

THE CAMBERWELL SOCIETY

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NEWSLETTER No: 78

February 1988

LETTER TO THE EDITOR

Camberwell Grove

Since the introduction of the new traffic scheme at Camberwell Green much has been said about increases in Camberwell Grove traffic but how bad is the traffic really? Are we just getting a small rush hour increase or has the entire traffic pattern changed? The fact is that those who live in Camberwell Grove now live on a road which bears a heavy load of the through traffic of Camberwell, not just in the rush hour but at all hours of the day and night. This statement is backed up by a detailed traffic survey carried out in the Grove between McNeil Road and Grove Hill Road. The figures are averages and, except for Christmas and New Year, levels have not varied significantly since the scheme was introduced. The average figures vary in the range:

Weekdays

6am to 7am	230 vehicles per hour to
8am to 9am	1090 vehicles per hour of which some 80% are travelling north.

Then there is a lull (?).

10am to 3.30pm	400 vehicles per hour and the rush hour resumes.
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3.30pm to 4.30pm	545 vehicles per hour
4.30pm. to 6.30pm	1150 vehicles per hour of which 75% are travelling south.

To put this into context 360 vehicles per hour is one every ten seconds! This adds up to constant traffic noise all through the day. And it is still bad at week-ends (and in the evenings).

Weekends

Daytime	450 to 500 vehicles per hour
11pm to midnight	370 vehicles per hour

So what has got us into this position where our children and old folk cannot cross the road safely and the environment has been destroyed (and what about lead levels)? Well basically it is an ill thought out traffic scheme, the following being the key problems:

1. A virtually traffic-free Grove Lane (with fewer people than the Grove).
2. Right filter at north bound traffic lights on Dog

Kennel Hill to encourage the rat runners.

3. Buses and cars permitted to double park outside MacDonalds at Camberwell Green preventing a proper traffic flow.
4. Medlar Street route for through traffic to Dulwich ignored in favour of Camberwell Grove.

Frankly the Grove is too narrow for a major traffic flow. It is an area with many children crossing to go to Lyndhurst and Dog Kennel Hill Schools. It is a conservation area.

All this is being ignored by the Southwark Council traffic engineers who talk of years to make a change, a change which is needed to put right their mistakes. So what is to be done about it? The only effective means would, I believe, be a one-issue pressure group linking in to the Camberwell Society where possible. Failing this — direct action. Why do we park so carefully in the Grove, and why do we only park on one side in the narrower parts? If we do not act, others will not act — until a child or old person is knocked down.

Christine E. Sheard

MEMBERS' MEETINGS

After packed meetings on traffic and transport in the late Autumn and January, after much serious discussion and many bones of contention, we hope members will enjoy the TWO very different meetings in the Spring. Come and hear about the Museum of Garden History (only minutes away by Lambeth Bridge) and the craft of stained glass, its use in the past and present.

CORRECTION

The date of your last Newsletter (No: 77) should have read November 1987.

PLANNING – CONSERVATION – AWARDS

The News in Brief section of Newsletter 75, with a view to encouraging good design and restoration, made the suggestion that perhaps the Society (or a benefactor) could institute a prize for the best restoration or the best design in Camberwell. I am delighted to report that Messrs. Andrews and Robertson, estate agents, have made a substantial financial grant to be awarded at the discretion of the Society in the current fiscal year.

The Planning sub-committee entrusted with the task of implementing this grant decided that it would be invidious to give a cash prize for a single project with the obvious difficulties of comparing a commercial restoration with a new domestic residence or a landscaped garden. In consequence it has been decided to divide the award into five categories: Domestic, Commercial, Public Buildings, Landscaping and Gardens, and Shopfronts.

Because of the time taken from outline planning to completion it was felt that to make the awards for only those projects in hand in the fiscal year 1987/88 would be too restrictive and unnecessarily reduce competition. As this was the first occasion on which any completed project can be considered for an award, it has been decided that the period of eligibility will be the 3 years ending 31st March 1988. Perhaps if there is a future occasion, and hopefully someone may be kind enough to repeat the gesture next year, the period may be reduced to 2 years and, of course, any project may only receive one award.

The exact form of the awards is not yet complete but they will not be cash in an envelope to blow on a bottle of bubbly but something more tangible which will record the recognition of good design or restoration improving the environment within the Society's area of benefit. Judging will be in the hands of Jim Tanner, Society President; John Robertson of Messrs. Andrews & Robertson; Selina Eger, chairwoman of Southwark Conservation Forum and member of the Society's executive committee; a representative of English Heritage; and myself. The awards will be presented at the A.G.M. in May 1988.

To ensure that all projects which ought to be considered for any award are brought to the attention of the judges, readers are asked to let me have their nominations by 31st March 1988 indicating the category, the address of the premises and any comments which they consider will be of assistance in the adjudication.

Ian Hunter
Convenor of Planning Sub-Committee
25 Champion Hill
London SE5 8AL

CAMBERWELL TRAFFIC – THE WIDER ASPECT

Our January meeting on road traffic, as packed as last October's on rail prospects, continued the lively interest members have shown in such topics – from the Motorway Box controversy in the Society's earlier days, as our Chairman reminded us, and through our long years of involvement in a succession of schemes for Camberwell Green. Road traffic was increasingly seen as a demon threatening our environment. Could it be controlled?

Norman Hutchison, Convenor of our Traffic & Transport Sub-Committee, opened with a list of questions, some of which he suggested our guest speakers might find unanswerable – though attempting a sufficient number might earn a pass! Do we in fact gain by trying to manage traffic instead of opening every street to every vehicle wanting to use it? A free-for-all would probably be a minority view in a Society whose members generally wanted traffic back on the main roads. What specific policies did this require? Regulations about use of road space – by lorries, buses, unloading vehicles, parkers, cyclists – were numerous, and members' opinions were often sharply divided when the Society was consulted on new proposals. Were there to be new proposals on buses, with deregulation in the offing? What hope is there anyhow of enforcing any regulations, given our experience with speeding, disregard of signs and lights, misuse of bus stops as bus stands, selfishly anti-social parking, etc.? Finally there were questions requiring an all-London or national answer, e.g. should there be an overall authority, as in some countries, responsible for both enforcement and making of traffic orders? Should free entry of cars to Central London be restrained in some way?

The Role of the Council

Peter Ruddy, our first guest (Head of Engineering, London Borough of Southwark) outlined the policies in the Mid South Southwark Local Plan of 1985 and the Transport Policies and Programme submitted annually to the Department of Transport. Southwark sharing with other Boroughs a concern to promote public transport but regretting the absence of a strategic planning and transport authority for London, did what was possible with limited funds to cope with increased traffic volumes, giving first priority to reduction in accidents involving personal injury. Special consideration is given to traffic management in defined "traffic sensitive areas", one centred on Camberwell Green. (Its extent is very similar to the area covered by the Society). The aim if possible – an important qualification – was that *local distributor roads* should carry only what this designation implied. Throughout the whole Borough all practicable steps were taken to control non-essential car use. Controlled on-street parking was for residents and by meter, with no business parking bays, and off-street public parking had the limited aim of serving shoppers. Planning control sought to ensure land use for essential car users rather than, say, "prestige" staff. Turning to the new scheme at Camberwell Green,

Mr. Ruddy said it had still to settle in, and some work remained to be done, on signs and on linking light signals to the central computer. The scheme had had to cover all the roads forming part of the previous main road system (including Daneville Road and part of Grove Lane) but the need for consequential measures in other roads was recognised. The public inquiry inspector's report envisaged the introduction of such measures, in the light of monitoring, 12 months after completion of the project. But critics were overlooking the scheme's benefits, even in its present state. He believed that personal injury figures over the area as a whole would prove to be down. Measures for Camberwell Grove/McNeil Road had of course already been the subject of consultation and specific proposals would be put to a public meeting on 28th January to which invitations to local residents were about to be issued.

As seen from the Bus Garage

Michael Pettit (Operating Manager, Camberwell Garage, London Buses Ltd) told us his Garage had the largest fleet in London, with 600 "platform" staff operating 95,000 miles on 7 routes. He also had an area responsibility covering Peckham to the Thames. The over-riding consideration for London Buses Ltd at present was to make structural changes and achieve savings to be able to compete when the Government extended deregulation to London, maybe as soon as 1990. It sounded a depressing picture of a future with staffing and operating cost problems threatening all but a few routes, probably to tube stations, and even those few at risk from the even more horrendous congestion to which they would contribute in Walworth Road and Camberwell New Road. Our ideas about an integrated network of services and orderly use of bus stops and bus stands would be lost in this free-for-all. Against the Society's argument for a commitment of the Walworth Garage site to a bus station serving a new British Rail station he said London Buses had to set their "loss" through diverting services (e.g. 12 and 171) via such a station. He acknowledged the criticisms of congestion due to crew changing at Denmark Hill stops, but reversion to the Nag's Head stop at the wider part of Camberwell Road could add £30,000 to annual costs. Mr. Pettit gave us the impression that there could be no more constructive planning of the place of the bus on our roads unless the Government conceded that in London some regulatory measures would be essential.

Police Observations

Inspector Stuart Bowd confirmed that the Police were aware of the frequent jams at the foot of Denmark Hill and their deterrent effect on potential users of the Medlar Street route. Traffic must, however, be much more clearly directed, and they had suggested to the Council that there should be a properly signed left-turning lane in Camberwell New Road, which would mean some curtailment of the bus lane. Inspector Bowd then asked PC John Mercer, one of our home beat constables as well as a local resident, to share with us the

observations and suggestions in a report he had recently submitted.

PC Mercer proved to have kept a great deal under his critical observation. He had seen up to seven buses at once standing at the Butterfly Walk stops. Couldn't some arrange to stand elsewhere? There were some 180 crew changes there each day. Wouldn't the small sum involved in using more sensible locations be well spent if it reduced congestion for everyone? His figures showed the Medlar Street route seriously under-used — 80 right-turners an hour into Camberwell Road between 4.30 and 6pm, as compared with 428 turning right from Church Street into Camberwell Grove. Would the inconvenience to residents of banning that turn into the Grove be acceptable? Another thing to make the Medlar Street approach more attractive would be a box junction at its Camberwell Road turn. But too much local traffic, coming from all directions to the shopping centre, was being forced into Denmark Hill. The opening of further shops would make matters worse, and though it was possible things would settle down in a few months, he thought the arguments for reopening Daneville Road were strong.

The Debate

The main concern of contributors to the ensuing lively discussion was with Camberwell Grove, where speed is a long-standing problem and increased traffic volume a new one. The few figures so far available to Mr. Ruddy suggested that, out of an evening peak flow around 540 an hour in the stretch north of McNeil Road, some 160 had been added since the new scheme began. He thought this modest in comparison with problems of peak hour volume elsewhere, but was firmly told that problems of speed and volume extended well outside rush hours and into the night: six cars a minute had been counted at 1.30am. He had no comparable figures for the stretch south of McNeil Road, which a questioner claimed was carrying even more than could be accounted for by the increase in the flow coming up from the northern stretch. There were no satisfactory answers yet to questions about increases or reductions in accidents.

There was support in principle for steering through traffic on to main roads, but the strong feeling of many in the audience was that a major part of the answer to Camberwell Grove's problems should be found by re-admitting some through traffic to Daneville Road via the north end of Grove Lane. One suggestion was a left turn only into Grove Lane, so admitting traffic only from the Peckham direction, most of which would turn into Daneville Road and not continue up the narrower part of Grove Lane where conditions, said one speaker, had been horrific.

Others held that Grove Lane and Camberwell Grove must *both* accept and share the southbound through traffic — a policy of equalising misery rather than seeking a way (as another speaker urged) to do for one road what had successfully been done for the other, albeit at the cost of some inconvenience to

local car-using residents. Various possible combinations of banned and permitted right turns were suggested for Camberwell Grove and other roads, possibly with differences at peak hours. To assess these would require study of traffic flow figures which are not yet available, and of consequential effects on roads still further away from Camberwell Green.

Other speakers who asked for the reopening of Daneville Road were concerned with local rather than through traffic. They said the indefensibly circuitous journeys forced on car-using shoppers meant Camberwell people would shop elsewhere. There were pleas for steps to be taken to inform and encourage drivers, who *ought* to find our main roads less unattractive than the rat-runs. Police support of the representations we had made about the entry to Medlar Street was widely welcomed. Various suggestions about bus stop location, use of radio in connection with crew changes, etc., were urged on Mr. Pettit as possible ways to avoid blockages in Denmark Hill. The extra costs he feared seemed marginal in comparison with the benefit overall, including more civilised — and therefore more attractive — conditions for boarding passengers. There was, however, a reminder of the problems of enforcing a *clearway* in a report of shopkeepers' dismay at the effects of a recent one-day parking "blitz" in Denmark Hill.

Time pressed and other questions had to be dealt with quickly. Underpass for roads at the Green? Not on, said Mr. Ruddy, for cost and other reasons. Underground rail, or a new surface rail/bus station near the Green? Here at least Council and Society are at one — maybe the questioner had not been at our October meeting or seen the account in our last Newsletter?

And now what?

In summing up the discussion Norman Hutchison recalled the Society's pressure over the years for the policy of returning traffic at the Green to the main roads, which it had supported, to be accompanied by necessary traffic management measures elsewhere. It had also — independently of the discussions about the Green — been asking for over five years for action on the long-standing problem in Camberwell Grove. A favourable response to a questionnaire in 1983 about speed humps had been conveyed to the Council, but the expected consultation about them was frustrated by inept failure of the Department of Transport to get their regulations sorted out. He was now able to announce the results of a new questionnaire which the Executive Committee had decided in December to distribute to all residents in or immediately adjacent to Camberwell Grove. A 20% response showed that just over half put closure of Camberwell Grove at one or both ends, or in the middle, as their first or second preference. But no one scheme stood out as favourite, and about a third of the replies did not include any form of closure as an option to be considered — many indeed adding

comments strongly opposing it. Possible views from roads not covered by the questionnaire would also have to be weighed.

The Executive Committee therefore had to recognise that controversy about any form of proposal to bar access could prolong a dangerous situation. At the same time they were impressed by the fact that over 40% of replies put speed humps as a first or second preference, and by evidence from other parts of London that they did reduce speed and, in practice, volume too. The Committee had therefore decided to ask, first, for narrowing to single-lane working (which is more restrictive than pavement "blisters") at a strategic crossing point or points, and, secondly, for humps. It was, however, important for individual residents to realise their responsibility for responding to the public consultation the following week in which Mr. Ruddy had referred, whether or not they agreed with the Committee of the Society.

Turning to the rest of the discussion Norman Hutchison said some things stood out as essential — action at the entrance to Medlar Street and at the Denmark Hill bus stops. Others needed more thought. One should not, for example, urge the reopening of Daneville Road without studying what traffic, and in which directions, would have access to it, and by what turns into and from Grove Lane. Safety, particularly of school children, in the narrower part of Grove Lane must continue to be one of our major concerns. We thanked our speakers (though they would not all have gained equally high marks for the questions they had attempted!). They, like us, were going to be hard put to it to ensure that at all levels of central and local government, and in public transport management, there would be constructive and imaginative thinking rather than abandonment to the law of the jungle.

STOP PRESS !

SPEED, VOLUME AND SAFETY IN CAMBERWELL GROVE

This necessarily condensed account of a public meeting at the Town Hall on 28 January had to be hastily written after we had gone to press but we wanted members to have something quickly. Southwark Council's consultation meeting, notified to residents in Camberwell Grove and nearby (criticism of gaps in coverage was acknowledged), had regrettably slipped from the timetable expected in Elizabeth Bett's report on page 8 of our last Newsletter. So the emphasis, often vigorously expressed, was on getting something done quickly when Martin Low, in the chair, and Trevor Wilding, both traffic engineers, faced some 60 people for over 2 hours. The plans they brought were for:

1. footway widening on the E side of the Grove, N of McNeil Road, to improve visibility and therefore safety, with flashing lights at school crossing times,
2. increasing the radius of the kerb on the railway

bridge corner of McNeil Road, and

3. constructing speed humps along the whole length of the Grove.

They saw no financial or other obstacles to doing (1) and (2) quickly, but there was a financial question mark against (3). Construction of the already agreed island at Church Street had been delayed for safety reasons when scaffolding went up on an adjoining building, but was promised within 3 months.

Mr. Low assured the many who saw the answer, or part of the answer, in changes to the new scheme at the Green that there *would* be further meetings on that scheme when "after" studies became available, but if something was to be done quickly about problems in the Grove (which had existed before the changes at the Green) we must look at what could be put in hand now, in the Grove itself. This the meeting in the event did, but not before many had spoken strongly about things that deny us the main intended benefit of the scheme at the Green, which was to get traffic back on the main roads, such as failure to signpost the Medlar Street route properly or deal with obstruction in Denmark Hill. Action there should have been taken already and need not wait for the "after" studies, though their urgency too was stressed.

Most of the audience proved, on a show of hands, to want some form of immediate, possibly experimental, closure of the Grove, either at the N and/or S ends or at the railway bridge. Separate votes were noted on each suggestion. But a minority opposed *any* closure, some fearing knock-on effects in other roads, and the engineers said it was unrealistic to expect early implementation even of an experimental closure. Disagreements would certainly come from the emergency services (who found gates provided for them at other closures often blocked) and from many residents, with whom there would have to be a further round of consultation on a specific scheme. Then the issues would have to go to Council Committee.

Divided views were expressed on humps. Some agreed, quoting experience elsewhere, with the 'engineers' view that they were the best way to deal directly with speed, would have some effect on volume, and would not cause as much noise as feared. Against this were environmental objections, the impracticability of an experimental scheme, and the risk that if residents continued to experience problems they would be worse placed to ask for other remedies.

Several people (myself included, as spokesman for the Executive Committee of the Society) urged the immediate experimental narrowing of the roadway, to much less than the suggested footway widening would achieve, not only at a point below McNeil Road but also further up the hill where it would affect the flows via McNeil Road. To my surprise — for the engineers had in the past said the emergency services would oppose even one "throttle", let alone two — Mr. Low offered to consider, in consultation with those services, the experimental construction of 4 or 5 throttles along the whole length of the Grove

as a measure to reduce speed and, he hoped, volume. Narrowing would be to less than it is now at the Stories Road "blisters", but not to such an extent as to need the time-consuming formality of a traffic management order. With e.g. timber baulks, this would be relatively cheap, might not need reference to Committee and (depending on the emergency services) progress might be looked for in, say, 6 weeks. Further public consultation could be limited to an informative leaflet and (this I ascertained after the meeting) localised consultation with residents actually fronting a throttle.

This last point *could* reveal difficulties, I suppose. Dare we hope that for an *experimental* scheme, the one which now seems to offer the quickest prospect of reducing danger for the whole road, it will be possible to find trial locations amicably? Similarly the tail-backs and contra-flow delays at rush hours, which throttles initially create, may have to be tolerated until through traffic accepts that the Grove has ceased to be attractive.

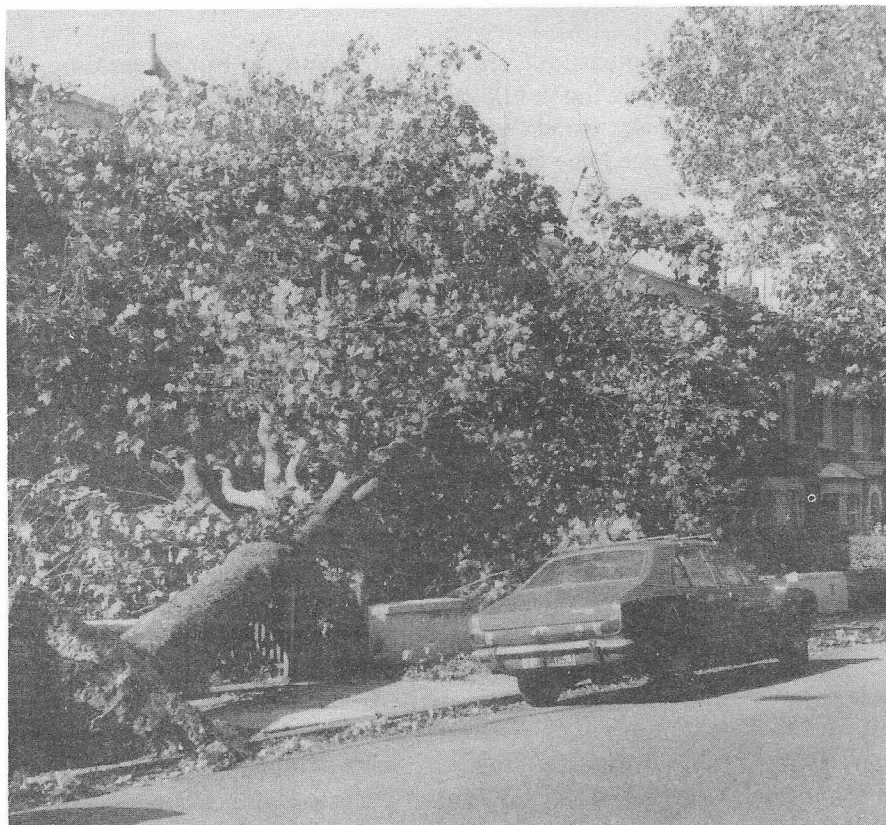
Those whose first preference remained an immediate closure did not want to stop rapid progress on throttles but asked that a closure scheme be "processed" simultaneously. Mr. Low again explained why the time-scale would be longer than he hoped would be possible for a throttle experiment, but he had certainly taken note of the strong support for various closure options. It is however on the experimental throttle option that we now impatiently await positive decision and swift action.

Norman Hutchison

Postscript

Following the request for a closure scheme, to be processed simultaneously with the suggested throttles, Dr. Philip Hugh-Jones wrote to the Council, on behalf of a considerable number of Camberwell Grove residents, asking for a temporary closure of Camberwell Grove at a point south of its junction with Grove Park. This should, he stressed, be a temporary measure to educate drivers to use the intended routes, and the location suggested would not encourage ratrunning to switch to Grove Park. He asked that the Society should endorse his proposal. The Executive Committee has decided to support a quick and temporary experiment of this kind and has informed the Council. We continue to support experimental throttles as we remain concerned to see the quickest possible improvement in safety.

If the Council accepts the principle of temporary closure we recognise there will be points to watch in the consultation (required, we understand, before even a temporary closure order is made), for example, car-using residents south of the closure would be spared a long detour if permitted to turn right out of Grove Hill Road. This should be possible without curtailing pedestrian protection at the lights as the right turn from Grove Hill Road would no longer be attractive during the closure of Camberwell Grove.



*A typical victim
of the October hurricane*

16th OCTOBER 1987

The gales which swept across Britain in the early hours of the morning, described as the worst in living memory, have in fact been compared in severity with the hurricane of 1703. A contemporary description of that hurricane by Daniel Defoe has a familiar ring: "Very early in the morning, there began a very great and dreadful Storm of Wind which continued with a strange and unusual violence"

Mercifully, and perhaps because it occurred at night, human casualty was low. The devastation caused to buildings and to our landscape, however, was vast. Millions of trees were lost. At a stroke the appearance of many of our streets and our most beautiful countryside was transformed. London was badly hit. It was estimated that one thousand trees were lost in the three central London parks — Hyde Park, Green Park and St. James's Park — and another thousand at and around Hampton Court. Regents Park also suffered badly; and at Kew Gardens the devastation was such that the statement was made that the Gardens would not look the same again for 100 years. The Chelsea Physic Garden, which dates back to 1673, and has one of Britain's most valuable collections of rare trees, lost many of its oldest specimens.

Although the removal of fallen trees in urban areas was carried out in general with commendable speed, the process of rehabilitation is still going on and will continue for some time to come.

Postscript to the Hurricane

One of our members, John Turpin, has written the following article, prompted by the disaster of 16th October. John's views are his own and not necessarily those of the Society, but it raises an issue that must be addressed by us all: the need for a continuing or rolling programme of tree replacement and tree planting.

In bringing down so many of our beloved trees, the unheralded hurricane of 16th October also exposed a problem whose roots go back to the 18th century. Moreover it is a problem of science versus sentiment, and of balancing budgets.

I am sure that our feelings about trees are hopelessly sentimental, and that those responsible for trees in our local authority areas pay less heed to these vital landscape elements than they do to, say, the colour of bus shelters.

As a plantsman who has spent his working life based in London, the point was proved to me by the trail of costly destruction across the capital that night. Many young trees were left battered and leaning, but it was the uprooted giants that shocked me — such small and feeble roots! Of the many I inspected, the majority were 'London' Plane trees plus a few Limes. The Ash and Chestnut seemed to have shed limbs but remained anchored.

The situations of the Planes was also revealing. Either they were pavement-planted, paved or tarred up close to the bole, or they were in parks or gardens near walls, railings, fences or buildings. Typical urban situations in fact, certain to cause restricted root development.

These old green residents were certainly appreciated for the freshness and life that they brought to the stale city, but at the same time they were neglected geriatrics in terms of physical wellbeing. Ancient trees like ancient buildings become dangerous if neglected or abused.

The Plane, and to a lesser extent the Lime and Chestnut, proved capable of surviving the noxious vapours of 19th century towns, but did the well-meaning landscapists of the day consider the ultimate demise and disposal of the forest giants that they rashly introduced? The miracle is that so many have survived for so long in situations that restrict a proper radial, balancing, buttressing spread of roots in

maturity.

A neighbour recently had her front garden dug up to see if adjacent mature plane tree roots were responsible for cracks around the bay window. Virtually no roots penetrated the garden, let alone the foundations.

In short, we have inherited top-heavy structures that will topple when forces are somewhat stronger than normal. Add to this the infirmities of age and cavities inflicted by generations of tree-pruners, traffic and kids, making vulnerability greater. It is worth noting that in our borough tree-pruning is years behind schedule because of financial 'cuts'. Such trees are more top-heavy than they need have been.

No doubt the Victorian and Edwardian tree planters meant well. Certainly they were not going to be around to see their saplings standing like colossi above the terraces. And to be fair, the suburban developments that spilled outward between the wars did not repeat the mistakes of the past, choosing the smaller, prettier, slower-growing species in the nurserymen's catalogues.

But none of this really excuses our city-fathers from the charge of being blind to the menace growing in front of the Town Hall, so to speak. "Cut 'em down, they're past their prime!", somebody should have said decades ago. But nobody did, because such an outrageous demand then or now would be tantamount to political suicide or being lynched at the offending spreading chestnut by scandalised natives.

However, some bold arboriculturist in the Bellamy mould should have raised his standard and proclaimed: "The next generation will not thank us for leaving our towns and cities full of aged trees, of which they will have to dispose. No! Let there be a rolling programme: a gradual replacement, one street this year, another the next and so on. Let the people be involved, children helping to raise the saplings, householders helping to plant and care during the early vulnerable years."

But what's this I see in my Town Hall fantasy? A figure is hurrying down the steps. It is the Treasurer. "Stop that idealistic fool," he cries, "doesn't he know the cost of taking down tall trees and disposing of the wood? Another penny on the rates – suicide!"

"We could call it the pole tax," whispers a nearby cynic.

John Turpin

A MUSICAL EVENING

To many people at the Society's meeting in November the standard of playing by pupils from Kingsdale School must have been a great surprise. School music has so advanced and developed in the last twenty years that a concert by a school well known for its music, such as Kingsdale, is bound for many reasons, not least for variety of skills and instruments displayed, to be interesting. It was a pity more local support was not forthcoming but members who attended, and a number of enthusiastic parents, provided an appreciative audience. From the dance

band to a recorder consort, a clarinet ensemble to a sung duet (in Latin), from an advanced flute solo to a guitar group item followed item; boys and girls clearly anxious both to play well and enjoy themselves gave their listeners much pleasure.

The Society was pleased to welcome Ms. Lesley Bulman, Head of Kingsdale, back to Camberwell and would like to thank Mrs. Mary Graham, Head of Music, and other music staff who helped to arrange the programme, also the large number of pupils who took part, for a very happy evening.

Mary Rose Seldon

CHRISTMAS PARTY

Once again members met for a pre-Christmas celebration and once again due to the generosity and hard work of the members who undertake the catering a light buffet turned into a substantial supper. We thank them and everybody else who contributed to the success of the evening.

The planned entertainment was unfortunately unable to take place but at the last minute we prevailed upon a guide dog and her owner to come along to talk about and demonstrate guide dog training. Jessie Thomson with Meole at her side gave a graphic account of the care given to the education of both dog and prospective owner, the ultimate dependence of each on the other and the independence the dog is able to give the owner. As a result of their visit, with some of the proceeds of the raffle and a collection taken during the evening, we were able to send a cheque for £100 to the Guide Dog for the Blind Association. This covers about one tenth of the cost of breeding and training one dog. We received an appreciative letter from headquarters. We were indebted to various people for raffle prizes, including members of the Executive Committee; Duraty Radio gave a small cassette player, Pesh the Florist a flower arrangement, Spaghetti Classics a voucher for a bottle of house wine, Williams the butcher a voucher for a joint, Bruce's Brewery an empty poly-pin to be exchanged at the Phoenix & Firkin for a full one.

NOT A MOMENT TO WASTE

London Waste Regulation Authority (LWRA) has asked the Society to publicise its ACTION LINE ... 01 928 9988.

In a letter the Waste Reduction Officer states that the cost of clearing up after lorry loads of construction muck have been illegally tipped on public open spaces, vacant sites, roadways and even people's gardens, is enormous, probably in excess of £3 million each year, mainly a cost to ratepayers. This telephone number 01 928 9988 is available 24 hours a day for you to help catch the dumpers: "phone us" they say "and we'll come down on them like a ton of bricks". The more details about the incident that you can pass on to the Authority the more it will help them to prosecute offenders.

SUBSCRIPTIONS

Subscriptions for 1988 are now due. Prompt payment to the Hon. Treasurer, Alan Riddle (113 Grove Lane SE5) is requested. Cheques should be made payable to The Camberwell Society. Family membership £4, individual member £3, senior citizen £1. You can pay your subscription by Banker's Standing Order. Telephone Alan at 733 3977 for a form.

SWIMMING

The Society is seeking a volunteer to attend the Society's swimming session at Mary Datchelor Baths from 7pm to 8pm each Monday evening and collect the money from those taking part. Please contact our Hon. Treasurer, Alan Riddle (tel: 733 3977), if you are willing to help.

Important Notice

Important notice to all persons swimming, attending or permitting children to swim at the Camberwell and the Mary Datchelor Baths at times when they are available to The Camberwell Society.

The Camberwell Society, their officers, members and agents, accept no liability for any injury to person or loss of or damage to property occurring at the Baths or in connection with swimming there whether due to their negligence or otherwise. So far as the Society are concerned, those swimming or attending there do so at their own risk and those permitting children to swim there should make their own arrangements for the children's safety.

MARCH OPEN MEETING

THURSDAY, 17th MARCH, at 8.15pm
in United Reformed Church Hall
Grove Lane / Love Walk, SE5
Coffee at 8 o'clock

The CHAIRMAN of the TRADESCANT TRUST

ROSEMARY NICHOLSON

will describe the work of the Trust
and the establishment of

The Museum of Garden History
and

The Tradescant Garden
St. Mary-at-Lambeth

The two John Tradescants, father and son, among their other activities, were widely travelled 17th Century gardeners who returned from Europe and America with many flowers, shrubs and trees which we take for granted today. The Trust, set up in 1977, reflects their adventurous spirit in its on-going programme of work.

APRIL OPEN MEETING

an illustrated talk

THE HISTORY OF STAINED GLASS

Two local artists working in glass

ANNA SKLOVSKY and LOUISE SEVERYN KOSINSKI

will link the history of their craft to the revival and growing importance of the use of stained glass in modern architecture. Their talk will be illustrated by slides of stained glass in France, U.S. and Spain, and by examples of their own work.

THURSDAY, 21st APRIL, 8.15 pm

United Reformed Church Hall
Grove Lane / Love Walk, SE5

Coffee at 8 pm

LETTER TO THE EDITOR

Sir,

The high spot of the Camberwell Society calendar is the Christmas Party.

The word party suggests fun and laughter, two qualities that were altogether lacking at this year's meeting. This year we paid more than ever for our fun, and received less than ever.

For my part the Christmas Party has always been a time of recruitment and pride. Following this year's debacle we will be fortunate to maintain our present membership.

A talk on guide dogs and their marvellous work may be just the thing for a normal meeting, but is hardly appropriate for the Christmas Party.

Bring back the Camberwell Quiz. Young and old alike participated and enjoyed having their local knowledge tested, while those that did not wish to take part could chat on one side. We all used to stay until the end of the party, were sorry to leave, and looked forward to the next year.

Did you enjoy this year's party? I did'nt.

Jo Neild

Perhaps this letter to the Editor will encourage someone to research, photograph, compose and present another Camberwell Quiz or similar entertainment. Such projects are time consuming, but for an observant photographer with leisure, enjoyable. Offers of help for entertainment, running and organisation of parties and meetings are always welcomed warmly.

Members are generous and King's Scanner and Famine Relief come to mind as other causes which have been supported at the Christmas Party. The Guide Dog Association is very appreciative of our interest this year.

THE CAMBERWELL SOCIETY

President:	Jim Tanner, 107 Camberwell Grove, SE5 8JH	703 8624
Chairman:	Islay Charman, 26 Grove Lane, SE5 8ST	703 4427
Vice-Chairman:	Conrad Dehn, 38 Camberwell Grove, SE5 8RE	701 4758
Hon. Secretary:	Iris Oldridge, 49 Allendale Close, SE5 8SG	703 0414
Hon. Treasurer:	Alan Riddle, 113 Grove Lane, SE5 8BG	733 3977
Asst. Secretary:	Kate Crawley, 6A Flodden Road, SE5 9LH	733 8194



NEWSLETTER No: 79

April 1988

ANNUAL GENERAL MEETING – Thursday, 19th May, 1988

The Annual General Meeting of the Camberwell Society will be held at eight o'clock on the 19th May at the United Reformed Church, Love Walk, SE5.

A G E N D A

1. Apologies for absence.
2. Previous minutes and matters arising.
3. Annual Report of the Executive Committee for the year 1987–88.
4. Treasurer's Report.
5. Election of Officers and Committee.

All the Officers of the Society and members of the Executive Committee retire annually in accordance with the constitution of the Society and are eligible for re-election. Nominations are required for the Officers and Committee. Any paid-up member may, together with a seconder, make nominations. These must be in writing and may be made at the meeting, but preferably should be delivered to the Hon. Secretary, 49 Allendale Close, SE5, before this date.

6. Any other business.

IRIS OLDRIDGE
Hon. Secretary

GUEST SPEAKER AT THE A.G.M.

It is customary for the members only Annual General Meeting to be followed by an open meeting which anyone may attend. This year our guest speaker will be

Anna Whyatt
Chief Executive and Town Clerk to the London Borough of Southwark

We hope many members and friends will come to hear Ms Whyatt speak.

ANNUAL REPORT 1987-1988

In July 1970 the Camberwell Society published its first Newsletter 'as a means of keeping its members informed'. The area of interest of the Society was defined as 'on the south Champion Hill, Cut Throat Alley and the branch railway; on the east Talfourd Road, Southampton Way and Wells Way; on the north Albany Road; on the west Camberwell Road, Denmark Hill and Champion Hill. Where matters

outside this area affect it they will of course be considered.' The objects of the Society were to stimulate public interest, promote high standards of planning and architecture, to preserve, protect and improve the environment. These statements are unchanged.

In Newsletter No.3, December 1970, we read 'Camberwell Green is on the junction of two major

traffic routes and presents one of the most difficult traffic problems in the whole of Southwark. IT IS ALSO A TRADITIONAL VILLAGE CENTRE.'

These observations also remain true.

The Newsletter in 1970 was a single sheet. Newsletter No.9 in 1972 contained the first printed report *A report of two years work*. Since then a report has appeared every year.

Newsletter No.13 in June 1973 was a six-page Annual Report covering the activities of the year and among other matters defining Society policy on mews development and considering at length conversion and sub-division of larger houses. The Executive Committee has had occasion to discuss both of these in the last year.

Through the years we have fought innumerable battles, all reported in Newsletters. Over the years the Newsletter has got larger, sometimes to sixteen pages. This is not due to the Editor and contributors losing the art of precis but to fuller reporting and an increasing number of topics. It also means that, unless the Annual Report is to repeat former reports, a detailed analysis is no longer necessary. The current year has been fully reported in Newsletters 76, 77 and 78 and therefore this report will be by way of comment.

As usual members' meetings have reflected public concern on local issues or have presented more relaxing topics:

October	Rail prospects in inner South London
November	A concert by pupils at Kingsdale School
December	Christmas Party
January	Camberwell traffic – the wider aspect
February	Camberwell Health Authority looks ahead – Kings 2000
March	The Tradescant Trust
April	The history of stained glass
May	AGM where the guest speaker will be Ms Anna Whyatt

It is perhaps surprising or just a reflection on modern life that the recreational meetings are less well attended.

The last Annual Report was published just before Environment Week, an occasion when the Civic Trust exhorts amenity societies to increase residents' awareness of their environment. The purpose of the exhibition arranged by the Society in Butterfly Walk and also shown at the AGM 1987 was to emphasise to members and Camberwell residents matters of concern and matters of interest. It was an opportunity for the Society to be out in the market place. By answering the questionnaire residents could make their opinions known. Planning, traffic, transport, paving stones, litter and many other topics were raised. There was strong support for a bus/rail interlink station on the site of the Walworth Bus Garage – a matter the Society has been pressing ever since the garage was closed.

A major concern this year has been the effect of traffic changes on the environment. Public consultation and a public inquiry preceded the final implementation of the new road scheme at the Green. Perhaps if members had shown more support for the Committee in its submissions to the Public Inquiry the outcome might have been different. Now we are faced with a

situation in which through traffic still dominates the shopping area, shopkeepers work under great difficulties, and despite some improvement in crossing facilities at the main junction, pedestrians have been given no priority and rat-running has increased in some areas creating dangerous and intolerable conditions in surrounding roads.

The Executive Committee has met regularly throughout the year, sub-committees as necessary. Members have spent many hours at meetings discussing policy and strategy. Officers have dealt with correspondence and other documentation, have had meetings and consultation with Council representatives and other organisations. Telephone calls on any and every topic abound. Newsletters, once written, edited, proof read and pasted up, still have to be folded when they come from the printers, taken to deliverers who then tramp round putting them in letterboxes. Many people give much time and energy to the Society and our thanks are due to them all.

Islay Charman
Chairman

KING'S FOR THE YEAR 2000

Plans for a major expansion programme at King's College Hospital which will virtually double the present site, extending it to Coldharbour Lane, were presented at a well attended members' meeting on 18th February by Sir Frank Mills, Chairman of the Camberwell Health Authority. Sir Frank was supported in the presentation by John Collinson, District General Manager; Jim Hammer, Chairman of Planning; and Peter Stone of Llewelyn-Davies Weeks, the planning and architectural consultants.

Opening the presentation Sir Frank thanked Society members for coming along to listen, stressing that King's is a part of the local community and that the Health Authority is anxious to give the community the opportunity to learn about and comment on the proposals. He tabled the discussion document '*King's for the year 2000: a strategy for health*'. The proposals in this document, said Sir Frank, are a vision for the future.

John Collinson outlined a number of factors which have influenced their thinking and helped set the scene. The original buildings at Dulwich Hospital are over 100 years old while those at King's are just under 100 years. Both require a substantial investment to put them into a sound state of repair and make them fully adequate for modern hospital use. Much of the land to the north of Bessemer Road is now in the ownership of the Hospital and provides the opportunity for a 'green field' site development. A range of new consultant appointments has recently been made, around 175 to the medical and dental staff. As a result of a large number of retirements in the last two years the average consultant today is younger. There is also an increasing proportion of younger general practitioners working in the district. These younger professionals are taking a keen interest in what will happen to King's

and to health care in Camberwell in the next 30 years.

In determining what course of action it should pursue the Health Authority has identified the following objectives and criteria:

- (i) To maintain the current level of acute hospital services provision adjusted for demographic change and medical advances.
- (ii) To achieve levels of service provision, as agreed with the Regional Health Authority for the multi-district and multi-regional specialities.
- (iii) To meet the shortfalls in service provision for the priority care groups (i.e. mental health services, services for people with learning difficulties, services for the elderly).
- (iv) To develop a closer and more effective working relationship between the primary and secondary health care services.
- (v) To enhance the quality of service provision by ensuring that the care provided is appropriate to the health and related social, cultural and environmental needs presented by patients.
- (vi) To provide a pleasant physical environment which facilitates the provision of high quality patient care. This environment should meet DHSS recommendations on access design, fire prevention, health and safety and security. It should encompass all areas, used by patients, visitors and staff.
- (vii) To maximise the effectiveness and efficiency of all the resources used to provide and support patient care, including personnel, equipment, transport and building and engineering services.
- (viii) To ensure that any development of the hospital buildings should cause minimal disruption to services during its implementation.
- (ix) To ensure that the chosen solution is successfully implemented by the year 2000 and preferably well within the next decade.
- (x) To achieve the above objectives within the revenue and capital finance allocated to the Authority, supplemented by such capital resources as can be raised by voluntary means.

The Options

With these objectives in mind the following options for the development of the hospital estate were formulated:

- Option 1 To implement the existing plans to update present accommodation and provide new facilities at both the Dulwich Hospital and the King's College Hospital sites.
- Option 2 To implement the existing plans to upgrade present accommodation and provide new facilities at the King's College Hospital site and build a brand new hospital on the Dulwich Hospital North Wing site, allowing the South Wing site to be sold.
- Option 3 To bring together all hospital services on the King's College Hospital (Denmark Hill) site, thus allowing both wings of Dulwich Hospital to be sold.
- Option 4 To do the minimum work necessary to bring all present buildings and associated engineering services and plant up to a tolerable condition, i.e. all the fabric is sound, operationally safe and exhibits only

minor deterioration which can be corrected by routine maintenance. A similar programme would be required for the engineering services, which are considered to have a remaining life of 20 years at maximum.

- Option 5 To provide new hospital facilities at St. Giles' Hospital with a view to transferring services from existing sites to enable the rationalisation of the Health Authority's Estate.
- Option 6. To centralise all hospital services on the Dulwich site allowing King's College Hospital to be sold.

Options 5 and 6 were rejected early on as being less attractive and practicable than the others. After further assessment it was concluded that option 4 would not in fact achieve any of the Health Authority's objectives. Options 1, 2 and 3 were then evaluated in detail to determine their predicted revenue and capital costs and their net present value after discounting associated revenue and capital flows over a 60-year period. In addition the following non-financial considerations were identified and each option measured against them:

- the quality of the finished product in terms of the facilities it will provide and its accessibility;
- the ease with which staff could be recruited and retained and the site managed;
- the ease of implementing the proposed development.

A study of estimated revenue costs showed that option 1 would not result in any additional savings, option 2 would be likely to yield an additional £864,000 of revenue savings over option 1, and option 3 would be likely to yield an additional £2,397,000 of revenue savings over option 1.

Capital costs were estimated by the consultant quantity surveyors at £55,245,000 for option 1, £78,282,000 for option 2 and £73,513,000 for option 3.

Each of the options involves different revenue and capital costs which occur at different times. The calculation of the *net present value* is a way of making a comparison. This involves discounting the revenue and capital costs incurred over a sixty-year period and adding them together to identify the relative cost of each option and thereby determine which is the cheapest. The calculations resulted in the following figures:

Option	1 £000s	2 £000s	3 £000s
Net present value	46,354	51,350	31,016
Equivalent annual cost	2,480	2,955	1,661

From this it will be seen that option 2 has the highest net present value and equivalent annual cost, as well as having the highest gross capital cost.

Option 3 has a higher gross capital cost than option 1 but when revenue and capital cash flows are discounted the higher capital investment is justified by the financial efficiency which can be achieved in revenue terms.

The discussion document claims that it is this financial efficiency which will provide the capacity to fund developments in the community while sustaining

hospital services. Without this revenue gain, it is argued, community developments are put at risk while at the same time service cuts would be needed to meet cash limits.

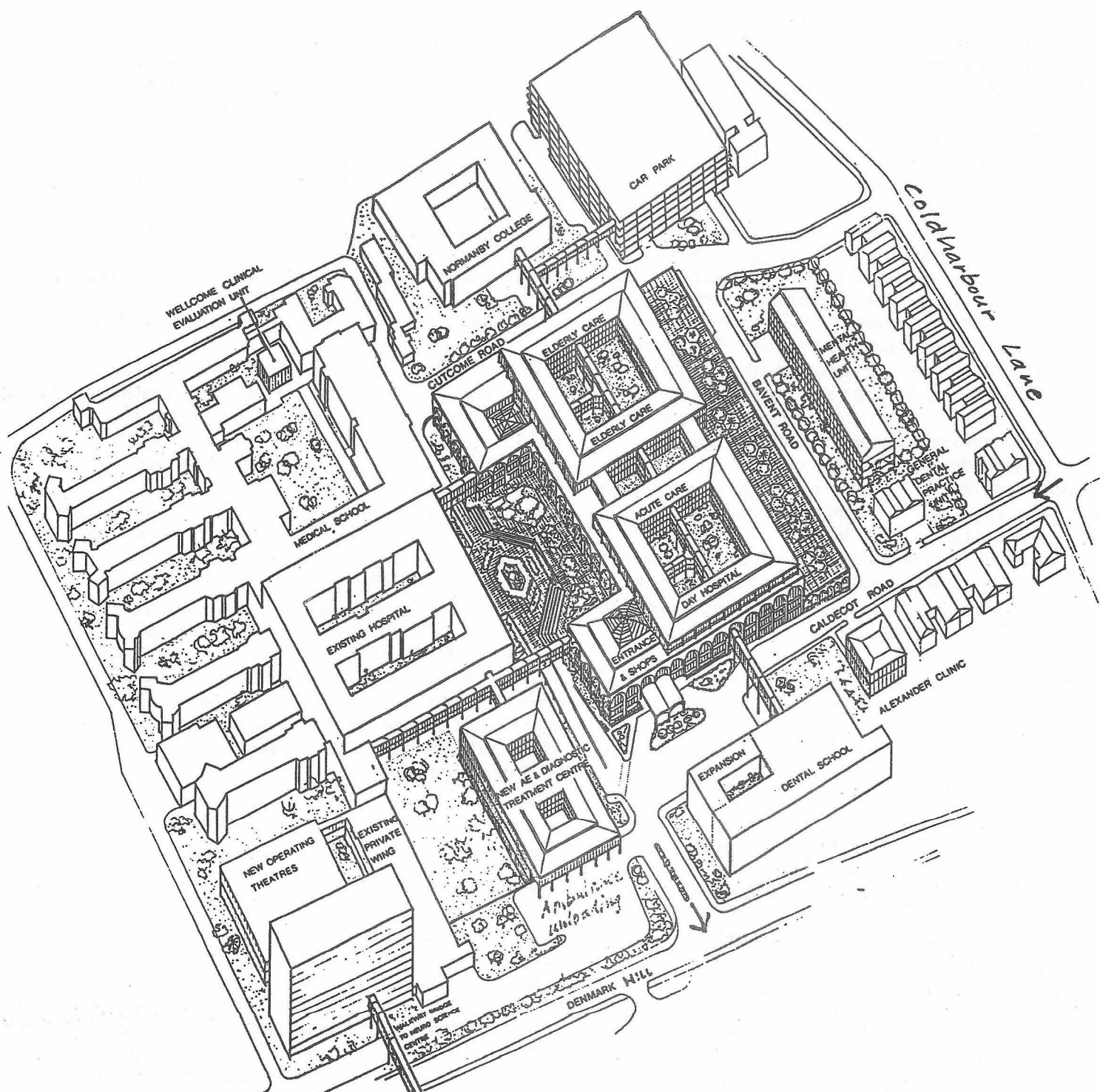
The Preferred Option

Accordingly option 3, involving the expansion of the King's College site and the eventual closing down of Dulwich Hospital is advanced as the preferred option.

The proposals for the King's College site are shown below.

Jim Hammer stressed that the proposals are concerned with improving the service to the community. They are not just about buildings but represent a practical concept for the future. As such they are being talked about with considerable enthusiasm. He said that the Camberwell Society is the first public body to see the discussion document. He emphasised the non-financial benefits of the proposals (i.e. option 3). These include:

- a new Accident and Emergency department, of modern design and extended for the 80,000 people who use it annually;



A birdseye view of the site of King's College Hospital showing its proposed extension from Bessemer Road to Coldharbour Lane.

- a new Outpatient's department, of modern design meeting the needs of 300,000 patients a year and providing a transformed environment and quality of service;
- an expanded Diagnostic Imaging department: the core of the new King's, reflecting the fact that technological development and clinical usage of this equipment will increase significantly and rapidly over the coming decades;
- new inpatient wards and day hospital facilities for the elderly to be built on the new site with a modern development for the inpatient element of mental health services;
- a comprehensive communications system linking the new hospital, health centres, clinics and general practitioners, and the further developments in the community services that are proposed;
- twelve new operating theatres and associated intensive care beds, replacing the inadequate and outdated facilities currently available;
- close links between King's, and the new Regional Neurosciences Centre which is to be developed on the new Maudsley Hospital site;
- a complete renovation of the existing King's College Hospital.

Peter Stone, who has been associated with King's for 26 years, said that the time is now ripe to get the development moving. He went on to describe the building proposals. The existing central building will be retained and renovated. There will be a multi-storey car park built on the north west corner of the site. The main new buildings will comprise essentially two blocks linked together and forming with the old King's building an attractive piazza. These new buildings, he said are conceived as 'Palladian Villas' not more than three storeys above normal ground level with pitched tiled roofs and central courtyards with the emphasis on light and air. Together with the old King's building they will occupy the central area of the expanded site. This centre will be quiet with vehicular traffic excluded. Vehicles will enter the site along Caldecot Road off Coldharbour Lane and will leave via Denmark Hill.

Some Questions

At the end of the presentation Sir Frank's team fielded questions from the audience. Conrad Dehn asked about neurosciences. These it seems will remain on the Maudsley site. The bridge across Denmark Hill is vital. Jim Tanner asked about time-scale. The discussion document states that the new King's could be ready by the mid 1990's but Peter Stone's answer implied that full development would not be completed until well beyond the year 2000. Jeremy Bennett queried how well the parking requirements had been researched. Notwithstanding the proposed multi-storey car park building he suggested that a survey be carried out amongst the Hospital's staff to establish the likely impact on traffic and parking. But perhaps the most searching question of all came from Marilyn Dehn who asked how we can be assured of better and increased provision for community services. Sir Frank's answer that the £2,397,000 anticipated saving in revenue

costs will go towards this did not seem to leave her or other members of the audience entirely convinced.

In thanking the speakers, Chairman Islay Charman said that the Society appreciated being consulted in this way. She felt sure that its members fully supported King's in its aim of improving health care facilities for the community and would take a keen interest in developments.

The Next Move

As stated in the discussion document the Camberwell Health Authority has now requested the South East Thames Regional Health Authority to give permission for the setting up of a project team to prepare a submission for approval in principle for the gathering together of hospital services on the present King's site. This submission will detail the proposals for the development of hospital and community health services to be provided in the Camberwell Health District. It will be the basis for wide consultation before a final decision is taken to proceed.

Jim Tanner

TRAFFIC REGULATION IN CAMBERWELL GROVE, GROVE LANE AND DANEVILLE ROAD

What effect an unexpected decision by Southwark's Public Services Committee, reported below, will have may become clearer after a meeting of the Council's Transportation Sub-Committee which is expected, as we go to press, to be held on 12th April. Look for a "stop press" at the end of this Newsletter. As reported in Newsletter No.78 a considerable number of Camberwell Grove residents asked for temporary closure of the Grove at a point south of its junction with Grove Park, and were supported in this by the Executive Committee of the Society.

Dissatisfied with lack of response to this request, they sent a deputation to the Town Hall for the Transportation Sub-Committee on 3rd March. The decision then was that the immediate action to be taken should, as recommended by the engineers, be the installation of experimental traffic throttles in the Grove. If these were found unsuccessful there should be a report back to the Sub-Committee with measures for the temporary closure of Camberwell Grove. Other decisions underlined the need to encourage use of the Medlar Street route and to relocate the bus stop outside McDonald's — matters on which the Society has been pressing continuously since last October — and asked officers to look again at the encouragement to use Camberwell Grove which is given by the Dog Kennel Hill lights — on which we had failed to move this Sub-Committee in 1986. The much-delayed island at the Church Street end of the Grove was also endorsed, and it was constructed shortly after.

The decision to try throttles first and go for closure only if they did not work proved unacceptable to Dr Hugh-Jones and his fellow residents, and they got

the Council's Public Services Committee to agree to receive a further deputation on the 29th March, when a petition by 400 Camberwell Grove residents in favour of closure was presented by Clr. Andy Troke (Lyndhurst Ward). The deputation made a strong case for closure — at a point south of the junction with Grove Park. They claimed residents in streets to the east of the Grove would also benefit from the resulting forcing of traffic back on to main roads. Neither Camberwell Grove nor Grove Lane should be carrying through traffic, but they suggested Daneville Road should be reopened to take Brixton-bound traffic and that it should be possible, if Denmark Hill were cleared of obstruction, to allow a right turn into it from Camberwell New Road. The engineering advice still strongly favoured throttles, but now limited to two, both in the northern section of the Grove, below McNeil Road, and at McNeil Road itself a kerb realignment rather than the throttle which it had been found impossible to engineer safely on the actual junction. The Committee were told it should be possible to have the timber baulks for temporary throttles in position, painted and lit, as soon as mid-April. Nothing was proposed for the southern stretch of the Grove. So far as throttles there were concerned it was not brought out whether the problem was one of engineering or of cost. Discussion turned rather on what the officers saw as the difficulties of closing off this southern stretch and so displacing flows of over 1000 vehicles an hour at peak times, with unpredictable consequences both for other residential roads and for main roads (the latter would give the Department of Transport a locus to object). There is a Council power to make a *temporary traffic regulation order* taking immediate effect and lasting for up to 3 months — extension would need Department of Transport approval — but only in conditions which the officers thought would not be complied with in this case. Otherwise a Council has to follow the normal procedure for either an experimental or permanent order.

During an adjournment of the Committee this situation was considered by members of the majority Party without the presence of officers, or of members of the public not Party members. When the Committee reconvened it agreed without further discussion to decisions to the following effect.

- (a) The instruction to officers to expedite the installation of throttles has been cancelled.
- (b) Approval has been given to the temporary closure of Camberwell Grove at its junction with Grove Hill Road and to the temporary reopening of Daneville Road and Grove Lane.
- (c) A report on giving effect to these decisions is to go to the next meeting of the Council's Transportation Sub-Committee.

What will now happen, and how soon, is difficult to forecast. I think the Council will find that giving effect to the decision on Camberwell Grove — in other words making the actual closing order — will not be possible until the views of the emergency services have been obtained and considered. The Department of Transport will also have to be put in the picture and their reaction could be another factor in the situation.

Although the necessary consultation letters were, I am assured, dispatched immediately, the timetable tends to run into months, even for an experimental order. As for Daneville Road and Grove Lane, "reopening" by revoking existing traffic orders might (I have not had time to confirm this) restore the pre-1966 position when both roads carried two-way traffic. Making a new experimental order imposing a traffic flow differing from that now in force would be subject to the procedure just mentioned. A more immediate question, quite apart from the merits of the case, may be the cost of works involved, if they call for capital not provided for in this year's budget. My guess is that there would be such a call because traffic lights, signs, etc., would need to be dealt with as well as the more obvious "works".

These decisions posed a number of important questions which the Easter holiday gave very limited time to consider, especially if they were going to be taken further by the Council at the next scheduled meeting of the Transportation Sub-Committee on the 12th April. The Society's position therefore had to be quickly and clearly restated, and on the 5th April our Chairman sent the following letter to the Sub-Committee Chair (Clr. Piers Corbyn) with copies to other members and to the officers concerned: "We understand your Transportation Sub-Committee is to receive a report on giving effect to the decisions taken by Public Services Committee after receiving the deputation and petition asking for closure of Camberwell Grove.

Council officers are already aware of the position of the Camberwell Society but I should like to ensure that you and your fellow members know our views. First, we endorsed the proposal by Dr Hugh-Jones and other Camberwell Grove residents that the Grove should be temporarily closed at a point south of its junction with Grove Park. We did however add, in so informing Dr Hugh-Jones, that we expected Council procedures to provide residents in other potentially affected streets with a chance to comment, and that the Society had not itself initiated such wider consultation.

Secondly, this endorsement was not accompanied by withdrawal of our previously expressed support for experimental throttles, since we were — and are — concerned to see the quickest possible improvement in safety. The decision of Public Services Committee has, we understand, halted the installation of throttles on the limited basis that was described to them, but, if the proposal is for any reason revived, we want it on record that we consider traffic restraining measures at least as important in the upper as in the lower part of Camberwell Grove. As for the lower part we share the concern that there should be the most effective practicable restraint at the "lollipop" crossing.

Thirdly, there are misconceptions in the Public Services Committee decision about Daneville Road (whose present status is that it has been closed on an experimental basis) and Grove Lane (which is not "closed" except to vehicles entering from the north). As was expressly acknowledged by the Camberwell Grove deputation, Grove Lane (north of Champion Park) is no more suited to carry a high volume of through traffic than is Camberwell Grove. There

may be a tendency to think only in terms of the short stretch of Grove Lane between Church Street and the east end of Daneville Road, but there has been no consideration of ways of allowing through traffic on that stretch and excluding it from the stretch south of Daneville Road, which contains a school and is the access for elderly and disabled users of facilities in Love Walk. As for local traffic, the Daneville Road experiment has not operated as intended due to the failure to construct a second eastern entrance to the shoppers' car park.

To sum up, what is urgent and practicable should be done quickly in Camberwell Grove, where the problem is a long-standing one made much worse by the Council's failure to provide for the consequential of the Camberwell Green Improvement Scheme, despite the representations to this effect made by the Society in 1984/85. But as regards any of the roads directly covered by the Camberwell Green Improvement Scheme it would be premature to take any piecemeal decision until proper data and studies had become available and had been the subject of full consultation."

Norman Hutchison

(Convenor, Traffic and Transport Sub-Committee)

A MUSEUM OF GARDEN HISTORY

St. Mary at Lambeth, alongside Lambeth Palace, received a new lease of life ten years ago when it became the Museum of Garden History. Its story was told by Rosemary Nicholson at the Society's members' meeting last month. Jim Tanner reports:

In her book *The John Tradescants : Gardeners to the Rose and Lily Queen*, Prudence Leith-Ross describes the elder John (c.1570–1638) and his son John (1608–1662) as gardeners, collectors of curiosities and importers of exotic plants. John the elder was gardener to Robert Cecil, first Earl of Salisbury at Hatfield House in Hertfordshire and subsequently worked for Lord Wotton in the old monastery garden of St. Augustine's near the precincts of Canterbury Cathedral, and for George Villiers, Duke of Buckingham. He was a man of adventurous spirit and took part in a number of expeditions abroad when he used the opportunity to collect and bring back to England a great variety of exotic plants. He accompanied Buckingham when he went to Paris in 1625 to bring back the French princess, Henrietta Maria, as the bride of Charles I. He also served under Buckingham on the Duke's ill-fated expedition to relieve the Huguenot stronghold of La Rochelle. In 1626 Tradescant, who by now was evidently financially independent, took a lease on a fine house and garden in the South Lambeth Road which belonged to Sir Noel Caron, the Dutch Ambassador. Lambeth was largely rural at the time and life centred round the church of St. Mary about a mile away.

Son John was also a gardener and traveller, making visits to Virginia whence he brought back many plants. He was a friend of Elias Ashmole, an ambitious lawyer who persuaded Tradescant to make over his collection of rare plants to him on his death. Ashmole



St. Mary at Lambeth (right) with the neighbouring Lambeth Palace.

subsequently donated the collection to Oxford University where the Ashmolean Museum was founded.

The Tradescants' association with St. Mary at Lambeth where father, son and grandson were buried, has provided the inspiration for a unique project – the establishment at the church and in its churchyard of a Museum of Garden History. The fascinating story of how this was achieved was told to members at our meeting on 17th March by Rosemary Nicholson, without whose dedication and persistence, and the assistance and support of her husband, the museum would never have come into being.

St. Mary's ceased to be a place of worship in 1972 when it was closed. By 1976 it had fallen into a sad state of disrepair and demolition was threatened. At the time Rosemary Nicholson was chairman of an organisation which was founded in Lambeth Palace in 1916. She arranged for the jubilee celebration of the organisation to take place there in 1976 which, as it turned out, gave her access to the then Archbishop of Canterbury, Dr. Coggan. The Nicholsons were concerned about the state of St. Mary's and its impending doom. Under gentle pressure Dr. Coggan referred them to the Church Commissioners who were responsible for the building. The Nicholsons' reception by the Church Commissioners was, it seems, discouraging. Before any plans could be considered for saving the church a Board of Trustees would have to be set up, a full architectural survey of the fabric of the building carried out and a feasibility study prepared. A renaissance for St. Mary's began to emerge at this

time with the idea of a museum of garden history based on the association with the Tradescants. There was much lobbying of influential people with a discouraging response. The corner seems to have been turned when David Piper, then curator of the Ashmolean Museum in Oxford, agreed to become a trustee of the Tradescant Trust. As a first move towards saving St. Mary's application was made for it to be listed (Grade II*). Volunteers cleared the rubbish-filled overgrown churchyard and a token garden was planted in time for the Queen's Jubilee Walk in 1977.

A condition of the Trust being allowed to lease the church from the Church Commissioners was that it should be fully repaired and restored to order. This was estimated to cost £¼m. In February 1978 a public appeal was launched. The daunting task of raising money was now under way. By the beginning of 1979 donations from business firms and the public amounted to £79,000 and it was felt that the first phase of restoration – repairs to the roof which were estimated to cost £100,000 – could begin. A grant of £41,688 towards the cost of these repairs was received from the Department of the Environment. In 1980 a generous gift from an anonymous donor enabled the interior stonework of the building to be cleaned.

Other gifts enabled the Trust to embark upon the laying out of a garden in the churchyard. This was designed by Lady Salisbury. All the plants which stock the garden are known to have been grown



A view of the garden in the former churchyard of St. Mary at Lambeth.

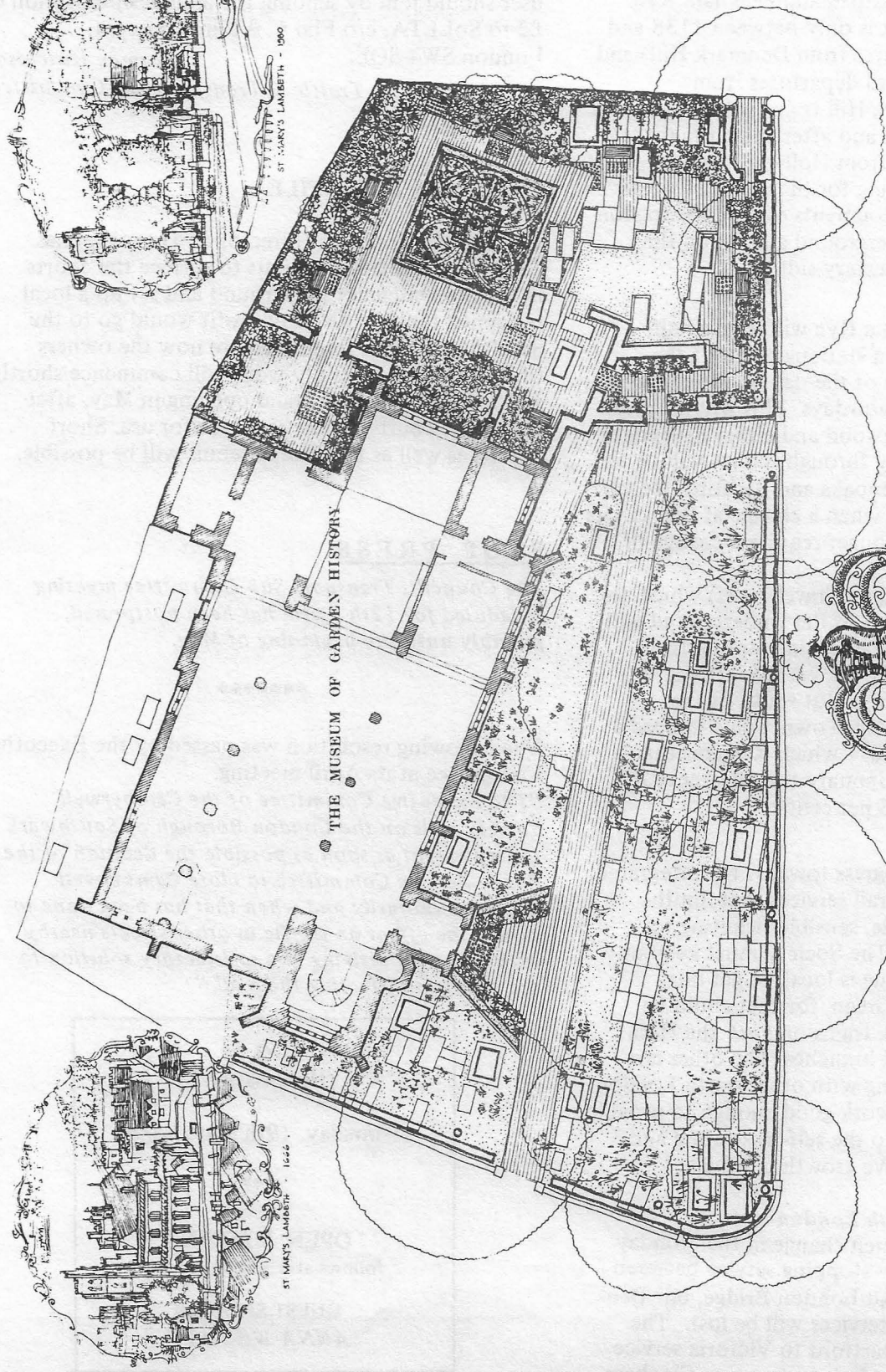
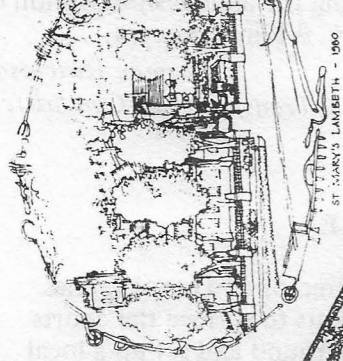
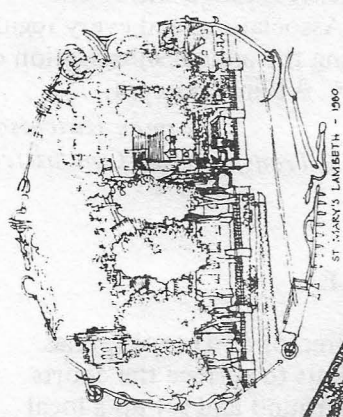


A view looking towards the church with, in the foreground, the tomb of Captain William Bligh (right) and the tomb of the Tradescants (left).

by the Tradescants or are plants of that period. The garden was formally opened on 26th May 1983 by Her Majesty Queen Elizabeth the Queen Mother. In the autumn of 1981 work was begun on the repair of the fourteenth-century tower at a cost of £89,000. It is now completed and the building restored to its full glory as a landmark on the Thames for some 600 years.

The Museum is developed so that the central space is left clear for concerts, lectures and travelling exhibitions. Galleries in the aisles and over the Pelham Chapel are used for the display of scale models, photographs, paintings, plans and estate maps, pictures and biographies of gardening personalities, historic surveying and gardening tools and so on. The project, including the maintenance of the garden, is run entirely by voluntary helpers. The museum and garden are open from 11am to 3pm Monday to Friday inclusive and 10.30am to 5pm on Sunday. They are closed on Saturday. Admission is free. But if you want to join the 2500 Friends of the Tradescant Trust and make your contribution to this worthy cause contact the Membership Secretary, Miss Doreen Kemp, 19 Tarrington Road, Streatham, SW16 1LS (telephone 01-769 7082).

Jim Tanner



The layout
of the museum
and garden at
St. Mary at Lambeth.

GARDEN FOR THE TRADESCANT TRUST AT ST MARY'S, LAMBETH

PLANTS FOR GROWING IN THE CHURCHYARD GARDEN AT ST MARY THE VIRGIN LAMBETH IN MEMORY OF JOHN TRADESCANT & HIS SON JOHN

ACANTHUS	ARCTUS	BUXUS	COSTMARY	FRITILLARIA	IRIS	LOXICERA	NARCISSUS	ROSA	TAXUS
ACONITUM	ARGEMONE	CALEXIDULA	CROCTUS	GERANITUM	JASMINUM	MAJORAM	ONITHOGALUM	ROSMARINUS	TEUCRIUM
ALLIUM	ARMERIA	CARDAMINE	CYCLAMEN	HELDERA	LATHYRUS	MELISSA	PHILLYREA	RUTA	TILLA
AMELANCHIER	ARTEMISIA	CARPINUS	DAPHNE	HELLEBORUS	LAURUS	MENTHA	PLATANUS	SALVIA	TRADESCANTIA
ANAGALLIS	ASPICULA	CHERANTHUS	DIANTHUS	HEPATICA	LAURUS	MIRABILIS	POLYGRONATUM	SANTOLINA	TULIPA
ANEMONE	AURICULA	CISTUS	DIGITALIS	HESPERIS	LAVENDULA	MORIS	PRIMULA	SATTUREA	VINCA
ANTHRIRINUM	BELLIS	CLEMATIS	DORONICUM	HORMINUM	LILAC	MUSCARI	SEDUM	VIOLA	VITUS
AQUILEGIA	BETULA	COLCHICUM	FICUS	HYSSOP	LILLIUM	MYRTUS	PULSATILLA	SORBUS	

DESIGNED BY
LADY SALISBURY
MARY SEARLS
JOHN DRAKE
1980

BRITISH RAIL – A DISAPPOINTMENT

The new ThamesLink trains will, we are assured, start running through the Snow Hill Tunnel (beneath Smithfield) on the 15th May, overcoming the problem created by third rail electrification south and overhead electrification north of the River. But on Mondays to Fridays, except during the middle of the day, the through trains via the Elephant, running on from Blackfriars to Farringdon, King's Cross, Kentish Town, West Hampstead and beyond, will all be on the Loughborough Junction/Herne Hill line, not that through Denmark Hill and Peckham Rye. On Mondays to Fridays it is only between 1138 and 1636 (northward departures from Denmark Hill) and 0929 and 1455 (southward departures from Farringdon) that Denmark Hill trains will use the re-opened Tunnel. Before and after these times they will terminate at or start from Holborn Viaduct, which BR envisage retaining for the next few years until planned major developments east of Farringdon Street provide a new underground station on the through line with the necessary sidings.

Some positive points

Denmark Hill and Peckham Rye will have a half-hourly service to and from stations north of the Tunnel during the middle of the day on Mondays to Fridays, and all day on Saturdays. This will be given by trains between Cricklewood and either Sevenoaks or Orpington. The Sunday through service will be an hourly one, between Sevenoaks and Bedford. We are also assured that at times when a change at Blackfriars will be needed it will no longer require a change of platform.

Tickets and passes (including Travel cards) which are valid for the relevant Zones of the Underground will also be valid on the BR ThamesLink stretch from the Elephant to Kentish Town, via Blackfriars, Farringdon and King's Cross. But south of the Elephant, or beyond Kentish Town, one will need a BR ticket, or a Capitalcard – which is dearer than a Travelcard, though since January the difference has been narrowed to about 5 per cent.

Comment

All this is but limping progress towards the integrated, frequent, regular-interval rail services that South London needs, with simple, sensible ticketing to attract all kinds of users. The Society must keep up pressure on two fronts. One is local, to get our station near Camberwell Green, for that could be served by the ThamesLink trains on *both* the Herne Hill and the Denmark Hill branches. The other is a concern we are now sharing with other south London societies, to get a rail network good enough to provide the only sensible answer to the self-frustrating and environmentally destructive growth in private transport.

And don't forget the South London line!

There is unlikely to be much change in the Monday to Friday peak hours only stopping service between Victoria, Denmark Hill and London Bridge, but Denmark Hill–Victoria only services will be lost. The possibility of an all-day Dartford to Victoria service (or maybe with the orbital link going on to Clapham Junction) is still being talked about. The Boroughs of

Lambeth, Southwark, Lewisham and Greenwich are unwilling to underwrite a hypothetical loss, but the Department of Transport consultants for the South Circular Assessment Study (Travers Morgan Partners) have now shown interest in what an orbital rail service could provide. They had previously seemed to regard the South London Line as too far from their “corridor” of study, or perhaps felt precluded from seeking “solutions” in other than road terms. A user group has been specially formed to press for improvements on this line. It is called the South London Line Travellers' Association, and every regular user should join by sending the annual subscription of £2 to SoLLTA, c/o Flat 6, 9 Elms Crescent, London SW4 8QE.

Norman Hutchison
(Convenor, Traffic & Transport Sub-Committee)

TENNIS ON TECNOTILE

Tielman Nicolopoulos (director of Tecnotile) has for a long time been anxious to surface the courts in the old Datchelor playground and set up a local residents' tennis club. Any profit would go to the Save the Children Fund who are now the owners of the courts. Hopefully work will commence shortly and there should be a grand opening in May, after which the courts will be available for use. Short Tennis as well as traditional tennis will be possible.

STOP PRESS

The Council's Transport Sub-Committee meeting scheduled for 12th April, has been postponed, possibly until the beginning of May.

The following resolution was passed by the Executive Committee at its April meeting.

“The Executive Committee of the Camberwell Society calls on the London Borough of Southwark to implement as soon as possible the decision of the Public Service Committee to close Camberwell Grove temporarily and when that has been done to survey the effect on traffic in other streets nearby with a view to arriving at a satisfactory solution to the problems affecting them all.”

A. G. M.
(Members only)

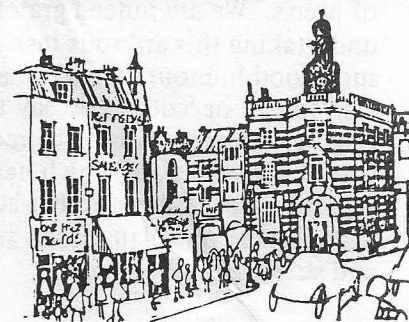
Thursday, 19th May, 8 p.m.

OPEN MEETING
follows at 8.30 p.m. approx.

GUEST SPEAKER
ANNA WHYATT

THE CAMBERWELL SOCIETY

President:	Dr. Philip Hugh-Jones, 167 Camberwell Grove, SE5	274 3040
Chairman:	Islay Charman, 26 Grove Lane, SE5 8ST	703 4427
Vice-Chairman:	Conrad Dehn, 38 Camberwell Grove, SE5 8RE	701 4758
Hon. Secretary:	Iris Oldridge, 49 Allendale Close, SE5 8SG	703 0414
Hon. Treasurer:	Alan Riddle, 113 Grove Lane, SE5 8BG	733 3977
Asst. Secretary:	Valerie Balleny, 193 Camberwell Grove, SE5 8JU	274 7691



NEWSLETTER No: 80

July 1988

ANNUAL GENERAL MEETING

The Annual General Meeting of the Society, held at the United Reformed Church, Love Walk, on 19th May, was attended by a large number of members and apologies were received from several others. Presenting the Annual Report (published in the last Newsletter), Chairman, Islay Charman, pointed out that the activities of the Society are well documented in the four Newsletters published each year. These not only keep members (and others) informed of what is going on but will in future years make a contribution to our record of local history. Accounts, audited by Mark Batten and presented by the Society's Treasurer, Alan Riddle, were adopted by the meeting. Two officers of the Society, Jim Tanner and Kate Crawley, did not stand for re-election and the Chairman thanked them and all outgoing members of the Executive Committee for their past services. Dr. Philip Hugh-Jones was elected to succeed Jim Tanner as President. A full list of the officers of the Society appears at the head of this Newsletter.

The Executive Committee

As there were more nominations than vacancies a ballot was held. The following were elected:

Diana Flint, 189 Camberwell Grove, SE5	
Anne Norton, 54 Camberwell Grove, SE5	(703 7310)
Christopher Logue, 41 Camberwell Grove, SE5	(703 0874)
Valerie Balleny, 193 Camberwell Grove, SE5	(274 7691)
Sue Riley, 89 Camberwell Grove, SE5	(701 6939)
Selena Eger, 61 Camberwell Grove, SE5	(701 6771)
Rosemary Hill, 41 Camberwell Grove, SE5	(703 0874)
Jo Neild, 17 Camberwell Grove, SE5	(703 5845)
Ian Hunter, 25 Champion Hill, SE5	(326 1002)
Norman Hutchison, 9 Champion Grove, SE5	(274 3529)

Membership Assistant Treasurer is
Billie Densumbe, 36 Grove Lane, SE5 (703 4824)

As the position of Assistant Secretary was not filled at the AGM, Valerie Balleny was invited by the Executive Committee at its meeting on 2nd June to take up this position and agreed to do so. The Executive Committee also decided to co-opt the following on to the Committee:

Robert Bradfield, 29 Flodden Road, SE5	(733 4910)
Ron Watts, 19 Addington Square, SE5	(703 7026)

Convenors of Sub-Committees

Traffic and Transport	Norman Hutchison
Planning	Ian Hunter
Parks, open spaces and trees	Valerie Balleny
Publications	Islay Charman
Members' activities	Jo Neild

Other members have agreed to help on the various sub-committees.

Rosemary Hill is the Society's nominee on the Police Consultative Group.

Ian Hunter is the Society's representative on the Southwark Environment Trust. Selina Eger is Chairman of the Conservation Areas Forum, also the Society's representative.

JIM TANNER

An amenity society is totally dependent upon the time, energy, expertise and experience which some of its members are prepared to give. Jim Tanner, a committee member in the early '70s, Vice-chair, Chairman and President for the last 6 years has served the Society without stint. First and Third Thursdays have been marked in his diary and despite the demands of his professional life, he has been present at most Executive Committee and Members meetings. The Committee has benefited from his unbiased thoughtful approach and a good cross section of local residents have met him at open meetings. While busy people frequently seem to have an infinite capacity for work, nevertheless a moment comes for everyone when they must re-assess commitments. Sadly for us this moment has come for Jim and we have had to accept his resignation from President. Fortunately he will continue to edit the Newsletter for a while. By tradition the Editor usually goes un-named but this doesn't mean his work is unappreciated.

We hope very much that in the future Jim may occasionally have an undisturbed evening at home. We thank him most sincerely for all he has done for the Society and for all he undoubtedly will continue to do.

KATE CRAWLEY

Minutes Secretary is a job which calls for great care and concentration and a highly developed art of precis. We are indeed grateful to Kate for undertaking this arduous task for so long with such good humour. Occasionally she would say 'can't hear' or 'could you say that again' when a precise statement was to be recorded, but the very few corrections which had to be made before signing were a tribute to her accuracy. Kate has various plans afoot and we wish her well and success in all of them.

SERVING THE RESIDENTS OF SOUTHWARK

A packed meeting was treated to one of the best talks ever given after an AGM of the Society on 19th May. Speaking quietly, authoritatively and with great conviction the Chief Executive of the London Borough of Southwark kept the audience captivated throughout an hour's talk in which notes were glanced at only in passing.

Anna Whyatt is one of four out of 396 Chief Executives of local authorities in Britain who happen to be women. It was clear from her talk and from the way she engaged the total attention of her audience that she does not need this distinction to set her apart from your average run of the mill town hall boss. She even set herself a handicap to overcome boredom from the outset when she titled her talk 'Our corporate arrangements for improving service delivery – value for money for residents'. Southwark, she explained, like other inner city boroughs, is an institution under siege. But the ratepayers rightly want value for money. With a staff of 10,000 and a turnover budget of some £320m a year (an effective operational budget of £150m) it is tempting to compare Southwark with other large enterprises like British Rail or British Gas. The difference is the wide range of services that a local authority has to provide.

The main problem in Southwark, we were reminded, is poverty. 80% of the population of 215,000 has a weekly income of less than £150. There has been a net rise in unemployment in the last five years which is higher than elsewhere in the country yet many businesses in the borough have the potential to expand but are limited by availability of industrial area and by capital resources.

The vast proportion of the annual budget (almost one-third) goes on social services. Housing (65,000 properties) takes about one-third and the remaining third must provide for all other services.

Southwark has lost £100m in rate support grant in the last five years. This has shifted the balance from central government funding to income.

On the Government's new community tax legislation, Ms Whyatt said that this will necessitate sending out 5m billings as against 600,000 to 700,000, yet will bring in less income.

Privatisation will mean that 8 services must go out to

tender. If the Council loses contracts in this way then redundancies are inevitable. She also fears a lowering of standards.

On a more positive note Ms Whyatt said that the decision had been made last year to improve efficiency. A check was made on where money was being lost. The problem was to get better co-ordination of effort amongst departments and it was decided to set up a corporate system. Some 200 inter-departmental working groups were disbanded and eight areas of top priority were identified. These are employment, property, financial strategy, community safety and civil liberties, equality of opportunity, an anti-poverty strategy, and services delivery. Each of these areas will be the responsibility of a team headed by a chief officer. The aim is to move to the concept of cost centres in which each manager will have responsibility for costs.

Consultation is starting with ILEA in anticipation of the boroughs assuming responsibility for education with the demise of ILEA. There are 4000 ILEA workers in Southwark. This will add nearly 50% to the work force which inevitably will place a strain on administration in the Borough.

At the end of her talk Ms Whyatt faced up to the audience's questions with crisp, no-nonsense answers. Responding to the predictable question on uncollected rents, for example, she explained that the Council is allowed to estimate against intended income and to spend against that so that rent arrears do not have the effect of reducing Council income, but merely increase the borrowing requirement. She pointed out that of £24m in rent arrears, £19m is owed by people who cannot pay. Although Southwark is taking more positive action, it must be remembered that rendering people homeless by putting them out of their homes puts an obligation on the Council to house them and this, as is well publicised in the press, is costly.

Nicholas Roskill asked why outside consultants should not be brought in to look into and advise on commercial property owned by Southwark. Anna Whyatt replied that this matter is being studied and that there has been a speeding up in disposing of commercial property. She pointed out, however, that it is often better to do deals with developers, taking advantage of section 52 of the Town and Country Planning Act 1971 to negotiate planning gain rather than simply selling off.

Referring to the issue of extending the tube to Camberwell and beyond, raised by Julia Roskill during the AGM, Ms Whyatt said that the chief officers of Greenwich, Lewisham and Southwark are getting together and would be having a meeting the following Monday with London Transport (see report elsewhere in this Newsletter). She was asked how the Society and its members could help and advised us to write to Bob Maxwell, Director of Technical Services, with our views and ideas.

There were many more questions reflecting the interest of members. All were perceptive and searching. With two exceptions, none was hostile.

One member was heard to comment privately afterwards that his estimation of Southwark Council had gone up, in that they had had the good sense to employ Anna Whyatt as their chief executive. If Southwark is under siege, needing to improve a dented and tarnished image, they could do worse than to give their hard-worked chief executive a roving commission to address amenity groups, tenants associations, trade unions and chambers of commerce throughout the Borough.

Jim Tanner

LOCAL TRAFFIC PROBLEMS – CAMBERWELL GROVE, GROVE LANE AND DANEVILLE ROAD

Readers will know from Norman Hutchison's contribution to Newsletter No. 79 that the Public Services Committee of Southwark Council passed a resolution at their meeting on the 29th March that Camberwell Grove be temporarily closed to through traffic at the junction with Grove Hill Road, and that Daneville Road be re-opened. This would temporarily alleviate the serious traffic problem which arose from the 5th October when the new Camberwell Green scheme came into operation, and would allow reconsideration of that scheme in the best interests of all the local community. Subsequently, however, nothing appeared to have happened.

The residents in Camberwell Grove were irritated by two cancellations of meetings of the Southwark Transportation Sub-Committee, the last time on

5th May, because they thought that these meetings were going to put the resolution of the main committee into effect. We were then informed by the Administrator of the Public Services Committee that no further meetings of the Transportation Sub-Committee were scheduled for the near future. Thus we requested that the full Public Services Committee itself should receive a further deputation from the Camberwell Grove residents. Accordingly, this deputation, led by Mr. Conrad Dehn, attended the Public Services Committee on May 9th armed with the legal regulations about road closures. There are two methods for such closure:

A temporary closure lasting for three months which can be enforced if there is likelihood of danger to the public; or

An experimental closure, lasting for longer, but requiring consultation not only with the Police and other emergency services but also with the Secretary of State.

The Council decided that they themselves should take legal advice to determine whether they could lawfully use the temporary procedure. I, subsequently, wrote to the Council asking the name of their Legal Adviser and requesting that we should both know of his advice and present our case to him, either directly or through the Council. The Council Officers seemed to take the view that it had to be an experimental closure. They asserted that the police were not in favour. Accordingly, I spoke with Chief Inspector Younger of Carter Street, who said that the Traffic Police at Catford were the ones who should be approached. In fact, in conversation with them, they had never even been informed about the Council's resolution about the closure. In a further



Our residential roads were not designed for 10-wheeler lorries as was apparent when this one got stuck on the corner of De Crespigny Park and Grove Lane.

conversation with Inspector Boud of Carter Street, he told me that the police were not in favour of closing the road on the argument that it would simply put the problem elsewhere. We pointed out that the traffic had been thrust upon us, and that Camberwell Grove made a through way now taking most of the through traffic which should go on main roads. This was not only a likely danger to the public but an intolerable nuisance to the residents, who had no intention of letting the matter rest. We have now just heard that the Traffic Department of the Council have received legal advice and that they *can* close the road temporarily on the grounds of safety, but must consider the safety of other roads likely to take Camberwell Grove traffic. We are, indeed, grateful to the Council for their concern and consideration over this difficult problem and now assume that Camberwell Grove can be closed forthwith and a proper redesign of the Camberwell Green scheme be undertaken.

Philip Hugh-Jones

STOP PRESS !

Closure of Camberwell Grove at junction with Grove Hill Road now expected on 24 July. Bollards will be removed in Daneville Road but no change made at north end of Grove Lane.

Editor

WHERE WE ARE – OR RATHER WHERE WE ARE NOT – WITH THE TUBE

At the AGM of the Camberwell Society on 19th May a resolution was proposed by Julia Roskill and seconded by Nigel Found to the effect that:

“This meeting urges London Regional Transport to take serious steps forthwith to extend the Underground system to Camberwell and, further, urges the Traffic and Transport Sub-Committee of the Society to take all necessary steps to this end.”

The resolution was carried unanimously. During her talk following the AGM, Southwark's Chief Executive, Anna Whyatt, said the extension of the Tube was dear to her own heart. She said the Borough officers were meeting London Regional Transport on the following Monday. She added that meetings with LRT were more awesome than tea with the Queen! After the meeting Anna Whyatt said the Borough was hoping the Tube would be using the Bricklayers Arms site and it was possible there would be a stop at the Green. She suggested to Julia Roskill that she telephone Bob Maxwell, Director of Planning, to learn the outcome of the meeting. With the support of the Chairman of the Society, Julia Roskill wrote on May 22nd to Anna Whyatt in time for the LRT meeting, outlining the vital need to have the Tube in Camberwell and enclosing a copy of the AGM Resolution. Following Anna Whyatt's suggestion, Julia Roskill contacted the Planning Department of the London Borough of Southwark. Bob Maxwell was not available but on 1st June she spoke to Peter Devonport, a senior planner in the Department, who had been present at the LRT meeting on the 23rd May. He said that LRT had not yet finished its study for extending the Bakerloo Line but hoped

to have done so by the end of the summer when the study would be submitted to the Department of Transport. There was no target date yet set for reaching a conclusion between LRT and the Secretary of State for Transport, Paul Channon, or David Mitchell, Minister for Public Transport.

With regard to the meeting on 23rd May Peter Devonport said that the Borough of Southwark accepted that the most feasible route for extending the Bakerloo Line was via the Bricklayers' Arms site. Its ultimate destination would be decided by LRT but the Underground would probably go to New Cross Gate (taking in Peckham) and possibly to West Croydon (going to New Cross Gate). This route would not include Camberwell. It would use existing British Rail track and a 'cut-and-cover' method of construction, which would be relatively inexpensive.

An alternative route from the Elephant would run parallel to the Walworth Road to Camberwell and then go on to Peckham. Such a route would need to use a deep-bore tunnel which would be expensive. Peter Devonport said it was unlikely therefore to be undertaken. It seems clear that when authorities use the word 'feasible' they mean 'cheapest'. This would seem to be regardless of need.

Peter Devonport said that Camberwell is the equivalent of a small town and then went on to say that plans for the Thames Link, which would link Camberwell to the Elephant by existing overland trains, opening up the Camberwell Station and with a bus interchange system at the existing Walworth Garage site, were well under way. Informal plans had been submitted to the Department of Transport and, following the reactions of the Department, more formal plans would then be submitted by Southwark in conjunction with British Rail.

When asked what figures had been the basis for estimating the usage of the Link, Peter Devonport said the numbers using the Hospital in future years had been included but that those using the Magistrates' Court at Camberwell Green had not been part of the estimate.

He said there would be more frequent trains also available from Denmark Hill Station. However he was not aware, until Julia Roskill mentioned it, that services to Victoria during the day had in fact recently been cut. He said that Southwark could make representations to B.R. about this. Julia Roskill pointed out that, not only was Camberwell cut off from the Tube at the Elephant, but that the link to Victoria was extremely weak and time-consuming by existing public transport.

At the first meeting of the new Executive Committee on Thursday, 2nd June at which Julia Roskill reported her conversation with Peter Devonport, grave concern was expressed that Camberwell should be by-passed (for ever, as it would be) in the new Underground plans. As a result, Islay Charman has written to Anna Whyatt to express the Society's dismay. The Society appreciates the Borough keeping it informed and hopes that the Chief Executive and her Officers will do all in their power to see that the Tube does come to Camberwell, not only as

part of any Underground extension scheme but also as a matter of urgency to Camberwell itself. With the immense development of King's College Hospital due to be finished in 1994, the development of the Maudsley Hospital into a Regional Neurosciences Centre, the work of a very busy Magistrates Court, the international headquarters of 'Save the Children Fund' as well as its position on the A2 and the social and economic needs of an inner city area, the Tube should be a public transport priority for Camberwell.

Editor's Note: Diane Pettit, Nigel Found and Julia Roskill have offered to serve on the Society's Transport Sub-Committee, with special reference to the Underground.

Text of the letter from our Chairman to Anna Whyatt, Chief Executive of the London Borough of Southwark.

Dear Anna,
Please excuse a hurried handwritten letter, I am literally leaving for a long delayed holiday in 5 minutes time!

The Executive Committee of this Society was deeply concerned last night when Julia Roskill (who has communicated with you about the extension of the tube to Camberwell) reported that following a conversation with Peter Devonport she thought it unlikely that the Bakerloo line would come to Camberwell. It

appeared that the route would be from Bricklayers Arms to Peckham.

In view of the grave economic and social effects of such a decision, we are most anxious that every step possible should be taken that, at long last, Camberwell should have a tube link. Kings 2000 development is going to generate traffic and increase the flow of people into and out of Camberwell. The Headquarters of the 'Save The Children Fund' brings many staff and visitors. The Magistrates Court is a busy and important centre. If new people are to want to come to Camberwell, if jobs are to be generated for local unemployed residents, if those of us who have suffered for many many years from lack of local public transport are to benefit, we must ensure that we are not left out this time — and now is the moment of decision.

ThamesLink connections at the BR station are needed and will help but we also need the tube. This Society will give Southwark its full support in whatever steps it takes to achieve this.

Yours sincerely,
Islay Charman
3rd June 1988

P.S. Camberwell does lie very much at the heart of Southwark and as the centre of a large London Borough it is ridiculous that it is so inaccessible, 2 miles from Westminster and Victoria and it can take 50 minutes to travel there by public transport.



A HUNDRED YEARS OF FLOWER SELLING

Gregory Burton has just celebrated his 80th birthday. He joined his mother selling flowers under the arch on Denmark Hill in 1918 at the age of 10 and, 70 years on, he is still there adding colour and giving pleasure to local shoppers.

A STOLEN COLLECTION – CAN ANYONE HELP?

The offices of Andrews Baxter & Robertson at Camberwell Green were broken into on the weekend of the 11th/12th June last. The collection of prints of Camberwell collected by John Robertson and his father and grand-father over many years were sadly stolen.

As these were local scenes they may be offered for sale in the area. If any member is offered these would they contact John Robertson (703-2662) or Crime Desk, Carter Street Police Station (703-0844). Also stolen was a unique octagonal wall clock, circa 1880, face lettered "Schwar" "Walworth".

John has been very generous over the years allowing the Society to use several of his prints for reproduction as cards. These include:

View of London from Camberwell (1797)

Dr. Lettsom's pool and fountain (c.1794)

South East view of St. Giles (1750) – a rather unusual view

A very popular photograph taken in 1907 of Camberwell Green showing a tram, horse drawn carts and the famous drinking fountain.

Fountain Cottage, Camberwell

The cottage with its pool and fountain in the grounds of Dr. Lettsom's house stood where the railway emerges at the junction of McNeil Road and Camberwell Grove. Many prints exist, the earliest c.1794.

KING'S PREM APPEAL

The "Grand Summer Fete" in Ruskin Park on 25th June was a great success and raised over £8000 for the King's Prem Appeal. The Society was pleased to be able to participate once again and members manning the stall enjoyed the afternoon very much. As well as our contribution to the appeal, our sale of cards will contribute nearly £100 to Society funds. Hopefully our presence there will also bring new members.

UNLEADED PETROL

Members may care to know that unleaded petrol may be bought at the following garages:

Shell garage on the eastern side of Walworth Road, just south of the railway bridge at the Elephant & Castle.

BP garage (Bloomfields) at 96-106 Camberwell Road, SE5



74 YEARS A BUTCHER

No more tripe and spiced beef from Edwards. Everyone was concerned to discover that another of Camberwell's institutions was closing.



YOU MAY NEED REMINDING

Members' meetings are generally held on the *third Thursday each month* at the United Reformed Church, Love Walk, SE5. If you have any ideas or suggestions for members' meetings contact Jo Neild, 17 Camberwell Grove, SE5.

The Sub-Committees of the Society exist to cover specific areas of interest. If you have a problem or need information within these areas of interest contact the relevant sub-committee convenor who will try to help. (See list of convenors in this Newsletter).

This is your Newsletter. We want to know your views on the issues raised in the Newsletter. We are always prepared to consider articles or comments for publication. Write to Jim Tanner, 107 Camberwell Grove, SE5 8JH.

EVENSONG

On a lovely evening
of turquoise sky
and grey flecked cloud
The murmur (roar?)
of traffic
was quite drowned
by a great burst of song.
No tape, or record,
of some New Zealand Dame,
But,
on the top of a solitary
conserved tree,
a blackbird singing,
"Camberwell,
its Camberwell for me".

from an anonymous member of the Society



THE CAMBERWELL SOCIETY

Statement of Income and Expenditure for the year ended 31 December 1987

	Year ended 31 Dec. 87	Year ended 31 Dec. 86	Increase/ (Decrease)	% Change
	£	£	£	%
INCOME				
Membership subscriptions	1531.00	1545.50	(14.50)	-1%
Donations		33.00	(33.00)	-100%
Sale of cards	826.90	1193.23	(366.33)	-31%
Swimming receipts	551.91	600.27	(48.36)	-8%
Christmas party takings	277.30	199.20	78.10	39%
Bank interest	29.51	124.76	(95.25)	-76%
Miscellaneous income	81.72	22.75	58.97	259%
Total Income	3298.34	3718.71	(420.37)	-11%
EXPENDITURE				
Hire of hall	75.00	40.00	35.00	88%
Printing of newsletters	1379.00	1427.00	(48.00)	-3%
Printing of cards		2611.83	(2611.83)	-100%
Swimming payments		200.10	(200.10)	-100%
Christmas party expenses	141.62	75.28	66.34	88%
Postage, stationery, copying and general expenses	439.22	389.97	49.25	13%
Subscriptions and donations	167.50	137.50	30.00	22%
Environment week	53.42		53.42	
Total Expenditure	2255.76	4881.68	(2625.92)	-54%
Surplus/ (Deficit) of Income over Expenditure	1042.58	(1162.97)		
Surplus/ (Deficit) of Income over Expenditure brought forward	(53.13)	1109.84		
Surplus/ (Deficit) of Income over Expenditure retained	989.45	(53.13)		
Signed: A.A.Riddle - Treasurer				

Auditor's Report to the Members of the Camberwell Society:

I have audited the income and expenditure account above having regard to the matter below.

This charity, in common with many others of similar size and organisation, derives a substantial proportion of its income from voluntary subscriptions which cannot be fully controlled until they are entered in the accounting records and are therefore not susceptible to independent audit verification.

Subject to the foregoing, I confirm that the income and expenditure account above has been drawn up properly from the books of account on bases consistent with those normally adopted by the Society.

Signed: M.C.Batten

Balance Sheet as at 31 December 1987

	As at 31 Dec. 87 £	As at 31 Dec. 86 £
CURRENT ASSETS		
Cash at bank or in hand	317.38	
Deposit account	817.26	137.75
	<u>1134.64</u>	<u>137.75</u>
CURRENT LIABILITIES		
Bank overdraft		190.88
Creditors	145.19	
	<u>145.19</u>	<u>190.88</u>
Net Current Assets/ (Liabilities)	<u>989.45</u>	<u>(53.13)</u>
Represented by:		
Retained Surplus/ (Deficit) of Income over Expenditure	<u>989.45</u>	<u>(53.13)</u>

Bases of Accounting:

- (1) Revenue is accounted for on a cash receipts basis.
- (2) Expenditure is accounted for on an accruals basis.
- (3) The cost of goods purchased for resale is charged as an expense in the period of purchase.

THE CAMBERWELL SOCIETY

President:	Philip Hugh-Jones, 167 Camberwell Grove, SE5	274 3040
Chairman:	Islay Charman, 26 Grove Lane, SE5 8ST	703 4427
Vice-Chairman:	Conrad Dehn, 38 Camberwell Grove, SE5 8RE	701 4758
Hon. Secretary:	Iris Oldridge, 49 Allendale Close, SE5 8SG	703 0414
Hon. Treasurer:	Alan Riddle, 113 Grove Lane, SE5 8BG	733 3977
Asst. Secretary:	Valerie Balleny, 193 Camberwell Grove, SE5 8JU	274 7691



NEWSLETTER No: 81

November 1988

A STEADILY WORSENING ENVIRONMENT

Increasing evidence of widespread environmental pollution, such as the dumping of toxic waste, is forcing an awareness of the growing crisis on more and more of the public. The Prime Minister herself has been moved to declare the Government's resolve to take effective action to combat pollution. Speaking last September at the annual dinner of the Royal Society, Mrs. Thatcher declared that 'the health of the economy and of our environment are totally dependent on each other'. How strong is the Government's resolve? A good test will be its effectiveness in responding to the EEC Directive on implementing procedures for environmental assessments in the making of planning applications. See our brief report in this issue.

Nearer to home the deterioration of the environment continues seemingly unabated with litter-strewn streets, broken paving stones, unkempt parks and rampant commuter rat-running through the residential roads.

FOR THIS REASON YOUR EXECUTIVE COMMITTEE HAS DECIDED TO DEVOTE THIS ISSUE OF THE NEWSLETTER TO THE CRISIS IN OUR LOCAL ENVIRONMENT.

The Society exists to campaign for a better environment for all who live and work in Camberwell. Over the years your elected Executive Committee and Officers have been active in making proposals to the authorities and in lobbying and agitating for improvements.

This year there are several new faces on the Committee, most of them being members – some new, some long-standing – who are so disturbed by the colossal increase in the use of residential roads by motorists commuting through Camberwell to and from work that they have felt moved to take a more active part in the affairs of the Society. This is commendable but it must be remembered that one battle does not win a war. Deterioration of a less dramatic but equally pervasive kind is going on all around us.

Traffic and transport

A full solution to the problem of commuter traffic is not just to persuade or compel motorists to refrain from rat-running, it also depends on a radical improvement in our public transport system. As Norman Hutchison, convenor of our traffic and transport sub-committee, has so eloquently argued, the misguided pre-occupation with profitability in the operation of bus and train services ignores the hidden but far greater social cost of people arriving late for work – often too tired to work well – of the pollution of the atmosphere from vehicle fumes which leads to loss of working time through widespread respiratory illnesses, of the increased cost of maintaining our roads and repairing damage caused by heavy traffic (not just our main roads), and so on.

In this issue we print a full report of the members' meeting on traffic on 22nd September, the text of a letter from the Society's representatives on the Working Party set up by Southwark Council which presents proposals to the Director of Engineering and Public Works, and articles by Norman Hutchison on speed humps and on the South Circular Assessment Study.

The state of our environment

Valerie Balleny has surveyed our parks and found them wanting. See her report in this issue.

Several members have written to the Editor deploring the condition of our streets and making sensible proposals. We include a number of illustrations which amply bear out widespread concern and also a discernible tide of anger at the Council's failure to address the problem (though, as at least one member points out, we are ourselves in part responsible if we drop litter or leave rubbish lying about).

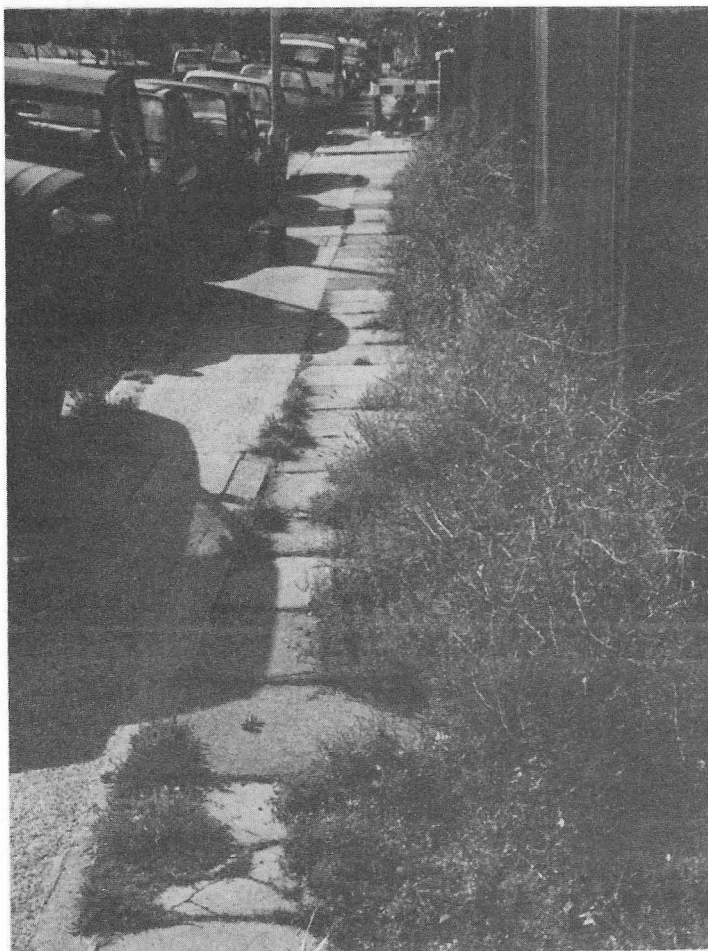
The quality of our environment

Our environment does not depend only on improving traffic conditions and winning the war against litter, important though these issues are. It also depends on the quality of the environment as expressed in the

buildings around us. We publish in this issue an account of an imaginative scheme to bring new life to Artichoke Mews – a group of modest buildings with considerable character.

This is a large issue of the Newsletter which contains much detail on the highly emotive subject of traffic in Camberwell. We make no apology for this. If you want to know what is going on, please take the time to read your Newsletter fully. But remember that, important though traffic and its sensible management is to our environment, this environment, like any other, is made better or worse in other ways as well – the state of our streets and open spaces, the pervasive effect of noise pollution (a growing 20th century threat), the condition of our public buildings, and the very visual quality of the physical fabric of Camberwell. Only by constant vigilance, active support of your amenity society and persistence in badgering and lobbying councillors, council officers and, if necessary, your MP can you hope for any improvement.

Editor



Look at the hazards. Imagine yourself with a pram or in a wheel chair.

TRAFFIC

Report of the members' meeting

Members turned out in force for the meeting on 22nd September on the problems of traffic in Camberwell.

The Society's Chairman, Islay Charman, who most capably chaired the meeting which might easily have got out of hand, set the scene at the outset. She said that the traffic situation was clearly aggravated by the steady increase in the numbers of vehicles, particularly private cars, travelling through in the commuter periods and also by the Camberwell Green traffic management scheme. However it was necessary to put the record straight. It is true that the Society was much involved with Road Option 7. It is

certainly not true that the Society favoured some roads at the expense of others. Islay explained that the present scheme at the Green is not Road Option 7. Southwark Council made fundamental changes before implementing it. In 1982 the Society formally put to the Council several ideas for dealing with traffic in Camberwell Grove. Southwark decided to wait and see. At the Public Inquiry in 1985 we again put forward proposals but, disappointingly, the Inspector's report merely recommended close monitoring of conditions.

It is clear, Islay said, that flaws in the implemented scheme have made matters much worse. Several roads have been affected by unacceptably high levels of traffic but only in Camberwell Grove has capacity exceeded 1000 vehicles an hour in peak periods. In comparison equivalent figures at the Green itself are 1400 to 2100 per hour. The Society, said the Chairman, supports a temporary closure of the Grove. However traffic won't just go away, but with better management conditions can be improved significantly.

Islay told the meeting that Piers Corbyn, chair of Southwark's Transportation Sub-committee had been unable to attend our meeting though he had hoped to do so. He was in fact taking a short and much delayed holiday. It was appreciated that his diary is inevitably full. However some may have been surprised that not one of the nine Ward Councillors representing the Constituency at our meeting appeared to have had the time to attend.

The Chairman then introduced Diana Flint, a member of the Society's Executive Committee and one of the Society's two representatives – the other being Norman Hutchison – on the Working Party set up by Southwark Council. Diana gave a detailed account of the events leading up to and following on the setting up of the Working Party. This is summarised here.

The Working Party was set up to look into both short and long-term solutions to traffic problems throughout Camberwell following implementation of the Camberwell Green traffic management scheme last October. Its membership includes Councillors, Council Officers (mainly engineers), representatives of the police, fire and ambulance services and London transport, cyclists and local residents.

There have been two meetings to date and at least two more are planned. Residents have been asked for their views on alleviating problems and these are being recorded on maps of the district, copies of which were displayed at our meeting. The end of September was the deadline set for submitting ideas.

At the same time that it set up the Working Party the Council decided to suspend for 28 days the order to close Camberwell Grove temporarily and to re-open Daneville Road also temporarily. After a threat of legal action from an undisclosed source, Councillors were advised that if they wish to proceed with a temporary closure of Camberwell Grove, they should drop the present order and issue a new one omitting all reference to Daneville Road.

Many members, according to Diana, left the first Working Party meeting under the impression that this would be the course of action which the Council would take. But not so, as events transpired.

Though the temporary closure order was suspended, the Council has proceeded with the setting up of temporary chicanes in the northern stretch of Camberwell Grove beyond McNeill Road. Residents, doubtless, will already have formed views on their effectiveness. However, no conclusive judgment should be made until chicanes are installed in the southern end of the Grove and some time has elapsed during which traffic counts will be taken. Volunteers are needed for this purpose and should write to Diana at 189 Camberwell Grove.

Diana went on to refer to Grove Lane and Daneville Road, Medlar Street (records show a *reduction* of traffic), the impact of traffic on other streets such as Brunswick Park and Lyndhurst Way and the congestion caused by buses outside McDonalds in Denmark Hill. The police have a video recording which shows one bus waiting outside McDonalds for 20 minutes! LRT blames parking, said Diana, and we all blame LRT. The Council continues to press LRT to find an alternative location for crew changes, to which LRT seems more disposed than to relocating the bus stops. The police promise a crackdown on illegal parking but are pessimistic of its long term effectiveness.

At the conclusion of Diana's account the Chairman explained that she would invite a representative from each residents' group in the area to speak and would then open the meeting to the audience.

Camberwell Grove

Victoria Arthur, secretary of Camberwell Grove Residents' Association, said that the Association is not impressed with Council action so far and has issued its own questionnaire to canvass views of residents. The chicanes look terrible and restrict parking. Bollards or railings are needed to protect pedestrians. The Association wants the temporary road closure now and is not prepared to be fobbed off with unworkable alternatives.

Denmark Road/Flodden Road

Katie Crawley said that, although these roads do not

have the volume of peak hour traffic that occurs in Camberwell Grove (900 vehicles an hour in Denmark Road and 600 in Flodden Road in the morning peak period), residents would be grateful if these roads were looked into.

Grove Lane

Peter Rundle told the meeting that the Grove Lane Residents' Association had been formed when residents heard of the proposal to re-open Daneville Road. Initial reaction was 8 to 1 against and at a more recent meeting this registered 10 to 1. There was, in their view, no discernible benefit in reopening Daneville Road. Consideration had been given to a proposal to ban right turns from De Crespigny Park into Grove Lane (to discourage evening rat-runners). Bill Knight referred to the double yellow lines in De Crespigny Park which had been put on the wrong side of the road. He said that he would like to see Grove Lane one-way south to north. He also spoke of 66% of residents favouring re-opening Daneville Road and 67% against re-opening the north end of Grove Lane to north bound traffic. This seemingly conflicting set of statistics was questioned and Bill explained that a large number of residents work in Brixton and that to re-open Daneville Road would facilitate movement to Coldharbour Lane.

Benhill Road/Edmund Street

Hilary Katz said that two or three roads in his area had seen major increases in traffic since the Camberwell Green scheme came into effect. Though not as much as in Camberwell Grove the result is disturbing. Residents generally are more concerned with excessive speed than with the volume of traffic: there are frequent accidents, for example, at the junction of Benhill and Elmington Roads. There is, he said, a long history of battling with the Council. There had been two years of meetings and the Council eventually had agreed to the closures of Benhill Road at its junction with Camberwell Church Street and of Edmund Street at its junction with Church Road. These had not been implemented due, it was said, to insufficient funds. Residents were upset to see plans being carried out elsewhere in view of this. However, in principle, they would support any scheme aimed at improving local conditions but would like to see a more comprehensive approach to the problem than has been evidenced so far.

Warner Road/Camberwell Station Road

Though not a resident of this area Norman Hutchison gave an account of the problems. Peak hour traffic flow is 200 to 300 vehicles an hour, but the problem is more serious than the figures suggest because of the bus station and LTR staff parking. It is, he said, an attractive rat-run for those with the nerve to make the turn into Camberwell New Road.

Grove Park

Jonathan Hunt said that there are no statistics yet but residents, both motorised and on foot, are primary users of Camberwell Grove and share the concern of residents of the Grove. However, they oppose closure

as being irrelevant to the main problem and likely to increase traffic in Grove Park and cause inconvenience. They support effective measures to reduce the speed of traffic which is seen to be the greatest threat. Everyone, he said, must press for speed humps to be installed in the next financial year.

Chadwick Road

Ian Chown, a committed cyclist who, in his own words, regularly speeds up and down Camberwell Grove, said that 97 local residents had signed a petition objecting to its closure. The problem, he said, echoing other speakers, is not flow but speed. He favours speed humps and put forward other suggestions including bans on the right turn from Dog Kennel Hill into Grove Hill Road and on the right turn from Camberwell Church Street into Camberwell Grove.

Lyndhurst Way

Nicola Moxon said that residents' greatest concern is safety, particularly for children, the elderly and cyclists. Residents oppose the temporary closure of Camberwell Grove as it could simply worsen conditions elsewhere. There should be widespread use of speed humps, throttles and chicanes, but above all the problem must be tackled in a comprehensive way as affecting the whole district.

Champion Hill

Norman Hutchison reported two proposals by the Council: traffic lights at Denmark Hill (but this does not qualify under the traffic volume criteria) and restrictions on parking. He said that Ian Hunter, a local resident and a member of the Executive Committee of the Society, had been unable to attend tonight's meeting but was opposed to parking restrictions and favours speed humps.

Members' views

The audience responded readily to the Chairman's invitation to express their views. On the issue of whether or not Daneville Road should be re-opened there was some disagreement. John Robertson, speaking as a local businessman, warned of the serious effect on shopkeepers in Grove Lane between Daneville Road and Camberwell Church Street as a direct result of the closure. To his knowledge one shopkeeper had already decided that he could no longer continue there. Alec Cormack, a resident of Selbourne, said that the residents of the Love Walk Hostel now have safe and relatively easy access to Safeways, and the shops in Butterfly Walk which they would be deprived of if Daneville Road is re-opened.

Jeremy Bennett pointed out that the Camberwell Green traffic scheme was conceived as an environmental improvement. Conceding that re-opening Daneville Road should be considered, he said that the Council should be asked what had happened to the environmental scheme. If it is to be re-opened he said that the Council should be asked to look into making D'Eynsford Road into a by-pass for the Green as was originally intended under Road Option 7. He said that whilst he sympathises with

the shopkeepers in Grove Lane, he questioned whether their predicament is entirely due to the road arrangements or is a reflection of changing shopping patterns.

Temporary closure of Camberwell Grove

Not surprisingly this proved contentious. There were those who argued that it should at least be tried. John Eger said that Camberwell Grove had been kept open by the Council as a safety valve at the time of implementing the Camberwell Green scheme. Conrad Dehn had spotted and exposed this shortcoming. Now the closure should go ahead to shut the safety valve and test the Green scheme properly. Others however warned of the likely repercussions: an increase in traffic in the other roads in the area.

Speed humps

There was considerable support given to the use of speed humps as a direct means of reducing speed and an indirect means of discouraging rat-running.

A comprehensive solution

Several speakers emphasised the need for a comprehensive approach in solving traffic problems. The whole area is affected and plans must relate to the whole area.

Summing up

In asking Norman Hutchison, convenor of the Society's traffic and transport sub-committee, to sum up, the Chairman pointed out that we must all be prepared to suffer some inconvenience if we are to have any effective restraint on rat-running. Norman said that any solutions which simply export the problem from one street to another must be unacceptable.

He had earlier proposed that the streets between Camberwell Grove and Vestry Road should be planned to form a traffic maze, the way into and out of which would be familiar to local residents but which would baffle rat-runners. He acknowledged that opinion is divided on the effectiveness of a maze but commended it for serious consideration.

He referred to the division of opinion on the proposed temporary closure of Camberwell Grove. Should the Society continue to press for this or would it be more effective for the residents' association to take the initiative?

It was clear, he said, that there is support for the widespread use of humps though it must be recognized that this is not the total answer.

Finally he reminded us that we must continue to campaign for better public transport, a theme taken up by Julia Roskill when she was asked by the Chairman to give a brief account of the campaign to get the Tube through Camberwell (see also report elsewhere in this Newsletter).

Jim Tanner

OVER TO THE COUNCIL

We publish below the text of the letter to the Director of Engineering and Public Works from our representatives on Southwark's Working Party.

The Director of Engineering and Public Works
London Borough of Southwark

Dear Sir,

Camberwell Green Working Party

Following discussion at a meeting of the Society on 22 September we have been asked to convey, for incorporation in your report to the Working Party, views on which there was a large measure of agreement from members who attended in considerable numbers from different areas of Camberwell.

1. General approach

More and better public transport is needed, particularly by Underground. Private through traffic should use main roads and be deterred by appropriate traffic management measures from using residential streets. Very few of our members favoured a suggestion to remove all such measures; most want additional measures, provided they are designed for the area as a whole and would not merely shift problems from one street to another. They would accept the inconvenience involved for local traffic and access.

2. Main roads

2.1. We support the Council's representations on the unauthorised and irresponsible use of the highway in Denmark Hill as a bus stand.

2.2. Signing of Medlar Street should be improved immediately, without waiting for implementation of the other measures which we note, with approval, the Council is considering to facilitate and encourage use of this route. A box junction on the southbound side of Camberwell Road should be added to those measures as the right turn out of Medlar Street is discouragingly difficult during the evening peak.

2.3. Parallel consideration should, however, be given to the case for continuing to ban the right turn (except by buses) from Camberwell New Road into Denmark Hill before major work, other than improve signing, is committed at Medlar Street.

3. Speed humps

The unanimous view at our meeting was that speed humps, either on their own or in combination with other measures, must be extensively used in the residential streets in Camberwell now suffering from excessive traffic speeds and volumes. We understand the Department of Transport is to consult Councils this autumn on draft regulations which would give power in appropriate cases to instal humps of a type not requiring expensive drainage work. While appreciating the difficulty in forecasting when these would come into force, we ask that the Council should make the necessary engineering and budgetary provision now to enable the earliest possible start to be made in the worst affected streets. We are also asking the Department whether it has power to authorise a Council to instal modified humps even sooner on an experimental basis.

4. Camberwell Grove and eastwards

4.1. The whole area south of Camberwell Church Street/Peckham Road as far east as Lyndhurst Way and as far south as Grove Hill Road/Malfort Road should be made unattractive to all but traffic requiring access. Through traffic should be confronted by a maze created by careful selection of available measures, e.g. speed humps, width restrictions, one-way working, banned turns, and possibly closures. Many of our members hope a maze without additional closures could be devised, possibly by more use of humps as suggested above, and would reserve judgment on any closure until it could be seen in the context of a plan for the area as a whole.

4.2. As for Camberwell Grove itself, it was agreed at our meeting that the Society's support for a temporary closure, designed to obtain experimental evidence, should stand until we are assured of other positive remedial measures. It was accepted that this support had been given because Camberwell Grove is the only side street in the area where peak vehicle counts now exceed 1000 an hour. As for the remedial measures, there was general support for speed humps in the whole length of the Grove, with other steps (e.g. banned turns, carriageway narrowings, junction configurations, etc) being considered in the context of the maze suggestion at 4.1 above.

4.3. The chicanes and blisters now partially installed in Camberwell Grove were severely criticised, not merely for reasons possibly inseparable from a temporary installation, but because they increase danger from "racing" drivers. As things now stand, however, we want the experimental installation completed (with any possible steps taken to protect vulnerable lengths of pavement by bollards or barriers) so that there is no further delay in getting traffic figures which will be crucial for planning the area as a whole.

5. Grove Lane/Daneville Road

Having regard to the traffic volume and danger which existed before last October in Grove Lane south of its junction with Daneville Road there was general agreement that no measures should be taken that would again channel through traffic into this stretch, especially as part of it is already taking nearly 400 vehicles an hour at the evening peak via De Crespigny Park. Our members did not, however, find it possible to reach a consensus on the stretch of Grove Lane north of the Daneville Road junction, or on the possible re-opening of Daneville Road (whether for local traffic only or for through traffic from Church Street), in the absence of full information on three matters which we therefore ask should be provided before the Working Party again considers these issues.

(a) Environmental treatment of the area linking the Selborne housing and shopping developments was an integral part of the Camberwell Green Improvement Scheme, but was set aside when the Council decided that the closure of Daneville Road should be on an experimental basis only. Can it be made clear — we suggest by the Director of Development to whom a copy of this letter is being sent — whether plans still exist which would be implemented if the experimental closure were

made permanent?

- (b) Is it expected that a second entrance to the Safeway car park from Daneville Road at the Grove Lane end, for which we understand planning permission was given, will be opened, and, if so, when?
- (c) What measures short of closure, which would be controversial, could be considered for preventing through traffic, if admitted from Church Street to Grove Lane and Daneville Road, from continuing up Grove Lane? Some of our members have suggested that, if Daneville Road were re-opened, a part of Grove Lane beyond the junction should be one-way northwards (possibly linking with the suggested banned right turn out of De Crespigny Park), but others feel strongly that this would increase danger on a downhill stretch which passes a school and access by disabled people to Love Walk.

6. *Area west of Camberwell Green*

6.1. The volume and speed of traffic in Denmark Road and Flodden Road are of great concern, with peak counts second only to those in Camberwell Grove and in the main roads. They must therefore have a high priority for measures such as speed humps.

6.2. We are also aware of a rat-run through Warner Road and the Crawford area, for which remedial measures would be complicated by Bus Garage operations, but it was noted at our meeting that the Council was involved in separate discussions on this.

7. *Champion Hill*

We are concerned that the extension of waiting restrictions noted on the map circulated at the Working Party could in fact give a clearer road for unacceptable speed and volume. Again consideration should be given to speed humps.

8. *Area north of Camberwell Church Street/
Peckham Road*

Increases since last October in peak traffic in streets such as Benhill Road, Edmund Street, Elmington Road and Lomond Grove make it the more regrettable that management measures we had understood to have been agreed some time ago for this area have not been implemented. There should be no further delay.

Yours faithfully

Diana Flint

Norman Hutchison

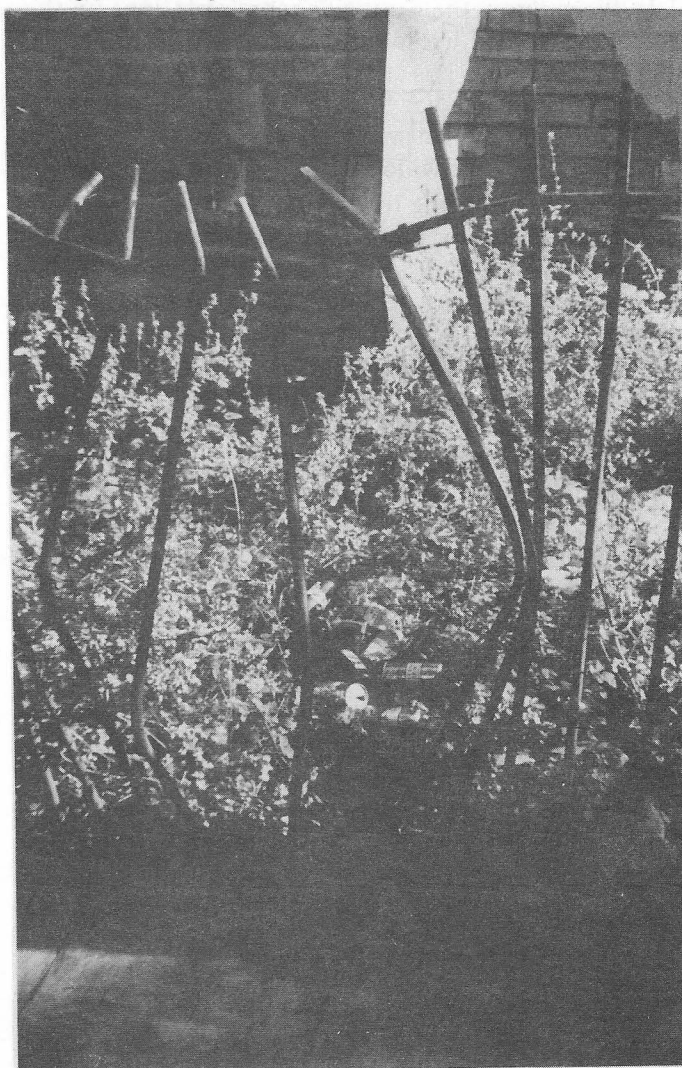
Camberwell Society Representatives
on Working Party

CAMBERWELL PARKS – A SURVEY OF CONDITION

Some of us were apprehensive as to what would happen to Camberwell's parks and open spaces on the demise of the GLC and now the honeymoon period is over, considerable unease is being expressed as to the ability of Southwark to manage our precious green lungs. Parks in Southwark have in some cases deteriorated to an extent which will make their restoration a long and difficult job; but neglect on the horticultural front doesn't strike one as forcibly as the purely administrative neglect. The rubbish everywhere one looks, lack of proper access (pad-locked gates and erratic opening hours) bent, broken and missing railings, children's playground equipment broken, dogs' mess ... give an air of general desolation even on a pleasant sunny afternoon in mid-September. That the parks are no longer a pleasure to visit was reflected in the lack of people using them – not a single child was using any of the parks visited (with the exception of the Burgess Park adventure playground) – and most of the adults were either taking dogs for walks, were using the park as a short cut or were tramps.

So much for the problems common to all the parks: now for the particular problems.

More than a year after the hurricane, broken and missing railings, tree stumps, holes, mar our parks and roads.



STOP PRESS !

* The Council Working Party on 20th October discussed only interim reports. Material for substantive decisions was promised for the next meeting on 1st December.

* Tube Petition: On 24th October, 4094 signatures were forwarded to the Minister.

The Green

Since the Traffic Scheme the south edge of the Green has not been properly replanted or turved and the height of the pavement outside is such that a mower could not mow it properly even if the grass had been restored; a row of shrubs is needed to replace the weeds that currently give the Green an unkempt look. Also urgently needed are replacement railings on the eastern side where lengths of railing are missing or hopelessly bent: in some places wobbly palings have been substituted. The eastern side of the Green — outside the railings but on the open space side of the boundary road — had black rubbish bags at intervals of 10ft or so. Inside there were the piles of cider bottles and beer cans left by the drunks who have taken the Green over as their daytime home. The two new trees that had been planted looked virtually dead — not vandalised but suffering perhaps from lack of care, though to be fair, the evergreens along the west side seem to have taken well. The grass at the Green looked well mown and this gave it a superficially cared-for look but much remains to be done to make it an attractive centrepiece for Camberwell not least the replacement of the huge lavatory block on the south west corner by better designed and less obtrusive lavatories at the back of Butterfly Walk. The Victorians had the right idea building their conveniences underground where they were not an eyesore and often giving them distinguished, even attractive, entrances.

St Giles Churchyard

Complaints have been voiced as to the state of St Giles Churchyard and Southwark Council was tackled some weeks ago by an Executive Committee member; he complained about the bent railings, unmown grass (with no semblance of tidy edges), rubbish and dog mess. The survey found no improvement and in addition found weeds running riot and one of the gates padlocked: the rubbish wasn't too bad (by the current standards in other parks) except immediately around the church where parkkeepers (if such people now exist) couldn't get at it. There was an interesting pile of paperbacks in a corner by the church, not wet and presumably therefore quite recently dumped!

Lucas Gardens

One had hoped for better things from Lucas Gardens, it being right opposite the Town Hall; but it seems the Parks Department are no respecter of persons. Lucas Gardens was as bad, if not worse, than other open spaces. At least one gate was locked, weeds are growing everywhere and make the formal flower beds look very sad. We can all remember when the raised bed by the entrance from Peckham Road was kept immaculate (even if sometimes bedded out with political slogans); the well had its slightly pseudo charm but has now been vandalised (or is it just falling into disrepair?) and the surrounding post and chain railings lie partly on the ground. At the playground end there is a locked container (as transported by cargo ships) ... One supposes that it has been dumped there as a vandal-proof alternative to a gardeners' shed but it is an eyesore and needs to be

transplanted to a less obtrusive corner of the Gardens together with a few healthy cuttings of *polygonum baldscuanicum* which would in a year or two have done their usual excellent "mile a minute" climbing job on it. The adventure playground is no longer an adventure, having no ropes with which to swing from the platforms provided: was it thought too dangerous or were the ropes stolen and not replaced? If the structures that are there are not intended to be used, they should be replaced by a conventional playground which could and would be used, especially by children from the nearby Lettsom Estate.

On the plus side there are some healthy looking new trees: on the minus side the huge and unsightly stump of one of those that fell in the hurricane last year still waits to be removed.

As far as rubbish is concerned Lucas Gardens was one of the worst of the open spaces, the broken glass bottles on paths and in the grass presenting the most dangers to its users.

Brunswick Park

Some effort has obviously been made to restore Brunswick Park after the hurricane but while the wire round the tennis courts has been replaced, there are still no nets. The grass mowing seems to be variable — some parts clearly having benefitted from regular attention while others looked as if they had not been mown for months: the same went for the flower beds, some of which looked practically weed free. The Southwark Council trailer parked in one corner is not such an eyesore as the container in Lucas Gardens (and only a fraction of the size) nevertheless it doesn't enhance the attractions of Brunswick Gardens and if not strictly necessary should be promptly towed away. Missing railings have not been reinstated making the perimeter look a mess and some of the childrens' swings were unusable and tied up to keep them out of the way: the usual rubbish (and indeed some unusual rubbish — an old straw lampshade was lying on one of the patches of grass!) there was the by now familiar air of desolation.

Burgess Park

If Brunswick Park had seemed desolate how much more desolate parts of Burgess Park feel with its wide open spaces incongruously encroached upon by urban dereliction. Burgess Park is not, as we all know, complete — and one sympathises with the Council in their efforts to fund its completion but it is not the surrounding non park areas which give the cause for concern, unattractive as they are, but the park proper and areas within it which are clearly the Council's responsibility to maintain.

Behind Addington Square there is a small area of the park which is piled high with builders rubble, dumped, according to residents, by a commercial firm clearing a site the other side of the Old Kent Road. The dumping would doubtless not have taken place if the area had looked clean and tidy to start with but the adjoining area has a neglected air and a container there with doors swinging open contains what look like the makings of the stage for the bandstand. And what a piteous sight that is:

never an attractive piece of park furniture its cover is now torn and flaps in the breeze. The tennis courts had nets and are regularly used though at least one of the entrances to them was firmly closed and overgrown. The adventure playground looked fun and was well patronised — no lack of ropes here! The one o'clock club area was clean and has a pleasant club house and sand pit but whether and how much it is used would be interesting to know: the only mother around to ask said it wasn't often open and the gate was certainly locked at the time of survey. The childrens playground area (where the big slides are) was not locked though there was nobody in the supervisor's house and nor were the childrens lavatories available for use: many tiles have been taken (or fallen) off the roof of the house, which is covered in graffiti, and some were lying broken on the play area. All of the equipment, apart from the trapeze, looked as if it was intact and, unlike other parts of the park, there was little rubbish.

The car park in Chumleigh Street was locked but parking is not a problem. Chumleigh Gardens, well restored, looks unoccupied and the ground floor doors and windows are breeze blocked up, presumably against intruders: but when will doors and windows be reinstated?

In Neate Street there were four caravans and a lorry parked on a site next to the all weather pitch and nearby were piles of rubbish old beds, a 3-piece suite, tyres, clothes, prams: the asphalted area had 2ft. high weeds growing through it. The lake at the Old Kent Road end looked good (apart from the rubbish) and had attracted one or two visitors.

Of course Burgess Park was not intended to be a formal park in the pre-war style but surely the grass areas were not meant to have 2ft high nettles, luxuriant clover and dock, with the grass uncut and left to go brown. The "wild" areas not yet open to the public have an undergrowth consisting mainly of bottles, food wrappings and beer cans — perhaps retrieval of rubbish would disturb the wildlife but it seems a not unreasonable risk to take for the sake of making these areas a more pleasant part of the park.

One has to conclude that Southwark's parks are in a sorry state: Dulwich Park is strictly speaking not within the Society's area of benefit, but anybody who has been there recently will have been shocked and saddened at the state it is in and a campaign is afoot in Dulwich to try to get the situation remedied.

With the demise of the GLC Southwark pleads poverty as the reason for the state of our parks but Ruskin Park and Brockwell Parks are in an appreciably better state. Nowhere in a Southwark Park was a park-keeper or a gardener or a maintenance man mending fences or railings to be seen. Is Southwark spending anything at all on our parks apart from the costs of occasional mowing of grass and planting of a few trees? It does not seem to be clear even to Council officers themselves which Department bears responsibility for rubbish in parks: arguably of course there should be no rubbish, especially in parks where there is no cafe and it may well be that we are not such a dirty lot

as the state of our parks would seem to indicate: it may simply be that rubbish has been allowed to accumulate over several months with inadequate bins not emptied regularly. The general air of neglect and patent lack of activity on all fronts in Southwark's parks would seem to bear this out. The time has come for concerted action.

How can we impress on Southwark that our parks are important to us; especially so in those areas where housing quality is poor or the surrounding streets are depressing? Nobody can fail to feel better for seeing an attractive and well cared for park and the better cared for a park is the better it will stay: the more our parks are allowed to deteriorate the worse they will be treated. If the current neglect continues much longer, we shall never regain the attractive parks we once had. If you agree, lobby your Councillors: ring them or write to them — make them aware of your concern.

Valerie Balleny

LETTERS TO THE EDITOR

Letters for publication are always welcome, though the Editor's decision whether or not to publish is final. The Editor reserves the right to shorten letters where necessary.

Sir,

I am at present engaged in research into the development of the Talfourd Road and Bushey Hill Estates. Are there any members of the Society who might be able to help me by letting me see their house deeds? My particular interest at the moment is Crofton Road but I would be interested to see the deeds of any houses in the area bounded by Lyndhurst Way, Lyndhurst Grove, Crofton Road and Peckham Road. You may contact me as follows:

9 Highshore Road, SE15 5AA
Tel. No: 732 7623

W.W.Marshall

Sir,

I was interested to read of the imminent closure of Camberwell Grove at Grove Hill Road in the latest Newsletter.

This closure no doubt stems from the motion passed by the Society and presented to the Council. Whilst recognising that a serious problem has arisen in Camberwell Grove, I consider the action of the Society in passing this resolution without consulting the residents of Grove Park deplorable.

At no time have I personally ever considered the piecemeal closure of roads as the appropriate action. Solutions to traffic problems in our neighbourhood will only be found when the reasons and motives of vehicle users have been identified and analysed. It is quite clear that at the present time drivers find Camberwell Grove (just as they did Grove Lane) a more attractive route than the main routes of Denmark Hill and Dog Kennel Hill. They will continue to find residential rat runs until the attractiveness of the main routes exceeds those of the 'residential runs'. So the problem can be solved either by making the residential runs less attractive so that users are forced back onto the major routes (which of course

makes them less attractive again) or by making the major routes more attractive.

So far the Society's emphasis has been to make the residential runs less attractive, while ignoring the major routes. The major routes should of course be more attractive, but the following problems arise and are not dealt with properly by the authorities:—

1. Traffic is held up at series of traffic lights due to junction control, and pedestrian crossings. In addition the timing of lights is often perverse (to say the least).
2. Parking restrictions are either inadequate, and/or not properly enforced.
3. Bus routes take unfair and undue use of available road space to the detriment of other road users, and for the benefit of a few. One man operation buses exacerbate this problem.
4. Denmark Hill runs through the shopping areas of Camberwell Green. Additional demands are placed on road usage and space for deliveries, shopping, recreation, etc.
5. Access to Kings College Hospital and the Maudsley Hospital must be given priority and improved for the benefit of all users, particularly in view of the expansion programmes at these hospitals.
6. Sign posting to the designated routes must be improved.

I conclude that whilst the temporary closure of Camberwell Grove is necessary to educate drivers to use the new designated routes, it should only be temporary, and that adequate resources must be given to assessing the impact. Furthermore, I anticipate that additional traffic flows will be the consequence in Grove Park, and the Lyndhurst Road/McNeil Road area.

While this experiment continues, a thorough study of the impact on traffic flows in Dog Kennel Hill and Denmark Hill, and at Camberwell Green must be undertaken, and proposals made to improve the flow of traffic in these roads.

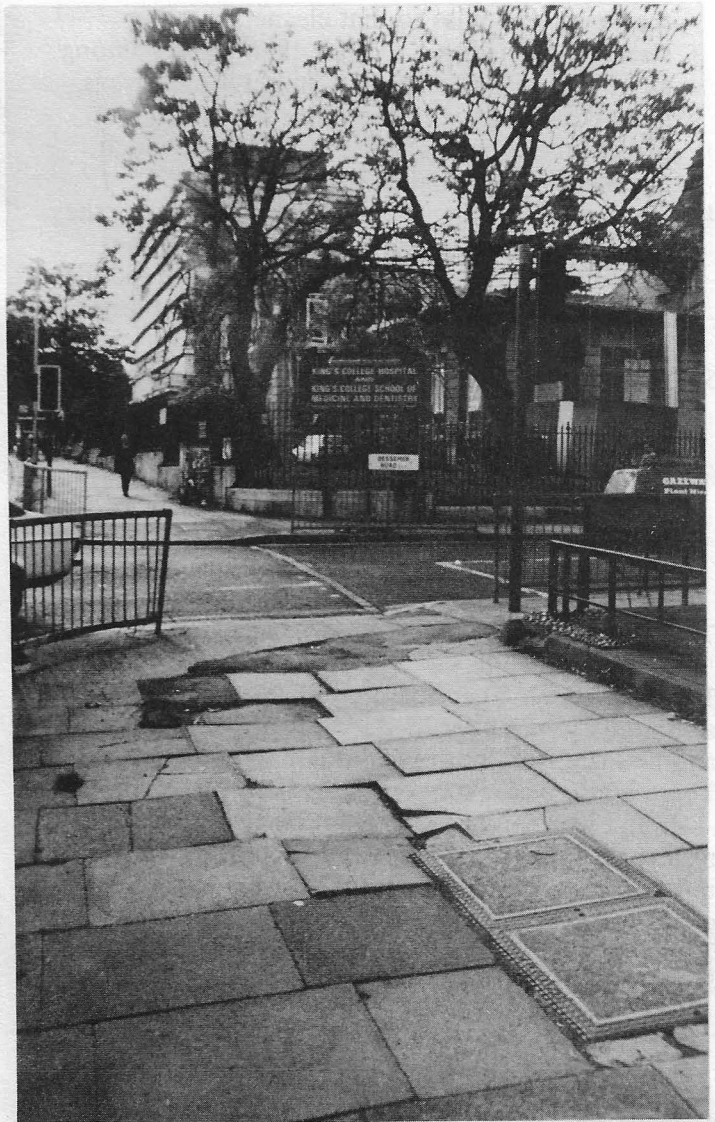
The police must be prepared to exercise their authority to control parking and waiting on these routes, something that they appear to be reluctant to do. The Council must ensure that subways or overhead crossing places are provided particularly at Kings College Hospital, instead of pedestrian crossings, and that the lights are phased fairly, and sign posting is adequate, which at the present time (particularly at the Medlar Street turning) it certainly is not.

I conclude by informing you that I reluctantly support the temporary closure of Camberwell Grove, but that ultimately the only solution is to make the main routes more attractive, and that in principle all routes should be open (including Grove Lane). Speed should be controlled by speed humps, and altering the desirability of the routes by appropriate traffic lights and the control of entry/exit patterns.

Nige! Found has also asked for comments on street cleaning. All I can say is that it would be nice if we had some. After all, the Council has collected sums in rates to pay for cleaning. In general, the state of cleanliness of the Borough is very depressing, and the Council's lack of control is to be deplored.

4 Grove Park.

R.J.S.Otten



Trip up here at least King's casualty is near.

Sir,

Your forthcoming edition covering pollution and erosion of our environment is timely. The condition of Camberwell generally and certain parts in particular is worthy of note. I speak especially of Camberwell Grove since I live there. Other streets could catalogue the same problems. The following examples of neglect are typical but not exhaustive:

1. Pavements have been mutilated by the utility companies and *never* restored to an acceptable condition. Gas, telephone, water and electricity boards are all at fault. Their works are usually made good (if that is the word!) with tarmac rather than paving slabs and are either sunken or protruding. The telephone box at the north end of the Grove is a good example of how the access trenches are not properly made good. The effect is both unsightly and dangerous — who is responsible for ensuring that this work is done properly?
2. The pavements damaged by trees uprooted during last year's storm have not been repaired. Slabs lie at all angles and roots still protrude above pavement level.
3. There is almost total neglect of street and pavement cleaning. We are told that the regular cleaner has retired and the Council are unable to recruit a replacement. Is it beyond their capabilities to

rearrange schedules so that cleaners in other streets are scheduled to share their efforts among all of Camberwell's roads? Camberwell Grove is in stark contrast with the other side of Church Street (at the back of the Court House) which does seem to be cleaned regularly.

4. Some residents are not as good neighbours as they should be. Residual building materials on the pavements and mattresses left out in the hope that passers by will collect them are not examples of a good community spirit.
5. The south (top) end of Camberwell Grove is still a parking or dumping ground for delapidated and trade vehicles.
6. The general condition of Camberwell Grove's north end pavement is disgraceful: the side of the betting shop on the corner of Church Street being an extreme example. It is not level, plants grow through it and many of the slabs are loose.
7. The trees lost through the storm need replacing as soon as possible.

The first answer to all these problems probably lies in a combination of coordinated pressure on the Council and Utilities from both individuals and organisations. There is also a case for considering our own behaviour — should we keep our own frontage swept (as earlier residents of these parts did) and should we contribute to tree replacement in the absence of Council action?

These issues should be high on the agenda of all Society meetings.

*Wally Johnson
86 Camberwell Grove*



A local resident's plea



Some people do try.

Sir,

Further to the Newsletter dated 7th September, I enclose a copy of a letter I have sent to the director of Engineering & Public Works. I have also sent copies of the letter to "The Comet" and to the "South London Press", as well as the local Councillors. Additionally I have asked the Administration Officer to let me have the names of all Councillors so that I may make copies available to them.

But, this is not enough, your focusing on the problems will help but we need direct action.

1. Far far more and much larger litter bins which are regularly emptied — twice a day if necessary.
2. Refuse collectors should be authorised to pick up black bags, even if they are not on the immediate run.
3. An awareness campaign among the young and even very young. Perhaps a young people's gardening programme and an award.
4. Legislation to force retailers particularly fast food chains to keep the areas around their premises in good order.
5. What do we do about houses, in multioccupation — or for that matter large estates where no single individual is responsible?

And what about *noise pollution*?

And what about Graffiti?

The Council, I have no doubt, say they have no money, although as I point out in my letter, other

Councils seem to have the will to do so.

I truly believe that it is time for the residents of the area to take matters into their own hands and who better to lead the Campaign than the Camberwell Society.

Not that I really expect you to take action for during the three years I have lived in the area, it does seem to me that the Society is "a lot of talk and not much do", and too much living in the past of one triumph – "The Firkin Pub". A challenge – I hope you prove me wrong!

*Pamela Entwistle
1 de Crespigny Park*

Sir,

I spent a day in London's busy Oxford Street recently and noticed the disgusting mess on the pavements and in the gutters. Large, green dustbins adorned the road every 200 yds or so, but were seemingly empty. However, you couldn't take a step without putting your foot into a paper bag or crushing one of those plastic squash containers.

On arriving back at Camberwell, I looked around me. Was the scene any better or worse than Oxford Street? Comparable would be fair I suppose, except that the bins were full to overflowing, which was why there was so much mess on the floor of the bus.

I got off at my stop relieved to be almost home, and as I did, I trod in a large pile of dog mess. I was on the verge of tears as I scraped my shoe on the gutter to try to remove it. Eventually I took it off and walked the remaining 100yds to my door. On approaching I could see that for the second week running the dustmen had failed to call "because of the Bank Holiday".

To sum up: my dustbin cupboard stinks, so does my shoe. My jumper has a faint, sickly smell of onions and grease (my neighbour on the bus was a McDonald's fiend) and my feet are black. Oh when will this world stop being so filthy?

*Sarah J. Ward
108A Grove Lane*

PLANNING UPDATE

Wren Road Church

These de-consecrated church premises were structurally unsound during the time they were occupied by Scallywag Furniture Stores and various estimates were given between £300,000 and £500,000 for the cost of making the premises safe and re-usable for commercial, social or domestic use. At the time of the redevelopment of the adjacent site of Butterfly Walk it was envisaged that the former church would be demolished and redeveloped. Because of its then occupation and consideration as to other uses it was left untouched. Permission has now been given for demolition and re-development for housing incorporating new library premises on the ground floor. Two plans were submitted, a 7-storey block for 31 housing units, incorporating underground car parking and library premises on the ground floor, or a 6-storey block for 24 housing units without any community use. Following representation from the Society, the Conservation Forum and particularly the Council's planning officers, approval has been given for a 6-storey block incorporating library premises on the ground floor, the building tapered off in the upper floors to follow roughly the outline of the existing premises.

115 Grove Park

Nineteen flats owned by Metropolitan Police. These have been empty for several years and are no longer required by the Metropolitan Police. Under directions from the Home Office, they are under a duty to achieve maximum realisations from the disposal of this site. With a view to preparing a planning brief for any potential purchaser the local councillors and the Borough planners convened a public meeting on 11 October 1988 to discuss options for the site. The Police propose retaining the wireless station premises at 113 Grove Park and there are no plans for the Probation Service Training



"The building tapered off in the upper floors to follow roughly the outline of the existing premises."

Is this enough to satisfy Camberwellers for the loss of this feature on our skyline?

Centre at 123 Grove Park to be vacated. The suggestion that the land to the rear of 123 Grove Park was to be re-developed appears to be unfounded and the meeting was concerned only with 115 Grove Park. The Police consider that they will require part of the rear of the site adjacent to 113 Grove Park for the erection of another wireless aerial there by reducing the site area of 115 Grove Park.

The meeting was overwhelmingly opposed to demolition and re-development of the site and favoured refurbishment into family sized units. Your Society supports that view but appreciates that there are within the existing buildings communal areas which are capable of conversion into additional housing units. Internal changes in connection with any refurbishment are not likely to require planning permission. However, the buildings are not architecturally attractive and for prolonged life may require pitched roofs instead of flat, and any purchaser may wish to effect other changes to maximise the return from the investment. The land for development could be worth £1.5m to £2 million.

What your Society and the local residents are opposed to is the replacement of the existing buildings by large numbers of little red brick boxes squeezed on to the site to provide some developer with a profit at the expense of further redevelopment similar to the Grovelands and Rialto sites creating a density and demand on public services which is unacceptable.

St. Giles Hospital Site

Following an application for planning permission to build 100 houses and flats on the site, a public meeting was held in June 1988 and many local people made comments on the scheme, which did not include the round building. A revised scheme for 118 houses and flats including conversion of the round building has now been submitted and a further public meeting is to be held on the 20th October 1988 at the Town Hall, Peckham Road. A report will not be available before going to print. More later.

Ian Hunter

Convenor of the planning sub-committee

MORE IDEAS

for solving the traffic problem

Jonathan Hunt, acting chairman of the Grove Park Residents' Association, speaking at the members' meeting on Traffic reported elsewhere in this Newsletter, referred to an informal meeting in August of representatives from various local residents' groups at which a number of proposals were agreed upon for submission to the Council's Working Party. Many of these will already be familiar to members but, as they are all of general interest, we print below a full account.

A number of representatives of residents groups in the Camberwell Grove area met in August, putting aside a difference of opinion on temporary closure of Camberwell Grove, to present ideas to the Council's

Working Party. That body discussed and largely agreed the proposals at its meeting on 11 August. It is hoped they will also find favour with members of the Camberwell Society.

Camberwell Grove:

1. In the event of a temporary closure of Camberwell Grove, there should be full monitoring of surrounding streets to determine the effects of displaced traffic.
2. The urgent need in the interests of safety for humps, chicanes, timber humps or other devices to slow traffic in the southern end of Camberwell Grove as well as in the northern half. *Promised by Council for 7 October.*
3. An immediate demand that the traffic priority changes from Camberwell Grove into McNeil Road and vice versa return to those prevailing before the changes — i.e. right of way for traffic in Camberwell Grove. *Promised by Council for 17 September.*
4. 'No entry except for access' signs to be positioned at all entrances to Camberwell Grove.
5. Removal of the right-turn filter on the traffic lights for northbound traffic at Dog Kennel Hill during morning rush hours.
6. Allow right turn from Grove Hill Road into Grove Lane.
7. No entry signs or lights between the hours of 11pm and 6am at both ends of Camberwell Grove.

Camberwell Green:

1. Southeast-bound traffic (from Camberwell New Road) be allowed to turn right at Camberwell Green into Denmark Hill.
2. Greater encouragement to use, and better sign-posting of, the Medlar Street option for south-bound traffic.
3. Removal of bus stops for westbound (i.e. Coldharbour Lane) buses to Orpheus Street, and requirement for all buses changing crews to have to wait in Orpheus Street.
4. Reverse the one-way section of Grove Lane from Camberwell Church Street to Daneville Road, making it north to south, with no entry into Grove Lane beyond that point; and reopening Daneville Road one-way from east to west to the junction with Denmark Hill. This will enable Brixton and other west-bound traffic to by-pass the Green and will allow access to the Safeway car park, thus encouraging more residents to shop in Camberwell.
5. Encourage Safeway to effect entry to its car park directly from Orpheus Street.
6. Prevent east-bound traffic in De Crespigny Park from turning right into Grove Lane.

These ideas, while not comprehensive, are intended to achieve the twin but related aims of discouraging traffic from using residential roads, and encouraging it on to main thoroughfares. It is hoped there would be ancillary benefits, such as allowing easier access to the car park, thus increasing trade in Camberwell shops.

Jonathan Hunt

CAMPAIGN FOR THE UNDERGROUND AT CAMBERWELL GREEN

Following the resolution at the Society's AGM in May, a Tube Sub-committee has been formed. As a result of phase one of the campaign, the leading organisations in the area have been approached and have written, in enthusiastic support of the urgent need for a Tube line to Camberwell Green, to Sir Keith Bright, Chairman of London Regional Transport, with copies to the Minister of Public Transport, Michael Portillo, M.P.

Among those who have written are: the Camberwell Health Authority, the Maudsley Hospital, the Camberwell Green Magistrates' Court, Save the Children Fund, the Salvation Army, Southwark Environment Trust, the Camberwell School of Art, the Love Walk Hostel for Disabled Workers, as well as the Society itself. Copies have been sent to Anna Whyatt, Chief Executive of the London Borough of Southwark.

We understand the LRT Strategy 1988-91 will now be under consideration by the Central Rail Study set up by the Department of Transport. Decisions are expected by Christmas. The second phase of the Campaign is to indicate the wide spectrum of need for Tube amongst the people of the area. Petitions have therefore been circulated for signature by those involved with the organisations which have already written. The business community on or near Denmark Hill will also be canvassed.

As requested at our members' meeting on 22nd September last, please would all members of the Society write, as soon as possible, asking that the Tube to (and if possible through) Camberwell should be a matter of urgency and be included in the details of the LRT Strategy 1988-91. Personal needs of the writer give an added picture. Letters can be as short — and/or as passionate! — as the writer likes, and should be addressed to Michael Portillo, M.P., Minister for Public Transport, and to your local M.P., Harriet Harman or Gerald Bowden and sent to me, Mrs. A.J.S. Roskill, JP, (Camberwell Society Tube Sub-committee), 56 Grove Lane, London SE5 8ST.

Julia Roskill

SOUTH LONDON ART GALLERY

Members may be interested in the following three inter-related exhibitions at the South London Gallery:

25th November — 15th December

A profile of Southwark: drawings, paintings, prints and sculpture of local interest drawn from the permanent collection.

6th — 19th January

Flesh on the bones I: the story of how the permanent collection began and grew, 1879-1939, told through the works of which it is comprised.

27th January — 9th February

Flesh on the bones II: the post-war years, from originals to prints.

SOUTH CIRCULAR ASSESSMENT STUDY

Is there a real threat of a motorway through Camberwell?

There is understandable concern about one of the nine options in the Stage 2A report by Travers Morgan the consultants commissioned by the Department of Transport for the South Circular Assessment Study. Their "Option D" includes "a new orbital highway to attract vehicles away from the South Circular and some other roads". It would run from Eltham to Clapham, using the railway line "corridor" through Peckham, Denmark Hill and Brixton. Though put forward as less than a motorway it would be hardly less damaging, or less relevant to any acceptable long-term answer to traffic problems, than the abandoned Ringway 1, or "motorway box", which the Society joined in fighting from 1969 to 1971. The consultants are now "developing" all their options for a report due in May 1989 to the Department of Transport, which should then rule out some of the options and — possibly not before late 1989 — start public consultation on the rest. Apparently only Ministers could, at the present stage of the consultants' work, tell them to drop a particular option. Recent Ministerial statements suggest that they accept that new motorways in inner London are "out", but their response to a campaign already started in West London is disquieting. Opponents of new road options in the parallel West London Assessment Study report seem to be finding reluctance to rule out any option before May, coupled with a worrying emphasis on the technical difference between an urban highway (with limited access and at least some grade-separated junctions) and a motorway.

We shall have to consider what course is best, bearing in mind that bits of some of Travers Morgan's other options would be welcome, e.g. major underground extension south of the Thames. Unfortunately most options are packages of good and bad, and there are issues of both tactics and substance for us. We hope to say more in the next Newsletter.

Norman Hutchison

MEMBERS' MEETINGS

From September to May the Society arranges meetings for members and friends. We ask you for ideas, but seldom get a response!

The meeting in September was on *TRAFFIC* — the hall was full.

As we go to press in October Dr. Christopher Bass will be talking on *M.E. — a disease of the decade*.

In November, Richard Hewlings will talk on *How valuable is the past*. He is inspector of the Royal Palaces and is therefore well qualified to talk on this subject.

December is the Camberwell Society's Christmas Party.

The Committee arranges a very varied programme and hopes you will support these meetings.

ENVIRONMENTAL ASSESSMENT

of certain development proposals

The EEC Commission has issued a directive to member states which required them by July of this year to implement legislation whereby certain developments submitted for planning of other permissions must be subject to an *environmental assessment* before they can proceed.

The aim is to ensure that the impact on the local environment of a development is established and made known publicly before permission can be given for the development.

In June the Government laid a series of Statutory Instruments before Parliament to give effect to the EEC directive. This legislation provides for a procedure to be followed when an application is made for certain developments.

Writing in *Heritage Outlook* in the July/August issue, our member Nigel Haigh* explained that the procedure in outline conforms closely to existing British development control procedures, but strengthens them. Although local authorities have had powers to extract most of the information they need from a developer, he will now be forced to provide it in advance. Furthermore the range of information he has to provide is greater since it must enable an assessment to be made of the effects on human beings, flora, fauna, soil, water, air, the landscape, material assets and the cultural heritage. Until now in Britain a planning authority may well have left effects on, say, water to be considered separately by the water authority and on air to be considered separately by the air pollution inspectorate. Now all effects should be pulled together and the planning authorities will be forced to work more closely with pollution and other authorities so that a complete picture is formed before a decision is taken.

Basically there are three steps to the procedure:

1. Submission of certain information by the developer with his planning application *which must be made public*;
2. Consultation by the planning authority with the public and with certain environmental authorities such as the Countryside Commission, the Nature Conservancy Council and H.M. Inspectorate of Pollution; and
3. Consideration of the information supplied by the developer and gathered as a result of consultations prior to the granting or refusal of permission.

The intention is that certain types of project, such as oil refineries, power stations, integrated chemical works, motorways and toxic waste facilities, will automatically come within the legislation. Other types of development will only be subject to the new statutory procedures if the member states consider they are likely to have significant effects on the environment.

The new regulations provide a potentially powerful weapon for amenity societies.

* *Director of the Institute for European Environmental Policy.*

Jim Tanner

HOW FAR DOES B.R. LIVE IN THE PAST?

— plus some hints for the present!

All but our youngest members will recall the now-vanished *Bradshaw*, but not so many would be old enough to have studied the 1922 edition. And it was, I admit, only a railway enthusiasts' reprint of that which recently came my way. Seeking *Denmark Hill* in the index I found there were three tables to consult from these pre-amalgamation days — the London, Brighton and South Coast service between London Bridge and Victoria, and the South Eastern and Chatham services on the Catford Loop and on the now abandoned branch from Nunhead to Crystal Palace (high level). Journey times were within a minute or so (some more, some less) of today's, with the extra stop at East Brixton on the way to Victoria and, sometimes, at Loughborough Junction on the way to St Paul's (as Blackfriars was then called), Ludgate Hill (a vanished station) or Holborn Viaduct.

Comparison of service frequencies was another story. True, the S.E. & C. services to the City gave the Denmark Hill traveller roughly the frequency offered today. But for most of the day the L.B. & S.C. provided four trains an hour on weekdays in both directions between London Bridge and Victoria. There were two an hour on Sundays, with a gap from 1045 to 1245. That is a remarkable difference from the miserable state to which this service was reduced last May, and in which, despite what have so far proved false hopes, it remained when the winter timetable began on 3rd October. British Rail's service, at peak hours only, and with the notorious Battersea Park change at the height of the peak. But those diligent enough to read posters at stations, or who learn the hard way by turning up, will discover that every second train has been cancelled. And they may further stumble on the fact that during the evening (but not the morning) peak the cancellations now are of the trains which were not cancelled in the summer, while those cancelled in the summer are now, in principle, running.

What really astonishes me, however, and makes one realise how the ghosts of the competing companies of over 60 years ago have gone on haunting first Southern Region, and now the brave new Network South-east, is the "Chinese wall" — to change the metaphor — between services and the publicity for them. On one side is this sorry travesty of the old L.B. & S.C. service, and on the other a non-stop service from Denmark Hill to Victoria now offered — but inadequately publicised — by the Division which is heir to the old S.E. & C. (Would the fact that Denmark Hill Station doesn't come under that Division have anything to do with it?) There is an absence of cross-referencing in the timetables to which a stranger (or his travel agent) might refer, and I have found even local people unaware that between Denmark Hill and Victoria — though not, unfortunately, to Clapham or Wandsworth Road, or on the London Bridge section — there is an alternative to the dispiriting journey via Battersea Park and platform 9 or 19 on the old L.B. & S.C. side of Victoria. It uses the old S.E. & C. side — generally

platforms 3 to 7 – and as it doesn't stop at Battersea Park anyone marooned there would need to return to Victoria to start again!

Like BR, neither I nor the Camberwell Society guarantee the times which follow! But it may help our members to say that, as we go to press, these scheduled non-stop trains from Denmark Hill to Victoria (Monday to Friday) are at 0753, 0814, 0834, 0854, 0913, then hourly from 1040 to 1540, then at 1744, 1940, 2039, 2139, 2239 and 2341. The non-stop trains from Victoria (Monday to Friday) are hourly from 0957 to 1457, then every 20 minutes from 1644 to 1804, then at 1834, 1957, 2057, 2157 and 2257.

As for the stopping trains to and from the old L.B. & S.C. side of Victoria I am sad to say – for this is a service that *should* be developed and promoted – that in its present butchered state, with half the survivors reversed at Battersea Park anyhow, only a few timings are worth noting as filling gaps in the non-stop service. From Denmark Hill they are 0603, 0703, 1633 and 1833 – all except the 1633 scheduled to run through without changing. From Victoria there are the 0622, 0724, 1556 and 1856, with no scheduled change, and perhaps the 0817 and 0917 to Battersea Park to connect (one hopes) with the 0825 and 0925 to Denmark Hill.

In "The Importance of Being Ernest" no one dared to contradict Lady Bracknell's response to the irrelevant information that the famous handbag left at Victoria many years before had been "on the Brighton side". But such is railway history that Denmark Hill travellers stranded (with or without handbag) at Victoria Station today could certainly not concur in her imperious assertion that "The side is immaterial!".

Norman Hutchison

SPEED HUMPS – HARD FACTS!

After what was said at our September meeting about speed humps that some Councils had allegedly managed to construct without expensive new drainage there was only one thing for it: like the man from Missouri "I wanna see".

First, then, to Court Lane west of Dulwich Park where Southwark Council is currently constructing humps which had been reported as stopping short of the kerb. So they might have seemed to do, when unfinished, because of the way the pre-cast units were being laid. But the finished humps meet the kerbs, and the expensive work on the gullies was indeed done before work started on the humps. Next to Oxford Road, SW15 (conveniently by East Putney Underground) with 8 humps in its quarter-mile or so. Again kerb to kerb, but a Wandsworth Borough engineer had helpfully told me that the western kerb-line had been brought out in places to meet humps in correspondingly narrowed parts of the road. There is residents' parking in the sections between these "blisters". But – alas for any thoughts of cheapness – the gutter had to be brought out too: extending the pavement over the original gutter wouldn't have worked.

One more call, at Bridge Lane, SW11, a very short road with two humps, just west of Battersea Bridge Road, which I gathered is Wandsworth's only other example, though they have more planned. The interest (and maybe warning) for us is that this is a one-way street attractive to lorries from an industrial area and that – if the resident I spoke to was typical – the lorry drivers don't find two humps much of a deterrent. A noisy nonchalance about their (or their employers') springs was alleged, in marked contrast to the agreeably gentle behaviour I had observed in the not inconsiderable volume of traffic in Oxford Road.

I had already seen examples of humps constructed by two other Boroughs: by Croydon at Norbury Hill, SW16 (you can see the humps from the 68 bus before it goes down Beulah Hill), and by Hammer-smith & Fulham at Alderville Road and Linver Road (both SW6, off New King's Road). So I am confident I can safely offer a free drink to anyone who can show me those elusive humps that don't block the gutters! The only condition is that they must be on a *public* highway in the UK for which a local authority is responsible!

None of this field work, of course, has held up action that was clearly called for after our meeting – pressure for a proposed amendment of the Department of Transport Regulations to legalise a cheaper type of hump, to be made quickly.

Norman Hutchison

SWIMMING
at the Datchelor Pool

MONDAYS 7 – 8.30 p.m.
CRISIS

The session now costs £18. Average takings are £14. Unless we can increase the number of people swimming (or ensure everybody pays!) it will be necessary to put up the cost or give up this activity.

The Society needs someone who will organise a rota to collect the money (the Council says we should have a supervisor).

We need people who will agree to be on the rota, if there are enough volunteers this need not be too irksome.

If you are interested in swimming please ring either the Treasurer, Alan Riddle on 733 3977 or Jo Neild on 703 5845. We need to know that members are interested and wish to retain the opportunity to swim on Monday evenings. It has been suggested we should have an annual subscription. What do you think?

ARE YOU MAKING A WILL?

Members of the Society making their wills are asked to remember the Society and, if they think it appropriate, to leave the Society a bequest. Even a modest bequest would be extremely welcome. The Society has always kept its subscriptions low to permit as many of the residents of Camberwell as possible to join, but the consequence is that the Society is chronically short of funds and unable to do the things it would wish to do to maintain the amenities of the area.

Conrad Dehn



APPEAL FOR ARTICHOKE MEWS

Southwark Environment Trust

The Southwark Environment Trust (SET) has launched a £250,000 appeal for a major environmental improvement at Artichoke Mews in Camberwell. So far £92,150 has been raised and SET is now appealing to residents and businesses in Southwark to contribute to what will become an important scheme to restore a fine early nineteenth century mews building and to create much needed local jobs.

Artichoke Mews is a neglected terrace of five two-storey buildings in the Camberwell Green Conservation Area. The Mews is hidden away behind wooden gates to the left of the Camberwell Baths in Artichoke Place. The original building provided stables and garages for coaches on the ground floor with rooms for ostlers and grooms on the first floor. It is owned by Southwark Council and, despite having been empty for several years, the structure of the building is in good repair.

SET has obtained the agreement of the Council to a long lease and the precise terms are being negotiated at present. SET's proposal is to restore the building and to convert it to workshop units. The units will be used by those wanting space to set up their own businesses and who are unable to find or to pay for commercial premises. At least one of the workshops will be provided for the disabled and rents for most of the units will be based on the ability to pay rather than the going commercial rate. The present plan provides for ten units and many possible uses have been suggested — joinery and metal workshops, craft

and design workshops for the disabled, physiotherapy and osteopathy in association with the Camberwell Baths next door, computer, photocopying and secretarial services and an information centre on diet and health foods. There are many other possibilities. Maximum job creation and the possibility of training in certain skills are the aim of this project. SET has been advised that the provision of workshop space as planned for Artichoke Mews is badly needed in the Peckham and Camberwell areas and that there will be no shortage of demand. The workshops will be managed for SET by an agency specializing in job creation.

It is an ambitious but very worthwhile project particularly as, in this area, the figure for unemployment is over 25%, one of the highest for any area of Britain. The Artichoke Mews scheme is, we hope, responding to the needs of the area by providing premises, training and support for people now unemployed to come and start their own businesses. SET is an Environment Trust and the restoration of this attractive curved mews will be done to the highest of standards, so contributing further to the improvement of the Camberwell Green area. Architects Rock Townsend, who are specialists in handling schemes such as this, have been appointed architects to SET. All being well with planning permission and the remainder of the fundraising, work will begin on site early next year.

It is very encouraging that there has been considerable backing for the scheme — from the Council, from the North Peckham Task Force and from some of the larger charities who have promised support. The Task Force has contributed the first £60,000, SET and

various charities have contributed the rest of the money raised so far. Members of the Camberwell Society will, we hope, be pleased to learn that a proportion of the rent received from the Phoenix and Firkin at Denmark Hill Station is being ploughed back into the Artichoke Mews project. Other funds are in the pipeline.

Camberwell residents and particularly members of the Camberwell Society were vital to the success of the Denmark Hill restoration by contributing over £4000 to the *Save Our Station* campaign in 1981 - 83. Many people contributed small amounts of £1, £5 and some gave more.

The local support then was a major factor in the success of the Denmark Hill Station appeal because it showed everyone — the Council, the Government, the charities, British Rail and all the funding agencies — that people in Camberwell cared about their environment and were prepared to help and to contribute.

SET IS NOW APPEALING THROUGH THE CAMBERWELL SOCIETY NEWSLETTER FOR SUPPORT FOR ITS ARTICHOKE MEWS APPEAL.

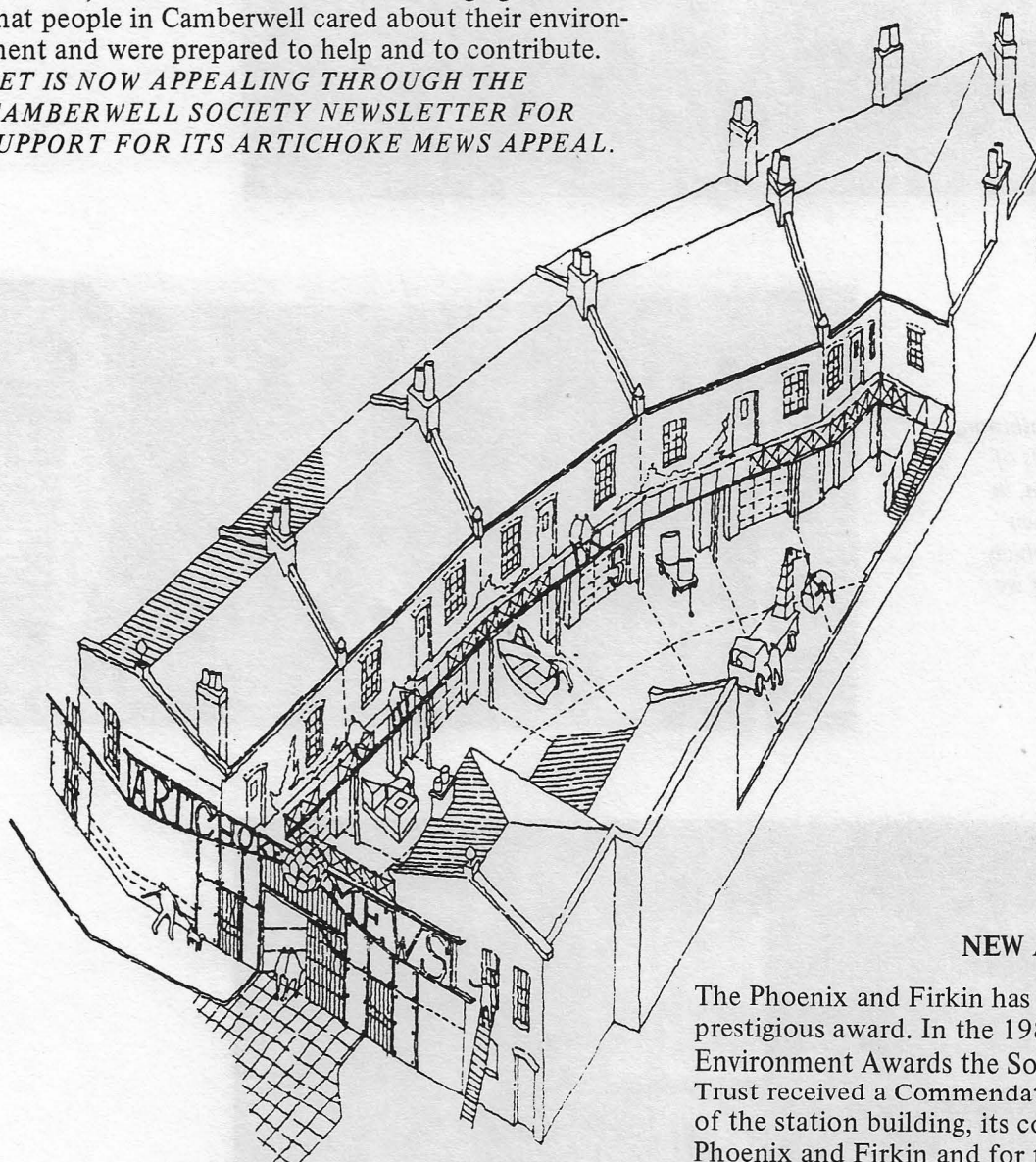
WILL YOU CONTRIBUTE TO A PROJECT THAT WILL IMPROVE YOUR ENVIRONMENT, CREATE JOBS AND HELP IN A SMALL BUT SIGNIFICANT WAY THE PROBLEMS OF THOSE WHO ARE UNEMPLOYED IN OUR AREA? ANY DONATION HOWEVER SMALL WILL BE GRATEFULLY RECEIVED. DEMONSTRATION OF LOCAL SUPPORT IS VERY IMPORTANT TO THE SOUTHWARK ENVIRONMENT TRUST.

Please send whatever you can to:

Lawrence Hansen, Southwark Environment Trust,
48, Willowbrook Road, Peckham, London SE15 6BW
Tel. No: 732 5123

We will keep Newsletter readers informed through the Newsletter of our progress.

*Jeremy Bennett
Chairman, SET*



An artist's impression of the restored Artichoke Mews with workshops in use.

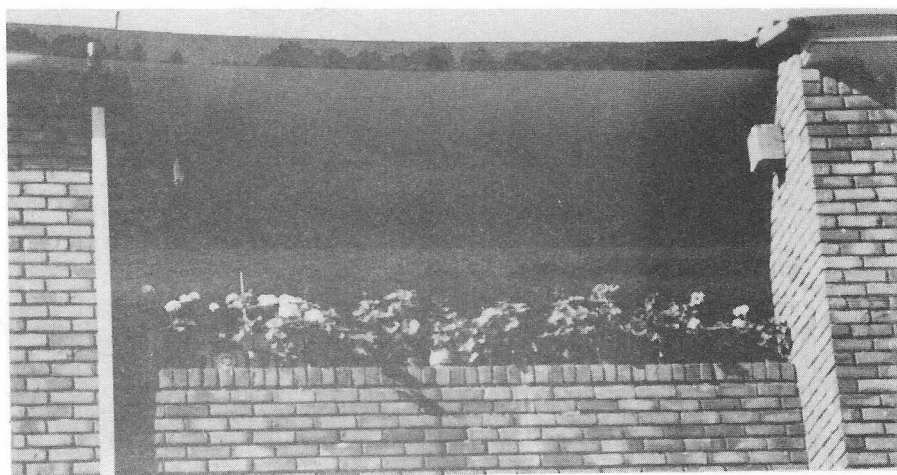
NEW AWARD FOR PHOENIX

The Phoenix and Firkin has received another prestigious award. In the 1988 Business and Industry Environment Awards the Southwark Environment Trust received a Commendation for the restoration of the station building, its conversion into the Phoenix and Firkin and for the general improvements to the whole station area. The assessors visited the station in July, were impressed with the pub and with the new railings which have just been put in by the Trust the whole way along the Champion Park frontage. There were over 80 entries — only 5 major awards and 11 commendations were given.

At a special ceremony at the Royal Society of Arts on 23 September Jeremy Bennett, Chairman of the Trust, received the certificate on behalf of all those involved in the restoration project from Nicholas Ridley, Secretary of State for the Environment.



In our Environment Week Exhibition, 1987, we showed many aspects of life in Camberwell. Once again, in this issue, there are "Look down" illustrations. Here are three which show there is much to enjoy if we can "Look up".



RESIDENTS' ASSOCIATIONS

The traffic crisis in Camberwell has had an interesting social effect: the burgeoning of residents' associations. Long time supporters of the Camberwell Society who have consistently worked in the cause of bettering our environment may view this development with suspicion and not a little resentment. Residents, hitherto dormant in local amenity matters, are suddenly galvanized into action by a crisis which is directly and painfully affecting them. What do they do? Play a more active part in their local amenity society and throw their weight behind it? No, they form themselves into an association of local residents. Whilst such resentment is understandable it is misguided as the Society's members' meeting last September, reported elsewhere in this Newsletter, clearly demonstrated. Some members of some residents' associations may be critical of the effectiveness of the Camberwell Society in fighting for better traffic conditions, but the majority, particularly when they are better informed, show common cause with us. Their very existence, far from eroding the influence of the Camberwell Society, is capable of making us, as a combined force, much stronger. The Society will do a service to these new residents' associations (many of whose members are already members of the Society) and to the rest of its members if it provides a forum for the new associations through its members' meetings and this Newsletter and acts as co-ordinator and as the means of communication between all bodies within its area of reference who have as a common objective making Camberwell a safer and more pleasant place in which to live or work.

At the September members' meeting, Islay Charman asked that details of residents' associations and of others interested in joining or forming one should be given for publication in this Newsletter.

Camberwell Grove Residents' Association

Paul Keane, Chairman
93 Camberwell Grove, SE5
Tel: 701 3450

Grove Lane Residents' Association

Peter Rundle, Chairman
45 Grove Lane, SE5
Tel: 703 8468
This association includes residents of Selbourne and is of course interested also in Daneville Road.

Grove Park Residents' Association

Jonathan Hunt, Acting Chairman
67 Grove Park, SE5
Tel: 737 3793
Rupert Otten, Secretary
4 Grove Park, SE5

Lyndhurst Residents' Association

Gill Green, Secretary
104 Lyndhurst Grove, SE5
Tel: 708 0027

Talfourd Road

Jamie and Angela Montford Bebb
Tel: 701 1032
Steward Clark
Tel: 703 8640

Benhill Road/Edmund Street

Hilary Katz
Tel: 703 0334

Bushey Hill Road

Richard Cotton
79 Bushey Hill Road, SE5
Tel: 703 8269

Any residents of the above areas interested in joining or helping form a residents' association should contact the appropriate individual referred to above.

THE PECKHAM EXPERIMENT PUBLIC MEETING

The Peckham Society is holding a public meeting at the Southwark Institute, Queens Road Centre, St Mary's Road, SE15 at 7.30pm on Wednesday, 23rd November, about health in Southwark and the world famous inter-war *Peckham experiment*. The evening has been arranged by Eileen Conn, who is not only a founder member of the Peckham Society but also a long-standing member of our own Society.

The Peckham Experiment was based in a specially designed building now used by the Southwark Institute.

Eileen reports that anyone interested in local history, architecture, medicine, whole approaches to health, primary health care or the future of the NHS will find something of interest in the evening which, she says intriguingly, will have a varied format.

DULWICH DECORATIVE AND FINE ARTS SOCIETY

The Dulwich Decorative and Fine Arts Society is holding a series of illustrated lectures at St Barnabas Parish Hall, Dulwich Village, between now and the summer of 1989. These are:

8th December

A celebration of Christmas in music and painting.

12th January

Dutch genre painting.

9th February

The Viennese secession and expressionists.

9th March

Furniture with a secret.

13th April

Hill towns of Italy.

11th May

The great exhibitions and world fairs 1851-1951.

8th June

Delusions of Grandeur — the rise and fall of the Victorian and Edwardian country house.

13th July

The designs of William Morris and William de Morgan Tiles.

The annual subscription for membership (which runs from now until 31st December 1989) is £12 for an individual, £20 double and family and £2.50 for a student. If you are interested, contact the membership secretary:

Mrs. Pamela Freshwater
Tel: 01-693 1666

WHERE TO GET HELP

The following is a list of useful telephone numbers and addresses where members can obtain information and help on various matters. If you spot the unauthorised dumping of rubbish, threats to trees, abandoned vehicles or street lights that are not working, do please pick up the telephone and report the matter.

LONDON BOROUGH OF SOUTHWARK

Planning (including conservation and trees)	The Borough Planner Borough Development Department Angel Court 199 Borough High Street London SE1 1JA	01-403 3322 *	Ext. 2110 for general planning enquiries if name of officer dealing with case is not known.
Engineering and Public Works (including highways, cleansing, lighting)	The Director of Engineering & Public Works Municipal Offices Larcom Street London SE17 1RY	01-703 5464 *	Highways, road safety, cleansing — includes special removal requests. Ask for 'The Complaints Officer', if appropriate, but to ask for urgent action on certain matters call the special numbers below.
	Lighting failures	01-703 3434 * (ext.273)	Office of Highway Inspectors.
	Dangerous defects, blockages, etc. of streets, pavements	01-703 3434 * (ext.242)	
	Problems with sewers	01-703 3434 * (ext.244)	
	Abandoned vehicles	01-703 3434 * (ext.200)	
	Fly-tipping (unauthorised dumping of rubbish)	01-936 9322 (also 01-703 3434 *)	Ring at any time with information that could help to catch and prosecute a major offender. This is the action line of the London Waste Regulation Authority, which operates with Borough Services.
Consumer Services	23 Harper Road London SE1 6AW	01-403 5867 *	
Consumer Advice Centre	376 Walworth Road London SE17 2NG	01-703 5049 *	
Environmental Health (including noise abatement)	Public Protection Department 19 Grange Road London SE1 3BT	01-237 4551 *	
Other services (if no specific no. in Director)	Town Hall Peckham Road London SE5 8UB	01-703 6311	

* Number available during office hours. At other times some emergency service may be available from 01-703 6311.

NOVEMBER OPEN MEETING

RICHARD HEWLINGS
(Inspector of Royal Palaces)

will speak on

HOW VALUABLE IS THE PAST

Thursday, 17th November, at 8 p.m.

United Reformed Church Hall
Grove Lane / Love Walk

CHRISTMAS PARTY

(Paid up members only!)

Thursday, 15th December, 7.30 – 10.00p.m.

S.C.F. DACHELOR HOUSE (Entrance Grove Lane)

Light Buffet Supper with Wine and Soft Drinks

CAMBERWELL QUIZ

Contribution towards Society funds £2 (Senior Citizens £1)