

# SE1

## New rail links cut a swathe through SE1

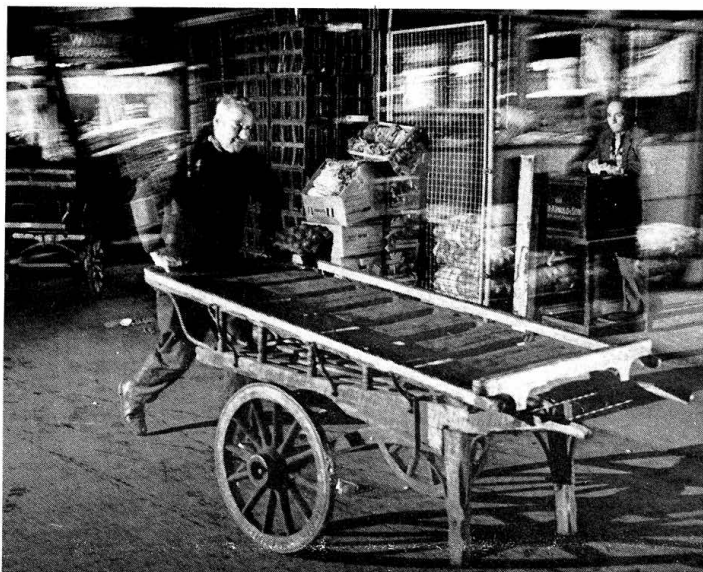
British Rail has recently informed Southwark Council of a proposal to upgrade its Thameslink service which runs through London Bridge. This would involve building an additional two tracks alongside the existing viaduct from London Bridge to the Metropolitan railway junction at Great Suffolk Street, where the new lines would link up with existing spare capacity.

In the map which accompanies the proposal, a considerable amount of property along this route would appear to be in danger of demolition, including the Globe Public House on Bedale Street. British Rail is known to have requested a meeting with the Trustees of the Borough Market whose property would also be affected. Properties in Borough High Street, Bedale Street, the back of the Hop Exchange, Flat Iron Square, would also be in the way of the new line. British Rail itself owns a number of properties along the proposed route.

There has been talk for many years about widening the railway junction which runs across the Borough Market, but these ideas have now been given impetus by the recently published 'Central London Rail Study'.

This study, carried out by the Department of Transport, British Rail and London Regional Transport, reported on possible rail solutions to the severe overcrowding on London Underground and British Rail services into and out of central London during the morning and afternoon peak periods.

This is viewed in official circles as the key public transport problem facing the capital and is of great concern to major financial and commercial businesses who have been pressing the government to tackle the problem. These business interests have their own transport lobby, known as the 'City Commuter Services



Borough Market...making way for British Rail?

North Southwark is on the eve of a new era of railway construction unseen since the last century. Within the past several weeks, British Rail has made known proposals to build two extra railway tracks alongside the existing viaduct from London Bridge across the Borough Market and on to Great Suffolk Street. This would mean the demolition of many buildings along the route. Shortly after, in a meeting with representatives of pressure group 'Peckham Against the Rail Link', BR disclosed that it intends to compulsorily purchase the Bankside Power Station for use as the major boring site for the underground channel tunnel high speed rail link between Peckham and Kings Cross. In a further development, public confirmation is expected soon that London Underground will build an eastern extension of the Jubilee Line to Docklands along the SE1 riverfront to Stratford. A further major project in SE1 is British Rail's redevelopment of Waterloo Station to serve the channel tunnel trains due in 1993. Plans are well advanced even though a host of problems remain unresolved and in the face of still great opposition from residents. In this issue of SE1, in articles on this page and on pages 2 and 3, we detail the new age of the railway in SE1 and its implications for the local community.

Group', which is chaired by the Vice Chairman of Barclays Bank.

With 150,000 new jobs expected to be created in central London over the next 20 years and demand for rail services expected to grow by 20% in the same period, urgent solutions to London's

growing transport chaos are being sought by transport authorities. After starving British Rail and London Underground of funds in the past 10 years, the Government has come to the belated conclusion, under public pressure, that public rail transport is crucial to the economic future of London.

As a result of the Central London Rail Study, transport specialists are investigating the possibility of building two new rail lines, a new London Underground link from Chelsea to Hackney and a British Rail East-West underground Crossrail. At the same time, a major upgrading programme has been recommended by the study. This would be designed to increase the effectiveness and capacity of the existing rail network aimed also at relieving congestion in central London, especially at key junctions.

One of the key junctions on the British Rail network is London Bridge. It is the fifth busiest mainline terminal in London used by 125,000 passengers a day. In the morning peak hours, 250 trains either terminate at or pass through London Bridge. The majority of these trains, originating mainly in Kent but also in Sussex, pass through London Bridge to Charing Cross and Canon Street.

Both of these lines out of London Bridge are overcrowded in the morning peak hours, and British Rail has set itself the task of eliminating this overcrowding by the year 2001. At the same time, the 'Central London Rail Study' recommended upgrading the Thameslink service to a Thameslink 'Express Metro'.

British Rail's Thameslink service was begun in May 1988 in response to rail passengers' demands for a cross London through link. Thameslink runs from Bedford and Luton in the north to Gatwick Airport and Brighton on one branch and Orpington and Sevenoaks on another branch, in the south. Since the introduction of the service, there has been a massive increase in passengers carried.

From Farringdon to Blackfriars, trains run underground through the Snow

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## Thameslink to cut swathe through the Borough

continued from page one

Hill tunnel, a previously abandoned Victorian railway tunnel, and then over Blackfriars railway bridge. Presently, four trains an hour run to their southern destinations through Elephant & Castle and two trains an hour through London Bridge during the peak periods. British Rail's long term aim is to upgrade Thameslink to the frequency of London Underground services, with up to 20 trains an hour in both directions. The service would become a Cross London 'Express Metro', similar to the suburban train services which serve central Paris and which are many years in advance of British Rail.

In upgrading the service, British Rail proposes to extend Blackfriars Station and provide pedestrian access from the south bank as an alternative to a new station in Union Street.

To run more Thameslink trains south from Blackfriars, British Rail considered two alternatives, either via London Bridge or via Elephant & Castle, the two existing branches of Thameslink. British Rail claims that capacity restrictions, technical difficulties and environmental restraints rule out the Elephant & Castle option. They favour London Bridge because "widening the viaduct through the Borough Market is thought feasible with only modest environmental impact."

In view of the fact that upgrading Thameslink to an 'Express Metro' service is seen as providing major benefits for relatively little cost, building two new tracks through the market is highly likely. In fact, proposed new low level stations at Kings Cross and Holborn Viaduct leave London Bridge as the missing piece in the Thameslink jigsaw.

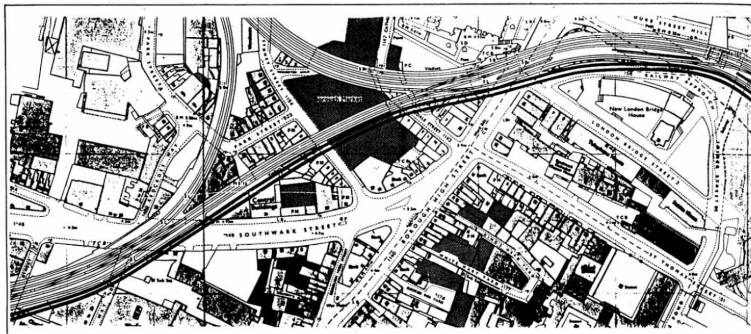
The London Bridge option, however, has been criticised by North Southwark Community Development Group as reinforcing a two-class public transport system in London. By running more services through London

Bridge, British rail will be able to more quickly serve such profitable destinations as Gatwick Airport and Brighton. Avoiding the Elephant and Castle will mean that inner and outer south London destinations like Herne Hill, Nunhead, Peckham Rye, West Norwood, Catford, will not benefit from this investment. Services to these destinations would continue to run at their present levels.

High-paying long distance commuters will be the ones to benefit while off-peak travellers and non-commuters in the inner city areas who depend on

have to put up with inadequate services. It is obvious also that track widening at London Bridge would not only allow more Thameslink trains during the peak period, but would also contribute to relieving the congestion at this junction during the morning peak, bringing commuters to London from long distance points of departure.

Widening the Borough Market junction would require parliamentary powers and British Rail has indicated it wants to present a Bill to Parliament in November.



Proposed route of Thameslink widening

## Docklands Tube Link may go through SE1

A Department of Transport commissioned study on a new rail link to Docklands, intended to solve the chronic transport problems of that area especially its access from central London, is likely to recommend an extension of the London Underground Jubilee Line from Charing Cross to Stratford.

The findings of the study, known as the East London Rail Study, have not yet been made public but it appears that the Olympia & York option, which was reported in the May issue of *SEL*, has been discarded.

From Charing Cross trains would most likely run to Waterloo, Southwark Bridge, Surrey Quays and across to the £4 billion Canary Wharf development on the Isle of Dogs and on to Stratford. There have been suggestions that further stations might be built in Union Street and Bermondsey, although it is intended that the service be a rapid one serving major commu-

cial developments in Docklands with few stations along the route.

When Olympia & York proposed a partnership with London Regional Transport to build a 'second rail link to Docklands' as it was dubbed, the cost was estimated at around £500 million of which Olympia & York intended to provide one third. This property company made no secret of the fact that the line was primarily intended to serve their own massive office development at Canary Wharf, expected to bring in 50,000 workers by the mid 1990's.

There were, however, many doubts expressed about this scheme, primarily that it was likely to become a commuter shuttle between Waterloo, London Bridge and Canary Wharf, running weekdays only and thus of little use to residents along the route. Nor was the line adequately linked into the remainder of the underground network. For these reasons, London Under-

ground itself was said to have had reservations about the Olympia & York line.

The extension of the Jubilee Line still perfectly serves the property company's objectives but from the point of view of London Regional Transport would be wholly integrated into the public transport network with the further advantage of a direct link to central London. The cost is estimated at £600 million. Olympia & York has indicated that it is still prepared to make a financial contribution to the construction of the line.

It seems that a new underground station on Union Street, at the Gambia Street junction, is unlikely, especially as British Rail has apparently dropped the idea of building its own station on Union Street as part of its Thameslink service. Interchange between the Thameslink service and the new Jubilee Line extension to Docklands would be provided at

London Bridge. Southwark Council favours a station on the new underground link in Bermondsey, around Southwark Park Road. This would improve public transport links in Bermondsey which is not presently well served and perhaps open up access of residents to jobs in Docklands and central London. Many local residents are equally clear though that they don't want the line to swallow up any public open spaces. The Council would also like to see an extension of the line to Peckham and beyond.

Another suggestion from local residents is that the new underground extension have an interchange with Surrey Docks on the East London Line, presently a rail line with few connections to anywhere.

Parliamentary approval will be needed to build the new line and a Bill will be ready for submission to Parliament this November, with construction to start next year. Sites of ventilation shafts are as yet unknown.

## Residents restart campaign against Waterloo terminal

Following a well-attended meeting of local residents last month, Waterloo Community Development Group has called on British Rail to completely rethink its plans to locate the Channel Tunnel terminals at Waterloo and Kings Cross Stations. It wants British Rail instead to consider building a single passenger and freight channel tunnel terminal at Stratford where the tunnel's benefits would flow through to the rest of the country.

WCDG argues that British Rail's decision to use Waterloo and Kings Cross as the channel tunnel terminals was not made with regard to planning a vital part of the national railway system. Rather, short-term commercial and railway operational reasons were behind the decision. It will be a decision which will be regretted, WCDG believes, almost as soon as the channel tunnel comes into operation in 1993.

Looking for quick solutions, British Rail chose Waterloo as a terminal location in 1986 because it was considered the only station in London with sufficient spare track capacity to begin receiving trains from the continent when the channel tunnel is completed in 1993.

Making a virtue out of necessity, BR then decided last year that Waterloo would serve as one of two eventual permanent Channel Tunnel terminals upon completion of a new high speed rail link in 1998 which will carry the channel tunnel trains from Kent to London.



Members of the House of Commons Select Committee, who last year heard the petitions of local residents against British Rail's Channel Tunnel Bill, see for themselves where the Station Approach viaduct will be widened to double its present width. This will bring it very close to Canterbury House, from where this picture was taken. Residents will have 1/4 mile long trains running past their windows every 7 minutes if the Channel Tunnel terminal comes into operation at Waterloo Station.

British Rail, obliged by the Government to fund new channel tunnel track and terminals out of its own funds, struck up deals with property companies at Waterloo and Kings Cross which will enable them to build new terminals at no cost to themselves. WCDG argues that these commercially based decisions will not serve the best interests of the whole of the country.

In addition, WCDG believes that Waterloo is the wrong

place because it will not have sufficient capacity. BR is planning Waterloo's new terminal on the basis of 10.4 million passengers a year to and from the continent in 1993, rising to 13.5 million in 2003. These figures were calculated in 1986. A BR commissioned study since, however, has calculated that these figures are a grave underestimate and predicts that the Waterloo terminal will be at capacity on Day 1 of operation, with 20 million passengers a year by 2003.

Clearly, Waterloo Station will not cope. Nor will the surrounding area and community cope with the huge influx of pedestrian, coach, taxi and private vehicle traffic generated as a result.

Meanwhile, a study commissioned by the London Borough of Newham and published in May by transport consultants Buchanan and Partners shows that not only would Stratford be a viable alternative but would also work out £1 billion cheaper.

## British Rail eyes Bankside Power Station

North Southwark is on the route of the new high speed Channel Tunnel rail link which will run from Dover to terminals at Kings Cross and Waterloo. At Warwick Gardens in Peckham, British Rail says that one line will run overground to a new terminal building at Waterloo while the other line will run underground to Kings Cross.

British Rail is still to announce the final alignment of the underground line as well as which sites will be used for boring work. At present, the choice is between Warwick Gardens and Bankside or Bankside alone.

The present indications are that British Rail intends to opt for Bankside alone. At a meeting in June with pressure

group 'Peckham Against the Rail Link', British Rail representatives indicated that they were going to compulsorily purchase all or part of the Bankside Power Station and use the site as the main works site for boring the tunnel.

British Rail is believed to favour Bankside as the main boring location because spoil would be taken out by river barges rather than by road, minimising inconvenience to residents. It is estimated that the tunnelling works will generate over a million tons of spoil a year. Bankside would therefore become a major construction site with four massive tunnel boring machines operating from the site, two in either direction. A workforce of

hundreds will operate 24 hours a day, which will obviously have a major impact on the locality.

In addition to serving as the main boring site, Bankside would also serve as a ventilation shaft and emergency exit from the tunnel. Safety inspectors require ventilation shafts at one kilometre intervals along the length of the underground line from Warwick Gardens to Kings Cross. From Warwick Gardens, the line will follow the Walworth Road, run across Borough to Bankside and cross the river between Waterloo Bridge and Blackfriars Bridge.

British Rail has already informed transport planners at Southwark Council of the

location of the ventilation shafts and emergency exits in Southwark. In the north of the borough, apart from Bankside, these will be located at Disney Place and the junction of Falmouth Road and Harper Road, where a proposed mosque for the borough's muslim community, given strong support by Council Leader Anne Matthews, might be affected. On these latter two sites, spoil will be taken out by road, probably to the river barges.

A Bill will be submitted to Parliament in November giving British Rail the powers it needs to build the high speed rail link, expected to be in service by 1998. Construction work in Southwark would begin in early 1991 and last for up to four years.



## Bangladeshi community needs better services

Lutfur Rahman Ali recently joined Blackfriars Settlement as their new Neighbourhood Worker. His initial specialist task is to work with the Bangladeshi community. SE1 newspaper asked Lutfur for his impressions after two months in his post. Below, he responds.

Blackfriars Settlement is a voluntary organisation made up of numerous projects. Historically, it started out as a University Womens Settlement and today its projects are attempting to come to terms with the needs of local people at the end of the twentieth century.

Presently, the Settlement is striving towards becoming 'user friendly' - it is attempting to implement radical changes and is also planning for demographic changes in the community.

The facts of racial disadvantage ought to be well

known, but too often people choose to ignore or condone them, especially the way larger organisations perpetuate racism in their structures and practices.

In all fairness to the Settlement it is seeking to be representative of the multi-ethnic community. But it would be wrong to give the impression that everything is 'a-okay'.

I have written this article to give voice to the Bangladeshi community, to inform readers of SE1 of an extremely large Bangladeshi community in Southwark, and to say that in my opinion Southwark Council, and its departments which provide services, have lacked initiative in researching and determining the needs of the indigenous population, let alone the ethnic groups. To my mind, there is still a need for a Race Strategy in the borough, focusing on the needs and difficulties of the

Bangladeshi community in particular.

But there are Race Units, Community Development Teams, Council for Racial Equality you might say, surely they do something? It would appear that they are tokenistic gestures or are stymied by financial restraints or the bureaucratic mechanics of internal policy making, mainly the latter.

There are approximately 1,500 Bangladeshis on the Rockingham and Tabard Estates, falling into the catchment areas of Southwark Social Services Areas 1 and 2. These Bangladeshis are extraordinarily disadvantaged in all aspects of their daily lives.

Problems range from overcrowding, insect infested, damp housing, gross racist attacks and discrimination. Apparently, only now are Social Services thinking of appointing a Bangladeshi Social Worker, due to

pressure and changes in Area Management. I profoundly welcome this promise.

Why has it taken so long to getting around to doing this in what appears a very clear need in Social Work and Race Relations? Social Services in Southwark is just one of the borough's many service providers which refuses to recognise an extremely large proportion of its population; the Council has failed to acknowledge the needs of its people. In this respect, Southwark lags far behind Tower Hamlets for example.

I hope that one or two of my friends in the Council read this, and can only hope also that there will be more initiatives within Southwark. Service providers should be considerate of and sympathetic to the needs and problems of the Bangladeshi and other disadvantaged ethnic groups in the borough.

Lutfur R Ali

## Looking at Bermondsey through residents' eyes

The results of a great deal of work by members of the 'Bermondsey Memories' group comes to fruition at the beginning of July with the opening of an exhibition of their most recent work entitled 'Bermondsey Memories Panorama'.

'Bermondsey Memories' have been meeting for 2 years at the Beornund Centre in Abbey Street. With the aid of two professional artworkers they have put together the 'Panorama' from family album photographs and archive

material. The 'Panorama' is a 21ft x 7ft photo collage which tells the story of Bermondsey through the eyes of local pensioners.

The exhibition opens on Monday 3rd July at Butlers Wharf, Shad Thames, SE1, and lasts for 2 weeks. Access to the Butlers Wharf building is via the riverfront. The exhibition, which also includes historical photos of Butlers Wharf and paintings of the locality by local artists, is open daily from 11am to 6pm.



Jamaica Road...clean and traffic free

## A very modern Morley

The Morley College prospectus for classes beginning in September 1989 has recently been published in a welcome new format sporting Morley's distinctive new colours (navy blue and gold) and a logo of a rather emaciated looking bear.

Further innovations are the inclusion of a card for enrolment by post and payment by cheque or credit card (no mention of postal orders though) to avoid queuing. Notable omissions this year, however, include the very handy map of Morley's various branches and the equal opportunities statement, lost most probably in the excitement generated by the new livery.

In addition to the assisted, or subsidised, courses offered in this year's new prospectus, Morley College will be offering non-assisted courses to be advertised separately. According to the new Principal these "will be priced at the rate which the market will stand." Generously, "there is nothing to stop any student from attending a non-assisted course", but as these are commercial courses "no reductions can be made."

Pick up a prospectus at Morley College, 61 Westminster Bridge Road, or ring for an enrolment card on 928 8501. Enrolments for 1989/90 begin mid-July by post and telephone.

## Offices on bus depot approved

Against the opposition of local community and Lar Council's Planning Department, London Regional Transport has won an appeal to the Secretary of State for the Environment which will allow them to build offices and service buildings on the Cornwall Road bus depot site.

The Secretary of State overturned a decision made by a Planning Inspector who decided at an inquiry that the offices should not be allowed. Local residents objected vigorously to the office proposals, arguing that the site has a long-standing use as a bus depot. The Council's policy is to oppose office developments in Waterloo

because of their adverse effects on the residents.

On this point, the Inspector agreed, saying: "Taken overall, I consider residents are likely to suffer significantly greater noise disturbance. The proposal would cause demonstrable harm to the quality of the residential environment."

In overturning the Inspector's decision, the Secretary of State suggested LRT make a financial contribution to a new traffic signalling scheme at the Junction of Waterloo Road and The Cut and also added, to local residents' annoyance, that the benefits of the scheme outweighed "local disadvantages."

## Building redesign aims to preserve Rose Theatre

Property developers Imry Merchant have submitted new plans for the Rose Theatre site to Southwark Council after a month long campaign by supporters who want the theatre remains saved.

On June 4th many famous actors including Vanessa Redgrave and Timothy Dalton gathered to voice their support and some gave readings from Shakespeare to the large crowd which had gathered to hear the latest news of the campaign. The Royal Shakespeare Company from Stratford then performed Christopher Marlowe's Dr Faustus, a play originally performed at the Rose in the 1590's.

The new plans propose much of the original building to be constructed on twenty-two foot stilts above the Rose Theatre with an additional

floor, and a repositioning of the underground car park, originally located where the Rose stands. This area would become a museum, but no details are available as to how this would operate, whether it would be open to the public, and what the likely charge could be.

In the light of tremendous publicity, Imry have been seen to make concessions. However, campaigners insist that before any building takes place on the site it should be completely excavated, as part of the Rose is still covered to the south side. Only two archaeologists were allowed on site since the reprieve but Imry have not given permission for any further excavation works.

There is also concern that the redesigned building may

still damage what remains of the theatre during subsequent building. But many people still believe that the Rose should not have an office block built on top of what is clearly an archaeological find of major importance, and that the Government should schedule the site as an ancient monument.


However, the Department of the Environment has remained silent on the matter and no government Minister has visited the site. Environment Secretary Nicholas Ridley issued a brief statement saying the site would not be scheduled.

English Heritage, the Government's organisation in charge of the nation's ancient monuments and buildings have recently sacked the Museum of London's archaeologists who first

discovered the Rose, saying that they had not finished the work on time in accordance with their contract.

The new archaeologists, working under instructions from English Heritage, have covered the remains with a protective membrane and 'infilled with sand to protect the theatre from deterioration. Campaigners fear the site will be shielded from public view to deter the many hundreds of people who come to visit the site each day.


Southwark Council's Planning Department, which has been renegotiating the design of the building with the developers to preserve the Rose, will give a decision on the new proposals at their next area sub-committee meeting on 3rd July.



### GARDENING

WITH

### JACKIE POWER



June continued the pattern of May weather, with some of the warmest temperatures on record.

July and August are months when the garden comes into its own and the hard work of previous months can be enjoyed. To ensure that your plants continue to bloom throughout the summer months you must regularly remove faded and dead blooms. This is done to prevent seed formation which weakens the plant and discourages further flowering.

Regular feeding, and thorough watering in dry conditions, will keep your plants healthy and help them to resist plant and disease attacks. Always treat any infestation promptly. All these measures especially apply to plants grown in window boxes, tubs,

troughs, and hanging baskets. The soil dries out much quicker, particularly in terracotta containers and they may need watering twice a day in hot weather.

For lawn care, August is the last month of the year for weed-killing, and for feeding with a nitrogen-rich fertiliser. Any bare patches in the lawn may be sown with seeds in late August.

SE1 readers may have noticed in last month's gardening column a line which read 'spring bedding plants should now be cleared'. This was a typographical error and not a horticultural term. The sentence should have read 'spring bedding plants should now be cleared'. Our apologies and I hope no one set about their plants with a machete or cleaver!

## Growing up in Lambeth

VIARGO PRESS is inviting SE1 residents to meet author Mary Chamberlain and celebrate the publication of her new book 'Growing up in Lambeth'.

Mary Chamberlain will be discussing her book and looking at the lives of women in South London from 1913 to the present day.

The book launch and discussion will take place on Tuesday 4th July from 6-8pm, at St Jude's Community Centre, The Crypt, St Jude's Church, St George's Road, SE1. Food and wine will be provided.

For further information ring Virago on 383 5150.

## Wading in on Park Street

Park Street residents are now at their wits end following a further deterioration in the condition of the roads and pavements in this part of the borough.

The continued spillage of mud and rubble from building sites and from the trucks which haul away the waste is causing problems because the muck is never cleared away. After torrential rains earlier in June, this has resulted in flooding because of the blocked drains and gullies.

Cathedral Area Residents Association says it will soon need dingys to get around Park Street and Redcross Way after the next rainfall because the area is beginning to resemble a river bed rather than a city street.

One glimmer of hope was a meeting of contractors involved in redevelopment works in Park Street last April, organised by Cathedral Area Residents Association and North Southwark Community Development Group. At a late stage a representative of Southwark Council's Public

Works Department agreed to attend. All the contractors agreed that the situation was out of control and were willing to implement improvements suggested by the residents. They also expressed a willingness to pay for the cleaning of Park Street.

The initiative was left with Public Works to organise gully and drain clearance and some cleaning so that yellow lines could be reinstated and the roads kept clear of the enormous amount of illegal commuter parking. This would enable a regular cleaning schedule to be run at no cost to the borough council.

As ever, where the Public Works Department is concerned, nothing has been heard from them since, despite letters asking for an update on their progress. It is inconceivable that this Department is incapable of implementing some simple steps which would result in an easing of the dreadful situation in Park Street which residents have been trying to cope with for the past 5 years.



## The Irish in North Southwark and North Lambeth

An exhibition called 'Now we're talking, The Irish in North Southwark and North Lambeth' opened at the Morley Gallery on 22nd June and runs until 13th July.



Mary Bond

by Joanne O'Brien

In the summer of 1987 an Irish Local History Project was set up at Morley College as part of community education. It is the kind of project that demonstrates Morley's links to the local community.

The aim of the project was to collect together for the first time historical information and documents about the presence of the Irish in this area, and to interview local Irish people who came here in the 1930's, 40's and 50's. The current exhibition arises out of the work of the project.

The exhibition consists of photographs, audio tapes, interviews and local history. Joanne O'Brien, a London based Irish photographer was commissioned by the project to take portraits of the people interviewed for the exhibition.

As well as the photos and text on view, a full programme of events will take place during the exhibition. These will take place at the Morley Gallery also and will include sessions covering the Irish language, music, poetry, story-telling, drama, local history and video screenings.

For further details about the exhibition and the programme of events, ring Cass Breen on 028 8501 ext 154 or Kevin Graal on 708 4752. The Morley Gallery is at 61 Westminster Bridge Road, SE1. The exhibition runs to 13th July and is open weekdays from 10am to 6pm. Admission is free.

## Local GPs attack Health Service "Reforms"

To coincide with the Vauxhall by-election in June, five local GPs who practice in Waterloo, Kennington and The Oval, held a press conference, with the presence of the Labour Party and Liberal candidates, to highlight their reservations about the Government's proposed changes to the National Health Service. The Conservative Party candidate at the by-election refused to attend the press conference.

Dr Patrick Harborow, who practices at Munro House, Frazier Street in Waterloo, presented the results of a survey they had carried out of all 77 GPs with patients in the Vauxhall constituency: 91% of the 43 GPs who replied to the survey thought the Government's proposals, contained in a parliamentary white paper called 'Working for Patients', would worsen patient care overall. 87% of doctors thought that the proposals would worsen the doctor-patient relationship, and 88% thought the proposals would mean less patient choice.

In speaking about these results, Dr Harborow said that at present GPs had great flexibility in referring patients to specialists at various hospitals and in seeking second opinions. In his opinion, if the Government's proposals came into effect this flexibility will no longer exist.

Dr Jane Logan, a GP who works in a health centre in The Oval, spoke about the health problems in the Vauxhall area which was one of the most deprived constituencies in London, where chronic illnesses, mental ill-

ness and child care absorb great health care resources. 137 beds still remained closed at St Thomas's Hospital she pointed out and posts had been frozen.

Asked how the Government's proposals would affect the community services, Dr Logan gave the example of the present campaign to raise immunisation rates in Lambeth. Under the new proposals, GP practices would immunise 90% of children on their lists are paid three times as much per child as practices which immunise only 70%. Dr Logan thought that this differentiation might discourage some practices from participating in the immunisation campaign.

Another adverse effect of the proposals if they come into force is that GPs will be required to look after more patients. Presently, the preferred ratio among GPs is 1,700 patients to one GP. If the Government has its way, doctors would be required to look after 2,000 patients. GPs would be able to spend far less time with their patients.

Dr Harborow noted that in the past year, many more of his patients had become increasingly concerned about the future of the health service. He said that at the Vauxhall by-election this would result in the Conservatives being "hammered" by the electorate. Dr Harborow turned out to be correct. The final result showed that the Conservatives share of the vote dropped from 27% at the 1987 General Election to 18% at the June 15th's by-election.

## CHC condemns St Thomas's opt out

At its June meeting, West Lambeth Community Health Council (CHC) condemned the District General Manager of West Lambeth Health Authority for putting forward St Thomas's Hospital to the government as a candidate for self-governing status under the new health service reforms.

The CHC, which is responsible for representing the users of the health service, said in a statement: "The 'expression of interest' in self governing status, which purports to come from St Thomas's Hospital, has in fact been prepared by just two health service employees, the District General Manager and the Unit General Manager of St Thomas's. Their claim that there is a 'broad base of

support' within the hospital is entirely untested, and the omission to mention the near-unanimous opposition of the members of the West Lambeth Health Authority they were appointed to serve."

The CHC accuses the pair of ignoring the fact that St Thomas's Hospital has one of the longest patient waiting lists in the country and that local people are not getting the services to which they are entitled.

The CHC also expressed concern at the suggestion that a self-governing St Thomas's Hospital would expand its private patient services at the expense of the local population of Lambeth.

## Residents welcome new Bermondsey and Rotherhithe Housing Association

The establishment last month of the Bermondsey & Rotherhithe Housing Association, after a well attended meeting of Bermondsey residents, has been widely welcomed and brings to fruition an initiative which has often been spoken of in recent years.

Housing Associations receive grants from the government-owned Housing Corporation to provide fair rent housing for people in housing need, including those with special requirements such as the disabled.

During the 1980's, Southwark Council's housebuilding programme has been severely cut back due to government restrictions and loss of land to the London Docklands Development Corporation. At the same time, the private house building boom in Surrey Docks has largely bypassed local residents by due to high cost of these homes.

As a result, the Council's housing waiting list has lengthened and homelessness in the borough has doubled. According to the founders, there is therefore a need for a new Housing Association "not only because of the rapidly increasing unmet housing needs in the area but because of the lack of a genuinely local association responding to the special needs of the area."

A leader of Southwark Council, Anne Matthews, has expressed her support for the new Housing Association as has Riverside Ward councillor Coral Powell who has signed up as a supporter. From the meeting, many other people joined as founder members and a management committee of local people was formed. Registration with the Housing Corporation will be sought so that the Housing Association can gain access to pay for new housing schemes.

According to one of the members of the management committee, Alan Greenwood, the long term aim of the Housing Association is to build up "a significant holding of decent quality housing affordable to local people, to meet a range of needs and which will be sensitively and efficiently managed from a local office."

## Roman remains dumped in skip

The Museum of London's Department of Greater London Archaeology is furious about the partial destruction of a significant archaeological site in the Borough Market area.

Freight company J O Simms, located in Winchester Walk, recently received planning permission from Southwark Council for the conversion of No 16 Winchester Walk to offices. In carrying out these works, the company did major alterations to the basement in order to strengthen the foundations. Over an area of 400 square metres, the basement was lowered by one metre.

George Dennis, of the Department of Greater London Archaeology, told SE1 that in the course of this work Roman remains, including a Roman tessellated, stone cubed, floor and stone and chalk remains of the Palace of the Bishop of Winchester were unceremoniously dug up and dumped in a skip. It was only by chance that a local resident noticed what was happening and informed the Museum of London.

George Dennis estimated that 40% of the archaeological treasures buried in the basement of 16 Winchester Walk were destroyed before they managed to intervene and halt further underpinning works in the basement. They are now negotiating

with J O Simms to carry out excavation works before building work proceeds. Mr Dennis described the destruction as "one of the worst cases in my experience."

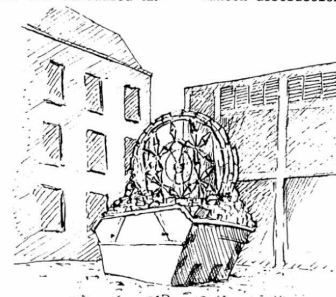
Just as extraordinary as this unfortunate act of desecration is the fact that half of the building is within a site around Winchester Square which is a Scheduled Ancient Monument, therefore deemed a site of national significance. Permission is required from English Heritage before any development work is undertaken at such a site and J O Simms was therefore in breach of this regulation.

J O Simms claims to be unaware that part of 16 Winchester Walk was within the Scheduled An-

cient Monument area. Nor was Southwark Council apparently aware either when Simms applied for planning permission because they did not inform English Heritage as they are normally obliged to do in these matters.

It appears that the Council was working from a map supplied by English Heritage which omitted No 16 Winchester Walk, a costly blunder as it turned out.

According to Mr Dennis, whose Department excavates and removes items of archaeological significance from sites threatened by building development, this case highlights loopholes in the planning regulations which need to be closed in order to protect ancient sites from wanton destruction.



## A credit to the family

The Department of Health & Social Security is presently running a campaign to encourage greater take-up of Family Credit, a cash benefit to working families with one or more children. It is tax free and paid weekly for 26 weeks.

Presently, many families are not claiming Family Credit because they are unaware of its existence or think they may not be eligible to it. According to advice workers at Waterloo Action Centre, only 40% of all families entitled to Family Credit are presently claiming it. This has caused the government considerable embarrassment.

Family Credit was introduced last year along with many other changes to the social security benefits system. It replaced Family Income Supplement and is meant to top up the income of those in full time work with children. It is designed to encourage people to stay at work and not lose out on benefits.

Family Credit payments depend on how many children you have, their ages and how much your weekly take home pay is. For

example, if you have three children under 11 years of age and the family take home income is £133 per week, then you will be entitled to claim Family Credit. About half of the families who claim Family Credit, and it is presently paid to 250,000 families nationwide, get over £20 a week.

If you think you may be entitled to Family Credit or want to know more about it, the advice workers at Waterloo Action Centre will be pleased to help you. The Centre is at 14 Baylis Road, SE1, and is open on Mondays, Tuesdays, Thursdays and Fridays from 10am-2pm, and on Thursday evenings from 6.30-8pm, or ring them on 261 1404.

## Rats invasion

Charterhouse-in-Southwark has alerted residents in the Tabard Street area about an infestation of rats. A colony of rats has become established at the corner of Tabard Street and Sylvester Street, on a presently derelict site. Judging by the numbers these animals have been there for sometime and have been breeding.

The Environmental Health Department has been informed but

no attempt has been made to put down poison because the land is not fully fenced and children and animals would be at risk. The Borough Engineers have also been informed and they are attempting to keep the street clear of rubbish. However, as fast as rubbish is cleared, more is dumped, providing the rats with ideal living and breeding conditions.

Charterhouse-in-Southwark is requesting that bin bags not be dumped on the streets in front of the site or on the site. Residents can phone the Borough Engineers on 703 5464 to ask for rubbish to be cleared from the streets. Charterhouse suggests people keep ringing.

## Playtime

The Charterhouse-in-Southwark Playground have introduced multi-cultural theme days for children. These take place once a month and use books, puzzles, posters, table activities and the milk and meal times to encourage the children to be aware of different cultures. Last month, they held an Indian Theme Day. Future theme days will include afro/caribbean, chinese and european cultures.



## Stamford Wharf scheme refined

The development of Stamford Wharf, including the landmark Oxo Tower, by Coin Street Community Builders, into a mixed use, public oriented 'activity' building, is gathering pace. A detailed planning application will be considered by Southwark planners on July 3rd and the refurbishment contract will start on site in November this year.

Extensive preparatory work has already been undertaken by CSCB to ensure that existing building is suitable for the proposed scheme. Selective demolition was carried out last year to provide a well lit, open area within the centre (the atrium) to allow exhibitions and public events.

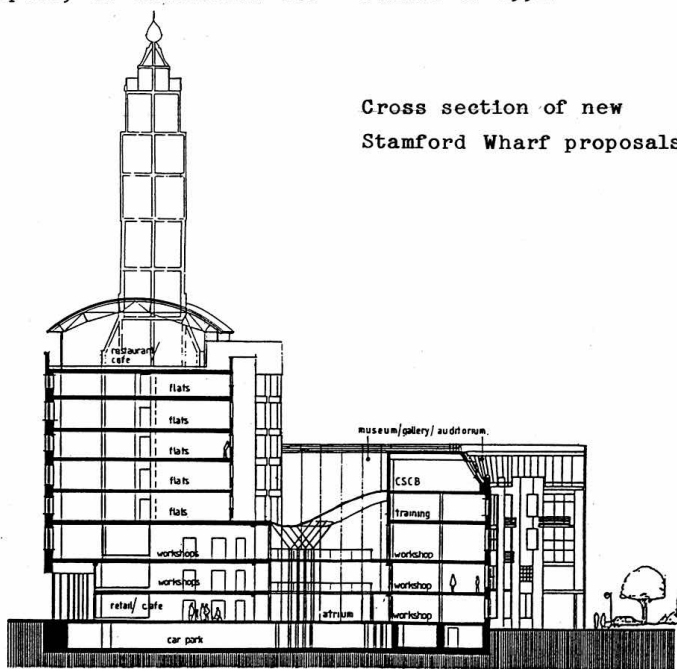
There will be newly constructed areas to both eastern and western ends of the building to accomodate double volume exhibition space, an auditorium for

films and performances, a museum devoted to the River Thames and a cafe.

Redwood Housing Co-operative will be granted a lease on the 3rd to 7th floors within the riverside building which will be developed into 76 flats and related communal facilities.

The bargehouse building and lower floors of the riverside building will be converted into 70 craft workshops, retail shops, a permanent employment training facility with specific provision for local unemployed, black people and those with disabilities, a cafe and craft related gallery and exhibition space.

Crowning the scheme will be a rooftop restaurant/brasserie and public area allowing visitors to enjoy panoramic views of London. Completion of the works will be in the summer of 1991.



Cross section of new  
Stamford Wharf proposals

### ***Gabriel's Wharf events in July/August***

**'1989 LIVE MUSIC NOW!'**  
concerts will be performed  
every Friday lunchtime in  
July by talented young  
musicians, promoting the  
objective of Sir Yehudi  
Menuhin's scheme - to bring  
live music back into the  
everyday life of the  
community. The performances  
will take place between 1pm  
and 2pm and are free.

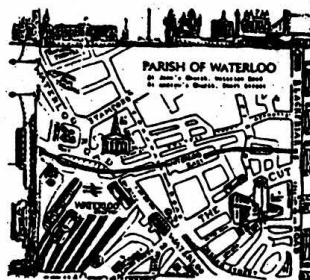
**TUMI Latin Americal Craft Centres are holding a Music Workshop on Sunday 16th July from 11am-5pm where you will have the chance to listen to live Andean music. Instru-**

ments and music will be on sale and there will be the opportunity to have a go and learn some of the techniques of the music.

**GRAN GRAN FIESTA** events are along the South Bank from 6th-16th July. Watch out for the bands at Gabriel's Wharf as part of this fiesta.

**Vauxhall City Farm Spinning Day - 1s on bank Holiday Monday 28th August 11-4pm. Spinning demonstrations and examples of their work as well as animals from the City Farm.**

THE CHURCH OF ENGLAND  
PARISH OF WATERLOO



**Come and worship**

**Sundays**  
10.30am Parish Communion  
St John's, Waterloo Road

6.30pm Evening Worship  
St Andrew's, Short Street

During the week  
12.30pm Holy Communion  
St John's, Waterloo Road

**Vicar**  
The Revd. Rob Yeomans  
633 9819 or 928 4470

BERMONDSEY STREET  
COMMUNITY ASSOCIATION

requires a

## COMMUNITY WORKER

Experienced Community Worker  
required for approximately  
six months to cover  
maternity leave.

The person appointed will have overall responsibility for running the Community Hall as well as other duties as directed by the Management Committee.

35 hour week, including evenings and some weekends.

Salary: Scale 6 - £12,327

For application form and job  
description please phone  
Tom Pheby on 403 3985.

Closing date for applications - Friday 7th July.

Bermondsey Street  
Community Association  
1 Tanner House,  
Tanner Street, SE1

**NEW PIZZERIA OPENS AT GABRIEL'S WHARF:** The Gourmet Pizza Company is opening a new pizza restaurant on the river walk at Gabriel's Wharf on 1st July. It will be open 7 days a week and will also run a Take-Away service (ring 928 3188).

Also at Gabriel's Wharf is Studio Six Restaurant & Bar.

For further information phone  
Rachell on 485 4457.

# SEL

**SE1** newspaper is produced for residents of Waterloo and North Southwark by people living and working locally. We welcome your letters, news, photos or other contributions. **SE1** particularly welcomes contributions from the area's ethnic communities.

**NEXT COPY DATE**

Please note that the next issue of SE1 will be in September. There will be no issue in August. Copy date for the September issue of SE1 is Wed 23rd August, 1989. Publication date is 1st September. All contributions and correspondence of any kind concerning the paper should be sent to 56 Southwark Bridge Road, SE1 OAS.

SE1 AVAILABLE AT

If you want to receive your copy of SEI regularly, it is available from the Waterloo Action Centre, 14 Baylis Rd, from the Borough Community Centre at 56 Southwark Bridge Road, Charterhouse-in-Southwark at 40 Tabard Street, John Harvard Library, Borough Road Library, Morley College, and Blackfriars Settlement at 44 Nelson Square.

## ADVERTISING IN SEL

**SE1** newspaper is run on a tight budget. We are largely financed by advertisements. If you would like to advertise your activities, events, organisation, jumble sales, products, services or whatever, you will find our rates very reasonable. To find out more about advertising in **SE1** telephone Gerry on 928 0711.

## FINANCIAL HELP

SEI acknowledges the financial help of North Southwark Community Development Group, Coin Street Community Builders and the Association of Waterloo Groups. Any financial contributions will be gratefully received.

## SUBSCRIPTIONS

Subscriber rates to SEI newspaper are £5 a year for individuals and £12 for institutions. Cheques should be made payable to 'SEI newspaper' and sent to 56 Southwark Bridge Road, SE1 OAS. We publish ten times a year with double issues during the Summer and at Christmas.