

Kingston Area Travellers' Association –

www.e-voice.org.uk/kata/ email: katalog281@blueyonder.co.uk

For your diary KATA meetings are on Wednesdays:-

~~7nd March, 4th July, 7nd November 2012~~

At 15:00 (3pm) in the cosy 'Public Bar' Druids Head, Market Place (not Meerkat!)



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**'Renationalise' as Rail Fares rise by at least 6.2% in January**

The Con-Dems have agreed inflation busting rail rises for yet another year. They have added 3% to the July RPI of 3.2% on the pretence of rail improvements but in reality most goes into the profits of the rail companies. In addition some fares will rise by 11.5% so long as the operators' basket of fares averages 6.2% which means putting up some other fares by just 1% or indeed nothing. However, these lesser fares are ones that virtually no one buys or are not available most of the time so that it's just fare prices that need to average out and not total revenue to the company. Accordingly, this brings in vast amounts equalling 30-50% more dosh from users. Also those fares going up by 11.5% are very likely the same ones that went up by the same percentage last January, and indeed the year before etc. Simples we are!

<http://www.bringbackbritishrail.org/>

On the day of the fares announcement (14<sup>th</sup> Aug) there were demonstrations outside many stations including Waterloo that included user groups and trade unions like RMT. The promise of the Tories when they privatised BR in 1994 was that it would cost us less, which KATA never beleived, and instead is costing more and more for worse services. The majority of people say that the railways should be re-nationalised so that the profits are reinvested into the system and not into the bank accounts of operators. Instead we pay the profits of Stagecoach etc twice – through fares and taxation. And if this were not enough the Con-Dems are to OK the shedding of 20,000 front line rail staff across Britain.

\*Attached to the Email of this newsletter is the **Passenger Focus** (pdf) response to rail fares but alas omits the operator's profits which would have been fundamental to understanding the syphoning of dosh.

Meanwhile, Passenger Focus had its remit expanded beyond trains to include buses by New Labour in 2009 only to have its budget cut by 50% by the ConDems in 2011.



**Only 19% of Londoners vote for BoJo**

BoJo recently said that no one would vote for an idiot on a zip-wire but nevertheless 19% voted for the person that said it. And publicity stunt or not the earlier London Mayoral election was close with Ken losing by just 62,538 votes, bearing in mind the Tory press er, virtually all papers, campaigned against him as did New Labour's Lord Sugar. Any other Labour member would have been expelled for undermining the official candidate but not Tory Alan Sugar.

The turnout was just 40% with less than 2¼ milion voting out of over 5½ million.

In first preference BoJo got 971,931 (19% of electorate) vs Ken's 889,918 (18%) and when adding 2<sup>nd</sup> preference produced BoJo 1,054,811 vs Ken 992,273 with same percentage of electorate, albeit both 1<sup>st</sup> & 2<sup>nd</sup> preference amounted to 51% vs 49% of the actual vote.

Interestingly, BoJo and fellow Tories have been making legislation noises about union voting needing to be an actual 80% in favour of action etc but when it comes to electing Tory mayors just 19% of Londoners will apparently do!

The Tory GLA member for 'our' London SW (Tony Arbour) was re-elected with just 66,719 votes out of 437,945. This was down to 40% or just 15% of the SW electorate.

Meanwhile, of the 25 seats on the GLA, Labour gained votes with 12 seats (up 4), Tories 9 (down 2), Greens 2 (no change), Libs 2 (down 1) and BNP lost their only seat. \*Some 31,000 ballot papers were 'spoilt' across London, some genuienly we hope. →

Sat 14/07/12

**65 (Chessington – Kingston - Ealing) London United (FW)**

New timetable and an extra bus added making 22 Mon-Sat / 17 Sun.

Increased journey times by about : 8min M-F, 10min Sat, 12min Sun.

Sat 14 /07/12

**139 & 176 (W.Hampstead-Waterloo / Tot Crd Rd Stn–Penge)**

Delayed from April but in time for Olympics was long needed Buses Only right-turn from Strand to Waterloo Bridge, thus eliminating the s/b circuit of Aldwych.

Sat 21/07/12

**200 (Raynes Park – Mitcham) –London General (AL)**

Now runs via new stop at Atkinson Close just past the demolished Atkinson Morley Hospital on Copse Hill. Stop is similar in that it is still a ‘U’ turn just off main road.

After Sun 30<sup>th</sup> Sep 2012

**267 (Hammersmith – Fulwell – Hampton Court Grn) London United (FW)**

Summer Sunday/Bank Holiday daytime extension to Hampton Court withdrawn.

Temporary diversions: Mon 6/8 – Sun 2 Sep ‘12

**465 (Kingston – Dorking) Quality Line (EB)**

Diverted n/b at Kingston Rd, Leatherhead away from Barnett Wood Lane & Dilston Rd to run via ByPassRd & A243.

*27 & 28 June plus 4,5,6 July roadworks on A24 resulted in 465 terminating at Leatherhead Leisure Centre after 20:00 with a small shuttle bus running to Dorking via Headly Heath, Pebblecombe, Betchworth – effectively via 516.*

Sat 26/05/12

**467 (Hinchley Wood - Hook - Epsom - Rosebery School) Quality Line (EB)**

Improved timetable for reliability.

Mon 3 Sept 2012

**613,671,691 SDO London United** New timetables for improved punctuality.

21/04/12 New stop

**671, 965, K4** New stop added n/b towards Kingston on Villiers Ave opp Cheyne Hill thus bridging the long gap between former Rising Sun and Duke of Buckingham.

Sat 8 Sept 2012

**E16 (Epsom – Ewell – Stoneleigh – Worcester Park) Quality Line (EB)**

Saturdays reduced to every 2 hours but remains hourly M-F. Note that this incorporates a loop of Stoneleigh and W.Park but runs clockwise and anti-clockwise thus on Sats is basically hourly unless you are on the wrong side of the loop.

Mon 30/04/12 (*delayed from 16 April*)

**K1 (Kingston – New Malden Stn) London United (TV)**

The unique journey from Hook roundabout to NM Stn, that is now 10min earlier at 15:20, does in fact run every Mon-Fri and not just SDO as last reported, despite being primarily provided for kids from Southborough School.

✱*The 603 (Muswell Hill- Swiss Cottage) is unique in while being a ‘600’ School route actually runs throughout the year M-F peaks.*

Sat 1<sup>st</sup> Sept 2012

**K3 (Roehampton ASDA - Esher) London United (TV)**

New timetable for improved punctuality with many journeys starting 5mins earlier and longer. (Newer DE (E200) from lost 493 replacing Darts on K2 & K3)

Mon 6/8 – Sun 2 Sept Due to roadworks in Oaken Lane diverted both ways via The Avenue, Aston Rd, Cavendish Drive.

Sat 26/05/12

**K5 (Ham – Kingston – Morden) Quality Line (EB)**

New timetable with extra running time mainly between New Malden & Morden.

Mon 17 Sep - Fri 14 Dec 2012 | Wed 2 Jan - Fri 22 Mar 2013 | Mon 8 Apr-Fri 21 Jun 2013

**KU1,2,3,4,5 Kingston University Shuttles TGM-Arriva (TM)**

New timetables and note that these services, except KU4, are FREE to anyone assuming you want to go to Uni sites etc.

*Sat 14/07/12 (delayed from 26/05/12)*

**S3 (Malden Manor Stn – Sutton Hospital) Quality Line (EB)**

Re-routed via Tesco (off Sutton by pass) and thus turns right off Gander Green Lane, via Kimpton Road, Wealdstone Lane, Tesco Road then Oldfields Rd etc. Apparently not a new timetable?

**23/7 to 1 Sep:** Due to roadworks at Green Lane/Longfellow Rd buses terminate there to/from Sutton and a **553** shuttle runs between N.Cheam Sainsburys and Worcester Park Stn via 213 then via Manor Drive etc to Malden Manor.

*25/06/12 New Route*

**Tramlink T4 (Therapia Lane Depot – Elmers End) First**

6 new Stadler trams (2554-9) are now running on T4 Mon-Sat except evenings, and supplements route T1 also to Elmers End but also relieves the pressure on the T3 to/from Wimbledon.

✱ *These Berlin made trams, costing a total £16.3m, are 2.5mtrs longer with air-con.*

**Correction:** In last edition under route **290** (Twickenham-Staines) we gave the operator as Ldn Utd but had changed to Abellio on 01/10/11, as stated in Winter edition.

**Diversions:** The Surbiton diversion away from lower end of **Upper Brighton Road**

ran on an extra two weeks till 25 May. Affected: 65,71,671 & 465,514,K1,K4.

When the gasworks started the diversion signs were chaotic with artics etc trying to get down Lovelace Gdns only to be faced with the low-bridge at St Mary's Rd!

And for two months (29/5-19/7) the **K1 & K4** were re-routed away from **Fair-field Sth** to run via Portland Rd & Denmark Rd albeit mainly towards Kingston.

During the **Cycle Race days** (28 & 29 July plus 1<sup>st</sup> Aug) the Kingston term-inations were as last Summer and as predicted:- After setting down in Brook Street from south the 57,85,131,213,281,406,418,K2,K3 turned left towards Guildhall and Kingston Hall Rd to stand/depart, while the K1 & K4 traversed the same to Fairfield Sth and Hospital etc. The SCC routes did not run and nor the 411 & 465, and no buses crossed Kingston Bridge with 281,285, 481 terminating at Teddington, 111 at Hampton Stn, 216 at Fulwell Garage. The X26 was non-stop between NM Fountain (U-turn) & Hatton Cross via the A3 & M25. →



-  **KEEPING TRACK – Rail & Tube news** -continuing **Page 3/5** -

The **WestCoast Main Line franchise** has been awarded to First Group for 14 years from 9 Dec but with cuts. So with the poor record of First in their Great Western franchise things look dire. First Group bid £5.5bn to the DfT which was £700million more than Virgin's bid. It also means proper tax will be paid as it removes Branson's tax-haven of the Virgin Islands from the equation.

Meanwhile, the dire Virgin Rail, which is 49% owned by Stagecoach, means that Stagecoach will be looking even harder to fleece users on SWT.

SHRUG reports that Britain's busiest junction **Clapham Junction** was closed from 21:20 on 10 May due to failure of internal equipment which left it without lighting. So we question why do SWT have management of such a major station that includes Southern and London Overground. The equally busy Waterloo is managed by Network Rail and so why not Up the Junction?

**SWT worked to rule** during the Olympics as Stagecoach would not pay the £500 bonus and delays ensued as drivers etc carried out their duties to the letter.

✱ *On Wed 8<sup>th</sup> Aug a user decided to retrieve their mobile phone from the track at New Malden Station but did it while the train was still there and caused major problems after being 'stuck' between platform and train with delays of 40 mins. If risking life & limb let the bloody train get out of the way first.*

On 31 July a Central Line train had its **wheel welded to the track** after the brakes seized. This was at Leyton and stopped all trains for two hours. Bob Crowe reiterated RMT's concerns over the past two years that doubling the scheduled brake checks from every 14 days to 28 would lead to dangerous trains. QED.

With the London Overground extension from Surrey Quays to Clapham Junction due by Xmas it means that the current **direct** Southern service between **London Bridge and Victoria** via Denmark Hill will be severed. Its line will be more or less taken over near Queens Road, Peckham and will thereafter 'switch back' near Battersea Park to Clapham Junction. *see map etc at <http://www.bellenden.net/srug>*

So before then its worth getting the half-hourly service Ldn Brd – Vic which takes 30mins and takes in Millwall FC, Peckham Rye and Battersea Power Stn etc. →

**Quality Line is now state owned** - Just as the last KATAllog was sent it was announced on 20 April that Quality Line (Epsom Buses) and including Epsom Coaches had been purchased by RATP the state owned French Metro company who also own London United etc. The Epsom depot has 85 buses and 25 coaches and have 14 TfL bus contracts and 4 SCC ones. We now wait to see if the livery name, changes to “Quality Line an RATP company” as similar to London United buses.

The cost of the buy-out is not known so if you find out please let KATA know.

✳ *On 23 March an out-of-service double deck (Enviro 400) was de-roofed as it attempted to get under the low bridge in Hook Road, Epsom caused by a diversion of the 418 at Waterloo Rd. Thereafter, QL stopped all 418 double-deckers outside their depot in Longmead Road and ran a single-decker shuttle to Epsom and back.*

**Bus Strike succeeded** - The planned series of bus strikes only needed to be the one day after pressure by TfL in which they passed on to the operators some £8.3m from the Olympic Delivery Authority and promised 50% of the extra revenue generated by the games but must be given to drivers. Then the 21 operators agreed to pay the 24,000 drivers etc up to £577 extra. Or rather £27.50 per duty over 29 days. This translates to an average 21 duties which is about £577. Note that the top eight London operators made a profit of over £2billion last year and overall get £400million subsidy from TfL.

On Fri 22 June some 70% of buses did not run but the 3 companies that obtained a High Court injunction (Arriva the Shires, Metroliner and London General, but not its sister company London Central) had its routes running as did Quality Line! Despite the 21 ballots producing a 94% vote in favour of strike action it was never made clear on what grounds the injunction was granted but must have been spurious as the other 18 operators did not attempt it. Pickets were at most bus garages including our London United and it was the first London-wide strike for exactly 30 years. It was a much deserved win except of course for those few who crossed their own picket lines and worked but still get the bonus despite not evidently wanting it! Note that the bonus request was for £500 and then another £100 for every day obliged to strike but strangely accepted just £77 for the day's strike. Media and TfL info on what routes were running was all over the shop and people were better off not reading them.

The new **bus countdown screens** at stops have improved amber lettering and in upper & lower case rather than red and only caps. They also display “see front of bus” and “no information” but what they still omit is “xxx route not on the system” that relate to non-TfL routes i.e. 461,471,481,514,515,515A etc which users may expect to see to on screen.

Another 600 **LTs** have been ordered following the trial of the eight on route 38, although it is still unclear if TfL or the operators will own these non-Routemasters.

Most traffic accidents are caused by car drivers but on 5 July a **Ldn Utd** route 10, after colliding with an Arriva 73 near Euston Station, then hit a pedestrian who was critically injured. Then on 31 July near the Olympic Stadium a **Stagecoach Olympic Shuttle** bus came into contact with a cyclist who was knocked off and died. This news travelled far and wide as the bus was carrying International journalists. Meanwhile, a court trial of a **Metroliner** 168 driver who knocked over and killed a woman in the road at Belsize Park in 2010 resulted in it being thrown-out after the judge and jury travelled on a special bus over the route from Hampstead Pond.

**Bridging the gap!** - The n/b approach to the low bridge in Queen Elizabeth Road by Gordon Road, as traversed by the K5, has three sets of conflicting height signs with one set on Cromwell Rd. The new and old read:- **(3.1m / 10' 3")** vs **(9' 6")**

It's unclear how the height has grown by 9" but moreover is confusing drivers. RBK are looking into it but has been like it since 2011. →

### **Latest Maps and Guides**

TfL reissued all four **quadrant maps** and the Central Area (July/Summer) in time for the Olympics which come 9 months after the last set. However as we write these pocket maps were not available at Kingston Bus Stations.

Meanwhile, disappointingly the **A5 booklets** that came through our letterboxes from TfL informing us of the disruption caused by the Cycle Race days failed to include any bus info like the diversions etc which would have been invaluable!

† New SCC timetable book **#5 Epsom etc**, is due before 1<sup>st</sup> September coming just 6 months after the last. This includes a raft of changes by SCC including the 93,460,480,516 - also at <http://www.surreycc.gov.uk/roads-and-transport/buses-and-trains/bus-timetables/leatherhead-epsom-and-banstead-bus-timetables>

June saw the new **London Rail & Tube Map** (formerly the London Connections Map) with various Olympic indications etc. Alas most Rail stations, like Kingston, give out the December edition so when asking be specific. →

**Pre Freedom Pass from TfL** - From November a 'Freedom Pass' will be issued free to those Londoners aged 60 etc or rather it will be a 60+ CONCESSIONARY TRAVEL PASS issued by TfL but with the same validity as the Freedom Pass. It will last until you qualify for the London Boroughs Freedom Pass, and was an election promise by BoJo and got him the few extra votes to win. It is funded by TfL thus proving there is a surplus as highlighted by Ken. The 'proper' Freedom Pass is currently being issued to those over 61 rising to 65. Details of the 60+ Pass will be on TfL website in October and expected to be issued from November.  
<http://www.tfl.gov.uk/corporate/media/newscentre/metro/25005.aspx>

**Guess-stapo** - In May a TfL revenue inspector, after boarding a 111 in King-ston at 06:00, told the KATA member who produced his SCC England Pass that 'it was not valid till 09:30 because SCC don't allow Passes on their buses until then' but added that 'he wouldn't charge him a fare on this occasion'. This was of course complete jallop as the Inspector was having a private joke except it was not funny to our unsuspecting KATA passenger. All this was relayed to TfL who apologised after speaking to their non-comedian.

All the England passes are valid 24hr on London buses if only to prevent its drivers having to mess about checking weather or not it is a London Freedom Pass, and TfL are not about to discriminate against some county council issued passes.

\* While the other England Passes are only valid on London's buses our Freedom Pass is valid on all TfL modes 24/7 but not National Rail which is from 09:30 Mon-Fri but anytime Sat, Sun & Bank Hols.

**Pay Before You Board** which exists on central London buses albeit in an area smaller than Zone1 is to end. This commences from 28 Sept and also means removing some 420 Roadside Ticket Machines (RTM) by Feb 2013. These exist in 9 inner boroughs and route W7. Around 1% of tickets – about 40,000 pw – are bought from RTMs and TfL say they will save £2million pa on maintenance etc.

Going to **Gatwick by train** you will be charged £4.40 by SWT from the London boundary (Coulsdon Sth) but Southern only charge £3.90, noting that SWT don't actually go there but Southern do from Clapham Junction except that the ticket office there is, er SWT! KATA is investigating.

The **Emirates Cable Car** took off on 28 June between North Greenwich (O2) SE10 and Royal Docks (ExCel) E16. It runs every few minutes and takes about 10mins. Original cost was £25m paid for by Emirates, but ended up as £62.5m not least as the cost of the land had been omitted from the calculations for which TfL had to cough-up for. Consequently, fares are outside the universal TfL structure.

Single Cash fare: £4.30 (Child: £2.20) or Oyster/Freedom Pass £3.20 (Child: £1.60) and returns are double but is outside the Oyster daily cap. A multi-journey Boarding Pass for 10 return journeys, lasting a year, is £16.00 which is £1.60 each.

\* In the first month it had to be closed for an hour due to a storm and then had a power cut for 20mins during the Olympics. Note it is very high across the Thames.

Finally, a selection of photographs taken at the **50<sup>th</sup> Trolleybus anniversary** open day at Fulwell Depot are available to view (with thanks to Steve Guess) at :-

<http://www.flickr.com/photos/steves-travels/sets/72157629704730070/>

-  **Links – for further info** -----

**Customer Services, TfL London Buses, Zone B5, 14 Pier Walk, SE10 OES**  
☎ **0845 300 7000** (08:00-20:00 Mon-Fri) | 24hr Travel enq: ☎ **0843 222 1234**  
[customerservices@tfl-buses.co.uk](mailto:customerservices@tfl-buses.co.uk) or <http://www.tfl.gov.uk/>

**For all London's proper bus timetables go to the independent & comprehensive:**  
<http://www.londonbusroutes.net/routes.htm>

or

<http://www.busmap.co.uk/> / (NB: NEW GREATER LONDON & NIGHT BUS MAPS available)

or **SCC routes etc at –**

[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)

**NB: London TravelWatch** has moved to Dexter House, 2 Royal Mint Court, London EC3N 4QN and the new telephone number is: ☎ **020 3176 2999**

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