

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE Nos. 6 & N6

CONTENTS

	Page
1. Tenders Required	2
2. Proposed Changes	2
3. Terminals	2
4. Days of Operation	3
5. Vehicle Type	4
6. Frequencies	5
7. Minimum Performance Standards	12
8. Running Times	13
9. Layovers	13
10. Timing Constraints	13
11. Control Strategy	14
12. Operational Considerations	14
13. Stopping Arrangements	14
14. Timing Points and Mileages	15
15. Vehicle Livery	15
16. Stands and Blinds	16
 <u>Appendices</u>	
A. Route Record	17

This document should be read in conjunction with the Corporation's Guide for Tenderers (Part A: Explanatory Notes - Service Requirements). Where appropriate, reference is made to the relevant section.

1. TENDERS REQUIRED

This document describes the service for which the Corporation requires Tenders and Tenderers **must** submit a fully compliant bid. In addition, Tenderers **may** wish to draw upon their local knowledge to submit alternative bids which offer improved value for money in meeting passenger needs. These might incorporate, for example, different timings, frequencies, route structures and / or vehicles. The Corporation will welcome such bids and give them careful consideration.

For more information, please refer to Section 2.1 of Part A of the Guide for Tenderers.

2. PROPOSED CHANGES

At this time, no changes are proposed to the existing service for introduction prior to the commencement of the new route agreement for Route No. 6 & N6.

Tenderers should note that the following alterations (subject to consultation) are proposed as part of this Service Specification for introduction with the new Route Agreement:

- The Mondays to Fridays peak frequency is reduced from every 5 minutes to every 6 minutes. The two additional Mondays to Fridays AM peak journeys ex Willesden are retained;
- Route Nos. 6 & N6 are extended from Willesden Bus Garage to Willesden Church End. All journeys during all periods will operate between Willesden, Church End and Aldwych. **Please see Appendix A for full list of streets traversed;**
- The designation Route No. N6 is used for contractual purposes only. This service will be marketed as Route No. 6. This includes all publicity, including destination blind displays;
- **Tenderers must identify the cost of the Nightly element of this service separately.**

3. TERMINALS

Route Nos. 6 & N6 will operate between Willesden, Church End and Aldwych.

Full details of the route to be followed, the permitted terminal workings and the available stands are shown at Appendix A. Tenderers should particularly note the information relating to the shared usage of stands, the taking of meal reliefs and the use of ferry vehicles.

4. DAYS OF OPERATION

One timetable must be offered for Route No. 6 & N6 which will operate as follows:

DAY OF OPERATION	
Mondays to Fridays	Section 6.1
Saturdays & Good Friday	Section 6.2
Sundays	Section 6.3
Christmas Day	No service
Boxing Day	Section 6.4
Other Public Holidays	Sunday service
Sunday nights / Monday mornings to Thursday nights / Friday mornings	Section 6.5
Friday nights / Saturday mornings to Saturday nights / Sunday mornings	Section 6.6
Christmas Eve night / Christmas Day morning	No service
Christmas Day night / Boxing Day morning	No service
New Year's Eve night / New Year's Day morning*	Saturday night / Sunday morning service

* The New Year's Eve service level should be regarded as a minimum and any frequency increases and / or diversions will be discussed with the successful Tenderer on an annual basis.

5. VEHICLE TYPE

Please refer to Section 2.5 of Part A of the Guide for Tenderers.

Route No. 6 & N6 is currently approved for vehicles which are a maximum of 9.9 metres long and 2.50 metres wide. A formal route test will be required for vehicles which exceed these dimensions and for any manoeuvres and roads previously unserved by bus (i.e. the section of routeing between the Willesden Bus Garage and Willesden, Church End stand). This will be arranged with the successful Tenderer.

The service requirement set out in Section 6 assumes that dual door, double deck buses with a minimum capacity of 87 of which approximately 60 should be seated, will be used on this route. Luggage space should also be provided.

Tenderers must submit proposals based on new vehicles. These must be of a low floor design and be accessible to wheelchairs by means of a powered ramp.

Bids for both conventional diesel powered vehicles and diesel-electric hybrid vehicles should be submitted and separate prices for both types are required.

Bids based on a mix of hybrid and conventional vehicles would be welcomed, subject to a minimum of 10 hybrid powered vehicles being offered for this route (full hybrid operation should be offered for routes with a vehicle requirement of less than 10).

Tenderers should refer to the vehicle design (including accessibility) features contained in Schedule II to Annex B of the Framework Agreement and Section 2 Part B of the Master ITT (Version 2 issued June 2005).

Tenderers may also submit bids based on using existing vehicles. Tenderers are asked to specify what refurbishment would be carried out on existing buses and the expected timescale of those works. See Master ITT (Version 2 issued June 2005).

6. FREQUENCIES

The level of service (e.g. every 15 minutes) required by the Corporation is described in terms of the interval between departures. Whilst a completely regular service at the specified frequency should be possible at most times, occasionally a bus may be timetabled to depart up to five minutes earlier or later than the regular time.

Tenderers should note that when the specified frequency changes (e.g. between the peak and midday periods), the scheduled interval between buses should never be greater than that provided by the lower of the two frequencies **AT ANY POINT ON THE ROUTE**.

Tenderers should note that unless otherwise stated **all** journeys should operate between the terminal points defined in each direction.

6.1 Mondays to Fridays

1. Willesden, Church End to Aldwych

0525 - 0545	Every 15 minutes
0546 - 0610	Every 8 minutes
0611 - 0715	Every 6 minutes
0716 - 0815	Every 5 minutes
0816 - 1815	Every 6 minutes
1816 - 2320	Every 10 minutes

First departure from Willesden, Church End no later than 0530.

Last departure from Willesden, Church End no earlier than 2315.

Tenderers should ensure that buses are scheduled to be no more than 6 minutes apart at Oxford Circus, Oxford Street between 0720 and 0750 and no more than 5 minutes apart between 0751 and 0850 and no more than 6 minutes apart between 1500 and 1630.

2. Aldwych to Willesden, Church End

0625 - 0645	Every 15 minutes
0646 - 0705	Every 8 minutes
0706 - 1935	Every 6 minutes
1936 - 0020	Every 10 minutes

First departure from Aldwych no later than 0630.

Last departure from Aldwych no earlier than 0015.

Tenderers should ensure that buses are scheduled to be no more than 6 minutes apart at Edgware Road Station between 0735 and 0905 and between 1510 and 1710.

6.2 Saturdays & Good Friday

1. Willesden, Church End to Aldwych

0525 - 0600	Every 15 minutes
0601 - 0750	Every 12 minutes
0751 - 1755	Every 6 minutes
1756 - 2320	Every 10 minutes

First departure from Willesden, Church End no later than 0530.

Last departure from Willesden, Church End no earlier than 2315.

Tenderers should ensure that buses are scheduled to be no more than 6 minutes apart at Oxford Circus, Oxford Street between 0930 and 1100.

2. Aldwych to Willesden, Church End

0625 - 0700	Every 15 minutes
0701 - 0900	Every 12 minutes
0901 - 1915	Every 6 minutes
1916 - 0020	Every 10 minutes

First departure from Aldwych no later than 0630.

Last departure from Aldwych no earlier than 0015.

Tenderers should ensure that buses are scheduled to be no more than 6 minutes apart at Edgware Road Station between 0930 and 1100.

6.3 Sundays

1. Willesden, Church End to Aldwych

0525 - 0745	Every 15 minutes
0746 - 0855	Every 12 minutes
0856 - 2320	Every 10 minutes

First departure from Willesden, Church End no later than 0530.
Last departure from Willesden, Church End no earlier than 2315.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Oxford Circus, Oxford Street between 1000 and 1100.

2. Aldwych to Willesden, Church End

0625 - 0845	Every 15 minutes
0846 - 0945	Every 12 minutes
0946 - 0020	Every 10 minutes

First departure from Aldwych no later than 0630.
Last departure from Aldwych no earlier than 0015.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Edgware Road Station between 1015 and 1115.

6.4 Boxing Day

1. Willesden, Church End to Aldwych

0750 - 0855	Every 12 minutes
0856 - 2320	Every 10 minutes

First departure from Willesden, Church End no later than 0755.
Last departure from Willesden, Church End no earlier than 2315.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Oxford Circus, Oxford Street between 1000 and 1100.

2. Aldwych to Willesden, Church End

0755 - 0845	Every 15 minutes
0846 - 0945	Every 12 minutes
0946 - 0020	Every 10 minutes

First departure from Aldwych no later than 0800.
Last departure from Aldwych no earlier than 0015.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Edgware Road Station between 1015 and 1115.

6.5 Sunday nights / Monday mornings to Thursday nights / Friday mornings

1. Willesden, Church End to Aldwych

2325 - 0520 Every 15 minutes

First departure from Willesden, Church End no later than 2330.
Last departure from Willesden, Church End no earlier than 0515.

2. Aldwych to Willesden, Church End

0025 - 0620 Every 15 minutes

First departure from Aldwych no later than 0030.
Last departure from Aldwych no earlier than 0615.

Tenderers must identify the cost of the Nightly element of this service separately.

6.6 Friday nights / Saturday mornings to Saturday nights / Sunday mornings

1. Willesden, Church End to Aldwych

2325 - 0520 Every 12 minutes

First departure from Willesden, Church End no later than 2330.
Last departure from Willesden, Church End no earlier than 0515.

2. Aldwych to Willesden, Church End

0025 - 0620 Every 12 minutes

First departure from Aldwych no later than 0030.
Last departure from Aldwych no earlier than 0615.

Tenderers must identify the cost of the Nightly element of this service separately.

7. MINIMUM PERFORMANCE STANDARDS

Please refer to Section 2.7 of Part A of the Guide for Tenderers.

Tenderers should note that the objective of the Operator of Route Nos. 6 & N6 shall be to operate all scheduled mileage and adhere **fully** to the published timetable. The Operator must use its best endeavours to achieve this.

The **minimum** standards of acceptable performance for Route No. 6 shall be:

Average Excess Wait Time:	No more than 1.30 minutes
Minimum Operated Mileage:	No less than 98.00%

The **minimum** standards of acceptable performance for Route No. N6 shall be:

Departing on Time	No less than 85.00%
Minimum Operated Mileage	No less than 99.00%

or as notified by the Corporation from time to time. The Operator will be required to achieve or better the standards.

QSI Thresholds

The QSI threshold is the standard of performance to be achieved by the operator in order to qualify for an automatic contract extension (in accordance with Schedule IX of the Framework Agreement).

Average Excess Wait Time Threshold = 1.15 minutes

It is unlikely that the minimum number of QSI surveys for Threshold measurement will be conducted on Route No. N6 at present. However, this may change at a later date when a Threshold figure may be published.

Summary of proposed QSI coverage: Route Nos. 6 & N6

Note: While London Buses undertakes to carry out QSI surveys at the times and locations specified below, it may prove impossible to rearrange a survey cancelled or nullified at short notice.

Survey locations

Towards Aldwych

Queens Park
Warwick Avenue Station \$
Marble Arch

Towards Willesden, Church End

Charing Cross
Marble Arch
Warwick Avenue Station \$

\$ Observed simultaneously in both directions. Counted as two surveys.

Total scheduled manual QSI surveys per quarter = 96.

8. RUNNING TIMES

The current timetable for Route Nos. 6 & N6 can be viewed by prospective Tenderers on Caesar. Attention is drawn to the variations in running times at different times of the day. Please refer to Section 2.8 of Part A of the Guide for Tenderers for further information.

Tenderers should devise their own running times for the section of Route Nos. 6 & N6 between Willesden, Pound Lane and Willesden, Church End.

Tenderers should carefully check the existing running times to ensure that they are appropriate in present traffic conditions. Tenderers should particularly check the existing running times for the Mondays to Fridays interpeak, PM peak and evenings and Saturdays afternoon shopping period, Saturday nights 0001 - 0230 and Sunday nights.

When reviewing existing, and devising new, running times Tenderers should refer to:

- the minimum performance standards for Route Nos. 6 & N6 in Section 7 above;
- the historical performance data provided in Section 1 Part B of the introduction to this ITT;
the paragraph in Section 12 referring to the proposed extension of the Cashless Boarding zone throughout the whole of the London area.

Tenderers may consider if school summer holiday schedules, incorporating running time reductions, are desirable for this route. In this event, schedules and costs must be submitted separately.

9. LAYOVERS

Under normal circumstances, layover time on stands and at bus stations should be restricted to that required to provide a reliable service. Longer layovers for any other purpose may only be taken with the permission of the Corporation.

10. TIMING CONSTRAINTS

Route No. 6 should interwork with Route No. N6 to form a seamless 24 hour service.

Route Nos. 6 & N6 should be separated, where possible, from Route Nos. 98 & N98 between Edgware Road Station and Oxford Circus.

Tenderers submitting bids should bear this requirement in mind when compiling schedules. This requirement will be negotiated with the successful Tenderer for this route to ensure that optimal interworking / separation is delivered within its schedules.

11. CONTROL STRATEGY

Route Nos. 6 & N6 can suffer from the effects of traffic congestion, making some form of route control essential in order to achieve or better the minimum performance standards for this route.

Tenderers should submit proposals on the control strategy they intend to adopt and the type of control they would intend to use by completing the form provided in Section 3: Part 7 of this ITT. The cost of this control should be included within the main Tender price.

Tenderers should also indicate how they intend to facilitate driver changeovers and meal reliefs for this route.

Further information is provided in Section 2.11 of Part A of the Guide for Tenderers.

12. OPERATIONAL CONSIDERATIONS

Tenderers should note the following operating considerations affecting Route Nos. 6 & N6:

- Route Nos. 6 & N6 can suffer from unpredictable traffic delays in the Kensal Rise and Oxford Circus areas.

Tenderers should also note the following factors / events which may have an impact on Route No. 6 & N6 in the foreseeable future:

- It is anticipated that Cashless Boarding will be extended throughout London at some stage during the lifetime of this contract. **This is expected to lead to significant savings in running and recovery times to bus routes, and, therefore, potential resource (cycle time and PVR) savings are expected. Tenderers are required to identify and submit the level of savings per vehicle that could be achieved by reducing peak vehicle requirement, and / or how reliability targets could be revised when the Scheme is introduced.**

The above factors have been included to assist Tenderers and represents the information currently available to the Corporation. Tenderers should make their own enquiries about events which may impact upon the route and should form their own views about their likely effect upon it.

13. STOPPING ARRANGEMENTS

Buses operating on Route Nos. 6 & N6 must serve all stops on the line of route designated for the route.

14. TIMING POINTS & MILEAGES

Timing Points

The required timing points (and codes) are shown in Caesar.

Mileages for Route Nos. 6 & N6

Willesden, Church End to Aldwych	7.9 miles
Aldwych to Willesden, Church End	8.3 miles

Tenderers should note that:

- these measurements are believed to be accurate to within 0.5 miles, but no warranty or representation as to accuracy is given;
- out of service stand workings have not been measured and are not included within the above measurements;
- if alternative or additional measurements are used by the Tenderer, these must be stated in the tender submission;
- point to point measurements pertaining to recognised curtailment points or alternative terminals will be agreed with the successful Tenderer once the contract has been awarded.

15. VEHICLE LIVERY

All vehicles to be used on Route Nos. 6 & N6 from the commencement of the new Route Agreement must be in a livery that is exclusively Corporation red. The paint should be matched accurately to the colour as defined by the following manufacturer's specifications:

ICI London Bus Red P498 FPF 3

Other manufacturers should also be able to produce this specification from the ICI colour chart.

This requirement does not include the lower panels which may be in a different colour but which shall not exceed 50cm in height, or the rooftop which should be painted white so as to reduce temperatures inside the vehicle during the summer months.

The positioning and size of Operators' logos are to be agreed between the Operator and the Corporation and, where possible, these should be above the front doors on the nearside of the vehicles and above the drivers' offside cab windows.

All livery proposals must be submitted to the Contracts Tendering Manager for approval.

16. STANDS AND BLINDS

Tenderers should note that under normal circumstances, the specific restrictions relating to each stand will apply to the whole stand at all times. Any variation to such standing arrangements must be agreed by the Corporation. In addition, Tenderers should note the following general requirements:

- 1) Drivers MUST switch off engines during layover periods at bus stations or on stands.
- 2) No meal reliefs may be taken on any stand (on or off line of route) without the permission of the Corporation.
- 3) No crew ferry vehicles may enter any stand (on or off line of route) without the permission of the Corporation.
- 4) Destination blind displays to be used are shown under each stand description. Tenderers may suggest, within their bids, alternative blind displays.
- 5) The intermediate (also known as via) blind display to be used on the nearside of the vehicle is shown in the box below:

6 via Oxford Circus

For further information, please refer to Annex C of the Framework Agreement: General Conditions relating to the use of London Buses' Bus Stations and Stands.

LONDON BUSES - ROUTE DESCRIPTION

ROUTE 6: Willesden, Church End - Aldwych (24 hour service)

Date of Structural Change: 11 December 2010.

Date of Service Change: 11 December 2010.

Reason for Issue: New tender.

STREETS TRAVERSED

Towards Aldwych: Willesden High Road, Church End Roundabout, Willesden High Road, Pound Lane, Harlesden Road, Donnington Road, Chamberlayne Road, Banister Road, Kilburn Lane, Premier Corner, Salusbury Road, Carlton Vale, Kilburn Park Road, Shirland Road, Formosa Street, Warwick Avenue, Clifton Gardens, Clifton Road, Maida Vale, Edgware Road, Marble Arch, Oxford Street, Regent Street, Piccadilly Circus, Haymarket, Cockspur Street, Trafalgar Square (South Side), Strand, Aldwych.

Towards Willesden, Church End: Strand, Charing Cross, Trafalgar Square, Cockspur Street, Pall Mall, Waterloo Place, Regent Street, Piccadilly Circus, Regent Street, Oxford Street, Park Lane, Cumberland Gate, Marble Arch, Edgware Road, Maida Vale, Clifton Road, Clifton Gardens, Warwick Avenue, Formosa Street, Shirland Road, Kilburn Park Road, Carlton Vale, Kilburn Lane, Banister Road, Chamberlayne Road, Station Terrace, Chamberlayne Road, Donnington Road, Harlesden Road, Pound Lane, Willesden High Road, Church Road, Willesden High Road.

STANDING AND TURNING POINTS

WILLESDEN HIGH ROAD, CHURCH END

Public stand for two buses on west side of Willesden High Road, south of Neasden Lane. Buses proceed from Willesden High Road direct to stand, departing to Willesden High Road. Set down on stand and pick up on stand.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 6 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Willesden, Church End.

KENSAL RISE STATION (from ALDWYCH)

Public stand in Station Terrace in two parts:

1. On east side, for 4 buses, commencing opposite No. 20 and extending 45 metres north to a point 10 metres south of northern steps leading to Chamberlayne Road.
2. On north side, for 2 buses, commencing opposite No. 11 and extending 20 metres westwards.

Buses proceed from Station Terrace via Dagmar Gardens, Linden Avenue and Station Terrace to stand, departing via Station Terrace to Chamberlayne Road. Set down in Station Terrace, at Stop KR and pick up in Chamberlayne Road, at Stop KJ.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 4 buses on Route 6 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Kensal Rise.
OTHER INFORMATION:	Permission for four buses to stand at Kensal Rise allowed until further notice. LBSL toilet facilities available 24 hours.

QUEENS PARK STATION, CLAREMONT ROAD (from ALDWYCH)

Public stand for three buses on east side of Claremont Road (eastern arm), commencing 18 metres north of the kerb line of Kilburn Lane and extending 37 metres north.

Buses proceed from Kilburn Lane via Claremont Road, Kilburn Lane and Claremont Road to stand, departing via Claremont Road and Kilburn Lane to Premier Corner. Set down in Kilburn Lane, at Stop H and pick up in Premier Corner, at Stop B.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Queen's Park.

HARROW ROAD BRIDGE, WARWICK AVENUE

Public stand for one artic bus in layby in Harrow Road outside John Aird Court, commencing 10 metres north west of bus stop No 3249 and extending 21 metres north west. (Situated on north east side of Warwick Avenue Roundabout).

From Aldwych.

Buses proceed from Edgware Road via Harrow Road (Westbound), Harrow Road Bridge and Harrow Road to stand, departing via Harrow Road to Edgware Road. Set down in Edgware Road, at Stop EL and pick up in Edgware Road, at Stop EE.

From Willesden, Church End.

Buses proceed from Edgware Road via Marylebone Road, Harrow Road (Westbound), Harrow Road Bridge and Harrow Road to stand, departing via Harrow Road to Edgware Road. Set down in Edgware Road, at Stop EC and pick up in Edgware Road, at Stop EM.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Edgware Road Station.
OTHER INFORMATION:	Drivers parking on stand must ensure buses do not obstruct the stop.

MARBLE ARCH, TYBURN WAY

Public stand for three buses on west side of Tyburn Way, commencing 1 metre south of lamp standard No 20512 and extending 33 metres south.

From Aldwych.

Buses proceed from Oxford Street via Park Lane, Cumberland Gate and Tyburn Way to stand, departing via Tyburn Way and Marble Arch to Oxford Street. Set down in Oxford Street, at Stop O and pick up in Oxford Street, at Stop L.

From Willesden, Church End.

Buses proceed from Edgware Road via Marble Arch, Park Lane, Cumberland Gate and Tyburn Way to stand, departing via Tyburn Way, Marble Arch, Park Lane, Cumberland Gate and Marble Arch to Edgware Road. Set down in Edgware Road, at Stop H and pick up in Edgware Road, at Stop E.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Marble Arch.

MARBLE ARCH (from Willesden, Church End)

Buses proceed from Edgware Road via Marble Arch, Park Lane, Cumberland Gate and Marble Arch departing to Edgware Road. Set down in Edgware Road, at Stop H and pick up in Edgware Road, at Stop E.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
DISPLAY: Marble Arch.

MARBLE ARCH (from ALDWYCH)

Buses proceed from Oxford Street via Park Lane, Cumberland Gate and Marble Arch departing to Oxford Street. Set down in Oxford Street, at Stop O and pick up in Oxford Street, at Stop L.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
DISPLAY: Marble Arch.

MARBLE ARCH, OXFORD STREET (from Willesden, Church End)

Buses proceed from Oxford Street via Orchard Street, Portman Square and Portman Street departing to Oxford Street. Set down in Oxford Street, at Stop L and pick up in Oxford Street, at Stop O.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
DISPLAY: Portman Square.

OXFORD CIRCUS, JOHN PRINCES STREET, SOUTH EAST (from Willesden, Church End)

Public stand for two buses on east side of John Princes Street, commencing at the party wall of Nos 2/3 and extending 28 metres north.

Buses proceed from Oxford Street via Regent Street, Margaret Street and John Prince's Street to stand, departing via John Prince's Street to Oxford Street. Set down in Oxford Street, at Stop OE and pick up in Oxford Street, at Stop OQ.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Unscheduled curtailments only.**
MEAL RELIEFS: **No meal relief vehicles to stand at any time.**
FERRY VEHICLES: **No ferry vehicles to park on stand at any time.**
DISPLAY: Oxford Circus.

OXFORD CIRCUS, HOLLES STREET, WEST SIDE (from ALDWYCH)

Public stand for 6 buses (or 4 articulated buses) on west side of Holles Street commencing 14 metres south of Cavendish Square and extending 76 metres south.

Buses proceed from Regent Street via Hanover Street, Hanover Square, Harewood Place and Holles Street to stand, departing via Holles Street, Cavendish Square, Henrietta Place and Vere Street to Oxford Street. Set down in Holles Street, at Alighting Point and pick up in Oxford Street, at Stop OE.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: Unscheduled curtailments only.
MEAL RELIEFS: No meal relief vehicles to stand at any time.
FERRY VEHICLES: No ferry vehicles to park on stand at any time.
DISPLAY: Oxford Circus.

PICCADILLY CIRCUS (from Willesden, Church End)

Buses proceed from Regent Street via Piccadilly Circus, Haymarket and Charles I I Street departing to Regent Street. Set down in Regent Street, at Stop G and pick up in Regent Street, at Stop Z.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
DISPLAY: Piccadilly Circus.

PICCADILLY CIRCUS (from ALDWYCH)

Buses proceed from Regent Street via Piccadilly Circus departing to Haymarket. Set down in Regent Street, at Stop Z and pick up in Haymarket, at Stop R.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
DISPLAY: Piccadilly Circus.

TRAFALGAR SQUARE, NORTHUMBERLAND AVENUE, SOUTH SIDE (from Willesden, Church End)

Public stand for four buses on south side of Northumberland Avenue in 2 parts:

1. For two buses commencing at a point 16 metres east of the centre-line of Great Scotland Yard, extending 25 metres east;
2. For two buses commencing at a point 55 metres west of centre-line of Whitehall Place, extending 25 metres east.

Buses proceed from Cockspur Street via Trafalgar Square (South Side), Charing Cross, Whitehall, Whitehall Place and Northumberland Avenue to stand, departing via Northumberland Avenue, Charing Cross, Trafalgar Square (South Side) and Charing Cross to Cockspur Street. Set down in Cockspur Street, at Stop B and pick up in Cockspur Street, at Stop T.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Trafalgar Square.

ALDWYCH, EAST ARM

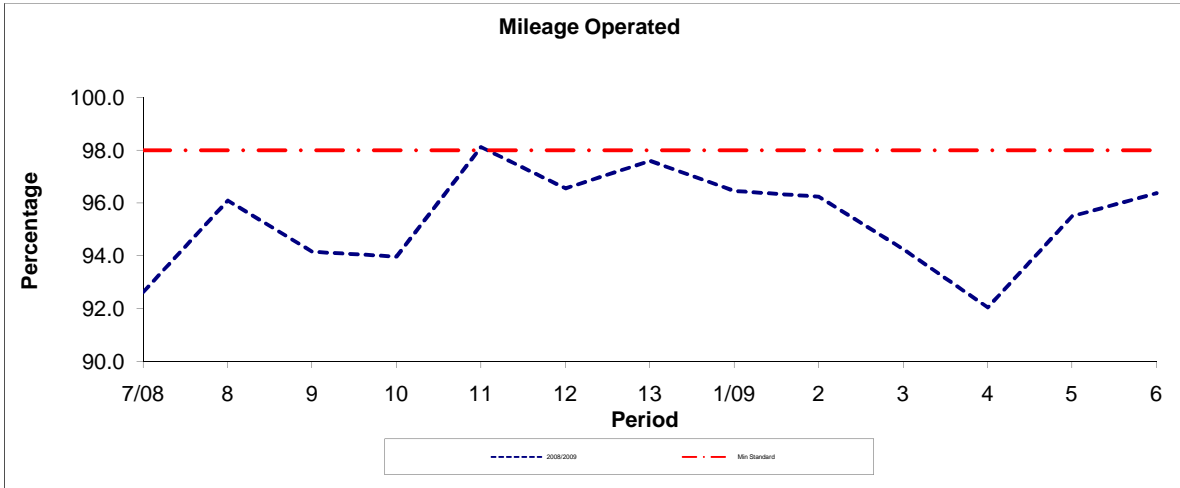
Public offside stand for 6 buses on south side of Aldwych (east arm) commencing 10 metres west of Melbourne Place and extending 67 metres west. Overflow public stand for 3 buses on south side of Strand commencing 10 metres east of Surrey Street and extending 36 metres east.

Buses proceed from Aldwych direct to stand, departing via Aldwych to Strand. Set down in Aldwych, at Stop E and pick up in Strand, at Stop R.

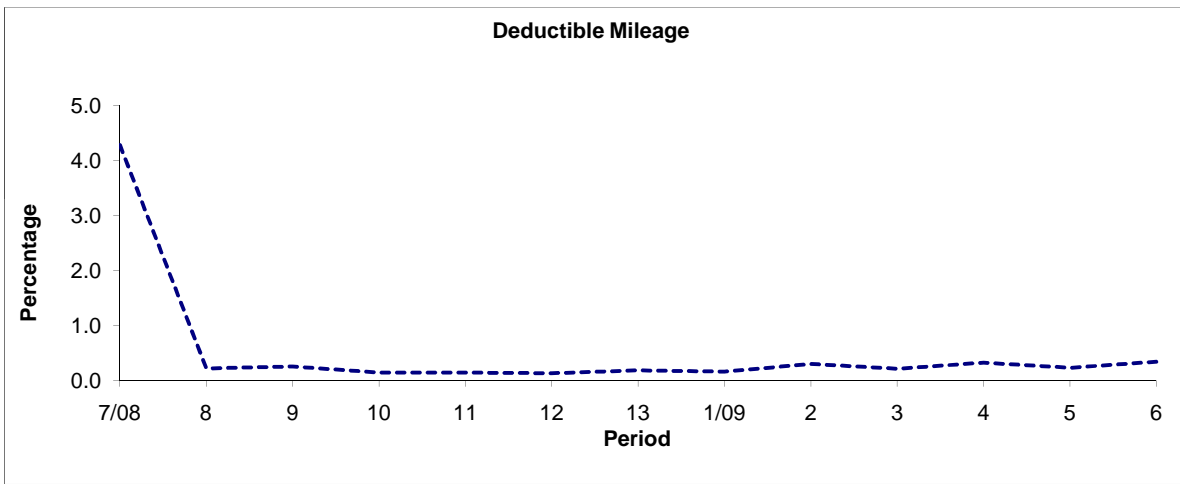
AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 6 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Aldwych.
OTHER INFORMATION:	Toilet facilities available (24 hours).

PART B - PERFORMANCE STATISTICS

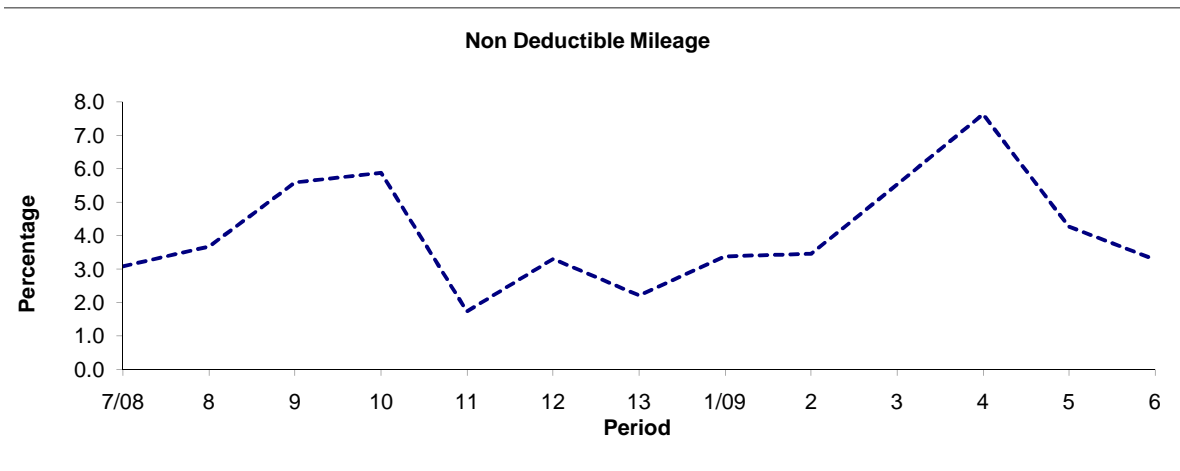
Route 6



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	92.63	96.10	94.16	93.98	98.12	96.56	97.60	96.46	96.24	94.26	92.05	95.50	96.37
Min Standard	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	4.28	0.22	0.25	0.14	0.14	0.13	0.18	0.16	0.30	0.21	0.32	0.23	0.34

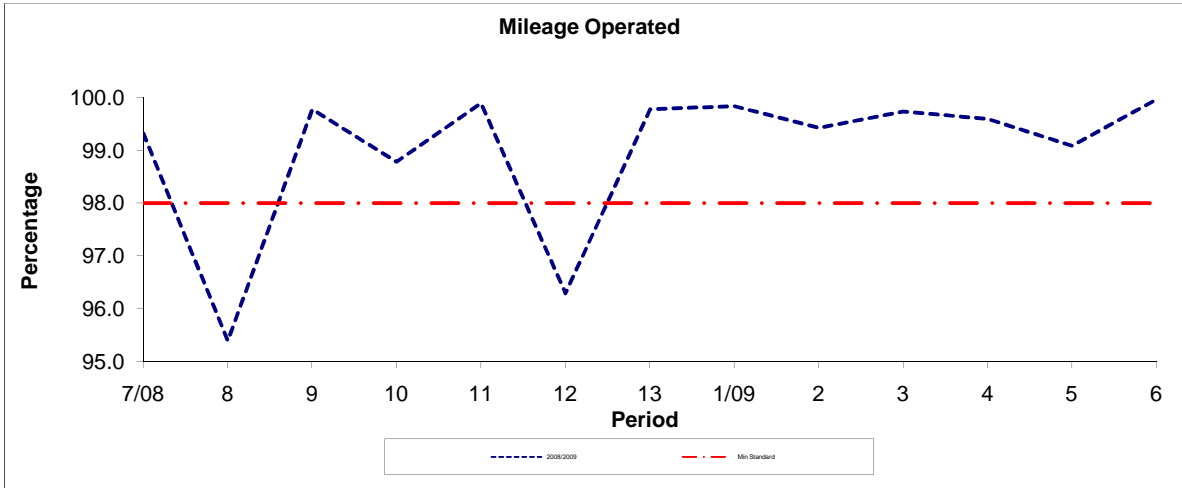


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	3.09	3.68	5.59	5.88	1.74	3.31	2.22	3.38	3.46	5.53	7.63	4.27	3.29

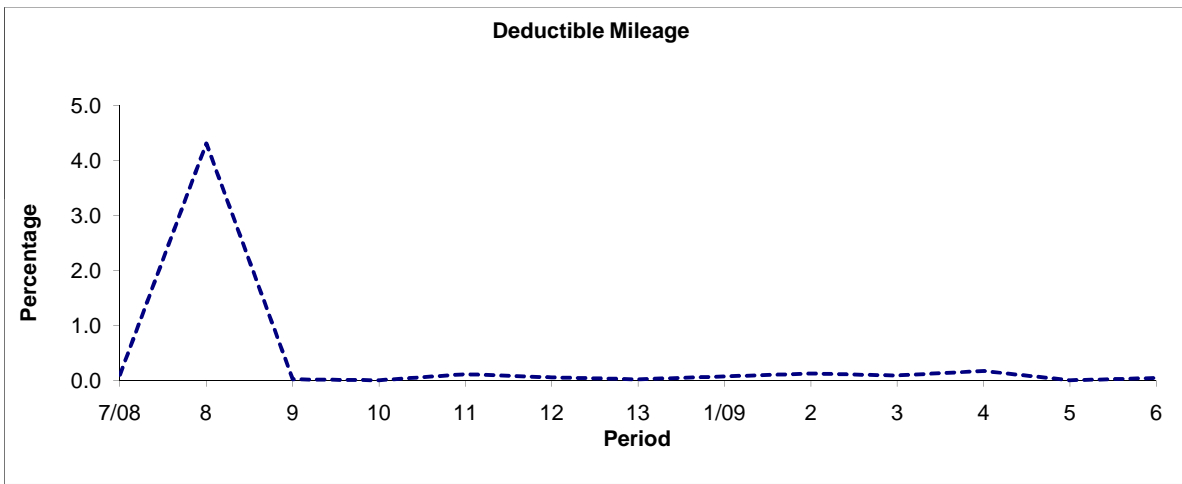
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

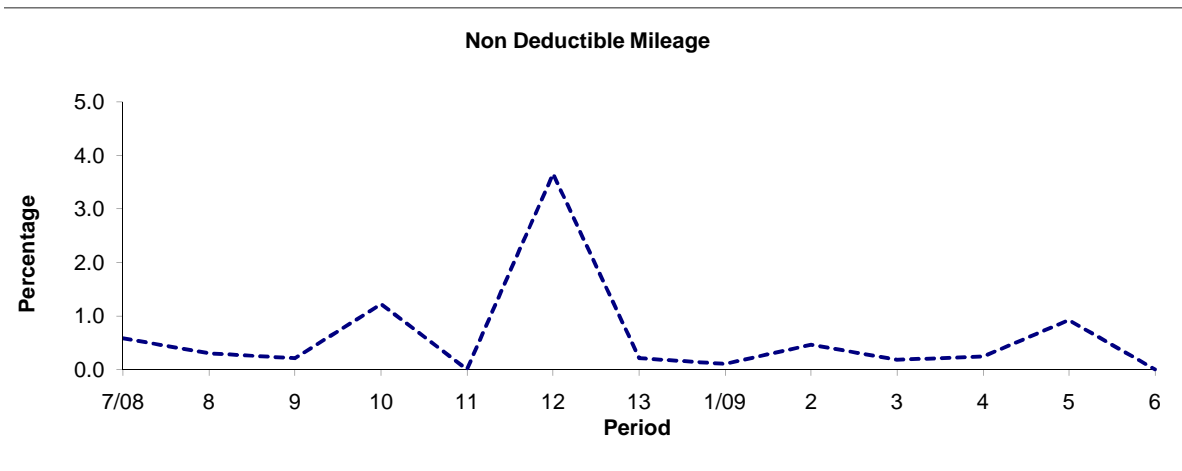
Route N6



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	99.32	95.39	99.77	98.78	99.89	96.29	99.77	99.83	99.42	99.73	99.59	99.08	99.96
Min Standard	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	0.10	4.31	0.02	0.00	0.11	0.05	0.02	0.07	0.12	0.09	0.17	0.00	0.04



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	0.58	0.30	0.21	1.22	0.00	3.66	0.21	0.10	0.46	0.18	0.24	0.92	0.00

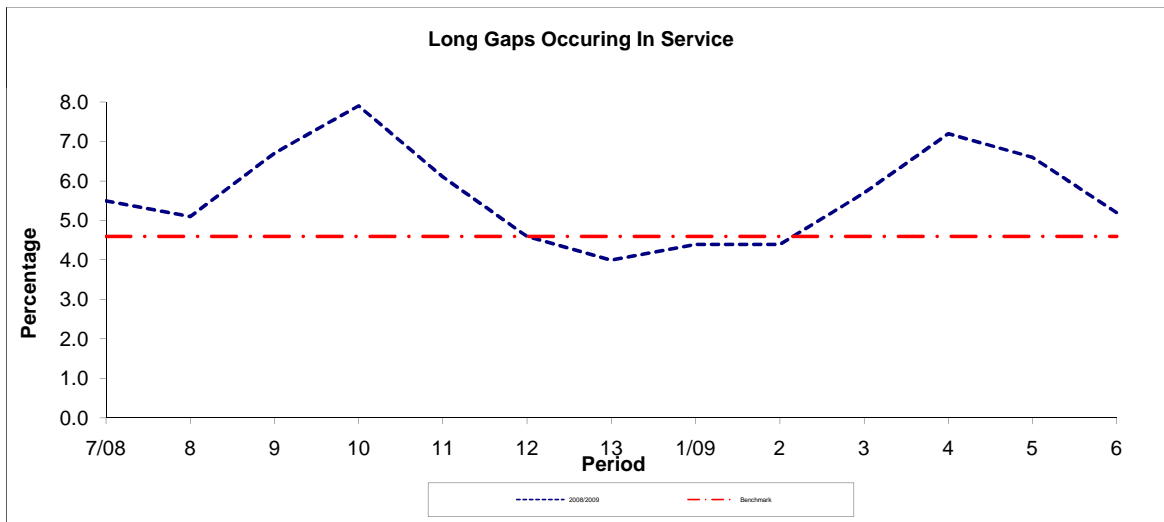
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 6



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	1.45	1.37	1.61	1.75	1.49	1.26	1.15	1.19	1.19	1.34	1.57	1.50	1.36
Min Standard	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70

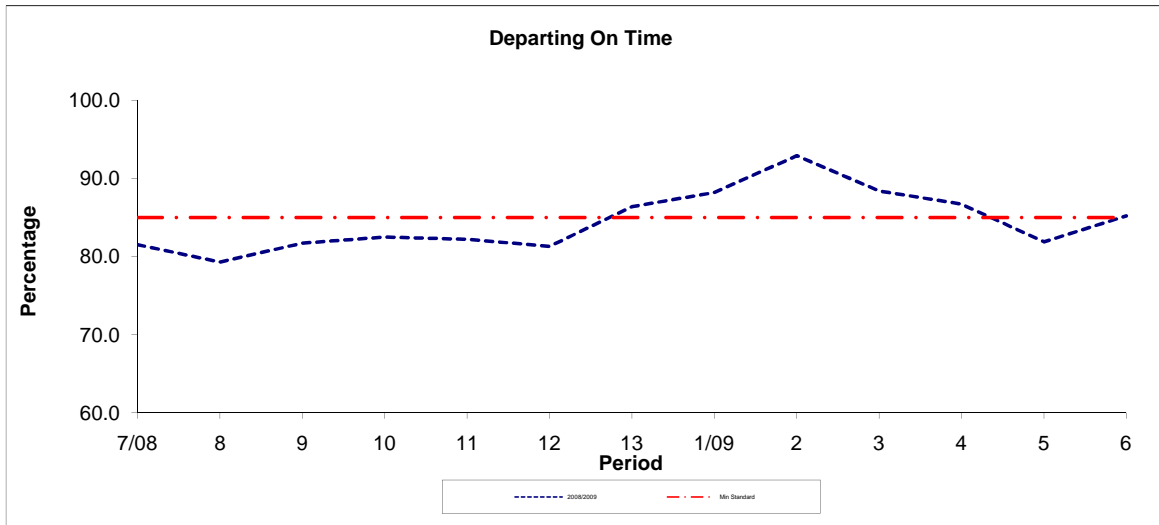


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	5.50	5.10	6.70	7.90	6.10	4.60	4.00	4.40	4.40	5.70	7.20	6.60	5.20
Benchmark	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60

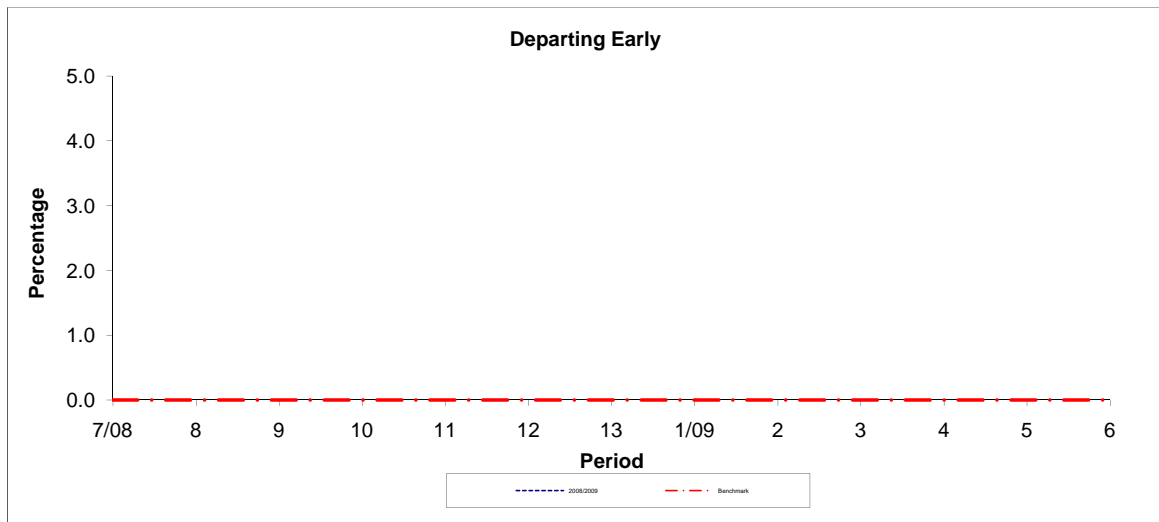
Note : Reliability is based on 12 weeks rolling data

PART B - PERFORMANCE STATISTICS

Route N6



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	81.50	79.30	81.70	82.50	82.20	81.30	86.40	88.20	92.90	88.40	86.70	81.90	85.20
Min Standard	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009													
Benchmark	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note : Reliability is based on 12 weeks rolling data