

## KATALog Web Update No:7 - Winter 2010 (29<sup>th</sup> Nov)

Kingston Area Travellers' Association – [www.e-voice.org.uk/kata/](http://www.e-voice.org.uk/kata/)

**For your diary KATA meetings are on Wednesdays: 1<sup>st</sup> Dec 2010,  
and 2<sup>nd</sup> March, 6<sup>th</sup> July, 2<sup>nd</sup> November 2011**  
At 15:00 (3pm) in the cosy 'Public Bar' Druids Head, Market Place (*not Meerkat!*)

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### **FARES & PASSES update**

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☒ **Fares go up by 7% on Sun 2<sup>nd</sup> Jan** despite inflation being much less, and was opposed by Labour and Greens on the GLA. And since 7% relates to all fares the most popular ones are going up by 20% - 70% noting that passengers are having to pay £70million due to the abolition of the Western Congestion Zone. (The TfL press release omits all reference to zones 7,8,9 but are sure to rise by greater amounts). Disappointingly the TfL Fares booklet will again not be printed, except the sketchy Oyster version but will be on the TfL web, including Oyster caps.

The main increase relates to abolishing **One-Day Travelcards** for Zones 1-3, 1-5, 2-6 thus users of the latter two tickets will have to buy a Z1-6 Anytime up from £14.80 to **£15**, or an Off-peak up from £7.50 to **£8**. Z2-6 Anytime @ £9 thus becomes Z1-6 @ **£15** = 69% increase. Z2-6 Off-peak @ £5.10 thus becomes Z1-6 @ **£8** = 56% increase. Similarly Z1-5 Anytime only @ £12.60 becomes Z1-6 @ **£15** = 19% increase. Z1-4 Anytime remains **£10**, but Off-peak up from £6.30 to **£7.30** = 17% increase. Z1-2 Anytime up from £7.20 to **£8** (12%), Off-peak up from £5.60 to **£6.60** (18%).

**Buses:** Oyster PAYG up by 10p to **£1.30** (8%) while the cash fare is up 20p to **£2.20** (20%). And the PAYG Daily cap rises 10p to **£4** (3%). The Seven Day Bus/Tram Pass is up from £16.60 to **£17.80** (7%).

**Tube:** Oyster PAYG up between **10p & 30p**.  
**Tube:** Cash fares remain **£4** for 3 zones, but 4 or 5 or 6 zones are up from £3.50, £4, £4.50 to **£5** (44%, 25%, 10%).  
But the evening peak into Zone 1 with Oyster PAYG is reduced to Off-Peak.

**7 Day Travelcard:** Zones 1-4 up from £36.80 to **£39.40** (7%),  
Zones 1-5 from £44 to **£47** (7%), Zones 1-6 from £47.60 to **£50.40** (6%),  
Zones 2-6 from £32.40 to **£34.40** (7%).  
And the same % increases apply to Monthly and Annual versions.

**Child off-peak Travelcard** up from £2 to **£3** (50%), albeit they say it is the first increase in 10years.

**Oyster Card (refundable) deposit:** rises from £3 to **£5** (70%), and assume upon cashing it in that they know if your deposit was £3 or £5?

**National Rail** fares are to rise by a whacking 7% - 13% albeit some much higher. For every £1 paid: 48p goes to Network Rail for track access charges etc., 17p on train maintenance/administration/contractors., 17p on staff., 11p on leasing trains., 4p on fuel/energy., 3p to train company profits which is £millions.

**SWT** being the only train operator not to issue Oyster Top-Up are to introduce it, with DfT money, from May in all their ticket machines at all 44 London stations.

At Richmond Station however big notices state what SWT can and cannot do regarding Oysters but they omit to state if Oysters can or cannot be topped-up there, but upon asking say 'they can', presumably because it is also served by London Underground and London Overground. Wimbledon could be the same?

The **Central Congestion Zone charge** goes up from £8 to **£10** (25%) but BoJo is abolishing the Western Congestion Zone (from Xmas Day) with not only more pollution but a loss of £70million per year. Meanwhile, BoJo is doing nothing to get the £36million that is owed by foreign embassies in Congestion Charges, with the USA owing the most at around £4million/\$6m.

**\*UK Tax evasion, mainly by big business, in 2008-9 was £42billion while another £1.5billion went uncollected, and instead the poor have to pay.**

[ 57 = 24hr | 515 = non-TfL service | Full date = future | numerical date = past ]

\* Routes are listed in numerical order.

Sat 13/11/10

**33** (Fulwell – Hammersmith) *Transdev*

Renewed contract with new single-decks but no change to timetable.

Fri 19/11/10

**65** & **71** (Chessington – Kingston / Ealing) *Transdev*

Diversion ceased and no longer terminating at Copt Gilders. For the record no temporary timetables were posted except at Cromwell Road Bus Stn – produced by the independent LondonBusRoutes! Also, instead of the 3/8 per hour running to the Zoo KATA had suggested simply running 2/8 but to be spaced with the 465 thus giving a regular 15min frequency to WofA. Instead we had bunching 71s back to Kingston.

**Chessington Shuttle** - *During the above diversion a free Shuttle was funded by RBK running between Weatherby Way – Reynolds Ave – York Way on Mon & Wed 10-4 and Thur 10-1, and operated by Richmond Disability Transport with blue Hoppa type.*

Sat 26 March 2011

**110** (Twickenham - Hounslow > West Middx Hospital) *Transdev*

Extension further delayed due to required changes to road layout at West Middx Hospital. However our **481** was rerouted within hospital on 13/11/10.

Wed 17/11/10 – Wed 22 June 2011

**152**, **163**, **K5** are diverted westbound in Raynes Park owing to road works in King-ston Rd and run (from Merton Park) via Bushey Rd and Grand Drive to Junction Tavern (turning back to line of route) instead of normal route via Kingston Road.

Sat ??/??/2011

**371** (Kingston - Richmond) *Transdev*

Extension to N. Sheen Sainsburys delayed as Sainsbury's drag their 'trolleys'.

Sat 16/10/10

**461** (Kingston – Chertsey) *Abellio*

Withdrawn between Chertsey and M3, and now terminates at Sainsbury's. New timetable with much increased running time. Also since 28 Aug altered to commercial except 'evenings' and Sundays which remain SCC contract.

New slimline, by Abellio, has been printed but cannot be found.

(On Suns duties interwork with 515A with 5 buses, also commercial, as is 515).

update

**465** (Kingston – Dorking) *Arriva*

Despite the assurance from TfL via TravelWatch in February the new stops for the Garden Centre at Malden Rushett has been halted due to RBK cut in funding for some paving southbound, as it is currently grass. KATA has simply asked for a north-bound stop which does not require any works!

Wed 01/09/10

**467** (Hinchley Wood – Hook - Epsom ) *Transdev*

To correct previous, all journeys to Hinchley Wood School run via A309 (not A3) then via route K3 along Manor Road North and Claygate Lane, and do set-down and pick up upon request but is not advertised. Journeys depart school grounds then A309 stop to Ace of Spades etc. Diversion away from Chessington South ceased on 19 Nov – 3weeks later than expected. **65** & **71** also back to normal.

Wed 01/09/10

**661**<sup>SDO</sup> (Hampton Court – Hinchley Wood School) *Transdev*

SCC re-contracted to Transdev (FW) instead of London General.

Wed 01/09/10

**881**<sup>SDO</sup> (Hampton Court – Hersham) *Transdev*

Renumbered from **681** so as to avoid confusion with TfL's 681 on the other side the other side of Bushy Park, also operated by Transdev – Fulwell.

Sat 04/09/10

**K3** (Roehampton ASDA – Kingston – Esher) *Transdev*

No longer Hail & Ride along Manor North South, Hinchley Wood as there are too many grass verges and SCC won't install a pair of stops on this long road, presumably due to NIMBYS! This comes as no surprise as 'H&R' has always been omitted from TfL publicity, but SCC do give details!

Sat 04/09/10

**K5** (Ham – Morden Tube Stn via Kingston) *Transdev*

Apart from new timetable this now stops at Cromwell Road from Ham, after a decade of asking. Thus now serves stop 'A2' twice in 5mins as it loops the town to New Malden & Morden. (It serves 'A1' to Ham). **See 152 for diversion.**

Sat 13/11/10 – 15 Jan 2011 inc except Xmas Day, Boxing Day & New Year's Day

**K50 Park&Ride** (Chessington WofA – Kingston Eden St 'I') *Transdev*

Recommended a week later than normal and runs about every 8mins. Ex WofA 07:30-18:30 and ex Kingston @ 08:00–20:00 - but 19:00 on 24 & 31 Dec, and other Suns & Bank Hols @ 18:00. Return fare £2, accompanied under 16s free.

(Like last year the timetable posted at Kingston stop 'I' is from Chessington!)

Tue 4 Jan 2011

**KU1,2,3 Kingston University Shuttles** - TGM/Arriva

New timetables except for KU3. NB: These services are free to everyone.

Sat ??/??/2011

**S3** (Malden Manor - Sutton Hospital) *Quality Line*

Delayed rerouting to serve Tesco at Kimpton Industrial Park off Sutton by-pass .

**Extra:**

85 – A handful of 85 drivers are saying that the last stop is Guildhall and turfing passengers off instead of taking passengers to Kingston Hall Road, but TfL have reminded Putney Garage (AF).

151 – The 151 is currently unable to terminate on the forecourt of Worcester Park Stn and instead runs light to Amberwood Rise (K1) to turn only on the small green.

265 - We have a report of a Transdev driver (TV) who on an afternoon from Putney to Tolworth hit 5 kerbs!

X26 - This half-hourly express is due to be retendered by April 2012 and KATA has requested greater capacity either by increasing to every 20mins or double-deckers to alleviate the overcrowding at most times. Double-deckers are used ad-hoc.



## **Xmas & New Year's TfL Bus Services**



**Xmas Eve:** Sat service but including 507,521,931,965,969 but no Night buses.

**Xmas Day:** No buses (or anything else).

**Boxing Day:** Sunday service from about 08:30 but Heathrow routes (111,285,X26 etc) starting about 05:30. Night buses are Sunday frequency.

**Bank Hols Mon 27<sup>th</sup>, Tue 28<sup>th</sup>:** Sunday service but also 467,481,K4,K5,S3 etc and 965 on Mon, and 969 on Tues. Night buses are week-day frequency.

**Wed 29<sup>th</sup> & Thurs 30<sup>th</sup>:** Saturday service but Night buses are weekday.

**New Years Eve 31<sup>st</sup>:** Saturday service plus 965 & 969 etc. Night buses terminating outside Central area till 03:00 ie N87 terminating at Vauxhall Bus Stn.

**New Years Day 1<sup>st</sup>:** Saturday service day and Night.

**Sun 2<sup>nd</sup> & BH Mon 3<sup>rd</sup>:** Sunday service day and Night.

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**For all London's proper bus timetables go to the marvellous and independent:**

<http://www.londonbusroutes.net/routes.htm> or <http://www.busmap.org/>  
plus the official

[http://www.surreycc.gov.uk/sccwebsite/sccwspages.nsf/LookupWebPagesByTITLE\\_RTf/Bu s+timetables?opendocument](http://www.surreycc.gov.uk/sccwebsite/sccwspages.nsf/LookupWebPagesByTITLE_RTf/Bu s+timetables?opendocument)  
and <http://www.tfl.gov.uk/>

The TfL enquiry number has changed to the more expensive ☎**0843 222 1234**  
so that the old 020 7222 1234 has not been available since 25 Oct.

Plus, the complaints address has moved yet again to:

**Customer Services, TfL London Buses, 4th floor, Zone B5, 14 Pier Walk, London SE10 0ES**  
☎0845 300 7000 (08:00-20:00 Monday to Friday)

**Cromwell Road Bus Station** saw some changes on 28 Aug with the rerouted 515A replacing the withdrawn 451 at 'A11', while the 465 was moved into end bay A16 (was A3) kicking out the 71 to A14/A15 thus the K1 is at A13 only. New leaflet 'Buses from Kingston' is available.

Due to lack of space route numbers are often **doubled up on E-tiles** but at John Lewis 'N' we got '461/481 Mon-Sat' when this suffix only applied to the 481 ! KATA suggested doubling up the '411/461' which are both daily but instead TfL are doubling-up '481/513 Mon-Sat'.

At Raynes Park Stn we have '775 Alighting Point' except this is going to Kingston and noted that other 775 stops have the suffix 'Summer Sundays'. TfL have now decided to amend them all to 'Special Journeys' as they are not quite every Sunday in Summer.

At 'C1' in **London Road/Tiffins** we have 9/10 timetables (nine being the general maximum) so between the K2 & K4 KATA suggested dropping the 2 per hour K4, but London Buses stated that it is policy to give priority to the less frequent service ie the half-hourly K4. This of course makes sense if the destinations are different but as both these routes terminate at the hospital we maintained that the greater 6per hour K2 should be posted up. This has been agreed.

While at the **ex Red Lion Tolworth** (now car wash) there were two K1 timetables – the old one and the new one side by side!

At Kingsgate Road 'U' the **671** was for the opposite direction while at St Marks Hill the **691** was not only for the wrong direction but the Ham service, as posted, commences at its unique stop at Hollyfield School further up the hill.

On **Waterloo Road 'E'** we came across a route 1 timetable posted up-side-down, which is first. It was duly rotated by TfL.

SCC have launched **real-time bus info** sent to your mobile phone. Firstly find the 8-letter bus stop code on [www.surreycc.gov.uk/travel](http://www.surreycc.gov.uk/travel) and text that code to 84268 to find when the bus is due. If necessary add the route after the code. However, texts cost the standard message, plus 25p.

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### **CORRECTIONS to previous issue (#6 – Summer):-**

*p2 – re **131** is operated from Transdev's FW garage and not AV, plus the vehicles, along with dodgy ramps, are being refurbished at long last.*

*p2 - re **218** The Bassom renumbering was not down to the LPTB of 1933 but rather A.E. Bassom as Metropolitan Police Commissioner in 1924. The 218 was previously 62 but we are unclear when it changed after 1924 ?*

*P2 – under withdrawn **451** the **longest local route** we gave was X26 at 21miles/34km but it is the rerouted 513 Kingston-Byfleet at 23miles/37km (same as old 451) albeit only one 513 journey does the full route that includes the four loops at Cobham.*

*p8 – **ConDems** - Transport Secretary of State Norman Baker MP was wrongly prefixed 'Tory' but underneath correctly stated Lib-Dem, but it's so easy to confuse the two right-wing parties these days!*

**'Your Guide to Bus Services From Kingston' (Sept 2010):-**

K5 H&R yet again partially omitted from Malden Rd to West Barnes Level Crossing. 406/418 implies same routeing beyond Ruxley Lane!

Local Area Map; TIC & Ticket Stop in Market House included despite being closed in Feb, but Ticket Stop moved to Library., 'i' also wrongly included twice.

Where To Buy Your Tickets; includes Ticket Stop at Station Buildings/Fife Rd but closed down early Sept. (Not to be confused with one in Kingston Station, similarly gone).

Newspoint (**now Londis**) near Argos is at last included except that it reads 'Adam's Walk, Eden Walk v' !

Plus, a key is omitted from all these guides and omits explanation for 3 logos; Tube/Nat Rail/Ldn Overground, which is important with the latter addition.

**☒ Quadrant maps** (Sept 2010), albeit appeared in late Sept, and our SW map has the following errors which TfL confirm are to be amended next time:-

493 – Wrongly shown along Hartfield Rd on Wimbledon inset map as this route does not loop the town between Ely's and Alexandra Road, noting that the N87 does in both directions.

513 – Is to be included in future after repeated requests.

515A - This is shown with dagger to indicate only '3-4 journeys' but has 11 per Sunday and is all year as opposed to the depicted 267 which is only Summer Sundays?

555 - The Sunday extension from Walton to Hersham is omitted on map, whilst the 267 Summer Sundays to Hampton Court Green is?

KATA has also asked for the inclusion of Teddington and Tolworth Hospitals since West Park Hospital is shown, albeit not apparently served by any route.

**🚆 Abellio** (Nederlands Railways) produced a range of timetable leaflets and a Network Guide (28 Aug) for their Surrey routes which were welcome but alas contained many dire errors and Kingston's bus stations have withdrawn them: -

**514 & 515** – Departure stop given as bay A16 when it remains A3 on main road. While the 515A is similarly given as A16 (which some drivers used!) when it is A11 and then gives Eden St when it is Kingston Church to Hampton Court etc.

**514** Hail&Ride is also omitted on diagram.

**515/515A**-Reads 'On Suns route 515A services H.Crt' when it should be 'serves'.

All the local guides omit the all-important Clarence Street, plus the 461 gives Eden Walk instead of Eden Street (but is not alluded to serve there).

Diagrams strangely omit the famous landmark Scilly Isles where, from Kingston, the 513 joins the 458/459 , plus there is space, and none of the cover pics are explained!

They do tell us that Concessionary Passes are valid but does not specify 'England'? And as regards Traveline 08712 002 233 - "calls from landlines cost 10p per minute" which only applies to BT of course, while Virgin Media have to pay about 20p plus 12p connection charge.

And finally, Hampton Court Palace has, we're told, been around for 800 years when it is nearer 500yrs as it was first completed by Wolesey in 1514.

**📖 Bus Drivers Big Red Book (2010)**

*Possibly beyond our remit but having come across a copy of this handbook specifically for bus drivers we noted the following errors albeit we only looked at KATA routes:*

Bus Service Guide:-

57 – Indicates 'Streatham Hill' rather than Clapham Park.

65 – Indicates '24hr' over whole route without any mention of 71.

85 – Indicates 'Kingston Hall Road, Fairfield Bus Stn' etc wherein FBS is not served in either direction and never was northbound.

152 – Indicates New Malden Police Station!

216 – Indicates 'serves Tesco Mon-Sat and Sun (?) until 19:00' but has been all times for some years.

267 – Indicates Hampton Court Stn when it terminates at Hampton Crt Green.

371 – Indicates terminating at Kingston High St rather than Kingston Hall Rd.

465 – Indicates Surbiton Rd, except that all routes here serve part of Surbiton Rd.

467 – Omits Hinchley Wood School.

Indicates from Lucky Rover wherein Hook Library is more accurate.

965 – Indicates Kingston Sainsbury's which really should include 'Sury Basin'.

Index: N213 is erroneously included and all the way to Croydon!

Logo - Teddington Stn 'NR logo' is included for 281,285,X26 but omitted for 33,481,681,R68 !

**N/65** – The experiment of not prefixing the 65 for its night extension to Chessington actually requires (N) 65 on the bus maps plus many, if not all southbound stops along Richmond Road etc, only display the blue ‘65 Night Service’ timetable, thus bus users could be forgiven for assuming that there is no day service! This is to be rectified by TfL.

**‘Apostrophal’ !** – As per St. James’s Park Tube station KATA has queried the singular iBus announcements for St.James (’s) Church (213,265,665,K1,K5) and St.James (’s) Road (Eden St) (85,371,465,K1,K4) but TfL have agreed to add the apostrophe and s. Some years ago RBK installed a new nameplate for the latter – [St.James Road] – but then had to change it to ‘St. James’s Road’.

 The next full **‘GREATER LONDON BUS MAP’** No:32 @ £1.50 is expected in January. Available from TfL Travel Info Centres: Euston, Liverpool St, Piccadilly & Victoria, plus LT Museum and Ian Allan Bookshop at Waterloo or direct from compiler Mike Harris 27 Albany Rd WICKFORD S12 9BP (post free) also see: - [www.busmap.org](http://www.busmap.org)

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### **KEEPING TRACK – Rail & Tube news**

### **Page 6 cont**

 **Tube strikes** are very likely to continue as BoJo is to cut 800 Ticket/ platform staff as well as 2,000 Tube maintenance workers, plus 60 out of 130 Health & Safety staff. Cutting station staff completely from many stations will mean that there is no one to deal with platform and train emergencies. BoJo refuses to speak to RMT and TSSA so that the 24hr strikes are expected to become 48hr after Xmas.

 On Friday 1<sup>st</sup> Oct an 81-year-old KATA member attempted to catch a train from Teddington to Richmond at 11:50. Although 20 mins late the platform indicator showed a normal stopping pattern as did the on-train display but after stopping at Twickenham it ran non-stop to Clapham Junction! A complaint to SWT eluded the usual gobbledegook and claimed that ‘the displays were amended’ but after KATA questioned this could only say ‘they assumed they had been amended’! Moreover, SWT could not give a time for the alteration which beggared the question how was it that it took SWT some 25mins to speed up the train on a half-hour service? All this was forwarded to TravelWatch who got the same jallop from SWT but did obtain £10 in rail vouchers. STAGECOACH are as hopeless as when they took over in 1996 and things can only get worse.

 The Rail Accident Investigation Branch stated that passenger’s lives were put at risk when Network Rail allowed 21 trains to use a line over a collapsed bridge over the River Crane between Whitton & Feltham. This occurred on 14 Nov 2009 when a SWT driver reported, at 22:45, a dip in train movement, which was in fact a six-foot hole, but trains weren’t halted till 01:00. RAIB added that the line would have collapsed very soon and made five safety recommendations to Network Rail and Environment Agency. The Victorian bridge was duly replaced.

 In Sept KATA finally succeeded in getting SWT to install 8 seats on Surbiton’s platforms 3&4 near the stairs/hoarding after we pointed out that the doors on the combined cafe/waiting room are not conducive to luggage and pushchairs etc. We had sought these 2½ years ago but SWT said; ‘We were waiting to sign off a big order of seats to get better value for money’.

 **Money down the Water-loo** – While we await domestic services, ie SWT, to use the ex Eurostar platforms at Waterloo it has cost us all £4.1 million to maintain them since being vacated in 2007.

 **Battersea Power Station** (1933-1983) is to be redeveloped to include two new Tube stations on a branch of the Northern Line from Kennington where it splits via Waterloo or Bank. New stations are presumed to be Nine Elms and Vauxhall – linking with Victoria Line. The development is costing £5.5bn and will be completed by 2025 thus it will be 40 years since Thatcher closed it down. The iconic chimneys will be kept or rather they are having to be rebuilt as the original ones are beyond repair!

 **Astolat** is the Arthurian name for Guildford and is the makers name (of Guildford) on the many wooden bus shelters put up by SCC in the late 50s.

One left hereabouts is the one at Red Lion Green, Tolworth (281,406,418, K1) but which is in urgent need of RBK repair, notably the roof. Another stood for many years opposite The Fountain in New Malden originally for trolleybuses 604 & 605 before the roundabout was built, but ended up further and further away from the bus stop and in disrepair. A good condition one can be found between Nonsuch Park gates and Ewell by-pass for the 293 to Epsom.

\* **Please write to RBK to save the Tolworth one.**

 **On your bike!** is basically the response from RBK highways about the KATA request to move the cycle rack, which causes a pedestrian pinch-point between stop 'T' (65,671,691,775,965,X26) and the Kings Tun. We had suggested moving it to the semi-circle of the built-out pavement at the other end of the bus lay-by but we got the following which does not understand the problem since it would only be 30 yards away:- *'Whilst an alternative location could be found by Subway, this would move this parking to a location close to significant other cycle racks by the station and the Rotunda and away from this area where demand exist generated by the Kings Tun pub'.*

 Hopefully **Richmond Station** forecourt etc is to be pedestrianised by Richmond Council along with road improvements but instead of having both southbound stops moved back a way KATA suggested moving the first bus stop for 65,371,493 to left of a new central crossing. This would alleviate these 20 buses per hour queuing behind the other 44ph and so generally help the traffic flow as the former etc would not be blocking traffic adjacent the left-hand lane at the prior Church Road. Taxis would be moved to new lay-by on the opposite side of road.

 **Stagecoach** have come back to London's buses by rebuying East London Bus Group for £60million which they had sold 4 years ago for £264million to the Oz McQuarie Group. The company now known as East London Buses is the third largest in London with 1,400 buses. Ironically, Stagecoach boss Brian Souter said, when pulling out of London 4 years ago, that there was no money to be made from regulated bus services. Well, he has just made £200m. (Stagecoach own SWT and 49% of Virgin Trains).

 The **M4 bus lane**, created in 1999 and ran 3½ miles from near Heath-row towards Central London, has just been scrapped by the Tories at a cost of £half-a-million only to be reinstated, costing more money in 18months time for the Olympics, and er, then more money to remove it again.

 The new **Non-Routemasters** are expected by the Olympics or more likely 2 months earlier in time for the Mayoral election in May 2012 as an election gimmick for BoJo who is up against Ken. A full size mock up, built of wood and fibreglass, was at a recent press conference at LT Museum's Acton depot and opinion is divided about its three doors and two staircases. Notably, the so-called open platform has doors and will only be open when manned by a conductor, of which BoJo says nothing or more likely PSOs being seconded to operate them, but even these won't be about in the evenings and week-ends etc. From Wrights of Ballymena NI, there are just five on order at £1.5m each, a very expensive 'replacement' for the Bendy-Buses of which BoJo is obsessively getting rid of bearing in mind that the Tories have told TfL to cut £4.17billion over the next 4 years, which is 21% of its government grant.

 **Magna KATA!** BUS USERS UK reports that from next April some councils will be administering concessionary fares and tendering bus services, and with a 28% cut in council funding across the board, there will be temptation to reduce tendered services to reduce concessionary fares reimbursement. Tory Transport Minister Philip Hammond is saying that 'the car is the appropriate mode for rural and suburban transport' despite his constituency of Weybridge & Runnymede already having heavy traffic.

 **London TravelWatch** is have its role changed after 60 years and London Assembly chair Valerie Shawcross (New Labour), who addressed KATA AGM in 2008, has sent us the following:-

‘The Assembly has agreed a set of proposals including that the functions of London TravelWatch be folded into the London Assembly to increase accountability for these functions to elected politicians. As you point out, London TravelWatch is a statutory body and this change would need primary legislation. The Assembly has asked the Government to consider introducing such legislation.

The Assembly’s review of London TravelWatch examined the way passengers are represented in the London area and looks at ways this work can be carried out in a more cost-effective way - the report [www.london.gov.uk/who-runs-london/the-london-assembly/governance](http://www.london.gov.uk/who-runs-london/the-london-assembly/governance)

The Transport Committee, which I chair, is now responsible for the implementation of the proposals in the report, some of which do not need legislation to implement. We are drawing up an implementation plan and there will be a consultation process on the detail of these proposals and I will ensure that you and KATA are added to the list of consultees for this process.’

*However, London TravelWatch has expressed its disappointment at the conclusions of the London Assembly’s Review thus...*

Sharon Grant, Chair, London TravelWatch said; ‘We are deeply shocked that the London Assembly wants to silence the only London-wide independent passenger voice in London, where transport is absolutely central to everyone’s life. It proposes the break-up of London TravelWatch, abandoning independent passenger representation. Passengers owe a great deal to the work of London TravelWatch and its forerunners speaking up for passengers’ rights and interests. We think retaining an independent, non-party political voice for the passenger is crucial.

The Review also seems to assume, mistakenly, that Londoners travel on one mode, and fails to recognise the importance of integrated transport in the capital: at interchanges, for example, and in fares and ticketing. This is unique to London, and of paramount importance to passengers. At a time when the Mayor is increasingly influential in shaping rail policy in London, it seems bizarre to propose a separate voice for rail passengers.

We believe that there is no need on financial grounds to end 60 years of independent passengers’ representation.

London’s passengers have had independent representation for many years, and this is a huge contributing factor as to why London’s transport is well ahead of other cities. Some of the benefits that many Londoners take for granted have been the work of London TravelWatch and its predecessors:

Travelcards (previously Capitalcard) were introduced as a direct result of passenger body representation. It is hard to imagine London without an integrated form of ticketing or that Oyster would exist if its principle had not been enshrined.

There was no independent recourse to appeal Penalty Fares until London TravelWatch pressed for one in the interest of fairness.

We have campaigned persistently to ensure ticket offices remain open, and to ensure that ticket machines sell a full range of tickets, so passengers can get the best - and often cheapest - ticket available.

We speak purely for passengers when services are planned, routes are considered, vehicles are designed and decisions are made’. <http://www.londontravelwatch.org.uk/news/2010/09/london-travelwatch-responds-to-review>

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 **KATA sends seasonal greetings to all members and readers, refer back to email for attached ‘Xmas Card’ !** 

**> Next KATAllog web update will be in Spring <**