

Response ID ANON-RNEX-GA2G-X

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Introduction

1 What is your name?

Name:
Bosi

2 What is your email address?

Email:
andrewbosi@aol.com

3 What is your postcode?

Postcode:
EC1M 6EJ

4 If responding on behalf of an organisation, business or campaign group, please provide us with the name:

Organisation:
London Forum of Civic & Amenity Societies

5 Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle?

Strongly support

6 Please use this space for any further views/comments on the above question

Please use this space for any further views/comments on the above question:
WalworthRoad is one of the two routes most heavily used by buses and it has been clear since 1931 that there is a need to relieve it with a rail based mode

7 One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis?

No

8 Please use this space for any further views/comments on the above question

Please use this space for any further views/comments on the above question:
We are not opposed to new development or this form of funding, but even if there is no new development there is a pressing need for BLE to prevent gridlock

9 One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (option 1a). Do you support a route along the Old Kent Road?

Support

10 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:
There are clear benefits in serving Old Kent Road and taking the line to a major destination like Lewisham

11 Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (option 1b). Do you support a route via Camberwell and Peckham Rye?

Strongly support

12 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:
There is an overwhelming case for this, as your background note acknowledges, it has been an aspiration since 1931.

13 We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham?

Strongly support

14 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:

The imperative is to reach Camberwell but thereafter the biggest win-win options are those that provide improved connectivity. The interchange with the Overground (ELL) at Peckham Rye, and with heavy rail services at Lewisham, give compelling reasons for the full option 1a

15 Do you support the proposed extension terminating at Beckenham Junction and Hayes?

Oppose

16 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:

There has always been a trade off between heavy rail and intermediate modes. Heavy rail is most expensive but facilitates the movement of larger numbers. It does not make sense to forego an existing heavy rail service, and the loss of the link to the city (Canon Street) will be keenly felt by those who use it. You will be aware of the reaction to loss of some direct services on Thameslink, and of the consequences. We are pleased that you are exploring an extension of the London Overground to Hayes. This would retain a city link, provide better utilisation of the New Cross spur, and the resultant increase in use of this spur would offer improved interchange for passengers travelling between Sevenoaks/Chislehurst and North London.

17 There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre?

Neither support nor oppose

18 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:

We agree that there are benefits in serving Bromley, but this scheme is not compatible with our preferred approach to the future of the Hayes line

19 Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London?

Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London? :

Map 1 suggests that tackling east London is a greater priority: residential growth is predicted to be higher, and anecdotal evidence suggests that buses are already most overcrowded in this part of London