

Dulwich Going Greener

Registered Charity No. 1120682

THE DULWICH SOCIETY

Registered Charity No. 234192



A local Plan for Dulwich: Proposals for Village ward, by Dulwich Going Greener and the Dulwich Society

Objectives

**To make the ward cleaner, greener and safer; and
To contribute to healthier living and the local and wider
environment**

Means

1. Make it pleasanter and safer to walk rather than drive

For instance:

- (1) safer vehicle speeds: extend the 20 mph zones to cover the whole ward; and enforce the speed limit, using the new average speed cameras when available, starting with Gallery Road, and the hand-held cameras described by the police at the Community Council meeting on September 22;
- (2) improve the quality of the footways, by concentrating repairs and renewals on them, and using pavements rather than asphalt, if necessary at the expense of the carriageways;
- (3) make it safe to walk along Gallery Road, by clearing back the vegetation; by the raised table and crossing suggested in 4(1) below
- (4) convert existing zebra crossings to the newly authorised wider "tiger" crossings where appropriate, for instance the crossing of College Road from Dulwich Park to the Picture Gallery;

- (5) extend the use of entry treatments (as at the North end of Stradella Road) so that pedestrians can walk more easily and safely;
- (6) give more footways the protection and visual enhancement of traditional Dulwich white posts and chains, for instance parts of the footways on Court Lane, Red Post Hill and the South Circular;
- (7) provide safer pedestrian crossings or refuges in the shopping areas, for instance at the Herne Hill end of Half Moon Lane;
- (8) widen footways, for instance on the west side of Dulwich Village;
- (9) narrow the mouths of roads with excessively wide splays to help pedestrians, especially those with walking difficulties (as already done for Woodwarde Road at Calton Avenue), for instance the outlet of Woodwarde Road onto Eynella Road and the outlet of Casino Avenue onto Herne Hill.
- (10) require new vehicle crossovers of footways to conform to Streetscape Design Guidance, to protect pedestrians, especially children; and restore footways at abandoned crossovers.
- (11) (jointly with Lambeth Council) implement the approved changes at Herne Hill junction, to improve pedestrian access to Brockwell Park and yield other benefits. **(This is now in progress)**
- (12) (jointly with East Dulwich ward) implement changes at the "Plough" junction as recommended in the Lordship Lane Community Street Audit

2. Make it pleasanter and safer to cycle

For instance

- (1) reinforce the proposed extended and better-enforced 20 mph speed limits by measures to protect cyclists at danger spots e.g. Dulwich Village;
- (2) advance stop lines for cyclists at all traffic signalised junctions;
- (3) increase Sheffield racks for cycle parking across the ward, e.g. at the corner of Dulwich Village and Calton Avenue, outside the Post Office in Norwood Road, inside Dulwich Park.
- (4) reallocate road space in problem roads, e.g. Turney Road, to reduce speeds and help cyclists
- (5) a cycle hire scheme, as the London Mayor is doing in central London, and now proposes for outer boroughs.

3. Make the area more permeable for walking and cycling

For instance

- (1) open daytime access to the Velodrome site and the Kings College playing fields to provide a pedestrian and cycle route from opposite Giant Arches Road in Burbage Road to Dulwich Village (thus providing a safe route for pupils at the Infants School, Dulwich Hamlet School and, slightly further afield, Alleyns, JAGS and Herne Hill School);
- (2) provide a pedestrian gate at the western end of Dulwich Park to give convenient access during park opening times to the residents of Dekker, Dovercourt, Desenfans and other nearby roads including Court Lane;

- (3) make or improve cycle routes in Dulwich's green areas, for instance a route from West Dulwich station northward beside the railway line, then turning into Turney Road, and thence through the sports fields to Giant Arches Road and thus to Burbage Road;
- (4) consider a traditional churchyard path along the south side of the old graveyard in line with tradition at old graveyards elsewhere
- (5) (in association with the Dulwich Estates) open the Gallery Road end of the path between College Road and Gallery Road ("Grove Lane"/"Lovers' Lane") to cycles, buggies and wheelchairs; **(Now done)**
- (6) (jointly with South Camberwell ward) re-open the tunnel under the railway connecting the proposed Community Hospital and the homes of East Dulwich with the schools, shops and homes north of the railway.

4. Additional measures to make it safe to walk and cycle to school

For instance:

- (1) a raised pedestrian crossing of Gallery Road between DCPS Nursery and Belair Park and a raised table opposite the western end of Grove Lane; **(Now done)**
- (2) an all-pedestrian phase at the traffic signals at the junction of College Road and the South Circular;
- (3) shared use by pupils up to the age of 12 of the footway on the east side of Dulwich Village.

5. Make public transport better

For instance

- (1) continue to press for extension of the 42 bus route (which terminates at present in Red Post Hill) to Sainsbury's Dog Kennel Hill, thus providing a direct connection between King's College Hospital and the new Community Hospital in east Dulwich;
- (2) resist Southern's intention to reduce services through North and East Dulwich stations from December 2008; **(Now a fait accompli)**
- (3) put seats, shelters and indicators of when the next buses are due at all bus stops
- (4) (jointly with College ward) get Network Rail to make West Dulwich station more accessible to buggies, wheelchairs and cycles, by gently sloping ramps

6. Reduce the need to own one or more cars, by pressing Southwark Council to conclude arrangements with a car club operator for a Dulwich Car Club

7. Make the street environment more inviting

For instance

- (1) continue de-cluttering;
- (2) tree planting, for instance in the build-out at the junction of Village Way and Half Moon Lane.
- (3) enforce against car parking on footways.

8. Promotion of walking, cycling and public transport

For instance

- (1) (jointly with schools) support Walk to School Week, Walk on Wednesdays, provision of Sheffield rack cycle parking inside school premises, and other promotional initiatives;
- (2) (jointly with South Camberwell ward and Sainsbury's) promote use of the newish path between Greendale and Sainsbury's Dog Kennel Hill for "green shopping" from Dulwich Village and elsewhere, and give the path an official name.

9. Make full use of the Velodrome site (both around and within the track) for sports, training, allotments and other uses consistent with its Metropolitan Open Land status.

10. Improve the design of College Road from College Gate of Dulwich Park to the South Circular (possibly by chicane-style layout) to improve car parking for the Gallery at peak times and slow traffic at other times. Widen the footpath outside Pickwick Cottage.

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