

[For your diary] KATA meetings are on Wednesdays; 2nd Dec 2009,
3rd March 2010, 2nd June 2010, 1st Sept 2010, 1st Dec 2010.
At 15:00 (3pm) in former 'Public Bar' Druids Head, Market Place (*not Meerkat!*)

p1&2: KATAList, p2: Bus Stops, p3:Publicity&Freedom Pass, p4,5,6: Fares, p6: Xmas, p7: Omnibus

KATAList – Bus route changes

Page 1

(NB: Routes are in numerical order rather than date order, but let me know what is preferable)

Italics = repeated from last edition, (not a TfL service),*

(57 [blue] = 24hr), numerals = past date / 2009 / 2010

Sat 30th January 2010

10 ([St. Pancras] – King's Cross – Hammersmith - Richmond)

Withdrawn between Hammersmith & Richmond but effectively replaced by 24hr 33 albeit via Hammersmith Bridge rather than Putney Bridge. Also extended at night to St Pancras. Tendered to Transdev instead of First London.

✿ *Interestingly it was the other way around 5years ago except that since First start their duties on a Saturday they failed to run a service on that first Friday night such was the mix up! You do have to wonder.*

Sat 30th January 2010

33 To become 24hr. And new owners Transdev (see Omnibus p7) are looking at extra journeys for Sheen School but not a 633.

✿ *KATA had sought a rerouteing at Teddington Hospital to Hampton Station.*

Sat 1st May 2010

110 (Twickenham – Hounslow > West Middx Hospital)

The exact extension has been confused by TfL's SW London map showing a one-time diversion of the 117 via Amhurst Gdns instead of St. John's Road, Isleworth. So the 110 is to be extended after Hounslow to West Middx Hospital via route 117 and similarly via H37 and then 481.

Also introducing earlier and later journeys towards Twickenham to connect with trains there. Same single-deckers (up 4 to 5) and retained by Transdev (AV).

Sat 1st May 2010

111 (Kingston – Heathrow) *Increasing Mon-Fri daytimes to every 8-9 mins instead of x10min. And additional journeys from Hounslow to Heathrow and to Kingston on Mon-Fri mornings. Plus, at a request from KATA timings in the evenings to be separated from the 216 which currently run together from Kingston to Hampton Stn. Retained by Transdev (AV) with 23 new double-decks (now 20).*

Sat 28/11/09 (delayed from 30 Oct)

152 (N.Malden – East Mitcham) New timetable to improve reliability. Now Abellio.

2010? (delayed from 2008)

371 (Kingston – Richmond)

Still no definite date for the rerouteing to North Sheen Sainsburys (oppHomebase), which is due to Sainsburys dragging their feet. Also when this occurs it will be extended in service from Guildhall to Kingston Hall Rd - as will the 85 at that time.

Sat 28/11/09

481 (Kingston – West Middx Hospital) Not a new timetable.

After waiting since the last millennium the 481 stops in Hampton Wick etc were all-but installed on 28 Nov, except that Richmond Council have been dragging their feet as the first n/b stop by Hampton Wick gate has no painted cage and cars have prevented access to install the stop. And further up LBR have failed to put in a 1metre x 15metre build-out, thus only three of the five stops are in place, ie near church towards Kingston and a pair at Teddington (traffic) Gate. Now Abellio.

Sat 31/10/09

627 (SDO: Worcester Park Station - Wallington High School)

The PM journey runs 5mins later at 15:05 etc.

Thurs 05/11/09

Dec 2009

681 (SDO: Teddington School – Hounslow) Timetable to be finally amended to replace 'Fulwell Arms' after years of pointing it out.

Sat 02/04/09

E16 (Epsom – Worcester Park) Belatedly I clarify the change wherein the SDO 15:30 from Epsom and 16:00 return terminates at The Avenue/Woodlands Ave as the previous odd turning at Worcester Park Station forecourt has been barred. The E15 is unchanged from 12/02/07.

Mon 09/11/09 to 6th Dec 09

K5 (Ham – Morden) Simply this is on diversion via Claremont Avenue instead of the two level crossings at West Barnes Lane and Motspur Park Station.

Sat 07/10/09 to Sun 17th Jan 2010 inc

K50* P&R (Chessington WofA - Kingston stop I) The bus stop timetable has had to be reissued (B) for what is the third issue due to around a dozen timing errors.

Sat 26th June 2010

R68/R70 (Hampton Court-Kew / Hanworth-Richmond) Both retained by Abellio London, ex Travel London, with 10 & 11 new single deckers.

Sat 10th April 2010

S3 (*Malden Manor – Sutton Hospital*) *Coming after the Malden Manor extension is a rerouteing via Kimpton Industrial Park Sutton. It would traverse Tesco Road, Wealdstone Rd, Kimpton Rd instead of small section of Oldfields Rd and Gander Green Lane. The numerous requests for a Sunday and later evenings service have been rejected due to costs! Retained by Quality Line with same single-decks.*

Before Xmas 2009

Tramlink T1/T2/T3 (Croydon-ElmersEnd/Beckenham, Wimbledon-New Addington) New timetable mainly enhancing the Elmers End branch with the return of the damaged tram (car 2534) from Crewe – ie clobbered by an Arriva bus in George Street over a year ago.

For all London's proper bus timetables go to the marvellous and independent:-
<http://www.londonbusroutes.net/routes.htm> or <http://www.busmap.org/>

BUS STOPS

Following on from last edition KATA has discovered that TfL are not to remove timetables from bus routes' penultimate stop.

Hampton Court Station forecourt is back in use for the R68 only with all others permanently kicked out as previously stated . The Summer Sunday 267 already has an E-tile on stop 'J' across the road at Riverbank where it will also stand. The R68 had also been standing/picking up there for the past few months except that there was no indication of this on the stop! (This stop is also served by 451/461 to Staines, but wrongly includes a SCC 681 panel, which serves Creek Road as does the 411/641).

Meanwhile, the 513 had uniquely and wrongly been serving the station forecourt despite there not being a timetable there etc. TfL offered to reinstate the old '715' lay-by stop outside the station but SCC declined saying it would take away free car parking! Instead it does not serve Surrey's East Molesey as is it non-stop between Palace/Green and Hampton Court Way/Summer Road effectively in Thames Ditton, adding that at the latter stop towards Downside there is no timetable, but have we informed SCC!

Finally, TfL have built a new bus stand between the bridge and station which fits rather nicely, which is also for the R68 as this requires two stands. From this point it moves on to the forecourt stop to pick up. Note however that there is no common stop for the R68 and Summer 267 south of the bridge despite both going to Hampton and Twickenham?

Plus KATA has had an erroneous K2 timetable removed from the **Albert Arms** stop as it has not served Kingston Hill for many years.

PUBLICITY

Out now is the annual '**GREATER LONDON BUS MAP**' No:31 and dated 28th Nov 2009 @ £1.50. This is the only full London bus map (showing extended S3) and includes operators. Is available from TfL Travel Info Centres: Euston (expanded), Liverpool St, Piccadilly & Victoria, plus LT Museum, Ian Allan Bookshop Waterloo or direct from compiler Mike Harris 27 Albany Rd WICKFORD S12 9BP (post free) also see: www.busmap.org

The TfL quadrant bus maps, last dated March '09, are not expected until Jan/Feb 2010. SCC are to reissue their #1 **Staines** etc timetable book in January.

After an absence of a year ATOC's **London Connections Map** is due to reappear in pocket form from 13th December, the date of new rail timetables. However, it maybe called "The World of Oyster" – see fares.

A new **Tube Map** is due in December and will reinstate the Thames, coming after the Sept pocket map which had around 20 instances of tidying up, like Shepherd's Bush and the LO line to Willesden Junction. Of course what we want is the fare zones reinstated.

Also the pocket Tube map is getting much thinner and flimsier under BoJo as is now printed on thickish paper rather than card. Speaking of thick IKEA insist on spelling 'tube' without a capital T on their Tube map ads! (Tube being an abbreviation of Underground)

Renewal of the English/Freedom Pass

Renewals commence in January so that from 1st April the Freedom Pass will look the same as the English Concessionary Passes, ie it will register on all buses in England as opposed to having to show the driver on buses outside London. Or that's the theory because Abellio Surrey (ex Travel Surrey) don't yet have pass readers on their buses (218,451,461,471,513, 514,515, 515A).

Note that you still need to take all your documents (Proof of age, name and recent utility bill to prove address and a new passport style photo) to the Post Office but they in-turn have to send them off for the photo and name to be applied, and then is sent through the post to you, taking about 10days. But you will get a numbered receipt.

Note there is only one card rather than the current Freedom Pass and the Photocard and will be valid for 5years.

From January you can pick up the forms in Post Offices (except in boroughs of Sutton, Camden, Barking&Dagenham) or download the form from: londoncouncils.gov.uk/freedompass and then take it to the Post Office in the week allocated to your surname below.

Info phone: [08452 757 054](tel:08452757054). Also note that disabled pass holders, whose procedure is different, should have been written to by now by their council, er except by Tory Kensington & Chelsea!!!

A/B/C/D/E surnames: 4-16 January 2010

F/G/H/I/J surnames: 18-23 January

K/L/M/N/O surnames: 25-30 January

P/Q/R/S/T/U/V/W/X/Y/Z surnames: 1-6 February

If you miss your week, please apply 8-13 February

While BoJo puts fares up he keeps rattling on about retaining free travel for pensioners but only a small percentage of the Freedom Pass cost is funded by TfL with most coming from the London Boroughs for which he is not responsible.

Meanwhile, the DfT are proposing to cut Freedom Pass funding for London from £58m to £30m which translates apparently to a £2m cut to both RBK and to LBR. The government claim that they overestimated the number of England pass holders travelling in London! 40% of bus users are Freedom Pass holders.

TfL and National Rail fares had normally gone up on the first Sunday in January but are going up on Saturday 2nd January (Friday 2nd in 2009) to squeeze that bit more out of users. Despite inflation for last July, the month used, being zero TfL bus fares go up by an average 13% and Tube fares by an average 4%. This is set to raise an extra £125million next year but getting rid of the Western Congestion Zone will lose £70m in revenue and another £30m lost by not imposing the a £25 charge on gas-guzzlers as planned by Ken Livingstone. Not forgetting this was designed to cut pollution rather than raise dosh.

The FT (via Morning Star) reports that BoJo's fare increases are the highest, in real terms, in the history of TfL, set up in 2001.

As Green GLA member Darren Johnson put it; "The bulk of the fare rises is a straightforward switch from car drivers paying to public transport users paying. And by loading the bulk of the increases on to bus users also discriminates against the less well-off. The only thing that bus users get in return for paying extra is a big cut in bus services and the wasteful policy ('obsession' – Ed) of replacing perfectly good bendy-buses with a lot of smaller ones".

Here are the main points of the increases: the **Oyster Bus Pay-as-you-go** is up by 20% from £1 to £1.20, while the **bus cash fare** of £2 remains the same.

Note that **Abellio** (218,451,461,471,513, 514,515, 515A) in Greater London and to Winters Bridge will charge £1.20 cash fares on showing a valid Oyster Card. It is currently £1 and were considering keeping it at £1!

Plus the **daily bus capping on bus PAYG** is up from £3.30 to £3.90 an 18% increase of 60p rather than 50p that TfL quote!

Bus passes are up by 20%:- Weekly from £13.80 to £16.60, Monthly from £53 to £63 and Annual from £552 to £664.

The **7day Travelcard** for two zones (not Z1) is also up 20% from £16.60 to £19. Other Travelcards are frozen.

Under 11s still travel free on TfL rail if accompanied by an adult or if in possession of under 11s Photocard.

11-15 Oyster PAYG on TfL rail increases from 55p to 65p an 18% increase.

But the **£1 Child off-peak Travelcard**, accompanying an Adult Travelcard holder, is withdrawn, but the **£1 Child off-peak Oyster cap** is kept for all rail services in London.

The **3Day Travelcard** is also withdrawn as we're told is almost equivalent to three One Day Oyster PAYG caps!

Prematurely implied last time was that the **paper daily Bus & Tram pass** have been withdrawn but will disappear from 2nd January. The PAYG will have the same price cap.

Additionally, around 50 **Roadside Ticket Machines** are being removed mainly at Bus and Rail Stations like Cromwell Rd Bus Stn but no mention of Fairfield Bus Stn! All these are outside the central Pay Before You Board area which also sold daily Bus Passes.

The **New Deal card** (for some employed) gives half-price Travelcard seasons on TfL rail and half-price PAYG single fares and caps. The latter will similarly apply to National Rail.

However, they will cease to be entitled to Child rate One Day Travelcards but will continue to be eligible for child (half-rate) single TfL rail fares, er, namely they will have to pay more.

All 350 National Rail stations in Greater London* will accept **Pay-as-you-go Oystercards** from 2nd Jan, which helps us south of the river with far less Underground services.

But while BoJo tries to claim all the credit he has omitted to say that fares on PAYG will might vary between rail operators, and in the event SWT will no doubt be amongst the dearest. It was of course ex Mayor Ken Livingstone who put pressure on rail companies to accept PAYG and moreover gave them the £40million for Oyster gates, but the question is did he know the companies were to charge what they like, cos BoJo clearly ain't saying?

PAYG are cheaper than single rail tickets but are generally more than TfL's PAYG on Tube, DLR and London Overground.

* Also includes c2c Essex stations of: Grays, Chafford Hundred, Purfleet and Ockendon. **Excluded** services are Heathrow Connect between Hayes&Harlington and Heathrow, or the Heathrow Express and not Southern's Javelin service St.Pancras – Stratford or indeed those services that don't stop in Greater London after the terminus, all as per the Travelcard exclusions.

Mysteriously the TfL/ATOC Oyster Press Release claims that the LB of Havering town of Rainham is in Essex!

Here are some **rail fare comparisons** from January which may or may not apply between the same zones on National Rail so please let me know what you find.

In blue are the TfL fares for the Tube, DLR & London Overground. Also note that not all National Rail stations will have Oyster top-up machines!

<i>National Rail fare comparisons (TfL):</i>	Cash	PAYG peak/offpeak
Surbiton Z6 – Z1 Waterloo	£5 (£4.50)	£4.90/£3.30 (£3.80/£2.20)
E.Croydon Z5 – Z1 Ldn Bridge	£4.40 (£4.50)	£3.90/£2.60 (£3.70/£2/20)
Beckenham Junc Z4 – Z1 Victoria	£3.70 (£4)	£3.10/£2.30 (£2.80/£2.20)

From above the £4.50 zonal cash fare increased from £4, a 13% hike. Plus the current TfL £3.20 cash fare is up to £3.50 a 10% increase, and the rest of PAYG on TfL modes goes up by around 20p per single journey.

Since 8 Nov PAYG has been valid between at 5 **Southern** stations between Victoria & Balham.

Since 23 Nov PAYG is valid on the **Thames Clipper** which gives 10% off the £5.30 fare to £4.77 but if you also have a Travelcard loaded on your Oyster the fare comes down to £3.55 a 33% saving.

WEB: >[Oyster rail services in London](http://tfl.gov.uk/tfl/farefinder)< (map dated Jan 2010) and >tfl.gov.uk/tfl/farefinder<

Rail Fares – Rail companies are claiming that fares are only going up by 1.1% and regulated fares are going down by 0.4% but many unregulated fares (around 60% of total) are going up by 15% with the overall average being 5%.

ATOC are not announcing the proper figures until 2nd January and even then will be difficult to find in black & white, and of all the operators' initial announcements our SWT was the most ambiguous wherein they said "We have no average rise in fares"!

Which translates to 'no average figure' so be prepared for hefty increases especially to unregulated cheap-day returns.

Lastly, the **dearest rail fare in Britain**, er before January, is £1,002 for a turn up and pay 1st class return between Newquay and Kyle of Lochalsh!

Click on to www.bettertransport.org.uk to see their new Cut Train Fares campaign and much more.

Well BoJo is to abolish the **Western Congestion Charge Zone** to appease his fellow Tories in Kensington & Chelsea but not until the end of 2010 such is the need for revenue, as he is increasing the Congestion Charge by 25% to £10 a day. Albeit reduced to £9 if signed up for AutoPay.

BoJo is also reducing staff at the TfL **Traffic Camera** unit by 70% and thus reducing the number of speeding tickets issued so encouraging a free-for-all on London's roads. However, this may only apply to TfL roads like the A3 where of course fatalities are already increasing!

Kingston & Surbiton moving to Zone 5 could now be a possibility by 2011 as Sec of State Lord Adonis is trying to persuade SWT to accept the moves. SWT claim that it would cost them £1.5m i.e. £1.5m saved by users, but for those travelling outward they will have to pay more, i.e. Kingston – Teddington would be from Z5 to Z6 rather than all Z6.

Moreover, we have been told for years that it is down to the contracted rail company, i.e. SWT, to rezone stations but have learnt it is down to DfT, who could simply declare the move. Equally, if SWT lose this franchise (and should) the DfT could simply announce the move prior to the new operator taking over and that would be that. QED

Meanwhile, there is no sign that **Watford Junction** is being included in Zone 9, after years of debate, not least by TfL & DfT.

The GLA have agreed a motion calling on TfL to introduce **one-hour bus tickets**. The precedent is that these already exist on the Tramlink feeder bus routes T31, T32, T33 and indeed on the Trams where a single ticket lasts for 90mins, in that you have to board all your buses/trams etc within 90mins. It also exists for transferring from routes 157 & 358 to 249 & 432 at Crystal Palace.

This system already exists in Paris, Rome and Brussels but it will cost money to implement and not forgetting the loss in revenue which BoJo is so keen to squander. Moreover, it would not be a case of users buying these tickets on buses because that would slow the system no end and defeat the speediness of the Oyster smartcard.

Instead it would need to be part of the Oyster pay-as-you-go which can easily deduct the fare and keep time. Plus, buying a paper ticket costs £2 as opposed to what will be £1.20 on an Oyster.

Another reason against paper tickets is that the subsequent bus driver would need to scrutinise what could well have been scrunched by then. Note only 1.5% of bus fares are by cash.

XMAS & New Year travel pattern –

Based on last year the following is expected to run, but pick up TfL's Xmas & New Year booklet nearer the time.

Xmas Eve will see trains stop by 21:00 and there will not be any Night Buses.

Xmas Day there are no trains or TfL services, inc Night Buses.

Boxing Day has no trains but a Sunday service on all other modes, albeit not starting till 08:30, except Heathrow bus routes, i.e. 111, 285 & X26, that start at normal Sunday times etc. NB: No SCC buses.

Sun 27 Dec & Sun 3rd Jan is also a Sunday service.

Mon 28 - Thur 31*, Fri 1 & Sat 2 is a Saturday service on all modes.

*Enhanced bus services New Year's Eve night which should include a number of day routes like our 71 running again through the night and are all free from 23:45 to 04:30.

Plus, SWT are expected to run a half-hourly night service Waterloo – Richmond via Kingston, paid for by TfL, but is not in the new winter timetable book!

Other December changes follow...

7

SWT Timetable (Sun 13 Dec - Sat 22 May) sees the 23.37 Waterloo - Kingston depart at 23:33. All National Rail timetables will change.

Circle Line trains, from 13 Dec, will start at Hammersmith via H&C line to Edgware Road and then clockwise via the complete circle via Liverpool St to terminate back at Edgware Rd. Anti-clockwise trains start at Edgware Rd and complete the circle via S.Kensington, Liverpool St and Edgware Rd continuing to Hammersmith via H&C.

DLR at Bank will close from 24 Dec for a month due to track repairs.

Bodged Job - Not content with putting fares up BoJo is to cut 1% of bus mileage in 2010 and another 1% by 2018. So next year could see a cut of 6.5million km (from 484.5 to 478m km). Followed by the same thereafter. Plus the Tube will also see cuts in service.

SCC are also reviewing their bus network with a view to saving even more dosh and the first area being assessed is neighbouring Elmbridge with changes expected next September, so please make your views known to the consultation now – see *SCC web*.

East Thames sold down the river - BoJo's sell-off of TfL's East Thames Buses to London General (Go-Ahead) took place on 3rd October. The sale was around £5m for 113 buses on nine routes.

65 is the worst service as announced on TV news (30 Nov). Operated by Transdev it has had more complaints this year than any other service, er, as KATA as has similarly complained.

London buses' ramps – These remain lethal and the KATA request, under the Freedom of Information Act, for all accidents involving the dodgy exit floor ramps, is still awaited !

NSL was bought by Transdev on 14 Nov, or more complicatedly by its subsidiary London Sovereign but will show TRANSDEV. It has 87 buses on 7 TfL routes including Park Royal 'PK' and the 'NC' garage near Twickenham Rugby Stadium which operates the 33,419,493 and is not far from Transdev's other company London United at Fulwell Garage. Might we see the garage code change from 'NC' to 'TM' ?

Police – The Met's Safer Transport Teams, that patrol buses, are replacing the original TOCU (Travel Operational Command Units) in inner London, whose epaulets were "TL". Operating in all 32 boroughs they are also being increased from 21 to 28 officers (previous figure in brackets) and gain a car, all funded by TfL:-
Inspector 1 (0) Sergeants 3 (2) PCs 6 (1) PCSOs 18 (18)
Their epaulets change to "ST" (safer travel) under C017 command.

Up The Junction - In the list of the ten worst stations in Britain, London is represented by Clapham Junction and Barking, for which the DfT is paying to have them all tarted up, akin to rearranging the deck chairs on the Titanic.

Ypres – 'On the Move' (LU's staff mag) reports a letter written in Feb 1919 from Merton Garage driver George Gywnn.

"I left on 22 Oct 1914 to go to war in the same bus (B type - B1219) as I had been driving on the Raynes Park – Liverpool Street service. She has done good work in the first and second battles of Ypres, battles of La Bassee, Neuve-Chapelle, Loos, Somme, Arras, Messines Ridge and Mons. Now we are back near the coast and await our ticket home. How pleased I would be to see the old bus in all her glory with 'Raynes Park to Liverpool St' on". (Route number anyone?)

And finally, Network Rail taking 200 staff from their Reading HQ to a conference in Coventry declined to take them by train since it would cost £27,000 and instead took them by coaches at only £2,500.

> Next KATAllog web update will hopefully be by the Spring Equinox <