

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. 130

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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, the Corporation expects to implement a change to the existing service prior to the commencement of the new Route Agreement for Route No. 130.

- Route No. 130 is extended from Norwood Junction to Thornton Heath High Street. Ex New Addington Tramlink, Parkway, Route No. 130 will operate via current line of routing to Portland Road and then via South Norwood Hill, South Norwood High Street, Selhurst Road, Park Road and Whitehorse Lane to Thornton Heath High Street. Ex Thornton Heath High Street, Route No 130 will operate via Whitehorse Lane, Park Road, Selhurst Road, South Norwood High Street and South Norwood Hill to Portland Road. This is currently expected to be implemented in January 2010.

Tenderers should note that there are no changes proposed as part of this Service Specification for Route No. 130.

3. TERMINALS

Route No. 130 will operate between New Addington Tramlink, Parkway and Thornton Heath, High Street.

Full details of the route to be followed, the permitted terminal workings and the available stands are shown at Appendix B. 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. 130 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

5. VEHICLE TYPE

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

Route No. 130 is currently approved for vehicles which are a maximum of 10.7 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, single deck buses with a minimum capacity of 60, of which approximately 33 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. New Addington Tramlink, Parkway to Thornton Heath, High Street

0450 - 0640	Every 30 minutes
0641 - 0700	Every 20 minutes
0701 - 1835	Every 15 minutes
1836 - 2400	Every 20 minutes

First departure from New Addington Tramlink, Parkway no later than 0455.
Last departure from New Addington Tramlink, Parkway no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Shirley Road, Addiscombe Road between 0730 and 0800 and no more than 15 minutes apart between 0801 and 0900 and between 1530 and 1630.

2. Thornton Heath, High Street to New Addington Tramlink, Parkway

0515 - 0550	Every 30 minutes
0551 - 0700	Every 20 minutes
0701 - 1845	Every 15 minutes
1846 - 0010	Every 20 minutes

First departure from Thornton Heath, High Street no later than 0520.
Last departure from Thornton Heath, High Street no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Addington, Gravel Hill between 0725 and 0755 and no more than 15 minutes apart between 0756 and 0855 and between 1530 and 1630.

6.2 Saturdays & Good Friday

1. New Addington Tramlink, Parkway to Thornton Heath, High Street

0450 - 0725	Every 30 minutes
0726 - 0805	Every 20 minutes
0806 - 1735	Every 15 minutes
1736 - 2400	Every 20 minutes

First departure from New Addington Tramlink, Parkway no later than 0455.
Last departure from New Addington Tramlink, Parkway no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at Shirley Road, Addiscombe Road between 0900 and 1000.

2. Thornton Heath, High Street to New Addington Tramlink, Parkway

0515 - 0750	Every 30 minutes
0751 - 0810	Every 20 minutes
0811 - 1745	Every 15 minutes
1746 - 0010	Every 20 minutes

First departure from Thornton Heath, High Street no later than 0520.
Last departure from Thornton Heath, High Street no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at Addington, Gravel Lane between 0900 and 1000.

6.3 Sundays

1. New Addington Tramlink, Parkway to Thornton Heath, High Street

0550 - 2400 Every 30 minutes

First departure from New Addington Tramlink, Parkway no later than 0555.
Last departure from New Addington Tramlink, Parkway no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 30 minutes apart at Shirley Road, Addiscombe Road between 1030 and 1130.

2. Thornton Heath, High Street to New Addington Tramlink, Parkway

0600 - 0010 Every 30 minutes

First departure from Thornton Heath, High Street no later than 0605.
Last departure from Thornton Heath, High Street no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 30 minutes apart at Addington, Gravel Hill between 1030 and 1130.

6.4 Boxing Day

1. New Addington Tramlink, Parkway to Thornton Heath, High Street

0750 - 2400 Every 30 minutes

First departure from New Addington, Tramlink, Parkway no later than 0755.
Last departure from New Addington, Tramlink, Parkway no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 30 minutes apart at Shirley Road, Addiscombe Road between 1030 and 1130.

2. Thornton Heath, High Street to New Addington Tramlink, Parkway

0800 - 0010 Every 30 minutes

First departure from Thornton Heath, High Street no later than 0805.
Last departure from Thornton Heath, High Street no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 30 minutes apart at Addington, Gravel Hill between 1030 and 1130.

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 No. 130 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. 130 shall be:

Departing on Time:	No less than 82.00%
Minimum Operated Mileage:	No less than 98.00%

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).

Departing On Time Threshold = 86.00%

Summary of proposed QSI coverage: Route No. 130

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 Thornton Heath, High Street

New Addington Tramstop
South Norwood \$

Towards New Addington Tramlink, Parkway

South Norwood \$
Addington Village Interchange

Total scheduled manual QSI surveys per quarter = 64.

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

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route No. 130 are attached at Appendix A. This gives an indication of the time required to travel the route. 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:

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 No. 130 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.

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. 130 should interwork with early morning tramlink services at New Addington Tramlink, Parkway.

11. CONTROL STRATEGY

Route No. 130 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 No. 130:

- Route No. 130 can suffer from unpredictable traffic delays in the Norwood Junction area.
- Route No. 130 suffers from major disruption during home matches of Crystal Palace football club.

Tenderers should also note the following factors which may have an impact on Route No. 130 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 No. 130 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 No. 130

New Addington Tramlink, Parkway to Thornton Heath High Street	10.1 miles
Thornton Heath High Street to New Addington Tramlink, Parkway	9.8 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 No. 130 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:

130 via Shirley Road

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.

APPENDIX A: SAMPLE RUNNING TIMES FOR ROUTE NO. 130

(based on current schedule)

MONDAYS TO FRIDAYS**1. New Addington Tramlink, Parkway to Norwood Junction, Grosvenor Road**

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
New Addington Tramlink					
<i>Parkway</i>	0455	0813	1213	1656	2315
<i>New Addington Homestead Way</i>	0458	0819	1217	1702	2319
<i>New Addington Goldcrest Way</i>					
<i>King Henrys Drive</i>	0502	0824	1221	1707	2323
<i>New Addington Lodge Lane Field Way</i>	0505	0830	1227	1713	2327
<i>Addington Village Interchange</i>	0507	0835	1231	1717	2329
<i>Addington Gravel Hill</i>	0510	0838	1234	1720	2332
<i>Shirley Road Addiscombe Road</i>	0514	0845	1240	1726	2336
<i>Woodside Tramstop</i>	0519	0851	1246	1732	2342
Norwood Junction Grosvenor Road	0524	0859	1252	1739	2347
	29 minutes	46 minutes	39 minutes	43 minutes	32 minutes

2. Norwood Junction, Grosvenor Road to New Addington Tramlink, Parkway

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Norwood Junction Grosvenor Road					
<i>Woodside Tramstop</i>	0530	0805	1235	1705	2314
<i>Shirley Road Addiscombe Road</i>	0536	0812	1241	1713	2320
<i>Addington Gravel Hill</i>	0541	0818	1247	1719	2325
<i>Addington Village Interchange</i>	0545	0825	1253	1727	2329
<i>New Addington Lodge Lane Field Way</i>	0548	0828	1256	1730	2332
<i>New Addington Goldcrest Way</i>					
<i>King Henrys Drive</i>	0551	0832	1300	1734	2335
<i>New Addington Homestead Way</i>	0554	0837	1304	1739	2338
<i>New Addington Tramlink Parkway</i>	0558	0842	1308	1744	2342
New Addington Tramlink Parkway	0601	0846	1312	1750	2345
	31 minutes	41 minutes	37 minutes	45 minutes	31 minutes

SATURDAYS1. New Addington Tramlink, Parkway to Norwood Junction, Grosvenor Road

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
New Addington Tramlink				
<i>Parkway</i>	0455	1028	1513	2315
<i>New Addington Homestead Way</i>	0458	1032	1517	2319
<i>New Addington Goldcrest Way</i>				
<i>King Henrys Drive</i>	0502	1036	1521	2323
<i>New Addington Lodge Lane</i>				
<i>Field Way</i>	0505	1042	1527	2327
<i>Addington Village Interchange</i>	0507	1045	1530	2329
<i>Addington Gravel Hill</i>	0510	1048	1533	2332
<i>Shirley Road Addiscombe Road</i>	0514	1054	1539	2336
<i>Woodside Tramstop</i>	0519	1100	1545	2342
Norwood Junction Grosvenor Road	0524	1107	1552	2347
	29 minutes	39 minutes	39 minutes	32 minutes

2. Norwood Junction, Grosvenor Road to New Addington Tramlink, Parkway

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Norwood Junction Grosvenor Road				
<i>Woodside Tramstop</i>	0530	1035	1505	2254
<i>Shirley Road Addiscombe Road</i>	0535	1041	1511	2300
<i>Addington Gravel Hill</i>	0540	1047	1517	2305
<i>Addington Village Interchange</i>	0544	1053	1523	2309
<i>New Addington Lodge Lane</i>				
<i>Field Way</i>	0547	1056	1526	2312
<i>New Addington Goldcrest Way</i>	0549	1100	1530	2315
<i>King Henrys Drive</i>	0552	1104	1534	2318
<i>New Addington Homestead Way</i>	0556	1108	1538	2322
New Addington Tramlink				
<i>Parkway</i>	0559	1112	1542	2325
	29 minutes	37 minutes	37 minutes	31 minutes

SUNDAYS**1. New Addington Tramlink, Parkway to Norwood Junction, Grosvenor Road**

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
New Addington Tramlink				
<i>Parkway</i>	0555	1022	1522	2255
<i>New Addington Homestead Way</i>	0558	1026	1526	2259
<i>New Addington Goldcrest Way</i>				
<i>King Henrys Drive</i>	0602	1030	1530	2303
<i>New Addington Lodge Lane</i>				
<i>Field Way</i>	0605	1034	1534	2307
<i>Addington Village Interchange</i>	0607	1037	1537	2309
<i>Addington Gravel Hill</i>	0610	1040	1540	2312
<i>Shirley Road Addiscombe Road</i>	0614	1045	1545	2316
<i>Woodside Tramstop</i>	0619	1051	1551	2322
Norwood Junction Grosvenor				
<i>Road</i>	0624	1057	1557	2327
	29 minutes	35 minutes	35 minutes	32 minutes

2. Norwood Junction, Grosvenor Road to New Addington Tramlink, Parkway

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Norwood Junction Grosvenor				
<i>Road</i>	0615	1037	1507	2314
<i>Woodside Tramstop</i>	0620	1043	1513	2320
<i>Shirley Road Addiscombe Road</i>	0625	1049	1519	2325
<i>Addington Gravel Hill</i>	0629	1054	1524	2329
<i>Addington Village Interchange</i>	0631	1057	1527	2332
<i>New Addington Lodge Lane</i>				
<i>Field Way</i>	0633	1100	1530	2335
<i>New Addington Goldcrest Way</i>				
<i>King Henrys Drive</i>	0636	1104	1534	2338
<i>New Addington Homestead Way</i>	0640	1108	1538	2342
New Addington Tramlink				
<i>Parkway</i>	0643	1112	1542	2345
	28 minutes	35 minutes	35 minutes	31 minutes

The above tables have been included to assist Tenderers. They represent the information currently available to the Corporation. Tenderers should form their own views about what is appropriate in terms of running times. (See Section 8.)

LONDON BUSES - ROUTE DESCRIPTION

ROUTE 130: New Addington Tramlink, Parkway - Thornton Heath, High Street

Date of Structural Change: 7 August 2010.

Date of Service Change: 7 August 2010.

Reason for Issue: New Tender.

STREETS TRAVERSED

Towards Thornton Heath, High Street: Tram Stop Slip Road, Parkway, Overbury Crescent, Homestead Way, King Henry's Drive, Goldcrest Way, Headley Drive, Merrow Way, Dunley Drive, Fieldway, Lodge Lane, Lodge Lane Roundabout, Kent Gate Way, Addington Village Interchange, Lodge Lane, Lodge Lane Roundabout, Kent Gate Way, Gravel Hill, Shirley Hills Road, Upper Shirley Road, Shirley Road, Lower Addiscombe Road, Spring Lane, Portland Road, South Norwood Hill, South Norwood High Street, Selhurst Road, Park Road, Whitehorse Lane, Whitehorse Road.

Towards New Addington Tramlink, Parkway: Nursery Road, Thornton Heath High Street, Whitehorse Lane, Park Road, Selhurst Road, South Norwood High Street, South Norwood Hill, Portland Road, Spring Lane, Lower Addiscombe Road, Shirley Road, Upper Shirley Road, Shirley Hills Road, Gravel Hill, Gravel Hill Roundabout, Kent Gate Way, Addington Village Interchange, Lodge Lane, Lodge Lane Roundabout, Lodge Lane, Field Way, Dunley Drive, Merrow Way, Headley Drive, Goldcrest Way, King Henry's Drive, Homestead Way, Overbury Crescent, Parkway, Tram Stop Slip Road.

STANDING AND TURNING POINTS

NEW ADDINGTON, PARKWAY TRAM STOP, STAND C

Private stand for up to 2 buses on south side of link road immediately north and east of New Addington Parkway Tram Stop between the two carriageways of Parkway. Buses proceed from Tram Stop Slip Road direct to stand, departing to Tram Stop Slip Road. Set down in Tram Stop Slip Road, at Stop C and pick up in Tram Stop Slip 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:	New Addington.

ADDINGTON VILLAGE INTERCHANGE (from THORNTON HEATH, HIGH STREET)

Buses proceed from Addington Village Interchange departing to Addington Village Interchange. Set down in Addington Village Interchange, at Stop A and pick up in Addington Village Interchange, at Stop D.

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

Shirley Park, Addiscombe Road

From New Addington Tramlink, Parkway.

Buses proceed from Upper Shirley Road via Shirley Road departing to Upper Shirley Road. Set down in Upper Shirley Road, at Stop V and pick up in Upper Shirley Road, at Stop N.

From Thornton Heath, High Street.

Buses proceed from Shirley Road departing to Shirley Road. Set down in Shirley Road, at Stop N and pick up in Shirley Road, at Stop J.

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

NORWOOD JUNCTION, GROSVENOR ROAD (from New Addington Tramlink, Parkway)

Public stand for two buses on south side of Grosvenor Road (western arm), commencing at a point opposite the western flank wall of No 76 High Street and extending 20 metres south to southern extremity of fire access to flats.

Buses proceed from South Norwood High Street via Grosvenor Road to stand, departing via Grosvenor Road and Belgrave Road to South Norwood High Street. Set down in Grosvenor Road, at Stop E and pick up in South Norwood High Street, at Stop F.

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: Norwood Junction.

THORNTON HEATH, HIGH STREET

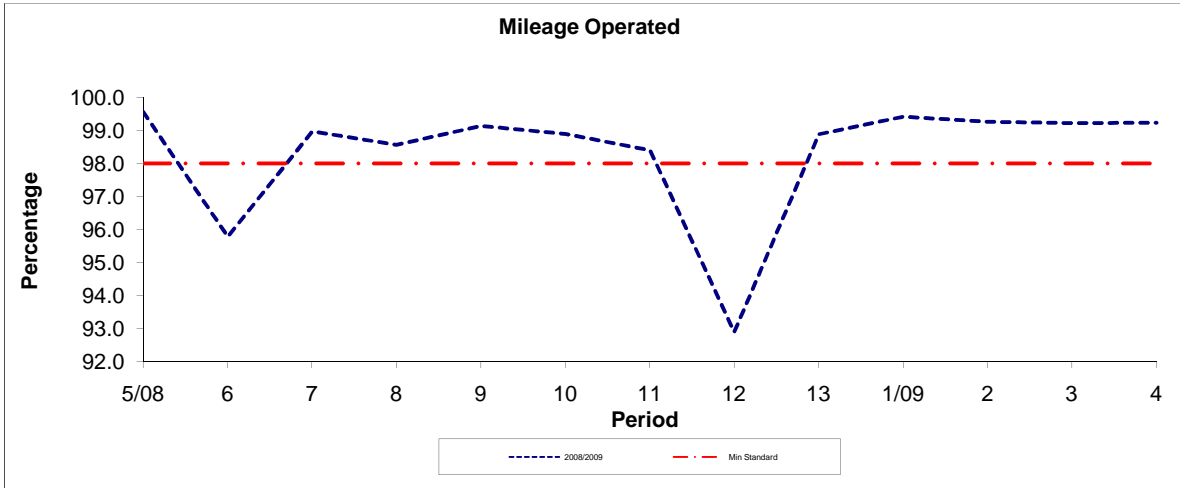
Public stand for four buses on west side of Zion Road, commencing at lamp standard No 7387 opposite party wall of 15/17 and extending 42 metres south.

Buses proceed from Whitehorse Road via Zion Place and Zion Road to stand, departing via Zion Road to Nursery Road. Set down in Whitehorse Road, at Stop N and pick up in Nursery Road, at Stop L.

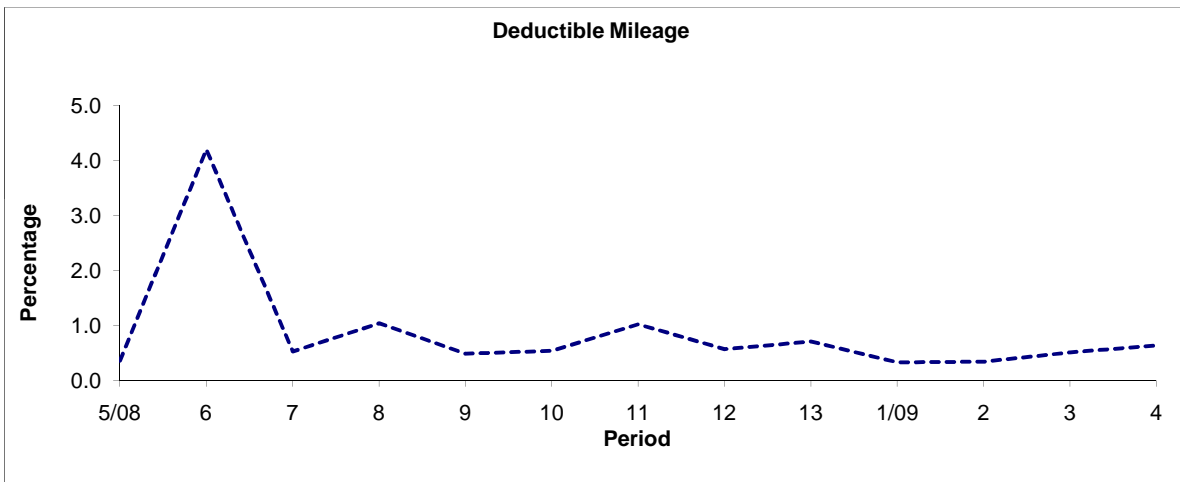
AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 1 bus on Route 130 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Thornton Heath, High Street.
OTHER INFORMATION:	No toilet facilities available at present.

PART B - PERFORMANCE STATISTICS

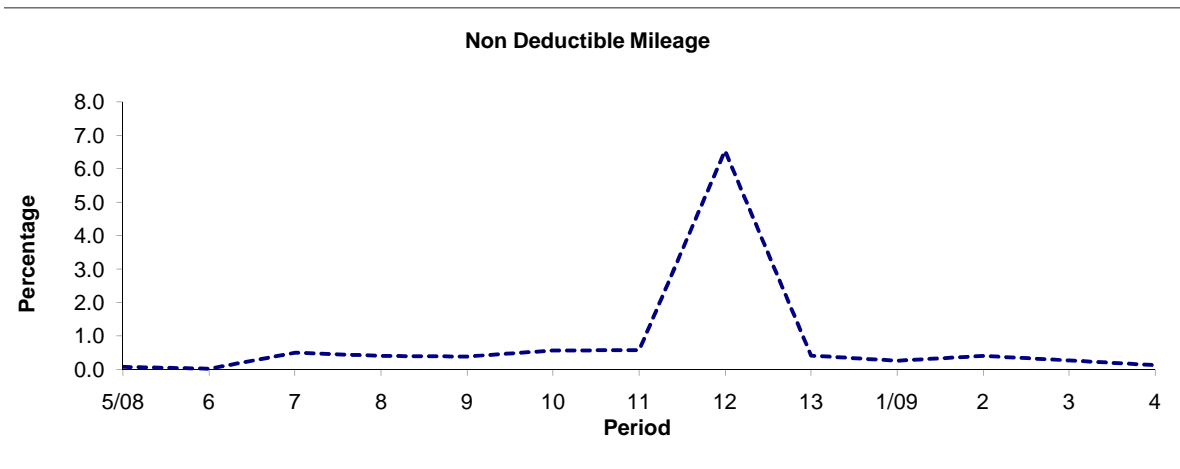
Route 130



Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	99.56	95.78	98.97	98.56	99.13	98.89	98.40	92.89	98.88	99.41	99.26	99.22	99.23
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	0.36	4.20	0.53	1.04	0.49	0.54	1.02	0.57	0.71	0.33	0.34	0.51	0.64

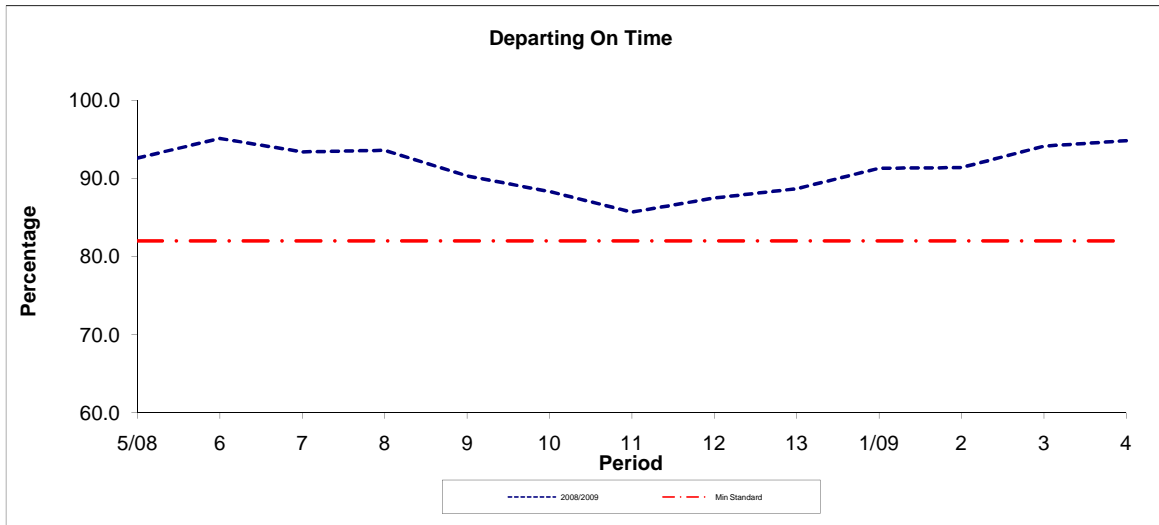


Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	0.08	0.02	0.50	0.40	0.38	0.57	0.58	6.54	0.41	0.26	0.40	0.27	0.13

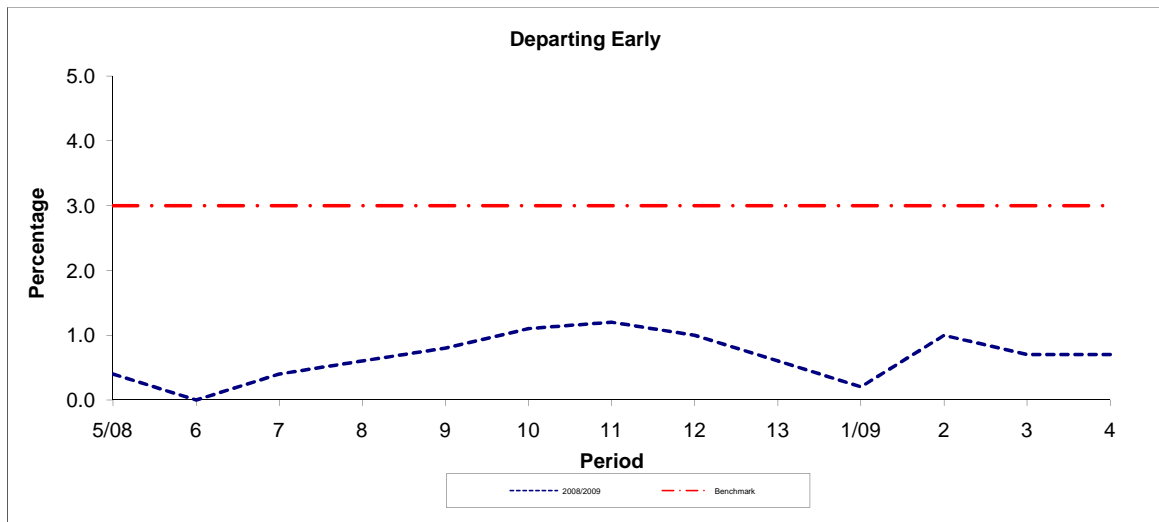
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 130



Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	92.60	95.10	93.40	93.60	90.30	88.30	85.70	87.50	88.70	91.30	91.40	94.10	94.80
Min Standard	82.00	82.00	82.00	82.00	82.00	82.00	82.00	82.00	82.00	82.00	82.00	82.00	82.00



Period	5/08	6	7	8	9	10	11	12	13	1/09	2	3	4
2008/2009	0.40	0.00	0.40	0.60	0.80	1.10	1.20	1.00	0.60	0.20	1.00	0.70	0.70
Benchmark	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Note : Reliability is based on 12 weeks rolling data