

1. London Forum, an umbrella group for over a hundred Amenity & Civic Societies, strongly supports the proposed extension of the Bakerloo line. We recognise that the Bakerloo line is the least heavily used deep tube in Central London, although severely overcrowded at peak times.
2. Moreover, it is the only line to terminate within zone 1. Trains terminating are idle for a few minutes and not earning revenue. It makes sense to avoid such non-revenue activity in the most valuable land, i.e. zone 1.
3. The realignment from Lambeth North makes sense if the line is to go to Lewisham. The need for a link to Camberwell has been established since 1931, and Walworth Road has the highest density of bus passenger movement, with the possible exception of Essex Road. We are disappointed that this long established need is not being addressed, but we recognise that there are benefits in bringing the tube network into Lewisham.
4. The new station at Elephant is a massive improvement to the interchange there. We endorse the view expressed in a London Travelwatch report\* that seamless interchange is a key factor in persuading car owners to switch to public transport.
5. We remain convinced that a station at Bricklayers Arms would add significantly to the benefits of the scheme. The local council and some Assembly members have voiced support for this for local reasons. As a London group, we believe there are wider benefits. Bricklayers Arms is served by several bus routes and the opportunity to provide good interchange should be taken, enabling people to travel to City Hall (for example) by a more direct and less crowded route than would otherwise be the case.
6. We have no strong views about the names of the proposed stations on Old Kent Road. It might be confusing if one were called Old Kent Road but this is a matter for local determination.
7. The station at Lewisham represents something of a lost opportunity. While we welcome the interchange with heavy rail services, the DLR, and bus routes, the current station is remote from the Town Centre and it is necessary to cross a busy road to reach it. We would urge TfL to look at alternatives: siting the station further south, and/or providing a well-lit and welcoming pedestrian route into the Town Centre. Pedestrian links between Hackney Central and Hackney Downs, and Walthamstow Queens Road and Walthamstow Central have been successfully introduced over similar distances.
8. We do not support extending the line on to the Hayes service. Conversion from heavy rail to light rail makes sense when the heavy rail services are lightly used and the capacity afforded by use of heavy rail is not needed. This is hardly the case here. Although the tube service would be more frequent, trains would be shorter and journey times longer. We have supported the Mayor's proposals to turn Network Rail Metro services orange, and we believe that the Hayes service is a prime candidate for the London Overground. Linked to the existing line at New Cross it would sustain the service to that station.
9. We believe that further work should be carried out to establish whether there is a case for extending the line further south-east, but that if funding for the project to Lewisham becomes available this study should not delay implementation.

\*A change for the better, ISBN 0 9511432 1 2