

Steven Boxall

24th August 2016

Local Government Boundary Commission for England

Comments on LGBCE Further Limited Draft Proposals for London Borough of Bexley

Dear Sirs,

I am pleased that LGBCE has found that the draft recommendation for an 'Erith & Slade Green' ward was unacceptable to local residents and that this proposal has been dropped. Now that this proposal not being taken forward there is now the opportunity to address some other issues in the north east of the London Borough of Bexley and it seems that the further limited recommendations does address these. It is hoped that LGBCE has listened to the clear view of residents that the proposed 'Lower Belvedere' and 'Belvedere Village' pattern is unacceptable and that they have been unified into a single and cohesive 'Belvedere' ward.

Addressing some detailed issues:

Erith:

This proposal reflects the way in which the local community 'operates', bringing community facilities and groups into one ward, whilst fulfilling the electoral quotient. It brings the historic Erith Town and wider Erith community into a single ward and avoids using the railway line as an arbitrary boundary.

However, I think that the area north and east of the roundabout between the B213 and Lower Road, extending to the river bank would be better placed in Belvedere ward, unifying the industrial area into a single Belvedere ward.

Northumberland Heath:

This proposal reflects the community identity and places the commercial area on Bexley Road at the core of the area. The first proposal was at fault by expanded Northumberland Heath into the identifiable Erith community, so I support the 'further recommendation' to correctly stop at Carlton Road.

The proposal fulfils the electoral quotient and with a hub on Bexley Road and another parade of shops on Parsonage Manorway, the 'further recommendation' is served by ample community facilities and amenities.

However, the proposal would better reflect community identity if it did not use Stelling Road as its south eastern boundary. The demarcation splits the Lesney Farm estate

which would be best represented unified in a single ward. Colyers Lane forms a more natural southern boundary.

Barnehurst:

This proposal reflects the community identity and rightly places Barnehurst station as the hub of the proposed ward.

The proposal fulfils the electoral quotient and brings community and amenity facilities into one ward.

As per my comments for the further recommended 'Northumberland Heath' ward, the Stelling Road boundary is problematic for the Lesney Farm estate community. Colyers Lane would make a better boundary.

Slade Green and North End:

This proposal reflects the local community and addresses the problem of the 'Erith & Slade Green' ward contained in in the first proposals. It correctly places the railway station at the heart of this historic railway community, unifying the neighbourhoods on both side of the railway line in a single ward.

The ward fulfils the electoral quotient and is well served by local shops, amenities and community facilities.

However, the proposed ward should be renamed '**Slade Green**'. The term 'North End' is not used locally and is only used in reference to the existing ward. Continued use of the term, particularly in conjunction with 'Slade Green' is unnecessary and confusing. Local residents do not identify with the term 'North End' (and those living outside of the area have no idea where it is) whereas the name 'Slade Green' is well known, widely used and easily identifiable. The Slade Green railway depot should be in Slade Green ward, and so that the area should be unified in the ward the southern demarcation should be Thames Road from the roundabout with Northend Road in the west to the borough boundary with Dartford in the east.

Yours faithfully

Steven Boxall