

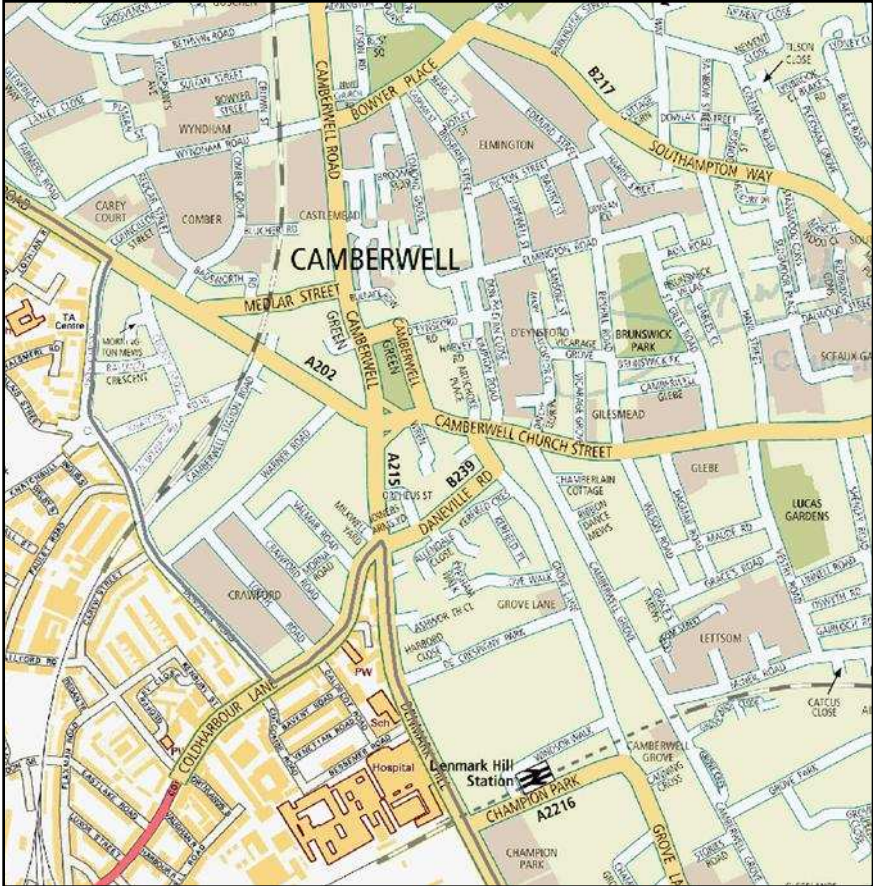
# Vision For Camberwell – Improving Streets and Public Spaces In SE5



# Contents

	Page
Introduction	3
Reducing Danger From Motor Vehicles	4
Improving Camberwell Town Centre	5
The Gateway Roads Into Camberwell	7
Linking Up Green Spaces	10
Regenerating & Improving Public Spaces	12
Encouraging Local Shopping Centres	14
Problem Places & Opportunities	15
Summary Map Of Improvements	16

Map of the Area



(c) Crown Copyright. All rights reserved ((0)100019252) 2009

## Introduction.

- In early 2008, a vision for Camberwell was created that pulled together a number of themes for change in the Town Centre. This was adopted by the Camberwell Community Council and now forms the basis of the proposed Area Based Scheme bid to Transport For London (TfL) that seeks to make significant improvement to the core town centre area over the next two or three years.
- In the past 18 months, however, the picture in Camberwell has changed. The Area Based Scheme looks like being just one amongst a number of schemes that may involve significant investment in the Camberwell over the next 5 to 10 years. These are:
  - Academic Health Sciences Centre - Kings College, Guys and St Thomas' Hospitals.
  - Expansion of Kings A&E Department Redevelopment of the Maudsley Hospital planned for the next few years.
  - Redevelopment of parts of the Salvation Army William Booth College.
  - Redevelopment of Camberwell Leisure Centre.
  - LB Southwark's move from the Town Hall and other building on Peckham Road to Tooley Street (London Bridge).
- In the light of this potential investment and in the absence of any formal regeneration master plan, it is important to consider how Camberwell might develop over that period and how the investment that is made also translates into the improvements in the quality of the area that local people have long demanded.
- This documents seeks to bring together the themes that have been expressed over the years and to create a plan that expands the thinking behind the Area Based Scheme across the whole SE5 area. The aim is to create a town which people will want to walk and cycle to and through and which will be an economically successful where residents and businesses alike want to come and spend their time and money. We obviously recognise that other improvements are needed in Camberwell such as better access to public transport that might be provided by a tram, new tube or train station but these might only occur in the medium to long term.
- Over the following pages we look at the parts of Camberwell where improvements would offer the greatest benefits to the quality of the economic, social and environmental fabric of the area and make some suggestions for how they might evolve. The full list of the locations and ideas can be seen on the final page.

# Reducing Danger From Motor Vehicles. High casualty levels on the main roads make reducing numbers of road casualties a key task in making the area safer and more liveable.

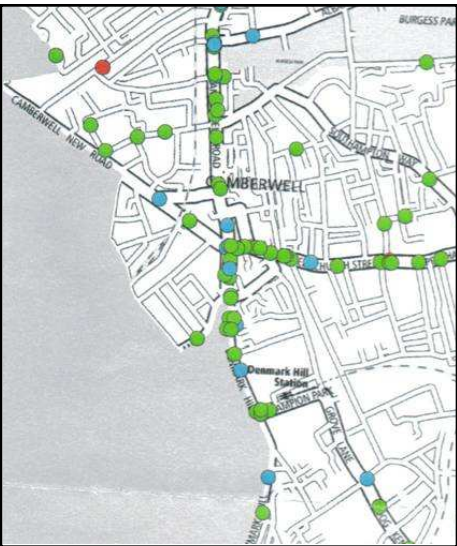
- The road casualty data that accompanied the recent Southwark Council Road Safety Plan Review shows the high levels of road traffic danger on Camberwell’s main roads.
- Wide roads and at times fast moving vehicles in a town centre which is also a major interchange for public transport combine to cause many pedestrian and cyclist casualties.
- Pedestrian casualties are very high on the east-west TfL run red routes between Camberwell Green and Vicarage Grove and north-south on Denmark Hill (a borough road which is part of the Strategic Road Network (SRN)).
- Cyclist casualties are high on Camberwell Church St.
- Vehicle collisions are high along Southampton Way.

**All Collisions**



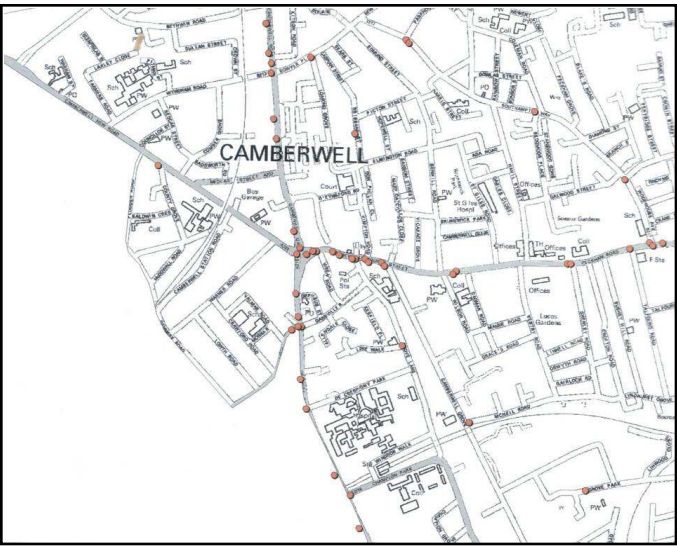
- Past 3 years.
- Each dot represents a collision which resulted in a casualty

**Pedestrian Collisions**



- Past 3 years.
- Each dot represents a collision which resulted in a casualty.
- Green dot – Slight; Blue dot – Serious; Red dot – Fatal.

**Pedal Cycle Collisions**



- Past 3 years.
- Each dot represents a collision involving a motor vehicle which resulted in a casualty to the cycle rider.

## Improving Camberwell Town Centre – The Issues.

- The themes for the town centre were set out in detail in the Vision of early 2008 but focus on:
  - Increasing space for pedestrians (the economic lifeblood of the town centre) by widening pavements and reducing road capacity where-ever possible.
  - Making crossings safer and more direct; removing the guard-railing and the need for it.
  - Reducing the danger to pedestrians and cyclists from traffic in Camberwell by the above means and reducing the speed limit to a maximum of 20mph.
  - Improving the town centre environment by planting trees, improving the lighting and providing more seating.
  - Creating pleasant public spaces where people can sit and spend time.
- A few of these issues are illustrated below:



Long complex crossings - the mouth of Denmark Hill



Crowded pavements - Denmark Hill – west side.



Crowded pavements - Camberwell Church St.

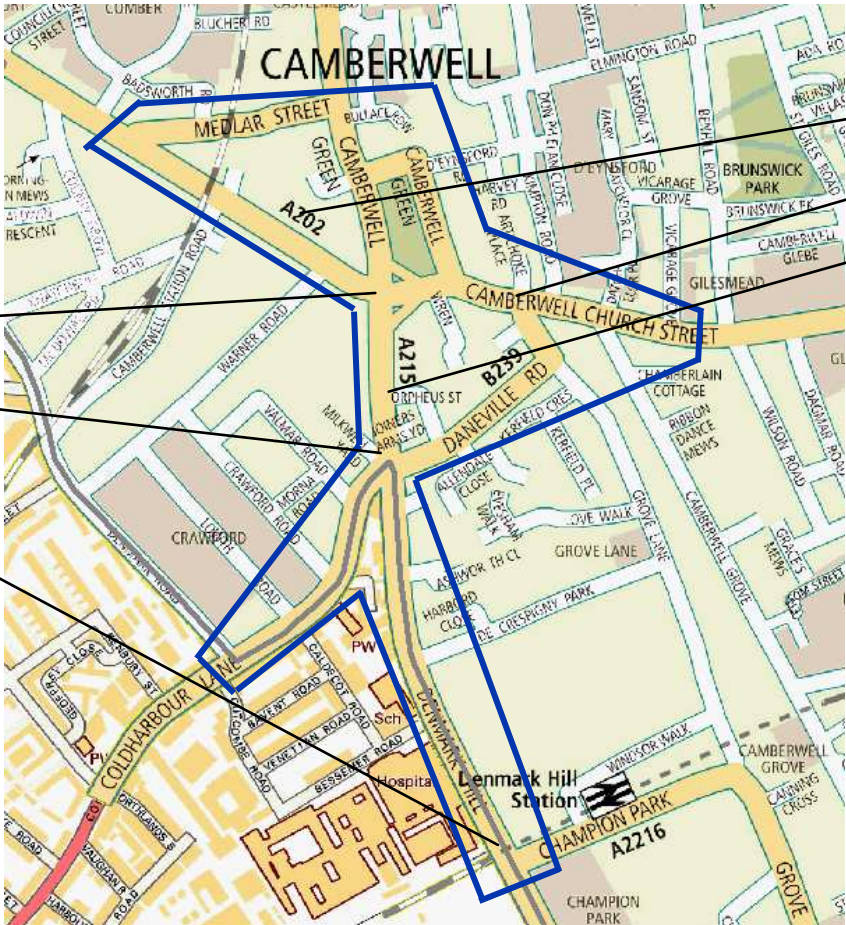
# Improving Camberwell Town Centre – Proposed Improvements.

- To get the best for Camberwell, we would define the town centre more rather than less broadly. Irrespective of the boundaries of the Area Based Scheme, in the long term we would like to see its principles applied to the whole of the commercial and cultural centre of the town.
- Improvements should be made to all of the roads within the blue line.

Junction improvements and easier crossing needed at:

- Camberwell Green
- Coldharbour Lane
- Champion Park

20mph speed limit within the town centre area.



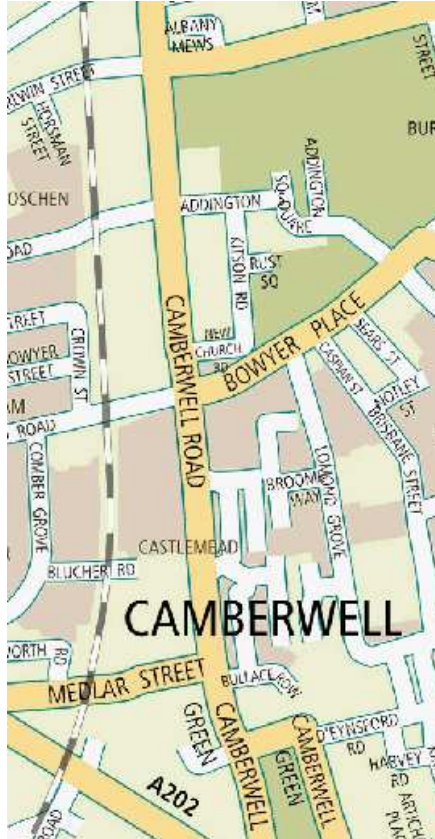
Wider pavements needed on:

- Camberwell New Road (along to Camberwell Station Rd).
- Camberwell Church Street
- Denmark Hill (key walking route to the Hospitals)

## The Gateway Roads Into Camberwell.

- At present the roads from the north and south offer enormous capacity to motor vehicles. They are hard for pedestrians to cross and are poor gateways to Camberwell. They should be turned into boulevards that allow vehicle the access they need to and through the town but which are great walking and cycling routes too.

### The Northern Gateway – Camberwell Rd

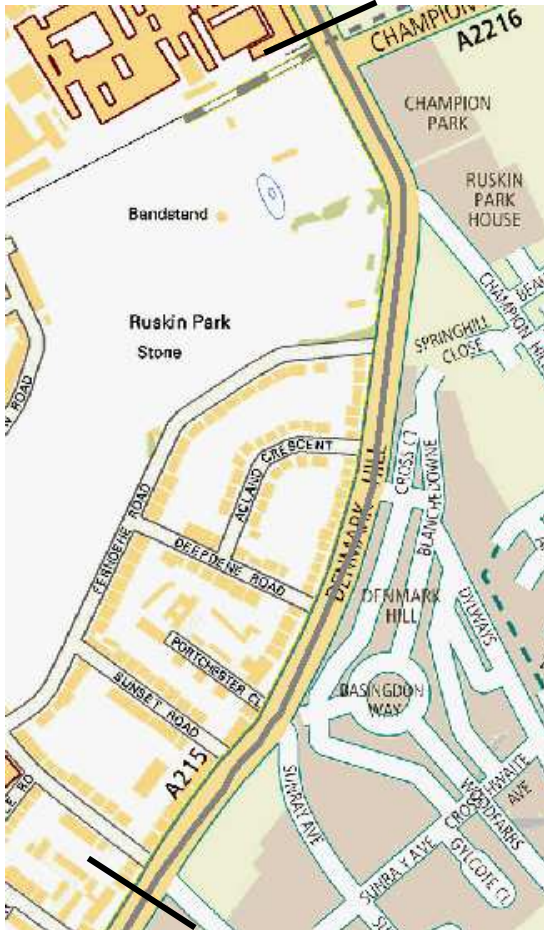


### The Southern Gateway – Denmark Hill



- Both roads suffer from excess road capacity (Camberwell Rd is at least 6 lanes wide!).
- This creates high speeds and high levels of casualties. It makes the roads unattractive for those who wish to walk along and cross the roads to local facilities.
- The proposed approach is to create attractive boulevards with:
  - Reduced capacity for vehicles.
  - Tree planting along the centre of the road and on the pavements.
  - Protected cycle lanes.
  - Enforcement of speed limits through average speed cameras.

# The Southern Gateway – Denmark Hill from Red Post Hill to Champion Park.



All along this stretch, wherever there are not bus lanes, there should be protected cycle lanes. There is sufficient carriageway width throughout.



The junction with Champion Hill is unfriendly for cyclists, pedestrians and local residents in the following ways:

- Cyclists going northwards have the protection of a bus lane, but traffic speeds on this downhill stretch are excessive and intimidating.
- Cyclists going southwards have little protection from vehicles coming out of or into Champion Hill. A continuous cycle lane across the mouth of Champion Hill is needed.
- Speeds need to be moderated by calming measures, for instance by widening the existing central planting strip to the south of the junction.
- The pedestrian desire line for the way to the park from the housing on the eastern side of Denmark Hill is blocked by railings (no doubt because of excessive vehicle speeds). This needs addressing.

The mouths of all the roads onto Denmark Hill, including the entrance to the Fox on the Hill, need entry treatments and some of them need narrowing and tightening.

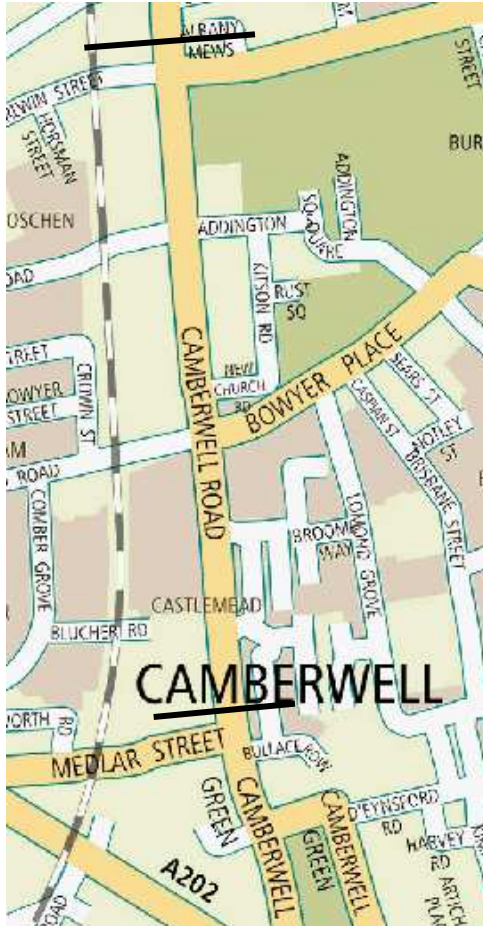


Pedestrian crossings are needed at several points along this long stretch of road, especially to enable people to cross from large areas of housing on the east side of the road and houses on the west side of the road to the several bus stops. These pedestrian crossings should be raised, for the safety of pedestrians and to slow traffic.



From the junction with Red Post Hill northwards to the junction with Champion Hill the carriageway is so wide that, even with bus lanes on both sides, vehicle speeds are excessive. This is recognised by the hatching in some sections in the centre of the carriageway. Consideration should be given to planting trees in the centre of the carriageway at certain points along this stretch of road and, in the longer term, the use of average speed cameras to enforce speed limits.

## The Northern Gateway – Camberwell Road from Albany Rd to Camberwell Green.



The carriageway on most of this stretch is excessively wide. Vehicles consequently move very fast. There are few crossings to shops and bus stops (this is a particular problem at the Castlemead Estate). In places there are as many as six lanes of traffic. Measures needed include:

- immediately north of Camberwell Green, near the late night dancing venue, previously The Father Red Cap pub, some selective widening of footways and footway tree planting.
- further north, where the road widens opposite the parade of shops reduce the number of vehicle lanes (one less); plant a row of trees in the centre of the carriageway and install a raised pedestrian crossings to the shops.



## Linking Up Green Spaces – The Opportunities.

- There are interesting developments north of Camberwell to create a criss-cross of “Green Links” or “Green Corridors” throughout the areas of East Walworth and Borough & Bankside. Local people are planning and campaigning to link up the array of green spaces with high quality traffic-free routes for those on foot and on bicycles.
- Within these overall goals of increasing physical activity through walking and cycling, creating safe environments for adults and children to move around their area and improving the local environment and increasing bio-diversity, there is a clear aim of creating traffic free routes right up to the river.
- Camberwell has array of green spaces that could be better connected to each other and to the town centre. Via Burgess Park, these could become linked into these other initiatives to create pleasant, quick, direct and safe routes right up to the river.



Heavily planted path in  
Wimbledon SW19

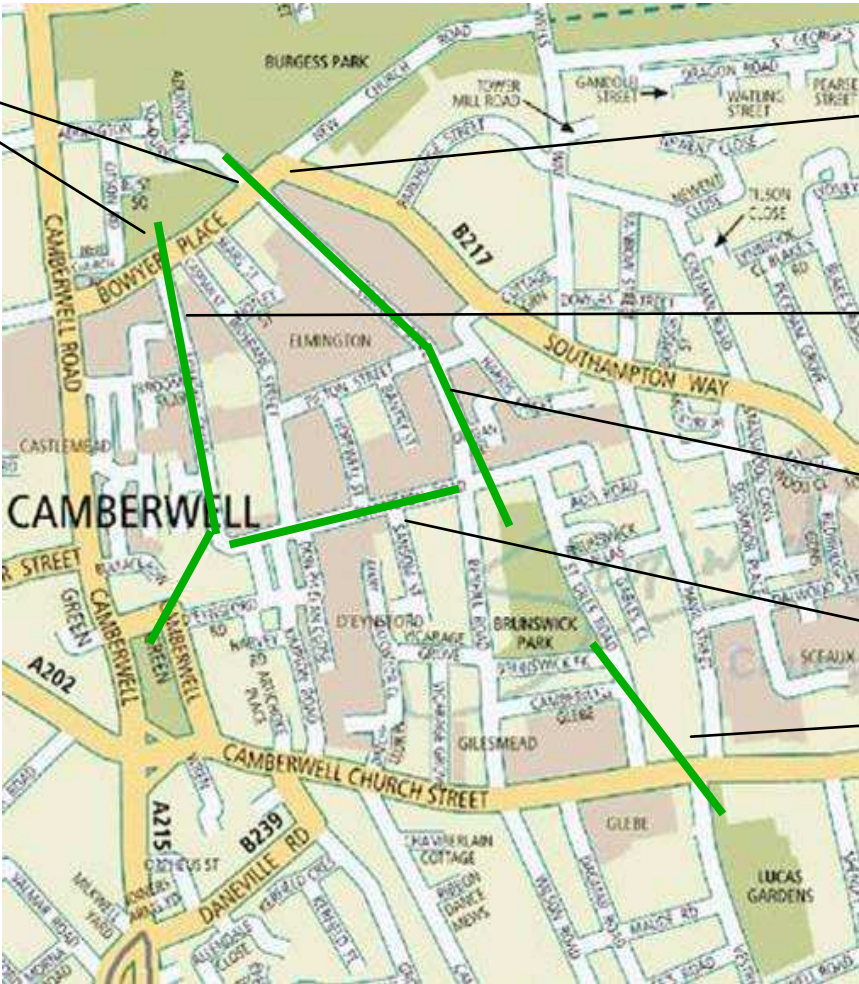


Salisbury Row Park in East Walworth

# Linking Up Green Spaces – The Proposed Improvements. 1. Links to Burgess Park.

- The regeneration of Burgess Park and the Aylesbury Estate looks to create three “green fingers” north across Albany Road to bind the park to the residential areas. Two green fingers extending south could also link both Camberwell Green and the newly redeveloped Elmington Estate to Burgess Park.

Green finger links similar to those across Albany Rd



Crossing Bowyer Place has become safer with the new traffic calming but remains an uninviting and complex link to the park. A formal and safe crossing is needed between Lomond Rd and Burgess Park. These crossings need to be developed to reflect the quality of the green fingers proposed for Albany Rd.

Green links would be created to connect:

- Burgess Park and Camberwell Green via Lomond Grove, the soon to be improved area around the Orchard and the closed off eastern section of Camberwell Green. This is a real opportunity to increase the use of Burgess Park as an amenity for those who live in Camberwell.
- Brunswick Park and Burgess Park via Edmund St and Benhill Rd. At present it is no more than a functional cycle route. As the Elmington Estate is redeveloped, it is extremely important to create attractive links into Burgess Park.
- Camberwell Green and Brunswick Park along Elmington Rd.
- Brunswick Park and Lucas Gardens.

# Linking Up Green Spaces – The Proposed Improvements. 2. Links to Myatts Fields

- Green links are proposed to improve the connections between the recently improved Myatts Fields and both the centre of Camberwell itself and the local shops on Clarendon Terrace on the Camberwell New Road. Improved links between Myatts Field and the New Rd also offer the longer term prospect of a link through to Burgess Park.

1. Contra-flow cycle lane on Lothian Rd. Although space is limited, the street is actually 2 lanes wide. Creating a contra-flow cycle lane would increase cycling connections in the area significantly.

2. Myatts Fields To Camberwell New Rd. Some work is needed to improve the feel of Flodden Rd which is car dominated at present but the real problem for pedestrians and cyclists is crossing the junction with Camberwell New Rd. There is a clear desire to cross here and there have been unsuccessful attempts to create a crossing at this location in the past. A concerted effort and engagement with TfL is needed to create a safe north-south crossing.



Big Problem – Crossing Camberwell New Rd at Flodden Rd.



(c) Crown Copyright. All rights reserved ((0)100019252) 2009

3. Walking Route to Burgess Park. In the longer term an extension of the route to Camberwell New Road (see 2) is proposed to link Myatts Fields with Burgess Park. This is likely to be aided by the LIP funding of £220K for improvements in the area of Wyndham Rd and Camberwell Rd for 2010/2011. To make this route attractive other improvements are needed:

- On Councillor St there are opportunities to slow vehicles down, allocate more space to pedestrians & cyclists and to provide visitor parking for the Clarendon Terrace shops.
- To create a pleasant and safe walking route to Wyndham Rd across the green space of the Comber Estate.
- To improve the walking route along Wyndham Rd especially to the east of the railway bridge where unused road space is almost large enough to create a pocket park.

4. Myatts Fields to Camberwell Town Centre. Potentially an attractive walking route as Knatchbull Rd is extremely pleasant to walk along. Three main problems on this route:

- The mini-roundabout at the junction with Flodden Rd is a mixed blessing. Some feel it is a green gateway to the park; others feel it increases vehicle domination and the distance pedestrians have to travel to cross. Consultation with local people is needed to see if it should be retained.
- Camberwell Station Rd. Car dominated both by parked cars (associated with the poorly regulated garages along this road) and fast moving vehicles. The road does not even have traffic calming at present.
- Camberwell New Rd. Narrow crowded pavements on the south side. Should be included in the area based scheme.

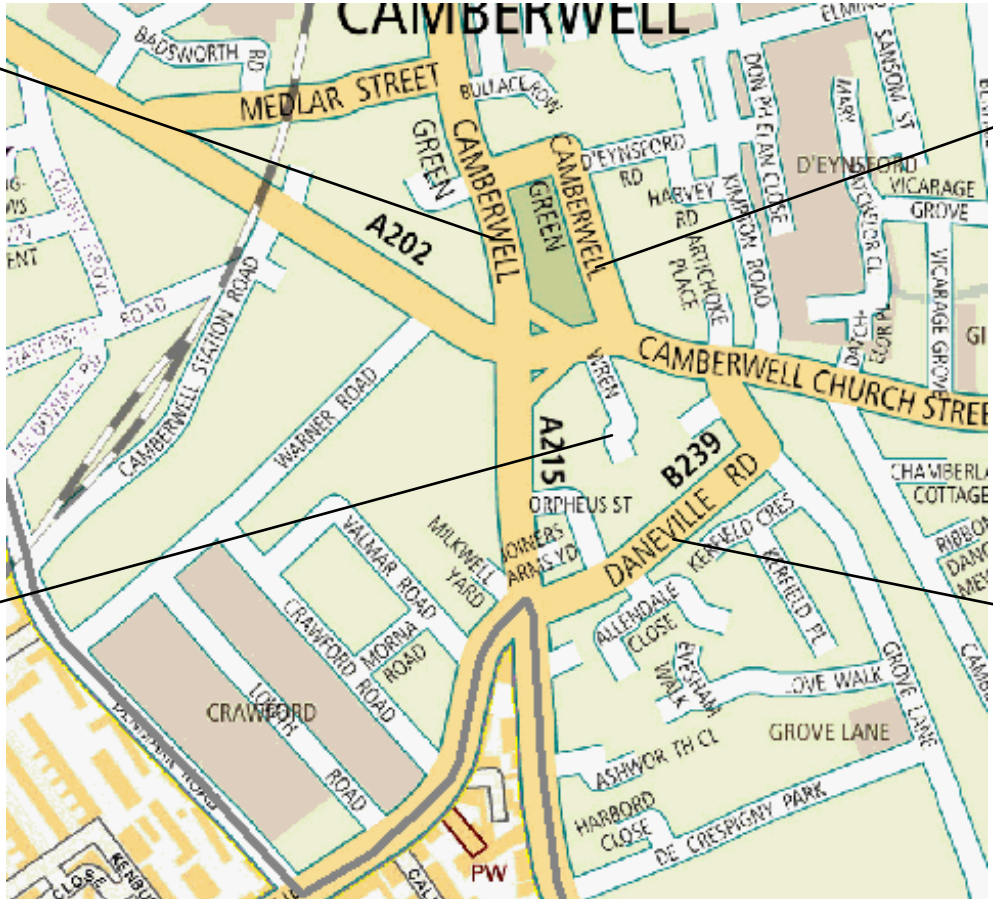
# Regenerating and Improving Public Spaces.

- There are a number of excellent parks and open spaces in Camberwell. There are also a number of spaces that have the potential to be far better than they are and offer amenities to residents, workers and visitors that are missing at present.
- Places that could be improved are shown below along with possible ideas for them.

Camberwell Road is very wide at present and much capacity is unused. Again, where possible, space gained should be incorporated into the Green.



Wren Rd is poorly used and unattractive despite being in the heart of the town. It mainly acts as a turning circle for vehicles. The road could be turned into a pleasant green walk into the town centre from Camberwell Church St.



Much space is wasted at present by the little used dead roads around the Green. These should be incorporated into the Green more effectively. Shared space should link the Green and Orchard.

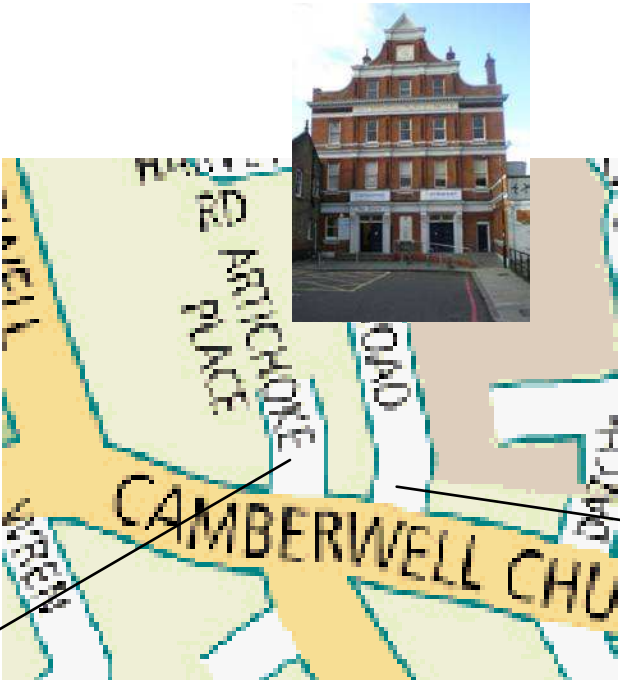


Daneville Rd should be turned into a pocket park and the tarmac removed.



# Regenerating and Improving Public Spaces. Creating a piazza by the Leisure Centre.

- The spaces around Camberwell Leisure Centre are very poor. Artichoke Place is a neglected and sterile space which does nothing to show off the wonderful listed façade of the Centre. The area is further blighted by the unattractive car park.
- It is proposed to create a new piazza in Camberwell by opening up the car park, removing the fencing between the car park and Kimpton Rd and creating a walking route through to the Mary Datchelor Estate.



Artichoke Place is a VERY poor entrance to the Leisure Centre. The car park should be removed and the space recreated as a gateway to the leisure centre with planting. The fencing could be removed and a through walk created to Kimpton Rd.

(c) Crown Copyright. All rights reserved ((0)100019252) 2009

Kimpton Rd is little used and could offer an excellent cycling and pedestrian route to the east of the town centre if it were dosed to through traffic. A pocket park could be created at the southern end and a far more attractive environment created with planting especially if the Leisure Centre car park was removed. Parking for local people can easily be preserved if a turning circle is created north of the road closure.

# Encouraging Local Shopping Centres. Improving economic prospects and the local environment in Southampton Way and on Camberwell New Road and the row of shops on Crossthwaite Avenue.

- As well as the town centre itself, Camberwell has a number of neglected and satellite shopping areas that need to be supported to reduce the pressure on car journeys for essential services, to encourage walking and cycling in the area and to increase economic and environmental sustainability in the area.
- Key is Southampton Way and Camberwell New Rd and the businesses that line it from Councillor St to Vassall Rd.

**1. Southampton Way.** There is a major disconnect between what local people want from Southampton Way which is for it to be a **destination** and the role it currently plays of **servicing those who pass through**. The problems that Southampton Way faces are long standing and are yet to be tackled. Recent research has identified them as focussing on:

<b>Local Shops &amp; Facilities</b>	<ul style="list-style-type: none"> <li>• Lack of range of shops is a big issue. Residents want a wider range &amp; better quality.</li> <li>• Facilities for children are very poor. Older children especially have little to do.</li> </ul>
<b>The Appearance of the Area</b>	<ul style="list-style-type: none"> <li>• Poorly maintained house and shop fronts make people think the area is drab and barren.</li> <li>• Stakeholders would like the area to receive a treatment similar to that in Bellenden Rd.</li> </ul>
<b>The Impact of Traffic</b>	<ul style="list-style-type: none"> <li>• Certain locations do need attention; the junction with Havel St, the Cottage Green/Wells Way one way system and the emerging rat run in Newent Close.</li> </ul>
<b>Crime &amp; Anti-Social Behaviour</b>	<ul style="list-style-type: none"> <li>• A major problem. The SNT felt this area was the number one priority in the ward. There are significant problems with drugs, violence against the person and anti-social behaviour.</li> </ul>

**2. Camberwell New Road.** The shops and businesses the line this stretch of the New Road struggle with being on a TfL controlled Red Route. This means that their prime purpose of serving the large local residential population creates business and social environment that is severely compromised by the imperative of TfL to flow as much traffic through the area as efficiently as possible. The roads are dangerous and hard to cross. Partnership working is needed with TfL to reduce the impact of the red route and to help local businesses to flourish.

**3. Crossthwaite Avenue.** At the very least improved signage is needed to tell local people about the shops on the Denmark Hill Estate.

# Problem Places & Opportunities.

- In addition to these themes there are a number of locations which also needs attention or which represent real opportunities to improve the area.

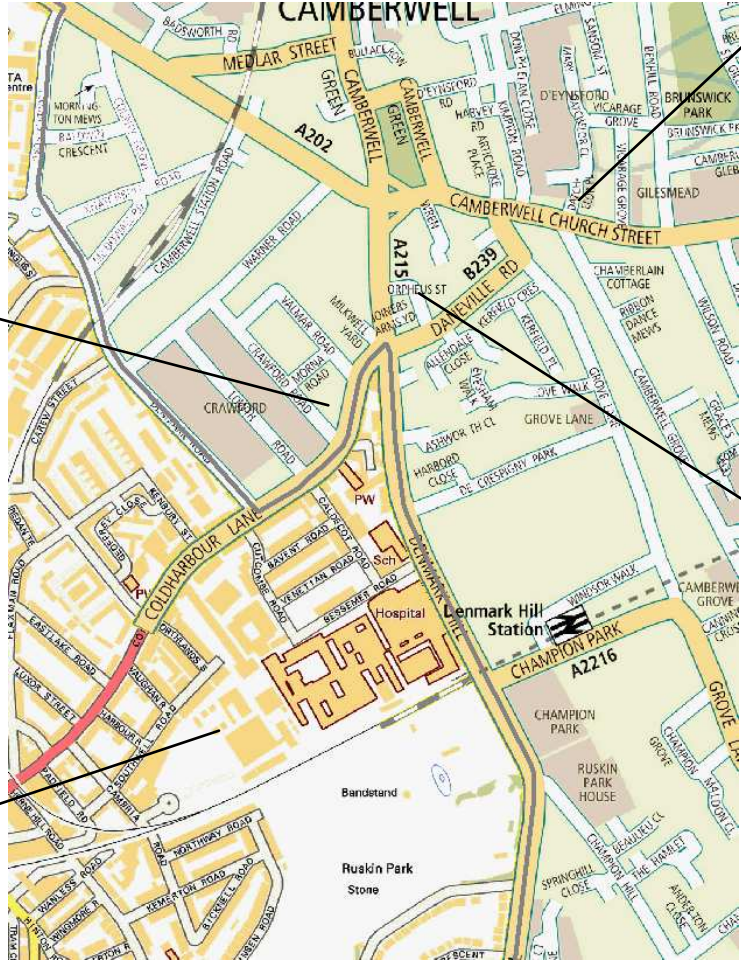
Valmar Rd is blighted by the businesses that sit next to it along Coldharbour Lane. Key is the need to prevent vehicles parking at the southern end of the road at this junction. One approach could be to close the junction of Valmar Rd and Coldharbour Lane and create a HomeZone in Valmar Rod along the lines of those being trialled by Sustrans in its DIY Streets project:  
<http://www.sustrans.org.uk/default.asp?slD=1165320622046>



Planted road closure (with cycle access) between main road and residential street in Wimbledon

Pedestrian routes into Kings from the west. Kings College Hospital is extremely hard to reach from the west. It has entrances on Denmark Hill and from Coldharbour Lane only.

Those who want to walk to the Hospital from the west are forced to go on long detours to reach the entrances. New entrances should be created from the west



(c) Crown Copyright. All rights reserved ((0)100019252) 2009

Datchelor Place is an important entrance to the D'Eynsford Estate for those on foot. It is blighted by turning and parked cars. With a little imagination this could be turned into a pleasant public space for local people and the café and other businesses on the street.



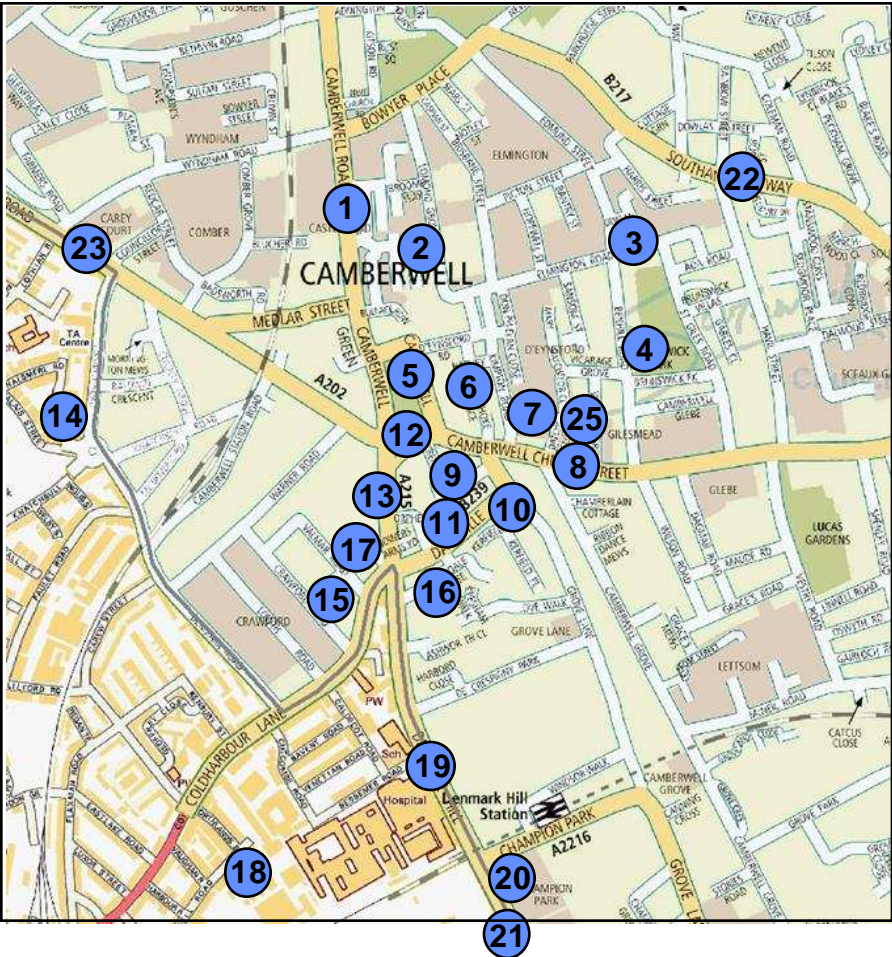
Orpheus St is right next to the town centre but has become a neglected one way street used mostly by vehicles seeking to head west along Coldharbour Lane. It has an extremely dangerous junction with Denmark Hill and almost all of the buildings along it turn their back on the road giving it a dangerous and neglected feel. The street needs to be re-integrated into the town centre and brought back to life.



# Summary Map Of Improvements

- The improvements outlined in the earlier pages are summarised below:

## Map Of Proposed Improvements



## Proposed Improvements By Location

- Camberwell Rd – create boulevard.
- Burgess Park to Camberwell Green – green corridor.
- Brunswick Park to Burgess Park – green corridor.
- Brunswick Park to Camberwell Green – green corridor
- East side of the Green – remove tarmac; greening.
- Artichoke Place – remove car park and fence.
- Kimpton Rd – close junction with Camberwell Church St.
- Camberwell Church St – widen pavements (esp by bus stops), improve crossings, lower vehicle speeds.
- Wren Rd – green/walking link to Butterfly Walk.
- Daneville Rd – pocket park.
- Orpheus Rd – Remove blank walls; integrate into town centre.
- Camberwell Green Junction – narrow and make all crossings safer.
- Denmark Hill – widen pavements; make crossing safer right up to Champion Park.
- Myatts Fields – remove mini-roundabout; improve links to town centre and north.
- Valmar Rd – close to through traffic.
- Love Walk – formal crossing over Denmark Hill to bus stops.
- Coldharbour Lane junction – improve crossing.
- Improve pedestrian access to KCH from the west.
- Denmark Hill (by KCH and Maudsley) improve crossing throughout this stretch.
- Champion Park junction with Denmark Hill – crossing improvements.
- Denmark Hill towards Herne Hill – create boulevard.
- Southampton Way – range of improvements to promote local economy and improve the environment.
- Camberwell New Rd – safeguarding and promoting access to the shops by Councillor St.
- Crossthaite Avenue. Improved signage for local shops.
- Datchelor Place – Remove from red route; create attractive space