# 2022-2024 Dublin Bus Direct Award Contract Reliability Report



## **Reliability Overview**

#### Measurement of Reliability:

Reliability of Dublin Bus services is determined using a metric called "Lost Kilometre Rate (%)". This metric is calculated as follows:

<u>Step 1:</u>

Number of Lost Kilometres (Km) = Total Scheduled Services (Km) – Total Services Operated (Km)

<u>Step 2:</u> Lost Kilometre Rate (%) =  $\left(\frac{\text{Number of Lost KM (Km)}}{\text{Total Scheduled Services (Km)}}\right) \times 100$ 

For 2017 & 2018, Dublin Bus were required to achieve a Lost Kilometre rate of 5% or less for each period for their network of PSO services (i.e. at least 95% of scheduled services must have operated). If this standard was not achieved, financial deductions from payments to Dublin Bus were applied.

For 2019, Dublin Bus were required to achieve a netowrk Lost Kilometre rate less than the following in each period; P1 - P5 (5%), P6 - P8 (4%), P9 - 10 (3.5%), P11-P12 (2.5%) & P13 (2%) i.e. If the period standard was not achieved, financial deductions from payments to Dublin Bus were applied.

From Period 1 of 2020, Lost Kilometre Minimum Performance Standards have applied on a route by route basis, rather than an overall newrok basis. Dublin Bus are required to achieve a Lost Kilometre Rate of 2% or less for each route in each period (i.e. at least 98% of the scheduled kilometres must have been operated). If this standard is not achieved for a particular route in any period, a financial deduction from the operating payment relating to that route is applied.

Notes:

- The Total Scheduled Services is based on the route and timetable(s) for every Dublin Bus service, as agreed with the NTA under the current PSO contract.
- The Total Services Operated is determined by the AVL (Automatic Vehicle Location) system which is installed on each bus to record the route and distances travelled.
- The Number of Lost Kilometres does not include bus services (whole or partial routes) which could not be operated for reasons outside of the control of Dublin Bus (for example, road closures due to a major event, extreme weather resulting in unsafe road conditions etc.). These exceptions are identified by Dublin Bus and approved by the NTA.
- COVID-19 Note From 16/03/20 to the end of P2 2022, the Number of Lost Kilometres does not include bus services which could not be operated due to COVID-19 related staff illness or HSE certified self-isolation. These exceptions are identified by Dublin Bus and approved by the NTA.
- 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 frequncy routes. The Authority and the operators have been working to try to ensure that such cancelations are minimised, that where possible consecutive services are not withdrawn and that first and last daily services on a route operate.

Q1 2024 Dublin Bus Direct Award Contract Reliability Report



#### P1 Punctuality - January 1st 2024 - January 28th 2024

	KMs Lost (%)	Minimum Performance Standard (%)
Total	1.7	2% per Route
Note: January 18th & 19th have been ex	cluded from the Lost KM ana	ysis due to AVL technical

issues.

#### P2 Punctuality - January 29th 2023 - February 25th 2024

	KMs Lost (%)	Minimum Performance Standard (%)
Total	2.2	2% per Route

#### P3 Punctuality - February 26th 2024 - March 24th 2024

	KMs Lost (%)	Minimum Performance Standard (%)
Total	2.4	2% per Route

Lower Los KIM percentages are better as they reflect the percentage of scheduled kilometers that were not operated (excluding kilometers and operated due to factors outside the control of the operator). "Please note the Lost KIM Minimum Performance Standard (MPS) transitioned to a Route specific MPS of 2% per route per period for Dublin Bus & Bus Éireann from Period 1 2020.

\*From Period 1 2020, reliability Minimum Performance Standards have applied on a route by route basis (2% per route per period). More details are available in the route by route reliability table.

Q3 & Q4 2023 Dublin Bus Direct Award Contract Reliability Report



#### P7 Lost Kms - June 19th 2023 - July 16th 2023

Total	5.6	2% per Route
	KMs Lost (%)	Minimum Performance Standard (%)

Note: June 24th has been excluded from the Lost KM analysis due to service disruptions caused by the Pride Parade.

#### P10 Punctuality - September 11th 2023 - October 8th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	4.9	2% per Route

#### P8 Punctuality - July 17th 2023 - August 13th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	4.8	2% per Route

#### P11 Punctuality - October 9th 2023 - November 5th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	3.3	2% per Route

#### P9 Punctuality - August 14th 2023 - September 10th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	4.4	2% per Route

#### P12 Punctuality - November 6th 2023 - December 3rd 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	3.0	2% per Route

Note: November 13th has been excluded from the analysis due to service disruptions relating to the Storm Debi. November 23rd & 24th has been excluded from the analysis due to service disruptions relating to the Dublin Riots.

#### P13 Punctuality - December 4th 2023 - December 31st 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	2.6	2% per Route

Q1 & Q2 2023 Dublin Bus Direct Award Contract Reliability Report



#### P1 Lost Kms - January 1st 2023 - January 29th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	3.0	2% per Route

#### P4 Punctuality - March 27th 2023 - April 23rd 2023

Total	3.8	2% per Route
	KMs Lost (%)	Minimum Performance Standard (%)

#### P2 Punctuality - January 30th 2023 - February 26th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	3.8	2% per Route

#### P5 Punctuality - April 24th 2023 - May 21st 2023

Total	5.0	2% per Route
	KMs Lost (%)	Minimum Performance Standard (%)

## P3 Punctuality - February 27th 2023 - March 26th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	3.8	2% per Route

#### P6 Punctuality - May 22nd 2023 - June 18th 2023

	KMs Lost (%)	Minimum Performance Standard (%)
Total	5.5	2% per Route

Q3 & Q4 2022 Dublin Bus Direct Award Contract Reliability Report



#### P7 Punctuality - June 20th 2022 - July 17th 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	7.4	2% per Route

#### P10 Punctuality - September 12th 2022 - October 9th 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	5.2	2% per Route

#### P8 Punctuality - July 18th 2022 - August 14th 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	6.7	2% per Route

#### P11 Punctuality - October 10th 2022- November 6th 2022

Total	5.3	2% per Route
	KMs Lost (%)	Minimum Performance Standard (%)

#### P9 Punctuality - August 15th 2022 - September 11th 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	4.9	2% per Route

#### P12 Punctuality - November 7th 2022 - December 4th 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	4.6	2% per Route

P13 Punctuality - December 5th 2022 - December 31st 2022

Total	4.8	2% per Route	
	KMs Lost (%)	Minimum Performance Standard (%)	

Q2 2022 Dublin Bus Direct Award Contract Reliability Report



#### P4 Punctuality - March 28th 2022 - April 24th 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	2.5	2% per Route

#### P5 Punctuality - April 25th 2022 - May 22nd 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	3.1	2% per Route

## P6 Punctuality - May 23rd 2022 - June 19th 2022

	KMs Lost (%)	Minimum Performance Standard (%)
Total	4.8	2% per Route

Lower Los KIM percentages are better as they reflect the percentage of scheduled kilometers that were not operated (excluding kilometers and operated due to factors outside the control of the operator). "Please note the Lost KIM Minimum Performance Standard (MPS) transitioned to a Route specific MPS of 2% per route per period for Dublin Bus & Bus Éireann from Period 1 2020.

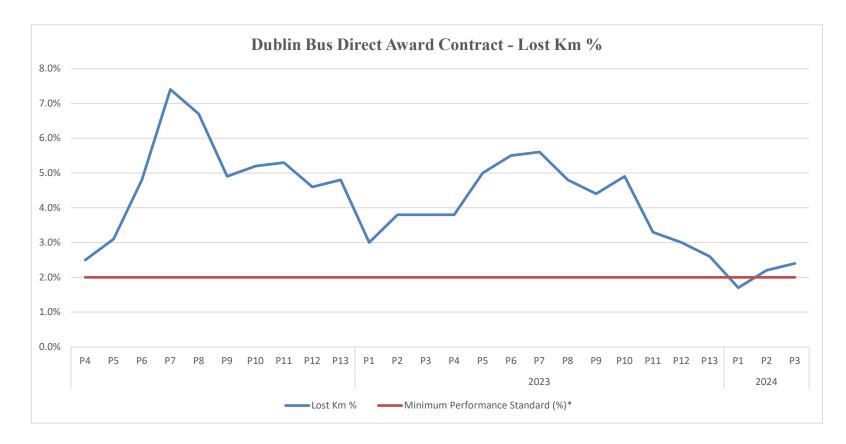
\*From Period 1 2020, reliability Minimum Performance Standards have applied on a route by route basis (2% per route per period). More details are available in the route by route reliability table.

Dublin Bus D Reliability D	Direct Award ( ata - Lost KM	Contract - Route B	y Route															NTA
2024						 												Údarás Nálskúnta tompair Netional Tramport Authority
									LOST	KM BY RO	UTE - DUBL	IN BUS						
Route	P13		P12		P11		P10	P9	P8		97		P6	P5	P4	P3 0.7%	P2 1.6% 2.3% 0.0% 4.4% 3.5% 1.4% 6.3% 1.7% 1.1% 3.6% 2.0% 0.6% 3.5% 3.5% 3.1%	94 15% 30% 00% 22% 10% 47% 38% 24% 00% 45% 23% 12%
11																2.6%	2.3%	3.0%
116 118																2.3%	4.4%	0.0%
120 122																2.8% 2.5%	3.5%	2.2%
123 13																3.8% 2.7% 2.5% 4.4% 0.8% 2.3%	6.3%	4.7%
130 14																2.5%	1.1%	0.8%
14 140 142																4.4%	2.0%	2.4%
142 145 15																2.3% 3.6%	0.6%	4.5%
15 150 151																3.6% 4.2% 3.1%	2.8%	2.3%
151																2.4%	2.4%	1.9%
155 15A 158																2.4% 1.9% 4.4% 3.6% 5.2%	2.4% 2.2% 5.3% 6.1%	3.0%
15D																5.2%	5.0%	2.1%
16 16D																1.1%	5.0% 1.5% 1.4% 0.5% 6.2% 1.5%	1.7%
26 27 27A 27B																0.6% 8.8% 2.4% 1.0%	0.5%	0.7%
27A 278																2.4%	1.5%	0.8%
27X 32X																0.0%	0.0%	0.0%
32X 33 33D																1.1%	1.0%	0.0%
33D 33E																	0.0%	1.8%
33E 33X 37																0.0% 1.7% 2.5% 3.4% 3.1% 1.3%	0.0%	0.0%
																3.4%	1.7%	1.3%
38A 388																1.3%	0.0% 0.9% 1.0% 0.0% 0.0% 2.1% 1.7% 1.8% 1.7% 1.8% 1.7% 3.2% 2.1%	3.2%
38D 39																0.0% 2.7% 3.1% 0.0%	3.2%	1 98, 198, 198, 198, 198, 198, 198, 198,
39A 39X																3.1%	2.2% 0.0% 1.1% 1.2% 0.6% 4.3% 2.9% 5.5% 0.0% 1.2%	1.1%
																0.7% 0.7% 0.4% 0.8% 1.5% 3.3% 0.6%	1.1%	0.8%
40 408 40D																0.4%	0.6%	0.1%
40D 40E																1.5%	0.6%	1.2%
40E 41 41B																3.3%	4.3%	2.8%
41C 41D 41X																3.4% 0.0% 0.2%	5.5%	2.8%
41X																0.2%	1.2%	2.2%
42 42D				-												3.0%	0.0%	0.0%
43 44																1.9% 0.9%	1.5%	0.6%
448 46A																2.1%	1.2% 0.0% 1.5% 0.8% 3.3% 2.5%	0.5%
46E 47																0.0%	2.2%	0.0%
																0.0% 0.9% 1.4% 0.0% 6.3% 1.3% 2.0% 0.6%	2.5% 2.2% 1.0% 0.9% 0.0% 4.8%	12%
51D 53 54A																6.3%	4.8%	1.7%
54A 56A																2.0%	1.9%	1.2%
56A 65 658																0.6%	1.0% 1.0% 0.6% 1.5% 0.1% 2.5% 0.6%	0.9%
68 68A																2.0% 0.5% 1.6% 0.1%	0.1%	0.6%
69																0.1%	0.6%	0.2%
69X 7																1.8%	2.3%	1.9%
70 70D																2.5%	0.0% 2.3% 1.4% 0.0% 2.3%	1.1%
70D 77A 77X																0.0% 3.1% 0.3%	2.3%	1.3%
77X 7A 78																0.3% 3.1% 1.5% 5.6% 0.6% 1.9%	2.3% 0.0% 2.4% 2.0% 2.8% 0.2% 1.5%	2.3%
78 7D																5.6%	2.8%	5.1%
7E 83																1.9%	1.5%	1.2%
83A																1.6% 0.6% 0.8%	2.1%	1.8%
84A 84X																	0.4%	1.5%
H1 H2																2.7%	0.7% 2.5% 2.8% 1.5% 2.5% 1.6% 2.5% 0.8% 0.8% 0.8%	1.6%
H2 H3																2.7% 3.2% 4.0% 2.6% 1.9% 2.6%	1.5%	0.8%
6																2.6%	1.5%	0.6%
C1 C2																2.6%	1.6%	0.8%
C2 C3 C4 C5																3.4% 1.3%	0.8%	0.8%
																1.3%	1.0%	2.6%
C6 L53																0.4%	1.1% 0.8% 0.6%	1.5%
L54 L58																1.8%	0.6%	0.8%
L59 P29 X25																2.5%	1.0%	1.3%
X25 X26																0.9%	2.9%	1.6%
X26 X27 X28																2.5% 2.9% 0.9% 0.0% 2.2% 1.4%	0.8% 1.0% 3.3% 2.9% 1.8% 1.9%	6.5%
X28 X30 X31																1.4% 0.9% 2.7%	1.9% 0.9% 7.5%	2.8%
X31 X32																2.7%	7.5%	6.2% 3.1%
X32 52 N4			-													2.8%	1.3%	0.6%
61 62																1.1%	1.6% 0.9% 1.2%	1.3%
60																1.1% 1.5% 1.9% 0.2% 5.4% 1.5% 0.8%	1.2%	246, 146,
44D																5.4%	6.1%	1.7%
74																1.5%	0.9%	1.5%
74 99 L25																1.5% 0.8% 0.7% 0.4%	0.4% 6.1% 0.9% 0.7% 1.4% 0.3%	1.5% 0.5% 1.1% 0.6%

	Direct Award Contr ata - Lost KM - Rou											ĺ	NTA Darás Nálskinta tompair Valional Transport Authority
						LOST KM BY I	ROUTE - DUBLIN BUS						
Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
1 11	2.4%	2.3%	5.0%	3.7% 3.7%	2.5%	1.9% 7.5%	2.7% 3.0%	1.1%	2.8%	0.4% 4.0% 2.7%	0.9%	1.2% 4.0% 2.3%	0.5%
116 118	0.0%	5.7%	0.0%	4.9% 5.2%	0.0%	4.4%	2.2%	0.0%	0.1%	0.0%	3.4% 0.0% 0.0%	0.0%	6.2%
120	4.2%	3.8%	2.7%	1.5%	2.7%	1.2%	1.4% 5.8%	0.4%	2.2%	0.5%	0.7%	0.6%	0.5%
123	5.4% 2.9%	7.9%	7.8%	8.7%	4.4% 3.4%	2.7% 4.0%	2.7%	2.7%	6.8% 2.8%	9.1% 3.1%	6.4% 2.9%	5.8%	4.7%
130	1.4%	1.1%	1.2% 3.6%	2.9%	2.3% 7.8%	2.5%	3.9% 6.3%	5.6% 9.0%	4.6%	2.2%	3.2%	3.2% 7.3%	2.4% 4.1%
140 142	3.9%	2.4%	3.7%	4.6%	2.6%	1.9%	2.5%	1.9%	1.8%	0.8%	0.7%	1.2%	0.6%
145	4.5%	5.6%	4.6%	7.2%	9.1%	9.8%	7.5%	11.4%	11.0%	8.1%	9.4%	7.8%	6.4%
150 151	2.7%	3.9%	3.7%	6.7%	4.0%	3.3%	5.4%	4.7%	5.0%	3.1%	4.1%	3.2%	3.6%
155	2.2%	2.9%	3.7%	7.4%	8.7%	8.8%	4.9%	6.3% 2.2%	3.6%	5.7%	3.8%	5.0%	2.9%
15A 158	6.3%	7.7%	6.7% 7.7%	8.3% 6.4%	3.6% 4.2%	1.3% 0.9%	2.8% 1.7%	1.8%	5.8% 4.4%	5.7% 5.7% 5.0%	5.8% 4.8%	4.4% 4.6%	3.7%
15D 16 16D	0.6% 3.9% 2.3%	5.7% 2.6% 4.2%	4.1% 3.7% 2.2%	6.7% 4.4% 0.5%	0.2% 2.9% 3.4%	0.0% 3.2% 1.2%	1.8% 2.7% 3.4%	2.3% 1.5% 2.2%	0.0% 8.1% 6.4%	0.5% 6.3% 2.9%	2.9% 6.8% 2.8%	0.0% 5.7% 3.3%	1.8% 4.2% 0.6%
16D 26	0.8%	0.7%	2.2% 2.9% 7.7%	0.6%	1.5%	2.2%	3.4% 6.9% 13.0%	9.1%	4.8%	2.9% 3.7% 9.5%	4.0%	4.2%	2.1%
27 27A	5.0% 1.0% 1.1%	6.3% 1.4% 1.9%	1.6%	13.2% 3.1% 2.0%	8.7% 1.9% 2.3%	9.0% 2.0% 2.9%	13.0% 3.6% 4.7%	15.0% 6.8%	12.8% 3.5%	9.5% 4.4% 1.3%	9.7% 1.7% 2.3%	10.0% 5.0% 1.3%	7.8%
27A 27B 27X	1.1% 0.0% 0.0%	0.0%	1.1% 0.1% 0.2%	2.0% 0.0% 2.0%	2.3% 0.0%	2.9% 0.0% 1.8%	4.7% 6.5% 2.6%	2.6% 6.8% 2.6%	2.1% 0.0% 0.3%	1.3% 0.0% 0.9%	2.3% 3.9%	1.3% 1.7% 3.2%	1.4% 1.7% 0.0%
32X 33	0.0%	3.1%	0.2%	2.0%	0.0%	1.8%	2.6%	2.6%	0.3%	0.9%	0.0%	3.2%	0.0%
33D			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	3.0%	0.1%	1.00/	1.0%
33E 33X 37	0.5% 1.0% 2.1%	0.0%	0.0% 0.3% 3.3%	0.0% 0.0% 4.0%	0.0% 0.0% 5.1%	3.5% 0.3% 4.5%	0.0% 1.5% 5.5%	0.0% 0.7% 5.3%	0.0% 1.6% 4.9%	2.8% 0.7% 2.3%	0.0% 0.8% 1.7%	0.0% 0.9% 2.4%	0.7%
37	2.4%	2.2%	2.7%	3.9%	5.4%	3.2%	4.9%	4.8%	2.9%	1.6%	2.3%	2.6%	2.3%
38A 388	2.3% 3.6%	2.7%	2.0%	3.8% 2.5%	5.1% 0.7%	3.3%	5.7% 2.8%	5.1% 2.9%	3.3% 0.6%	2.0%	1.8%	2.7%	1.6%
38D 39	0.0% 3.8%	0.9%	6.6% 2.6%	4.8%	0.0%	7.8%	2.9% 9.6%	2.5% 7.7%	0.1%	3.4%	2.9%	7.9%	2.9% 2.9%
39A 39X	2.8%	3.5% 6.8%	3.2% 4.3%	4.1%	7.0%	5.8% 6.0% 5.3%	7.8% 2.5%	5.7% 1.7%	4.2%	2.3%	2.7%	2.5%	1.8% 1.5%
4 40	0.9%	1.0%	2.3% 3.4%	3.5% 4.6%	1.8%	3.9%	4.7% 6.8%	3.3% 3.6%	1.8%	1.2%	1.5%	1.6%	3.6%
408 40D	0.0%	1.0%	0.9%	0.9%	1.2%	0.6%	1.5%	0.7%	0.5%	0.1%	0.4%	0.1%	0.4%
405	1.8%	0.7%	0.9%	1.6%	1.5%	2.9%	5.3%	1.6%	1.1%	0.4%	0.5%	0.4%	1.3%
418	4.0%	2.5%	0.5%		0.0%		1.1%	0.5%		0.0%	0.1%	0.5%	0.4%
41C 41D	0.0%	0.0% 3.2%	5.2% 0.0% 0.7%	6.7% 1.3% 2.4%	2.6%	2.2% 0.0% 2.9%	2.1% 0.0% 1.4%	1.7% 1.3% 0.5%	5.4% 0.0% 1.3%	5.5% 1.3% 0.7%	5.4% 0.0% 0.5%	4.3%	4.2% 0.0% 2.1%
41X 42	0.7% 1.2% 3.3%	3.2% 2.1% 3.0%	0.7% 1.2% 2.6%	2.4% 2.8% 0.0%	0.5% 1.8% 0.0%	2.9%	1.4% 3.2% 0.0%	0.5% 5.6% 0.0%	1.3% 3.1% 1.3%	0.7% 3.6% 0.0%	0.5%	0.1% 3.1% 1.2%	2.1% 2.5% 0.0%
42 42D 43 44	1.5%	1.3%	1.3%	1.6%	0.7%	1.9% *Did not operate 1.6%	1.7%	5.5%	4.4%	2.6%	0.0%	1.7%	1.0%
44 448	1.4%	1.8%	2.0%	1.6% 2.1%	4.1%		2.9% 1.3%	1.7%	2.5%	1.3%	0.7%	1.6%	0.9%
46A 46E	2.4%	3.5%	0.5% 4.5% 0.0%	8.9%	8.8%	3.5% 14.1% 2.6%	9.2%	0.0% 10.1% 2.5%	7.0% 8.1% 0.0%	2.5% 8.7% 3.0%	7.1%	2.7% 8.5% 0.0%	5.8%
47	1.4%	3.6%	1.5%	2.0%	1.8%	3.9%	1.9%	1.7%	1.2%	0.8%	0.8%	1.0%	1.7%
51D	0.0%	2.7% 0.0% 4.8%	2.5%	0.0%	0.0%	0.0%	3.3% 2.1% 3.3%	2.8%	0.0%	0.0%	1.9%	0.0%	0.0%
53 54A	2.8%	1.3%	3.4%	4.7%	6.0%	4.7% 5.7% 1.7%	4.2%	5.6% 2.5%	2.1%	1.8%	2.5%	1.9%	2.3%
56A 61	0.8% *Did not operate	2.1%	2.0%	1.2%	2.2%	4.444	0.8%	2.0%	1.9% 3.2%	1.0%	1.6%	1.0%	0.9%
65 658	0.8%	1.1%	1.1% 2.0%	0.2%	1.8%	2.6%	1.2% 3.2%	2.0%	0.7%	1.8%	0.6% 3.2%	1.4%	0.3%
68 68A	0.8%	1.2%	0.9%	0.6%	0.2%	0.3%	1.1% 4.1%	0.3%	0.3%	0.4%	0.4%	0.5%	0.5%
69 69X	0.3%	0.3%	0.5%	0.2%	0.1%	0.6%	0.4%	0.2%	0.8%	0.5%	0.2%	0.7%	0.4%
7	1.9%	3.5%	4.7% 2.6%	6.8% 3.8%	7.9%	8.1% 2.0%	5.3% 3.1%	3.2%	3.9% 1.5%	4.8%	4.9%	4.0%	3.7% 1.5%
70D 77A	0.0%	0.0%	2.4%	2.5%	0.0%	*Did not operate 4.8%	0.0%	5.0%	2.6%	0.0%	0.0%	0.0%	0.0%
77X 7A	0.0%	0.0%	1.2% 4.5%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	5.3% 5.2%	0.0%
78 70	3.6%	3.9%	4.5% 1.4% 2.5%	3.6%	5.4%	10.9%	0.4% 3.4% 0.8%	4.5%	4.0%	6.3%	3.1%	2.4%	0.7%
7D 7E 83	0.4% 0.0% 2.4%	0.4% 4.5% 3.2%	2.5% 0.5% 4.0%	2.7% 3.9% 7.2%	2.4% 1.0% 2.5%	12.5% 0.0% 3.6%	0.8% 4.2% 5.1%	2.9% 0.0% 4.0%	0.1%	2.5%	0.0%	2.3%	2.8%
83A	2.1%	3.9%	5.0%	7.9%	3.7%	4.9%	6.2%	5.1%	2.8%	2.6%	2.3% 3.7%	3.6%	3.4%
84 84A	0.8% 0.2% 1.3%	0.9%	3.3% 0.7% 3.0%	0.8% 2.2% 1.6%	1.2% 1.4% 1.2%	1.4% 6.4% 3.8%	1.2% 3.7% 1.7%	0.9% 1.9% 4.2%	1.4% 3.3% 2.4%	2.5% 1.2% 2.1%	0.3% 2.6% 2.6%	0.7% 1.3% 3.2%	1.0%
84X H1		2.3%			3.0%	4.5%							2.7% 3.1%
H2 H3	2.8% 1.9% 2.0% 0.6%	3.4% 2.2% 1.9%	2.3% 0.9% 1.3% 1.6%	4.3% 2.7% 2.5%	2.8%	1.7%	7.1% 5.4% 6.3%	9.7% 5.9% 8.7%	5.4% 3.7% 3.8%	3.6% 2.4% 4.0%	3.4% 3.6% 4.2%	4.3% 4.4% 3.8%	3.1% 1.7% 1.9%
6	4.1%	1.9% 1.1% 2.9%		2.5% 3.6% 3.4%	2.8% 1.9% 7.6%	2.4% 3.5% 4.6%	6.3% 4.7% 6.1%	8.7% 6.2% 5.9%	3.8% 2.7% 4.8%	4.0% 1.5% 2.3%	4.2% 2.0% 2.2%	3.8% 1.6% 2.2%	1.9% 1.7% 1.7%
C1	4.1% 1.8% 2.2%	1.6% 2.1%	1.9% 1.2% 2.7%	3.4% 3.3% 5.7%	4.4%	4.0% 3.9% 4.3%	6.1% 6.2% 7.7%	5.9% 4.7% 5.9%	4.0% 3.4% 4.3%	2.3% 2.0% 3.8%	2.2% 1.8% 2.9%	2.2% 1.7% 3.8%	1.5%
C2 C3 C4	0.7%	1.6%	2.6%	4.3%	1.1%	2.7%	3.6%	3.1%	3.7%	1.7%	2.3%	2.9%	1.6%
C5	0.9%	1.7%	2.7%	4.0%	2.4%	2.2%	4.0%	2.7%	2.9%	1.9%	2.7% 2.4%	2.4%	2.5%
C6 L53	0.8%	2.0%	1.2%	1.8%	3.0%	2.4%	3.9% 6.5%	1.7% 9.2%	5.2% 5.9%	1.2%	1.8%	1.8% 4.2%	2.8% 2.3%
L54 L58	0.7%	1.1% 1.5%	1.2%	0.6%	0.3%	1.7% 2.3%	5.5% 3.5%	6.7% 1.2%	5.3% 1.9%	3.4%	2.2%	2.3% 1.0% 3.6%	2.0%
L59 P29	2.0%	2.1%	0.9%	4.3%	7.4%	4.1%	4.1%	3.3%	4.4%	4.1%	3.6%	2.0%	2.6%
X25 X26	3.5%	0.7%	0.7%	3.6%	6.0%	6.6%	12.7% 1.7%	4.3% 3.5%	6.3% 3.5%	2.9%	1.3%	2.3%	2.7%
X27 X28	9.0%	6.0%	12.5% 2.8%	11.3%	14.6% 7.0%	13.6% 4.1%	9.5% 5.1%	9.5%	12.3% 6.4%	1.6%	1.5%	1.1%	2.6%
X30 X31	2.0%	2.5%	0.9%	5.8%	6.6% 7.5%	4.1% 7.2% 14.9%	5.1% 5.3% 5.9%	5.2% 2.6%	7.8%	1.0%	0.0%	0.0%	2.6%
X31 X32	3.3%	7.6%	8.0% 10.5% 2.4%	6.8% 8.7% 3.4%	3.7%	14.9% 7.9% 1.7%	3.8%	2.6% 6.6% 2.3%	11.1%	1.6% 2.1%	0.0%	0.0%	0.0%
52 N4	0.6%	1.3%	6.0%	6.0%	0.6%	4.4%	3.9%	3.7%	1.5%	2.5%	2.8%	3.3%	3.0%
61 62	1.8% 1.7% 0.6%	2.1% 2.6% 0.5%	1.8% 2.2% 0.5%	2.8% 4.0% 0.9%	1.5%	3.2% 3.0% 0.6%	8.6% 10.0% 1.3%	10.2%	7.2% 6.5% 1.2%	4.3% 4.5% 0.9%	5.7% 6.2% 0.7%	5.1% 5.8% 1.6%	4.3% 4.8% 2.8%
60 44D	0.6%	0.5%		New Route	2.3% 0.2% New Route	0.6% New Route	1.3% New Route	0.9% New Route					
74	2.5%	3.9%	New Route 2.2%	New Route	New Route	New Route New Route New Route	New Route New Route New Route New Route	New Route	New Route New Route	New Route New Route	New Route New Route	New Route New Route	New Route New Route
99 L25	0.2%	0.4%	2.2% New Route	0.0% New Route	New Route New Route	New Route New Route	New Route	New Route New Route	New Route New Route	New Route New Route	New Route New Route	New Route New Route	New Route New Route

	irect Award Contra Ita - Lost KM - Rou												ITA arás Nálslünt Ional Transport	a lompair t Authority
						LOST KM BY R	OUTE - DUBLIN BUS							_
Route	P13	P12	P11	P10	69		87	25	P5	P4	P3	 P2		P1
1 11	P13 0.6% 2.4%	P12 0.2% 2.3%	P11 0.5% 2.7%	P10 0.8% 3.4%	P9 1.5% 2.7%	P8 0.6% 2.9%	0.6% 4.6%	P6 0.4% 2.0%	P5 0.9% 1.3%	1.6%		 		
116 118	0.3%	7.9%	5.3%	0.8%	2.1%	0.0%	10.7%	0.0%	3.2%	0.3%				
120	1.4%	0.3%	0.5%	0.8%	1.0%	2.0%	0.8%	1.2%	0.6%	1.3%				
122 123	3.9% 7.5% 7.6%	3.6% 5.1% 7.8%	2.9% 6.9% 12.9%	2.9% 7.5% 6.9%	3.5% 10.4% 4.7%	5.2% 15.0% 7.9%	5.8% 13.0% 10.4%	4.7% 6.4% 6.7%	3.0% 6.0% 4.7%	3.2% 2.0% 4.2%				
123 13 130	7.6%	7.8%	12.9%	6.9% 5.5%	4.7%	7.9%	10.4%	6.7%	4.7%	4.2%				
130 14 140	3.4% 3.8% 1.2%	4.4% 5.7% 0.4%	4.7% 4.6% 0.7%	5.5% 5.4% 0.3%	6.4% 3.5% 0.5%	6.2% 4.1% 1.0%	6.8% 6.7% 0.5%	4.8% 5.4% 0.5%	3.6% 2.9% 1.4%	3.9% 2.3% 1.3%				
140	3.3%		5.9%	3.3%	2.8%	5.2%	0.5%	0.0%	0.6%	0.6%				-
145	4.6% 3.9%	7.7% 6.1%	6.4% 3.6%	8.9% 6.1%	3.7% 2.6%	6.1% 5.0%	9.7% 6.0%	5.5% 3.7%	2.7% 2.4%	3.4% 3.1%				
150	4.0%	4.1%	3.9%	5.3% 4.8%	4.6% 3.1%	6.4% 5.4%	6.7% 9.1%	6.5% 6.5%	4.4% 5.1%	2.3%				
155 15A	7.0%	7.5%	7.0%	7.4%	7.5%	7.6%	5.9%	3.8%	3.6%	2.8%				
158 15D	7.1%	4.7%	4.6%	6.8% 4.9%	8.6% 4.8%	13.2% 13.5%	13.1% 7.2%	10.2% 3.6%	6.5% 6.3%	3.0%				
16 16D	7.7%	4.9%	6.5%	7.9%	10.4%	13.1%	13.3% 8.1%	9.8%	7.2%	2.4%				
26	2.9%	3.9%	3.5%	2.7%	2.6%	4.0%	8.7%	4.6%	5.6%	3.9%				
27 27A 27B	9.7% 2.8% 4.6%	7.8% 2.9% 4.3%	9.4% 5.7% 5.2%	12.5% 2.1% 2.1%	14.1% 3.1% 3.3%	15.8% 6.0% 5.7%	15.4% 4.9% 8.1%	9.9% 2.2%	6.4% 1.2%	4.9% 0.8%				
27B 27X	4.6%	4.3% 1.6%	5.2%	2.1%	3.3%	5.7%	8.1%	4.0% 6.6% 0.0%	0.6%	1.7%				
27x 31D 32x	0.0% *Did not operate 0.0%	1.6% *Did not operate 0.1%	1.8% *Did not operate 0.0%	0.0% *Did not operate 0.2%	1.6% *Did not operate 0.0%	1.8% *Did not operate 1.0%	0.0% *Did not operate 0.2%	0.0%	4.0% 0.7% 0.0%	0.0%				
33	0.7%				0.6%			0.3%	0.2%	0.6%				
33D 33E 33X	2.1% 0.0% 3.4%	0.0%	2.3% 0.0%	0.0%	0.0% 0.0% 3.2%	0.0%	1.0% 0.0% 2.5%	0.0%	0.0%	0.0%				
37	3.9%	1.7%	3.8%	3.6%	4.0%	6.1%	2.5%	3.9%	2.5%	2.6%				
38 38A	4.1%	4.6% 2.8% 3.1%	3.6%	3.0%	2.3%	4.5%	4.9% 5.2% 6.7%	3.0%	2.3%	2.5%				
388 38D	1.8%	0.5%	1.9% 23.4%	1.6%	1.3%	0.5%	1.5%	3.5% 2.6%	0.2%	0.0%				
39 39A	5.8%	5.6% 4.9%	4.0%	4.3%	3.7% 4.5%	9.5%	8.6%	5.6%	2.4%	1.8%				
39X	3.3%	1.3%	5.3%	1.3%	0.0%	1.3%	1.3%	0.0%	3.2%	9.3%				
4	6.5%	7.4%	13.8%	9.2%	5.5%	8.1%	13.0%	9.1%	4.4%	4.1%				
408 40D	1.4%	4.0% 5.7% 2.7%	1.6%	1.6% 2.1% 1.2%	0.6% 2.8% 0.6%	2.9% 3.3% 2.2%	1.3% 8.6%	2.4%	0.2%	0.8%				
40E 41	5.1% 4.9% 5.8%	2.7% 3.2%	5.2% 7.3% 4.0%	1.2% 4.4%	0.6% 7.1%	2.2%	8.6% 4.2% 9.6%	5.0% 4.9% 8.0%	0.5% 1.3% 5.4%	1.4% 1.6% 2.1%				
418	0.0%			19%			0.0%	0.9%						
41C 41D	7.2%	3.6%	4.8% 0.5%	5.5%	9.9%	12.9% 1.3%		9.0%	7.2%	2.6%				
41X 42	3.3% 4.8%	3.2% 3.5%	4.8% 4.5% *Did not operate	1.8%	2.4% 6.3%	4.6% 7.0%	5.9% 6.1%	2.3%	0.9%	1.6%				-
42D 43	*Did not operate 2.8%	*Did not operate 2.7%		*Did not operate 3.5%	*Did not operate 3.5%	*Did not operate 4.2%	*Did not operate 4.9%	0.0%	2.3%	0.0%				
44	1.3%	0.7%	0.9%	2.2%	1.0%	0.4%	0.8%	1.0%	0.8%	1.4%				
46A 46E	9.1%	9.8%	13.4%	12.8%	12.5%	8.7%	8.3%	4.8%	4.5%	4.7%				
47	3.1%	0.0% 1.7% 2.0%	0.0% 1.5% 1.8%	3.7%	2.0%	0.0% 1.2% 5.1%	0.0% 0.8% 4.2%	0.0%	0.2%	0.5%				
51D 53	0.0%	1.6%	1.7%	0.0%	0.0%	6.0%	2.6%	4.4%	1.3%	3.9%				
54A	4.0% 3.7% 2.1%	2.1% 2.9% 1.7%	2.9% 2.9% 1.4%	4.1% 4.3% 2.8%	5.1% 4.3% 1.0%	3.8%	3.1% 4.4% 1.1%	2.6% 1.2% 1.0%	2.1%	0.0% 1.2% 1.2%				
56A 61	1.6%	3.9%	1.2%	2.8%	0.5%	0.5%	2.6%	0.9%	0.7%	1.3%				
65 658	1.6%	0.6%	0.2%	0.1%	0.8%	1.1%	0.9%	0.4%	0.5%	2.1%				
68	1.1%	1.2%	0.9%	0.7%	0.2%	0.5%	1.7%	1.2%	0.9%	1.0%				
68A 68X 69	12.8% *Did not operate 0.6%	*Did not operate 0.5%	6.5% *Did not operate 0.3%	1.0% *Did not operate 0.1%	4.1% *Did not operate 0.5%	6.3% *Did not operate 0.4%	2.9% *Did not operate	2.2%	1.1% 0.0% 0.4%	6.4% 0.0% 1.5%				
69X	0.000	0.0%		0.0%			0.8%	1.0%	0.0%	0.0%				
70	5.5%	5.5%	5.0% 3.2%	1.6%	5.6%	5.0%	4.3%	2.0%	1.8%	1.8% 1.1%				-
70D 77A	0.0%	1.8%	0.0%	*Did not operate 5.3%	*Did not operate 5.5%	*Did not operate 9.9%	*Did not operate 8.8%	0.0%	2.6%	0.0%				-
77X 79	0.0% *Did not operate	0.0% *Did not operate	0.0%	0.0%	0.0%	0.0%	0.0%	5.3% 7.2%	0.0%	0.0%				
79A 7A	*Did not operate 6.1%	*Did not operate 6.2%	4.1% 5.6%	6.2% 7.3%	5.6% 6.3%	8.5%	10.7% 5.4%	5.2% 3.1%	5.6% 1.7%	5.6% 2.7%				
78	6.6%	4.2%	6.2%	4.8%	5.9% 1.3%		6.3% 0.9%	4.0%	4.5%	1.7%				
83 83A	7.2%	0.0% 5.5% 6.0%	11.1%	5.3%	3.0%	0.0% 5.3% 5.5%	6.2%	6.3% 5.2%	0.9% 1.1% 1.4%	1.7%				
84	1.1% 3.3%	0.3% 1.6%	0.6%	5.7% 1.0% 0.4%	0.7%	0.5%	6.2% 0.8% 4.5%	0.7% 4.3%	1.4% 0.5% 1.7%	0.2%				
84A 84X	3.3% 2.3% 5.2%	1.6% 4.5% 5.6%	2.3% 2.2% 5.1%	0.4% 5.2% 8.5%	0.3% 1.3% 8.4%	0.8% 2.3% 7.7%	4.5% 1.7% 7.1%	4.3% 1.5% 3.2%	1.7% 1.1% 2.7%	1.2% 0.6% 3.2%				
H1 H2	3.8%	3.0%	2.6%	3.5%	6.4%	4.9%	5.4%	2.5%	1.5%	1.2%				
H3 H9	4.3% *Did not operate	3.1% *Did not operate	7.2% *Did not operate	6.3% *Did not operate	6.4% *Did not operate	9.4% *Did not operate	7.0% *Did not operate	4.1% 20.0%	2.7%	2.9%				
6	3.3% 4.1%	2.5%	2.9%	4.9%	5.3%	4.6%	3.4%	2.8%	1.3%	1.6%				
0 C1	2.3%	3.9% 2.8% 2.9%	3.4% 2.5% 3.5%	3.0%	3.3% 4.3%	6.8% 5.9%	6.5% 5.8%	4.7% 4.1% 5.0%	2.6% 1.5% 2.2%	2.3%				
C2 C3	3.3%			4.4% 2.6%	6.4% 3.6%	8.1% 5.5%	8.0%			1.0%				
C4 C5	2.0%	2.5% 1.8% 2.4%	2.2% 3.9%	2.5%	3.2% 4.2%	4.9%	5.8% 17.7%	3.4%	1.8%	0.7%				
C6 L53	2.0%	2.5%	3.8% 2.9%	1.8%	4.8% 2.2%	9.3% 5.4%	16.5% 9.2%	5.5% 4.6%	0.8%	1.1% 5.1%				
L54 L58	1.9%	2.0%	2.0%	2.6%	2.6%	2.9%	7.1%	4.1%	4.3%	3.6%				
L58 L59 P29	4.2%	3.7%	2.3%	4.3%	5.0% 1.9%	9.5%	7.2%	4.2%	3.0%	1.9%				
P29 X25 X26	1.1%	2.0%	2.2% 3.0% 1.7%	1.1%	1.9% 0.6% 0.0%	2.6% 1.8% 0.0%	0.8% 2.2% 0.0%	1.8%	1.9%	7.8%				
X27	0.0%	0.0%	3.1%	0.0%	1.4%	2.0%	0.0% 1.2% 0.6%	1.8% 1.5%	0.0%	1.8% 8.3%				
x28 X30	2.2%	0.9%	2.7%	2.0%	0.5%	1.9%	0.6%	1.2%	1.9%	4.0% 4.3%				
X31	1.4%	0.2%	2.8%	0.1%	0.7%	0.3%	1.6%	0.0%	1.8%	6.1%				
X32 52	1.1% 1.0% 5.5%	0.1% 0.4% 6.7%	2.0% 0.6% 8.6%	0.0%	0.0% 3.7% 3.4%	2.6% 4.8% 5.4%	2.3% 4.7% 6.9%	1.3% 2.7% 4.6%	0.0% 1.7% Route Launched in P5	0.0% 0.3% Route Loundhed in Di-				
61	6.7%	6.8%	4.7%	3.8% G Spine Commenced in P11 0	3.4% Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11	6 Spine Commenced in P11	G Spine Commenced in P1					-
62 60	6.6% 5.4%	6.9% 2.4%	6.1% 2.0%	G Spine Commenced in P11 G G Spine Commenced in P11 G G Spine Commenced in P11 G	s Spine Commenced in P11 S Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11				

# Dublin Bus Direct Award Contract Reliability Data - Lost KM - Route By Route 2022



Lower Lost KM percentages are better as they reflect the percentage of scheduled kilometers that were not operated (excluding kilometres not operated due to factors outside the control of the operator). \*Please note the Lost KM Minimum Performance Standard (MPS) transitioned to a Route specific MPS of 2% per route per period for Dublin Bus Period 1 2020.