

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE Nos. 26 & N26

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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. 26 & N26.

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:

- Mondays to Fridays AM & PM peak frequencies are reduced from every 7-8 minutes (8 buses per hour) to every 8 minutes.
- Departures on Route No. N26 re-timed are to improve the day/night interface.
- **Tenderers must identify the cost of the Nightly element of this service separately.**

3. TERMINALS

Route No. 26 will operate between Hackney Wick, Chapman Road and Waterloo Station, Waterloo Road.

Route No. N26 will operate between Trafalgar Square, Charing Cross Station and Chingford 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. 26 & N26 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. 26 & N26 are currently approved for vehicles which are a maximum of 10.5 metres long and 2.55 metres wide. A formal route test will be required for vehicles which exceed these dimensions. This will be arranged with the successful Tenderer.

The service requirement set out in Section 6 assumes that dual door, double deck buses with a minimum capacity of 87 of which approximately 60 should be seated, will be used on this route. Luggage space should also be provided.

Tenderers must submit proposals based on new vehicles. These must be of a low floor design and be accessible to wheelchairs by means of a powered ramp.

Bids for both conventional diesel powered vehicles and diesel-electric hybrid vehicles should be submitted and separate prices for both types are required.

Bids based on a mix of hybrid and conventional vehicles would be welcomed, subject to a minimum of 10 hybrid powered vehicles being offered for this route (full hybrid operation should be offered for routes with a vehicle requirement of less than 10).

Tenderers should refer to the vehicle design (including accessibility) features contained in Schedule II to Annex B of the Framework Agreement and Section 2 Part B of the Master ITT (Version 2 issued June 2005).

Tenderers may also submit bids based on using existing vehicles. Tenderers are asked to specify what refurbishment would be carried out on existing buses and the expected timescale of those works. See Master ITT (Version 2 issued June 2005).

6. FREQUENCIES

The level of service (e.g. every 15 minutes) required by the Corporation is described in terms of the interval between departures. Whilst a completely regular service at the specified frequency should be possible at most times, occasionally a bus may be timetabled to depart up to five minutes earlier or later than the regular time.

Tenderers should note that when the specified frequency changes (e.g. between the peak and midday periods), the scheduled interval between buses should never be greater than that provided by the lower of the two frequencies **AT ANY POINT ON THE ROUTE**.

Tenderers should note that unless otherwise stated **all** journeys should operate between the terminal points defined in each direction.

6.1 Mondays to Fridays

1. Hackney Wick, Chapman Road to Waterloo Station, Waterloo Road

0505 - 0550	Every 20 minutes
0551 - 0610	Every 10 minutes
0611 - 0955	Every 8 minutes
0956 - 1435	Every 10 minutes
1436 - 1835	Every 8 minutes
1836 - 1855	Every 10 minutes
1856 - 2335	Every 12 minutes

First departure from Hackney Wick, Chapman Road no later than 0510.
Last departure from Hackney Wick, Chapman Road no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Bank Station, Queen Victoria Street between 0735 and 0900 and between 1510 and 1635.

2. Waterloo Station, Waterloo Road to Hackney Wick, Chapman Road

0545 - 0630	Every 20 minutes
0631 - 0710	Every 10 minutes
0711 - 1010	Every 8 minutes
1011 - 1550	Every 10 minutes
1551 - 1910	Every 8 minutes
1911 - 1940	Every 10 minutes
1941 - 0020	Every 12 minutes

First departure from Waterloo Station, Waterloo Road no later than 0550.
Last departure from Waterloo Station, Waterloo Road no earlier than 0015.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Cambridge Heath Station between 0735 and 0900 and no more than 10 minutes apart between 1500 and 1630.

6.2 Saturdays

1. Hackney Wick, Chapman Road to Waterloo Station, Waterloo Road

0505 - 0550	Every 20 minutes
0551 - 0850	Every 12 minutes
0851 - 1820	Every 10 minutes
1821 - 2335	Every 12 minutes

First departure from Hackney Wick, Chapman Road no later than 0510.
Last departure from Hackney Wick, Chapman Road no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Bank Station, Queen Victoria Street between 0915 and 1115.

2. Waterloo Station, Waterloo Road to Hackney Wick, Chapman Road

0545 - 0630	Every 20 minutes
0631 - 0930	Every 12 minutes
0931 - 1840	Every 10 minutes
1841 - 0020	Every 12 minutes

First departure from Waterloo Station, Waterloo Road no later than 0550.
Last departure from Waterloo Station, Waterloo Road no earlier than 0015.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Cambridge Heath Station between 0905 and 0955 and no more than 10 minutes between 0956 and 1105.

6.3 Sundays

1. Hackney Wick, Chapman Road to Waterloo Station, Waterloo Road

0505 - 0750 Every 20 minutes
0751 - 2335 Every 12 minutes

First departure from Hackney Wick, Chapman Road no later than 0510.
Last departure from Hackney Wick, Chapman Road no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Bank Station, Queen Victoria Street between 1025 and 1125.

2. Waterloo Station, Waterloo Road to Hackney Wick, Chapman Road

0545 - 0830 Every 20 minutes
0831 - 0020 Every 12 minutes

First departure from Waterloo Station, Waterloo Road no later than 0550.
Last departure from Waterloo Station, Waterloo Road no earlier than 0015.

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

6.4 Boxing Day

1. Hackney Wick, Chapman Road to Waterloo Station, Waterloo Road

0805 - 2335 Every 12 minutes

First departure from Hackney Wick, Chapman Road no later than 0810.
Last departure from Hackney Wick, Chapman Road no earlier than 2330.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Bank Station, Queen Victoria Street between 1025 and 1125.

2. Waterloo Station, Waterloo Road to Hackney Wick, Chapman Road

0805 - 0830 Every 20 minutes
0831 - 0020 Every 12 minutes

First departure from Waterloo Station, Waterloo Road no later than 0810.
Last departure from Waterloo Station, Waterloo Road no earlier than 0015.

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

6.5 Nightly

1. Trafalgar Square, Charing Cross Station to Chingford Station, Stop F

0025 - 0415 Every 20 minutes

First departure from Trafalgar Square, Charing Cross Station no later than 0030.
Last departure from Trafalgar Square, Charing Cross Station no earlier than 0410.

2. Trafalgar Square, Charing Cross Station to Walthamstow Central Station

0425 - 0535 Every 20 minutes

First departure from Trafalgar Square, Charing Cross Station no later than 0430.
Last departure from Trafalgar Square, Charing Cross Station no earlier than 0530.

3. Chingford Station, Stop C to Trafalgar Square, Charing Cross Station

0030 - 0420 Every 20 minutes

First departure from Chingford Station, Stop C no later than 0035.
Last departure from Chingford Station, Stop C no earlier than 0415.

4. Walthamstow Central Station to Trafalgar Square, Charing Cross Station

2325 - 0035 Every 20 minutes

First departure from Walthamstow Central Station no later than 2330.
Last departure from Walthamstow Central Station no earlier than 0030.

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. 26 & N26 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. 26 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. N26 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 = 1.05 minutes

It is unlikely that the minimum number of QSI surveys for Threshold measurement will be conducted on Route No. N26 at present. However, this may change at a later date when a Threshold figure may be published.

Summary of proposed QSI coverage: Route Nos. 26 & N26

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 Waterloo Station,

Waterloo Road

Hackney Well St \$

Shoreditch \$

Liverpool St

Towards Hackney Wick, Chapman Road

Waterloo

Liverpool St

Shoreditch \$

Hackney Well St \$

Total scheduled manual QSI surveys per quarter = 112.

\$ Observed simultaneously in both directions. Counted as two surveys.

8. RUNNING TIMES

The current timetable for Route Nos. 26 & N26 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 Mondays to Fridays early evening on Route No. 26 and weekend nights on Route No. N26.

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

- the minimum performance standards for Route Nos. 26 & N26 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. 26 should interwork with Route No. N26 to form a seamless 24 hour service between Hackney Wick, Well Street and Aldwych, Law Courts.

Route No. N26 should interwork with Route No. 97 to form a seamless 24 hour service between Chingford Station and Leyton, Library.

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. 26 & N26 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. 26 & N26:

- Route Nos. 26 & N26 can suffer from unpredictable traffic delays in the Hackney, Shoreditch and City of London areas.
- Hackney market on Sundays can cause delays to Route Nos. 26 & N26.

Tenderers should also note the following factors/events which may have an impact on Route Nos. 26 & N26 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. 26 & N26 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. 26 & N26

Hackney Wick, Chapman Road to Waterloo Station, Waterloo Road	6.2 miles
Waterloo Station, Waterloo Road to Hackney Wick, Chapman Road	6.2 miles
Trafalgar Square, Charing Cross Station to Chingford Station, Stop F	14.4 miles
Trafalgar Square, Charing Cross Station to Walthamstow Central Station	9.8 miles
Walthamstow Central Station to Trafalgar Square, Charing Cross Station	10.0 miles
Chingford Station, Stop C to Trafalgar Square, Charing Cross Station	14.6 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. 26 & N26 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:

26 via Hackney Road

N26 via Hackney Wick

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 26: Hackney Wick, Chapman Road - Waterloo Station

Date of Structural Change: 11 June 2011.

Date of Service Change: 11 June 2011.

Reason for Issue: New Tender.

STREETS TRAVERSED

Towards Waterloo Station: Chapman Road, Wick Road, Kenton Road, Queen Anne Road, Valentine Road, Well Street, Mare Street, Cambridge Heath Road, Hackney Road, Shoreditch High Street, Norton Folgate, Bishopsgate, Threadneedle Street, Mansion House Street, Queen Victoria Street, Cannon Street, St Paul's Churchyard, Ludgate Hill, Ludgate Circus, Fleet Street, Strand, Lancaster Place, Waterloo Bridge, Waterloo Road.

Towards Hackney Wick, Chapman Road: Waterloo Road, Tenison Way, Waterloo Road, Waterloo Bridge, Lancaster Place, Aldwych, Strand, Fleet Street, Ludgate Circus, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Mansion House Street, Threadneedle Street, Bishopsgate, Norton Folgate, Shoreditch High Street, Hackney Road, Cambridge Heath Road, Mare Street, Well Street, Cassland Road, Wick Road, Chapman Road.

STANDING AND TURNING POINTS

HACKNEY WICK, CHAPMAN ROAD

Public stand for 4 buses on west side of Chapman Road commencing 18 metres north of lamp standard 5 extending 41 metres south.

Buses proceed from Chapman Road via Trowbridge Road and Chapman Road to stand, departing to Chapman Road. Set down in Chapman Road, at Stop K and pick up in Chapman Road, at Stop J.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 26 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:	Hackney Wick.

HACKNEY, CHURCH CRESCENT (from WATERLOO STATION)

Public off side stand for one bus on west side of Church Crescent commencing 11 metres north of lamp standard Z2 extending 13 metres north.

Buses proceed from Well Street via Cassland Road, Terrace Road and Church Crescent to stand, departing via Church Crescent and Lauriston Road to Well Street. Set down in Well Street, at Stop D and pick up in Well Street, at 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:	Hackney, Well Street.

ASH GROVE, BUSH ROAD (from WATERLOO STATION)

Public off side stand for four buses on south side of Bush Road commencing at lamp standard 4 extending 45 metres west.

Buses proceed from Mare Street via The Triangle, Westgate Street, Sheep Lane and Bush Road to stand, departing via Bush Road to Mare Street. Set down in Mare Street, at Stop LP and pick up in Mare Street, at Stop Q.

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:	Ash Grove.

SHOREDITCH CHURCH, HIGH STREET (from WATERLOO STATION)

Public stand on east side of Shoreditch High Street, commencing 14 metres north of a point opposite centre of Batemans Row and extending 33 metres north.

Buses proceed from Shoreditch High Street via Great Eastern Street, Curtain Road, Old Street and Shoreditch High Street to stand, departing to Shoreditch High Street. Set down in Shoreditch High Street, at Stop F and pick up in Shoreditch High Street, at 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:	Shoreditch.

SHOREDITCH CHURCH

From Hackney Wick, Chapman Road.

Buses proceed from Shoreditch High Street via Great Eastern Street and Holywell Lane departing to Shoreditch High Street. Set down in Shoreditch High Street, at stop N and pick up in Shoreditch High Street, at stop L.

From Waterloo Station.

Buses proceed from Shoreditch High Street via Great Eastern Street, Curtain Road and Old Street departing to Shoreditch High Street. Set down in Shoreditch High Street, at stop F and pick up in Shoreditch High Street, at stop N.

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

LIVERPOOL STREET STATION (from Hackney Wick, Chapman Road)

Buses proceed from Bishopsgate via Wormwood Street, Old Broad Street, Liverpool Street, Blomfield Street, London Wall and Wormwood Street departing to Bishopsgate. Set down in Bishopsgate, at Stop L and pick up in Bishopsgate, at Stop F.

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

FARRINGDON STREET, STONECUTTER STREET (from Hackney Wick, Chapman Road)

Public stand for four buses on north side of Stonecutter Street, commencing 16 metres west of the western kerbline of Farringdon Street and extending 50 metres west. Buses proceed from Ludgate Hill via Ludgate Circus, Farringdon Street, Charterhouse Street, Holborn Circus, St Andrew Street, Shoe Lane and Stonecutter Street to stand, departing via Stonecutter Street, Farringdon Street and Ludgate Circus to Ludgate Hill. Set down in Ludgate Hill, at Stop F and pick up in Ludgate Hill, at 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: Ludgate Circus.

WATERLOO, WATERLOO ROAD, OLD VIC, WEST SIDE

Public stand for five buses in two portions:

1 - For 4 buses on west side of Waterloo Road commencing 65 metres south of junction with Baylis Road and extending 44 metres south.

2 - Overflow stand for 1 bus on east side of Waterloo Road (prior to main stand) commencing 54 metres south of The Cut and extending 13 metres north.

Buses proceed from Waterloo Road via And Perform A U-Turn In The Road At The Junction With Pearman Street and Waterloo Road to stand, departing to Waterloo Road. Set down in Waterloo Road, at Stop E and pick up in Waterloo Road, at Stop C.

AVAILABILITY: At any time.

OPERATING RESTRICTIONS: No more than 2 buses on Route 26 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: Waterloo.

LONDON BUSES - ROUTE DESCRIPTION

ROUTE N26: Trafalgar Square - Chingford Station

Date of Structural Change: 11 June 2011.

Date of Service Change: 11 June 2011.

Reason for Issue: New Tender.

STREETS TRAVERSED

Towards Chingford Station: Strand, Aldwych, Strand, Fleet Street, Ludgate Circus, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Mansion House Street, Threadneedle Street, Bishopsgate, Norton Folgate, Shoreditch High Street, Hackney Road, Cambridge Heath Road, Mare Street, Well Street, Cassland Road, Wick Road, Eastway, Lee Conservancy Road, Homerton Road, Eastway, Ruckholt Road, High Road Leyton, Grange Park Road, Church Road, High Road Leyton, Hoe Street, Selborne Road, Walthamstow Central Bus Station, Selborne Road, Hoe Street, Chingford Road, Crooked Billet Roundabout, Chingford Road, Chingford Mount Road, Old Church Road, The Ridgeway, The Green, Station Road.

Towards Trafalgar Square: Chingford Bus Station, Station Road, The Green, The Ridgeway, Old Church Road, Chingford Mount Road, Chingford Road, Crooked Billet Roundabout, Chingford Road, Hoe Street, Selborne Road, Walthamstow Central Bus Station, Selborne Road, Hoe Street, High Road Leyton, Alexandra Road, York Road, Ruckholt Road, Eastway, Homerton Road, Lee Conservancy Road, Eastway, Wick Road, Kenton Road, Queen Anne Road, Valentine Road, Well Street, Mare Street, Cambridge Heath Road, Hackney Road, Shoreditch High Street, Norton Folgate, Bishopsgate, Threadneedle Street, Mansion House Street, Queen Victoria Street, Cannon Street, St Paul's Churchyard, Ludgate Hill, Ludgate Circus, Fleet Street, Strand.

STANDING AND TURNING POINTS

TRAFALGAR SQUARE, WHITEHALL PLACE

Public stand for two buses on south side of Whitehall Place, 35 metres west of Whitehall Court, extending 27 metres west.

Buses proceed from Strand via Charing Cross, Whitehall and Whitehall Place to stand, departing via Whitehall Place, Northumberland Avenue, Charing Cross and Trafalgar Square (South Side) to Strand. Set down in Strand, at Stop H and pick up in Strand, at Stop F.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 1 bus on Route N26 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:	Trafalgar Square.

FARRINGDON STREET, STONECUTTER STREET (from CHINGFORD STATION)

Public stand for four buses on north side of Stonecutter Street, commencing 16 metres west of the western kerblines of Farringdon Street and extending 50 metres west.

Buses proceed from Ludgate Hill via Ludgate Circus, Farringdon Street, Charterhouse Street, Holborn Circus, St Andrew Street, Shoe Lane and Stonecutter Street to stand, departing via Stonecutter Street, Farringdon Street and Ludgate Circus to Ludgate Hill. Set down in Ludgate Hill, at Stop F and pick up in Ludgate Hill, at 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:	Ludgate Circus.

LIVERPOOL STREET STATION (from CHINGFORD STATION)

Buses proceed from Bishopsgate via Wormwood Street, Old Broad Street, Liverpool Street, Blomfield Street, London Wall and Wormwood Street departing to Bishopsgate. Set down in Bishopsgate, at Stop L and pick up in Bishopsgate, at Stop F.

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

SHOREDITCH CHURCH

From Chingford Station.

Buses proceed from Shoreditch High Street via Great Eastern Street and Holywell Lane departing to Shoreditch High Street. Set down in Shoreditch High Street, at stop N and pick up in Shoreditch High Street, at stop L.

From Trafalgar Square.

Buses proceed from Shoreditch High Street via Great Eastern Street, Curtain Road and Old Street departing to Shoreditch High Street. Set down in Shoreditch High Street, at stop F and pick up in Shoreditch High Street, at stop N.

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

SHOREDITCH CHURCH, HIGH STREET (from Trafalgar Square)

Public stand on east side of Shoreditch High Street, commencing 14 metres north of a point opposite centre of Batemans Row and extending 33 metres north.

Buses proceed from Shoreditch High Street via Great Eastern Street, Curtain Road, Old Street and Shoreditch High Street to stand, departing to Shoreditch High Street. Set down in Shoreditch High Street, at Stop F and pick up in Shoreditch High Street, at 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: Shoreditch.

ASH GROVE, BUSH ROAD (from Trafalgar Square)

Public off side stand for four buses on south side of Bush Road commencing at lamp standard 4 extending 45 metres west.

Buses proceed from Mare Street via The Triangle, Westgate Street, Sheep Lane and Bush Road to stand, departing via Bush Road to Mare Street. Set down in Mare Street, at Stop LP and pick up in Mare Street, at Stop Q.

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: Ash Grove.

HACKNEY, CHURCH CRESCENT (from Trafalgar Square)

Public off side stand for one bus on west side of Church Crescent commencing 11 metres north of lamp standard Z2 extending 13 metres north.

Buses proceed from Well Street via Cassland Road, Terrace Road and Church Crescent to stand, departing via Church Crescent and Lauriston Road to Well Street. Set down in Well Street, at Stop D and pick up in Well Street, at 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: Hackney, Well Street.

HACKNEY WICK, EASTWAY

Private stand for 5 buses standing abreast in marked bays in Bus Parking Area on west side of Eastway north of junction with Buxhall Crescent.

From Chingford Station.

Buses proceed from Eastway direct to stand, departing to Eastway. Set down in Eastway, at Alighting Point and pick up in Eastway, at Stop P.

From Trafalgar Square.

Buses proceed from Eastway direct to stand, departing to Eastway. Set down in Eastway, at Stop N and pick up in Eastway, at 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: Hackney Wick.

WALTHAMSTOW CENTRAL BUS STATION (from Trafalgar Square)

Private stand for 13 buses in marked bays on east side of Walthamstow Central Bus Station on north side of Selborne Road. Overflow offside stand for 1 bus on west side of bus station in lay-by opposite Stop A.

Buses proceed from Walthamstow Central Bus Station direct to stand, departing to Walthamstow Central Bus Station. Set down in Walthamstow Central Bus Station, at Alighting Point and pick up in Walthamstow Central Bus Station, at Stop C.

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: Walthamstow Central.

WALTHAMSTOW, CROOKED BILLET (from Trafalgar Square)

Buses proceed from Chingford Road via Crooked Billet Roundabout departing to Chingford Road. Set down in Chingford Road, at Stop CH and pick up in Chingford Road, at Stop CE.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
DISPLAY: Walthamstow, Crooked Billet.

CHINGFORD MOUNT, PRINCE ALBERT (from Trafalgar Square)

Public stand for 4 buses in marked bays on south side of Albert Crescent commencing opposite No. 3 and extending 28 metres east.
Buses proceed from Old Church Road via Albert Crescent to stand, departing via Albert Crescent and Hall Lane to Chingford Mount Road. Set down in Old Church Road, at Stop E and pick up in Chingford Mount Road, at Stop J.

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: Chingford Mount.

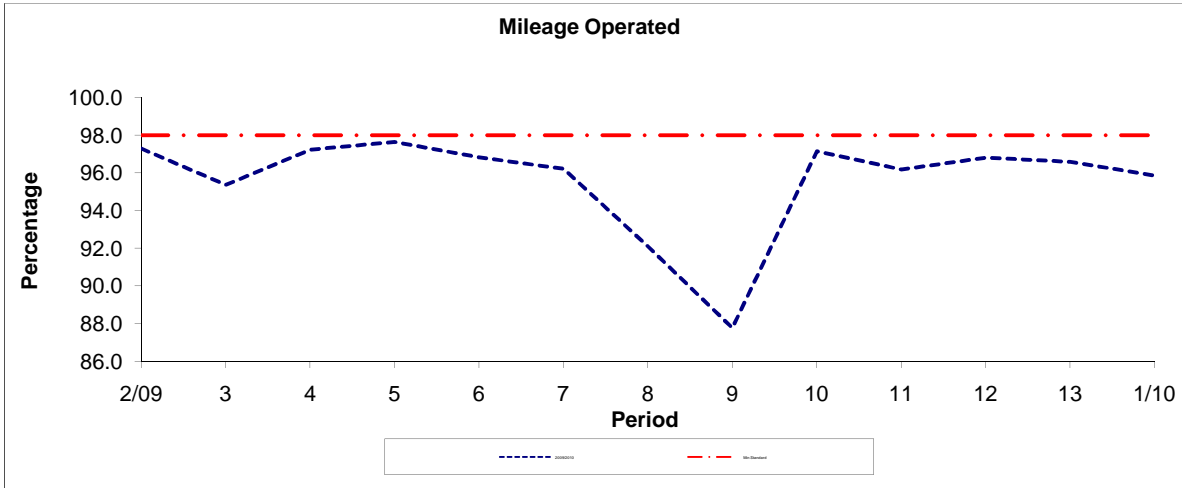
CHINGFORD BUS STATION, STAND A

Private stand for 4 buses at or opposite Stop A in Chingford Bus Station on south side of Station Road.
Buses proceed from Station Road via Chingford Bus Station to stand, departing to Chingford Bus Station. Set down in Station Road, at Stop F and pick up in Chingford Bus Station, at Stop C.

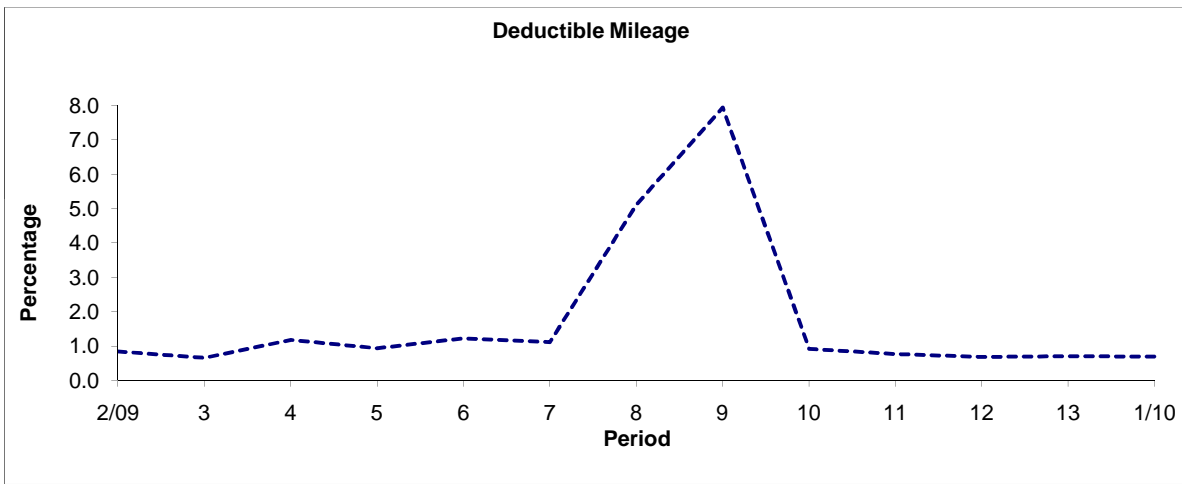
AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than 1 bus on Route N26 should be scheduled to stand at any one time.
MEAL RELIEFS: No meal relief vehicles to stand at any time.
FERRY VEHICLES: No ferry vehicles to park on stand at any time.
DISPLAY: Chingford Station.

PART B - PERFORMANCE STATISTICS

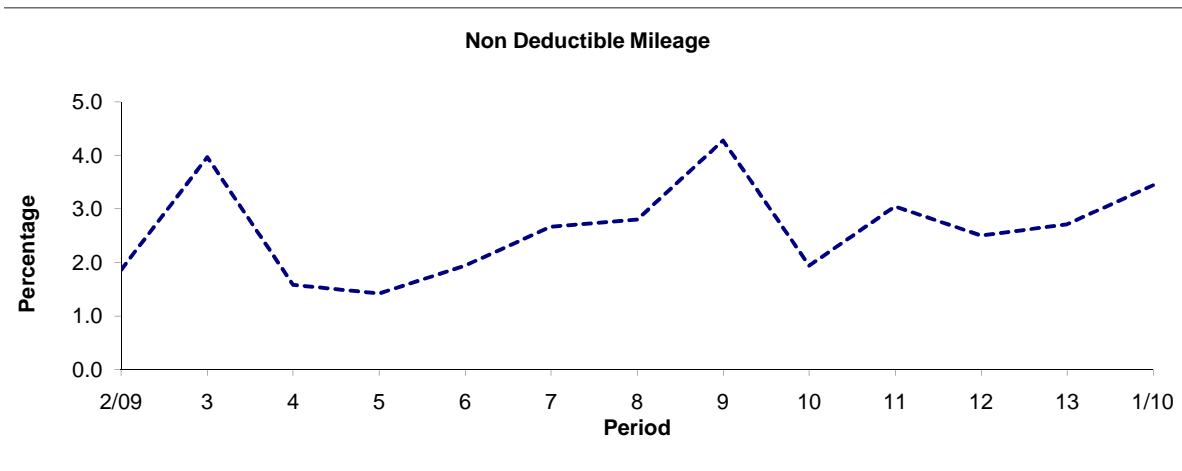
Route 26



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	97.29	95.37	97.24	97.64	96.83	96.21	92.09	87.78	97.14	96.18	96.81	96.58	95.86
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	0.85	0.66	1.18	0.94	1.23	1.12	5.11	7.94	0.92	0.77	0.69	0.71	0.70

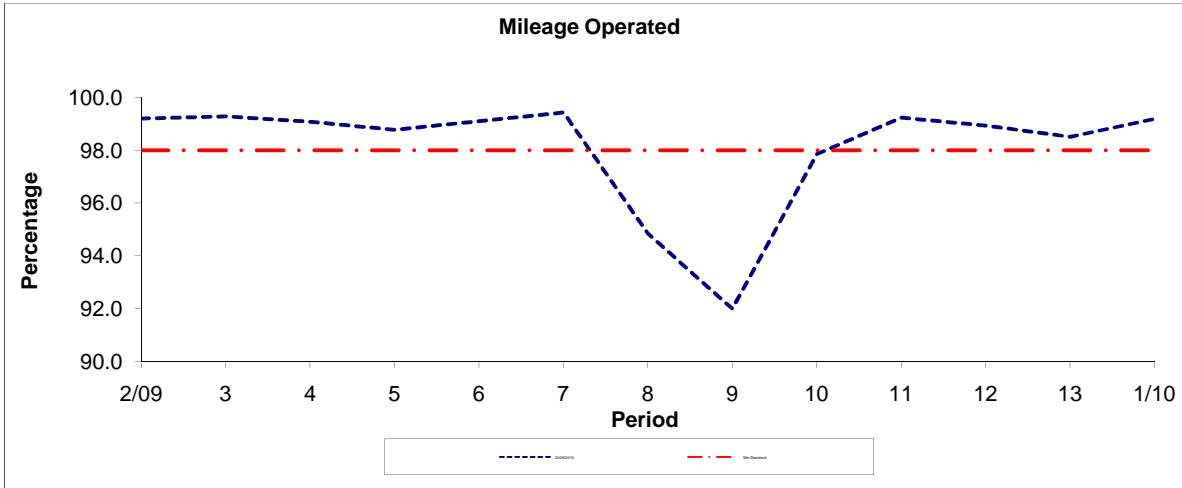


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	1.86	3.97	1.58	1.42	1.94	2.67	2.80	4.28	1.94	3.05	2.50	2.71	3.44

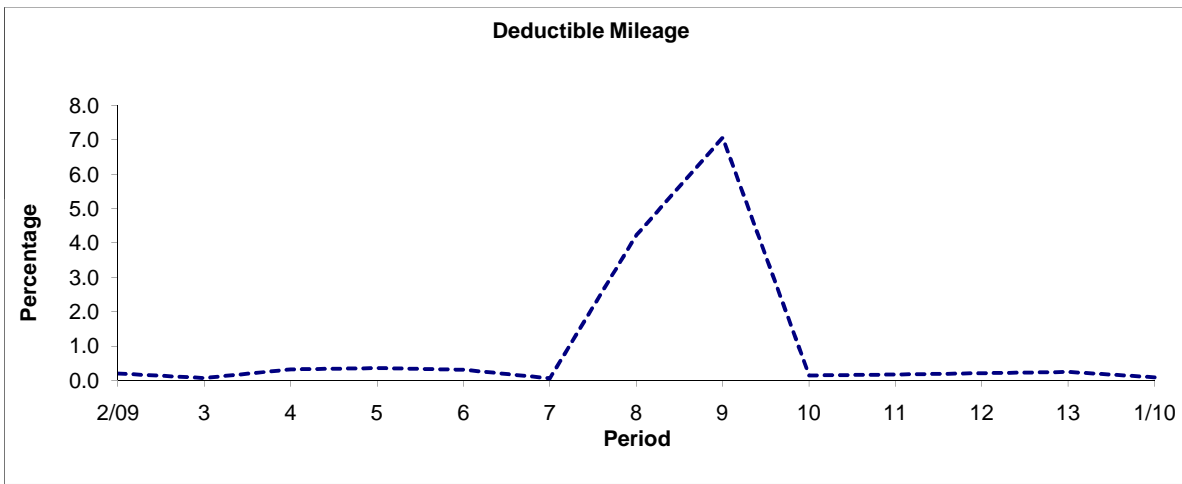
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

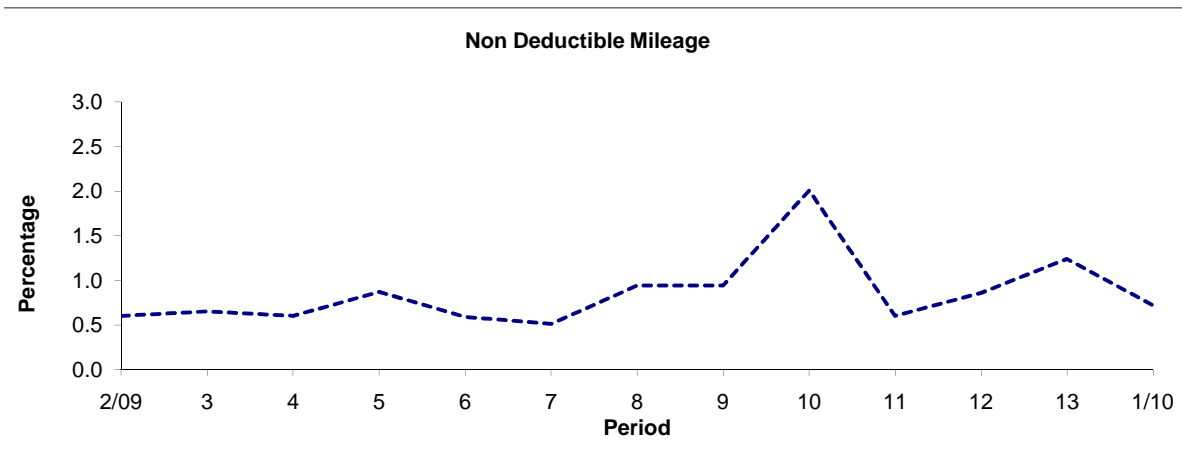
Route N26



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	99.20	99.28	99.08	98.77	99.10	99.43	94.83	91.99	97.85	99.23	98.93	98.51	99.19
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	0.20	0.07	0.32	0.36	0.31	0.06	4.23	7.07	0.14	0.17	0.21	0.25	0.09

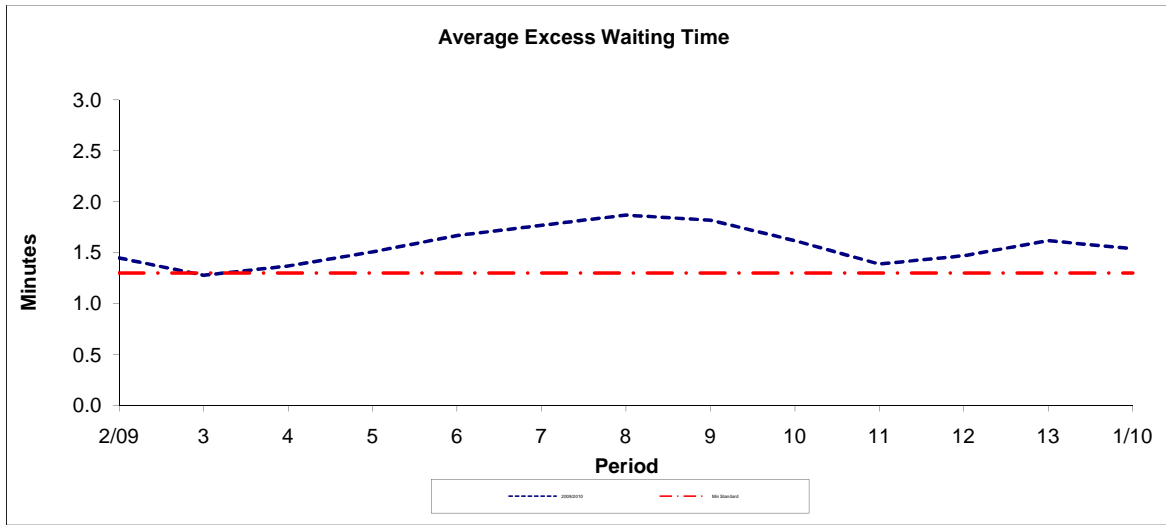


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	0.60	0.65	0.60	0.87	0.59	0.51	0.94	0.94	2.01	0.60	0.86	1.24	0.72

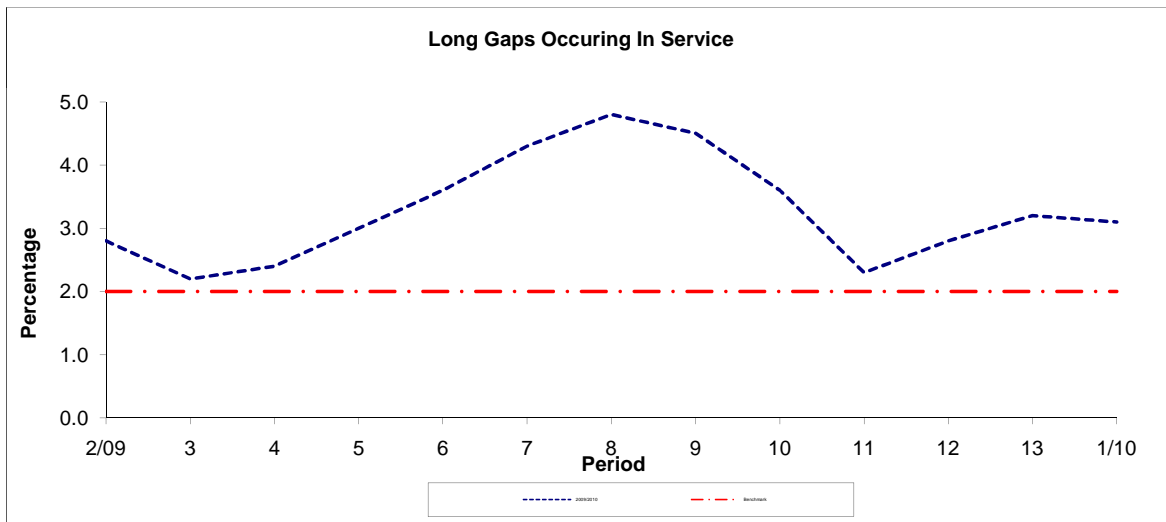
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 26



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	1.45	1.28	1.37	1.51	1.67	1.77	1.87	1.82	1.62	1.39	1.47	1.62	1.54
Min Standard	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30

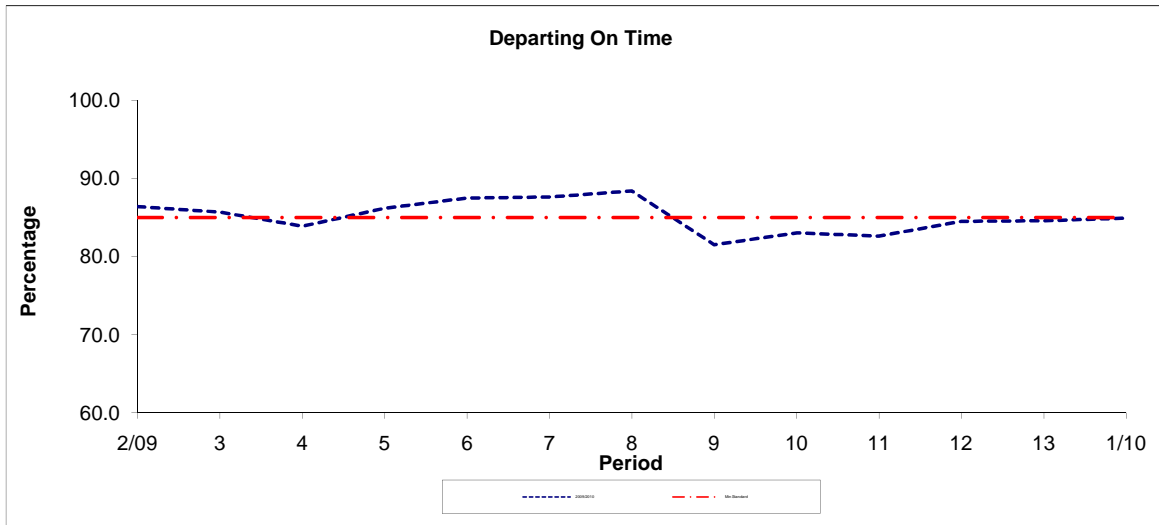


Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	2.80	2.20	2.40	3.00	3.60	4.30	4.80	4.50	3.60	2.30	2.80	3.20	3.10
Benchmark	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

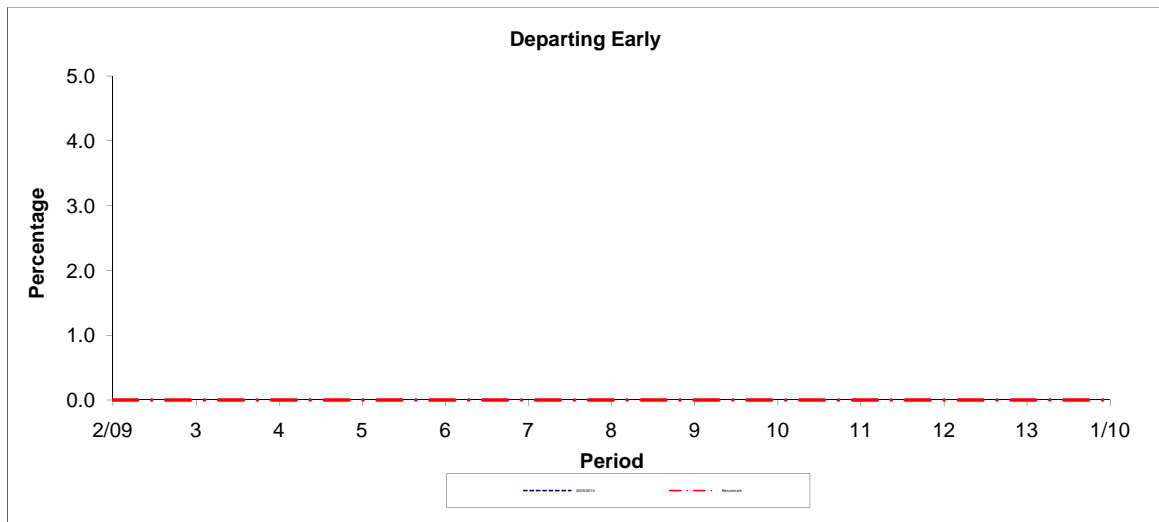
Note : Reliability is based on 12 weeks rolling data

PART B - PERFORMANCE STATISTICS

Route N26



Period	2/09	3	4	5	6	7	8	9	10	11	12	13	1/10
2009/2010	86.40	85.70	83.90	86.20	87.50	87.60	88.40	81.50	83.00	82.60	84.50	84.60	84.90
Min Standard	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00	85.00



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

Note : Reliability is based on 12 weeks rolling data