



Wandsworth Society

Newsletter September 2011

Wandsworth Local Implementation Plan (LIP) 2010

The LIP is called an implementation plan because the Transport Strategy for London is that prepared by the Mayor. Wandsworth BC's responsibility is to implement the Mayoral Strategy. The Council's Local Development Framework (development plan) also includes an Infrastructure Plan which describes major projects. The LIP proposes relatively low-cost measures aimed at complementing and enhancing these improvements, and providing added value. The LIP does nevertheless contain some analysis of transport issues that are particular to the Borough:

- Of 440 kms of roads in the Borough, 33.5 kms are subject to Transport for London control as Red Routes; the Council is the highway authority for all other roads.
- Congestion is of sub-regional interest and there are particular issues at Tooting; congestion is forecast to worsen with predicted London growth.
- One sixteenth of all potentially cycled journeys are currently cycled and there is huge potential to increase the rate of cycling in South London.
- Crowding is forecast on all national rail routes through Clapham Junction, even with planned improvements to 2031. Crowding on sections of London Underground – especially severe on the Northern Line into the City and via Earl's Court on the District Line – are still forecast in 2031.
- However, even in areas of high public transport accessibility travel by public transport can be difficult due to limited orbital opportunities and a lack of radial capacity, especially at peak times.
- The more that residents work, shop and are entertained locally within the borough, the more that demand for travel will be reduced.

Residents preferences for "areas most needing improvement", put "level of traffic congestion" at the top of the list, cited by 43% in 2008, while "road and pavement repairs" was second (35%) with clean streets just behind on 34%. (Wandsworth Residents' Survey 2009). One in four drivers had reduced their car use over the past year.

Wandsworth U3A

Wandsworth U3A aims to encourage and enable older people no longer in full-time paid employment to help each other to share their knowledge, skills, interests and experience. It is a self-help organisation providing day-time learning and leisure activities through various study and activity groups.

Members form study and activity groups and the group leaders may have specialised knowledge in the subject or may act as host with group members pooling their knowledge and research. We are affiliated to the national (and international) University of the Third Age network.

In Wandsworth, in addition to our study and activity

Major schemes are more likely to be based on town centres or interchanges, where multi-modal benefits justify larger scale investment. In particular, the Council supports a major scheme at Wandsworth Town centre, involving the removal of its strangling one-way system and the diversion of through-traffic. The Council supports improvement at congestion bottlenecks, including the junction of Trinity Road and Burntwood Lane.

Other major works supported by the Council include significant upgrades of both the Northern Line and District Line, platform lengthening at the national rail stations in the Borough, to enable trains to be lengthened to 10 carriages, a new ticket office at Wandsworth Town, a secondary entrance at Balham Station and step-free access at Earlsfield Station.

Network Rail plan improvement works to the West London Line to enable an increase in services from Clapham Junction. TfL plan to extend the East London Line from Surrey Quays to Clapham Junction by the end of 2012.

Through the LIP and the works undertaken by other agencies the Council aim to achieve certain mode share targets by 2031 (interim targets for 2013/4):

- Walking: 35.0% of trips (32.1%)
- Cycling: 7.0% of trips (3.7%)

Other targets relate to road maintenance, road casualties, bus wait times, CO2 emissions, car club membership, school travel plans. (Given residents' preferences, why is there no target relating to congestion?)

A suitable agenda for the Transport Committee of the Wandsworth Society would be to monitor the Council's progress against these targets and to question the Council on them at periodic meetings with officers.

Ian McDonald

group meetings, we hold a meeting, open to all members, at Earlsfield Library every 3rd Monday of the month between 2 and 4pm. The monthly meetings focus on guest speakers on a variety of interesting subjects, and also offer up-to-date information on U3A events and provide an opportunity to meet other members. Purely social get-togethers occur in July and December.

Visitors and prospective members are welcome to attend one monthly meeting and one study or activity group, after making arrangements with the group leader.

You can contact us at
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Registered Charity No. 1096590

Wandsworth Society

September 2011

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The Society's website is
www.wandsworthsociety.org.uk

40 years on, who rules the roads ?

The early '70s creation of an Arndale Centre in Wandsworth and the (only partially achieved) attempt to turn Trinity Road into an urban motorway were not two separate events, but rather part of a mindset that sought to give our streets over to a single primary function: namely, channels for motorised transport. New spaces were created for social functions hitherto conducted in the public realm; in effect, the open street was replaced with the controlled safety of the (private) precinct. The same philosophy produced the pedestrian subways and overhead walkways, along with pedestrian guardrailing, that sought to separate pedestrians from motor traffic, ostensibly for their own safety. Removing or redesigning large swathes of our streetscape in town centres such as Wandsworth, in order to provide for through (motor) traffic went hand in hand with this philosophy of 'mode and function separation'. Hence it became necessary to have indoor shopping malls - such as the Arndale - where people could shop in peace and safety. Getting to and from the shopping mall was however more difficult and unpleasant for anyone arriving on foot or bicycle - and this situation prevails today, acting as a brake on the economic vitality of Wandsworth (and many other town centres), and a barrier to local residents who would like to be able to walk or cycle to and around their own town centre freely and without fear.

Although thankfully our highway authorities now recognise that the pedestrian guardrail creates more problems than it solves, and have removed much of it already, the 'car is

king' mindset lives on in the current Mayor's proposals to Smooth (Motor) Traffic Flow. We saw early expression of this in Transport for London's proposals to remove 145 signalised crossings across London, including the well-used toucan crossing on Kimber Road which forms a key link in the Wandle Trail where it passes through King George's Park. Fortunately as a result of public protest last autumn, including from our own Chair, the proposals in Wandsworth were dropped (though not elsewhere in London).

The latest local attempt to 'Smooth (Motor) Traffic Flow' concerns the crossroads of Trinity Road, Burntwood Lane and Bellevue Road. Transport for London officers are developing proposals to, in effect, accommodate existing volumes of motor vehicles at this junction. Considerations that this is surrounded by green space, and that people (and animals) might wish to access different parts of this green space, seem to mean nothing to TfL decision-makers. TfL engineers' attempt to cater for the wishes of drivers here ignores the body of evidence that it's simply not possible to accommodate all the people who currently choose to drive - and that this is not a desirable aim, for many pressing reasons of public policy (promoting walking and cycling as a way of improving our health and quality of life, reducing air pollution, making our streets safer ...).

Surely it would make more sense to ensure that our streets and public realm are made better for people, and when it comes to 'traffic', to prioritise the most space- and energy-efficient forms of traffic - meaning: pedestrians, cyclists, and users of public transport?

Susie Morrow

Front cover *If you missed the party – you missed the cakes ... see page 6*

Common Matters



You may not have noticed but the wet spring weather has meant that the trees on the common, and elsewhere, have this year put on an enormous amount of leaf. It means we have a common more visually attractive than ever. No doubt the birds like the leafy trees too, and the wet gives those horse-chestnuts with the leaves browned by leaf-miner grubs a better chance of survival, although no doubt the grubs are wallowing in a feast of green food.

The parks people have had a go at repairing the damage done by joggers alongside Bellevue Road. Joggers stick to the perimeter of the common, but when the desire-line path they wear away becomes hard on the feet or too wet, they make a path alongside the first, and then another, and another. Along the Bellevue Road edge six such parallel paths had developed. These have now been dug over and the area re-seeded. Naturally the joggers have started again but the plan is to manage this by re-seeding in future before it gets too bad.

Members of the public often complain that there is no footpath along the edge of the common in Bellevue Road, for walkers and joggers. This is because the pavement here was removed to allow for a wider pavement with parking bays on the opposite side. To provide a pavement now on the common side would mean taking land from the common and this is resisted. A suggestion is to have a, slightly meandering, natural-looking, gravel path that could not be hi-jacked by Highways into the roadway, but the cost cannot be considered in these cost-cutting times.

In April, Bruce Falconer the principal Parks Officer based on the common was one of the casualties of the council cuts in staff. Bruce seemed to have been around for ever. He had been Common Manager and then Contracts Manager, no matter, the common was his baby

and he always listened to complaints or suggestions. He was an expert plantsman and the beds around the bowling green are an example of his skill. He will indeed be sorely missed.

We do not yet know to what use the Nature Study Centre will be put now that London Wildcare have gone. The organisation that takes over will be expected to honour the initial concept of the centre as a place for environmental activities and awareness, and to allow periods of free public access. There are three candidates under consideration.

Another unknown is whether or not the Parks Police will be replaced by the Metropolitan Police on the common. The prospect comes because the GLA is off-loading police to save money and offering councils two for the price of one (for three years). Wandsworth has accepted the deal in principle but the contract details are still to be agreed and may not be acceptable to the Met. Pressure on the Met Police during recent days may also put the idea on hold, but who knows.

Network Rail needed to put up a 50 ft monopole aerial, for its train drivers, on the railway embankment, sited just before the bend in the line between the tennis courts and Emanuel School. The common's Management Advisory Committee (MAC) noted that it was to be placed in a gap between the trees and would thus be very prominent. Network Rail responded to concerns and donated six London Plane trees that have now been planted on the Bolingbroke Grove side of the railway.

Those who like to see the baby ducks on the common were concerned earlier

in the year when very few appeared to have survived. Indeed the ponds were lacking in ducks generally. The good news was that the surviving male swan had brought in a new mate in the form of a very young female. Peter White, the amazing monitor of all birds on our commons, says that we can't expect cygnets for a couple of seasons because she is too young.

This week I went to the common with my 10-year-old granddaughter to see if we could find some blackberries. We eventually came to the large pond, at that spot near the Cats Back Bridge called 'the beach'. Here there were several parents with very young children feeding a multitude of ducks and geese, including a pair of Egyptian Geese with two young. There were mallards, moorhens and coots, plus four mallard ducklings, and two ducklings that were completely yellow. The two swans also joined the gathering. All thankfully demonstrating that the ponds are not bereft of waterfowl after all.

The children were interesting. The little girls intent on feeding the ducks, the little boys more interested in stamping their feet to frighten them off, and chasing away the multitude of pigeons that had come to enjoy the feast of bread on offer. When the bread ran out, I showed them that the water birds liked to eat fresh green grass and soon the nearby grass was being frantically plucked by the little girls to carry on the feeding.

The common is indeed a magical place for children and us all.

Shirley Passmore.

Planning Matters

or planning matters! August 2011

The Planning Group continues with its regular monthly meetings. There appears to be little diminution in the volume of matters that we have to consider, which is surprising considering the current economic situation.

The enthusiasm of major developers to ensure a continuity of supply, particularly of residential sites, appears unabated. As most applications granted currently have a three-year "life", it is possible this is to ensure that a sufficient land bank of consented schemes can be implemented without delay when signs of an upturn appear. The major constraint on the housing market at the moment is the lack of available finance.

We continue to be objective when dealing with matters brought to our attention and work closely with the Council, applicants or objectors when called upon.

A new task we have set ourselves is to identify buildings or local landmarks that are considered of interest and are not currently on either the Statutory List or local list. Ideas from all members would be appreciated, a photo, brief description and location will help to consider whether suggestions should be pursued. Post Office letterboxes, horse troughs, special doorways or anything else that you think may be of interest to future generations will be considered – it is surprising how easily parts of history can be forgotten.

Again a plea, we need more members to attend group meetings and take a greater interest in the environment that we seek to improve.

Ram Brewery

An exhibition was held at the Brewery towards the end of July when revised layouts and elevations were available for public viewing. We had been fortunate to be invited to attend the scheme architects office for a preview some days before the public exhibition, during which the rationale behind the revised scheme was explained. We welcomed the reduction in site content, but were disappointed that a number of detailed matters did not appear to have been properly addressed. There is one significant feature that we do not believe is appropriate for the site – a major tower block on the Capital Studios corner. This appears as a wedge shaped building with glazed elevations set close to Armoury Way. There is little landscaping around the base of this building and no on-site car parking. We wonder if this type of structure is needed in the town centre! Nor do we believe that the building will enhance the Conservation Area or the buildings close by to the north of Armoury Way. We hope to be involved in further discussion with the developers and the architects.

Skydec

We have continued to monitor the progress of the enforcement action and a revised application, which has been refused. Discussion has taken place with the developers and their consultants and we await revised suggestions to deal

with the alterations required. Credit for the unrelenting pressure, which the Society has brought to attempt to rectify this matter must go to the Editor of the newsletter Peter Farrow.

Springfield Hospital

We have been advised recently that the NHS Hospital Trust has decided to appeal against the refusal of its last application. The public inquiry will begin on 8 November. We have been generally supportive of the Trust's aims to revitalise the overall site, albeit critical of some aspects, particularly the use of some of the Metropolitan Open Land for housing purposes. We will be submitting our views to the Council by the beginning of September as required and are likely to be speaking with Trust before the inquiry. We believe that the grounds for refusal were unrealistic in view of the site's location and reasonably close links to public transport services.

Battersea Reach

The latest detailed application has been approved, the residential content has been increased by the omission of commercial space. We are pleased to report that the Section 106 requirements for affordable housing has been increased as a result of this change of content. Building of the existing phase continues apace with the first affordable housing being completed at the end of this current phase.

Thames Tunnel

We have continued to monitor the progress of this massive infrastructure project. The second round of public consultation is due to begin in early September, although some doubts appear to be surfacing about the necessity of the whole project. Thames Water have completed the acquisition of the Keltbray, Dormay Street site which relieves Panorma Antennas of the possibility of compulsory acquisition. Panorama has been a major employer in the Borough for many years.

New planning policies

Localism, Community Involvement

We are monitoring the new proposals which the Government have put forward. Much of the change appears to us to be unnecessary, although greater involvement from local bodies is to be welcomed. The application of the proposed changes will probably place a greater burden on the consenting bodies than exists, rather than reducing the burden as proposed. Much of the available documentation does not apply to inner city areas such as Wandsworth but we will have to wait for the results of the initial consultations.

Bolingbroke Hospital (as was)

The Council have acquired the site for a new community school but much of the detail is not available. A representative of the planning group has been invited to attend an inspection in early September.

The Planning Group have lots of enthusiasm but would appreciate any help that members can give in attending meetings, carrying out investigations or in any other way. Please get in touch with any of the group members John Dawson, Shirley Passmore, Tony Taylor, Peter Farrow or myself.

Philip Whyte

40 years on ... the Society lets it hair down

Regrettably pictures of the young and glamorous did not arrive in time for publication ...



Wandle in top ten

The River Wandle, which runs through Wandsworth, has been declared one of the 10 most improved rivers in England and Wales. A new Environment Agency report has put the Wandle on a list, which also includes the River Thames.

The report says of the Wandle: "Historically the river has suffered extreme pollution and was officially declared a sewer in the 1960s." But over the last 20 years it has become a vibrant rich habitat due to better environmental regulation, a fish-stocking programme and huge local enthusiasm for the river which has resulted in a vast improvement of water quality.

"The Wandle is now well known as one of the best urban coarse fisheries in the country and supports a huge variety of wildlife supporting a wide variety of species including chub, barbel and eel. It has also become a very popular location for walkers.

The improvement has been aided by the work of many volunteers, including the Wandle Trust, which holds community clean-ups of the river on the second Sunday of every month, rotating between the boroughs of Merton, Sutton and Wandsworth.

Ian Barker, Head of Land and Water at the Environment Agency, said: "Work that we have done with farmers, businesses and water companies to reduce the amount of water taken from rivers, minimise pollution and improve water quality is really paying off – as these rivers show. Britain's rivers are the healthiest for over 20 years and otters, salmon and other wildlife are returning for the first time since the industrial revolution.

"But there is still more to be done, and we have plans to transform a further 9,500 miles of rivers in England and Wales by 2015 – the equivalent of the distance between the UK and Australia."

from the Wandsworth Guardian 31 August 2011

Public Meeting organized by the

Wandsworth Environment Forum

SAVING ENERGY IN OUR HOMES; SAVING MONEY ON OUR ENERGY BILLS

The Government's Green Deal explained

Thursday 3 November 2011

at 7pm

Wandsworth Council Chamber

Wandsworth High Street SW18 2PU

Justine Greening, MP for Putney
and an independent speaker, to be confirmed

Home energy bills are set to soar in the autumn. We are all facing higher quarterly gas and electricity bills. Currently, we waste some £3 billion a year on unnecessary energy use. The Government wants to encourage all householders – home owners and tenants – to improve the thermal efficiency of their homes. Next year, 2012, the Government will launch its Green Deal. The aims are ambitious. Businesses will be able to become Green Deal Providers. They will arrange for Accredited Advisors to visit your home by invitation, recommend what energy saving measures could be installed, cost them, and, if you agree, arrange their installation free of any upfront charge. A Golden Rule must be followed whereby no householder has to put the necessary capital up. Instead the only energy saving measures installed

will cost (in interest and repayment terms) less than the estimated savings on our quarterly energy bills. The prize is a transformation of the country's housing stock in ways that will make it more energy efficient; save all of us money in the long term; and make a big contribution to cutting the UK's greenhouse gas emissions that are helping cause climate change.

- How will all this work in practice?
- What will we householders need to do in order to take advantage of the Green Deal?
- When will it start?
- Are there any pitfalls?

Justine Greening MP, Secretary to the Treasury and MP for Putney, will explain the Green Deal.

A second speaker (to be confirmed) will provide an independent assessment of the Government's plans. A Question and Answer Discussion will follow. We are inviting Councillor Jonathan Cook, Deputy Leader of Wandsworth Council and the Cabinet Member responsible for Environment, Culture & Community Safety, to join the Panel in order to tell us how the Council will be able to play its part in this process.

Wandsworth Living Streets

invites you to their next meeting

Monday 26 September 2011

at 7.30pm in the upstairs function room at

The Alma Pub

499 Old York Road, SW18 1TF - opposite Wandsworth Town Station, and on Nos. 28 and 44 bus routes
streetmap at: <http://tinyurl.com/ygwtk4z>

**How people in Islington
won their campaign to
achieve a 20mph limit**

Caroline Russell

Chair of Islington Living Streets

Caroline led the successful campaign to persuade Islington Council to put a 20mph speed limit on all residential and local shopping streets. Islington is the first London borough to do this.

How did they win the argument with Councillors?

What objections did they have to overcome?

Did the Police agree to enforce 20mph?

How is the 20mph general speed limit working out in practice?

These are some of the questions Caroline will be talking about. It promises to be a fascinating evening, with lots for us to talk about and learn from

THIS MEETING IS OPEN TO EVERYONE. SPREAD THE WORD. BRING A FRIEND.

We will end with a short Wandsworth Living Streets business session, including a report of your Committee's meeting with Cllr Russell King, Cabinet Member for Transportation.

SEE YOU THERE. Please let either

Susie Morrow sem@semorrow.com 0 78 03 723 425

Robert Molteno

robert.molteno@googlemail.com 0 79 73 164 203

know whether or not you can come.

Thursday 29 September 2011

7:45 for 8:00 at the West Side Church, at the corner of Melody Road and Allfarthing Lane

Localism, Planning, and Wandsworth

how do society, and the Society, play their parts ?

'The Localism Bill was published in December 2010. It sets out a series of proposals with the potential to achieve a substantial and lasting shift in power away from central government and towards local people.'

We are pleased to have an impressive panel of speakers who will provide information, guidance and opinion from an academic, commercial, local government and government perspective, after which will be an opportunity for the audience to have their say. The meeting will provide the opportunity for the Society to explore how it should participate in localism

The meeting will open with a presentation by Michael Fry on the background to localism and an outline of the provisions of the Localism Bill relating to planning.

The meeting will then consider how the Society should respond to the localism agenda.

Michael Fry

Michael is a solicitor and teaches environmental law and policy. He has edited practitioners' manuals on nature conservation law and is a trustee of the London Wildlife Trust

Ian McDonald

is a Planning Consultant with Strategic Planning Advice Ltd based in Putney

Martin Howell

is a planner with Wandsworth Technical Services in the Forward Planning and Transportation team

Jane Ellison MP

is the Member of Parliament for Battersea

Tuesday 20 September 2011

A visit to

West Norwood Cemetery

Come and explore the splendid Victorian tombs and spectacular mausoleums of this beautifully kept cemetery, in the company of local guide George Young. Among the many worthies and magnates buried there are Mrs Isabella Beeton, Sir Henry Tate, Sir Henry Doulton and Sir Henry Bessemer, Hiram Maxim and Charles Spurgeon.

We meet at 10.45 for 11 o'clock, inside the stone archway at the main entrance to the cemetery, on Norwood High Street near the corner of Robson Road. The visit is free, and will last about 2 hours.

To get there: by train from Clapham Junction at 10.14 arriving 10.27, or 10.27 arriving 10.40. Turn left down the hill outside the station and cross the road to the cemetery.

For those wishing to come by car there is ample parking inside, through the entrance gate.

To book a place on this visit please contact Wendy Cater on 020-8870 4875 or 07814-936487, or by email to wendycater@metronet.co.uk



Thursday 27 October 2011

7:45 for 8:00 at the West Side Church, at the corner of Melody Road and Allfarthing Lane

Veronica Cecil

will introduce her newly published personal account of the perilous adventures of a young wife and mother in the emerging Republic of Congo in the 1960s.

Drums on the Night Air

By turns thrilling, amusing and appalling, Veronica's adventures provide insights into the post-colonial situation that resonate today.

Veronica's late husband David was Treasurer of Wandsworth Society in the 1970s

Wednesday 2 November 2011

10.30 am

Rubbish? What rubbish?

You may have seen in a recent Brightside that we can now recycle a wider range of plastics along with all the rest of the stuff we have been putting in our orange sacks. We have a tour arranged at the brand new Materials Recycling Facility at Smugglers Way. Meet at 10.20am at the Main Entrance. Numbers are strictly limited to 15 so reserve a place by calling Jenny Massey on 020 8874 6579 or email at jennyafmassey@aol.com (We will fix another trip if needed) .