

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. 180

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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

Tenderers should note that there are no changes proposed as part of this Service Specification for Route No. 180.

3. TERMINALS

Route No. 180 will operate between Belvedere Industrial Estate and Lewisham, Lewisham 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. 180 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
Christmas Day night/Boxing Day morning	No service

5. VEHICLE TYPE

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

Route No. 180 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. 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. Belvedere Industrial Estate to Lewisham, Lewisham Centre

0435 - 0540	Every 20 minutes
0541 - 1855	Every 12 minutes
1856 - 1955	Every 15 minutes
1956 - 2400	Every 20 minutes

First departure from Belvedere Industrial Estate no later than 0440.
Last departure from Belvedere Industrial Estate no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Charlton, Anchor and Hope Lane between 0650 and 0820 and between 1530 and 1700.

2. Lewisham, Lewisham Centre to Belvedere Industrial Estate

0455 - 0630	Every 20 minutes
0631 - 1910	Every 12 minutes
1911 - 2010	Every 15 minutes
2011 - 0055	Every 20 minutes

First departure from Lewisham, Lewisham Centre no later than 0500.
Last departure from Lewisham, Lewisham Centre no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Plumstead Station between 0720 and 0840 and between 1540 and 1710.

6.2 Saturdays & Good Friday

1. Belvedere Industrial Estate to Lewisham, Lewisham Centre

0435 - 0540	Every 30 minutes
0541 - 0715	Every 20 minutes
0716 - 1955	Every 12 minutes
1956 - 2400	Every 20 minutes

First departure from Belvedere Industrial Estate no later than 0440.

Last departure from Belvedere Industrial Estate no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Charlton, Anchor and Hope Lane between 0900 and 1030.

2. Lewisham, Lewisham Centre to Belvedere Industrial Estate

0455 - 0600	Every 30 minutes
0601 - 0745	Every 20 minutes
0746 - 1910	Every 12 minutes
1911 - 0055	Every 20 minutes

First departure from Lewisham, Lewisham Centre no later than 0500.

Last departure from Lewisham, Lewisham Centre no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at Plumstead Station between 0930 and 1050.

6.3 Sundays

1. Belvedere Industrial Estate to Lewisham, Lewisham Centre

0620 - 0755	Every 30 minutes
0756 - 2400	Every 20 minutes

First departure from Belvedere Industrial Estate no later than 0625.
Last departure from Belvedere Industrial Estate no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Charlton, Anchor and Hope Lane between 1030 and 1200.

2. Lewisham, Lewisham Centre to Belvedere Industrial Estate

0710 - 0845	Every 30 minutes
0846 - 0055	Every 20 minutes

First departure from Lewisham, Lewisham Centre no later than 0715.
Last departure from Lewisham, Lewisham Centre no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Plumstead Station between 1040 and 1200.

6.4 Boxing Day

1. Belvedere Industrial Estate to Lewisham, Lewisham Centre

0750 - 2400 Every 20 minutes

First departure from Belvedere Industrial Estate no later than 0755.
Last departure from Belvedere Industrial Estate no earlier than 2355.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Charlton, Anchor and Hope Lane between 1030 and 1200.

2. Lewisham, Lewisham Centre to Belvedere Industrial Estate

0810 - 0845 Every 30 minutes
0846 - 0055 Every 20 minutes

First departure from Lewisham, Lewisham Centre no later than 0815.
Last departure from Lewisham, Lewisham Centre no earlier than 0050.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at Plumstead Station between 1040 and 1200.

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. 180 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. 180 shall be:

Average Excess Wait Time:	No more than 1.30 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 = 1.15 minutes

Summary of proposed QSI coverage: Route No. 180

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 Lewisham

Abbey Wood \$
Plumstead (AM only)
Charlton

Towards Belvedere

Lewisham
Greenwich
Plumstead (PM only)
Abbey wood \$

Total scheduled manual QSI surveys per quarter = 96.

\$ 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. 180 are attached at Appendix B. This gives an indication of the time required to travel the route. Attention is drawn to the variations in running times at different times of the day. Please refer to Section 2.8 of Part A of the Guide for Tenderers for further information.

Tenderers should carefully check the existing running times to ensure that they are appropriate in present traffic conditions. Tenderers should particularly check the existing running times for all periods.

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. 180 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;

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. 180 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. 180 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. 180:

- Route No. 180 can suffer from unpredictable traffic delays in the Woolwich, Greenwich and Lewisham areas.

Tenderers should also note the following factors which may have an impact on Route No. 180 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. 180 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. 180

Belvedere Industrial Estate to Lewisham, Lewisham Centre	11.0 miles
Lewisham, Lewisham Centre to Belvedere Industrial Estate	11.6 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 No. 180 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. 180: BELVEDERE INDUSTRIAL ESTATE - LEWISHAM, LEWISHAM CENTRE

STREETS TRAVERSED

Towards Lewisham, Lewisham Centre: Crabtree Manorway North, Fisher's Way, Mulberry Way, Crabtree Manorway roundabout, Anderson Way, Picardy Manorway roundabout, Eastern Way, Yarnton Way, Harrow Manor Way, Knee Hill, Mcleod Road, Basildon Road, Bostall Hill, Plumstead High Street, Plumstead Road, Beresford Street, Woolwich High Street, Woolwich Church Street, Woolwich Road, Horn Lane roundabout, Woolwich Road, Trafalgar Road, Romney Road, Nelson Road, Greenwich High Road, Greenwich South Street, Lewisham Road, Loampit Vale roundabout, Molesworth Street.

Towards Belvedere Industrial Estate: Lewisham High Street, Lewis Grove, Lee Bridge, Lewisham High Street, Loampit Vale roundabout, Lewisham Road, Greenwich South Street, Greenwich High Road, Greenwich Church Street, College Approach, King William Walk, Romney Road, Trafalgar Road, Woolwich Road, Horn Lane roundabout, Woolwich Road, Woolwich Church Street, Woolwich High Street, John Wilson Street, Castile Road, Monk Street, Calderwood Street, Thomas Street, Greens End, General Gordon Place, Woolwich New Road, Vincent Road, Burrage Road, Plumstead Road, Plumstead High Street, Bostall Hill, Basildon Road, Mcleod Road, Knee Hill, Harrow Manor Way, Yarnton Way, Eastern Way, Picardy Manorway roundabout, Anderson Way, Crabtree Manorway roundabout, Mulberry Way, Fisher's Way, Crabtree Manorway North.

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:

180 via Woolwich

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.

BELVEDERE INDUSTRIAL ESTATE

Private stand in Belvedere Bus Garage.

Buses proceed from Crabtree Manorway north via unnamed road to stand, departing via unnamed road to Crabtree Manorway north. Set down in Crabtree Manorway north, at alighting point and pick up in Crabtree Manorway north.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicles on Route No. 180 should be scheduled to stand at any one time.
MEAL RELIEFS:	No meal relief vehicles to stand at any time.
FERRY VEHICLES:	No ferry vehicles to park on stand at any time.
OTHER INFORMATION:	No toilet facilities available.
BLIND DISPLAY:	Belvedere, Industrial Area

THAMESMEAD INDUSTRIAL ESTATE, YARNTON WAY (from Lewisham, Lewisham Centre)

Public stand for up to 2 buses on east side and at east end of Yarnton Way outside Nos. 136/138 Norman Road and north of slip road to Norman Road.

Buses proceed from Yarnton Way (West Side) via circumnavigate roundabout at junction of Eastern Way and Yarnton Way to stand, departing to Yarnton Way. Set down in Yarnton Way and pick up in Yarnton Way.

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:	Thamesmead East

PLUMSTEAD, PETTMAN CRESCENT

Hesitation point in Pettman Crescent for one bus west side prior to Tom Cribb Road (west arm). Set down and pick up in Plumstead Road.

From Belvedere Industrial Estate.

Buses proceed from Plumstead Road via Pettman Crescent to stand, departing via Pettman Crescent to Plumstead Road. Set down Plumstead Road, at alighting point and pick up in Plumstead Road, at stop C.

From Lewisham, Lewisham Centre.

Buses proceed from Plumstead Road via Pettman Crescent to stand, departing via Pettman Crescent to Plumstead Road. Set down in Plumstead Road, at stop A and pick up in Plumstead Road, at stop WM.

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:	Plumstead, Bus Garage

WOOLWICH, BERESFORD STREET (from Belvedere Industrial Estate)

Public stand on south side of Beresford Street in layby commencing 30m west of junction with Woolwich New Road.

Buses proceed from Plumstead Road via Beresford Street to stand, departing via Beresford Street and Woolwich High Street to John Wilson Street. Set down in Plumstead Road, at stop D and pick up in John Wilson Street, at stop Y.

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:	Woolwich

WOOLWICH, MONK STREET (from Lewisham, Lewisham Centre)

Public stand in Monk Street in three parts:

1. For two buses on the west side commencing 27 metres north of Castile Road and extending 25 metres north.
2. For two buses on the west side commencing 17 metres north of Calderwood Street (western arm) and extending 25 metres north.
3. For two buses on east side commencing 9 metres north of southern flank wall of Calderwood Street Car Park and extending 27 metres north.

Buses proceed from Monk Street direct to stand, departing via Monk Street, Calderwood Street, Thomas Street, Greens End, General Gordon Place, Vincent Road and Burrage Road to Plumstead Road. Set down in Monk Street, at alighting point and pick up in Plumstead Road, at stop D.

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:	Woolwich

CHARLTON, ANCHOR & HOPE LANE

Public stand on east side of Anchor & Hope Lane, commencing 59 metres south of and opposite Bugsbys Way for 30 metres finishing 89 metres south of Bugsbys Way.

From Belvedere Industrial Estate.

Buses proceed from Woolwich Road via Anchor And Hope Lane to stand, departing via Anchor And Hope Lane to Woolwich Road. Set down in Woolwich Road, at stop F and pick up in Woolwich Road, at stop E.

From Lewisham, Lewisham Centre.

Buses proceed from Woolwich Road via Anchor And Hope Lane to stand, departing via Anchor And Hope Lane, Charlton Church Lane, Charlton Station bus lay-by, Barney Close and Charlton Church Lane to Woolwich Road. Set down in Woolwich Road, at alighting point and pick up in Woolwich 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:	Charlton

EAST GREENWICH LIBRARY

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.

From Belvedere Industrial Estate.

Buses proceed from Woolwich Road via Denham Street and Tunnel Avenue to stand, departing via Tunnel Avenue, Woolwich Road and Horn Lane roundabout to Woolwich Road. Set down in Woolwich Road, at stop D and pick up in Woolwich Road, at stop H.

From Lewisham, Lewisham Centre.

Buses proceed from Woolwich Road via Denham Street and Tunnel Avenue to stand, departing via Tunnel Avenue, Woolwich Road and Horn Lane roundabout to Woolwich Road. Set down in Woolwich Road, at alighting point and pick up in Woolwich Road, at stop D.

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

GREENWICH, CUTTY SARK

Public stand on east side of King William Walk, commencing 3 metres north of a point opposite the centre of Turnpin Lane and extending 11 metres northwards.

From Belvedere Industrial Estate.

Buses proceed from Nelson Road via Greenwich Church Street, College Approach, King William Walk, Nelson Road, Greenwich Church Street, College Approach and King William Walk to stand, departing via King William Walk to Romney Road. Set down in Nelson Road, at stop E and pick up in Romney Road, at stop F.

From Lewisham, Lewisham Centre.

Buses proceed from King William Walk direct to stand, departing via King William Walk to Nelson Road. Set down in King William Walk, at Stop C and pick up in Nelson Road, at Stop E.

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:	Greenwich, Cutty Sark

LEWISHAM, LEWISHAM CENTRE

Public stand on east side of Molesworth Street in two sections.

The first section commences 15 metres north of the northern flank wall of the southern entrance to the Shopping Centre and extends 40 metres north. The first section is for two buses on route 436.

The second section commences 20 metres north of the first section, and extends 100 metres north. The most southerly part of the second section is for one bus on route 436. All other services must use the remaining part of the second section.

Buses proceed from Molesworth Street direct to stand, departing via Molesworth Street to Lewisham High Street. Set down in Molesworth Street, at stop Q and pick up in Lewisham High Street, at stop V.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 1 vehicle on Route 180 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:	A maximum scheduled stand time of 10 minutes is permitted. Council toilet facilities available, times TBA.
BLIND DISPLAY:	Lewisham, Shopping Centre

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. 180

(based on current schedule)

MONDAYS TO FRIDAYS1. Belvedere Industrial Estate to Lewisham, Molesworth Street

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Belvedere Industrial Estate	0439	0754	1154	1706	2256
Thamesmead <i>Alsike Road</i>	0441	0758	1158	1710	2258
Abbey Wood Station	0448	0807	1207	1719	2305
Plumstead Station	0457	0819	1219	1731	2314
Woolwich <i>Plumstead Road</i>	0500	0822	1222	1743	2317
Charlton <i>Anchor and Hope Lane</i>	0507	0837	1234	1746	2324
East Greenwich <i>Vanbrugh Hill</i>	0511	0843	1240	1752	2328
Greenwich <i>Nelson Road</i>	0515	0850	1246	1758	2332
Lewisham Molesworth Street	0519	0859	1254	1806	2339
	40 minutes	65 minutes	60 minutes	60 minutes	43 minutes

2. Lewisham, High Street Stop V to Belvedere Industrial Estate

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Lewisham High Street Stop V	0501	0757	1155	1700	2251
Greenwich <i>National Maritime Museum</i>	0508	0808	1204	1713	2301
East Greenwich <i>Vanbrugh Hill</i>	0511	0814	1210	1720	2306
Charlton <i>Anchor and Hope Lane</i>	0515	0820	1216	1726	2310
Woolwich Arsenal Station	0524	0831	1227	1739	2319
Plumstead Station	0527	0836	1232	1744	2322
Abbey Wood Station	0536	0847	1243	1755	2332
Thamesmead <i>Alsike Road</i>	0543	0855	1251	1803	2338
Belvedere Industrial Estate	0546	0859	1255	1807	2340
	45 minutes	62 minutes	60 minutes	67 minutes	49 minutes

SATURDAYS1. Belvedere Industrial Estate to Lewisham, Molesworth Street

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Belvedere Industrial Estate	0439	1058	1458	2256
Thamesmead <i>Alsike Road</i>	0441	1101	1501	2258
Abbey Wood Station	0448	1110	1510	2305
Plumstead Station	0457	1123	1523	2314
Woolwich <i>Plumstead Road</i>	0500	1126	1526	2317
Charlton <i>Anchor and Hope Lane</i>	0507	1137	1537	2324
East Greenwich <i>Vanbrugh Hill</i>	0511	1142	1542	2328
Greenwich <i>Nelson Road</i>	0515	1149	1549	2332
Lewisham Molesworth Street	0519	1200	1600	2339
	40 minutes	62 minutes	62 minutes	43 minutes

2. Lewisham, High Street Stop V to Belvedere Industrial Estate

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Lewisham High Street Stop V	0501	1058	1458	2251
Greenwich <i>National Maritime Museum</i>	0508	1110	1511	2301
East Greenwich <i>Vanbrugh Hill</i>	0511	1115	1516	2306
Charlton <i>Anchor and Hope Lane</i>	0515	1121	1522	2310
Woolwich Arsenal Station	0524	1134	1539	2319
Plumstead Station	0527	1138	1543	2322
Abbey Wood Station	0536	1149	1554	2332
Thamesmead <i>Alsike Road</i>	0543	1156	1601	2338
Belvedere Industrial Estate	0546	1200	1605	2340
	45 minutes	62 minutes	67 minutes	49 minutes

SUNDAYS1. Belvedere Industrial Estate to Lewisham, Molesworth Street

	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Belvedere Industrial Estate	0626	1051	1451	2256
Thamesmead <i>Alsike Road</i>	0628	1054	1454	2258
Abbey Wood Station	0635	1102	1502	2305
Plumstead Station	0644	1114	1514	2314
Woolwich <i>Plumstead Road</i>	0647	1117	1517	2317
Charlton <i>Anchor and Hope Lane</i>	0654	1127	1527	2324
East Greenwich <i>Vanbrugh Hill</i>	0658	1132	1532	2328
Greenwich <i>Nelson Road</i>	0703	1139	1539	2332
Lewisham Molesworth Street	0707	1149	1549	2339
	41 minutes	58 minutes	58 minutes	43 minutes

2. Lewisham, High Street Stop V to Belvedere Industrial Estate

	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Lewisham High Street Stop V	0716	1106	1507	2251
Greenwich <i>National Maritime Museum</i>	0723	1115	1520	2301
East Greenwich <i>Vanbrugh Hill</i>	0726	1120	1525	2306
Charlton <i>Anchor and Hope Lane</i>	0730	1125	1530	2310
Woolwich Arsenal Station	0739	1136	1541	2319
Plumstead Station	0742	1140	1545	2322
Abbey Wood Station	0751	1151	1556	2332
Thamesmead <i>Alsike Road</i>	0758	1158	1603	2338
Belvedere Industrial Estate	0801	1201	1606	2340
	45 minutes	55 minutes	59 minutes	49 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.)