

Edenbridge and District Rail Travellers Association
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Consultation on Schedule 4 and 8.

As an organisation representing passengers we submit a response to the consultation. The application of Schedule 4 since 1996 has caused passengers an increase in travelling on buses due to engineering work. We ask that the total use of buses must be reduced and that ORR reduces the percentage of buses used in place of buses due to engineering work.

1.17 (a) and (b) Schedule 8 does not work in the best interests of passengers when connections are involved for branch line trains and main line trains are running late. Passengers do not want to be compensated they want to catch the connecting train.

The Association agrees with 3.24 as it will incentivise Network Rail to act in the Passengers interests and reduce bus replacement.

The Association comments on Schedule 8.

First it causes our passengers delay when they change trains. During the evening when through trains are not operating and a shuttle service is operating Redhill to Tonbridge the down train from Victoria arrives at Redhill at 46 minutes past the hour. The train departs from Redhill to Tonbridge at 51 minutes past the hour. We have numerous reports that the 10 min past the hour from Victoria arrives 5 minutes late. The passengers are in the subway and the 51 to Tonbridge departs without the passengers. The comment from the staff is "we are not allowed to hold it for performance reasons" the next train is an hour. British Rail's policy before 1994 was if a 30 minute service was in force and passengers from the connecting train could see the train it was held for them. If an hourly service was in operation then the train could be held for 5 minutes if the connecting train would arrive in that time. Schedule 8 has removed all sense and reason that the railway exists for the travelling public.

The application of Schedule 8 causes delays to our passengers on the Uckfield line. It is quite often for down trains to be up to 5 minutes late from the London Bridge direction, the Uckfield line is a single line Hever to Ashurst this delays the up train to London Bridge for 5 minutes. When the up train to London Bridge approaches Hurst Green Junction it is normally 5 minutes in front of the East Grinstead service. Because the East Grinstead line is double track delays are much less frequent. The signalman allows the latter to proceed as it is on time. The Uckfield line train is fast from Oxted to East Croydon but the East Grinstead train is all stations so the consequence is that the Uckfield line train to London Bridge goes from 5 to 20 minutes late, as it follows the all stations train. If the East Grinstead train was held for 3 minutes then less delay would occur to the trains. The application of schedule 8 seems to have removed all logic and reason from sensible regulation.

The specific outline of the delay shows how the application of Schedule 8 exchange of money is the reason for the passenger to have quite long delays when he/she has to change trains, very many more of these delays occur to passengers all over the railway system.

Schedule 4 and 8 need to be designed for the passengers overall journey and not for the train Operating Companies to make money.

Question 47 of Appendix A.

ORR does not measure the extra length of journey time due to missed connections by passengers.

Bob Howes

Chairman

26th January 2013