

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	2021 Punctuality Standard	2022/23 Punctuality Standard
P1, P2, P3, P4, P5 (Late Winter / Spring)	Region Specific Minimum Performance Punctuality Standards for P1, P2 & P3.	Route By Route Minimum Performance Standards from P4 2021.
P6, P7, P8, P9 (Summer)	Route By Route Minimum Performance Standards from P4 2021.	
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.

2021 - P3 2022 Route By Route EWT KPI		
Category	Route	MPS
A	304	2.3
B	208	2.0
C	409	1.7
	202	
	205	
D	206	1.4

P3 2022 onwards Route By Route EWT KPI		
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.

Stage Carriage
Route by Route

270	60.7%	57.0%	61.3%	67.4%	78.5%	71.5%	70.0%	72.2%	70.0%
271	64.3%	52.0%	61.3%	66.1%	66.0%	72.9%	77.6%	71.4%	77.6%
272	84.1%	74.9%	77.4%	80.9%	79.3%	81.2%	83.3%	83.0%	83.3%
273	55.6%	32.3%	68.3%	60.7%	82.2%	71.9%	61.3%	55.3%	61.3%
274	92.0%	92.1%	89.1%	73.4%	71.4%	77.4%	83.1%	81.2%	83.1%
275	69.7%	61.0%	68.4%	64.5%	65.9%	69.5%	69.9%	77.3%	69.9%
276	71.1%	66.4%	74.5%	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)
278	83.7%	67.9%	78.4%	80.0%	88.0%	81.1%	83.3%	87.9%	83.3%
279	71.4%	65.3%	73.5%	74.3%	75.6%	73.6%	77.8%	79.8%	77.8%
279A	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)
282	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
284	84.3%	68.0%	75.5%	72.6%	78.8%	76.7%	72.7%	60.4%	72.7%
314	58.1%	60.1%	55.4%	57.6%	62.2%	63.6%	63.3%	64.1%	63.3%
320	74.8%	73.6%	70.4%	71.4%	66.5%	67.5%	69.2%	69.0%	69.2%
321	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
323	40.4%	51.4%	45.0%	41.2%	47.7%	56.7%	49.9%	49.5%	49.9%
323X	70.2%	83.8%	83.4%	70.0%	72.2%	79.0%	79.2%	61.6%	79.2%
324	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
328	65.3%	60.7%	62.0%	57.8%	61.2%	65.5%	61.6%	56.9%	61.6%
329	73.7%	69.8%	75.8%	77.4%	68.5%	71.0%	73.2%	69.7%	73.2%
332	62.5%	63.5%	56.5%	55.8%	57.5%	58.6%	58.5%	59.6%	58.5%
333	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
336	70.1%	57.5%	59.9%	69.4%	64.5%	68.5%	68.3%	66.6%	68.3%
341	70.5%	71.0%	69.3%	73.1%	72.1%	73.5%	58.0%	68.8%	58.0%
343	42.0%	49.8%	43.3%	39.5%	43.4%	45.6%	43.5%	50.6%	43.5%
343X	70.0%	69.1%	74.8%	68.6%	69.6%	69.8%	66.5%	69.2%	66.5%
345	44.8%	56.3%	56.8%	45.3%	52.3%	54.6%	55.3%	57.0%	55.3%
346	46.0%	53.6%	59.1%	53.5%	63.6%	47.7%	32.9%	62.8%	32.9%
347	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
349	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
350	32.9%	33.6%	42.0%	32.9%	44.0%	50.5%	49.6%	56.0%	49.6%
354	67.2%	66.0%	74.5%	69.6%	65.7%	69.8%	64.1%	68.0%	64.1%
355	53.5%	60.8%	57.1%	61.9%	64.0%	69.9%	68.1%	63.3%	68.1%
362	81.4%	73.0%	85.0%	81.7%	84.3%	76.4%	73.9%	66.7%	73.9%
365	73.1%	74.4%	70.3%	98.4%	52.2%	75.5%	73.6%	57.9%	73.6%
366	60.0%	84.2%	69.2%	30.0%	89.5%	85.7%	100.0%	33.3%	100.0%
370	60.0%	61.3%	62.2%	59.1%	59.8%	60.1%	54.3%	51.9%	54.3%
371	60.0%	73.3%	47.1%	58.0%	60.0%	23.3%	40.0%	48.5%	40.0%
372	73.0%	78.8%	70.3%	69.5%	82.2%	74.1%	75.7%	76.2%	75.7%
373	No Data	83.3%	90.2%	79.2%	83.3%	48.1%	61.3%	65.9%	61.3%
374	85.2%	77.1%	75.9%	69.4%	68.8%	50.0%	59.3%	73.5%	59.3%
375	21.4%	14.3%	60.2%	34.8%	28.6%	32.1%	25.0%	44.7%	25.0%
377	31.9%	25.8%	40.0%	36.4%	41.1%	34.7%	40.9%	53.1%	40.9%
378	42.4%	26.4%	67.3%	55.4%	28.9%	70.5%	69.3%	35.4%	69.3%
379	55.8%	58.8%	63.1%	55.0%	66.5%	55.4%	44.8%	51.3%	44.8%
380	40.0%	34.4%	59.0%	63.8%	56.4%	55.1%	51.0%	72.1%	51.0%
381	71.9%	78.3%	58.5%	43.9%	66.4%	68.4%	37.1%	62.8%	37.1%
382	41.8%	56.5%	60.8%	52.3%	69.6%	48.2%	59.7%	51.9%	59.7%
383	64.8%	62.5%	74.5%	48.3%	67.0%	56.8%	62.2%	54.2%	62.2%
385	67.4%	81.0%	79.2%	66.1%	80.0%	83.3%	65.1%	82.8%	65.1%
417	73.7%	88.8%	82.5%	73.1%	77.2%	82.4%	69.4%	68.8%	69.4%
419	43.2%	51.8%	53.9%	50.7%	53.3%	55.4%	49.6%	54.8%	49.6%
420	79.6%	76.8%	79.8%	76.0%	77.0%	81.3%	78.7%	83.0%	78.7%
421	75.2%	74.4%	77.7%	76.0%	80.2%	84.6%	78.3%	78.4%	78.3%
422	79.9%	81.3%	78.3%	76.1%	72.7%	79.8%	75.8%	76.9%	75.8%
423	58.3%	51.7%	65.7%	67.4%	73.3%	69.3%	69.2%	68.1%	69.2%
424	57.2%	61.3%	63.2%	62.3%	67.2%	66.6%	66.8%	69.8%	66.8%
425	61.0%	65.7%	70.2%	73.3%	80.5%	73.4%	74.7%	71.7%	74.7%
425A	73.2%	75.8%	71.0%	66.9%	66.9%	67.4%	53.6%	63.8%	53.6%
429	62.7%	69.1%	51.9%	60.3%	67.0%	66.9%	64.6%	56.1%	64.6%
434	62.9%	66.0%	74.6%	74.1%	66.4%	57.5%	61.6%	58.2%	61.6%
440	56.0%	57.3%	57.2%	58.7%	56.2%	59.0%	59.2%	53.3%	59.2%
442	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
444	75.4%	79.0%	50.0%	59.0%	65.4%	70.2%	80.5%	71.4%	80.5%
445	70.2%	72.2%	61.3%	61.1%	64.1%	56.3%	60.8%	59.4%	60.8%
446	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
448	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
450	51.5%	43.2%	56.0%	48.5%	61.7%	63.6%	65.1%	68.9%	65.1%
451	73.7%	69.5%	71.7%	78.0%	70.0%	75.6%	68.3%	71.5%	68.3%
454	66.0%	71.8%	81.7%	84.0%	82.7%	77.5%	88.0%	72.8%	88.0%
455	70.3%	72.2%	48.4%	81.7%	66.2%	70.0%	67.9%	62.7%	67.9%
456	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
458	40.4%	43.7%	42.2%	39.4%	43.2%	44.2%	47.5%	46.5%	47.5%
460	42.9%	70.5%	79.5%	50.0%	46.8%	68.1%	70.2%	70.7%	70.2%
461	88.4%	77.9%	74.8%	75.7%	87.5%	84.7%	85.9%	77.1%	85.9%
462	39.6%	49.2%	45.1%	43.0%	43.5%	48.2%	43.1%	44.7%	43.1%
463	59.7%	41.5%	64.0%	60.5%	68.0%	60.5%	57.5%	53.2%	57.5%
464	63.8%	64.1%	76.7%	66.7%	62.3%	100.0%	67.2%	67.4%	67.2%
465	75.5%	74.0%	63.8%	55.6%	62.1%	81.6%	63.9%	66.7%	63.9%
466	55.0%	61.6%	61.9%	63.0%	54.6%	60.9%	56.5%	57.8%	56.5%
467	78.6%	56.3%	60.0%	77.8%	70.0%	77.8%	58.8%	93.9%	58.8%
468	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
470	54.5%	59.8%	50.5%	76.5%	55.0%	70.0%	44.2%	55.9%	44.2%
471	54.5%	62.0%	59.4%	56.5%	61.8%	66.1%	65.7%	70.8%	65.7%
474	52.4%	43.5%	53.9%	45.7%	44.4%	60.0%	51.7%	48.3%	51.7%
475	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
479	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
480	59.6%	59.5%	62.1%	60.6%	64.0%	59.2%	55.4%	60.4%	55.4%
483	66.2%	73.9%	82.6%	53.6%	75.4%	73.2%	58.8%	74.6%	58.8%
487	69.6%	67.2%	73.3%	66.2%	73.1%	71.9%	70.9%	71.9%	70.9%
489	72.5%	42.3%	43.0%	38.6%	49.3%	61.7%	44.7%	43.1%	44.7%
490	70.5%	60.8%	66.4%	59.7%	64.8%	66.7%	70.1%	63.6%	70.1%
491	52.3%	56.6%	51.4%	51.6%	51.7%	53.7%	46.1%	49.1%	46.1%
492	67.2%	61.4%	65.4%	61.9%	63.0%	66.2%	63.8%	67.8%	63.8%
494	64.3%	74.5%	76.2%	68.1%	73.0%	77.2%	77.3%	72.3%	77.3%
495	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 PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower punctuality than may actually be the case.

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

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

Region	Route	2022														
		P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)	P0 (%)		
Dublin Commuter Region Route by Route	101	50.6	48.2	45.0	42.7	40.5	34.1	56.3	49.6	54.6	58.1	58.3	62.5	58.7		
	101X	60.0	72.9	66.7	66.6	69.7	79.8	64.9	61.6	62.0	63.9	62.5	63.8	61.8		
	103	58.0	52.7	56.8	56.2	64.2	69.8	66.5	64.5	68.4	68.7	66.8	69.5	71.5		
	103X	45.9	36.7	42.5	41.8	34.8	65.0	59.5	63.0	64.5	62.8	70.3	70.4	67.9		
	105	44.6	42.2	45.0	46.4	46.8	47.1	39.6	49.8	45.5	51.6	55.0	60.1	60.1		
	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	63.8	74.2	72.0	71.6	84.1	83.0	70.3	74.0	70.8	73.3	74.0	72.8	73.8		
	109	56.7	57.0	62.0	54.7	62.4	73.2	65.8	64.4	66.3	66.3	72.5	68.0	74.2		
	109A	65.3	70.8	74.0	64.0	68.9	75.5	67.4	66.0	66.8	66.6	64.9	69.7	70.8		
	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	70.0		
	109K	53.7	52.7	56.2	53.9	57.6	68.1	62.3	65.2	68.0	65.9	64.3	66.8	73.2		
	111	56.6	62.5	58.3	58.1	62.3	68.9	61.4	69.4	68.9	64.4	56.3	64.5	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	69.4	69.8	59.2	67.4	61.2	69.4	68.4		
	115	40.8	35.7	38.5	38.5	47.0	52.6	50.9	48.1	43.1	50.5	46.2	48.2	63.3		
	115C	68.2	75.6	78.2	78.7	81.0	79.0	82.7	81.9	70.9	74.6	71.7	75.5	78.8		
	117	61.5	62.7	66.6	70.9	73.3	86.1	78.4	68.6	70.9	74.3	68.0	66.6	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	73.8		
	133X	32.4	43.1	43.2	45.7	43.2	55.3	72.1	63.4	58.0	61.9	64.1	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	33.6	39.5	49.0	35.1	31.1	47.8	49.2	35.3	39.9	35.7	30.7	34.8	57.7		
	NX	61.9	63.8	67.9	57.5	65.3	75.2	73.3	68.8	68.3	75.1	74.0	71.5	76.0		
	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	63.2	60.8	54.5	
		202A	68.9	68.2	70.4	71.3	71.5	71.3	74.7	72.3	69.3	70.5	71.0	71.9	71.9	
		203	55.8	57.0	62.9	65.6	71.6	71.0	73.6	68.9	65.0	69.0	69.7	71.1	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	78.7	71.1	75.4	72.7	73.9	73.6	69.9	74.0	75.5	76.3	
		209	52.3	57.4	61.5	59.3	66.6	71.5	65.1	68.6	60.6	69.4	73.7	68.7	70.3	
		209A	61.6	59.4	61.3	67.8	60.6	82.0	85.4	83.7	72.2	78.8	84.6	81.5	75.5	
		212	72.9	67.0	71.5	72.3	68.5	76.3	71.1	64.4	62.0	63.3	65.0	61.7	71.5	
		213	71.7	69.2	70.0	75.3	79.7	79.0	82.1	78.7	78.4	79.4	83.2	83.4	86.4	
214		60.4	57.4	56.5	60.1	66.4	75.9	76.3	66.6	64.9	64.0	61.0	67.8	69.0		
215		53.8	54.6	53.2	56.8	62.2	66.1	70.3	65.0	63.6	70.7	68.7	66.5	69.7		
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	86.7		
216		53.6	55.2	55.5	54.9	58.6	68.3	67.1	62.0	62.2	66.4	67.8	65.5	66.6		
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	52.9	56.9	52.8	44.4	58.4	50.6	48.5	46.1	52.2	47.8	51.2	51.2		
220X		50.5	48.8	52.3	51.9	55.5	61.5	62.7	60.6	69.3	68.0	69.3	71.9	69.9		
221		58.3	59.5	61.6	60.9	63.9	64.0	67.0	68.2	68.1	71.7	68.8	67.3	61.2		
223X		76.5	79.8	81.5	84.2	77.5	78.2	76.3	74.9	84.1	74.9	63.3	60.6	58.9		
225L		82.9	58.8	75.1	74.6	71.4	76.8	74.6	75.1	74.1	80.4	79.0	80.0	81.4		
225		51.9	51.5	55.5	53.9	47.0	51.9	54.0	50.4	51.1	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		
Limerick Urban Region Route by Route		301	57.9	56.5	58.5	58.1	64.8	68.3	67.9	66.6	61.1	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	
		303	59.4	56.6	56.2	62.4	63.8	66.4	69.6	68.8	65.9	70.3	71.0	71.9	69.6	
	304A	50.8	45.7	45.9	67.6	56.4	67.0	63.9	60.9	60.9	64.5	66.6	68.9	60.9		
	304X	91.0	86.6	82.6	81.5	85.1	86.1	81.6	84.1	82.2	77.5	70.1	92.3	81.1		
	305	54.3	58.0	52.1	67.8	55.8	61.5	52.6	51.7	49.8	49.8	63.8	71.6	74.8		
	305A	77.0	80.2	73.6	86.4	82.4	88.9	81.6	78.9	77.3	83.0	89.7	80.0	88.8		
	306	60.3	60.7	59.6	59.4	72.6	70.6	75.4	74.8	71.8	70.2	75.2	70.4	71.5		
	313	69.1	72.3	74.3	74.3	74.6	79.3	83.2	80.8	79.3	75.1	79.7	80.8	74.7		
	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		
	402	70.7	71.5	73.9	69.8	71.3	73.7	80.7	79.5	80.7	80.2	81.5	80.7	80.7		
	404	61.3	59.3	62.0	61.8	66.8	67.4	72.8	72.7	74.9	74.9	76.8	78.4	79.0		
405	60.0	63.8	66.2	69.2	71.7	71.7	75.7	74.4	74.9	75.8	79.9	79.9	79.9			
407	64.3	68.1	65.3	66.4	67.1	68.3	70.4	69.7	71.2	66.4	77.7	80.4	81.0			
Galway Urban Region Route by Route	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	76.6	76.4	77.7	81.6	80.4	81.4	80.9		
	D4	68.8	70.5	69.0	71.8	74.3	75.8	75.0	75.1	75.1	77.6	77.7	78.4	76.8		
	D5	65.5	64.8	60.2	64.7	72.8	74.8	75.3	71.2	70.8	73.0	77.5	77.7	72.6		
	173	46.0	47.3	44.7	49.7	61.4	61.4	57.1	52.8	49.7	60.5	63.8	58.7	63.8		
	51	65.6	59.7	61.4	60.5	68.3	68.3	75.2	75.7	75.7	64.1	68.7	68.7	72.5		
	52	51.3	48.5	48.5	41.8	51.4	46.1	54.8	58.8	57.3	70.7	68.8	69.0	71.7		
	174	48.6	40.1	47.6	50.1	58.9	71.0	68.3	60.4	55.0	66.4	66.4	69.8	78.8		
	174A	46.2	50.1	51.8	53.4	63.4	77.3	76.3	71.1	61.9	76.7	60.5	70.0	76.5		
	174B	44.6	47.7	45.9	50.7	58.5	74.1	71.0	70.7	69.7	76.3	58.8	68.2	76.8		
Town Services Route by Route	B1	56.4	61.3	62.2	66.6	74.1	78.0	74.1	78.0	73.9	71.2	77.0	71.4	74.6		
	N1	65.1	68.7	70.2	64.7	69.9	73.6	71.6	70.0	66.7	74.1	70.9	74.6	74.6		
	N2	61.5	66.6	66.6	62.8	66.5	79.8	68.7	67.8	63.1	68.9	68.7	69.8	69.1		
	360	59.2	57.7	58.7	59.2	63.0	58.9	63.7	57.6	64.4	67.6	67.4	69.3	60.3		
	360A	32.2	26.9	32.5	35.5	38.4	39.8	46.0	39.9	46.9	43.0	41.7	41.1	60.0		

Bus Éireann Direct Award Contract
 Low Frequency Routes - Route By Route Punctuality Data
 2021



2021 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)

Region	Route	2021													
		P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)	
Dublin Commuter Region Route by Route	57A	54.1	56.1	57.8	54.6	57.2	61.0	55.4	53.9	62.2	65.2	68.5	65.2	62.5	
	101X	57.2	47.4	42.6	44.0	33.1	69.7	66.5	48.4	70.6	63.5	62.9	79.3	65.1	
	103	64.9	62.8	60.9	62.9	67.6	65.9	62.9	62.6	68.9	73.5	70.7	67.1	67.1	
	103K	83.6	43.0	37.6	46.2	56.5	59.9	55.8	53.4	51.0	68.0	69.3	66.1	62.0	
	105	47.5	52.6	52.2	53.4	50.4	49.9	47.0	51.4	58.0	62.9	65.9	67.3	69.9	
	105K	65.8	60.7	55.5	62.7	66.9	57.5	56.9	45.7	60.4	59.1	66.2	61.4	52.0	
	107	62.6	70.0	68.9	72.4	60.6	66.8	67.2	74.5	72.8	70.1	66.5	66.8	59.9	
	108	56.0	60.6	60.8	68.9	68.7	68.0	66.6	79.6	70.3	69.6	83.8	74.6	83.2	
	109	67.3	66.7	67.8	69.4	68.0	68.8	67.4	63.7	66.5	75.1	72.9	74.5	70.2	
	109A	69.7	67.2	63.2	65.3	64.3	57.1	63.0	68.0	66.2	71.4	72.7	75.0	72.4	
	109B	66.8	65.6	68.4	67.6	64.7	63.9	55.1	49.3	51.7	59.5	58.0	61.9	64.8	
	109K	65.9	63.0	63.5	63.0	67.0	61.8	61.5	59.0	62.5	66.6	69.2	67.5	65.0	
	111	60.3	58.2	61.8	60.9	57.3	57.6	53.8	47.2	52.0	55.0	56.9	56.9	58.9	
	111A	79.8	73.4	77.4	74.5	66.8	67.1	63.4	64.3	68.0	65.9	67.5	66.7	66.4	
	111K	71.7	61.7	52.2	52.9	70.9	68.1	64.4	55.7	58.9	54.0	55.3	58.7	61.1	
	115	54.9	48.2	44.7	46.4	56.9	61.4	56.5	59.1	62.8	64.0	71.3	73.3	74.0	
	115C	68.8	73.1	71.7	69.8	69.1	72.6	69.7	69.8	68.8	72.5	74.3	73.9	76.1	
	132	67.3	45.8	48.5	51.5	47.8	52.8	51.3	52.0	58.6	58.4	59.8	59.1	60.8	
	132	67.7	65.9	66.2	63.8	63.6	63.5	68.1	62.1	70.0	75.1	77.6	76.7	75.9	
	133K	67.4	60.6	71.1	72.2	59.9	58.8	58.0	56.0	65.6	65.6	75.7	72.5	82.2	
	133B	39.8	36.0	40.5	37.4	50.7	54.3	42.2	41.6	45.9	55.5	61.6	55.3	61.5	
	138	55.3	58.7	52.0	53.6	58.7	58.9	54.7	54.0	61.8	57.5	64.0	59.2	63.5	
	NV	67.7	68.0	69.5	71.2	73.7	73.3	67.9	66.8	66.4	68.4	67.4	65.2	63.7	
Dublin Commuter Region Overall		62.2	61.6	60.9	61.6	61.8	61.4	59.7	59.5	64.0	67.8	70.2	70.1	68.2	
Cork Urban Region Route by Route	201	46.8	57.6	60.1	61.7	58.6	63.9	68.3	73.5	62.2	70.2	72.5	65.2	62.9	
	202A	66.9	66.4	63.8	67.2	69.8	71.0	71.2	73.7	77.4	83.4	84.4	85.2	84.6	
	203	58.3	65.6	62.6	62.2	65.1	66.1	65.6	59.7	66.0	74.2	76.1	76.3	76.1	
	207	58.2	69.5	63.3	62.8	68.4	73.7	74.8	70.5	70.7	75.4	75.4	73.6	70.7	
	207A	68.5	72.4	75.4	75.8	79.8	74.9	74.9	75.5	77.8	78.1	76.5	74.6	73.1	
	209	72.3	64.7	60.3	60.3	67.1	65.0	60.7	59.0	60.7	74.2	68.1	63.5	58.9	
	209A	73.8	75.8	66.9	71.7	71.7	69.1	66.9	70.3	74.1	84.3	80.6	80.7	82.3	
	212	63.1	70.1	67.8	70.6	71.7	75.9	76.1	71.3	77.4	83.3	83.1	86.0	80.1	
	213	71.4	80.2	74.7	74.7	81.6	79.1	80.1	79.9	79.7	83.6	82.2	79.9	76.9	
	214	63.7	64.4	62.5	59.9	72.6	72.9	72.1	75.5	76.3	77.7	77.7	76.3	74.9	
	215	58.3	60.6	56.7	58.4	66.3	63.7	65.7	64.8	72.0	77.7	78.3	77.8	78.0	
	215A	75.2	76.3	75.3	75.4	82.1	82.8	83.3	82.0	78.3	82.8	86.4	81.5	77.9	
	216	52.6	59.4	58.8	56.9	62.7	66.2	66.4	66.7	66.1	67.9	69.9	65.7	64.2	
	219	45.8	52.1	54.6	51.0	56.6	59.7	58.3	59.4	56.1	61.8	64.5	56.4	53.7	
	220	53.4	47.6	46.5	43.8	53.4	57.7	57.4	57.2	61.6	68.9	74.4	76.6	76.1	
	220K	52.9	60.5	57.5	54.6	65.9	65.0	64.2	61.6	64.5	71.2	75.7	74.5	72.5	
	221	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	Route merged w/214	79.3
	223	56.9	61.5	60.9	59.8	58.3	60.3	58.9	59.8	57.8	62.9	64.4	56.0	58.3	
	223K	57.1	52.7	53.3	53.9	54.6	58.3	47.8	49.4	54.4	62.8	52.5	61.4	55.6	
	226A	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	Route Merged w/226	46.5
	225L	79.3	76.8	77.8	75.9	77.1	78.3	71.9	78.8	77.2	77.0	84.2	84.0	80.1	
	225	49.3	55.0	53.8	54.3	56.7	56.6	60.1	59.8	61.5	67.3	65.6	66.9	58.4	
	226K	53.8	50.5	49.3	44.4	62.1	No Data	32.9	33.1	43.7	38.3	43.5	59.9	47.8	
	Cork Urban Region Overall		58.0	59.4	57.5	56.6	63.3	65.5	65.6	64.7	67.7	73.1	74.4	73.5	72.5
	Limerick Urban Region Route by Route	301	59.3	64.8	65.4	63.6	65.2	73.2	72.7	68.0	66.2	66.9	68.7	70.4	69.6
		302	65.5	67.5	64.8	61.2	79.4	86.0	83.5	82.0	77.7	81.2	83.7	81.8	84.4
303		62.6	69.9	70.3	68.3	71.1	70.2	73.2	72.4	75.8	79.0	79.3	77.7	73.7	
304A		52.1	58.8	58.5	58.9	64.4	75.4	69.7	69.2	67.4	73.4	73.6	69.0	64.5	
304X		89.9	83.8	88.4	88.4	76.5	89.3	94.7	89.9	84.0	85.5	88.4	69.4	87.0	
305		62.1	65.3	66.6	72.9	66.6	75.6	77.3	69.6	72.6	69.8	84.7	85.8	81.0	
305A		81.2	88.2	87.7	86.7	87.6	89.6	87.6	84.6	91.6	81.7	89.0	89.9	84.5	
306		57.9	68.2	63.6	62.8	69.9	69.8	73.4	74.5	77.6	81.3	72.7	71.5	63.1	
313		73.5	58.0	57.2	49.6	53.0	61.8	59.2	57.6	54.8	60.5	63.0	60.6	61.0	
Limerick Urban Region Overall			60.0	65.9	65.5	64.2	68.9	74.1	73.6	71.7	71.6	74.5	74.9	73.9	71.2
Galway Urban Region Route by Route	401	70.4	73.2	75.1	75.3	73.1	72.2	71.0	73.8	79.2	80.7	78.7	78.6	77.5	
	402	73.0	78.3	76.7	75.7	81.7	82.2	82.2	83.2	81.6	82.2	85.0	83.5	81.1	
	404	70.3	72.9	72.4	70.0	78.5	80.1	80.2	80.7	83.0	84.6	83.7	82.7	80.8	
	405	68.5	72.5	73.7	68.7	76.9	76.1	73.3	77.3	81.8	84.2	83.6	83.6	81.6	
	407	63.2	72.3	73.2	71.1	78.2	71.5	74.3	74.3	76.9	80.8	80.7	79.1	78.4	
Galway Urban Region Overall		69.9	73.9	74.5	72.7	77.0	76.4	75.6	77.7	80.7	82.4	82.0	81.3	79.7	
Town Services Route by Route	A1	80.8	82.7	79.8	79.9	82.5	80.6	85.0	81.6	85.9	83.4	80.9	81.3	80.2	
	A2	58.0	61.2	58.2	60.7	65.4	66.2	64.2	69.5	73.7	81.9	82.5	82.5	80.1	
	D1	80.6	81.2	79.7	80.0	79.4	81.9	74.6	75.1	82.0	82.3	82.4	83.2	85.1	
	D2	80.0	81.1	80.3	80.1	81.6	80.8	76.2	77.0	81.7	82.4	85.6	86.2	84.4	
	D4	72.3	77.6	71.3	67.4	70.5	75.2	70.0	70.5	70.5	74.0	73.3	76.0	75.9	
	D5	69.2	73.4	68.4	67.2	68.1	74.4	68.8	65.4	66.9	80.5	73.6	74.5	74.7	
	173	41.2	43.2	40.5	47.9	46.0	54.9	51.1	44.2	51.5	62.6	64.2	71.0	68.3	
	51	66.0	69.5	68.4	64.3	62.0	63.5	58.8	56.6	62.3	69.5	70.8	74.6	73.4	
	62	67.3	70.7	68.9	65.3	66.4	66.6	61.0	64.0	69.2	72.4	74.3	77.5	75.5	
	174	66.2	72.1	70.7	72.6	81.5	83.7	81.3	77.8	84.5	90.5	91.6	87.7	88.3	
	174A	63.8	65.4	68.0	62.8	78.0	85.9	84.4	75.8	82.1	84.1	88.7	85.5	86.8	
	174B	63.9	65.4	67.8	64.2	76.4	79.5	80.5	75.6	80.1	83.0	87.7	84.3	84.4	
	B1	71.2	70.8	67.8	68.1	68.7	80.5	74.5	72.2	75.8	73.4	79.0	82.3	82.2	
	N1	70.0	71.1	68.7	64.2	68.8	77.7	76.7	71.0	74.4	76.9	80.3	80.5	80.5	
	N2	65.3	65.8	63.4	60.0	64.7	75.0	72.3	66.6	65.0	66.5	69.6	71.3	71.6	
	360	59.4	60.6	61.5	57.8	54.4	55.1	56.1	53.4	58.9	58.4	59.1	56.0	52.0	
	360A	49.4	38.4	42.0	36.1	43.1	49.9	45.5	43.5	54.6	63.7	63.4	58.4	52.8	
	Town Services Overall		68.3	71.1	68.6	67.3	69.6	73.0	71.3	68.8	72.3	74.9	77.7	78.0	76.5

**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					P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304					1.86	1.46	1.57	1.97	1.63	1.54	1.84	2.31	2.43
B	208					2.19	2.75	2.31	1.99	1.70	1.42	1.69	1.55	1.48
C	202					3.99	4.73	3.61	3.67	2.88	2.94	2.11	2.01	1.91
	205					0.97	1.25	1.81	0.92	0.87	0.67	0.95	1.05	0.73
	409					2.49	2.06	2.16	2.46	2.01	1.36	1.65	1.19	1.20
D	206					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	1.39	1.21	1.40
B	208	3.28	3.83	2.57	2.68	2.28	1.92	2.61	2.08	1.74	1.61	1.69	1.14	1.43
C	202	4.42	4.39	3.16	2.15	3.91	4.67	4.04	3.73	2.85	2.74	3.92	2.17	2.21
	205	1.65	2.06	1.93	2.06	1.14	1.94	1.35	1.40	1.20	0.72	0.97	0.91	0.79
	409	3.26	2.93	2.35	1.9	1.58	1.42	1.85	1.37	1.21	1.42	1.38	0.96	1.42
D	206	1.64	1.21	1.25	1.29	0.92	0.98	0.72	0.72	0.92	0.74	1.03	0.50	0.52

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
2021**



HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)													
		2021											
Category	Route	P13	P12	P11	P10	P9	P8	P7					
A	304	2.98	1.5	1.39	1.56	1.2	0.63	0.94					
B	208	1.85	2.63	2.54	2.69	0.88	2.23	1.87					
C	202	3.75	4.95	3.47	3.73	4.15	3.44	4.54					
	205	1.5	1.53	1.63	1.97	0.72	1.32	1.33					
	409	2.37	1.29	1.25	1.15	1.08	1.41	1.35					
D	206	1.37	1.28	1.17	1.01	0.88	1.14	0.96					

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”.