

## SECTION 2: PART A

### SERVICE SPECIFICATION FOR ROUTE No. 209

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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. 209 & 609.

Tenderers should note that there are no changes proposed as part of this Service Specification for Route Nos. 209 & 609.

- Mondays to Fridays AM and PM peak frequencies are reduced from every 4 minutes to every 5 minutes.
- An additional journey is introduced towards Hammersmith in the Mondays to Fridays AM peak.

## 3. TERMINALS

Route No. 209 will operate between Mortlake, Avondale Road and Hammersmith Broadway Bus Station.

Route No. 609 will operate between Harrodian School and Hammersmith Broadway Bus Station and between Harrodian School and Mortlake, Avondale Road.

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. 209 & 609 which will operate as follows:

DAY OF OPERATION	
Mondays to Fridays	Section 6.1
Mondays to Fridays Schooldays (Route No. 609)	Section 6.2
Saturdays & Good Friday	Section 6.3
Sundays	Section 6.4
Christmas Day	No service
Boxing Day	Section 6.5
Other Public Holidays	Sunday service

## 5. VEHICLE TYPE

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

Route Nos. 209 & 609 is currently approved for vehicles which are a maximum of 10.2 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, single deck buses with a minimum capacity of 55, of which approximately 28 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).

Tenderers should indicate how they would minimise the effects of vandalism and other problems on vehicles (new or existing).

## 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. Mortlake, Avondale Road to Hammersmith Bus Station

0455 - 0630	Every 15 minutes
0631 - 0650	Every 10 minutes
0651 - 0730	Every 5 minutes
0731 - 0830	Every 4-5 minutes (13 buses per hour)
0831 - 0930	Every 5 minutes
0931 - 1500	Every 6 minutes
1501 - 1930	Every 5 minutes
1931 - 2030	Every 6 minutes
2031 - 0055	Every 10 minutes

First departure from Mortlake, Avondale Road no later than 0500.  
Last departure from Mortlake Avondale Road no earlier than 0050.

Tenderers should ensure that buses are no more than 5 minutes apart at Hammersmith Bus Station between 0705 and 0825 and between 1515 and 1645.

### 2. Hammersmith Bus Station to Mortlake, Avondale Road

0510 - 0645	Every 15 minutes
0646 - 0715	Every 10 minutes
0716 - 0950	Every 5 minutes
0951 - 1520	Every 6 minutes
1521 - 2020	Every 5 minutes
2021 - 2050	Every 6 minutes
2051 - 0115	Every 10 minutes

First departure from Hammersmith Bus Station no later than 0515.  
Last departure from Hammersmith Bus Station no earlier than 0110.

Tenderers should ensure that buses are no more than 5 minutes apart at Barnes Pond between 0735 and 0855 and between 1535 and 1705.

**6.2 Mondays to Fridays Schooldays - Route No. 609**

1. Hammersmith Bus Station to Mortlake, Avondale Road via Harrodian School  
0752, 0804, 0812 & 0820                      Four journeys
2. Hammersmith Bus Station to Harrodian School  
1602 & 1634                                      Two journeys
3. Harrodian School to Hammersmith Bus Station  
1620 & 1650                                      Two journeys

The timetable for Route No. 609 is designed to meet the finish times of Harrodian School. It is possible that these times may be altered during the life of the contract. Tenderers should indicate whether they are able to adjust the times of the specified journeys by up to 20 minutes (earlier or later) without alteration to the contract price. It may also be necessary for afternoon journeys to operate earlier than stated at the end of term and on other occasions at short notice.

### 6.3 Saturdays & Good Friday

1. Mortlake, Avondale Road to Hammersmith Bus Station

0455 - 0700	Every 15 minutes
0701 - 0800	Every 12 minutes
0801 - 0850	Every 10 minutes
0851 - 1930	Every 6 minutes
1931 - 2030	Every 8 minutes
2031 - 0055	Every 10 minutes

First departure from Mortlake, Avondale Road no later than 0500.  
Last departure from Mortlake Avondale Road no earlier than 0050.

Tenderers should ensure that buses are no more than 6 minutes apart at Hammersmith Bus Station between 0905 and 1035.

2. Hammersmith Bus Station to Mortlake, Avondale Road

0510 - 0715	Every 15 minutes
0716 - 0815	Every 12 minutes
0816 - 0915	Every 10 minutes
0916 - 1955	Every 6 minutes
1956 - 2050	Every 8 minutes
2051 - 0115	Every 10 minutes

First departure from Hammersmith Bus Station no later than 0515.  
Last departure from Hammersmith Bus Station no earlier than 0110.

Tenderers should ensure that buses at Barnes Pond are no more than 6 minutes apart between 0926 and 1100.

## 6.4 Sundays

### 1. Mortlake, Avondale Road to Hammersmith Bus Station

0455 - 0900            Every 15 minutes  
0901 - 0055            Every 10 minutes

First departure from Mortlake, Avondale Road no later than 0500.  
Last departure from Mortlake Avondale Road no earlier than 0050.

Tenderers should ensure that buses are no more than 10 minutes apart at Hammersmith Bus Station between 0920 and 1120.

### 2. Hammersmith Bus Station to Mortlake, Avondale Road

0510 - 0915            Every 15 minutes  
0916 - 0115            Every 10 minutes

First departure from Hammersmith Bus Station no later than 0515.  
Last departure from Hammersmith Bus Station no earlier than 0110.

Tenderers should ensure that buses at Barnes Pond are no more than 10 minutes apart between 0935 and 1135.



## 6.5 Boxing Day

### 1. Mortlake, Avondale Road to Hammersmith Bus Station

0755 - 0900	Every 15 minutes
0901 - 0055	Every 10 minutes

First departure from Mortlake, Avondale Road no later than 0800.  
Last departure from Mortlake Avondale Road no earlier than 0050.

Tenderers should ensure that buses are no more than 10 minutes apart at Hammersmith Bus Station between 0920 and 1120.

### 2. Hammersmith Bus Station to Mortlake, Avondale Road

0810 - 0915	Every 15 minutes
0916 - 0115	Every 10 minutes

First departure from Hammersmith Bus Station no later than 0815.  
Last departure from Hammersmith Bus Station no earlier than 0110.

Tenderers should ensure that buses at Barnes Pond are no more than 10 minutes apart between 0935 and 1135.

## 7. MINIMUM PERFORMANCE STANDARDS

Please refer to Section 2.7 of Part A of the Guide for Tenderers.

Tenderers should note that the objective of the Operator of Route No. 209 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. 209 shall be:

Average Excess Wait Time:	No more than 0.90 minutes
Minimum Operated Mileage:	No less than 98.00%

or as notified by the Corporation from time to time. The Operator will be required to achieve or better the standards.

### QSI Thresholds

The QSI threshold is the standard of performance to be achieved by the operator in order to qualify for an automatic contract extension (in accordance with Schedule IX of the Framework Agreement).

Average Excess Wait Time Threshold = 0.80 minutes

### Summary of proposed QSI coverage: Route No. 209

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 Hammersmith

Mortlake (not evenings or Sundays)  
Barnes \$

#### Towards Mortlake

Hammersmith  
Barnes \$

\$ Observed simultaneously in both directions - counted as two surveys.

Total scheduled manual QSI surveys per quarter = 62.

## 7. MINIMUM PERFORMANCE STANDARDS FOR ROUTE No. 609

Tenderers should note that the objective of the Operator of Route No. 609 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. 609 shall be:

Departing on Time:	No less than 100.00%
Departing Early:	No more than 0.00%
Deductible Lost Mileage:	No more than 0.00%
Non Deductible Lost Mileage:	No more than 0.00%

or as notified by the Corporation from time to time. The Operator will be required to achieve or better the standards.

For further information please refer to Section 2.7 of Part A of the Guide for Tenderers.

## 8. RUNNING TIMES

The current timetables for Route Nos. 209 & 609 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.

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. 209 & 609 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. 209 should interwork with other bus services where possible.

## 11. CONTROL STRATEGY

Route Nos. 209 & 609 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. 209 & 609:

- **The currently authorised weight limit for London Buses' routes across Hammersmith Bridge is 10,620 kg GVW. Any vehicle which exceeds this current weight limit will require a change in the authorisation given by London Borough of Hammersmith & Fulham.**
- This route can suffer from unpredictable traffic delays in the Hammersmith and Mortlake areas.

Tenderers should also note the following factors / events which may have an impact on Route No. 209 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. 209 & 609 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. 209

Mortlake, Avondale Road to Hammersmith Broadway Bus Station	2.7 miles
Hammersmith Broadway Bus Station to Mortlake, Avondale Road	2.7 miles

#### Mileages for Route No. 609

Hammersmith Bus Station to Mortlake, Avondale Road via Harrodian School	2.8 miles
Hammersmith Bus Station to Harrodian School	1.3 miles
Harrodian School to Hammersmith Bus Station	1.8 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

**Service Specification for Route Nos. 209 & 609 - 12/07/2010**

All vehicles to be used on Route Nos. 209 & 609 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:

209 via Castlenau

609

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 209: Mortlake, Avondale Road - Hammersmith Bus Station

**Date of Structural Change:** 20 August 2011.

**Date of Service Change:** 20 August 2011.

**Reason for Issue:** New Tender.

### STREETS TRAVERSED

**Towards Hammersmith Bus Station:** Bus Parking Area, Avondale Road, Mortlake High Street, The Terrace, Barnes High Street, Church Road, Castelnau, Hammersmith Bridge, Hammersmith Bridge Road, Queen Caroline Street, Hammersmith Broadway, Hammersmith Bus Station Northern Entrance Ramp, Hammersmith Bus Station Low Level.

**Towards Mortlake, Avondale Road:** Hammersmith Bus Station Low Level, Butterwick, Talgarth Road, Queen Caroline Street, Hammersmith Bridge Road, Hammersmith Bridge, Castelnau, Church Road, Barnes High Street, The Terrace, Mortlake High Street, Avondale Road, North Worple Way, Bus Parking Area.

### STANDING AND TURNING POINTS

#### MORTLAKE, AVONDALE ROAD

Private stand for two buses on west side of Avondale Road, commencing at lamp standard 5 extending 24 metres west.

Buses proceed from Bus Parking Area direct to stand, departing to Bus Parking Area. Set down in Bus Parking Area, at Stop P and pick up in Bus Parking Area, at Stop P.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 3 buses on Route 209 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:	Mortlake.



### **MORTLAKE, HIGH STREET (from HAMMERSMITH BUS STATION)**

Public stand for two buses on north side of Mortlake High Street, commencing 5 metres east of lamp standard 009 extending 22 metres west.

Buses proceed from Mortlake High Street direct to stand, departing to Mortlake High Street. Set down in Mortlake High Street, at Stop V and pick up in Mortlake High Street, at Stop S.

AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: None  
MEAL RELIEFS: No meal relief vehicles to stand at any time.  
FERRY VEHICLES: No ferry vehicles to park on stand at any time.  
DISPLAY: Mortlake.

### **BARNES POND (from HAMMERSMITH BUS STATION)**

Public stand for two buses on south side of Church Road, Barnes, commencing opposite party wall of 21/23 Church Road extending 20 metres east.

Buses proceed from Church Road direct to stand, departing via Church Road and Station Road to Church Road. Set down in Church Road, at Stop BD and pick up in Church Road, at Stop BF.

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: Barnes Pond.

### **HAMMERSMITH BUS STATION, LOWER LEVEL, STAND J**

Private stand for 2 buses in Hammersmith Lower Level Bus Station at Stop J.

Buses proceed from Hammersmith Bus Station Low Level direct to stand, departing to Hammersmith Bus Station Low Level. Set down in Hammersmith Bus Station Low Level, at Stop J and pick up in Hammersmith Bus Station Low Level, at Stop J.

AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: None  
MEAL RELIEFS: No meal relief vehicles to stand at any time.  
FERRY VEHICLES: No ferry vehicles to park on stand at any time.  
DISPLAY: Hammersmith.  
OTHER INFORMATION: Crew changeovers must take place at Stop A and rear of Stop B only. Toilet facilities available 24hrs.

# LONDON BUSES - ROUTE DESCRIPTION

## ROUTE 609: Harrodian School - Hammersmith Bus Station

**Date of Structural Change:** 20 August 2011.

**Date of Service Change:** 20 August 2011.

**Reason for Issue:** New Tender.

### STREETS TRAVERSED

**Towards Hammersmith Bus Station:** Lonsdale Road, Suffolk Road, Ferry Road, Verdun Road, Howsman Road, Kilmington Road, Lonsdale Road, Castelnau, Hammersmith Bridge, Hammersmith Bridge Road, Queen Caroline Street, Hammersmith Broadway, Hammersmith Bus Station Northern Entrance Ramp, Hammersmith Bus Station Low Level.

**Towards Mortlake, Avondale Road:** Hammersmith Bus Station Low Level, Butterwick, Talgarth Road, Queen Caroline Street, Hammersmith Bridge Road, Hammersmith Bridge, Castelnau, Lonsdale Road, The Terrace, Mortlake High Street, Avondale Road, North Worple Way, Bus Parking Area.

### STANDING AND TURNING POINTS

#### MORTLAKE, AVONDALE ROAD

Buses proceed out of service from Bus Parking Area. Set down in Bus Parking Area, at Stop P.

AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: No more than 1 bus on Route 609 should be scheduled to stand at any one time.  
DISPLAY: Mortlake.

#### HARRODIAN SCHOOL (from HAMMERSMITH BUS STATION)

Buses proceed from Lonsdale Road departing to Lonsdale Road. Set down in Lonsdale Road, at Alighting Point and pick up in Lonsdale Road.

AVAILABILITY: At any time.  
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**  
DISPLAY: Harrodian School.

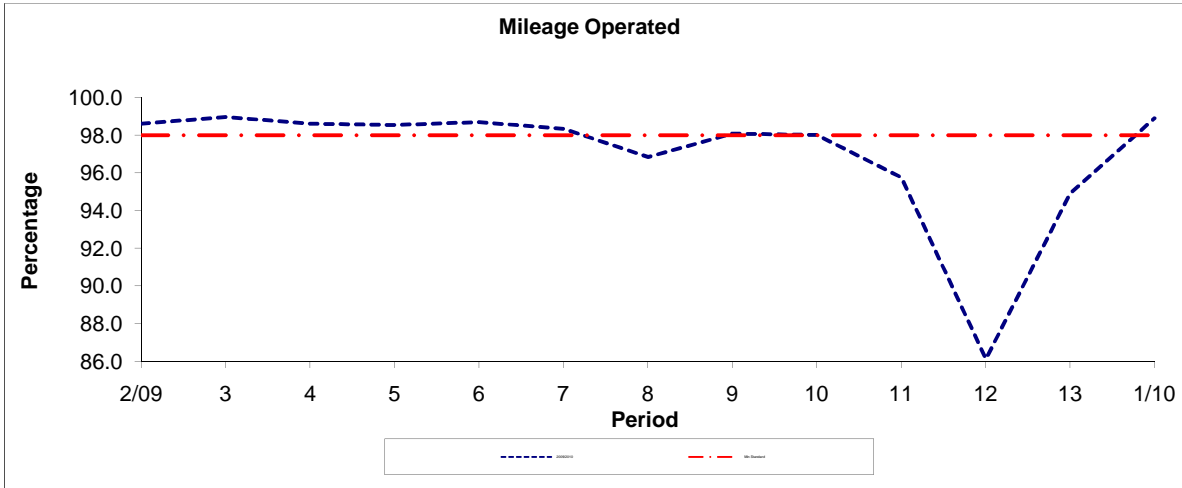
## **HAMMERSMITH BUS STATION, LOWER LEVEL, STAND J**

Private stand for 2 buses in Hammersmith Lower Level Bus Station at Stop J. Buses proceed from Hammersmith Bus Station Low Level direct to stand, departing to Hammersmith Bus Station Low Level. Set down in Hammersmith Bus Station Low Level, at Stop J and pick up in Hammersmith Bus Station Low Level, at Stop J.

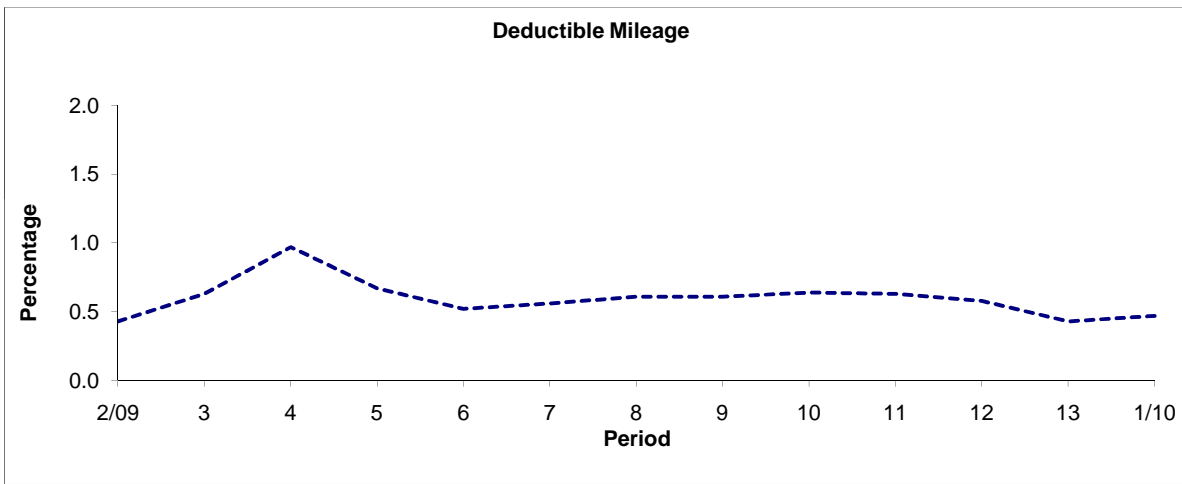
AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	None.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
DISPLAY:	Hammersmith.

**PART B - PERFORMANCE STATISTICS**

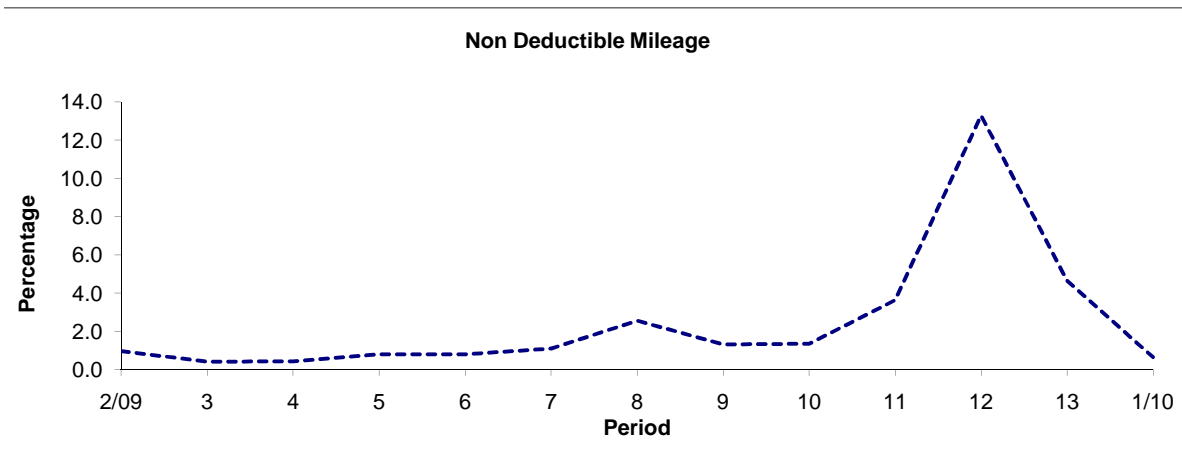
**Route 209**



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	98.61	98.96	98.61	98.54	98.68	98.34	96.84	98.07	98.01	95.75	86.13	94.90	98.89
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



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.43	0.63	0.97	0.67	0.52	0.56	0.61	0.61	0.64	0.63	0.58	0.43	0.47

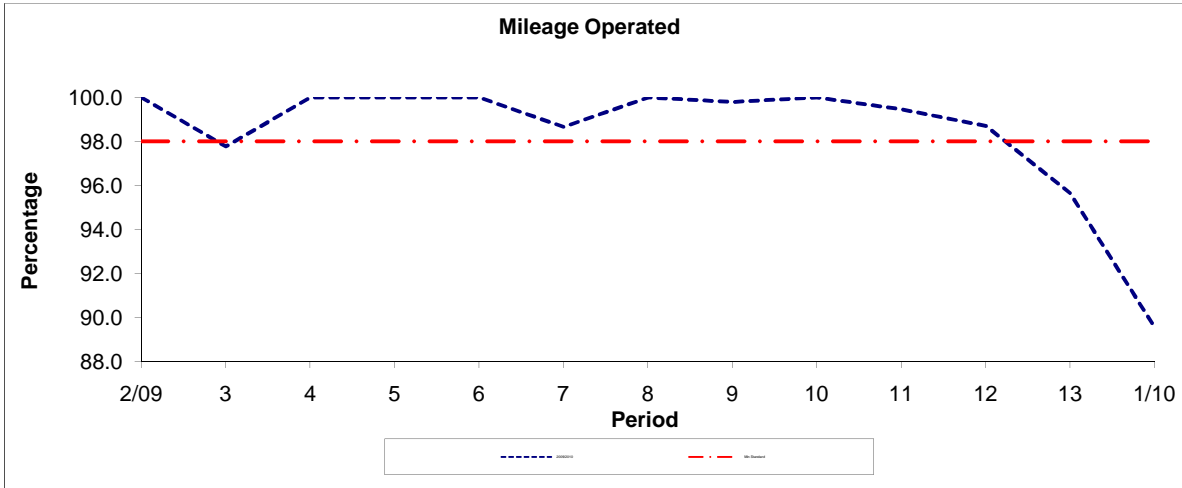


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.96	0.41	0.42	0.79	0.80	1.10	2.55	1.32	1.35	3.62	13.29	4.67	0.64

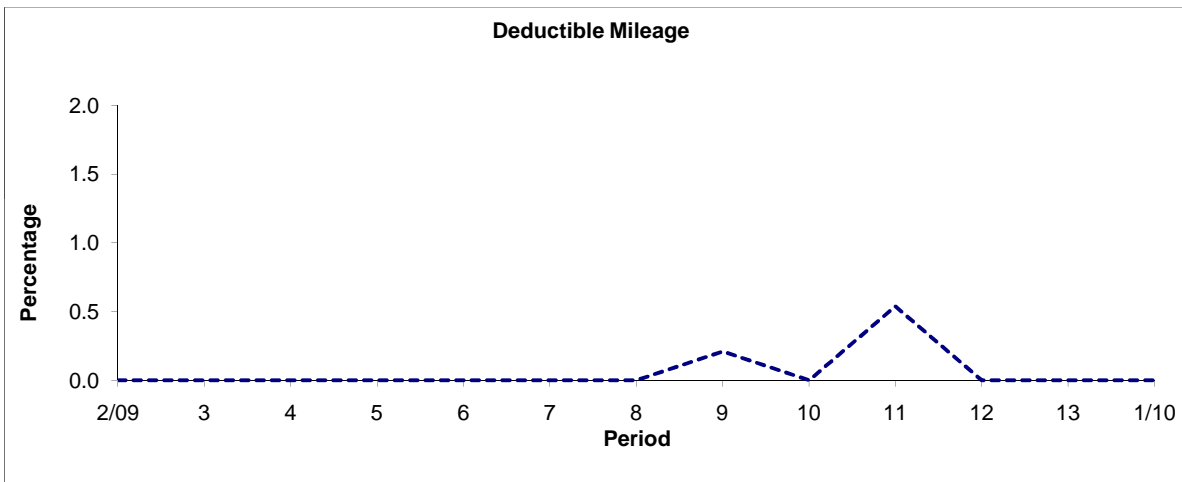
**Note :** Mileage is based on 4 weeks data

**PART B - PERFORMANCE STATISTICS**

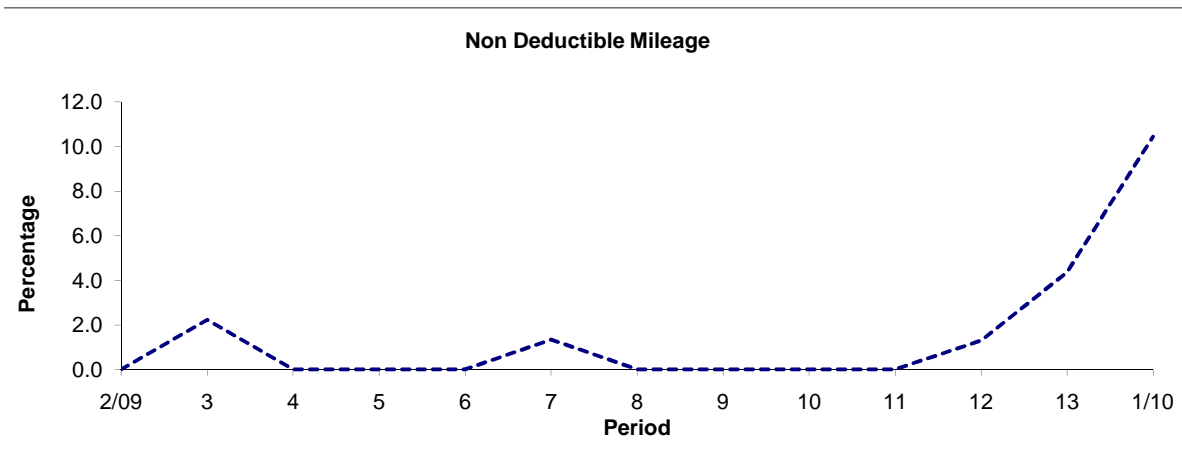
**Route 609**



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	100.00	97.77	100.00	100.00	100.00	98.66	100.00	99.79	100.00	99.46	98.70	95.65	89.55
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	0.00	0.00	0.21	0.00	0.54	0.00	0.00	0.00

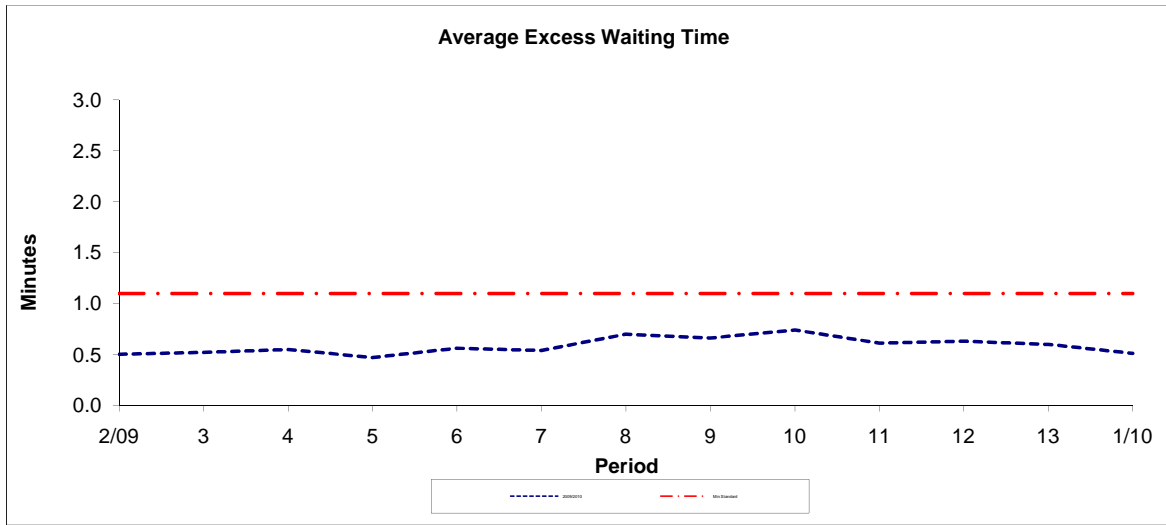


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.00	2.23	0.00	0.00	0.00	1.34	0.00	0.00	0.00	0.00	1.30	4.35	10.45

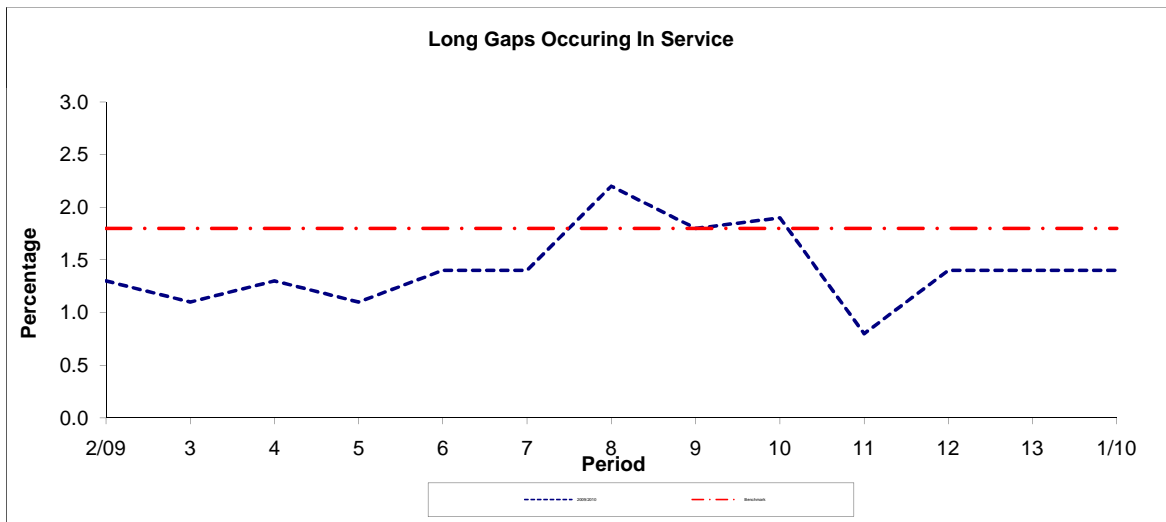
**Note :** Mileage is based on 4 weeks data

**PART B - PERFORMANCE STATISTICS**

**Route 209**



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.50	0.52	0.55	0.47	0.56	0.54	0.70	0.66	0.74	0.61	0.63	0.60	0.51
Min Standard	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10

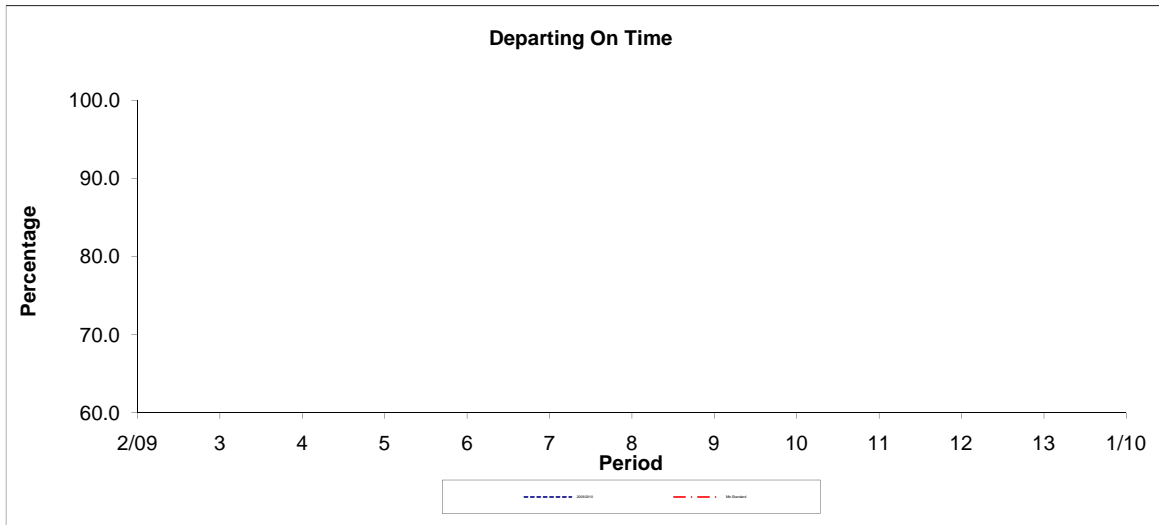


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	1.30	1.10	1.30	1.10	1.40	1.40	2.20	1.80	1.90	0.80	1.40	1.40	1.40
Benchmark	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80

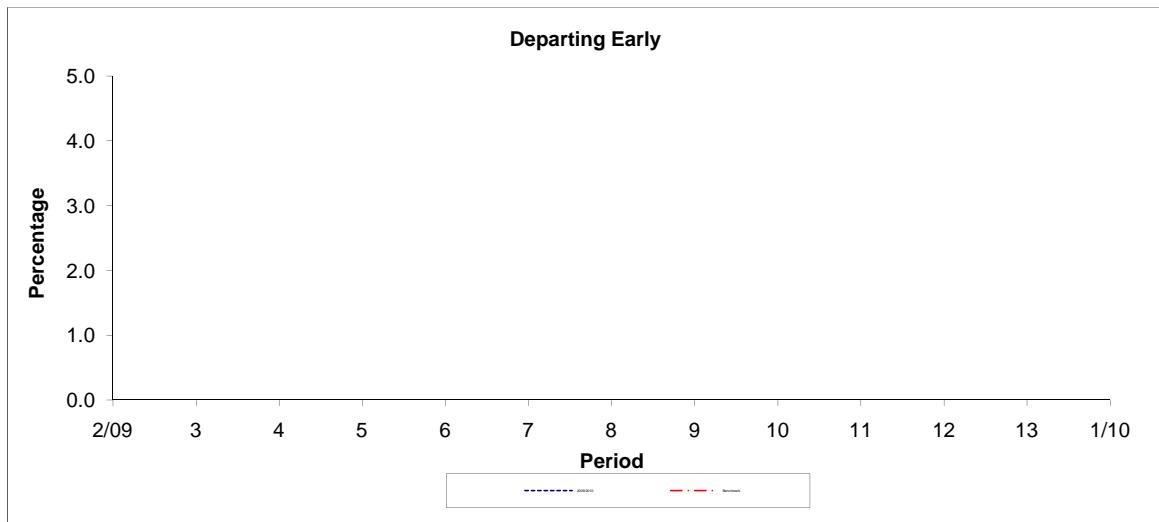
**Note :** Reliability is based on 12 weeks rolling data

**PART B - PERFORMANCE STATISTICS**

**Route 609**



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