

SECTION 2: PART A

SERVICE SPECIFICATION FOR Route Nos. 18 & N18

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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 Nos. 18 & N18.

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:

Two frequency options are specified:

Option 1:

- No changes to Saturday frequencies.

Option 2:

- Saturday shopping period frequencies are increased from every 5 minutes to every 4 minutes.

Options 1 & 2:

- Mondays to Fridays AM peak frequencies are increased from every 5 minutes to every 3 minutes.
- Mondays to Fridays PM peak frequencies are increased from every 5 minutes to every 3 to 4 minutes (18 buses per hour).
- A frequency of every 2-3 minutes (23 buses per hour) is specified during the busiest hour during Mondays to Fridays AM peak towards Euston Station.
- Sunday shopping period frequencies are increased from every 8 minutes to every 6 to 7 minutes (9 buses per hour).
- The removal of the additional short journeys is specified.
- Double deck, dual door, 87 capacity vehicles are specified, subject to a satisfactory route test.
- **Tenderers must identify the cost of the Nightly element of this service separately.**
- Any significant effects on tender submissions and proposals will be negotiated with shortlisted Tenderers during the evaluation and with the successful Tenderer post award as appropriate.

3. TERMINALS

Route No. 18 will operate between Sudbury and Euston Station.

Route No. N18 will operate between Harrow Weald and Trafalgar Square.

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 Nos. 18 & N18 which will operate as follows:

DAY OF OPERATION	OPTION 1	OPTION 2
Mondays to Fridays	Section 6.1	Section 6.1
Saturdays and Good Friday	Section 6.2	Section 6.2
Sundays	Section 6.3	Section 6.3
Christmas Day	No service	No service
Boxing Day	Section 6.4	Section 6.4
Other Public Holidays	Sunday service	Sunday service
Monday night/Tuesday morning to Thursday night/Friday morning	Section 6.5	Section 6.5
Friday night/Saturday morning and Saturday night/Sunday morning	Section 6.6	Section 6.6
New Year's Eve night/New Year's Day morning*	Nightly service	Nightly service
Christmas Eve night/Christmas Day morning	No service	No service
Christmas Day night/Boxing Day morning	No service	No 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. 18 is currently approved for vehicles which are a maximum of 18 metres long and 2.55 metres wide. A formal route test will be required for vehicles which exceed these dimensions. This will be arranged with the successful Tenderer.

Route No. N18 is currently approved for vehicles which are a maximum of 10.6 metres long and 2.55 metres wide. A formal route test will be required for vehicles which exceed these dimensions. 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

Options 1 & 2

1. Sudbury to Euston Station

0510 - 0625	Every 10 minutes
0626 - 0640	Every 6 minutes
0641 - 0700	Every 4 minutes
0701 - 0710	Every 3 minutes
0711 - 0810	Every 2-3 minutes (23 buses per hour)
0811 - 0945	Every 3 minutes
0946 - 1530	Every 4 minutes
1531 - 1830	Every 3-4 minutes (18 buses per hour)
1831 - 1935	Every 6 minutes
1936 - 2335	Every 8 minutes

First departure from Sudbury no later than 0515.
Last departure from Sudbury no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 3 minutes apart at Harrow Road, Police Station between 0750 and 0930 and no more than 4 minutes apart between 1500 and 1630.

2. Euston Station to Sudbury

0540 - 0615	Every 10 minutes
0616 - 0655	Every 7 minutes
0656 - 0715	Every 5 minutes
0716 - 0930	Every 3 minutes
0931 - 1500	Every 4 minutes
1501 - 1910	Every 3-4 minutes (18 buses per hour)
1911 - 2035	Every 6 minutes
2036 - 0025	Every 8 minutes

First departure from Euston Station no later than 0545.
Last departure from Euston Station no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 3 minutes apart at Craven Park between 0740 and 0930 and no more than 4 minutes apart between 1500 and 1620.

6.2 Saturdays & Good Friday

Option 1

1. Sudbury to Euston Station

0510 - 0625 Every 10 minutes
0626 - 0800 Every 7-8 minutes (8 buses per hour)
0801 - 0900 Every 6 minutes
0901 - 1855 Every 5 minutes
1856 - 2335 Every 8 minutes

First departure from Sudbury no later than 0515.
Last departure from Sudbury no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 5 minutes apart at Harrow Road, Police Station between 0945 and 1115.

2. Euston Station to Sudbury

0540 - 0615 Every 10 minutes
0616 - 0815 Every 7-8 minutes (8 buses per hour)
0816 - 0845 Every 6 minutes
0846 - 1915 Every 5 minutes
1916 - 0025 Every 8 minutes

First departure from Euston Station no later than 0545.
Last departure from Euston Station no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 5 minutes apart at Craven Park between 0930 and 1100.

6.2 Saturdays & Good Friday

Option 2

1. Sudbury to Euston Station

0510 - 0625 Every 10 minutes
0626 - 0800 Every 7-8 minutes (8 buses per hour)
0801 - 0900 Every 6 minutes
0901 - 1825 Every 4 minutes
1826 - 1850 Every 5 minutes
1851 - 2335 Every 8 minutes

First departure from Sudbury no later than 0515.
Last departure from Sudbury no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 4 minutes apart at Harrow Road, Police Station between 0945 and 1100.

2. Euston Station to Sudbury

0540 - 0615 Every 10 minutes
0616 - 0815 Every 7-8 minutes (8 buses per hour)
0816 - 0845 Every 6 minutes
0846 - 1830 Every 4 minutes
1831 - 1915 Every 5 minutes
1916 - 0025 Every 8 minutes

First departure from Euston Station no later than 0545.
Last departure from Euston Station no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 4 minutes apart at Craven Park between 0930 and 1100.

6.3 Sundays

Options 1 & 2

1. Sudbury to Euston Station

0510 - 0825 Every 10 minutes
0826 - 0920 Every 8 minutes
0921 - 1755 Every 6-7 minutes (9 buses per hour)
1756 - 2335 Every 8 minutes

First departure from Sudbury no later than 0515.
Last departure from Sudbury no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 7 minutes apart at Harrow Road, Police Station between 1000 and 1130.

2. Euston Station to Sudbury

0540 - 0855 Every 10 minutes
0856 - 0950 Every 8 minutes
0951 - 1805 Every 6-7 minutes (9 buses per hour)
1806 - 0025 Every 8 minutes

First departure from Euston Station no later than 0545.
Last departure from Euston Station no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 7 minutes apart at Craven Park between 1030 and 1130.

6.4 Boxing Day

Options 1 & 2

1. Sudbury to Euston Station

0810 - 0920 Every 8 minutes
0921 - 1755 Every 6-7 minutes (9 buses per hour)
1756 - 2335 Every 8 minutes

First departure from Sudbury no later than 0815.
Last departure from Sudbury no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 7 minutes apart at Harrow Road, Police Station between 1000 and 1130.

2. Euston Station to Sudbury

0820 - 0855 Every 10 minutes
0856 - 0950 Every 8 minutes
0951 - 1805 Every 6-7 minutes (9 buses per hour)
1806 - 0025 Every 8 minutes

First departure from Euston Station no later than 0825.
Last departure from Euston Station no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 7 minutes apart at Craven Park between 1030 and 1130.

6.5 Sunday night/ Monday morning to Thursday night/Friday morning

Options 1 & 2

1. Harrow Weald to Trafalgar Square

2315 - 0445 Every 30 minutes

First departure from Harrow Weald no later than 2320.
Last departure from Harrow Weald no earlier than 0450.

2. Sudbury to Trafalgar Square

2345 - 0445 Every 30 minutes

First departure from Sudbury no later than 2350.
Last departure from Sudbury no earlier than 0450.

Journeys operating between Harrow Weald to Trafalgar Square should be timed to fully interwork with journeys between Sudbury to Trafalgar Square (ie a joint frequency of every 15 minutes should be provided between Sudbury to Trafalgar Square during the stated times)

3. Trafalgar Square to Harrow Weald

0025 - 0535 Every 30 minutes

First departure from Trafalgar Square no later than 0030.
Last departure from Trafalgar Square no earlier than 0530

4. Trafalgar Square to Sudbury

0040 - 0520 Every 30 minutes

First departure from Trafalgar Square no later than 0045.
Last departure from Trafalgar Square no earlier than 0515.

Journeys operating between Trafalgar Square to Harrow Weald should be timed to fully interwork with journeys between Trafalgar Square to Sudbury (ie a joint frequency of every 15 minutes should be provided between Trafalgar Square to Sudbury during the stated times).

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

6.6 Friday night/Saturday morning and Saturday night/Sunday morning

Options 1 & 2

1. Harrow Weald to Trafalgar Square

2315 - 0455 Every 30 minutes

First departure from Harrow Weald no later than 2320.
Last departure from Harrow Weald no earlier than 0450.

2. Sudbury to Trafalgar Square

2340 - 0505 Every 10/20 minutes (4 buses per hour)

First departure from Sudbury no later than 2345.
Last departure from Sudbury no earlier than 0500.

Journeys operating between Harrow Weald to Trafalgar Square should be timed to fully interwork with journeys between Sudbury to Trafalgar Square (ie a joint frequency of every 10 minutes should be provided between Sudbury to Trafalgar Square during the stated times).

3. Trafalgar Square to Harrow Weald

0025 - 0535 Every 30 minutes

First departure from Trafalgar Square no later than 0030.
Last departure from Trafalgar Square no earlier than 0530.

4. Trafalgar Square to Sudbury

0015 - 0525 Every 10/20 minutes (4 buses per hour)

First departure from Trafalgar Square no later than 0020.
Last departure from Trafalgar Square no earlier than 0520.

Journeys operating between Trafalgar Square to Harrow Weald should be timed to fully interwork with journeys between Trafalgar Square to Sudbury (ie a joint frequency of every 10 minutes should be provided between Trafalgar Square to Sudbury during the stated times).

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. 18 & N18 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. 18 (**Options 1 & 2**) 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. N18 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 (**Options 1 & 2**) = 1.15 minutes

Summary of proposed QSI coverage: Route Nos. 18 & N18 (Options 1 & 2)

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 for Route No. 18

Towards Euston Station

Wembley Central

Harlesden

Harrow Road, Prince of Wales \$

Towards Sudbury

Euston

Harrow Road, Prince of Wales \$

Harlesden

\$ 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. 18 & N18 can be viewed by prospective Tenderers on Caesar.

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 PM peak and interpeak, Saturday afternoon shopping period and Sunday shopping period.

It is expected that any changes to these running times can be accommodated within existing cycle times.

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

- the minimum performance standards for Route Nos. 18 & N18 in Section 7 above;
- the historical performance data provided in Section 1 Part B of the introduction to this ITT.

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. 18 should interwork with Route No. N18 to form a seamless 24 hour service between Sudbury and Euston Station.

Route No. N18 should interwork with Route No. 182 to form a seamless 24 service between Harrow Weald and Wembley.

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. 18 & N18 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. 18 & N18:

- Route Nos. 18 & N18 can suffer from unpredictable traffic delays in the Harrow Road, Maida Hill and Wembley areas.
- These routes can sometimes suffer from unpredictable and severe delays caused by sports and other events at the Wembley complex.
- The Notting Hill Carnival is an annual event held in the Notting Hill area over the late Summer Bank Holiday period and affects several LBSL contracted bus services. The arrangements for serving the area are flexible and depend on what advance information is provided by bodies such as the Metropolitan Police. Prior to the event, LBSL Officials will discuss service provision with those operators who are involved.

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. 18 & N18 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. 18 & N18

Sudbury to Euston Station	9.0 miles
Euston Station to Sudbury	9.3 miles
Harrow Weald, Wealdstone Inn to Trafalgar Square	15.4 miles
Trafalgar Square to Harrow Weald, Wealdstone Inn	14.6 miles
Sudbury to Trafalgar Square	10.4 miles
Trafalgar Square to Sudbury	10.1 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. 18 & N18 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:

18 via Harrow Road

N18 via Sudbury Hill

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 18: Sudbury - Euston Station

Date of Structural Change: 13 November 2010.

Date of Service Change: 13 November 2010.

Reason for Issue: New contract.

STREETS TRAVERSED

Towards Euston Station: Harrow Road, Wembley High Road, Harrow Road, Brentfield, Hillside, Craven Park (Southern Arm), Craven Park Link Road, Craven Park (Eastern Arm), Craven Park Road, Manor Park Road, Harlesden High Street, Harrow Road, Harrow Road Bridge, Harrow Road, Marylebone Road, Euston Road.

Towards Sudbury: Euston Bus Station, Euston Road, Gower Street, Grafton Way, Tottenham Court Road, Euston Road, Marylebone Road, Harrow Road, Harlesden High Street, Craven Park Road, Craven Park (Southern Arm), Hillside, Brentfield, Harrow Road, Wembley High Road, Harrow Road.

STANDING AND TURNING POINTS

SUDBURY, HARROW ROAD, EAST SIDE

Public stand for 4 buses (or 2 articulated buses) on east side of Harrow Road, commencing 5 metres north of lamp standard no. 191 and extending 46 metres north.

Buses proceed from Harrow Road direct to stand, departing to Harrow Road. Set down in Harrow Road, at Stop J and pick up in Harrow Road, at Stop M.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 4 buses on Route 18 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:	Sudbury.
OTHER INFORMATION:	No toilet facilities available as present.

SUDBURY, HARROW ROAD (from EUSTON STATION)

Buses proceed from Harrow Road departing to Harrow Road. Set down in Harrow Road, at Stop F and pick up in Harrow Road, HA.

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

WEMBLEY STADIUM

From Euston Station.

Buses proceed from Wembley High Road via Park Lane, Wembley Hill Road, Empire Way and Wembley Hill Road departing to Harrow Road. Set down in Wembley High Road, at Stop ST and pick up in Harrow Road, at Stop SK.

From Sudbury.

Buses proceed from Wembley High Road via Wembley Hill Road, Empire Way and Wembley Hill Road departing to Wembley High Road. Set down in Wembley High Road, at Stop SC and pick up in Wembley High Road, at Stop SE.

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

STONEBRIDGE PARK STATION, NORTH CIRCULAR ROAD

Public stand for one articulated bus in bay on north side of North Circular Road (old alignment), commencing 21 metres east of Argenta Way, extending 20 metres south west.

From Euston Station.

Buses proceed from Brentfield via Harrow Road, Point Place, Argenta Way, North Circular Road Slip Road and North Circular Road to stand, departing via North Circular Road Slip Road, North Circular Road and Harrow Road to Brentfield. Set down in Brentfield, at Stop K and pick up in Brentfield, at Stop J.

From Sudbury.

Buses proceed from Harrow Road via Point Place, Argenta Way and North Circular Road Slip Road to stand, departing via North Circular Road Slip Road and North Circular Road to Harrow Road. Set down in Harrow Road, at Stop D and pick up in Harrow Road, at Stop C.

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: Stonebridge Park.

CRAVEN PARK, CRAVEN ROAD (from EUSTON STATION)

Public stand on east side of Craven Road, commencing at a point 66 metres south of centreline of Craven Park (southern arm) and extending 12 metres back.

Buses proceed from Craven Park (Southern Arm) via Craven Road to stand, departing via Craven Road and Knatchbull Road to Craven Park (Southern Arm). Set down in Craven Park (southern Arm), at Stop U and pick up in Craven Park (southern Arm), at Stop M.

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: Craven Park.

CRAVEN PARK (from Sudbury)

Buses proceed from Craven Park (Southern Arm) via Craven Park Link Road, Craven Park (Eastern Arm) and Craven Park departing to Craven Park (Southern Arm). Set down in Craven Park (southern Arm), at Stop N and pick up in Craven Park (southern Arm), at Stop U.

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

HARLESDEN, JUBILEE CLOCK (from Sudbury)

Buses proceed from Manor Park Road departing to Harlesden High Street. Set down in Manor Park Road, at Stop B and pick up in Harlesden High Street, at Stop X.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
DISPLAY: Harlesden, Jubilee Clock.

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 Euston Station.

Buses proceed from Harrow Road via Harrow Road Bridge and Harrow Road to stand, departing to Harrow Road. Set down in Harrow Road and pick up in Harrow Road, at Stop R.

From Sudbury.

Buses proceed from Harrow Road via Harrow Road Bridge and Harrow Road to stand, departing to Harrow Road (Eastbound). Set down in Harrow Road, at Stop RT and pick up in Harrow Road, at Stop RD.

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:	Harrow Road, Warwick Avenue.
OTHER INFORMATION:	Drivers parking on stand must ensure buses do not obstruct the stop.

PADDINGTON, EDGWARE ROAD (from Sudbury)

Buses proceed from Harrow Road via Edgware Road and Marylebone Road departing to Harrow Road. Set down in Harrow Road, at Stop EX and pick up in Harrow Road, at Stop EW.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Turning Point Only - Buses must not stand
DISPLAY:	Paddington Green.

BAKER STREET STATION, ALLSOP PLACE (from Sudbury)

Public stand for four buses on west side of Allsop Place, commencing 12 metres east of lamp standard no. 3 and extending 56 metres east.

Buses proceed from Marylebone Road via Allsop Place to stand, departing via Allsop Place and Baker Street to Marylebone Road. Set down in Marylebone Road, at Stop D and pick up in Marylebone Road, at Stop Z.

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:	Baker Street Station.

WARREN STREET STATION, UNIVERSITY COLLEGE HOSPITAL (from Sudbury)

Public stand for four buses on nearside of slip road on south side of Euston Road between Tottenham Court Road and Gower Street, commencing 5 metres west of a point opposite lamp standard no. 301 extending 40 metres west.

Buses proceed from Euston Road direct to stand, departing via Euston Road and Gower Street to Grafton Way. Set down in Euston Road, at Stop KA and pick up in Grafton Way, at Stop Z.

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: Warren Street.

EUSTON BUS STATION, EUSTON GARDENS

Private stand for two articulated buses on route 18 on south side of Euston Bus Station adjacent to Euston Gardens.

Buses proceed from Euston Road via Churchway, Grafton Place and Euston Bus Station to stand, departing to Euston Bus Station. Set down in Euston Road, at Stop AZ and pick up in Euston Bus Station, at Stop F.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than 3 buses on Route 18 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: Euston.
OTHER INFORMATION: Toilet facilities available in station (24 hours).

LONDON BUSES - ROUTE DESCRIPTION

ROUTE N18: Harrow Weald Bus Garage - Trafalgar Square

Date of Structural Change: 13 November 2010.

Date of Service Change: 13 November 2010.

Reason for Issue: New tender.

STREETS TRAVERSED

Towards Trafalgar Square: Harrow Weald High Road, Wealdstone High Street, The Bridge, Railway Approach, Station Road, Greenhill Way, Headstone Road, Kymberley Road, Harrow Bus Station, College Road, Station Road, Peterborough Road, Kenton Road, Watford Road, Harrow Road, Wembley High Road, Harrow Road, Brentfield, Hillside, Craven Park (Southern Arm), Craven Park Link Road, Craven Park (Eastern Arm), Craven Park Road, Manor Park Road, Harlesden High Street, Harrow Road, Harrow Road Bridge, Harrow Road, Marylebone Road, Albany Street, Osnaburgh Terrace, Osnaburgh Street, Great Portland Street, New Cavendish Street, Portland Place, Langham Place, Regent Street, Piccadilly Circus, Haymarket, Cockspur Street, Trafalgar Square (South Side), Charing Cross, Whitehall.

Towards Harrow Weald Bus Garage: Cockspur Street, Pall Mall, Waterloo Place, Regent Street, Piccadilly Circus, Regent Street, Langham Place, Portland Place, Devonshire Street, Great Portland Street, Marylebone Road, Harrow Road, Harlesden High Street, Craven Park Road, Craven Park (Southern Arm), Hillside, Brentfield, Harrow Road, Wembley High Road, Harrow Road, Watford Road, Kenton Road, Peterborough Road, Station Road, College Road, Harrow Bus Station, College Road, Station Road, Railway Approach, The Bridge, Wealdstone High Street, Harrow Weald High Road.

STANDING AND TURNING POINTS

HARROW WEALD, WEALDSTONE INN

Public stand for two buses on west side of Harrow Weald High Road, commencing at a point 20 metres south of Boxtree Road and extending 20 metres south.
Buses proceed from Harrow Weald High Road direct to stand, departing via Harrow Weald High Road and Uxbridge Road Roundabout to Harrow Weald High Road. Set down in Harrow Weald High Road, at Stop WS and pick up in Harrow Weald High Road, at Stop WK.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than 2 buses on Route N18 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: Harrow Weald.
OTHER INFORMATION: Toilet facilities available in Metroline bus garage (24 hours).

HARROW BUS STATION (from TRAFALGAR SQUARE)

Private stand for 7 buses in marked bays in Harrow Bus Station on south side of College Road.
Buses proceed from Harrow Bus Station direct to stand, departing to Harrow Bus Station. Set down in Harrow Bus Station, at Stop E and pick up in Harrow Bus Station, at Stop C.

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: Harrow.

SUDBURY, HARROW ROAD EAST SIDE (from TRAFALGAR SQUARE)

Public stand for 4 buses (or 2 articulated buses) on east side of Harrow Road, commencing 5 metres north of lamp standard no. 191 and extending 46 metres north.
Buses proceed from Harrow Road direct to stand, departing to Harrow Road. Set down in Harrow Road, at Stop J and pick up in Harrow Road, at Stop M.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than 4 buses on Route N18 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: Sudbury.

CRAVEN PARK, CRAVEN ROAD (from TRAFALGAR SQUARE)

Public stand on east side of Craven Road, commencing at a point 66 metres south of centreline of Craven Park (southern arm) and extending 12 metres back.

Buses proceed from Craven Park (Southern Arm) via Craven Road to stand, departing via Craven Road and Knatchbull Road to Craven Park (Southern Arm). Set down in Craven Park (southern Arm), at Stop U and pick up in Craven Park (southern Arm), at Stop M.

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:	Craven Park.

HARLESDEN, WILLESDEN JUNCTION STATION (from TRAFALGAR SQUARE)

Private stand for three buses in parking area on north side of turning circle at eastern end of Station Approach.

Buses proceed from Harlesden High Street via Station Road, Old Oak Lane and Station Approach to stand, departing via Station Approach, Old Oak Lane, Station Road, Harlesden High Street and Tavistock Road to Manor Park Road. Set down in Harlesden High Street, at Stop F and pick up in Manor Park Road, 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:	Harlesden, Jubilee Clock.

HARROW ROAD, PRINCE OF WALES, ELGIN AVENUE, SOUTH SIDE (from TRAFALGAR SQUARE)

Public stand for three buses on south side of Elgin Avenue in 2 parts:

1 - For two buses commencing at a point 99 metres west of the centre-line of Chippenham Road, and extending 22 metres east.

2 - For one bus commencing at a point 124 metres west of the centre line of Chippenham Road and extending 12 metres east.

Buses proceed from Harrow Road via Chippenham Road and Elgin Avenue to stand, departing via Elgin Avenue to Harrow Road. Set down in Harrow Road, at Stop RF and pick up in Harrow Road, at Stop G.

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:	Harrow Road, Police Station.

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 Harrow Weald Bus Garage.

Buses proceed from Harrow Road via Harrow Road Bridge and Harrow Road to stand, departing to Harrow Road. Set down in Harrow Road, at Stop RT and pick up in Harrow Road, at Stop RD.

From Trafalgar Square.

Buses proceed from Harrow Road via Harrow Road Bridge and Harrow Road to stand, departing to Harrow Road. Set down in Harrow Road and pick up in Harrow Road, at Stop R.

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:	Harrow Road, Warwick Avenue.
OTHER INFORMATION:	-Drivers parking on stand must ensure buses do not obstruct the stop.

PADDINGTON, EDGWARE ROAD (from Harrow Weald Bus Garage)

Buses proceed from Harrow Road via Edgware Road and Marylebone Road departing to Harrow Road. Set down in Harrow Road, at Stop EX and pick up in Harrow Road, at Stop EW.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Turning Point Only - Buses must not stand
DISPLAY:	Paddington Green.

BAKER STREET STATION, ALLSOP PLACE (from Harrow Weald Bus Garage)

Public stand for four buses on west side of Allsop Place, commencing 12 metres east of lamp standard no. 3 and extending 56 metres east.

Buses proceed from Marylebone Road via Allsop Place to stand, departing via Allsop Place and Baker Street to Marylebone Road. Set down in Marylebone Road, at Stop D and pick up in Marylebone Road, at Stop Z.

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:	Baker Street Station.

TRAFALGAR SQUARE, NORTHUMBERLAND AVENUE, SOUTH SIDE

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

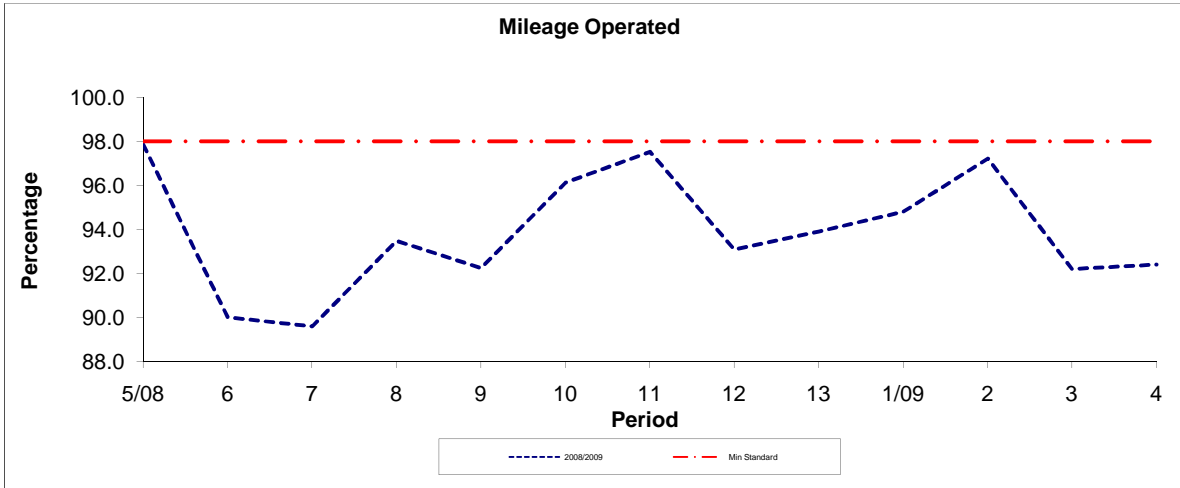
1. For two buses commencing at a point 16 metres east of the centre-line of Great Scotland Yard, extending 25 metres east;
2. For two buses commencing at a point 55 metres west of centre-line of Whitehall Place, extending 25 metres east.

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

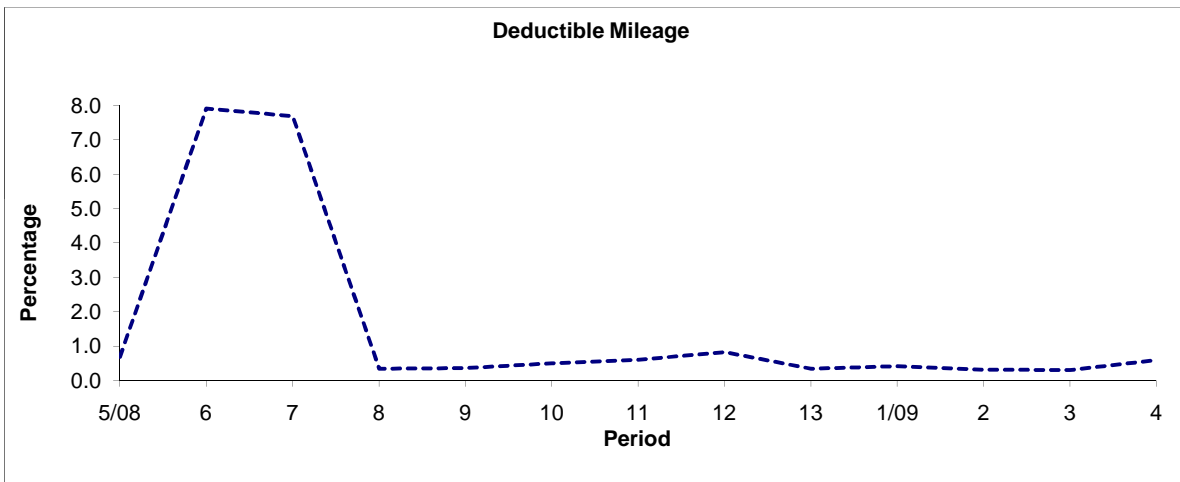
AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 1 bus on Route N18 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Trafalgar Square.
OTHER INFORMATION:	Toilet facilities to be advised.

PART B - PERFORMANCE STATISTICS

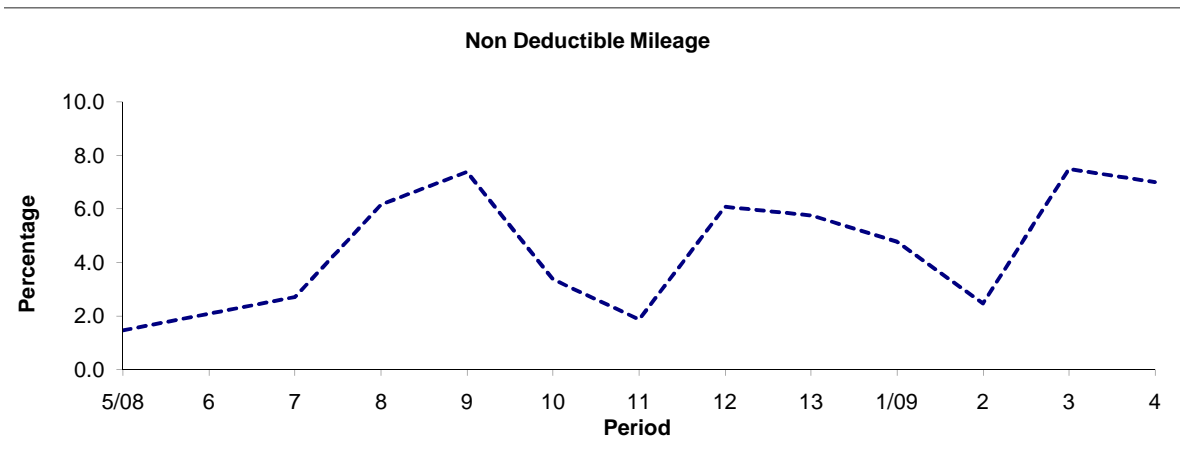
Route 18



Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	97.86	90.01	89.60	93.49	92.25	96.13	97.53	93.09	93.90	94.81	97.22	92.20	92.40
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	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	0.68	7.91	7.69	0.34	0.36	0.50	0.60	0.82	0.34	0.41	0.31	0.30	0.59

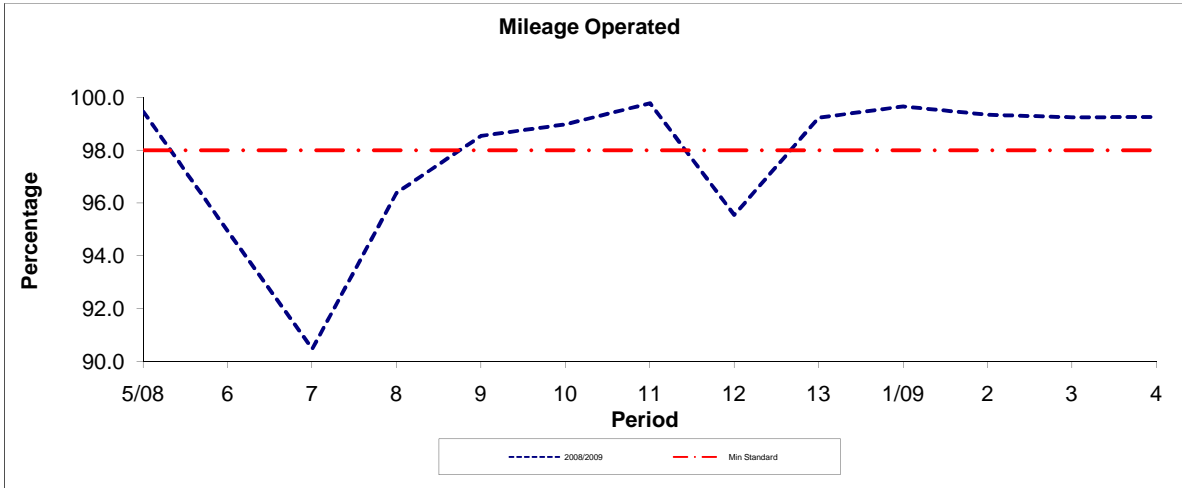


Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	1.46	2.08	2.71	6.17	7.39	3.37	1.87	6.09	5.76	4.78	2.47	7.50	7.01

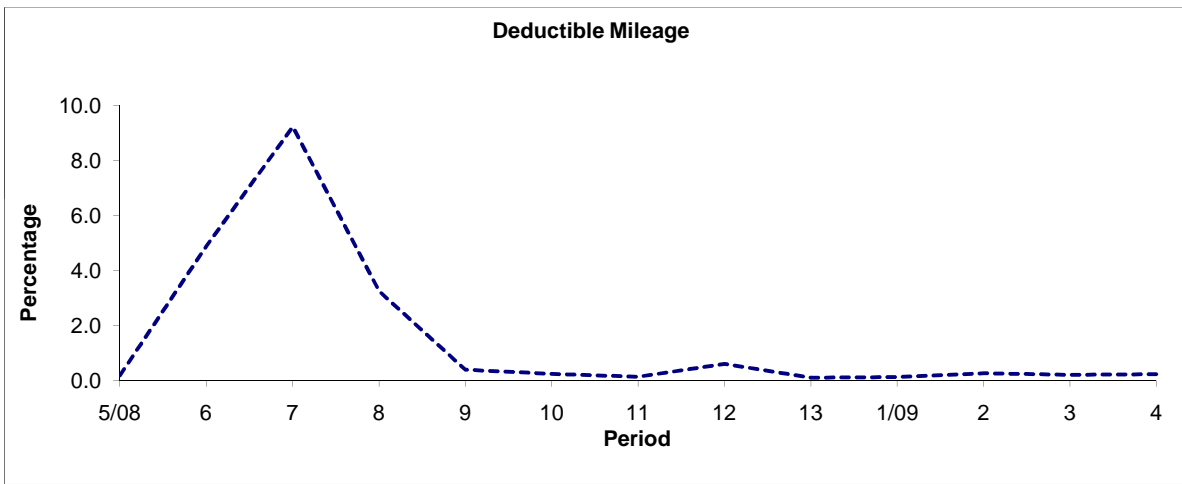
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

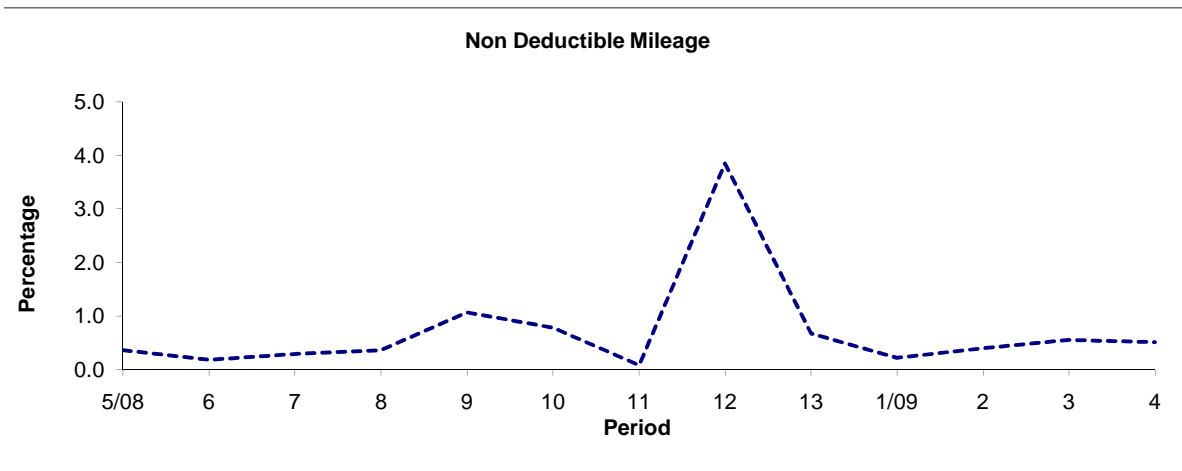
Route N18



Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	99.46	94.93	90.48	96.39	98.54	98.98	99.78	95.55	99.23	99.66	99.34	99.25	99.26
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	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	0.18	4.89	9.23	3.25	0.39	0.24	0.14	0.60	0.10	0.12	0.26	0.20	0.23

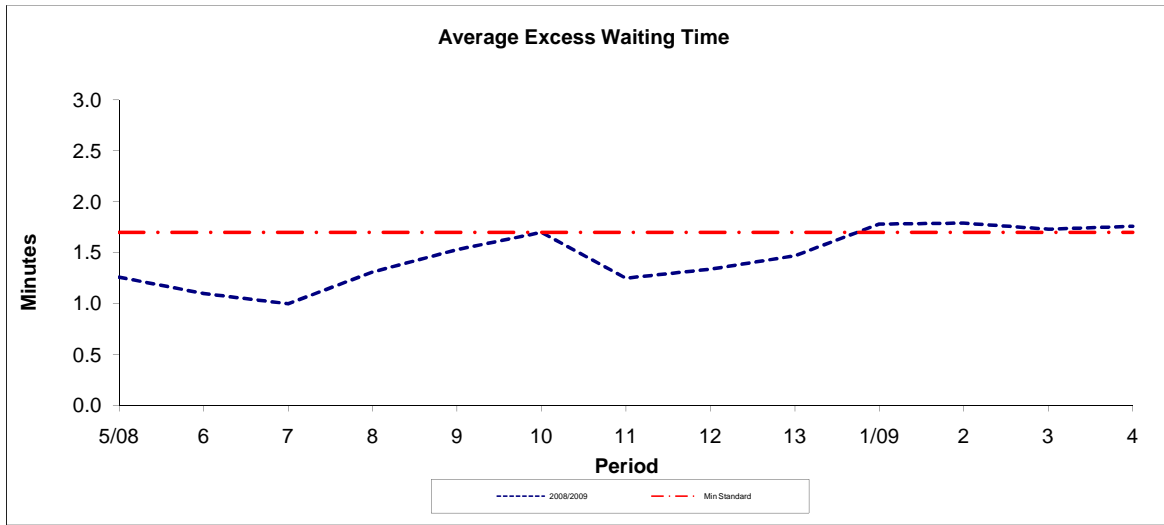


Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	0.36	0.18	0.29	0.36	1.07	0.78	0.08	3.85	0.67	0.22	0.40	0.55	0.51

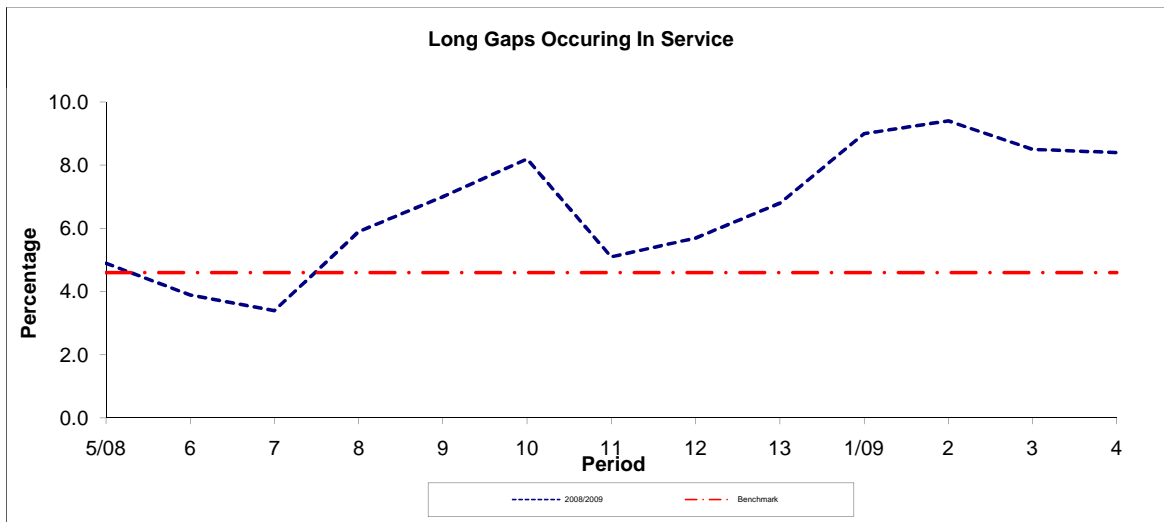
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 18



Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	1.26	1.10	1.00	1.31	1.53	1.70	1.25	1.34	1.47	1.78	1.79	1.73	1.76
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

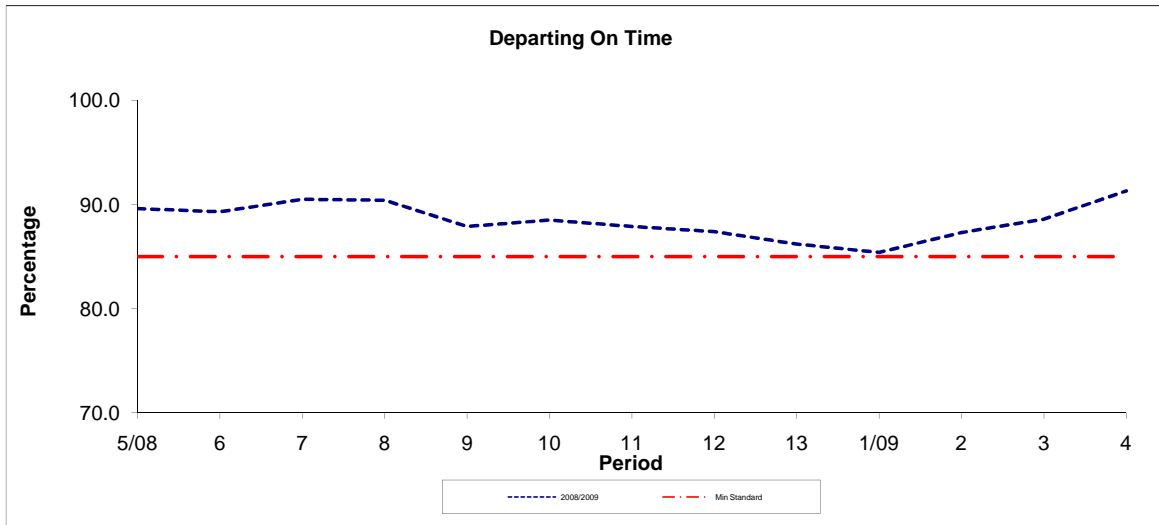


Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	4.90	3.90	3.40	5.90	7.00	8.20	5.10	5.70	6.80	9.00	9.40	8.50	8.40
Benchmark	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60

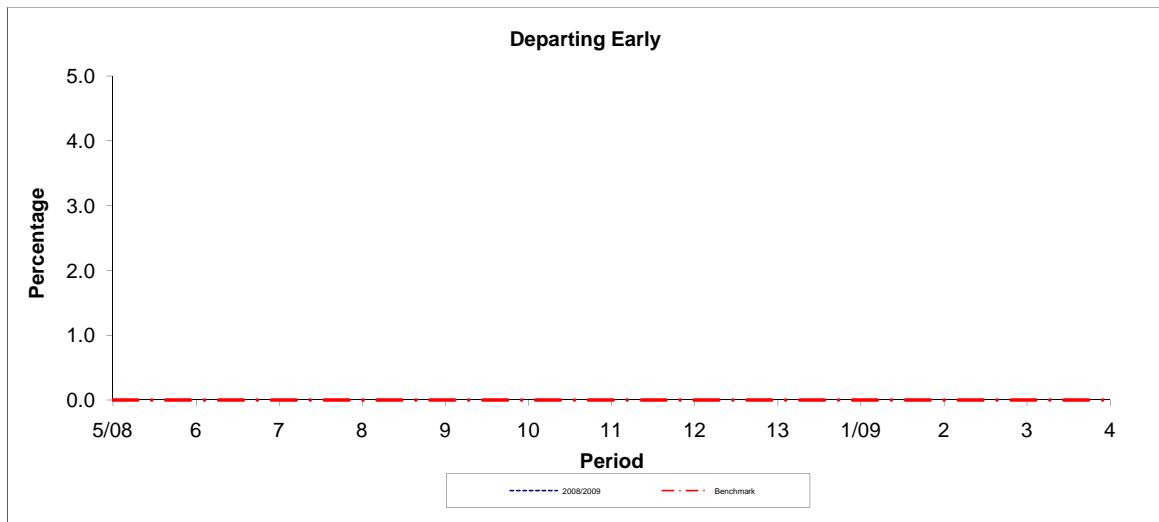
Note : Reliability is based on 12 weeks rolling data

PART B - PERFORMANCE STATISTICS

Route N18



Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	89.60	89.30	90.50	90.40	87.90	88.50	87.90	87.40	86.20	85.40	87.30	88.60	91.30
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	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
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