

Scrutiny Sub-committee B – Camberwell Regeneration Proposal
Minutes from the Camberwell ‘Walkabout’ - Tuesday 5th August 2008

Attended:

Cllr David Hubber (Chair)
Cllr Althea Smith (Vice-Chair)
Cllr Alison McGovern
Cllr Ian Wingfield (Vice-Chair Camberwell Community Council)
Stan Dubeck – Camberwell Neighbourhood Manager
Shelley Burke – Head of Overview and Scrutiny
Emma Ellis – Area Management Team
Jeremy Leach – Living Streets
Rachel Bannerman – Cleaner, Greener, Safer
Georgina Conaghan – Scrutiny Sub-committee project officer

Apologies

Cllr Lorraine Zuleta
Cllr Paul Bates
Cllr Denise Capstick
Cllr Dora Dixon-Fyle (Chair Camberwell Community Council)

5.30pm - Walk around Camberwell

On Camberwell Green junction Jeremy Leach pointed out the following issues

- The high number of pedestrians versus cars but poor pedestrian provision e.g. narrow pavements
 - High speed of traffic passing through centre of Camberwell and high number of casualties each year
 - 7 lanes of traffic on Camberwell Road makes it difficult to cross, some lanes old taxi rank, lots of traffic islands
 - No greenery looking towards Coldharbour Lane
 - Little lighting
 - Orpheus Street shop fronts look a little grim
 - Cycle route provision
- Suggestion to make this junction more like Walworth Road’s
 - Proposed plan to have a weekly Art, Craft and Food Market in Camberwell to link in with all of the creative industries in the area. Areas cited were Artichoke Place where you could fit 40 stalls and has a heavy footfall. D’Eynsford Road was another area where suggested but has a less of a footfall
 - Orpheus Street – no street lights, busy road with no crossing
 - Magistrates Court – no lighting, CCTV sign very old (see photos)
 - Elmington Phase 2b - GLA planning restrictions stopped building halfway through about four years ago. Resolution coming soon though
 - Edmund Street – dark and intimidating at night

- Bricklayers Arms lies derelict on Southampton Way
- Little public transport running through Southampton way for the population density.
- Area next to Beacon's House on Southampton Way
- Corner of Bonsor Street dilapidated building – Cllr informs us that the owner has many like it and will not renovate nor sell
- Southampton Way – Living Streets' report January 2008 'Southwark Council Choice and Liveability' outlined what initiatives have been proposed previously. Little evidence of the impact
- Southampton Way – new flats with space underneath for shops which lie empty as no shops want to open/ move to the area – planning permission now to turn these shops spaces into flats.
- Large new estates off Southampton Way which are not near any shops. Lack of transport means residents will probably have to drive to shops negatively impacting on environment
- Corner of Vestry Road and Peckham Road there is an empty patch of derelict land for about 10 years and is subject to regular vandalism and graffiti. Although the owner submitted a planning application a few years ago to build houses on it this was rejected by officers and nothing has happened since. Does the Council have the power to compulsory purchase this land or at least threaten this to get the owner to do something about it?

Town Hall 7.05pm – Key themes from the discussion following the walk

Transport

- How are decisions made by Southwark Council about what areas become a 'priority' to be petitioned to TFL for large scale traffic redevelopment? Can we influence this process so Camberwell becomes the priority?
- What is the timeline from TFL on when we need to make a proposal for the Local Implementation Plan?
- *Camberwell Transport Summit 2007 Report and Action Plan* has identified many of Camberwell's key transport issues which may be a useful starting point for the scrutiny committee.
- Current transport issues create greater need for the Cross River Tram to run through Camberwell

- Can Loughborough and Camberwell stations both operate? Why does one of these stations have to be closed for the other to remain open?

Transport and the Hospitals

- How will the development of the Institute of Psychiatry, King's College Hospital and The Maudsley affect local transport?
- How will the collaboration of St Thomas', St Guy's Hospitals and Kings College Hospital affect local transport? What plans are already in place to deal with this? Have funds been made available from Europe or other organisations for this?
- Kings Hospital now has the largest Accident and Emergency department in the South East. How will this affect local transport?
- Denmark Hill Station is a key transport link for Kings College Hospital but it requires a station overhaul to provide disabled access as well as general modernisation. Are there plans in place for this and if there are how far along are they?

Health

- Important to address Camberwell's health problems and the lower life expectancy compared to Dulwich
- Can we help create health benefits that would lessen PCT costs?
- Can we monitor and improve the air quality in Camberwell? Could new transport schemes improve the air quality? Professor John Moxham, a respiratory consultant at Kings College London, was suggested as someone who could give us further information.
- Progress of the campaign to save Camberwell leisure centre

Youth

- Current provision is patchy and not very good quality. There are some facilities in tenant's halls but they are not a dedicated service. There is not enough youth provision for the amount of young people in Camberwell
- Leisure centre should be more welcoming
- Extended schools agenda is not being pushed enough. Groups like Synergy are primed with extensive capacity but Headteachers are not always very accepting.

Business/ Housing/ Development

- Contact TFL in relation to the large amount of land they own in Camberwell – are they in the market to sell?

- Consider the Bingo Hall as a potential site for development
- Can we redevelop part of the Salvation Army site?
- How can we inform the Local Development Framework (LDF) with our work?