

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE Nos. 176 & N176

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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. 176.

Tenderers should note that there are no changes proposed as part of this Service Specification for Route No. 176.

3. TERMINALS

Route Nos. 176 & N176 will operate between Penge, Pawleyne Arms and Tottenham Court Road 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. 176 & N176 which will operate as follows:

DAY OF OPERATION	OPTION 1
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
Sunday nights/Monday mornings to Thursday nights/Friday mornings	Section 6.5
Friday nights/Saturday mornings to Saturday nights/Sunday mornings	Section 6.6
New Year's Eve night/New Year's Day morning*	Saturday night/Sunday morning 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. 176 & N176 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.

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. Penge, Pawleyne Arms to Tottenham Court Road Station

0440 - 0525	Every 15 minutes
0526 - 0545	Every 12 minutes
0546 - 0620	Every 10 minutes
0621 - 1900	Every 8 minutes
1901 - 1950	Every 10 minutes
1951 - 0025	Every 12 minutes

First departure from Penge, Pawleyne Arms no later than 0445.
Last departure from Penge, Pawleyne Arms no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 10 minutes apart at Elephant & Castle between 0700 & 0730 and no more than 8 minutes apart between 0731 and 0900 and between 1500 and 1700.

2. Tottenham Court Road Station to Penge, Pawleyne Arms

0545 - 0620	Every 15 minutes
0621 - 0655	Every 12 minutes
0656 - 0725	Every 10 minutes
0726 - 2050	Every 8 minutes
2051 - 2130	Every 10 minutes
2131 - 0025	Every 12 minutes

First departure from Tottenham Court Road Station no later than 0550.
Last departure from Tottenham Court Road Station no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Dulwich Library between 0720 and 0750 and no more than 10 minutes apart between 0751 and 0820.

6.2 Saturdays & Good Friday

1. Penge, Pawleyne Arms to Tottenham Court Road Station

0440 - 0815	Every 15 minutes
0816 - 0840	Every 12 minutes
0841 - 0915	Every 10 minutes
0916 - 1800	Every 8 minutes
1801 - 1900	Every 10 minutes
1901 - 0025	Every 12 minutes

First departure from Penge, Pawleyne Arms no later than 0445.
Last departure from Penge, Pawleyne Arms no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Elephant & Castle between 0900 and 0930, no more than 10 minutes apart between 0931 and 1000 and no more than 8 minutes apart between 1001 and 1100.

2. Tottenham Court Road Station to Penge, Pawleyne Arms

0545 - 0905	Every 15 minutes
0906 - 0940	Every 12 minutes
0941 - 1000	Every 10 minutes
1001 - 1830	Every 8 minutes
1831 - 2020	Every 10 minutes
2021 - 0025	Every 12 minutes

First departure from Tottenham Court Road Station no later than 0550.
Last departure from Tottenham Court Road Station no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Dulwich Library between 0955 and 1025 and no more than 10 minutes apart between 1026 and 1055.

6.3 Sundays

1. Penge, Pawleyne Arms to Tottenham Court Road Station

0440 - 0830 Every 15 minutes
0831 - 0025 Every 12 minutes

First departure from Penge, Pawleyne Arms no later than 0445.
Last departure from Penge, Pawleyne Arms no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Elephant & Castle between 1000 and 1130.

2. Tottenham Court Road Station to Penge, Pawleyne Arms

0545 - 0945 Every 15 minutes
0946 - 0025 Every 12 minutes

First departure from Tottenham Court Road Station no later than 0550.
Last departure from Tottenham Court Road Station no earlier than 0020.

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

6.4 Boxing Day

1. Penge, Pawleyne Arms to Tottenham Court Road Station

0755 - 0830 Every 15 minutes
0831 - 0025 Every 12 minutes

First departure from Penge, Pawleyne Arms no later than 0800.
Last departure from Penge, Pawleyne Arms no earlier than 0020.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Elephant & Castle between 1000 and 1130.

2. Tottenham Court Road Station to Penge, Pawleyne Arms

0755 - 0945 Every 15 minutes
0946 - 0025 Every 12 minutes

First departure from Tottenham Court Road Station no later than 0800.
Last departure from Tottenham Court Road Station no earlier than 0020.

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

6.5 Sunday night / Monday morning to Thursday night / Friday morning

1. Penge, Pawleyne Arms to Tottenham Court Road Station

0030 - 0435 Every 30 minutes

First departure from Penge, Pawleyne Arms no later than 0035.
Last departure from Penge, Pawleyne Arms no earlier than 0430.

2. Tottenham Court Road Station to Penge, Pawleyne Arms

0030 - 0540 Every 30 minutes

First departure from Tottenham Court Road Station no later than 0035
Last departure from Tottenham Court Road Station no earlier than 0535.

Tenderers must identify the cost of the Nightly element of this service separately.

6.6 Friday night / Saturday morning and Saturday night / Sunday morning

1. Penge, Pawleyne Arms to Tottenham Court Road Station

0030 - 0435 Every 20 minutes

First departure from Penge, Pawleyne Arms no later than 0035.
Last departure from Penge, Pawleyne Arms no earlier than 0430.

2. Tottenham Court Road Station to Penge, Pawleyne Arms

0030 - 0540 Every 20 minutes

First departure from Tottenham Court Road Station no later than 0035
Last departure from Tottenham Court Road Station no earlier than 0535.

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. 176 & N176 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. 176 shall be:

Average Excess Wait Time:	No more than 1.30 minutes
Minimum Operated Mileage:	No less than 98.00%

The **minimum** standards of acceptable performance for Route No. N176 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 = 1.15 minutes

It is unlikely that the minimum number of QSI surveys for Threshold measurement will be conducted on Route No. N176 at present. However, this may change at a later date when a Threshold figure may be published.

Summary of proposed QSI coverage: Route Nos. 176 & N176

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 Tottenham Court Road	Towards Penge
Penge (PM only)	Tottenham Court Road #
East Dulwich \$	Charing Cross
Camberwell Green	Camberwell Green
Waterloo	East Dulwich \$
Charing Cross	

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

Temporarily observed at Shaftesbury Avenue due to long-term road works at Tottenham Court Road.

Total scheduled manual QSI surveys per quarter = 137.

8. RUNNING TIMES

The current timetable for Route Nos. 176 & N176 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 Saturday and Sunday shopping periods and the Friday and Saturday nightly service.

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

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

- the minimum performance standards for Route Nos. 176 & N176 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. 176 should interwork with Route No. N176 to form a seamless 24 hour service.

Route Nos. 176 & N176 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 Nos. 176 & N176 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. 176 & N176:

- Route Nos. 176 & N176 can suffer from unpredictable traffic delays in the Elephant & Castle, Trafalgar Square and Tottenham Court Road areas.

Tenderers should also note the following factors which may have an impact on Route Nos. 176 & N176 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. 176 & N176 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. 176 & N176

Penge, Pawleyne Arms to Tottenham Court Road Station	10.1 miles
Tottenham Court Road Station to Penge, Pawleyne Arms	10.4 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 Nos. 176 & N176 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:

176 via Elephant & Castle

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 176: Penge, Pawleyne Arms - Tottenham Court Road Station (24 hour service)

Date of Structural Change: 13 November 2010.

Date of Service Change: 13 November 2010.

Reason for Issue: New Tender.

STREETS TRAVERSED

Towards Tottenham Court Road Station: Croydon Road, Penge High Street, Crystal Palace Park Road, Lawrie Park Road, Westwood Hill, Kirkdale, Dartmouth Road, London Road, Lordship Lane, Grove Vale, Dog Kennel Hill, Grove Lane, Champion Park, Denmark Hill, Camberwell Green (West Side), Camberwell Road, Walworth Road, Elephant And Castle, London Road, St George's Circus, Contra-Flow Bus Lane, Waterloo Road, Tenison Way Bus Station, Tenison Way, Waterloo Road, Waterloo Bridge, Lancaster Place, Strand, Charing Cross, Trafalgar Square (South Side), Trafalgar Square (East Side), St Martin's Place, Charing Cross Road, New Oxford Street.

Towards Penge, Pawleyne Arms: St Giles High Street, Denmark Street, Charing Cross Road, St Martin's Place, Duncannon Street, Strand, Aldwych, Strand, Lancaster Place, Waterloo Bridge, Waterloo Road, St George's Circus, London Road, Elephant And Castle, Walworth Road, Camberwell Road, Camberwell Green (West Side), Denmark Hill, Champion Park, Grove Lane, Dog Kennel Hill, Grove Vale, Lordship Lane, London Road, Dartmouth Road, Kirkdale, Westwood Hill, Lawrie Park Road, Crystal Palace Park Road, Penge High Street, Croydon Road.

STANDING AND TURNING POINTS

PENGE, CROYDON ROAD

Public stand for two buses on north-west side of Croydon Road, commencing 55 metres south west of Evelina Road, and extending 25 metres to the flank wall of No 33. Buses proceed from Croydon Road via Howard Road, Maple Road, Franklin Road and Croydon Road to stand, departing to Croydon Road. Set down in Croydon Road, at Stop H and pick up in Croydon Road, at Stop G.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 buses on Route 176 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:	Penge.
OTHER INFORMATION:	No toilet facilities available at present.

FOREST HILL, WESTBOURNE DRIVE (from TOTTENHAM COURT ROAD STATION)

Public stand for four buses on west side of Westbourne Drive, commencing 10 metres south of Waldram Park Road and extending 42 metres south. Buses proceed from London Road via Dartmouth Road, Devonshire Road, Waldram Crescent, Waldram Park Road, Church Rise, South Road and Westbourne Drive to stand, departing via Westbourne Drive, Waldram Park Road, Waldram Crescent, Devonshire Road and Dartmouth Road to London Road. Set down in London Road, at Stop A and pick up in London Road, at Stop D.

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:	Forest Hill.

DULWICH, ETHEROW STREET (from TOTTENHAM COURT ROAD STATION)

Buses proceed from Lordship Lane via Friern Road, Etherow Street and Barry Road departing to Lordship Lane. Set down in Lordship Lane, at stop DE and pick up in Lordship Lane, at stop DM.

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

EAST DULWICH, GOOSE GREEN (from TOTTENHAM COURT ROAD STATION)

Buses proceed from Grove Vale via Lordship Lane, Crawthorpe Grove and Spurling Road departing to Grove Vale. Set down in Grove Vale, at Stop F and pick up in Grove Vale, at Stop A.

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

CAMBERWELL GREEN, ORPHEUS STREET (from TOTTENHAM COURT ROAD STATION)

Public stand for four buses in 2 portions in Orpheus Street:

1 - for two buses on north side commencing at lamp standard 2066/02 and extending 26 metres west.

2 - for two buses on east side commencing opposite lamp standard 2066/07 extending 26 metres north.

Buses proceed from Denmark Hill via Orpheus Street to stand, departing via Orpheus Street and Daneville Road to Denmark Hill. Set down in Denmark Hill, at Stop P and pick up in Denmark Hill, at Stop S.

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: Camberwell Green.

ELEPHANT & CASTLE, SOUTHWARK BRIDGE ROAD (from Penge, Pawleyne Arms)

Public stand in two portions:

1 - For five buses on the west side of Southwark Bridge Road, commencing 10 metres north of the centre of Keyworth Street and extending 54 metres north.

2 - Overflow stand on the south side (offside) of Gaunt Street extending 20 metres. Stand flag BP3514.

Buses proceed from Elephant And Castle via Newington Causeway and Southwark Bridge Road to stand, departing via Southwark Bridge Road, Borough Road and St George's Circus to London Road. Set down in Elephant And Castle, at Stop V and pick up in London Road, at Stop D.

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: Elephant & Castle.

WATERLOO STATION (from Penge, Pawleyne Arms)

Buses proceed from Tenison Way Bus Station via Tenison Way departing to Waterloo Road. Set down in Tenison Way Bus Station, at stop J and pick up in Waterloo Road, at stop D.

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

ALDWYCH, EAST ARM (from Penge, Pawleyne Arms)

Public offside stand for 6 buses on south side of Aldwych (east arm) commencing 10 metres west of Melbourne Place and extending 67 metres west. Overflow public stand for 3 buses on south side of Strand commencing 10 metres east of Surrey Street and extending 36 metres east.

Buses proceed from Lancaster Place via Aldwych to stand, departing via Aldwych to Strand. Set down in Lancaster Place, at Stop T and pick up in Strand, at Stop S.

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: Aldwych.

TRAFALGAR SQUARE (from Penge, Pawleyne Arms)

Buses proceed from Trafalgar Square (East Side) via Duncannon Street departing to Strand. Set down in Trafalgar Square (east Side), at Stop C and pick up in Duncannon Street, at Stop G.

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

TOTTENHAM COURT ROAD STN, ST GILES HIGH STREET NORTH

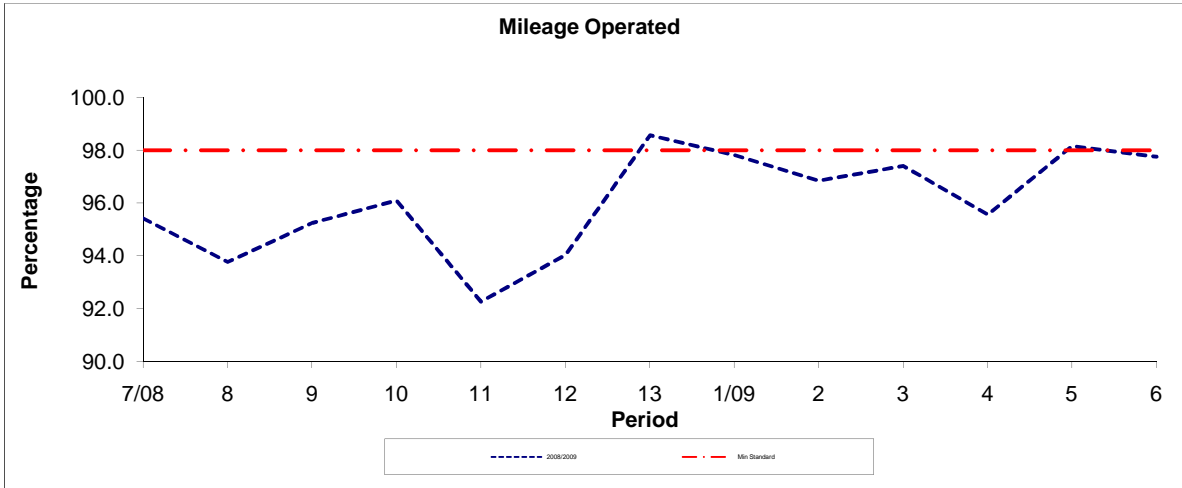
Public stand for 3 buses on north side of St. Giles High Street.

Buses proceed from New Oxford Street via Bloomsbury Street, Shaftesbury Avenue, High Holborn and St Giles High Street to stand, departing to St Giles High Street. Set down in New Oxford Street, at Stop Y and pick up in St Giles High Street, at Stop S.

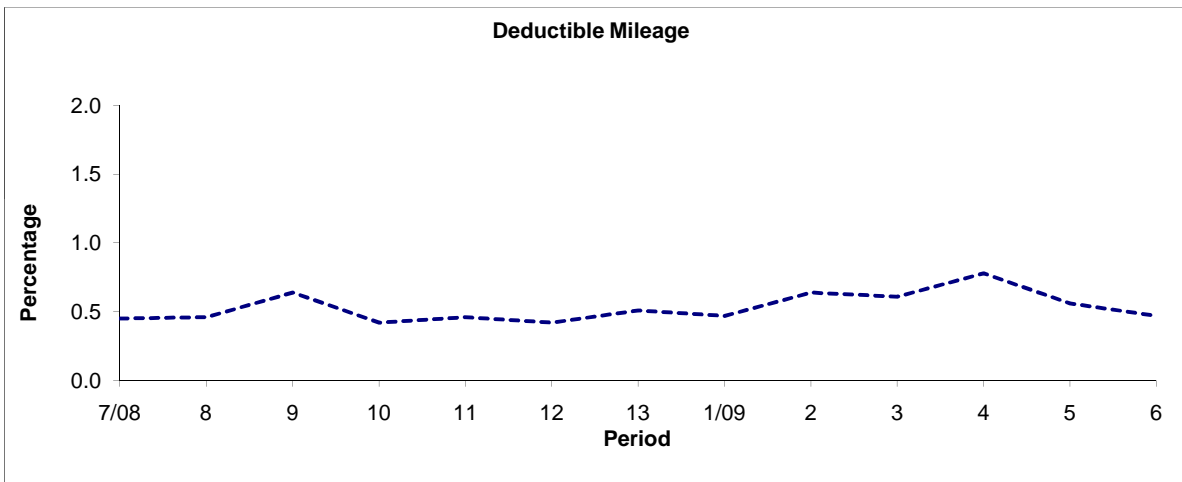
AVAILABILITY: At any time.
OPERATING RESTRICTIONS: No more than 2 buses on Route 176 should be scheduled to stand at any one time.
MEAL RELIEFS: No meal relief vehicles to stand at any time.
FERRY VEHICLES: No ferry vehicles to park on stand at any time.
DISPLAY: Tottenham Court Road.

PART B - PERFORMANCE STATISTICS

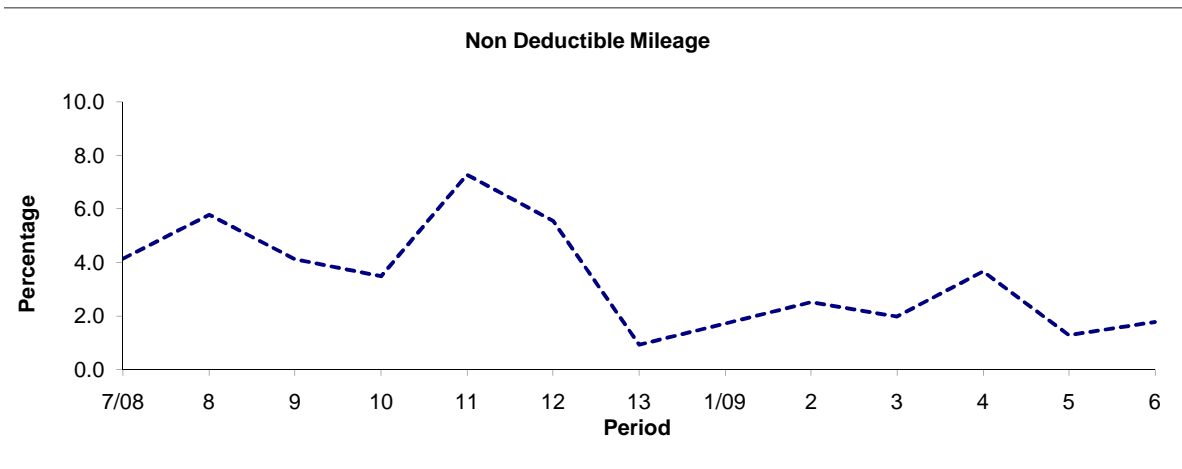
Route 176



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	95.41	93.76	95.24	96.10	92.26	94.03	98.57	97.82	96.85	97.41	95.56	98.16	97.76
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	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	0.45	0.46	0.64	0.42	0.46	0.42	0.51	0.47	0.64	0.61	0.78	0.56	0.47

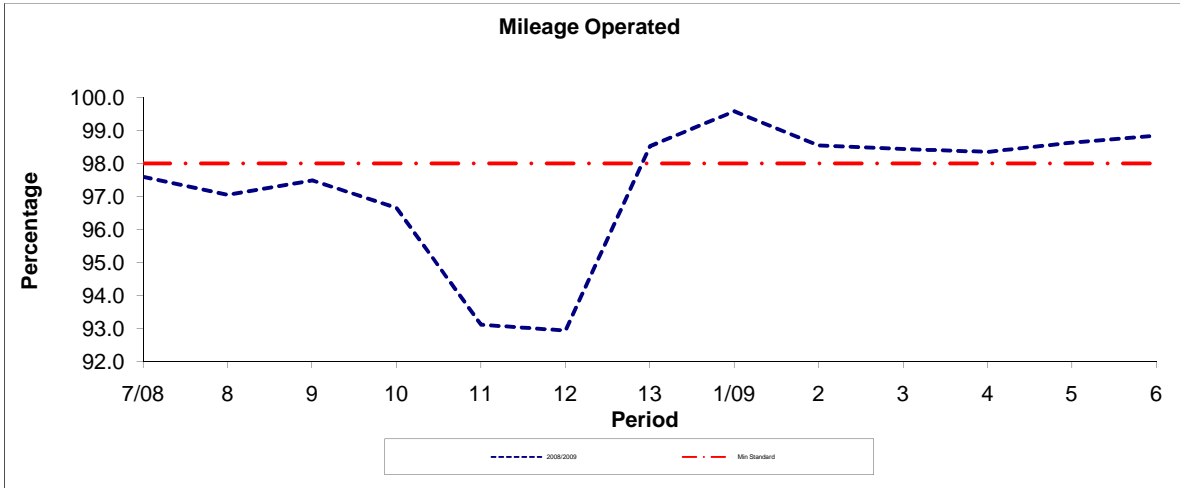


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	4.14	5.78	4.12	3.48	7.28	5.55	0.92	1.71	2.51	1.98	3.66	1.28	1.77

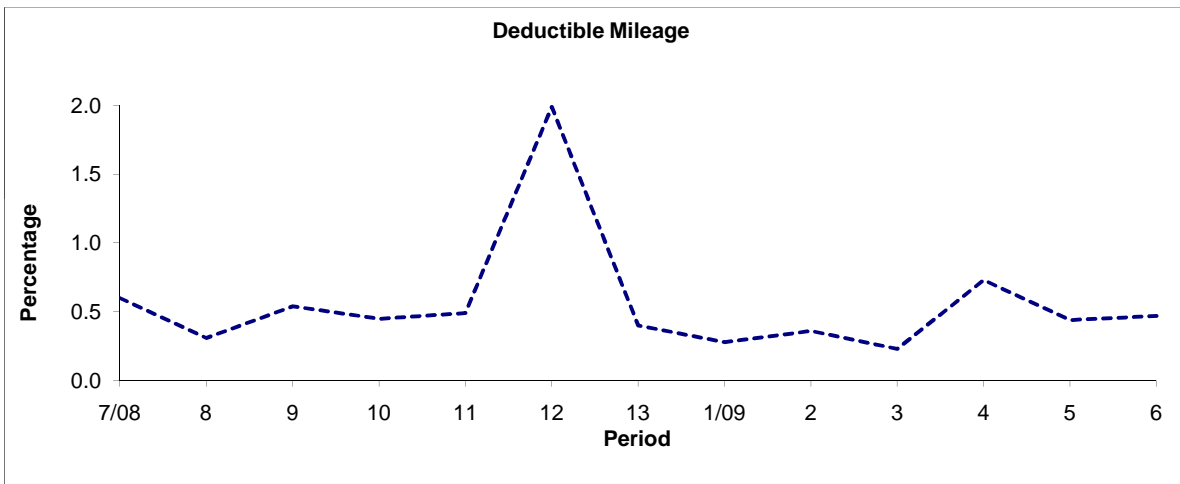
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

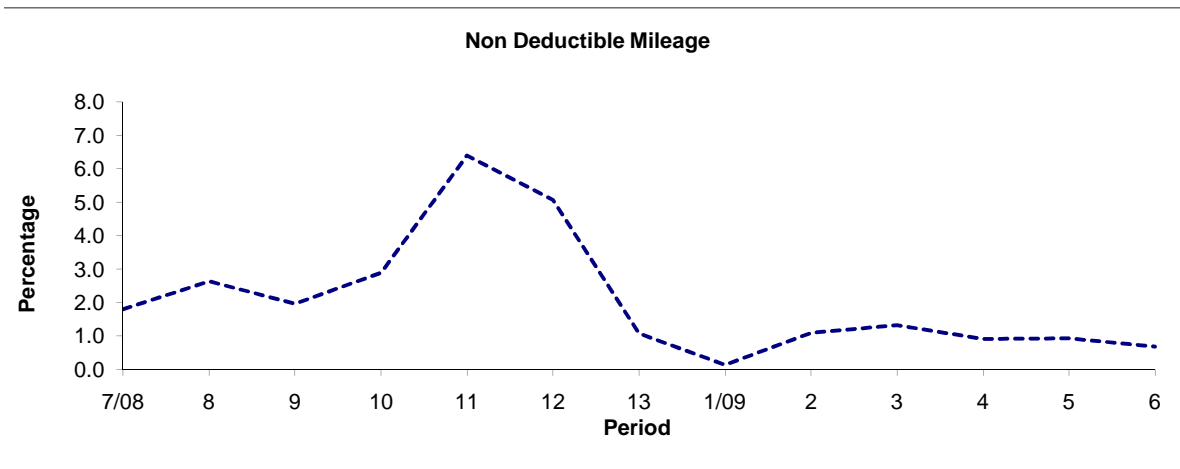
Route N176



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	97.59	97.05	97.49	96.65	93.11	92.94	98.52	99.58	98.54	98.44	98.35	98.63	98.84
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	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	0.60	0.31	0.54	0.45	0.49	1.99	0.40	0.28	0.36	0.23	0.73	0.44	0.47

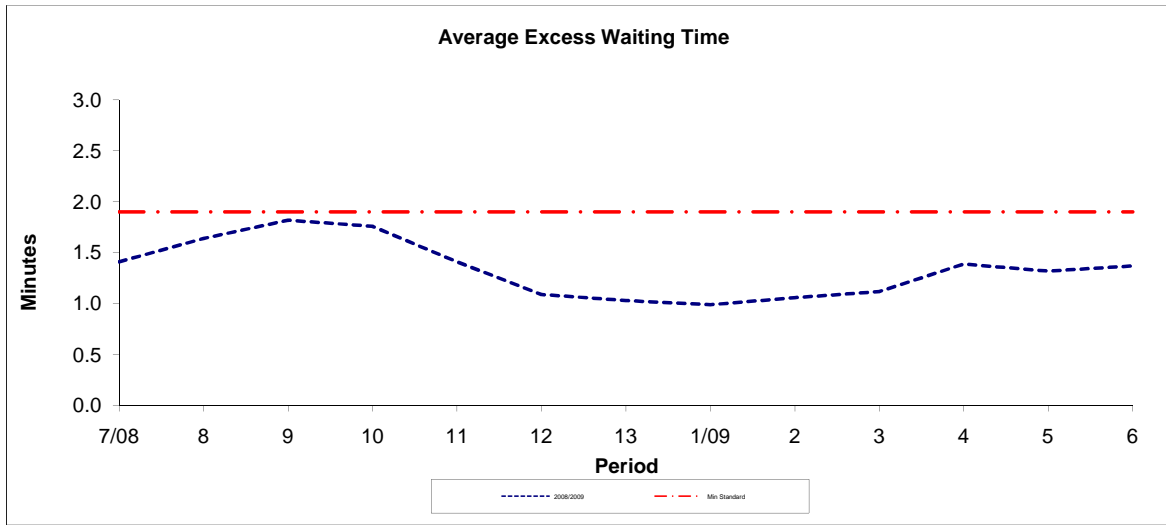


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	1.81	2.64	1.97	2.90	6.40	5.07	1.08	0.14	1.10	1.33	0.92	0.93	0.69

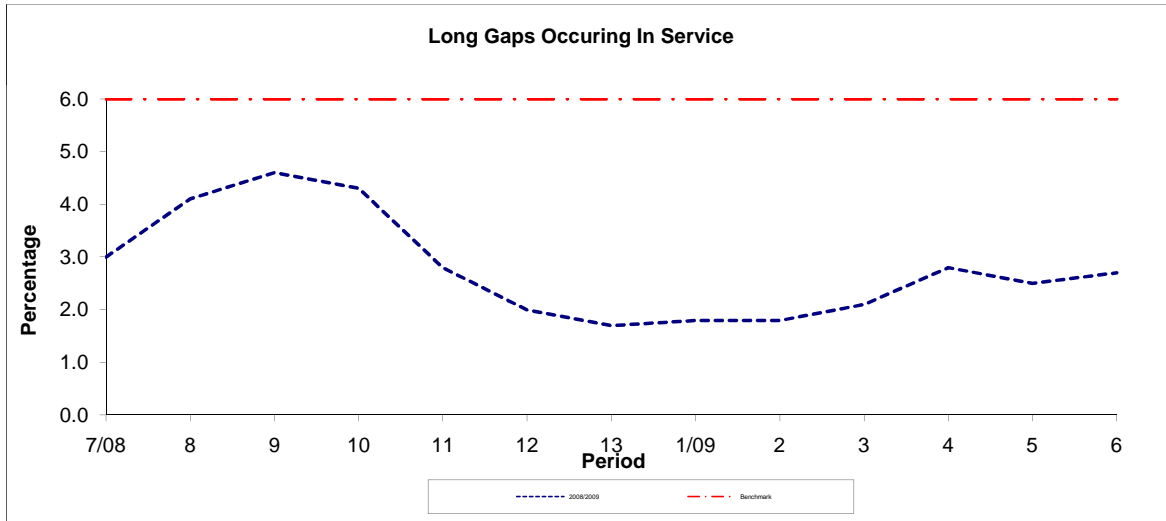
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route 176



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	1.41	1.64	1.82	1.76	1.41	1.09	1.03	0.99	1.06	1.12	1.39	1.32	1.37
Min Standard	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90

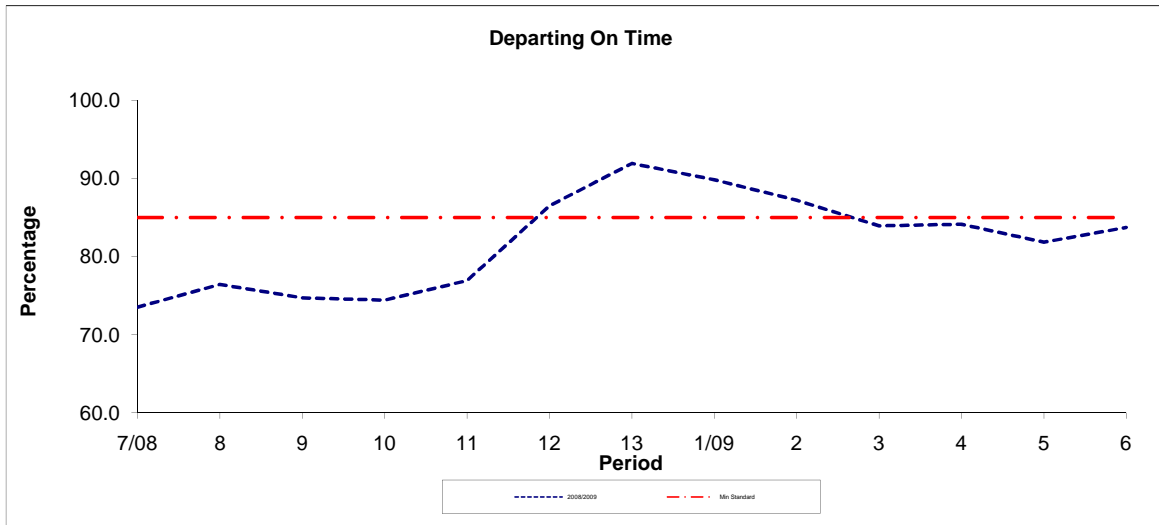


Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	3.00	4.10	4.60	4.30	2.80	2.00	1.70	1.80	1.80	2.10	2.80	2.50	2.70
Benchmark	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00

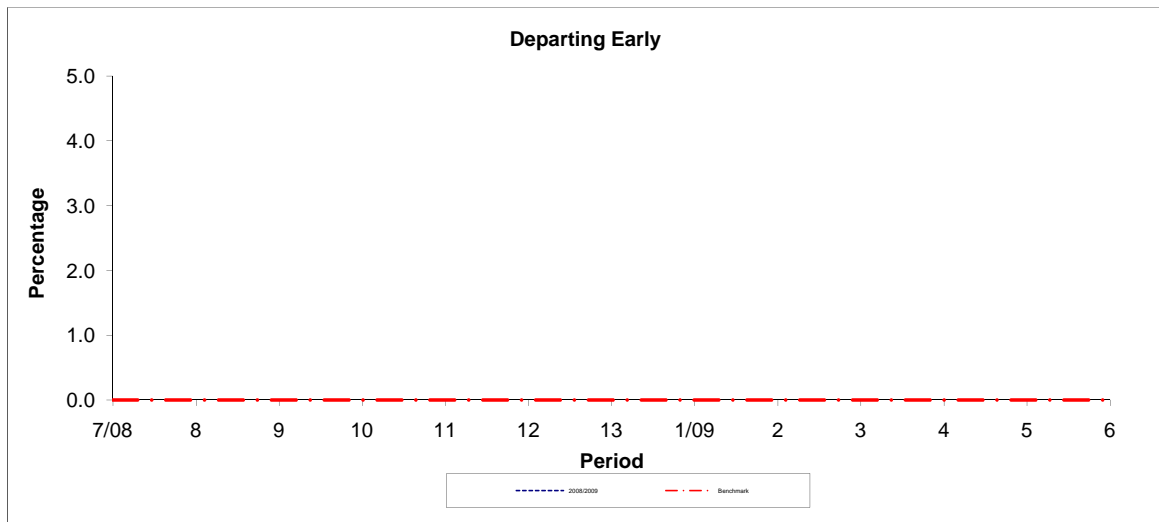
Note : Reliability is based on 12 weeks rolling data

PART B - PERFORMANCE STATISTICS

Route N176



Period	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009	73.50	76.40	74.70	74.40	76.90	86.50	91.90	89.80	87.20	83.90	84.10	81.80	83.70
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	7/08	8	9	10	11	12	13	1/09	2	3	4	5	6
2008/2009													
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