

# **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 (%) =  $\frac{\text{Number of Actual Departures on Time}}{\text{Number of Actual Departures}} \times 10^{-10}$ 

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 frequency routes. The Authority and the operators have been working to try to ensure that such cancelations are minimised,

**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:

<b>202</b>	<b>206</b>	•	30
■ 205	<b>4</b> 09		30

#### 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.

2022 Route EWT KPI	e By Route
Route	MPS
304	2.3
208	2.0
409	
202	1.7
205	
206	1.4
	Route 304 208 409 202 205

		P3 2022 onwards Route By Route EWT KPI												
Category	Route	MPS												
Α	<u> </u>													
В	208	1.6												
	409													
С	202	1.3												
	205													
D														

\*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 inte	rpretation of this d	ata at bottom of tal	ole)			
Region	Route	P13 (%) P12 (%) P11 (%) P10 (%) P9 (%) P8 (%) P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
	103		52.2%	49.2%	51.0%	53.6%	53.0%	62.6%
	103X 105		58.3% 30.8%	54.7% 36.5%	65.4% 37.3%	50.3% 45.5%	57.9% 45.3%	67.8% 50.9%
	105X 107		61.6% 75.5%	62.3% 74.3%	63.0% 82.4%	58.7% 75.1%	55.2% 75.3%	62.7% 71.7%
	108		76.4%	72.8%	64.8%	65.5%	65.9%	61.0%
Dublin Commuter			60.7% 61.8%	59.7% 61.4%	62.4% 64.3%	55.2% 65.6%	55.2% 63.6%	58.2% 67.6%
Region Route by Route	109B 109X		44.9% 61.8%	55.2% 58.0%	60.4% 61.0%	43.0% 55.3%	49.4% 53.0%	45.5% 57.8%
Route	111		69.8%	67.8%	68.0%	63.4%	59.6%	63.9%
	111A 111X		69.3% 50.5%	58.0% 50.4%	59.7% 51.3%	62.6% 35.9%	59.6% 40.6%	64.5% 37.5%
	115		65.0%	64.0%	69.2%	63.0%	64.1%	68.9%
	115C 132		72.5% 59.2%	72.4% 57.4%	69.8% 68.4%	73.9% 63.4%	73.2% 59.2%	70.2% 64.0%
	NX		57.3%	58.3%	58.6%	55.3%	54.3%	65.7%
	201 202A		47.7% 72.0%	43.0% 71.8%	50.3% 74.7%	47.4% 76.0%	41.8% 74.8%	50.3% 77.1%
	203		66.8%	59.4%	65.2%	63.3%	65.9%	70.6%
	207 207A		58.5% 75.3%	53.7% 75.3%	57.7% 74.3%	57.5% 72.7%	56.9% 72.1%	61.0% 68.1%
	209 209A		48.9% 62.0%	53.9% 62.1%	67.5% 69.8%	61.3% 78.3%	67.3% 70.4%	45.9% 66.4%
	212		69.5%	70.5%	71.8%	73.5%	72.9%	78.3%
Cault Halas	213 214		80.9% 52.3%	77.5% 49.8%	81.8% 56.7%	80.8% 48.8%	82.1% 47.6%	82.8% 57.6%
Cork Urban Region Route by Route	215		58.1%	54.3%	58.1%	56.8%	55.8%	64.3%
	215A 216		79.2% 60.6%	76.9% 63.5%	75.1% 63.8%	73.5% 62.2%	74.2% 62.7%	77.9% 66.4%
	219 220		50.8% 55.4%	55.8% 49.9%	54.1% 55.0%	48.0% 51.7%	47.5% 52.2%	47.6% 59.2%
	220X		51.3%	46.2%	56.2%	48.0%	51.2%	60.4%
	223 223X		63.3% 81.4%	59.7% 85.7%	64.2% 83.7%	63.7% 76.7%	65.4% 85.6%	63.6% 76.3%
	225 225L		51.7% 72.9%	51.4% 73.9%	54.7% 66.3%	53.8% 68.3%	55.0% 67.7%	58.5%
	226X		99.3%	87.6%	79.3%	71.5%	79.8%	76.6% 69.0%
	301 302		65.7% 79.8%	64.4% 77.2%	60.9% 76.2%	63.1% 77.2%	63.3% 75.3%	65.6% 74.1%
lima a sistem to	303		68.5%	67.6%	69.5%	67.2%	67.5%	67.7%
Limerick Urban Region Route by			56.2% 0.0%	51.8% 0.0%	50.2% 0.0%	46.6% 0.0%	47.0% 0.0%	57.0% 0.0%
Route	305 305A		72.4% 88.2%	63.0% 85.1%	61.6% 83.8%	65.5% 85.5%	62.0% 82.4%	60.7% 82.9%
	306		77.0%	75.9%	72.0%	61.0%	66.6%	69.7%
	313 401		78.5% 66.2%	76.0% 58.5%	81.2% 67.9%	76.6% 70.8%	73.6% 73.0%	64.7% 75.9%
Galway Urban	402		79.4%	75.1%	78.1%	78.3%	76.8%	78.6%
Region Route by Route	404 405		72.0% 70.0%	63.3% 65.6%	69.3% 70.0%	64.0% 69.3%	60.9% 64.3%	71.1% 71.4%
	407 A1		73.6% 52.1%	68.2% 57.3%	72.4% 60.8%	72.5% 55.7%	74.0% 57.2%	78.7% 60.1%
	A2		55.2%	60.5%	65.3%	59.5%	62.0%	65.9%
	D1 D2		71.1% 77.7%	68.4% 75.4%	71.7% 78.6%	67.2% 74.5%	69.9% 76.5%	72.4% 78.6%
	D4		73.6%	76.6%	72.8%	73.2%	73.2%	73.8%
	D5 173		75.4% 55.8%	71.5% 46.0%	68.2% 51.8%	70.0% 48.7%	70.7% 42.3%	70.0% 50.1%
Town Services	\$1 \$2		59.2% 72.1%	51.3% 70.5%	44.1% 74.0%	31.4% 72.2%	58.3% 76.5%	60.4% 67.7%
Route by Route	174		41.8%	38.5%	49.4%	47.8%	52.6%	52.2%
	174A 174B		54.9% 52.1%	51.6% 52.3%	51.4% 50.5%	49.5% 50.7%	46.5% 44.6%	53.7% 48.8%
	B1		59.6%	61.9%	60.5%	58.9%	59.9%	66.8%
	N1 N2		55.9% 52.4%	54.3% 53.3%	54.4% 52.9%	55.5% 52.2%	54.1% 50.3%	65.6% 61.1%
	360 360A		78.0% 76.0%	76.1% 72.2%	76.9% 70.6%	76.8% 75.5%	75.8% 75.9%	76.6% 73.3%
	65		61.3%	54.3%	59.6%	63.3%	47.1%	41.3%
	70 72		76.7% 59.9%	73.6% 57.1%	69.6% 65.5%	74.3% 57.8%	74.9% 52.9%	75.6% 54.3%
	73 100		77.5% 53.0%	66.7% 48.5%	66.0% 52.3%	72.0% 48.7%	67.8% 40.4%	60.5% 46.1%
	134		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	135 136		0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%
	160		74.5%	69.2%	69.8%	75.3%	64.8%	73.9%
	161 162		60.1% 93.6%	56.4% 91.1%	60.6% 85.4%	62.0% 90.1%	57.7% 82.5%	59.1% 86.7%
	163 168		No Data 63.9%	No Data 60.2%	No Data 64.4%	No Data 61.3%	No Data 57.1%	No Data 60.1%
	166		No Data	No Data	No Data	No Data	No Data	No Data
	167 170		69.4% 73.3%	71.3% 75.0%	69.6% 75.8%	70.4% 76.1%	65.4% 78.7%	66.9% 76.1%
	175 175A		69.7% 90.9%	69.0% 91.2%	77.7% 88.8%	70.6% 84.2%	63.3% 84.3%	66.6% 87.7%
	182		73.0%	73.1%	73.5%	66.9%	66.9%	68.8%
	182A 187		77.6% 73.7%	73.0% 73.7%	75.6% 75.0%	74.8% 66.6%	73.9% 71.4%	75.2% 76.5%
	190 226		59.0%	55.8%	59.4%	56.7%	54.5%	56.8%
	233		50.0% 67.7%	49.2% 58.1%	54.3% 65.0%	61.2% 56.5%	56.4% 56.0%	61.6% 60.6%
	235 236		78.5% 63.4%	68.1% 67.6%	66.8% 72.0%	59.4% 66.9%	47.4% 71.7%	60.3% 66.8%
	237		62.3%	68.6%	69.8%	66.7%	66.2%	65.5%
	239 240		74.9% 56.0%	71.6% 62.1%	75.2% 54.6%	65.7% 60.0%	66.7% 54.2%	61.5% 52.5%
	241 243		59.8% 79.2%	54.9% 79.4%	61.5% 78.6%	58.3% 76.3%	51.8% 78.1%	57.4% 72.0%
	245		52.1%	52.1%	60.3%	60.5%	55.0%	59.9%
	245X 248		67.0% 67.0%	60.8% 67.4%	70.4% 72.6%	69.5% 71.1%	65.4% 67.9%	65.6% 69.6%
	252		No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)
	257 258		73.1% 73.7%	71.4% 71.9%	74.2% 73.4%	70.5% 50.6%	75.0% 69.3%	74.0% 22.8%
	259 260		79.2% 59.1%	54.0% 57.5%	84.2% 63.3%	65.6% 71.9%	70.7% 67.1%	86.7% 71.9%
	261		55.6%	53.3%	59.6%	62.1%	58.4%	62.9%
	270 271		62.0% 78.4%	62.2% 75.2%	66.1% 82.8%	69.4% 79.8%	68.0% 80.6%	64.5% 77.5%
	272 273		74.4%	79.9%	79.2%	79.8%	82.0%	73.3%
	274		59.3% No Data	71.7% No Data	51.7% No Data	68.5% No Data	58.7% No Data	66.0% No Data
	275 276		69.5% No Data	73.2% No Data	79.4% No Data	79.0% No Data	80.8% No Data	75.5% #N/A
	278		77.5%	85.0%	78.1%	83.3%	88.9%	90.0%
	279 279A		69.6% 70.5%	71.1% 71.8%	73.1% 71.0%	73.7% 65.5%	74.3% 76.3%	69.5% 56.2%
	280		No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)
	282 284		No Data 68.8%	No Data 76.1%	No Data 74.2%	No Data 80.3%	No Data 72.8%	No Data 71.9%
	314 320		65.1% 66.4%	65.9% 64.7%	67.1% 64.0%	67.9% 65.0%	63.1% 63.0%	67.8% 63.7%
	321		34.8%	26.6%	48.0%	34.7%	29.6%	26.8%
	322 323		0.0% 60.6%	0.0% 54.7%	0.0% 53.3%	0.0% 51.1%	0.0% 44.3%	0.0% 48.1%
	323X		75.4%	73.6%	67.7%	46.3%	48.7%	62.3%
	324 328		0.0% 70.8%	0.0% 69.0%	0.0% 73.5%	0.0% 68.5%	0.0% 73.9%	0.0% 75.2%
	329		74.6%	79.3%	76.5%	73.6%	75.2%	74.3%
	332 333		74.4% 56.4%	73.8% 65.9%	73.3% 65.2%	70.9% 61.2%	70.2% 67.1%	73.3% 59.8%
	334 336		No Data 68.2%	No Data 73.1%	No Data 67.5%	No Data 68.6%	No Data 72.3%	No Data 61.9%
	341		72.2%	78.7%	71.7%	57.6%	64.9%	66.6%
	343 343X		47.0% 71.7%	44.5% 74.4%	45.9% <b>74</b> .3%	40.9% 61.7%	40.7% 68.7%	45.5% 58.2%
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	345	55	5.0%	57.7%	61.6%	46.3%	54.9%	52.2%
	346	47	7.2%	67.1%	71.5%	48.9%	38.3%	42.7%
	347	72	2.9%	79.2%	72.5%	72.0%	66.0%	74.0%
Stage Carriage								
Route by Route	348		.0%	0.0%	0.0%	0.0%	0.0%	0.0%
11000000,110000	349	0.0	.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	350	41	1.8%	41.7%	49.6%	54.9%	56.0%	52.7%
	354			71.7%	72.5%	68.9%	66.9%	68.1%
	355		5.8%	63.5%	66.5%	65.1%	59.2%	61.4%
	362	76	5.2%	69.9%	70.0%	80.8%	77.4%	83.9%
	365	79	9.5%	65.6%	75.8%	77.0%	68.0%	89.9%
	366		3.3%	95.0%	80.0%	85.7%	85.0%	70.0%
	370		9.3%	61.6%	57.4%	55.7%	53.6%	51.0%
	371	13	3.6%	25.0%	33.3%	23.1%	14.6%	33.3%
	372	57	7.1%	68.8%	54.5%	51.9%	57.6%	62.2%
	373	72	2.9%	32.0%	45.8%	55.3%	51.2%	25.0%
	374			22.2%	8.3%	27.5%	59.7%	36.5%
	375	26	5.8%	19.6%	35.2%	20.4%	17.9%	26.8%
	377	36	5.8%	56.3%	40.0%	52.5%	43.5%	44.9%
	378	40	0.0%	100.0%	67.7%	70.2%	79.6%	62.2%
	379			66.4%	61.3%	64.9%	64.2%	
								62.9%
	380			71.4%	54.4%	62.7%	64.6%	62.7%
	381	74	4.6%	82.3%	66.9%	81.9%	91.8%	60.0%
	382	64	1.4%	82.5%	63.6%	72.1%	69.4%	60.7%
	383			73.7%	46.4%	51.0%	64.2%	61.4%
	385		3.4%	68.5%	76.4%	69.7%	73.9%	66.0%
	417	76	5.5%	79.6%	77.3%	74.7%	68.6%	66.1%
	419	68	3.1%	60.6%	65.6%	64.6%	61.9%	67.2%
	420			74.5%	74.0%	73.9%	69.8%	75.9%
	421			75.6%	77.0%	75.4%	73.8%	77.6%
	422		7.3%	76.8%	72.9%	78.8%	72.9%	77.3%
	423	60	0.0%	60.5%	62.3%	66.1%	66.8%	61.2%
	424	62	2.5%	60.9%	64.3%	65.2%	67.7%	63.5%
	425			70.5%	69.1%	74.5%	69.1%	67.1%
	425A		5.6%	66.0%	64.3%	57.0%	63.4%	68.2%
	429	44	4.8%	63.2%	54.5%	64.5%	68.4%	60.3%
	434	68	3.5%	71.1%	71.7%	72.2%	68.8%	66.7%
	440			51.5%	58.4%	57.4%	59.0%	53.1%
	442			52.2%	37.6%	74.0%	63.0%	51.0%
	443	0.1	.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	444	69	9.4%	75.5%	84.4%	83.7%	73.7%	67.8%
	445	66	5.2%	59.1%	66.0%	69.9%	69.4%	66.7%
	446			78.8%	75.8%	78.6%	49.7%	64.1%
	447		.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	448	-	.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	450	55	5.5%	60.0%	62.4%	66.5%	69.3%	64.6%
	451	74	4.1%	64.3%	69.3%	66.3%	71.5%	74.3%
	454		9.2%	61.8%	79.2%	91.0%	75.0%	64.6%
	455							
			3.6%	70.3%	67.9%	73.3%	60.3%	84.3%
	456		2.1%	61.0%	62.5%	61.8%	60.0%	61.8%
	457	0.	.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	458	42	2.5%	47.8%	50.0%	49.9%	47.7%	45.0%
	460			No Data				
	461			94.4%	92.9%	77.9%	78.5%	70.3%
	462			59.8%	59.7%	63.8%	58.7%	53.0%
	463	58	3.4%	50.0%	67.1%	71.0%	63.4%	51.1%
	464	72	2.6%	67.3%	60.5%	43.4%	70.5%	62.5%
	465		0.8%	69.7%	88.2%	76.7%	73.3%	75.0%
	466		1.0%	64.8%	66.0%	47.2%	39.8%	49.4%
	467	84	1.8%	87.1%	85.7%	84.6%	75.8%	77.5%
	468	0.	.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	469		.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	470		9.6%	55.6%	43.7%	50.5%	60.2%	
								66.7%
	471			56.5%	70.0%	70.1%	60.0%	67.2%
	474	No	Data	No Data				
	475	No	Data	No Data	No Data	No Data	No Data	0.0%
	476		.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	479		.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	480			51.7%	47.7%	58.6%	57.2%	59.0%
	483	77	7.5%	68.9%	82.3%	66.0%	57.8%	67.7%
	487		0.9%	68.5%	65.7%	70.2%	67.8%	65.2%
	489		5.5%	86.4%	67.9%	82.8%	55.6%	
								58.3%
	490		1.2%	66.7%	68.2%	68.0%	70.4%	58.0%
	491	55	5.4%	59.0%	55.7%	54.6%	51.6%	54.2%
	492	64	1.2%	67.0%	65.4%	63.2%	60.4%	62.4%
	494		5.3%	68.8%	69.8%	69.3%	61.9%	71.0%
	495				47.9%		67.6%	
Ī	453	5/	.1/0	47.0%	47.370	0.0%	07.0%	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 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 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	B PERCENTAGE PU	NCTUALITY BY ROL			rpretation of this da	ata at bottom of t	able)			
Region	Route 101	P13 (%) Not in contract	P12 (%) Not in contract	P11 (%)  Not in contract	P10 (%)  Not in contract	P9 (%) Not in contract	P8 (%) Not in contract	P7 (%) Not in contract	P6 (%)  Not in contract	<b>P5 (%)</b> 45.40%	P4 (%) 47.40%	<b>P3 (%)</b> 48.6%	<b>P2 (%)</b> 50.5%	P1 (%) 48.7%
	101 101X 103	Not in contract  Not in contract  57.2%	Not in contract  Not in contract  52.3%	Not in contract  49.6%	Not in contract 48.2%	Not in contract  Not in contract  58.9%	Not in contract  Not in contract  66.1%	Not in contract  Not in contract  62.1%	Not in contract  Not in contract  58.4%	73.9% 59.0%	69.9% 62.1%	70.2% 62.0%	75.7% 59.1%	70.2% 62.0%
	103X 105	53.5%	39.9% 37.7%	44.3% 39.9%	51.4% 39.3%	72.7% 34.9%	76.2% 41.9%	67.6% 42.9%	60.7% 41.9%	61.1% 47.8%	62.2% 47.2%	60.7% 52.9%	56.2% 50.0%	60.7% 52.9%
	105X 107	60.6%	54.1% 70.4%	53.2% 70.0%	58.2% 75.7%	73.1% 76.5%	73.5% 76.0%	58.6% 82.6%	57.9% 80.1%	61.4% 76.5%	58.9% 80.1%	59.9% 79.9%	61.4% 80.0%	59.9% 79.9%
	108	61.8%	73.6%	64.1%	63.8%	66.5%	77.2%	72.3%	79.7%	76.8%	76.1%	83.6%	78.1%	83.6%
	109	53.6%	51.7%	53.1%	57.2%	61.8%	68.6%	65.3%	63.7%	64.0%	62.4%	61.0%	63.3%	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%
	109B	41.7%	34.0%	47.2%	40.5%	54.5%	65.8%	59.7%	54.2%	65.8%	63.9%	55.6%	50.1%	55.6%
Region Route by	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%
Route	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	50.9%	31.1%	39.6%	38.1%	66.7%	69.2%	65.7%	60.3%	54.5%	59.0%	48.9%	45.6%	48.9%
	115	61.6%	41.4%	31.3%	30.7%	40.5%	45.9%	46.1%	43.6%	38.0%	43.4%	40.2%	37.5%	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	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	52.8%	60.3%	57.5%	58.4%	57.5%
	133X 133B	Not in contract  Not in contract	Not in contract Not in contract	Not in contract Not in contract	Not in contract Not in contract	Not in contract Not in contract	Not in contract Not in contract	Not in contract Not in contract	Not in contract Not in contract	39.1% 8.8%	48.4% 17.7%	35.5% 20.5%	42.0% 34.5%	35.5% 20.5%
	133L NX	Not in contract 59.4%	Not in contract 55.6%	Not in contract 57.2%	Not in contract 60.0%	Not in contract 68.8%	Not in contract 72.9%	Not in contract 69.3%	Not in contract 70.4%	56.3% 68.2%	49.2% 69.7%	51.6% 68.1%	53.3% 68.9%	51.6% 68.1%
	201 202A 203	46.1% 68.2% 57.8%	33.8% 62.5% 56.9%	37.0% 55.8% 57.9%	33.8% 57.3% 60.8%	51.5% 63.7% 68.9%	61.5% 67.5% 73.6%	64.2% 66.3% 68.2%	53.1% 67.1% 70.4%	53.7% 68.2% 68.7%	51.6% 73.2% 66.6%	38.7% 72.4% 68.3%	42.3% 69.2% 65.4%	38.7% 72.4%
	203 207 207A	50.6%	49.8% 67.9%	55.7% 72.6%	61.4% 76.1%	68.4% 78.4%	76.0% 83.3%	72.3% 74.1%	63.8% 69.1%	60.7% 73.5%	69.7% 78.7%	66.5% 77.3%	67.0% 78.1%	68.3% 66.5% 77.3%
	209 209A	69.3%	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%
	212	68.2%	66.5%	64.1%	71.8%	76.6%	87.6%	82.9%	65.0%	70.9%	75.5%	77.9%	74.4%	77.9%
	213	67.7%	78.6%	71.0%	77.0%	82.9%	83.7%	81.1%	73.3%	73.4%	74.1%	75.9%	77.8%	75.9%
Cork Urban Region	214	52.2%	48.2%	48.2%	50.6%	61.0%	68.0%	64.9%	60.1%	60.9%	67.2%	65.0%	64.9%	65.0%
	215	53.5%	52.0%	53.9%	55.8%	57.0%	61.6%	65.0%	58.8%	58.3%	62.5%	60.3%	61.4%	60.3%
Route by Route	215A	73.6%	76.1%	76.0%	77.4%	82.4%	81.7%	81.5%	80.2%	79.3%	82.4%	80.9%	81.4%	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 223	46.1%	42.6% 59.0%	45.1% 56.1%	48.7% 59.4%	57.2% 59.3%	69.1% 68.4%	70.0% 67.1%	56.5% 63.3%	58.3% 60.8%	58.1% 64.8%	56.4% 60.5%	59.3% 63.7%	56.4% 60.5%
	223X	74.1%	83.2%	77.7%	83.6%	82.8%	93.7%	92.7%	78.2%	80.0%	81.6%	77.7%	76.8%	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 226X	74.2% 79.8% 59.7%	64.5% 63.6% 59.9%	68.6% 54.6% 62.5%	61.0% 56.7% 61.0%	71.1% 92.9% 67.8%	76.4% No Data 70.9%	73.9% 88.9%	67.3% 90.2%	69.2% 62.0%	75.1% 84.2%	70.0% 55.9%	73.9% 47.7% 59.1%	70.0% 55.9%
	301 302 303	74.2%	73.1%	72.4%	73.0%	67.8% 76.9% 66.7%	70.9% 76.4% 72.5%	66.4% 72.2%	64.6% 66.3%	61.8% 70.3%	66.6% 73.6%	60.9% 65.2%	59.1% 63.7%	60.9% 65.2%
Limerick Urban Region Route by	304A 304X	61.8% 48.7% No Data	61.7% 44.9% No Data	66.8% 47.8% No Data	65.3% 46.8% No Data	58.2% 85.3%	64.8% 83.5%	68.7% 60.8% 94.7%	64.5% 57.5% 95.7%	65.1% 57.1% 90.6%	65.3% 56.0% 96.2%	62.3% 52.2% 81.3%	61.5% 52.1% 99.1%	62.3% 52.2% 81.3%
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%
	313	67.6%	63.0%	68.5%	74.7%	81.5%	84.7%	81.8%	81.4%	67.6%	75.9%	80.7%	65.3%	80.7%
Galway Urban	401	65.0%	67.0%	68.6%	64.8%	63.6%	63.5%	68.8%	62.9%	69.8%	74.7%	74.0%	74.6%	74.0%
	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	70.9%	72.1%	65.8%	71.3%	72.4%	75.8%	75.6%	74.1%	74.6%	74.0%	75.1%	73.9%	75.1%
	D5 173	65.5%	65.0% 43.1%	58.5% 46.0%	66.2% 45.8%	63.4% 51.7%	71.2% 50.7%	72.9% 50.1%	70.5% 44.3%	69.2% 44.7%	69.8% 51.1%	69.1% 51.4%	70.6% 48.4%	69.1% 51.4%
Town Services Route by Route	\$1	47.9%	48.1%	57.1%	52.6%	65.2%	64.3%	68.4%	61.6%	55.1%	65.1%	60.7%	67.9%	60.7%
	\$2	53.8%	51.0%	54.2%	46.1%	47.1%	52.2%	50.4%	38.4%	44.9%	49.7%	52.6%	46.5%	52.6%
,	174 174A	40.9%	38.2% 41.0%	39.1% 49.1%	44.7% 39.3%	51.7% 58.5%	62.0% 70.7%	60.9% 71.1%	58.5% 55.9% 57.3%	47.7% 49.8%	56.3% 59.1% 56.4%	51.5% 53.0%	46.3% 53.5%	51.5% 53.0%
	174B B1 N1	45.2% 64.8% 61.8%	40.9% 57.5% 62.4%	46.3% 63.8% 64.4%	39.3% 64.8% 64.4%	57.4% 67.8% 67.5%	67.6% 74.2% 73.8%	66.7% 72.8% 72.7%	61.7% 62.1%	49.0% 65.2% 65.4%	65.3% 68.6%	50.0% 65.1% 71.2%	51.9% 61.5% 68.4%	50.0% 65.1% 71.2%
	N2 360	57.8%	60.2% 48.9%	60.2% 55.6%	59.6% 56.2%	64.8% 47.4%	70.3% 58.1%	67.4% 57.9%	59.2% 45.5%	62.1% 53.0%	66.4% 61.4%	68.0% 67.5%	65.6% 63.5%	68.0% 67.5%
	360A 65	62.9%	20.2%	22.6% 46.7%	26.4% 64.3%	34.5% 61.6%	39.3% 65.6%	38.2% 60.8%	29.4% 68.2%	25.0% 70.0%	33.9% 65.9%	30.4% 66.1%	29.7% 65.1%	30.4% 66.1%
	70	68.9%	75.3%	70.9%	79.9%	73.7%	73.7%	75.7%	73.7%	74.3%	69.7%	79.6%	79.1%	79.6%
	72	51.2%	47.9%	49.3%	49.5%	52.7%	54.0%	63.9%	59.7%	61.3%	56.6%	63.5%	61.0%	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	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	135	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
	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
	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%
	163 168 166	No Data 55.6%	No Data 50.0%	No Data 51.9%	No Data 63.3%	No Data 57.5%	No Data 63.4%	No Data 61.9%	No Data 62.7%	70.4% 67.3%	62.5% 63.8%	59.1% 65.1%	68.3% 60.6%	59.1% 65.1%
	167 170	No Data 60.2% 76.6%	No Data 61.8% 77.9%	No Data 65.8% 78.1%	No Data 69.4% 81.7%	82.8% 65.7% 79.0%	85.0% 67.6% No Data	84.0% 72.0% No Data	77.9% 71.5% No Data	77.1% 72.3% No Data	76.2% 70.9% No Data	83.2% 67.7% No Data	74.3% 67.7% No Data	83.2% 67.7% No Data
	175 175A	62.0%	62.0% 75.7%	71.3% 78.5%	72.0% 83.0%	57.4% 87.9%	76.1% 82.1%	68.1% 83.8%	50.2% 85.9%	67.0% 84.7%	78.1% 88.5%	72.6% 82.2%	66.2% 71.2%	72.6% 82.2%
	182 182A	60.0%	67.6% 66.8%	68.5% 68.6%	70.2% 69.6%	68.7% 73.3%	70.9% 74.1%	70.5% 75.5%	68.7% 59.6%	67.9% 66.8%	67.7% 73.1%	65.4% 66.9%	64.1% 73.1%	65.4% 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	64.0%	64.3%	63.4%	61.7%	65.8%	68.1%	65.5%	67.8%	70.2%	71.0%	69.9%	66.2%	69.9%
	237	62.5%	59.8% 58.0%	58.4% 64.0%	55.2% 63.5%	52.1% 75.4%	54.5% 76.3%	64.7% 72.2%	66.7% 73.3%	64.3% 67.5%	68.5% 71.7%	63.7% 66.7%	62.1% 63.4%	63.7% 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)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	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%
	271 272	71.9%	67.5% 74.7%	64.3% 75.0%	70.8% 67.9%	64.3% 84.1%	52.0% 74.9%	61.3% 77.4%	66.1% 80.9%	66.0% 79.3%	72.9% 81.2%	77.6% 83.3%	71.4% 83.0%	77.6% 83.3%
	273 274	53.2%	40.8% 95.4%	66.7% 80.7%	59.0% 89.1%	55.6% 92.0%	32.3% 92.1%	68.3% 89.1%	60.7% 73.4%	82.2% 71.4%	71.9% 77.4%	61.3% 83.1%	55.3% 81.2%	61.3% 83.1%
	275 276	73.1% No Data	70.6% No Data	72.7% No Data	72.4% No Data	69.7% 71.1%	61.0% 66.4%	68.4% 74.5%	64.5%	65.9%	69.5%	69.9% No Data (seasonal)	77.3%	69.9%
	278 279	90.3%	65.0% 65.2%	89.5% 67.7%	85.7% 63.6%	83.7% 71.4%	67.9% 65.3%	78.4% 73.5%	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	66.0%	70.0%	73.8%	75.2%	63.1%	56.5%	66.0%	66.1%	68.1%	79.1%	75.9%	79.1%	75.9%
	280	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)
	282 284	No Data 51.8%	No Data 60.5%	No Data 54.9%	No Data 50.3%	No Data 84.3%	No Data 68.0%	No Data 75.5%	No Data 72.6%	No Data 78.8%	No Data 76.7%	No Data 72.7%	No Data 60.4%	No Data 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	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	323 323X	44.6%	36.8% 35.0%	39.8% 47.1%	35.7% 38.0%	40.4% 70.2%	51.4% 83.8%	45.0% 83.4%	41.2% 70.0%	47.7% 72.2%	56.7% 79.0%	49.9% 79.2%	49.5% 61.6%	49.9% 79.2%
	324	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
	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%

ı	222	60.40/	FO C0/	C4 O0/	FO 40/	C2 F0/	62.50/	FC F0/	FF 00/	F7 F0/	FO C0/	FO F0/	FO C0/	FO F0/
	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	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	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%
	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%
Stage Carriage	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%
	348	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
Route by Route	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
	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%
	375	27.3%	No Data		14.3%	21.4%	14.3%	60.2%	34.8%	28.6%	32.1%	25.0%	44.7%	
				No Data										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	64.6%	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	73.0%	74.1%	72.3%	79.3%	75.2%	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%	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	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	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	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%	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%
	456	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
	457	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%
	462	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%	57.9% 77.1%	60.5%	78.7%	63.8%	64.1%	76.7%	66.7%	62.3%	100.0%	67.2%	67.4%	57.5% 67.2%
							74.6%						66.7%	
	465 466	58.5% 43.7%	68.7% 38.7%	62.3% 49.2%	71.7% 51.7%	75.5% 55.0%	74.6% 61.6%	63.8% 61.9%	55.6% 63.0%	62.1% 54.6%	81.6% 60.9%	63.9% 56.5%	57.8%	63.9% 56.5%
	467	82.1%	38.7% 87.5%	49.2% 86.2%		78.6%	56.3%	60.0%	77.8%	70.0%	77.8%	58.8%	93.9%	58.8%
		+			63.6%									
	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%	54.5%	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	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%	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%
	487	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%
	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%	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%
		••	e nunctuality each four w	1 1/54 5 540) 1					1 11 1 1					

495 | 57.5% 46.8% 53.2% 25.3% 52.3% 52.3% 52.3% 52.3% 52.3% 52.3% 63.5% 64.1% 63. 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 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 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.

Bus Éireann Direct Award Contract Low Frequency Routes - Route By Route Punctuality Data 2022



				2022	2 PERCENTAGE PUN	CTUALITY BY ROL		·	rpretation of this	data at bottom of t	able)			
egion	Route	P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	22 P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
	101	50.6	48.2	45.0	42.7	49.5	54.1	56.3	49.6	54.6	58.1	58.3	62.5	59.7
	101X	60.0 58.0	72.9 52.7	46.7 56.8	44.6 56.2	69.7 64.2	70.8 69.8	70.8	64.9 64.5	67.3	63.6 68.7	72.0	57.3 69.3	63.8
	103 103X	45.9	36.7	42.5	41.8	54.8	65.0	66.5 59.5	61.0	64.4 64.5	62.8	66.8 70.3	70.4	71.5 67.9
	105	44.6	42.2	45.0	46.4	46.8	47.1	39.6	40.8	46.5	51.6	55.0	60.1	58.5
	105X	54.6	62.7	61.9	55.0	61.7	71.9	64.8	63.9	61.8	67.3	72.5	74.3	64.3
	107	53.1	81.8	77.4	81.1	78.6	68.2	75.1	80.0	83.2	80.5	80.2	72.9	69.8
	108	63.9	74.2	72.0	71.6	84.1	83.0	70.3	74.0	67.8	73.3	74.0	72.8	73.8
	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	68.0 64.9	71.4 69.7	74.2 70.3
ublin Commuter	109A 109B	49.7	46.5	51.9	54.1	64.1	69.1	65.2	68.4	65.9	71.7	66.9	69.4	70.3
Region Route by	109X	53.7	52.7	56.2	53.9	57.6	68.1	62.3	66.0	65.3	65.9	63.3	68.8	75.2
Route	111	56.6	62.5	58.3	58.1	62.3	68.9	61.4	67.1	69.4	68.9	64.4	56.3	64.5
	111A	68.1	70.9	75.5	77.7	78.9	75.9	79.9	76.0	78.5	75.9	71.5	78.2	72.1
	111X	47.3	41.5	37.8	46.9	67.3	74.7	60.4	60.8	50.2	67.4	61.2	60.4	68.4
	115 115C	40.8 68.2	35.7 75.6	38.5 74.2	38.5 76.7	47.0 81.0	52.6 79.0	50.9 82.7	48.1 81.9	43.1 70.9	50.5 74.6	46.2 71.7	48.2 75.5	62.3 73.8
	132	61.5	62.7	66.6	70.0	73.3	80.1	78.4	68.6	70.9	74.3	68.0	69.6	78.8
	133	57.8	54.9	58.2	57.5	58.3	63.6	59.4	62.1	59.7	64.0	67.8	68.9	73.3
	133X	51.7	32.4	40.1	43.2	65.7	75.3	72.1	63.4	58.0	61.9	61.6	64.1	69.7
	133B	34.9	29.7	43.7	42.3	43.2	37.7	9.8	52.1	26.5	39.2	28.8	32.3	49.9
	133L	53.6	39.5	49.9	55.1	51.1	47.4	49.2	55.3	55.9	55.7	50.7	48.8	57.7
	NX 201	61.9	63.8	67.9	57.5	65.3	75.2	73.3	68.8	68.3	75.1	74.0	73.5	76.0
	201 202A	43.5 68.9	34.5 68.2	38.6 70.4	35.5 73.3	64.4 71.5	65.8 71.3	68.8 74.7	59.6 72.3	55.3 69.3	58.8 70.5	63.2 73.0	60.8 75.0	54.5 77.9
	202A	55.9	57.0	62.9	65.6	71.6	71.0	73.6	68.9	65.0	69.0	69.7	75.0	71.3
	207	57.1	55.0	53.8	58.3	65.5	74.2	76.4	70.0	69.7	74.7	74.8	75.9	74.4
	207A	68.2	67.6	74.5	76.7	71.1	75.4	72.7	72.9	73.6	69.9	74.0	70.5	70.3
	209	52.1	57.4	61.5	59.3	66.6	71.5	65.1	64.8	60.6	69.4	73.7	65.7	68.7
	209A	61.6	59.4	69.3	67.9	80.6	82.0	85.4	81.7	72.2	76.8	84.6	85.1	75.5
	212	72.9	67.0	71.5	72.3	68.5	76.3	71.1	64.4	62.0	66.3	65.0	61.7	71.5
	213 214	71.7 60.4	69.2 57.4	70.0 56.5	75.3 60.1	79.7 66.4	79.0 75.9	82.1 76.3	79.7 66.6	79.4 64.9	79.4 64.0	83.2 63.0	83.4 67.3	85.4 69.0
ork Urban Region	215	53.8	54.6	53.2	56.8	62.2	66.1	70.3	65.0	63.6	70.7	68.7	65.5	69.7
Route by Route	215A	74.4	75.7	72.6	76.9	80.6	84.4	85.3	83.0	79.9	84.6	87.2	86.7	82.8
	216	53.6	55.2	55.5	54.9	58.6	68.3	67.1	62.0	62.1	66.2	65.4	67.8	65.5
	219	40.4	42.4	52.9	48.9	56.3	58.5	58.5	54.7	58.4	59.6	56.9	56.9	49.3
	220	56.1	51.9	52.5	52.3	44.4	50.8	50.6	48.5	46.1	52.2	47.3	51.2	59.3
	220X	50.5	48.8	52.3	51.9 60.0	55.5	61.5	62.7	60.6 68.2	59.3	68.0 71.7	63.4	69.0	71.9
	223 223X	58.3 76.5	59.5 79.8	61.6 81.5	84.2	63.9 77.5	64.0 78.2	67.0 76.3	76.9	68.1 84.1	71.7	68.8 63.3	67.3 60.6	61.2 58.9
	225L	82.9	58.9	75.1	74.6	71.4	76.8	74.6	75.1	74.1	80.4	79.0	85.0	81.4
	225	51.9	51.5	55.5	53.9	47.0	51.9	54.0	50.4	55.1	59.4	57.8	56.6	58.1
	226X	33.3	37.5	32.5	53.9	77.8	88.5	86.2	82.7	86.4	82.8	89.3	78.5	72.1
	301	57.9	56.6	58.5	58.1	64.8	68.3	67.9	66.6	63.1	66.2	65.0	68.7	66.6
	302	68.2	58.2	52.9	56.8	70.8	78.2	75.1	74.0	76.5	74.6	69.0	76.6	70.9
Limerick Urban	303 304A	59.4 50.9	56.6 45.7	56.2 45.9	62.4 47.5	63.8 56.4	66.4 67.0	69.6 63.9	68.8 65.6	65.9 60.9	70.3 60.9	71.0 64.5	71.9 66.8	69.9 64.0
Region Route by	304X	91.0	86.6	82.6	91.5	85.1	86.1	81.6	84.1	82.2	77.5	70.1	92.3	81.1
Route	305	54.3	58.0	52.1	67.2	55.8	61.5	52.6	51.7	45.2	48.9	63.8	71.6	74.9
	305A	77.0	80.2	73.6	86.4	82.4	88.9	81.6	78.9	77.3	83.0	89.7	90.0	88.8
	306	60.3	60.7	50.6	59.4	72.5	70.6	75.4	74.6	71.8	70.2	73.2	70.4	71.1
	313	69.1	72.3	73.8	74.3	74.6	79.3	83.2	80.8	77.1	70.1	79.7	80.8	74.7
Galway Urban	401	66.7	66.3	69.4	69.8	66.0	63.7	70.2	72.9	73.0	75.7	74.5	80.1	77.9
Region Route by	402 404	70.2 61.3	71.5 59.3	73.9 62.0	69.8 61.1	71.3 66.8	73.7 67.4	80.7 72.8	79.5 73.8	77.6 72.7	80.2 74.9	81.3 75.8	83.0 78.4	80.7 79.0
Route	405	66.0	63.8	66.2	69.2	68.7	71.7	72.8 75.7	73.4	74.9	74.9	79.4	79.9	78.3
	407	64.3	68.1	66.3	66.4	67.1	68.3	70.4	69.7	71.2	76.8	77.7	80.4	81.5
	A1	54.3	55.8	60.3	73.8	79.0	80.9	83.4	80.7	80.0	82.1	81.3	84.4	82.5
	A2	62.0	66.4	51.2	45.2	55.3	62.2	62.4	60.1	54.9	61.8	59.3	65.2	66.9
	D1	74.3	69.5	72.2	74.2	73.6 	68.8	75.6	73.7	76.6 	81.9	80.1	81.5	80.9
	D2	78.3	77.1	78.4	77.7	77.5	76.4	78.6	76.4	77.7	81.6	80.4	81.4	80.9
	D4 D5	68.8 65.5	70.5 64.8	69.0 60.2	71.3 64.7	74.3 72.8	75.8 74.8	75.0 75.3	75.1 71.2	75.1 70.8	77.6 73.0	76.7 77.5	78.4 77.7	76.9 72.6
	173	47.3	46.0	44.7	49.5	50.7	61.4	57.1	52.8	49.7	59.7	66.5	62.8	72.6 58.7
Taure Carl	S1	65.6	59.7	61.4	60.5	68.3	68.3	75.2	75.7	64.1	68.7	68.7	66.9	72.5
Town Services	S2	51.3	49.7	48.5	41.8	51.4	46.1	54.8	58.8	57.3	70.7	68.8	69.0	71.7
Route by Route	174	48.6	40.1	47.6	50.1	58.9	71.0	68.3	60.4	55.0	66.4	66.0	69.8	79.8
	174A	46.2	50.1	51.8	53.4	61.4	77.3	76.3	71.1	61.9	76.7	60.5	70.0	76.5
	174B	44.6	47.7	48.9	50.7	58.5	74.1	71.0	70.7	60.7	76.3	58.8	68.2	75.8
	B1	56.4	61.3	62.2	66.6	74.1	78.0	81.4	73.9	71.2	77.0	71.4	71.7	74.6
	N1	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	70.9 68.7	74.6 69.8	74.3 69.1
	N2 360	59.2	57.7	58.7	59.2	63.0	70.8 58.9	63.7	67.8 57.6	64.4	68.9	67.4	69.3	69.1 60.3
	300	J.Z.	31.1	50.7	JJ.2	03.0	50.5	03.7	37.0	U <del>7.7</del>	07.0	U/. <del>7</del>	05.5	00.3

	65 70 72	55.8 68.8	58.9 79.2 52.3	57.1 65.1	53.3 68.7	64.8 85.3	68.8 78.6 36.4	67.0 77.6 35.4	64.0 75.6 34.2	65.2 82.3	75.3 82.2 34.6	68.0 79.8	69.4 72.9 29.2	72.4 73.4
	73 100	43.0 52.9 38.8	63.2 40.1	54.9 67.7 43.1	45.1 57.7 44.2	25.8 58.0 54.6	49.0 59.4	60.4 56.6	60.8 54.1	32.1 62.3 53.7	63.5 60.0	28.3 59.5 55.9	55.7 58.6	33.3 64.5 65.3
	134	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
	135	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
	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
	160	56.5	71.3	62.1	74.2	72.1	70.0	70.3	74.4	76.3	80.1	77.4	74.4	75.3
	161	50.7	59.3	60.3	67.3	67.2	62.5	67.4	71.2	69.9	73.4	71.3	72.1	76.6
	162	77.8	76.0	69.9	61.8	97.0	92.7	95.9	85.9	93.1	91.3	84.7	56.7	50.7
	163	70.5	74.0	72.5	68.2	78.3	69.8	64.5	77.2	81.0	73.4	85.7	82.7	66.7
	168	56.9	58.8	60.5	58.5	63.9	68.4	67.0	65.6	65.4	66.3	66.8	66.3	75.6
	166	73.1	76.8	82.6	78.3	80.5	75.1	74.3	83.8	83.9	82.6	79.9	75.7	70.3
	167	58.7	66.3	66.9	79.2	76.5	76.2	76.1	79.7	75.5	77.6	75.0	74.7	76.2
	175 175A	62.5 72.5	60.6 74.6	63.6 72.4	79.2 71.6 70.9	70.3 72.4 93.2	78.5 94.3	74.7 95.6	69.4 85.3	73.3 72.1 74.4	77.6 78.6 92.9	70.1 87.9	75.6 81.0	76.6 81.6
	182	51.1	59.8	54.6	65.3	64.6	71.4	70.9	70.0	75.1	71.3	74.6	75.0	77.8
	182A	59.2	66.6	70.8	73.0	80.7	74.8	81.1	78.9	77.0	77.7	76.4	77.5	72.7
	187	61.7	71.7	69.4	70.8	80.2	70.7	70.1	68.8	68.2	70.7	76.0	76.3	59.8
	190	46.3	48.1	49.8	45.6	48.7	54.2	54.3	55.4	55.8	58.0	58.0	56.7	65.4
	233	56.0	40.7	43.8	36.9	53.0	62.6	59.8	60.0	53.2	59.9	53.5	61.3	61.3
	235	59.3	47.3	41.6	41.1	66.0	86.1	82.7	74.2	61.8	79.8	59.2	51.9	64.4
	236	62.0	62.7	57.7	45.9	52.9	57.3	55.3	60.8	63.0	68.5	63.6	64.3	65.3
	237	57.1	56.5	56.3	53.4	65.2	61.2	68.1	69.5	68.2	68.3	66.5	71.1	60.0
	239	64.1	63.2	59.1	55.7	69.6	79.8	74.5	75.1	70.3	71.3	70.8	75.5	68.5
	240	64.8	61.1	62.4	66.9	68.3	68.6	72.8	69.0	65.8	67.5	71.2	71.0	72.0
	241	52.5	57.7	52.7	56.0	64.6	57.3	59.5	56.4	52.3	48.2	58.6	60.1	62.5
	243	70.8	74.1	68.1	69.7	77.8	77.1	76.0	77.2	81.1	72.1	68.6	66.8	67.5
	245	52.5	49.4	50.6	52.3	56.4	57.8	61.4	60.0	56.8	55.3	54.1	50.4	50.6
	248	62.2	56.3	65.4	60.3	54.0	58.0	70.8	69.0	59.8	61.9	55.8	51.1	56.2
	252	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	39.5	42.7	43.2	No Data (seasonal)					
	257	53.5	85.3	75.7	85.6	77.4	90.3	82.6	65.4	66.0	81.0	87.3	79.2	68.0
	258	59.4	61.7	66.3	62.2	67.7	45.8	70.4	68.3	62.2	67.8	58.3	66.9	64.9
	259	83.3	65.2	84.4	66.7	76.2	66.7	65.5	69.0	75.5	79.4	66.7	72.2	58.1
	260	60.2	62.7	64.0	63.5	63.1	63.0	66.4	66.3	65.1	64.7	69.3	69.4	69.6
	261	48.9	50.6	48.8	55.7	55.1	55.6	61.5	56.7	56.9	49.0	56.8	65.0	68.0
	270	59.2	63.4	64.3	65.9	75.4	73.1	77.4	62.7	81.4	76.7	74.4	76.1	79.7
	271	61.7	56.5	70.5	60.9	69.7	60.0	68.5	65.0	71.4	71.8	68.1	69.6	76.2
	272	64.6	76.5	74.4	65.8	63.2	68.2	78.9	79.0	81.7	86.3	81.6	80.2	81.4
	273	32.3	69.2	59.6	55.7	46.7	45.8	57.9	58.8	56.2	76.0	58.4	65.7	67.5
	274	77.1	79.9	72.4	89.9	81.5	78.3	80.1	77.9	88.4	74.6	81.6	85.8	81.4
	275	70.6	73.7	73.9	70.4	65.6	59.9	67.5	73.7	67.1	69.9	71.1	72.8	76.8
	278	76.0	70.0	86.5	81.0	87.5	97.0	85.7	83.0	75.0	80.8	82.5	79.2	85.5
	279	66.2	71.5	75.8	74.1	78.1	70.7	74.9	72.8	78.0	74.8	79.8	73.5	82.2
	279A	68.1	73.7	78.9	74.9	66.4	55.5	66.5	71.8	73.6	68.0	76.9	77.6	81.3
	280 282	No Data (seasonal)  No Data	53.2 56.7	46.3 62.2	62.4 72.6	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 68.4	75.1 60.9	80.6 69.3	85.3 70.8	78.1 66.4	87.9 68.6	72.8 76.3	67.2 72.7
	320 321 322	60.4 30.9 No Data	67.0 44.0 No Data	65.4 57.3 No Data	70.4 52.4 No Data	73.7 70.1 No Data	60.4 No Data	72.8 65.4 No Data	75.0 81.8 No Data	71.3 70.0 No Data	74.0 72.0 No Data	69.2 63.0 No Data	69.8 69.5 No Data	60.9 78.4 No Data
	323	51.6	51.7	51.1	52.5	51.9	58.5	58.0	58.8	56.9	60.2	59.4	61.5	65.5
	323X	67.4	62.7	57.8	55.9	85.1	94.0	81.8	84.7	88.4	82.9	63.9	75.4	68.0
	324	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
	328	58.9	59.1	59.5	72.0	78.5	73.4	72.6	78.8	77.9	80.1	82.0	76.7	45.2
	329	69.8	73.0	71.6	71.4	63.1	65.2	69.7	72.3	68.6	71.6	69.1	68.3	55.2
	332	57.4	51.5	52.6	53.1	61.7	44.8	47.1	56.0	64.6	53.5	57.8	65.9	43.8
	333	54.2	60.1	61.2	62.0	63.6	55.9	57.2	61.7	62.9	61.5	65.5	60.5	62.1
	334	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
	336	55.3	68.3	66.3	68.8	63.9	66.4	66.9	66.3	68.6	69.8	65.0	64.9	64.7
	341	63.9	61.0	68.1	66.2	69.8	71.4	76.7	80.0	70.6	65.3	69.1	67.8	64.8
	343 343X	44.6 58.8	41.1 65.4	44.3	42.7 68.4	50.8 68.1	52.9 68.8	76.7 52.2 72.0	51.8 61.6	51.6 63.4	54.7 65.5	60.4 52.8	63.6 56.0	61.0 52.5
	345	48.8	50.1	55.6	52.3	61.1	61.5	69.9	62.0	59.1	62.1	61.4	67.3	69.5
	346	62.7	45.3	53.4	61.6	63.8	72.5	64.1	63.6	65.7	59.7	76.5	49.2	60.1
	347	55.8	60.4	65.1	66.2	76.2	68.2	72.4	74.5	80.0	73.6	69.4	76.5	70.5
	348	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
	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
Stage Carriage	350	46.0	52.9	52.3	47.8	43.8	31.1	38.1	36.6	40.5	42.1	50.4	53.4	59.9
	355	62.7	56.0	64.6	68.9	69.4	71.4	70.8	72.6	72.9	74.8	72.1	79.5	75.9
Route by Route	362	59.8	44.7	59.0	66.1	69.9	81.0	74.8	68.9	66.3	62.6	67.8	73.6	80.7
	365	66.3	62.5	87.0	59.8	64.4	77.5	77.0	77.7	71.4	74.8	90.6	82.1	84.3
	366	73.3	61.5	26.7	92.9	92.9	77.8	38.9	65.2	70.0	75.0	78.3	70.0	83.3
	370	45.9	44.9	51.3	51.0	59.5	60.0	58.9	63.0	55.1	53.5	51.9	51.4	51.2
	371	62.3	58.9	61.4	77.1	68.8	77.1	60.4	68.3	61.4	85.7	85.0	67.1	69.6
	372	62.9	69.4	77.9	67.4	68.6	75.3	71.8	73.5	73.1	76.6	79.4	74.2	57.6
	373	88.5	61.1	71.4	56.8	72.1	85.4	68.0	66.7	61.3	78.0	57.9	14.6	52.2
	374	86.1	95.8	63.8	70.6	80.9	73.1	90.6	73.1	88.5	100.0	84.6	72.9	48.6
	375	79.5	72.3	69.6	56.3	64.3	71.4	84.6	63.5	91.0	87.5	83.0	75.0	61.6
	377	45.7	48.0	40.3	39.5	41.2	48.6	42.6	38.3	46.0	58.3	59.0	45.3	55.1
	378	59.0	64.9	75.5	74.0	71.6	59.0	58.4	56.3	62.1	52.6	57.5	58.9	62.7
	379	57.7	57.9	56.1	57.1	64.0	59.0	63.6	67.6	65.5	59.7	68.0	59.7	63.9
	380	68.0	60.0	45.8	66.2	57.4	68.6	69.1	65.2	70.9	55.9	51.0	66.7	61.4
	381	68.3	61.6	74.3	62.9	69.0	66.3	71.6	75.4	49.4	61.1	59.6	52.1	56.0
	382	46.4	69.7	57.1	53.6	60.5	59.3	62.1	71.1	53.5	60.5	57.1	58.5	46.1
	383	73.4	76.7	78.2	61.2	60.4	64.1	48.2	77.1	45.4	61.2	61.8	51.4	51.7
	385	82.4	72.4	70.0	78.4	72.5	82.9	81.7	65.5	64.2	48.7	53.0	41.7	62.1
	417	68.7	65.2	70.0	77.3	80.7	80.0	90.9	81.3	86.3	84.3	70.3	53.9	57.1
	419	46.9	49.1	47.8	53.1	52.7	55.6	66.0	60.4	62.3	60.0	62.4	57.9	59.4
	420	69.0	72.7	73.0	77.8	84.2	73.1	70.2	66.3	68.6	75.2	67.8	62.5	59.5
	421	66.1	73.3	75.7	81.4	80.2	77.2	80.7	76.9	80.0	78.6	78.0	73.9	75.3
	422	64.6	70.9	77.0	76.8	75.3	76.1	75.0	71.6	76.3	82.3	81.1	77.0	75.5
	423	66.4	68.0	66.5	70.3	70.5	60.6	72.8	65.6	69.8	75.6	77.8	73.5	76.2
	424	61.0	64.9	63.0	65.5	59.5	58.2	61.8	63.4	58.2	59.5	59.3	62.3	63.7
	425	58.0	67.2	79.3	79.9	75.8	77.7	86.1	75.7	84.1	75.5	80.9	67.9	72.3
	429	65.1	68.3	77.4	72.9	32.4	22.5	31.9	23.4	41.8	46.1	35.1	33.7	32.7
	434	58.1	53.5	56.3	51.1	60.1	55.0	64.4	64.6	71.0	63.6	79.7	83.6	67.8
	440	37.9	46.5	43.1	50.5	41.4	45.4	49.4	47.4	52.9	57.5	60.2	56.8	60.6
	442	50.2	26.4	60.5	57.5	37.2	49.7	41.9	47.1	50.0	65.6	52.9	47.5	40.9
	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	78.0	80.7	80.2	69.9	71.3	63.6	74.5	59.9	66.7	68.3	58.9	63.7	55.0
	445	43.3	53.5	55.7	52.8	58.7	61.2	61.7	68.7	57.6	70.4	73.0	64.9	69.8
	446 447 448	76.8 No Data No Data	81.6 No Data No Data	81.1 No Data No Data	81.4 No Data No Data	76.7 No Data No Data	75.8 No Data No Data	78.5 No Data No Data	81.7 No Data No Data	83.9 No Data	80.0 No Data No Data	78.8 No Data	82.2 No Data No Data	80.5 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	No Data 63.7 68.3	67.0 76.3	No Data 70.4 74.9	71.9 70.1	No Data 70.4 71.8
	454	50.6	61.1	75.2	80.6	64.4	85.5	92.0	72.8	69.9	81.5	77.3	74.4	63.1
	455	53.7	58.3	69.6	82.7	58.3	59.7	77.5	59.2	65.8	52.5	76.0	60.9	68.1
	456	51.5	56.7	53.5	55.4	57.2	54.2	62.1	58.3	62.1	68.9	69.9	69.8	72.0
	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	41.9	43.9	45.2	47.4	49.4	40.6	48.7	47.0	49.1	48.2	47.1	49.1	51.2
	460	46.9	76.3	67.7	87.3	43.4	76.1	82.3	40.6	56.4	60.3	52.8	40.7	63.2
	461	79.0	87.9	84.9	79.4	85.8	87.9	74.6	90.3	78.9	84.2	87.3	90.4	87.2
	462	36.2	36.5	38.8	35.4	40.1	70.2	52.7	52.2	48.9	54.4	43.2	46.9	42.6
	463	51.8	45.7	45.8	41.3	38.8	47.7	47.6	54.3	55.4	39.3	42.5	52.9	50.7
	464	62.8	50.0	44.2	52.6	34.5	40.0	53.1	43.5	30.0	33.9	33.3	33.3	42.9
	465	63.6	51.4	35.1	55.2	35.7	42.9	44.1	42.9	51.7	50.0	51.5	42.0	53.1
	466	48.9	56.8	57.7	79.9	80.8	79.0	74.9	77.2	77.6	79.3	79.2	79.6	79.0
	467	81.3	87.0	84.0	70.0	76.7	80.6	76.1	76.7	57.9	85.3	80.5	84.6	64.0
	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	60.5	37.7	46.4	53.3	56.6	22.2	52.1	51.5	65.4	53.5	47.6	51.1	50.8
	471	45.9	60.3	60.6	62.3	59.3	67.9	70.4	62.2	60.5	68.6	67.5	67.6	74.4
	474	51.3	44.5	41.8	52.6	52.0	29.6	46.8	50.0	44.2	42.7	42.1	52.3	43.5
	475	58.6	55.7	62.2	61.9	68.4	72.0	60.2	68.8	70.4	66.8	69.1	67.3	70.9
	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	55.9	52.8	58.8	47.6	52.1	49.8	53.6	58.4	52.4	61.4	51.2	56.9	56.4
	483	58.5	79.0	40.0	66.7	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	487	63.6	69.3	69.1	69.7	67.4	69.8	69.9	70.7	71.3	65.9	66.1	70.6	70.2
	489	28.1	48.1	40.5	41.5	58.1	33.3	40.4	30.0	45.5	25.5	30.6	43.6	41.1
	490	66.0	77.7	67.8	74.9	72.6	70.1	79.1	73.1	76.9	76.0	75.2	70.0	73.4
	491	49.1	51.5	52.5	50.4	48.3	48.3	47.2	49.6	57.6	48.0	48.0	51.8	60.3
	491 492 494	50.6 63.6	51.5 57.1 67.1	52.5 58.2 74.5	48.6 73.7	48.3 No Data 69.0	48.3 No Data 73.1	47.2 No Data 76.4	49.6 No Data 71.1	57.6 No Data 69.4	48.0 No Data 74.8	48.0 No Data 74.7	51.8 No Data 78.1	60.3 No Data 74.2
	495	42.4	49.5	50.6	39.2	77.1	36.4	46.8	56.1	66.7	61.5	50.8	34.9	65.5
	276	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	77.0	58.0	68.8	No Data (seasonal)					
	425A	57.5	57.7	61.3	68.8	74.0	72.1	76.2	76.0	74.0	80.8	57.8	64.7	62.6
	245x	54.0	55.2	54.1	59.0	58.7	62.2	58.7	62.8	59.6	56.9	62.3	63.2	72.7
	226	54.3	55.0	56.2	56.6	54.5	55.3	59.6	52.6	56.4	59.1	62.3	61.5	63.0
	354	59.9	57.4	-	-	-	-	-	-	-	-	-	-	-

Note this data is raw - it measures percentage punctuality each four week period (P1 to P13) in each year measuring scheduled 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 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 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.

# 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
Α	304								1.63	2.14	1.17	2.03	2.40	1.07
В	208								5.52	4.60	4.53	5.28	4.27	3.40
	202								5.95	5.88	5.98	3.39	3.59	3.20
С	205								3.03	2.40	1.49	2.35	2.44	2.40
	409								2.65	4.35	2.52	1.95	1.99	1.83
D	206								4.83	2.24	3.37	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 FREC	QUENCY P	UNCTUAL	ITY BY RO	UTE- BUS	ÉIREANN	(see note	on interp	retation o	f this data	at bottor	n 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
С	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".