

THE CAMBERWELL SOCIETY

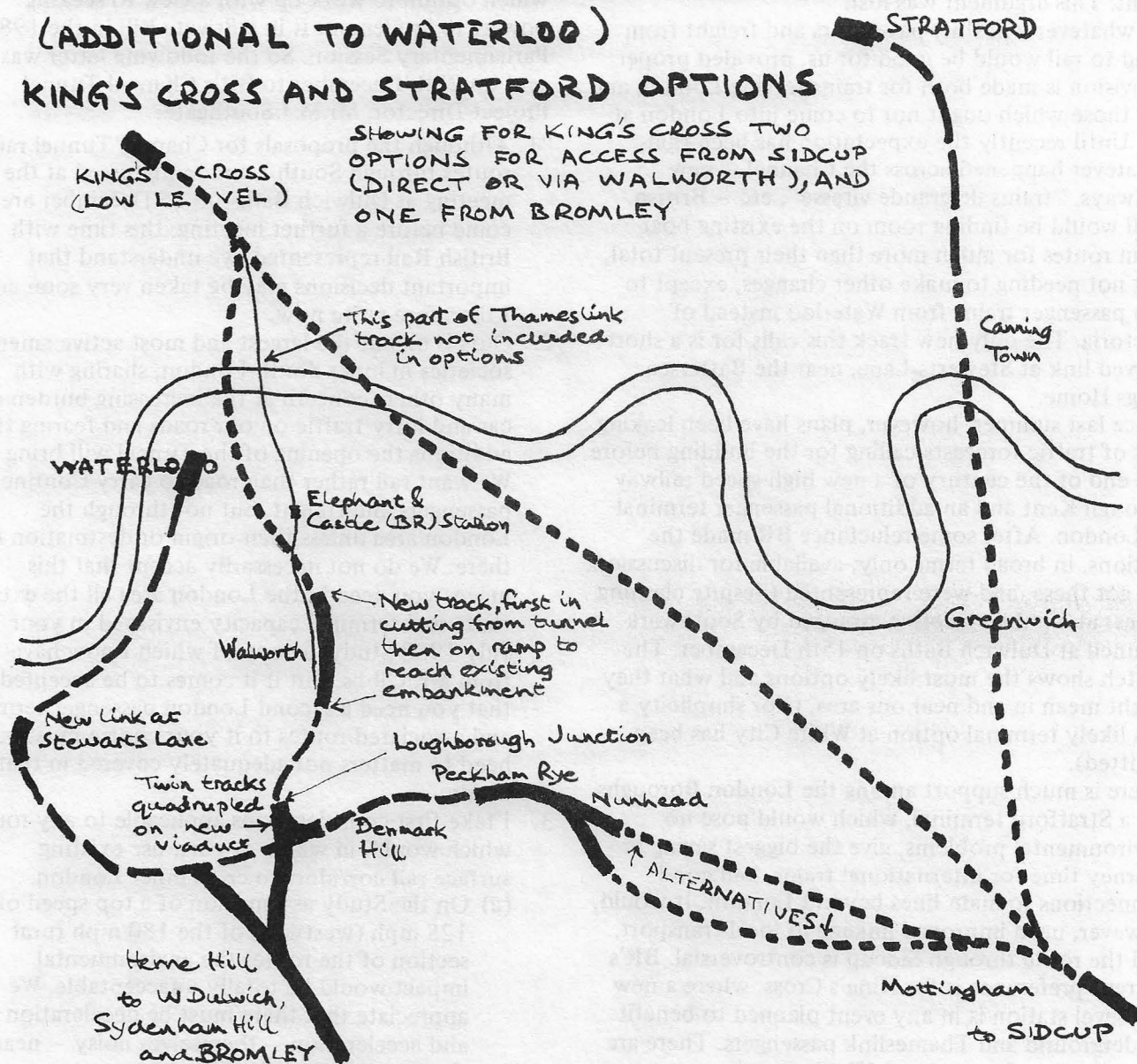
President:	Philip Hugh-Jones, 167 Camberwell Grove, SE5	274 3040
Chairman:	Islay Charman, 26 Grove Lane, SE5 8ST	703 4427
Vice-Chairman:	Conrad Dehn, 38 Camberwell Grove, SE5 8RE	701 4758
Hon. Secretary:	Iris Oldridge, 49 Allendale Close, SE5 8SG	703 0414
Hon. Treasurer:	Alan Riddle, 113 Grove Lane,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



NEWSLETTER No: 82

January 1989

PROPOSED CHANNEL TUNNEL TERMINAL (ADDITIONAL TO WATERLOO) KING'S CROSS AND STRATFORD OPTIONS



.....	New tunnel	————	New tracks beside existing lines	————	Existing tracks used for international trains
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"TRAINS DE GRANDE VITESSE" THROUGH CAMBERWELL ?

A report by the Convenor of the Society's Traffic and Transport Sub-committee.

The Channel Tunnel is due to open in May 1993. Its rail tracks will carry both the passenger and freight trains operated by BR/SNCF and the rail shuttles for road traffic operated by Eurotunnel. These shuttles will take 35 minutes for the 31 miles from Folkestone to Frethus, with single-deckers for lorries at least every 30 minutes by day and night, and single-deckers for coaches and double-deckers for cars every 10 minutes or so at peak times. It was the implications of this for roads that caused our Society and many others in 1985 to argue for a train-only link, with a regional loading network to enable both freight containers and cars with passengers to cross the Channel without using roads in London and Kent. This argument was lost.

So whatever will shift passengers and freight from road to rail would be good for us, provided proper provision is made both for trains serving London and for those which ought not to come into London at all. Until recently the expectation has been that, whatever happened across the Channel — new railways, "trains de grande vitesse", etc — British Rail would be finding room on the existing boat train routes for much more than their present total, but not needing to make other changes, except to run passenger trains from Waterloo instead of Victoria. The only new track this calls for is a short curved link at Stewarts Lane, near the Battersea Dogs Home.

Since last summer, however, plans have been leaking out of traffic forecasts calling for the building before the end of the century of a new high-speed railway through Kent and an additional passenger terminal in London. After some reluctance BR made the options, in broad terms only, available for discussion. We got these, and were represented (despite clashing dates) at a public meeting arranged by Southwark Council at Dulwich Baths on 15th December. The sketch shows the most likely options and what they might mean in and near our area. (For simplicity a less likely terminal option at White City has been omitted).

There is much support among the London Boroughs for a Stratford terminal, which would pose no environmental problems, give the biggest saving in journey time for international trains, and good connections to main lines beyond London. It would, however, need improved linkage to local transport, and the route through Sidcup is controversial. BR's current preference is for King's Cross, where a new low-level station is in any event planned to benefit Underground and Thameslink passengers. There are three options for access to King's Cross:

- (a) entirely in a new tunnel from Mottingham,
- (b) in a new tunnel to just east of Nunhead, thence by existing or widened track to just south of the Elephant and Castle (BR) Station, and thence by a new tunnel to King's Cross (the Thameslink

tracks on embankment to Blackfriars and thence in tunnel to Farringdon have been ruled out for engineering reasons),

- (c) through Bromley to Loughborough Junction, and thence as in (b).

Of these options (a) gives the shortest journey time (virtually as good as Stratford) and no traction supply system changeover (international trains will have overhead power supply). Options (a) and (b) use the controversial route through Sidcup, but access via Bromley is also controversial both in Kent and, nearer home, north of Sydenham Hill Station, where an action group *Dulwich Against the Rail Link* (DARLINK) has been formed.

Our Society has neither knowledge nor resources to argue whether, and if so where, a new passenger terminal is needed in London. But as soon as we saw options (b) and (c) it was obvious how seriously our area could be affected. Moreover rumour had it that BR might decide even before the end of January which option to work up with a view to seeking powers to implement it in a Private Bill in the 1989-90 Parliamentary Session. So the following letter was sent on 28th December to BR's Channel Tunnel Project Director, Mr.M.J.Southgate:

- "1. Although the proposals for Channel Tunnel rail routes through South London discussed at the meeting at Dulwich Baths on 15 December are to come before a further meeting, this time with British Rail represented, we understand that important decisions may be taken very soon and I therefore write now.
2. Ours is one of the largest and most active amenity societies in inner South London, sharing with many others concern at the increasing burden of car and lorry traffic on our roads and fearing the additions the opening of the Tunnel will bring. We want rail rather than road to carry Continental passengers and freight, but not through the London area unless their origin or destination is there. We do not necessarily accept that this means you need in the London area all the extra route and terminal capacity envisaged in your July 1988 Study, a copy of which I now have from Mr. Gibbs. But if it comes to be accepted that you need a second London passenger terminal and associated routes to it your choice must pay heed to matters not adequately covered in that Study.
3. I take first considerations applicable to any route which would, in whole or part, use existing surface rail corridors to cross inner London.
 - (a) On the Study assumption of a top speed of 125 mph (westward of the 180 mph rural section of the route) the environmental impact would be totally unacceptable. We appreciate that there must be deceleration and acceleration — themselves noisy — nearer the terminal, but the "improvements in journey time" quoted in the Study imply maintenance of very high speeds well into inner London.
 - (b) Where extra tracks are envisaged the widening of embankments etc would have unacceptable

social, economic and environmental consequences. (These are spelt out more specifically below for those of your options which are of immediate local concern to us).

- (c) Where it is suggested that from existing quadruple tracks two should be dedicated to Tunnel traffic there would be unacceptable loss of capacity for suburban rail services. Your Study here is inadequate in two vital respects. First, it admits to not reflecting the *High* scenario for domestic traffic growth, pending the outcome of the Central London Rail Study. We assert that, whatever emerges from that, inner South London will prove to need all its existing surface rail capacity in addition to the Underground extensions for which we hope. Secondly, a misleading impression is created by the Study's discussion of the effect of new international capacity on domestic services solely in terms of possible benefit to longer distance non-stop services which might share the new routes. Dedication of existing tracks in inner London to high-speed trains would be a disbenefit for the maintenance and expansion of suburban services at the densities now increasingly recognised as essential to shift passenger travel in inner and outer suburbs from road to rail.
 - (d) Are not some of the assessments questionable where part of a route would be on existing surface rail south of the River? The Study notes that east of Sidcup or Swanley overhead power supply would be provided, and further notes, as an advantage of an option which would be wholly in new tunnel from Mottingham inwards, that it would involve no change-over of traction supply system. Surely there is an implication that any use of existing track with third rail electrification would put in question the claimed time saving (by change of haulage) or involve very heavy extra cost?
4. I take now the specific options passing through or near our area, so far as one can judge effects from the scale of the maps available.
- (a) Although the new construction which one of the options would involve between the Elephant and Herne Hill is just outside our Society's area we are greatly concerned to note what would apparently be done, and as there is — so far as I know — no amenity society similar to ours covering the Walworth area I shall go into some detail. The new tunnel coming from King's Cross would emerge into a new cutting behind the Labour Party Headquarters in Walworth Road, encroaching on new industrial development (including the new Hansard Press of HMSO) on a BR Property Board Estate. The tracks in cutting would then climb on a new ramp extending as far south as Fielding Street before merging with the existing embankment. This would severely interfere with a major Borough cleansing and engineering depot, a supermarket car park, a divisional Police Headquarters building, other commercial premises, and houses (including those in the Sutherland Square Conservation Area). There would be total blockage of five east-west streets, with consequences we have not been able to study but which must be substantial for residents, workers and traffic in this busy area.
 - (b) For the section between Loughborough Junction and Peckham Rye the ERL map seems inaccurate and the larger (coloured) map shows two options as to which of the four tracks might be taken, so these comments are provisional. Our concerns here are the general ones at 3(a) and (c) above. We expect the importance of the South London Line for domestic services will be underlined by the current South Circular Assessment Study. We are also surprised to note that a line with as tight a curve as that north-west of Cambria Junction should even be considered for high-speed international trains. Your consultants have also failed to note that the community premises adjoining the line include not only King's College Hospital but also the Maudsley Hospital, where we believe developments plans for a Regional Neuro Sciences Centre provide for sophisticated equipment on land (presently a car park) bordering the railway line. There is also the International Training College of the Salvation Army separated only by the road from the line at Denmark Hill Station. You should also be aware that the South Circular Assessment Study includes one option which would mean road-building over this line; we are of course opposed to this, but unless the option is ruled out — which Ministers have so far declined to do for similar options in other Studies — it will be a complication in your own planning.
 - (c) We have not studied the effects at the east of Peckham Rye Station of the proposed widening of existing tracks, and this is in any case in the area of the Peckham Society (to whom I am copying this letter). But the evident extent of the social and environmental damage involved must add to the other arguments against this route. The route southwards from Loughborough Junction is also outside our area, but we know and share the concern being expressed to you about it.
5. *We accordingly urge you to rule out from consideration any option which would use surface rail in inner South London as part of a new high-speed route.*
- We shall have to consider what else to do, in the light of any response to this and of the outcome of the further public meeting which (we learn as we go to press) is to be on 13th January, again at Dulwich Baths. Because BR are using the Private Bill procedure, which was normal for new railways long before Town and Country Planning Acts were ever thought of, they do not expect to face a public inquiry. There is, however, an all-Party move by concerned MPs to get a public inquiry into the issues involved. As noted above, any Bill to authorise new lines across Kent and South London would not be before the 1989-90

Session, but there is a Bill in the current Session which would authorise BR to construct a new low-level station at King's Cross, without specifying for what services it would be used. There will be opposition to this by, among others, Southwark Council. Meanwhile we would certainly urge concerned individuals to send their views to BR (Mr. Southgate's address in British Rail General Offices, Waterloo Station, SE1 8SE) and, either directly or through their MPs, to Mr. Michael Portillo, MP, the Minister for Public Transport.

Norman Hutchison

STOP PRESS – TUNNEL TRAINS

The packed and often angry meeting on 13th January left Mr. Southgate in no doubt of the opposition to every option that would use surface rail through Southwark, voiced as it was by residents, Borough Council, MPs Harriet Harman and Gerald Bowden, and MEP Richard Balfe. Despite BR's decision on 12th January to put their second terminal at King's Cross, and their announced intention to decide Kent and London routes by the end of February, the fight for terminal and route choices to be subject to public inquiry will go on – in the current Parliamentary Session against the King's Cross Bill and in the next Session against whatever proves objectionable in the route when announced.

Even if trains to *King's Cross* are to be wholly in deep tunnel across London there will remain the question of trains to *Waterloo*, which must surface somewhere. A new possibility, disclosed for the first time at the meeting, is that if (e.g. as a consequence of the route chosen across Kent) the "tunnel-all-the-way" option to King's Cross were further south-west than the line in my sketch, a westward branch from it might surface west of Peckham Rye Station, on the north side of the present tracks. Trains for Waterloo would come up a new ramp, carved from Warwick Garden (the small park between Lyndhurst Grove and the railway), on to the northern pair of the existing four tracks through Denmark Hill Station. Surface (and surfacing) speed would probably be no more than the existing maximum here of 60 mph. Apparent pluses would be no damaging track widening in Dulwich, Herne Hill or Walworth. An obvious minus would be the effect in and near Warwick Garden, on which we are urgently seeking details.

Another minus, not only for this new option but for *any* use of existing tracks, would be loss of capacity for the high-frequency inner suburban services, orbital and radial, that South London needs.

Mr. Southgate's reply to our letter (just received) is unsatisfactory on this, and I took the chance at the meeting to make this – and of course other – points. As members will see, persuading BR (and ultimately HMG, who make their investment appraisal rules) that *any* route through South London to the *new* terminal *must* be wholly underground would not be the whole story. But that is the major task now for everyone's urgent and immediate representations.

N.H.

THE TUBE FOR CAMBERWELL

A report by Julia Roskill, Convenor of the Society's Tube Sub-committee.

In the Society's last Newsletter there was a Stop Press announcement that a petition of 494 signatures, supporting the urgent need for the Tube to Camberwell, was delivered to Mr. Michael Portillo, Minister for Public Transport, on October 24th. Special thanks are due to Nigel and Jemma Found, Seamus and Sally Ann Olivier, Charles and Diane Pettit and my husband Nicholas for valiant work in collecting this support in just over a fortnight. A letter written on behalf of the Minister said he had noted the range and extent of the support.

Meanwhile we have written to our local MPs: Stuart Holland (Lambeth), Harriet Harman (Peckham) and Gerald Bowden (Dulwich). The latter two have been supportive, as has Robert MacLennan, who is a member of the Council of Save the Children Fund, as well as other MPs who have local connections. Some of these MPs have also written to Mr. Portillo on our behalf.

In November, Norman Hutchison and I went to an excellent Conference on transport in the capital, run by the London Regional Passengers' Committee (L.R.P.C.), a statutory body. At the Conference it was possible to put forward our great need for the Underground. Subsequent letters to John Cartledge, LRPC's Research and Development Officer, and to David Bayliss, Director of Planning of London Regional Transport, who gave a presentation of future LRT plans at the Conference, drew sympathetic and positive responses. David Bayliss undertook to take fully into account the strong feeling for the need for Camberwell to be included in the Underground system when the Central London Rail Study's findings (C.L.R.S.) are being considered. Rufus Barnes, Secretary of LRPC, wrote to say that the Chairman, Dr. Eric Midwinter, who is on the LRPC Working Party on the Future Public Transport Needs of London, assured us that he will use the brief we have given him to the full at the appropriate time. Finally, just before Christmas, we had further Ministerial reaction in response to a letter we had sent to Mr. Tony Newton, Chancellor of the Duchy of Lancaster with responsibility for the inner cities. A reply from his Private Office said the Minister realised the benefit the Underground would be to Camberwell, he knew a large number of letters had been received in its support and confirmed that Camberwell is one of the options being considered by the CLRS.

So now we wait! The findings of the Central London Rail Study will be published, it is thought, in February, when a number of options will be presented and, we understand, views sought. We are pressing for Camberwell to be included in Priority A of the London Regional Passengers Committee recommendation (extensions for the 1990s). Watch this space and be prepared to write again please!

CONSERVATION AREAS – A HISTORIC COURT RULING

Residents in a North London conservation area recently won a High Court action to prevent a development within the area. The High Court ruling is of special significance for local amenity societies. An application by a developer to build a two-storey house on a derelict site in the middle of Torriano Cottages, a row of mainly 19th century houses in Kentish Town was turned down by Camden Council but won on appeal by the developer to the DOE. However, a well-organised campaign by local residents resulted in an appeal to the High Court in which the judge ruled in favour of the residents.

Buried in the 382 pages of the *Town and Country Planning Act 1971* is the provision that a local planning authority has a duty to exercise special control of development in conservation areas to preserve and enhance the special character of the area.

This requirement was central to the evidence prepared by Sheila Thompson, a local architect, to support the residents' case against the proposed development. The application has now been sent back to the DOE for reassessment.

PLANNING MATTERS

A report by the Convenor of the Society's Planning Sub-committee.

Applications for planning permission within the Borough continue to flood in and between 2 November and 20 December 1988, the Borough Planner gave notice of 296 applications varying from renewal of authority for continuation of existing use of business premises to demolition of existing cottage and warehouse and replacement by 60 dwellings. Fortunately for your Planning sub-committee only 47 of the 296 applications were within the Society's area of benefit.

Changing the use of a building, carrying out building works, extending existing properties, changing shop-fronts are things which may require planning permission. Before deciding whether to grant or refuse planning permission for any proposed change the Council's Officers check that it will not unfairly affect neighbours, that it is in accordance with the Council's policies, that it will enhance the neighbourhood, and is designed to a high standard.

Southwark's Planning Division is divided into four area teams, Area 1 Borough, Area 2 Bermondsey and Rotherhithe, Area 3 Walworth, Camberwell and Dulwich, and Area 4 Peckham, East Dulwich and Nunhead. The Society's area of benefit straddles Areas 3 and 4. If an application is for a property close to where you live, the Council will write and ask for your comments which can be made in writing

or by telephone and you may inspect the plans at the Planning Office, Angel Court, 199 Borough High Street, London SE1. If the application is controversial the Council may organise a public consultation meeting, prepare special leaflets or exhibitions to explain the proposals in more detail. Anyone who responds to the consultation will be informed of the recommendation and invited to attend the Planning Committee meetings. Your local councillor can represent your views at the Area sub-committees which you can attend and probably you will be given an opportunity to speak. The Council Officers will have considered the application on planning grounds and made recommendations to the sub-committee which meets and decides the application. Such decision is final but can be the subject of appeal to the Department of the Environment.

Where alterations are being effected without permission or the changes are contrary to the approved planning permission, any objections should be made to the Council's Planning Division. If the Planning Officers are satisfied by an inspection that planning regulations or authorities are being contravened they arrange for a formal enforcement notice to be served on all parties with an interest in the development. Where they are satisfied that such notice is not having the effect of making the developer conform, then a formal "stop" notice is served on all parties. Thereupon no further work should be done until the matter is resolved with the Planning Division. This procedure, like normal applications, is subject to an appeal procedure to the Department of the Environment.

St Giles Hospital Site

The Council received conflicting views from various residents' associations, amenity societies and tenants groups on the proposed layout of the site. At the Area Planning sub-committee meeting on 15 November 1988 the redevelopment of part of the former hospital site for residential purposes comprising 100 new houses and flats and conversion of the round listed building into 18 flats was approved. The special needs housing will be on that part of the site nearest to Peckham Road and details have to be agreed in respect of traffic management in the area with the main entrance to the site from Brunswick Villas.

1, 2 and 2A Vestry Mews

A proposal to demolish cottage and warehouse and redevelop the site to provide 60 dwellings was opposed on density and permission refused. A revised plan for 47 dwellings has been submitted and this too has been objected to on similar grounds.

47 Camberwell Grove

An application for the demolition of this property and redevelopment of business units at the rear is being opposed as the Society objects to the demolition of No.47, and the bulk and style of the proposals constitutes over development. Any redevelopment should be within the confines of the existing building.

Ian Hunter

SOUTHWARK POLICE CONSULTATIVE GROUP

A report by Rosemary Hill

The Camberwell Society is once again represented on the Southwark Police Consultative Group, after an absence of a year. At the Group's AGM on October 31st I was elected, along with candidates from the Southwark Black Workers Group and the Pitt Street Settlement. I shall also be serving on the sub-committees dealing with police complaints and with policing priorities in the Carter Street Division. I'll be glad to hear from members interested in the Group's activities, or to have any suggestions of matters that should be raised. It is worth emphasising, though, that all meetings are open to the public who – while they cannot vote – can comment at any point. The atmosphere is informal – if sometimes heated – so all contributions are welcome. Subjects likely to be important in the coming year include the Southwark police anti-racism campaign, the problems of Home Office prisoners held in police cells and the implications of the Housing Trusts that will be taking over management of some council estates. There is also going to be a debate on policing and traffic – as yet unscheduled – which should be of interest to members!

The Consultative Group is one of those set up in inner cities in the wake of the Scarman Report and is generally held to be one of the most successful. The three Chief Superintendents, the MPs and the MEP for the Borough all attend regularly so any contribution we make is heard by those in a position to act.

I hope that I shall be able to represent our interests and also, in reporting back, to see how the Society can work with other community groups to further more general aims.

TRAFFIC IN CAMBERWELL

The last Newsletter reported our members' meeting in September and the subsequent letter from Diana Flint and Norman Hutchison setting out the Society's position on the issues then before the Council Working Party on which they are our representatives. It also noted that the Working Party had deferred substantive decisions till a meeting on 1st December – which the Council in fact deferred till the 15th. Here Norman gives us the next chapter of the story.

To prepare for the Town Hall meeting the Society's own Working Party – an enlarged Traffic & Transport Sub-Committee – met on 12th December, unfortunately with some gaps in representation, maybe because of the hastily rearranged date when the Council Working Party was deferred. We had only just received the engineers' report on the three short term options they had been required to consider:

- (1) Banned right turns from Dog Kennel Hill into Grove Hill Road and from Camberwell Church

Street into Camberwell Grove.

- (2) Closure of Camberwell Grove at Grove Hill Road.
- (3) Re-open the north end of Grove Lane (to permit southbound traffic) and Daneville Road.

The report said the traffic displacement caused by (1) and (2) would mean an overall deterioration in conditions. Either would require traffic order procedure, and the legal difficulties of the accelerated temporary order procedure (which anyhow means an order lasting for 3 months at most) were pointed out. Option (3) could not be considered a short term measure because of the way the main road status of Church Street and its signalling would involve the Department of Transport in the order-making process. The report concluded that "there is little of a temporary nature that can now be achieved in Camberwell Grove that will be effective in improving conditions overall in the area". Accordingly a scheme for speed humps in Camberwell Grove "should be implemented at the earliest opportunity irrespective of the overall plan for the area".

Our Working Party found the negative conclusion on short term measures unacceptable, and the next day this letter was delivered to Councillor Piers Corbyn, who chairs the Council Working Party.

"The report on "Short term options – Camberwell Grove" to be taken by your Working Party on 15 December was discussed last night by a working party of this Society and we have been asked to let you know our conclusions.

It was accepted, even before the new traffic scheme at Camberwell Green was implemented in 1987, that Camberwell Grove would be a priority for the traffic management measures needed to deal with the scheme's consequential effects on side roads in the area. We were disappointed at the time that the 1985 Inspector's Report on the Local Plan, which the Council accepted, said no more than that such measures should be introduced, after careful monitoring, "12 months after the completion of the project". We cannot therefore now accept, 14 months after completion, that *no* short term option can be introduced.

Having considered the latest report we reaffirm that action is overdue, and wish Option 2 (closure at Grove Hill Road) to be adopted forthwith, on a temporary basis and with an important addition. This is that there should be an express commitment that close monitoring of the effects on other residential roads will lead to further management measures being taken immediately *wherever* they may be found necessary to keep through traffic on the main roads. We fully share the Council's objective of returning through traffic to main roads and seeking answers to capacity problems there in public transport terms.

We should, of course, be ready to support the Council if the Department of Transport withheld designated road approval for any measure to benefit residential roads. We cannot accept that such roads should go on sharing the burden of through traffic.

Copies of this letter are going to other Councillors with whom some of our members have been in touch, to Mr de la Bertauche at Larcom Street and Mr Davies at the Town Hall."

At the Council Working Party meeting, however, there was no support, except from the Society, when the Camberwell Grove Residents' Association pressed for short term measures. Accordingly the Council is now to put all its resources into an overall plan for the whole area under consideration – which is broadly the same as the Society's area of benefit. Something should come before the next meeting on 26th January.

No decision was taken on speed humps, but Cllr. Corbyn decided, just before the meeting was due to end, to take a vote on what is too often given the simplistic label "re-opening Daneville Road". He had in fact in mind a package which would also include reversal of flow at the north end of Grove Lane (but with only a left turn from Church Street), measures to stop traffic so entering from going further up Grove Lane, and a banned right turn from Champion Park into Windsor Walk. This was opposed by the Grove Lane Residents' Association, but approved by all others, except the representative of the Society who abstained. This was because the divided views of members, apparent at our general meeting in September, made it wrong to accept any specific long term proposal without further consideration.

The position which had by then been reached was considered by the Executive Committee of the Society on 5th January. By a majority of 10 to 3, with one abstention, it was agreed to:

- (a) accept failure to get short-term measures for Camberwell Grove and work for earliest overall plan consistent with full consultation in all affected roads,
- (b) oppose taking decisions on particular roads, including Daneville Road and Grove Lane, before the overall plan is available, and
- (c) accept that this means letting the experimental order closing Daneville Road become substantive, explaining to our members that this will not prevent change in this road in the same way as in any other road where change may be called for by the overall plan,
- (d) oppose reopening Daneville Road with the Grove Lane flow unchanged since this, followed by possible further change under the overall plan, would be confusing and dangerous.

There matters rest as we go to press, but here is the promised explanation about the order which closed Daneville Road. In 1987 the Council, rightly or wrongly, put into a substantive traffic order all but one of the changes on which they had been conducting public consultation since 1984; these changes included the reversal of the previous southbound flow at the north end of Grove Lane. The exception not put into this substantive order was the closure of Daneville Road, which was done by an experimental traffic order. By law, such an order must either lapse or become substantive after at most 18 months. If it lapses the situation reverts to what it was immediately before the experimental order was made. So what the Executive Committee has decided means that we shall be looking — on merits and in the context of a plan for the whole area — at any proposal for a new substantive order which would apply to Grove Lane, Daneville Road or any other road. But we oppose a step which would mean that in April, with Grove Lane remaining as now, the whole of Daneville Road (including the present two-way stretch between Orpheus Street and the main entrance to the Safeway car park) would become one-way westward.

I conclude with a personal note. I know that the prospect of waiting for the consultations and periods for objection involved in traffic order procedure will be unwelcome to many members. We wanted speedier relief where the 1987 changes had (as the Society had long foreseen and warned) an adverse impact because of inadequate planning for consequential effects. But the support we therefore gave to short term measures — at times at risk of causing dissension within our membership — has not achieved results, and it will not help now to argue why. We face what may be a slow process of deciding on the least bad changes. (I put it this way because I think real overall improvement impossible without measures of traffic restraint in central London or a deliberate shift to public transport). I hope this time that the Society's efforts to inform and involve all parts of its area will meet with a greater response than was often the case in the years before 1987, so that those disappointed with whatever is ultimately done will at least feel their views have been fairly heard. I would not argue with any who say, with hindsight, that greater efforts would have produced a greater response. The story is a long one, beginning well before my five years as convenor of our Traffic and Transport Sub-Committee. I simply hope that experience will make for a balanced and constructive contribution from the Society as a whole.

IS THE SOCIETY SHORT OF MONEY?

In our last Newsletter (No.81, November 1988), we published an appeal by our Vice-Chairman, Conrad Dehn, for members to remember the Society in their Wills.

Some members have questioned Conrad's statement that 'the Society is chronically short of funds' in view of the surplus of income over expenditure recorded in our balance sheet for the year end 31st December 1987 (see Newsletter No.80, July 1988).

As Conrad was at pains to point out in his note 'the Society has always kept its subscriptions low to permit as many of the residents of Camberwell as possible to join'.

The fact is that the Society gets by because its officers, who put in an enormous amount of time, claim only nominal expenses and, more often than not, claim no expenses at all. We get by on a shoe-string which is how campaigns have been fought in the past. We have ahead of us further tough campaigning to clear our residential roads of commuter traffic, get the tube to Camberwell, prevent destruction of our local environment by plans for the Channel Tunnel—London Rail Link and proposals by the Government for inner London highways, and to get the streets of Camberwell cleaned up. All of these campaigns are important to you.

Yes, we *are* chronically short of funds.

The Editor

OUR ENVIRONMENT

Following the Society's last Newsletter stressing our concern for the state and quality of the environment the Chairman wrote to the Leader of the Council, Anne Matthews. The text of her letter, together with the reply is published here.

Councillor Anne Matthews
Leader of Council

8th November 1988

Dear Anne Matthews,

The Camberwell Society is being perpetually bombarded by local residents on account of the crumbling state of much of the environment and the ever increasing decay surrounding them. Litter, spilling black bags, empty delapidated shops, graffiti, traffic, cars parked literally anywhere (without any thought of access for emergency services, people pushing prams or the handicapped in wheel chairs), a totally inadequate public transport system, uncared for neglected parks, pavements which unless its eyes down the next stop is King's Casualty. These are some of the matters which are causing grave concern.

Many of these could be remedied with very little capital expenditure. Let the borough spend what money it has on job creation, people to clean up our environment with a broom and a black bag and then an adequate collection of black bags using existing vehicles. Road sweepers do an excellent job when they work for a while in an area but their visits are few and far between.

Let's launch a campaign, *Keep Camberwell Tidy*. Keep the buses moving (why does it take 20 minutes for a crew change?). Press for the tube to come to and on from Camberwell so that there is an alternative to buses. Sweep the stairs and clean up the lifts on the big estates. Burgess Park is a marvellous concept, let's get it finished so that this generation can have full enjoyment of it. Paving stones can be raised and levelled, the whole road doesn't have to be surveyed and re-set. Devise a traffic control scheme which keeps traffic moving across the central junction. Let's launch several campaigns - you will have the wholehearted support of everyone.

Why do we have to endure this perpetual squalor? People want to enjoy working and living in Camberwell. We want shops opened, businesses set up with new job opportunities but Camberwell has to be made to look and to be attractive.

This is a passionate plea. It could almost be a personal one as I have worked and lived in Camberwell for over 30 years and never seen it so derelict. But it is a public plea from the people of Camberwell who would like to take a pride in their village.

We have promises occasionally, new litter bins, mechanical sweepers, but very little accompanying action. New street lights are not necessary, we just need the existing ones to work. We don't need new drains, the existing ones just need clearing of dirt and weeds so that the roads are not lakes every time it rains and pedestrians are not drenched by passing traffic.

This Society will give the Council full support in any effort it makes to restore the local environment but please don't say there isn't any money. There must be a will to overcome this chronic situation. The mounting concern of the people in Camberwell is an indication of the worsening conditions. Action is needed to boost morale and to work towards improved conditions in the last decade of the 20th century.

Yours very sincerely,

Islay Charman
Chairman

Ms Islay Charman,
Chairman,
The Camberwell Society

2nd December 1988

Dear Ms Charman,

Thank you for your letter of 8th November, which was truly a 'cry from the heart'. Your worries and ambitions largely mirror mine, but unfortunately the pace of change is somewhat slower than we would all hope for in the best of worlds. Nevertheless, you can be assured that the Council is making every attempt to improve matters in very difficult circumstances. I will not harp on this given your specific request that I do not make reference to our lack of money, but nonetheless I can highlight a few things that we are actually doing.

1. The street sweeping service has been subject to a comprehensive review which is just being implemented. The much vaunted vacuum sweepers are now in use in various parts of the Borough. We bought four on a trial basis, but they have been successful where we have been able to use them and it is therefore proposed to buy some more in the next financial year. There has also been a change whereby various 'sweeping gangs' have been established to tackle the worst and most urgent problems within the Borough. We think that it will take some time for this system to settle down, but anticipate that it will be sufficiently established in the New Year for us to mount a publicity campaign on the basis of the Keep Britain Tidy system. However, it is very likely that as from April next year this service is going to have to reduce staff yet further in order to meet budgetary constraints and also to become competitive in order to comply with the requirements of the Local Government Act. The current street sweeping establishment is over 230 and the current staffing level is approximately 140, so you can see that there is a very high level of vacancies already. It is likely that the only way in which the Borough will be kept really clean in the future is not only if the Council runs a very efficient sweeping service but also if the residents behave in a less anti-social way in dispensing with their rubbish. It is hoped that the publicity campaign will make people think about being irresponsible in this way. Nonetheless, a long term shift in attitudes is required and this is not going to be easy to achieve.

2. It is proposed to install new litter bins in the various town centres throughout the Borough early in the New Year, and the Public Relations Office is attempting to get advertisements placed on these bins which will help with the finances. You might be interested to know that these are being manufactured in our Engineering Craftworkers Section by our own staff.

3. You will of course know that public transport in London is operated by either British Rail or London Regional Transport. Unfortunately, we have little influence over either of these bodies. Nonetheless, we are attempting to commission a study in conjunction with the LDDC on public transport initiatives in this sector of London. You will know that there are currently proposals being put forward by Olympia and York to build an underground between Waterloo and Canary Wharf. This will be of some use in the Northern part of the Borough. A Central London Rail study, which should be published very shortly, will also look at various other new rail schemes and one that we will be pressing hard for is an extension of the East London line into Peckham. It is understood that LRT are looking at this, but the degree of priority on this is unlikely to be high. As you can see, we will therefore need to bring considerable pressure to bear.

4. We do carry out a large number of road repairs each year. In this respect there is a whole list of programme works together with an on-going minor remedial works programme, the latter part of the programme largely responds to day-to-day complaints and problems. One of the major problems we have with maintenance in the Borough is the abuse of the highway by statutory undertakers who dig approximately 25,000 holes per year in order to maintain their apparatus. You may be interested to know that in the current financial year, Segas intend to replace over 40kms of their gas mains in Southwark alone. As this apparatus is under our streets, you can see that there are enormous maintenance problems that arise. However, our programme of highway maintenance work is quite extensive and is issued to all Ward Councillors at the start of the calendar year for consultations purposes. Perhaps if you wish to see any changes to this programme, you should contact your Ward Councillor at about that time.

Regarding the statutory undertakers trenches. You may be aware that the Government produced a report in Linda Chalker's time at the Department of Transport called the Horne Report, which looked at ways and means of improving reinstatement of statutory undertakers trenches. Unfortunately, this has not reached the Statute Book due to lack of Parliamentary time, however, it is anticipated that in the near future prosecutions will be taken against statutory undertakers not performing satisfactorily in an attempt to exercise greater control over them. Also, we are considering the possibility of introducing a pilot scheme on the basis of the Horne Report within

the next 6 months or so, and in advance of any legislation. Our officers are already in discussion with the statutory undertakers on these various matters.

5. There is a street lighting renewal programme which has been agreed by the Council which envisages a total overhaul of the system in the next 10 years. This will cost approximately £4 million to complete. The programme started approximately 2 years ago and only a limited amount of work has been carried out. This is largely due to the problems we have had with sorting out the financial arrangements with the Inland Revenue on this occasion. This has now been sorted out and the programme is back on track. Hopefully therefore, this service will improve significantly across the Borough, although once again this will take a considerable amount of time.

I hope that you can see from the various efforts that we are making that there are many improvements planned to our many basic services and to making them more cost effective.

I hope that this letter is of some use to you for your Committee Meeting, and if it has cheered you up to some degree it will not be in vain.

Yours sincerely,

Anne Matthews

Leader of the Council

In replying to thank the Leader of the Council for her letter, the Chairman said:

Much of it [your letter] we find very encouraging and, with your permission would like to publish it in our next Newsletter, coupled with a plea to local residents for a New Year resolution to do all in their power to support and help with every effort to improve the environment.

One comment however does cause us concern "an extension of the East London line into Peckham". As you know we have been campaigning for the Tube to and through Camberwell. While the Council may be giving implicit support to the Tube for Camberwell as well, we would like it explicitly stated. Peckham may be an East West through route but Camberwell Green is East-West and North-South through routes and junction. Within a quarter of a mile of the Green there are national and international and world famous organisations. All need and support the Camberwell Society's plea for a Tube to the Green. King's College Hospital, Maudsley, Institute of Psychiatry, Salvation Army, Save the Children Fund, Magistrates Court, not to mention the Town Hall. All need improved transport. To generate jobs and persuade people to set up new undertakings, transport is needed. We have several homes for the handicapped and elderly, it takes hours for family and friends to visit them.

I hope this Society can work together with the Council in the New Year towards a prosperous and flourishing Camberwell.

THE NEW HIGHWAY THREAT

In the last Newsletter (pages 13 of No.81) I wrote that we hoped to have more to say about the threat posed by one of the nine options being considered by Travers Morgan, the Department of Transport consultants for the South Circular Assessment Study. This option would purport to relieve the existing South Circular "and some other roads" by building a "new orbital highway" (possibly operated in part as a toll road) from Eltham to Clapham, using the railway line "corridor" through Peckham and Denmark Hill.

Not much has emerged, except that the timetable is slipping and "repackaging" into a smaller number of options – probably with the most expensive ruled out – is unlikely to be completed by May as previously planned. The good news is that one of the surviving options is likely to concentrate on public transport and that Travers Morgan are at least examining the potential of the South London Line for providing orbital rail travel and interchanges with radial rail routes, as well as the contribution buses could make. The bad news is that another option will almost certainly involve a major new orbital road, though "not to motorway standard". My personal impression is that this poses a greater threat south of the present South Circular Road than north of it, but I could be wrong and it is too soon to lower our guard.

So the Society is keeping in touch with the action being taken, both locally by groups in the South Circular corridor and all over London by those opposed to road-building "solutions" which only provide new capacity that is soon filled. I have had a cheering hint that Travers Morgan themselves may feel professionally obliged to test their options for sensitivity to possible future measures to restrain car commuting to inner London, despite the unwillingness of the Department of Transport to grasp this nettle. But in my gloomier moments I am tempted to believe those who say that Department is set on getting an inner London "box" of new roads anyhow, even if "not to motorway standard", and that the expensive consultants and their lengthy studies are tactical diversions.

More concern is now being felt about this by many London Boroughs. Southwark may be taking steps to increase public awareness of what the various options could involve. We shall continue to keep a critical eye on developments.

Norman Hutchison

HEALTHY CITIES NETWORK FORMED IN SOUTHWARK

Over 80 people crowded into the hall in Southwark Institute on Wednesday 23 November to hear about promoting better health. The meeting was held in the historic building in St Mary's Road, Peckham, built in the 1930s for the world famous Peckham Experiment

which pioneered ways of cultivating good health. Former members of the Experiment, Pam and Harold Elven, with the help of fascinating old slides and film, described life in the 1930s and 1940s in Nunhead and Peckham, and how the project had helped local people to live much more healthy lives. Dr James Witchalls, Chairman of the Pioneer Health Centre, said that the Experiment had demonstrated very clearly the need for doctors to help people to cultivate good health rather than simply to treat sickness. Dr Ruth Wallis, Senior Registrar in Community Medicine at Kings College Hospital, and Don Luke, Southwark Environment Health Officer, emphasised the need for a wide range of factors to be taken into account in promoting good health.

Also at the meeting were local GPs, local complementary practitioners, school teachers and ILEA representatives, social workers, local residents and many others. All agreed that a new approach to health was urgently needed, and it had to involve people across a wide range of interests working together.

A Local Healthy Cities Network was formed to help to develop links across all the different interests. Piers Corbyn, Chair of the Southwark Public Services Committee, invited the group to meet the Council's Health Services Sub-committee.

Eileen Conn, who organised the meeting for the Peckham Society, said "This event has shown how much interest there is in a different approach to health – one which cultivates good health, and which recognises that healthy living and working conditions are an essential part of this. Interest in the lessons from the Peckham Experiment is growing everywhere, and it is exciting that we can start again in Peckham to apply them. Anyone who would like to contribute in any way to cultivating good health in Southwark and neighbouring areas can contact me."

Further information from Eileen Conn, 60 Nutbrook Street, Peckham, London SE15. Tel: 639-1591.

LETTERS TO THE EDITOR

Sir,
As Chair of the Grove Lane Residents' Association, I am asked to write to you by the Executive Committee, to correct the impression given in the report of the last Newsletter (p.81.3) of the Grove Lane part of the Camberwell Society's open meeting on traffic.

First, I should repeat what was, I thought, expressed fairly clearly at the meeting: that Bill Knights was reporting numbers from De Crespigny Park only.

Second, he gave two reasons for wanting Daneville Road re-opened, of which one is reported, but the other (access to Safeways) may, in his view, be rather more numerous and is omitted. In this context, I should note that the new work on Safeways should substantially reduce that motive for re-opening

Daneville Road.

I hope you will not mind my pointing out these corrections: the report gives the impression that the Grove Lane Residents' Association had its figures rather muddled, and I would not want readers to gain the impression that 66% of our members wanted Daneville Road re-opened (one way from east to west, incidentally).

Might I offer a general observation? I am concerned at the tendency to look at issues in isolation, without regard to the whole, that has grown up recently, and I am a little unsure what our real goals are. For me, there is a clear priority: safety. Nuisance falls some way below this. From this follows a simple conclusion: we need to get the traffic off residential roads on to designated routes. Plans that seek to shuffle traffic off our residential road onto another are unhelpful if this is the goal.

A second conclusion, incidentally, is that we need each to assess our own preferences very carefully. Where extra convenience for me leads to increased hazard elsewhere, I must beware of the inclination to minimise that risk. Thus I am wary of plans to allow right turns at the bottom (north) of Grove Lane, for instance, however convenient it would be for me to get to Peckham that way: it opens up an invitation to rat-run, probably past Lyndhurst School. Any such transfer from the designated routes like Denmark Hill to residential roads is to be avoided.

Another issue rates second only to traffic in the concerns of our members: rubbish. The Executive Committee, while fully supporting all attempts to press for better cleaning of streets, hopes that local groups, and the Society as a whole, can complement such pressure with support for education to prevent litter. I hope we can explore such possibilities, though they will be no substitute for proper action by those responsible for street cleaning.

I apologise for thus taking your time, but hope you will be able to correct the impression given in your earlier report.

P.W.V. Rundell

Sir,

Having just read this month's copy of the Camberwell Society's Newsletter, I feel it is time that we wrote to you concerning the state of the street that we live in.

We are members of a housing co-operative who have lived at 13-14 Wren Road for the past four years. When we moved in and renovated the properties, Wren Road was very quiet and free of traffic, but things have changed drastically.

Since the opening of Safeways and the conversion of the original dead-end into a pedestrian thoroughfare, Wren Road has literally been turned into a daily rubbish tip. Passers by see fit to throw their rubbish (MacDonalds has a lot to answer for!) into our doorways, so that the whole street is in a disgusting state. There is a sweeper who comes weekly, but within hours it is exactly in the same state, and I am rapidly

beginning to regret living here, which is a pity because we have worked hard to make our houses look nice, but we are being forced to live in a pigsty every time we open our front doors.

Another matter that I want to bring up is the state of the traffic — it is now virtually impossible to go out and return by car during the day with any hope of being able to park again. As a member of a theatre company this is particularly annoying as we are constantly having to unload equipment in Wren Road and then go elsewhere to park. Surely the residents of Wren Road should be able to park in their own street? Not to mention the ridiculous amount of abandoned vehicles that are dumped yearly.

My last point is something that we have been trying to alert the Council about for the last 3 years — next to our house (between us and Meabys Solicitor) is a yard that has public access to the properties behind and is the exit for Barclays Bank fire exit. About five or six (last Saturday I counted eight) times a day people use this yard as a public convenience, and we are constantly being shouted at and verbally abused for going out to complain. I cannot begin to describe how unpleasant it is to be living here with people treating the wall opposite our sitting room as a toilet, and we are forever having to go out and disinfect the bricks, and scrub the urine and faeces off the road, otherwise it would pile up and make it even worse, and become even more a health hazard than it already is. The opening of public conveniences on Camberwell Green has done little to solve the problem because they close early.

I am sorry if this letter seems full of doom and despair but I thought that it was our duty (for the other residents as well) to bring all these points to your attention. There are several positive steps which could be taken, such as the installation of a bottle bank outside Safeways, and rubbish bins (that are emptied regularly) down Wren Road and on each corner.

Thank you very much for reading this.

Theresa Giffard

Bill Knights, one of the Society's members who delivers Newsletters and who also gives a great deal of practical help in the running of the Society, wrote to the Chairman about members' comments to him. We publish his letter and her reply.

Dear Islay Charman,

I have had a number of members approach me with regard to the Camberwell Society; they feel they are no longer represented by the Society, with the majority of committee members living in Camberwell Grove. My contact with members is by delivery of newsletters, and surveys in De Crespigny Park.

Items of Complaints:

1. *Traffic*

Increase and Speed in De Crespigny Park.

Since measures in Camberwell Grove, traffic has increased by 20%, now 500 per hour during

evening peak.

Increase and Speed in Shenley Road.

Increase and Speed in Bushey Hill Road.

2. *Planning*

Wren Road Church.

Odeon Site, Denmark Hill.

Barclays Bank Site Camberwell Church Street.

No sub-committees held.

3. *Burgess Park*

Council's plans to sell off part for housing.

What is the Society's view?

4. *Rubbish*

Rubbish in the streets.

What is the Society doing.

Members seem to think I should have the answers, as in a number of cases I am their only contact with the Society.

What are your views on how we can assure them that the Society has their interests in mind?

Yours faithfully,

W.J.Knights

Dear Bill,

Thank you very much indeed for your letter. Members who deliver Newsletters really are the Society's links with the membership and the Executive Committee is only sorry that they do not get more feed back from them.

Time prevents my answering your letter in detail at the moment but you will find that the next Newsletter, due out any minute now, covers many of the points you raise.

1. *Traffic:*

We are only too aware of the problems which are affecting our entire area and through the Society's working party which is to meet again shortly we hope to push for solutions which will alleviate the situation for everyone. Our Traffic representatives have been indefatigable over many years, foreseeing the present chaos and trying to get action before it occurred.

2. *Planning:*

Again over many years the Society has been making representation on the Wren Road and Odeon sites, various unsatisfactory plans have been opposed, suggestions have been made. We shall continue to monitor these plans, and force amendments, until an environmentally acceptable development is achieved. The Barclays Bank site is another area which we will study closely. I can assure you that the Society will maintain its vigilance over all planning matters.

3. *Burgess Park:*

Newsletter 73 ran an 8-page supplement on Burgess Park. Currently the Parks and Open Spaces Sub-Committee is giving it much attention.

4. *Rubbish:*

Black bags, litter, pavements, parked cars, derelict property, and so on, a very long list of environmental problems are all part of our perpetual concern and activity.

If members want to know what the Society is doing, and help, I would suggest they

(a) Read the Newsletters

(b) Attend meetings, especially the AGM (when they are free to raise any topic) and meetings on special topics which are arranged especially so that the Executive Committee knows what members are thinking. Out of our membership of close on a thousand, only about a hundred bothered to come to the meeting on Traffic in September.

(c) Help formulate Society policy by writing to the Editor of the Newsletter and to Convenors of sub-committees.

(d) Give the Committee ideas for meetings.

(e) Come to Executive meetings, the Constitution specially states that anyone is welcome to attend.

(f) Assist the work of the Society by joining sub-committees.

(g) Stand for election at the AGM.

I hope this helps.

I would like to assure you that from my experience of the work of the Society over almost the last 20 years (it was founded around 1970) and from my close association with the Executive Committee that all members are deeply concerned with all matters which affect any part of our area and with every aspect of the quality of life in our area of benefit.

Yours sincerely,

Islay

CAMBERWELL TENNIS CLUB

The following report is taken from the Newsletter of the recently formed Camberwell Tennis Club whose courts are in the grounds of the Save the Children Fund Headquarters, formerly Mary Datchelor School.

On Saturday, 22nd October, on a magnificent sunny day, The Camberwell Tennis Club was launched to the accompaniment of a 20-man and woman Scottish Piper Band having first paraded through the streets of Camberwell.

The opening was conducted by the mayor of Southwark, Councillor Rita Sergeant and various sports and local organisations were represented such as the Sports Council, The Lawn Tennis Association, Southwark Leisure, The Inner City Tennis Initiative, etc.

Camberwell School of Art were out in force and their students did an excellent job in arranging thousands of balloons, staging painting competitions, face painting sessions, etc.

The 4 tennis courts were absolutely packed with children being coached by the leading professional tennis coach Terry Cooper with his team of 4 assistants.

The younger children in particular enjoyed themselves thoroughly on the short tennis courts. Many were surprised to find they had won 'T' shirt prizes generously donated by Terry. We look forward to Terry organising all our future coaching programmes. These incidentally will be open to members and non-members of the club.

Southwark Leisure brought along the 'Southwark Tennis Squad' who were talent spotting for their

team which is based in the Borough. They were amazed by the young talent present and as a result a number of youngsters have been asked to join them.

The fun day concluded with the draw for the large number of prizes generously donated by individuals, companies and shops in Camberwell. Prizes included bottles of champagne, tennis racket, track suit, flowers, etc.

The day raised over £360 for 'Save the Children'.

If you are interested in joining the Camberwell Tennis Club, telephone 01-693 6287 or write to the Club c/o Tecnotile, Freepost SE22 9BR. The Club is also interested to hear from those prepared to help with future fund-raising events.

MEMBERS AUTUMN MEETINGS

The September meeting on Traffic was fully reported in the last Newsletter. In October and November the subject changed to Modern Medicine and History. We were grateful to Dr. Christopher Bass from King's College Hospital for sparing time to talk on *M.E. a disease for the decade*. A thought-provoking and concerning subject, requiring still much research. We also thank Richard Hewlings, Inspector of the Queen's Palaces, for steering our thoughts, perhaps along rather more familiar lines into history with his title *How valuable is the past?*

Each year the Executive Committee debates whether the Society wants a Christmas Party and each year it arranges one and everyone turns up and enjoys a social evening ahead of the Christmas festivities. This year we returned to a Camberwell Quiz, always a popular entertainment. The Raffle raised £107.50 which it was decided should be donated to Armenian Relief. The Society would like to thank those who gave prizes for the Raffle: Butterfly Pharmacy, Camberwell Gallery, Duraty, Passage Bookshop, Pesh Florists, members of the Executive Committee. Many people contributed to the success of the evening and so in thanking Jo Nield who masterminded the evening we can thank everyone else for good food, drink, entertainment and company.

WILLIAM BOOTH MEMORIAL COLLEGE

The Salvation Army celebrates the Diamond Jubilee of its Training College in Camberwell this year and plans to hold an Open Day on Saturday, 15th April. The College will be open from 11 a.m. to 4 p.m. and the Army hopes to welcome many visitors from the local community.

We are all familiar with the exterior of the building, designed by Sir Giles Gilbert Scott, which dominates the southern skyline of Camberwell and the two figures on their plinths in the forecourt, but this will be an opportunity to venture inside and to see different aspects of the life and work of the Army and its officers.

ENVIRONMENT WEEK 22nd APRIL – 1st MAY

Each year the Civic Trust encourages local amenity societies to contribute in some way to Environment Week, which is a national venture.

Two years ago the Society staged an exhibition in Butterfly Walk and hopes to do so again this year. We shall be very happy to hear from anybody who would like to help in any way with the preparation or manning of the exhibition and from anyone who would like to make a presentation of any particular aspect of the local environment. This could take the form of a visual display to be included in the exhibition or a guided tour of a particular area illustrating a particular subject.

British Telecom is sponsoring Environment Week 1989 and it is hoped this will gain extra national coverage.

CROTCHETS CHAMBER MUSIC

One of Camberwell's more unusual cultural venues is *Crotchets Chamber Music*, where, in an Edwardian private house, the atmosphere of an age in which the well-to-do listened to chamber music in their own homes is recreated. Crotchets is the brain-child and preoccupation of Ruth and David Franklin, two music-lovers who decided about five years ago to do something to help young professional musicians get opportunities to perform. Ruth and David bought the house in 1983, and set about converting the downstairs rooms into a concert room seating about 30 people. They opened Crotchets as a private club in January 1985, believing that this would enhance the social as well as the musical atmosphere.

To make a complete evening the Franklins include a full three-course dinner a la carte in the concert room, as part of the concert price. The meals are prepared on the premises, and are outstandingly good, with a continental bias. There is a small wine list, an optional extra to the inclusive price. On arrival, the concert-goer is offered a choice of aperitif, then dinner, followed by coffee. The recital then takes place, and afterwards everyone gathers in another elegant room for tea and to meet the musicians. It is a social as well as a musical occasion, of course, with both aspects being an essential part of the whole, and enhanced by taking place in someone's home. The impact of music heard in this way is quite extraordinary, and recreates an older experience which few music-lovers would normally encounter these days.

Dinner-recitals take place on Saturday evenings and in February 1989 the Franklins are introducing two Sunday evening concerts in addition, which will consist of a glass of wine, recital, coffee or tea and pastries. For further details please telephone 01-737 4361 or write to 157 Denmark Hill, London SE5 8EH.

ONWARD GOING 1989 RESOLUTION

Chairman's Appeal

It is easy to blame the Council, the Camberwell Society, thoughtless drivers, other people's dogs, shopkeepers, bus drivers, take away food, ... and so on ... but if everyone would make a firm resolve, many aspects of our environment could be improved, with no cost to the Council (i.e. our rates or poll tax) just a little effort on everyone's part. Litter does not generate itself: cars are not self parking ... but people do drop litter where there is already rubbish and a car already on the pavement encourages other drivers to park likewise. Our efforts will not solve all the problems but they could eliminate some and should help to improve our environment.

Therefore, in 1989, WE resolve to:—

1. take our litter home ALWAYS, wherever we are, or put it in a bin
2. cut our hedge so that it does not obstruct the pathway
3. park our lorry in a lorry park and not on the pavement outside our neighbour's front door. (The Council only wastes our money on repairs if vehicles continue to park on pavements)
4. keep our dogs under control at all times
5. make sure our cats do not destroy and pollute our neighbours' gardens
6. use lead free petrol so that we do not handicap future generations
7. put a lick of paint on our front doors and mend our gates to improve the look of the neighbourhood
8. shop local to encourage local shopkeepers who cheer up their shops to encourage us (and hopefully will not sweep their litter into the road)
9. never drive through a residential street with a roar of acceleration and at a dangerous speed
10. 11. 12. x
x+1 in other words, act as responsible citizens who mind about their neighbours who also hopefully mind about us!

Environment Week starts on 22nd April. Could we aim at saying by then that our efforts have made Camberwell a better place in which to live?

SAD NEWS FOR SWIMMERS

Regrettably the response to the note in the last Newsletter and our follow up questionnaire to regular swimmers has not produced sufficient justification for the Society to continue its support for Monday evening swimming at the Mary Datchelor Pool. This facility has therefore been cancelled.

The Executive Committee was surprised to learn that the Peckham Society, whose members form the majority of the swimmers, has taken over the session at the Public Baths. The Peckham Society welcomes, however, any member of the Camberwell Society who wishes to swim on Wednesday evenings.

MEMBERS' MEETINGS

SPRING 1989

As usual meetings will be held on the third Thursdays in the month at the United Reformed Church Hall, Love Walk/Grove Lane at 8.15 pm, except for the AGM which will begin at 8.0 pm.

16th February

Recent reports concerning the future of the Camberwell School of Art have caused much concern. Hopefully the doubts have now been dispelled. A representative from the School will talk about its work and why the School is held in such high repute.

16th March

Dan Cruickshank, the well known authority on Georgian Architecture will give an illustrated talk.

20th April

We hope to have a speaker on Education in Southwark after the ILEA ceases to exist.

18th May — Annual General Meeting at 8 o'clock

This is an important meeting for all members interested in the future of Camberwell and of the Camberwell Society. The business meeting will be followed by a discussion on some aspects of the environment.

CAN ANYONE HELP ?

A recent enquiry has asked if we can supply any information concerning St. Helen's School, Streatham, if it moved to another area or if it was closed — if so, when. If anyone knows anything about this school please let the Chairman know.

STOP PRESS: SAVE THE SWIMMING

Chance for reprieve

The Camberwell Swimming Club is being formed as from now! A private venture by three members of the Society to keep this session going.

Membership will be by quarterly subscription, £10 per family, £5 single.

Admission by membership card only.

7—8 pm Mondays at the Mary Datchelor Pool.

Please contact:

Felicity Marno 274 9250

Miriam Bernal 733 3228

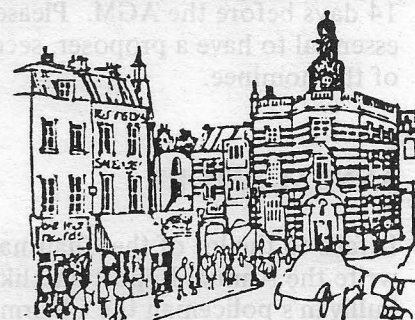
Sally Anne Olivier 703 8898

who say

Unless we have an adequate response immediately, we shall abandon the project and this session at the pool really will cease.

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: 83

April 1989

ANNUAL GENERAL MEETING — Thursday, 18th May, 1989

The Annual General Meeting of the Camberwell Society will be held at eight o'clock on the 18th 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 1988-89.
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.

At the time of going to press the Chairman, the Hon. Secretary and the Hon. Treasurer have indicated that they will not be standing for re-election.

6. Proposed changes to the Constitution.
7. Any other business.

IRIS OLDRIDGE
Hon. Secretary

THE SOCIETY'S CONSTITUTION

The Executive Committee gives notice that at the AGM on 18th May, 1989, the following amendments to the Constitution will be proposed.

4. Subscriptions

The annual membership fee for individual members and for family members shall be such reasonable sums as the Executive Committee shall determine from time to time and they shall be payable on 1st January each year.

5. Meetings

... The Committee shall decide when ordinary meetings of the Society shall be held and shall give at least seven days notice of such meetings and at least twenty one days notice of the Annual General Meeting to all members ...

6. Officers

Nominations for the election of officers shall be made in writing at least fourteen days before the Annual General Meeting ...

7. The Executive Committee

... Nominations for election to the Executive Committee shall be made in writing at least fourteen days before the Annual General Meeting ...

NOMINATIONS FOR THE EXECUTIVE COMMITTEE

Officers are presented with an impossible task if nominations are made on the day of the AGM. This clause in the Constitution dates from the time when the Society was comparatively small and voting easy to organise. It is hoped that members will agree to

amend the Constitution at the AGM.

In the meantime will members wishing to nominate let the Hon. Secretary have nominations in writing 14 days before the AGM. Please remember it is essential to have a proposer, seconder and the consent of the nominee.

ANNUAL REPORT

It falls to the lot of the Chairman at this time to write the Annual Report and like Gilbert and Sullivan's policeman the Chairman's lot is not (always) a happy one. To further the purposes of the Society, as set out in the Constitution, the Executive Committee is given certain powers together with a final exhortation "to do all such things as are necessary for the attainment of the said purposes". This gives the Committee considerable scope and requires considerable action. Newsletters 80, 81 and 82 report the work of the Committee over the last year and I shall not attempt to re-write those 42 pages. Matters of greater and lesser importance are reported and even to prepare a comprehensive list would be daunting: our fight for the Tube, listing local residents' associations, trying to preserve our swimming session, speed humps, the state of our parks, litter, St. Giles' Hospital site, traffic especially traffic in residential areas, members' meetings, Council promises, the state of our pavements, Channel Tunnel, access to Safeways car park ... but these, chosen at random, are only an indication of the range of activity.

Planning Application lists get longer, covering conversions, change of use, rebuild, new build. Not only is it necessary to vet plans to see that standards are preserved and that a development enhances rather than detracts from the environment but it is also necessary to keep a careful check on site work. Unscrupulous developers deviate from plans, presumably expecting to avoid detection. The Society does not wish to inhibit development and growth but plans often seek too high a density and have little regard for the harmony of the surroundings. Society objections frequently result in a modified and more acceptable plan being submitted. As well as major sites such as Wren Road Church, where considerable modification has been achieved, there are other sites which would profoundly affect the environment and we shall continue to object until acceptable plans are submitted. An example is the proposed development at the rear of houses in Camberwell Grove overlooking the churchyard.

Traffic and Transport issues drew our best attended open meetings, in September on our road problems and in February on the trains we do and don't want through Camberwell. To deal with the controversial questions arising in the Council's Camberwell Green Working Party our own Traffic and Transport Sub-Committee was enlarged to form a working party with representatives from all parts of the Society's area. A smaller group constituted a Tube Sub-Committee. But as well as these major matters the

Convenor, with help from members of the Sub-Committee, has done much else.

Pressure is being maintained to retain the Walworth Garage site for public transport by bus and train. There are plans for a new B.R. station with up to 20 Thameslink trains an hour but they are held up by uncertainties about the Channel Tunnel and by the same shortsighted attitude to rail investment as we meet in campaigning for our Tube.

A watch is being kept on study options presented by consultants commissioned by the Department of Transport. One option threatens us with an "orbital highway" using the railway line "corridor" through Peckham and Denmark Hill. Much time and effort has gone into all of this, but it is not a year when we can report success. The Society's continuing involvement, however, must help in securing acceptance of the only transport policy which can make city life tolerable — comprehensive traffic management coupled with an integrated public transport system, both over and under ground.

Another area of concern is the plight of our green open spaces, Burgess Park unfinished, Warwick Gardens under threat from the Channel Tunnel trains. St. Giles Churchyard under threat from development in adjoining gardens. Newsletter No. 81 carried a report on local parks and the Society's Sub-Committee is concerned that the Council is doing little to curb the increasing state of decay and dereliction. Once more last Summer we were able to get a representative from the Society elected to the Southwark Police Consultative Group. This is a committee which, after a rather turbulent start, has settled down and is working to improve Police-Public relations and thereby achieve better policing.

On some issues this year the Society has been divided and this has been reflected in Executive Committee meetings. Decisions in Committee are usually reached by an ultimate general agreement following discussion, but this year we have had to act on majority votes. On one occasion, the Chairman was forced to vote to achieve a decision, to the best of my knowledge only the second time this has happened for a number of years.

The Society gives consideration to any subject brought to its notice. The Committee has to decide whether the matter warrants support or whether it is against the general interest and must be opposed. Resources are limited and the Society is dependent on individual members coming forward to give their time and energy and expertise. The Officers and Members of the Executive Committee have only human reserves and time does run out. (It should also be remembered that they are working in a purely voluntary capacity).

Whereas at one time the Society was frequently fighting a lone battle in Camberwell, there are now many action groups devoted to different causes. It can serve no useful purpose for the Society to compete with them. As an example the Society is supporting PEARL and acting with them — it would be foolish to duplicate much of the work which is

being done. On the other hand the campaign for the Tube to Camberwell has been organised and spear-headed by the Society.

So your amenity society continues to battle on many fronts: to control traffic, to get the streets cleaned up, to ensure development enhances and does not destroy. We all want Camberwell to be a better place to live in. Many members no doubt enjoy, as I do, St. Giles' spire floodlit – the sky becomes darker, the spire brighter. But by day the juggernauts still thunder by and we are threatened by High Speed Channel Tunnel trains, new orbital highways, and by developers only interested in how many dwellings per hectare, not "can people live with pleasure here?"

In January I told the Executive Committee that when we arrived at the AGM this year I would not be seeking re-election as Chairman. As a South Londoner born and bred and after nearly 40 years association with a wide cross section of people and activities in Camberwell, I continue to have faith in Camberwell and its people. I thank them for their warmth and friendship over the years and look forward, despite some storm clouds, to sharing an improved environment with them in the future.

*Islay Charman
Chairman*

HELP US to HELP YOU to HELP CAMBERWELL

Once again the Society hopes to have a pitch in the market-place during Environment Week. Come to see us in Butterfly Walk, 27th - 29th April. Tell us what you would like for Camberwell and the help you are prepared to give.

"THAMESLINK METRO" ?

Any chance for us? What is happening at the Bus Garage site?

Access in Camberwell to British Rail's Thameslink services is one of our three needs – the others, on which there is sadly yet no success to report, are inclusion in the Tube network and attractive services on the South London Line. Thameslink prospects, however, seemed brighter when the Central London Rail Study, published in January, spoke of upgrading services to 20 trains an hour "with new stations at Camberwell, Walworth and Southwark". This "Thameslink Metro", as the Study called it, would have a much higher ratio of benefits to costs than the more publicised proposals north of the Thames.

But hopes could be dashed again. Thameslink services now split three ways south of the river, after crossing Blackfriars Bridge:

- (1) via Elephant & Castle, Loughborough Junction and Herne Hill
- (2) via Elephant & Castle, Denmark Hill and Peckham Rye

- (3) via London Bridge and then non-stop to East Croydon (through New Cross Gate and Forest Hill).

A new Camberwell Station would give access to routes (1) and (2), but not (3). So the Study map showing the "Metro" using route (1) was welcome, though inclusion of route (2) as well would have been even more welcome. But there is a disturbing possibility that route (3) might take the bulk of any new high frequency service because of problems at Herne Hill, where Loughborough Junction/Tulse Hill trains have to cross the main line from Victoria through West Dulwich. This main line is also due to carry Channel Tunnel traffic from 1993, as explained in Diana Flint's article published elsewhere in this Newsletter. B.R. were known to be considering a flyover at Herne Hill, but environmental and financial questions arise.

What we must and shall make clear to B.R. is that running the "Metro" from London Bridge to East Croydon, by-passing Camberwell on the way, would be a deplorable failure to serve inner South London. Meanwhile we were concerned to find that Southwark Planning were preparing, though only on a contingency basis, a brief for "light industry and business use" of the Walworth Bus Garage site (NE side of Camberwell New Road, adjoining the railway) on the assumption that London Regional Transport will sell the land when their "temporary" need to house Red Arrow buses ceases.

There seemed to be implied acceptance of an LRT study which some time ago belittled the public transport potential of the site. This pre-dated the findings of the Central London Rail Study. It was also based on the present pattern of bus services and took no account of what would be sensible if Camberwell got a frequent "Metro" service, or of the situation if bus deregulation comes. There would then be an even greater need than now for off-street loading and unloading of buses, and this site is not only the obvious one for a rail station but the only land available in the area for bus station use.

So the Society has urged the Council – and we are glad to say they have agreed – to reopen urgently with LRT and B.R. the future public transport use of this land. To B.R. it must be made clear, as explained above, that Camberwell needs the "Metro" service. From LRT, which we believe is planning on the assumption of keeping, even after deregulation, overall responsibility for bus stations, stands and stops, we want a policy which acknowledges that responsibility, not one of asset-stripping. I wish I had more successes to report in the long struggle for the inner city rail transport network (not just faster services for ever more distant commuters) which is the only long-term answer to our traffic problems – or at any rate a major part of that answer. But at least the Society is trying to prevent options from being irretrievably closed while we work and wait for the powers that be to come round to seeing it that way.

Norman Hutchison

TUBE FOR CAMBERWELL

The total omission of any mention of an Underground extension for Camberwell in the Central London Rail Study published at the end of January makes support for the campaign even more vital. Please contact Julia Roskill, 703 4736, for more information.

AN APOLOGY

The number of signatures reported in Newsletter 82 should have read 4094 not 494. It was correctly reported in a Stop Press note in Newsletter 81.

PLANNING MATTERS

The principal matter which has arisen since the last Newsletter was the Public Local Inquiry on 24 January 1989 into the Appeal by the owners of 20 Grove Park, SE5, in opposition to the Council's refusal to grant planning permission for demolition of a garage and erection of a detached 2 storey dwelling at the rear of the property, conducted by an Inspector of the Department of the Environment. This development was opposed by the Society, the Grove Park Residents Association and the Ivanhoe Residents Association in addition to a number of individuals. Access to the proposed development is from Ivanhoe Road and the site is within the boundary of the conservation area which was extended to include Grove Park in 1974. Although the Inspector insisted that he could not deal with the question of precedent and the inquiry was only into this particular site, it is common knowledge that an appeal is pending into the refusal to develop a similar area at the rear of 23 Grove Park and that similar development could encompass the gardens of numbers 21 and 22 Grove Park. This would have considerable effect upon the "green screen" on the high ground along the south side of Grove Park with consequent loss of amenity to all properties in Grove Hill Road, Ivanhoe Road and surrounding area whose views of trees and greenery for most of the year will be impaired. The Inspector reserved his judgment which is still awaited.

140 Camberwell Grove:

The dispute continues because the redevelopment is not in accordance with the approved plans. The Council issued a stop notice and enforcement notice and are still in discussion with the owner. On 21 February 1989 the area planning sub-committee deferred the matter to its next meeting to be held on 21 March 1989.

178 Camberwell Grove:

Application for demolition of 3 garages and erection of garage with studio and store above has been withdrawn.

61 Denmark Hill:

Application for single storey rear extension refused.

St. Giles Hospital Site:

The part of this site adjacent to Havil Street, south of the circular building designated for special needs housing has had outline permission granted for 5 three-bedroom houses and 9 flats in sheltered accommodation.

11 Camberwell Church Street:

An application for change of use from travel agent to a bank, catering specifically for the Cypriot community, was refused. This was similar to an application for 38/40 Camberwell Church Street last year. A change from retail use went to appeal last year and the appeal was unsuccessful (i.e. the Council's decision to refuse the application was upheld). This was on the grounds that there was a critical balance between retail and non-retail use in Camberwell Church Street and that further loss of retail floorspace was undesirable. In consequence, subsequent applications for change of use from retail to office use or similar have been refused or are being viewed unfavourably.

105 Camberwell Grove:

Application for refurbishment, repairs and conversion into 4 self-contained flats has been granted by the Council.

1, 2 & 2A Vestry Mews:

The application for demolition and development of 45 dwellings on this site was refused on 16 August 1988 on the grounds of overdevelopment. A further application for 60 dwellings was refused on 15 December 1988 on similar grounds. Appeals are pending and a public local enquiry has been fixed for 18 April 1989. A further application for 43 dwellings was considered by the Area Planning Sub-Committee on 21 February 1989 and after considerable discussion was withdrawn by the applicant for consideration and re-submission on 21 March 1989. Yet another application has been submitted for this site for part retention of existing buildings and infilling with new industrial buildings which has yet to be considered by the Borough Planners. What next?

45 and 47 Camberwell Grove:

As reported in the last Newsletter the Society wrote objecting to the proposed development and spoke against it at the Council's Area Planning Sub-committee meeting on 21 March. The Society has helped the well organised residents to gain increased local support for their opposition to the scheme. Some 25 local people, including representatives of St. Giles' Church, attended the meeting and spoke against the plan. We are pleased to report that planning permission was refused and that at the same meeting plans were amended for the Vestry Mews development and the industrial plan was refused planning permission.

Please be sure to contact the Society regarding any plans for development in your area about which you have any doubt.

Ian Hunter

THE NEW HIGHWAY THREAT

Page 10 of our last Newsletter forecast that Southwark, like many other London Boroughs, would be taking steps to increase public awareness of what could be involved in the various options being studied by the Department of Transport consultants. As we go to press we learn of a meeting on 31st March "to discuss the road studies and to set up a campaign". Further meetings are to be held by the Council as required. The Society is keeping in touch with developments both in this area and, through meetings with other societies and groups, all round London. Some of the road-building options being considered by the various consultants would, if taken together, produce something very like the "motorway box" which was abandoned in 1971. Other options, it is fair to say, include imaginative thinking on public transport and would be environmentally acceptable, but decisions will lie with the Department when it receives the consultants' reports.

SAINSBURY'S ON DOG KENNEL HILL ?

We learn as we go to press of a public meeting on 29th March which is the start of consultation, expected by Southwark Council to extend over the next few months, about a possible development by Sainsbury's. It would involve the construction of a superstore on the land fronting Dog Kennel Hill which has long been owned by King's College (the College itself, on behalf of its Medical School, not the Hospital). The land involved includes that used for rugby, hockey, tennis, but not the land not owned by the College, viz. the Adventure Playground and the grounds fronting Green Dale.

More may be known by the time members read this, but we understand further exploratory discussions will precede any formal planning application. Meanwhile the questions the Council lists for consideration are ones for the Society and its members to ponder, e.g. whether we want a Sainsbury's in the area on this site and the implications for loss of open space, for traffic, for other shops, for employment, etc.

SWIMMING

The newly formed Camberwell Swimming Club, as reported in our last Newsletter, is proving a great success. Anyone wanting to swim on Monday evenings should contact one of the organisers:

Felicity Marno 274 9250

Miriam Bernal 733 3228

Sally Anne Oliver 703 8898

for more information. There is in fact a waiting list to join!

ARK

Bryn Jones, founder of Greenpeace, has founded a new environmental organization called Ark. He has done so with the support of an impressive group of people including David Bowie and film maker David Puttnam (of 'Killing Fields' fame).

Ark is open to membership from all people with a concern for the future of the natural world and human health.

It aims to campaign to conserve our natural environment in ways in which individuals can make a positive contribution — by using unleaded petrol and household products that are not harmful to nature, by saving energy in the home (insulation, double glazing, draught excluders, lagged pipes), by recycling household rubbish such as bottles and paper, by eating less meat and animal fats, and by insisting on organic fruit and vegetables.

If you want more information or an application to join (subscriptions are £10 a year single, £15 family and £5 for the under 18's, unwaged and senior citizens) write to Ark Trust, 498-500 Harrow Road, London W9 3QA or telephone 01-968 6780.

THE ARCHITECTURE OF PECKHAM

(Chener Books £5.95)

Tim Charlesworth who has written this excellent well illustrated book on Peckham will be talking on the subject 3pm Sunday 23rd April in the Vestry Hall of St. John's Church, Goose Green. All are welcome, admission is free and there will be refreshments.

MEMBERS' MEETINGS

Members' meetings are held on the third Thursday of the month at 8.00pm in the hall of the United Reformed Church on the corner of Love Walk and Grove Lane.

20th April

Gordon Mott, Director of Education in the London Borough of Southwark, will address members on future hopes, plans and problems. Southwark with other London Boroughs, will assume responsibility for education with the winding up of the ILEA in April 1990.

18th May

AGM followed by a forum for members (see *Members opinions on current matters* elsewhere in this Newsletter).

THE CHANNEL TUNNEL RAIL LINK

Worst fears confirmed

British Rail's announcement on 8th March of their proposed route for the new Channel Tunnel Rail Link confirms and exceeds our worst fears for Camberwell and the surrounding area (refer to last Newsletter 'Stop Press').

The proposals are that the second terminal at King's Cross would be reached by deep tunnel passing underneath Peckham and Camberwell, rather than by the feared Walworth route. The tunnel would come up nearer the surface under Warwick Gardens where there would be an underground junction – the tunnel to King's Cross and a branch off to the west which would emerge at the western end of Warwick Gardens. This line would then proceed on new track which would join existing track "somewhere near the Camberwell Grove bridge" (according to a B.R. spokesman). The trains would then run on existing track (observing existing speed limits) through Denmark Hill Station, Brixton, Clapham, Stewart's Lane near Battersea Dogs Home (where a new curving section of track would have to be built linking the main line into Victoria to the main line into Waterloo, and then into Waterloo Station. Waterloo Station is aligned in a south-westerly direction and this is the reason B.R. give for the apparently round-about route.

When the Channel Tunnel is ready for use in 1993, there will be no new rail link ready to serve it. So, until it is ready, in 1997/98, the international traffic will have to use existing tracks – whether they be through Dulwich and Herne Hill or the Catford Loop through Peckham Rye and Denmark Hill. After 1997/98, up to 8 passenger trains per hour at peak times will use the overground tracks through Denmark Hill joining the underground tunnel at the Warwick Gardens junction. In addition, up to 6 freight trains per hour will run through the night, entirely on existing track. Freight trains will not use the new tunnel.

What are the possible effects on us? They seem to be threefold: waiting for decisions and for government approval and funding; execution of works; and the permanent operation of the Link. These occur in phases.

The first phase – waiting for decisions, approval and funding – has already started. The most obvious consequence of what has happened so far is *blight*. Both house owners and tenants will suffer from this. It is not just that property will be slower and more difficult to *sell*, but also to *let*. People will be reluctant to come to live and work in an area where such major and disruptive development plans are afoot. Estate Agents are already aware of a nervousness in the market for buyers and sellers alike. There is a feeling that this is not a good time to put a property on the market and indeed it may be more difficult to secure mortgages even though a buyer is willing to proceed with a purchase.

B.R.'s compensation plans are very limited. The map

printed here shows the area where B.R. have already offered to purchase property. Some 170 households have received voluntary purchase letters in the Warwick Gardens area. It is however clear that a far larger area will suffer greatly as a direct consequence of the proposed plans.

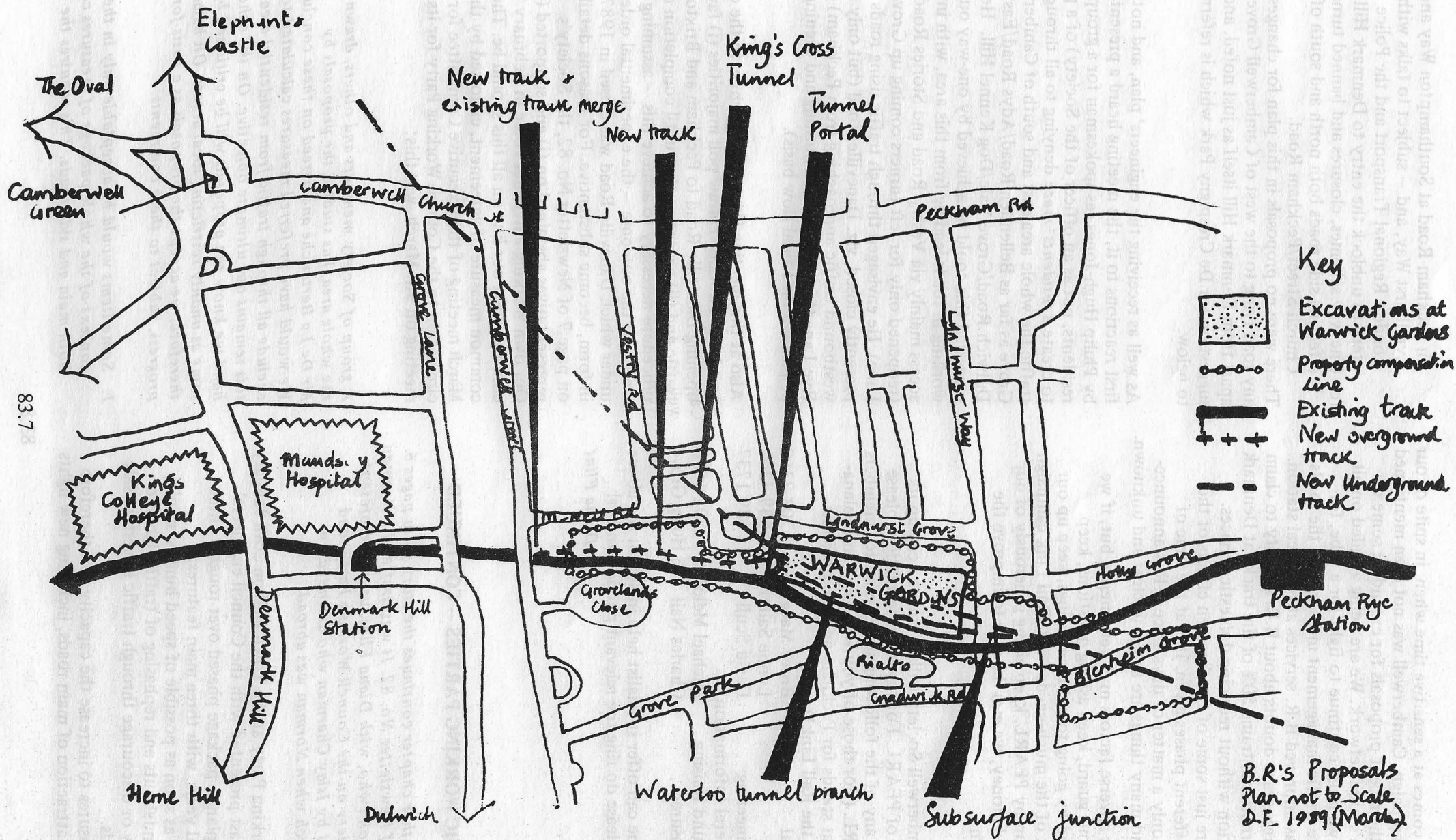
The second phase – execution of the works – may start 3-5 years from now. A British Rail spokesman said recently that the works may take 2 years to complete. This estimate must be conservative and depends largely on funding. Any building works are subject to delay for any number of reasons, and there is no reason to suppose that this project will be an exception.

Warwick Gardens would be the main engineering site between King's Cross and Swanley. The area would be excavated down to underground track level. The shallowest point would be approximately 30ft, but the excavations would have to drop deeper fairly sharply to reach the tunnel holes, east and west.

British Rail could not give details of the exact size of the excavations, saying only that they would obviously have to be as large as the junction itself with extra manoeuvring space leading to the tunnel bore holes. It is most likely that the giant 600ft articulated boring machines called Bentonite Shields would be used at this site.

The scale of such engineering works is extremely large. One only has to see photographs of the site at Folkestone for the Channel Tunnel itself to understand the disruption, dirt, noise and extra traffic we face a few years from now. For months the Camberwell Society has been attending the Camberwell Green Working Party at Southwark Town Hall trying to solve some of our traffic problems. It is therefore even more distressing to think of the additional traffic such a huge engineering site would generate. B.R. cannot yet tell us how they plan to move the tunnel spoil. If practicable they hope to do it by train direct from the Warwick Gardens site and also up shafts that will come up by the railway at other points, but they may well have to move a part of it by lorry. This is another uncertainty that may not be solved for a long time.

The third phase – the long term effects of the permanent operation of the Channel Tunnel Rail Link – will presumably start in the next 10 years. In physical terms, Warwick Gardens should be restored, a tunnel portal built, at its western end, some houses will be missing, we will have some new track and we will have to share the four tracks through Denmark Hill station with international trains. The most obvious threat of course is to our domestic services through Denmark Hill. British Rail admit that some re-scheduling may be necessary, but also say that they have undertaken not to cut passenger services. This does little to reassure us. The service from Denmark Hill has already dwindled drastically. We are looking for an *improvement* of our local train services, not undertakings from B.R. that they will not further be impaired as a result of international train schedules.



A map of the Camberwell area showing the routes of the proposed Channel tunnel rail link with Central London, as announced by British Rail on 8th March, 1989

All this comes at a sensitive time when, in spite of our active campaign, Camberwell was not even mentioned among the recent proposals for extending some of London's tube network. We are being assailed on all sides — we must continue to fight for a tube, for adequate traffic management measures on the roads as well as improved B.R. services at our local station. We express grave doubts about B.R.'s ability to claim for international trains 50% of the tracks at Denmark Hill station without reducing domestic services. These are just some of the foreseen effects of the three different phases given. It is at the time of writing only a matter of days since B.R.'s announcement and many things are as yet unclear and unknown.

Further adverse factors may yet emerge, but, if we are on our guard, keep asking questions, keep informed by going to public meetings, keep up our support of the much-needed anti-Rail Link campaign being run by PEARL, keep giving generously of our time and money, we *may* be able to improve the situation.

The Camberwell Society will of course keep up its support of PEARL. For further information, please contact any of the following sub-committee members of PEARL. (For those of you who need an explanation, that stands for Peckham and the Environs Against the Rail Link!).

Legal	Bruce Macgregor	703 7360
P.R.	Lynne Salter	639 4341
Engineering	David Scull	639 1737
General Information		
& Fund Raising	Michael Melotte	708 1538
Treasurer	Charles Nall	16 Holly Grove SE15

If anyone can offer specialist help in any of the above fields, please do ring the relevant phone number!

Diana Flint

TRAFFIC WORKING PARTIES — CONTINUED

Yet another chapter continues the story from pages 6 and 7 of Newsletter No. 82. It was drafted by Norman Hutchison (who, with Diana Flint, usually represent the Society on the Council Working Party) and finalised by Islay Charman who attended on 9th March when Norman was abroad.

The Working Party at the Town Hall on 26th January was at last presented with the Council engineers' overall plan, a package phased over roughly three financial years, with three main features:

- Use as soon as possible of speed humps, mini roundabouts and rephasing of traffic lights to slow or discourage through traffic in certain side roads.
- Measures to increase the capacity and therefore the attraction of main roads, including new lights

on Peckham Road at Southampton Way and Lyndhurst Way, and — subject to talks with London Regional Transport and the Police — steps to unblock the entry to Denmark Hill.

- One-way schemes, closures and banned turns affecting side roads both north and south of Church Street/Peckham Road.

There were no proposals in this plan for changes in any road lying to the west of Camberwell Grove, apart from Denmark Hill itself as just noted, and a suggestion for De Crespigny Park which is referred to below.

As well as receiving the engineers' plan, and noting first reactions to it, the meeting heard a presentation by Philip Hugh-Jones (as spokesman for a group of residents, not as an officer of the Society) of a plan to create a *residents' maze* denying to all through traffic the whole area east and south of Camberwell Grove as far as Bellenden Road/Adys Road/East Dulwich Road/Grove Vale/Dog Kennel Hill. He suggested this could be achieved by one-way outward working in roads leading from this area, with inward access mainly via Vestry Road and Stories Road (reopened only for left turners coming up Grove Lane). He envisaged through traffic using roads presently closed, viz. Daneville Road (but only for westbound traffic approaching from Peckham) and Rye Lane (but only during morning and evening peaks, and on a tidal flow basis).

Also at this meeting Councillor Corbyn, in the chair, sought and obtained straw poll majorities (i) favouring opening Daneville Road to Peckham and Brixton traffic and (ii) accepting that until completion of the procedure necessary to achieve this — assuming that would be the outcome — the experimental order under which Daneville Road was closed in 1987 must, in form, become substantive. For reasons detailed on page 7 of Newsletter No. 82, the Society's representatives abstained on (i) and supported (ii). Our own Working Party met twice in February to consider what our line on all this should be. The common measure of agreement, endorsed by the March meeting of the Executive Committee for circulation to the Council Working Party for its meeting on 9th March, was this:

A group of Society members and others, drawn from the whole area, has studied the proposals by Mr De La Bertauche and agreed on these conclusions. We would have preferred measures calculated to exclude all through traffic from residential areas, and this remains our ultimate objective. On the other hand we know the proposals will be criticised by some as unduly restricting local access. On balance, therefore, we accept the proposals as a basis for progress, subject to these comments:

- Some items would be acceptable only in the context of the whole package of measures covering both main and side roads. This requires the*

Council to bring forward items in Phases 2 and 3, particularly those on which preliminary procedures could be lengthy.

2. *We may have detailed changes to suggest to some items in the light of further information and discussion, particularly with residents of streets where speed humps and mini roundabouts are proposed.*
3. *There are two items not central to the package which could be set aside for separate consideration without detriment to progress on the rest:*
 - (a) *Lights on the Champion Hill/Denmark Hill junction have little relevance to the objective of increasing main road capacity and making main routes more attractive. A light-controlled pedestrian crossing could give the protection wanted at this point.*
 - (b) *"No entry" to De Crespigny Park from the west would create problems of local access and (by encouraging illegal right turns from Bessemer Road) pedestrian safety. Other possibilities should be studied, taking into account how soon Hospital pressure may lead Lambeth Borough to close Bessemer Road and relocate its traffic on Coldharbour Lane.*
4. *Acceptance of the package as a basis for progress implies that it should be possible to consider additions to it, now or later. In particular the outcome of the engineers' discussions with LRT and the emergency services will be crucial for judging whether the package would deal adequately with through traffic on north/south as well as on east/west routes.*

Paragraph 4 of this statement deliberately kept options open on issues complicated by conflicting views or inadequate evaluation. The most difficult of these is what part, if any, Daneville Road should play in an overall scheme. There is a strongly-held view that reopening it, with access by left turn from Church Street into Grove Lane, would significantly improve the capacity of the main roads at the Green (and thus their attraction relative to, e.g. Camberwell Grove and Warner Road) by providing a by-pass for traffic heading west or south. Others hold equally strongly that in present conditions traffic will expand to fill every route available, so that it is an illusion to suppose that reopening a closed road would now reduce flows elsewhere. They would see reopening Daneville Road as a step backwards from the Society's objective of getting all through traffic on to the main roads.

Absence of some of the facts and professional appraisals that might help to resolve this conflict made it difficult for the Executive Committee to decide what position the Society should take if pressed on 9th March to go further than our statement reproduced above. Traffic flows in Daneville Road, and elsewhere, would be affected by what turns were to be allowed or banned at the junctions at the Green, the "Odeon" and the

foot of Grove Lane; by any knock-on effects from congestion at any of these junctions; by access (if any) from the west to the Safeway car park; and by whatever measures were taken south of the Grove Lane/Daneville Road junction. Some of the Executive Committee saw the case for reopening as so clear that the Society should no longer withhold support for its incorporation in the engineers' overall plan, but the view which prevailed was that a decision defensible to members generally must be based on a fuller assessment. So it was on that basis that our representatives came to the Town Hall on 9th March.

Meeting on 9th March

The meeting on 9th March was somewhat overshadowed by everyone's concern over B.R.'s announcement regarding the Channel Link. When the meeting abandoned the very confused but alarming report on trains and returned to traffic Mr De La Bertauche was able to give an encouraging report on the progress he had made with London Buses. The suggestion at the Green now is, and appears to be acceptable, to take a slice off the island controlling the width of the bus lane coming from the north so that buses can pull into the kerb sooner on the south side and one bus stop can be moved into the wider part of the road. London Buses are also prepared to move one stop back to the Green. These measures should alleviate the congestion in the bottleneck at the south of MacDonalds which should then result in N-S traffic flowing more freely. Agreement has also been reached on removing the bus lane at the Medlar Street junction to encourage the use of Medlar Street for traffic wishing to travel south at the Green.

Mr De La Bertauche also reported that the Police are not enthusiastic about route restrictions, wanting alternatives in the event of an emergency. The Fire Brigade are also concerned about the possible introduction of speed humps causing a serious increase in attendance time. A discussion on the relative merits of Brazilian and Bolster humps together with "open closures" did little to resolve the situation. The meeting remained divided on the intended road closure of Benhill Road and the possible opening of Daneville Road but there was general support, with amendments and certain reservations for the packet of measures worked out by the traffic engineers. It was agreed it formed a working basis for a final plan which the Chairman hoped to put to a meeting of the Working Party at the end of April. Councillor Corbyn agreed that the Council should endeavour to speed up the phasing initially envisaged, recognising some of the problems which would otherwise be created. He also said that issues raised by the meeting would be looked at in more detail. It was agreed that the package must be implemented as a whole. Hopefully a solution which may alleviate some of the problems may be in sight. Sadly the traffic won't go away.

HELP! HELP! HELP!

Volunteers wanted

One of the most important aspects of the Society's role in maintaining and improving the quality of the physical environment is its watchdog function, through its planning sub-committee, in taking note of planning applications and where appropriate, making known its views to the local authority. The environmental tide is turning and the voice of the Camberwell Society is listened to at the Town Hall. But the planning sub-committee must be ever vigilant and ready to act. This puts a considerable load of work on the shoulders of a comparatively small band of Society members forming the sub-committee which is convened by Ian Hunter.

The sub-committee is looking for volunteers to join it, particularly those members who would occasionally be able to visit the Council's planning department offices at Angel Court in Borough High Street to examine plans and applications. The Society is much encouraged by the spontaneous response and action of local residents to applications which would adversely affect their immediate environment, as in the case of the proposed redevelopment at 45-47 Camberwell Grove where local residents have campaigned vigorously to resist an unsuitable development.

Please come forward and join us in this important work. If you feel you would like to help, contact Ian Hunter (Tel: 326 1002).

HELP FOR VICTIMS

The victims of crime and violence may suffer traumatically afterwards and do not always have family or friends to rally round. Southwark Victim Support Scheme exists to provide this essential support.

The organisation is funded by the London Borough of Southwark Urban Aid Programme, the National Association of Victim Support Schemes and voluntary contributions. It is an independent organisation run by a committee of representatives from statutory agencies and other interested people.

The Scheme is in urgent need of volunteers. Can you help? According to your interests and capabilities you would visit victims, carry out essential repairs such as replacing locks, help with fund-raising or with secretarial work.

Volunteers undergo a short course of training — one evening a week for ten weeks and one weekend. If you feel you would like to help, write to Southwark Victim Support Scheme, Cambridge House, Camberwell Road, SE5 0HF, or telephone 701 2677.

SPONSORED WALK — WISHBONE APPEAL

Ellen Wright is a local girl. She was born in Poplar Walk Road on 9th July, 1904. At the age of 5 her family went to Medlar Street. In 1932 she moved to Grove Lane where she lived for 52 years. Her hobby was always gardening and she won many prizes for her flowers and runner beans. Having reached 80 she moved for a fourth time, to one of Abbeyfield (Camberwell) Society's houses, in Nunhead. Intensive gardening had taken its toll and Ellen was very lame, practically house-bound. In September and December 1986, she acquired first right and then left new hips, and successfully out of King's, moved a fifth time — to the Abbeyfield house in Brunswick Park, which has a lift and good space for window boxes! Once again she is gardening, inside and out, and she is a member of the Camberwell Gardener's Guild as well as of the Camberwell Society. She will visit Wimbledon for the Tennis and Chelsea for the Flower Show.

But at 1.30pm on 4th June, a month before her 85th birthday (and with her doctor's permission) Ellen will take part in one of the nation-wide Hip Walks. She will walk a sponsored mile from Trafalgar Square to the British Orthopaedic Association in Lincoln's Inn Fields. The walks will "raise money and publicity for urgently needed research into bone and joint surgery". Have you a new hip? Will you join Ellen? Children and young people can be sponsored to go along. No doubt many of you will like to wish Ellen luck and sponsor her. She may be contacted on 708 5967, or by way of Mary Rose Seldon (House Chairman) on 703 4427.

HELP!

APPEAL FOR WITNESSES

RUSTY, OUR BELOVED DOG WAS KILLED ON 28/3/89

AT 11.15PM AT THE JUNCTION OF M^CNIEL RD AND CAMBERWELL GROVE. THE DRIVER WAS SPEEDING

PLEASE CONT:-

JOAN & DARREN,
137, CAMBERWELL GROVE,
LETTSON ESTATE SE5.

S. H. EDWARDS – FAMILY BUTCHER 1913-1988

In Newsletter No. 80 (July 1988) we published a note on the closing of Edwards butchers shop in Camberwell New Road. One of our members, an old Camberwellian, has been moved to write a lament, which he titles:

A Tribute to the Memory of the sad passing of a truly wonderful Family Butcher's shop which had served Camberwellians in particular so well and in fact many other customers from far and wide for so long.

When I was a little boy living in Camberwell, I remember being taken out shopping by my mother and the most important call was always S.H. Edwards the Butchers in Camberwell New Road, where we feasted our eyes on such a large variety of goodies at very cheap prices, but always first-class quality. We would take home Tripe, or Sheep's Head, Cow heel, Pigs trotters, Sheeps hearts, Brawn (home made), Salt Beef (a particular speciality) or a choice from a wonderful variety of other meats, (cooked and uncooked) or Poultry – always English or Scotch, nothing ever imported.

The shop was always crowded in spite of being on a busy thoroughfare with severe parking restrictions. There were always so many kind and courteous assistants smartly dressed ready to serve.

I knew the Founder S. Edwards very well, he became a Camberwell Councillor, and I took an active part in the Camberwell Conservative Association affairs at the time. Sam also became a member of the St. Giles' of Camberwell Lodge, of which I am still a very active member. The Lodge was founded by several prominent Camberwell business men and the early meetings were held at the South London Masonic Hall situated in Camberwell New Road, almost opposite Edwards. This Hall was eventually pulled down and Steele Griffiths – Motor Mechanics and Filling Station took its place under the control of Mr. Brian Woollard. This business also disappeared in time.

I got to know the two sons of Sam Edwards, John in particular who also became a member of the Lodge, and when I recovered from the shock of seeing the notices announcing the closure of the business, I wrote to John who had removed to Tynemouth, and he very kindly loaned me photograph and verses.

Ernie Cast

Ode to a passing butcher

For 74 years in Camberwell
Edwards the Butchers have reigned
And sadly we shall never quite
see their like again.

If Prime Beef and Victuals of
quality ever was your aim
you sped fast first for
the large meat Emporium on The Green.

If gammon or offal was your abiding joy
Then S.H. Edwards was your man
And you would gladly queue with

Mum, Aunt or Gran
Because both you and they saw
rich goodness there, O Boy!

So now the Edwards empire
Has left for pastures new
And all their faithful customers
Must look for other meat to chew.

But none could be as tender
And succulent as theirs
And in this day and age of change
We must look for someone else's wares.

Now all of us who crave good things
Yet do not have the cash to flutter
Are downcast by the passing of
'Our' beloved butcher.

And yet our wish is for you
And yours all that
The good life brings

The fillet, rump, salt beef
And dressed turkey too
We'll miss on our plate
But most of all we'll miss
All of you.

*(Reproduced by kind permission of the
National Westminster Bank, 17 Camberwell Green)*



MEMBERS OPINIONS ON CURRENT ISSUES

It has been customary for the "paid up members only" business part of the A.G.M. to be followed by a guest speaker. This year members will have the opportunity to express their opinions on a variety of current topics. The scene changes so rapidly that as this is written on 16th March, it is difficult to say what will be the burning issue on 18th May, but:

- Planning matters
- The Environment
- Traffic
- Sink the Link
- Underground
- New Orbital Highway
- Re-opening Camberwell BR Station

are all likely starters.

Come and cast your vote. Only members can vote, so make sure you have paid your subscription or joined the Society by then. The Camberwell Society represents a wide area, so whether you live north, south, east or west of the Green, come along. It is important that we have a representative gathering.

NEW NEIGHBOURS?

The Society relies very much on members for advertisement and enrolling new members. If you have new neighbours, or friends who you know are not members, tell them about the Camberwell Society – their amenity society. Never throw your Newsletter away, always pass it on to someone else and encourage them to circulate it further.

WHERE TO GET HELP

In Newsletter No. 81 a list of telephone numbers and addresses was published where members could obtain help on a variety of matters. It is a useful list to keep available. The list below gives similar information for the London Borough of Lambeth.

LONDON BOROUGH OF LAMBETH

Planning (including conservation areas and trees)	Borough Development Department Courtenay House 9/15 New Park Road London SW2 4DU	01-674 9844	
Civil Engineering and Public Services	George West House 2 Clapham Common North Side London SW4 0QN	01-720 2177	Covers broadly the same services as Southwark's Public Works.
Environmental Health (including noise abatement)	138 Clapham Park Road London SW4 7DD	01-622 6655	
Other services (if no specific number in Directory)	Town Hall Brixton London SW2 1RJ	01-274 7722	Also gives some emergency service when offices above are closed.

SUBSCRIPTIONS AND DONATIONS

The Society depends very much on its subscription income. Subs are due in January. Please renew if you have overlooked doing so by sending your subscription to the Hon. Treasurer, Alan Riddle (113 Grove Lane, SE5), making cheques payable to The Camberwell Society.

You can pay your subscription by Banker's Standing Order. Telephone Alan at 733 3977 for a form.

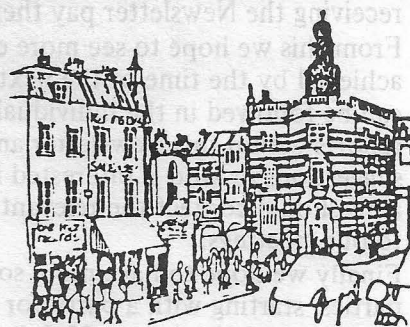
Subscriptions are as follows:

Family membership	£4
Individual	£3
Senior citizen or student	£1

The Society has always tried to keep basic subscriptions as low as possible to permit as many of the residents of Camberwell as possible to join. But any payment in excess of the minimum subscription will be gratefully received. Occasional donations are also very welcome.

THE CAMBERWELL SOCIETY

President:	Philip Hugh-Jones, 167 Camberwell Grove, SE5	274 3040
Chairwoman:	Selina Eger, 61 Camberwell Grove, SE5 8JE	701 6771
Vice-Chairman:	Conrad Dehn, 38 Camberwell Grove, SE5 8RE	701 4758
Hon. Secretary:	Anne Norton, 54 Camberwell Grove, SE5 8RE	703 7310
Hon. Treasurer:	Bill Knights, Flat 4, 7 De Crespigny Park, SE5	701 7016
Asst. Secretary:	Valerie Balleny, 193 Camberwell Grove, SE5 8JU	274 7691



NEWSLETTER No: 84

July 1989

THE YEAR AHEAD – AN AMENITY SOCIETY'S CONTRIBUTION TO THE PROTECTION OF OUR LOCAL ENVIRONMENT

In the present situation of public spending cutbacks, major rail and road plans ploughing across South London, the public/private transport issue, increased pressure on the borough's planning department following recent changes in planning law and political climate, the major expansion of King's College and the Maudsley hospitals and the open tendering of public services next Spring the Society needs to be more than ever on the alert in the observation and monitoring of proposals affecting our local environment. We need to be able to offer constructive comment and, where necessary, campaign to protect it.

In order to do this to maximum effect we need to operate efficiently in several fields:

1. Communication with our membership.

From Autumn onwards we hope to have signboards up in as many locations as possible announcing events and meetings well ahead. All Society meetings are open to the membership and any person or persons may table items for the monthly agenda of the executive committee, either by prior consultation or during Any Other Business.

2. Increasing membership and members' involvement.

By raising the profile of the Society throughout its area of benefit we hope to attract new members and also involve more people from a wider catchment area in the day to day running of the Society. Apart from the notice boards we hope to publicize the Society by selling the Newsletter to non-members, having more social events and advertising our annual programme of seven public members' meetings in the local press. We also hope to have a new printing of cards well before Christmas. Any other ideas are welcome! We also usually take stalls at events in our area such as the Myatt's Field Centenary Fair and the Ruskin Park Fair.

3. Fund raising.

To enable the Society to take a more instrumental

role in helping local groups fight environmental threats and also to enable it to commission professional help where necessary, we must raise more funds. At present the Society's funds are very limited, especially as about 100 members a year fail to pay their subscriptions. We intend to have fund raising events, the Open Gardens Day will have been the first of these, and to increase sales of cards and Newsletters through more outlets. We are also considering taking advertisements in the Newsletter and raising the annual subscription, which has stayed constant for some years now.

In many ways all the above things go hand in hand and rely on the goodwill and interest of the membership.

We are not starting from nothing, on the contrary. During the last year the Society had many and various achievements to its credit.

On the planning front alone Brunswick Park was designated a Conservation Area, in spite of opposition from Southwark Planning, after we asked English Heritage to arbitrate – and this has helped protect from demolition the disused buildings of St Giles Hospital along the St Giles Road frontage and their fine boundary wall. The principle of such arbitration has also been accepted by Southwark for the future. The lower end of Vestry Road with its unusual Arts and Crafts Movement cottages has been included in the Sceaux Gardens Conservation Area. We have helped fight off a planning application for a 3-4 storey office building on the walls of St Giles churchyard. We have helped reduce the scale of a new development in Vestry Mews and spoken at an unsuccessful public appeal against a planning refusal for backland development in Grove Park (our planning Convenor got up at four o'clock in the morning to record the birdsong in the threatened woodland!), among many other initiatives.

In planning it is often easy to set objectives. Other environmental issues are usually less clear, but this year the Committee has resolved to target definite objectives in every area – from large scale ones such as fighting for the Tube, down to the scale of individual trees, rough areas of pavement, poor rubbish collection (though some of you may well consider

this a major issue) and ensuring that all members receiving the Newsletter pay their subscriptions. From this we hope to see more clearly what we have achieved by the time of the next AGM. These targets can be followed in the individual sub-committee reports within this Newsletter and anyone with other suggestions or who is interested in furthering these aims should contact the relevant Convenor or come to our meetings.

Finally we hope to have more social events and parties, starting with a party for our noble band of Newsletter deliverers on 22 July.

*Selina Eger
Chairwoman*

ANNUAL GENERAL MEETING

The Annual General Meeting of the Society, held at the United Reformed Church, Love Walk, on 18th May, was attended by over 70 members and apologies were received from others.

Presenting the Annual Report (published in the last Newsletter), outgoing Chairman, Islay Charman, expressed the hope that all members had read the last four Newsletters, saying that the Newsletter for future generations will be a source of local history, comparing it with Blanch's *The Parish of Camberwell* of over 100 years ago.

Quoting from the report, Islay continued: 'To further the purposes of the Society, as set out in the Constitution, the Executive Committee is given certain powers with a final exhortation to do all such things as are necessary for the attainment of the said purposes. This gives the Committee considerable scope and requires considerable action.' More feedback is needed. The Society welcomes members' views. Its credibility rests on being seen to be truly representative. It must try to be of the community and to represent the community.

In conclusion Islay wished the Society and the new Executive Committee every success in the coming year.

Following the Chairman's presentation of the Annual Report, Ron Watts, a retiring member of the Executive Committee, said he was extremely distressed at some meetings of the Committee during the past year. He felt it had functioned as a factional group as a large number of its members were residents of Camberwell Grove and were preoccupied with the traffic problem in the Grove. Whilst this was an important issue, it was not so important as to be at the expense of the area as a whole. He was distressed at the way this issue had been handled in Committee.

This view was rebutted by Paul Keane, who acknowledged that there had been some antagonism but not specifically as between members. Traffic, he said, affects many streets and he did not believe that the Executive Committee had tried to influence members' views. He praised the outgoing Chairman and thanked her.

Jonathan Hunt said he had some sympathy with Ron Watts about the Society being taken over by a group with a particular viewpoint but he believed that progress had been made. He suggested that the new Committee should look at the role of healthy street based activities and at the way the Committee is chosen to ensure wider representation.

In closing the debate, Islay Charman said that the Executive Committee must review its role in the area. There is, for instance, an unfortunate distinction between residents and tenants associations.

Treasurer's Report

In his last task as Hon. Treasurer, Alan Riddle presented the accounts.

The deficit of £517 shown he said does not give a true picture of the year's operations because included in the 'Hire of Swimming Pool' item of £948 is an amount of £680 which relates to 1986 and 1987. Allowing for this gives a surplus of £163 but having only recently paid the final swimming rental for last year of £294 we end up with a small loss of £131 for 1988. The reasons for this as against a nice profit in 1987 are as follows:

1. The production of one exceptionally large Newsletter during the year.
 2. Some swimming evenings ran at a loss.
 3. The sale of Camberwell Cards and Prints is falling.
- Alan said that it is financially a tight exercise and he warned that subscriptions may have to increase before long.

He recorded his thanks to Lindsay Balleny who stepped in and audited the accounts at the last minute. During the discussion of the accounts, former Treasurer, Nicholas Roskill, expressed concern at the drop in income and said that we must try to boost income, for instance, by increasing the sale of publications.

Norman Hutchison said he was struck by the number of unpaid subscriptions. He was pleased to see several younger members present. The more active members had assisted the Treasurer to help collect subs. He expressed his thanks to deliverers of the Newsletter. Islay Charman remarked that subscriptions do not really cover costs.

The accounts were adopted by the meeting.

THE CAMBERWELL SOCIETY

Statement of Income and Expenditure for the year ended 31 December 1988

INCOME

Membership subscriptions
Donations
Sale of Cards
Swimming Receipts
Christmas Party
Bank Interest
Collecting Boxes

Total Income

EXPENDITURE

Hire of Meeting Hall
Printing Newsletters
Hire of Swimming Pool
Christmas Party
Postage, stationery, copying, telephone, general
Subscriptions & Donations
Environment Week
Bank Charges

Total Expenditure

Surplus/(Deficit) of Income over Expenditure

Surplus/(Deficit) of Income over Expenditure brought forward

Surplus of Income over Expenditure retained

Year ended
31 Dec. 88

£
1555.25
20.00
357.18
606.89
102.80
52.71
—

2694.83

70.00
1533.00
948.75
106.52
434.49
75.00
—
44.95

3212.71

(517.88)

989.45

471.57

Year ended
31 Dec. 87

£
1531.00
—
826.90
551.91
277.30
29.51
81.72

3298.34

75.00
1379.00
—
141.62
439.22
167.50
53.42
—

2255.76

1042.58

(53.13)

989.45

Balance Sheet as at 31 December 1988

CURRENT ASSETS

Cash at bank
Deposit Account

CURRENT LIABILITIES

Creditors

Net Current Assets

Represented by:

Retained surplus of Income over Expenditure

As at
31 Dec. 88

£
421.60
769.97
1191.57
720.00
471.57
471.57

As at
31 Dec. 87

£
317.38
817.26
1134.64
145.19
989.45
989.45

I have examined the Balance Sheet and Income and Expenditure Account above and confirm that they are in accordance with the books and vouchers of the Society.

Date: 13 March 1989

Signed: D.W.L. Balleny
Hon. Auditor

The Executive Committee

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

Angela Bebb, 106 Talfourd Road, SE15	701 1032
Robert Bradfield, 29 Flodden Road, SE5	733 4910
Diana Flint, 189 Camberwell Grove, SE5	274 4069
Rosemary Hill, 41 Camberwell Grove, SE5	703 0874
Ian Hunter, 25 Champion Hill, SE5	326 1002
Norman Hutchison, 9 Champion Gve, SE5	274 3529
Sue Riley, 89 Camberwell Grove, SE5	701 6939
Conal Shields, 84 Lyndhurst Way, SE5	708 1826
Tony Wilson, 1/160 Benhill Road, SE5	703 0398

Valerie Balleny and Anne Norton tied for the tenth place on the Committee and, as Anne Norton had left the meeting, it was decided to leave it to the new Executive Committee who, at their first meeting on 1st June, invited both to join the Committee.

The new Officers of the Society are shown at the head of this Newsletter. There were no candidates for the positions of Honorary Secretary and Assistant Secretary. At the first meeting of the new Executive Committee on 1st June, Anne Norton accepted the position of Hon. Secretary and Valerie Balleny that of Assistant Secretary.

Billie Densumbe of 36 Grove Lane, SE5 (703 4824) agreed to continue as Membership Assistant Treasurer. Former Chairman and President, Jim Tanner, was elected as a life Vice-President on the nomination of Jeremy Bennett, seconded by Nigel Haigh. He joins former Hon. Secretary, Michael Ivan, former Newsletter Editor, Stephen Marks, and former Chairman, Jeremy Bennet in this non-executive office.

Sub-committees and Society representatives

Convenors of the sub-committees are as follows:

Traffic and Transport	
Norman Hutchison	274 3529
Tube	
Julia Roskill	703 4736
Planning	
Ian Hunter	326 1002
Parks, open spaces and trees	
Bob Bradfield	733 4910
Publications	
Jim Tanner	703 8624
Members' activities	
Rosemary Hill	703 0874

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

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

Ian Hunter is the Society's representative on the Southwark Environment Trust.

Selina Eger, who is Chairman of the Conservation Areas Forum, is also the Society's representative.

A message from the President

Philip Hugh Jones, who was re-elected President of the Society unopposed, said that this is a time of great change. He hoped that everybody thinks that the Society represents its area of benefit and he hoped that members will avail themselves of the opportunity to attend meetings of the Executive Committee. He said that this was a different type of AGM aimed at allowing rank and file members to give guidance to the Executive Committee as to their views on many pressing environmental issues. In conclusion Philip expressed generous thanks to the retiring officers of the Committee: Islay Charman (Chairman for 3 years preceded by a 4-year stint as Secretary), Alan Riddle, the retiring Hon. Treasurer and Iris Oldridge, the retiring Hon. Secretary. He also expressed thanks to all those responsible for producing and distributing the Newsletter, mentioning the key role played by Billie Densumbe and taking the opportunity to urge members to supplement their subscriptions with donations. Finally he thanked Julia Roskill who, with her helpers, has done a huge amount in campaigning for the Tube to and through Camberwell.

MEMBERS' FORUM

The members' meeting following the AGM broke with tradition this year. Instead of listening to an invited speaker on a subject of topical interest, the meeting received and debated seven motions covering environmental issues, some essentially local, some with London-wide consequences.

In planning this meeting the outgoing Executive Committee was seeking the views of members to provide guidance for the new Committee without in any way imposing a binding mandate on it. The motions are listed below with a brief summary of the discussion on each.

The highway building threat

Motion: This meeting calls on the Secretary of State for Transport to cease further study of options for new roads in inner London which threaten the environment of this and other areas and would, if built, merely attract additional traffic and so fail to relieve congestion; and instead to invest in major expansion of London's public transport, including an integrated network of Underground extension and surface rail throughout South London, so making it possible to restrain private car usage to levels which existing main roads can safely take.

In introducing the motion, Bill Knights said that the studies commissioned by the Secretary of State have resulted in three proposals affecting this part of London: an upgrading of the South Circular Road; a

new road through the Crystal Palace area linking the A2 at Eltham with the A3 at Clapham; and a new road roughly in line with the South London line affecting Peckham, Denmark Hill and Brixton with consequent loss of properties.

Conrad Dehn supported the motion but with some anxiety: because of the potential for strikes on public transport, the private car is a counter balance. The right balance must be struck. Ron Watts pointed out that the problem with public transport is one of inadequate investment. Rupert Otten reminded members that roads are a scarce resource and must be managed properly. Norman Hutchison expressed doubt that the Department of Transport is playing straight. Is it awaiting the detailed proposals of its consultants or is a motorway box in the pipeline? Proposed by Bill Knights, seconded by Mary Rose Seldon, *the motion was carried unanimously.*

Burgess Park

Motion: This meeting, whilst in principle opposing the loss of any green space, supports the sale of certain areas on the fringes of Burgess Park in order to secure funds to enable the Park to be completed in a reasonable timescale.

The motion was introduced by Valerie Balleny who explained that Southwark Council wishes to sell off the north east end and other selected parts of the Park from which it hopes to realise about £13m. The Council, she said, has no money and without this sale will not otherwise finish the Park.

Ron Watts said that the principle is probably inevitable. There was a proposal for the Channel Tunnel rail link to pass under the Park in which case the large ventilation shafts at frequent intervals would have a major visual impact. The original route took the rail link under those parts of the Park which the Council is now proposing to sell. It is interesting to note that this route has been altered and it is likely that it will in fact go under Addington Square.

Alex Jackson asked what guarantee we have that the Council will use the money from the sale for the benefit of the Park. On this point Julia Roskill suggested that the motion should be qualified to the effect that the Society would support the sale on condition that the money is used on the Park. Valerie doubted that this could be enforced. Conal Shields opposed the sale because of potentially undesirable development.

Proposed by Valerie Balleny, seconded by Bob Bradfield. *The motion was lost.*

Parks' finance

Motion: This meeting presses for such funds as the Borough has set aside for parks, to be spent primarily on the upkeep of their present facilities, and opposes proposals for further high maintenance developments within them.

Bob Bradfield introduced the motion, saying that out of a Council budget of £17m last year, £6m was for staff (429 people). There are no details yet of this year's budget. Leisure and recreation is one of 23 Southwark services reviewed this year but the results are not known. In the meantime the damage caused by the storm in October 1987 has not been fully cleared up, grass is not cut and there is litter everywhere.

Elizabeth Betts suggested that inquiries should be made as to how much of the Council budget is spent on the grounds and gardens of Council Estates. Some criticism was made of the cost of the lake in Burgess Park. It seems that it is leaking and needs attention. Repairs could cost £13m. Mary Rose Seldon said that the lake is a valuable recreational facility. Many schools use it and it is much used by local residents.

Ron Watts said that Burgess Park must be treated separately.

Proposed by Bob Bradfield, seconded by Elizabeth Betts. *The motion was carried.*

Local traffic problems

Motion: This meeting recalls the Society's objection before a Public Inquiry in 1985 to omissions from the traffic scheme for Camberwell Green, notably of consequential measures in potentially affected side roads, and the Inspector's recommendation that such measures should be introduced 12 months after the completion of the scheme; deplores the absence of these measures over 18 months after completion; and calls on the Council forthwith to do everything possible to make traffic passing through Camberwell use main roads.

Norman Hutchison, who introduced the motion, said that it has been a difficult issue. The motion, he said, begins with a glance backwards: in 1984 the Society took the lead in asking the Council to look at a scheme for Camberwell Green and accompany it with proper management measures. After lengthy delay the Council has produced a scheme which a lot of people think is a basis for getting something done in a reasonable time within a tight budget. The motion,

he said, is not concerned with detail but calls for a clear policy on main roads.

Paul Keane said that, when asked at the last Working Party meeting, Mr. de la Betouche of the Borough Engineer's department said that there is £70,000 in this year's budget for the scheme and it would take a minimum of three to four years to implement. Paul said that this is cause for concern and suggested including a timescale in the motion. Early implementation of phase one, for instance, could put pressure elsewhere until the whole scheme is implemented. Norman Hutchison said that the Engineer is under instructions to produce a proposed phasing in writing for the next working party meeting on 29th June.

Many people are not prepared to consider the scheme without knowing the phasing. Until we see the phasing we should not alter the motion, he said.

Rupert Otten said that many people had spent much time in the last year worrying. We must decide if all roads are for everybody or if subsidiary roads are for local residential use. If the latter, we cannot leave main road management to the Council.

Winding up the discussion, Norman Hutchison said it is fine to keep traffic out of residential roads but the boroughs must ensure that measures allow the main roads to cope. One measure may be public transport on roads kept clear for the purpose.

Proposed by Norman Hutchison, seconded by Ron Watts. *The motion was carried.*

Channel Tunnel rail link

Motion: This meeting insists that Parliament, Government and British Rail have obligations to ensure that the routes and operations of passenger and freight trains to and from the Channel Tunnel will not destroy the inner London environment; deplores British Rail's resort to procedures which frustrate effective opposition to damaging proposals at a formative stage; and encourages the continuing efforts of the Committee to secure a satisfactory outcome in co-operation with PEARL (Peckham and Camberwell Action on the Rail Link).

The motion was introduced by Diana Flint who fears for the harmful effects on the environment and the lack of public consultation. The Society, she said, petitioned unsuccessfully against the King's Cross plan. She pointed out that we will suffer from both the King's Cross and Waterloo routes. There will be ventilation shafts 10m diameter and two storeys high every 750m. British Rail will have the option to take over road management in the area of Warwick Gardens. We will have frequent and noisy trains to Waterloo and, despite assurances by British Rail, a reduction of local rail services.

Jeremy Bennett supported the motion but proposed that it should be amended to add that *this meeting demands that the Government holds a public inquiry into the Channel Tunnel rail link.*

The amendment to the motion was seconded by Conrad Dehn and was carried.

Public transport

Motion: This meeting endorses and supports the continuing efforts of the Committee and sub-committees of the Society to secure major improvements in public transport, particularly by Tube extension to and through Camberwell and from Denmark Hill, and reliable bus services helped by properly enforced clearways and bus lanes.

Julia Roskill introduced the motion, saying that it is essential to improve public transport. There is a great ground swell of opinion behind this. The Central London Rail Study proposes a Thames Link Metro service with Underground frequency. There would be a station at Camberwell but this is all under threat because of opposition from the Herne Hill Society. Norman Hutchison said that a Tube frequency service would mean constructing a fly-over at Herne Hill and this could raise local objections. Proposed by Julia Roskill, seconded by Norman Hutchison. *The motion was carried.*

Dog Kennel Hill playing fields

Motion: This meeting endorses that the Society should work with the East Dulwich Society to assess the effects of the proposed new supermarket development by Sainsbury in Dog Kennel Hill.

In introducing the motion, Ian Hunter explained that the playing fields are not in our area of benefit, they are in the area of the East Dulwich Society.

Sainsbury has an option to purchase the King's College Medical School's playing fields. King's College, he said, is hell bent on raising as much money as possible for medical training and research. There has been no planning application yet but at a recent public meeting there was much opposition from local residents and tenants' associations.

Jonathan Hunt said that the motion is pussy-footing around the issue and proposed an amendment, which was seconded by Conrad Dehn, that *this meeting endorses that the Society opposes the proposed new supermarket development by Sainsbury in Dog Kennel Hill.*

The amendment to the motion was carried.

THE SOCIETY'S CONSTITUTION

Members voted at the AGM to adopt the proposed changes to the Constitution published in the last Newsletter (No.83, April 1989).

A new edition of the Constitution, incorporating these changes, will be published shortly.

RETIRING OFFICERS

Three Officers of the Society retired at the AGM, each having served several terms.

Islay Charman

Islay holds a unique position in the history of the Society, having served consecutively in two of the most demanding positions. She was Honorary Secretary from 1982 to 1986 and Chairman from 1986 to 1989, an unbroken period of seven years in office.

A South Londoner all her life, Islay grew up in West Norwood and lived there until 1970 when she moved to Camberwell. Her teaching career at Mary Datchelor started in 1952 where she remained until, sadly, the School closed in 1981. She was Head of Physics and Deputy Headmistress from 1958-1972.

Islay's style as chairman was not simply to conduct the Executive Committee meetings but to involve herself directly in the activities of the Society. In this she was exceptional. She organized two Environment Week exhibitions and worked tirelessly in the cause of improving our environment. This saw her involved in activities as diverse as correspondence with the Leader and the Chief Executive of Southwark Council and on the project with Southwark Primary School Teachers, *Through the Window* — what children would like to see.

Committed to the advancement of education Islay gave talks at local schools on the history of Camberwell and Camberwell in the future. She provided material and help for students doing theses. She organized exhibitions and carried the banner for the Camberwell Society at functions such as the Lambeth Country Show. Amongst her other achievements were her involvement at Christmas shops, her inauguration of the swimming club, her organizing of members' meetings which included stained glass, the Tradescant Trust, history of trams and local history such as Bessemer and Ruskin, Austins of Peckham and Jones and Higgins.

Despite all of the above, Islay, with support from Mary Rose Seldon, still found time to take on the paste up stage of the Newsletter some years ago, thus coming to the rescue of your embattled Editor in the nick of time. Much to his regret, but not surprisingly, this is the last Newsletter to be assembled by Islay and Mary Rose.

As secretary of the Society Islay worked tirelessly and gave invaluable support to the chairman. As chairman she has had to steer the Society through one of its most difficult periods, particularly in the last year when she, more than anyone, held the Committee together. Never flinching from presenting the occasional unpalatable truth, she was always scrupulously fair and generous in her praise of others. Her handling of difficult Committee members' meetings was exemplary.

Islay once confided in me that on occasion she looked back with some nostalgia to the days when she was teaching at Mary Datchelor Girls' School. Since retiring from teaching she had never been so busy. She has many interests outside the Camberwell

Society, not least the Camberwell Abbeyfield Society.

Islay will be missed at Executive Committee meetings but we all hope that she will now try to enjoy a slightly less demanding and busy retirement.

Iris Oldridge

Iris stepped in as Honorary Secretary when Islay assumed the chairmanship. The secretaryship has never been a popular job but Iris was prepared to take it on and has always discharged her duties quietly and without fuss. Thanks are due to her for her efforts over the years.

Alan Riddle

Like Iris, Alan had a hard act to follow when he succeeded Nicholas Roskill as Honorary Treasurer in 1986. By tradition the treasurer's job in a society such as this casts the incumbent in an occasionally less than popular role, as when he must advocate caution in the conduct of our affairs. Alan always managed to do this without hurt and displayed a seemingly limitless patience in dealing with questions and queries at Executive Committee meetings. He has been an excellent treasurer and the Society owes a debt of gratitude for his work.

NEW HONORARY VICE-PRESIDENT

The Society used to re-elect its honorary Vice-Presidents every year but when the Constitution was changed recently it was decided that election could be for as long as members present at the AGM decided.

Jim Tanner, by his long and faithful service to the Camberwell Society, as committee member, chairman, president and editor of the Newsletter was therefore a suitable and popular nomination for honorary life Vice-President and his election reflects the Society's real appreciation of all he has done and still does for the Society.

THE BACKBONE OF THE SOCIETY

Elsewhere in this Newsletter reference has been made to those members of the Society who work tirelessly behind the scenes. Billie Densumbe is to be seen at members' meetings, fairs, fetes and so on with her table of publications for sale. She receives consistent help from former Executive Committee member, Joan Piper, who also sells our publications at Kings College Hospital. Serena Ansell works hard for the Society covering one of the largest Newsletter delivery areas. There are many others on whom the Society has come to rely.



*Islay Charman
in Butterfly Walk
in
Environment Week*

*and a young
protestor*

ENVIRONMENT WEEK

Once again, during the period designated by the Civic Trust as 'Environment Week' the Camberwell Society produced an exhibition in Butterfly Walk reflecting the current concern and campaigns to preserve and enhance the local environment. Members manning the stall and exhibition talked continuously, with the steady flow of local residents and work people passing through the shopping mall, of the sword of Damocles (in fact swords) hanging over all our heads at present; Channel tunnel, orbital highway, the receding hope of a tube for Camberwell; the deterioration of our open spaces, pavements; sites due for re-development in the area and the fight to ensure suitable planning. But it was not all gloom and doom, there is still much to enjoy and Camberwellians are a resilient community. Traffic has for a long time crowded the roads, whether horse buses and trams, and delivery boys on bicycles (see old prints), or juggernauts and commuting cars and motor cycles. We have survived lead pollution now for approaching a century. Camberwell is still green in places, even though we have lost a slice of The Green, and Burgess Park is unlikely to be finished even by A.D. 2000 at the present rate of progress. Constant vigilance and action are essential and constant reminders are necessary.

The great thing about Environment Week and the exhibition in Butterfly Walk is that it gives the Society the opportunity to talk to people and people to talk to the Society. There can be an exchange of ideas which cannot happen at a meeting lasting an hour or so once a month. This year we did not have a questionnaire but we were able to collect signatures for our petition opposing the new roads now under consideration in inner London; we regard them as a threat to the environment of not only this but of others areas: if built they would only attract more traffic and would fail to relieve congestion.

Environment Week gives the Society the opportunity to distribute Newsletters to non-members and to recruit new members. It gives the Society the opportunity to display the reproductions it has made of many old prints and of the modern paintings it has commissioned and while these are always available, they are another aspect of the exhibition and stall; and sales were most encouraging. This is a time-consuming activity and involves a lot of work but hopefully it is time and energy well spent.

Islay Charman



*A steady flow
of
local residents
and
work people
passing through
the shopping mall*



TRAINS FROM DENMARK HILL – Doesn't BR want them used?

We are sadly used to errors and omissions in the free pocket timetables issued at Denmark Hill Station. But that purporting to show services from 15 May, with Denmark Hill, London Bridge, Blackfriars, Farringdon and King's Cross ThamesLink on the front, incredibly omits *all* trains between Denmark Hill and Blackfriars. It shows neither the peak hour service to Blackfriars and Holborn Viaduct nor the off-peak service to Farringdon and King's Cross. (The only ThamesLink trains shown are those via London Bridge with a "connection" there – 13 minutes' wait! – for Peckham Rye, an absurd route when compared with the alternative via Denmark Hill, even with its peak-hour change at Blackfriars).

We can't even give credit for including, as the previous edition did not, all of what is left of the stopping services between Victoria and London Bridge, for there are three omissions. The 0703 from Denmark Hill to Victoria isn't there, and the inconspicuous "stop press" entries for two evening trains suggest they run only between Peckham Rye and Wandsworth Road, whereas in fact they run between London Bridge and Battersea Park. As if that was not enough, not even the non-stop service to Victoria is right. The 0834 from Denmark Hill is left out, and no one would know there is an hourly service from 1029 to 1529, because the arrival time at Victoria has been left out!

This is the story of failure to tell travellers and potential travellers about the trains that exist (except when cancelled!), before we even begin about those that don't. There is no train to Victoria on Mondays to Fridays between 0915 and 1031. The hourly service to Victoria on Saturdays has been cancelled

for the duration of engineering works, though it does run on Sundays. There has been no re-instatement, as hoped, of the half-hourly London Bridge–Victoria service. That is due in October, but the *whole* service is likely to be suspended in that month for bridge replacement at Coldharbour Lane and Brixton. Is all this sinister or is it incompetence? Are we being brainwashed to accept that the only ThamesLink trains that really exist are those that go through London Bridge and so pass us by? Or has the glossily advertised management re-shuffle which has just put our South London Line under a South London Lines name and logo put us at the mercy of people who regard the Catford Loop as a "no go" area? Even if you buy their Sectional Timetable G it won't give you Table 195 with the Denmark Hill – Blackfriars service. Nor, for that matter, will Table 195, if you find it in another Section, give you the onward ThamesLink connections north of Blackfriars at times when you have to change there; for that you need Table 52!

A senior BR Manager who was recently telling me the tracks through Denmark Hill are under-used and could take foreseeable levels of both domestic and international trains protested when I said they were under-used because BR were still driving their would-be customers to choose the roads as the lesser evil. Was I wrong?

Finally I must acknowledge use in this article of material from the Newsletter of the South London Line Travellers' Association (SoLLTA). This active pressure group, which is closely associated with the Lambeth Public Transport Group and regularly meets BR, is well worth joining. Send the annual subscription of £2 to its Secretary, Graham Larkbey, Flat 6, 9 Elms Crescent, Clapham, London SW4 8QE.

Norman Hutchison



CAR PARKING

This seems to be an ever recurring theme in Newsletters and the situation seems to get worse rather than better. Parked cars had totally blocked the pavement when this mother was forced to walk, pushing her baby in a pram, in the road. Fortunately at that moment the road was comparatively clear. A few seconds later the car parked on the double yellow lines and the van without a driver on the right of the picture reduced the roadway to a single lane. The car in the centre could only just get between the parked car and van.



THE ROLE OF THE SUB-COMMITTEE

Much of the Society's work is undertaken by sub-committees, each covering a specific area of interest. The executive Committee appoints a Convenor for each sub-committee. The first task of a convenor is to recruit members to the sub-committee. Volunteers are always welcome. While a member's relevant specialized knowledge is invaluable, you do not have to be an authority on the subject to serve: interest and enthusiasm are the only pre-requisites. Elsewhere in this Newsletter we publish the names and telephone numbers of the Convenors, so do get in touch. A short account of the aims and workings of some of the key sub-committees is printed below.

Traffic and Transport

Cars, lorries, buses, trains ... transport we want ... traffic we don't ... are you tempted to skip yet another piece on all this? Or have you time or talents to offer your Society to make its watching and campaigning more effective?

How much we can do, and how we organise it, depends on the response to this appeal. As a start here are some of the fields where offers of help now will mean we can plan to share the load in the months ahead.

The campaign to bring *the Underground* to and through Camberwell goes on. Limited Government response to limited studies would be only the beginning — not the end — of what London, and particularly South London, must have as it faces the next century. If you can help this campaign tell *Julia Roskill*, 56 Grove Lane, SE5 8ST (703 4736).

The *new urban highway threat* hangs over us so long as Government refuses to say that what would be a motorway in all but name, along the railway "corridor" through Peckham Rye and Denmark Hill, is not among the options on which there may be consultations later this year. Offers to help in the necessary study and action will be gladly noted by *Conal Shields*, 84 Lyndhurst Way, SE15 5AP (708 1826).

By the time you read this some action may have been agreed on the *local road problems* lengthily argued in the Council's Camberwell Green Working Party. But progress, new suggestions, knock-on effects, etc. will all need watching and discussion. Our Society is uniquely placed to consider Camberwell as a whole and seek fair and balanced solutions. If you could help in the necessary study and meetings tell *Diana Flint*, 189 Camberwell Grove, SE5 8JU (274 4069).

On *Channel Tunnel* issues the Society works mainly through PEARL (Peckham and Camberwell Action on the Rail Link). Help of all kinds should be offered to *Angela Bebb*, 106 Talfourd Road, SE15 5NZ (701 1032).

Much else concerns us — BR services, buses, necessary but time-consuming liaison with other concerned groups in Southwark, South London and London as a whole, and so on. How high the Society's profile can be depends entirely on initiatives by members. Suggestions will gladly be considered by the Traffic

and Transport Sub-Committee; give them to *Norman Hutchison*, 9 Champion Grove, SE5 8BN (274 3529).

Norman Hutchison

Parks, open spaces and trees

Inadequate allocation of funds, mis-use of resources and neglect are threatening our green spaces.

Volunteers are urgently needed to join this sub-committee. Interested members will be called together to discuss their various interests, decide on key areas of action with targets for the year and assign tasks to particular groups.

Sub-committee members will be asked to identify problem areas (perhaps take photographs) and these will then be collated and put to Southwark Council. I envisage the following groups:

- (a) Burgess Park — maintenance and development.
- (b) Other parks — maintenance, staffing.
- (c) Litter in parks and open spaces, including fly-tipping and abandoned cars.
- (d) Play provision — safer surfacing, patrolling and supervision.
- (e) Trees, including trees in streets — maintenance, tree bases, tree planting.

I would aim to seek meetings with the Chairman of Southwark's Leisure/Recreation Committee and our ward members, followed by a meeting with the Director of Leisure. It is quite clear that we are going to have to pile on the pressure to get results. We must direct our resources in particular areas and chase progress against target dates. This cannot be done by a handful of members, however keen, so please come and help.

The next meeting of the sub-committee is on Tuesday, 25th July at 8.00 p.m. at 29 Flodden Road.

Bob Bradfield

Planning matters

As disclosed elsewhere in this Newsletter I have been asked to continue as Convenor of the Society's Planning Sub-Committee. Since the AGM I have contacted a nucleus of members to form that sub-committee. I am always pleased to hear from members who wish to assist, particularly those who are available during normal working hours to attend the offices of Southwark Planning, Angel Court, 199 Borough High Street, London SE1 1HY to scrutinise planning applications.

Each week the Society is provided with a copy of the list of planning applications lodged with Southwark Planning and it is necessary to inspect the plans of those within the Society's area of benefit and comment as thought appropriate. It is at this stage that your sub-committee attempts to exercise the judgement of Solomon relying on what the members hope is their good taste, ever mindful of the words of the judge in the Steinberg case ... *does it preserve and enhance its environs*.

In the forthcoming year this sub-committee is likely to be faced with a number of public local inquiries conducted by Inspectors appointed by the Department of Environment, notification just having been received of the one affecting 1, 2 and 2A Vestry

Mews, and a number of major applications which are unlikely to be resolved easily. It will be necessary to concentrate our meagre resources on the principal developments in the area which are likely to have the greatest effect on their surroundings. These will include the Vestry Mews development, Wren Road church site now subject to a fresh application for family houses as well as being on offer for sale, and those on the borders of our area, the Dickie Dirts building on Denmark Hill, and the proposed supermarket by Sainsbury's on Dog Kennel Hill. The most disturbing changes are those effected by inconsiderate neighbours who regard themselves above the law and proceed with alterations, constructional additions, even demolition, without consultation or planning permission. To curb these excesses we all need to be vigilant and members should not hesitate to contact any of the Executive Committee if they become aware of any development about which they are concerned. This sub-committee aims to serve the members and residents of Camberwell and its surrounds but we also need your help.

Ian Hunter

GOLDSMITHS' COLLEGE AND LONDON DOCKLANDS DEVELOPMENT CORPORATION

In her local history series Diana Rimel is organising four talks in the Autumn Term on Dockland and the villages of Bermondsey and Rotherhithe, 7.30 p.m. at Surrey Docks Area Office, on 18th September, 2nd and 30th October, 30th December (Admission free).

On 18th September, 10.50 a.m., there is an extensive tour by coach of the docks, starting and ending at the Museum of London (cost £6).

All further information from Diana Rimel (858 5886). (Members will probably remember Diana's talk at a Society meeting on Jones & Higgins and Austins'.)

MEMBERS' MEETINGS

Members' meetings are held on the third Thursday of the month from September to April (the December meeting is usually the Society's Christmas Party) at the United Reformed Church, Love Walk, SE5 commencing at 8.15 p.m.

An interesting programme of talks is planned to commence in the autumn, details of which will be announced shortly. In many ways the coming year is going to be a worrying one for residents of Camberwell with growing threats to our environment occasioned by excessive traffic, inadequate public transport, a virtual breakdown of street cleaning and maintenance and increasing pollution. We expect to address some if not all of these issues at our members' meetings. But it will not all be such deadly serious stuff. We hope to leaven this mix with — amongst other things — a look at the arts and a look at the past.

SUBSCRIPTIONS AND DONATIONS

The Society depends very much on its subscription income. Subs are due in January. Please renew if you have overlooked doing so by sending your subscription to the Hon. Treasurer, Bill Knights (Flat 4, 7 De Crespigny Park), making cheques payable to The Camberwell Society.

You can pay your subscription by Banker's Standing Order. Telephone Bill at 701 7016 for a form.

Subscriptions are as follows:

Family membership	£4
Individual	£3
Senior citizen or student	£1

The Society has always tried to keep basic subscriptions low to permit as many of the residents of Camberwell as possible to join. But any payments in excess of the minimum subscription will be gratefully received. Occasional donations are also very welcome.

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 Rosemary Hill (703 0874).

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.

ELLEN WALKED THE MILE

In the last Newsletter we reported that Ellen Wright, 85, and with two brand new hips, was walking a sponsored mile in aid of the Wishbone Appeal for bone and joint surgery research. She walked the mile, won the prize (presented to her by Jimmy Saville) for being the oldest participant and collected over £850 in sponsorship money. She is already talking about the next walk so if you would like to support this appeal for funds for research in bone and joint surgery, why not sponsor her when you see her training round Camberwell Green?