

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. 64

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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. 64.

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:

- The traffic day starts earlier in both directions daily to meet earlier trains at East and West Croydon Stations.
- Boxing Day frequencies are specified at Sunday frequency levels but with a later start. **Tenderers must include the cost of the Boxing Day element of this service within Section 4.1 of their tender bid. Tenderers must also identify the cost of the Boxing Day element of this service separately.**

3. TERMINALS

Route No. 64 will operate between Thornton Heath Pond, London Road and New Addington, Salcot Crescent.

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. 64 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. 64 is currently approved for vehicles which are a maximum of 10.6 metres long and 2.55 metres wide. A formal route test will be required for vehicles which exceed these dimensions. This will be arranged with the successful Tenderer.

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

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

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. Thornton Heath Pond, London Road to New Addington, Salcot Crescent

0455 - 0600	Every 20 minutes
0601 - 0630	Every 15 minutes
0631 - 0710	Every 10 minutes
0711 - 1845	Every 8 minutes
1846 - 1955	Every 10 minutes
1956 - 0025	Every 15 minutes

First departure from Thornton Heath Pond, London Road no later than 0500.
Last departure from Thornton Heath Pond, London Road no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Addington Village Transport Interchange between 0745 and 0945 and between 1530 and 1630.

2. New Addington, Parkway to Thornton Heath Pond, London Road

0440 - 0520	Every 20 minutes
0521 - 0620	Every 15 minutes
0621 - 0700	Every 10 minutes
0701 - 1845	Every 8 minutes
1846 - 1945	Every 10 minutes
1946 - 2355	Every 15 minutes

First departure from New Addington, Parkway no later than 0445.
Last departure from New Addington, Parkway no earlier than 2350.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at West Croydon Station, London Road between 0750 and 0950 and between 1530 and 1630.

6.2 Saturdays

1. Thornton Heath Pond, London Road to New Addington, Salcot Crescent

0455 - 0620	Every 20 minutes
0621 - 0820	Every 15 minutes
0821 - 0850	Every 10 minutes
0851 - 1800	Every 8 minutes
1801 - 1900	Every 10 minutes
1901 - 0025	Every 15 minutes

First departure from Thornton Heath Pond, London Road no later than 0500.
Last departure from Thornton Heath Pond, London Road no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at Addington Village Transport Interchange between 0930 and 1130.

2. New Addington, Parkway to Thornton Heath Pond, London Road

0440 - 0545	Every 20 minutes
0546 - 0800	Every 15 minutes
0801 - 0840	Every 10 minutes
0841 - 1800	Every 8 minutes
1801 - 1900	Every 10 minutes
1901 - 2355	Every 15 minutes

First departure from New Addington, Parkway no later than 0445.
Last departure from New Addington, Parkway no earlier than 2350.

Tenderers should ensure that buses are scheduled to be no more than 8 minutes apart at West Croydon Station, London Road between 0920 and 1120.

6.3 Sundays

1. Thornton Heath Pond, London Road to New Addington, Salcot Crescent

0455 - 0730	Every 30 minutes
0731 - 0950	Every 20 minutes
0951 - 0025	Every 15 minutes

First departure from Thornton Heath Pond, London Road no later than 0500.
Last departure from Thornton Heath Pond, London Road no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at Addington Village Transport Interchange between 1030 and 1130.

2. New Addington, Parkway to Thornton Heath Pond, London Road

0440 - 0715	Every 30 minutes
0716 - 0935	Every 20 minutes
0936 - 2355	Every 15 minutes

First departure from New Addington, Parkway no later than 0445.
Last departure from New Addington, Parkway no earlier than 2350.

Tenderers should ensure that buses are scheduled to be no more than 15 minutes apart at West Croydon Station, London Road between 1020 and 1120.

6.4 Boxing Day

1. Thornton Heath Pond, London Road to New Addington, Salcot Crescent

0805 - 0950	Every 20 minutes
0951 - 0025	Every 15 minutes

First departure from Thornton Heath Pond, London Road no later than 0810.
Last departure from Thornton Heath Pond, London Road no earlier than 0020.

2. New Addington Parkway to Thornton Heath Pond, London Road

0810 - 0935	Every 20 minutes
0936 - 2355	Every 15 minutes

First departure from New Addington, Parkway no later than 0815.
Last departure from New Addington, Parkway no earlier than 2350.

Tenderers must identify the cost of the Boxing Day 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 No. 64 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. 64 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. 64

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 New Addington, Salcot Crescent	Towards Thornton Heath Pond, London Road
West Croydon	Addington Village Interchange
East Croydon	Selsdon Library \$
Selsdon Library \$	West Croydon

Total scheduled manual QSI surveys per quarter = 96.

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

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route No. 64 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.

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. 64 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. 64 should be separated from Route No. T33 between West Croydon Station, London Road and Selsdon, Library during all periods, where possible.

The possibility of an evening and Sunday frequency increase from every 20 minutes to every 15 minutes on Route No. T33 is being considered. This will enable interworking with Route No. 64.

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. 64 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. 64:

- Route No. 64 may suffer from unpredictable traffic delays in the Croydon area.

Tenderers should also note the following factors which may have an impact on Route No. 64 in the foreseeable future:

- The possibility of an evening and Sunday frequency increase from every 20 minutes to every 15 minutes on Route No. T33 is being considered. This will enable interworking with Route No. 64.
- Driver changeovers at West Croydon Bus Station are discouraged. Any proposals for driver changeovers at this location must be made clear within the Tender bids.
- As part of the Croydon vision 2020, there is a proposal to build a 12,500 maximum capacity arena as well as offices, apartments, supermarket, health club, bars and restaurants next to East Croydon Station. This is currently in the planning stage and is due for completion in late 2010.
- Proposals are being developed to extend the Cashless Boarding Zone throughout the whole of the London area. It is anticipated that this extension would result in significant savings in running and recovery times to bus routes within that proposed zone. As this route traverses a significant proportion of the proposed extended zone, **running time and, therefore, 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. 64 must serve all stops on the line of route designated for the route. There are two types of bus stop:

- Compulsory (white stop flag): where all buses must stop.
- Request (red stop flag): where buses are only required to stop if a passenger rings the bell or an intending passenger signals to the driver.

Tenderers should note that there are proposals (subject to consultation) to remove the distinction between compulsory and request stops. If approved, the successful Tenderer will be advised of these changes in detail.

14. TIMING POINTS & MILEAGES

Buses should be timed at the following points:

Towards New Addington, Salcot Crescent

Thornton Heath Pond *London Road*
 West Croydon Station *London Road*
 East Croydon Station
 South Croydon Station
 Selsdon *Library*
 Addington *Selsdon Park Road*
 Addington Village Transport Interchange
New Addington *Salcot Crescent*

Towards Thornton Heath Pond, London Road

New Addington *Parkway*
 Addington Village Transport Interchange
 Addington *Selsdon Park Road*
 Selsdon *Library*
 South Croydon Station
 East Croydon Station
 West Croydon Station *London Road*
Thornton Heath Pond *London Road*

Mileages for Route No. 64

Thornton Heath Pond, London Road to New Addington, Salcot Crescent	8.2 miles
New Addington, Parkway to Thornton Heath Pond, London Road	8.4 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. 64 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. 64: THORNTON HEATH POND, LONDON ROAD - NEW ADDINGTON, SALCOT CRESECENT

STREETS TRAVERSED

Towards New Addington, Parkway: London Road, North End, Poplar Walk, Wellesley Road, Lansdowne Road, Dingwall Road, George Street, East Croydon Interchange, Addiscombe Road, Park Hill Road, Coombe Road, South Park Hill Road, Croham Road, Croham Valley Road, Farley Road, Addington Road, Selsdon Park Road, Kent Gate Way, Addington Village Interchange, Lodge Lane, Circumnavigate Roundabout At Junction With Kent Gate Way, Lodge Lane, King Henry's Drive Roundabout, King Henry's Drive, Montacute Road, Salcot Crescent.

Towards Thornton Heath Pond, London Road: Parkway (Northbound Carriageway), King Henry's Drive Roundabout, Lodge Lane, Lodge Lane Roundabout, Kent Gate Way, Addington Village Interchange, Lodge Lane, Lodge Lane Roundabout, Kent Gate Way, Selsdon Park Road, Addington Road, Farley Road, Croham Valley Road, Croham Road, South Park Hill Road, Coombe Road, Park Hill Road, Addiscombe Road, George Street, Wellesley Road, Station Road, London Road.

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:

64 via Croydon

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.

THORNTON HEATH POND, LONDON ROAD

Public stand for two buses on east side of London Road, commencing south of Thornton Heath Pond roundabout and extending 29 metres south.

Buses proceed from London Road by circumnavigation of Thornton Heath Pond to stand, departing to London Road. Set down in London Road, at stop J and pick up in London Road, at stop G.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicles on Route No. 64 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:	Toilets facilities to be confirmed.
BLIND DISPLAY:	Thornton Heath Pond

WEST CROYDON BUS STATION (from New Addington, Parkway)

Private stand in Bus Station.

Buses proceed from Station Road via West Croydon Bus Station to stand, departing via West Croydon Bus Station, Station Road and North End to Poplar Walk. Set down in Station Road, at stop B4 and pick up in Poplar Walk, at stop WD.

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:	West Croydon

SELSDON, FARLEY ROAD (from Thornton Heath Pond, London Road)

Public stand in slip road on west side of Old Farleigh Road, commencing 25 metres south of the southern kerbline of Addington Road and extending 24 metres south.

Buses proceed from Farley Road via Old Farleigh Road and Selsdon Library Triangle to stand, departing via Selsdon Library Triangle and Addington Road to Farley Road. Set and pick up in Farley Road.

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:	Selsdon

ADDINGTON VILLAGE INTERCHANGE (from Thornton Heath Pond, London Road)

Buses proceed from Addington Village Interchange departing to Addington Village Interchange. Set down in Addington Village Interchange, at alighting point and pick up in Addington Village Interchange, at stop D.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand.**
FERRY VEHICLES: No ferry vehicles to park on stand at any time.
BLIND DISPLAY: Addington Village

NEW ADDINGTON, PARKWAY NORTHBOUND

Public stand for three buses on northbound carriageway on offside of Parkway, near to the junction of King Henry's Drive roundabout at stop BP5107.

Buses proceed from Salcot Crescent via Parkway to stand, departing via Parkway and King Henry's Drive Roundabout to Parkway. Set down in Salcot Crescent, at stop E and pick up in Parkway, at stop A.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than **2** vehicles on Route No. 64 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: Public toilet facilities available 0700 to 2230 Mondays to Saturdays.
BLIND DISPLAY: New Addington

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. 64
(based on current schedule)

MONDAYS TO FRIDAYS1. Thornton Heath Pond, London Road to New Addington, Salcot Crescent

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Thornton Heath Pond <i>London Road</i>	0520	0800	1200	1704	2335
West Croydon Station	0526	0809	1208	1714	2341
East Croydon Station	0531	0815	1214	1722	2346
South Croydon Station	0536	0821	1220	1729	2351
Selsdon <i>Library</i>	0543	0828	1227	1737	2357
Addington <i>Selsdon Park Road</i>	0547	0833	1232	1742	0001
Addington Village Transport Interchange	0549	0836	1234	1745	0003
New Addington <i>Salcot Crescent</i>	0552	0842	1240	1751	0007
	32 minutes	42 minutes	40 minutes	47 minutes	32 minutes

2. New Addington, Parkway to Thornton Heath Pond, London Road

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
New Addington <i>Parkway</i>	0500	0804	1204	1700	2305
Addington Village Transport Interchange	0505	0810	1209	1705	2309
Addington <i>Selsdon Park Road</i>	0507	0812	1211	1707	2311
Selsdon <i>Library</i>	0512	0821	1217	1713	2315
South Croydon Station	0517	0829	1223	1719	2320
East Croydon Station	0522	0837	1229	1725	2325
West Croydon Station	0526	0844	1235	1731	2329
Thornton Heath Pond <i>London Road</i>	0533	0854	1244	1740	2336
	33 minutes	50 minutes	40 minutes	40 minutes	31 minutes

SATURDAYS

1. Thornton Heath Pond, London Road to New Addington, Salcot Crescent

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical Late evening
Thornton Heath Pond London Road	0520	1000	1304	2305
West Croydon Station	0526	1008	1312	2311
East Croydon Station	0531	1014	1318	2316
South Croydon Station	0536	1020	1324	2321
Selsdon Library	0543	1027	1331	2328
Addington Selsdon Park Road	0547	1032	1336	2332
Addington Village Transport Interchange	0849	1034	1338	2334
New Addington Salcot Crescent	0852	1040	1344	2339
	32 minutes	40 minutes	40 minutes	34 minutes

2. New Addington, Parkway to Thornton Heath Pond, London Road

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical Late evening
New Addington Parkway	0500	1004	1300	2305
Addington Village Transport Interchange	0505	1009	1305	2310
Addington Selsdon Park Road	0507	1011	1307	2312
Selsdon Library	0512	1017	1313	2317
South Croydon Station	0517	1023	1319	2322
East Croydon Station	0522	1029	1325	2327
West Croydon Station	0526	1035	1331	2331
Thornton Heath Pond London Road	0533	1044	1340	2338
	33 minutes	40 minutes	40 minutes	33 minutes

SUNDAYS**1. Thornton Heath Pond, London Road to New Addington, Salcot Crescent**

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Thornton Heath Pond <i>London Road</i>	0520	1005	1305	2305
West Croydon Station	0526	1013	1313	2311
East Croydon Station	0531	1019	1319	2316
South Croydon Station	0536	1024	1324	2321
Selsdon <i>Library</i>	0543	1031	1331	2327
Addington <i>Selsdon Park Road</i>	0547	1036	1336	2331
Addington Village Transport Interchange	0549	1038	1338	2333
New Addington <i>Salcot Crescent</i>	0552	1043	1343	2337
	32 minutes	38 minutes	38 minutes	32 minutes

2. New Addington Parkway to Thornton Heath Pond, London Road

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
New Addington <i>Parkway</i>	0500	1005	1305	2305
Addington Village Transport Interchange	0505	1010	1310	2309
Addington <i>Selsdon Park Road</i>	0507	1012	1312	2311
Selsdon <i>Library</i>	0512	1017	1317	2315
South Croydon Station	0517	1022	1322	2320
East Croydon Station	0522	1028	1328	2325
West Croydon Station	0528	1036	1336	2329
Thornton Heath Pond <i>London Road</i>	0533	1043	1343	2336
	33 minutes	38 minutes	38 minutes	31 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.)