

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:

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

Period	2023/24	2025
P1, P2, P3, P4, P5 (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 cancelations are minimised, that where possible consecutive services are not withdrawn and that first and last daily services on a route operate.

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

▪ 123	▪ 140	▪ 16	▪ 4	▪ 9	▪ G2
▪ 13	▪ 145	▪ 27	▪ 40	▪ N4	▪ S2
▪ 130	▪ 15	▪ 39A	▪ 46A	▪ E2	
▪ 1	▪ 14	▪ 26	▪ 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:

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

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

P7 2021- P3 2022 EWT KPI		
Category	Route	MPS
A	13	2.3
	16	2.3
	27	2.3
B	39A	2.0
	40	2.0
	46A	2.0
	145	2.0
C	14	1.7
	15	1.7
	123	1.7
	9	1.7
D	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	1.4
	15	1.4
	123	1.4
	G1	1.4
	G2	1.4
	9	1.4
	S2	1.4
D	1	1.1
	4	1.1
	130	1.1
	140	1.1
	N4	1.1

P1 2025 onwards EWT KPI		
Category	Route	MPS
A	13	1.9
	16	1.9
	27	1.9
B	39A	1.6
	40	1.6
C	9	1.4
	14	1.4
	15	1.4
	26	1.4
	123	1.4
	G1	1.4
	G2	1.4
	S2	1.4
	E1	1.4
D	E2	1.4
	1	1.1
	4	1.1
	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 of this data at bottom of table)														
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	7								60.7%	60.1%	61.7%	62.3%	65.6%	71.0%
	7A								59.7%	57.8%	61.5%	62.9%	63.4%	65.7%
	7B								52.5%	66.7%	62.7%	59.3%	62.1%	67.1%
	11								69.1%	68.3%	68.2%	64.3%	60.7%	70.1%
	11B								72.8%	74.0%	70.2%	63.5%	69.1%	64.4%
	15B								73.8%	75.3%	74.6%	74.3%	74.0%	79.0%
	15D								68.3%	69.8%	73.1%	72.1%	62.0%	62.5%
	33								67.2%	65.3%	63.0%	66.3%	63.9%	66.6%
	38								70.5%	70.2%	66.1%	65.5%	67.4%	72.1%
	38A								71.6%	71.3%	66.9%	66.4%	66.6%	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								70.3%	68.5%	67.4%	66.5%	68.9%	68.8%
	41C								70.6%	64.1%	64.0%	62.7%	66.6%	70.6%
	44								57.0%	51.0%	54.9%	56.8%	57.1%	61.3%
	46E								No Data	No Data	No Data	No Data	No Data	70.9%
	47								68.5%	64.9%	68.4%	66.5%	68.5%	74.1%
	49								63.1%	63.5%	64.1%	62.4%	61.6%	65.2%
	65								66.3%	67.0%	67.1%	63.2%	63.4%	67.5%
	65A								95.1%	97.3%	90.9%	75.8%	84.8%	81.2%
	65B								64.0%	67.5%	65.6%	65.7%	64.9%	69.8%
	70								67.2%	66.7%	66.8%	65.1%	66.7%	71.5%
	77A								64.5%	65.0%	65.4%	65.3%	65.9%	70.8%
	83								67.9%	67.5%	63.2%	65.6%	67.3%	73.3%
	83A								68.1%	67.6%	58.4%	63.5%	66.0%	72.8%
	116								71.5%	77.4%	75.5%	75.3%	67.7%	80.9%
	155								No Data	No Data	No Data	No Data	No Data	69.7%
	56A								64.4%	63.2%	61.7%	63.5%	66.7%	69.0%
	151								65.5%	67.5%	65.2%	65.2%	67.2%	69.2%
	122								74.6%	77.2%	75.5%	73.8%	76.6%	78.0%
	37								70.0%	68.1%	63.0%	61.6%	66.3%	69.5%
	68								64.4%	63.5%	61.2%	63.7%	68.1%	73.9%
	69								66.2%	67.6%	63.9%	65.2%	65.8%	71.8%
	84								No Data	No Data	No Data	No Data	No Data	64.9%
	16D								49.0%	58.7%	59.7%	60.8%	67.0%	65.5%
B	7D								56.6%	73.0%	53.9%	64.6%	64.6%	70.3%
	7E								80.7%	71.7%	81.3%	78.5%	68.1%	60.0%
	15A								78.3%	78.5%	77.6%	78.2%	80.4%	81.6%
	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								72.8%	69.0%	67.5%	70.7%	73.2%	73.1%
	41B								71.7%	67.5%	64.6%	61.9%	69.4%	72.3%
	41D								76.3%	67.9%	71.2%	67.4%	60.2%	67.2%
	42								78.4%	75.3%	76.9%	77.1%	78.8%	78.9%
	43								76.4%	78.8%	74.2%	77.4%	77.6%	78.3%
	54A								68.2%	68.9%	68.1%	67.0%	68.9%	72.7%
	118								80.2%	90.1%	83.3%	68.9%	61.5%	44.1%
	142								75.7%	72.3%	69.8%	73.5%	66.3%	74.9%
	C1								74.3%	75.3%	74.8%	74.3%	73.9%	76.0%
	C2								70.3%	71.0%	70.2%	71.0%	70.1%	72.9%
	C3								70.3%	72.6%	72.3%	72.8%	72.3%	75.5%
	C4								71.3%	70.4%	70.4%	71.4%	71.5%	76.4%
	26								No Data	No Data	No Data	No Data	No Data	No Data
	P29								80.4%	75.0%	69.2%	69.7%	64.8%	75.0%
	G1								No Data	No Data	No Data	No Data	No Data	No Data
	G2								No Data	No Data	No Data	No Data	No Data	No Data
	X25								88.8%	87.9%	86.2%	80.8%	81.9%	82.8%
	X26								92.9%	95.1%	96.0%	93.3%	91.1%	95.2%
	X27								82.3%	80.3%	61.0%	63.6%	77.9%	73.1%
	X28								85.4%	83.4%	69.8%	67.1%	78.5%	77.9%
	X30								82.2%	79.8%	79.2%	77.4%	81.0%	86.4%
	X31								87.8%	86.6%	83.0%	80.5%	82.7%	78.7%
	X32								85.3%	85.1%	68.0%	72.5%	81.3%	81.2%
C	60								73.0%	72.6%	73.9%	73.5%	73.5%	78.5%
	27A								87.6%	86.5%	86.8%	86.0%	88.8%	87.0%
	40B								78.0%	78.5%	75.5%	75.3%	80.9%	83.1%
	40D								76.3%	75.6%	76.3%	74.2%	73.6%	79.3%
	40E								85.4%	87.9%	86.9%	85.0%	83.0%	86.5%
	42D								70.7%	69.6%	77.6%	73.6%	73.6%	55.6%
	44B								89.2%	84.1%	76.6%	79.1%	76.7%	83.2%
	53								81.8%	82.0%	80.7%	81.1%	83.6%	84.1%
	68A								64.2%	65.7%	66.6%	63.7%	68.3%	69.1%
	84A								No Data	No Data	No Data	No Data	No Data	64.3%
	70D								73.3%	74.2%	68.0%	65.2%	60.5%	71.6%
	120								82.0%	81.6%	80.6%	80.0%	79.8%	84.7%
	150								73.4%	76.7%	77.0%	77.6%	77.9%	82.1%
	H1								81.4%	81.5%	81.0%	80.9%	81.5%	81.6%
	H2								76.8%	75.0%	77.5%	79.0%	78.8%	77.5%
	H3								76.5%	73.5%	76.3%	78.4%	80.0%	78.7%
	6								79.9%	79.7%	81.8%	81.0%	82.0%	81.7%
	C5								78.0%	80.4%	76.0%	72.3%	79.2%	79.7%
	C6								82.6%	83.8%	79.0%	80.7%	83.6%	85.2%
	L53								84.2%	86.2%	86.4%	85.3%	84.1%	88.1%
	L54								78.4%	79.7%	78.5%	78.4%	76.9%	82.4%
	L58								91.2%	91.5%	90.4%	91.9%	90.7%	91.7%
	L59								84.5%	84.6%	86.8%	84.0%	85.4%	86.7%
	52								80.5%	80.0%	82.8%	81.9%	83.7%	81.6%
	99								76.3%	78.0%	82.9%	82.2%	77.5%	85.1%
	44D								69.3%	61.5%	58.2%	64.0%	64.6%	70.4%
	74								72.4%	70.3%	69.2%	70.0%	69.0%	72.4%
	L25								80.8%	81.7%	80.7%	82.2%	82.5%	84.6%
	L32								90.7%	91.2%	89.6%	87.7%	83.0%	77.1%
	L14								84.9%	83.7%	84.2%	81.9%	76.3%	78.8%
	S2								No Data	No Data	No Data	No Data	No Data	No Data
	X1								72.8%	74.9%	77.1%	58.3%	34.9%	New Route
	X2								79.0%	76.7%	73.3%	61.7%	34.6%	New Route
Express	33E								79.7%	68.5%	70.0%	66.6%	68.4%	53.9%
	77X								84.6%	86.2%	82.3%	87.8%	80.4%	84.2%
	39X								92.1%	86.7%	91.7%	88.6%	90.3%	87.2%
	69X								82.9%	78.5%	79.3%	79.0%	78.5%	86.3%
	41X								71.9%	73.3%	71.3%	67.7%	68.8%	79.8%
	32X								82.4%	73.5%	67.0%	65.2%	76.9%	95.6%
	84X								No Data	No Data	No Data	No Data	No Data	76.3%
	27X								86.8%	89.8%	90.2%	94.3%	90.9%	92.8%
	33X								89.1%	88.4%	86.1%	83.2%	85.5%	85.4%
	51D								90.2%	91.8%	92.0%	86.3%	85.8%	90.7%
	33D								97.6%	84.1%	92.0%	92.3%	93.6%	96.6%

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	63.3%	65.2%	63.6%	59.2%	59.6%	63.6%	64.8%	58.3%	57.5%	58.5%	63.6%	62.5%	62.6%
	7A	59.6%	61.6%	57.8%	54.2%	59.0%	60.3%	60.1%	53.6%	55.2%	57.3%	61.9%	61.1%	59.1%
	7B	52.2%	62.6%	51.7%	54.9%	58.3%	66.9%	56.3%	42.3%	52.4%	45.4%	51.9%	46.1%	45.5%
	11	66.0%	64.4%	64.4%	62.2%	65.8%	69.1%	66.7%	64.2%	64.3%	62.1%	66.1%	64.0%	63.7%
	15B	71.7%	71.7%	71.3%	69.3%	73.5%	77.0%	73.2%	68.4%	69.5%	70.5%	69.6%	71.0%	71.3%
	15D	56.9%	61.2%	56.9%	45.6%	57.9%	53.5%	52.8%	49.0%	56.4%	52.3%	52.1%	60.5%	56.6%
	33	63.0%	63.2%	59.5%	57.9%	61.6%	65.4%	64.8%	60.2%	59.4%	59.1%	61.1%	65.3%	59.9%
	38	64.4%	64.6%	61.5%	54.3%	61.3%	59.9%	59.2%	56.9%	58.6%	59.1%	60.5%	59.5%	60.6%
	38A	63.7%	65.0%	62.9%	59.7%	62.0%	62.7%	61.6%	61.6%	61.3%	62.7%	62.5%	62.6%	60.3%
	38B	77.5%	70.6%	67.1%	65.1%	65.9%	70.3%	67.5%	68.2%	67.0%	58.6%	55.2%	55.0%	61.6%
	38D	53.5%	40.6%	52.6%	65.6%	59.7%	61.3%	57.9%	51.4%	50.5%	63.7%	82.5%	70.7%	72.1%
	39	58.2%	59.1%	63.0%	59.0%	60.1%	62.6%	60.8%	57.9%	60.3%	59.1%	58.0%	59.1%	57.9%
	41C	65.6%	63.0%	59.3%	59.7%	63.7%	68.6%	65.4%	64.2%	61.7%	63.5%	64.4%	65.4%	67.3%
	44	53.0%	50.7%	50.6%	49.6%	56.0%	58.4%	60.5%	49.8%	54.7%	55.3%	58.9%	58.6%	58.9%
	46E	56.1%	60.4%	57.4%	47.8%	50.1%	74.5%	70.8%	64.2%	57.9%	60.2%	74.0%	66.0%	54.9%
	47	70.1%	63.1%	61.9%	61.1%	70.1%	73.7%	71.2%	62.8%	64.3%	62.2%	65.9%	65.1%	64.3%
	49	61.1%	55.6%	57.0%	58.2%	65.4%	68.3%	66.2%	61.5%	62.3%	61.2%	62.5%	63.7%	65.7%
	65	63.0%	58.4%	58.9%	57.4%	59.7%	64.8%	63.4%	59.8%	53.6%	54.3%	59.0%	61.0%	49.3%
	65A	83.5%	79.5%	75.3%	77.2%	83.7%	New Route	New Route	New Route	New Route	New Route	New Route	New Route	New Route
	65B	63.9%	64.9%	63.9%	63.2%	64.4%	66.8%	65.0%	59.6%	63.5%	63.6%	62.9%	62.7%	61.8%
	70	61.7%	63.0%	65.5%	60.9%	65.1%	66.1%	63.9%	60.5%	64.1%	62.8%	60.8%	62.8%	65.3%
	77A	63.9%	64.1%	61.2%	60.6%	60.7%	63.3%	60.0%	58.8%	59.1%	61.1%	62.3%	59.7%	58.5%
	83	61.3%	62.6%	61.0%	59.2%	62.7%	65.4%	63.2%	59.1%	58.2%	59.6%	60.2%	60.2%	58.2%
	83A	60.3%	61.8%	60.9%	60.8%	61.8%	66.4%	61.7%	57.4%	61.2%	61.6%	61.8%	60.8%	63.1%
	116	81.1%	64.4%	73.5%	52.1%	53.0%	69.9%	80.4%	62.4%	53.3%	51.9%	58.5%	53.7%	55.0%
	155	63.3%	61.0%	60.7%	59.0%	64.3%	64.2%	63.8%	58.6%	58.2%	58.4%	62.9%	62.6%	59.1%
	56A	66.8%	63.3%	65.8%	65.3%	63.0%	65.6%	67.0%	63.4%	64.2%	65.6%	57.8%	57.9%	64.6%
	151	68.0%	66.1%	64.6%	67.0%	68.5%	66.5%	66.5%	65.1%	65.7%	64.2%	63.3%	63.9%	67.3%
	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%
	37	59.0%	58.6%	60.9%	57.4%	59.6%	64.8%	59.4%	54.6%	59.4%	59.8%	66.6%	65.9%	63.8%
	68	63.4%	63.1%	61.7%	62.4%	61.5%	66.9%	64.8%	63.0%	61.2%	58.4%	61.7%	61.7%	61.2%
	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%
	84	62.8%	61.8%	57.6%	55.2%	62.7%	63.5%	64.1%	61.4%	59.5%	58.7%	61.6%	63.8%	60.8%
	16D	71.6%	61.1%	54.4%	50.6%	59.8%	62.0%	58.1%	53.3%	60.7%	51.3%	61.4%	65.3%	60.9%
	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%
	7E	69.2%	61.5%	77.9%	76.1%	68.4%	78.6%	71.5%	69.9%	79.9%	62.8%	76.2%	70.2%	74.8%
	15A	74.9%	74.2%	73.2%	71.6%	74.6%	77.7%	75.7%	70.2%	73.2%	71.3%	71.5%	74.5%	71.7%
	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%
	41	69.4%	67.7%	63.6%	63.8%	60.9%	68.6%	65.8%	66.5%	66.0%	66.9%	66.7%	70.0%	69.6%
	41B	64.5%	63.7%	62.4%	62.6%	67.3%	69.1%	68.6%	68.4%	62.7%	71.9%	74.2%	74.3%	72.4%
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%	
42	76.5%	75.7%	74.7%	74.7%	76.7%	76.3%	72.6%	69.5%	70.0%	71.2%	69.9%	69.4%	68.4%	
43	70.5%	75.7%	74.2%	73.9%	76.7%	77.9%	72.6%	69.5%	71.4%	72.7%	70.0%	70.9%	70.3%	
54A	65.7%	64.1%	65.6%	64.6%	69.5%	75.0%	69.7%	65.8%	65.1%	65.3%	65.5%	65.8%	66.7%	
118	46.8%	71.3%	50.0%	40.3%	47.0%	58.2%	76.3%	54.8%	62.2%	45.5%	68.1%	61.6%	37.7%	
142	69.0%	56.6%	48.4%	59.6%	59.6%	67.4%	60.8%	48.9%	50.0%	50.3%	54.0%	52.9%	61.4%	
C1	71.7%	68.7%	66.9%	64.9%	65.6%	68.2%	67.4%	64.4%	65.2%	66.1%	64.3%	65.9%	63.4%	
C2	69.5%	67.0%	65.7%	63.9%	67.3%	68.0%	67.1%	64.6%	65.2%	64.6%	65.6%	63.1%	64.0%	
C3	65.5%	68.7%	68.1%	65.3%	66.0%	70.0%	69.4%	66.0%	68.5%	67.4%	65.3%	68.3%	67.3%	
C4	68.8%	68.5%	68.7%	64.4%	67.1%	71.4%	69.5%	65.6%	64.8%	66.3%	64.2%	66.6%	64.7%	
26	73.9%	77.1%	74.8%	67.2%	70.7%	73.0%	71.8%	55.5%	64.5%	69.9%	70.7%	73.2%	72.9%	
P29	67.4%	70.4%	66.2%	66.3%	67.2%	69.6%	68.1%	60.8%	58.7%	59.7%	46.7%	46.3%	54.5%	
G1	77.4%	74.6%	73.0%	69.2%	69.7%	71.4%	70.6%	70.3%	69.5%	70.3%	71.7%	72.0%	68.9%	
G2	73.3%	72.2%	70.3%	68.7%	67.0%	67.6%	68.0%	66.9%	65.6%	66.5%	68.0%	68.0%	66.9%	
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%	
X26	88.4%	95.1%	78.8%	82.1%	87.9%	87.7%	90.5%	82.4%	84.1%	70.6%	71.3%	70.6%	70.0%	
X27	70.2%	75.7%	77.6%	75.1%	86.7%	90.1%	89.7%	82.5%	84.4%	77.6%	69.6%	72.2%	81.9%	
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%	
X30	83.5%	80.8%	80.8%	77.6%	86.0%	90.0%	86.8%	86.4%	76.4%	78.8%	61.2%	61.9%	73.0%	
X31	75.2%	79.7%	84.3%	80.7%	90.2%	89.7%	88.7%	78.1%	81.2%	76.8%	68.8%	73.0%	79.6%	
X32	76.1%	78.8%	82.2%	76.2%	82.3%	86.4%	84.1%	78.8%	81.7%	75.5%	63.4%	70.0%	81.6%	
60	74.9%	70.4%	71.1%	70.1%	68.0%	70.0%	67.6%	67.5%	67.8%	69.2%	70.0%	68.8%	68.3%	
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%	
40B	77.2%	77.0%	79.9%	79.0%	73.0%	81.4%	75.4%	76.0%	75.3%	76.9%	78.2%	78.4%	72.3%	
40D	73.9%	70.2%	71.5%	72.3%	75.0%	79.0%	79.5%	74.3%	71.1%	67.9%	70.3%	71.5%	71.9%	
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%	
42D	57.3%	76.8%	71.3%	69.1%	81.5%	No Data	No Data	55.0%	55.5%	48.4%	59.0%	60.4%	62.8%	
44B	79.0%	72.5%	73.4%	78.7%	79.6%	87.9%	81.9%	74.8%	81.2%	71.8%	No Data	No Data	No Data	
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%	
68A	68.9%	63.6%	60.6%	60.3%	67.8%	72.4%	67.8%	60.2%	58.1%	63.8%	65.6%	63.9%	73.2%	
84A	58.4%	58.7%	64.4%	65.1%	64.9%	71.8%	63.5%	54.3%	58.8%	56.6%	64.3%	64.7%	61.7%	
70														

PERCENTAGE PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)														
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	7	59.0%	59.4%	55.5%	58.9%	60.1%	62.5%	64.1%						
	7A	58.1%	55.1%	55.3%	57.4%	59.8%	60.4%	62.5%						
	7B	47.1%	49.5%	43.9%	51.5%	59.9%	69.3%	61.1%						
	11	60.6%	61.3%	62.9%	61.7%	67.6%	70.1%	67.1%						
	15B	64.3%	66.2%	69.1%	72.6%	76.1%	79.5%	76.9%						
	15D	41.1%	41.6%	51.5%	56.1%	61.7%	74.1%	74.9%						
	33	57.7%	61.8%	61.2%	63.1%	67.3%	64.7%	62.6%						
	38	56.7%	55.4%	59.4%	56.5%	65.1%	66.3%	66.7%						
	38A	59.8%	57.3%	60.0%	59.3%	67.2%	68.5%	65.6%						
	38B	54.6%	56.3%	54.6%	56.8%	69.4%	77.2%	74.6%						
	38D	72.0%	65.9%	70.4%	74.7%	74.1%	67.2%	62.5%						
	39	51.3%	52.9%	55.0%	54.6%	60.6%	65.4%	62.3%						
	41C	62.6%	64.0%	63.7%	66.0%	71.1%	73.2%	68.9%						
	44	51.0%	54.5%	53.7%	52.6%	59.5%	60.4%	58.2%						
	46E	64.1%	73.8%	61.2%	66.3%	71.1%	71.3%	66.6%						
	47	63.7%	60.7%	61.0%	62.8%	69.3%	73.4%	74.4%						
	49	60.3%	61.8%	62.5%	63.8%	66.1%	71.0%	67.9%						
	65	55.7%	59.5%	59.8%	63.8%	62.0%	66.6%	63.4%						
	65B	61.5%	60.5%	62.2%	64.6%	67.0%	73.3%	69.2%						
	70	60.7%	60.0%	60.6%	62.8%	70.2%	72.7%	70.4%						
	77A	55.7%	55.3%	58.7%	60.5%	63.4%	66.3%	63.3%						
	83	53.4%	54.4%	56.5%	58.8%	65.5%	67.9%	64.2%						
	83A	52.9%	57.4%	59.3%	59.9%	65.8%	68.3%	67.3%						
	116	53.8%	49.5%	26.7%	41.2%	49.5%	63.9%	67.7%						
	155	56.7%	58.2%	61.0%	59.0%	62.9%	63.0%	62.9%						
	56A	63.6%	61.6%	62.6%	62.8%	62.7%	68.6%	64.5%						
	151	64.3%	60.5%	56.7%	56.1%	61.6%	64.3%	59.9%						
	122	58.6%	59.1%	62.2%	61.3%	67.3%	67.0%	66.3%						
	37	58.2%	58.2%	59.1%	59.5%	67.2%	69.9%	68.5%						
	68	57.0%	57.5%	59.8%	63.6%	62.9%	71.3%	65.5%						
	69	59.7%	62.2%	60.6%	64.9%	65.0%	71.2%	65.5%						
	84	59.7%	62.4%	61.0%	64.7%	67.4%	70.2%	70.3%						
	16D	50.4%	63.7%	55.6%	62.2%	68.4%	65.2%	60.9%						
B	7D	50.6%	48.4%	59.8%	62.0%	68.7%	65.9%	59.3%						
	7E	76.3%	59.6%	72.1%	59.9%	41.4%	35.4%	86.5%						
	15A	64.0%	67.0%	68.0%	72.3%	77.1%	80.0%	78.8%						
	27B	70.1%	68.8%	70.7%	73.3%	77.3%	78.5%	76.2%						
	41	63.5%	66.0%	67.8%	68.2%	69.9%	71.6%	70.5%						
	41B	69.5%	70.5%	67.2%	69.3%	74.7%	81.5%	71.9%						
	41D	67.0%	68.9%	68.0%	72.2%	70.0%	72.9%	70.0%						
	42	70.1%	69.8%	69.5%	70.1%	67.8%	76.4%	71.8%						
	43	67.2%	69.0%	68.8%	72.9%	73.1%	76.5%	74.9%						
	54A	62.5%	62.6%	64.7%	67.4%	71.3%	76.4%	71.4%						
	61	*Did Not Operate	63.2%	66.0%	66.7%	68.6%	70.8%	68.4%						
	118	64.4%	59.1%	51.2%	47.9%	52.2%	81.7%	76.4%						
	142	48.8%	47.0%	51.7%	50.4%	66.3%	71.6%	66.8%						
	C1	62.1%	63.1%	63.6%	63.9%	66.7%	66.0%	63.8%						
	C2	62.3%	63.9%	62.9%	62.4%	66.2%	65.5%	59.9%						
	C3	60.5%	64.3%	66.7%	66.9%	70.2%	71.8%	70.9%						
	C4	62.7%	65.3%	68.6%	70.9%	72.7%	73.3%	68.7%						
	26	66.0%	66.4%	66.4%	68.8%	73.0%	73.2%	74.3%						
	P29	48.5%	55.3%	52.9%	60.0%	66.7%	71.1%	64.1%						
	G1	65.6%	66.8%	66.0%	68.0%	72.6%	74.2%	71.8%						
	G2	62.1%	63.6%	63.0%	63.3%	69.8%	72.3%	70.2%						
	X25	61.7%	66.8%	63.5%	55.9%	68.3%	77.9%	72.8%						
	X26	76.8%	74.4%	63.5%	73.2%	89.6%	87.6%	78.5%						
	X27	66.1%	64.0%	64.4%	58.8%	77.7%	83.7%	73.6%						
	X28	64.3%	64.5%	64.2%	63.6%	80.1%	83.8%	72.3%						
	X30	68.8%	51.6%	52.7%	45.2%	66.6%	67.9%	60.8%						
	X31	72.7%	59.8%	60.9%	61.3%	73.3%	78.6%	72.5%						
	X32	65.8%	64.2%	63.6%	73.1%	69.1%	77.7%	68.9%						
C	60	65.2%	63.8%	67.7%	67.0%	71.8%	72.8%	73.5%						
	26	66.0%	66.4%	66.4%	68.8%	73.0%	73.2%	74.3%						
	27A	81.7%	78.8%	77.0%	85.3%	87.2%	84.6%							
	40B	75.9%	72.8%	80.2%	81.0%	77.1%	78.8%	84.6%						
	40D	71.5%	71.2%	71.3%	73.5%	78.0%	78.0%	72.1%						
	40E	86.6%	84.5%	84.8%	86.7%	89.6%	85.7%	87.7%						
	42D	65.5%	68.1%	60.4%	67.4%	76.5%	*Did Not Operate	74.0%						
	44B	No Data	52.8%	55.9%	49.6%	61.3%	80.7%	79.9%						
	53	77.2%	69.5%	75.2%	75.3%	76.5%	76.5%	77.5%						
	68A	53.3%	56.3%	63.4%	70.0%	68.7%	67.7%	69.0%						
	84A	58.4%	50.2%	52.6%	61.0%	70.3%	71.3%	69.3%						
	70D	59.7%	68.7%	52.2%	63.7%	81.1%	*Did Not Operate	83.8%						
	120	78.3%	73.5%	76.3%	77.6%	81.1%	83.6%	79.4%						
	150	63.0%	63.0%	64.2%	66.2%	69.2%	72.6%	68.8%						
	H1	72.6%	72.6%	73.4%	71.1%	73.8%	82.1%	79.4%						
	H2	68.1%	69.9%	68.0%	65.1%	64.3%	75.3%	74.5%						
	H3	71.8%	71.4%	70.0%	67.6%	65.4%	76.9%	76.0%						
	6	66.8%	69.5%	70.3%	66.4%	66.4%	75.3%	76.1%						
	C5	66.1%	72.7%	74.1%	70.1%	77.7%	74.7%	71.0%						
	C6	69.3%	76.9%	75.7%	78.3%	80.7%	77.4%	75.2%						
	60	65.2%	63.8%	67.7%	67.0%	71.8%	72.8%	73.5%						
	L53	84.0%	84.3%	81.8%	77.2%	87.9%	87.8%	86.9%						
	L54	74.6%	75.7%	75.2%	76.3%	81.3%	82.9%	81.0%						
	L58	86.1%	88.8%	88.6%	88.5%	92.7%	94.6%	94.3%						
	L59	76.9%	79.4%	78.7%	80.5%	83.2%	87.7%	87.9%						
	52	71.6%	76.5%	77.1%	78.3%	78.2%	79.0%	76.4%						
Express	99	79.8%	74.1%	68.0%	48.0%	New Route	New Route	New Route						
	33E	54.4%	60.4%	65.2%	73.1%	61.6%	84.4%	77.2%						
	77X	90.0%	77.0%	78.8%	70.3%	91.5%	86.3%	87.1%						
	39X	74.3%	67.9%	69.1%	74.1%	74.0%	81.6%	64.9%						
	69X	65.7%	61.8%	76.4%	79.3%	64.5%	78.8%	73.9%						
	41X	84.1%	73.3%	66.8%	70.2%	73.6%	75.1%	63.0%						
	32X	86.0%	75.1%	88.1%	80.7%	72.1%	97.2%	89.2%						
	84X	72.4%	64.9%	72.9%	72.9%	77.4%	78.9%	75.4%						
	27X	75.5%	67.3%	75.7%	65.3%	77.4%	87.3%	82.1%						
	33X	81.9%	70.5%	76.5%	75.8%	86.6%	86.2%	78.3%						
	51D	88.1%	71.9%	71.1%	84.2%	77.1%	85.7%	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 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								3.03	2.94	2.77	3.18	2.26	1.42
	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
B	39A								1.67	1.13	1.16	1.31	1.16	1.11
	40								1.04	0.94	0.97	1.05	0.99	0.72
	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
C	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
D	4								1.39	1.50	1.34	1.14	1.02	0.91
	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 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
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	2.34	3.90	3.65	3.14	2.41	1.94	2.43	2.06	2.11	2.02	2.58	2.12	1.79
	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
B	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
	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
C	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
	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
D	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
	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 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”.

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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						
	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						
B	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						
C	123	3.00	4.03	4.00	3.96	3.02	2.53	2.44						
	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						
D	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						
	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 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