

Camberwell Pocket Spaces

Public Workshop Report

Report

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1 Introduction

Project Background

- 1.1 On 21 January the London Borough of Southwark (LBS) launched a consultation of five projects as part of the £11m Camberwell Regeneration programme. This included the library and public space, the Green, the Streets, Pocket Spaces and the Supplementary Planning Document (SPD).
- 1.2 Comments and proposed priorities for the Pocket Spaces project have been analysed and a report made available to download from Southwark Council's website - www.southwark.gov.uk/camberwellregen, along with a summary of the five other projects.
- 1.3 Following the consultation, consideration to the proposals of other investment projects and in partnership with the London Borough of Lambeth, six pocket spaces have been identified to be progressed for further design. The six spaces comprise Artichoke Place, Wren Road, Grove Lane, Coldharbour Place, Datchelor Place and Selborne Road.
- 1.4 The remaining spaces that were originally consulted are to be included within other improvements proposed, or through longer term changes.
- 1.5 This report provides a summary of comments received during the Pocket Spaces Public Workshop held on the 11th May 2013. The workshop was organised to provide local residents and businesses with the opportunity to help develop the aspirations for the design options for these spaces which will form the basis of the 'design brief' to develop designs to improve these six spaces.

Camberwell Pocket Spaces

- **Project objectives:** To ensure Camberwell functions as a coherent town centre, the large number of public spaces, roads and alleyways throughout the town centre need to be brought into use more effectively. This could mean additional landscaping, new seating, improved street lighting or redesigning the space. An audit of these pocket spaces has been undertaken and priorities set for proposed improvements. The Urban Design Framework outlines these spaces, the issues they face and opportunities for their improvement.
- **Intended outcomes:** Ultimately, Camberwell will consist of a number of complementary public spaces ranging in size and function that create a cohesive, exciting and inclusive public realm. Several sites are priorities for the council in ensuring that progress is made on town centre improvements quickly.
- **Consultation status:** The initial public consultation which closed on the 8 March 2013 presented different options and spaces to be improved and sought the public's views on which areas should be prioritised.
- **Project timeline:** Construction work is expected to start winter 2013 and anticipated to conclude winter 2014.
- **Stakeholder engagement:** To update on the Pocket Spaces design and landscape options; and to request responses to those options.

Stakeholder Engagement Workshop

- 1.6 A workshop was organised in May 2013 inviting local residents and businesses in the vicinity of the six pocket spaces to help develop the design options for these areas and provide an opportunity for the design team to answer any questions.
- 1.7 Steer Davies Gleave (SDG) who are working with the London Borough of Southwark (LBS) to develop the designs undertook a letter drop on Thursday 2nd May 2013 to over 300 properties within and adjacent to the six Pocket Spaces. The letter identified the six spaces and invited residents/businesses to attend a public workshop to discuss the scheme. The letter was also distributed to over 100 people that had previously registered interested in the Pocket Space project.
- 1.8 The workshop was held on Saturday 11th May 2013 at Camberwell Leisure Centre on Artichoke Place in Camberwell. The workshop was split into morning and afternoon sessions, with Artichoke Place, Grove Lane and Datchelor Place covered in the morning session and Wren Road, Coldharbour Place and Selborne Road covered in the afternoon.
- 1.9 The morning session was attended by three SDG staff, Sally Crew from LBS and 19 members of the public. The afternoon session was attended by three SDG staff and six members of the public.
- 1.10 The workshop comprised a short presentation by SDG and LBS to brief the attendees on the background to the scheme, an overview of the public consultation exercise, the purpose of the workshop and to provide design examples and issues to consider throughout the workshop.
- 1.11 Three people provided comments by email as they were unable to attend the workshop, and these were read out and discussed during the workshop. These comments are provided in Appendix A and are included in the comments below.
- 1.12 Each of the six pocket spaces are covered separately in this report, detailing the issues and constraints identified at the workshop followed by the potential options which were raised by the attendees.

2 Artichoke Place

Introduction

- 2.1 Artichoke Place is a cul-de-sac approximately 40m in length and located on the north side of Camberwell Church Street opposite the junction with Grove Lane.
- 2.2 Artichoke Place's junction with Camberwell Church Street is signal controlled with a controlled pedestrian crossing across the mouth of the junction. The carriageway is approximately 8m wide, with 2m wide footways on either side. The road is subject to a 20mph speed limit, has street lighting and forms part of the TLRN's (Transport for London Road Network) Red Route with a loading bay located on the western side.
- 2.3 Camberwell Leisure Centre, which has recently been subject to a £6.2m refurbishment, is located at the end of the road with adjacent car park facilities and access to the east. There is also an access to Artichoke Mews (a mix of residential and commercial uses) opposite the car park, and a public house and beauty salon are located on Camberwell Church Street on either corner of Artichoke Place.

FIGURE 2.1 ARTICHOKE PLACE



Issues & Constraints

- A number of bins (Eurobins) are left out on the footways. Southwark explained that commercial waste is dealt with by a private contractor, with who Southwark intends to review their Waste Management Strategy over the next 12 months.
- The leisure centre is disconnected from Camberwell Church Street and many people may not even know it is there. There is no signage to direct the public to the leisure centre.

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- Some drivers wishing to turn right out of Grove Lane (the right turn is banned) proceed straight ahead into Artichoke Place and u-turn in order to continue east on Camberwell Church Street. Some drivers also ignore the banned movement and turn right anyway.
- The lid to the wall mounted cigarette bin provided on the public house is often left open which protrudes into the footway and can inconvenience pedestrians.
- No planting/greenery on Artichoke Place.
- Poor drainage around the leisure centre can lead to ponding when it rains.
- Poorly lit and no lighting to highlight the leisure centre.

Design Aspirations

- Close the existing vehicular access to the leisure centre car park and create a new access on Kimpton Road to the east, which operates one-way northbound from Camberwell Church Street, to reduce traffic on Artichoke Place. The existing low level wall on Kimpton Road would need to be altered and level issues between the car park and Kimpton Road resolved. This could be complimented with a contra-flow cycle facility on Kimpton Road.
- Alternatively a pedestrian/cycle-only access could be provided on Kimpton Road, to improve access to the leisure centre and increase pedestrian activity on Kimpton Road.
- Relocate the existing bins (currently on the footway) to a designated area within the leisure centre car park. An enclosure could be provided to keep the bins in, which may result in the loss of parking spaces.
- A desire to provide a visual link between Artichoke Place and Grove Lane opposite. This could help connect the two roads and make the leisure centre more prominent. Potential options include using the same design principles across both roads and the use of matching street furniture and surfacing/paving to link the two roads visually. Paving patterns could also be used to draw the eye towards the leisure centre to make it more of a focal point, and artwork integrated into the paving (such as sporting logos etc to provide the connection to the leisure centre).
- Raising the carriageway to provide a level shared surface, allowing more outside space for customers at The Stormbird public house to use.
- Provide a larger pedestrian area in front of the entrance to the leisure centre.
- Low level planting potentially incorporating seating. Planting of trees in front of the leisure centre was generally not supported as they would obstruct the view to the leisure centre. However, options should be explored to plant trees at the northern end of the road to either side of the leisure centre.
- Improved lighting including uplighters to illuminate the leisure centre building.
- Longer term options should explore reversing the layout of the café in the leisure centre and opening the café out to occupy part of the car park.
- Provide an inset loading bay on the west side of Artichoke Place.
- Provide additional cycle parking.
- Wide steps/ramp to the leisure centre with seating integrated into the design.
- Signage provided to make the leisure centre more conspicuous; one option could be banners mounted on lighting columns on Camberwell Church Street.

3 Grove Lane

Introduction

- 3.1 Grove Lane is a two-way road running south from its junction with Camberwell Church Street opposite the junction with Artichoke Place. The junction with Camberwell Church Street is signal controlled incorporating a raised controlled pedestrian crossing and is one-way out, only allowing drivers to turn left onto Camberwell Church Street.
- 3.2 The carriageway is approximately 8.7m wide reducing to 4.5m at the junction where it becomes one-way northbound. Footways are 1.8m wide increasing to 6m on the east side and 3m on the west side at the junction. The road is subject to a 20mph speed limit, has street lighting and TLRN's Red Route restrictions extend approximately 35m along Grove Lane from Camberwell Church Street.
- 3.3 A public house and café are located on the west side of Grove Lane and a shoe shop on the east side at the junction with Camberwell Church Street. There are also plans to redevelop the building immediately south of Jephson Street which is to become a delicatessen.
- 3.4 SDG has developed concept designs on behalf of LBS to improve the Grove Lane junction as part of the Camberwell Regeneration 'Streets' project. The 'Streets' project proposes the following changes which will need to be considered whilst developing improvements to this space:
- Realigning Grove Lane to narrow the footway on the east side and provide a wider footway on the west side adjacent to the public house.
 - Removing the traffic signals and continue to ban drivers from turning right out of Grove Lane.
 - Providing a contra-flow cycle lane segregated by an island to enable cyclists to turn left into Grove Lane from Camberwell Church Street.

FIGURE 3.1 GROVE LANE



Issues & Constraints

- Drivers disobey the banned right turn, or cross over into Artichoke Place to turn around in order to proceed to the east on Camberwell Church Street.
- The existing tree can obstruct pedestrians as the eastern footway is quite cluttered with street furniture.
- A number of bins (Eurobins) are left out on the footways and in the carriageway.
- The hatched area within the carriageway on the east side where bins are often stored could be better utilised as footway.
- Cycle stands are often full.
- The junction layout does not provide an obvious link to Artichoke Place opposite.

Design Aspirations

- Raising the carriageway to provide a level shared surface from Camberwell Church Street to the new retail unit (currently under development) to the south of Jephson Street, including raising the carriageway at Jephson Street.
- Build out the footway adjacent to the new retail unit to provide more footway space.
- Incorporate a tree/planting into the island segregating the contra-flow cycle lane.
- Plant one new mature tree on the corner adjacent the public house so that it doesn't obscure views across to the leisure centre. Seating could also be incorporated around the tree.
- There is a desire to keep the existing pedestrian crossing on Camberwell Church Street to the west of Grove Lane (the Camberwell Regeneration 'Streets' project proposes to remove this and provide a crossing to the east instead) as this is located closer to the natural pedestrian desire line.
- Sunken bins should be explored to remove clutter.
- Lighting could be improved by providing lower level (footway lighting) using white light.
- Additional cycling parking using the proposed widened footway on Camberwell Church Street and further south on Grove Lane; 'jug ears' on lighting columns could be used to minimise clutter.
- Bins could be stored against the wall next to the phone box on the east side of Grove Lane, and potentially to the rear of Johanssons subject to third party consent.
- Islands for the contra-flow cycle lane could be flush with the carriageway to make it easier for pedestrians to cross at the junction.
- Provide seating using low level planters or integrated with cycle parking. Alternatively seating could be temporary and provided by the public house.
- Explore options to incorporate artwork/mural on the blank wall above the shoe shop.

4 Datchelor Place

Introduction

- 4.1 Datchelor Place is a cul-de-sac approximately 28m in length and located on the north side of Camberwell Church Street opposite the junction with Camberwell Grove.
- 4.2 Datchelor Place forms a priority controlled junction with Camberwell Church Street with an uncontrolled pedestrian crossing across the mouth of the junction. The carriageway is approximately 7.3m wide, with 2.3m wide footways on either side. The road is subject to a 20mph speed limit, has street lighting and double yellow lines are provided.
- 4.3 A fish and chip restaurant/takeaway is situated on Camberwell Church Street on the eastern corner of Datchelor Place and a hotel and Indian restaurant on the western corner. Other frontages on Datchelor Place include a vacant shop and doorways to residential properties above.
- 4.4 At the northern end of Datchelor Place steps and a ramp provide pedestrian/cycle access to the D'eynsford residential estate on Mary Datchelor Close, with a level drop of approximately 0.75m.

FIGURE 4.1 DATECHELOR PLACE



Issues & Constraints

- Ramps and steps to Mary Datchelor Close are well used by pedestrians and cyclists, but it is not a very inviting route particularly at night and would benefit from a gateway feature.

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- A large tree and residents' parking bays are located in Mary Datchelor Close between the ramp/steps; resident parking is at a premium and local residents do not want to lose any parking bays.
- The wall and hedge between Mary Datchelor Close and Datchelor Place act as a screen to hide anti-social behaviour can have a negative impact on pedestrian safety and perception of safety, particularly at night.
- Lighting in Mary Datchelor Close is very bright however lighting on Datchelor Place and in the vicinity of the wall is considered poor. Lighting needs to be better directed to light the ground level rather than spilling out at higher levels into windows of adjacent properties.
- Illegal parking is often seen on the double yellow lines on Datchelor Place. The fish and chip shop on the corner would like short term parking for customers, this is also supported by the Dome Hotel. Deliveries/servicing is also required for the properties, and taxi pick up/drop off for the hotel.
- Bins are left out on the footway.
- No planting/greenery on Datchelor Place.
- Maintenance of paving materials is considered poor; lots of chewing gum etc.

Design Aspirations

- Raising the carriageway to provide a level shared surface or pedestrianised road to help discourage anti-social behaviour.
- Provide an inset bay across the entrance to Datchelor Place (to be implemented in conjunction with pedestrianising the road).
- If Datchelor Place is closed to traffic, parking bays subject to 20 minute restrictions should be provided on Camberwell Grove opposite (increasing the two existing spaces to four) and two on Camberwell Church Street to allow customers to park to use the fish and shop and other local businesses.
- Remove the barriers (wall and hedge) at the end of the northern end of the road and potentially provide wider steps/ramps to provide a more inviting route between Datchelor Close and the estate.
- Provide community garden/planting potentially including flowering trees, which could be maintained by the residential estate on Mary Datchelor Close.
- If the road is closed to traffic, permanent seating could be provided, or temporary seating provided by the adjacent businesses wishing to use this space.
- Painting of walls/doorways to enliven the space (any use of the walls/doorways would require the consent of the building freeholder).
- Provide a bin enclosure or sunken bins.
- Use design principles and materials to link Datchelor Place with Camberwell Grove opposite.
- Improve lighting particularly around the existing wall. Consider wall-mounted lighting.

5 Coldharbour Place

Introduction

- 5.1 Coldharbour Place is located within the London Borough of Lambeth and is a two-way cul-de-sac running east from Coldharbour Lane, providing access to the rear of commercial properties and to garages, and also continues as a pedestrian alleyway connecting to Denmark Hill. This route is well used by pedestrians, particularly by children travelling to Crawford Primary School.
- 5.2 The junction with Coldharbour Lane is priority controlled with a raised junction treatment and uncontrolled pedestrian crossing.
- 5.3 The carriageway is approximately 3.2m wide and the alleyway is 2.4m wide at its narrowest point. Footways are 1m wide on the south side and 3.5m on the north side. The road is subject to a 30mph speed limit, has street lighting and double yellow lines are provided.
- 5.4 SDG has developed concept designs on behalf of LBS and the London Borough of Lambeth to improve the Coldharbour Lane junction as part of the Camberwell Regeneration 'Streets' project. The 'Streets' project proposes the following changes which will need to be considered whilst developing improvements to this space:
- Narrowing the carriageway on Coldharbour Lane and widening the footway at the junction with Coldharbour Place.
 - Providing wider refuge islands to provide more protection for pedestrians using the uncontrolled pedestrian crossing on Coldharbour Lane.

FIGURE 5.1 COLDHARBOUR PLACE



Issues & Constraints

- Anti-social behaviour often occurs along Coldharbour Place as there are quiet areas/corners to conceal undesirable activities.
- The lack of active frontages and windows overlooking the alleyway can increase concerns with regards to personal safety.
- Lighting has recently been improved and the paving through the alleyway also appears to be relatively recently laid.

Design Aspirations

- Provide wall mounted mirrors to enable pedestrians to see around corners to improve safety.
- Make features of the walls along the alleyway such as integrating low level climbing features on the walls.
- Provide pedestrian wayfinding signage at either end.
- Provide hanging baskets on lighting columns.
- Integrate messages into the paving materials (such as 'pick up litter').
- Provide a pedestrian crossing on Denmark Hill to cross between Love Walk and Coldharbour Lane.
- Provide consistent paving throughout this space.
- Improve street lighting to prevent dark spaces.

6 Selborne Road

Introduction

- 6.1 Selborne Road is a two-way cul-de-sac approximately 40m in length and located on the east side of Denmark Hill to the south of the junction with Coldharbour Lane.
- 6.2 Selborne Road forms a priority controlled junction with Denmark Hill with an uncontrolled pedestrian crossing across the mouth of the junction. The carriageway is approximately 8m wide, with 2m wide footways on either side. The road is subject to a 30mph speed limit, has street lighting and a combination of double yellow lines and permit parking bays.
- 6.3 The end of Selborne Road is bound by a wall with garages behind, and an alleyway links through to Allendale Close, a residential estate. A Pizza Hut takeaway outlet and an Indian restaurant are located on Denmark Hill on the north and south corners respectively. There are also a number of doorways to residential properties and garage doors to commercial properties.

FIGURE 6.1 SELBORNE ROAD



Issues & Constraints

- Selborne Road and the alleyway to the residential estate on Allendale Close are not that well used by pedestrians and cyclists, especially at night.
- Lots of commercial bins clutter the footways.
- Wide areas of footway at the end of Selborne Road are used to park vehicles.
- Service vehicles are required to access and turn within Selborne Road to cater for the adjacent businesses. Denmark Hill has double yellow lines which allow loading at restricted times.
- Poor street lighting is provided, particularly at the end and through the alleyway, which can encourage anti-social behaviour.
- People visiting the Church on Selborne Road on Sundays typically park in the estate on Allendale Close and walk through the alleyway.

Design Aspirations

- Artwork/mosaics such as painted windows or ‘faces/eyes’ could be painted on walls to brighten the space, provide colour and help make the space feel overlooked.
- Wall mounted lighting.
- Build out the footways at the junction with Denmark Hill and provide cycle parking, potentially attached to lighting columns to minimise street clutter. Cycling parking at the eastern end of the road is not supported as it would be less overlooked making them more prone to thieves/vandals.
- Replace existing concrete bollards with heritage style bollards or use other street furniture such as planters to help prevent parking on the footways.
- Plant trees within the wide footway areas at the eastern end of the road to prevent vehicles from parking on the footway.
- Residents would prefer that seating is not provided as this would encourage people to loiter.
- Improve waste management provision.

7 Wren Road

Introduction

- 7.1 Wren Road is a two-way road running north-south between Camberwell Church Street and Daneville Road, however bollards in the middle of the road prevent vehicles from continuing along the full length of the road. The northern section of Wren Road from the bollards north is being considered as part of the Pocket Spaces scheme.
- 7.2 Part of the southern section of Wren Road opposite Butterfly Walk is designated private land and is not within the London Borough of Southwark's highway ownership.
- 7.3 Wren Road forms a priority controlled junction with Camberwell Church Street with an uncontrolled pedestrian crossing across the mouth of the junction. The carriageway is approximately 8m wide, with 2m wide footways on either side. The road is subject to a 30mph speed limit, has street lighting and a combination of Red Route restrictions at the northern end, double yellow lines, pay and display and permit parking bays are provided.
- 7.4 Residential properties and a hostel are located along the road, and The Colonnades (a residential block) and a police station are located at the southern end. A bank and a solicitors are located on the corners with Camberwell Church Street.

FIGURE 7.1 WREN ROAD



Issues & Constraints

- Parking is well used however this appears to be largely by shoppers, including those who park here instead of using the Morrisons car park, which is considered expensive. Pedestrians often walk in the carriageway, however the parking makes the carriageway relatively narrow.
- Wren Road is not that well used as a pedestrian link.
- Poor lighting makes the space feel unsafe for pedestrians at night.
- No planting/greenery is provided along most of Wren Road, except trees at the southern end near The Colonnades.

Design Aspirations

- Street lighting could be improved.
- Historic railings have been removed leaving holes filled in the footway; these could potentially be replaced with new railings to restore the character.
- Close the road to traffic and relocate the westbound bus stop on Camberwell Church Street to the Wren Road junction to provide more waiting space at the bus stop.
- Consider changing the use of the road to have more of a 'home zone' feel, by providing trees in the carriageway and removing pay and display parking along the road. Echelon parking could be used between trees.
- Make the road less appealing to drivers by narrowing it or using different paving materials to reduce traffic and parking. Lighter coloured materials were suggested as the road can feel quite enclosed. Sutherland Square to the north of Camberwell is a good example using a narrowed carriageway, level surfacing and planting.
- Consideration to be given to converting the road to a pedestrian/cycle link to connect to Camberwell Green and Butterfly Walk. This could tie in with the wider Camberwell Regeneration 'Streets' project, which proposes a wide island on Camberwell Church Street to encourage people to cross in the vicinity of Wren Road.
- Provide cycle parking.
- Potential to provide market stalls along the road at weekends.
- Provide pedestrian/cycle wayfinding.
- Provide a butterfly sculpture at the southern end of Wren Road to act as a turning point similar to Seven Dials in Covent Garden.

8 Key Principles

- 8.1 The issues and aspirations detailed in the previous six chapters are to form the basis of SDG's design brief to progress designs for the Pocket Spaces, considering and incorporating the comments raised by the attendees of the workshop.
- 8.2 The key issues and principles to be considered in the design are listed below for each of the six spaces:

Artichoke Place

- Traffic signals are to be removed as part of the Camberwell Regeneration 'Streets' project.
- Improving access to the leisure centre and making Artichoke Place a more attractive route with a shared surface.
- Making the leisure centre more conspicuous by using lighting and signage.
- Extending the design and materials across to Grove Lane opposite.
- Improving waste management.

Grove Lane

- Traffic signals are to be removed as part of the Camberwell Regeneration 'Streets' project, with the carriageway realigned further east and a contra-flow cycle facility provided.
- Extending the design and materials across to Artichoke Place opposite.
- Additional footway widening to make better use of 'wasted space'.
- Reduce street clutter, including better management of bins.
- Improve the vista from Grove Lane into Artichoke Place and towards the leisure centre.
- Further consideration given to maintaining a controlled pedestrian crossing facility on Camberwell Church Street west of Grove Lane to align with pedestrian desire lines.
- Improving waste management.

Datchelor Place

- Removing the visual barriers into the estate to improve safety and help remove anti-social behaviour.
- Close the road to create a pedestrianised space incorporating more greenery, with the potential for adjacent businesses to use the space on a temporary basis.
- Adequate parking/loading facilities need to be maintained for adjacent businesses.

Coldharbour Place

- Make features of the walls to liven up the alleyway.
- Consistent materials to be used throughout.
- Improve street lighting.
- Provide a pedestrian crossing facility on Denmark Hill.

Selborne Road

- Make features of the walls to liven up the space.
- Provide trees to prevent footway parking, and improve street furniture.
- Improve street lighting particularly in/around the alleyway.
- Improving waste management.

Wren Road

- Pay and display bays should be reviewed and possibly removed to reduce traffic entering the road, which could be replaced with trees.
- Potential to encourage this link to become a major pedestrian/cycle link from Camberwell Green.
- Explore the potential to utilise 'home zone' design principles to reduce the dominance of traffic and parking along this link.

9 Next Steps

What Happens Next?

- 9.1 We will continue to keep you informed as the design progresses. Following the design development construction work is expected to start winter 2013 and is anticipated to conclude summer 2014.

Register to be Kept Informed

- 9.2 If you want to be kept informed of the Camberwell Pocket Spaces project you can still register online. By registering your contact details you will be sent a regular e-newsletter and notified of the stages for the duration of this project. Please visit www.southwark.gov.uk/camberwellregen

APPENDIX

A

EMAIL RESPONDENTS

1. **Comments Received: 8 May 2013**

Wren Road

As I consider this to be among the most important spaces for shoppers, commuters and traders in Camberwell I would look for:

- A shared use Green Link creating a pleasant pathway serving a pedestrian crossing from the south east quarter of Camberwell Green across Camberwell Church Street toward Butterfly Walk, the shops on Denmark Hill and the pathways south.
- Diagonal stop and shop parking on the west side and at the south end (in front of The Colonnades).
- Getting rid of the parking spaces on the north east corner next to the entrance to the police station car park.
- Trees/shrubs on the east side.
- Design the street lighting to support the north south aspect of the route
- Making a feature of signage
- Making the most of the aspect of Camberwell Green
- Siting a well sign posted public convenience on the pavement near the entrance to Butterfly Walk service area (Tiger Yard as was).

Coldharbour Place

Improving this important and historic east west link which stretches from St Giles churchyard in the east with the potential to connect with the Wren Road Green Link could be the basis of a Green Link to Myatt's Fields Park and would contribute to strengthened cross border ties for shoppers, commuters and residents of Camberwell. I would look for:

- A crossing from Love Walk on Denmark Hill
- Paving that unifies the link
- Greening at the Coldharbour Lane end
- Making a feature of signage
- Design the street lighting to support the east west aspect of the route

Would cyclists use this route to cut towards the West End?

2. **Comments Received: 8 May 2013**

Wren Road

I have for some time felt that Wren Road could be improved as it is presently used as a turnaround for cars wanting to turn right at Camberwell Green (something that needs addressing) and for those too lazy to use the Morrisons car park.

It is a nice road with some workers cottages used by Kings and an old fashioned telephone box. It has a very strong character and acts as a transitional point around Camberwell. I have long thought it could be narrowed and trees planted to act as a pleasant walkway. Most of the parking in Wren Road itself is not residents and there is a large car park next to Morrisons so no local amenity will be affected. It would also be an improvement if the railings around the workers cottages could be replaced. Proposals should not increase noise and disturbances within the area.

fig. 1.



fig. 2.



fig. 3.



fig. 4.



fig. 5.
Before



fig. 6.
After



