

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. 132

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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, the Corporation expects to implement the extension from Eltham to North Greenwich on 24th January 2009.

Tenderers should note that there are no further changes proposed as part of this Service Specification for Route No. 132.

3. TERMINALS

Route No. 132 will operate between Eltham Station and Bexleyheath, Shopping Centre.

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. 132 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

5. VEHICLE TYPE

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

Route No. 132 is currently approved for vehicles which are a maximum of 10.8 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 60 of which approximately 33 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. In addition, journeys with specific start {or finish times} are required. These times must be adhered to.

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. Bexleyheath, Shopping Centre to North Greenwich Station

0400 - 0545	Every 20 minutes
0546 - 0600	Every 15 minutes
0601 - 1830	Every 12 minutes
1831 - 1930	Every 15 minutes
1931 - 0025	Every 20 minutes

First departure from Bexleyheath, Shopping Centre no later than 0405.
Last departure from Bexleyheath, Shopping Centre no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Eltham Station between 0700 and 0830 and between 1530 and 1630.

2. North Greenwich Station to Bexleyheath, Shopping Centre

0515 - 0600	Every 20 minutes
0601 - 0630	Every 15 minutes
0631 - 1910	Every 12 minutes
1911 - 2025	Every 15 minutes
2026 - 0120	Every 20 minutes

First departure from North Greenwich Station no later than 0520.
Last departure from North Greenwich Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Blackfen, Woodman between 0715 and 0845 and between 1530 and 1700.

6.2 Saturdays & Good Friday

1. Bexleyheath, Shopping Centre to North Greenwich Station

0400 - 0730	Every 20 minutes
0731 - 0800	Every 15 minutes
0801 - 1800	Every 12 minutes
1801 - 1930	Every 15 minutes
1931 - 0025	Every 20 minutes

First departure from Bexleyheath, Shopping Centre no later than 0405.
Last departure from Bexleyheath, Shopping Centre no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Eltham Station between 0900 and 1000.

2. North Greenwich Station to Bexleyheath, Shopping Centre

0515 - 0720	Every 20 minutes
0721 - 0850	Every 15 minutes
0851 - 1840	Every 12 minutes
1841 - 1940	Every 15 minutes
1941 - 0120	Every 20 minutes

First departure from North Greenwich Station no later than 0520.
Last departure from North Greenwich Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Blackfen, Woodman between 0940 and 1040.

6.3 Sundays

1. Bexleyheath, Shopping Centre to North Greenwich Station

0400 - 0735 Every 30 minutes
0736 - 0025 Every 20 minutes

First departure from Bexleyheath, Shopping Centre no later than 0405.
Last departure from Bexleyheath, Shopping Centre no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Eltham Station between 1000 and 1100.

2. North Greenwich Station to Bexleyheath, Shopping Centre

0515 - 0820 Every 30 minutes
0821 - 0120 Every 20 minutes

First departure from North Greenwich Station no later than 0520.
Last departure from North Greenwich Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Blackfen, Woodman between 1020 and 1120.

6.4 Boxing Day

1. Bexleyheath, Shopping Centre to North Greenwich Station

0755 - 0025 Every 20 minutes

First departure from Bexleyheath, Shopping Centre no later than 0800.
Last departure from Bexleyheath, Shopping Centre no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Eltham Station between 1000 and 1100.

2. North Greenwich Station to Bexleyheath, Shopping Centre

0815 - 0120 Every 20 minutes

First departure from North Greenwich Station no later than 0820.
Last departure from North Greenwich Station no earlier than 0115.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Blackfen, Woodman between 1020 and 1120.

Please indicate costs for this element of the 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. 132 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. 132 shall be:

Average Excess Wait Time:	No more than 1.10 minutes
Minimum Operated Mileage:	No less than 98.00%

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 = 0.95 minutes

Summary of proposed QSI coverage: Route No. 132

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

Location of QSI survey points in each direction:

Towards North Greenwich

Bexleyheath
Blendon \$ (not evenings or Sundays)
Eltham

Towards Bexleyheath

North Greenwich \$
Eltham
Blendon \$ (not evenings or Sundays)

Total scheduled manual QSI surveys per quarter = 92.

\$ Surveyed simultaneously in both directions at this location - counted as two surveys.

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route No. 132 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. 132 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;
- the paragraph in Section 12 referring to the proposed westward extension of the Central London Congestion Charging zone.

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. 132 should interwork with other bus services where possible.

Tenderers submitting bids should bear this requirement in mind when compiling schedules. This requirement will be negotiated with the successful Tenderer for this route to ensure that optimal interworking/separation is delivered within its schedules.

11. CONTROL STRATEGY

Route No. 132 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. 132:

- Route No. 132 can suffer from unpredictable traffic delays in the Bexleyheath and Etham areas.

Tenderers should also note the following factors which may have an impact on Route Nos. 132 in the foreseeable future:

- 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. 132 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.

14. TIMING POINTS & MILEAGES

Timing Points

The required timing points (and codes) are shown in Caesar.

Mileages for Route No. 132

Bexleyheath, Shopping Centre to North Greenwich Station	10.8 miles
North Greenwich Station to Bexleyheath, Shopping Centre	10.9 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. 132 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. 132: BEXLEYHEATH, SHOPPING CENTRE - NORTH GREENWICH STATION

STREETS TRAVERSED

Towards North Greenwich Station: Market Place, Friswell Place, Arnsberg Way, Bexleyheath Broadway, Gravel Hill, Bourne Road, Bexley High Street, Parkhill Road, Bridgen Road, Blendon Road, Blackfen Road, Bexley Road, Eltham High Street, Well Hall Road, Well Hall Roundabout, Rochester Way, Rochester Way Slip Road, Sun-In-The-Sands Roundabout, A102, A102 Slip Road, Horn Lane Roundabout, Peartree Way, Millennium Busway, Edmund Halley Way, North Greenwich Bus Station.

Towards Bexleyheath, Shopping Centre: North Greenwich Bus Station, Edmund Halley Way, Millennium Busway, Peartree Way, Horn Lane Roundabout, A102, Sun-In-The-Sands Roundabout, Shooters Hill Road, Kidbrooke Park Road, Kidbrooke Way, Rochester Way, Well Hall Roundabout, Well Hall Road, Eltham High Street, Bexley Road, Blackfen Road, Blendon Road, Bridgen Road, Parkhill Road, Bexley High Street, Bourne Road, Gravel Hill, Bexleyheath Broadway, Arnsberg Way, Geddes Place.

STANDS, TURNING POINTS AND DESTINATION BLINDS

Please 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, Please 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:

132 via Eltham

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.

BEXLEYHEATH SHOPPING CENTRE, GEDDES PLACE

Private stand between Geddes Place and Arnsberg Way, commencing at east kerb line of Geddes Place.

Buses proceed from Geddes Place direct to stand, departing via Geddes Place to Market Place. Set down in Geddes Place, at Alighting Point and pick up in Market Place, at stop L.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 1 vehicle on Route No. 132 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:	LBSL toilet facilities available.
BLIND DISPLAY:	Bexleyheath, Shopping Centre

BLENDON, PENHILL ROAD

Public stand in bay on west side of Danson Underpass, commencing 45 metres south of the centre of Lakeside Close and extending 30 metres south.

From Bexleyheath, Shopping Centre

Buses proceed from Blendon Road via A221, Blendon Road, A221 and Danson Underpass to stand, departing via Danson Underpass, Danson Road, Danson Underpass, A221, Blackfen Road and A221 to Blendon Road. Set down in Blendon Road, at Alighting Point and pick up in Blendon Road.

From North Greenwich Bus Station.

Buses proceed from Blackfen Road via A221 and Danson Underpass to stand, departing via Danson Underpass, Danson Road, Danson Underpass and A221 to Blackfen Road. Set down in Blackfen Road, at Alighting Point and pick up in Blackfen Road.

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.
BLIND DISPLAY:	Blendon

ELTHAM STATION

Private stand in bus station adjacent to Eltham Station on east side of Well Hall Road.

From Bexleyheath, Shopping Centre

Buses proceed from Well Hall Road via Eltham Bus Station to stand, departing via Eltham Bus Station to Well Hall Road. Set down in Eltham Bus Station, at Alighting Point and pick up in Well Hall Road, at stop E.

From North Greenwich Bus Station.

Buses proceed from Well Hall Road via Eltham Bus Station to stand, departing via Eltham Bus Station to Well Hall Road. Set down in Eltham Bus Station, at Alighting Point and pick up in Well Hall Road.

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.
BLIND DISPLAY: Eltham Station

SHOOTERS HILL ROAD, SUN-IN-THE-SANDS (from Bexleyheath, Market Place)

Buses proceed from Rochester Way via Rochester Way Slip Road and Sun-In-The-Sands Roundabout departing to Shooters Hill Road. Set down in Rochester Way and pick up in Shooters Hill Road, at stop D.

AVAILABILITY: At any time.
OPERATING RESTRICTIONS: **Turning Point Only - Buses must not stand**
OTHER INFORMATION: Passengers to be carried on to Shooters Hill Road if requested.
BLIND DISPLAY: Shooter's Hill Road, Sun-in-the-Sands

EAST GREENWICH, LIBRARY (from Bexleyheath, Market Place)

Public stand on north east side of Tunnel Avenue, commencing 2 metres from north west flank wall of the Fire Station and extending 19 metres north west.

Buses proceed from A102 Slip Road via Woolwich Road, Denham Street and Tunnel Avenue to stand, departing via Tunnel Avenue, Woolwich Road, Horn Lane Roundabout, Peartree Way, Bugsby's Way and Sainsburys Access Road to Pilot Busway. Set down in Westcombe Hill, at stop G and pick up in Pilot Busway, at stop ME.

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: East Greenwich

NORTH GREENWICH STATION

Private stand within North Greenwich Station complex.

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

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicles on Route No. 132 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:	TfL toilet facilities available 24 hours daily.
BLIND DISPLAY:	North Greenwich

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. 132

(based on current schedule)

MONDAYS TO FRIDAYS1. North Greenwich Station to Bexleyheath Shopping Centre

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
North Greenwich Station	0543	0801	1150	1701	2253
Greenwich Peninsula <i>Sainsburys</i>	0547	0805	1154	1705	2257
Rochester Way <i>Dover Patrol</i>	0554	0815	1204	1719	2304
Eltham Station	0600	0822	1211	1726	2310
Eltham High Street <i>Boots</i>	0602	0825	1214	1729	2312
Bexley Road <i>Riefeld Road</i>	0607	0833	1221	1737	2317
Blackfen <i>Woodman</i>	0611	0838	1226	1742	2321
Blendon <i>Penhill Roundabout</i>	0615	0844	1231	1749	2325
Bexley Station	0618	0849	1236	1753	2328
Bexleyheath Shopping Centre	0624	0857	1244	1801	2334
	41 minutes	56 minutes	54 minutes	60 minutes	41 minutes

2. Bexleyheath Shopping Centre to North Greenwich Station

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Bexleyheath Shopping Centre	0456	0757	1157	1700	2303
Bexley Station	0502	0805	1205	1708	2309
Blendon <i>Penhill Roundabout</i>	0505	0810	1210	1713	2312
Blackfen <i>Woodman</i>	0509	0815	1215	1718	2316
Bexley Road <i>Riefeld Road</i>	0513	0820	1220	1723	2320
Eltham High Street <i>Boots</i>	0518	0829	1227	1732	2325
Eltham Station	0520	0832	1230	1735	2327
Rochester Way <i>Dover Patrol</i>	0526	0839	1237	1742	2333
Greenwich Peninsula <i>Sainsbury's</i>	0531	0857	1244	1756	2338
North Greenwich Station	0535	0902	1249	1801	2342
	39 minutes	65 minutes	52 minutes	61 minutes	39 minutes

SATURDAYS1. North Greenwich Station to Bexleyheath Shopping Centre

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
North Greenwich Station	0543	1103	1503	2253
Greenwich Peninsula <i>Sainsburys</i>	0547	1108	1508	2257
Rochester Way <i>Dover Patrol</i>	0554	1117	1517	2304
Eltham Station	0600	1124	1524	2310
Eltham High Street <i>Boots</i>	0602	1127	1527	2312
Bexley Road <i>Riefield Road</i>	0607	1134	1534	2317
Blackfen <i>Woodman</i>	0611	1139	1539	2321
Blendon <i>Penhill Roundabout</i>	0615	1144	1544	2325
Bexley Station	0618	1149	1549	2328
Bexleyheath Shopping Centre	0624	1157	1557	2334
	41 minutes	54 minutes	54 minutes	41 minutes

2. Bexleyheath Shopping Centre to Eltham Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Bexleyheath Shopping Centre	0456	1059	1459	2303
Bexley Station	0502	1107	1507	2309
Blendon <i>Penhill Roundabout</i>	0505	1112	1512	2312
Blackfen <i>Woodman</i>	0509	1117	1517	2316
Bexley Road <i>Riefield Road</i>	0513	1122	1522	2320
Eltham High Street <i>Boots</i>	0518	1129	1529	2325
Eltham Station	0520	1132	1532	2327
Rochester Way <i>Dover Patrol</i>	0526	1139	1539	2333
Greenwich Peninsula <i>Sainsbury's</i>	0531	1146	1546	2338
North Greenwich Station	0535	1151	1551	2342
	39 minutes	52 minutes	52 minutes	39 minutes

SUNDAYS

1. North Greenwich Station to Bexleyheath Shopping Centre

	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
North Greenwich Station	0721	1056	1456	2253
Greenwich Peninsula <i>Sainsburys</i>	0725	1101	1501	2257
Rochester Way <i>Dover Patrol</i>	0732	1108	1508	2304
Eltham Station	0738	1115	1515	2310
Eltham High Street <i>Boots</i>	0740	1117	1517	2312
Bexley Road <i>Riefeld Road</i>	0745	1124	1524	2317
Blackfen <i>Woodman</i>	0749	1128	1528	2321
Blendon <i>Penhill Roundabout</i>	0753	1132	1532	2325
Bexley Station	0756	1136	1536	2328
Bexleyheath Shopping Centre	0802	1144	1544	2334
	41 minutes	48 minutes	48 minutes	41 minutes

2. Bexleyheath Shopping Centre to Eltham Station

	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Bexleyheath Shopping Centre	0626	1056	1456	2303
Bexley Station	0632	1104	1504	2309
Blendon <i>Penhill Roundabout</i>	0635	1108	1508	2312
Blackfen <i>Woodman</i>	0639	1112	1512	2316
Bexley Road <i>Riefeld Road</i>	0643	1116	1516	2320
Eltham High Street <i>Boots</i>	0648	1123	1523	2325
Eltham Station	0650	1125	1525	2327
Rochester Way <i>Dover Patrol</i>	0656	1131	1531	2333
Greenwich Peninsula <i>Sainsbury's</i>	0701	1137	1537	2338
North Greenwich Station	0705	1142	1542	2342
	39 minutes	46 minutes	46 minutes	39 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.)