

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. 156

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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 No. 156.

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:

- Double deck, dual door, 87 capacity vehicles are specified, subject to a satisfactory route test.
- The Mondays to Fridays afternoon schoolday journey is extended from Clapham Junction Station, St John's Hill to Vauxhall Station. **Tenderers must identify the cost of the Mondays to Fridays schoolday journey separately.**
- Boxing Day frequencies are specified at Sunday frequency levels but with a later start. **Tenderers must include the cost of the Boxing Day element of this service within Section 4.1 of their tender bid. Tenderers must also identify the cost of the Boxing Day element of this service separately.**

3. TERMINALS

Route No. 156 will operate between Wimbledon, Sir Cyril Black Way and Vauxhall 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 No. 156 which will operate as follows:

DAY OF OPERATION	
Mondays to Fridays	Section 6.1
Mondays to Fridays Schooldays	Section 6.2
Saturdays & Good Friday	Section 6.3
Sundays	Section 6.4
Christmas Day	No service
Boxing Day	Section 6.5
Other Public Holidays	Sunday service

5. VEHICLE TYPE

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

Route No. 156 is currently approved for vehicles which are a maximum of 9.9 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.

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. In addition, journeys with specific start or finish times are required. These times must be adhered to.

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. Wimbledon, Sir Cyril Black Way to Vauxhall Station

0525 - 0610	Every 12 minutes
0611 - 0700	Every 10 minutes
0701 - 1900	Every 8 minutes
1901 - 1930	Every 10 minutes
1931 - 0010	Every 12 minutes

First departure from Wimbledon, Sir Cyril Black Way no later than 0530.
Last departure from Wimbledon, Sir Cyril Black Way no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Clapham Junction Station, St. John's Hill between 0735 and 0910 and between 1515 and 1630.

2. Vauxhall Station to Wimbledon, Sir Cyril Black Way

0510 - 0610	Every 12 minutes
0611 - 0710	Every 10 minutes
0711 - 1910	Every 8 minutes
1911 - 1940	Every 10 minutes
1941 - 0030	Every 12 minutes

First departure from Vauxhall Station no later than 0515.
Last departure from Vauxhall Station no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Wandsworth High Street, Buckhold Road between 0710 and 0740 and no more than 8 minutes apart between 0741 and 0905 and between 1450 and 1630.

6.2 Mondays to Fridays schooldays

1. Southfields Community College to Vauxhall Station

1458

One journey

Tenderers must identify the cost of the Mondays to Fridays schoolday journey separately.

The journey shown in Section 6.2 for Route No. 156 is specifically designed to meet the finish time of Southfields Community College. It is possible that this time may be altered during the life of the contract. Tenderers should indicate whether they are able to adjust the time of the specified journey by up to 20 minutes (earlier or later) without alteration to the contract price. It may also be necessary for afternoon journey to operate earlier than stated at the end of term and on other occasions at short notice.

6.3 Saturdays & Good Friday

1. Wimbledon, Sir Cyril Black Way to Vauxhall Station

0525 - 0655	Every 15 minutes
0656 - 0740	Every 12 minutes
0741 - 0840	Every 10 minutes
0841 - 1800	Every 8 minutes
1801 - 1830	Every 10 minutes
1831 - 0010	Every 12 minutes

First departure from Wimbledon, Sir Cyril Black Way no later than 0530.

Last departure from Wimbledon, Sir Cyril Black Way no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Clapham Junction Station, St. John's Hill between 0905 and 1105.

2. Vauxhall Station to Wimbledon, Sir Cyril Black Way

0510 - 0710	Every 15 minutes
0711 - 0810	Every 12 minutes
0811 - 0840	Every 10 minutes
0841 - 1840	Every 8 minutes
1841 - 1910	Every 10 minutes
1911 - 0030	Every 12 minutes

First departure from Vauxhall Station no later than 0515.

Last departure from Vauxhall Station no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Wandsworth High Street, Buckhold Road between 0905 and 1105.

6.4 Sundays

1. Wimbledon, Sir Cyril Black Way to Vauxhall Station

0525 - 0725	Every 20 minutes
0726 - 0910	Every 15 minutes
0911 - 0010	Every 12 minutes

First departure from Wimbledon, Sir Cyril Black Way no later than 0530.
Last departure from Wimbledon, Sir Cyril Black Way no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Clapham Junction Station, St. John's Hill between 0940 and 1140.

2. Vauxhall Station to Wimbledon, Sir Cyril Black Way

0510 - 0730	Every 20 minutes
0731 - 0915	Every 15 minutes
0916 - 0030	Every 12 minutes

First departure from Vauxhall Station no later than 0515.
Last departure from Vauxhall Station no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Wandsworth High Street, Buckhold Road between 0945 and 1145.

6.5 Boxing Day

1. Wimbledon, Sir Cyril Black Way to Vauxhall Station

0755 - 0910 Every 15 minutes
0911 - 0010 Every 12 minutes

First departure from Wimbledon, Sir Cyril Black Way no later than 0800.
Last departure from Wimbledon, Sir Cyril Black Way no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Clapham Junction Station, St. John's Hill between 0935 and 1135.

2. Vauxhall Station to Wimbledon, Sir Cyril Black Way

0800 - 0915 Every 15 minutes
0916 - 0030 Every 12 minutes

First departure from Vauxhall Station no later than 0805.
Last departure from Vauxhall Station no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Wandsworth High Street, Buckhold Road between 0945 and 1145.

Tenderers must identify the cost of the Boxing Day 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 No. 156 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. 156 shall be:

Average Excess Wait Time:	No more than 1.00 minutes
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).

Average Excess Wait Time Threshold = 0.85 minutes

Summary of proposed QSI coverage: Route No. 156

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 Vauxhall Station	Towards Wimbledon, Sir Cyril Black Way
Wimbledon	Vauxhall
Wandsworth	Wandsworth

Total scheduled manual QSI surveys per quarter = 64.

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route No. 156 are attached at Appendix B. 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 the Mondays to Fridays AM peak.

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. 156 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. 156 should interwork with Route No. N87 between Wimbledon, Sir Cyril Black Way and Vauxhall Station to form a seamless 24 hour service.

Route No. 156 should interwork with Route No. 39 between Clapham Junction Station, St. John's Hill and Wandsworth High Street, Buckhold Road during the Mondays to Fridays interpeak, all evenings and all day Saturdays and Sundays and should be separated, where possible, during Mondays to Fridays AM and PM peaks.

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 No. 156 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. 156:

- Route No. 156 suffers from unpredictable traffic delays in the Wimbledon and Wandsworth areas.
- College usage on Route No. 156 will be reviewed at the start of the 2008/09 academic year.

Tenderers should also note the following factors/events which may have an impact on Route No. 156 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. 156 must serve all stops on the line of route designated for the route. There are two types of bus stop:

- Compulsory (white stop flag): where all buses must stop.
- Request (red stop flag): where buses are only required to stop if a passenger rings the bell or an intending passenger signals to the driver.

Tenderers should note that there are proposals (subject to consultation) to remove the distinction between compulsory and request stops. If approved, the successful Tenderer will be advised of these changes in detail.

14. TIMING POINTS & MILEAGES

Timing Points

Buses should be timed at the following points:

Route No. 156

Towards Vauxhall Station

Towards Wimbledon, Sir Cyril Black Way

Wimbledon Sir Cyril Black Way

Wimbledon Station

Wimbledon Park Woodman

Southfields Community College

Wandsworth High Street Buckhold Road

Clapham Junction Station St John's Hill

Battersea Park Station

Vauxhall Station

Vauxhall Station

Battersea Park Station

Clapham Junction Station St John's Hill

Wandsworth High Street Buckhold Road

Wimbledon Park Woodman

Wimbledon Station

Wimbledon Sir Cyril Black Way

Mileages for Route No. 156

Wimbledon, Sir Cyril Black Way to Vauxhall Station

8.0 miles

Vauxhall Station to Wimbledon, Sir Cyril Black Way

7.7 miles

Southfields Community College to Vauxhall Station

5.3 miles

Tenderers should note that:

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

15. VEHICLE LIVERY

All vehicles to be used on Route No. 156 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.

APPENDIX A: ROUTE RECORD

ROUTE No. 156: WIMBLEDON, SIR CYRIL BLACK WAY - VAUXHALL STATION

STREETS TRAVERSED

Towards Vauxhall Station: Bus Turning Area, Sir Cyril Black Way, Hartfield Road, Wimbledon Bridge, Alexandra Road, Leopold Road, Gap Road, Durnsford Road, Merton Road, Buckhold Road, Wandsworth High Street, Wandsworth Plain, Armoury Way, Fairfield Street, East Hill, St John's Hill, Lavender Hill, Queenstown Road, Queen's Circus, Prince Of Wales Drive, Battersea Park Road, Nine Elms Lane, Wandsworth Road, Vauxhall Bus Station.

Towards Wimbledon, Sir Cyril Black Way: Vauxhall Bus Station, Parry Street, Nine Elms Lane, Battersea Park Road, Palmerston Way, Prince Of Wales Drive, Queen's Circus, Queenstown Road, Lavender Hill, St John's Hill, Marcilly Road, North Side Wandsworth Common, Huguenot Place, East Hill, Wandsworth High Street, Buckhold Road, Merton Road, Durnsford Road, Gap Road, Leopold Road, Alexandra Road, Wimbledon Bridge, The Broadway, Gladstone Road, Bus Turning Area.

STANDS, TURNING POINTS AND DESTINATION 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:

156 via Clapham Junction

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.

WIMBLEDON, SIR CYRIL BLACK WAY

Public stand in bus turning area on north side of Sir Cyril Black Way.
Buses proceed from Bus Turning Area direct to stand, departing to Bus Turning Area. Set down and pick up in Bus Turning Area, at stop E.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than **2** vehicles on Route No. 156 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.
OTHER INFORMATION: No toilet facilities available.
BLIND DISPLAY: Wimbledon

WIMBLEDON, PLOUGH LANE (from Vauxhall Station)

Public stand on west side of Durnsford Road at Stop 35801, 42 metres north of Gap Road.
Buses proceed from Durnsford Road via Haydons Road, Queens Road, Ashcombe Road, Gap Road and Durnsford Road to stand, departing to Durnsford Road. Set down in Durnsford Road, at stop HQ and pick up in Durnsford Road, at stop HH.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: To be used for 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.
BLIND DISPLAY: Haydons Road, Plough Lane

SOUTHFIELDS COMMUNITY COLLEGE

Buses enter service in Merton Road.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning point only - Buses must not wait for longer than is necessary to pick up passengers at this stop.**
BLIND DISPLAY: Southfields Community College

WANDSWORTH, WANDSWORTH PLAIN

Public stand on west side of Wandsworth Plain, commencing 32 metres south of Armoury Way and extending 27 metres south.

From Wimbledon, Sir Cyril Black Way

Buses proceed from Wandsworth Plain direct to stand, departing via Wandsworth Plain, Armoury Way and Ram Street to Wandsworth High Street. Set down in Wandsworth High Street, at stop F and pick up in Wandsworth High Street, at stop U.

From Vauxhall Station

Buses proceed from Wandsworth High Street via Wandsworth Plain to stand, departing to Wandsworth Plain. Set down in Wandsworth High Street, at stop U and pick up in Wandsworth Plain, at stop G.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	To be used for 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.
BLIND DISPLAY:	Wandsworth

CLAPHAM JUNCTION STATION, GRANT ROAD

Public stand in slip road off Falcon Road (west side) south of Grant Road.

From Wimbledon, Sir Cyril Black Way

Buses proceed from St John's Hill via Falcon Road and Slip Road to stand, departing via Slip Road, Grant Road and Falcon Road to St John's Hill. Set down in St John's Hill, at stop D and pick up in St John's Hill, at stop M.

From Vauxhall Station

Buses proceed from Lavender Hill via Falcon Road and Slip Road to stand, departing via Slip Road, Grant Road and Falcon Road to Lavender Hill. Set down in Falcon Road, at stop E and pick up in Lavender Hill, at stop K.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	To be used for 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.
BLIND DISPLAY:	Clapham Junction

NINE ELMS, CRINGLE STREET (from Wimbledon, Sir Cyril Black Way)

Public stand (offside) on north side of Cringle Street, commencing at lamp standard 25 metres west of the east arm of Kirtling Street and extending 11 metres east.

Buses proceed from Battersea Park Road via Nine Elms Lane and Cringle Street to stand, departing via Cringle Street and Kirtling Street to Battersea Park Road. Set down in Battersea Park Road, at stop A and pick up in Battersea Park Road, at stop F.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	To be used for 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.
BLIND DISPLAY:	Nine Elms

VAUXHALL BUS STATION

Private offside stand in three sections (24, 37 and 12 metres) for 6 buses in Bondway commencing 1.5 metres north of lamp standard No. 7 and extending overall 106 metres south.

Buses proceed from Vauxhall Bus Station direct to stand, departing to Vauxhall Bus Station. Set down in Vauxhall Bus Station, at stop H and pick up in Vauxhall Bus Station, at stop E.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicles on Route No. 156 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.
OTHER INFORMATION:	London Buses facilities available 24 hours a day.
BLIND DISPLAY:	Vauxhall

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. 156

(based on current schedule)

MONDAYS TO FRIDAYS1. Wimbledon, Sir Cyril Black Way to Vauxhall Station

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical early evening	Typical late evening
Wimbledon Sir Cyril Black Way	0530	0800	1232	1704	2004	2304
Wimbledon Station	0532	0804	1234	1707	2006	2306
Wimbledon Park Woodman	0541	0815	1243	1720	2015	2313
Wandsworth, High Street, Buckhold Road	0549	0826	1253	1730	2022	2319
Clapham Junction Station St. John's Hill	0556	0838	1303	1740	2030	2326
Battersea Park Station	0605	0850	1313	1750	2039	2335
Vauxhall Station	0611	0858	1320	1757	2044	2340
	41 minutes	58 minutes	48 minutes	53 minutes	40 minutes	36 minutes

2. Vauxhall Station to Wimbledon, Sir Cyril Black Way

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical early evening	Typical late evening
Vauxhall Station	0514	0801	1207	1701	2006	2306
Battersea Park Station	0520	0807	1213	1708	2011	2311
Clapham Junction Station St. John's Hill	0529	0823	1227	1725	2023	2320
Wandsworth, High Street, Buckhold Road	0535	0834	1236	1736	2029	2325
Wimbledon Park Woodman	0541	0843	1245	1745	2035	2331
Wimbledon Station	0550	0856	1257	1759	2043	2338
Wimbledon Sir Cyril Black Way	0551	0859	1259	1801	2044	2339
	37 minutes	58 minutes	52 minutes	60 minutes	38 minutes	33 minutes

SATURDAYS1. Wimbledon, Sir Cyril Black Way to Vauxhall Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
Wimbledon Sir Cyril Black Way	0530	1032	1504	2004	2304
Wimbledon Station	0531	1034	1507	2006	2306
Wimbledon Park Woodman	0538	1043	1516	2014	2313
Wandsworth, High Street, Buckhold Road	0544	1052	1526	2021	2319
Clapham Junction Station St. John's Hill	0550	1102	1536	2028	2326
Battersea Park Station	0557	1112	1547	2036	2334
Vauxhall Station	0602	1118	1553	2041	2339
	32 minutes	46 minutes	49 minutes	37 minutes	35 minutes

2. Vauxhall Station to Wimbledon, Sir Cyril Black Way

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
Vauxhall Station	0515	1036	1500	2006	2306
Battersea Park Station	0520	1042	1506	2011	2311
Clapham Junction Station St. John's Hill	0529	1057	1524	2021	2320
Wandsworth, High Street, Buckhold Road	0535	1105	1532	2028	2325
Wimbledon Park Woodman	0540	1112	1539	2034	2331
Wimbledon Station	0546	1120	1548	2041	2338
Wimbledon Sir Cyril Black Way	0547	1122	1550	2042	2339
	32 minutes	36 minutes	50 minutes	36 minutes	33 minutes

SUNDAYS1. Wimbledon, Sir Cyril Black Way to Vauxhall Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
Wimbledon Sir Cyril Black Way	0530	1028	1504	2004	2304
Wimbledon Station	0531	1030	1507	2006	2305
Wimbledon Park Woodman	0538	1039	1516	2014	2312
Wandsworth, High Street, Buckhold Road	0545	1048	1525	2022	2317
Clapham Junction Station St. John's Hill	0552	1058	1535	2029	2324
Battersea Park Station	0559	1108	1547	2037	2332
Vauxhall Station	0605	1114	1554	2042	2337
	35 minutes	46 minutes	50 minutes	38 minutes	33 minutes

2. Vauxhall Station to Wimbledon, Sir Cyril Black Way

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
Vauxhall Station	0515	1031	1504	2006	2306
Battersea Park Station	0520	1037	1510	2011	2311
Clapham Junction Station St. John's Hill	0529	1052	1528	2021	2320
Wandsworth, High Street, Buckhold Road	0535	1100	1537	2028	2325
Wimbledon Park Woodman	0540	1107	1544	2034	2331
Wimbledon Station	0546	1115	1552	2041	2338
Wimbledon Sir Cyril Black Way	0547	1117	1554	2042	2339
	32 minutes	46 minutes	50 minutes	36 minutes	33 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)