

## SECTION 2: PART A

### SERVICE SPECIFICATION FOR ROUTE Nos. 140 & N140

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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. 140 & N140:

- From 10<sup>th</sup> October 2010, following improvement works in Harrow Town Centre, two-way operation will be introduced on Station Road between Sheepcote Road and College Road for buses only. Towards Heathrow Airport, Central Bus Station, Route Nos. 140 & N140 are re-routed from Station Road direct to College Road and buses will no longer be required to operate via Harrow bus station to serve the bus stop on College Road. Thus the section between Greenhill Way and Harrow Bus Station is withdrawn and the routing via Station Road will operate in both directions. **Please see Appendix A for a full list of streets traversed and stand descriptions and manoeuvres for Route Nos. 140 & N140.**

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 Nos. 140 & N140 are specified to terminate at Harrow Weald, Wealdstone Inn but will not stand in the bus garage. **Buses will stand at the two bus stand on the west side of Harrow Weald High Road;**
- **Please see Appendix A for a full list of streets traversed and stand descriptions and manoeuvres for Route Nos. 140 & N140;**
- Double deck, dual door, 87 capacity vehicles are specified, subject to a satisfactory route test;
- On Route No. N140, last departure at 0400 ex Harrow Weald, Wealdstone Inn and first departure at 0030 ex Heathrow Airport, Central Bus Station are transferred to day Route No. 140;
- **Tenderers must identify the cost of the Nightly element of this service separately.**

### 3. TERMINALS

Route Nos. 140 & N140 will operate between Harrow Weald, Wealdstone Inn and Heathrow Airport, Central Bus Station.

Full details of the route to be followed, the permitted terminal workings and the available stands are shown at Appendix A. Tenderers should particularly note the information relating to the shared usage of stands, the taking of meal reliefs and the use of ferry vehicles.

### 4. DAYS OF OPERATION

One timetable must be offered for Route Nos. 140 & N140 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. 140 & N140 are currently approved for vehicles which are a maximum of 10.0 metres long and 2.5 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 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. Harrow Weald, Wealdstone Inn to Heathrow Airport, Central Bus Station

0345 - 0520	Every 10 minutes
0521 - 1840	Every 8 minutes
1841 - 1940	Every 10 minutes
1941 - 2350	Every 12 minutes

First departure from Harrow Weald, Wealdstone Inn no later than 0350.  
Last departure from Harrow Weald, Wealdstone Inn no earlier than 2345.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Hayes & Harlington Station between 0700 and 0900 and between 1500 and 1630.

### 2. Heathrow Airport, Central Bus Station to Harrow Weald, Wealdstone Inn

0455 - 0620	Every 10 minutes
0621 - 1955	Every 8 minutes
1956 - 2055	Every 10 minutes
2056 - 0050	Every 12 minutes

First departure from Heathrow Airport, Central Bus Station no later than 0500.  
Last departure from Heathrow Airport, Central Bus Station no earlier than 0045.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Harrow, Bus Station between 0715 and 0915 and between 1505 and 1630.

## 6.2 Saturdays & Good Friday

### 1. Harrow Weald, Wealdstone Inn to Heathrow Airport, Central Bus Station

0345 - 0420	Every 10 minutes
0421 - 0640	Every 20 minutes
0641 - 0655	Every 15 minutes
0656 - 0735	Every 10 minutes
0736 - 1830	Every 8 minutes
1831 - 1930	Every 10 minutes
1931 - 2350	Every 12 minutes

First departure from Harrow Weald, Wealdstone Inn no later than 0350.  
Last departure from Harrow Weald, Wealdstone Inn no earlier than 2345.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Hayes & Harlington Station between 0900 and 1100.

### 2. Heathrow Airport, Central Bus Station to Harrow Weald, Wealdstone Inn

0455 - 0540	Every 10 minutes
0541 - 0720	Every 20 minutes
0721 - 0805	Every 15 minutes
0806 - 0835	Every 10 minutes
0836 - 1945	Every 8 minutes
1946 - 2045	Every 10 minutes
2046 - 0050	Every 12 minutes

First departure from Heathrow Airport, Central Bus Station no later than 0500.  
Last departure from Heathrow Airport, Central Bus Station no earlier than 0045.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Harrow, Bus Station between 0935 and 1105.

### 6.3 Sundays

1. Harrow Weald, Wealdstone Inn to Heathrow Airport, Central Bus Station

0345 - 0420	Every 10 minutes
0421 - 0740	Every 20 minutes
0741 - 0755	Every 15 minutes
0756 - 2350	Every 12 minutes

First departure from Harrow Weald, Wealdstone Inn no later than 0350.  
Last departure from Harrow Weald, Wealdstone Inn no earlier than 2345.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Hayes & Harlington Station between 1025 and 1125.

2. Heathrow Airport, Central Bus Station to Harrow Weald, Wealdstone Inn

0455 - 0540	Every 10 minutes
0541 - 0820	Every 20 minutes
0821 - 0905	Every 15 minutes
0906 - 0050	Every 12 minutes

First departure from Heathrow Airport, Central Bus Station no later than 0500.  
Last departure from Heathrow Airport, Central Bus Station no earlier than 0045.

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



## 6.4 Boxing Day

### 1. Harrow Weald, Wealdstone Inn to Heathrow Airport, Central Bus Station

0345 - 0420	Every 10 minutes
0421 - 0740	Every 20 minutes
0741 - 0755	Every 15 minutes
0756 - 2350	Every 12 minutes

First departure from Harrow Weald, Wealdstone Inn no later than 0350.  
Last departure from Harrow Weald, Wealdstone Inn no earlier than 2345.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Hayes & Harlington Station between 1025 and 1125.

### 2. Heathrow Airport, Central Bus Station to Harrow Weald, Wealdstone Inn

0455 - 0540	Every 10 minutes
0541 - 0820	Every 20 minutes
0821 - 0905	Every 15 minutes
0906 - 0050	Every 12 minutes

First departure from Heathrow Airport, Central Bus Station no later than 0500.  
Last departure from Heathrow Airport, Central Bus Station no earlier than 0045.

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

## 6.5 Nightly

1. Harrow Weald, Wealdstone Inn to Heathrow Airport, Central Bus Station

2355 - 0335            Every 30 minutes

First departure from Harrow Weald, Wealdstone Inn no later than 2400.  
Last departure from Harrow Weald, Wealdstone Inn no earlier than 0330.

2. Heathrow Airport, Central Bus Station to Harrow Weald, Wealdstone Inn

0055 - 0435            Every 30 minutes

First departure from Heathrow Airport, Central Bus Station no later than 0100.  
Last departure from Heathrow Airport, Central Bus Station no earlier than 0430.

**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. 140 & N140 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. 140 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. N140 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. N140 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. N140 at present. However, this may change at a later date when a Threshold figure may be published.

## 7. MINIMUM PERFORMANCE STANDARDS - continued

### Summary of proposed QSI coverage: Route Nos. 140 & N140

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

<b>Towards Heathrow Airport, Central Bus Station</b>	<b>Towards Harrow Weald, Wealdstone Inn</b>
Harrow Weald	Heathrow
Harrow Bus Station	Hayes & Harlington
South Harrow	Northolt \$
Northolt \$	Harrow Bus Station
Hayes & Harlington	

Total scheduled manual QSI surveys per quarter = 144.

\$ This location observed simultaneously in both directions - counted as two surveys.

## 8. RUNNING TIMES

The current timetable for Route Nos. 140 & N140 can be viewed by prospective Tenderers on Caesar. Attention is drawn to the variations in running times at different times of the day. Please refer to Section 2.8 of Part A of the Guide for Tenderers for further information.

Tenderers should carefully check the existing running times to ensure that they are appropriate in present traffic conditions. Tenderers should particularly check the existing running times for Mondays to Fridays afternoon interpeak, PM peak and early evening on Route No. 140.

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

- the minimum performance standards for Route Nos. 140 & N140 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. 140 should interwork with Route No. N140 to form a seamless 24 hour service.

**11. CONTROL STRATEGY**

Route Nos. 140 & N140 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. 140 & N140:

- Route Nos. 140 & N140 can suffer from unpredictable traffic delays in the Harrow, Hayes and Heathrow areas.

Tenderers should also note the following factors which may have an impact on Route Nos. 140 & N140 in the foreseeable future:

- Driver facilities are only available at Heathrow Airport between 0600 and 2200. Additional facilities are being sought;
- Route Nos. 140 & N140 are specified to terminate at Harrow Weald, Wealdstone Inn but will not stand in the bus garage. **Buses will stand at the two bus stand on the west side of Harrow Weald High Road;**
- 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. 140 & N140 must serve all stops on the line of route designated for the route.

## 14. TIMING POINTS & MILEAGES

### Timing Points

The required timing points (and codes) are shown in Caesar.

### Mileages for Route Nos. 140 & N140

Harrow Weald, Wealdstone Inn to Heathrow Airport, Central Bus Station	13.4 miles
Heathrow Airport, Central Bus Station to Harrow Weald, Wealdstone Inn	13.6 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. 140 & N140 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:

140 via Northolt
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For further information, please refer to Annex C of the Framework Agreement: General Conditions relating to the use of London Buses' Bus Stations and Stands.



## LONDON BUSES - ROUTE DESCRIPTION

### **ROUTE 140: Heathrow Airport, Central Bus Station - Harrow Weald, Wealdstone Inn (24 hour service)**

**Date of Structural Change:** 3 September 2011.

**Date of Service Change:** 3 September 2011.

**Reason for Issue:** New Tender.

#### **STREETS TRAVERSED**

**Towards Harrow Weald, Wealdstone Inn:** Heathrow Airport Central Bus Station, Inner Ring West, Tunnel Road West, West Ramp, Newport Road Roundabout, Newport Road, Bath Road, Harlington High Street, Station Road, Crown Close (Bus Only Road), Pump Lane, Coldharbour Lane, Yeading Lane, White Hart Roundabout, Church Road, Target Roundabout, Church Road, Mandeville Road, Pett's Hill, Northolt Road, Shaftesbury Avenue, Shaftesbury Circle, Porlock Avenue, Treve Avenue, Lascelles Avenue, Bessborough Road, Junction Road (Circumnavigate Roundabout), Pinner Road, Bessborough Road, College Road, Headstone Road, Kymberley Road, Harrow Bus Station, College Road, Station Road, Railway Approach, The Bridge, Wealdstone High Street, Harrow Weald High Road.

**Towards Heathrow Airport, Central Bus Station:** Harrow Weald High Road, Wealdstone High Street, The Bridge, Railway Approach, Station Road, College Road, Bessborough Road, Junction Road, Bessborough Road, Lascelles Avenue, Treve Avenue, Porlock Avenue, Shaftesbury Circle, Shaftesbury Avenue, Northolt Road, Pett's Hill, Mandeville Road, Church Road, Target Roundabout, Church Road, White Hart Roundabout, Yeading Lane, Coldharbour Lane, Pump Lane, Crown Close, Station Road, Harlington High Street, Bath Road, Heathrow North Bus Lane, Nettleton Road, Nene Road, East Ramp, Tunnel Road East, Inner Ring East, Heathrow Airport Central Bus Station.

## STANDING AND TURNING POINTS

### HEATHROW AIRPORT, CENTRAL BUS STATION

Private stand for 10 buses in marked bays on north side of Heathrow Airport Central Bus Station.

Buses proceed from Heathrow Airport Central Bus Station via Bus Parking Area to stand, departing via Bus Parking Area to Heathrow Airport Central Bus Station. Set down in Heathrow Airport Central Bus Station, at Stand 16 and pick up in Heathrow Airport Central Bus Station, from Stand 19.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 140 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:	Heathrow Central.
OTHER INFORMATION:	Toilet facilities available (24 hours). Buses must only stand within the layover area in the bus station. Buses must not be left unattended at any other location.

### HEATHROW AIRPORT NORTH (from HARROW WEALD, WEALDSTONE INN)

Buses proceed from Bath Road via Newport Road departing to Newport Road Roundabout. Set down in Bath Road, at Stop BM and pick up in Newport Road Roundabout, from Stop BS.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	<b>Turning Point Only - Buses must not stand</b>
DISPLAY:	Bath Road, Sipson Road.

## **HARLINGTON CORNER, NOBEL DRIVE**

Public stand for two buses in Nobel Drive (East arm), commencing 45 metres north of Bath Road and continuing 21 metres north.

### From Harrow Weald, Wealdstone Inn.

Buses proceed from Harlington High Street via Bath Road, Nobel Drive (East Arm) and Nobel Drive (East Arm) to stand, departing via Nobel Drive (East Roundabout) (Circumnavigate Roundabout), Nobel Drive (East Arm) and Bath Road to Harlington High Street. Set down in Harlington High Street, at Stop A and pick up in Harlington High Street, from Stop B.

### From Heathrow Airport, Central Bus Station.

Buses proceed from Bath Road via Nobel Drive (East Arm) and Nobel Drive (East Arm) to stand, departing via Nobel Drive (East Arm), Nobel Drive (East Roundabout) (Circumnavigate Roundabout) and Nobel Drive (East Arm) to Bath Road. Set down in Bath Road, at Stop G and pick up in Bath Road, from Stop D.

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:	Harlington Corner.

## **HAYES, CLARENDON ROAD**

Public stand for one bus on west side of Clarendon Road, commencing 50 metres south of Clayton Road and extending 12 metres south.

### From Harrow Weald, Wealdstone Inn.

Buses proceed from Station Road via Clayton Road, Blyth Road and Clarendon Road to stand, departing via Clarendon Road and Clayton Road to Station Road. Set down in Station Road, at Stop H and pick up in Station Road, from Stop K.

### From Heathrow Airport, Central Bus Station.

Buses proceed from Station Road via Clayton Road, Blyth Road and Clarendon Road to stand, departing via Clarendon Road and Clayton Road to Station Road. Set down in Station Road, at Stop N and pick up in Station Road, from Stop N.

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:	Hayes & Harlington Station.

## **YEADING, WILLOW TREE LANE**

Public off side stand for one bus on the side of Yeading Fork, commencing 6 metres north of lamp standard 9 extending 13 metres north.

### From Harrow Weald, Wealdstone Inn.

Buses proceed from Yeading Lane via Willow Tree Lane and Yeading Fork to stand, departing via Yeading Fork to Yeading Lane. Set down in Yeading Lane, at Stop G and pick up in Yeading Lane, from stop E.

### From Heathrow Airport, Central Bus Station.

Buses proceed from Yeading Lane via Willow Tree Lane and Yeading Fork to stand, departing via Yeading Fork to Yeading Lane. Set down in Yeading Lane, at Stop A and pick up in Yeading Lane, from Stop B.

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:	Yeading, Willow Tree Lane.

## **YEADING, WHITE HART**

Public stand for one bus on south west side of Old Ruislip Road, alongside the green, commencing at a point 9 metres west of the centre of Hawtry Avenue and extending 13 metres eastwards.

### From Harrow Weald, Wealdstone Inn.

Buses proceed from Church Road via White Hart Roundabout, Ruislip Road and Old Ruislip Road to stand, departing via Old Ruislip Road, Ruislip Road and White Hart Roundabout to Church Road. Set down in Church Road, at Stop X and pick up in Church Road, from Stop V.

### From Heathrow Airport, Central Bus Station.

Buses proceed from Yeading Lane via White Hart Roundabout, Ruislip Road and Old Ruislip Road to stand, departing via Old Ruislip Road, Ruislip Road and White Hart Roundabout to Yeading Lane. Set down in Yeading Lane, at Stop N and pick up in Yeading Lane, from Stop L.

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:	Yeading, White Hart.

## **NORTHOLT, WESTERN AVENUE**

### From Harrow Weald, Wealdstone Inn.

Buses proceed from Church Road via Target Roundabout, Western Avenue, Western Avenue (Slip Road), Kensington Road, Western Avenue (Slip Road), Western Avenue and Target Roundabout departing to Church Road. Set down in Church Road, at stop TA and pick up in Church Road, from stop TH.

### From Heathrow Airport, Central Bus Station.

Buses proceed from Church Road via Target Roundabout, Western Avenue, Western Avenue (Slip Road), Kensington Road, Western Avenue (Slip Road), Western Avenue and Target Roundabout departing to Church Road. Set down in Church Road, at stop TF and pick up in Church Road, from stop TB.

AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**  
DISPLAY: Northolt, Target Roundabout.

## **NORTHOLT STATION (from Heathrow Airport, Central Bus Station)**

Public stand for six buses in bus parking area on west side of Mandeville Road between Carr Road and Castle Road.

Buses proceed from Mandeville Road via Bus Lay-By to stand, departing to Mandeville Road. Set down in Mandeville Road, at Stop A and pick up in Mandeville Road, from Stop B.

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: Northolt.  
OTHER INFORMATION: Engines must be switched off on stand.

## **SOUTH HARROW STATION, SOUTH HILL AVENUE**

Stand in two sections:

1 - Public stand for two buses in marked bay on north-east side of South Hill Avenue commencing 1 metre north of No.4 South Hill Avenue and extending 21 metres north.

2 - Private overflow stand for three buses on the south side of South Harrow Station Forecourt.

### From Harrow Weald, Wealdstone Inn.

Buses proceed from Northolt Road via South Hill Avenue to stand, departing via South Hill Avenue and South Harrow Bus Station to Northolt Road. Set down in South Hill Avenue, at Alighting Point Z1 and pick up in Northolt Road, from Stop RD.

### From Heathrow Airport, Central Bus Station.

Buses proceed from Northolt Road via South Hill Avenue to stand, departing via South Hill Avenue and South Harrow Bus Station to Northolt Road. Set down in Northolt Road, at Stop F and pick up in Northolt Road, from Stop G.

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:	South Harrow.

## **HARROW BUS STATION**

Private stand for 7 buses in marked bays in Harrow Bus Station on south side of College Road.

### From Harrow Weald, Wealdstone Inn.

Buses proceed from College Road via Harrow Bus Station to stand, departing to Harrow Bus Station. Set down in Harrow Bus Station, at Stop E and pick up in Harrow Bus Station, from Stop A.

### From Heathrow Airport, Central Bus Station.

Buses proceed from Harrow Bus Station direct to stand, departing via Harrow Bus Station to College Road. Set down in Harrow Bus Station, at Stop E and pick up in College Road, from Stop B.

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:	Harrow.

## **HARROW & WEALDSTONE STATION (from Heathrow Airport, Central Bus Station)**

Buses proceed from The Bridge via Wealdstone High Street, Palmerston Road, George Gange Way, The Bridge and Railway Approach departing to Station Road. Set down in The Bridge, at stop N and pick up in Station Road, from stop L.

AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**  
DISPLAY: Harrow & Wealdstone Station.

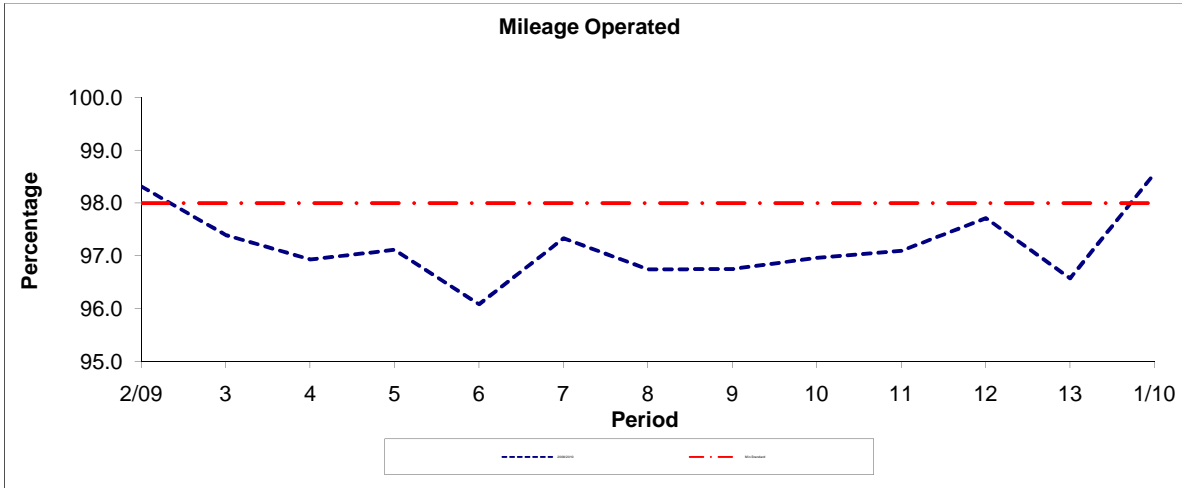
## **HARROW WEALD, WEALDSTONE INN**

Public stand for two buses on west side of Harrow Weald High Road, commencing at a point 20 metres south of Boxtree Road and extending 20 metres south.  
Buses proceed from Harrow Weald High Road direct to stand, departing via Harrow Weald High Road and Uxbridge Road Roundabout to Harrow Weald High Road. Set down in Harrow Weald High Road, at Stop WT and pick up in Harrow Weald High Road, from Stop WK.

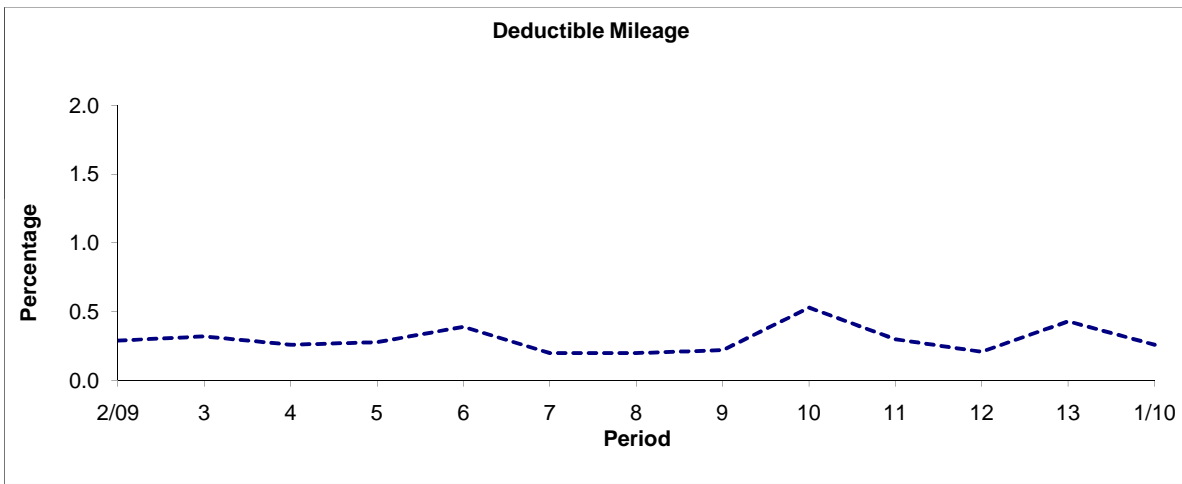
AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: No more than 2 buses on Route 140 should be scheduled to stand at any one time.  
MEAL RELIEFS: No meal relief vehicles to stand at any time.  
FERRY VEHICLES: No ferry vehicles to park on stand at any time.  
DISPLAY: Harrow Weald.  
OTHER INFORMATION: Toilet facilities available (24 hours).

**PART B - PERFORMANCE STATISTICS**

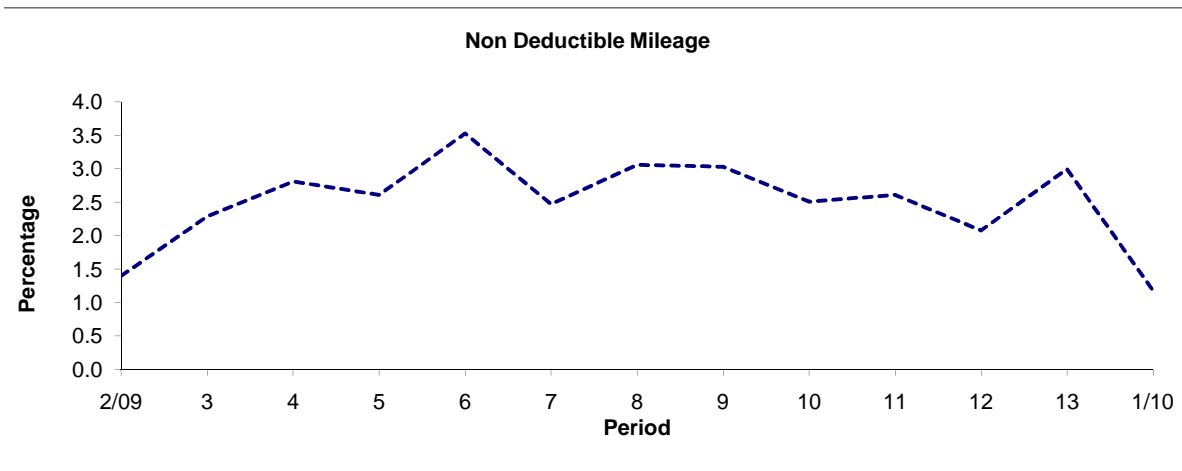
**Route 140**



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	98.31	97.39	96.93	97.11	96.08	97.33	96.74	96.75	96.96	97.09	97.71	96.57	98.56
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	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.29	0.32	0.26	0.28	0.39	0.20	0.20	0.22	0.53	0.30	0.21	0.43	0.26



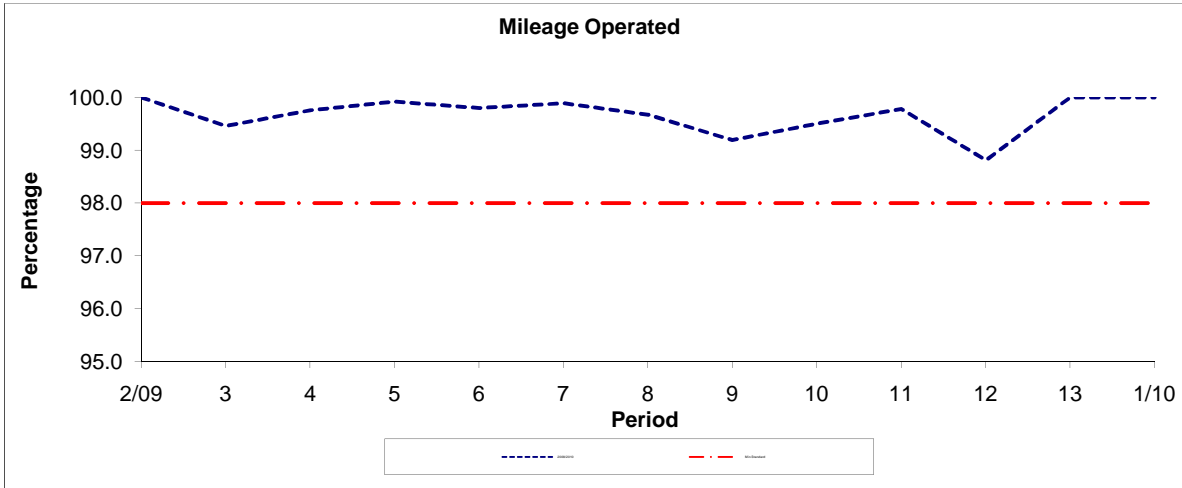
Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	1.40	2.29	2.81	2.61	3.53	2.47	3.06	3.03	2.51	2.61	2.08	3.00	1.18

**Note :** Mileage is based on 4 weeks data

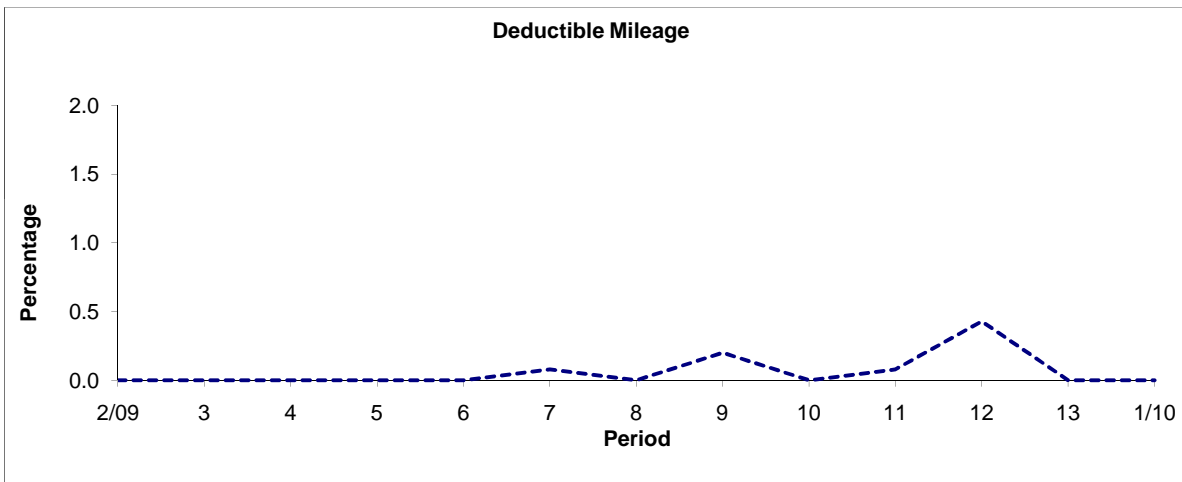


**PART B - PERFORMANCE STATISTICS**

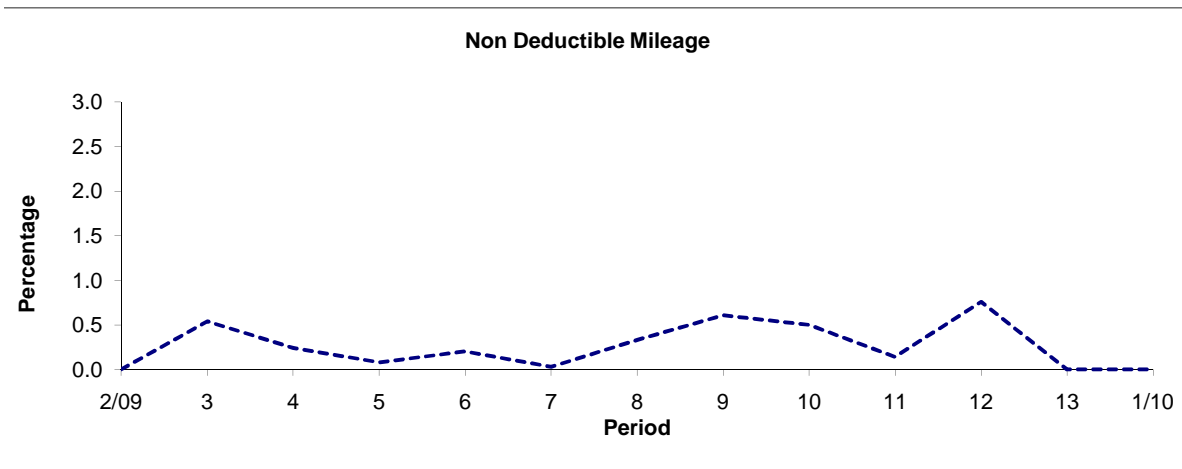
**Route N140**



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	100.00	99.46	99.76	99.92	99.80	99.89	99.67	99.19	99.50	99.78	98.81	100.00	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



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.20	0.00	0.08	0.43	0.00	0.00

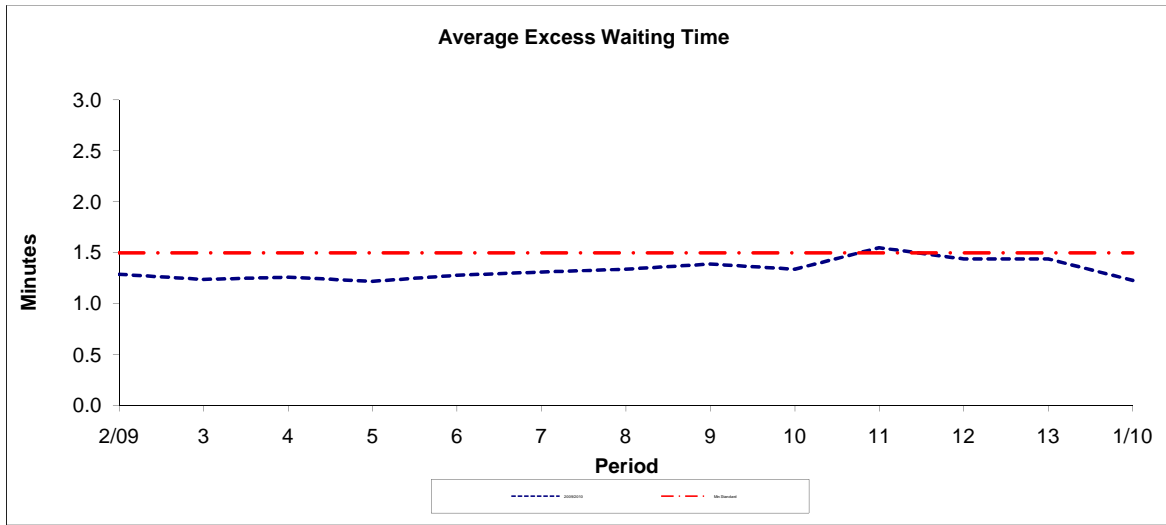


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.00	0.54	0.24	0.08	0.20	0.03	0.33	0.61	0.50	0.14	0.76	0.00	0.00

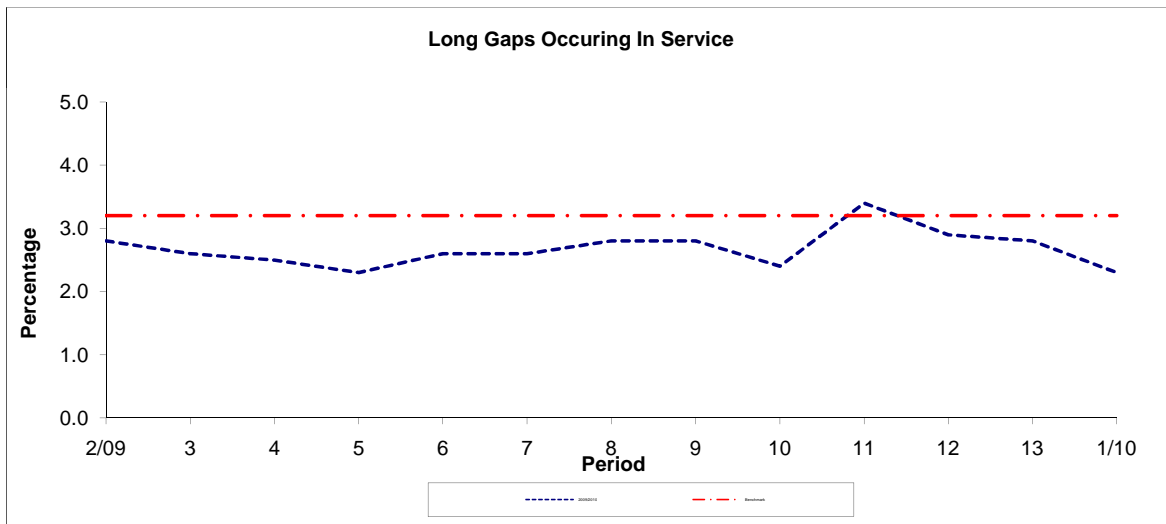
**Note :** Mileage is based on 4 weeks data

**PART B - PERFORMANCE STATISTICS**

**Route 140**



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	1.29	1.24	1.26	1.22	1.28	1.31	1.34	1.39	1.34	1.55	1.44	1.44	1.23
Min Standard	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50

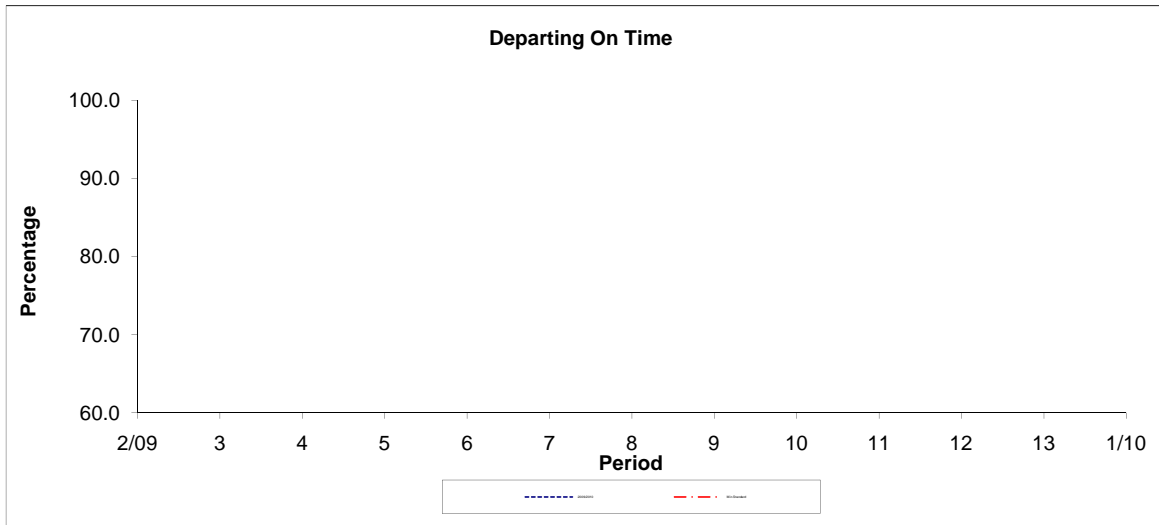


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	2.80	2.60	2.50	2.30	2.60	2.60	2.80	2.80	2.40	3.40	2.90	2.80	2.30
Benchmark	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20

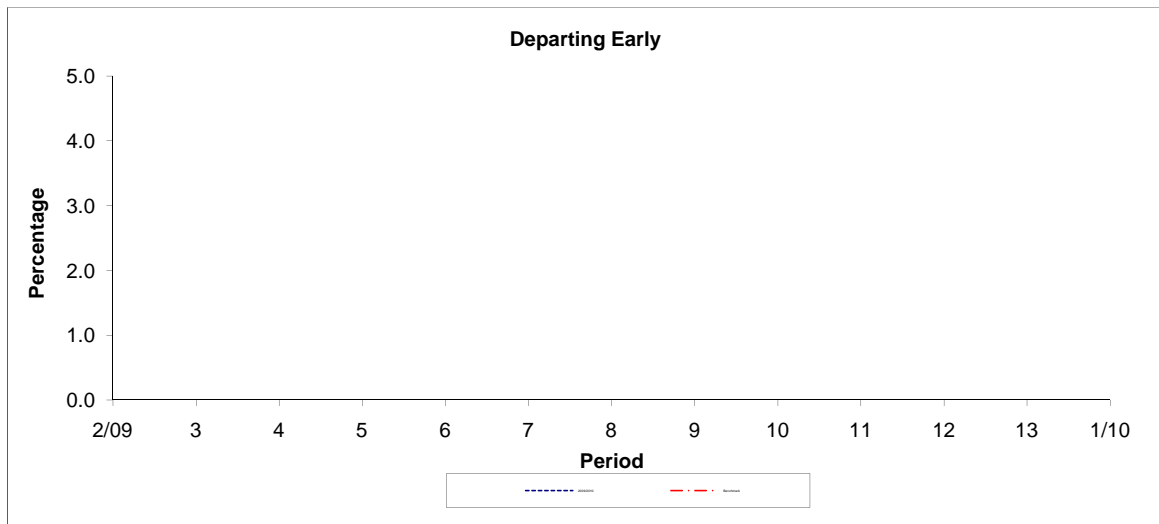
**Note :** Reliability is based on 12 weeks rolling data

**PART B - PERFORMANCE STATISTICS**

**Route N140**



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010													
Min Standard													



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010													
Benchmark													

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