

2023-2025
Bus Éireann Direct Award Contract
Route By Route Punctuality Report



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	2025 Punctuality Standard
P1, P2, P3, P4, P5 (Late Winter / Spring)	Route By Route Minimum Performance Standards.	Route By Route Minimum Performance Standards.
P6, P7, P8, P9 (Summer)		
P10, P11, P12, P13 (Autumn / Early Winter)		

For each full 1% of departures for a Region/Route below the Punctuality Standard in a Reporting Period, a Punctuality Deduction equivalent to 0.2% of the Maximum Period Payment for that Region/Route as outlined in Schedule 20 shall be made by the Authority.

Notes:

- The *Number of Actual Departures* is the total number of bus departures from individual bus stops, along all routes combined for all services during the relevant period.
- The *Number of Actual Departures on Time* is the total number of “on time” bus departures from individual bus stops, along all routes combined for all services during the relevant period - where “**on time**” is defined as a bus which departs from a bus stop not more than one minute early or not more than five minutes and fifty nine seconds late when compared to the scheduled departure time.
- There are also a number of commercial bus services operated by Bus Éireann. These routes are not part of the PSO contract with the NTA and are therefore not included in any KPI calculations.
- The data has not been adjusted for first and last stop time recording issues.** These can arise, for example, when a bus is recorded leaving the first stop early because other vehicles parked at first stop mean the bus needs to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 5% of all recorded stopping times for journeys on the Bus Éireann PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower recorded punctuality than may actually be the case.
- Period 1 (2020) is the first Period where region specific minimum performance punctuality standards applied. A full region breakdown by MPS category is outlined on the following page. Route by Route minimum performance standards applied from P4 2021. A full breakdown of route by route low frequency punctuality standards is outlined on Page 3.**
- Covid-19 Note:** Applicable from 16th March 2020, the Punctuality Standard for on time services according to the approved schedule (-1 minute to +5:59 minutes of schedule) was reduced by 10% compared to the contractual standards (e.g. an original standard of 65% would reduce to 55%). The Punctuality Performance Payment and the Punctuality Incentive Payment were reduced to one half of amounts stated in the operating contract. The Covid-19 MPS reduction as outlined above ended in Period 6 2020.
- As with many industries, public transport operators are experiencing significant challenges in recruiting qualified staff following the economic and social constraints connected to the COVID-19 pandemic. The public transport industry has been particularly hard-hit as operators attempt to return to pre-pandemic levels of activity as well as delivering intended service improvements such as the BusConnects Network Redesign and Connecting Ireland programmes. These issues are further exacerbated when existing staff must also be absent at short notice while following HSE guidelines after contracting COVID-19 or developing other illnesses. These challenges have an impact on Lost Kilometre Rates on all routes and also on Excess Waiting Times on high frequency routes. The Authority and the operators have been working to try to ensure that such 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
- 303
- 208
- 220

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.

P10 2024 onwards Route By Route EWT KPI		
Category	Route	MPS
A	304	1.9
B	208	1.6
	213	
C	409	1.3
	205	
D	206	1.1

P1 2025 onwards Route By Route EWT KPI		
Category	Route	MPS
A	304	1.9
B	208	1.6
	220	
	303	1.3
	409	
0	213	
	205	1.1
D	206	

- *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



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



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, 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

2025 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)														
2025														
Region	Route	P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
Dublin Commuter Region Route by Route	103	68.5%							68.5%	69.3%	66.3%	66.2%	68.2%	71.6%
	103X	62.8%							62.8%	64.9%	66.2%	58.9%	59.6%	54.0%
	105	64.2%							64.2%	39.5%	42.8%	46.2%	47.9%	50.7%
	105X	64.0%							64.0%	67.5%	61.1%	60.7%	67.8%	45.0%
	107	77.3%							77.3%	68.2%	68.8%	72.5%	68.7%	73.6%
	108	71.5%							71.5%	66.8%	74.1%	75.3%	75.3%	75.6%
	109	57.1%							57.1%	56.3%	55.2%	53.6%	56.3%	59.3%
	109A	43.8%							43.8%	44.6%	45.0%	47.4%	51.8%	57.4%
	109B	52.3%							52.3%	54.6%	51.4%	48.2%	48.8%	52.7%
	109X	65.1%							65.1%	62.7%	63.8%	61.6%	60.9%	61.2%
	111	64.9%							64.9%	45.6%	65.7%	64.9%	62.8%	62.8%
	111A	77.4%							77.4%	79.0%	75.3%	76.0%	76.4%	76.9%
	111X	68.6%							68.6%	69.2%	69.5%	65.8%	56.1%	44.3%
	115	66.7%							66.7%	68.0%	63.9%	62.3%	61.9%	69.4%
	115C	72.8%							72.8%	74.1%	69.3%	69.0%	71.7%	68.5%
	132	48.1%							48.1%	58.0%	58.4%	54.4%	57.6%	56.0%
	NX	61.4%							61.4%	62.7%	60.8%	59.4%	61.7%	66.5%
	201	54.2%							54.2%	45.3%	39.6%	34.1%	34.1%	42.0%
	Cork Urban Region Route by Route	202	71.2%							71.2%	69.1%	70.3%	73.0%	72.3%
202A		71.5%							71.5%	69.5%	68.3%	71.2%	71.9%	72.7%
203		59.5%							59.5%	57.4%	59.7%	59.1%	60.4%	68.5%
207		59.2%							59.2%	59.2%	55.5%	50.1%	53.9%	58.8%
207A		72.1%							72.1%	74.4%	73.0%	71.4%	70.8%	71.1%
209		61.1%							61.1%	50.7%	64.5%	55.1%	66.7%	64.9%
209A		65.3%							65.3%	62.4%	67.1%	66.0%	70.5%	78.8%
212		61.0%							61.0%	63.3%	63.3%	65.3%	72.6%	70.4%
213		No Data							No Data	No Data	No Data	No Data	No Data	No Data
214		74.4%							74.4%	54.8%	53.4%	54.7%	61.1%	61.1%
215		53.0%							53.0%	49.0%	53.2%	53.4%	54.3%	62.3%
215A		77.5%							77.5%	73.9%	78.5%	78.3%	71.8%	78.0%
216		58.6%							58.6%	59.5%	56.8%	55.7%	56.5%	62.2%
219		50.4%							50.4%	49.3%	46.6%	43.9%	45.2%	49.1%
220		No Data							No Data	No Data	No Data	No Data	No Data	No Data
220X		54.9%							54.9%	47.4%	43.8%	40.8%	43.6%	51.3%
221		59.6%							59.6%	60.3%	60.0%	60.5%	56.9%	63.3%
223X		85.1%							85.1%	79.4%	85.6%	85.5%	80.5%	83.1%
225		68.8%							68.8%	68.5%	69.9%	70.5%	70.6%	71.5%
225L	61.2%							61.2%	61.8%	63.0%	71.2%	63.6%	69.2%	
226A	75.5%							75.5%	0.0%	No Route	No Route	No Data	No Data	
31	64.6%							64.6%	70.5%	New Route	New Route	New Route	New Route	
301	97.3%							97.3%	79.1%	70.5%	61.3%	47.3%	50.3%	
Limerick Urban Region Route by Route	302	66.2%							66.2%	65.6%	65.3%	61.7%	61.4%	65.1%
	302	81.9%							81.5%	80.8%	79.2%	79.0%	77.7%	77.7%
	303	No Data							No Data	No Data	No Data	No Data	No Data	No Data
	304A	60.7%							60.7%	55.8%	48.3%	48.3%	57.4%	57.4%
	304X	No Data							No Data	No Data	No Data	No Data	No Data	No Data
	305	49.3%							49.3%	53.9%	59.5%	61.2%	64.9%	62.0%
	305A	78.8%							78.8%	78.8%	81.0%	78.0%	83.8%	81.2%
	306	78.2%							78.2%	73.7%	76.1%	74.4%	66.0%	65.5%
	313	66.6%							66.6%	75.0%	67.0%	65.7%	69.5%	53.4%
	401	64.7%							64.7%	60.1%	63.3%	66.2%	70.2%	74.1%
Galway Urban Region Route by Route	402	80.6%							80.6%	74.9%	76.7%	75.7%	74.5%	77.0%
	404	65.3%							65.3%	64.1%	64.6%	59.3%	61.6%	68.3%
	405	68.9%							68.9%	67.5%	68.0%	64.5%	62.9%	70.1%
	407	72.0%							72.0%	71.9%	73.3%	74.9%	72.5%	75.7%
	A1	87.6%							87.6%	87.8%	86.7%	71.7%	56.7%	57.4%
	A2	79.2%							79.2%	80.0%	77.1%	68.7%	60.3%	63.1%
	D1	83.9%							83.9%	80.4%	77.8%	76.4%	77.2%	77.5%
	D2	82.6%							82.6%	82.2%	79.3%	76.7%	76.9%	76.9%
	D4	70.8%							70.8%	73.4%	61.4%	67.4%	66.7%	69.3%
	D5	66.6%							66.6%	72.6%	57.3%	57.3%	60.4%	65.8%
Town Services Route by Route	173	44.2%							44.2%	45.8%	44.8%	43.9%	46.5%	47.3%
	S1	60.0%							60.0%	60.0%	55.4%	55.2%	51.5%	61.5%
	S2	71.9%							71.9%	71.0%	69.3%	72.6%	72.8%	72.5%
	S3	77.7%							77.7%	80.4%	74.7%	69.9%	69.5%	New Route
	174	79.1%							79.1%	82.0%	56.2%	30.1%	42.6%	46.4%
	174A	84.1%							84.1%	85.1%	45.5%	45.5%	42.9%	49.0%
	174B	85.3%							85.3%	86.1%	62.7%	43.1%	39.6%	46.4%
	B1	78.0%							78.0%	57.4%	57.2%	53.3%	54.6%	59.3%
	N1	71.3%							71.3%	74.8%	70.0%	62.4%	55.8%	60.6%
	N2	70.6%							70.6%	72.6%	69.0%	59.7%	50.0%	56.9%
	360	75.3%							75.3%	73.7%	75.7%	78.4%	80.2%	80.2%
	360A	68.5%							68.5%	66.1%	68.3%	71.7%	73.3%	77.2%
	65	54.5%							54.5%	59.4%	46.6%	49.3%	52.9%	63.1%
	70	75.3%							75.3%	77.2%	72.8%	77.4%	76.7%	73.5%
	72	68.3%							68.3%	62.2%	66.2%	62.0%	60.0%	62.4%
	73	60.1%							60.1%	66.1%	63.6%	64.1%	62.8%	65.0%
	100	75.0%							75.0%	74.6%	73.0%	76.5%	71.9%	74.8%
	134	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%
136	0.0%							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
160	64.5%							64.5%	55.6%	61.5%	64.2%	73.9%	70.1%	
161	67.8%							67.8%	70.9%	60.8%	55.4%	64.9%	63.6%	
162	98.7%							98.7%	85.2%	86.8%	79.5%	85.6%	92.5%	
163	No Data							No Data	No Data	No Data	No Data	No Data	No Data	
168	66.9%							66.9%	58.4%	65.1%	69.6%	63.8%	64.6%	
166	No Data							No Data	No Data	No Data	No Data	No Data	No Data	
167	69.6%							69.6%	70.0%	64.6%	60.8%	64.4%	66.7%	
170	74.2%							74.2%	70.4%	74.2%	68.7%	71.4%	66.6%	
175	83.5%							83.5%	59.6%	63.0%	67.6%	56.9%	56.9%	
175A	90.0%							90.0%	92.2%	93.0%	91.4%	91.3%	87.4%	
182	74.4%							74.4%	72.5%	76.4%	76.3%	77.3%	77.8%	
182A	73.7%							73.7%	72.1%	75.3%	74.7%	75.6%	76.2%	
187	64.8%							64.8%	65.3%	66.6%	70.2%	67.2%	68.6%	
190	64.8%							64.8%	62.9%	61.7%	60.9%	61.2%	61.5%	
226	61.6%							61.6%	60.5%	64.4%	66.7%	66.2%	66.5%	
233	63.2%							63.2%	58.4%	54.3%	48.7%	52.5%	55.7%	
235	81.2%							81.2%	69.9%	68.2%	57.4%	50.4%	48.7%	
236	65.0%							65.0%	66.7%	67.2%	64.7%	60.4%	62.6%	
237	61.9%							61.9%	63.3%	63.6%	63.1%	61.4%	62.7%	
239	73.7%							73.7%	73.5%	75.1%	71.4%	65.1%	65.6%	
240	63.5%							63.5%	57.7%	57.8%	58.8%	54.3%	58.7%	
241	63.5%							63.5%	59.1%	44.8%	50.4%	51.8%	33.5%	
243	76.4%							76.4%	80.8%	77.7%	77.4%	80.3%	76.5%	
245	55.8%							55.8%	55.4%	58.9%	57.5%	51.9%	49.8%	
245X	No Data							No Data	71.5%	68.6%	69.5%	76.1%	71.9%	
248	67.8%							67.8%	60.9%	68.7%	70.4%	65.3%	54.2%	
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)
257	65.8%							65.8%	66.6%	66.6%	70.5%	65.5%	69.8%	
258	62.6%							62.6%	56.0%	61.1%	45.8%	48.5%	34.8%	
259	66													

Stage Carriage Route by Route	323X		81.4%	60.1%	52.0%	39.1%	33.7%	47.0%
	324		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	325		74.2%	72.7%	75.5%	71.9%	70.4%	70.0%
	325		79.8%	77.0%	74.6%	75.8%	73.8%	73.5%
	330		67.0%	64.5%	65.2%	65.8%	64.0%	62.1%
	330X		68.4%	69.3%	65.5%	64.6%	62.0%	66.8%
	332		73.0%	73.3%	70.2%	68.0%	68.8%	67.7%
	333		66.9%	68.0%	68.0%	66.7%	69.1%	62.6%
	334		No Data	No Data	No Data	No Data	No Data	No Data
	336		70.8%	72.0%	70.9%	73.4%	74.1%	66.1%
	341		No Data	No Data	No Data	No Data	No Data	No Data
	343		72.1%	72.5%	72.2%	70.7%	68.8%	65.5%
	343X		No Data	No Data	No Data	No Data	No Data	No Data
	345		69.9%	64.1%	67.9%	67.0%	63.8%	58.2%
	346		No Data	No Data	No Data	No Data	No Data	No Data
	347		76.3%	81.5%	77.4%	79.6%	78.4%	77.6%
	349		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%
	350		42.8%	46.8%	47.4%	48.6%	54.7%	47.6%
	350C		No Data	No Data	0.0%	0.0%	0.0%	No Data
	354		65.2%	67.8%	68.1%	72.1%	68.1%	70.6%
	355		60.7%	59.4%	55.5%	59.6%	59.6%	58.7%
	362		80.5%	83.4%	66.3%	73.4%	71.7%	72.0%
	365		72.9%	55.9%	72.6%	76.9%	59.7%	65.0%
	366		No Data	90.0%	70.0%	80.0%	85.0%	100.0%
	370		51.2%	50.2%	53.9%	53.9%	55.3%	60.7%
	371		22.2%	33.3%	16.7%	38.6%	44.4%	6.7%
	372		71.1%	42.9%	45.6%	60.5%	64.9%	48.7%
	373		68.6%	28.6%	80.0%	65.6%	89.5%	40.0%
	374		36.7%	43.8%	21.4%	26.4%	30.6%	65.6%
	375		17.9%	7.1%	14.8%	22.7%	44.9%	71.4%
	377		36.8%	21.3%	40.7%	36.7%	36.7%	42.9%
	378		80.2%	55.2%	49.4%	57.3%	68.5%	93.6%
	379		58.5%	50.0%	62.6%	70.8%	53.8%	52.3%
	380		80.0%	60.0%	43.9%	42.9%	62.3%	64.0%
	381		53.3%	55.6%	79.3%	66.0%	69.2%	52.9%
	382		65.8%	54.1%	61.7%	67.1%	59.7%	49.1%
	383		64.7%	59.6%	54.0%	73.1%	59.5%	70.6%
	385		81.3%	0.0%	67.8%	82.1%	66.4%	89.5%
	417		85.7%	84.4%	84.5%	74.6%	67.5%	85.1%
	419		75.2%	76.5%	75.5%	73.9%	66.8%	73.6%
	420		76.3%	79.4%	74.6%	77.6%	74.4%	69.8%
	421		80.0%	80.6%	79.4%	81.1%	78.3%	66.6%
	422		80.4%	78.9%	78.9%	75.2%	79.3%	71.9%
	423		68.2%	66.1%	73.6%	71.8%	72.0%	69.2%
	424		67.6%	64.5%	67.1%	66.7%	61.3%	62.7%
	425		74.0%	63.6%	73.5%	67.3%	59.2%	66.9%
	425A		64.5%	63.9%	68.5%	64.8%	60.6%	64.0%
	429		59.3%	52.0%	45.6%	51.9%	34.4%	52.4%
	434		67.7%	62.5%	66.7%	62.7%	53.3%	58.2%
	440		70.3%	70.3%	61.1%	59.1%	54.0%	57.1%
	442		53.2%	63.6%	46.8%	63.4%	54.1%	43.2%
	443		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	444		73.6%	67.5%	92.3%	71.9%	81.4%	79.4%
	445		61.8%	54.7%	59.7%	55.5%	70.1%	54.6%
	446		74.8%	80.1%	73.2%	70.2%	74.8%	67.4%
	447		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	448		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	450		67.1%	66.6%	67.6%	73.6%	67.7%	66.7%
	451		71.0%	69.6%	64.9%	64.7%	64.8%	62.1%
	454		No Data	No Data	No Data	No Data	No Data	No Data
	455		73.9%	69.6%	66.0%	65.1%	78.2%	50.9%
	456		67.4%	64.8%	66.0%	61.2%	59.1%	61.5%
	457		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	458		67.1%	65.6%	60.6%	61.3%	51.7%	54.5%
	460		No Data	No Data	No Data	No Data	No Data	No Data
	461		94.2%	91.7%	88.3%	90.6%	90.8%	90.1%
	462		52.1%	45.5%	56.1%	52.6%	56.8%	54.8%
	463		49.0%	58.5%	47.9%	48.5%	48.8%	44.9%
	464		67.2%	71.4%	64.1%	62.2%	50.8%	46.8%
	465		62.1%	57.6%	50.7%	54.8%	56.3%	47.6%
	466		75.4%	72.0%	70.5%	72.6%	73.3%	72.7%
	467		75.0%	71.1%	61.4%	77.8%	83.3%	59.3%
	468		0.0%	0.0%	33.3%	0.0%	0.0%	0.0%
	469		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	470		64.0%	40.0%	64.9%	73.4%	72.3%	50.8%
	471		72.0%	71.1%	74.3%	72.6%	74.1%	73.6%
	474		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
	476		0.0%	0.0%	17.2%	0.0%	0.0%	0.0%
	479		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	480		55.6%	53.4%	59.5%	61.0%	60.4%	61.3%
	483		82.9%	77.5%	68.2%	57.7%	82.6%	61.5%
	487		70.6%	64.7%	68.6%	67.0%	67.2%	69.5%
	489		82.1%	87.3%	59.4%	72.6%	74.7%	83.8%
	490		69.4%	63.5%	74.4%	71.7%	75.0%	65.6%
	491		51.6%	49.2%	42.5%	46.3%	38.7%	58.6%
	492		50.9%	57.3%	56.1%	59.3%	57.3%	58.2%
	494		71.7%	69.0%	73.1%	68.3%	68.0%	65.1%
	495		33.9%	81.1%	45.3%	55.9%	69.3%	41.3%

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
2024



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%	47.9%	61.1%	52.5%	69.7%	74.1%	69.9%	61.6%	62.3%	63.0%	58.7%	62.7%	
	107	65.9%	69.2%	78.2%	78.9%	79.7%	82.9%	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%	70.8%	72.6%	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%	65.3%	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%	59.8%	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%	
	N1	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%	
	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%	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	202A	64.8%	64.4%	68.7%	69.2%	71.2%	74.6%	72.0%	71.8%	74.7%	71.8%	76.0%	74.8%	77.1%	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%	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%	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%	68.1%	
Cork Urban Region Route by Route	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%	64.4%	
	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%	66.4%	
	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	59.2%	58.7%	62.9%	63.9%	67.3%	67.3%	67.3%	64.2%	59.7%	64.7%	63.7%	63.2%	65.6%	
	223X	81.1%	72.5%	83.7%	86.5%	83.2%	82.2%	79.8%	81.4%	83.7%	83.7%	86.7%	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%	66.3%	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%	60.0%	
	301	58.4%	61.0%	60.2%	57.7%	64.5%	71.1%	70.1%	65.7%	64.4%	69.9%	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%	62.1%	69.5%	67.2%	67.5%	67.7%	
	Limerick Urban Region Route by Route	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%	
Galway Urban Region Route by Route	313	67.3%	62.4%	67.6%	71.6%	73.7%	79.7%	75.6%	76.5%	76.0%	81.2%	76.6%	73.6%	64.4%	
	401	62.5%	62.3%	63.7%	59.5%	60.5%	59.2%	67.0%	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%	63.3%	63.3%	72.0%	70.5%	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%	
Town Services Route by Route	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%	76.7%	
	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%	73.6%	73.6%	72.6%	73.4%	73.9%	73.6%	76.6%	72.8%	73.2%	73.8%	74.9%	
	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%	70.7%	
	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%	
	51	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%	
	52	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	47.4%	33.3%	35.9%	32.0%	47.8%	54.8%	55.9%	48.1%	55.9%	49.4%	47.8%	52.2%	62.1%		
Galway Urban Region Route by Route	174A	45.4%	40.2%	46.1%	38.5%	58.1%	66.5%	68.8%	52.9%	51.6%	54.0%	46.5%	45.5%	53.7%	
	174B	43.7%	35.7%	41.1%	37.3%	54.6%	65.1%	67.0%	52.1%	52.3%	60.5%	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%	59.2%	55.9%	54.3%	54.4%	55.5%	54.1%	60.6%	
	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%	76.7%	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	74.9%	74.9%	75.4%	74.9%	74.9%	74.4%	74.7%	74.7%	74.7%	69.6%	74.3%	74.3%	74.3%	
	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%		
Galway Urban Region Route by Route	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%	
	163	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	77.3%	83.7%	83.7%	83.0%	83.7%	83.0%	88.3%	91.1%	91.1%	91.1%	85.4%	90.1%	86.7%	
	165	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				

Stage Carriage Route by Route	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%	63.4%	69.7%	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	74.0%	68.5%	71.3%	72.6%	64.3%	65.0%	66.4%	68.2%	71.1%	67.5%	68.6%	72.3%	61.9%
	341	No Data	No Data	No Data	No Data	76.2%	78.1%	76.3%	72.8%	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%	59.3%	61.6%	57.4%	57.4%	55.7%	53.6%	53.0%
	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%	57.1%	68.8%	54.5%	51.9%	57.6%	62.2%	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%	58.6%	7.1%	26.2%	19.6%	35.2%	20.4%	17.9%	26.8%	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%	72.3%	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%	53.0%	64.2%	61.4%
	385	80.2%	84.0%	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	63.6%	70.0%	69.8%	74.1%	71.5%	69.5%	76.7%	72.3%	76.8%	72.8%	78.8%	72.9%	73.8%
	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	60.3%	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%	47.5%	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%	53.0%
	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%	75.5%	84.4%	75.5%	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%	69.6%	70.3%	67.0%	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%	49.4%	48.0%	53.3%	46.0%	46.3%	42.5%	47.8%	50.0%	49.9%	47.7%	45.0%
	460	No Data	89.3%	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%	87.7%	85.3%	94.1%	94.4%	92.9%	77.9%	78.5%	70.3%	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%	60.0%	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%	68.0%	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%	68.4%	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%	61.3%	61.5%	64.2%	69.6%	66.4%	69.3%	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



2023 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)															
Region	Route	2023													
		P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)	
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	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	
	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	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	
	103	57.2%	52.3%	49.6%	48.2%	59.9%	66.1%	62.1%	59.9%	66.1%	62.1%	59.9%	66.1%	62.1%	
	103X	53.5%	39.9%	44.3%	51.4%	72.7%	76.2%	67.6%	53.5%	39.9%	44.3%	51.4%	72.7%	76.2%	
	105	41.3%	37.7%	39.9%	39.3%	34.9%	41.9%	42.9%	41.3%	37.7%	39.9%	39.3%	34.9%	41.9%	
	105X	60.6%	54.1%	53.2%	58.2%	73.1%	73.5%	58.6%	60.6%	54.1%	53.2%	58.2%	73.1%	73.5%	
	107	71.6%	70.0%	70.0%	75.7%	76.5%	76.0%	82.6%	71.6%	70.0%	70.0%	75.7%	76.5%	76.0%	
	108	61.8%	73.6%	64.1%	63.8%	66.5%	77.2%	72.3%	61.8%	73.6%	64.1%	63.8%	66.5%	77.2%	
	109	53.6%	51.7%	53.1%	57.2%	61.8%	68.6%	65.3%	53.6%	51.7%	53.1%	57.2%	61.8%	68.6%	
	109A	63.2%	59.6%	57.9%	58.9%	64.3%	69.2%	67.6%	63.2%	59.6%	57.9%	58.9%	64.3%	69.2%	
	109B	41.7%	34.0%	47.2%	40.5%	54.5%	65.8%	59.7%	41.7%	34.0%	47.2%	40.5%	54.5%	65.8%	
	109X	53.0%	45.3%	48.9%	49.5%	59.1%	61.5%	59.0%	53.0%	45.3%	48.9%	49.5%	59.1%	61.5%	
	111	59.0%	58.4%	58.7%	60.2%	69.2%	67.9%	67.7%	59.0%	58.4%	58.7%	60.2%	69.2%	67.9%	
	111A	59.7%	64.6%	69.2%	69.1%	71.4%	70.8%	71.5%	59.7%	64.6%	69.2%	69.1%	71.4%	70.8%	
	111X	50.9%	31.1%	39.6%	38.1%	66.7%	69.2%	65.7%	50.9%	31.1%	39.6%	38.1%	66.7%	69.2%	
	115	61.6%	41.4%	31.3%	30.7%	40.5%	45.9%	46.1%	61.6%	41.4%	31.3%	30.7%	40.5%	45.9%	
	115C	73.1%	70.9%	70.5%	64.0%	76.0%	80.1%	81.4%	73.1%	70.9%	70.5%	64.0%	76.0%	80.1%	
	132	58.3%	54.2%	57.6%	62.9%	61.0%	73.8%	66.8%	58.3%	54.2%	57.6%	62.9%	61.0%	73.8%	
	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	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	
	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	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	
	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	
	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	Not in contract	Not in contract	Not in contract	Not in contract	Not in contract	
	NK	59.4%	55.6%	57.2%	60.0%	68.8%	72.9%	69.3%	59.4%	55.6%	57.2%	60.0%	68.8%	72.9%	
Cork Urban Region Route by Route	201	46.1%	33.8%	37.0%	33.8%	51.5%	61.5%	64.2%	46.1%	33.8%	37.0%	33.8%	51.5%	61.5%	
	202A	68.2%	62.5%	55.8%	57.3%	63.7%	67.5%	66.3%	68.2%	62.5%	55.8%	57.3%	63.7%	67.5%	
	203	57.8%	56.9%	57.9%	60.8%	68.9%	73.6%	68.2%	57.8%	56.9%	57.9%	60.8%	68.9%	73.6%	
	207	50.6%	49.8%	55.7%	61.4%	68.4%	76.0%	72.3%	50.6%	49.8%	55.7%	61.4%	68.4%	76.0%	
	207A	69.2%	67.9%	72.6%	76.1%	78.4%	83.3%	74.1%	69.2%	67.9%	72.6%	76.1%	78.4%	83.3%	
	209	69.3%	55.1%	56.0%	61.9%	62.9%	68.2%	67.8%	69.3%	55.1%	56.0%	61.9%	62.9%	68.2%	
	209A	85.3%	62.4%	69.4%	79.3%	77.0%	72.6%	79.2%	85.3%	62.4%	69.4%	79.3%	77.0%	72.6%	
	212	68.2%	66.5%	64.1%	71.8%	76.6%	87.6%	82.9%	68.2%	66.5%	64.1%	71.8%	76.6%	87.6%	
	213	67.7%	78.6%	71.0%	77.0%	82.9%	83.7%	81.1%	67.7%	78.6%	71.0%	77.0%	82.9%	83.7%	
	214	52.2%	48.2%	48.2%	50.6%	61.0%	68.0%	64.9%	52.2%	48.2%	48.2%	50.6%	61.0%	68.0%	
	215	53.5%	52.0%	53.9%	55.8%	57.0%	61.6%	65.0%	53.5%	52.0%	53.9%	55.8%	57.0%	61.6%	
	215A	73.6%	76.1%	76.0%	77.4%	82.4%	81.7%	81.5%	73.6%	76.1%	76.0%	77.4%	82.4%	81.7%	
	216	53.4%	56.9%	52.6%	56.8%	61.8%	69.9%	69.0%	53.4%	56.9%	52.6%	56.8%	61.8%	69.9%	
	219	47.0%	44.4%	46.5%	52.1%	59.7%	64.9%	59.8%	47.0%	44.4%	46.5%	52.1%	59.7%	64.9%	
	220	49.7%	47.6%	44.9%	46.7%	58.1%	64.1%	65.7%	49.7%	47.6%	44.9%	46.7%	58.1%	64.1%	
	220X	46.1%	42.6%	45.1%	48.7%	52.2%	69.1%	70.0%	46.1%	42.6%	45.1%	48.7%	52.2%	69.1%	
	223	59.6%	59.0%	56.1%	59.4%	59.3%	68.4%	67.1%	59.6%	59.0%	56.1%	59.4%	59.3%	68.4%	
	223X	74.1%	83.2%	77.7%	83.6%	82.8%	93.7%	92.7%	74.1%	83.2%	77.7%	83.6%	82.8%	93.7%	
	225	49.8%	50.7%	48.4%	51.0%	46.0%	56.0%	51.8%	49.8%	50.7%	48.4%	51.0%	46.0%	56.0%	
	225L	74.2%	64.5%	68.6%	61.0%	71.1%	76.4%	73.9%	74.2%	64.5%	68.6%	61.0%	71.1%	76.4%	
	226X	79.8%	63.6%	54.6%	56.7%	92.9%	No Data	88.9%	79.8%	63.6%	54.6%	56.7%	92.9%	No Data	
	Limerick Urban Region Route by Route	301	59.7%	59.9%	62.5%	61.0%	67.8%	70.9%	66.4%	59.7%	59.9%	62.5%	61.0%	67.8%	70.9%
		302	74.2%	73.1%	72.4%	73.0%	76.9%	76.4%	72.2%	74.2%	73.1%	72.4%	73.0%	76.9%	76.4%
303		61.8%	61.7%	66.8%	65.3%	66.7%	72.5%	68.7%	61.8%	61.7%	66.8%	65.3%	66.7%	72.5%	
304A		48.7%	44.8%	47.8%	46.8%	58.2%	64.8%	60.8%	48.7%	44.8%	47.8%	46.8%	58.2%	64.8%	
304X		No Data	No Data	No Data	No Data	85.3%	83.5%	94.7%	No Data	No Data	No Data	No Data	85.3%	83.5%	
305		57.0%	56.4%	61.9%	68.4%	70.5%	74.3%	75.2%	57.0%	56.4%	61.9%	68.4%	70.5%	74.3%	
305A		75.0%	81.6%	80.9%	85.9%	84.9%	86.0%	87.9%	75.0%	81.6%	80.9%	85.9%	84.9%	86.0%	
306		64.0%	58.6%	69.7%	65.3%	70.0%	71.1%	66.1%	64.0%	58.6%	69.7%	65.3%	70.0%	71.1%	
313		67.6%	63.0%	68.5%	74.7%	81.5%	84.7%	81.8%	67.6%	63.0%	68.5%	74.7%	81.5%	84.7%	
Galway Urban Region Route by Route	401	65.0%	67.0%	68.6%	64.8%	63.6%	63.5%	68.8%	65.0%	67.0%	68.6%	64.8%	63.6%	63.5%	
	402	70.4%	69.8%	74.1%	69.0%	76.4%	77.5%	78.7%	70.4%	69.8%	74.1%	69.0%	76.4%	77.5%	
	404	60.6%	59.2%	55.8%	56.5%	67.3%	67.2%	71.0%	60.6%	59.2%	55.8%	56.5%	67.3%	67.2%	
	405	60.5%	60.5%	62.4%	57.8%	65.5%	69.8%	71.6%	60.5%	60.5%	62.4%	57.8%	65.5%	69.8%	
Town Services Route by Route	407	64.3%	64.2%	67.8%	63.6%	70.5%	71.6%	71.0%	64.3%	64.2%	67.8%	63.6%	70.5%	71.6%	
	A1	52.3%	53.9%	53.2%	51.6%	51.1%	54.0%	58.3%	52.3%	53.9%	53.2%	51.6%	51.1%	54.0%	
	A2	54.3%	57.8%	58.6%	56.7%	55.3%	61.1%	67.1%	54.3%	57.8%	58.6%	56.7%	55.3%	61.1%	
	D1	68.5%	61.2%	62.6%	64.7%	57.1%	62.7%	74.6%	68.5%	61.2%	62.6%	64.7%	57.1%	62.7%	
	D2	75.8%	70.7%	71.9%	74.1%	65.9%	74.1%	81.1%	75.8%	70.7%	71.9%	74.1%	65.9%	74.1%	
	D4	70.9%	72.1%	65.8%	71.3%	72.4%	75.8%	75.6%	70.9%	72.1%	65.8%	71.3%	72.4%	75.8%	
	D5	65.5%	65.0%	58.5%	66.2%	63.4%	71.2%	72.9%	65.5%	65.0%	58.5%	66.2%	63.4%	71.2%	
	173	36.1%	43.1%	46.0%	45.8%	51.7%	50.7%	50.1%	36.1%	43.1%	46.0%	45.8%	51.7%	50.7%	
	S1	47.9%	48.1%	57.1%	52.6%	65.2%	64.3%	68.4%	47.9%	48.1%	57.1%	52.6%	65.2%	64.3%	
	S2	53.8%	51.0%	54.2%	46.1%	47.1%	52.2%	50.4%	53.8%	51.0%	54.2%	46.1%	47.1%	52.2%	
	174	40.9%	38.2%	39.1%	44.7%	51.7%	62.0%	60.9%	40.9%	38.2%	39.1%	44.7%	51.7%	62.0%	
	174A	48.8%	41.0%	49.1%	39.3%	58.5%	70.7%	71.1%	48.8%	41.0%	49.1%	39.3%	58.5%	70.7%	
	174B	45.2%	40.9%	46.3%	39.3%	57.4%	67.6%	66.7%	45.2%	40.9%	46.3%	39.3%	57.4%	67.6%	
	B1	64.8%	57.5%	63.8%	64.8%	67.8%	74.2%	72.8%	64.8%	57.5%	63.8%	64.8%	67.8%	74.2%	
	N1	61.8%	62.4%	64.4%	64.4%	67.5%	73.8%	72.7%	61.8%	62.4%	64.4%	64.4%	67.5%	73.8%	
	N2	57.8%	60.2%	60.2%	59.6%	64.8%	70.3%	67.4%	57.8%	60.2%	60.2%	59.6%	64.8%	70.3%	
	360	63.1%	48.9%	55.6%	56.2%	47.4%	58.1%	57.9%	63.1%	48.9%	55.6%	56.2%	47.4%	58.1%	
	360A	62.9%	20.2%	22.6%	26.4%	34.5%	39.3%	38.2%	62.9%	20.2%	22.6%	26.4%	34.5%	39.3%	
	65	60.4%	39.3%	46.7%	64.3%	61.6%	65.6%	60.8%	60.4%	39.3%	46.7%	64.3%	61.6%	65.6%	
	70	68.9%	75.3%	70.9%	79.9%	73.7%	73.7%	75.7%	68.9%	75.3%	70.9%	79.9%	73.7%	73.7%	
	72	51.2%	47.9%	49.3%	49.5%	52.7%	54.0%	63.9%	51.2%	47.9%	49.3%	49.5%	52.7%	54.0%	
	73	50.9%	62.2%	57.5%	54.8%	47.2%	48.9%	54.1%	50.9%	62.2%	57.5%	54.8%	47.2%	48.9%	
	100	46.5%	39.0%	42.7%	43.0%	48.8%	58.6%	58.1%	46.5%	39.0%	42.7%	43.0%	48.8%	58.6%	
	134	No Data	No Data	No Data	No Data	No Data	No Data	No Data	134	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	135	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	136	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%	160	64.5%	67.6%	67.8%	75.8%	68.3%	
	161	55.1%	53.1%	50.7%	61.0%	51.8%	54.5%	59.7%	161	55.1%	53.1%	50.7%	61.0%	51.8%	
	162	78.8%	70.8%	87.3%	66.4%	93.6%	97.1%	97.5%	162	78.8%	70.8%	87.3%	66.4%	93.6%	
	163	No Data	No Data												

Stage Carriage Route by Route	323X	52.0%	35.0%	47.1%	38.0%	70.2%	83.8%	83.4%
	324	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	328	75.6%	77.8%	76.6%	72.8%	60.3%	60.7%	62.0%
	329	73.9%	72.9%	77.1%	68.1%	73.7%	69.8%	75.8%
	332	68.1%	59.6%	61.9%	59.1%	62.5%	63.5%	56.5%
	333	57.2%	61.5%	64.2%	63.3%	61.9%	54.4%	53.6%
	334	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	335	64.4%	70.7%	71.4%	65.3%	70.1%	57.5%	59.9%
	341	55.3%	64.4%	66.7%	67.1%	70.5%	71.0%	69.3%
	343	41.2%	40.0%	42.1%	39.9%	42.0%	49.8%	43.3%
	343X	66.8%	66.7%	71.7%	59.2%	70.0%	69.1%	74.8%
	345	44.3%	44.6%	43.2%	52.8%	44.8%	56.3%	56.8%
	346	39.6%	52.2%	73.2%	49.0%	46.0%	53.6%	59.1%
	347	41.4%	40.0%	55.4%	74.9%	70.0%	66.7%	76.4%
	348	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
	350	52.7%	52.5%	50.4%	42.6%	32.0%	33.6%	42.0%
	354	63.4%	62.3%	68.9%	65.5%	67.2%	66.0%	74.5%
	355	55.6%	53.8%	59.9%	52.0%	53.5%	60.8%	57.1%
	362	68.0%	65.3%	82.4%	66.4%	81.4%	73.0%	85.0%
	365	95.6%	64.8%	87.8%	60.8%	73.1%	74.4%	70.3%
	366	80.0%	94.7%	60.0%	80.0%	60.0%	84.2%	69.2%
	370	55.9%	48.1%	48.9%	54.2%	60.0%	61.3%	62.2%
	371	46.5%	40.0%	No Data	No Data	60.0%	73.3%	47.1%
	372	58.3%	70.4%	49.5%	67.8%	73.0%	78.8%	70.3%
	373	89.5%	50.0%	31.3%	58.3%	No Data	83.3%	90.2%
	374	75.0%	No Data	No Data	No Data	85.2%	77.1%	75.9%
	375	27.3%	No Data	No Data	14.3%	21.4%	14.3%	60.2%
	377	34.8%	43.9%	34.7%	34.0%	31.9%	25.8%	40.0%
	378	65.1%	51.6%	63.8%	62.8%	42.4%	26.4%	67.3%
	379	64.6%	55.6%	44.6%	65.7%	55.8%	58.8%	63.1%
	380	56.4%	53.6%	60.5%	25.4%	40.0%	34.4%	59.0%
	381	71.1%	66.7%	57.4%	80.3%	71.9%	78.3%	58.5%
	382	49.3%	49.3%	58.9%	65.5%	41.8%	56.5%	60.8%
	383	54.5%	68.1%	56.8%	73.6%	64.8%	62.5%	74.5%
	385	65.4%	75.4%	75.2%	56.4%	67.4%	81.0%	79.2%
	417	78.1%	65.2%	68.1%	77.9%	73.7%	88.8%	82.5%
	419	61.5%	48.2%	49.0%	46.6%	43.2%	51.8%	53.9%
	420	73.5%	75.6%	77.4%	76.1%	79.6%	76.8%	79.8%
	421	73.0%	74.1%	72.3%	79.3%	75.2%	74.4%	77.7%
	422	76.0%	79.4%	80.6%	77.7%	79.9%	81.3%	78.3%
	423	64.6%	69.3%	63.3%	69.7%	58.3%	51.7%	65.7%
	424	63.7%	60.9%	58.4%	59.2%	57.2%	61.3%	63.2%
	425	47.5%	53.2%	53.6%	62.0%	61.6%	65.7%	70.2%
	425A	61.6%	49.4%	56.4%	53.4%	73.2%	75.8%	71.0%
	429	64.1%	56.5%	54.2%	58.6%	62.7%	69.1%	51.9%
	434	55.9%	58.5%	51.2%	40.9%	62.9%	66.0%	74.6%
	440	57.2%	55.9%	54.2%	60.4%	56.0%	57.3%	57.2%
	442	52.4%	59.6%	41.9%	90.4%	86.5%	52.4%	72.8%
	443	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%
	445	55.7%	59.9%	75.2%	65.6%	70.2%	72.2%	61.3%
	446	70.3%	67.8%	67.4%	66.4%	62.3%	72.2%	76.2%
	447	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
	450	64.1%	67.6%	68.8%	62.8%	51.5%	43.2%	56.0%
	451	67.4%	61.2%	68.5%	64.2%	73.7%	69.5%	71.7%
	454	73.5%	65.3%	65.3%	53.9%	66.0%	71.8%	81.7%
	455	75.0%	77.8%	75.4%	64.8%	70.3%	72.2%	48.4%
	456	54.9%	57.5%	57.1%	61.6%	57.8%	57.4%	60.9%
	457	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%
	460	87.9%	79.8%	68.8%	85.7%	42.9%	70.5%	79.5%
	461	73.8%	82.9%	72.8%	81.0%	88.4%	77.9%	74.8%
	462	40.3%	35.2%	40.2%	41.7%	39.6%	49.2%	45.1%
	463	66.2%	57.9%	49.2%	63.8%	59.7%	41.5%	64.0%
	464	72.9%	77.1%	60.5%	78.7%	63.8%	64.1%	76.7%
	465	58.5%	68.7%	62.3%	71.7%	75.5%	74.6%	63.8%
	466	43.7%	38.7%	49.2%	51.7%	55.0%	61.6%	61.9%
	467	82.1%	87.5%	86.2%	63.6%	78.6%	56.3%	60.0%
	468	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
	470	45.9%	54.9%	58.3%	70.0%	54.5%	59.8%	50.5%
	471	52.3%	61.8%	55.5%	54.7%	54.5%	62.0%	59.4%
	474	46.9%	40.7%	49.2%	45.2%	52.4%	43.5%	53.9%
	475	54.5%	47.7%	55.1%	53.5%	66.6%	66.4%	66.5%
	476	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
	480	51.2%	49.3%	52.5%	56.6%	59.6%	59.5%	62.1%
	483	50.0%	68.6%	60.8%	81.1%	66.2%	73.9%	82.6%
	487	54.6%	58.1%	68.2%	68.3%	69.6%	67.2%	73.3%
	489	53.7%	49.4%	55.3%	80.2%	72.5%	42.3%	43.0%
	490	57.6%	62.6%	54.7%	64.6%	70.5%	60.8%	66.4%
	491	41.5%	46.0%	50.6%	59.4%	52.3%	56.6%	51.4%
	492	59.0%	63.8%	59.8%	65.1%	67.2%	61.4%	65.4%
	494	52.6%	50.1%	56.9%	64.2%	64.3%	74.5%	76.2%
	495	57.5%	46.8%	53.2%	25.3%	52.3%	58.8%	48.5%

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 "BEW" in the table.

Bus Éireann Punctuality Data - High Frequency Routes 2025



HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)														
		2025												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304								1.39	1.92	1.55	1.57	1.97	1.92
	208								4.16	3.44	2.27	3.09	3.87	2.61
B	220								2.29	1.64	1.97	2.11	2.33	1.20
	303								1.40	1.73	1.09	1.44	1.18	1.83
C	409								1.48	2.03	1.67	1.63	1.40	1.26
	213								1.02	0.84	0.89	0.55	0.34	1.51
	205								2.23	1.50	1.45	1.75	2.39	1.35
D	206								2.16	1.97	1.26	1.91	1.97	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 2024



HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)														
		2024												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304	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 Excess Passenger Wait Time (AEPWT). All units in the table above are in minutes.

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

Bus Éireann Punctuality Data - High Frequency Routes 2023



HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)														
		2023												
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304	2.51	2.11	2.57	2.45	1.86	1.46	1.57						
B	208	5.77	4.38	5.02	2.69	2.19	2.75	2.31						
C	202	5.18	6.14	7.63	3.74	3.99	4.73	3.61						
	205	3.45	2.97	3.56	2.06	0.97	1.25	1.81						
	409	3.87	2.33	1.97	2.27	2.49	2.06	2.16						
D	206	3.19	2.77	2.36	1.57	1.47	0.67	0.99						

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”.