

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE Nos. 74 & N74

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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 Nos. 74 & N74:

- The Exhibition Road project in the Royal Borough of Kensington and Chelsea will remove the current gyratory and pedestrianise (except for access) the southern end of Exhibition Road and Thurloe Place. Ex Putney Heath, Green Man, Route No. 74 is rerouted from Cromwell Place via Cromwell Road and Thurloe Place to rejoin the current line of routeing at Cromwell Gardens. Ex Roehampton, Danebury Avenue, Route No. N74 is rerouted from Cromwell Place via Cromwell Road and Thurloe Place to rejoin the current line of routeing at Cromwell Gardens. Ex Baker Street Station, Route Nos. 74 & N74 are rerouted from Cromwell Gardens via Thurloe Place and Cromwell Place to rejoin the current line of routeing at Harrington Road. See Appendix A for full details.

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. 74 is extended from Putney High Street to operate between Putney Heath, Green Man and Baker Street Station. Ex Putney Heath, Green Man, Route No. 74 will operate via Putney Heath and Putney Hill to rejoin current line of routeing at Putney High Street. Ex Baker Street Station, Route No. 74 will follow current line of routeing via Putney Bridge to Putney High Street and then operates via Putney Hill. See Appendix A for full details;
- Double deck, low floor, dual door, 87 capacity vehicles are specified, subject to a satisfactory route test;
- Buses will set down at Putney Hill and pick up at Putney Heath;
- No changes are proposed to Route No. N74;
- **Tenderers must identify the cost of the Nightly element of this service separately.**

3. TERMINALS

Route No. 74 will operate between Putney Heath, Green Man and Baker Street Station.

Route No. N74 will operate between Roehampton, Danebury Avenue and Baker Street 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. 74 & N74 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
Nightly	Section 6.5
New Year's Eve night/New Year's Day morning*	Nightly 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. 74 & N74 are currently approved for vehicles which are a maximum of 10.1 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

1. Putney Heath, Green Man to Baker Street Station

0450 - 0540	Every 12 minutes
0541 - 0610	Every 10 minutes
0611 - 0740	Every 8 minutes
0741 - 0840	Every 7 minutes
0841 - 1855	Every 8 minutes
1856 - 2205	Every 10 minutes
2206 - 0010	Every 12 minutes

First departure from Putney Heath, Green Man no later than 0455.

Last departure from Putney Heath, Green Man no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at South Kensington Station between 0720 and 0820, no more than 7 minutes apart between 0821 and 0920 and no more than 8 minutes apart between 1500 and 1655.

2. Baker Street Station to Putney Heath, Green Man

0530 - 0630	Every 12 minutes
0631 - 0700	Every 10 minutes
0701 - 2000	Every 8 minutes
2001 - 2300	Every 10 minutes
2301 - 0050	Every 12 minutes

First departure from Baker Street Station no later than 0535.

Last departure from Baker Street Station no earlier than 0045.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Putney Bridge North End, Gonville Street between 0740 and 0920 and between 1530 and 1700.

6.2 Saturdays & Good Friday

1. Putney Heath, Green Man to Baker Street Station

0450 - 0540	Every 12 minutes
0541 - 0610	Every 10 minutes
0611 - 1840	Every 8 minutes
1841 - 2215	Every 10 minutes
2216 - 0010	Every 12 minutes

First departure from Putney Heath, Green Man no later than 0455.

Last departure from Putney Heath, Green Man no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at South Kensington Station between 0925 and 1055.

2. Baker Street Station to Putney Heath, Green Man

0530 - 0630	Every 12 minutes
0631 - 0700	Every 10 minutes
0701 - 1930	Every 8 minutes
1931 - 2300	Every 10 minutes
2301 - 0050	Every 12 minutes

First departure from Baker Street Station no later than 0535.

Last departure from Baker Street Station no earlier than 0045.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Putney Bridge North End, Gonville Street between 0930 and 1100.

6.3 Sundays

1. Putney Heath, Green Man to Baker Street Station

0450 - 0750	Every 20 minutes
0751 - 0820	Every 15 minutes
0821 - 2205	Every 10 minutes
2206 - 0010	Every 12 minutes

First departure from Putney Heath, Green Man no later than 0455.

Last departure from Putney Heath, Green Man no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at South Kensington Station between 1025 and 1125.

2. Baker Street Station to Putney Heath, Green Man

0530 - 0810	Every 20 minutes
0811 - 0910	Every 15 minutes
0911 - 2300	Every 10 minutes
2301 - 0050	Every 12 minutes

First departure from Baker Street Station no later than 0535.

Last departure from Baker Street Station no earlier than 0045.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Putney Bridge North End, Gonville Street between 0945 and 1130.

6.4 Boxing Day

1. Putney Heath, Green Man to Baker Street Station

0750 - 0820	Every 15 minutes
0821 - 2205	Every 10 minutes
2206 - 0010	Every 12 minutes

First departure from Putney Heath, Green Man no later than 0755.

Last departure from Putney Heath, Green Man no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at South Kensington Station between 1025 and 1125.

2. Baker Street Station to Putney Heath, Green Man

0810 - 0910	Every 15 minutes
0911 - 2300	Every 10 minutes
2301 - 0050	Every 12 minutes

First departure from Baker Street Station no later than 0815.

Last departure from Baker Street Station no earlier than 0045.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Putney Bridge North End, Gonville Street between 0945 and 1130.

6.5 Nightly

1. Putney, High Street to Baker Street Station

0015 - 0055 Every 30 minutes

First departure from Putney, High Street no later than 0020
Last departure from Putney, High Street no earlier than 0050.

2. Roehampton, Danebury Avenue to Baker Street Station

0105 - 0445 Every 30 minutes

First departure from Roehampton, Danebury Avenue no later than 0110.
Last departure from Roehampton, Danebury Avenue no earlier than 0440.

3. Baker Street Station to Roehampton, Danebury Avenue

0105 - 0515 Every 30 minutes

First departure from Baker Street Station no later than 0110.
Last departure from Baker Street Station no earlier than 0510.

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. 74 & N74 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. 74 shall be:

Average Excess Wait Time:	No more than 1.20 minutes
Minimum Operated Mileage:	No less than 98.00%

The **minimum** standards of acceptable performance for Route No. N74 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. N74 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 = 1.05 minutes

It is unlikely that the minimum number of QSI surveys for Threshold measurement will be conducted on Route No. N74 at present. However, this may change at a later date when a Threshold figure may be published.

Summary of proposed QSI coverage: Route Nos. 74 & N74

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

Location of QSI survey points in each direction

Towards Baker Street Station

Putney Bridge
Hyde Park Corner

Towards Putney Heath, Green Man

Baker Street (AM only)
Marble Arch
South Kensington
Earls Court

Total scheduled manual QSI surveys per quarter = 87.

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route Nos. 74 & N74 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 devise their own running times for the section of Route No. 74 between Putney High Street and Putney Heath, Green Man.

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 Saturday PM Shopping period.

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

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

- the minimum performance standards for Route Nos. 74 & N74 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.

In order to meet reliability targets, Tenderers may wish to consider the inclusion of a boarding time allowance at Marble Arch as appropriate on all or some nights.

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. 74 should interwork with Route No. N74 to form a seamless 24 hour service.

Route No. 74 should interwork with Route No. 430 between Putney Bridge, North End, Gonville Street and Fulham Palace Road, Lillie Road during Mondays to Sundays daytimes and be best separated at all other times.

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. 74 & N74 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. 74 & N74:

- The Exhibition Road project in the Royal Borough of Kensington and Chelsea will remove the current gyratory and pedestrianise (except for access) the southern end of Exhibition Road and Thurloe Street. Traffic in the area is subject to delays during this project;
- Route Nos. 74 & N74 can suffer from unpredictable traffic delays in the Putney area and especially within Central London (Marble Arch, Hyde Park Corner and Knightsbridge).

Tenderers should also note the following factors / events which may have an impact on Route Nos. 74 & N74 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 Nos. 74 & N74 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. 74

Putney Heath, Green Man to Baker Street Station	8.2 miles
Baker Street Station to Putney Heath, Green Man	8.3 miles

Mileages for Route No. N74

Roehampton, Danebury Avenue to Baker Street Station	10.5 miles
Baker Street Station to Roehampton, Danebury Avenue	10.5 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. 74 & N74 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. 74: PUTNEY HEATH, GREEN MAN - BAKER STREET STATION

STREETS TRAVERSED

Towards Baker Street Station: Putney Heath, Putney Hill, Putney High Street, Putney Bridge, Putney Bridge Approach, Fulham High Street, Fulham Palace Road, Lillie Road, Old Brompton Road, Warwick Road, West Cromwell Road, Cromwell Road, Queensberry Place, Harrington Road, Cromwell Place, Cromwell Road, Cromwell Gardens, Thurloe Place, Brompton Road, Knightsbridge, Hyde Park Corner, Park Lane, Cumberland Gate, Tyburn Way, Marble Arch, Oxford Street, Portman Street, Portman Square, Gloucester Place, Marylebone Road.

Towards Putney Heath, Green Man: Baker Street, Portman Square, Orchard Street, Oxford Street, Park Lane, Hyde Park Corner, Duke of Wellington Place, Grosvenor Place, Knightsbridge, Brompton Road, Thurloe Place, Cromwell Place, Old Brompton Road, Glendower Place, Harrington Road, Stanhope Gardens, Queen's Gate, Cromwell Road, West Cromwell Road, Earl's Court Road, Old Brompton Road, Lillie Road, Fulham Palace Road, Fulham High Street, Putney Bridge Approach, Putney Bridge, Putney High Street, Putney Hill.

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:

74 via Earls Court

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.

PUTNEY HEATH, GREEN MAN

Private stand on south side of bus turning area on south east side of Wildcroft Road, opposite the Green Man public house.

Buses proceed from Putney Hill via Putney Heath to Putney Heath Green Man Stand, departing from Putney Heath Green Man Stand to Putney Heath. Set down in Putney Hill and pick up in Putney Heath.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route No. 74 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:	Council toilet facilities available 24 hours a day.
BLIND DISPLAY:	Putney Heath

PUTNEY BRIDGE STATION (from Baker Street Station)

Buses proceed from Fulham High Street via Putney Bridge Approach, Gonville Street, Station Approach, Ranelagh Gardens, Fulham High Street, Gonville Street and Putney Bridge Approach departing to Fulham High Street. Set down in Fulham High Street, at stop FU and pick up in Fulham High Street, at stop FJ.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Turning Point Only - Buses must not stand.
BLIND DISPLAY:	Putney Bridge

WEST BROMPTON, EMPRESS STATE BUILDING

Private stand on forecourt of Empress State Building.

From Putney Heath, Green Man

Buses proceed from Lillie Road via Empress State Building forecourt to stand, departing via Empress State Building forecourt to Lillie Road. Set down in Lillie Road, at stop BA and pick up in Lillie Road, at stop BB.

From Baker Street Station

Buses proceed from Old Brompton Road via Lillie Road and Empress State Building forecourt to stand, departing via Empress State Building forecourt and Lillie Road to Old Brompton Road. Set down in Old Brompton Road, at stop O and pick up in Old Brompton Road, at stop P.

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:	West Brompton

EARLS COURT, PEMBROKE ROAD

From Putney Heath, Green Man

Buses proceed from West Cromwell Road departing to Earls Court Road. Set down in West Cromwell Road, at stop D and pick up in Earls Court Road, at stop K.

From Baker Street Station

Buses proceed from Old Brompton Road departing to Warwick Road. Set down in Old Brompton Road, at stop M and pick up in Warwick Road, at stop B.

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

SOUTH KENSINGTON STATION

Tenderers should assume that a suitable stand will be provided within the vicinity of South Kensington Station. The successful tenderer will be updated on the location on completion of the Exhibition Road scheme.

Tenderers should assume that the following will apply:

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: South Kensington

HYDE PARK CORNER, ACHILLES WAY (from Putney Heath, Green Man)

Public stand on north side of Achilles Way, commencing 18 metres west of the southbound carriageway of Park Lane and extending 12 metres west.

Buses proceed from Knightsbridge via Hyde Park Corner, Park Lane and Achilles Way to stand, departing via Achilles Way, Park Lane, Hyde Park Corner, Duke of Wellington Place and Grosvenor Place to Knightsbridge. Set down in Knightsbridge, at stop W and pick up in Knightsbridge, at stop N.

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: Hyde Park Corner

MARBLE ARCH, TYBURN WAY (from Baker Street Station)

Public stand on west side of Tyburn Way, commencing 1 metre south of lamp standard No. 20512 and extending 33 metres south.

Buses proceed from Orchard Street via Oxford Street, Park Lane, Cumberland Gate and Tyburn Way to stand, departing via Tyburn Way, Marble Arch and Oxford Street to Portman Street. Set down in Orchard Street, at stop BA and pick up in Portman Street, at stop M.

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: Marble Arch

MARBLE ARCH, TYBURN WAY (from Putney Heath, Green Man)

Public stand on west side of Tyburn Way, commencing 1 metre south of lamp standard No. 20512 and extending 33 metres south.

Buses proceed from Park Lane via Cumberland Gate and Tyburn Way to stand, departing via Tyburn Way and Marble Arch to Park Lane. Set down in Park Lane, at stop W and pick up in Park Lane, at stop R.

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: Marble Arch

PORTMAN SQUARE (from Putney Heath, Green Man)

Buses proceed from Portman Street via Portman Square (west, north and east sides) departing to Orchard Street. Set down in Portman Street, at stop M and pick up in Orchard Street, at stop BA.

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

BAKER STREET STATION, ALLSOP PLACE

Public stand on west side of Allsop Place, commencing opposite the party wall of 6/7 Allsop Place and extending 57 metres east to lamp standard R1846, opposite No. 12.

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

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route No. 74 should be scheduled to stand at any 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:	LUL toilet facilities available.
BLIND DISPLAY:	Baker Street Station

APPENDIX A: ROUTE RECORD

ROUTE No. N74: ROEHAMPTON, DANEBURY AVENUE - BAKER STREET STATION

STREETS TRAVERSED

Towards Baker Street Station: Danebury Avenue, Roehampton Lane, Upper Richmond Road, Putney High Street, Putney Bridge, Putney Bridge Approach, Fulham High Street, Fulham Palace Road, Lillie Road, Old Brompton Road, Warwick Road, West Cromwell Road, Cromwell Road, Queensberry Place, Harrington Road, Cromwell Place, Cromwell Road, Cromwell Gardens, Thurloe Place, Brompton Road, Knightsbridge, Hyde Park Corner, Park Lane, Cumberland Gate, Tyburn Way, Marble Arch, Oxford Street, Portman Street, Portman Square, Gloucester Place, Marylebone Road.

Towards Roehampton, Danebury Avenue: Baker Street, Portman Square, Orchard Street, Oxford Street, Park Lane, Hyde Park Corner, Duke of Wellington Place, Grosvenor Place, Knightsbridge, Brompton Road, Thurloe Place, Cromwell Place, Harrington Road, Stanhope Gardens, Queen's Gate, Cromwell Road, West Cromwell Road, Earl's Court Road, Old Brompton Road, Lillie Road, Fulham Palace Road, Fulham High Street, Putney Bridge Approach, Putney Bridge, Putney High Street, Upper Richmond Road, Roehampton Lane, Danebury Avenue, Minstead Gardens, Bus Turning Circle, Danebury Avenue.

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:

- 6) Drivers MUST switch off engines during layover periods at bus stations or on stands.
- 7) No meal reliefs may be taken on any stand (on or off line of route) without the permission of the Corporation.
- 8) No crew ferry vehicles may enter any stand (on or off line of route) without the permission of the Corporation.
- 9) Destination blind displays to be used are shown under each stand description. Tenderers may suggest, within their bids, alternative blind displays.
- 10) The intermediate (also known as via) blind display to be used on the nearside of the vehicle is shown in the box below:

N74 via Earls Court

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.

ROEHAMPTON, DANEBURY AVENUE

Public stand on the north side of Danebury Avenue, opposite Minstead Gardens and extending 20 metres west. The stand adjoins a 20 metre stop for Route Nos. 170 and 430. Buses proceed from bus turning circle via Danebury Avenue (westbound) to stand, departing to Danebury Avenue. Set down in Danebury Avenue and pick up on stand.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 1 bus on Route No. N74 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:	Roehampton, Danebury Avenue

PUTNEY BRIDGE STATION

Private stand on north side of Station Approach.

From Roehampton, Danebury Avenue

Buses proceed from Putney Bridge Approach via Gonville Street and Station Approach to stand, departing via Station Approach, Ranelagh Gardens, Fulham High Street and Gonville Street to Putney Bridge Approach. Set down in Putney Bridge Approach, at stop FH and pick up in Putney Bridge Approach, at stop FE.

From Baker Street Station

Buses proceed from Putney Bridge Approach via Gonville Street and Station Approach to stand, departing via Station Approach, Ranelagh Gardens, Fulham High Street, Gonville Street and Putney Bridge Approach to Fulham High Street. Set down in Gonville Street, at alighting point and pick up in Fulham High Street, at stop FJ.

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:	Putney Bridge

WEST BROMPTON, EMPRESS STATE BUILDING

Private stand on forecourt of Empress State Building.

From Roehampton, Danebury Avenue

Buses proceed from Lillie Road via Empress State Building forecourt to stand, departing via Empress State Building forecourt to Lillie Road. Set down in Lillie Road, at stop BA and pick up in Lillie Road, at stop BB.

From Baker Street Station

Buses proceed from Lillie Road via Empress State Building forecourt to stand, departing via Empress State Building forecourt and Lillie Road to Old Brompton Road. Set down on Lillie Road, at alighting point and pick up in Old Brompton Road, at stop P.

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: West Brompton

EARLS COURT, PEMBROKE ROAD

From Roehampton, Danebury Avenue

Buses proceed from West Cromwell Road departing to Earls Court Road. Set down in West Cromwell Road, at stop D and pick up in Earls Court Road, at stop K.

From Baker Street Station

Buses proceed from Old Brompton Road departing to Warwick Road. Set down in Old Brompton Road, at stop M and pick up in Warwick Road, at stop B.

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

SOUTH KENSINGTON STATION

Tenderers should assume that a suitable stand will be provided within the vicinity of South Kensington Station. The successful tenderer will be updated on the location on completion of the Exhibition Road scheme.

Tenderers should assume that the following will apply:

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:	South Kensington

HYDE PARK CORNER, ACHILLES WAY (from Baker Street Station)

Public stand on north side of Achilles Way, commencing 18 metres west of the southbound carriageway of Park Lane and extending 12 metres west.

Buses proceed from Park Lane via Achilles Way to stand, departing via Achilles Way to Park Lane. Set down in Park Lane, at stop B and pick up in Park Lane, at stop Y.

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:	Hyde Park Corner

MARBLE ARCH, TYBURN WAY (from Baker Street Station)

Public stand on west side of Tyburn Way, commencing 1 metre south of lamp standard No. 20512 and extending 33 metres south.

Buses proceed from Park Lane via Cumberland Gate and Tyburn Way to stand, departing via Tyburn Way, Marble Arch and Oxford Street to Portman Street. Set down in Tyburn Way, at alighting point and pick up in Portman Street, at stop M.

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:	Marble Arch

PORTMAN SQUARE (from Roehampton, Danebury Avenue)

Buses proceed from Portman Street via Portman Square (west, north and east sides) departing to Orchard Street. Set down in Portman Street, at stop M and pick up in Orchard Street, at stop BA.

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

BAKER STREET STATION, ALLSOP PLACE

Public stand on west side of Allsop Place, commencing opposite the party wall of 6/7 Allsop Place and extending 57 metres east to lamp standard R1846, opposite No. 12. Buses proceed from Marylebone Road via Allsop Place to stand, departing via Allsop Place to Baker Street. Set down in Marylebone Road, at stop D and pick up in Baker Street, at stop A.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than **1** bus on Route No. N74 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: LUL toilet facilities available.
BLIND DISPLAY: Baker Street Station

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. 74
(based on current schedule)

MONDAYS TO FRIDAYS

1. Putney High Street, Lacy Road to Baker Street Station

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Putney High Street Lacy Road	0515	0801	1159	1703	2305
Putney Bridge Station	0518	0806	1203	1708	2309
Fulham Palace Road <i>Lillie Road</i>	0522	0814	1210	1714	2313
Earls Court Station <i>Warwick Road</i>	0529	0827	1222	1726	2321
South Kensington Station	0537	0841	1235	1738	2330
Hyde Park Corner <i>Knightsbridge</i>	0543	0851	1246	1748	2336
Marble Arch <i>Park Lane</i>	0546	0856	1251	1753	2340
Baker Street Station	0552	0904	1300	1803	2347
	37 minutes	63 minutes	61 minutes	60 minutes	42 minutes

2. Baker Street Station to Putney High Street, Chelverton Road

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Baker Street Station	0535	0759	1158	1659	2256
Marble Arch <i>Park Lane</i>	0540	0807	1206	1710	2303
Hyde Park Corner <i>Knightsbridge</i>	0544	0812	1211	1716	2307
South Kensington Station	0551	0819	1222	1727	2314
Earls Court Station <i>Earls Court Road</i>	0558	0829	1233	1742	2324
Fulham Palace Road <i>Lillie Road</i>	0605	0844	1247	1757	2335
Putney Bridge Station	0611	0853	1255	1806	2341
Putney High Street Chelverton Road	0614	0858	1302	1815	2346
	39 minutes	59 minutes	64 minutes	76 minutes	50 minutes

SATURDAYS

1. Putney High Street, Lacy Road to Baker Street Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Putney High Street Lacy Road	0515	1055	1255	2305
Putney Bridge Station	0518	1100	1300	2309
Fulham Palace Road <i>Lillie Road</i>	0522	1110	1310	2313
Earls Court Station <i>Warwick Road</i>	0529	1121	1321	2321
South Kensington Station	0537	1131	1331	2330
Hyde Park Corner <i>Knightsbridge</i>	0543	1143	1343	2336
Marble Arch <i>Park Lane</i>	0546	1148	1348	2340
Baker Street Station	0552	1157	1357	2347
	37	62	62	42
	minutes	minutes	minutes	minutes

2. Baker Street Station to Putney High Street, Chelverton Road

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Baker Street Station	0535	1101	1301	2256
Marble Arch <i>Park Lane</i>	0540	1112	1312	2303
Hyde Park Corner <i>Knightsbridge</i>	0544	1118	1318	2307
South Kensington Station	0551	1128	1328	2314
Earls Court Station <i>Earls Court Road</i>	0558	1138	1338	2324
Fulham Palace Road <i>Lillie Road</i>	0605	1151	1351	2335
Putney Bridge Station	0611	1159	1359	2341
Putney High Street Chelverton Road	0614	1208	1408	2346
	39	67	67	50
	minutes	minutes	minutes	minutes

SUNDAYS

1. Putney High Street, Lacy Road to Baker Street Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Putney High Street Lacy Road	0515	1057	1257	2305
Putney Bridge Station	0518	1102	1302	2309
Fulham Palace Road <i>Lillie Road</i>	0522	1112	1312	2313
Earls Court Station <i>Warwick Road</i>	0529	1123	1323	2321
South Kensington Station	0537	1134	1334	2330
Hyde Park Corner <i>Knightsbridge</i>	0543	1145	1345	2336
Marble Arch <i>Park Lane</i>	0546	1149	1349	2340
Baker Street Station	0552	1157	1357	2347
	37	60	60	42
	minutes	minutes	minutes	minutes

2. Baker Street Station to Putney High Street, Chelverton Road

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Baker Street Station	0535	1056	1256	2256
Marble Arch <i>Park Lane</i>	0540	1105	1305	2303
Hyde Park Corner <i>Knightsbridge</i>	0544	1110	1310	2307
South Kensington Station	0551	1119	1319	2314
Earls Court Station <i>Earls Court Road</i>	0558	1129	1329	2324
Fulham Palace Road <i>Lillie Road</i>	0605	1140	1340	2335
Putney Bridge Station	0611	1149	1349	2341
Putney High Street Chelverton Road	0614	1155	1355	2346
	39	59	59	50
	minutes	minutes	minutes	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.)

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. N74
(based on current schedule)

SUNDAY NIGHTS / MONDAY MORNINGS – THURSDAY NIGHTS / FRIDAY MORNINGS

1. Roehampton Danebury Avenue to Baker Street Station

	Typical nightly
Roehampton <i>Danebury Avenue</i>	0110
Roehampton <i>Earl Spencer</i>	0112
Putney Station	0121
Putney <i>Lacy Road</i>	0122
Putney Bridge Station	0124
Fulham Palace Road <i>Lillie Road</i>	0128
Earls Court Station <i>Warwick Road</i>	0134
South Kensington Station	0141
Hyde Park Corner <i>Knightsbridge</i>	0147
Marble Arch <i>Park Lane</i>	0149
Baker Street Station <i>Marylebone Road</i>	0154
	44
	minutes

2. Baker Street Station to Roehampton, Danebury Avenue

	Typical nightly
Baker Street Station	0110
Marble Arch <i>Park Lane</i>	0114
Hyde Park Corner <i>Knightsbridge</i>	0124
South Kensington Station	0129
Earls Court Station <i>Earls Court Road</i>	0136
Fulham Palace Road <i>Lillie Road</i>	0142
Putney Bridge Station	0147
Putney Station	0150
Roehampton <i>Earl Spencer</i>	0159
Roehampton <i>Danebury Avenue</i>	0201
	51
	minutes

FRIDAY NIGHTS / SATURDAY MORNINGS & SATURDAY NIGHTS / SUNDAY MORNINGS

1. Roehampton, Danebury Avenue to Baker Street Station

	Typical nightly
Roehampton <i>Danebury Avenue</i>	0110
Roehampton <i>Earl Spencer</i>	0112
Putney Station	0121
Putney <i>Lacy Road</i>	0122
Putney Bridge Station	0124
Fulham Palace Road <i>Lillie Road</i>	0129
Earls Court Station <i>Warwick Road</i>	0135
South Kensington Station	0143
Hyde Park Corner <i>Knightsbridge</i>	0149
Marble Arch <i>Park Lane</i>	0151
Baker Street Station <i>Marylebone Road</i>	0157
	47
	minutes

2. Baker Street Station to Roehampton, Danebury Avenue

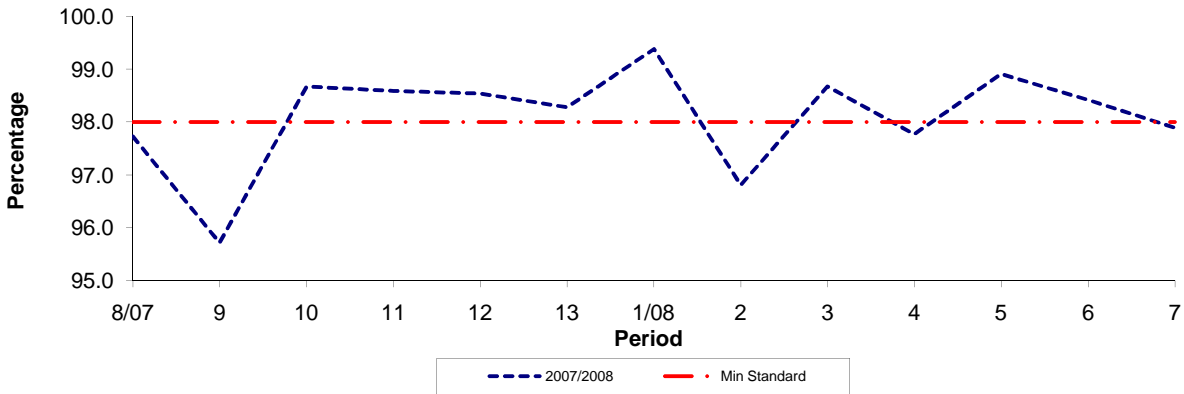
	Typical nightly
Baker Street Station	0110
Marble Arch <i>Park Lane</i>	0115
Hyde Park Corner <i>Knightsbridge</i>	0127
South Kensington Station	0133
Earls Court Station <i>Earls Court Road</i>	0140
Fulham Palace Road <i>Lillie Road</i>	0147
Putney Bridge Station	0153
Putney Station	0156
Roehampton <i>Earl Spencer</i>	0205
Roehampton <i>Danebury Avenue</i>	0207
	57
	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.)

PART B - PERFORMANCE STATISTICS

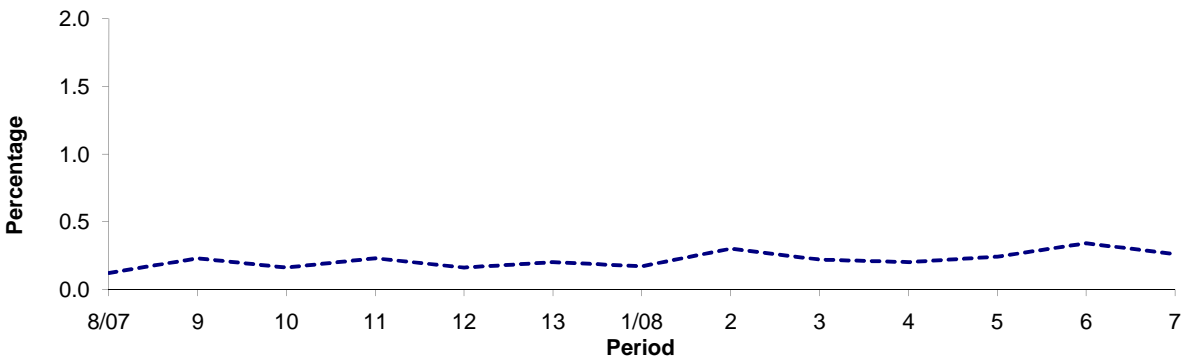
Route 74

Mileage Operated



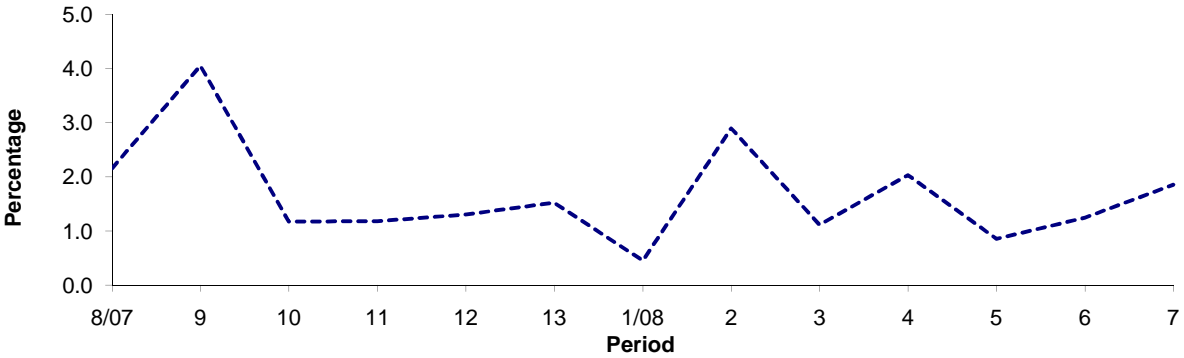
Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	97.73	95.72	98.67	98.59	98.54	98.28	99.38	96.81	98.67	97.77	98.91	98.42	97.89
Min Standard	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00

Deductible Mileage



Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	0.12	0.23	0.16	0.23	0.16	0.20	0.17	0.30	0.22	0.20	0.24	0.34	0.26

Non Deductible Mileage



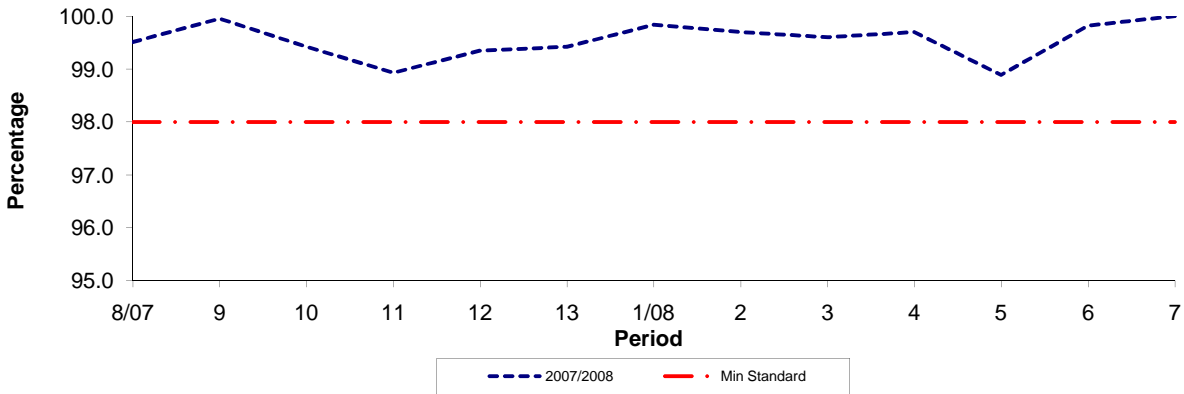
Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	2.15	4.05	1.17	1.18	1.30	1.52	0.45	2.89	1.11	2.03	0.85	1.24	1.85

Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

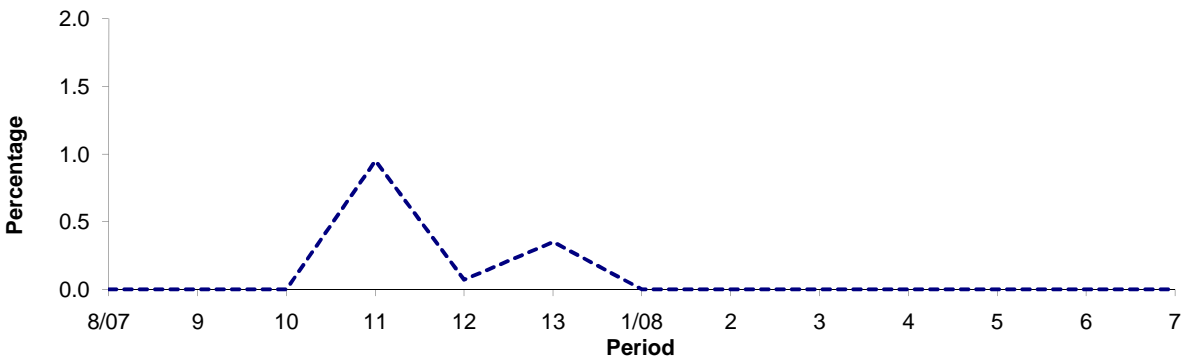
Route N74

Mileage Operated



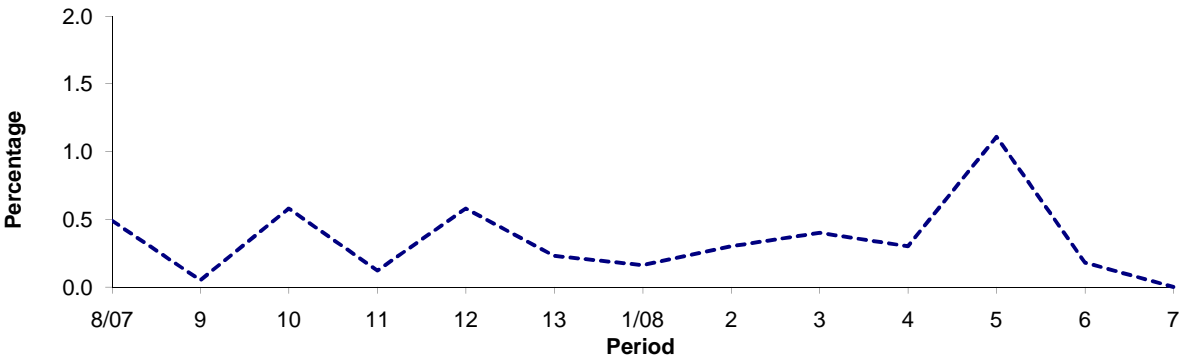
Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	99.51	99.95	99.42	98.93	99.35	99.42	99.84	99.70	99.60	99.70	98.89	99.82	100.00
Min Standard	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00

Deductible Mileage



Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	0.00	0.00	0.00	0.95	0.07	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Non Deductible Mileage

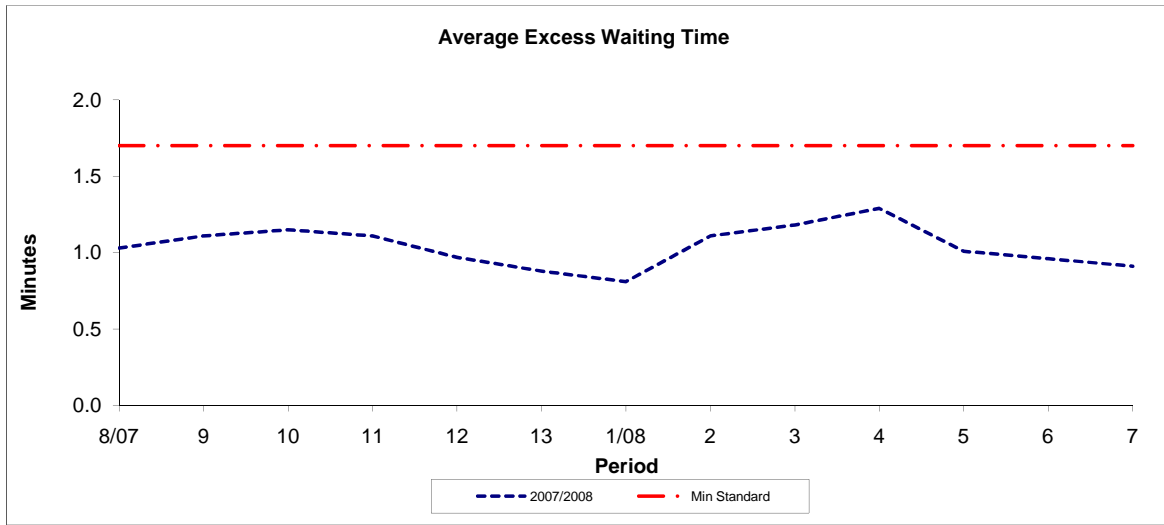


Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	0.49	0.05	0.58	0.12	0.58	0.23	0.16	0.30	0.40	0.30	1.11	0.18	0.00

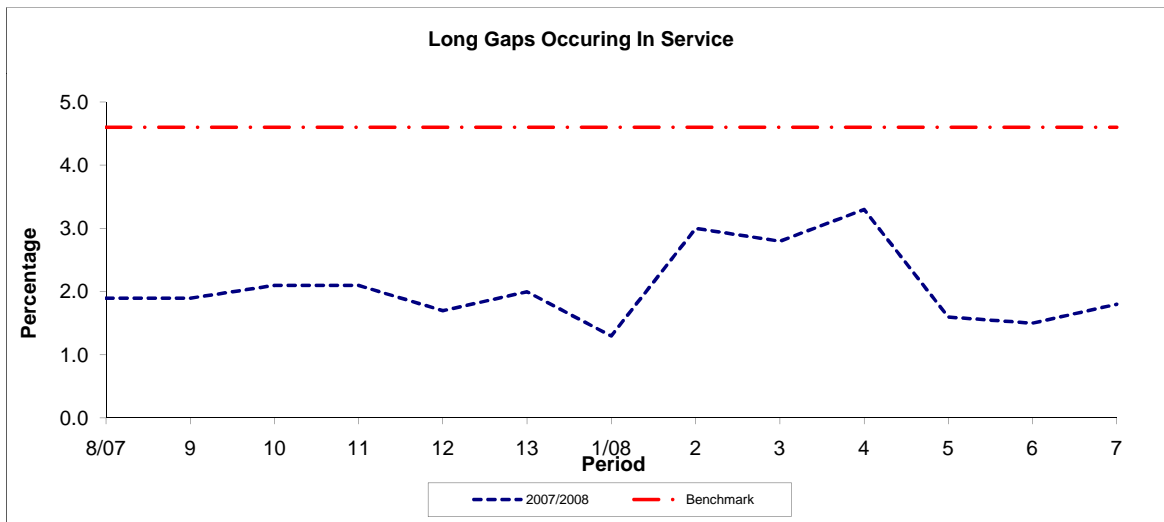
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 74



Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	1.03	1.11	1.15	1.11	0.97	0.88	0.81	1.11	1.18	1.29	1.01	0.96	0.91
Min Standard	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70

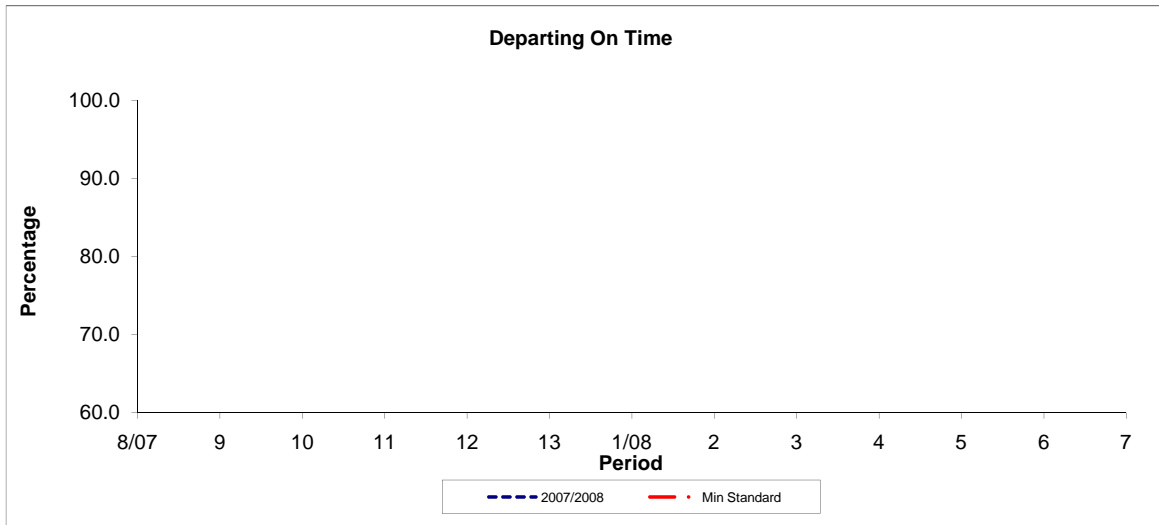


Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008	1.90	1.90	2.10	2.10	1.70	2.00	1.30	3.00	2.80	3.30	1.60	1.50	1.80
Benchmark	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60

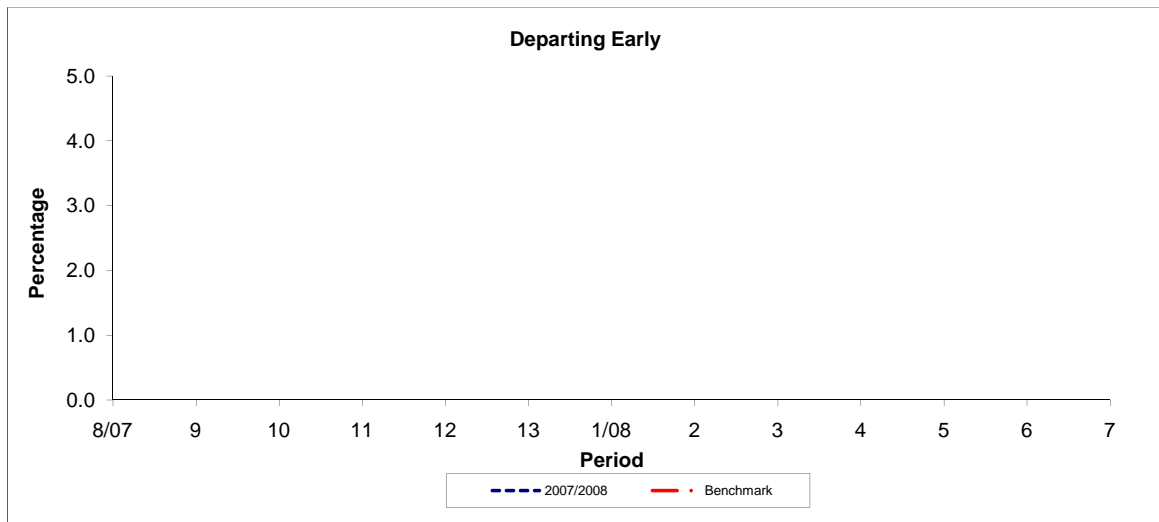
Note : Reliability is based on 12 weeks rolling data

PART B - PERFORMANCE STATISTICS

Route N74



Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008													
Min Standard													



Period	8/07	9	10	11	12	13	1/08	2	3	4	5	6	7
2007/2008													
Benchmark													

Note : No reliability data available