

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE Nos. 69 & N69

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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. 69 & N69.

Option 1: (For introduction prior to Stratford North Bus Station opening)

- No change to the current vehicle type, frequencies and structure.
- **Option 2 (For introduction in 2011 when the Stratford City development is expected to open, however, implementation is subject to funding from external sources):**
- The additional Mondays to Fridays AM peak flow journey ex Walthamstow Central Bus Station & PM peak flow journey ex Canning Town Bus Station are withdrawn.

3. TERMINALS

Route Nos. 69 & N69 will operate between Walthamstow Central Bus Station and Canning Town Bus Station.

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. 69 & N69 which will operate as follows:

DAY OF OPERATION	OPTION 1	OPTION 2
Mondays to Fridays	Section 6.1	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	
New Year's Eve night/New Year's Day morning*	Saturday night/ Sunday morning service	
Christmas Eve night/Christmas Day morning	No service	
Christmas Day night/Boxing Day morning	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 Nos. 69 & N69 are currently approved for vehicles which are a maximum of 10.5 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

Option 1

1. Walthamstow Central Bus Station to Canning Town Bus Station

0405 - 0455	Every 20 minutes
0456 - 0555	Every 12 minutes
0556 - 0615	Every 10 minutes
0616 - 0745	Every 8 minutes
0746 - 0840	Every 7 minutes
0841 - 1935	Every 8 minutes
1936 - 2015	Every 10 minutes
2016 - 0055	Every 12 minutes

First departure from Walthamstow Central Bus Station no later than 0410.
Last departure from Walthamstow Central Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Stratford Broadway (North Side) between 0715 and 0815, no more than 7 minutes apart between 0816 and 0910 and no more than 8 minutes apart between 1420 and 1620.

2. Canning Town Bus Station to Walthamstow Central Station

0440 - 0545	Every 20 minutes
0546 - 0610	Every 12 minutes
0611 - 0630	Every 10 minutes
0631 - 1715	Every 8 minutes
1716 - 1810	Every 7 minutes
1811 - 1955	Every 8 minutes
1956 - 2035	Every 10 minutes
2036 - 0055	Every 12 minutes

First departure from Canning Town Bus Station no later than 0445.
Last departure from Canning Town Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Leyton Station between 0710 and 0910 and between 1440 and 1640 and no more than 7 minutes apart between 1750 and 1845.

6.1 Mondays to Fridays

Option 2

1. Walthamstow Central Bus Station to Canning Town Bus Station

0405 - 0455	Every 20 minutes
0456 - 0555	Every 12 minutes
0556 - 0615	Every 10 minutes
0616 - 0840	Every 8 minutes
0841 - 1935	Every 8 minutes
1936 - 2015	Every 10 minutes
2016 - 0055	Every 12 minutes

First departure from Walthamstow Central Bus Station no later than 0410.
Last departure from Walthamstow Central Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Stratford Broadway (North Side) between 0715 and 0915 and between 1420 and 1620.

2. Canning Town Bus Station to Walthamstow Central Station

0440 - 0545	Every 20 minutes
0546 - 0610	Every 12 minutes
0611 - 0630	Every 10 minutes
0631 - 1810	Every 8 minutes
1811 - 1955	Every 8 minutes
1956 - 2035	Every 10 minutes
2036 - 0055	Every 12 minutes

First departure from Canning Town Bus Station no later than 0445.
Last departure from Canning Town Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Leyton Station between 0710 and 0910 and between 1440 and 1640.

6.2 Saturdays & Good Friday

1. Walthamstow Central Bus Station to Canning Town Bus Station

0405 - 0630	Every 20 minutes
0631 - 0750	Every 12 minutes
0751 - 0830	Every 10 minutes
0831 - 1840	Every 8 minutes
1841 - 1950	Every 10 minutes
1951 - 0055	Every 12 minutes

First departure from Walthamstow Central Bus Station no later than 0410.
Last departure from Walthamstow Central Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Stratford Broadway (North Side) between 0910 and 1110.

2. Canning Town Bus Station to Walthamstow Central Bus Station

0440 - 0545	Every 20 minutes
0546 - 0710	Every 12 minutes
0711 - 0730	Every 10 minutes
0731 - 1930	Every 8 minutes
1931 - 2000	Every 10 minutes
2001 - 0055	Every 12 minutes

First departure from Canning Town Bus Station no later than 0445.
Last departure from Canning Town Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Leyton Station between 0910 and 1110.

6.3 Sundays

1. Walthamstow Central Bus Station to Canning Town Bus Station

0405 - 0540	Every 30 minutes
0541 - 0740	Every 20 minutes
0741 - 0840	Every 15 minutes
0841 - 0055	Every 12 minutes

First departure from Walthamstow Central Bus Station no later than 0410.
Last departure from Walthamstow Central Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Stratford Broadway (North Side) between 1030 and 1130.

2. Canning Town Bus Station to Walthamstow Central Bus Station

0440 - 0545	Every 30 minutes
0546 - 0645	Every 20 minutes
0646 - 0815	Every 15 minutes
0816 - 0055	Every 12 minutes

First departure from Canning Town Bus Station no later than 0445.
Last departure from Canning Town Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Leyton Station between 1030 and 1130.

6.4 Boxing Day

1. Walthamstow Central Bus Station to Canning Town Bus Station

0805 - 0840 Every 15 minutes
0841 - 0055 Every 12 minutes

First departure from Walthamstow Central Bus Station no later than 0810.
Last departure from Walthamstow Central Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Stratford Broadway (North Side) between 1030 and 1130.

2. Canning Town Bus Station to Walthamstow Central Bus Station

0815 - 0055 Every 12 minutes

First departure from Canning Town Bus Station no later than 0820.
Last departure from Canning Town Bus Station no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Leyton Station between 1030 and 1130.

6.5 Nightly

1. Walthamstow Central Bus Station to Canning Town Bus Station

0105 - 0345 Every 30 minutes

First departure from Walthamstow Central Bus Station no later than 0110.
Last departure from Walthamstow Central Bus Station no earlier than 0340.

2. Canning Town Bus Station to Walthamstow Central Bus Station

0110 - 0420 Every 30 minutes

First departure from Canning Town Bus Station no later than 0115.
Last departure from Canning Town Bus Station no earlier than 0415.

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. 69 & N69 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. 69 shall be:

Average Excess Wait Time:	No more than 1.00 minutes
Minimum Operated Mileage:	No less than 98.00%

The **minimum** standards of acceptable performance for Route No. N69 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.

It is unlikely that the minimum number of QSI surveys for performance measurement will be conducted on Route No. N69 at present. However, this may change at a later date.

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 = 0.85 minutes

It is unlikely that the minimum number of QSI surveys for Threshold measurement will be conducted on Route No. N69 at present. However, this may change at a later date when a Threshold figure may be published.

Summary of proposed QSI coverage: Route Nos. 69 & N69

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.

7. MINIMUM PERFORMANCE STANDARDS - continued

Survey locations

Towards Canning Town

Bus Station

Walthamstow Central

Leyton Station \$

Towards Walthamstow Central

Bus Station

Canning Town

Stratford

Leyton Station \$

Total scheduled manual QSI surveys per quarter = 80.

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

8. RUNNING TIMES

The current timetable for Route Nos. 69 & N69 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 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, early evening, Saturday afternoon shopping period and the Sunday shopping period on Route No. 69.

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

- the minimum performance standards for Route Nos. 69 & N69 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. 69 should interwork with Route No. N69 to form a seamless 24 hour service.

Route No. 69 should be separated from Route No. 97 between Walthamstow Central Station and Leyton, Downsell Road during all evenings, Saturday mornings and all day Sunday.

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. 69 & N69 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. 69 & N69:

- Tenderers should be aware of heavy and unpredictable traffic delays in the Barking Road, Canning Town Flyover area especially at peak times.
- Route Nos. 69 & N69 are likely to suffer unpredictable traffic delays in Plaistow Road, West Ham Lane and Leyton High Road.

Tenderers should also note the following factors/events which may have an impact on Route Nos. 69 & N69 in the foreseeable future:

- The Stratford City Development (SCD) is located to the north west of Stratford Regional Station and includes a very large retail and leisure component. A new bus station will be built. Construction work has begun and the retail area and bus station is expected to open during 2011. SCD is expected to generate additional passenger demand on Route Nos. 69 & N69. General vehicular access from the south will be via Warton Road from its junction with Stratford High Street. Alternative access will be from Alma Street (off Leyton Road).
- To the north of the retail area is Stratford International Station. From 13th December 2009, Southeastern trains have been stopping. The DLR extension to Stratford International is expected to open in mid 2010 and will be constructed by converting the North London Line (NLL) between Stratford and Canning Town to DLR operation. Four new stations will be constructed on the route including Stratford International and Stratford High Street. North of Stratford, the DLR line will be extended to Stratford International Station. Eurostar trains will not stop at Stratford International Station until after the DLR extension has been completed.
- The Olympic Park is located within an area bounded by Stratford High Street, the River Lee Navigation, Ruckholt Road and Leyton Road. The site is adjacent to and part overlaps the Stratford City Development (SCD). Construction of facilities for the 2012 Games has commenced.
- Immediately following 2012, a number of buildings will be converted for legacy uses. The Olympic Village will become housing, the Press Centre converted for other employment uses and some venues retained for public use.
- Beyond this, further significant development is expected in the Olympic Park site after 2014. This will be more clearly defined through a Masterplan due to be worked up in detail in 2010.
- 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. 69 & N69 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. 69 & N69

Walthamstow Central Bus Station to Canning Town Bus Station	6.5 miles
Canning Town Bus Station to Walthamstow Central Bus Station	7.0 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. 69 & N69 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:

69 via Stratford

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 69: Walthamstow Central Station - Canning Town Station (24 hour service)

Date of Structural Change: 9 April 2011.

Date of Service Change: 9 April 2011.

Reason for Issue: New Tender.

STREETS TRAVERSED

Towards Canning Town Station: Walthamstow Central Bus Station, Selborne Road, Hoe Street, High Road Leyton, Crownfield Road, Leytonstone High Road, Leytonstone Road, The Grove, Stratford Broadway, West Ham Lane, New Plaistow Road, Plaistow Road, Upper Road, Grange Road, Hermit Road, Barking Road, Canning Town Roundabout, Canning Town Bus Station.

Towards Walthamstow Central Station: Canning Town Bus Station, Canning Town Roundabout, Barking Road, Hermit Road, Grange Road, Upper Road, Plaistow Road, New Plaistow Road, West Ham Lane, Tramway Avenue, Broadway, Great Eastern Road, The Grove, Leytonstone Road, Leytonstone High Road, Crownfield Road, High Road Leyton, Grange Park Road, Church Road, High Road Leyton, Hoe Street, Selborne Road, Walthamstow Central Bus Station.

STANDING AND TURNING POINTS

WALTHAMSTOW CENTRAL STATION

Private stand for 13 buses in marked bays on east side of Walthamstow Central Bus Station on north side of Selborne Road. Overflow offside stand for 1 bus on west side of bus station in lay-by opposite Stop A.

Buses proceed from Walthamstow Central Bus Station direct to stand, departing to Walthamstow Central Bus Station. Set down in Walthamstow Central Bus Station, at Alighting Point and pick up in Walthamstow Central Bus Station, at Stop C.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 69 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:	Walthamstow Central.

LEYTON HIGH ROAD, GRANGE PARK ROAD (from CANNING TOWN STATION)

Public stand for two buses on east side of Leyton High Road, commencing outside the party wall of nos. 430/432 and extending 20 metres north.

Buses proceed from High Road Leyton via Grange Park Road, Church Road and High Road Leyton to stand, departing to High Road Leyton. Set down in High Road Leyton, at stop N and pick up in High Road Leyton, at stop P.

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:	Leyton, Grange Park Road.

LEYTON, DOWNSSELL ROAD

Private stand for three buses on LT property on west side of Leyton High Road, extending 38 metres south.

From Canning Town Station.

Buses proceed from High Road Leyton via Private Road In Lt Property Grounds to stand, departing via Private Road In Lt Property Grounds to High Road Leyton. Set down in High Road Leyton, at Stop N and pick up in High Road Leyton, at Stop G.

From Walthamstow Central Station.

Buses proceed from High Road Leyton via Private Road In Lt Property Grounds to stand, departing via Private Road In Lt Property Grounds to High Road Leyton. Set down in High Road Leyton, at Stop F and pick up in High Road Leyton, at Stop P.

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:	Leyton, Downsell Road.

STRATFORD BUS STATION

Private stand for up to 14 buses facing north in Stratford Bus Station on west side of Great Eastern Road.

From Canning Town Station.

Buses proceed from Great Eastern Road via Station Street, Stratford Bus Station and Stratford Bus Station to stand, departing via Stratford Bus Station, Stratford Bus Station and Great Eastern Road to The Grove. Set down in Station Street, at Alighting Point AP1 and pick up in The Grove, at Stop R.

From Walthamstow Central Station.

Buses proceed from Broadway via Great Eastern Road, Station Street, Stratford Bus Station and Stratford Bus Station to stand, departing via Stratford Bus Station and Stratford Bus Station to Great Eastern Road. Set down in Stratford Broadway, at Stop E and pick up in Great Eastern Road, at Stop A.

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:	Stratford.

CANNING TOWN, HERMIT ROAD (from Walthamstow Central Station)

Public stand for 3 buses on south side of Trinity Gardens commencing opposite east flank wall of Nos. 2-96 and extending 38 metres east.

Buses proceed from Hermit Road via Barking Road and Trinity Gardens to stand, departing via Trinity Gardens to Hermit Road. Set down in Hermit Road, at stop U and pick up in Hermit Road, 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:	Canning Town, Hermit Road.

CANNING TOWN BUS STATION, STAND W3

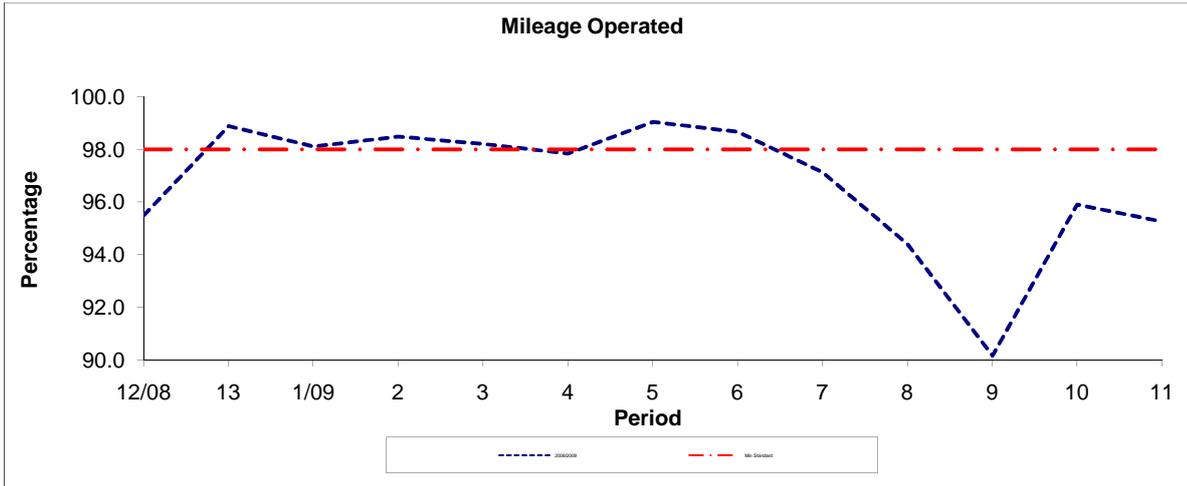
Private stand for 2 buses in marked bays at rear stand on west side of Canning Town Bus Station at south-west corner of junction of Barking Road and Silvertown Way.

Buses proceed from Canning Town Bus Station direct to stand, departing to Canning Town Bus Station. Set down in Canning Town Bus Station, at Stop A and pick up in Canning Town Bus Station, at Stop E.

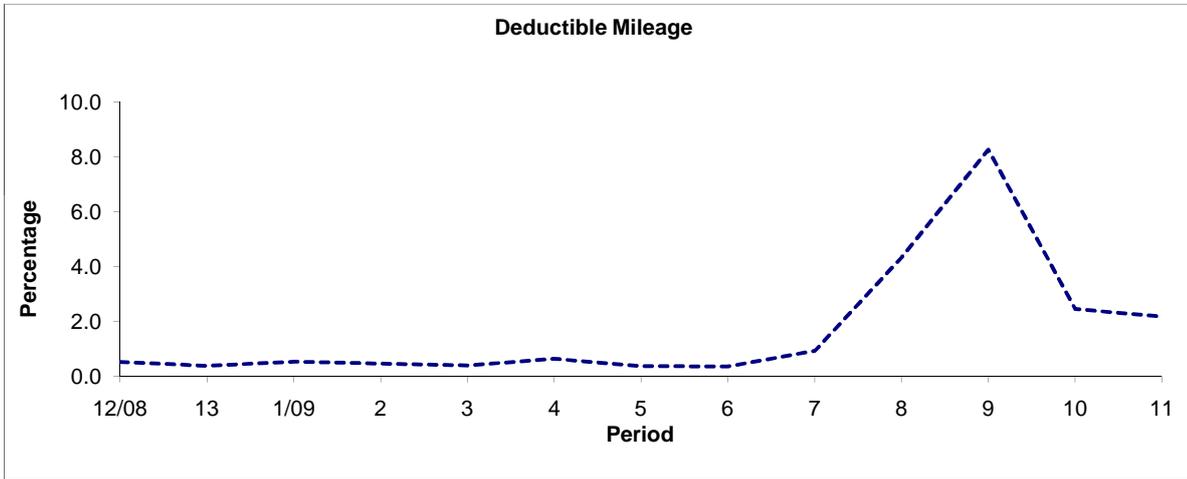
AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 69 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Canning Town.
OTHER INFORMATION:	Buses to use rear stand on West Side of Canning Town Bus Station.

PART B - PERFORMANCE STATISTICS

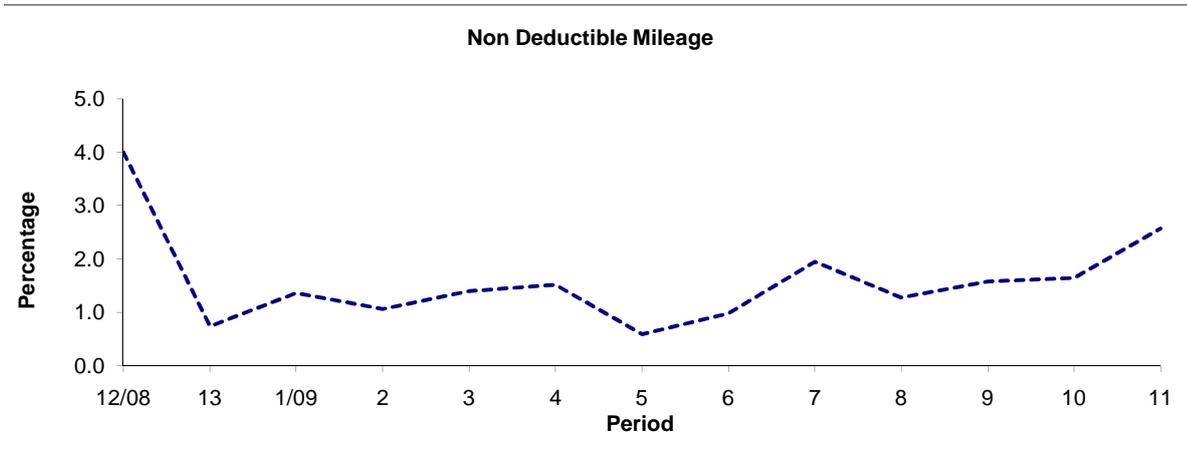
Route 69



Period	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	95.48	98.88	98.11	98.48	98.20	97.84	99.04	98.66	97.12	94.39	90.16	95.90	95.26
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	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	0.52	0.38	0.53	0.46	0.40	0.64	0.37	0.36	0.93	4.33	8.26	2.46	2.17



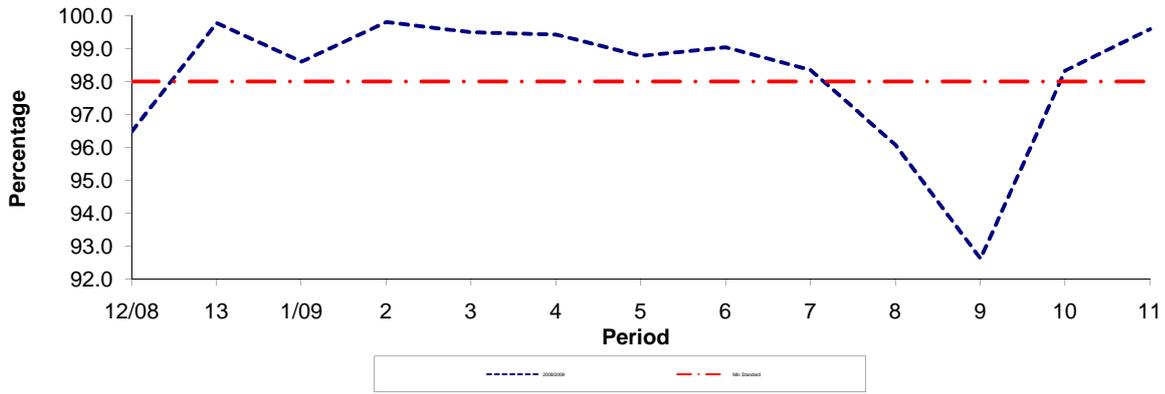
Period	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	4.00	0.74	1.36	1.06	1.40	1.52	0.59	0.98	1.95	1.28	1.58	1.64	2.57

Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

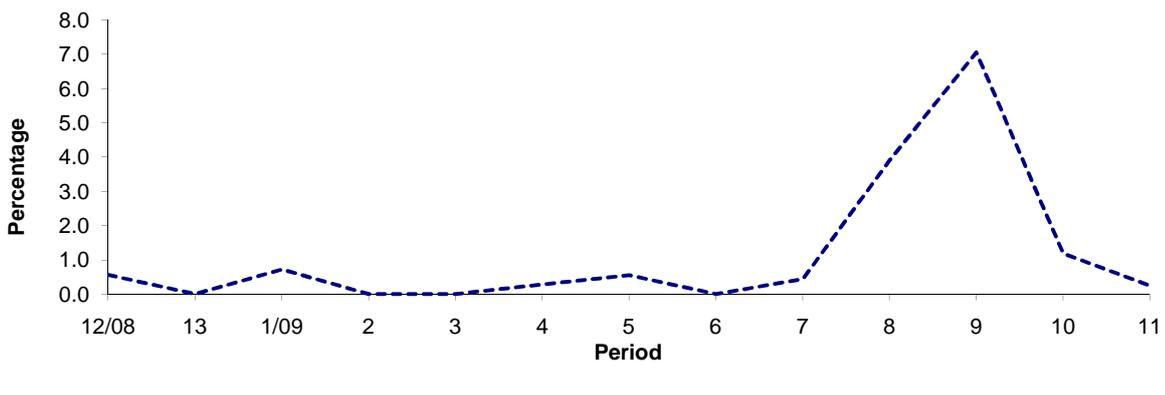
Route N69

Mileage Operated



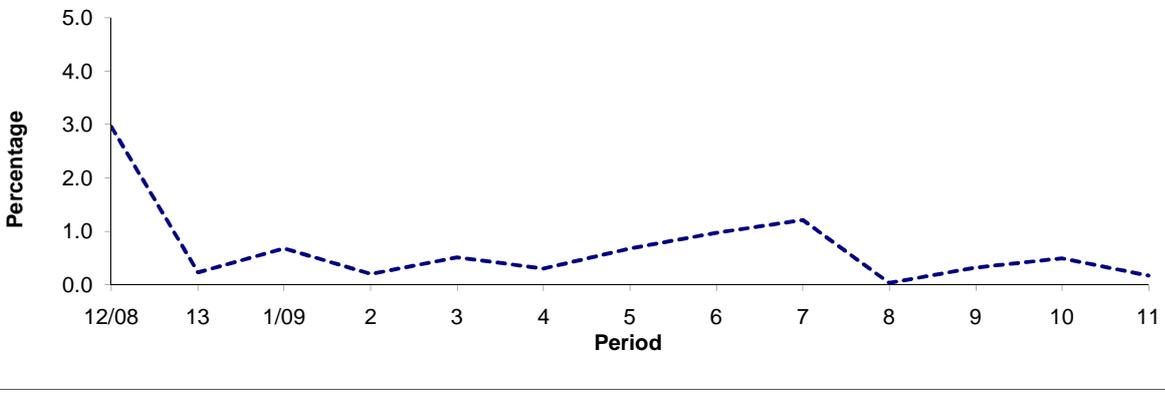
Period	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	96.48	99.77	98.60	99.80	99.49	99.42	98.77	99.03	98.35	96.07	92.62	98.33	99.59
Min Standard	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00

Deductible Mileage



Period	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	0.56	0.00	0.72	0.00	0.00	0.28	0.55	0.00	0.44	3.90	7.06	1.18	0.24

Non Deductible Mileage

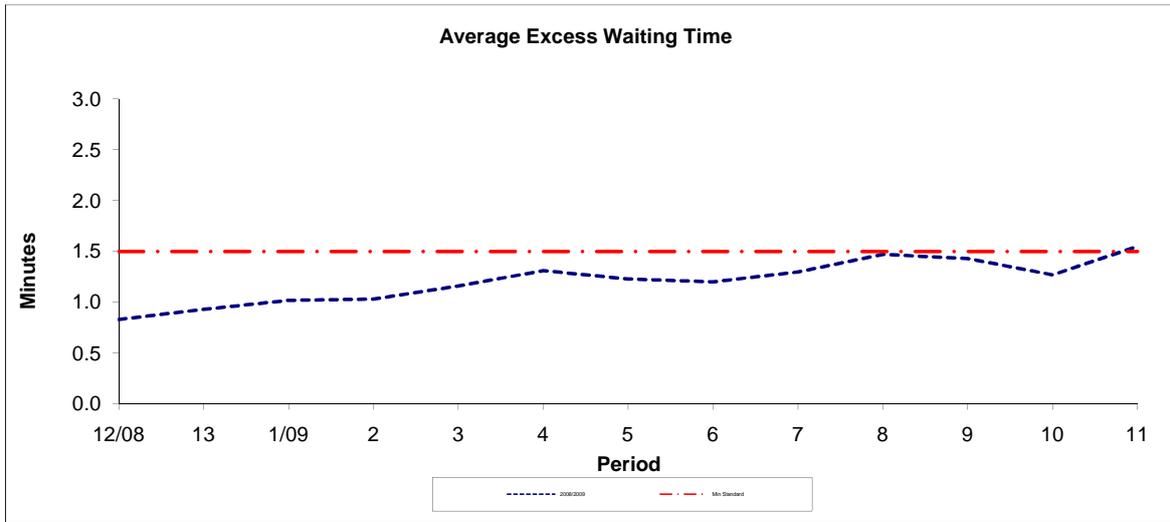


Period	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	2.96	0.23	0.68	0.20	0.51	0.30	0.68	0.97	1.21	0.03	0.32	0.49	0.17

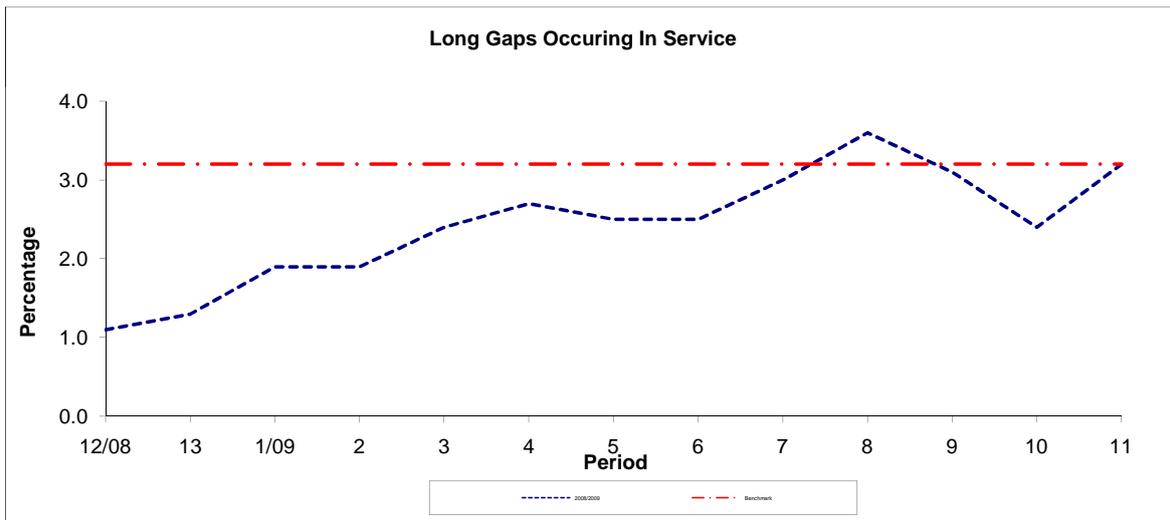
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 69



Period	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	0.83	0.93	1.02	1.03	1.16	1.31	1.23	1.20	1.30	1.47	1.43	1.27	1.55
Min Standard	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50

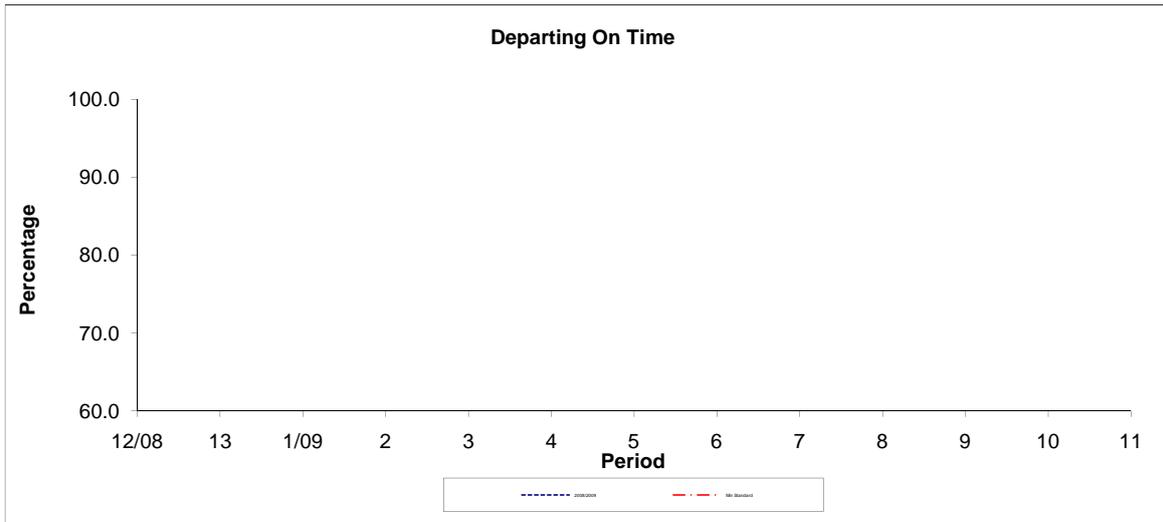


Period	12/08	13	1/09	2	3	4	5	6	7	8	9	10	11
2008/2009	1.10	1.30	1.90	1.90	2.40	2.70	2.50	2.50	3.00	3.60	3.10	2.40	3.20
Benchmark	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20

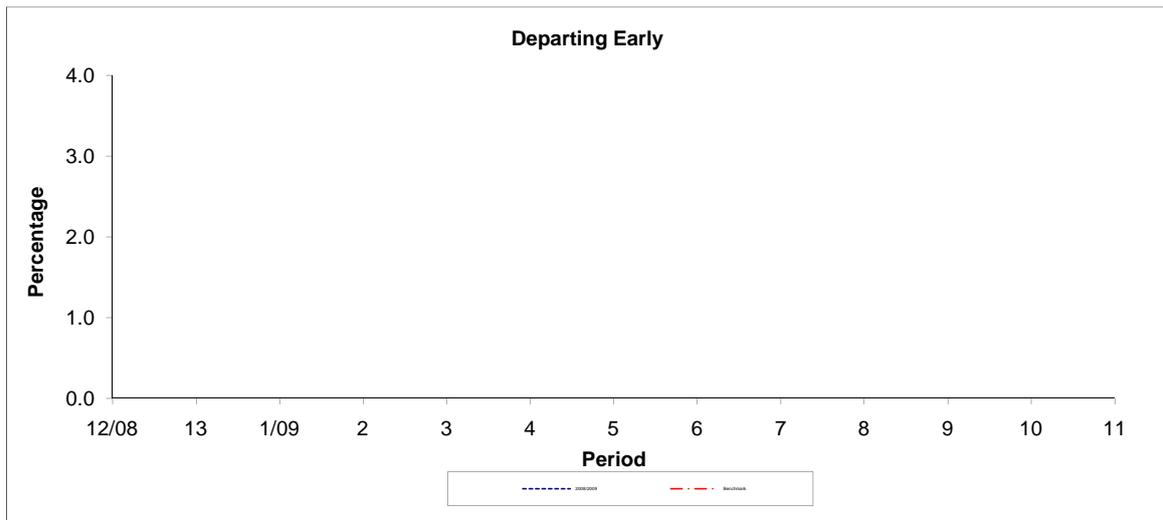
Note : Reliability is based on 12 weeks rolling data

PART B - PERFORMANCE STATISTICS

Route N69



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



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

Note : Reliability is based on 12 weeks rolling data
No data available