

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. 320

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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. 320.

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:

- Route No. 320 will be extended from Bromley North Station to Catford Bridge Station.
- Mondays to Fridays daytime frequencies are increased from every 15 minutes to every 12 minutes.
- Evening and Sunday frequencies are increased from every 30 minutes to every 20 minutes.
- Change to the minimum performance standards for the route due to a change in categorisation from low to high frequency.

3. TERMINALS

Route No. 320 will operate between Biggin Hill Valley, Kings Road and Catford Bridge Station.

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. 320 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. 320 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 double door, double deck buses with a minimum capacity of 87 of which approximately 60 should be seated, will be used on this route. Luggage space should also be provided.

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

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

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

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

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

6. FREQUENCIES

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

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

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

6.1 Mondays to Fridays

1. Biggin Hill Valley, Kings Road to Catford Bridge Station

0540 - 0700	Every 15 minutes
0701 - 1930	Every 12 minutes
1931 - 2000	Every 15 minutes
2001 - 2340	Every 20 minutes

First departure from Biggin Hill Valley, Kings Road no later than 0545.

Last departure from Biggin Hill Valley, Kings Road no earlier than 2335.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Keston Mark between 0730 and 0830 and between 1515 and 1645.

2. Catford Bridge Station to Biggin Hill Valley, Kings Road

0555 - 0630	Every 15 minutes
0631 - 1900	Every 12 minutes
1901 - 2015	Every 15 minutes
2016 - 2400	Every 20 minutes

First departure from Catford Bridge Station no later than 0600.

Last departure from Catford Bridge Station no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Bromley South Station between 0740 and 0840 and between 1600 and 1800.

6.2 Saturdays & Good Friday

1. Biggin Hill Valley, Kings Road to Catford Bridge Station

0540 - 0740	Every 30 minutes
0741 - 0840	Every 20 minutes
0841 - 0910	Every 15 minutes
0911 - 1810	Every 12 minutes
1811 - 1840	Every 15 minutes
1841 - 2340	Every 20 minutes

First departure from Biggin Hill Valley, Kings Road no later than 0545.

Last departure from Biggin Hill Valley, Kings Road no earlier than 2335.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Keston Mark between 0940 and 1040.

2. Catford Bridge Station to Biggin Hill Valley, Kings Road

0555 - 0730	Every 30 minutes
0731 - 0835	Every 20 minutes
0836 - 0905	Every 15 minutes
0906 - 1850	Every 12 minutes
1851 - 1945	Every 15 minutes
1946 - 2400	Every 20 minutes

First departure from Catford Bridge Station no later than 0600.

Last departure from Catford Bridge Station no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Bromley South Station between 0935 and 1035.

6.3 Sundays

1. Biggin Hill Valley, Kings Road to Catford Bridge Station

0655 - 0900 Every 30 minutes
0901 - 2340 Every 20 minutes

First departure from Biggin Hill Valley, Kings Road no later than 0700.
Last departure from Biggin Hill Valley, Kings Road no earlier than 2335.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Keston Mark between 1040 and 1140.

2. Catford Bridge Station to Biggin Hill Valley, Kings Road

0725 - 0930 Every 30 minutes
0931 - 2400 Every 20 minutes

First departure from Catford Bridge Station no later than 0730.
Last departure from Catford Bridge Station no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Bromley South Station between 1035 and 1135.

6.4 Boxing Day

1. Biggin Hill Valley, Kings Road to Catford Bridge Station

0755 - 0900 Every 30 minutes
0901 - 2340 Every 20 minutes

First departure from Biggin Hill Valley, Kings Road no later than 0800.
Last departure from Biggin Hill Valley, Kings Road no earlier than 2335.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Keston Mark between 1040 and 1140.

2. Catford Bridge Station to Biggin Hill Valley, Kings Road

0825 - 0930 Every 30 minutes
0931 - 2400 Every 20 minutes

First departure from Catford Bridge Station no later than 0830.
Last departure from Catford Bridge Station no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Bromley South Station between 1035 and 1135.

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. 320 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. 320 shall be:

Average Excess Wait Time:	No less than 1.10 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 = 1.05 minutes

Summary of proposed QSI coverage: Route No. 320

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 Catford Bridge Station	Towards Biggin Hill Valley
Biggin Hill (not evenings or Sundays)	Catford
Bromley South	Downham \$
Downham \$	Bromely South

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

Total scheduled manual QSI surveys per quarter = 94.

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route No. 320 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 devise their own running times for the section of Route No. 320 between Bromley North Station and Catford Bridge Station.

Tenderers should carefully check the existing running times to ensure that they are appropriate in present traffic conditions.

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

- the minimum performance standards for Route No. 320 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. 320 should interwork with Route No. 208 between Catford, Lewisham Town Hall and Bromley Common, Crown during Mondays to Fridays daytime and Saturday Shopping periods.

11. CONTROL STRATEGY

Route No. 320 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. 320:

- Route No. 320 can suffer from unpredictable delays in the Bromley area, particularly during the Mondays to Fridays peak periods.

Tenderers should also note the following factors which may have an impact on Route No. 320 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. 320 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. 320

Biggin Hill Valley to Catford Bridge Station	12.3 miles
Catford Bridge Station to Biggin Hill Valley	13.1 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 No. 320 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:

320 via Bromley

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 B: SAMPLE RUNNING TIMES FOR ROUTE No. 320

(based on current schedule)

MONDAYS TO FRIDAYS1. Biggin Hill Valley, Kings Road to Bromley North Station

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Biggin Hill Valley Kings Road	0545	0756	1157	1655	2305
Biggin Hill <i>Lebanon Gardens</i>	0548	0759	1200	1658	2308
Biggin Hill <i>Black Horse</i>	0550	0801	1202	1700	2310
Leaves Green <i>Kings Arms</i>	0554	0805	1206	1704	2313
Keston <i>Church</i>	0556	0807	1208	1706	2315
Keston <i>Mark</i>	0559	0810	1211	1709	2318
Bromley Common <i>Crown</i>	0603	0815	1215	1714	2322
Bromley South Station	0608	0823	1222	1722	2326
Bromley North Station	0613	0830	1228	1729	2331
	28 minutes	34 minutes	31 minutes	34 minutes	26 minutes

2. Bromley North Station to Biggin Hill Valley, Kings Road

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Bromley North Station	0625	0757	1157	1655	2306
Bromley South Station	0629	0803	1203	1702	2310
Bromley Common <i>Crown</i>	0633	0811	1210	1710	2314
Keston <i>Mark</i>	0637	0816	1215	1715	2318
Keston <i>Church</i>	0640	0819	1218	1718	2321
Leaves Green <i>Kings Arms</i>	0642	0821	1220	1720	2323
Biggin Hill <i>Black Horse</i>	0645	0825	1224	1724	2326
Biggin Hill <i>Lebanon Gardens</i>	0647	0827	1226	1726	2328
Biggin Hill Valley Kings Road	0651	0831	1230	1730	2332
	26 minutes	34 minutes	33 minutes	35 minutes	26 minutes

SATURDAYS1. Biggin Hill Valley, Kings Road to Bromley North Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Biggin Hill Valley Kings Road	0545	1057	1255	2305
Biggin Hill <i>Lebanon Gardens</i>	0548	1100	1259	2308
Biggin Hill <i>Black Horse</i>	0550	1102	1301	2310
Leaves Green <i>Kings Arms</i>	0553	1106	1305	2313
Keston <i>Church</i>	0553	1108	1307	2315
Keston <i>Mark</i>	0558	1111	1312	2318
Bromley Common <i>Crown</i>	0602	1115	1318	2322
Bromley South Station	0606	1122	1326	2326
Bromley North Station	0611	1128	1334	2331
	26 minutes	31 minutes	39 minutes	26 minutes

2. Bromley North Station to Biggin Hill Valley, Kings Road

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Bromley North Station	0625	1057	1303	2306
Bromley South Station	0629	1103	1310	2310
Bromley Common <i>Crown</i>	0633	1110	1318	2314
Keston <i>Mark</i>	0637	1115	1325	2318
Keston <i>Church</i>	0640	1118	1330	2321
Leaves Green <i>Kings Arms</i>	0642	1120	1332	2323
Biggin Hill <i>Black Horse</i>	0645	1124	1336	2326
Biggin Hill <i>Lebanon Gardens</i>	0647	1126	1339	2328
Biggin Hill Valley Kings Road	0651	1130	1343	2332
	26 minutes	33 minutes	40 minutes	26 minutes

SUNDAYS1. Biggin Hill Valley, Kings Road to Bromley North Station

	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Biggin Hill Valley Kings Road	0659	1102	1304	2305
Biggin Hill <i>Lebanon Gardens</i>	0702	1105	1307	2308
Biggin Hill <i>Black Horse</i>	0704	1107	1309	2310
Leaves Green <i>Kings Arms</i>	0707	1111	1313	2313
Keston <i>Church</i>	0709	1113	1315	2315
Keston <i>Mark</i>	0712	1116	1318	2318
Bromley Common <i>Crown</i>	0716	1121	1323	2322
Bromley South Station	0720	1128	1330	2326
Bromley North Station	0725	1134	1336	2331
	26 minutes	32 minutes	32 minutes	26 minutes

2. Bromley North Station to Biggin Hill Valley, Kings Road

	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Bromley North Station	0730	1100	1300	2306
Bromley South Station	0734	1106	1306	2310
Bromley Common <i>Crown</i>	0739	1113	1313	2314
Keston <i>Mark</i>	0743	1118	1318	2318
Keston <i>Church</i>	0746	1121	1321	2321
Leaves Green <i>Kings Arms</i>	0748	1123	1323	2323
Biggin Hill <i>Black Horse</i>	0751	1126	1326	2326
Biggin Hill <i>Lebanon Gardens</i>	0753	1128	1328	2328
Biggin Hill Valley Kings Road	0757	1132	1332	2332
	27 minutes	32 minutes	32 minutes	26 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 320: Biggin Hill Valley - Catford Bridge Station

Date of Structural Change: 14 August 2010.

Date of Service Change: 14 August 2010.

Reason for Issue: New Tender.

STREETS TRAVERSED

Towards Catford Bridge Station: Kings Road, Rosehill Road, Sunningvale Avenue, Stock Hill, Lebanon Gardens, Main Road, Leaves Green Road, Westerham Road, Oakley Road, Bromley Common, Masons Hill, Bromley High Street, Elmfield Road, Kentish Way, Widmore Road, Market Square, Bromley High Street, London Road, Bromley Hill, Bromley Road, Rushey Green, Catford Road, Doggett Road.

Towards Biggin Hill Valley: Doggett Road, Bradgate Road, Rushey Green, Bromley Road, Bromley Hill, London Road, Bromley High Street, Market Square, Widmore Road, Tweedy Road, Kentish Way, Elmfield Road, Bromley High Street, Masons Hill, Bromley Common, Oakley Road, Westerham Road, Leaves Green Road, Main Road, Lebanon Gardens, Stock Hill, Norheads Lane, Kings Road.

STANDING AND TURNING POINTS

BIGGIN HILL, KINGS ROAD

Public stand for two buses in layby on east side of Kings Road, commencing 25 metres north of Rosehill Road and extending 25 metres north.

Buses proceed from Kings Road direct to stand, departing to Kings Road. Set down in Kings Road, at Stop A and pick up in Kings Road, at Stop A.

AVAILABILITY: At any time.

OPERATING RESTRICTIONS: No more than 1 bus on Route 320 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: Biggin Hill Valley.

BIGGIN HILL AIRPORT (from CATFORD BRIDGE STATION)

Buses proceed from Main Road departing to Main Road. Set down in Main Road, at Stop P and pick up in Main Road, at Stop B.

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

BROMLEY COMMON, CROWN

Public stand for four buses on south side of Crown Lane Spur, commencing 20 metres east of the west flank wall of the Ambulance Station and extending 61 metres west.

From Biggin Hill Valley.

Buses proceed from Bromley Common via Crown Lane and Crown Lane Spur to stand, departing via Crown Lane Spur to Bromley Common. Set down in Crown Lane Spur, at Stop Z1 and pick up in Bromley Common, at Stop BL.

From Catford Bridge Station.

Buses proceed from Bromley Common via Crown Lane and Crown Lane Spur to stand, departing via Crown Lane Spur to Bromley Common. Set down in Bromley Common, at Stop BB and pick up in Bromley Common, at Stop BU.

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: Bromley Common, Crown Lane.

BROMLEY NORTH STATION (from Biggin Hill Valley)

Private stand in two sections for up to 18 buses in Bus Parking Area on the former goods yard site on west side of Bromley North Station.

Buses proceed from Widmore Road via East Street, West Street, College Road, Tweedy Road, Mitchell Way and Bromley North Bus Stand to stand, departing via Bromley North Bus Stand, Mitchell Way, Tweedy Road and East Street to Widmore Road. Set down in Widmore Road, at Stop MA and pick up in Widmore Road, at Stop J.

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: Bromley North.
OTHER INFORMATION: LBSL toilets available 06:30 - 22:00.

CATFORD BRIDGE STATION

Public stand for two buses on west side of Doggett Road, commencing at a point opposite north flank wall of No 10, and extending 10 metres south.

Buses proceed from Doggett Road direct to stand, departing to Doggett Road. Set down in Doggett Road, at Stop AA and pick up in Doggett Road, at Stop AA.

AVAILABILITY: At any time.

OPERATING RESTRICTIONS: No more than 1 bus on Route 320 should be scheduled to stand at any one time.

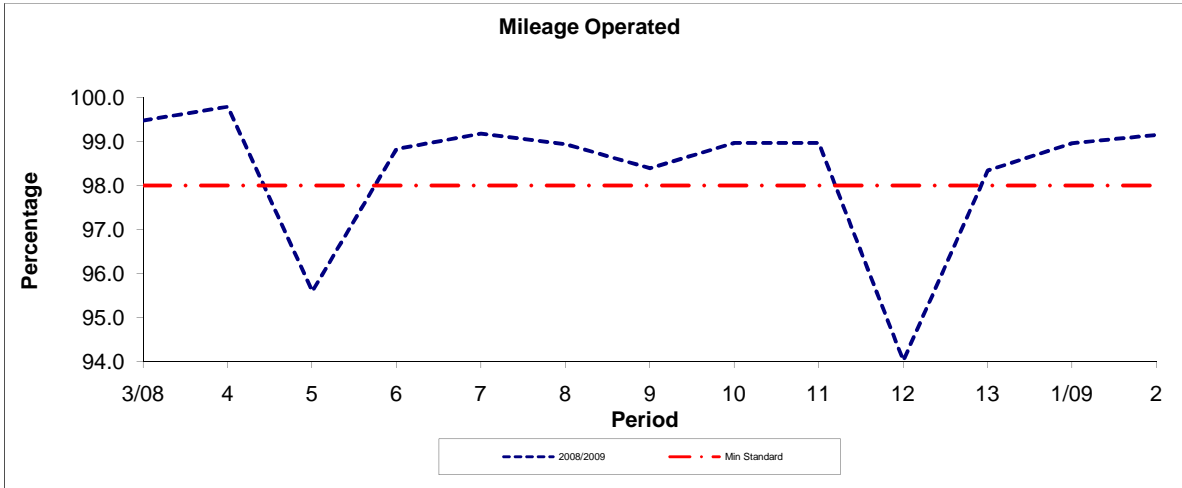
MEAL RELIEFS: No meal relief vehicles to stand at any time.

FERRY VEHICLES: No ferry vehicles to park on stand at any time.

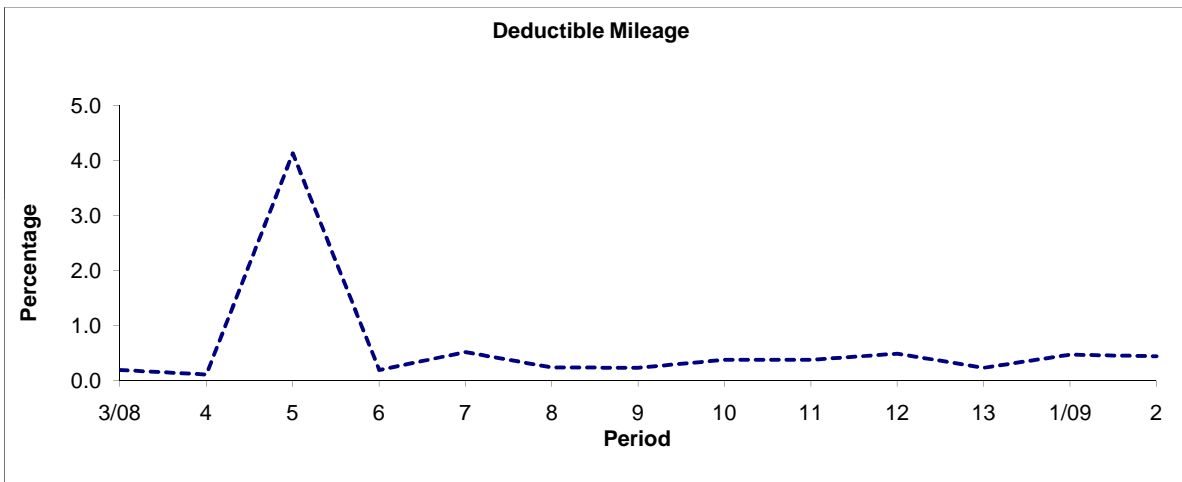
DISPLAY: Catford Bridge.

PART B - PERFORMANCE STATISTICS

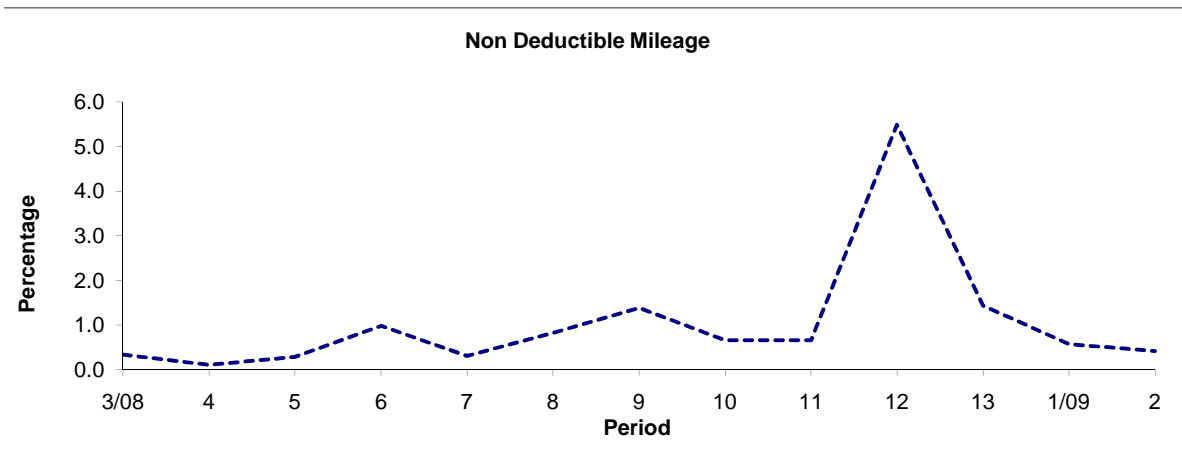
Route 320



Period	3/08	4	5	6	7	8	9	10	11	12	13	1/09	2
2008/2009	99.48	99.79	95.59	98.83	99.18	98.94	98.39	98.97	98.97	94.02	98.34	98.96	99.15
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	3/08	4	5	6	7	8	9	10	11	12	13	1/09	2
2008/2009	0.19	0.11	4.13	0.19	0.52	0.24	0.23	0.38	0.38	0.49	0.23	0.47	0.44

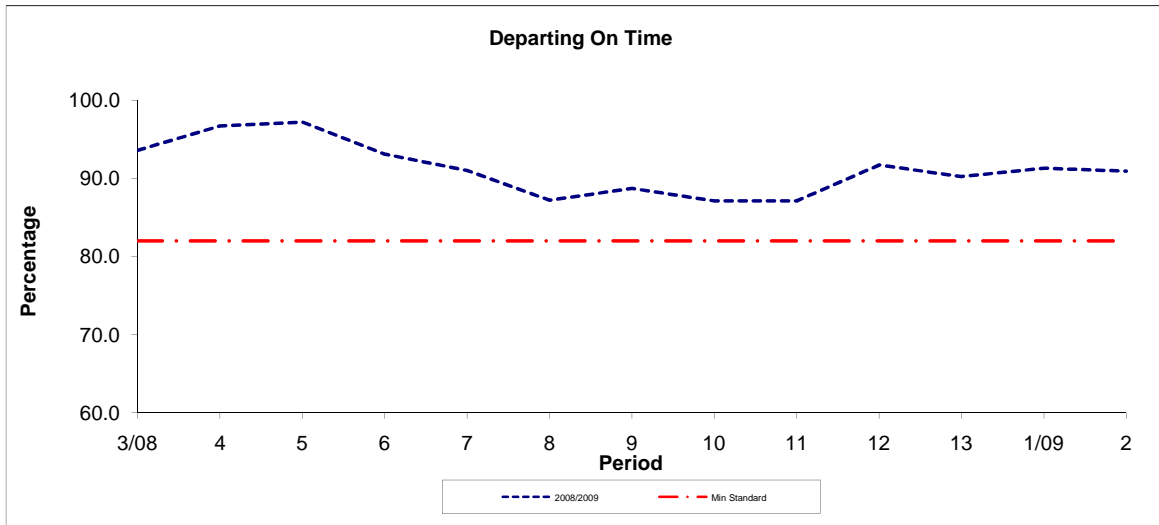


Period	3/08	4	5	6	7	8	9	10	11	12	13	1/09	2
2008/2009	0.33	0.10	0.28	0.98	0.30	0.82	1.38	0.65	0.65	5.49	1.43	0.57	0.41

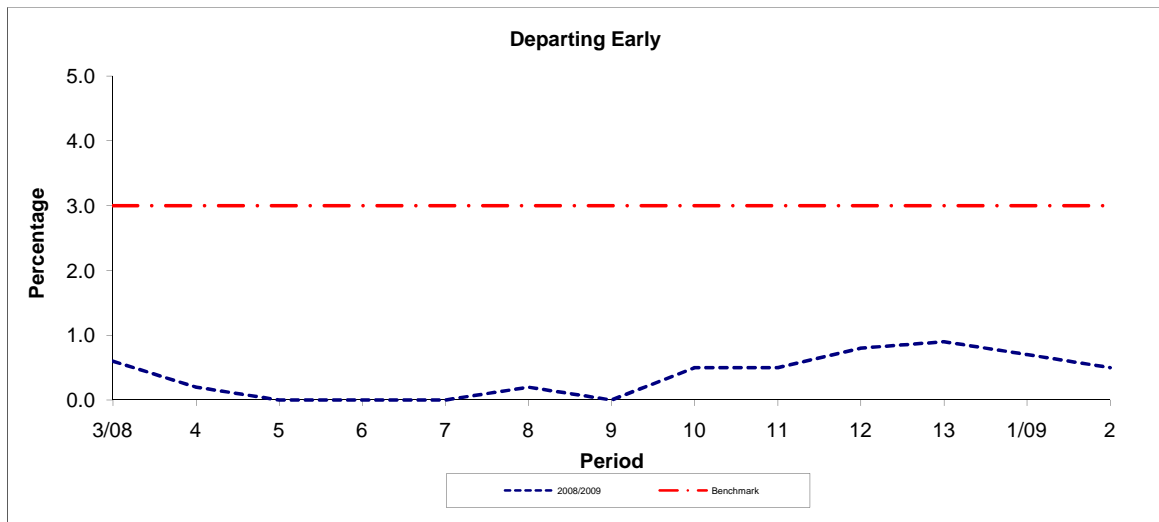
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 320



Period	3/08	4	5	6	7	8	9	10	11	12	13	1/09	2
2008/2009	93.60	96.70	97.20	93.10	91.00	87.20	88.70	87.10	87.10	91.70	90.20	91.30	90.90
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	3/08	4	5	6	7	8	9	10	11	12	13	1/09	2
2008/2009	0.60	0.20	0.00	0.00	0.00	0.20	0.00	0.50	0.50	0.80	0.90	0.70	0.50
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