

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. 300

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This document should be read in conjunction with the Corporation's Guide for Tenderers (Part A: Explanatory Notes - Service Requirements). Where appropriate, reference is made to the relevant section.

1. TENDERS REQUIRED

This document describes the service for which the Corporation requires Tenders and Tenderers **must** submit a fully compliant bid. In addition, Tenderers **may** wish to draw upon their local knowledge to submit alternative bids which offer improved value for money in meeting passenger needs. These might incorporate, for example, different timings, frequencies, route structures and / or vehicles. The Corporation will welcome such bids and give them careful consideration.

For more information, please refer to Section 2.1 of Part A of the Guide for Tenderers.

2. PROPOSED CHANGES

At this time, no changes are proposed to the existing service for introduction prior to the commencement of the new route agreement for Route No. 300.

Tenderers should note that there are no changes proposed as part of this Service Specification for Route No. 300.

3. TERMINALS

Route No. 300 will operate between East Ham, Wordsworth Avenue and Canning Town 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 No. 300 which will operate as follows:

DAY OF OPERATION	
Mondays to Fridays	Section 6.1
Saturdays & Good Friday	Section 6.2
Sundays	Section 6.3
Christmas Day	No service
Boxing Day	Section 6.4
Other Public Holidays	Sunday service

5. VEHICLE TYPE

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

Route No. 300 is currently approved for vehicles which are a maximum of 10.2 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 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).

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. East Ham, Wordsworth Avenue to Canning Town Bus Station

0440 - 0625	Every 20 minutes
0626 - 1910	Every 15 minutes
1911 - 0035	Every 20 minutes

First departure from East Ham, Wordsworth Avenue no later than 0445.
Last departure from East Ham, Wordsworth Avenue no earlier than 0030.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at Prince Regent Station between 0650 and 0850 and between 1500 and 1630.

2. Canning Town Bus Station to East Ham, Wordsworth Avenue

0520 - 0625	Every 20 minutes
0626 - 2040	Every 15 minutes
2041 - 0120	Every 20 minutes

First departure from Canning Town Bus Station no later than 0525.
Last departure from Canning Town Bus Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at East Ham, Newham Town Hall between 0655 and 0855 and between 1510 and 1640.

6.2 Saturdays & Good Friday

1. East Ham, Wordsworth Avenue to Canning Town Bus Station

0440 - 0725	Every 20 minutes
0726 - 1910	Every 15 minutes
1911 - 0035	Every 20 minutes

First departure from East Ham, Wordsworth Avenue no later than 0445.
Last departure from East Ham, Wordsworth Avenue no earlier than 0030.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at Prince Regent Station between 0925 and 1125.

2. Canning Town Bus Station to East Ham, Wordsworth Avenue

0520 - 0725	Every 20 minutes
0726 - 1940	Every 15 minutes
1941 - 0120	Every 20 minutes

First departure from Canning Town Bus Station no later than 0525.
Last departure from Canning Town Bus Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at East Ham, Newham Town Hall between 0930 and 1145.

6.3 Sundays

1. East Ham, Wordsworth Avenue to Canning Town Station

0620 - 0035 Every 20 minutes

First departure from East Ham, Wordsworth Avenue no later than 0625.
Last departure from East Ham, Wordsworth Avenue no earlier than 0030.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Prince Regent Station between 1030 and 1230.

2. Canning Town Station to East Ham, Wordsworth Avenue

0620 - 0120 Every 20 minutes

First departure from Canning Town Station no later than 0625.
Last departure from Canning Town Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at East Ham, Newham Town Hall between 1040 and 1240.

6.4 Boxing Day

1. East Ham, Wordsworth Avenue to Canning Town Station

0820 - 0035 Every 20 minutes

First departure from East Ham, Wordsworth Avenue no later than 0825.
Last departure from East Ham, Wordsworth Avenue no earlier than 0030.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Prince Regent Station between 1030 and 1230.

2. Canning Town Station to East Ham, Wordsworth Avenue

0820 - 0120 Every 20 minutes

First departure from Canning Town Station no later than 0825.
Last departure from Canning Town Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at East Ham, Newham Town Hall between 1040 and 1240.

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. 300 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. 300 shall be:

Departing on Time:	No less than 78.00%
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).

Departing On Time Threshold = 82.00%

Summary of proposed QSI coverage: Route No. 300

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 Canning Town Bus Station	Towards East Ham, Wordsworth Avenue
East Ham	Canning Town
East Beckton \$	Plaistow Greengate \$
Plaistow Greengate \$	East Beckton \$

Total scheduled manual QSI surveys per quarter = 96.

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

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route No. 300 are attached at Appendix B. This gives an indication of the time required to travel the route. Attention is drawn to the variations in running times at different times of the day. Please refer to Section 2.8 of Part A of the Guide for Tenderers for further information.

Tenderers should 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 Mondays to Fridays afternoon interpeak and PM peak and the Saturday afternoon shopping period and the Sunday shopping period.

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

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

- the minimum performance standards for Route No. 300 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. 300 should interwork with Route No. 325 between East Ham, Newham Town Hall and East Ham Station during all periods apart from Sunday early mornings.

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 No. 300 can suffer from the effects of traffic congestion, making some form of route control essential in order to achieve or better the minimum performance standards for this route.

Tenderers should submit proposals on the control strategy they intend to adopt and the type of control they would intend to use by completing the form provided in Section 3: Part 7 of this ITT. The cost of this control should be included within the main Tender price.

Tenderers should also indicate how they intend to facilitate driver changeovers and meal reliefs for this route.

Further information is provided in Section 2.11 of Part A of the Guide for Tenderers.

12. OPERATIONAL CONSIDERATIONS

Tenderers should note the following operating considerations affecting Route No. 300:

- Football matches at West Ham United F.C. in Upton Park can cause severe traffic congestion in the area.
- Route No. 300 can suffer from unpredictable traffic delays in East Ham, particularly during peak periods.

Tenderers should also note the following factors/events which may have an impact on Route No. 300 in the foreseeable future:

- It is anticipated that Cashless Boarding will be extended throughout London at some stage during the lifetime of this contract. **This is expected to lead to significant savings in running and recovery times to bus routes, and, therefore, potential resource (cycle time and PVR) savings are expected. Tenderers are required to identify and submit the level of savings per vehicle that could be achieved by reducing peak vehicle requirement, and/or how reliability targets could be revised when the Scheme is introduced.**

The above factors have been included to assist Tenderers and represents the information currently available to the Corporation. Tenderers should make their own enquiries about events which may impact upon the route and should form their own views about their likely effect upon it.

13. STOPPING ARRANGEMENTS

Buses operating on Route No. 300 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. 300

East Ham, Wordsworth Avenue to Canning Town Bus Station	8.2 miles
Canning Town Bus Station to East Ham, Wordsworth Avenue	7.8 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

All vehicles to be used on Route No. 300 from the commencement of the new Route Agreement must be in a livery that is exclusively Corporation red. The paint should be matched accurately to the colour as defined by the following manufacturer's specifications:

ICI London Bus Red P498 FPF 3

Other manufacturers should also be able to produce this specification from the ICI colour chart.

This requirement does not include the lower panels which may be in a different colour but which shall not exceed 50cm in height, or the rooftop which should be painted white so as to reduce temperatures inside the vehicle during the summer months.

The positioning and size of Operators' logos are to be agreed between the Operator and the Corporation and, where possible, these should be above the front doors on the nearside of the vehicles and above the drivers' offside cab windows.

All livery proposals must be submitted to the Contracts Tendering Manager for approval.

APPENDIX A: ROUTE RECORD

ROUTE No. 300: EAST HAM, WORDSWORTH AVENUE - CANNING TOWN BUS STATION

STREETS TRAVERSED

Towards Canning Town Bus Station: Wordsworth Avenue, Woodhouse Grove, Plashet Grove, High Street North, Ron Leighton Way, Barking Road, Park Avenue, Folkestone Road, Gooseley Lane, Vicarage Lane, High Street South, Woolwich Manor Way, Tollgate Road, Stansfeld Road, Royal Albert Way, Victoria Dock Road, Prince Regent Lane, Barking Road, Canning Town roundabout, Canning Town Bus Station.

Towards East Ham, Wordsworth Avenue: Canning Town Bus Station, Silvertown Way, Canning Town roundabout, Barking Road, Prince Regent Lane, Prince Regent Bus Station, Victoria Dock Road, Royal Albert Way, Stansfeld Road, Tollgate Road, Woolwich Manor Way, High Street South, Vicarage Lane, Gooseley Lane, Folkestone Road, Park Avenue, Barking Road, High Street North, Wordsworth Avenue.

STANDS, TURNING POINTS AND DESTINATION BLINDS

Tenderers should note that under normal circumstances, the specific restrictions relating to each stand will apply to the whole stand at all times. Any variation to such standing arrangements must be agreed by the Corporation. In addition, Tenderers should note the following general requirements:

- 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:

300 via Beckton

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.

EAST HAM, WORDSWORTH AVENUE

Public stand on south side of Wordsworth Avenue, commencing 38 metres west of the kerbline of High Street North and extending 25 metres west.

Buses proceed from Wordsworth Avenue direct to stand, departing to Wordsworth Avenue. Set down in Wordsworth Avenue, at alighting point and pick up in Wordsworth Avenue, at stop C.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicles on Route No. 300 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
OTHER INFORMATION:	No toilet facilities available.
BLIND DISPLAY:	East Ham Station

EAST HAM, NEWHAM TOWN HALL (from Canning Town Station)

Public stand on east side of Wellington Road, commencing at northern boundary wall of No 3 and extending 47 metres northwards.

Buses proceed from Barking Road via High Street South, Nelson Street and Wellington Road to stand, departing via Wellington Road to Barking Road. Set down in Barking Road, at stop W and pick up in Barking Road, at stop X.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	To be used for unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
BLIND DISPLAY:	East Ham, Newham Town Hall

EAST HAM, LONSDALE AVENUE

Public stand on north side of Lonsdale Avenue, commencing opposite the party wall of Nos. 422/424, 50 metres east of the centre of Greatfield Avenue and extending 13 metres west.

From Canning Town Station

Buses proceed from High Street South via Greatfield Avenue and Lonsdale Avenue to stand, departing via Lonsdale Avenue and High Street South to Woolwich Manor Way. Set down in High Street South, at stop BH and pick up in Woolwich Manor Way, at stop BN.

From East Ham, Wordsworth Avenue

Buses proceed from High Street South via Greatfield Avenue and Lonsdale Avenue to stand, departing via Lonsdale Avenue to High Street South. Set down in High Street South, at stop BL and pick up in High Street South, at stop BH.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	To be used for unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
BLIND DISPLAY:	East Ham, Lonsdale Avenue

PRINCE REGENT DLR STATION

Private stand for two buses in bus station and public stand for two buses in layby outside bus station in Connaught Road.

From Canning Town Station

Buses proceed from Prince Regent Lane via Prince Regent Bus Station to stand, departing via Prince Regent Bus Station to Victoria Dock Road. Set down in Prince Regent Lane, at stop M and pick up in Victoria Dock Road, at stop T.

From East Ham, Wordsworth Avenue

Buses proceed from Victoria Dock Road via Prince Regent Bus Station to stand, departing to Prince Regent Bus Station. Set down in Victoria Dock Road, at stop T and pick up in Prince Regent Bus Station, at stop R.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	To be used for unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
BLIND DISPLAY:	Prince Regent

CANNING TOWN, HERMIT ROAD (from East Ham, Wordsworth Avenue)

Public stand for 3 buses on south side of Trinity Gardens commencing opposite east flank wall of Nos. 2-96 and extending 38 metres east.

Buses proceed from Barking Road via Trinity Gardens to stand, departing via Trinity Gardens and Hermit Road to Barking Road. Set down in Barking Road, at stop P and pick up in Barking Road, at stop S.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	To be used for unscheduled curtailments only.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
BLIND DISPLAY:	Canning Town, Barking Road

CANNING TOWN STATION

Private stand in bus station at south west corner of junction of Barking Road and Silvertown Way.

Buses proceed from Canning Town Bus Station direct to stand, departing to Canning Town Bus Station. Set down in Canning Town Bus Station, at stop A and pick up in Canning Town Bus Station, at stop F.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicles on Route No. 300 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
OTHER INFORMATION:	Toilet facilities available 24 hours a day.
BLIND DISPLAY:	Canning Town

LBSL/SG/Route No. 300.
30/03/2009. Tranche 297.

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. 300

(based on current schedule)

MONDAYS TO FRIDAYS1. East Ham, Wordsworth Avenue to Canning Town Bus Station

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical early evening	Typical late evening
East Ham Wordsworth Avenue	0445	0802	1200	1658	2010	2310
East Ham Station	0447	0805	1203	1702	2014	2313
East Ham Newham Town Hall	0451	0811	1210	1710	2020	2318
Folkestone Road Gooseley Lane	0455	0819	1217	1718	2024	2322
Beckton Bus Station	0502	0828	1225	1727	2031	2329
Stansfeld Road Fulmer Road	0505	0832	1229	1731	2035	2333
Prince Regent Station	0508	0836	1233	1735	2038	2336
Plaistow Greengate	0513	0846	1243	1744	2045	2343
Canning Town Bus Station	0518	0856	1252	1753	2052	2350
	33 minutes	54 minutes	52 minutes	55 minutes	42 minutes	40 minutes

2. Canning Town Bus Station to East Ham, Wordsworth Avenue

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical early evening	Typical late evening
Canning Town Bus Station	0525	0822	1207	1703	2003	2315
Plaistow Greengate	0530	0832	1218	1715	2011	2322
Prince Regent Station	0535	0842	1227	1726	2018	2328
Stansfeld Road Fulmer Road	0539	0846	1232	1731	2022	2332
Beckton Bus Station	0542	0851	1236	1735	2025	2335
Folkestone Road Gooseley Lane	0548	0900	1244	1744	2032	2342
East Ham Newham Town Hall	0552	0908	1250	1750	2036	2346
East Ham Station	0557	0913	1256	1758	2041	2351
East Ham Wordsworth Avenue	0559	0915	1258	1800	2043	2353
	34 minutes	53 minutes	51 minutes	57 minutes	40 minutes	38 minutes

SATURDAYS1. East Ham, Wordsworth Avenue to Canning Town Bus Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
East Ham Wordsworth Avenue	0445	1040	1509	2010	2310
East Ham Station	0447	1043	1512	2013	2313
East Ham Newham Town Hall	0451	1049	1519	2018	2318
Folkestone Road Gooseley Lane	0455	1055	1525	2022	2322
Beckton Bus Station	0502	1103	1533	2029	2329
Stansfeld Road Fulmer Road	0505	1107	1537	2033	2333
Prince Regent Station	0508	1111	1541	2036	2336
Plaistow Greengate	0513	1121	1551	2043	2343
Canning Town Bus Station	0518	1130	1600	2050	2350
	33 minutes	50 minutes	51 minutes	40 minutes	40 minutes

2. Canning Town Bus Station to East Ham, Wordsworth Avenue

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
Canning Town Bus Station	0525	1046	1500	1955	2315
Plaistow Greengate	0530	1055	1509	2002	2322
Prince Regent Station	0535	1104	1519	2008	2328
Stansfeld Road Fulmer Road	0539	1109	1524	2012	2332
Beckton Bus Station	0542	1113	1528	2015	2335
Folkestone Road Gooseley Lane	0548	1121	1536	2022	2342
East Ham Newham Town Hall	0552	1127	1542	2026	2346
East Ham Station	0557	1135	1550	2031	2351
East Ham Wordsworth Avenue	0559	1137	1552	2033	2353
	34 minutes	51 minutes	52 minutes	38 minutes	38 minutes

SUNDAYS**1. East Ham, Wordsworth Avenue to Canning Town Bus Station**

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
East Ham Wordsworth Avenue	0625	1036	1513	2010	2250
East Ham Station	0627	1039	1516	2013	2253
East Ham <i>Newham Town Hall</i>	0630	1045	1522	2018	2258
Folkestone Road <i>Gooseley Lane</i>	0634	1050	1528	2022	2302
Beckton Bus Station	0641	1058	1536	2029	2309
Stansfeld Road <i>Fulmer Road</i>	0644	1102	1540	2033	2313
Prince Regent Station	0647	1105	1543	2036	2316
Plaistow <i>Greengate</i>	0652	1113	1553	2043	2323
Canning Town Bus Station	0657	1121	1601	2050	2330
	32 minutes	45 minutes	48 minutes	40 minutes	40 minutes

2. Canning Town Bus Station to East Ham, Wordsworth Avenue

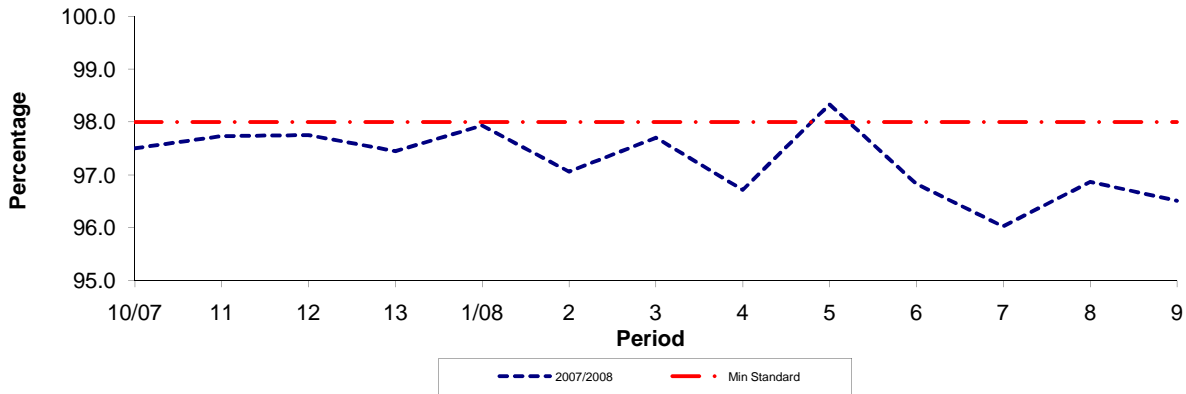
	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical early evening	Typical late evening
Canning Town Bus Station	0625	1037	1515	1955	2315
Plaistow <i>Greengate</i>	0630	1046	1524	2002	2322
Prince Regent Station	0635	1053	1533	2008	2328
Stansfeld Road <i>Fulmer Road</i>	0639	1057	1537	2012	2332
Beckton Bus Station	0642	1100	1540	2015	2335
Folkestone Road <i>Gooseley Lane</i>	0648	1108	1548	2022	2342
East Ham <i>Newham Town Hall</i>	0652	1114	1554	2026	2346
East Ham Station	0656	1122	1603	2031	2351
East Ham Wordsworth Avenue	0658	1124	1605	2033	2353
	33 minutes	47 minutes	50 minutes	38 minutes	38 minutes

The above tables have been included to assist Tenderers. They represent the information currently available to the Corporation. Tenderers should form their own views about what is appropriate in terms of running times. (See Section 8.)

PART B - PERFORMANCE STATISTICS

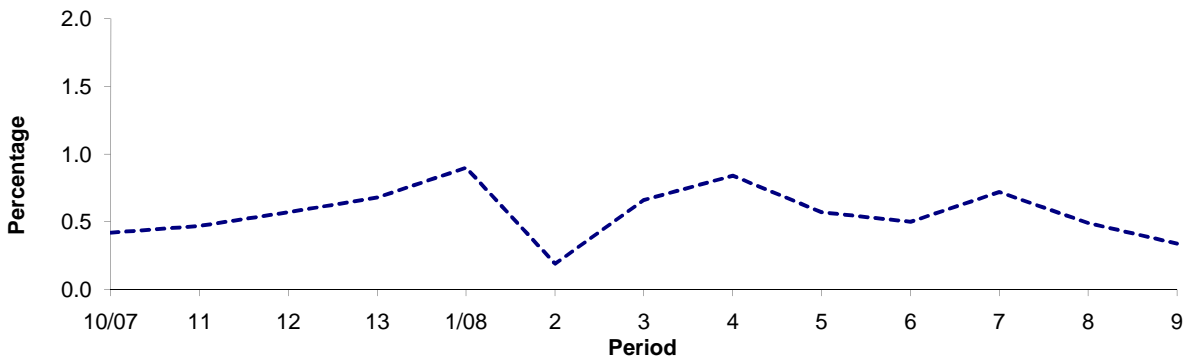
Route 300

Mileage Operated



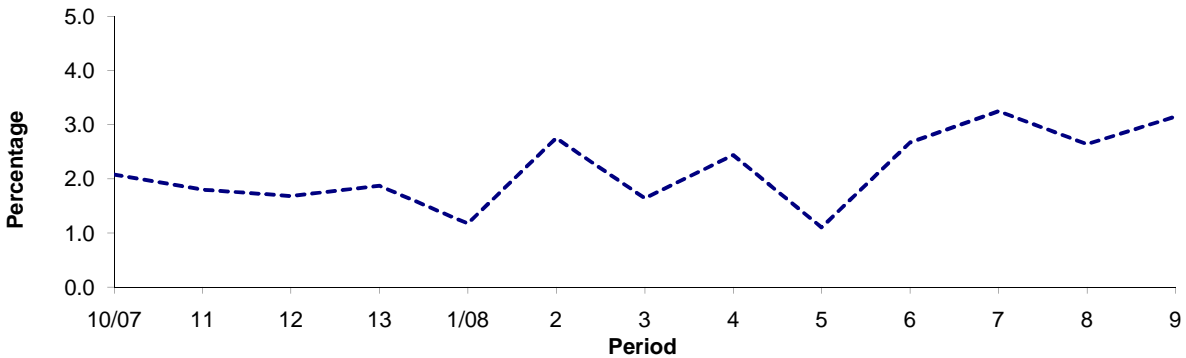
Period	10/07	11	12	13	1/08	2	3	4	5	6	7	8	9
2007/2008	97.50	97.73	97.75	97.45	97.93	97.06	97.70	96.72	98.33	96.83	96.03	96.87	96.51
Min Standard	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00

Deductible Mileage



Period	10/07	11	12	13	1/08	2	3	4	5	6	7	8	9
2007/2008	0.42	0.47	0.57	0.68	0.90	0.19	0.66	0.84	0.57	0.50	0.72	0.49	0.34

Non Deductible Mileage

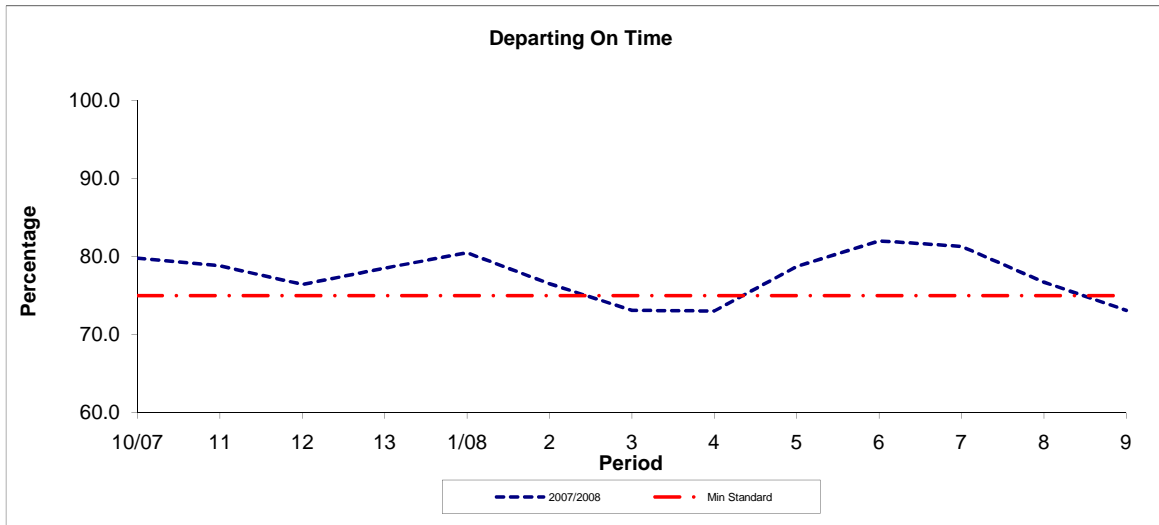


Period	10/07	11	12	13	1/08	2	3	4	5	6	7	8	9
2007/2008	2.08	1.80	1.68	1.87	1.17	2.75	1.64	2.44	1.10	2.67	3.25	2.64	3.15

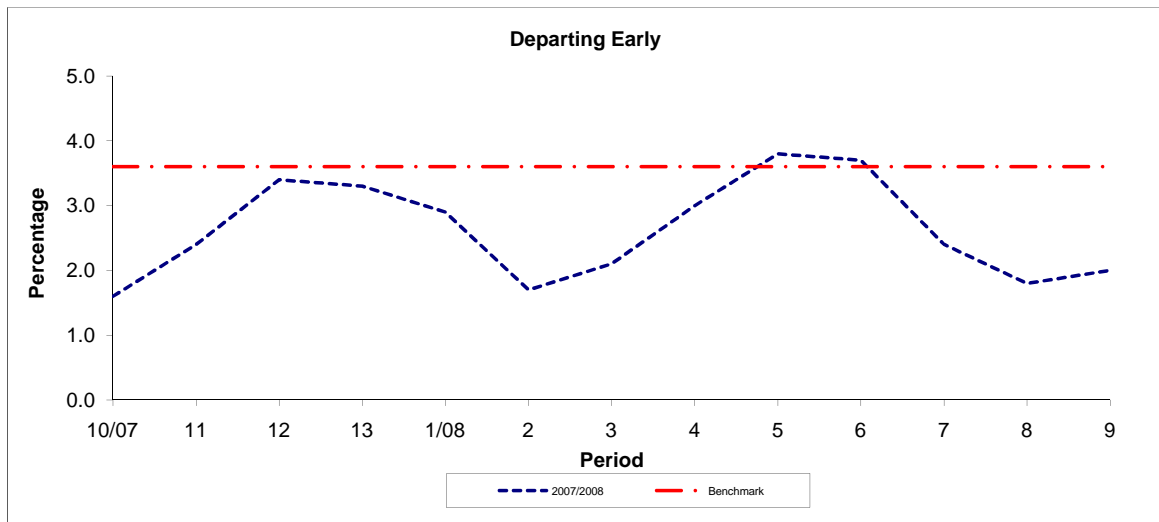
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 300



Period	10/07	11	12	13	1/08	2	3	4	5	6	7	8	9
2007/2008	79.80	78.80	76.40	78.50	80.50	76.50	73.10	73.00	78.70	82.00	81.30	76.70	73.10
Min Standard	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00



Period	10/07	11	12	13	1/08	2	3	4	5	6	7	8	9
2007/2008	1.60	2.40	3.40	3.30	2.90	1.70	2.10	3.00	3.80	3.70	2.40	1.80	2.00
Benchmark	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60

Note : Reliability is based on 12 weeks rolling data