2023 - 2025 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 periods.

Low Frequency Punctuality:

The Punctuality of Low Frequency Routes is calculated as follows:

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

| Period | 2023/24 | 2025 |
|-------------------------|-----------------|-----------------------|
| P1, P2, P3, P4, P5 | *Route Specific | *Route Specific |
| (Late Winter / Spring) | Minimum | Minimum |
| P6, P7, P8, P9 | Performance | Performance |
| (Summer) | | Punctuality Standards |
| P10, P11, P12, P13 | Applied | Applied |
| (Autumn / Early Winter) | Applied | 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 | 1 40 | ■ 16 | 4 | 9 | ■ G2 |
|-------------|-------------|------------|------------|----------|------|
| ■ 13 | 1 45 | ■ 27 | 4 0 | ■ N4 | ■ S2 |
| 1 30 | 1 5 | ■ 39A | ■ 46A | ■ E2 | |
| 1 | - 14 | 2 6 | ■ E1 | ■ G1 | |

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 MPS | | | | | | | | | | | |
| | 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 | | | | | | | | | |
| c | 15 | 1.7 | | | | | | | | | |
| ` | 123 | 1.7 | | | | | | | | | |
| | 9 | 1.7 | | | | | | | | | |
| | 1 | 1.4 | | | | | | | | | |
| D | 4 | 1.4 | | | | | | | | | |
| ້ | 130 | 1.4 | | | | | | | | | |
| | 140 | 1.4 | | | | | | | | | |

| P4 20 | 22 onward | s EWT KPI |
|----------|-----------|-----------|
| Category | Route | MPS |
| | 13 | 1.9 |
| Α | 16 | 1.9 |
| | 27 | 1.9 |
| | 39A | 1.6 |
| В | 40 | 1.6 |
| | 46A | 1.6 |
| | 145 | 1.6 |
| | 14 | 1.4 |
| | 15 | 1.4 |
| | 123 | 1.4 |
| С | G1 | 1.4 |
| | G2 | 1.4 |
| | 9 | 1.4 |
| | S2 | 1.4 |
| | 1 | 1.1 |
| | 4 | 1.1 |
| D | 130 | 1.1 |
| | 140 | 1.1 |
| | N4 | 1.1 |

| P1 202 | 5 onwards E | WT KPI | | |
|----------|-------------|--------|--|--|
| Category | Route | MPS | | |
| | 13 | 1.9 | | |
| Α | 16 | 1.9 | | |
| | 27 | 1.9 | | |
| В | 39A | 1.6 | | |
| | 40 | 1.6 | | |
| | 9 | 1.4 | | |
| | 14 | 1.4 | | |
| | 15 | 1.4 | | |
| | 26 | 1.4 | | |
| l c | 123 | 1.4 | | |
| ` | G1 | 1.4 | | |
| | G2 | 1.4 | | |
| | S2 | 1.4 | | |
| | E1 | 1.4 | | |
| | E2 | 1.4 | | |
| | 1 | 1.1 | | |
| | 4 | 1.1 | | |
| D | 130 | 1.1 | | |
| | 140 | 1.1 | | |
| | N4 | 1.1 | | |

2023 - 2025

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

Route By Route MPS - P1 2025 onwards

Category A - MPS = 70%

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

Category B - MPS = 76%

7D, 7E, 15A, 27B, 41, 41B, 41D, 42, 43, 54A, 60, 118, 142, C1, C2, C3, C4, P29, X25, X26, X27, X28, X30, X31, X32, 19

Category C - MPS = 80%

6, 27A, 40B, 40D, 40E, 42D, 44B, 44D, 52, 53, 68A, 84A, 70D, 74, 99, 120, 150, H1, H2, H3, C5, C6, L53, L54, L58, L59, 33E, 77X, 39X, 69X, 41X, 32X, 84X, 27X, 33X, 51D, 33D, X1, X2, L12, L14, L25

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 | on of this data at bo | ttom of table) | | | | |
|----------|--|--|--|---|--|--|--|--|
| | | | | | | | | |
| Category | Route 7 | P13 P12 P11 P10 P9 P8 P7 | P6 60.7% | P5 60.1% | P4 61.7% | P3 62.3% | P2 65.6% | P1 71.0% |
| | 7A | | 59.7% | 57.8% | 61.5% | 62.9% | 63.4% | 65.7% |
| | 7B 11 | | 52.5% 69.1% | 66.7% 68.3% | 62.7% 68.2% | 59.3% 64.3% | 62.1% 60.7% | 67.1% 70.1% |
| | 11B | | 72.8% | 74.0% | 70.2% | 63.5% | 69.1% | 64.4% |
| | 15B 15D | | 73.8% 68.3% | 75.3% 69.8% | 74.6% 73.1% | 74.3% 72.1% | 74.0% 62.0% | 79.0% 62.5% |
| | 33 | | 67.2% | 65.3% | 63.0% | 66.3% | 63.9% | 66.6% |
| | 38 38A | | 70.5% 71.6% | 70.2% 71.3% | 66.1% 66.9% | 65.5% 66.4% | 67.4% 66.6% | 72.1% 71.5% |
| | 38B | | 77.6% | 76.6% | 74.2% | 74.9% | 71.1% | 75.2% |
| | 38D | | 62.9% | 56.7% | 59.6% | 53.9% | 49.5% | 52.3% |
| | 39 41C | | 70.3% 70.6% | 68.5% 64.1% | 67.4% 64.0% | 66.5% 62.7% | 68.9% 66.6% | 68.8% 70.6% |
| | 44 | | 57.0% | 51.0% | 54.9% | 56.8% | 57.1% | 61.3% |
| | 46E 47 | | No Data 68.5% | No Data 64.9% | No Data 68.4% | No Data 66.5% | No Data 68.5% | 70.9% 74.1% |
| Α | 49 | | 63.1% | 63.5% | 64.1% | 62.4% | 61.6% | 65.2% |
| | 65 65A | | 66.3% 95.1% | 67.0% 97.3% | 67.1% 90.9% | 63.2% 75.8% | 63.4% 84.8% | 67.5% 81.2% |
| | 65B | | 64.0% | 67.5% | 65.6% | 65.7% | 64.9% | 69.8% |
| | 70 77A | | 67.2% 64.5% | 66.7% 65.0% | 66.8% 65.4% | 65.1% 65.3% | 66.7% 65.9% | 71.5% 70.8% |
| | 83 | | 67.9% | 67.5% | 63.2% | 65.6% | 67.3% | 73.3% |
| | 83A 116 | | 68.1% 71.5% | 67.6% 77.4% | 58.4% 76.5% | 63.5% 75.3% | 66.0% 67.7% | 72.8% 80.9% |
| | 155 | | No Data | No Data | No Data | No Data | No Data | 69.7% |
| | 56A 151 | | 64.4% 65.5% | 63.2% 67.5% | 61.7% 65.2% | 63.5% 65.2% | 66.7% 67.2% | 69.0% 69.2% |
| | 122 | | 74.6% | 77.2% | 75.5% | 73.8% | 76.6% | 78.0% |
| | 37 68 | | 70.0% 64.4% | 68.1% 63.5% | 63.0% 61.2% | 61.6% 63.7% | 66.3% 68.1% | 69.5% 73.9% |
| | 69 | | 66.2% | 67.6% | 63.9% | 65.2% | 65.8% | 71.8% |
| | 84 16D | | No Data 49.0% | No Data 58.7% | No Data 59.7% | No Data 60.8% | No Data 67.0% | 64.9% 65.5% |
| | 7D | | 49.0% 56.6% | 73.0% | 53.9% | 64.6% | 64.6% | 70.3% |
| | 7E 15A | | 80.7% 78.3% | 71.7% 78.5% | 81.3% 77.6% | 78.5% 78.2% | 68.1% 80.4% | 60.0% 81.6% |
| | 15A 19 | | 67.9% | 68.9% | 74.7% | 75.5% | 70.6% | 74.1% |
| | 27B | | 73.6% | 70.4% | 71.1% | 69.3% | 74.7% | 76.9% |
| | 41 41B | | 72.8% 71.7% | 69.0% 67.5% | 67.5% 64.6% | 70.7% 61.9% | 73.2% 69.4% | 73.1% 72.3% |
| | 41D | | 76.3% | 67.9% | 71.2% | 67.4% | 60.2% | 67.2% |
| | 42 | | 78.4% 76.4% | 75.3% 78.8% | 76.9% 74.2% | 77.1% 77.4% | 78.8% 77.6% | 78.9% 78.3% |
| | 54A | | 68.2% | 68.9% | 68.1% | 67.0% | 68.9% | 72.7% |
| | 118 142 | | 80.2% 75.7% | 90.1% 72.3% | 83.3% 69.8% | 68.9% 73.5% | 61.5% 66.3% | 44.1% 74.9% |
| | C1 | | 74.3% | 75.3% | 74.8% | 74.3% | 73.9% | 76.0% |
| В | C2 C3 | | 70.3% 70.3% | 71.0% 72.3% | 70.2% 72.6% | 71.0% 72.3% | 70.1% 72.8% | 72.9% 75.5% |
| | | | 71.3% | 70.4% | 72.0% | 71.4% | 71.5% | |
| | C4 | | 71.370 | 70.470 | 70.770 | /1.476 | /1.5% | 76.4% |
| | 26 | | No Data | No Data | No Data | No Data | No Data | No Data |
| | 26 P29 G1 | | No Data 80.4% No Data | No Data 75.0% No Data | No Data 69.2% No Data | No Data 69.7% No Data | No Data 64.8% No Data | No Data 75.0% No Data |
| | 26 P29 G1 G2 | | No Data 80.4% No Data No Data | No Data 75.0% No Data No Data | No Data 69.2% No Data No Data | No Data 69.7% No Data No Data | No Data 64.8% No Data No Data | No Data 75.0% No Data No Data |
| | 26 P29 G1 G2 X25 X26 | | No Data 80.4% No Data No Data 88.8% 92.9% | No Data 75.0% No Data No Data 87.9% 95.1% | No Data 69.2% No Data No Data 86.2% 96.0% | No Data 69.7% No Data No Data 80.8% 93.3% | No Data 64.8% No Data No Data 81.9% 91.1% | No Data 75.0% No Data No Data 82.8% 95.2% |
| | 26 P29 G1 G2 X25 X26 X27 | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% | No Data 75.0% No Data No Data 87.9% 95.1% 80.3% | No Data 69.2% No Data No Data 86.2% 96.0% 61.0% | No Data 69.7% No Data No Data 80.8% 93.3% 63.6% | No Data 64.8% No Data No Data 81.9% 91.1% 77.9% | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% |
| | 26 P29 G1 G2 X25 X26 X27 X28 | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% 85.4% 82.2% | No Data 75.0% No Data No Data 87.9% 95.1% 80.3% 83.4% 79.8% | No Data 69.2% No Data No Data 86.2% 96.0% 61.0% 69.8% 79.2% | No Data 69.7% No Data No Data 80.8% 93.3% 63.6% 67.1% 77.4% | No Data 64.8% No Data No Data 81.9% 91.1% 77.9% 78.5% 81.0% | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% 77.9% 86.4% |
| | 26 P29 G1 G2 X25 X26 X27 X28 X30 X31 | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% 85.4% 82.2% 87.8% | No Data 75.0% No Data No Data 87.9% 95.1% 80.3% 83.4% 79.8% 86.6% | No Data 69.2% No Data No Data 86.2% 96.0% 61.0% 69.8% 79.2% 83.0% | No Data 69.7% No Data No Data 80.8% 93.3% 63.6% 67.1% 77.4% 80.5% | No Data 64.8% No Data No Data 81.9% 91.1% 77.9% 78.5% 81.0% 82.7% | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% 77.9% 86.4% 78.7% |
| | 26 P29 G1 G2 X25 X26 X27 X28 X30 X31 X31 X32 60 | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% 85.4% 82.2% 87.8% 85.3% | No Data 75.0% No Data No Data 87.9% 95.1% 80.3% 83.4% 79.8% 86.6% 85.1% 72.6% | No Data 69.2% No Data No Data 86.2% 96.0% 61.0% 69.8% 79.2% 83.0% 68.0% 73.9% | No Data 69.7% No Data No Data 80.8% 93.3% 63.6% 67.1% 77.4% 80.5% 72.5% 74.6% | No Data 64.8% No Data No Data 81.9% 91.1% 77.9% 78.5% 81.0% 82.7% 81.3% 73.5% | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% 77.9% 86.4% 78.7% 81.2% 78.5% |
| | 26 P29 G1 G2 X25 X26 X27 X28 X30 X31 X31 X32 G0 27A | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% 85.4% 82.2% 87.8% 85.3% 73.0% 87.6% | No Data 75.0% No Data No Data 87.9% 95.1% 80.3% 83.4% 79.8% 86.6% 85.1% 72.6% 86.5% | No Data 69.2% No Data No Data 86.2% 96.0% 61.0% 69.8% 79.2% 88.0% 68.0% 73.9% 66.8% | No Data 69.7% No Data No Data 80.8% 93.3% 63.6% 67.1% 77.4% 80.5% 72.5% 74.6% 86.0% | No Data 64.8% No Data No Data 81.9% 91.1% 77.9% 78.5% 81.0% 82.7% 81.3% 93.5% 88.8% | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% 77.9% 86.4% 78.7% 81.2% 78.5% 87.0% |
| | 26 P29 G1 G2 X25 X26 X27 X28 X30 X31 X32 A32 A00 400 A00 | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% 85.4% 82.2% 87.8% 85.3% 73.0% 87.6% 78.0% | No Data 75.0% No Data No Data 87.9% 95.1% 80.3% 83.4% 79.8% 86.6% 85.1% 72.6% 86.5% 78.5% | No Data 69.2% No Data No Data 86.2% 95.0% 61.0% 69.8% 79.2% 83.0% 68.0% 73.3% 66.8% 75.5% 76.3% | No Data 69.7% No Data No Data 80.8% 93.3% 63.6% 67.1% 77.4% 80.5% 72.5% 74.6% 86.0% 75.3% 74.2% | No Data 64.8% No Data No Data 11.9% 91.1% 77.9% 78.5% 81.0% 82.7% 61.3% 73.5% 88.8% 80.9% 73.6% | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% 77.9% 86.4% 78.7% 81.2% 78.5% 87.0% 83.1% 79.3% |
| | 26 P29 G1 G2 X25 X26 X27 X28 X30 X31 X31 X32 60 27A 408 400 | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% 85.4% 82.2% 87.8% 85.3% 73.0% 78.0% 76.3% 85.4% | No Data 75.0% No Data No Data 87.9% 95.1% 80.3% 83.4% 79.8% 86.6% 85.1% 72.6% 86.5% 78.5% 77.6% 87.9% | No Data 69.2% No Data No Data 86.2% 96.0% 61.0% 69.8% 79.2% 83.0% 68.0% 73.9% 86.8% 75.5% 76.3% 86.9% | No Data 69.7% No Data No Data 80.8% 93.3% 63.6% 67.1% 77.4% 80.5% 72.5% 74.6% 86.0% 75.3% 74.2% 85.0% | No Data 64.8% No Data No Data 81.9% 91.1% 77.9% 78.5% 81.0% 82.7% 81.3% 73.5% 88.8% 80.9% 73.6% 83.0% | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% 77.9% 86.4% 78.7% 81.2% 81.2% 87.9% 83.1% 79.3% 86.5% |
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| | 26 P29 G1 G2 R25 R26 R37 R38 R30 R31 R31 R32 R408 R40D R40E R40D R40E R40E R40D R40E R40E R40E R40E R40E R40E R40E R40E | | No Data 80.4% No Data No Data 88.8% 92.9% 82.3% 85.4% 82.2% 85.3% 85.4% 85.2% 85.3% 73.0% 87.6% 78.0% 76.3% 85.4% 80.2% 81.8% 64.2% No Data 72.4% 80.5% 78.0% 82.6% 84.2% 76.3% 85.4% 91.2% 84.5% 80.5% 76.3% 80.8% 90.7% 80.8% 90.8 | No Data 75.0% No Data 87.9% 95.1% 80.3% 83.4% 79.8% 86.6% 85.1% 72.6% 86.5% 78.5% 75.6% 87.9% 69.6% 84.1% 82.0% 65.7% No Data 74.2% 81.6% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 75.0% 81.5% 81.5% 75.0% 81.5% | No Data 69.2% No Data No Data 86.2% 95.0% 61.0% 69.8% 79.2% 83.0% 68.0% 73.3% 86.8% 75.5% 76.3% 86.9% 77.6% 76.6% No Data 68.0% 77.9% 80.7% 63.7% No Data 68.0% 77.96% 81.0% 77.5% 76.6% 80.7% 63.7% No Data 68.0% 77.0% 81.0% 77.5% 76.3% 81.8% 77.0% 81.8% 82.9% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 82.8% 83.8% 84.8% 85.8% 86.8% 86.8% 87.70 86.8% 86.8% 86.8% 86.8% 86.2% 86.7% 86.8% 86.8% 86.2% 86.7% 86.8% | No Data 69.7% No Data 80.8% 93.3% 63.6% 67.1% 77.4% 80.5% 72.5% 74.6% 86.0% 75.3% 74.2% 85.0% 73.6% 79.1% 81.1% 66.6% No Data 65.2% 80.0% 77.6% 80.9% 79.0% 79.0% 81.9% 82.2% 64.0% 70.0% 82.2% 87.7% 81.9% No Data 58.3% 66.6% 70.0% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 86.0% 70.0% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 82.2% 87.7% 81.9% 83.6% 79.0% 67.7% 65.2% No Data | No Data 64.8% No Data No Data 1.9% 91.1% 77.9% 78.5% 81.0% 82.7% 81.3% 73.5% 88.8% 80.9% 73.6% 83.0% 73.6% 83.0% 73.6% 83.0% 73.6% 83.6% 84.1% 76.9% 80.0% 82.0% 90.7% 83.6% 84.1% 76.9% 83.7% 90.7% 85.4% 83.7% 77.5% 86.4% 80.9% 90.3% No Data 34.9% 34.6% 66.4% 80.4% 90.3% 78.5% 66.8% 76.9% 90.3% 78.5% 66.8% 76.9% 90.3% No Data | No Data 75.0% No Data No Data 82.8% 95.2% 73.1% 77.9% 86.4% 78.7% 81.2% 78.5% 87.0% 83.1% 79.3% 86.5% 55.6% 83.2% 84.1% 69.1% 64.3% 71.6% 84.7% 82.1% 81.7% 82.1% 81.7% 82.1% 81.6% 77.5% 78.7% 81.7% |



| | | ı | | | | PERCENTAC | E PUNCTUALITY BY | ROUTE - DUBLIN BUS | (see note on interpreta | tion of this data at bo | ttom of table) | | | | |
|--|----------|-----|-------|-------|-------|-----------|------------------|--------------------|-------------------------|-------------------------|----------------|-------|-------|-------|------------------|
| The color of the | Category | | | | | | | | | | | | | | P1 |
| Total Fig. 100 | | | | | | | | | | | | | | | 62.6% 59.1% |
| The column | | | | | 51.7% | 54.9% | | 66.9% | | 42.3% | 52.4% | 45.4% | 51.9% | 46.1% | 45.5% |
| 10 | | | | | | | | | | | | | | | 71.3% |
| 1 | | | | | | | 57.9% | | 52.8% | | | | | 60.5% | 56.6% |
| The column The | | | | | | | | | | | | | | | 60.6% |
| The column The | | | | | | | | | | | | 62.7% | | | 60.3% |
| The color The | | | | | | | | | | | | | | | 72.1% |
| 1 | | | 58.2% | | | 59.0% | 60.1% | 62.6% | 60.8% | 57.9% | 60.3% | 59.1% | 58.0% | 59.1% | 57.9% |
| ## C | | | | | | | | | | | | | | | 67.3% 58.9% |
| The color of the | | | | | | | | | | | | | | | 54.9% |
| The color The | | | | | | | | | | | | | | | 65.7% |
| Color | _ ^ _ | | 63.0% | | 58.9% | 57.4% | | | 63.4% | | | | 59.0% | | 49.3% |
| The column The | | | | | | | | | | | | | | | 61.8% |
| The color 1.5 | | | | | | | | | | | | | | | 65.3% |
| The color of the | | | | | | | | | | | | | | | 58.2% |
| 1.00 | | | | | | | | | | | | | | | 63.1% |
| The column | | | | | | | | | | | | | | | 59.1% |
| 10 | | | | | | | | | | | | | | | 64.6% 67.3% |
| To | | 122 | 68.2% | 70.0% | 67.2% | 64.5% | 66.1% | 67.8% | 65.8% | 65.5% | 66.2% | 65.7% | 66.0% | 65.6% | 66.0% |
| Total | | | | | | | | | | | | | | | 63.8% 61.2% |
| Table 150 | | 69 | 64.7% | 61.5% | 63.7% | 64.1% | 61.2% | 64.8% | 64.4% | 60.8% | 60.7% | 63.2% | 59.7% | 62.0% | 63.0% |
| The color of the | | | | | | | | | | | | | | | 60.8% 60.9% |
| 10 | | 7D | 65.7% | 65.2% | 67.3% | 61.9% | 60.1% | 74.0% | 59.8% | 52.4% | 57.3% | 39.8% | 59.4% | 53.9% | 64.9% |
| 1 | | | | | | | | | | | | | | | 74.8% 71.7% |
| 14 | | 27B | 76.2% | 72.6% | 70.0% | 65.3% | 68.8% | 72.7% | 70.5% | 67.0% | 66.6% | 67.2% | 68.2% | 69.2% | 66.9% |
| 10 | | | | | | | | | | | | | | | 69.6% 72.4% |
| Column | | 41D | 64.1% | 52.4% | 58.0% | 64.3% | 59.3% | 75.8% | 68.4% | 66.3% | 68.0% | 72.7% | 66.3% | 68.4% | 62.9% |
| 13 | | | | | | | | | | | | | | | 68.4% 70.3% |
| C | | | | | | | | | | | | | | | 66.7% |
| C | | | | | | | | | | | | | | | 37.7% 61.4% |
| C | | | | | | | | | | | | | | | 63.4% |
| 70 | В | | | | | | | | | | | | | | 67.3% |
| 172 | | | | | | | | | | | | | | | 64.7% |
| C | | | | | | | | | | | | | | | 54.5% |
| 10.5 | | | | | | | | | | | | | | | 68.9% 66.9% |
| 172 77.00 77.00 77.00 77.00 77.00 77.00 82.00 | | X25 | 80.1% | 83.9% | 84.9% | 79.3% | 85.9% | 89.8% | 87.7% | 80.6% | 83.2% | 74.4% | 74.5% | 72.8% | 79.1% |
| 128 73 N 79 N 79 N 79 N 78 N 76 N 12 N 1 | | | | | | | | | | | | | | | 70.0% 81.9% |
| Table Tabl | | X28 | 70.7% | 79.9% | 77.8% | 70.4% | 82.9% | 87.1% | 87.9% | 80.4% | 81.8% | 74.0% | 68.4% | 70.7% | 76.5% |
| Display 10 | | | | | | | | | | | | | | | 73.0% 79.6% |
| 27A 55.06 55.06 55.06 52.06 52.06 52.06 52.06 52.06 52.06 77.88 77.28 | | | | | | | | | | | | | | | 81.6% |
| ## 400 72.9% | | 27A | 85.8% | 85.5% | 86.5% | 84.9% | 82.6% | 85.2% | 81.5% | 79.8% | 79.2% | 79.4% | 77.8% | 79.5% | 75.7% |
| 40E | | | | | | | | | | | | | | | 72.3% |
| 448 750% 72.9% 73.4% 75.5% 75.6% 87.4% 99.9% 81.9% 74.8% 81.2% 72.8% No Deta N | | 40E | 86.3% | 82.7% | 83.6% | 83.4% | 89.3% | 88.2% | 88.1% | 85.0% | 87.9% | 87.8% | 89.3% | 88.1% | 85.9% |
| \$3 | | | | | | | | | | | | | | | 62.8% No Data |
| SAA SSA/K | | 53 | 84.9% | 84.5% | 82.7% | 79.6% | 81.0% | 81.4% | 80.2% | 75.2% | 77.5% | 75.0% | 77.4% | 78.7% | 77.7% |
| 1700 | | | | | | | | | | | | | | | 73.2% 61.7% |
| 150 | | 70D | 68.3% | 71.9% | 55.7% | 70.3% | 74.7% | No Data | No Data | 72.0% | 68.7% | 70.8% | 79.2% | 71.6% | 63.7% |
| C H1 91.9% 90.8% 90.3% 72.3% 72.3% 90.2% 90.3% 72.1% 70.6% 72.5% 73.7% 75.2% 75.3% 72.4% 75.6% 75.5% 75.5% 77.5% 75.5% 7 | | | | | | | | | | | | | | | 81.4% 68.6% |
| 13 | | H1 | 81.9% | 80.8% | 80.3% | 78.3% | 80.2% | 80.3% | 78.1% | 70.4% | 72.3% | 73.7% | 75.2% | 75.3% | 72.4% |
| 6 80.2% 79.7% 76.4% 73.3% 74.4% 75.7% 70.8% 86.6% 66.7% 69.8% 72.5% 69.7% 70.8% 86.6% 66.7% 69.8% 72.5% 69.7% 70.8% 86.6% 76.5% 76.6% 72.3% 72.3% 72.3% 72.3% 72.3% 76.5% 81.1% 76.7% 76.0% 75.1% 75.1% 75.1% 75.1% 75.1% 75.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 81.3% 76.5% 70.5 | С | | 79.4% | 79.7% | 76.4% | 77.8% | 75.4% | 75.4% | 72.1% | 68.4% | 66.2% | 71.0% | 71.3% | 69.9% | 69.9% |
| C6 76.8% 82.0% 76.5% 80.4% 81.5% 81.1% 78.7% 78.2% 81.2% 75.6% 81.3% 79.8% 75.6% 11.3% 79.8% 75.6% 81.3% 79.8% 75.6% 81.3% 83.9% 83.3% 85.6% 85.7% 84.8% 84.1% 84.9% 85.2% 85.2% 85.2% 85.2% 75.6% 79.1% 76.3% 75.0% 78.7% 77.9% 77.1% 78.8% 76.5% 88.7% 15.9 88.2% 91.7% 94.1% 93.5% 91.3% 89.9% 91.1% 89.4% 89.6% 88.7% 15.9 88.2% 91.7% 94.1% 93.5% 91.3% 89.9% 91.1% 89.4% 80.6% 88.7% 15.9 83.7% 97.8% 97.8% 97.9 80.1% 84.1% 85.6% 84.6% 81.4% 83.4% 82.0% 97.5% 97.5% 97.6% 97.0% 97.5% 99.9 80.4% 76.5% 76.1% 76 | | | 80.2% | | | 73.3% | | 75.7% | 70.8% | | 66.7% | 69.8% | 72.5% | 69.7% | 70.8% |
| 1.54 | | C6 | 76.8% | 82.0% | 76.5% | 80.4% | 81.6% | 81.1% | 78.7% | 78.2% | 81.2% | 75.6% | 81.3% | 79.8% | 75.6% |
| 158 88.7% 87.5% 87.7% 88.2% 91.7% 94.1% 93.5% 91.3% 89.9% 91.1% 89.4% 89.5% 88.7% 159 | | | | | | | | | | | | | | | 86.2% 76.5% |
| S2 | | L58 | 88.7% | 87.5% | 87.7% | 88.2% | 91.7% | 94.1% | 93.5% | 91.3% | 89.9% | 91.1% | 89.4% | 89.6% | 88.7% |
| 99 80.4% 76.4% 78.1% 77.6% 80.6% 73.7% 80.8% 72.1% 80.9% 80.9% 80.2% 81.3% 79.9% 74.40 63.1% 72.0% 77.6% 76.1% 75.4% 74.2% 77.3% 77.9% 70.3% 72.4% 78.9% 74.7% 64.00 74.4 68.1% 66.0% 63.2% 63.8% 64.7% 68.6% 67.3% 66.9% 65.0% 65.0% 65.0% 55.6% 49.5% 52.0 68.6% 69.5% 69.7% 67.6% 69.8% 77.9% 76.9% 86.1% 84.4% 81.4% 81.5% 80.5% 82.4% 76.2% 74.5% 74.5% 77.5% 77.5% 60.0% 53.4% 67.6% 69.8% 60.0% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.2% 65.1% 65.1% 65.1% 65.2% 65.1% 65.1% 65.1% 65.2% 65.1% 65.1% 65.1% 65.1% 65.2% 65.1% 65.1% 65.1% 65.2% 65.1% 65.1% 65.1% 65.1% 65.0% 65.1% 65.1% 65.0% 65.1% 65.1% 65.0% 65.1% 65.1% 65.1% 65.0% 65.1% | | | | | | | | | | | | | | | 79.0% 72.1% |
| 74 68.1% 66.0% 63.2% 63.8% 64.7% 68.6% 67.3% 66.9% 65.6% 64.5% 66.2% 55.6% 49.5% 125 78.7% 78.3% 80.6% 77.9% 76.5% 86.1% 84.4% 81.4% 81.5% 80.5% 82.4% 76.2% 74.5% 75.5% 69.9% 73.1% 69.8% 68.0% 65.2% 65.1% 65.2% 65.5% 65.2% 65.5% 65.2% 65.5% 65.2% 65.5% 69.5% 77.7% 86.6% 75.1% 79.4% 84.2% 85.9% 87.0% 86.4% 73.8% 70.5% 69.0% 75.8% 65.1% 58.0% 65.2% 65.1% 83.3% 90.5% 90.6% 94.6% 84.6% 70.8% 83.9% 83.3% 76.1% 76.0% 87.4% 84.9% 91.0% 89.6% 82.4% 82.0% 83.6% 81.9% 71.9% 76.5% 59.0% 89.6% 89.5% 81.1% 82.0% 83.6% 81.9% 71.9% 76.5% 59.0% 89.0% 89.0% 89.0% 89.5% 81.4% 82.0% 83.6% 81.9% 71.9% 76.5% 59.0% 89.0% 89.0% 89.0% 89.0% 89.0% 96.6% 95.2% 96.3% 92.4% 89.9% 90.4% 89.0% 96.6% 95.2% 96.3% 92.4% 89.9% 90.4% 79.9% 80.4% 89.9% 90.4% 79.9% 80.0% 96.6% 79.9% 80.4% 79.9% 80.4% 89.9% 90.4% 79.9% 80.4% 79.9% 80.4% 79.9% 80.4% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 70.5% 79.9% 70.5% 79.9% 80.4% 79.9% 70.5% 79.9% 70.5% 79.9% 70.5% 79.9% 70.5% 79.9% 70.5% 79.9% 70.5% 79.9% 70.5% 79.9% 70.5% 70.5% 79.9% 70.5% 79.9% 70.5% | | 99 | 80.4% | 76.4% | 78.1% | 77.6% | 80.6% | 73.7% | 80.8% | 72.1% | 80.1% | 80.9% | 80.2% | 81.3% | 79.9% |
| L25 78.7% 78.3% 80.6% 77.9% 76.9% 86.1% 84.4% 81.4% 81.5% 80.5% 82.4% 76.2% 74.5% 52 68.6% 69.5% 69.7% 67.6% 69.8% 73.1% 69.8% 68.0% 65.2% 65.1% 65.2% 60.3% 56.1% 33 E 54.8% 48.0% 52.5% 72.2% 60.0% 53.4% 67.6% 70.4% 75.5% 69.9% 65.1% 66.0% 75.8% 65.1% 66.1% 58.0% 77X 86.6% 75.1% 79.4% 84.2% 85.9% 87.0% 86.4% 73.8% 77.6% 78.5% 86.7% 77.7% 88.4% 39X 82.0% 85.5% 88.3% 90.5% 90.6% 94.6% 84.6% 70.8% 83.9% 89.3% 76.1% 77.7% 88.4% 69X 76.6% 68.0% 70.3% 77.4% 91.6% 92.5% 87.1% 82.0% 83.9% 89.3% 76.1% <th> </th> <th></th> <th>64.0% 49.5%</th> | | | | | | | | | | | | | | | 64.0% 49.5% |
| 33E 54.8% 48.0% 52.5% 72.2% 60.0% 53.4% 67.6% 70.4% 70.5% 69.0% 75.8% 65.1% 58.0% 77X 86.6% 75.1% 79.4% 84.2% 85.9% 87.0% 86.4% 73.8% 77.6% 78.5% 86.7% 77.7% 88.4% 69.0% 75.6% 82.0% 85.5% 88.3% 90.5% 90.6% 94.6% 84.6% 70.8% 83.6% 81.9% 71.9% 76.5% 59.0% 76.6% 68.0% 70.3% 77.4% 91.6% 92.5% 87.1% 82.0% 83.6% 81.9% 71.9% 76.5% 59.0% 41X 78.6% 80.2% 84.8% 80.0% 84.9% 91.0% 89.6% 82.4% 84.4% 82.7% 77.1% 80.0% 84.2% Express 32X 88.8% 83.9% 92.3% 86.5% 92.8% 97.4% 98.0% 96.6% 95.2% 96.3% 92.4% 87.9% 90.4% 88.4% 84.4% 97.4% 76.5% | | L25 | 78.7% | 78.3% | 80.6% | 77.9% | 76.9% | 86.1% | 84.4% | 81.4% | 81.5% | 80.5% | 82.4% | 76.2% | 74.5% |
| 77X 86.6% 75.1% 79.4% 84.2% 85.9% 87.0% 86.4% 73.8% 77.6% 78.5% 86.7% 77.7% 88.4% 39X 82.0% 85.5% 88.3% 90.5% 90.6% 94.6% 84.6% 70.8% 83.9% 89.3% 76.1% 76.0% 87.4% 69X 76.6% 68.0% 70.3% 77.4% 91.6% 92.5% 87.1% 82.0% 83.6% 81.9% 71.9% 76.5% 59.0% 41X 78.6% 80.2% 84.8% 80.0% 84.9% 91.0% 89.6% 82.4% 84.4% 82.7% 77.1% 80.0% 84.2% Express 32X 88.8% 83.9% 92.3% 86.5% 92.8% 97.4% 98.0% 96.6% 95.2% 96.3% 92.4% 87.9% 90.4% 84X 76.8% 74.8% 72.0% 72.9% 80.4% 85.9% 81.9% 74.6% 74.3% 83.7% 89.3% 92.1% 27X 90.1% 91.6% 88.4% 84.5% 92.2% 93.7% 87.0% 79.9% 87.4% 74.3% 83.7% 89.3% 92.1% | | | | | | | | | | | | | | | 56.7% 58.0% |
| 69X 76.6% 68.0% 70.3% 77.4% 91.6% 92.5% 87.1% 82.0% 83.6% 81.9% 71.9% 76.5% 59.0% 41X 78.6% 80.2% 84.8% 80.0% 84.9% 91.0% 89.6% 82.4% 84.4% 82.7% 77.1% 80.0% 84.2% Express 32X 88.8% 83.9% 92.3% 86.5% 92.8% 97.4% 98.0% 96.6% 95.2% 96.3% 92.4% 87.9% 90.4% 84X 76.5% 74.8% 72.0% 72.9% 80.4% 85.9% 81.9% 74.6% 74.0% 71.8% 72.9% 72.7% 76.4% 27X 90.1% 91.6% 88.4% 84.5% 92.2% 93.7% 87.0% 79.9% 87.4% 74.3% 83.7% 89.3% 92.1% | | 77X | 86.6% | 75.1% | 79.4% | 84.2% | 85.9% | 87.0% | 86.4% | 73.8% | 77.6% | 78.5% | 86.7% | 77.7% | 88.4% |
| 41X 78.6% 80.2% 84.8% 80.0% 84.9% 91.0% 89.6% 82.4% 84.4% 82.7% 77.1% 80.0% 84.2% Express 32X 88.8% 83.9% 92.3% 86.5% 92.8% 97.4% 98.0% 96.6% 95.2% 96.3% 92.4% 87.9% 90.4% 85.9% 81.9% 74.6% 75.2% 96.3% 92.4% 87.9% 90.4% 85.9% 81.9% 74.6% 75.2% 90.1% 91.6% 88.4% 84.5% 92.2% 93.7% 87.0% 79.9% 87.4% 74.3% 83.7% 83.7% 89.3% 92.1% | | | | | | | | | | | | | | | 87.4% 59.0% |
| 84X 76.8% 74.8% 72.0% 72.9% 80.4% 85.9% 81.9% 74.6% 74.0% 71.8% 72.9% 72.7% 76.4% 27X 90.1% 91.6% 88.4% 84.5% 92.2% 93.7% 87.0% 79.9% 87.4% 74.3% 83.7% 89.3% 92.1% | | 41X | 78.6% | 80.2% | 84.8% | 80.0% | 84.9% | 91.0% | 89.6% | 82.4% | 84.4% | 82.7% | 77.1% | 80.0% | 84.2% |
| 27X 90.1% 91.6% 88.4% 84.5% 92.2% 93.7% 87.0% 79.9% 87.4% 74.3% 83.7% 89.3% 92.1% | Express | | | | | | | | | | | | | | 90.4% 76.4% |
| 33X 83.5% 86.5% 81.2% 84.1% 81.4% 90.2% 91.6% 87.0% 85.8% 88.2% 85.0% 83.5% 89.3% | | 27X | 90.1% | 91.6% | 88.4% | 84.5% | 92.2% | 93.7% | 87.0% | 79.9% | 87.4% | 74.3% | 83.7% | 89.3% | 92.1% |
| | | | | | | | | | | | | | | | 89.3% 65.9% |
| | | | | | | | | | | | | | | | 70.7% |



| | | | | | PERCENTA | GE PUNCTUALITY BY R | OUTE - DUBLIN BUS (| see note on interpretati | on of this data at bottom of table) | | | | | |
|----------|------------|---------------------------|----------------|----------------|----------------|---------------------|---------------------------|--------------------------|-------------------------------------|----|----|----|---|----|
| Category | Route | P13 | P12 | P11 | P10 | P9 | P8 | P7 | P6 P5 | P4 | PS | P2 | P | 21 |
| | 7 7A | 59.0% 58.1% | 59.4% 55.1% | 55.5% 55.3% | 58.9% 57.4% | 60.1% 59.8% | 62.5% 60.4% | 64.1% 62.5% | | | | | | |
| | 7B 11 | 47.1% 60.6% | 49.5% 61.3% | 43.9% 62.9% | 51.5% 61.7% | 59.9% 67.6% | 69.3% 70.1% | 61.1% 67.1% | | | | | | |
| | 15B | 64.3% | 66.2% | 69.1% | 72.6% | 76.1% | 79.5% | 76.9% | | | | | | |
| | 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% | | | | | | |
| | 38 38A | 56.7% | 55.4% | 59.4% | 56.5% 59.3% | 65.1% | 66.3% | 66.7% 65.6% | | | | | | |
| | 38B | 59.8% 54.6% | 57.3% 56.3% | 60.0% 54.6% | 56.8% | 67.2% 69.4% | 68.5% 77.2% | 74.6% | | | | | | |
| | 38D 39 | 72.0% 51.3% | 65.9% 52.9% | 70.4% 55.0% | 74.7% 54.6% | 74.1% 60.6% | 67.2% 65.4% | 62.5% 62.3% | | | | | | |
| | 41C | 62.6% | 64.0% | 63.7% | 66.0% | 71.1% | 73.2% | 68.9% | | | | | | |
| | 44 46E | 51.0% 64.1% | 54.5% 73.8% | 53.7% 61.2% | 52.6% 66.3% | 59.5% 71.1% | 60.4% 71.3% | 58.2% 66.6% | | | | | | |
| А | 47 49 | 63.7% 60.3% | 60.7% 61.8% | 61.0% 62.5% | 62.8% 63.8% | 69.3% 66.1% | 73.4% 71.0% | 74.4% 67.9% | | | | | | |
| | 65 | 55.7% | 59.5% | 59.8% | 63.8% | 62.0% | 66.6% | 63.4% | | | | | | |
| | 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% | | | | | | |
| | 77A 83 | 55.7% 53.4% | 55.3% 54.4% | 58.7% 56.5% | 60.5% 58.8% | 63.4% 65.5% | 66.3% 67.9% | 63.3% 64.2% | | | | | | |
| | 83A | 52.9% | 57.4% | 59.3% | 59.9% | 65.8% | 68.3% | 67.3% | | | | | | |
| | 116 155 | 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% | | | | | | |
| | 56A 151 | 63.6% 64.3% | 61.6% | 62.6% | 62.8% | 62.7% | 68.6% 64.3% | 64.5% 59.9% | | | | | | |
| | 122 | 58.6% | 60.5% 59.1% | 56.7% 62.2% | 56.1% 61.3% | 61.6% 67.3% | 67.0% | 66.3% | | | | | | |
| | 37 68 | 58.2% 57.0% | 58.2% 57.5% | 59.1% 59.8% | 59.5% 63.6% | 67.2% 62.9% | 69.9% 71.3% | 68.5% 65.5% | | | | | | |
| | 69 | 59.7% | 62.2% | 60.6% | 64.9% | 65.0% | 71.2% | 65.5% | | | | | | |
| | 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% | | | | | | |
| | 7D 7E | 50.6% 76.3% | 48.4% 59.6% | 59.8% 72.1% | 62.0% 59.9% | 68.7% 41.4% | 65.9% 35.4% | 59.3% 86.5% | | | | | | |
| | 15A | 64.0% | 67.0% | 68.0% | 72.3% | 77.1% | 80.0% | 78.8% | | | | | | |
| | 27B 41 | 70.1% 63.5% | 68.8% 66.0% | 70.7% 67.8% | 73.3% 68.2% | 77.3% 69.9% | 78.5% 71.6% | 76.2% 70.5% | | | | | | |
| | 41B 41D | 69.5% 67.0% | 70.5% 68.9% | 67.2% 68.0% | 69.3% 72.2% | 74.7% 70.0% | 81.5% 72.9% | 71.9% 70.0% | | | | | | |
| | 42 | 70.1% | 69.8% | 69.5% | 70.1% | 67.8% | 76.4% | 71.8% | | | | | | |
| | 43 54A | 67.2% 62.5% | 69.0% 62.6% | 68.8% 64.7% | 72.9% 67.4% | 73.1% 71.3% | 76.5% 76.4% | 74.9% 71.4% | | | | | | |
| | 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% | | | | | | |
| | 142 | 48.8% | 47.0% | 51.7% | 50.4% | 66.3% | 71.6% | 66.8% | | | | | | |
| В | C1 C2 | 62.1% 62.3% | 63.1% 63.9% | 63.6% 62.9% | 63.9% 62.4% | 66.7% 66.2% | 66.0% 65.5% | 63.8% 59.9% | | | | | | |
| | C3 C4 | 60.5% 62.7% | 64.3% 65.3% | 66.7% 68.6% | 66.9% 70.9% | 70.2% 72.7% | 71.8% 73.3% | 70.9% 68.7% | | | | | | |
| | 26 | 66.0% | 66.4% | 66.4% | 68.8% | 73.0% | 73.2% | 74.3% | | | | | | |
| | P29 G1 | 48.5% 65.6% | 55.3% 66.8% | 52.9% 66.0% | 60.0% 68.0% | 66.7% 72.6% | 71.1% 74.2% | 64.1% 71.8% | | | | | | |
| | G2 X25 | 62.1% 61.7% | 63.6% 66.8% | 63.0% 63.5% | 63.3% 55.9% | 69.8% 68.3% | 72.3% 77.9% | 70.2% 72.8% | | | | | | |
| | X26 | 76.8% | 74.4% | 63.5% | 73.2% | 89.6% | 87.6% | 78.5% | | | | | | |
| | X27 X28 | 66.1% 64.3% | 64.0% 64.5% | 64.4% 64.2% | 58.8% 63.6% | 77.7% 80.1% | 83.7% 83.8% | 73.6% 72.3% | | | | | | |
| | 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% | | | | | | |
| | X32 | 65.8% | 64.2% | 63.6% | 73.1% | 69.1% | 77.7% | 68.9% | | | | | | |
| | 60 26 | 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% | | | | | | |
| | 27A 40B | 81.7% 75.9% | 78.8% 72.8% | 77.0% 80.2% | 81.0% | 85.3% 77.1% | 87.2% 78.8% | 84.6% 84.6% | | | | | | |
| | 40D | 71.5% | 71.2% | 71.3% | 73.5% | 78.0% | 78.0% | 72.1% | | | | | | |
| | 40E 42D | 86.6% 65.5% | 84.5% 68.1% | 84.8% 60.4% | 86.7% 67.4% | 89.6% 76.5% | 85.7% *Did Not Operate | 87.7% 74.0% | | | | | | |
| | 44B 53 | No Data 77.2% | 52.8% 69.5% | 55.9% 75.2% | 49.6% 75.3% | 61.3% 76.5% | 80.7% 76.5% | 79.9% 77.5% | | | | | | |
| | 68A | 53.3% | 56.3% | 63.4% | 70.0% | 68.7% | 67.7% | 69.0% | | | | | | |
| | 84A 70D | 58.4% 59.7% | 50.2% 68.7% | 52.6% 52.2% | 61.0% 63.7% | 70.3% 81.1% | 71.3% *Did Not Operate | 69.3% 83.8% | | | | | | |
| | 120 150 | 78.3% 63.0% | 73.5% 63.0% | 76.3% 64.2% | 77.6% 66.2% | 81.1% 69.2% | 83.6% 72.6% | 79.4% 68.8% | | | | | | |
| С | H1 | 72.6% | 72.6% | 73.4% | 71.1% | 73.8% | 82.1% | 79.4% | | | | | | |
| | H2 H3 | 68.1% 71.8% | 69.9% 71.4% | 68.0% 70.0% | 65.1% 67.6% | 64.3% 65.4% | 75.3% 76.9% | 74.5% 76.0% | | | | | | |
| | 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% | | | | | | |
| | C6 | 69.3% | 76.9% | 75.7% | 78.3% | 80.7% | 77.4% | 75.2% | | | | | | |
| | 60 L53 | 65.2% 84.0% | 63.8% 84.3% | 67.7% 81.8% | 67.0% 77.2% | 71.8% 87.9% | 72.8% 87.8% | 73.5% 86.9% | | | | | | |
| | L54 L58 | 74.6% 86.1% | 75.7% 88.8% | 75.2% 88.6% | 76.3% 88.5% | 81.3% 92.7% | 82.9% 94.6% | 81.0% 94.3% | | | | | | |
| | L59 | 76.9% | 79.4% | 78.7% | 80.5% | 83.2% | 87.7% | 87.9% | | | | | | |
| | 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 | | | | | | |
| | 33E | 54.4% | 60.4% | 65.2% | 73.1% | 61.6% | 84.4% | 77.2% | | | | | | |
| | 77X 39X | 90.0% 74.3% | 77.0% 67.9% | 78.8% 69.1% | 70.3% 74.1% | 91.5% 74.0% | 86.3% 81.6% | 87.1% 64.9% | | | | | | |
| | 69X 41X | 65.7% 84.1% | 61.8% 73.3% | 76.4% 66.8% | 79.3% 70.2% | 64.5% 73.6% | 78.8% 75.1% | 73.9% 63.0% | | | | | | |
| Express | 32X | 86.0% | 75.1% | 88.1% | 80.7% | 72.1% | 97.2% | 89.2% | | | | | | |
| | 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% | | | | | | |
| | 33X 51D | 81.9% 88.1% | 70.5% 71.9% | 76.5% 71.1% | 75.8% 84.2% | 86.6% 77.1% | 86.2% 85.7% | 78.3% 85.6% | | | | | | |
| | 33D | 84.3% | 62.1% | 70.0% | 75.9% | 90.7% | 90.8% | 74.3% | | | | | | |

Dublin Bus Direct Award Contract 2025 Punctuality Data - High Frequency Routes



| | | | | | | HIGH FREQUENCY PU | NCTUALITY BY ROUTE - DUBLI | N BUS (see note on interpreta | tion of this data at bottom | of table) | | | | |
|----------|-------|-----|-----|-----|-----|-------------------|----------------------------|-------------------------------|-----------------------------|-----------|---------|---------|---------|------|
| | | | | | | | | | | | | | | |
| Category | Route | P13 | P12 | P11 | P10 | P9 | P8 | P7 | P6 | P5 | P4 | P3 | P2 | P1 |
| | 13 | | | | | | | | 3.03 | 2.94 | 2.77 | 3.18 | 2.26 | 1.42 |
| Α | 16 | | | | | | | | 1.95 | 2.00 | 1.74 | 1.82 | 1.31 | 1.14 |
| | 27 | | | | | | | | 2.19 | 2.38 | 2.05 | 2.23 | 2.04 | 1.40 |
| | 39A | | | | | | | | 1.67 | 1.13 | 1.16 | 1.31 | 1.16 | 1.11 |
| В | 40 | | | | | | | | 1.04 | 0.94 | 0.97 | 1.05 | 0.99 | 0.72 |
| 1 - | 145 | | | | | | | | No Data | No Data | No Data | No Data | No Data | 1.58 |
| | 46A | | | | | | | | No Data | No Data | No Data | No Data | No Data | 1.20 |
| | 9 | | | | | | | | 1.51 | 1.06 | 1.26 | 1.34 | 1.21 | 0.91 |
| | 14 | | | | | | | | 1.81 | 1.63 | 1.69 | 2.04 | 1.55 | 1.05 |
| | 15 | | | | | | | | 1.39 | 1.38 | 1.33 | 1.40 | 1.13 | 1.02 |
| | 26 | | | | | | | | 1.13 | 0.98 | 0.92 | 0.88 | 0.71 | 0.65 |
| | 123 | | | | | | | | 2.41 | 2.23 | 2.31 | 2.69 | 2.07 | 1.55 |
| " | G1 | | | | | | | | 1.07 | 1.38 | 0.98 | 1.35 | 0.87 | 0.56 |
| | G2 | | | | | | | | 1.41 | 1.24 | 1.34 | 1.33 | 1.05 | 0.76 |
| | S2 | | | | | | | | 1.74 | 1.40 | 1.26 | 1.31 | 1.23 | 0.94 |
| | E1 | | | | | | | | 2.26 | 2.06 | 2.04 | 1.79 | 2.07 | 1.90 |
| | E2 | | | | | | | | 1.31 | 1.12 | 1.48 | 1.50 | 1.07 | 3.89 |
| | 1 | | | | | | | | 1.04 | 1.58 | 0.70 | 0.97 | 0.64 | 0.69 |
| | 4 | | | | | | | | 1.39 | 1.50 | 1.34 | 1.14 | 1.02 | 0.91 |
| D | 130 | | | | | | | | 0.85 | 0.61 | 0.98 | 1.29 | 0.81 | 0.67 |
| | 140 | | | | | | | | 1.56 | 1.51 | 1.29 | 1.64 | 1.09 | 0.90 |
| | N4 | | | | | | | | 1.72 | 1.19 | 1.67 | 1.38 | 1.30 | 0.81 |

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 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 |
| | 13 | 2.34 | 3.90 | 3.65 | 3.14 | 2.41 | 1.94 | 2.43 | 2.06 | 2.11 | 2.02 | 2.58 | 2.12 | 1.79 |
| Α | 16 | 1.84 | 1.69 | 1.96 | 2.23 | 2.07 | 1.89 | 2.60 | 1.67 | 2.00 | 1.49 | 1.42 | 1.56 | 1.43 |
| | 27 | 2.18 | 2.67 | 2.23 | 2.82 | 2.33 | 2.54 | 3.17 | 3.20 | 2.91 | 2.20 | 2.80 | 2.35 | 1.78 |
| | 39A | 1.85 | 1.53 | 1.23 | 1.74 | 1.31 | 1.22 | 1.39 | 1.30 | 1.44 | 1.49 | 2.03 | 1.92 | 1.53 |
| B | 40 | 1.17 | 0.99 | 1.18 | 1.52 | 1.03 | 1.01 | 1.07 | 0.94 | 0.91 | 0.91 | 0.76 | 0.99 | 0.77 |
| | 46A | 1.99 | 1.78 | 1.83 | 2.34 | 1.54 | 1.56 | 1.56 | 1.52 | 1.94 | 1.44 | 1.71 | 1.63 | 1.59 |
| | 145 | 2.39 | 2.58 | 2.25 | 3.07 | 1.81 | 1.99 | 1.78 | 1.82 | 2.31 | 1.80 | 1.82 | 2.13 | 2.03 |
| | 123 | 2.45 | 2.62 | 2.92 | 2.57 | 2.84 | 1.85 | 2.39 | 2.22 | 2.54 | 2.33 | 2.20 | 2.65 | 2.30 |
| r | 14 | 2.29 | 2.34 | 1.53 | 1.90 | 1.55 | 1.47 | 2.07 | 1.46 | 2.03 | 1.36 | 1.75 | 1.51 | 1.69 |
| | 15 | 1.50 | 1.48 | 1.32 | 1.71 | 1.48 | 1.32 | 1.64 | 1.49 | 1.67 | 1.28 | 1.32 | 1.41 | 1.18 |
| | 9 | 1.64 | 1.61 | 1.41 | 2.01 | 1.35 | 1.20 | 1.48 | 1.35 | 1.53 | 1.28 | 1.43 | 1.83 | 1.83 |
| | 1 | 0.72 | 0.69 | 0.86 | 0.92 | 1.71 | 2.36 | 2.09 | 1.12 | 1.40 | 0.58 | 0.55 | 0.61 | 0.80 |
| | 130 | 0.62 | 0.66 | 0.61 | 1.10 | 0.80 | 0.92 | 1.18 | 0.92 | 1.60 | 1.17 | 1.03 | 0.91 | 0.67 |
| D | 140 | 1.64 | 1.08 | 1.36 | 1.85 | 1.42 | 1.80 | 1.98 | 1.37 | 1.47 | 1.00 | 0.97 | 1.16 | 1.07 |
| | 4 | 1.39 | 1.57 | 1.78 | 1.85 | 1.59 | 1.19 | 1.24 | 1.29 | 1.57 | 0.85 | 1.23 | 1.41 | 1.29 |
| | N4 | 1.08 | 1.58 | 1.37 | 1.41 | 1.01 | 0.81 | 1.35 | 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



| | | 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 |
| | 13 | 2.27 | 2.75 | 3.65 | 3.34 | 2.27 | 2.12 | 2.79 | | | | | | |
| Α | 16 | 2.16 | 1.91 | 2.08 | 1.92 | 2.10 | 1.64 | 1.91 | | | | | | |
| | 27 | 2.60 | 3.25 | 3.23 | 4.87 | 3.06 | 2.48 | 3.51 | | | | | | |
| | 39A | 2.36 | 2.84 | 2.73 | 2.34 | 2.43 | 1.99 | 2.42 | | | | | | |
| | 40 | 0.92 | 1.51 | 1.30 | 1.45 | 1.23 | 1.21 | 1.83 | | | | | | |
| " | 46A | 1.79 | 2.26 | 2.02 | 2.52 | 2.29 | 2.89 | 2.48 | | | | | | |
| | 145 | 2.30 | 3.04 | 2.32 | 2.39 | 2.36 | 2.20 | 2.08 | | | | | | |
| | 123 | 3.00 | 4.03 | 4.00 | 3.96 | 3.02 | 2.53 | 2.44 | | | | | | |
| ٠ | 14 | 2.41 | 2.27 | 1.85 | 2.47 | 2.58 | 2.62 | 1.97 | | | | | | |
| | 15 | 1.83 | 1.69 | 1.97 | 1.88 | 2.02 | 2.03 | 1.85 | | | | | | |
| | 9 | 3.54 | 2.77 | 2.36 | 2.23 | 3.16 | 1.87 | 2.30 | | | | | | |
| | 1 | 0.97 | 1.34 | 1.82 | 1.18 | 0.90 | 0.81 | 1.07 | | | | | | |
| | 130 | 0.55 | 0.59 | 0.77 | 0.62 | 1.22 | 0.94 | 1.35 | | | | | | |
| D | 140 | 2.39 | 1.70 | 2.10 | 2.16 | 1.67 | 1.21 | 1.30 | | | | | | |
| | 4 | 1.19 | 1.38 | 1.78 | 1.86 | 1.41 | 1.51 | 1.83 | | | | | | |
| | N4 | 1.33 | 2.12 | 3.88 | 2.04 | 1.61 | 1.36 | 2.28 | | | | | | |

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