

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:

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

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)	Route By Route Minimum Performance Standards.	Route By Route Minimum Performance Standards.
P6, P7, P8, P9 (Summer)		
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 frequency routes. The Authority and the operators have been working to try to ensure that such cancellations 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
- 205
- 206
- 409
- 304
- 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 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.

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:

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

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

Category	Route	MPS
A	304	2.3
B	208	2.0
C	409	1.7
	202	
	205	
D	206	1.4

Category	Route	MPS
A	304	1.9
B	208	1.6
C	409	1.3
	202	
	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.

Bus Éireann Direct Award Contract
Low Frequency Routes - Route By Route Punctuality Data
2024



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 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
Dublin Commuter Region Route by Route	103													53.6%
	103K													51.3%
	105													45.3%
	105X													58.7%
	107													75.1%
	108													65.5%
	109													55.2%
	109A													65.6%
	109B													63.0%
	109K													49.4%
	111													55.3%
	111A													63.4%
	111X													62.6%
	115													35.9%
	115C													63.0%
	132													73.9%
	NK													63.4%
	201													69.4%
202A													55.3%	
203													47.4%	
207													76.0%	
207A													63.3%	
209													57.5%	
209A													72.7%	
212													61.3%	
213													78.3%	
214													73.5%	
215													72.9%	
215A													72.9%	
216													48.8%	
219													56.8%	
220													73.5%	
220X													74.2%	
223													62.7%	
223X													62.7%	
225													48.0%	
225X													48.0%	
226X													51.7%	
226K													52.2%	
301													48.0%	
302													51.7%	
303													48.0%	
304A													63.7%	
304X													51.7%	
305													52.2%	
305A													85.5%	
306													61.0%	
313													76.6%	
401													70.8%	
402													78.3%	
404													64.0%	
405													69.3%	
407													72.5%	
A1													55.7%	
A2													59.5%	
D1													67.2%	
D2													74.5%	
D4													73.2%	
D5													70.0%	
173													48.7%	
51													31.4%	
52													72.2%	
174													47.8%	
174A													49.5%	
174B													50.7%	
B1													58.9%	
N1													59.5%	
N2													52.2%	
360													76.8%	
360A													75.5%	
65													63.3%	
70													74.3%	
72													57.8%	
73													72.0%	
100													48.7%	
134													No Data	
135													No Data	
136													No Data	
160													75.3%	
161													62.0%	
162													90.1%	
163													No Data	
168													63.3%	
166													No Data	
167													70.4%	
170													76.1%	
175													70.6%	
175A													84.2%	
182													66.9%	
182A													74.8%	
187													66.6%	
190													56.7%	
226													61.2%	
233													56.5%	
235													59.4%	
236													66.9%	
237													66.3%	
239													65.7%	
240													60.0%	
241													58.3%	
243													76.3%	
245													60.5%	
245X													69.5%	
248													71.1%	
252										No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	67.9%	
257										70.5%	75.0%	74.0%	69.6%	
258										50.6%	69.3%	22.8%	66.8%	
259										65.6%	70.7%	86.7%	66.8%	
260										71.9%	67.1%	71.6%	65.5%	
261										62.1%	58.4%	62.9%	61.5%	
270										69.4%	68.0%	64.5%	65.8%	
271										79.8%	80.0%	77.5%	66.6%	
272										79.8%	82.0%	73.8%	66.6%	
273										68.5%	58.7%	66.0%	66.6%	
274										No Data	No Data	No Data	No Data	
275										79.0%	80.8%	75.5%	66.6%	
276										No Data	No Data	No Data	No Data	
278										83.3%	88.9%	90.0%	66.6%	
279										73.7%	74.3%	69.5%	66.6%	
279A										65.5%	76.3%	56.2%	66.6%	
280										No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	66.6%	
282										No Data	No Data	No Data	66.6%	
284										80.3%	72.8%	71.9%	66.6%	
314										67.9%	63.1%	67.8%	66.6%	
320										65.0%	63.0%	63.7%	66.6%	
321										94.7%	29.0%	26.8%	66.6%	
322										No Data	No Data	No Data	66.6%	
323										51.1%	44.3%	48.1%	66.6%	
323X										46.3%	48.7%	62.9%	66.6%	
324										No Data	No Data	No Data	66.6%	
328										68.5%	73.9%	75.2%	66.6%	
329										73.6%	75.2%	74.3%	66.6%	
332										70.9%	70.2%	73.8%	66.6%	
333										61.2%	67.1%	59.8%	66.6%	
334										No Data	No Data	No Data	66.6%	
336										68.6%	72.3%	61.9%	66.6%	
341										57.6%	64.9%	66.6%	66.6%	
343										40.9%	40.7%	45.5%	66.6%	
343X										61.7%	68.7%	58.2%	66.6%	
345										46.3%	54.9%	52.2%	66.6%	
346										48.9%	38.3%	42.7%	66.6%	
347										72.0%	65.0%	74.0%	66.6%	
348										No Data	No Data	No Data	66.6%	
349										No Data	No Data	No Data	66.6%	
350										54.9%	56.0%	52.7%	66.6%	
354										68.9%	66.9%	64.1%	66.6%	
355										65.1%	59.2%	61.4%	66.6%	
362										80.8%	77.4%	83.9%	66.6%	
365										77.0%	68.0%	89.9%	66.6%	
366										85.7%	85.0%	70.0%	66.6%	

370	55.7%	53.6%	51.0%
371	23.1%	14.6%	33.3%
372	51.9%	57.0%	62.2%
373	55.3%	51.2%	25.0%
374	27.5%	59.7%	36.5%
375	20.4%	17.9%	26.8%
377	62.5%	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%	60.6%
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%	65.1%
419	64.6%	61.9%	67.2%
420	73.9%	69.8%	75.9%
421	75.4%	73.8%	77.6%
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	No Data
444	83.7%	73.7%	67.8%
445	69.9%	69.4%	66.7%
446	78.6%	49.7%	64.1%
447	No Data	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	No Data	No Data	No Data
461	77.9%	78.5%	70.3%
462	63.8%	58.7%	53.0%
463	71.0%	63.4%	51.1%
464	63.4%	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	No Data
469	No Data	No Data	No Data
470	50.5%	60.2%	66.7%
471	70.1%	60.0%	67.2%
474	No Data	No Data	No Data
475	No Data	No Data	No Data
476	No Data	No Data	No Data
479	No Data	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	63.2%	60.4%	62.4%
494	69.3%	61.9%	71.0%
495	0.0%	67.6%	44.3%

Note this data is raw - 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 final 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 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 Éireann PSD 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 "B&W" in the table.

Bus Éireann Direct Award Contract
Low Frequency Routes - Route By Route Punctuality Data
2023



2023 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)

Table with 16 columns: Region, Route, P13 (%), P12 (%), P11 (%), P10 (%), P9 (%), P8 (%), P7 (%), P6 (%), P5 (%), P4 (%), P3 (%), P2 (%), P1 (%). Rows are categorized by Region: Dublin Commuter Route by Route, Cork Urban Region Route by Route, Limerick Urban Region Route by Route, Galway Urban Region Route by Route, Town Services Route by Route, and Stage Carriage Route by Route.

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	55.0%	53.8%	59.9%	52.0%	53.3%	60.8%	57.3%	61.9%	64.0%	69.9%	68.1%	63.3%	63.3%
362	68.0%	65.3%	82.4%	66.4%	81.4%	73.0%	85.0%	81.7%	84.3%	76.4%	73.9%	73.9%	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%	50.0%	61.3%	62.2%	59.1%	59.8%	60.1%	54.3%	51.3%	54.8%
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%	75.9%	68.8%	73.5%	50.0%
375	27.3%	No Data	No Data	14.3%	21.4%	14.3%	60.2%	34.8%	28.6%	32.1%	25.0%	44.7%	25.0%
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	64.0%	55.6%	64.8%	64.0%	65.7%	55.8%	58.8%	63.5%	66.5%	55.0%	64.8%	64.8%	64.8%
380	56.4%	53.6%	60.5%	25.4%	40.0%	34.4%	59.0%	63.8%	56.4%	55.1%	51.0%	71.1%	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	73.0%	78.1%	72.3%	79.3%	75.9%	74.4%	77.7%	76.0%	80.2%	84.6%	78.3%	78.4%	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%	72.3%	67.4%	69.3%	69.2%	68.1%	69.2%
424	61.7%	60.9%	58.4%	59.2%	57.2%	63.3%	63.2%	62.3%	67.2%	66.6%	69.8%	66.4%	69.8%
425	47.5%	59.2%	53.0%	61.0%	61.0%	65.7%	70.3%	72.3%	64.3%	71.7%	71.7%	71.7%	71.7%
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%	68.1%	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	64.1%	65.9%	54.2%	62.4%	51.3%	43.2%	56.0%	48.5%	61.7%	63.6%	65.1%	68.9%	65.1%
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	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	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	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%	75.2%
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%	78.8%
447	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
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
450	64.1%	62.6%	68.2%	62.2%	51.3%	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%	71.5%	68.3%	71.5%
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%	61.0%	57.8%	57.4%	60.9%	63.4%	63.4%	61.4%	61.3%	60.1%	61.3%
457	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
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%	62.9%	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%	35.3%	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%	76.7%	66.7%	62.3%	100.0%	67.2%	67.4%	67.2%
465	58.5%	68.7%	62.3%	71.7%	75.5%	74.6%	63.8%	55.0%	62.1%	81.6%	63.9%	66.7%	63.9%
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%	56.3%	60.0%	77.8%	77.8%	70.0%	77.8%	93.9%	58.8%	93.9%
468	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
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
470	45.9%	54.9%	58.3%	70.0%	54.0%	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	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
479	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
480	51.2%	49.3%	52.5%	56.6%	59.6%	59.5%	62.1%	64.0%	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%	74.0%	58.8%
487	54.6%	58.1%	68.2%	68.3%	69.6%	67.2%	73.3%	66.2%	71.3%	71.9%	70.9%	71.9%	70.9%
489	53.7%	49.4%	55.3%	80.2%	72.5%	42.3%	43.0%	38.6%	49.3%	61.7%	44.7%	43.1%	44.7%
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%	65.9%	63.0%	66.2%	63.9%	67.8%	63.9%
494	52.6%	50.1%	56.9%	64.2%	64.3%	74.5%	76.2%	68.1%	73.0%	77.2%	77.3%	77.3%	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%

Note this data is raw - 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 final 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 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 Éireann P50 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 "BEM" in the table.

2022 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)

Region	Route	2022											P3 (%)	P2 (%)	P1 (%)
		P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)				
Dublin Commuter Region Route by Route	101	50.6	48.2	45.0	42.7	49.5	54.1	56.3	49.6	54.6	58.1	Column1	Column2	Column3	
	101X	60.0	72.9	46.7	44.6	69.7	70.8	70.8	64.9	67.3	63.6				
	102	59.0	52.7	56.8	56.2	64.2	69.6	66.5	64.5	64.4	69.7				
	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	61.8	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	56.7	57.0	62.0	54.7	62.4	73.2	65.8	64.4	66.3	72.5				
	109A	65.3	70.8	74.0	64.2	68.9	75.5	67.4	56.0	60.8	66.6				
	109B	49.7	46.5	51.9	54.1	64.1	69.1	65.2	68.4	65.9	71.7				
	109X	53.7	52.7	56.2	53.9	57.6	68.1	62.3	66.0	65.3	65.9				
	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	79.9	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	57.8	54.9	58.2	57.5	58.3	63.6	59.4	62.1	59.7	64.0				
	133X	53.7	32.4	40.1	43.2	65.7	79.8	72.1	63.4	58.0	61.9				
133B	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					
NK	61.9	63.8	67.9	67.5	65.3	75.2	71.3	68.8	68.3	75.1					
Cork Urban Region Route by Route	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	74.5	74.5	76.1	71.1	76.4	72.7	71.9	73.6	69.9				
	209	52.1	57.4	61.5	59.3	66.6	71.5	65.1	64.8	60.6	69.4				
	209A	61.6	59.4	69.3	67.9	80.6	82.0	85.4	81.7	72.2	76.8				
	212	72.9	67.0	71.5	72.3	68.5	76.3	71.1	64.4	62.0	66.3				
	212	71.7	70.0	69.2	70.0	79.7	79.0	82.1	79.7	79.4	70.4				
	214	60.4	57.4	56.5	60.1	66.4	75.9	76.3	66.6	64.9	64.0				
	215	53.8	54.6	53.2	56.8	62.2	66.1	70.3	65.0	63.6	70.7				
	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	54.6	58.6	68.3	67.1	61.0	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	58.3	59.5	61.6	60.0	63.9	64.0	67.0	68.2	68.1	71.7				
	223X	76.5	79.8	81.5	84.2	77.5	78.2	76.3	76.9	84.1	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	33.8	77.8	88.5	86.2	82.7	86.4	82.8					
Limerick Urban Region Route by Route	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				
	304A	50.9	45.7	45.9	47.5	56.4	67.0	63.9	65.6	60.9	60.9				
	304X	91.0	86.6	82.6	91.5	85.1	86.1	81.6	84.1	82.2	77.5				
	305	54.3	58.0	52.1	67.2	55.8	61.5	52.6	51.7	45.2	48.9				
	305A	77.0	80.2	73.6	86.4	82.4	88.9	81.6	78.9	77.3	83.0				
Galway Urban Region Route by Route	306	60.3	60.7	50.6	59.4	72.5	70.8	75.4	74.6	71.8	70.2				
	313	69.1	72.3	73.8	74.9	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				
	402	70.2	71.5	73.9	69.8	71.3	73.7	80.7	79.5	77.6	80.2				
	404	61.3	59.3	62.0	61.1	66.8	67.4	72.8	73.8	72.7	74.9				
	405	66.0	63.8	66.2	69.2	68.7	71.7	75.7	74.4	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				
Town Services Route by Route	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	74.3	69.5	72.2	74.2	73.6	68.8	75.6	73.7	76.6	81.9				
	D2	78.3	77.1	78.4	77.7	77.5	76.4	78.6	76.4	77.7	81.6				
	D4	68.8	70.5	69.0	71.3	74.3	75.8	75.0	75.1	75.1	77.6				
	D5	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	53.8	49.7	59.7				
	S1	65.6	59.7	61.4	60.5	68.3	68.3	75.2	75.7	64.1	68.7				
	S2	51.3	49.7	48.5	41.8	51.4	46.1	54.8	58.8	57.3	70.7				
	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	66.1	68.7	70.2	64.7	69.9	73.6	71.6	70.0	66.7	74.1				
	N2	62.5	66.6	66.6	62.3	66.5	70.8	68.2	67.8	63.1	68.9				
360	59.2	57.7	58.7	59.2	63.0	58.9	63.7	57.6	64.4	67.6					
360A	32.2	26.9	32.5	25.5	38.4	39.8	46.0	39.9	40.9	43.0					

**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	P3	P2	P1
A	304											2.03	2.40	1.07
B	208											5.28	4.27	3.40
C	202											3.39	3.59	3.20
	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 Excess Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEPWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running “on time”.

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	P3	P2	P1
A	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
B	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
C	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
	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 Excess Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEPWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running “on time”.

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)

Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304	2.28	3.00	3.83	3.4	2.48	2.04	2.12	1.63	2.14	1.35			
B	208	3.28	3.83	2.57	2.68	2.28	1.92	2.61	2.08	1.74	1.61			
C	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 Excess Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEPWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running “on time”.