

KINGSBRIDGE ARMS BUS STOP

NEWSLETTER

NO. 1

They're mucking around with the 277 again!

Are you fed up with this bus stop? Too many grim faces and stony stares? Let's face it, the rest of the Island gets all sorts of buses, and we just get the D7 and the P14. They've even started mucking around with the 277 again.

It goes as far as that yuppie 'heaven', Canary Wharf, but they can't be bothered just to run the bus down here for us.

It means we have to change at Mile End when we go up the Roman and pay twice! It's a right liberty.

They're treating us like the people that time forgot. They've built their blinking tower, and talk about it all on TV while we have to stand waiting for a bus that only

goes a little way up the road! They only run it to Mile End for the commuters to catch the tube. They've got nothing but contempt for us at this bus stop.

It's time we put a stop to this. We need a decent bus service that goes somewhere. Mile End is not all its cracked up to be!

If you would like to see the *Kingsbridge Arms Bus Stop Newsletter* appear regularly please put a tick in the box below.

Grand Competition

This year this Bus Stop will be entering the *All Britain Bus Stop of the Year Competition*.

This annual event is organised by the *London Psychogeographical Association*.

During the year they will be visiting all sorts of bus stops up and down the country, and selecting one for this coveted title.

Remember, the person standing next to you could be Chalky White, one of the judges!

Prizes Galore

If we all maintain a friendly and polite atmosphere at this *our* bus stop, we could be the winners. Even if we don't win the competition...

KINGSBRIDGE ARMS BUS STOP

NEWSLETTER

NO.2

WE NEED MORE BUSES

The message is quite simple. We need more buses.

Remember the 56? Remember the 277? What have we now? The P14, and the D7.

The D7 only goes to Mile End or Poplar . That's not very far.

The P14 is little better. It only goes up the road, or through the Rotherhithe Tunnel. The tunnel stinks with pollution. It can make you really sick if you get caught in a jam. This is just not good enough.

ASDA gets lots of buses. Anyone would think it was the centre of the world. And it's got the DLR . . . when they bother to run it.

We need more buses on this side of the island.

Here are some suggestions. Tick the ones you'd like. Tick as many boxes as you want.

And if you don't like the choices offered? Make your own notice. Stick it up. And wait and see what other people think.

If we start talking to each other, maybe we will find a way to get what we want!

277all round the island	D8 extended to this side	D9 extended to this side

NEWSLETTER TO CONTINUE

There were about 20 ticks in the box. Then someone pulled the last newsletter down. That was after five days.

That makes a 20 to 1 vote in favour of keeping the newsletter going. So here's No. 2!

But let's be clear about one thing. This newsletter is no official publication by the bus company. On the contrary.

It has started because people are fed up. The bus company is destroying the service. We need to stop them.

People called for a time table. Well just phone 071-222-1234, and they promise they will respond. That looks easy.

But we need a decent bus service. That means we've got a fight on our hands!

KINGSBRIDGE ARMS BUS STOP

NEWSLETTER

NO.3

Road Subsidies for Buses!

The message is quite simple. We want our buses to get the same subsidy as cars get for the roads.

Were you stuck the other day when John Major came down to open the new link road? It was very inconvenient. Everyone had to stop while Mr Major gave a pep talk and eat a couple of sandwiches.

But that's not the worst of it. We've been cheated. £255 million have been spent so that 2,500 vehicles an hour can come to the Isle of Dogs and add to the pollution. It is all part of the insanity which has

promoted car transport with massive public subsidies.

If the same subsidies were given to the buses, it would only cost 5p to get to Mile End!

It is not as if car driving made motorists happy. Many experience stress from being stuck in traffic jams. The people who benefit are the road builders and car manufacturers.

But perhaps we should have a free bus service. Free regular public transport would be the best way of solving the pollution crisis.

NEWSLETTER IS BACK AGAIN

It's been a while since the last newsletter. There have been a few technical hitches. The response to the last newsletter was lovely. Over twenty five people ticked to have the D8, D9 and 277 buses come to our bus stop.

On Saturday it seemed like our dreams had all come true. The D8 was coming down West Ferry Road. But it turns out that this was just a diversion!

Really it was just a sick joke. The bus company must know we have hardly any buses down here. They raise our hopes only to dash them again.

We need more buses. We need the D8, D9 and 277. Do you think it would be a good idea to talk to the drivers about this? How else can we get our message across?

Keep fares at the same prices	5p to Mile End 3p to Limehouse	Absolutely free bus service

Historical note:

These newsletters were produced in the spring of 1993.

The third newsletter refers to the visit by the sitting Prime Minister, John Major, to open the Limehouse Link on 17 May 1993.

In 2011 Tom de Castella in an article for the BBC News Magazine, "The UK's last, great, expensive, short roads" (27 June 2011)¹ After mentioning the scale of profligate spending on the M74 and M3 at that time, he said they failed to match the inflation adjusted costs of the Limehouse Link in 1993.

"The most expensive road per mile is the Limehouse Link. The 1.1 mile (1.8 km) tunnel in London's Docklands opened in 1993 at a cost £293m. Adjusted for one measure of inflation that would be £445m or £230,000 per yard (£250,000 per metre). It was designed and built in seven years and at the time was the second biggest engineering project in Europe after the Channel Tunnel.

It was almost insane," says Sir Peter Hall, Bartlett professor of planning at University College London. "But Margaret Thatcher would stop at nothing to get the Isle of Dogs developed. "The price tag can be explained by the fact it had to avoid other tunnels and a river basin and incorporate a junction within the tunnel."

de Castella explained the M74 extension cost £86,500 a metre and the A3 Hindhead tunnel at Hindhead in Surrey cost £155,000 per metre.

However the current government led by Rishi Sunak is still pursuing the Stonehenge Road Tunnel Plan. In response the 2023 the Stonehenge Alliance raised enough money to mount a High Court challenge in December of that year. The results should be published in January 2024.

For more up to date information see: <https://stonehengealliance.org.uk/>

LPA Historification Committee
9 January 2024

1 <https://www.bbc.co.uk/news/magazine-13924687> accessed 9 January, 2024