

Punctuality Overview

Punctuality is a KPI (Key Performance Indicator) of the performance of Bus Éireann, as part of the terms of their Direct Award PSO contract with the NTA.

For the purpose of measuring punctuality, Bus Éireann 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 Bus Éireann 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 (%) = $\frac{\text{Number of Actual Departures on Time}}{\text{Number of Actual Departures}} \times 100$

Bus Éireann must achieve the Punctuality Standards set out in the table below for Low Frequency Routes:

Period	2022/23 Punctuality Standard	2022/23 Punctuality Standard
P1, P2, P3, P4, P5 (Late Winter / Spring)		
P6, P7, P8, P9 (Summer)	Route By Route Minimum Performance Standards.	Route By Route Minimum Performance Standards.
P10, P11, P12, P13 (Autumn / Early Winter)		

For each full 1% of departures for a Region/Route below the Punctuality Standard in a Reporting Period, a Punctuality Deduction equivalent to 0.2% of the Maximum Period Payment for that Region/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.
- There are also a number of commercial bus services operated by Bus Éireann. These routes are not part of the PSO contract with the NTA and are therefore not included in any KPI calculations.
- 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 5% of all recorded stopping times for journeys on the Bus Éireann 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 applied. A full region breakdown by MPS
 category is outlined on the following page. Route by Route minimum performance standards applied from P4 2021. A full breakdown of route by
 route low frequency punctuality standards is outlined on Page 3.
- 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 Covid-19 MPS reduction as outlined above ended in Period 6 2020.
- 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

High Frequency Routes are defined as services which operate at a frequency of at least 5 buses per hour on a weekday, outside the peak periods. These routes are as follows:

■ 202	■ 206	•	304
■ 205	409	•	309

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 regulairty 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 (headyway) between services. Up until P9 2018, the punctuality methodology for low frequency routes was also applied to high frequency routes.

Bus Éireann EWT KPI deductions became live in Q3 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

Bus Éireann must achieve the Regularity Standards set out in the table below for High Frequency Routes.

2021 - P3	2021 - P3 2022 Route By Route													
	EWT KPI													
Category	<u> </u>													
Α	304	2.3												
В	208	2.0												
	409													
C	202	1.7												
	205													
D	206	1.4												

	P3 2022 onwards Route By Route EWT KPI												
	Category Route MPS												
Α	304	1.9											
В	208	1.6											
	409												
C	202	1.3											
	205												
D	206	1.1											

• *Covid-19 Note: Applicable From 16/03/20 a 50% adjustment will apply to EWT Standards in cases where more than 5% of scheduled kms are lost due to staff absence directly linked to Covid-19 in any Reporting Period.

Period 4 2021 to Period 3 2022 Bus Éireann Direct Award Contract Route by Route Minimum Performance Standard (MPS) Breakdown



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

Category A Routes - Minimum Performance Standard = 61%

133, 343, 109X, 226, 109, 236, 245, 252, 101, 111, 115, 370, 343X, 101X, 109B, NX, 260, 350, 419, 70, 314, 111X, 323, 65, 100, 233, 237, 456, 458, 115C, 320, 425, 133X, 132, 239, 240, 241, 261, 280, 220, 215, 220X, 207, 360, 360A, 304A, 216, 223, 402, 301, 201, 209, S2, 223X, 226A, 225, 219, S1.

Category B Routes - Minimum Performance Standard = 65%

103, 105,, 109A, 72, 73, 424, 440, 166, 103X, 434, 105X, 469, 454, 371, 323X,, 425A, 235, 460, 161, 182, 190, 480, 492, 475, 162, 321, 346, 465, 382, 348, 135, 168, 175, 333, 336, 345, 372, 373, 374, 375, 379, 385, 189, 380, 401, 405, 304X, A2, 303, D2, 203, 173, A1, 174, 226X

Category C Routes - Minimum Performance Standard = 69%

355, 272, 329, 429, 248, 462, 362, 284, 461, 476, 479, 136, 243, 275, 111A, 421, 167, 187, 446, 332, 341, 313, 471, 442, 468, 464, 457, 366, 447, 443, 334, 134,, 279A, 422, 490, 271, 257, 451, 175A,, 470, 273, 489, 495, 349, 322, 324, 448, 486, 487, 160, 279, 182A, 107, 420, 270, 466, 328, 347, 450, 491, 417, 463, 365, 381, 483, 282, 494, 108, 445, 275A, 274, 383, 444, 377, 455, 258, 378, 163, 474, 259, 467, 278, 380, 404, 214, 221, 302, D1, 133B, 133L, 423, N2, D4, D5.

Category D Routes - Minimum Performance Standard = 73%

207A, 305, 306, 215A, 407, 213, 209A, 174B, 110C, 110A, 110B, B1, 174A, N1, 225L, 202A, 212, 305A.

Period 4 2022 onwards Bus Éireann Direct Award Contract Route by Route Minimum Performance Standard (MPS) Breakdown



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

Category A Routes - Minimum Performance Standard = 64% (67% from P1 2023)

133, 343, 109X, 226, 109, 236, 245, 252, 101, 111, 115, 370, 343X, 101X, 109B, NX, 260, 350, 419, 70, 314, 111X, 323, 65, 100, 233, 237, 456, 458, 115C, 320, 425, 133X, 132, 239, 240, 241, 261, 280, 220, 215, 220X, 207, 360, 360A, 304A, 216, 223, 402, 301, 201, 209, S2, 223X, 226A, 225, 219, S1.

Category B Routes - Minimum Performance Standard = 67% (69% from P1 2023)

103, 105,, 109A, 72, 73, 424, 440, 166, 103X, 434, 105X, 469, 454, 371, 323X,, 425A, 235, 460, 161, 182, 190, 480, 492, 475, 162, 321, 346, 465, 382, 348, 135, 168, 175, 333, 336, 345, 372, 373, 374, 375, 379, 385, 189, 380, 401, 405, 304X, A2, 303, D2, 203, 173, A1, 174, 226X

Category C Routes - Minimum Performance Standard = 71% (73% from P1 2023)

355, 272, 329, 429, 248, 462, 362, 284, 461, 476, 479, 136, 243, 275, 111A, 421, 167, 187, 446, 332, 341, 313, 471, 442, 468, 464, 457, 366, 447, 443, 334, 134,, 279A, 422, 490, 271, 257, 451, 175A,, 470, 273, 489, 495, 349, 322, 324, 448, 486, 487, 160, 279, 182A, 107, 420, 270, 466, 328, 347, 450, 491, 417, 463, 365, 381, 483, 282, 494, 108, 445, 275A, 274, 383, 444, 377, 455, 258, 378, 163, 474, 259, 467, 278, 380, 404, 214, 221, 302, D1, 133B, 133L, 423, N2, D4, D5.

Category D Routes - Minimum Performance Standard = 75% (77% from P1 2023)

207A, 305, 306, 215A, 407, 213, 209A, 174B, 110C, 110A, 110B, B1, 174A, N1, 225L, 202A, 212, 305A.



		2024 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)			
Region	Route	2024 P13 (%) P12 (%) P11 (%) P10 (%) P3 (%) P8 (%) P6 (%) P5 (%) P4 (%)	P3 (%)	P2 (%)	P1 (%)
1	103 103X		53.6% 50.3%	53.0% 57.9%	62.6% 67.8%
	105		45.5%	45.3%	50.9%
	105X 107		58.7% 75.1%	55.2% 75.3%	62.7% 71.7%
	108		65.5%	65.9%	61.0%
Dublin Commuter	109 109A		55.2% 65.6%	55.2% 63.6%	58.2% 67.6%
Region Route by	109B		43.0%	49.4%	45.5%
Route	109X 111		55.3% 63.4%	53.0% 59.6%	57.8% 63.9%
	111A		62.6%	59.6%	64.5%
	111X 115		35.9% 63.0%	40.6% 64.1%	37.5% 68.9%
	115C 132		73.9% 63.4%	73.2% 59.2%	70.2% 64.0%
	NX		55.3%	54.3%	65.7%
	201 202A		47.4% 76.0%	41.8% 74.8%	50.3% 77.1%
	203		63.3%	65.9%	70.6%
	207 207A		57.5% 72.7%	56.9% 72.1%	61.0% 68.1%
	207A 209		61.3%	67.3%	45.9%
	209A 212		78.3% 73.5%	70.4% 72.9%	66.4% 78.3%
	213		80.8%	82.1%	82.8%
Cork Urban Region	214 215		48.8% 56.8%	47.6% 55.8%	57.6% 64.3%
Route by Route	215A		73.5%	74.2%	77.9%
	216 219		62.2% 48.0%	62.7% 47.5%	66.4% 47.6%
	220		51.7%	52.2%	59.2% 60.4%
	220X 223		48.0% 63.7%	51.2% 65.4%	63.6%
	223X 225		76.7% 53.8%	85.6% 55.0%	76.3% 58.5%
	225L		68.3%	67.7%	76.6%
	226X 301		71.5% 63.1%	79.8% 63.3%	69.0% 65.6%
	302		77.2%	75.3%	74.1%
Limerick Urban	303 304A		67.2% 46.6%	67.5% 47.0%	67.7% 57.0%
Region Route by	304X		No Data	No Data	No Data
Route	305 305A		65.5% 85.5%	62.0% 82.4%	60.7% 82.9%
	306		61.0%	66.6%	69.7%
	313 401		76.6% 70.8%	73.6% 73.0%	64.7% 75.9%
Galway Urban Region Route by	402		78.3%	76.8%	78.6% 71.1%
Region Route by Route	404 405		64.0% 69.3%	60.9% 64.3%	71.4%
——	407		72.5% 55.7%	74.0% 57.2%	78.7% 60.1%
	A1 A2		59.5%	62.0%	65.9%
	D1 D2		67.2% 74.5%	69.9% 76.5%	72.4% 78.6%
	D4		73.2%	73.2%	73.8%
	DS 173		70.0% 48.7%	70.7% 42.3%	70.0% 50.1%
Town Services	S1		31.4%	58.3%	60.4%
Route by Route	S2 174		72.2% 47.8%	76.5% 52.6%	67.7% 52.2%
	174A		49.5%	46.5%	53.7%
	174B B1		50.7% 58.9%	44.6% 59.9%	48.8% 66.8%
	N1 N2		55.5% 52.2%	54.1% 50.3%	65.6% 61.1%
	360		76.8%	75.8%	76.6%
	360A 65		75.5% 63.3%	75.9% 47.1%	73.3% 41.3%
	70		74.3%	74.9%	75.6%
	72 73		57.8% 72.0%	52.9% 67.8%	54.3% 60.5%
	100		48.7%	40.4%	46.1%
	134 135		No Data No Data	No Data No Data	No Data No Data
	136		No Data	No Data	No Data
	160 161		75.3% 62.0%	64.8% 57.7%	73.9% 59.1%
	162		90.1%	82.5%	86.7% No Data
	163 168		No Data 61.3%	No Data 57.1%	60.1%
	166 167		No Data 70.4%	No Data 65.4%	No Data 66.9%
	170		76.1%	78.7%	76.1%
	175 175A		70.6% 84.2%	63.3% 84.3%	66.6% 87.7%
	182		66.9%	66.9%	68.8%
	182A 187		74.8% 66.6%	73.9% 71.4%	75.2% 76.5%
	190		56.7%	54.5%	56.8%
	226 233		61.2% 56.5%	56.4% 56.0%	61.6% 60.6%
	235		59.4%	47.4%	60.3% 66.8%
	236 237		66.9% 66.7%	71.7% 66.2%	65.5%
	239 240		65.7% 60.0%	66.7% 54.2%	61.5% 52.5%
	241		58.3%	51.8%	57.4%
	243 245		76.3% 60.5%	78.1% 55.0%	72.0% 59.9%
	245X		69.5%	65.4%	65.6%
	248 252	No	71.1% Nata (seasona	67.9% al) No Data (seasonal)	No Data (seasonal)
	257 258		70.5% 50.6%	75.0% 69.3%	74.0% 22.8%
	259		65.6%	70.7%	86.7%
	260 261		71.9% 62.1%	67.1% 58.4%	71.9% 62.9%
	270		69.4%	68.0%	64.5%
	271 272		79.8% 79.8%	80.6% 82.0%	77.5% 73.3%
	273		68.5%	58.7%	66.0%
	274 275		No Data 79.0%	No Data 80.8%	No Data 75.5%
	276		No Data 83.3%	No Data 88.9%	#N/A 90.0%
	278 279		73.7%	74.3%	69.5%
	279A 280		65.5% Nata (seasona	76.3% al) No Data (seasonal)	56.2% No Data (seasonal)
	282	NO	No Data	No Data	No Data
	284 314		80.3% 67.9%	72.8% 63.1%	71.9% 67.8%
	320		65.0%	63.0%	63.7% 26.8%
	321 322		34.7% No Data	29.6% No Data	No Data
	323 323X		51.1% 46.3%	44.3% 48.7%	48.1% 62.3%
	324		No Data	No Data	No Data
	328 329		68.5% 73.6%	73.9% 75.2%	75.2% 74.3%
	332		70.9%	70.2%	73.3%
	333 334		61.2% No Data	67.1% No Data	59.8% No Data
	336		68.6%	72.3%	61.9%
	341 343		57.6% 40.9%	64.9% 40.7%	66.6% 45.5%
	343X		61.7%	68.7%	58.2%
	345 346		46.3% 48.9%	54.9% 38.3%	52.2% 42.7%
Stage Carriage	347		72.0%	66.0%	74.0%
Route by Route	348 349		No Data No Data	No Data No Data	No Data No Data
	350		54.9% 68.9%	56.0% 66.9%	52.7% 68.1%
	354 355		65.1%	59.2%	61.4%
	362 365		80.8% 77.0%	77.4% 68.0%	83.9% 89.9%
	366		85.7%	68.0% 85.0%	70.0%
	300				

370	55.7%	53.6%	51.0%
371	23.1%	14.6%	33.3%
372	51.9%	57.6%	62.2%
373	55.3%	51.2%	25.0%
374	27.5%	59.7%	36.5%
375	20.4%	17.9%	26.8%
377	\$2.5%	43.5%	44.9%
378	70.2%	79.6%	62.2%
379	64.9%	64.2%	62.9%
380	62.7%	64.6%	62.7%
381	81.9%	91.8%	60.0%
382	72.1%	69.4%	60.7%
383	51.0%	64.2%	61.4%
385	69.7%	73.9%	66.0%
417	74.7%	68.6%	66.1%
419	64.6%	61.9%	67.2%
420	73.9%	69.8%	75.9%
			77.6%
421	75.4%	73.8%	
422	78.8%	72.9%	77.3%
423	66.1%	66.8%	61.2%
424	65.2%	67.7%	63.5%
425	74.5%	69.1%	67.1%
425A	57.0%	63.4%	68.2%
429	64.5%	68.4%	60.3%
434	72.2%	68.8%	66.7%
440	57.4%	59.0%	53.1%
442	74.0%	63.0%	51.0%
443	NO Data		No Data
444			67.8%
	83.7%	73.7%	66.7%
445	69.9%	69.4%	
446	78.6%	49.7%	64.1%
447	No Data		No Data
448	No Data	No Data	No Data
450	66.5%	69.3%	64.6%
451	66.3%	71.5%	74.3%
454	91.0%	75.0%	64.6%
455	73.3%	60.3%	84.3%
456	61.8%	60.0%	61.8%
457	No Data	No Data	No Data
458	49.9%	47.7%	45.0%
460	49.3% No Data		No Data
461			70.3%
	77.9%	78.5%	
462	63.8%	58.7%	53.0%
463	71.0%	63.4%	51.1%
464	43.4%	70.5%	62.5%
465	76.7%	73.3%	75.0%
466	47.2%	39.8%	49.4%
467	84.6%	75.8%	77.5%
468	No Data		No Data
469	No Data		No Data
470	50.5%	60.2%	66.7%
471	70.1% 70.1%	60.0%	67.2%
474	NO Data		No Data
475			No Data
	No Data		
476	No Data		No Data
479	No Data		No Data
480	58.6%	57.2%	59.0%
483	66.0%	57.8%	67.7%
487	70.2%	67.8%	65.2%
489	82.8%	55.6%	58.3%
490	68.0%	70.4%	58.0%
491	54.6%	51.6%	54.2%
492	62.2%	60.4%	62.4%
494	69.3%	61.9%	71.0%
495	0.0%	67.6%	44.3%
733	0.09	07.076	77.370

0.0% 67.0% Note this data is are 'it measures percentage punctuality each four week period (P1 to P13) in each year measuring scheduled departure time for each stop against actual departure time as recorded by Automatic Vehicle Location equipment on board each bus, except the first stop where the arrival time is measured.

Punctuality is measured as % of times buses are at stop within -1 minutes and +5 minutes 59 seconds of scheduled time, observed at all stops along a route over each four week period.

The data measures punctuality only where both an actual observed time and a corresponding scheduled time is available for comparison purposes.

The data has not been adjusted for first and last stop time recording issues which can arise for example when a bus is recorded saving first stop early because vehicles parked at first stop mean the bus needed 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 5% of all recorded stopping times for journeys on the Bus Eireann PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower punctuality than may actually be the case.

Routes now operated by Bus Éireann (Waterford City) are denoted by 'BÉW' in the table.



				2023	PERCENTAGE PUN	NCTUALITY BY ROL		(see note on inte	rpretation of this da	ata at bottom of ta	ble)			
Region	Route	P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
	101	Not in contract	45.40%	47.40%	48.6%	50.5%	48.7%							
	101X	Not in contract	73.9%	69.9%	70.2%	75.7%	70.2%							
	103	57.2%	52.3%	49.6%	48.2%	58.9%	66.1%	62.1%	58.4%	59.0%	62.1%	62.0%	59.1%	62.0%
	103X	53.5%	39.9%	44.3%	51.4%	72.7%	76.2%	67.6%	60.7%	61.1%	62.2%	60.7%	56.2%	60.7%
	105	41.3%	37.7%	39.9%	39.3%	34.9%	41.9%	42.9%	41.9%	47.8%	47.2%	52.9%	50.0%	52.9%
	105X	60.6%	54.1%	53.2%	58.2%	73.1%	73.5%	58.6%	57.9%	61.4%	58.9%	59.9%	61.4%	59.9%
	107	71.6%	70.4%	70.0%	75.7%	76.5%	76.0%	82.6%	80.1%	76.5%	80.1%	79.9%	80.0%	79.9%
	108	61.8% 53.6%	73.6% 51.7%	64.1% 53.1%	63.8% 57.2%	66.5% 61.8%	77.2% 68.6%	72.3% 65.3%	79.7% 63.7%	76.8% 64.0%	76.1% 62.4%	83.6% 61.0%	78.1% 63.3%	83.6% 61.0%
Dublin Commuter	109A	63.2%	59.6%	57.9%	58.9%	64.3%	69.2%	67.6%	66.4%	67.6%	65.5%	69.4%	70.1%	69.4%
Region Route by	109B		34.0%	47.2%	40.5%	54.5%	65.8%	59.7%	54.2%	65.8%	63.9%	55.6%	50.1%	55.6%
Route	109X	53.0%	45.3%	48.9%	49.5%	59.1%	61.5%	59.0%	60.1%	57.2%	60.9%	59.4%	61.5%	59.4%
	111	59.0%	58.4%	58.7%	60.2%	69.2%	67.9%	67.7%	66.3%	71.6%	68.4%	66.8%	63.8%	66.8%
	111A	59.7%	64.6%	69.2%	69.1%	71.4%	70.8%	71.5%	73.6%	70.2%	76.3%	72.3%	70.8%	72.3%
	111X 111X 115	59.7% 50.9% 61.6%	31.1% 41.4%	39.6% 31.3%	38.1% 30.7%	66.7% 40.5%	69.2% 45.9%	65.7% 46.1%	60.3% 43.6%	70.2% 54.5% 38.0%	59.0% 43.4%	48.9% 40.2%	45.6% 37.5%	48.9% 40.2%
	115C	73.1%	70.9%	70.5%	64.0%	76.0%	80.1%	81.4%	79.6%	76.4%	79.0%	76.0%	76.3%	76.0%
	132	58.3%	54.2%	57.6%	62.9%	61.0%	73.8%	66.8%	71.1%	67.7%	71.8%	64.6%	67.2%	64.6%
	133	Not in contract	52.8%	60.3%	57.5%	58.4%	57.5%							
	133X	Not in contract	39.1%	48.4%	35.5%	42.0%	35.5%							
	133B	Not in contract	8.8%	17.7%	20.5%	34.5%	20.5%							
	133L	Not in contract	56.3%	49.2%	51.6%	53.3%	51.6%							
	NX	59.4%	55.6%	57.2%	60.0%	68.8%	72.9%	69.3%	70.4%	68.2%	69.7%	68.1%	68.9%	68.1%
	201	46.1%	33.8%	37.0%	33.8%	51.5%	61.5%	64.2%	53.1%	53.7%	51.6%	38.7%	42.3%	38.7%
	202A	68.2%	62.5%	55.8%	57.3%	63.7%	67.5%	66.3%	67.1%	68.2%	73.2%	72.4%	69.2%	72.4%
	203	57.8%	56.9%	57.9%	60.8%	68.9%	73.6%	68.2%	70.4%	68.7%	66.6%	68.3%	65.4%	68.3%
	207	50.6%	49.8%	55.7%	61.4%	68.4%	76.0%	72.3%	63.8%	60.7%	69.7%	66.5%	67.0%	66.5%
	207A	69.2%	67.9%	72.6%	76.1%	78.4%	83.3%	74.1%	69.1%	73.5%	78.7%	77.3%	78.1%	77.3%
	209 209A	69.3% 85.3%	55.1% 62.4%	56.0% 69.4%	61.9% 79.3%	62.9% 77.0%	68.2% 72.6%	67.8% 79.2%	47.7% 72.9%	52.6% 72.2%	67.3% 75.8%	62.2% 69.8%	65.9% 79.4%	62.2% 69.8% 77.9%
	212 213	68.2% 67.7% 52.2%	66.5% 78.6% 48.2%	64.1% 71.0% 48.2%	71.8% 77.0% 50.6%	76.6% 82.9% 61.0%	87.6% 83.7% 68.0%	82.9% 81.1% 64.9%	65.0% 73.3% 60.1%	70.9% 73.4% 60.9%	75.5% 74.1% 67.2%	77.9% 75.9% 65.0%	74.4% 77.8% 64.9%	75.9% 65.0%
Cork Urban Region Route by Route	214 215 215A	52.2% 53.5% 73.6%	48.2% 52.0% 76.1%	48.2% 53.9% 76.0%	55.8% 77.4%	57.0% 82.4%	61.6% 81.7%	65.0% 81.5%	58.8% 80.2%	58.3% 79.3%	62.5% 82.4%	60.3% 80.9%	61.4% 81.4%	60.3% 80.9%
	216	53.4%	56.9%	52.6%	56.8%	61.8%	69.9%	69.0%	63.8%	60.3%	61.5%	59.8%	57.5%	59.8%
	219	47.0%	44.4%	46.5%	52.1%	59.7%	64.9%	59.8%	49.6%	45.3%	43.7%	43.3%	46.0%	43.3%
	220	49.7%	47.6%	44.9%	46.7%	58.1%	64.1%	65.7%	59.4%	57.8%	59.2%	58.8%	57.0%	58.8%
	220X	46.1%	42.6%	45.1%	48.7%	57.2%	69.1%	70.0%	56.5%	58.3%	58.1%	56.4%	59.3%	56.4%
	223 223X	59.6% 74.1%	59.0% 83.2%	56.1% 77.7%	59.4% 83.6%	59.3% 82.8%	68.4% 93.7%	67.1% 92.7%	63.3% 78.2%	60.8%	64.8% 81.6%	60.5% 77.7%	63.7% 76.8%	60.5% 77.7%
	225	49.8%	50.7%	48.4%	51.0%	46.0%	56.0%	51.8%	49.5%	51.6%	51.3%	52.9%	55.5%	52.9%
	225L	74.2%	64.5%	68.6%	61.0%	71.1%	76.4%	73.9%	67.3%	69.2%	75.1%	70.0%	73.9%	70.0%
-	226X	79.8%	63.6%	54.6%	56.7%	92.9%	No Data	88.9%	90.2%	62.0%	84.2%	55.9%	47.7%	55.9%
	301	59.7%	59.9%	62.5%	61.0%	67.8%	70.9%	66.4%	64.6%	61.8%	66.6%	60.9%	59.1%	60.9%
Limerick Urban	302	74.2%	73.1%	72.4%	73.0%	76.9%	76.4%	72.2%	66.3%	70.3%	73.6%	65.2%	63.7%	65.2%
	303	61.8%	61.7%	66.8%	65.3%	66.7%	72.5%	68.7%	64.5%	65.1%	65.3%	62.3%	61.5%	62.3%
Region Route by	304A 304X	48.7% No Data	44.9% No Data	47.8% No Data	46.8% No Data	58.2% 85.3%	64.8% 83.5%	60.8% 94.7%	57.5% 95.7%	57.1% 90.6%	56.0% 96.2%	52.2% 81.3%	52.1% 99.1%	52.2% 81.3% 65.8%
Route	305	57.0%	56.4%	61.9%	68.4%	70.5%	74.3%	75.2%	70.5%	73.8%	58.4%	65.8%	54.2%	65.8%
	305A	75.0%	81.6%	80.9%	85.9%	84.9%	86.0%	87.9%	84.2%	83.0%	88.7%	84.5%	75.2%	84.5%
	306	64.0%	58.6%	69.7%	65.3%	70.0%	71.1%	66.1%	63.3%	70.2%	73.1%	62.5%	58.8%	62.5%
	306 313 401	67.6% 65.0%	63.0% 67.0%	69.7% 68.5% 68.6%	65.3% 74.7% 64.8%	70.0% 81.5% 63.6%	71.1% 84.7% 63.5%	66.1% 81.8% 68.8%	63.3% 81.4% 62.9%	70.2% 67.6% 69.8%	73.1% 75.9% 74.7%	62.5% 80.7% 74.0%	58.8% 65.3% 74.6%	80.7% 74.0%
Galway Urban	402	70.4%	69.8%	74.1%	69.0%	76.4%	77.5%	78.7%	74.2%	77.7%	79.2%	77.7%	77.9%	77.7%
Region Route by	404	60.6%	59.2%	55.8%	56.5%	67.3%	67.2%	71.0%	73.0%	73.5%	71.0%	62.2%	66.2%	62.2%
Route	405	60.5%	60.5%	62.4%	57.8%	65.5%	69.8%	71.6%	72.6%	75.3%	73.8%	70.1%	72.2%	70.1%
	407	64.3%	64.2%	67.8%	63.6%	70.5%	71.6%	71.0%	73.3%	72.7%	76.3%	72.7%	72.9%	72.7%
	A1	52.3%	53.9%	53.2%	51.6%	51.1%	54.0%	58.3%	57.5%	57.7%	63.0%	59.2%	57.6%	59.2%
	A2	54.3%	57.8%	58.6%	56.7%	55.3%	61.1%	67.1%	64.7%	65.4%	68.0%	67.1%	66.0%	67.1%
	D1	68.5%	61.2%	62.6%	64.7%	57.1%	62.7%	74.6%	64.0%	70.6%	74.1%	70.5%	71.9%	70.5%
	D2	75.8%	70.7%	71.9%	74.1%	65.9%	74.1%	81.1%	74.1%	77.1%	81.5%	79.1%	77.9%	79.1%
	D4 D5	70.9% 65.5% 36.1%	72.1% 65.0% 43.1%	65.8% 58.5% 46.0%	71.3% 66.2% 45.8%	72.4% 63.4% 51.7%	75.8% 71.2% 50.7%	75.6% 72.9% 50.1%	74.1% 70.5% 44.3%	74.6% 69.2% 44.7%	74.0% 69.8% 51.1%	75.1% 69.1% 51.4%	73.9% 70.6% 48.4%	75.1% 69.1% 51.4%
Town Services	173 S1 S2	47.9% 53.8%	48.1% 51.0%	57.1% 54.2%	45.8% 52.6% 46.1%	65.2% 47.1%	64.3% 52.2%	68.4% 50.4%	61.6% 38.4%	55.1% 44.9%	65.1% 49.7%	60.7% 52.6%	48.4% 67.9% 46.5%	60.7% 52.6%
Route by Route	174	40.9%	38.2%	39.1%	44.7%	51.7%	62.0%	60.9%	58.5%	47.7%	56.3%	51.5%	46.3%	51.5%
	174A	48.8%	41.0%	49.1%	39.3%	58.5%	70.7%	71.1%	55.9%	49.8%	59.1%	53.0%	53.5%	53.0%
	174B	45.2%	40.9%	46.3%	39.3%	57.4%	67.6%	66.7%	57.3%	49.0%	56.4%	50.0%	51.9%	50.0%
	B1	64.8%	57.5%	63.8%	64.8%	67.8%	74.2%	72.8%	61.7%	65.2%	65.3%	65.1%	61.5%	65.1%
	N1	61.8%	62.4%	64.4%	64.4%	67.5%	73.8%	72.7%	62.1%	65.4%	68.6%	71.2%	68.4%	71.2%
	N2	57.8%	60.2%	60.2%	59.6%	64.8%	70.3%	67.4%	59.2%	62.1%	66.4%	68.0%	65.6%	68.0%
	360 360A 65	63.1% 62.9% 60.4%	48.9% 20.2%	55.6% 22.6% 46.7%	56.2% 26.4% 64.3%	47.4% 34.5% 61.6%	58.1% 39.3%	57.9% 38.2%	45.5% 29.4% 68.2%	53.0% 25.0%	61.4% 33.9% 65.9%	67.5% 30.4% 66.1%	63.5% 29.7% 65.1%	67.5% 30.4% 66.1%
	70 72	68.9% 51.2%	39.3% 75.3% 47.9%	70.9% 49.3%	79.9% 49.5%	73.7% 52.7%	65.6% 73.7% 54.0%	60.8% 75.7% 63.9%	73.7% 59.7%	70.0% 74.3% 61.3%	69.7% 56.6%	79.6% 63.5%	79.1% 61.0%	79.6% 63.5%
	73	50.9%	62.2%	57.5%	54.8%	47.2%	48.9%	54.1%	54.9%	64.6%	66.8%	67.9%	61.9%	67.9%
	100	46.5%	39.0%	42.7%	43.0%	48.8%	58.6%	58.1%	48.8%	47.9%	51.2%	47.5%	41.9%	47.5%
	134	No Data												
	135	No Data												
	136	No Data												
	160	64.5%	67.6%	67.8%	75.8%	68.3%	72.5%	66.9%	71.0%	73.2%	72.0%	71.3%	68.8%	71.3%
	161	55.1%	53.1%	50.7%	61.0%	51.8%	54.5%	59.7%	57.1%	58.9%	60.6%	56.1%	59.5%	56.1%
	162	78.8%	70.8%	87.3%	66.4%	93.6%	97.1%	97.5%	83.7%	77.4%	79.7%	84.4%	77.2%	84.4%
	163	No Data	70.4%	62.5%	59.1%	68.3%	59.1%							
	168 168	55.6% No Data	50.0% No Data	51.9% No Data	63.3% No Data	57.5% 82.8%	63.4% 85.0%	61.9% 84.0%	62.7% 77.9%	67.3% 77.1%	63.8% 76.2%	65.1% 83.2%	68.3% 60.6% 74.3%	65.1% 83.2%
	167	60.2%	61.8%	65.8%	69.4%	65.7%	67.6%	72.0%	71.5%	72.3%	70.9%	67.7%	67.7%	67.7%
	170	76.6%	77.9%	78.1%	81.7%	79.0%	No Data							
	175	62.0%	62.0%	71.3%	72.0%	57.4%	76.1%	68.1%	50.2%	67.0%	78.1%	72.6%	66.2%	72.6%
	175A	88.9%	75.7%	78.5%	83.0%	87.9%	82.1%	83.8%	85.9%	84.7%	88.5%	82.2%	71.2%	82.2%
	182	60.0%	67.6%	68.5%	70.2%	68.7%	70.9%	70.5%	68.7%	67.9%	67.7%	65.4%	64.1%	65.4%
	182A	63.3%	66.8%	68.6%	69.6%	73.3%	74.1%	75.5%	59.6%	66.8%	73.1%	66.9%	73.1%	66.9%
	187	73.1%	69.2%	76.3%	66.8%	67.9%	66.8%	64.8%	70.8%	65.4%	72.4%	75.3%	72.1%	75.3%
	190	52.3%	53.4%	57.5%	59.2%	63.1%	62.5%	62.6%	62.7%	57.6%	55.1%	55.2%	54.3%	55.2%
	226	50.5%	57.7%	48.6%	52.8%	47.4%	49.4%	49.8%	49.8%	48.5%	51.4%	56.1%	58.4%	56.1%
	233	57.0%	45.4%	47.3%	44.9%	66.6%	72.3%	75.8%	67.9%	68.7%	68.5%	64.2%	61.2%	64.2%
	235	52.1%	44.5%	39.0%	48.4%	75.7%	78.5%	70.2%	67.0%	65.0%	56.2%	53.2%	55.0%	53.2%
	236 237	64.0%	64.3% 59.8%	63.4% 58.4%	61.7% 55.2%	65.8% 52.1%	68.1% 54.5%	65.5% 64.7%	67.8% 66.7%	70.2% 64.3%	71.0%	69.9% 63.7%	66.2% 62.1%	69.9%
	239	66.3%	58.0%	64.0%	63.5%	75.4%	76.3%	72.2%	73.3%	67.5%	71.7%	66.7%	63.4%	66.7%
	240	54.2%	57.9%	48.1%	56.6%	54.3%	54.5%	65.6%	71.7%	71.7%	71.7%	68.0%	71.6%	68.0%
	241	55.1%	56.1%	56.6%	59.8%	60.2%	68.2%	65.6%	65.2%	53.1%	50.0%	52.5%	52.4%	52.5%
	243	73.9%	70.4%	72.2%	68.8%	74.4%	76.8%	82.6%	68.7%	72.0%	73.4%	75.3%	76.9%	75.3%
	245	57.8%	55.4%	52.3%	58.9%	62.7%	62.9%	63.1%	63.5%	64.7%	62.1%	61.2%	61.9%	61.2%
	245X	62.7%	66.4%	63.1%	67.2%	63.9%	63.6%	63.7%	63.6%	65.4%	65.3%	61.3%	60.9%	61.3%
	248	55.6%	42.3%	50.6%	57.9%	67.6%	70.7%	65.5%	65.5%	66.7%	72.1%	58.6%	67.3%	58.6%
	252	No Data (seasonal)												
	257	68.3%	71.7%	73.8%	68.7%	71.8%	72.9%	62.8%	67.1%	68.7%	70.3%	73.0%	69.4%	73.0%
	258	38.5%	39.6%	41.0%	59.0%	80.2%	65.2%	70.9%	64.3%	61.5%	0.0%	42.5%	59.0%	42.5%
	259	78.7%	51.7%	65.5%	38.7%	78.3%	88.3%	88.1%	83.3%	85.3%	86.7%	65.5%	25.0%	65.5%
	260	59.8%	62.2%	59.8%	63.7%	62.7%	61.1%	64.7%	53.9%	64.2%	62.2%	64.1%	64.3%	64.1%
	261	49.0%	53.2%	48.8%	50.9%	53.8%	57.2%	55.6%	47.7%	50.0%	55.9%	50.6%	52.0%	50.6%
	270	61.9%	62.3%	65.0%	68.0%	60.7%	57.0%	61.3%	67.4%	78.5%	71.5%	70.0%	72.2%	70.0%
	271	71.9%	67.5%	64.3%	70.8%	64.3%	52.0%	61.3%	66.1%	66.0%	72.9%	77.6%	71.4%	77.6%
	272	74.5%	74.7%	75.0%	67.9%	84.1%	74.9%	77.4%	80.9%	79.3%	81.2%	83.3%	83.0%	83.3%
	273	53.2%	40.8%	66.7%	59.0%	55.6%	32.3%	68.3%	60.7%	82.2%	71.9%	61.3%	55.3%	61.3%
	274	96.0%	95.4%	80.7%	89.1%	92.0%	92.1%	89.1%	73.4%	71.4%	77.4%	83.1%	81.2%	83.1%
	275	73.1%	70.6%	72.7%	72.4%	69.7%	61.0%	68.4%	64.5%	65.9%	69.5%	69.9%	77.3%	69.9%
	276	No Data	No Data	No Data	No Data	71.1%	66.4%	74.5%	No Data (seasonal)					
	278 278 279	90.3% 68.7%	65.0% 65.2%	89.5% 67.7%	85.7% 63.6%	71.1% 83.7% 71.4%	67.9% 65.3%	78.4% 78.5%	80.0% 74.3%	88.0% 75.6%	81.1% 73.6%	83.3% 77.8%	87.9% 79.8%	83.3% 77.8%
	279A 279A 280	66.0% No Data (seasonal)	70.0% No Data (seasonal)	73.8% No Data (seasonal)	75.2% No Data (seasonal)	63.1% No Data (seasonal)	56.5% No Data (seasonal)	66.0% No Data (seasonal)	66.1% No Data (seasonal)	68.1% No Data (seasonal)	79.1% No Data (seasonal)	75.9% No Data (seasonal)	79.1% No Data (seasonal)	75.9% No Data (seasonal)
	282	No Data												
	284	51.8%	60.5%	54.9%	50.3%	84.3%	68.0%	75.5%	72.6%	78.8%	76.7%	72.7%	60.4%	72.7%
	314	63.2%	62.8%	63.1%	59.2%	58.1%	60.1%	55.4%	57.6%	62.2%	63.6%	63.3%	64.1%	63.3%
	320	58.4%	58.2%	61.9%	62.5%	74.8%	73.6%	70.4%	71.4%	66.5%	67.5%	69.2%	69.0%	69.2%
	321	23.4%	19.1%	54.0%	40.2%	51.9%	56.8%	42.0%	52.0%	54.1%	47.6%	58.8%	59.6%	58.8%
	322	No Data												
	323 323X	44.6% 52.0% No Data	36.8% 35.0% No Data	39.8% 47.1% No Data	35.7% 38.0% No Data	40.4% 70.2% No Data	51.4% 83.8% No Data	45.0% 83.4% No Data	41.2% 70.0% No Data	47.7% 72.2% No Data	56.7% 79.0% No Data	49.9% 79.2% No Data	49.5% 61.6% No Data	49.9% 79.2% No Data
	324	No Data												
	328	75.6%	77.4%	76.6%	72.8%	65.3%	60.7%	62.0%	57.8%	61.2%	65.5%	61.6%	56.9%	61.6%
	329	73.9%	72.9%	77.1%	68.1%	73.7%	69.8%	75.8%	77.4%	68.5%	71.0%	73.2%	69.7%	73.2%
	332	68.1%	59.6%	61.9%	59.1%	62.5%	63.5%	56.5%	55.8%	57.5%	58.6%	58.5%	59.6%	58.5%
	333	57.2%	61.5%	64.2%	63.3%	61.9%	54.4%	53.6%	60.3%	61.7%	60.1%	64.2%	65.1%	64.2%
	334	No Data												
	336	64.4%	70.7%	71.4%	65.3%	70.1%	57.5%	59.9%	69.4%	64.5%	68.5%	68.3%	66.6%	68.3%
	341	55.3%	64.4%	66.7%	67.1%	70.5%	71.0%	69.3%	73.1%	72.1%	73.5%	58.0%	68.8%	58.0%
	343	41.2%	40.0%	42.1%	39.9%	42.0%	49.8%	43.3%	39.5%	43.4%	45.6%	43.5%	50.6%	43.5%
	343X	66.8%	66.7%	71.7%	59.2%	70.0%	69.1%	74.8%	68.6%	69.6%	69.8%	66.5%	69.2%	66.5%
	345	44.3%	44.6%	43.2%	52.8%	44.8%	56.3%	56.8%	45.3%	52.3%	54.6%	55.3%	57.0%	55.3%
Stage Carriage	346	39.6%	52.2%	73.2%	49.0%	46.0%	53.6%	59.1%	53.5%	63.6%	47.7%	32.9%	62.8%	32.9%
	347	41.4%	40.0%	55.4%	74.9%	70.0%	66.7%	76.4%	68.1%	66.1%	72.6%	57.0%	58.2%	57.0%
Route by Route	348	No Data												
	349	No Data												

	1												
350	52.7%	52.5%	50.4%	42.6%	32.9%	33.6%	42.0%	32.9%	44.0%	50.5%	49.6%	56.0%	49.6%
354	63.4%	62.3%	68.9%	65.5%	67.2%	66.0%	74.5%	69.6%	65.7%	69.8%	64.1%	68.0%	64.1%
355	55.6%	53.8%	59.9%	52.0%	53.5%	60.8%	57.1%	61.9%	64.0%	69.9%	68.1%	63.3%	68.1%
362	68.0%	65.3%	82.4%	66.4%	81.4%	73.0%	85.0%	81.7%	84.3%	76.4%	73.9%	66.7%	73.9%
365	95.6%	64.4%	87.8%	60.8%	73.1%	74.4%	70.3%	98.4%	52.2%	75.5%	73.6%	57.9%	73.6%
366	80.0%	94.7%	60.0%	80.0%	60.0%	84.2%	69.2%	30.0%	89.5%	85.7%	100.0%	33.3%	100.0%
370	55.9%	48.1%	48.9%	54.2%	60.0%	61.3%	62.2%	59.1%	59.8%	60.1%	54.3%	51.9%	54.3%
371	46.5%	40.0%	No Data	No Data	60.0%	73.3%	47.1%	58.0%	60.0%	23.3%	40.0%	48.5%	40.0%
372	58.3%	70.4%	49.5%	67.8%	73.0%	78.8%	70.3%	69.5%	82.2%	74.1%	75.7%	76.2%	75.7%
373	89.5%	50.0%	33.3%	58.3%	No Data	83.3%	90.2%	79.2%	83.3%	48.1%	61.3%	65.9%	61.3%
374	75.0%	No Data	No Data	No Data	85.2%	77.1%	75.9%	69.4%	68.8%	50.0%	59.3%	73.5%	59.3%
374													25.0%
	27.3%	No Data	No Data	14.3%	21.4%	14.3%	60.2%	34.8%	28.6%	32.1%	25.0%	44.7%	
377	34.8%	43.9%	34.7%	34.0%	31.9%	25.8%	40.0%	36.4%	41.1%	34.7%	40.9%	53.1%	40.9%
378	65.1%	51.6%	63.8%	62.8%	42.4%	26.4%	67.3%	55.4%	28.9%	70.5%	69.3%	35.4%	69.3%
379	64.6%	55.6%	44.6%	65.7%	55.8%	58.8%	63.1%	55.0%	66.5%	55.4%	44.8%	51.3%	44.8%
380	56.4%	53.6%	60.5%	25.4%	40.0%	34.4%	59.0%	63.8%	56.4%	55.1%	51.0%	72.1%	51.0%
381	71.1%	66.7%	57.4%	80.3%	71.9%	78.3%	58.5%	43.9%	66.4%	68.4%	37.1%	62.8%	37.1%
382	49.3%	49.3%	58.9%	65.5%	41.8%	56.5%	60.8%	52.3%	69.6%	48.2%	59.7%	51.9%	59.7%
383	54.5%	68.1%	56.8%	73.6%	64.8%	62.5%	74.5%	48.3%	67.0%	56.8%	62.2%	54.2%	62.2%
385	65.4%	75.4%	75.2%	56.4%	67.4%	81.0%	79.2%	66.1%	80.0%	83.3%	65.1%	82.8%	65.1%
417	78.1%	65.2%	68.1%	77.9%	73.7%	88.8%	82.5%	73.1%	77.2%	82.4%	69.4%	68.8%	69.4%
419	61.5%	48.2%	49.0%	46.6%	43.2%	51.8%	53.9%	50.7%	53.3%	55.4%	49.6%	54.8%	49.6%
420	71.5%	75.6%	77.4%	76.1%	79.6%	76.8%	79.8%	76.0%	77.0%	81.3%	78.7%	83.0%	78.7%
421		74.1%	72.3%			74.4%		76.0%		84.6%		78.4%	78.3%
	73.0%			79.3%	75.2%		77.7%		80.2%		78.3%		
422	76.0%	79.4%	80.6%	77.7%	79.9%	81.3%	78.3%	76.1%	72.7%	79.8%	75.8%	76.9%	75.8%
423	64.6%	69.3%	63.3%	69.7%	58.3%	51.7%	65.7%	67.4%	73.3%	69.3%	69.2%	68.1%	69.2%
424	61.7%	60.9%	58.4%	59.2%	57.2%	61.3%	63.2%	62.3%	67.2%	66.6%	66.4%	69.8%	66.4%
425	47.5%	53.2%	53.6%	62.0%	61.6%	65.7%	70.2%	73.3%	80.5%	73.4%	74.7%	71.7%	74.7%
425A	61.6%	49.4%	56.4%	53.4%	73.2%	75.8%	71.0%	66.9%	66.9%	67.4%	53.6%	63.8%	53.6%
429	64.1%	56.5%	54.2%	58.6%	62.7%	69.1%	51.9%	60.3%	67.0%	66.9%	64.6%	56.1%	64.6%
434	55.9%	58.5%	51.2%	40.9%	62.9%	66.0%	74.6%	74.1%	66.4%	57.5%	61.6%	58.2%	61.6%
440	57.2%	55.9%	54.2%	60.4%	56.0%	57.3%	57.2%	58.7%	56.2%	59.0%	59.2%	53.3%	59.2%
442	52.4%	59.6%	41.9%	90.4%	86.5%	52.4%	72.8%	50.5%	65.0%	56.1%	46.3%	52.7%	46.3%
443	No Data												
444	76.3%	73.3%	54.1%	72.2%	75.4%	79.0%	50.0%	59.0%	65.4%	70.2%	80.5%	71.4%	80.5%
445	55.7%	59.9%	75.2%	65.6%	70.2%	72.2%	61.3%	61.1%	64.1%	56.3%	60.8%	59.4%	60.8%
446													78.8%
446	70.3%	67.6%	67.4%	66.4%	62.3%	72.2%	76.2%	75.7%	77.9%	73.7%	78.8%	75.8%	
	No Data												
448	No Data												
450	64.1%	67.6%	68.8%	62.8%	51.5%	43.2%	56.0%	48.5%	61.7%	63.6%	65.1%	68.9%	65.1%
451	67.4%	61.2%	68.5%	64.2%	73.7%	69.5%	71.7%	78.0%	70.0%	75.6%	68.3%	71.5%	68.3%
454	73.5%	65.8%	65.3%	53.9%	66.0%	71.8%	81.7%	84.0%	82.7%	77.5%	88.0%	72.8%	88.0%
455	75.0%	77.8%	75.4%	64.8%	70.3%	72.2%	48.4%	81.7%	66.2%	70.0%	67.9%	62.7%	67.9%
456	54.9%	57.5%	57.1%	61.6%	57.8%	57.4%	60.9%	63.4%	63.4%	61.4%	61.3%	60.1%	61.3%
457	No Data												
458	38.7%	38.5%	36.7%	37.3%	40.4%	43.7%	42.2%	39.4%	43.2%	44.2%	47.5%	46.5%	47.5%
460	87.9%	79.8%	68.8%	85.7%	42.9%	70.5%	79.5%	50.0%	46.8%	68.1%	70.2%	70.7%	70.2%
461	73.8%	82.9%	72.8%	81.0%	88.4%	77.9%	74.8%	75.7%	87.5%	84.7%	85.9%	77.1%	85.9%
462	40.3%	35.2%	40.2%	41.7%	39.6%	49.2%	45.1%	43.0%	43.5%	48.2%	43.1%	44.7%	43.1%
463	66.2%	57.9%	49.2%	63.8%	59.7%	41.5%	64.0%	60.5%	68.0%	60.5%	57.5%	53.2%	57.5%
464	72.9%	77.1%	60.5%	78.7%	63.8%	64.1%		66.7%	62.3%	100.0%	67.2%	67.4%	67.2%
465			62.3%				76.7%	55.6%					63.9%
	58.5%	68.7%		71.7%	75.5%	74.6%	63.8%		62.1%	81.6%	63.9%	66.7%	
466	43.7%	38.7%	49.2%	51.7%	55.0%	61.6%	61.9%	63.0%	54.6%	60.9%	56.5%	57.8%	56.5%
467	82.1%	87.5%	86.2%	63.6%	78.6%	56.3%	60.0%	77.8%	70.0%	77.8%	58.8%	93.9%	58.8%
468	No Data												
469	No Data												
470	45.9%	54.9%	58.3%	70.0%	54.5%	59.8%	50.5%	76.5%	55.0%	70.0%	44.2%	55.9%	44.2%
471	52.3%	61.8%	55.5%	54.7%	54.5%	62.0%	59.4%	56.5%	61.8%	66.1%	65.7%	70.8%	65.7%
474	46.9%	40.7%	49.2%	45.2%	52.4%	43.5%	53.9%	45.7%	44.4%	60.0%	51.7%	48.3%	51.7%
475	54.5%	47.7%	55.1%	53.5%	66.6%	66.4%	66.5%	69.2%	64.9%	63.6%	62.3%	57.2%	62.3%
476	No Data												
479	No Data												
480	51.2%	49.3%	52.5%	56.6%	59.6%	59.5%	62.1%	60.6%	64.0%	59.2%	55.4%	60.4%	55.4%
483	50.0%	68.6%	60.8%	81.1%	66.2%	73.9%	82.6%	53.6%	75.4%	73.2%	58.8%	74.6%	58.8%
483	54.6%	58.1%	68.2%	68.3%	69.6%	67.2%	73.3%	66.2%	73.1%	71.9%	70.9%	71.9%	70.9%
487													44.7%
	53.7%	49.4%	55.3%	80.2%	72.5%	42.3%	43.0%	38.6%	49.3%	61.7%	44.7%	43.1%	
490	57.6%	62.6%	54.7%	64.6%	70.5%	60.8%	66.4%	59.7%	64.8%	66.7%	70.1%	63.6%	70.1%
491	41.5%	46.0%	50.6%	59.4%	52.3%	56.6%	51.4%	51.6%	51.7%	53.7%	46.1%	49.1%	46.1%
492	59.0%	63.6%	59.8%	65.1%	67.2%	61.4%	65.4%	61.9%	63.0%	66.2%	63.8%	67.8%	63.8%
494	52.6%	50.1%	56.9%	64.2%	64.3%	74.5%	76.2%	68.1%	73.0%	77.2%	77.3%	72.3%	77.3%
495	57.5%	46.8%	53.2%	25.3%	52.3%	58.8%	48.5%	52.3%	44.3%	49.5%	63.5%	64.1%	63.5%

10 to 60 to 60 to 70 to 60 to 70 to 60 to 70 to 70 to 60 to 70 to

Punctuality is measured as % of times buses are at stop within -1 minutes and +5 minutes 59 seconds of scheduled time, observed at all stops along a route over each four week period.

The data measures punctuality only where both an actual observed time and a corresponding scheduled time is available for comparison purposes.

The data has not been adjusted for first and last stop time recording issues which can arise for example when a bus is recorded leaving first stop early because vehicles parked at first stop mean the bus needed 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 5% of all recorded stopping times for journeys on the Bus Eireann PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower punctuality than may actually be the case.

Routes now operated by Bus Éireann (Waterford City) are denoted by 'BÉW' in the table.



-				2022	2 PERCENTAGE PUN	ICTOALITT DI ROC	20	27		iata at bottom or t	abiej			
gion	Route	P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
	101 101X	50.6 60.0	48.2 72.9	45.0 46.7	42.7 44.6	49.5 69.7	54.1 70.8	56.3 70.8	49.6 64.9	54.6 67.3	58.1 63.6	Column1	Column2	Column3
	101X 103	58.0	72.9 52.7	46.7 56.8	44.6 56.2	64.2	69.8	70.8 66.5	64.5	64.4	68.7			
	103X	45.9	36.7	42.5	41.8	54.8	65.0	59.5	61.0	64.5	62.8			
	105	44.6	42.2	45.0	46.4	46.8	47.1	39.6	40.8	46.5	51.6			
	105X	54.6	62.7	61.9	55.0	61.7	71.9	64.8	63.9	61.8	67.3			
	107	53.1	81.8	77.4	81.1	78.6	68.2	75.1	80.0	83.2	80.5			
	108	63.9	74.2	72.0	71.6	84.1	83.0	70.3	74.0	67.8	73.3			
	109 109A	56.7 65.3	57.0 70.8	62.0 74.0	54.7 64.2	62.4 68.9	73.2 75.5	65.8 67.4	64.4 56.0	66.3 60.8	72.5 66.6			
blin Commuter	109A 109B	49.7	46.5	51.9	54.1	64.1	69.1	65.2	68.4	65.9	71.7			
gion Route by	109X	53.7	52.7	56.2	53.9	57.6	68.1	62.3	66.0	65.3	65.9			
Route	111	56.6	62.5	58.3	58.1	62.3	68.9	61.4	67.1	69.4	68.9			
	111A	68.1	70.9	75.5	77.7	78.9	75.9	79.9	76.0	78.5	75.9			
	111X	47.3	41.5	37.8	46.9	67.3	74.7	60.4	60.8	50.2	67.4			
	115	40.8	35.7	38.5	38.5	47.0	52.6	50.9	48.1	43.1	50.5			
	115C	68.2	75.6	74.2	76.7	81.0	79.0	82.7	81.9	70.9	74.6			
	132	61.5	62.7	66.6	70.0	73.3	80.1	78.4	68.6	70.9	74.3			
	133 133X	57.8 51.7	54.9 32.4	58.2 40.1	57.5 43.2	58.3 65.7	63.6 75.3	59.4 72.1	62.1 63.4	59.7 58.0	64.0 61.9			
	1338	34.9	29.7	43.7	42.3	43.2	37.7	9.8	52.1	26.5	39.2			
	133L	53.6	39.5	49.9	55.1	51.1	47.4	49.2	55.3	55.9	55.7			
	NX	61.9	63.8	67.9	57.5	65.3	75.2	73.3	68.8	68.3	75.1			
	201	43.5	34.5	38.6	35.5	64.4	65.8	68.8	59.6	55.3	58.8			
	202A	68.9	68.2	70.4	73.3	71.5	71.3	74.7	72.3	69.3	70.5			
	203	55.9	57.0	62.9	65.6	71.6	71.0	73.6	68.9	65.0	69.0			
	207	57.1	55.0	53.8	58.3	65.5	74.2	76.4	70.0	69.7	74.7			
	207A	68.2	67.6	74.5 61.5	76.7	71.1	75.4	72.7	72.9	73.6	69.9			
	209 209A	52.1 61.6	57.4 59.4	69.3	59.3 67.9	66.6 80.6	71.5 82.0	65.1 85.4	64.8 81.7	60.6 72.2	69.4 76.8			
	209A 212	72.9	67.0	71.5	72.3	68.5	76.3	71.1	64.4	62.0	66.3			
	213	71.7	69.2	70.0	75.3	79.7	79.0	82.1	79.7	79.4	79.4			
	214	60.4	57.4	56.5	60.1	66.4	75.9	76.3	66.6	64.9	64.0			
rk Urban Region	215	53.8	54.6	53.2	56.8	62.2	66.1	70.3	65.0	63.6	70.7			
oute by Route	215A	74.4	75.7	72.6	76.9	80.6	84.4	85.3	83.0	79.9	84.6			
	216	53.6	55.2	55.5	54.9	58.6	68.3	67.1	62.0	62.1	66.2			
	219	40.4	42.4	52.9	48.9	56.3	58.5	58.5	54.7	58.4	59.6			
	220	56.1	51.9	52.5	52.3	44.4	50.8	50.6	48.5	46.1	52.2			
	220X	50.5	48.8	52.3	51.9	55.5	61.5	62.7	60.6	59.3	68.0			
	223 223X	58.3 76.5	59.5 79.8	61.6 81.5	60.0 84.2	63.9 77.5	64.0 78.2	67.0 76.3	68.2 76.9	68.1 84.1	71.7 74.9			
	225L	82.9	58.9	75.1	74.6	71.4	76.8	74.6	75.1	74.1	80.4			
	225	51.9	51.5	55.5	53.9	47.0	51.9	54.0	50.4	55.1	59.4			
	226X	33.3	37.5	32.5	53.9	77.8	88.5	86.2	82.7	86.4	82.8			
	301	57.9	56.6	58.5	58.1	64.8	68.3	67.9	66.6	63.1	66.2			
	302	68.2	58.2	52.9	56.8	70.8	78.2	75.1	74.0	76.5	74.6			
	303	59.4	56.6	56.2	62.4	63.8	66.4	69.6	68.8	65.9	70.3			
imerick Urban	304A	50.9	45.7	45.9	47.5	56.4	67.0	63.9	65.6	60.9	60.9			
egion Route by Route	304X	91.0	86.6	82.6	91.5	85.1	86.1	81.6	84.1	82.2	77.5			
Route	305 305A	54.3 77.0	58.0 80.2	52.1 73.6	67.2 86.4	55.8 82.4	61.5 88.9	52.6 81.6	51.7 78.9	45.2 77.3	48.9 83.0			
	305A 306	60.3	60.7	50.6	59.4	72.5	70.6	75.4	74.6	71.8	70.2			
	313	69.1	72.3	73.8	74.3	74.6	79.3	83.2	80.8	77.1	70.1			
	401	66.7	66.3	69.4	69.8	66.0	63.7	70.2	72.9	73.0	75.7			
Galway Urban	402	70.2	71.5	73.9	69.8	71.3	73.7	80.7	79.5	77.6	80.2			
egion Route by	404	61.3	59.3	62.0	61.1	66.8	67.4	72.8	73.8	72.7	74.9			
Route	405	66.0	63.8	66.2	69.2	68.7	71.7	75.7	73.4	74.9	75.3			
	407	64.3	68.1	66.3	66.4	67.1	68.3	70.4	69.7	71.2	76.8			
	A1	54.3	55.8	60.3	73.8	79.0	80.9	83.4	80.7	80.0	82.1			
	A2	62.0	66.4	51.2	45.2	55.3	62.2	62.4	60.1	54.9	61.8			
	D1 D2	74.3 78.3	69.5 77.1	72.2 78.4	74.2 77.7	73.6 77.5	68.8 76.4	75.6 78.6	73.7 76.4	76.6 77.7	81.9 81.6			
	D4	68.8	70.5	69.0	71.3	74.3	75.8	75.0	75.1	75.1	77.6			
	DS DS	65.5	64.8	60.2	64.7	72.8	74.8	75.3	71.2	70.8	73.0			
	173	47.3	46.0	44.7	49.5	50.7	61.4	57.1	52.8	49.7	59.7			
own Services	S1	65.6	59.7	61.4	60.5	68.3	68.3	75.2	75.7	64.1	68.7			
own Services oute by Route	S2	51.3	49.7	48.5	41.8	51.4	46.1	54.8	58.8	57.3	70.7			
out by noute	174	48.6	40.1	47.6	50.1	58.9	71.0	68.3	60.4	55.0	66.4			
	174A	46.2	50.1	51.8	53.4	61.4	77.3	76.3	71.1	61.9	76.7			
	174B	44.6	47.7	48.9	50.7	58.5	74.1	71.0	70.7	60.7	76.3			
	B1	56.4	61.3	62.2	66.6	74.1	78.0	81.4	73.9	71.2	77.0			
	N1 N2	66.1 62.5	68.7 66.6	70.2 66.6	64.7 62.3	69.9 66.5	73.6 70.8	71.6 68.2	70.0 67.8	66.7 63.1	74.1 68.9			
	N2 360	62.5 59.2	57.7	58.7	62.3 59.2	63.0	70.8 58.9	63.7	67.8 57.6	64.4	68.9			
	360A	32.2	26.9	32.5	25.5	38.4	39.8	46.0	39.9	40.9	43.0			

	65	55.8	58.9	57.1	53.3	64.8	68.8	67.0	64.0	65.2	75.3	
	70 72	68.8 43.0	79.2 52.3	65.1 54.9	68.7 45.1	85.3 25.8	78.6 36.4	77.6 35.4	75.6 34.2	82.3 32.1	82.2 34.6	
	73 100	52.9 38.8	63.2 40.1	67.7 43.1	57.7 44.2	58.0 54.6	49.0 59.4	60.4 56.6	60.8 54.1	62.3 53.7	63.5 60.0	
	134	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
	135 136	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	
	160 161	56.5 50.7	71.3 59.3	62.1 60.3	74.2 67.3	72.1 67.2	70.0 62.5	70.3 67.4	74.4 71.2	76.3 69.9	80.1 73.4	
	162 163	77.8 70.5	76.0 74.0	69.9 72.5	61.8 68.2	97.0 78.3	92.7 69.8	95.9 64.5	85.9 77.2	93.1 81.0	91.3 73.4	
	168	56.9	58.8	60.5	58.5	63.9	68.4	67.0	65.6	65.4	66.3	
	166 167	73.1 58.7	76.8 66.3	82.6 66.9	78.3 79.2	80.5 76.5	75.1 76.2	74.3 76.1	83.8 79.7	83.9 75.5	82.6 77.6	
	175 175A	62.5 72.5	60.6 74.6	63.6 72.4	71.6 70.9	72.4 93.2	78.5 94.3	74.7 95.6	69.4 85.3	72.1 74.4	78.6 92.9	
	182	51.1	59.8	54.6	65.3	64.6	71.4	70.9	70.0	75.1	71.3	
	182A 187	59.2 61.7	66.6 71.7	70.8 69.4	73.0 70.8	80.7 80.2	74.8 70.7	81.1 70.1	78.9 68.8	77.0 68.2	77.7 70.7	
	190 233	46.3 56.0	48.1 40.7	49.8 43.8	45.6 36.9	48.7 53.0	54.2 62.6	54.3 59.8	55.4 60.0	55.8 53.2	58.0 59.9	
	235 236	59.3 62.0	47.3 62.7	41.6 57.7	41.1 45.9	66.0 52.9	86.1 57.3	82.7 55.3	74.2 60.8	61.8 63.0	79.8 68.5	
	237	57.1	56.5	56.3	53.4	65.2	61.2	68.1	69.5	68.2	68.3	
	239 240	64.1 64.8	63.2 61.1	59.1 62.4	55.7 66.9	69.6 68.3	79.8 68.6	74.5 72.8	75.1 69.0	70.3 65.8	71.3 67.5	
	241 243	52.5 70.8	57.7 74.1	52.7 68.1	56.0 69.7	64.6 77.8	57.3 77.1	59.5 76.0	56.4 77.2	52.3 81.1	48.2 72.1	
	245 248	52.5 62.2	49.4 56.3	50.6 65.4	52.3 60.3	56.4 54.0	57.8 58.0	61.4 70.8	60.0 69.0	56.8 59.8	55.3 61.9	
	252	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	39.5	42.7	43.2	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	
	257 258	53.5 59.4	85.3 61.7	75.7 66.3	85.6 62.2	77.4 67.7	90.3 45.8	82.6 70.4	65.4 68.3	66.0 62.2	81.0 67.8	
	259 260	83.3 60.2	65.2 62.7	84.4 64.0	66.7 63.5	76.2 63.1	66.7 63.0	65.5 66.4	69.0 66.3	75.5 65.1	79.4 64.7	
	261 270	48.9 59.2	50.6 63.4	48.8 64.3	55.7 65.9	55.1 75.4	55.6 73.1	61.5 77.4	56.7 62.7	56.9 81.4	49.0 76.7	
	271	61.7	56.5	70.5	60.9	69.7	60.0	68.5	65.0	71.4	71.8	
	272 273	64.6 32.3	76.5 69.2	74.4 59.6	65.8 55.7	63.2 46.7	68.2 45.8	78.9 57.9	79.0 58.8	81.7 56.2	86.3 76.0	
	274 275	77.1 70.6	79.9 73.7	72.4 73.9	89.9 70.4	81.5 65.6	78.3 59.9	80.1 67.5	77.9 73.7	88.4 67.1	74.6 69.9	
	278	76.0 66.2	70.0	86.5	81.0 74.1	87.5	97.0	85.7 74.9	83.0	75.0 78.0	80.8 74.8	
	279 279A	68.1	71.5 73.7	75.8 78.9	74.9	78.1 66.4	70.7 55.5	66.5	72.8 71.8	73.6	68.0	
	280 282	No Data (seasonal) No Data	53.2 56.7	46.3 62.2	62.4 72.6	No Data (seasonal) No Data	No Data (seasonal) No Data	No Data (seasonal) No Data				
	284 314	54.5 61.1	57.5 64.3	67.0 61.4	52.0 61.5	78.4 64.2	69.3 55.0	75.1 60.9	80.6 69.3	85.3 70.8	78.1 66.4	
	320	60.4	67.0	65.4	70.4	73.7	68.4	72.8	75.0	71.3	74.0	
	321 322	30.9 No Data	44.0 No Data	57.3 No Data	52.4 No Data	70.1 No Data	60.4 No Data	65.4 No Data	81.8 No Data	70.0 No Data	72.0 No Data	
	323 323X	51.6 67.4	51.7 62.7	51.1 57.8	52.5 55.9	51.9 85.1	58.5 94.0	58.0 81.8	58.8 84.7	56.9 88.4	60.2 82.9	
	324	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
	328 329	58.9 69.8	59.1 73.0	59.5 71.6	72.0 71.4	78.5 63.1	73.4 65.2	72.6 69.7	78.8 72.3	77.9 68.6	80.1 71.6	
	332 333	57.4 54.2	51.5 60.1	52.6 61.2	53.1 62.0	61.7 63.6	44.8 55.9	47.1 57.2	56.0 61.7	64.6 62.9	53.5 61.5	
	334 336	No Data 55.3	No Data 68.3	No Data 66.3	No Data 68.8	No Data 63.9	No Data 66.4	No Data 66.9	No Data 66.3	No Data 68.6	No Data 69.8	
	341	63.9	61.0	68.1	66.2	69.8	71.4	76.7	80.0	70.6	65.3	
	343 343X	44.6 58.8	41.1 65.4	44.3 70.3	42.7 68.4	50.8 68.1	52.9 68.8	52.2 72.0	51.8 61.6	51.6 63.4	54.7 65.5	
	345 346	48.8 62.7	50.1 45.3	55.6 53.4	52.3 61.6	61.1	61.5 72.5	69.9 64.1	62.0 63.6	59.1 65.7	62.1 59.7	
	347 348	55.8 No Data	60.4	65.1 No Data	66.2	76.2 No Data	68.2	72.4 No Data	74.5	80.0	73.6	
	349	No Data	No Data No Data	No Data	No Data No Data	No Data	No Data No Data	No Data	No Data No Data	No Data No Data	No Data No Data	
Stage Carriage	350 355	46.0 62.7	52.9 56.0	52.3 64.6	47.8 68.9	43.8 69.4	31.1 71.4	38.1 70.8	36.6 72.6	40.5 72.9	42.1 74.8	
Route by Route	362 365	59.8 66.3	44.7 62.5	59.0 87.0	66.1 59.8	69.9 64.4	81.0 77.5	74.8 77.0	68.9 77.7	66.3 71.4	62.6 74.8	
	366	73.3 45.9	61.5	26.7	92.9	92.9	77.8	38.9	65.2	70.0	75.0 53.5	
	370 371	62.3	44.9 58.9	51.3 61.4	51.0 77.1	59.5 68.8	60.0 77.1	58.9 60.4	63.0 68.3	55.1 61.4	85.7	
	372 373	62.9 88.5	69.4 61.1	77.9 71.4	67.4 56.8	68.6 72.1	75.3 85.4	71.8 68.0	73.5 66.7	73.1 61.3	76.6 78.0	
	374 375	86.1 79.5	95.8 72.3	63.8 69.6	70.6 56.3	80.9 64.3	73.1 71.4	90.6 84.6	73.1 63.5	88.5 91.0	100.0 87.5	
	377 378	45.7 59.0	48.0 64.9	40.3 75.5	39.5 74.0	41.2	48.6 59.0	42.6 58.4	38.3 56.3	46.0 62.1	58.3 52.6	
	379	57.7	57.9	56.1	57.1	71.6 64.0	59.0	63.6	67.6	65.5	59.7	
	380 381	68.0 68.3	60.0 61.6	45.8 74.3	66.2 62.9	57.4 69.0	68.6 66.3	69.1 71.6	65.2 75.4	70.9 49.4	55.9 61.1	
	382 383	46.4 73.4	69.7 76.7	57.1 78.2	53.6 61.2	60.5 60.4	59.3 64.1	62.1 48.2	71.1 77.1	53.5 45.4	60.5 61.2	
	385	82.4	72.4	70.0	78.4	72.5	82.9	81.7	65.5	64.2	48.7	
	417 419	68.7 46.9	65.2 49.1	70.0 47.8	77.3 53.1	80.7 52.7	80.0 55.6	90.9 66.0	81.3 60.4	86.3 62.3	84.3 60.0	
	420 421	69.0 66.1	72.7 73.3	73.0 75.7	77.8 81.4	84.2 80.2	73.1 77.2	70.2 80.7	66.3 76.9	68.6 80.0	75.2 78.6	
	422 423	64.6 66.4	70.9 68.0	77.0 66.5	76.8 70.3	75.3 70.5	76.1 60.6	75.0 72.8	71.6 65.6	76.3 69.8	82.3 75.6	
	424	61.0	64.9	63.0	65.5	59.5	58.2	61.8	63.4	58.2	59.5	
	425 429	58.0 65.1	67.2 68.3	79.3 77.4	79.9 72.9	75.8 32.4	77.7 22.5	86.1 31.9	75.7 23.4	84.1 41.8	75.5 46.1	
	434 440	58.1 37.9	53.5 46.5	56.3 43.1	51.1 50.5	60.1 41.4	55.0 45.4	64.4 49.4	64.6 47.4	71.0 52.9	63.6 57.5	
	442 443	50.2 No Data	26.4 No Data	60.5 No Data	57.5 No Data	37.2 No Data	49.7 No Data	41.9 No Data	47.1 No Data	50.0 No Data	65.6 No Data	
	444	78.0	80.7	80.2	69.9	71.3	63.6	74.5	59.9	66.7	68.3	
	445 446	43.3 76.8	53.5 81.6	55.7 81.1	52.8 81.4	58.7 76.7	61.2 75.8	61.7 78.5	68.7 81.7	57.6 83.9	70.4 80.0	
	447 448	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	
	450 451	54.8 62.5	65.8 72.4	65.3 77.1	59.8 70.1	59.6 70.4	38.7 75.7	48.1 73.7	59.3 81.3	63.7 68.3	67.0 76.3	
	454	50.6	61.1	75.2	80.6	64.4	85.5	92.0	72.8	69.9	81.5	
	455 456	53.7 51.5	58.3 56.7	69.6 53.5	82.7 55.4	58.3 57.2	59.7 54.2	77.5 62.1	59.2 58.3	65.8 62.1	52.5 68.9	
	457 458	No Data 41.9	No Data 43.9	No Data 45.2	No Data 47.4	No Data 49.4	No Data 40.6	No Data 48.7	No Data 47.0	No Data 49.1	No Data 48.2	
	460	46.9	76.3	67.7 84.9	87.3	43.4	76.1	82.3	40.6	56.4	60.3 84.2	
	461 462	79.0 36.2	87.9 36.5	38.8	79.4 35.4	85.8 40.1	87.9 70.2	74.6 52.7	90.3 52.2	78.9 48.9	54.4	
	463 464	51.8 62.8	45.7 50.0	45.8 44.2	41.3 52.6	38.8 34.5	47.7 40.0	47.6 53.1	54.3 43.5	55.4 30.0	39.3 33.9	
	465 466	63.6 48.9	51.4 56.8	35.1 57.7	55.2 79.9	35.7 80.8	42.9 79.0	44.1 74.9	42.9 77.2	51.7 77.6	50.0 79.3	
	467 468	81.3	87.0	84.0	70.0 No Data	76.7	80.6	76.1	76.7	57.9	85.3	
	469	No Data No Data	No Data No Data	No Data No Data	No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	No Data No Data	
	470 471	60.5 45.9	37.7 60.3	46.4 60.6	53.3 62.3	56.6 59.3	22.2 67.9	52.1 70.4	51.5 62.2	65.4 60.5	53.5 68.6	
	474 475	51.3 58.6	44.5 55.7	41.8 62.2	52.6 61.9	52.0 68.4	29.6 72.0	46.8 60.2	50.0	44.2 70.4	42.7 66.8	
	476	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
	479 480	No Data 55.9	No Data 52.8	No Data 58.8	No Data 47.6	No Data 52.1	No Data 49.8	No Data 53.6	No Data 58.4	No Data 52.4	No Data 61.4	
	483 487	58.5 63.6	79.0 69.3	40.0 69.1	66.7 69.7	No Data 67.4	No Data 69.8	No Data 69.9	No Data 70.7	No Data 71.3	No Data 65.9	
	489 490	28.1 66.0	48.1 77.7	40.5 67.8	41.5 74.9	58.1 72.6	33.3 70.1	40.4 79.1	30.0 73.1	45.5 76.9	25.5 76.0	
	491	49.1	51.5	52.5	50.4	48.3	48.3	47.2	49.6	57.6	48.0	
	492 494	50.6 63.6	57.1 67.1	58.2 74.5	48.6 73.7	No Data 69.0	No Data 73.1	No Data 76.4	No Data 71.1	No Data 69.4	No Data 74.8	
	495 276	42.4 No Data (seasonal)	49.5 No Data (seasonal)	50.6 No Data (seasonal)	39.2 No Data (seasonal)	77.1 77.0	36.4 58.0	46.8 68.8	56.1 No Data (seasonal)	66.7 No Data (seasonal)	61.5 No Data (seasonal)	
	425A	57.5	57.7	61.3	68.8	74.0	72.1	76.2	76.0	74.0	80.8	
	245x 226	54.0 54.3	55.2 55.0	54.1 56.2	59.0 56.6	58.7 54.5	62.2 55.3	58.7 59.6	62.8 52.6	59.6 56.4	56.9 59.1	
	354	59.9	57.4									except the final stop where the arrival time is measured.

3-9-1 3-7-16 3-7

The data measures punctuality only where both an actual observed time and a corresponding scheduled time is available for comparison purposes.

The data has not been adjusted for first and last stop time recording issues which can arise for example when a bus is recorded lawing first stop early because vehicles parked at first stop mean the bus needed 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 5% of all recorded stopping times for journeys on the Bus Eireann FSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower punctuality than may actually be the case.

Bus Éireann Punctuality Data - High Frequency Routes 2024



		HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)												
		2024												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	Р3	P2	P1
Α	304											2.03	2.40	1.07
В	208											5.28	4.27	3.40
	202											3.39	3.59	3.20
С	205											2.35	2.44	2.40
	409											1.95	1.99	1.83
D	206											1.95	1.68	1.67

High Frequency Punctuality routes are measured by the Average Exess 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".

Bus Éireann Punctuality Data - High Frequency Routes 2023



		HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)													
	2023														
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	Р3	P2	P1	
Α	304	2.51	2.11	2.57	2.45	1.86	1.46	1.57	1.97	1.63	1.54	1.84	2.31	2.43	
В	208	5.77	4.38	5.02	2.69	2.19	2.75	2.31	1.99	1.70	1.42	1.69	1.55	1.48	
	202	5.18	6.14	7.63	3.74	3.99	4.73	3.61	3.67	2.88	2.94	2.11	2.01	1.91	
c	205	3.45	2.97	3.56	2.06	0.97	1.25	1.81	0.92	0.87	0.67	0.95	1.05	0.73	
	409	3.87	2.33	1.97	2.27	2.49	2.06	2.16	2.46	2.01	1.36	1.65	1.19	1.20	
D	206	3.19	2.77	2.36	1.57	1.47	0.67	0.99	1.13	0.87	0.81	1.05	0.83	0.93	

High Frequency Punctuality routes are measured by the Average Exess 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".

Bus Éireann Punctuality Data - High Frequency Routes 2022



	HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)													
la .		-10												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	Р3	P2	P1
Α	304	2.28	3.00	3.83	3.4	2.48	2.04	2.12	1.63	2.14	1.35			
В	208	3.28	3.83	2.57	2.68	2.28	1.92	2.61	2.08	1.74	1.61			
С	202	4.42	4.39	3.16	2.15	3.91	4.67	4.04	3.73	2.85	2.74			
	205	1.65	2.06	1.93	2.06	1.14	1.94	1.35	1.40	1.20	0.72			
	409	3.26	2.93	2.35	1.9	1.58	1.42	1.85	1.37	1.21	1.42			
D	206	1.64	1.21	1.25	1.29	0.92	0.98	0.72	0.72	0.92	0.74			

High Frequency Punctuality routes are measured by the Average Exess 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".