

Subject: Proposed extension of the Bakerloo line

1. This response is made on behalf of the London Forum of Amenity & Civic Societies.
2. The London Forum supports the extension of the Bakerloo line. It is more efficient to operate tube lines through the central zone than to terminate within it. There is great pressure on existing bus and rail services in the south-east.
3. We retain some misgivings as to the chosen route, but only because others might bring greater benefits to London as a whole. The suspicion persists that the chosen route owes its success to the potential for private sector contribution to its cost. The aspiration to run to Camberwell has been recognised since 1931. With the possible exception of Essex Road, Walworth Road carries more bus passengers than any radial route in London, and should be the prime candidate for a new Metro service. We do not believe that re-opening the station on Thameslink that gave its name to the public highway, welcome though it would be, adequately meets the needs of Walworth Road and Camberwell.
4. One of our member societies believes there is scope for a cut and cover route along an abandoned canal and the former Southern Railway line via Honor Oak Lordship Lane and Upper Sydenham to Crystal Palace. They and we do not have the resources to work up this option, but the potential advantage of reduced construction costs and in particular those associated with new stations, so that more stations might be provided, should not be rejected without due consideration.
5. The Forum does not perceive there to be any London wide issues arising from the siting of two stations along Old Kent Road. We believe that local opinion should determine how these are resolved. We note the campaign for a third station in Old Kent Road, which would be stronger if a cut and cover extension could be developed, and which forms part of the cut-and-cover proposal.
6. The interchange at Lewisham is very much valued, making the line useful to a far wider catchment area. However, we believe there also needs to be much improved access to the Lewisham Shopping Centre (and the rest of central Lewisham) - the current signalled crossing of Rennell St is inadequate, providing only about 15 seconds of green time (insufficient for the less mobile), and too long a wait before turning green (about 1 minute). Instead, access should be by means of a tunnel from the stations through to the Centre. The timings on the existing surface crossing would have to be vastly improved to make them sufficiently pedestrian friendly to attract shoppers to the new line.

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