

SECTION 2: PART A

SERVICE SPECIFICATION FOR ROUTE No. U5

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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. U5.

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:

- Standing arrangements at Uxbridge Station are yet to be finalised. Tenderers should assume that a suitable stand will be made available within 5 minutes running time (in each direction) of this location. Please see Appendix A for standing restrictions.

3. TERMINALS

Route No. U5 will operate between Uxbridge Station and Hayes & Harlington 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 No. U5 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. U5 is currently approved for vehicles which are a maximum of 10.2 metres long and 2.5 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 55, of which approximately 28 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. Uxbridge Station to Hayes & Harlington Station

0500 - 0605	Every 15 minutes
0606 - 2005	Every 12 minutes
2006 - 0010	Every 20 minutes

First departure from Uxbridge Station no later than 0505.

Last departure from Uxbridge Station no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at West Drayton Station between 0700 and 0830 and between 1530 and 1700.

2. Hayes & Harlington Station to Uxbridge Station

0505 - 0625	Every 15 minutes
0626 - 1840	Every 12 minutes
1841 - 2010	Every 15 minutes
2011 - 0015	Every 20 minutes

First departure from Hayes & Harlington Station no later than 0510.

Last departure from Hayes & Harlington Station no earlier than 0010.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at West Drayton Station between 0720 and 0840 and between 1530 and 1700.

6.2 Saturdays & Good Friday

1. Uxbridge Station to Hayes & Harlington Station

0500 - 0645	Every 20 minutes
0646 - 0845	Every 15 minutes
0846 - 1755	Every 12 minutes
1756 - 1925	Every 15 minutes
1926 - 0010	Every 20 minutes

First departure from Uxbridge Station no later than 0505.

Last departure from Uxbridge Station no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at West Drayton Station between 0930 and 1100.

2. Hayes & Harlington Station to Uxbridge Station

0505 - 0650	Every 20 minutes
0651 - 0820	Every 15 minutes
0821 - 1805	Every 12 minutes
1806 - 1950	Every 15 minutes
1951 - 0015	Every 20 minutes

First departure from Hayes & Harlington Station no later than 0510.

Last departure from Hayes & Harlington Station no earlier than 0010.

Tenderers should ensure that buses are scheduled to be no more than 12 minutes apart at West Drayton Station between 0930 and 1100.

6.3 Sundays

1. Uxbridge Station to Hayes & Harlington Station

0600 - 0835	Every 30 minutes
0836 - 0010	Every 20 minutes

First departure from Uxbridge Station no later than 0605.

Last departure from Uxbridge Station no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at West Drayton Station between 1000 and 1130.

2. Hayes & Harlington Station to Uxbridge Station

0545 - 0820	Every 30 minutes
0821 - 0015	Every 20 minutes

First departure from Hayes & Harlington Station no later than 0550.

Last departure from Hayes & Harlington Station no earlier than 0010.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at West Drayton Station between 1000 and 1130.

6.4 Boxing Day

1. Uxbridge Station to Hayes & Harlington Station

0830 - 0010 Every 20 minutes

First departure from Uxbridge Station no later than 0835.

Last departure from Uxbridge Station no earlier than 0005.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at West Drayton Station between 1000 and 1130.

2. Hayes & Harlington Station to Uxbridge Station

0820 - 0015 Every 20 minutes

First departure from Hayes & Harlington Station no later than 0825.

Last departure from Hayes & Harlington Station no earlier than 0010.

Tenderers should ensure that buses are scheduled to be no more than 20 minutes apart at West Drayton Station between 1000 and 1130.

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. U5 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. U5 shall be:

Average Excess Wait Time:	No more than 1.00 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 = 0.85 minutes

Summary of proposed QSI coverage: Route No. U5

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 Uxbridge Station

Hayes & Harlington Station
 Stockley Park (not evenings or Sundays) \$
 West Drayton \$
 Hillingdon Hospital \$

Towards Hayes & Harlington Station

Uxbridge
 Hillingdon Hospital \$
 West Drayton \$
 Stockley Park (not evenings or Sundays) \$

Total scheduled manual QSI surveys per quarter = 124.

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

8. RUNNING TIMES

Extracts from the public timetable with sample running times for Route No. U5 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. U5 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. U5 should interwork with other bus services where possible.

11. CONTROL STRATEGY

Route No. U5 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. U5:

- Route No. U5 can suffer from unpredictable traffic delays in the Uxbridge area.

Tenderers should also note the following factors which may have an impact on Route No. U5 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.**

13. STOPPING ARRANGEMENTS

Buses operating on Route No. U5 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 No. U5

Uxbridge Station to Hayes & Harlington Station	9.6 miles
Hayes & Harlington Station to Uxbridge Station	10.7 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. U5 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. U5: UXBRIDGE STATION - HAYES & HARLINGTON STATION

STREETS TRAVERSED

Towards Hayes & Harlington Station: Uxbridge Bus Station, Bakers Road, Belmont Road, Uxbridge High Street, Harefield Road, Oxford Road Roundabout, Oxford Road, Cross Street, Cowley Road, Cowley High Street, Station Road, Church Road, Field Heath Road, Colham Green Road, Park View Road, Falling Lane, West Drayton High Street, Station Approach, Bus Turning Circle, Station Approach, West Drayton High Street, Station Road, Porters Way, Mulberry Parade, Mulberry Crescent, Lavender Rise, Stockley Road, Horton Road (Circumnavigate Roundabout At Junction With Iron Bridge Road), Stockley Road, Bennetsfield Road, Roundwood Avenue, Furzeground Way, The Square, Furzeground Way, Bolingbroke Way, Dawley Road, Botwell Common Road, Botwell Lane, Pump Lane, Crown Close, Station Road.

Towards Uxbridge Station: Station Road, Crown Close, Pump Lane, Botwell Lane, Botwell Common Road, Dawley Road, Bolingbroke Way, Furzeground Way, The Square, Furzeground Way, Longwalk Road, Bennetsfield Road, Stockley Road, Horton Road (Circumnavigate Roundabout At Junction With Iron Bridge Road), Stockley Road, Cherry Lane Roundabout, Stockley Road, Stockley Farm Road, Stockley Road, Lavender Rise, Mulberry Crescent, Mulberry Parade, Porters Way, Station Road, West Drayton High Street, Station Approach, Bus Turning Circle, Station Approach, West Drayton High Street, Falling Lane, Apple Tree Avenue, Park View Road, Colham Green Road, Field Heath Road, Church Road, Station Road, Cowley High Street, Cowley Road, Trumper Way, Oxford Road, Oxford Road Roundabout, Harefield Road, Uxbridge High Street, Belmont 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:

U5 via West Drayton

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.

UXBRIDGE STATION

Tenderers should assume that a suitable stand will be provided within 5 minutes running time in each direction from Uxbridge Bus Station, Bakers Road.

Buses proceed from Bakers Road to Uxbridge Bus Station departing via Uxbridge Bus Station to Bakers Road. Buses set down at Stop J and pick up at Stop N.

Tenderers should further assume that the following stand restrictions will apply:

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicles on Route No. U5 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:	Toilet facilities TBA.
BLIND DISPLAY:	Uxbridge Station

HILLINGDON HOSPITAL (from Hayes & Harlington Station)

Buses proceed from Pield Heath Road via Kingston Lane departing to Pield Heath Road. Set down in Pield Heath Road, at stop HB and pick up in Pield Heath Road, at stop HA.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	Turning Point Only - Buses must not stand
BLIND DISPLAY:	Hayes & Harlington Station

WEST DRAYTON STATION [EAST] (from Uxbridge Station)

Private stand on south side of West Drayton Station Approach, commencing 67 metres east of the eastern kerbline of High Street Yiewsley.

Buses proceed from Station Approach direct to stand, departing to Station Approach. Set down in Station Approach, at Stop F and pick up in Station Approach, at Stop E.

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:	West Drayton

WEST DRAYTON STATION (from Hayes & Harlington Station)

Private stand on north side of West Drayton Station Approach, commencing 45 metres east of the eastern kerbline of High Street Yiewsley.

Buses proceed from Station Approach direct to stand, departing to Station Approach. Set down in Station Approach, at Stop E and pick up in Station Approach, at Stop F.

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:	West Drayton

STOCKLEY ESTATE, MULBERRY PARADE (from Uxbridge Station)

Public stand for one bus on west side of Mulberry Parade, commencing at lamp standard in line with No 10.

Buses proceed from Porters Way direct to stand, departing via Mulberry Parade, Mulberry Crescent (Circling Island Site Junction Of) and Mulberry Parade to Porters Way. Set down in Mulberry Parade and pick up in Porters Way.

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:	Stockley Estate

HAYES & HARLINGTON STATION

Public stand for one bus in layby on east side of Station Road, north of Nestles Avenue.

Buses proceed from Station Road direct to stand, departing to Station Road. Set down in Station Road, at Stop M and pick up in Station Road, at Stop K.

AVAILABILITY:	At any time.
OPERATING RESTRICTIONS:	No more than 2 vehicle on Route No. U5 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:	National Rail toilet facilities available.
BLIND DISPLAY:	Hayes & Harlington Station

APPENDIX B: SAMPLE RUNNING TIMES FOR ROUTE No. U5
(based on current schedule)

MONDAYS TO FRIDAYS

1. Uxbridge Station to Hayes and Harlington Station

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Uxbridge Station	0505	0758	1158	1703	2305
<i>Cowley Station Road</i>	0513	0811	1210	1715	2313
<i>Hillingdon Hospital Pield Heath Road</i>	0515	0815	1213	1718	2316
<i>West Drayton Station</i>	0521	0826	1223	1731	2323
<i>Stockley Estate Mulberry Parade</i>	0526	0835	1229	1738	2329
<i>Stockley Park Business Park</i>	0528	0838	1233	1742	2331
Hayes and Harlington Station	0536	0852	1243	1753	2340
	31 minutes	54 minutes	45 minutes	50 minutes	35 minutes

2. Hayes, North Hyde Road to Uxbridge Station

	Typical early morning	Longest morning peak	Typical interpeak	Longest afternoon peak	Typical late evening
Hayes North Hyde Road	0513	0758	1202	1702	2307
<i>Hayes and Harlington Station</i>	0515	0801	1204	1704	2309
<i>Stockley Park Business Park</i>	0523	0817	1215	1716	2317
<i>Stockley Estate Mulberry Parade</i>	0531	0825	1224	1730	2325
<i>West Drayton Station</i>	0534	0829	1228	1734	2329
<i>Hillingdon Hospital Pield Heath Road</i>	0540	0841	1238	1744	2336
<i>Cowley Station Road</i>	0543	0847	1242	1749	2339
Uxbridge Station	0550	0856	1251	1758	2346
	37 minutes	58 minutes	49 minutes	56 minutes	39 minutes

SATURDAYS1. Uxbridge Station to Hayes and Harlington Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Uxbridge Station	0505	1056	1256	2305
<i>Cowley Station Road</i>	0513	1108	1308	2313
<i>Hillingdon Hospital Pield Heath Road</i>	0515	1111	1311	2316
<i>West Drayton Station</i>	0521	1121	1321	2323
<i>Stockley Estate Mulberry Parade</i>	0526	1127	1327	2329
<i>Stockley Park Business Park</i>	0528	1131	1331	2331
Hayes and Harlington Station	0536	1141	1341	2340
	31 minutes	45 minutes	45 minutes	35 minutes

2. Hayes, North Hyde Road to Uxbridge Station

	Typical early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Hayes North Hyde Road	0513	1102	1302	2307
<i>Hayes and Harlington Station</i>	0515	1104	1304	2309
<i>Stockley Park Business Park</i>	0523	1115	1315	2317
<i>Stockley Estate Mulberry Parade</i>	0531	1124	1324	2325
<i>West Drayton Station</i>	0534	1128	1328	2329
<i>Hillingdon Hospital Pield Heath Road</i>	0540	1138	1338	2336
<i>Cowley Station Road</i>	0543	1142	1342	2339
Uxbridge Station	0550	1151	1351	2346
	37 minutes	49 minutes	49 minutes	39 minutes

SUNDAYS1. Uxbridge Station to Hayes and Harlington Station

	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Uxbridge Station	0605	1053	1253	2305
<i>Cowley Station Road</i>	0613	1104	1304	2313
<i>Hillingdon Hospital Field Heath Road</i>	0615	1107	1307	2316
<i>West Drayton Station</i>	0621	1117	1317	2323
<i>Stockley Estate Mulberry Parade</i>	0626	1122	1322	2329
<i>Stockley Park Business Park</i>	0628	1125	1325	2331
Hayes and Harlington Station	0636	1134	1334	2340
	31 minutes	41 minutes	41 minutes	35 minutes

2. Hayes, North Hyde Road to Uxbridge Station

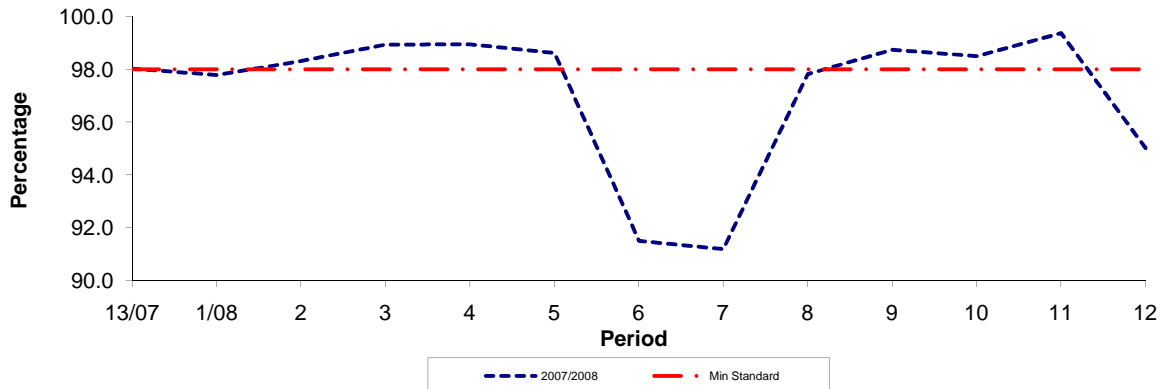
	Typical Early morning	Typical late AM shopping period	Typical PM shopping period	Typical late evening
Hayes North Hyde Road	0553	1104	1304	2307
<i>Hayes and Harlington Station</i>	0555	1106	1306	2309
<i>Stockley Park Business Park</i>	0603	1114	1314	2317
<i>Stockley Estate Mulberry Parade</i>	0611	1123	1323	2325
<i>West Drayton Station</i>	0614	1127	1327	2329
<i>Hillingdon Hospital Field Heath Road</i>	0620	1136	1336	2336
<i>Cowley Station Road</i>	0623	1139	1339	2339
Uxbridge Station	0630	1148	1348	2346
	37 minutes	44 minutes	44 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.).

PART B - PERFORMANCE STATISTICS

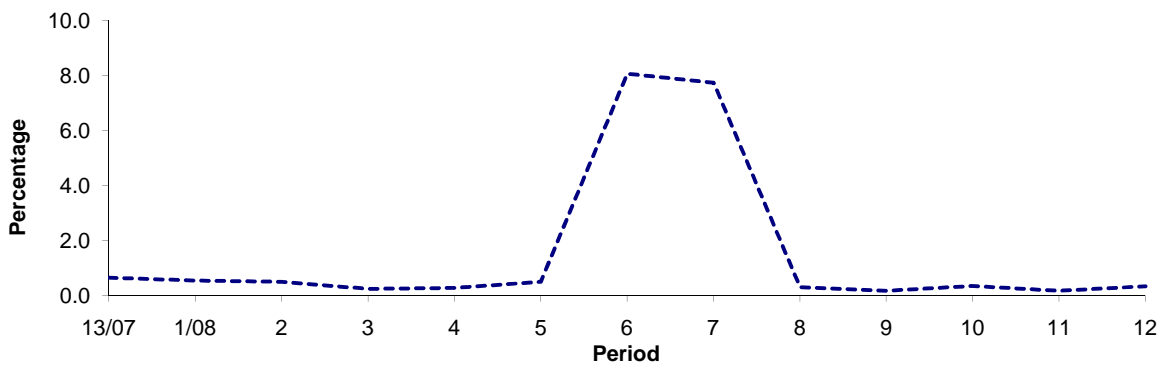
Route U5

Mileage Operated



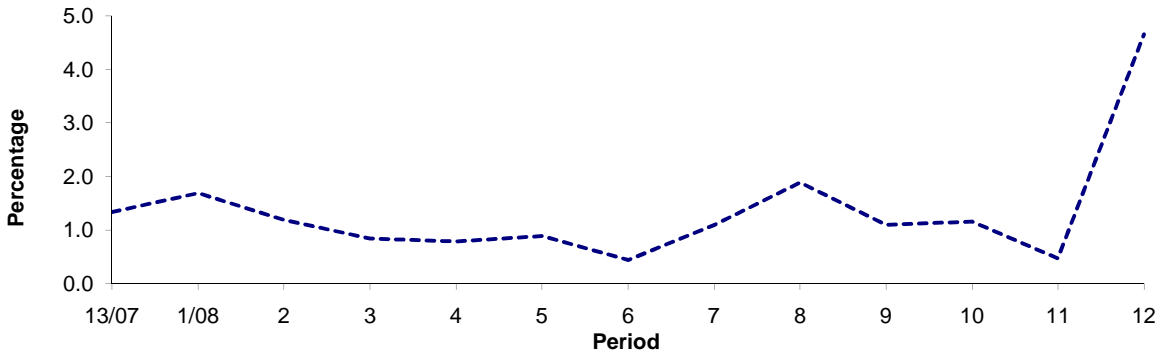
Period	13/07	1/08	2	3	4	5	6	7	8	9	10	11	12
2007/2008	98.01	97.77	98.31	98.92	98.93	98.61	91.50	91.18	97.81	98.73	98.49	99.36	95.01
Min Standard	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00	98.00

Deductible Mileage



Period	13/07	1/08	2	3	4	5	6	7	8	9	10	11	12
2007/2008	0.65	0.54	0.50	0.24	0.28	0.50	8.06	7.73	0.30	0.17	0.35	0.17	0.33

Non Deductible Mileage

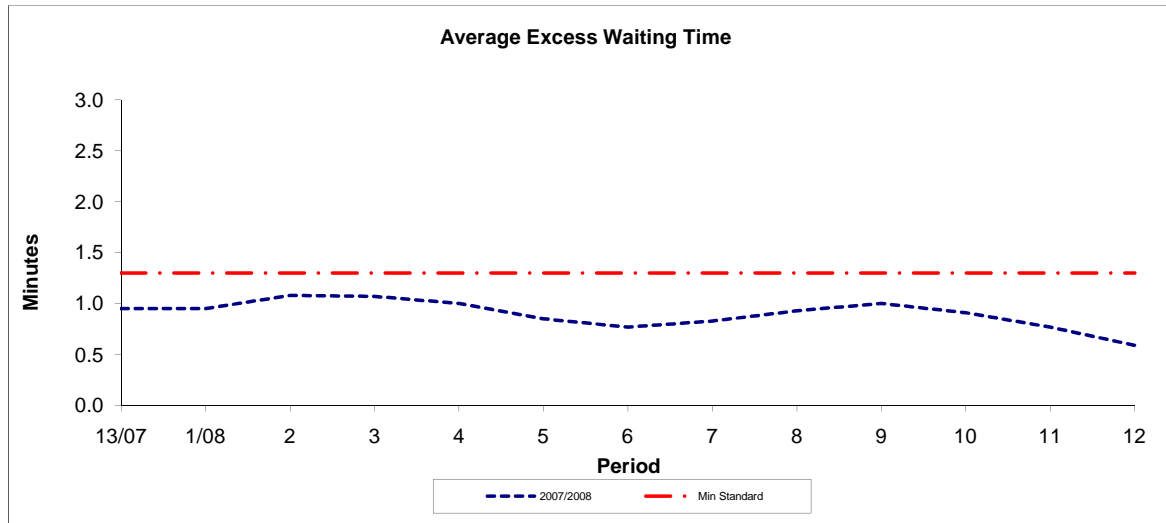


Period	13/07	1/08	2	3	4	5	6	7	8	9	10	11	12
2007/2008	1.34	1.69	1.19	0.84	0.79	0.89	0.44	1.09	1.89	1.10	1.16	0.47	4.66

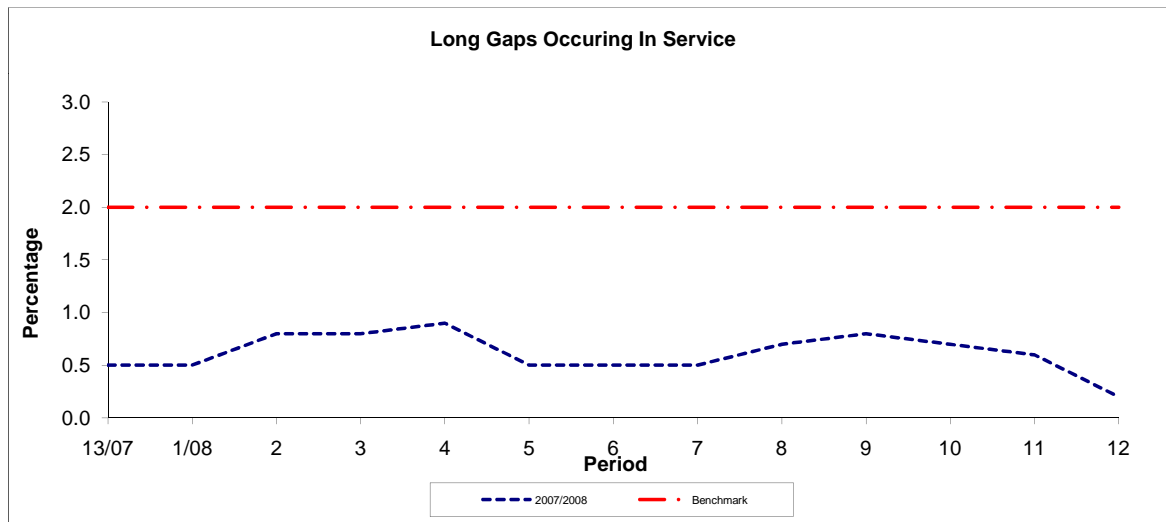
Note : Mileage is based on 4 weeks data

PART B - PERFORMANCE STATISTICS

Route U5



Period	13/07	1/08	2	3	4	5	6	7	8	9	10	11	12
2007/2008	0.95	0.95	1.08	1.07	1.00	0.85	0.77	0.83	0.93	1.00	0.91	0.77	0.59
Min Standard	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30



Period	13/07	1/08	2	3	4	5	6	7	8	9	10	11	12
2007/2008	0.50	0.50	0.80	0.80	0.90	0.50	0.50	0.50	0.70	0.80	0.70	0.60	0.20
Benchmark	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

Note : Reliability is based on 12 weeks rolling data