.9%	63.9%	61.4%	62.8%	63.7%	61.4%	
	15B	76.1%	79.5%	76.9%	74.3%	72.0%	71.5%	70.8%	71.1%	67.5%	
	15D	61.7%	74.1%	74.9%	59.4%	59.6%	52.0%	59.7%	55.3%	57.7%	
	33	67.3%	64.7%	62.6%	61.2%	62.5%	63.1%	63.1%	63.2%	61.5%	
	38	65.1%	66.3%	66.7%	64.7%	63.6%	62.0%	63.2%	63.5%	60.7%	
	38A	67.2%	68.5%	65.6%	67.0%	65.5%	65.7%	65.9%	65.7%	66.0%	
	38B	69.4%	77.2%	70.9%	70.9%	66.4%	60.1%	59.1%	56.6%	53.1%	
	38D	74.1%	67.2%	62.5%	72.0%	71.0%	74.9%	63.4%	71.2%	62.1%	
	39	60.6%	65.4%	62.3%	60.3%	56.2%	58.5%	58.6%	57.8%	55.8%	
	41C	71.1%	73.2%	68.9%	67.1%	64.5%	67.1%	66.9%	68.6%	66.9%	
	44	59.5%	60.4%	58.2%	56.5%	52.0%	57.0%	54.6%	56.7%	57.5%	
	46E	71.1%	71.3%	66.6%	64.8%	61.0%	43.1%	62.5%	49.0%	55.8%	
	47	69.3%	73.4%	74.4%	70.8%	65.0%	61.3%	61.3%	64.8%	59.0%	
	49	66.1%	71.0%	67.9%	67.8%	64.3%	64.0%	60.6%	61.4%	62.3%	
	65	62.0%	66.6%	63.4%	67.9%	63.2%	68.8%	61.6%	65.2%	66.5%	
	65B	67.0%	73.3%	69.2%	67.4%	63.9%	64.7%	63.6%	65.8%	66.9%	
	70	70.2%	72.7%	70.4%	69.9%	67.0%	67.1%	67.8%	66.9%	64.2%	
	77A	63.4%	66.3%	63.3%	59.3%	57.7%	59.1%	59.7%	62.4%	61.1%	
	83	65.5%	67.9%	64.2%	60.6%	60.7%	61.2%	60.9%	63.3%	62.1%	
	83A	65.8%	68.3%	67.3%	62.2%	60.6%	63.3%	62.6%	64.4%	63.4%	
	116	49.5%	63.9%	67.7%	65.2%	57.6%	43.9%	52.1%	60.0%	52.5%	
	155	62.9%	63.0%	62.9%	63.9%	61.4%	62.5%	61.2%	61.2%	57.8%	
16D	68.4%	65.2%	60.9%	57.0%	55.6%	64.8%	59.7%	62.4%	63.2%		
B	7D	68.7%	65.9%	59.3%	75.1%	72.7%	67.1%	75.2%	63.5%	70.4%	
	7E	41.4%	35.4%	86.5%	89.8%	New Route	New Route	New Route	New Route	New Route	
	15A	77.1%	80.0%	78.8%	75.7%	73.0%	72.6%	74.7%	74.7%	70.4%	
	27B	77.3%	78.5%	76.2%	73.4%	73.4%	76.3%	75.2%	74.6%	74.4%	
	37	67.2%	69.9%	68.5%	59.5%	58.6%	60.9%	60.0%	61.1%	59.9%	
	41	69.9%	71.6%	70.5%	70.4%	68.1%	71.6%	69.0%	71.9%	70.2%	
	41B	74.7%	81.5%	71.9%	76.5%	72.4%	74.9%	74.3%	73.5%	77.4%	
	41D	70.0%	72.9%	70.0%	70.2%	67.6%	65.9%	74.9%	73.8%	69.7%	
	42	67.8%	76.4%	71.8%	64.0%	67.0%	70.0%	68.5%	69.1%	71.0%	
	43	73.1%	76.5%	74.9%	72.5%	72.0%	71.7%	71.2%	73.6%	72.5%	
	54A	71.3%	76.4%	71.4%	71.0%	65.7%	67.3%	67.0%	67.0%	63.0%	
	56A	62.7%	68.6%	64.5%	64.6%	61.1%	66.3%	66.0%	66.1%	66.3%	
	61	68.6%	70.8%	68.4%	67.2%	65.4%	66.9%	68.6%	68.2%	66.1%	
	68	62.9%	71.3%	65.5%	65.7%	62.0%	62.4%	59.9%	63.5%	65.7%	
	69	65.0%	71.2%	65.5%	62.2%	61.2%	63.5%	65.0%	65.2%	63.1%	
	84	67.4%	70.3%	68.7%	68.7%	67.3%	68.5%	67.4%	67.2%	65.9%	
	118	52.2%	81.7%	76.4%	47.7%	62.6%	43.5%	61.9%	47.8%	59.4%	
	122	67.3%	67.0%	66.3%	66.1%	63.7%	62.4%	62.8%	65.2%	61.1%	
	142	66.3%	71.6%	66.8%	62.7%	66.1%	61.6%	63.7%	65.3%	60.6%	
	151	61.6%	64.3%	58.1%	59.9%	57.4%	60.4%	58.6%	63.9%	57.4%	
	C	26	73.0%	73.2%	74.3%	71.8%	70.2%	70.0%	70.7%	70.7%	62.9%
		27A	85.3%	87.2%	84.6%	84.9%	83.6%	82.6%	83.2%	82.0%	78.1%
		40B	77.1%	78.8%	84.6%	77.5%	81.8%	75.3%	81.4%	79.7%	72.0%
		40D	78.0%	72.1%	75.6%	75.8%	75.8%	75.2%	74.0%	71.7%	68.0%
		40E	89.6%	85.7%	87.7%	88.3%	89.3%	88.5%	87.4%	87.2%	85.6%
42D		76.5%	*Did Not Operate	74.0%	65.9%	73.7%	67.9%	64.1%	70.7%	65.9%	
44B		61.3%	80.7%	79.9%	76.8%	61.5%	79.4%	67.1%	69.3%	65.8%	
53		76.5%	77.5%	76.4%	77.5%	79.5%	74.2%	78.3%	83.5%	79.6%	
68A		68.7%	67.7%	69.0%	61.8%	61.6%	55.9%	59.6%	58.9%	57.6%	
84A		70.3%	71.3%	68.3%	68.4%	64.3%	57.2%	64.1%	59.7%	60.7%	
70D		81.1%	*Did Not Operate	83.8%	70.3%	74.4%	68.4%	66.1%	64.8%	54.7%	
120		81.1%	83.6%	79.4%	81.2%	79.0%	78.9%	79.7%	81.7%	82.3%	
150		69.2%	72.6%	68.8%	67.5%	68.4%	66.3%	67.4%	67.6%	68.6%	
H1		73.8%	82.1%	79.4%	72.8%	78.2%	80.9%	78.2%	78.8%	78.2%	
H2		64.3%	75.3%	74.5%	64.9%	71.3%	75.9%	73.2%	73.4%	71.0%	
H3		65.4%	76.9%	76.0%	68.9%	71.6%	76.2%	75.7%	76.1%	73.8%	
6		66.4%	75.3%	76.1%	67.6%	75.4%	77.5%	77.9%	76.0%	76.6%	
C1		66.7%	66.0%	63.8%	64.4%	61.9%	62.0%	63.9%	63.0%	58.5%	
C2		66.2%	65.5%	59.9%	63.7%	62.1%	61.2%	63.1%	63.1%	58.1%	
C3		70.2%	71.8%	70.9%	72.1%	68.1%	69.2%	70.8%	71.0%	69.1%	
C4		72.7%	73.3%	68.7%	73.1%	67.1%	70.4%	69.7%	72.2%	72.5%	
C5		77.7%	74.7%	71.0%	74.7%	77.3%	72.3%	75.0%	76.2%	77.2%	
C6		80.7%	77.3%	75.2%	77.3%	73.6%	75.1%	80.0%	73.9%	78.4%	
G1		72.6%	74.2%	71.8%	72.1%	71.4%	71.0%	69.6%	72.6%	59.9%	
G2		69.8%	72.3%	70.2%	67.4%	67.7%	67.7%	67.9%	69.5%	58.8%	
60	71.8%	72.8%	73.5%	71.5%	70.5%	71.5%	70.5%	67.7%	63.4%		
L53	87.9%	87.8%	85.4%	86.9%	84.0%	85.1%	84.4%	86.3%	87.1%		
L54	81.3%	82.9%	81.0%	80.4%	79.3%	80.3%	78.9%	80.7%	78.8%		
L58	92.7%	94.6%	94.3%	89.0%	87.7%	90.2%	85.3%	88.5%	92.1%		
L59	83.2%	87.7%	87.9%	85.5%	82.4%	84.2%	82.9%	83.9%	84.7%		
P29	66.7%	71.1%	64.1%	66.8%	64.6%	69.6%	58.5%	64.6%	64.8%		
X25	68.3%	77.9%	72.8%	75.8%	67.5%	71.7%	69.2%	75.7%	74.5%		
X26	89.6%	87.6%	78.5%	78.5%	72.1%	67.6%	60.0%	54.6%	53.1%		
X27	77.7%	83.7%	73.6%	72.1%	67.7%	73.1%	65.9%	74.5%	75.0%		
X28	80.1%	83.8%	72.3%	70.2%	63.7%	75.1%	67.1%	77.8%	76.4%		
X30	66.6%	67.9%	60.8%	71.6%	67.4%	73.7%	61.7%	70.3%	68.5%		
X31	73.3%	78.6%	72.5%	71.7%	70.2%	71.2%	67.9%	75.2%	80.2%		
X32	69.1%	77.7%	68.9%	79.4%	72.9%	74.9%	76.3%	75.6%	79.7%		
52	78.2%	79.0%	76.4%	80.4%	78.8%	79.1%	80.5%	79.7%	77.9%		
60	71.8%	72.8%	73.5%	71.5%	70.5%	71.5%	70.5%	67.7%	63.4%		
Express	33E	61.6%	84.4%	77.2%	76.9%	65.2%	60.7%	68.9%	66.2%	67.4%	
	77X	91.5%	86.3%	87.1%	81.0%	75.7%	87.4%	74.1%	76.4%	68.8%	
	39X	74.0%	81.6%	64.9%	76.6%	76.2%	84.1%	78.1%	75.6%	78.6%	
	69X	64.5%	78.8%	73.9%	73.4%	63.4%	73.2%	58.7%	68.9%	72.2%	
	41X	73.6%	75.1%	63.0%	75.1%	82.7%	81.1%	78.3%	77.0%	77.3%	
	32X	72.1%	89.2%	82.9%	82.9%	89.9%	90.2%	90.0%	85.4%	79.9%	
	84X	77.4%	78.9%	75.4%	73.5%	75.3%	77.2%	74.0%	74.5%	76.3%	
	27X	77.4%	87.3%	82.1%	78.2%	81.8%	74.9%	72.5%	79.9%	78.2%	
33X	86.6%	86.2%	78.3%	81.8%	83.9%	79.9%	87.6%	90.4%	83.5%		
51D	77.1%	85.7%	85.6%	88.3%	73.2%	67.1%	70.9%	65.2%	67.4%		
33D	90.7%	90.8%	74.3%	85.3%	80.1%	69.3%	64.0%	71.3%	70.8%		

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%	60.2%	62.8%	64.8%	64.3%	65.0%	63.5%	65.0%	63.5%	56.6%
	7A	54.0%	57.5%	58.5%	57.8%	59.7%	59.9%	61.2%	62.8%	61.5%	62.8%	61.6%	61.6%	55.4%
	7B	53.1%	56.1%	56.6%	47.8%	55.9%	74.5%	56.4%	62.7%	57.7%	68.1%	59.1%	57.7%	47.9%
	11	59.0%	61.6%	61.7%	58.9%	64.8%	70.2%	64.2%	66.2%	64.0%	67.5%	63.4%	63.4%	58.1%
	15B	61.7%	68.5%	70.6%	72.2%	73.1%	71.9%	71.6%	72.9%	72.7%	71.6%	72.0%	71.6%	70.1%
	15D	47.2%	51.8%	57.5%	58.7%	67.5%	71.4%	58.6%	51.6%	56.1%	64.0%	71.0%	66.9%	64.3%
	33	56.0%	63.3%	61.7%	60.0%	60.3%	61.3%	61.1%	61.6%	64.7%	62.6%	63.2%	61.0%	56.4%
	38	58.0%	60.3%	62.7%	58.9%	62.7%	66.0%	63.7%	63.1%	64.2%	62.8%	63.4%	64.0%	60.6%
	38A	60.4%	62.9%	66.6%	61.9%	65.2%	67.8%	63.7%	66.0%	65.0%	64.2%	65.8%	66.0%	63.7%
	38B	58.0%	61.5%	60.3%	61.4%	66.0%	75.9%	71.0%	72.1%	67.0%	63.4%	64.6%	71.7%	63.8%
	38D	50.8%	63.4%	69.7%	61.4%	73.0%	79.4%	77.1%	68.0%	72.0%	65.5%	73.4%	60.8%	61.0%
	39	49.4%	53.4%	58.6%	57.2%	62.5%	60.2%	60.2%	60.2%	62.1%	62.7%	64.2%	61.7%	61.0%
	41C	60.9%	66.9%	64.7%	60.3%	55.8%	64.6%	66.9%	65.8%	65.8%	67.3%	67.2%	67.7%	65.9%
	44	49.0%	53.4%	57.0%	56.6%	63.7%	60.0%	60.2%	62.2%	59.7%	62.7%	60.1%	62.7%	59.6%
	46E	52.0%	47.8%	50.4%	41.5%	56.9%	80.2%	67.6%	69.7%	64.6%	57.7%	63.9%	67.7%	65.7%
	47	57.9%	62.4%	64.8%	64.0%	69.5%	73.3%	66.4%	70.6%	68.2%	68.4%	69.4%	65.4%	65.4%
	49	56.7%	58.7%	60.9%	60.6%	63.5%	71.6%	66.7%	62.3%	62.9%	64.2%	62.2%	65.7%	64.4%
	65	57.7%	60.0%	62.8%	62.2%	68.9%	65.2%	66.7%	68.1%	64.3%	63.6%	64.9%	63.1%	63.1%
	65B	56.0%	62.4%	67.1%	63.9%	61.7%	69.1%	67.8%	64.2%	67.1%	64.7%	64.9%	66.0%	66.0%
	70	60.4%	61.7%	66.6%	67.2%	71.7%	65.9%	65.8%	67.7%	66.9%	68.9%	67.4%	67.4%	57.3%
	77A	54.2%	57.8%	60.5%	58.4%	60.8%	64.4%	59.4%	57.9%	57.6%	57.9%	58.9%	57.0%	57.0%
	83	53.0%	58.9%	60.9%	66.2%	64.6%	60.9%	63.3%	64.9%	65.8%	63.7%	63.6%	60.2%	60.2%
	83A	50.5%	61.7%	64.3%	60.2%	62.1%	65.3%	66.5%	63.9%	63.9%	66.0%	65.1%	63.8%	61.1%
	116	37.1%	56.1%	51.4%	49.5%	66.4%	53.0%	60.9%	60.9%	51.4%	60.8%	65.0%	61.4%	61.4%
	155	55.2%	58.9%	60.9%	57.9%	62.5%	63.7%	63.1%	63.4%	63.9%	63.7%	64.1%	63.5%	57.5%
	16D	61.5%	67.5%	53.9%	64.8%	56.3%	67.5%	64.6%	67.0%	62.7%	68.8%	66.7%	53.2%	53.2%
	7D	62.3%	76.9%	74.3%	73.5%	74.1%	75.5%	71.5%	72.7%	71.9%	76.1%	76.1%	59.6%	59.6%
	15A	62.8%	72.7%	74.4%	74.1%	75.7%	74.4%	74.5%	74.4%	74.4%	74.6%	70.0%	70.0%	70.0%
	27B	70.7%	74.5%	73.8%	75.5%	74.3%	77.2%	76.3%	74.0%	78.0%	75.5%	76.9%	73.4%	73.4%
	37	53.6%	58.4%	59.9%	68.7%	65.9%	68.7%	62.1%	62.4%	64.0%	66.2%	66.0%	63.3%	63.3%
	41	64.2%	68.2%	68.4%	66.8%	63.2%	67.8%	66.2%	66.1%	68.1%	69.9%	69.4%	65.8%	65.8%
	41B	65.6%	74.2%	62.7%	65.9%	73.8%	70.6%	71.2%	73.7%	75.4%	73.7%	74.2%	74.2%	74.2%
	41D	76.6%	70.4%	67.0%	71.5%	72.5%	66.2%	62.9%	79.1%	76.0%	75.7%	78.8%	79.1%	79.1%
	42	66.7%	68.7%	69.1%	71.3%	68.1%	67.0%	68.1%	70.4%	69.8%	71.0%	68.4%	68.4%	68.4%
	43	66.6%	72.3%	71.6%	70.3%	71.5%	77.3%	72.0%	72.5%	75.5%	72.6%	74.9%	66.7%	66.7%
	54A	57.8%	62.6%	70.6%	65.3%	67.7%	74.6%	65.6%	65.0%	62.7%	62.0%	63.3%	62.1%	62.1%
	56A	58.2%	59.4%	60.8%	64.0%	66.6%	68.6%	67.6%	67.5%	64.8%	68.0%	66.7%	68.0%	68.0%
	61	55.2%	64.4%	66.8%	72.6%	68.3%	76.0%	67.8%	69.7%	67.6%	72.8%	65.3%	64.0%	64.0%
	68	53.3%	59.4%	62.0%	61.8%	62.9%	65.9%	64.3%	64.2%	62.9%	64.8%	66.6%	61.2%	61.2%
	69	56.3%	61.0%	62.1%	64.8%	60.0%	67.3%	64.8%	60.0%	65.3%	68.9%	67.1%	65.1%	65.1%
84	62.2%	63.3%	63.5%	68.5%	69.0%	70.4%	71.4%	69.0%	68.9%	68.8%	70.1%	68.4%	68.4%	
118	62.8%	65.8%	60.2%	46.7%	83.6%	53.7%	63.0%	40.0%	48.4%	59.3%	62.1%	68.6%	68.6%	
122	56.7%	63.1%	65.9%	64.6%	64.7%	69.5%	67.7%	66.4%	64.5%	66.1%	65.9%	61.9%	61.9%	
142	60.4%	61.1%	57.2%	68.3%	65.0%	59.9%	59.9%	52.3%	60.0%	53.7%	40.6%	40.6%	40.6%	
151	53.5%	57.7%	60.8%	60.4%	64.0%	65.2%	61.7%	61.7%	61.7%	64.1%	64.3%	58.1%	58.1%	
26	60.4%	68.6%	68.3%	70.8%	73.3%	70.8%	72.9%	74.6%	74.6%	75.1%	71.2%	71.2%	71.2%	
27A	78.7%	82.5%	83.1%	83.7%	83.0%	86.3%	82.7%	84.7%	84.4%	84.2%	83.6%	76.7%	76.7%	
40B	67.4%	72.0%	69.2%	72.4%	73.3%	72.5%	73.3%	71.6%	71.8%	67.9%	69.5%	69.5%	69.5%	
40D	66.9%	68.3%	66.6%	67.9%	71.0%	75.2%	72.4%	74.0%	73.0%	74.3%	73.6%	69.7%	69.7%	
40E	86.5%	84.9%	87.8%	90.7%	87.8%	90.7%	80.1%	89.5%	87.3%	88.3%	86.6%	86.6%	86.6%	
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%	79.8%	68.5%	68.5%	
44B	56.9%	72.0%	64.4%	65.2%	85.0%	82.8%	79.5%	78.2%	74.6%	81.1%	71.7%	73.4%	73.4%	
53	83.7%	80.5%	82.0%	81.1%	81.8%	83.9%	84.0%	79.6%	83.2%	83.4%	79.8%	79.5%	79.5%	
68A	51.5%	56.0%	54.2%	60.8%	69.5%	69.9%	73.3%	67.3%	71.0%	76.2%	69.7%	70.4%	70.4%	
79	*Route Replaced	*Route Replaced	71.7%	72.1%	72.9%	73.4%	72.8%	75.4%	75.0%	75.4%	70.4%	70.4%	70.4%	
79A	*Route Replaced	*Route Replaced	72.5%	73.2%	75.2%	80.1%	75.8%	76.1%	78.7%	78.7%	76.3%	70.2%	70.2%	
84A	67.0%	60.5%	59.1%	64.0%	68.0%	79.2%	68.9%	76.6%	68.1%	71.8%	59.8%	58.0%	58.0%	
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%	66.7%	68.1%	68.1%	
120	76.3%	81.6%	79.4%	81.4%	84.5%	81.0%	79.6%	75.7%	79.5%	79.5%	77.7%	77.7%	77.7%	
150	60.2%	64.4%	65.0%	68.3%	72.7%	79.9%	73.1%	73.1%	72.7%	71.0%	73.2%	73.2%	73.2%	
H1	76.7%	78.9%	79.1%	77.4%	77.6%	77.4%	77.8%	78.8%	77.5%	78.4%	71.5%	71.5%	71.5%	
H2	72.8%	71.3%	72.7%	73.9%	72.9%	70.7%	72.5%	73.6%	72.8%	76.6%	74.5%	70.4%	70.4%	
H3	75.2%	75.6%	73.9%	73.9%	73.9%	71.5%	72.9%	74.4%	75.8%	75.7%	74.9%	70.4%	70.4%	
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%	91.4%	88.0%	85.6%	
6	79.7%	76.7%	70.8%	74.1%	73.3%	74.1%	73.3%	76.6%	76.8%	73.9%	67.9%	67.9%	67.9%	
C1	54.3%	56.3%	57.1%	59.7%	58.8%	62.3%	60.2%	60.8%	66.6%	69.1%	66.8%	64.0%	64.0%	
C2	56.9%	60.9%	61.4%	62.0%	59.8%	61.2%	68.0%	61.1%	69.3%	68.2%	68.2%	62.6%	62.6%	
C3	63.6%	66.1%	65.1%	63.5%	63.3%	62.9%	62.8%	67.2%	67.2%	70.8%	68.6%	70.2%	65.4%	
C4	63.4%	67.0%	66.1%	67.0%	67.5%	68.7%	70.1%	69.1%	72.2%	70.6%	73.2%	67.4%	67.4%	
C5	64.4%	74.2%	74.4%	72.6%	73.3%	72.0%	70.3%	69.0%	75.3%	75.0%	68.7%	59.3%	59.3%	
C6	67.9%	68.1%	68.0%	71.9%	75.3%	72.1%	68.7%	70.1%	74.3%	70.9%	67.8%	69.7%	69.7%	
L53	83.2%	83.5%	86.8%	85.4%	85.9%	88.5%	88.4%	85.7%	82.8%	84.5%	82.9%	58.6%	58.6%	
L54	74.8%	77.9%	77.2%	74.3%	75.6%	79.8%	79.8%	77.9%	78.4%	77.9%	69.8%	60.1%	60.1%	
L58	88.2%	83.4%	87.1%	87.5%	88.8%	92.7%	93.6%	90.9%	89.8%	90.3%	90.1%	66.6%	66.6%	
L59	82.2%	81.8%	83.0%	84.2%	85.5%	86.0%	85.3%	85.8%	84.7%	85.3%	71.1%	57.9%	57.9%	
P29	55.6%	50.9%	53.8%	54.1%	60.1%	67.2%	63.1%	64.8%	70.1%	66.6%	66.9%	18.3%	18.3%	
X25	61.1%	57.3%	60.8%	56.2%	81.1%	59.6%	68.8%	59.2%	67.7%	60.9%	73.4%	74.2%	74.2%	
X26	52.8%	63.4%	46.2%	44.5%	74.6%	85.7%	82.6%	66.6%	65.7%	71.7%	65.6%	61.1%	61.1%	
X27	64.7%	61.2%	63.4%	63.0%	62.7%	77.8%	66.8%	68.1%	79.2%	74.8%	68.4%	61.1%	61.1%	
X28	65.5%	58.5%	59.8%	45.1%	61.3%	80.2%	81.8%	62.7%	58.2%	72.2%	66.0%	63.9%	63.9%	
X30	69.8%	52.4%	53.9%	66.0%	75.5%	77.8%	71.3%	69.9%	65.4%	69.9%	67.1%	67.1%	67.1%	
X31	62.5%	62.7%	50.6%	52.5%	62.8%	81.4%	81.9%	60.1%	62.1%	70.5%	71.0%	63.8%	63.8%	
X32	70.0%	57.2%	59.9%	69.2%	83.6%	60.9%	61.2%	60.9%	61.2%	77.3%	72.1%	66.7%	66.7%	
52	74.1%	72.7%	73.5%	75.5%	77.2%	79.2%	76.6%	76.0%	76.6%	79.1%	78.5%	49.6%	49.6%	
G1	51.6%	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	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	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	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%	69.8%	61.7%	61.7%
	77X	68.3%	71.4%	68.9%	72.3%	68.9%	77.2%	76.3%	81.6%	79.7%	65.7%	67.4%	67.4%	67.4%
	39X	71.7%	60.6%	62.5%	59.1%	58.9%	74.8%	78.1%	67.7%	68.7%	81.3%	71.5%	57.3%	57.3%
	69X	62.8%	40.0%	40.0%	49.7%	60.3%	80.3%	56.2%	48.3%	57.1%	74.7%	83.5%	83.5%	83.5%
	41X	76.8%	58.5%	66.0%	64.6%	73.4%	78.7%	76.1%	69.8%	65.1%				

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

Category	Route	2021			
		P13	P12	P11	P10
A	7	57.3%	62.9%	65.7%	66.3%
	7A	54.8%	61.9%	63.3%	65.3%
	7B	52.1%	62.1%	59.2%	62.1%
	11	57.4%	60.1%	63.9%	60.9%
	15B	63.0%	69.4%	71.6%	72.1%
	15D	40.3%	71.1%	53.5%	64.8%
	16C	Included in Rt16	Included in Rt16	Included in Rt16	Included in Rt16
	33	58.3%	63.6%	62.9%	65.1%
	38	59.1%	64.6%	65.6%	66.3%
	38A	62.2%	67.2%	68.5%	71.0%
	38B	59.7%	71.1%	66.6%	68.3%
	38D	57.5%	74.9%	70.1%	77.9%
	39	56.0%	64.0%	64.4%	66.0%
	41C	62.9%	66.8%	67.5%	66.9%
	44	54.9%	61.0%	59.7%	61.5%
	46E	54.0%	75.1%	63.4%	69.7%
	47	61.8%	69.4%	71.2%	72.0%
	49	61.9%	66.2%	65.6%	65.2%
	65	59.4%	65.8%	64.2%	70.7%
	65B	62.2%	67.1%	65.5%	66.1%
	66	No Data	63.3%	61.4%	62.7%
	66E	No Data	62.7%	58.0%	63.9%
	67	No Data	61.3%	61.9%	66.9%
	70	55.8%	66.4%	67.9%	71.3%
	77A	54.1%	60.4%	55.0%	61.4%
	83	56.6%	62.5%	63.5%	64.7%
	83A	57.2%	62.1%	64.4%	64.6%
	116	44.2%	66.4%	62.3%	56.7%
	155	57.3%	65.5%	65.0%	62.4%
	16D	59.6%	68.6%	63.5%	67.8%
B	7D	59.6%	78.9%	76.1%	69.7%
	15A	62.2%	71.1%	73.4%	75.0%
	25	No Data	75.4%	75.1%	78.7%
	25A	No Data	70.2%	69.3%	71.5%
	25B	No Data	67.8%	65.7%	66.7%
	27B	72.1%	73.8%	77.0%	76.7%
	31	No Data	No Data	No Data	No Data
	31A	No Data	No Data	No Data	No Data
	31B	No Data	No Data	No Data	No Data
	32	No Data	No Data	No Data	No Data
	37	57.1%	65.2%	64.2%	67.7%
	41	66.5%	68.8%	70.3%	70.2%
	41B	71.7%	72.9%	77.1%	76.0%
	41D	73.5%	74.6%	75.3%	82.9%
	42	67.7%	65.0%	68.7%	71.9%
	43	67.3%	66.0%	70.8%	75.7%
	54A	56.6%	64.9%	64.3%	67.4%
	56A	64.2%	68.6%	67.3%	71.9%
	61	58.2%	69.0%	72.1%	72.5%
	66A	No Data	68.3%	67.5%	74.0%
	66B	No Data	70.9%	69.1%	72.0%
	68	59.8%	63.7%	64.8%	68.1%
	69	62.5%	66.9%	69.0%	71.0%
	84	61.0%	65.9%	67.5%	69.1%
	118	58.5%	82.6%	63.5%	51.5%
	122	60.3%	67.1%	67.7%	68.6%
	142	41.5%	59.1%	65.8%	62.0%
	151	57.3%	64.5%	67.3%	67.4%
	25D	No Data	76.5%	73.3%	73.7%
	C	14C	Included in Rt14	Included in Rt14	Included in Rt14
26		68.3%	73.1%	74.4%	79.0%
27A		78.7%	80.5%	83.0%	84.2%
31D		48.6%	78.3%	67.2%	70.4%
29A		*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate
40B		71.4%	69.8%	77.0%	73.0%
40D		67.8%	69.9%	73.5%	77.0%
40E		86.3%	86.6%	87.1%	87.2%
42D		58.3%	75.7%	67.0%	73.0%
44B		49.8%	79.6%	69.0%	79.7%
53		81.2%	82.9%	84.9%	86.5%
53A		*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate
68A		54.8%	68.2%	67.3%	69.7%
79		67.6%	75.6%	75.9%	78.4%
79A		72.1%	77.2%	78.4%	79.8%
84A		52.1%	59.2%	66.5%	68.8%
70D		51.2%	52.3%	52.1%	17.9%
120		72.8%	80.4%	82.7%	81.2%
150		64.8%	71.6%	72.6%	74.0%
H1		72.3%	77.5%	79.4%	79.7%
H2		70.2%	68.8%	71.7%	74.2%
H3		72.0%	75.2%	74.5%	77.7%
H9		87.7%	88.0%	85.4%	89.2%
6		69.9%	71.5%	71.0%	71.5%
C1		49.1%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
C2		49.5%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
C3		57.9%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
C4		58.7%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
C5		51.0%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
C6		54.9%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
L3	59.9%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
L4	60.8%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
L58	61.5%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
L59	57.5%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
P29	28.6%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
X25	56.0%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
X26	45.6%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
X27	44.1%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
X28	46.9%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
X30	50.7%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
X31	50.3%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
X32	52.4%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
52	53.2%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12	
33E	68.9%	58.0%	51.1%	67.4%	
Express	51X	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate
	67X	No Data	59.3%	59.3%	52.7%
	77X	64.3%	78.7%	75.4%	73.6%
	66X	No Data	58.0%	53.4%	56.3%
	25X	No Data	83.9%	66.5%	63.3%
	39X	55.2%	70.8%	66.6%	66.5%
	69X	79.0%	78.9%	62.0%	69.4%
	41X	46.8%	59.4%	55.4%	52.5%
	32X	45.3%	63.4%	66.0%	67.4%
	84X	48.3%	61.5%	61.2%	57.4%
	27X	44.0%	65.8%	63.3%	61.8%
	33X	62.9%	64.8%	78.2%	65.8%
51D	70.0%	75.9%	74.1%	78.6%	
33D	79.2%	73.3%	77.8%	68.3%	
68X	60.0%	84.5%	89.4%	93.8%	

**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	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	13	2.27	2.12	2.79	2.41	1.98	1.81	1.78	1.77	1.90
	16	2.10	1.64	1.91	1.57	2.77	2.17	2.42	2.30	1.71
	27	3.06	2.48	3.51	3.95	3.67	3.31	3.60	3.88	2.52
B	39A	2.43	1.99	2.42	2.28	1.86	1.41	1.35	1.46	1.25
	40	1.23	1.21	1.83	1.34	0.94	0.95	0.86	0.97	1.02
	46A	2.29	2.89	2.48	3.11	2.56	2.40	2.19	2.35	1.89
	145	2.36	2.20	2.08	2.83	2.75	1.98	2.29	2.03	2.04
C	123	3.02	2.53	2.44	2.14	3.23	2.93	2.84	2.39	2.13
	14	2.58	2.62	1.97	2.54	3.28	1.82	2.32	2.25	1.52
	15	2.02	2.03	1.85	2.04	2.17	1.46	1.57	1.73	1.18
	9	3.16	1.87	2.30	2.33	2.03	1.45	1.27	1.46	1.36
D	1	0.90	0.81	1.07	0.57	0.92	0.37	0.54	0.56	0.40
	130	1.22	0.94	1.35	1.70	1.92	1.31	1.23	1.36	1.43
	140	1.67	1.21	1.30	1.11	1.15	0.88	0.81	1.11	0.71
	4	1.41	1.51	1.83	1.96	1.43	1.19	1.18	1.25	1.63
	N4	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 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	2.11	2.04	1.85
16	2.76	2.08	2.41	2.69	3.06	3.18	3.52	2.71	2.37	1.39	1.65	1.39	1.46
27	3.36	2.93	2.99	3.37	3.46	3.54	3.46	2.61	2.11	1.96	2.34	1.92	2.15
39A	2.14	2.23	1.83	1.83	1.66	2.17	1.97	2.41	1.45	1.16	1.30	0.99	1.00
40	1.87	1.95	3.58	3.58	2.66	2.87	3.76	3.34	2.61	2.30	2.39	2.28	1.85
46A	2.54	2.89	2.97	3.39	3.22	2.38	2.38	2.20	1.92	1.74	1.64	1.36	1.30
123	2.96	3.22	2.96	3.53	3.64	3.80	3.83	2.45	2.53	1.53	2.09	1.94	1.82
14	1.85	2.18	1.81	1.84	1.56	1.47	2.00	1.72	1.34	1.08	1.34	1.19	0.81
145	1.90	2.63	2.04	2.43	1.71	2.38	2.29	1.95	1.54	1.54	1.53	1.25	1.14
15	1.65	1.84	2.07	1.75	1.31	1.52	1.47	1.25	1.02	1.15	1.31	0.96	0.96
9	2.88	2.51	2.15	1.97	1.60	2.09	1.99	1.97	1.39	1.31	1.26	0.83	0.87
1	0.41	0.41	0.46	0.68	0.80	0.50	0.72	0.47	0.50	0.61	0.68	0.56	0.45
130	1.37	3.2	1.76	1.57	1.85	1.64	1.73	1.64	1.14	1.61	1.81	1.73	1.28
140	1.35	1.00	0.92	0.89	0.97	1.04	0.87	0.96	0.96	0.84	1.18	0.94	0.74
4	1.83	2.50	2.65	1.62	1.76	1.81	2.08	2.01	1.32	1.33	1.36	1.00	1.46
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 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
2021 Punctuality Data - High Frequency Routes**



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

Route	2021											
	P13	P12	P11	P10								
13	2.11	2.75	2.60	2.28								
16	1.94	1.80	1.79	1.74								
27	2.55	2.31	2.38	1.94								
39A	1.28	1.26	1.17	1.38								
40	2.55	2.50	2.58	2.50								
46A	1.67	1.80	1.65	2.10								
123	2.13	2.06	2.35	2.43								
14	1.18	1.35	1.38	1.22								
145	1.30	1.56	1.36	1.81								
15	1.08	1.07	1.10	1.02								
9	1.74	1.19	1.06	1.12								
1	0.40	1.67	0.99	1.15								
130	1.48	1.29	2.23	1.62								
140	1.43	1.16	1.11	0.99								
4	1.28	1.23	1.18	1.54								

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