

Camberwell Community Council

MINUTES of the Camberwell Community Council held on Monday 11 July 2016 at 7.00 pm at The Albrighton Centre, 37 Albrighton Road, London SE22 8AH

PRESENT: Councillor Kieron Williams (Chair)
Councillor Octavia Lamb (Vice-Chair)
Councillor Radha Burgess
Councillor Tom Flynn
Councillor Peter John OBE
Councillor Sarah King
Councillor Ian Wingfield

OFFICER SUPPORT: Michelle Normanly (Environment and Leisure)
Alex Rozema (Environment and Leisure)
Tom Buttrick (Planning Policy)
Grace Semakula (Community Council Development Officer)
Gerald Gohler (Constitutional Officer)

1. INTRODUCTION AND WELCOME

The chair welcomed councillors, residents and officers to the meeting.

2. APOLOGIES

There were apologies for absence from Councillor Dora Dixon-Fyle and Councillor Mark Williams.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair drew the meeting's attention to the supplementary agenda No.1 containing a report on a deputation request, which had been circulated prior to the meeting.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 19 March 2016 be agreed as a correct record of that meeting.

The chair said that some of the items raised at previous meetings, which would be picked up tonight were:

- Safety on local buses – TfL were in attendance to feed back on that.
- Improving waste collection in Camberwell Town Centre - Councillor Ian Wingfield, cabinet member for environment and public realm, said that a pilot in Walworth, in which waste was only put out in the street for collection at very limited times of the day had been completed successfully. The council was now looking to extend this to Rye Lane, and Camberwell would be next after that.
- Pocket spaces – the work on these small spaces in the centre of Camberwell was scheduled to be completed by the end of the financial year.

6. DEPUTATIONS/PETITIONS (IF ANY)

The community council received a petition from local residents of Bushey Hill Road, Crofton Road, Gairloch Road, Linnell Road, Oswyth Road and Shenley Road regarding reopening a consultation by Southwark Council about implementing a controlled parking zone (CPZ) in these roads. James Waller, the spokesperson of the group, outlined that there had previously been opposition to a CPZ, but that parking pressure in the named streets had increased significantly since, especially from commuters using Denmark Hill station. This had had a negative impact on many residents in the roads who were now unable to find parking spaces in the daytime. There were security concerns because of motorists breaking the 20mph speed-limit in order to secure a parking spot before another motorist, which often also led to altercations. For these reasons the petition called for the CPZ consultation to be reopened, and for one to be introduced, if the outcome of the consultation was positive.

Councillors thanked the group submitting the petition and echoed residents' concerns about the quality of life of residents. The chair said that feedback on the proposal for a CPZ in the wider area, which included the above streets, was sought from councillors under agenda item 7. Councillors reminded the meeting that, if this was agreed and the outcome of the consultation was positive, the introduction of the CPZ would still be some time away, probably a year. The meeting heard that a two-hour operation of the CPZ would be sufficient to deter commuters using the streets to park.

The community council then received a deputation request from local residents regarding the proposed development of Brunswick Park play ground. The deputation request read:

“A group of residents living around Brunswick Park have concerns about the proposed development of the playground. Those concerns are that a significant proportion of the park will be cut off to the largest number of users with the closing of the present circular route used hundreds of times every week. The alternative is detrimental to the historic layout and atmosphere of the park and most of us that use it every day. We are not

against having upgraded safe facilities for children, we just want the development kept to the current playground area.”

Keith Doyle, the group’s spokesperson, explained that the deputation was not opposed to improving the park. However, a large number of people used the circular route around the park, and the proposals would cut off 20% of the park. The resulting decrease in footfall would encourage anti-social behaviour on the north side, and would also get rid of a safe way through the park. There was no need to maximise the play area, the pathway should be kept.

Concerns about the methodology of the consultation were expressed. The meeting heard that the survey was biased towards positive responses to the changes, as it used closed questions, and the friends of Brunswick Park had not been consulted.

The community council noted the deputation.

The chair pointed out that under item 16, the community council were only asked to make comments about the general principle of releasing the Section 106 funding, not the details of the scheme.

Michelle Normanly, from Environment and Leisure, told the meeting that no decision had been made, and that a number of on-site events would still be taking place. Comments would be taken on board and she would be happy to come back to a future community council meeting with the consultation feedback. She asked the representatives of Friends of Brunswick Park to come and see her to discuss how they could be involved in the consultation. Based on the feedback, officers would go back a step in the process. She invited people to look at the plans online and to join the mailing list.

7. CONTROLLED PARKING ZONE IN PECKHAM ROAD SOUTH AREA

Councillors considered the information contained in the report.

RESOLVED:

That the community council endorses the proposed consultation boundary and methods to review parking arrangements within a network of streets to the south of Peckham Road between the existing ‘B’, ‘L’ and ‘LG’ controlled parking zones (CPZs) and to the north of the railway line.

8. TRANSPORT FOR LONDON FOCUS ON BUSES

The chair said that in previous meetings, concerns had been raised about the 42 and 484 buses, and about the behaviour of some bus drivers regarding older passengers, or those with mobility problems getting on and off the buses. He welcomed George Marcar and Steve Kearns from Transport for London (TfL).

George Marcar told the meeting that while the punctuality of buses had improved, this sometimes caused drivers to start driving before passengers had sat down, or not pulling up all the way to the kerb. These issues would be addressed. All 8,500 buses were now low floor vehicles. By the end of 2016, 95% of bus stops would be accessible. TfL had also recently started delivering a two-day customer experience training course for drivers in-house and was currently training all 20,000 drivers. The training included the social model

of disability, customer service skills, empathy training and overt and covert observation over 12 months. The training also included a section about letting passengers sit down before putting the bus back in motion, especially at hospitals. These measures were paid for by a Greater London Authority (GLA) grant.

In response to questions raised from the floor, George Marcar said that there was a phone number, postal address and email on any bus to which passengers could complain about, or praise, a bus driver. All complaints would be investigated including with the help of CCTV. If drivers did not obey traffic laws or endangered passengers in any way, they would be disciplined and could lose their job. George said he would provide some statistics about serious incidents.

The chair said that there was a need for better feedback mechanism to complaints and that most bus drivers were doing a good job in sometimes difficult situations.

Steve Kearns from TfL told the meeting that there had been more than 490 responses to the bus 42 consultation, 389 of which were in favour of extending the route to the Sainsbury's in Dog Kennel Hill. TfL were looking to run double-decker buses on the route, which would cost an extra £700,000 a year. In order to accommodate this, the route would no longer be running down Sunray Avenue, but instead run on Red Post Hill. At the new terminus more land was required from Sainsbury's, which would have to be negotiated. Steve went on to say that Tower Bridge would be closing from 1 October, so that bus 42 would be running short, and would not be running across the river. Overcrowding would be addressed by running double-decker buses.

In terms of the 484 bus, there was a problem with the regularity of the service and with overcrowding, which was mostly due to the works around the Lewisham Gateway which would soon be completed. The inaccuracies on the countdown for route 484 at Camberwell Green was due to buses being at the garage which was very close. The GPS was not able to pick up the difference between a bus being parked at the garage or moving towards the bus stop. The next generation of GPS would take care of that glitch.

On a general level, Steve said, the funds received by TfL had consistently gone up over the last 20 years, however these subsidies would soon be taken away by the government. In terms of major public transport infrastructure projects, no funding had been secured beyond Crossrail 2, so the Bakerloo line extension was uncertain to go ahead soon. The likely route would be running down the Old Kent Road, as there would have to be financed partially by contributions from all the new developments.

In answer to questions from the floor, Steve said that TfL were trying to phase the buses running from Camberwell to Elephant and Castle more efficiently, and to review the traffic layout on Walworth Road.

The meeting also heard that the 484 bus should also loop into Sainsbury's car park on Dog Kennel Hill, and that plans for the 42 bus parking at Sainsbury's had been worked up a few years ago. The juncture with Dog Kennel Hill was already difficult to navigate for buses, but that this road was Southwark's, rather than TfL's responsibility. Concerns were raised about the effect of the new 42 routing on economic well-being of Camberwell town centre.

Young people from the Albrighton Centre told the meeting about the activities for young people at the centre and the off-site activities that the young people were part of, like sporting and educational trips.

At this point the meeting took a ten-minute break.

9. SE5 FORUM - VISION FOR CAMBERWELL

Barbara Pattinson, the chair of the SE5 Forum, explained that it was a grassroots community organisation, which had been founded to improve Camberwell, for example with a vision document. This document had been collated with the community and with support from local decision-makers and was looking at Camberwell 15 years into the future. She thanked local councilors for supporting the initiative, and said that the updated draft would be consulted on with every household in the area.

Craig Stansfield from the group explained that there would be workshops around the “A New Vision for Camberwell” document, which was a summary description (or snapshot) of a desirable better future and a precursor to a strategy or a plan. It covered issues such as: expected increases in population, amenities, transport, businesses and leisure industries, building and urban design, conservation, arts, medical institutions, employment and affordable housing.

The meeting split into workshops at 9.10pm.

The workshops looked at:

- what people liked about this vision,
- what could be changed
- what else needs to be included.

10. COMMUNITY SAFETY UPDATE

Inspector Alex Ogilvie from the Metropolitan Police told the meeting that he was the new inspector for the southwest cluster. Sergeant Azu from South Camberwell ward informed the meeting about the regular panel meetings and encouraged all to attend. The team's focus had been anti-social behavior, opportunistic burglaries and drug offenses. Burglaries and thefts from motor vehicles had fallen as a consequence of policing and better preventative methods. Anti-social behavior was being addressed by a team patrolling the area. The team had also focused on pirate radio stations and was working with the council to shut these down.

PC Mark McKay from Camberwell Green ward said that alcohol and anti-social behaviour were the major issues. The police now had an anti-social behaviour escalation protocol which was being enforced along with verbal warnings, which would be kept on record. There had also been several arrests for drug dealing and supplying.

11. CONNECT, SOUTHWARK

Sally Vickers informed the meeting that the organisation was based in SE1, but welcomed service users from Camberwell, Southwark and the whole of London, including self-referrals. She went on to explain what aphasia was and that about 360,000 people were suffering from it in the UK. The meeting also heard from Jane who gave a personal account of living with aphasia after a stroke. For more information see: <http://www.ukconnect.org/>

The chair thanked both for attending and for enlightening the meeting about the condition.

12. COMMUNITY ANNOUNCEMENTS

The chair made the following community announcements:

- Camberwell Green was going to reopen on the following weekend and there would be events including live music starting at 12noon.
- On Saturday 20 August, the Camberwell Fair would be held in Burgess Park from 10am to 8pm.
- There would be summer youth activities at the Brandon Youth Centre on throughout July and August, and at the Burgess Park Adventure Playground. Details on the council's website:
http://www.southwark.gov.uk/info/200246/activities_and_things_to_do/4004/summer_fun_2016.

13. PUBLIC QUESTION TIME

There were none.

14. CLEANER GREENER SAFER 2016-17: CAPITAL FUNDING ALLOCATION

NOTE: This is an executive function for decision by the community council.

Councillors considered the information contained in the report.

RESOLVED:

That the following amounts of 2016-17 Cleaner Greener Safer (CGS) capital programme in the Camberwell Community Council area be allocated:

South Camberwell ward

Champion Hill Estate picnic area	£15,000
Denmark Hill Estate: solution for speeding	£4,000
Cycle Parking: Denmark Hill Estate, Hillcrest, Bellenden Road	£11,420

15. CLEANER GREENER SAFER: FUNDING REALLOCATION

NOTE: This is an executive function for decision by the community council.

Councillors considered the information contained in the report.

RESOLVED:

That the following amounts be re-allocated from Cleaner Greener Safer (CGS) capital

programme underspend:

South Camberwell ward

South Camberwell environmental improvement fund	£5,520
Cycle parking: Denmark Hill Estate, Hillcrest/Bellenden Road	£3,580

Brunswick Park ward

Glebe Estate playground (south)	£27,620
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Camberwell Green ward

Cambwell Green environmental improvement fund	£4,100
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16. BRUNSWICK PARK PLAY AREA, SECTION 106 REPORT

Michelle Normanly, Senior Project Manager, outlined the information contained in the report and reminded the meeting that the report asked for comments only about releasing the funding, rather than the design of the plans.

Councillors considered the information contained in the report.

RESOLVED:

That the official feedback from the community council to the planning committee is that they are happy for the funds to be released, but that the right design was important.

17. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

RESOLVED:

That this item be deferred to the 21 September meeting, as the next ordinary council assembly meeting would not take place until 30 November 2016.

Meeting ended at 9.45 pm

CHAIR:

DATED: