NTA
Údarás Náisiúnta Iompair
National Transport Authority

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	2023/24 Punctuality Standard	2023/24 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 freqency routes. The Authority and the operators have been working to try to ensure that such cancelations are minimised, that where

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

- 213
- 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 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 (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:

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.

P4 2022 onwards Route By Route EWT KPI				P10 2024 onwards Route By Route EWT KPI		
Category	Route	MPS		Category	Route	MPS
A	304	2.3		A	304	1.9
B	208	2.0		B	208	1.6
	409				213	
C	202	1.7		C	409	1.3
	205				205	
D	206	1.4		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 2022 onwards
Bus Éireann Direct Award Contract
Route by Route Minimum Performance Standard (MPS) Breakdown

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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.

Period 9 2024 onwards
Bus Éireann Direct Award Contract
Route by Route Minimum Performance Standard (MPS) Breakdown

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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 = 67%

101, 101X, 109, 109B, 109X, 111, 111X, 115, 115C, 132, 133, 133X, NX, 201, 207, 209, 215, 216, 219, 220, 220X, 223, 223X, 225, 301, 304A, 402, S1, S2, 360, 360A, 65, 70, 100, 226, 233, 236, 237, 239, 240, 261, 280, 314, 320, 323, 343, 343X, 350, 370, 419, 425, 456, 458, 241, 245, 252, 260, 316, 317, 317A, 330, 330X, 202, 350C, EK1, S3

Category B Routes - Minimum Performance Standard = 69%

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

Category C Routes - Minimum Performance Standard = 73%

107, 108, 111A, 214, 302, 313, 404, D1, N2, 134, 136, 160, 163, 167, 175A, 182A, 187, 243, 248, 257, 271, 272, 273, 274, 275, 278, 279, 282, 284, 322, 324, 328, 329, 332, 334, 341, 347, 349, 355, 362, 365, 366, 377, 378, 381, 383, 417, 420, 421, 422, 429, 442, 443, 444, 445, 446, 447, 448, 450, 451, 455, 457, 461, 462, 463, 464, 466, 467, 468, 470, 471, 474, 476, 479, 483, 487, 489, 490, 491, 494, 495, 245x, 275a, 279a, 423, 486, 270, 258, 259, 133b, 133l, 404, D4, D5, 380, 276

Category D Routes - Minimum Performance Standard = 77%

207A, 209A, 213, 215A, 305, 306, 307, 174A, 174B, B1, N1, 225L, 202A, 212, 305A, 170

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

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2024 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)

2024

Region	Route	P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
Dublin Commuter Region Route by Route	103	63.8%	61.1%	52.1%	49.2%	51.7%	56.6%	49.1%	52.2%	49.2%	51.0%	53.6%	53.0%	62.6%
	103X	50.9%	45.3%	48.9%	50.9%	48.5%	56.7%	64.0%	58.3%	54.7%	65.4%	50.3%	57.9%	67.8%
	105	40.8%	38.4%	33.5%	39.1%	39.5%	40.3%	39.0%	30.8%	36.5%	37.3%	45.5%	45.3%	50.9%
	105X	55.6%	47.9%	61.1%	52.5%	69.7%	74.1%	69.9%	61.6%	62.3%	63.0%	58.7%	55.2%	62.7%
	107	65.9%	69.2%	78.2%	78.9%	82.9%	79.7%	80.9%	75.5%	74.3%	82.4%	75.1%	75.3%	71.7%
	108	80.1%	66.5%	70.6%	71.9%	65.8%	72.6%	76.4%	76.4%	72.8%	64.8%	65.5%	65.9%	61.0%
	109	50.9%	44.9%	52.7%	52.3%	56.4%	64.3%	64.4%	60.7%	59.7%	62.4%	55.2%	55.2%	58.2%
	109A	50.5%	47.4%	55.7%	56.0%	62.4%	65.1%	65.5%	61.8%	61.4%	64.3%	65.6%	63.6%	67.6%
	109B	48.9%	44.1%	39.8%	37.5%	41.9%	49.8%	54.3%	44.9%	55.2%	60.4%	43.0%	49.4%	45.5%
	109X	55.8%	52.2%	54.0%	50.7%	56.2%	64.0%	59.3%	61.8%	58.0%	61.0%	55.3%	53.0%	57.8%
	111	60.7%	58.6%	62.0%	63.6%	61.8%	68.2%	64.3%	69.8%	67.8%	68.0%	63.4%	59.6%	63.9%
	111A	75.5%	72.4%	71.2%	64.8%	67.3%	63.4%	68.2%	69.3%	58.0%	59.7%	62.6%	59.6%	64.5%
	111X	65.2%	47.6%	40.0%	44.6%	62.7%	71.5%	62.0%	50.5%	50.4%	51.3%	35.9%	40.6%	37.5%
	115	60.5%	56.2%	60.4%	57.8%	65.4%	71.1%	69.6%	65.0%	64.0%	69.2%	63.0%	64.1%	68.9%
	115C	65.7%	68.8%	66.9%	69.1%	73.7%	76.6%	78.7%	72.5%	72.4%	69.8%	73.9%	73.2%	70.2%
	132	60.0%	48.9%	55.3%	59.8%	58.8%	58.0%	62.9%	59.2%	57.4%	68.4%	63.4%	59.2%	64.0%
	NX	48.1%	50.8%	53.1%	52.7%	55.2%	62.6%	57.6%	57.3%	58.3%	58.6%	55.3%	54.3%	65.7%
Cork Urban Region Route by Route	201	39.9%	29.4%	25.4%	31.2%	55.6%	65.8%	60.7%	47.7%	43.0%	50.3%	47.4%	41.8%	50.3%
	202	66.6%	66.9%	70.7%	72.1%									
	202A	64.8%	64.4%	68.7%	69.2%	71.2%	74.6%	75.6%	72.0%	71.8%	74.7%	76.0%	74.8%	77.1%
	203	52.8%	58.0%	56.1%	56.1%	59.8%	70.0%	70.6%	66.8%	59.4%	65.2%	63.3%	65.9%	70.6%
	207	47.7%	46.7%	49.1%	50.8%	52.7%	72.0%	66.8%	58.5%	53.7%	57.7%	57.5%	56.9%	61.0%
	207A	65.6%	64.6%	64.7%	67.2%	73.1%	75.5%	75.9%	75.3%	75.3%	74.3%	72.7%	72.1%	68.1%
	209	43.6%	53.2%	60.8%	58.1%	51.4%	67.6%	66.1%	48.9%	53.9%	67.5%	61.3%	67.3%	45.9%
	209A	50.0%	60.2%	73.2%	69.6%	71.0%	71.3%	79.3%	62.0%	62.1%	69.8%	78.3%	70.4%	66.4%
	212	60.6%	56.1%	58.4%	60.2%	68.6%	68.3%	75.9%	69.5%	70.5%	71.8%	73.5%	72.9%	78.3%
	213	No Data	No Data	No Data	No Data	64.9%	76.6%	81.6%	80.9%	77.5%	81.8%	80.8%	82.1%	82.8%
	214	50.2%	46.0%	46.8%	45.3%	44.7%	53.4%	55.4%	52.3%	49.8%	56.7%	48.8%	47.6%	57.6%
	215	51.2%	54.9%	47.8%	48.8%	52.2%	61.8%	63.7%	58.1%	54.3%	58.1%	56.8%	55.8%	64.3%
	215A	71.3%	73.9%	73.7%	72.0%	77.0%	80.2%	81.9%	79.2%	76.9%	75.1%	73.5%	74.2%	77.9%
	216	51.4%	50.1%	51.5%	53.1%	57.1%	64.2%	63.0%	60.6%	63.5%	63.8%	62.2%	62.7%	64.4%
	219	41.2%	40.8%	42.9%	45.1%	49.0%	62.3%	64.3%	50.8%	55.8%	54.1%	48.0%	47.5%	47.6%
	220	48.1%	47.3%	45.8%	45.3%	55.4%	60.8%	58.6%	55.4%	49.9%	55.0%	51.7%	52.2%	59.2%
	220X	40.4%	39.2%	39.2%	41.0%	52.5%	59.1%	62.0%	51.3%	46.2%	56.2%	48.0%	51.2%	60.4%
	223	57.3%	54.2%	58.9%	58.7%	62.9%	65.9%	67.6%	63.3%	59.7%	64.2%	63.7%	65.4%	63.6%
	223X	81.1%	72.5%	83.7%	86.5%	83.2%	82.2%	79.8%	81.4%	85.7%	83.7%	76.7%	85.6%	76.3%
	225	70.7%	69.4%	71.2%	72.7%	71.7%	63.9%	57.0%	51.7%	51.4%	54.7%	53.8%	55.0%	58.5%
	225L	71.2%	68.4%	72.1%	74.4%	73.0%	71.7%	66.6%	72.9%	73.9%	66.6%	68.3%	67.7%	76.6%
	226X	46.3%	43.3%	55.6%	59.2%	69.7%	No Data	89.8%	99.3%	87.6%	79.3%	71.5%	79.8%	69.0%
Limerick Urban Region Route by Route	301	58.4%	61.0%	60.2%	57.7%	64.5%	71.5%	70.1%	65.7%	64.4%	60.9%	63.1%	63.3%	65.6%
	302	76.2%	76.6%	75.2%	75.7%	80.1%	81.5%	80.9%	79.8%	77.2%	76.2%	77.2%	75.3%	74.1%
	303	61.1%	60.2%	62.1%	64.7%	68.6%	71.8%	71.7%	68.5%	67.6%	69.5%	67.2%	67.5%	67.7%
	304A	51.1%	48.3%	48.5%	36.8%	54.7%	64.1%	60.8%	56.2%	51.8%	50.2%	46.6%	47.0%	57.0%
	304X	No Data	No Data	No Data	No Data	No Data	No Data	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	305	53.4%	56.8%	60.5%	50.8%	56.0%	69.0%	67.8%	72.4%	63.0%	61.6%	65.5%	62.0%	60.7%
	305A	77.1%	80.0%	79.1%	80.8%	84.3%	89.6%	85.7%	88.2%	85.1%	83.8%	85.5%	82.4%	82.9%
	306	63.6%	67.4%	68.4%	70.6%	76.6%	76.7%	75.9%	77.0%	75.9%	72.0%	61.0%	66.6%	69.7%
	313	67.3%	62.4%	67.6%	71.6%	73.7%	79.7%	75.6%	78.5%	76.0%	81.2%	76.6%	73.6%	64.7%
Galway Urban Region Route by Route	401	62.5%	62.3%	63.7%	59.5%	60.5%	59.2%	63.0%	66.2%	58.5%	67.9%	70.8%	73.0%	75.9%
	402	66.4%	66.1%	70.7%	66.2%	76.2%	76.3%	76.8%	79.4%	75.1%	78.1%	78.3%	76.8%	78.6%
	404	57.8%	55.5%	55.6%	52.2%	66.5%	63.3%	70.5%	72.0%	63.3%	69.3%	64.0%	60.9%	71.1%
	405	58.4%	58.6%	60.1%	56.9%	66.5%	63.9%	68.1%	70.0%	65.6%	70.0%	69.3%	64.3%	71.4%
	407	65.7%	64.0%	66.8%	64.1%	68.7%	69.1%	73.9%	73.6%	68.2%	72.4%	72.5%	74.0%	78.7%
Town Services Route by Route	A1	52.3%	52.8%	53.0%	53.4%	57.7%	57.7%	58.7%	52.1%	57.3%	60.8%	55.7%	57.2%	60.1%
	A2	57.0%	56.6%	57.0%	54.6%	59.9%	62.6%	63.3%	55.2%	60.5%	65.3%	59.5%	62.0%	65.9%
	D1	69.5%	65.9%	66.8%	65.9%	71.3%	70.9%	68.5%	71.1%	68.4%	71.7%	67.2%	69.9%	72.4%
	D2	70.8%	73.2%	74.6%	73.6%	79.2%	80.5%	75.3%	77.7%	75.4%	78.6%	74.5%	76.5%	78.6%
	D4	66.3%	69.9%	69.2%	73.6%	72.6%	73.7%	73.1%	73.6%	76.6%	72.8%	73.2%	73.2%	73.8%
	D5	67.0%	64.2%	67.6%	69.8%	71.8%	73.7%	73.1%	75.4%	71.5%	68.2%	70.0%	70.7%	70.0%
	173	42.5%	40.0%	44.8%	51.9%	50.4%	55.8%	57.0%	55.8%	46.0%	51.8%	48.7%	42.3%	50.1%
	S1	53.7%	43.7%	49.3%	43.2%	64.2%	53.5%	67.8%	59.2%	51.3%	44.1%	31.4%	58.3%	60.4%
	S2	65.9%	68.3%	69.7%	68.8%	71.3%	69.1%	71.5%	72.1%	70.5%	74.0%	72.2%	76.5%	67.7%
	174	47.0%	33.3%	35.9%	32.0%	47.8%	54.8%	55.9%	41.8%	38.5%	49.4%	47.8%	52.6%	52.2%
	174A	45.4%	40.2%	46.1%	38.5%	58.1%	66.5%	68.8%	54.9%	51.6%	51.4%	49.5%	46.5%	53.7%
	174B	43.7%	35.7%	44.1%	37.3%	54.6%	65.1%	67.0%	52.1%	52.3%	50.5%	50.7%	44.6%	48.8%
	B1	58.4%	54.5%	52.8%	55.4%	58.3%	72.1%	66.8%	59.6%	61.9%	60.5%	58.9%	59.9%	66.8%
	N1	54.6%	52.2%	52.5%	55.6%	57.8%	63.6%	63.3%	59.2%	55.9%	54.3%	54.4%	55.5%	54.1%
	N2	49.8%	48.0%	50.0%	52.4%	54.8%	60.3%	57.0%	52.4%	53.3%	52.9%	52.2%	50.3%	61.1%
	360	77.1%	77.5%	79.2%	75.0%	71.9%	70.1%	75.7%	78.0%	76.1%	76.9%	76.8%	75.8%	76.6%
	360A	68.9%	69.2%	74.8%	68.8%	68.6%	72.3%	72.8%	76.0%	72.2%	70.6%	75.5%	75.9%	73.3%
	65	53.7%	47.1%	48.5%	48.6%	53.2%	47.8%	61.4%	61.3%	54.3%	59.6%	63.3%	47.1%	41.3%
	70	64.4%	71.9%	75.4%	74.9%	75.8%	70.4%	74.7%	76.7%	73.6%	69.6%	74.3%	74.9%	75.6%
	72	56.2%	63.9%	59.1%	63.3%	71.2%	66.2%	64.0%	59.9%	57.1%	65.5%	57.8%	52.9%	54.3%
	73	49.6%	58.6%	66.6%	55.8%	61.5%	73.4%	67.4%	77.5%	66.7%	66.0%	72.0%	67.8%	60.5%
	100	73.4%	68.7%	73.2%	73.9%	77.7%	78.3%	70.6%	53.0%	48.5%	52.3%	48.7%	40.4%	46.1%
	134	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	135	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	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%	0.0%
	160	64.6%	58.0%	71.7%	66.0%	66.6%	64.8%	72.5%	74.5%	69.2%	69.8%	75.3%	64.8%	73.9%
	161	58.8%	49.4%	51.3%	58.2%	53.1%	56.8%	57.1%	60.1%	56.4%	60.6%	62.0%	57.7%	59.1%
	162	92.9%	77.3%	86.7%	83.0%	93.7%	88.8%	98.3%	93.6%	91.1%	85.4%	90.1%	82.5%	86.7%
	163	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
	168	59.8%	57.2%	57.3%	61.0%	64.6%	67.6%	65.7%	63.9%	60.2%	64.4%	61.3%	57.1%	60.1%
	166	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
	167	62.4%	61.7%	64.7%	64.1%	66.3%	71.7%	68.4%	69.4%	71.3%	69.6%	70.4%	65.4%	66.9%
	170	71.0%	67.9%	70.3%	70.2%	74.7%	71.9%	75.0%	73.3%	75.0%	75.8%	76.1%	78.7%	76.1%
	175	54.3%	54.9%	61.6%	64.5%	63.0%	64.6%	77.3%	69.7%	69.0%	77.7%	70.6%	63.3%	66.6%
	175A	84.0%	79.2%	65.1%	86.7%	84.5%	62.8%	94.2%	90.9%	91.2%	88.8%	84.2%	84.3%	87.7%
	182	73.2%	79.1%	72.3%	80.2%	73.5%	73.6%	79.2%	73.0%	73.1%	73.5%	66.9%	66.9%	68.8%
	182A	71.0%	75.2%	71.8%	74.9%	76.2%	77.2%	80.2%	77.6%	73.0%	75.6%	74.8%	73.9%	75.2%
	187	67.1%	65.4%	70.1%	77.6%	77.5%	75.4%	71.5%	73.7%	73.7%	75.0%	66.6%	71.4%	76.5%
	190	57.3%	56.9%	58.4%	60.1%	60.4%	63.4%	62.3%	59.0%	55.8%	59.4%	56.7%	54.5%	56.8%
	226	65.0%	64.6%	63.5%	62.2%	61.1%	59.3%	56.4%	50.0%	49.2%	54.3%	61.2%	56.4%	61.6%
	233	51.0%	48.6%	47.4%	45.4%	60.2%	71.1%	65.5%	67.7%	58.1%	65.0%	56.5%	56.0%	60.6%
	235	67.8%	43.6%	48.7%	46.9%	70.9%	71.4%	66.7%	78.5%	68.1%	66.8%	59.4%	47.4%	60.3%
	236	58.4%	58.3%	54.4%	57.5%	62.3%	62.4%	68.7%	63.4%	67.6%	72.0%	66.9%	71.7%	66.8%
	237	60.9%	57.7%	56.7%	57.7%	58.5%	52.3%	66.4%	62.3%	68.6%	69.8%	66.7%	66.2%	65.5%
	239	71.3%	67.1%	58.8%	69.5%	69.8%	76.2%	76.5%	74.9%	71.6%	75.2%	65.7%	66.7%	61.5%
	240	54.3%	59.7%	58.2%	58.2%	65.8%	60.8%	58.7%	56.0%	62.1%	54.6%	60.0%	54.2%	52.5%
	241	47.3%	35.5%	52.0%	48.0%	56.5%	70.4%	65.8%	59.8%	54.9%	61.5%	58.3%	51.8%	57.4%
	243	76.5%	71.5%	77.9%	78.2%	77.9%	83.2%	82.3%	79.2%	79.4%	78.6%	76.3%	78.1%	72.0%
	245	51.3%	43.1%	52.8%	55.7%	53.6%	58.9%	60.8%	52.1%	52.1%	60.3%	60.5%	55.0%	59.9%
	245X	68.0%	66.8%	65.2%	64.1%	69.7%	64.3%	69.7%	67.0%	60.8%	70.4%	69.5%	65.4%	65.6%
	248	59.7%	55.0%	66.0%	67.2%	71.8%	70.5%	75.2%	67.0%	67.4%	72.6%	71.1%	67.9%	69.6%
	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	70.2%	68.6%	73.3%	72.1%	71.8%	73.5%	72.6%	73.1%	71.4%	74.2%	70.5%	75.0%	74.0%
	258	48.8%	41.7%	26.7%	31.4%	60.5%	61.3%	65.2%	73.7%	71.9%	73.4%	50.6%	69.3%	22.8%
	259	71.1%	62.2%	70.4%	79.2%	81.3%	82.5%	61.8%	79.2%	54.0%	84.2%	65.6%	70.7%	86.7%
	260	61.0%	59.2%	60.9%	58.5%	59.2%	62.5%	68.3%	59.1%	57.5%	63.3%	71.9%	67.1%	71.9%
	261	54.7%	49.7%	52.3%	48.9%	49.5%	64.9%	61.7%	55.6%	53.3%	59.6%	62.1%	58.4%	62.9%
	270	68.2%	70.1%	73.3%	64.1%	65.2%	66.1%	63.9%	62.0%	62.2%	66.1%	69.4%	68.0%	64.5%
	271	72.5%	64.9%	65.7%	66.8%	74.3%	70.5%	75.9%	78.4%	75.2%	82.8%	79.8%	80.6%	77.5%
	272	76.8%	76.4%	79.3%	77.9%	78.1%	75.5%	76.7%	74.4%	79.9%	79.2%	79.8%	82.0%	73.3%
	273	No Data	No Data	No Data	No Data	No Data	No Data	58.1%	62.4%	59.3%	71.7%	51.7%	68.5%	66.0%
	274	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
	275	75.0%	73.2%	76.3%	76.2%	74.3%	64.7%	71.3%	69.5%	73.2%	79.4%	79.0%	80.8%	75.5%
	276	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	#N/A
	278	No Data	No Data	No Data	No Data	No Data	88.9%	71.0%	77.5%	85.0%	78.1%	83.3%	88.9%	90.0%
	279	66.7%	71.1%	72.8%	72.3%	70.9%	67.8%	74.4%	69.6%	71.1%	73.1%	73.7%	74.3%	69.5%
	279A	61.7%	63.0%	0.0%	66.7%	71.1%	86.9%	76.7%	70.5%	71.8%	71.0%	65.5%	76.3%	56.2%
	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	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
	284	74.2%	61.8%	75.2%	67.3%	79.1%	89.6%	75.3%	68.8%	76.1%	74.2%	80.3%	72.8%	71.9%
	314	65.0%	63.8%	63.6%	60.5%	65.9%	67.2%	63.3%	65.1%	65.9%	67.1%	67.9%	63.1%	67.8%
	316	78.9%	77.0%	80.4%	75.0%	74.6%	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	317	56.3%	54.0%	56.5%	52.6%	54.7%	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	317A	61.2%	55.1%	63.7%	54.7%	65.5%	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	320	64.0%	55.2%	64.6%	69.6%	70.5%	70.1%	65.7%	66.4%	64.7%	64.0%	65.0%	63.0%	63.7%
	321	31.2%	35.1%	61.4%	40.1%	41.7%	42.3%	51.9%	34.8%	26.6%	48.0%	34.7%	29.6%	26.8%
	322	No Data	No Data	No Data	No Data	No Data	No Data	No Data	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	323	46.3%	39.5%	38.5%	38.7%	53.8%	68.6%	66.5%	60.6%	54.7%	53.3%	51.1%	44.3%	48.1%
	323X	45.5%	26.9%	42.3%	29.8%	72.0%	82.4%	76.1%	75.4%	73.6%	67.7%	46.3%	48.7%	62.3%
	324	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	328	70.0%	69.7%	69.7%	75.9%	72.5%	71.7%	68.0%	70.8%	69.0%	73.5%	68.5%	73.9%	75.2%

Stage Carriage Route by Route

Route	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
329	74.0%	70.6%	75.5%	73.8%	75.2%	77.2%	72.2%	74.6%	79.3%	76.5%	73.6%	75.2%	74.3%
330	64.7%	63.3%	65.4%	65.8%	68.9%	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
330X	77.1%	63.9%	69.6%	69.7%	84.5%	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
332	67.7%	69.7%	63.4%	63.9%	73.5%	71.4%	66.8%	74.4%	73.8%	73.3%	70.9%	70.2%	73.3%
333	69.6%	67.6%	69.1%	68.8%	63.3%	61.1%	59.4%	56.4%	65.9%	65.2%	61.2%	67.1%	59.8%
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	74.6%	68.5%	73.3%	72.6%	64.3%	65.0%	66.4%	68.2%	73.1%	67.5%	68.6%	72.3%	61.9%
341	No Data	No Data	No Data	No Data	76.2%	78.1%	76.3%	72.2%	78.7%	71.7%	57.6%	64.9%	66.6%
343	67.4%	66.5%	67.6%	69.4%	56.4%	47.9%	49.0%	47.0%	44.5%	45.9%	40.9%	40.7%	45.5%
343X	No Data	No Data	No Data	No Data	83.6%	82.8%	77.5%	71.7%	74.4%	74.3%	61.7%	68.7%	58.2%
345	61.7%	64.2%	60.3%	57.0%	60.8%	61.1%	55.7%	55.0%	57.7%	61.6%	46.3%	54.9%	52.2%
346	No Data	No Data	No Data	0.0%	58.0%	42.0%	62.9%	47.2%	67.1%	71.5%	48.9%	38.3%	42.7%
347	79.7%	70.3%	81.1%	79.2%	69.1%	73.4%	73.2%	72.9%	79.2%	72.5%	72.0%	66.0%	74.0%
348	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
349	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
350	48.3%	49.3%	42.9%	39.8%	31.2%	36.4%	40.7%	41.8%	41.7%	49.6%	54.9%	56.0%	52.7%
354	65.0%	65.0%	66.4%	62.7%	62.0%	60.9%	66.2%	71.7%	71.7%	72.5%	68.9%	66.9%	68.1%
355	61.5%	48.9%	55.2%	54.7%	55.5%	66.6%	68.5%	65.8%	63.5%	66.5%	65.1%	59.2%	61.4%
362	74.8%	70.8%	71.5%	75.5%	77.0%	75.1%	82.0%	76.2%	69.9%	70.0%	80.8%	77.4%	83.9%
365	59.1%	70.8%	85.8%	68.4%	80.0%	67.4%	87.5%	79.5%	65.6%	75.8%	77.0%	68.0%	89.9%
366	73.9%	53.3%	75.0%	86.7%	90.0%	33.3%	60.0%	93.3%	95.0%	80.0%	85.7%	85.0%	70.0%
370	54.6%	45.5%	46.3%	42.4%	53.8%	62.4%	56.7%	59.3%	61.6%	57.4%	55.7%	53.6%	51.0%
371	14.9%	8.6%	30.0%	21.9%	48.4%	47.6%	19.4%	13.6%	25.0%	33.3%	23.1%	14.6%	33.3%
372	46.5%	46.6%	42.3%	76.2%	56.9%	38.7%	66.3%	57.1%	68.8%	54.5%	51.9%	57.6%	62.2%
373	59.6%	39.3%	78.9%	50.0%	58.3%	79.2%	64.6%	72.9%	32.0%	45.8%	55.3%	51.2%	25.0%
374	16.7%	11.6%	40.5%	0.0%	47.5%	100.0%	35.2%	36.4%	22.2%	8.3%	27.5%	59.7%	36.5%
375	32.6%	34.7%	29.3%	18.2%	38.6%	7.1%	26.2%	26.8%	19.6%	35.2%	20.4%	17.9%	26.8%
377	39.5%	41.4%	41.7%	44.6%	33.1%	34.1%	39.2%	36.8%	56.3%	40.0%	52.5%	43.5%	44.9%
378	87.1%	54.1%	81.8%	71.6%	68.8%	54.2%	58.7%	40.0%	100.0%	67.7%	70.2%	79.6%	62.2%
379	60.1%	66.8%	57.3%	61.5%	61.0%	61.5%	66.3%	61.3%	66.4%	61.3%	64.9%	64.2%	62.9%
380	52.3%	43.6%	77.9%	63.3%	72.2%	44.1%	51.7%	66.7%	71.4%	54.4%	62.7%	64.6%	62.7%
381	72.4%	78.9%	69.6%	60.6%	65.9%	52.0%	72.4%	74.6%	82.3%	66.9%	81.9%	91.8%	60.0%
382	65.0%	58.7%	68.8%	66.7%	50.6%	57.4%	72.0%	64.4%	82.5%	63.6%	72.1%	69.4%	60.7%
383	70.0%	65.4%	50.5%	68.9%	64.2%	55.9%	54.5%	58.2%	73.7%	46.4%	51.0%	64.2%	61.4%
385	80.2%	84.6%	68.7%	56.1%	93.3%	63.2%	78.9%	73.4%	68.5%	76.4%	69.7%	73.9%	66.0%
417	84.3%	63.4%	65.3%	82.9%	71.4%	75.4%	82.5%	76.5%	79.6%	77.3%	74.7%	68.6%	66.1%
419	68.1%	59.9%	58.2%	58.9%	61.5%	67.9%	69.0%	68.1%	60.6%	65.6%	64.6%	61.9%	67.2%
420	70.0%	68.4%	69.3%	72.4%	78.8%	74.2%	72.6%	82.3%	74.5%	74.0%	73.9%	69.8%	75.9%
421	73.8%	72.6%	71.1%	69.2%	76.7%	74.9%	75.9%	81.2%	75.6%	77.0%	75.4%	73.8%	77.6%
422	61.6%	70.0%	69.8%	74.1%	71.5%	69.5%	76.7%	77.3%	76.8%	72.9%	78.8%	72.9%	77.3%
423	67.6%	68.9%	63.4%	64.9%	58.2%	63.3%	64.1%	60.0%	60.5%	62.3%	66.1%	66.8%	61.2%
424	62.6%	59.5%	61.6%	60.0%	61.1%	60.2%	64.3%	62.5%	60.9%	64.3%	65.2%	67.7%	63.5%
425	51.2%	60.5%	68.3%	70.0%	68.6%	68.6%	81.0%	70.4%	70.5%	69.1%	74.5%	69.1%	67.1%
425A	67.3%	60.9%	70.0%	68.3%	76.0%	63.8%	67.5%	66.6%	66.0%	64.3%	57.0%	63.4%	68.2%
429	48.0%	44.3%	54.5%	47.7%	48.5%	45.5%	42.3%	44.8%	63.2%	54.5%	64.5%	68.4%	60.3%
434	52.6%	45.1%	55.3%	54.2%	72.5%	70.0%	76.7%	68.5%	71.1%	71.7%	72.2%	68.8%	66.7%
440	60.7%	53.0%	58.7%	59.5%	65.7%	61.4%	63.9%	55.3%	51.5%	58.4%	57.4%	59.0%	53.1%
442	47.7%	54.9%	58.0%	58.7%	66.7%	50.0%	72.3%	38.5%	52.2%	37.6%	74.0%	63.0%	51.0%
443	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
444	62.1%	60.6%	93.1%	83.1%	88.0%	90.6%	87.2%	69.4%	75.5%	84.4%	83.7%	73.7%	67.8%
445	54.7%	64.0%	61.4%	61.0%	59.7%	67.5%	69.2%	66.2%	59.1%	66.0%	69.9%	69.4%	66.7%
446	61.5%	73.2%	67.4%	75.0%	78.2%	75.8%	79.0%	75.5%	78.8%	75.8%	78.6%	49.7%	64.1%
447	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
448	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
450	63.4%	60.5%	65.3%	56.5%	48.5%	37.1%	49.1%	55.5%	60.0%	62.4%	66.5%	69.3%	64.6%
451	64.0%	57.8%	63.1%	60.7%	67.7%	77.7%	72.7%	74.1%	64.3%	69.3%	66.3%	71.5%	74.3%
454	No Data	No Data	No Data	No Data	No Data	No Data	No Data	69.2%	61.8%	79.2%	91.0%	75.0%	64.6%
455	65.6%	62.7%	63.6%	81.2%	58.8%	60.7%	73.9%	68.6%	70.3%	67.9%	73.3%	60.3%	84.3%
456	57.1%	58.9%	58.0%	59.4%	61.2%	62.6%	63.3%	62.1%	61.0%	62.5%	61.8%	60.0%	61.8%
457	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
458	48.8%	47.2%	44.9%	48.0%	53.3%	46.0%	46.3%	42.5%	47.8%	50.0%	49.9%	47.7%	45.0%
460	No Data	#N/A	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
461	70.9%	93.3%	77.1%	96.1%	76.1%	87.7%	85.3%	94.1%	94.4%	92.9%	77.9%	78.5%	70.3%
462	51.6%	52.4%	60.1%	60.7%	62.5%	62.6%	65.7%	62.3%	59.8%	59.7%	63.8%	58.7%	53.0%
463	48.0%	41.8%	55.2%	57.7%	46.9%	59.8%	55.4%	58.4%	50.0%	67.1%	71.0%	63.4%	51.1%
464	40.0%	93.8%	78.1%	68.0%	73.1%	68.3%	59.4%	72.6%	67.3%	60.5%	43.4%	70.5%	62.5%
465	67.1%	60.6%	73.3%	71.1%	78.3%	77.5%	60.0%	60.8%	69.7%	88.2%	76.7%	73.3%	75.0%
466	68.7%	64.8%	59.1%	60.4%	61.0%	63.6%	69.2%	71.0%	64.8%	66.0%	47.2%	39.8%	49.4%
467	59.3%	75.0%	80.8%	90.9%	82.1%	100.0%	100.0%	84.8%	87.1%	85.7%	84.6%	75.8%	77.5%
468	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
469	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
470	60.4%	61.7%	80.0%	69.2%	60.4%	51.4%	58.0%	59.6%	55.6%	43.7%	50.5%	60.2%	66.7%
471	67.4%	69.3%	78.9%	69.5%	74.4%	69.9%	72.8%	62.1%	56.5%	70.0%	70.1%	60.0%	67.2%
474	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
475	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	0.0%
476	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
479	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
480	56.3%	53.9%	53.8%	53.8%	52.8%	56.8%	60.8%	57.7%	51.7%	47.7%	58.6%	57.2%	59.0%
483	42.3%	51.4%	66.2%	66.7%	42.6%	64.7%	55.9%	77.5%	68.9%	82.3%	66.0%	57.8%	67.7%
487	63.9%	61.2%	66.3%	60.9%	68.4%	68.5%	64.3%	60.9%	68.5%	65.7%	70.2%	67.8%	65.2%
489	58.8%	72.5%	78.0%	83.6%	70.3%	60.0%	71.4%	76.5%	86.4%	67.9%	82.8%	55.6%	58.3%
490	68.2%	65.9%	70.3%	64.2%	66.7%	62.4%	70.2%	64.2%	66.7%	68.2%	68.0%	70.4%	58.0%
491	49.4%	48.1%	45.6%	46.8%	52.8%	44.0%	47.2%	55.4%	59.0%	55.7%	54.6%	51.6%	54.2%
492	60.5%	57.3%	62.0%	62.2%	61.4%	40.9%	62.6%	64.2%	67.0%	65.4%	63.2%	60.4%	62.4%
494	66.6%	61.5%	61.5%	64.2%	69.6%	66.4%	69.5%	66.3%	68.8%	69.8%	69.3%	61.9%	71.0%
495	54.3%	44.1%	20.5%	34.4%	59.2%	32.4%	54.3%	57.1%	47.0%	47.9%	0.0%	67.6%	44.3%

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

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

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

The data has not been adjusted for first and last stop time recording issues which can arise for example when a bus is recorded leaving first stop early because vehicles parked at first stop mean the bus needed to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 5% of all recorded stopping times for journeys on the Bus Éireann 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.

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

Region	Route	P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
							2023 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)								
Dublin Commuter Region Route by Route	101	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	45.40%	47.40%	48.6%	50.5%	48.7%
	101X	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	73.9%	69.9%	70.2%	75.7%	70.2%
	103	57.2%	52.3%	49.6%	48.2%	58.9%	66.1%	62.1%	58.4%	59.0%	62.1%	62.0%	59.1%	62.0%
	103X	53.5%	39.9%	44.3%	51.4%	72.7%	76.2%	67.6%	60.7%	61.1%	62.2%	60.7%	56.2%	60.7%
	105	41.3%	37.7%	39.9%	39.3%	34.9%	41.9%	42.9%	41.9%	47.8%	47.2%	52.9%	50.0%	52.9%
	105X	60.6%	54.1%	53.2%	58.2%	73.1%	73.5%	58.6%	57.9%	61.4%	58.9%	59.9%	61.4%	59.9%
	107	71.6%	70.4%	70.0%	75.7%	76.5%	76.0%	82.6%	80.1%	76.5%	80.1%	79.9%	80.0%	79.9%
	108	61.8%	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%
	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%
	109X	53.0%	45.3%	48.9%	49.5%	59.1%	61.5%	59.0%	60.1%	57.2%	60.9%	59.4%	61.5%	59.4%
	111	59.0%	58.4%	58.7%	60.2%	69.2%	67.9%	67.7%	66.3%	71.6%	68.4%	66.8%	63.8%	66.8%
	111A	59.7%	64.6%	69.2%	69.1%	71.4%	70.8%	71.5%	73.6%	70.2%	76.3%	72.3%	70.8%	72.3%
	111X	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	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%	48.4%	35.5%	42.0%	35.5%
	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	8.8%	17.7%	20.5%	34.5%	20.5%
	133L	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	56.3%	49.2%	51.6%	53.3%	51.6%
	NX	59.4%	55.6%	57.2%	60.0%	68.8%	72.9%	69.3%	70.4%	68.2%	69.7%	68.1%	68.9%	68.1%
Cork Urban Region Route by Route	201	46.1%	33.8%	37.0%	33.8%	51.5%	61.5%	64.2%	53.1%	53.7%	51.6%	38.7%	42.3%	38.7%
	202A	68.2%	62.5%	55.8%	57.3%	63.7%	67.5%	66.3%	67.1%	68.2%	73.2%	72.4%	69.2%	72.4%
	203	57.8%	56.9%	57.9%	60.8%	68.9%	73.6%	68.2%	70.4%	68.7%	66.6%	68.3%	65.4%	68.3%
	207	50.6%	49.8%	55.7%	61.4%	68.4%	76.0%	72.3%	63.8%	60.7%	69.7%	66.5%	67.0%	66.5%
	207A	69.2%	67.9%	72.6%	76.1%	78.4%	83.3%	74.1%	69.1%	73.5%	78.7%	77.3%	78.1%	77.3%
	209	69.3%	55.1%	56.0%	61.9%	62.9%	68.2%	67.8%	47.7%	52.6%	67.3%	62.2%	65.9%	62.2%
	209A	85.3%	62.4%	69.4%	79.3%	77.0%	72.6%	79.2%	72.9%	72.2%	75.8%	69.8%	79.4%	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%
	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%
	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	46.1%	42.6%	45.1%	48.7%	57.2%	69.1%	70.0%	56.5%	58.3%	58.1%	56.4%	59.3%	56.4%
	223	59.6%	59.0%	56.1%	59.4%	59.3%	68.4%	67.1%	63.3%	60.8%	64.8%	60.5%	63.7%	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	74.2%	64.5%	68.6%	61.0%	71.1%	76.4%	73.9%	67.3%	69.2%	75.1%	70.0%	73.9%	70.0%
	226X	79.8%	63.6%	54.6%	56.7%	92.9%	No Data	88.9%	90.2%	62.0%	84.2%	55.9%	47.7%	55.9%
Limerick Urban Region Route by Route	301	59.7%	59.9%	62.5%	61.0%	67.8%	70.9%	66.4%	64.6%	61.8%	66.6%	60.9%	59.1%	60.9%
	302	74.2%	73.1%	72.4%	73.0%	76.9%	76.4%	72.2%	66.3%	70.3%	73.6%	65.2%	63.7%	65.2%
	303	61.8%	61.7%	66.8%	65.3%	66.7%	72.5%	68.7%	64.5%	65.1%	65.3%	62.3%	61.5%	62.3%
	304A	48.7%	44.9%	47.8%	46.8%	58.2%	64.8%	60.8%	57.5%	57.1%	56.0%	52.2%	52.1%	52.2%
	304X	No Data	No Data	No Data	No Data	85.3%	83.5%	94.7%	95.7%	90.6%	96.2%	81.3%	99.1%	81.3%
	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%	75.3%	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 Region Route by Route	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%
	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%
	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%
Town Services Route by Route	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	65.5%	65.0%	58.5%	66.2%	63.4%	71.2%	72.9%	70.5%	69.2%	69.8%	69.1%	70.6%	69.1%
	173	36.1%	43.1%	46.0%	45.8%	51.7%	50.7%	50.1%	44.3%	44.7%	51.1%	51.4%	48.4%	51.4%
	S1	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%
	S2	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	40.9%	38.2%	39.1%	44.7%	51.7%	62.0%	60.9%	58.5%	47.7%	56.3%	51.5%	46.3%	51.5%
	174A	48.8%	41.0%	49.1%	39.3%	58.5%	70.7%	71.1%	55.9%	49.8%	59.1%	53.0%	53.5%	53.0%
	174B	45.2%	40.9%	46.3%	39.3%	57.4%	67.6%	66.7%	57.3%	49.0%	56.4%	50.0%	51.9%	50.0%
	B1	64.8%	57.5%	63.8%	64.8%	67.8%	74.2%	72.8%	61.7%	65.2%	65.3%	65.1%	61.5%	65.1%
	N1	61.8%	62.4%	64.4%	64.4%	67.5%	73.8%	72.7%	62.1%	65.4%	68.6%	71.2%	68.4%	71.2%
	N2	57.8%	60.2%	60.2%	59.6%	64.8%	70.3%	67.4%	59.2%	62.1%	66.4%	68.0%	65.6%	68.0%
	360	63.1%	48.9%	55.6%	56.2%	47.4%	58.1%	57.9%	45.5%	53.0%	61.4%	67.5%	63.5%	67.5%
	360A	62.9%	20.2%	22.6%	26.4%	34.5%	39.3%	38.2%	29.4%	25.0%	33.9%	30.4%	29.7%	30.4%
	65	60.4%	39.3%	46.7%	64.3%	61.6%	65.6%	60.8%	68.2%	70.0%	65.9%	66.1%	65.1%	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	No Data	No Data	No Data	No Data	No Data	No Data	No Data	70.4%	62.5%	59.1%	68.3%	59.1%	59.1%
	168	55.6%	50.0%	51.9%	63.3%	57.5%	63.4%	61.9%	62.7%	67.3%	63.8%	65.1%	60.6%	65.1%
	166	60.2%	No Data	65.8%	69.4%	65.7%	67.6%	72.0%	71.5%	72.3%	70.9%	67.7%	74.3%	67.7%
	167													
	170	76.6%	77.9%	78.1%	81.7%	79.0%	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	175	62.0%	62.0%	71.3%	72.0%	57.4%	76.1%	68.1%	50.2%	67.0%	78.1%	72.6%	66.2%	72.6%
	175A	88.9%	75.7%	78.5%	83.0%	87.9%	82.1%	83.8%	85.9%	84.7%	88.5%	82.2%	71.2%	82.2%
	182	60.0%	67.6%	68.5%	70.2%	68.7%	70.9%	70.5%	68.7%	67.9%	67.7%	65.4%	64.1%	65.4%
	182A	63.3%	66.8%	68.6%	69.6%	73.3%	74.1%	75.5%	59.6%	66.8%	73.1%	66.9%	73.1%	66.9%
	187	73.1%	69.2%	76.3%	66.8%	67.9%	66.8%	64.8%	70.8%	65.4%	72.4%	75.3%	72.1%	75.3%
	190	52.3%	53.4%	57.5%	59.2%	63.1%	62.5%	62.6%	62.7%	57.6%	55.1%	55.2%	54.3%	55.2%
	226	50.5%	57.7%	48.6%	52.8%	47.4%	49.4%	49.8%	49.8%	48.5%	51.4%	56.1%	58.4%	56.1%
	233	57.0%	45.4%	47.3%	44.9%	66.6%	72.3%	75.8%	67.9%	68.7%	68.5%	64.2%	61.2%	64.2%
	235	52.1%	44.5%	39.0%	48.4%	75.7%	78.5%	70.2%	67.0%	65.0%	56.2%	53.2%	55.0%	53.2%
	236	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%	58.4%	55.2%	52.1%	54.5%	64.7%	66.7%	64.3%	68.5%	63.7%	62.1%	63.7%
	239	66.3%	58.0%	64.0%	63.5%	75.4%	76.3%	72.2%	73.3%	67.5%	71.7%	66.7%	63.4%	66.7%
	240	54.2%	57.9%	48.1%	56.6%	54.3%	54.5%	65.6%	71.7%	71.7%	71.7%	68.0%	71.6%	68.0%
	241	55.1%	56.1%	56.6%	59.8%	60.2%	68.2%	65.6%	65.2%	53.1%	50.0%	52.5%	52.4%	52.5%
	243	73.9%	70.4%	72.2%	68.8%	74.4%	76.8%	82.6%	68.7%	72.0%	73.4%	75.3%	76.9%	75.3%
	245	57.8%	55.4%	52.3%	58.9%	62.2%	62.9%	63.1%	63.5%	64.7%	62.3%	61.3%	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%	68.0%	70.5%	57.0%	61.3%	67.4%	78.5%	71.5%	70.0%	72.2%
	271	71.9%	67.5%	64.3%	70.8%	64.3%	52.0%	61.3%	66.1%	66.0%	72.9%	77.6%	71.4%	77.6%
	272	74.5%	74.7%	75.0%	67.9%	84.1%	74.9%	77.4%	80.9%	79.3%	81.2%	83.3%	83.0%	83.3%
	273	53.2%	40.8%	66.7%	59.0%	55.6%	32.3%	68.3%	60.7%	82.2%	71.9%	61.3%	55.3%	61.3%
	274	96.0%	95.4%	80.7%	89.1%	92.0%	92.1%	89.1%	73.4%	71.4%	77.4%	83.1%	81.2%	83.1%
	275	73.1%	70.6%	72.7%	72.4%	69.7%	61.0%	68.4%	64.5%	65.9%	69.5%	69.9%	77.3%	69.9%
	276	No Data	No Data	No Data	No Data	71.1%	66.4%	74.5%	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)
	278	90.3%	65.0%	89.5%	85.7%	83.7%	67.9%	78.4%	80.0%	88.0%	81.1%	83.3%	87.9%	83.3%
	279	68.7%	65.2%	67.7%	63.6%	71.4%	65.3%	73.5%	74.3%	75.6%	73.6%	77.8%	79.8%	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	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
	284	51.8%	60.5%	54.9%	50.3%	84.3%	68.0%	75.5%	72.6%	78.8%	76.7%	72.7%	60.4%	72.7%
	314	63.2%	62.8%	63.1%	59.2%	58.1%	60.1%	55.4%	57.6%	62.2%	63.6%	63.3%	64.1%	63.3%
	320	58.4%	58.2%	61.9%	62.5%	74.8%	73.6%	70.4%	71.4%	66.5%	67.5%	69.2%	69.0%	69.2%
	321	23.4%	19.1%	54.0%	40.2%	51.9%	56.8%	42.0%	52.0%	54.1%	47.6%	58.8%	59.6%	58.8%
	322	No Data	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	44.6%	36.8%	39.8%	35.7%	40.4%	51.4%	45.0%	41.2%	47.7%	56.7%	49.9%	49.5%	49.9%

Stage Carriage Route by Route

Route													
323X	52.0%	35.0%	47.1%	38.0%	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	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%
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%
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
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	No Data	14.3%	21.4%	14.3%	60.2%	34.8%	28.6%	32.1%	25.0%	44.7%	25.0%
377	34.8%	43.9%	34.7%	34.0%	31.9%	25.8%	40.0%	36.4%	41.1%	34.7%	40.9%	53.1%	40.9%
378	65.1%	51.6%	63.8%	62.8%	42.4%	26.4%	67.3%	55.4%	28.9%	70.5%	69.3%	35.4%	69.3%
379	64.6%	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%
457	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
458	38.7%	38.5%	36.7%	37.3%	40.4%	43.7%	42.2%	39.4%	43.2%	44.2%	47.5%	46.5%	47.5%
460	87.9%	79.8%	68.8%	85.7%	42.9%	70.5%	79.5%	50.0%	46.8%	68.1%	70.2%	70.7%	70.2%
461	73.8%	82.9%	72.8%	81.0%	88.4%	77.9%	74.8%	75.7%	87.5%	84.7%	85.9%	77.1%	85.9%
462	40.3%	35.2%	40.2%	41.7%	39.6%	49.2%	45.1%	43.0%	43.5%	48.2%	43.1%	44.7%	43.1%
463	66.2%	57.9%	49.2%	63.8%	59.7%	41.5%	64.0%	60.5%	68.0%	60.5%	57.5%	53.2%	57.5%
464	72.9%	77.1%	60.5%	78.7%	63.8%	64.1%	76.7%	66.7%	62.3%	100.0%	67.2%	67.4%	67.2%
465	58.5%	68.7%	62.3%	71.7%	75.5%	74.6%	63.8%	55.6%	62.1%	81.6%	63.9%	66.7%	63.9%
466	43.7%	38.7%	49.2%	51.7%	55.0%	61.6%	61.9%	63.0%	54.6%	60.9%	56.5%	57.8%	56.5%
467	82.1%	87.5%	86.2%	63.6%	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	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%	64.3%	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%

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.

Bus Éireann
Punctuality Data - High Frequency Routes
2024

NTA
Údarás Náisiúnta Iompair
National Transport Authority

		HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)												
		2024												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304	3.40	2.15	3.50	4.72	2.61	1.38	0.83	1.63	2.14	1.17	2.03	2.40	1.07
B	208	5.52	4.65	5.29	5.70	4.31	3.43	4.17	5.52	4.60	4.53	5.28	4.27	3.40
	213	1.05	0.73	0.34	1.16	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
C	202	No Data	No Data	No Data	No Data	5.32	4.83	4.93	5.95	5.88	5.98	3.39	3.59	3.20
	205	2.65	3.26	3.94	4.24	4.29	3.23	3.67	3.025563	2.401903	1.49	2.35	2.44	2.40
	409	6.53	2.73	1.90	2.35	1.60	2.07	1.77	2.65	4.35	2.52	1.95	1.99	1.83
D	206	8.13	1.89	2.31	4.95	2.33	2.03	3.24	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

NTA
Údarás Náisiúnta Iompair
National Transport Authority

		HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)												
		2023												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304	2.51	2.11	2.57	2.45	1.86	1.46	1.57	1.97	1.63	1.54	1.84	2.31	2.43
B	208	5.77	4.38	5.02	2.69	2.19	2.75	2.31	1.99	1.70	1.42	1.69	1.55	1.48
	202	5.18	6.14	7.63	3.74	3.99	4.73	3.61	3.67	2.88	2.94	2.11	2.01	1.91
C	205	3.45	2.97	3.56	2.06	0.97	1.25	1.81	0.92	0.87	0.67	0.95	1.05	0.73
	409	3.87	2.33	1.97	2.27	2.49	2.06	2.16	2.46	2.01	1.36	1.65	1.19	1.20
D	206	3.19	2.77	2.36	1.57	1.47	0.67	0.99	1.13	0.87	0.81	1.05	0.83	0.93

High Frequency Punctuality routes are measured by the Average Exess Passenger Wait Time (AEPWT). All units in the table above are in minutes.

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