

## SECTION 2: PART A

### SERVICE SPECIFICATION FOR ROUTE Nos. 188 & N188

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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 Nos. 188 & N188.

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:

Two frequency options are specified:

### Option 1

- Evening and Sunday daytime frequencies are increased from every 12 minutes to every 10 minutes.

### Option 2

- Sunday daytime frequencies are increased from every 12 minutes to every 10 minutes.

### Options 1 & 2

- The designation Route No. N188 is used for contractual purposes only. This service will be marketed as Route No. 188. This includes all publicity, including destination blind displays. **Tenderers must identify the cost of the nightly element of this service separately.**
- 87 capacity, dual door, double deck vehicle are specified. Subject to a satisfactory route test.

## 3. TERMINALS

Route Nos. 188 & N188 will operate between North Greenwich Station and Russell Square.

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. 188 & N188 which will operate as follows:

DAY OF OPERATION	OPTION 1	OPTION 2
Mondays to Fridays	Section 6.1	Section 6.2
Saturdays & Good Friday	Section 6.3	Section 6.4
Sundays	Section 6.5	Section 6.6
Christmas Day	No service	No service
Boxing Day	Section 6.7	Section 6.8
Other Public Holidays	Sunday service	Sunday service
Nightly	Section 6.9	Section 6.9
New Year's Eve night/New Year's Day morning*	Nightly	Nightly
Christmas Eve night/Christmas Day morning	No service	No service
Christmas Day night/Boxing Day morning	No service	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. 188 & N188 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 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 (Option 1)

### 1. North Greenwich Station to Russell Square

0435 - 0540	Every 15 minutes
0541 - 0625	Every 10 minutes
0626 - 1855	Every 8 minutes
1856 - 0125	Every 10 minutes

First departure from North Greenwich Station no later than 0440.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Waterloo Station between 0730 and 0830 and between 1530 and 1630.

### 2. Russell Square to North Greenwich Station

0440 - 0615	Every 15 minutes
0616 - 0650	Every 10 minutes
0651 - 1915	Every 8 minutes
1916 - 0030	Every 10 minutes

First departure from Russell Square no later than 0445.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Greenwich, Cutty Sark between 0745 and 0900 and between 1530 and 1630.

## 6.2 Mondays to Fridays (Option 2)

### 1. North Greenwich Station to Russell Square

0435 - 0540	Every 15 minutes
0541 - 0625	Every 10 minutes
0626 - 1855	Every 8 minutes
1856 - 1955	Every 10 minutes
1956 - 0125	Every 12 minutes

First departure from North Greenwich Station no later than 0440.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Waterloo Station between 0730 and 0830 and between 1530 and 1630.

### 2. Russell Square to North Greenwich Station

0440 - 0615	Every 15 minutes
0616 - 0650	Every 10 minutes
0651 - 1915	Every 8 minutes
1916 - 1955	Every 10 minutes
1956 - 0030	Every 12 minutes

First departure from Russell Square no later than 0445.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Greenwich, Cutty Sark between 0745 and 0900 and between 1530 and 1630.

### 6.3 Saturdays & Good Friday (Option 1)

1. North Greenwich Station to Russell Square

0435 - 0640	Every 15 minutes
0641 - 0815	Every 12 minutes
0816 - 0905	Every 10 minutes
0906 - 1830	Every 8 minutes
1831 - 0125	Every 10 minutes

First departure from North Greenwich Station no later than 0440.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Waterloo Station between 0900 and 0950 and no more than 8 minutes apart between 0951 and 1030.

2. Russell Square to North Greenwich Station

0440 - 0640	Every 15 minutes
0641 - 0825	Every 12 minutes
0826 - 0915	Every 10 minutes
0916 - 1810	Every 8 minutes
1811 - 0030	Every 10 minutes

First departure from Russell Square no later than 0445.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 10 minute apart at Greenwich, Cutty Sark between 0930 and 1000 and no more than 8 minutes apart between 1001 and 1100.

## 6.4 Saturdays & Good Friday (Option 2)

### 1. North Greenwich Station to Russell Square

0435 - 0640	Every 15 minutes
0641 - 0815	Every 12 minutes
0816 - 0905	Every 10 minutes
0906 - 1830	Every 8 minutes
1831 - 1905	Every 10 minutes
1906 - 0125	Every 12 minutes

First departure from North Greenwich Station no later than 0440.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Waterloo Station between 0900 and 0950 and no more than 8 minutes apart between 0951 and 1030.

### 2. Russell Square to North Greenwich Station

0440 - 0640	Every 15 minutes
0641 - 0825	Every 12 minutes
0826 - 0915	Every 10 minutes
0916 - 1810	Every 8 minutes
1811 - 1905	Every 10 minutes
1906 - 0030	Every 12 minutes

First departure from Russell Square no later than 0445.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Greenwich, Cutty Sark between 0930 and 1000 and no more than 8 minutes apart between 1001 and 1100.



## 6.5 Sundays (Option 1)

### 1. North Greenwich Station to Russell Square

0435 - 0645	Every 20 minutes
0646 - 0745	Every 15 minutes
0746 - 0845	Every 12 minutes
0846 - 0125	Every 10 minutes

First departure from North Greenwich Station no later than 0440.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Waterloo Station between 0950 and 1130.

### 2. Russell Square to North Greenwich Station

0440 - 0545	Every 20 minutes
0546 - 0830	Every 15 minutes
0831 - 0905	Every 12 minutes
0906 - 0030	Every 10 minutes

First departure from Russell Square no later than 0445.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Greenwich, Cutty Sark between 1000 and 1130.

## 6.6 Sundays (Option 2)

### 1. North Greenwich Station to Russell Square

0435 - 0645	Every 20 minutes
0646 - 0745	Every 15 minutes
0746 - 0845	Every 12 minutes
0846 - 1805	Every 10 minutes
1806 - 0125	Every 12 minutes

First departure from North Greenwich Station no later than 0440.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Waterloo Station between 0950 and 1130.

### 2. Russell Square to North Greenwich Station

0440 - 0545	Every 20 minutes
0546 - 0830	Every 15 minutes
0831 - 0905	Every 12 minutes
0906 - 1810	Every 10 minutes
1811 - 0030	Every 12 minutes

First departure from Russell Square no later than 0445.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Greenwich, Cutty Sark between 1000 and 1130.

## 6.7 Boxing Day (Option 1)

### 1. North Greenwich Station to Russell Square

0815 - 0845	Every 12 minutes
0846 - 0125	Every 10 minutes

First departure from North Greenwich Station no later than 0820.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Waterloo Station between 0950 and 1130.

### 2. Russell Square to North Greenwich Station

0825 - 0905	Every 12 minutes
0906 - 0030	Every 10 minutes

First departure from Russell Square no later than 0830.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Greenwich, Cutty Sark between 1000 and 1130.

## 6.8 Boxing Day (Option 2)

### 1. North Greenwich Station to Russell Square

0815 - 0845	Every 12 minutes
0846 - 1805	Every 10 minutes
1806 - 0125	Every 12 minutes

First departure from North Greenwich Station no later than 0820.  
Last departure from North Greenwich Station no earlier than 0120.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Waterloo Station between 0950 and 1130.

### 2. Russell Square to North Greenwich Station

0825 - 0905	Every 12 minutes
0906 - 1810	Every 10 minutes
1811 - 0030	Every 12 minutes

First departure from Russell Square no later than 0830.  
Last departure from Russell Square no earlier than 0025.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Greenwich, Cutty Sark between 1000 and 1130.

## 6.9 Nightly

1. North Greenwich Station to Russell Square

0135 - 0415            Every 30 minutes

First departure from North Greenwich Station no later than 0140.  
Last departure from North Greenwich Station no earlier than 0410.

2. Russell Square to North Greenwich Station

0040 - 0420            Every 30 minutes

First departure from Russell Square, North Side no later than 0045.  
Last departure from Russell Square, North Side no earlier than 0415.

**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. 188 & N188 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. 188 shall be:

Average Excess Wait Time:	No more than 1.40 minutes
Minimum Operated Mileage:	No less than 98.00%

The **minimum** standards of acceptable performance for Route No. N188 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.

### 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 = 1.20 minutes

It is unlikely that the minimum number of QSI surveys for Threshold measurement will be conducted on Route No. N188 at present. However, this may change at a later date when a Threshold figure may be published.

### Summary of proposed QSI coverage: Route Nos. 188 & N188

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 Russell Square

North Greenwich  
Canada Water  
Elephant  
Waterloo

#### Towards North Greenwich

Holborn  
Elephant & Castle  
Canada Water  
Greenwich

Total scheduled manual QSI surveys per quarter =128.

## **8. RUNNING TIMES**

The current timetable for Route Nos. 188 & N188 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 the Saturday and Sunday shopping periods and the Friday and Saturday nightly service.

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. 188 & N188 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. 188 should interwork with Route No. N188 to form a seamless 24 hour service.

Route Nos. 188 & N188 should interwork with other bus services where possible.

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. 188 & N188 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. 188 & N188:

- Route Nos. 188 & N188 can suffer from unpredictable traffic delays in the Greenwich, Canada Water, Elephant & Castle, Waterloo and Holborn areas.
- Please Note that Canada Water Station is Closed between 0100 and 0500 nightly.

Tenderers should also note the following factors which may have an impact on Route Nos. 188 & N188 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. 188 & N188 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. 188 & N188

North Greenwich Station to Russell Square	10.2 miles
Russell Square to North Greenwich Station	10.3 miles

Tenderers should note that:

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

## 15. VEHICLE LIVERY

All vehicles to be used on Route Nos. 188 & N188 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:

188 via Waterloo
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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 188: North Greenwich Station - Russell Square (24 hour service)**

**Date of Structural Change:** 11 December 2010.

**Date of Service Change:** 11 December 2010.

**Reason for Issue:** New Tender.

#### **STREETS TRAVERSED**

**Towards Russell Square:** North Greenwich Bus Station, Edmund Halley Way, Millennium Way, Holiday Inn Roundabout, Blackwall Lane, Woolwich Road, Trafalgar Road, Romney Road, Nelson Road, Greenwich Church Street, Creek Road, Evelyn Street, Bestwood Street, Bush Road, Rotherhithe New Road, Rotherhithe Old Road, Lower Road, Surrey Quays Shopping Centre Access Road, Deal Porters Way, Redriff Road, Surrey Quays Road, Canada Water Bus Station, Surrey Quays Road, Lower Road, St Olav's Square, Jamaica Road, Tanner Street, Druid Street, Tower Bridge Road, Bricklayer's Arms Roundabout, Bricklayer's Arms, New Kent Road, Elephant And Castle, London Road, St George's Circus, Contra-Flow Bus Lane, Waterloo Road, Tenison Way Bus Station, Tenison Way, Waterloo Road, Waterloo Bridge, Lancaster Place, Aldwych, Kingsway, Southampton Row, Russell Square.

**Special Journey towards Russell Square between Surrey Quays Road and Surrey Quays Road:**

operate from Surrey Quays Road rejoining line of route at Surrey Quays Road.

**Towards North Greenwich Station:** Russell Square, Southampton Row, Kingsway, Aldwych, Strand, Lancaster Place, Waterloo Bridge, Waterloo Road, St George's Circus, London Road, Elephant And Castle, New Kent Road, Bricklayer's Arms Roundabout, Tower Bridge Road, Tooley Street, Jamaica Road, St Olav's Square, Lower Road, Surrey Quays Road, Canada Water Bus Station, Surrey Quays Road, Redriff Road, Lower Road, Evelyn Street, Creek Road, Greenwich Church Street, College Approach, King William Walk, Romney Road, Trafalgar Road, Blackwall Lane, Holiday Inn Roundabout, Millennium Way, North Greenwich Bus Station.

**Special Journey towards North Greenwich Station between Surrey Quays Road and Surrey Quays Road:**

operate from Surrey Quays Road rejoining line of route at Surrey Quays Road.

## **STANDING AND TURNING POINTS**

### **NORTH GREENWICH STATION**

Private stand in three sections for 21 buses in Bus Parking Areas within North Greenwich Bus Station complex:

1 - offside facing south commencing 6.7 metres south of lamp standard No. NG18 and extending 51.8 metres north.

2 - facing north commencing 11.5 metres north of lamp standard No. NG07 and extending 95.8 metres south.

3 - offside facing north opposite Section 2 stand and extending 87.3 metres south.

Buses proceed from North Greenwich Bus Station direct to stand, departing to North Greenwich Bus Station. Set down in North Greenwich Bus Station, at Stop E and pick up in North Greenwich Bus Station, at Stop C.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 188 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:	North Greenwich.

### **GREENWICH, CUTTY SARK (from RUSSELL SQUARE)**

Public stand for two buses on east side of King William Walk, commencing 3 metres north of a point opposite the centre of Turnpin Lane and extending 23 metres north.

Buses proceed from King William Walk direct to stand, departing via King William Walk and Nelson Road to Greenwich Church Street. Set down in King William Walk, at Stop C and pick up in Greenwich Church Street, at 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:	Greenwich, Cutty Sark.

## **DEPTFORD CHURCH STREET**

### From North Greenwich Station.

Buses proceed from Creek Road via Deptford Church Street departing to Creek Road. Set down in Creek Road, at stop H and pick up in Creek Road, at stop D.

### From Russell Square.

Buses proceed from Creek Road via Deptford Church Street and Creek Road departing to Evelyn Street. Set down in Creek Road, at stop C and pick up in Evelyn Street, at stop A.

AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**  
DISPLAY: Deptford Church Street.

## **CANADA WATER BUS STATION**

Private stand for six buses in 3 portions in bus station on the western side of Surrey Quays Road, north of the junction with Deal Porters Way.

1 - For two buses on south side of bus station, opposite Bus Stop B1, extending 21 metres north.

2 - For four buses on south side of bus station, opposite Bus Stops C extending 42 metres north.

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### From North Greenwich Station.

Buses proceed from Canada Water Bus Station direct to stand, departing to Canada Water Bus Station. Set down in Canada Water Bus Station, at Alighting Point Stop D and pick up in Canada Water Bus Station, at Stop B2.

### From Russell Square.

Buses proceed from Canada Water Bus Station direct to stand, departing to Canada Water Bus Station. Set down in Canada Water Bus Station, at Alighting Point Stop D and pick up in Canada Water Bus Station, at Stop B1.

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: Canada Water.

## **BRICKLAYERS ARMS, BARTHOLOMEW STREET**

Public stand for two buses on south side of Bartholomew Street, commencing opposite number 21 and extending 24 metres east.

### From North Greenwich Station.

Buses proceed from Tower Bridge Road via Bricklayer's Arms Roundabout, Great Dover Street and Bartholomew Street to stand, departing via Bartholomew Street to New Kent Road. Set down in Tower Bridge Road, at Stop BJ and pick up in New Kent Road, at Stop BC.

### From Russell Square.

Buses proceed from New Kent Road via Bricklayer's Arms Roundabout, Great Dover Street and Bartholomew Street to stand, departing via Bartholomew Street, New Kent Road, Bricklayer's Arms Roundabout and Bricklayer's Arms to New Kent Road. Set down in New Kent Road, at Stop BC and pick up in New Kent Road, at Stop BS.

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:	Bricklayers Arms.

## **ELEPHANT & CASTLE, SOUTHWARK BRIDGE ROAD**

Public stand in two portions:

1 - For five buses on the west side of Southwark Bridge Road, commencing 10 metres north of the centre of Keyworth Street and extending 54 metres north.

2 - Overflow stand on the south side (offside) of Gaunt Street extending 20 metres. Stand flag BP3514.

### **From North Greenwich Station.**

Buses proceed from New Kent Road via Elephant And Castle, Newington Causeway and Southwark Bridge Road to stand, departing via Southwark Bridge Road, Borough Road and St George's Circus to London Road. Set down in New Kent Road, at Stop M and pick up in London Road, at Stop E.

### **From Russell Square.**

Buses proceed from London Road via Elephant And Castle, Newington Causeway and Southwark Bridge Road to stand, departing via Southwark Bridge Road, Gaunt Street, Newington Causeway and Elephant And Castle to London Road. Set down in London Road, at Stop E and pick up in London Road, at Stop A.

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:	Elephant & Castle.

## **WATERLOO STATION (from North Greenwich Station)**

Buses proceed from Waterloo Road via Tenison Way departing to Waterloo Road. Set down in Waterloo Road, at Alighting Point F and pick up in Waterloo Road, at Stop E.

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

## **ALDWYCH, EAST ARM (from North Greenwich Station)**

Public offside stand for 6 buses on south side of Aldwych (east arm) commencing 10 metres west of Melbourne Place and extending 67 metres west. Overflow public stand for 3 buses on south side of Strand commencing 10 metres east of Surrey Street and extending 36 metres east.

Buses proceed from Aldwych direct to stand, departing via Aldwych to Strand. Set down in Aldwych, at Stop E and pick up in Strand, at Stop S.

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:	Aldwych.

## **RUSSELL SQUARE, NORTH SIDE**

Public stand for four buses on north side of Russell Square, commencing 25 metres west of Bedford Way and extending 55 metres westwards.

Buses proceed from Russell Square direct to stand, departing to Russell Square. Set down in Russell Square, at Stop E and pick up in Russell Square, at Stop E.

AVAILABILITY: At any time.

OPERATING RESTRICTIONS: No more than 2 buses on Route 188 should be scheduled to stand at any one time.

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

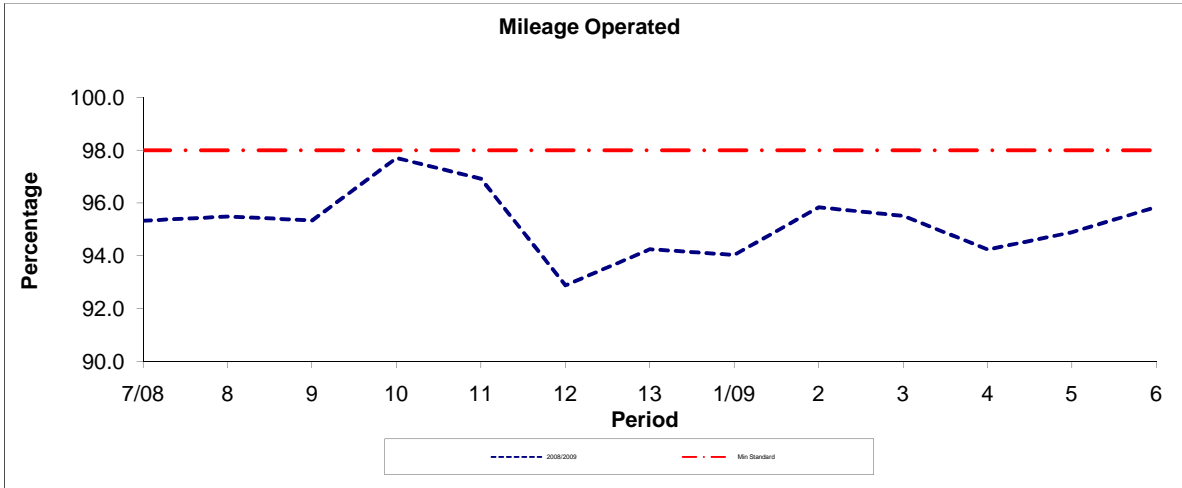
FERRY VEHICLES: No ferry vehicles to park on stand at any time.

DISPLAY: Russell Square.

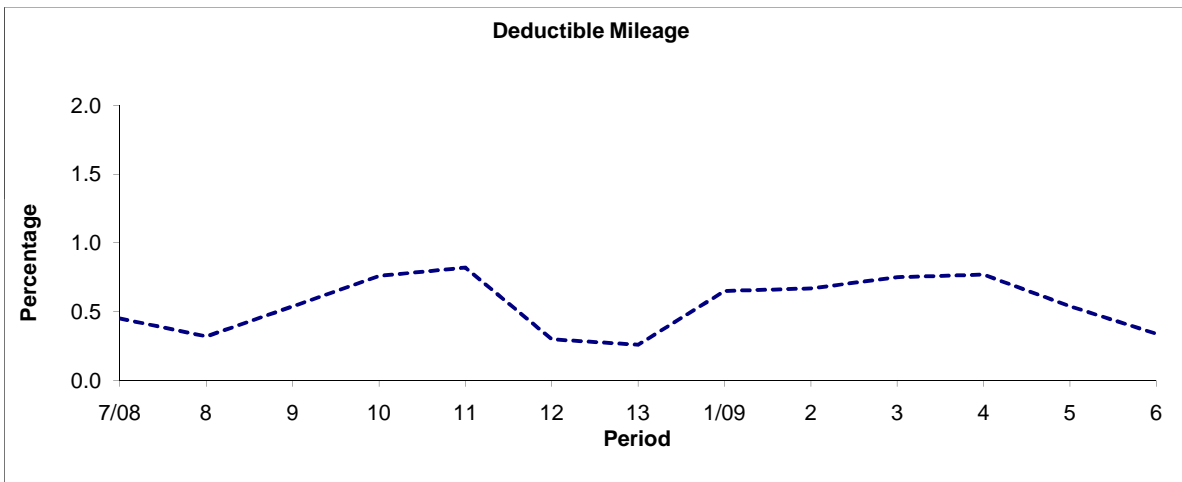


**PART B - PERFORMANCE STATISTICS**

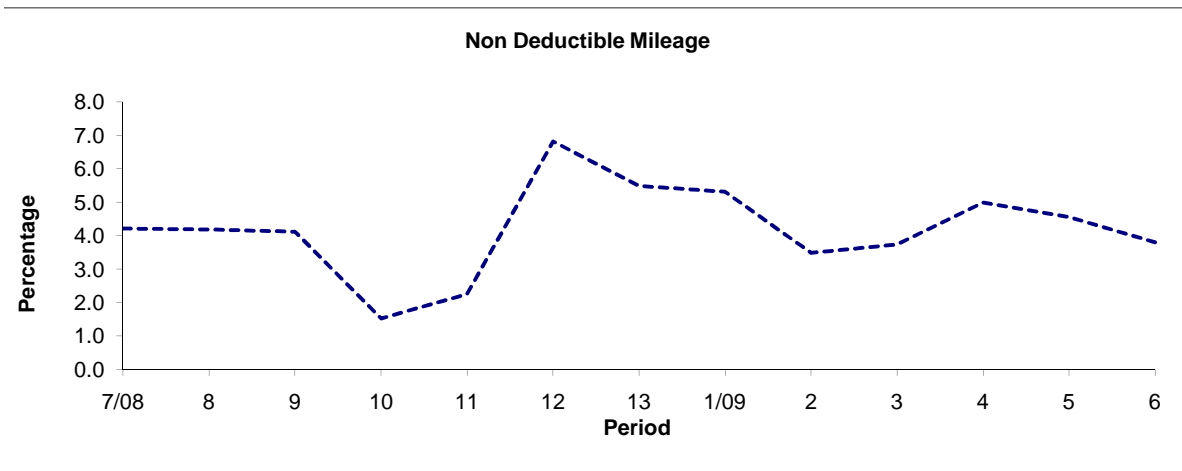
**Route 188**



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	95.33	95.49	95.34	97.71	96.92	92.88	94.25	94.03	95.84	95.51	94.24	94.90	95.85
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	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	0.45	0.32	0.54	0.76	0.82	0.30	0.26	0.65	0.67	0.75	0.77	0.54	0.34

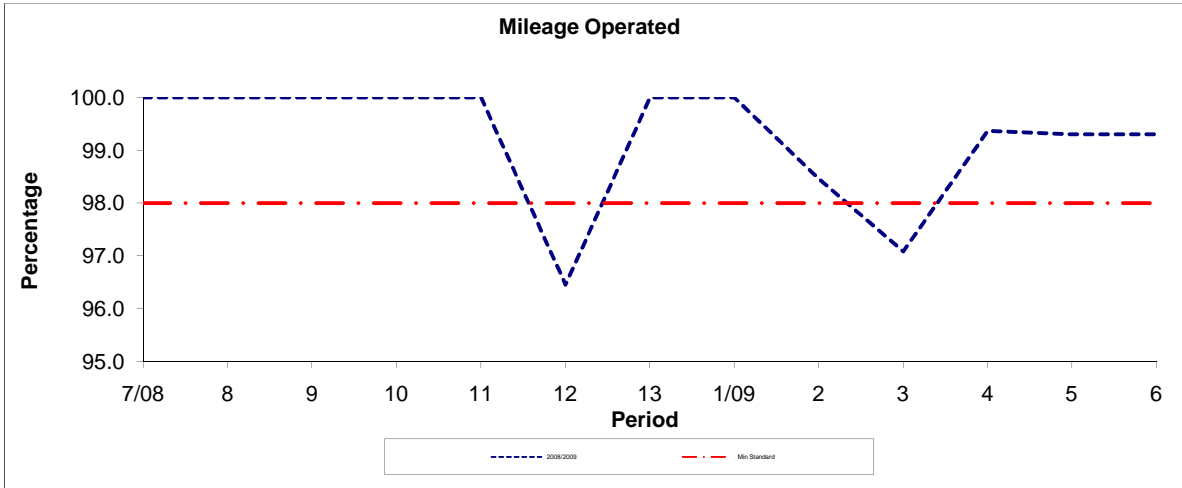


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	4.22	4.19	4.12	1.53	2.26	6.82	5.49	5.32	3.49	3.74	4.99	4.56	3.81

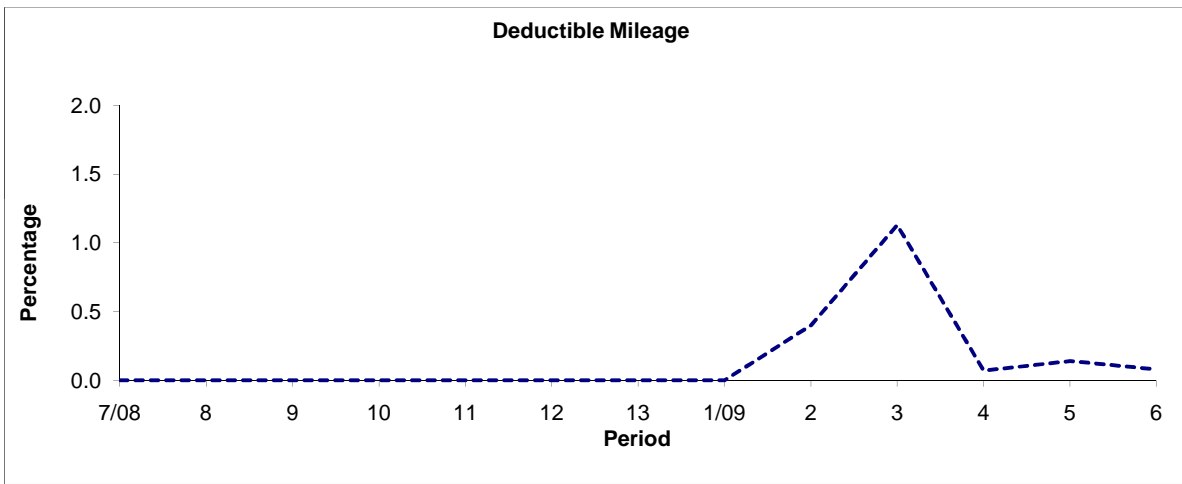
**Note :** Mileage is based on 4 weeks data

**PART B - PERFORMANCE STATISTICS**

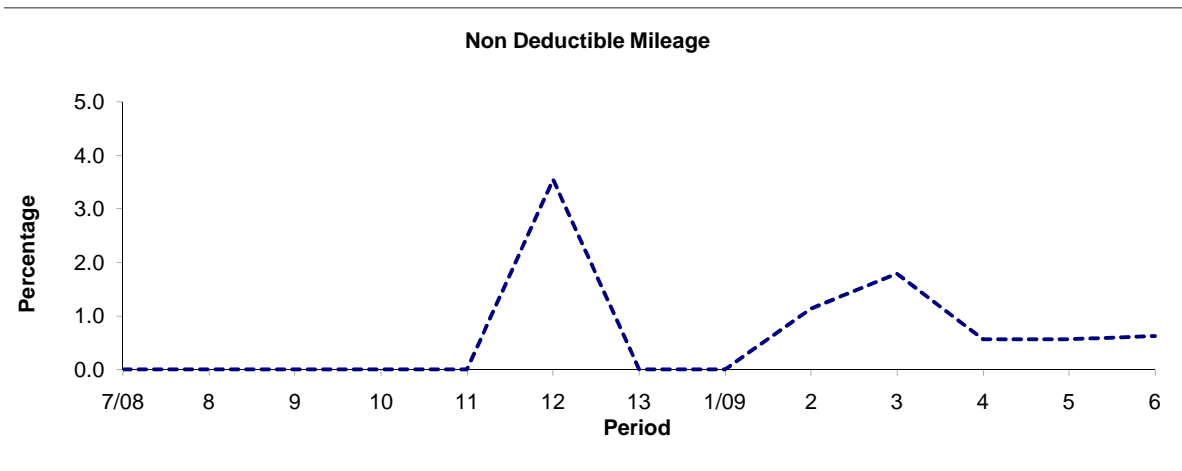
**Route N188**



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	100.00	100.00	100.00	100.00	100.00	96.45	100.00	100.00	98.46	97.08	99.37	99.30	99.30
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	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	1.13	0.07	0.14	0.08

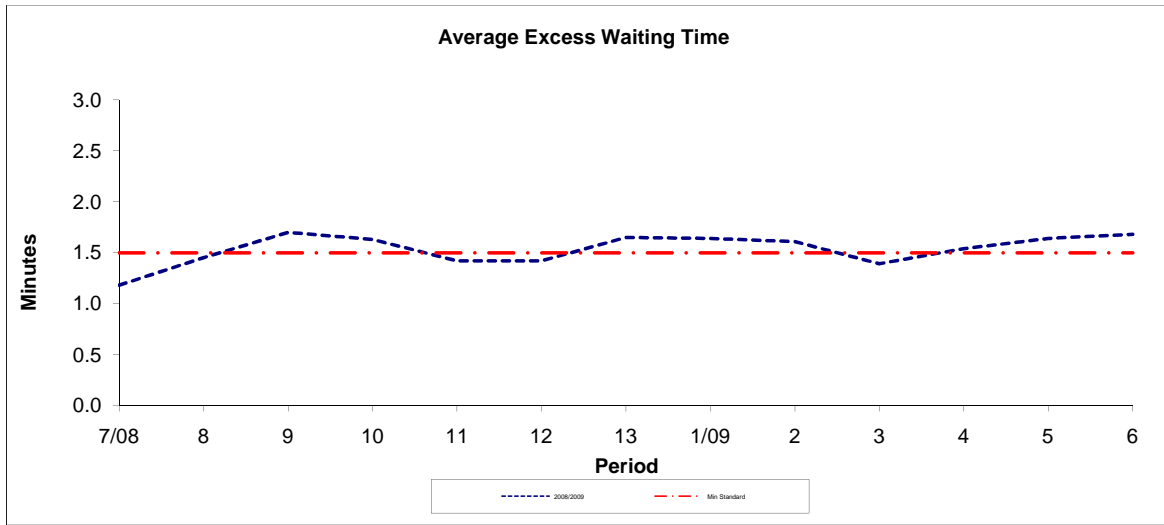


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	0.00	0.00	0.00	0.00	0.00	3.55	0.00	0.00	1.14	1.79	0.56	0.56	0.62

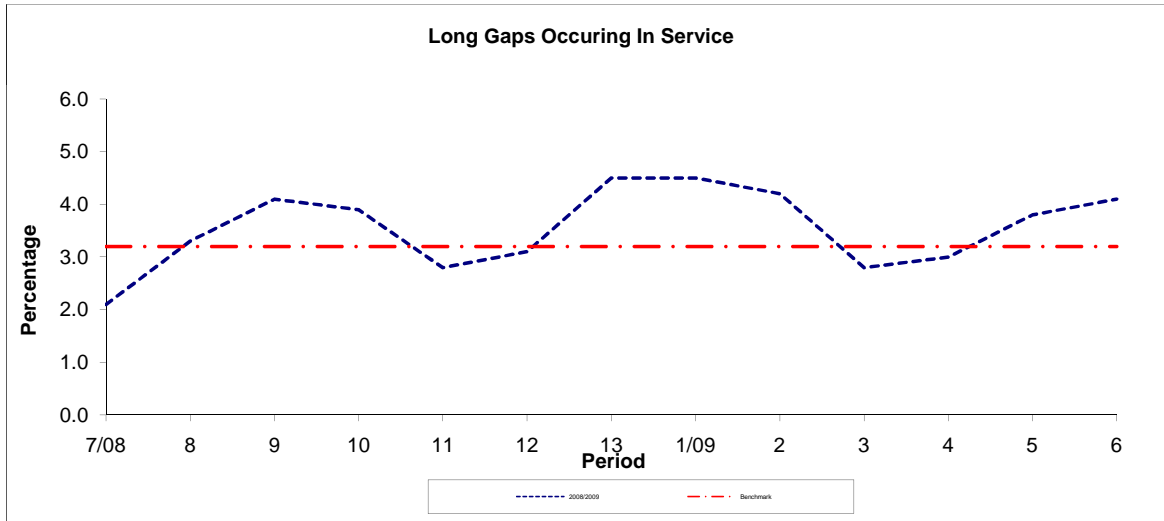
**Note :** Mileage is based on 4 weeks data

**PART B - PERFORMANCE STATISTICS**

**Route 188**



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	1.18	1.45	1.70	1.63	1.42	1.42	1.65	1.64	1.61	1.39	1.54	1.64	1.68
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

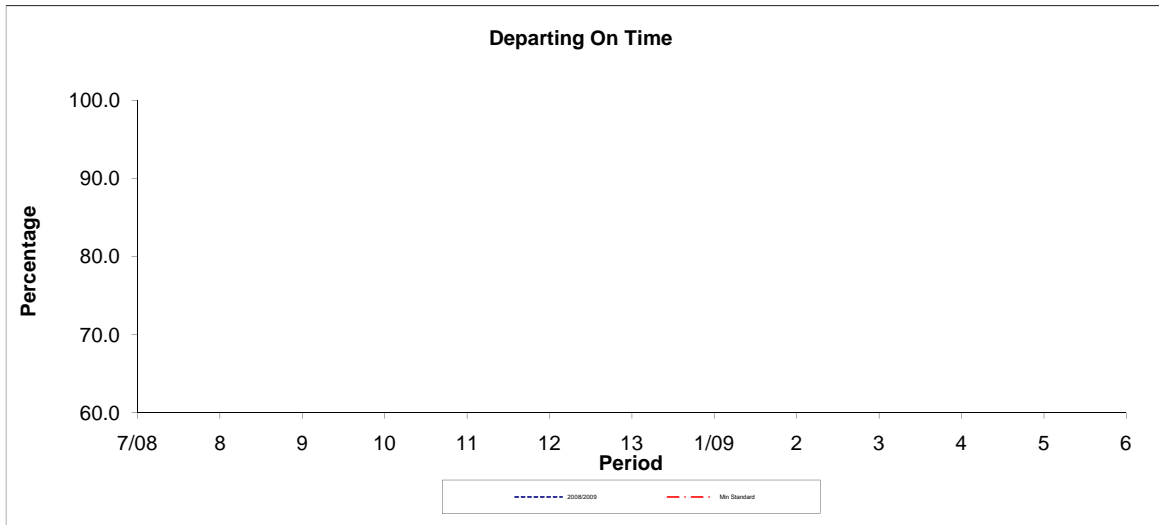


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	2.10	3.30	4.10	3.90	2.80	3.10	4.50	4.50	4.20	2.80	3.00	3.80	4.10
Benchmark	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20

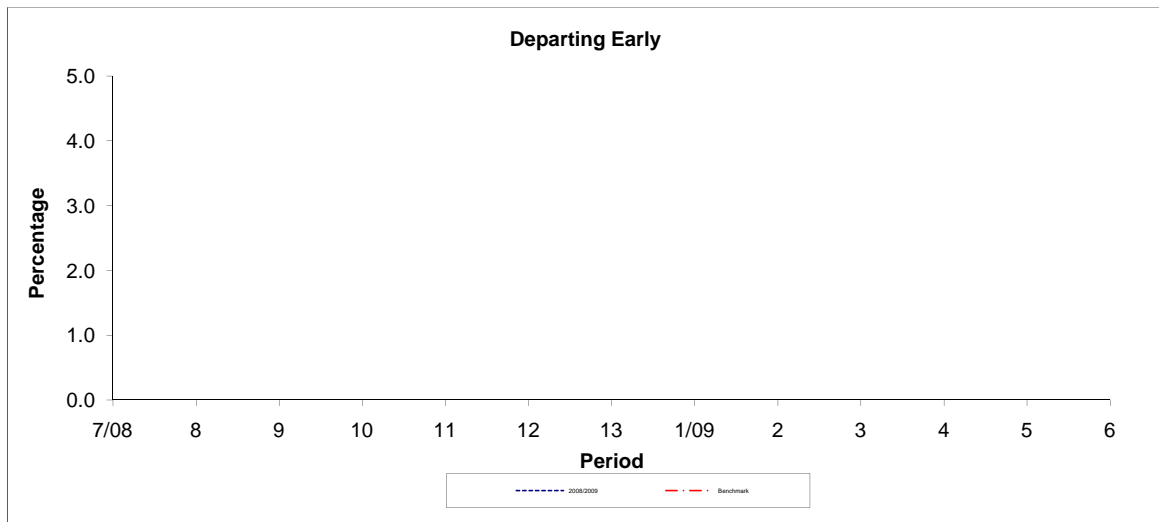
**Note :** Reliability is based on 12 weeks rolling data

**PART B - PERFORMANCE STATISTICS**

**Route N188**



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009													
Min Standard													



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009													
Benchmark													

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